

## Prescott Bicycle and Pedestrian Master Plan

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### GOALS OF THE PLAN

- Increase the percentage of trips made by bicycles and pedestrians.
  - Reduce the number of traffic crashes involving bicycles and pedestrians.
  - Respond to community input about bicycling and walking in Prescott.
  - Preserve and enhance the livability of the Prescott area community.
  - Promote bicycling and walking as viable transportation and recreation choices.
  - Recognize and accommodate the varying needs of all types of bicyclists and pedestrians -- young and old, able-bodied and disabled, proficient and novice, commuters and people out for a recreational ride or walk.
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In planning for the future of Prescott's transportation system, the automobile has historically been the dominant concern, and transit planning has been the focus of any discussion about "alternative" modes. In recent years, however, increasing traffic congestion and pollution associated with motor vehicle use have led to discussion of additional transportation options, including bicycling and walking.

Bicycling and walking can make important contributions to clean air and traffic congestion mitigation. Data show that these modes can have an impact. In Palo Alto, California, for example 5.8% of workers bike to work and in Portland, Oregon, 6% for work, 21% use bicycles to run errands. In Missoula, Montana, 8.10% of walk to work and in Helena, 9.0% walk to work. In Prescott, approximately 6% walk to work, 2% commute by bicycle, and many more use these modes of transportation for school trips. Increasing these numbers will add to the positive impacts on Prescott's quality of life.

The benefits of bicycling and walking have been recognized by cities throughout the U.S. as they make plans to become walkable and "bicycle-friendly". These benefits have been recognized at all levels of government, including the U.S. Department of Transportation, Federal Highway Administration and National Highway Traffic Safety Administration.

The aim of this plan is to bring together Prescott's substantial community of bicyclists and pedestrians for the purpose of developing an integrated transportation network that serves all users well. By addressing citizen concerns in planning routes for bicycling and walking, this plan can:

- assist City of Prescott land use and transportation planning efforts;
- unify the efforts of residents trying to improve conditions for bicycling and walking; and
- create a central resource of information for planning and review during implementation.

This plan provides a strategy for the integration of facilities for bicyclists and pedestrians into the City of Prescott's transportation network. A first step in planning for bicycles in Prescott occurred in 1998 when the Prescott Bicycle Planning Guide was developed. The Prescott Bicycle and Pedestrian Master Plan builds upon this work.

The Bicycle and Pedestrian Plan Task Force (Task Force), Prescott Bicycle Advisory Committee (PBAC) and City staff teamed with a consultant to develop Plan information, analysis and recommendations over a two-year period. Task Force member involvement was ongoing throughout the planning process. It was "hands-on" and the major contributor to plan development. The general public had opportunities to review and comment on the Plan at Open Houses, City Council "checkpoint" presentations, as part of the Bicycle Ridership Survey, during Bike Month, at the Bike Swap Meet and at more than 15 meetings of the Task Force and PBAC.

The Prescott Bicycle and Pedestrian Master Plan (2003) presents a comprehensive strategy for increasing bicycling and walking for transportation and recreation. It includes recommendations for bicycling, facilities, sidewalks and trails and for programs promoting bicycling and walking, safety and education. Recommendations in this plan are based on extensive fieldwork, analysis, discussion and documentation by members of the Bicycle and Pedestrian Plan Task Force, Prescott Bicycle Advisory Committee, the Consultant, City staff and others. This work is attached as a set of Technical Appendices, including:

**Appendix A. Bicycle and Pedestrian Crash Analysis**

Detailed look at conditions related to bicycle and pedestrian crashes over a two-year period.

**Appendix B. Bicycle Ridership Survey**

Results of 830 responses to a questionnaire survey distributed via City Page.

**Appendix C. Roadway Conditions Survey**

Checklists and photo documentation of maintenance conditions and physical constraints on streets under consideration for improvement with bicycle facilities.

**Appendix D. Traffic Signal Survey**

Survey of traffic signal activation in response to bicycles at major intersections throughout Prescott.

**Appendix E. Bicycle Parking Survey**

Field survey of existing bicycle parking facilities.

**Appendix F. Major Employer Survey – Bicycling and Walking Incentive Program Survey**

Telephone interview survey of businesses with 50 or more employees to find out what they are doing to encourage employees to bicycle or walk to work.

**Appendix G. Vision for Bicycling in Prescott**

An expression of hope that Prescott's future can include greater emphasis on bicycling and walking as part of a balanced group of transportation options.

**Appendix H. Process for Establishing Priorities**

Documentation of the process and criteria used to set priorities for sidewalks, bicycle facility projects and trails.

**Appendix I. Bicycle Element: Background and Analysis**

Documentation of philosophy and discussion of Prescott's bicycling conditions, including definition and analysis of planning issues.

**Appendix J. Bicycle Element: Design Issues and Guidelines**

Discussion of design issues and guidelines, including bicycle parking, bicycling on sidewalks and others.

**Appendix K. Pedestrian Element: Background and Analysis**

Documentation of philosophy and discussion of Prescott's walking conditions, including definition and analysis of planning issues.

**Appendix L. Pedestrian Element: Design Issues and Guidelines**

Discussion of design issues and guidelines, including elements of walkable communities, design to enhance safety and encourage walking.

**Appendix M. Trails Element: Background and Issues**

Discussion of key issues related to trails, including background and design recommendations.

**Appendix N. Safety and Education Element: Background and Analysis**

Discussion of background work, issues and analysis related to improving safety for bicycling and walking.

**Appendix O. Encouragement Element: Background and Analysis**

Discussion of background work, issues and analysis related to encourage increased bicycling and walking in Prescott.

**Appendix P. Bicycle and Pedestrian Coordinator Position -- Job Description**

Following are recommendations for bicycling, facilities, sidewalks and trails and a long-range recommendation addressing the need for implementation coordination. These recommendations represent the initial steps in what is hoped will become, over time, a strong commitment to realizing the potential of bicycling and walking to play a role in transportation and to become important contributors to Prescott’s quality and lifestyle.

**I. BICYCLE ELEMENT**

There are many types of “bicycle facilities.” The term is generally interpreted broadly, to include not only bike lanes within the roadways and off-road trails but also signed bicycle routes, bicycle parking, facilities associated with transit and other accommodation for bicycles such as delineation of wide curb lanes or shoulders on roadways. The Bicycle Facilities Element addresses these facility types as well as policy, design guidelines and other considerations necessary to develop and maintain them.

**A. Goal and Objectives**

**GOAL**

Develop a citywide system of on-street bicycle facilities that maximizes safety, convenience and comfort for bicyclists of all ages and skill levels.

- Objective 1      Develop a continuous system of bicycle facilities within Prescott and between Prescott and other communities in the region.
- Objective 2      Encourage projects, planning and development review criteria that facilitate access by bicycle to major destinations.
- Objective 3      Review and update, where necessary, City policy, engineering standards, planning and zoning documents to strengthen their potential for encouraging non-motorized transportation.
- Objective 4      Evaluate the potential of linking on-street bike facilities to off-street corridors, including: railroad rights-of-way, utility easements, open space, creeks and others.
- Objective 5      Encourage future development of opportunities for multimodal transportation that include bicycles, such as bikes on buses or bike n’ ride lots.
- Objective 6      Protect the City’s investment in streets and bicycle facilities through a high-quality maintenance program that addresses the specific needs of bicyclists.

Objective 7: Provide a range of bicycle facilities to accommodate the needs of all ages, skill levels and trip purposes

## B. Recommendations

### 1. Bicycle Facility Maintenance and Project Recommendations

#### HIGH PRIORITY

*To be considered for implementation to the extent feasible and fundable. See Appendix H for information on how priorities were established by the Task Force.*

Project/Street	Type of Improvements	Comment
<b>MAJOR THOROUGHFARES</b>		
1. <b>Iron Springs Road - Gail Gardner to Williamson Valley Road</b>	Bicycle lanes and bike route signs	At right-turn lane on Iron Springs at Williamson Valley Road signal - a designated "holding lane" for bikes is desired to the left of the right-turn lane, with a transition to this <u>lane per</u> AASHTO guidelines. <i>The final configuration of this intersection will be set in FY04 upon completion of design. Widening is planned for Iron Springs Road and the Williamson Valley Road intersection, to extend north past the signal at the school entrance on Williamson Valley. Construction is proposed in FY05. Bike lanes are proposed for both streets.</i>
2. <b>Gurley Street - 89/69 Interchange to Josephine</b>	<p><u>When the street is resurfaced</u>, consider adding striped shoulders and additional shoulder width on uphill side of streets, if feasible.</p> <p>Consider upgraded maintenance and addition of signage on this street (see sections IX.B and IX.C for additional information).</p>	<p>"Share the Road" signs will serve an educational purpose for people approaching Courthouse Square. Efforts should be made to educate bicyclists (obey traffic laws) and motorists (share the road, look for bikes). Traffic near the Square is generally slow moving and experienced bicyclists may merge with motor traffic. Because Downtown has a grid street layout, bicyclists can use side streets as alternatives to access destinations in the area.</p> <p>Bike parking should be provided downtown with signage to show its location.</p>
3. <b>Copper Basin Road - White Spar to City Limits</b>	<p>Consider adding bicycle lanes or striped shoulders (wider on uphill stretches); add sidewalk.</p> <p>Consider upgraded maintenance and addition of signage on this street (see sections IX.B and IX.C for additional information).</p>	Reconstruction project programmed for construction in FY05. Final configuration of improvements will be set in FY04 by design.
4. <b>South Montezuma - Carleton to White Spar/City Limits</b>	Consider upgraded maintenance and addition of signage on this street (see sections IX.B and IX.C for additional information).	Recently resurfaced. Maintenance is especially important in this area due to dirt, gravel and debris washing onto the roadway. Long-term recommendation could include improved shoulders usable for bike travel.

<p><b>5. Grove/Miller Valley Road – W. Gurley to Whipple</b></p>	<p><u>Two-phase approach proposed:</u>  (1) Evaluate rough pavement and sharp edge drop-offs along the gutter seam for major reconstruction or minor edge milling/filling for better safety and ride quality. Consider upgraded maintenance and addition of signage on this street (see sections IX.B and IX.C for additional information).  (2) Explore the possibility of providing wide curb lanes (approx. 15 ft. min.) when road is resurfaced or restriped.</p>	<p>High potential bicycle use with Prescott College and many commercial destinations.</p> <p>In addition to the need for improved riding surfaces and edge conditions, it was noted that this section of roadway has "lots of turns and some sight distance problems" (e.g. at the Post Office). Attention should be given to these if major redesign is proposed at some time in the future.</p>
<p><b>6. Williamson Valley Road -Iron Springs Road to City Limits</b></p>	<p>Provide striped bike lanes .</p> <p>Consider upgraded maintenance and addition of signage on this street (see sections IX.B and IX.C for additional information).</p>	<p>Transition to striped shoulders (planned) in County areas.</p> <p>Bike lane design for this segment is underway. Construction scheduled for FY08</p>
<p><b>7. Sheldon - Gurley to Montezuma</b></p>	<p>Consider upgraded maintenance and addition of signage on this street (see sections IX.B and IX.C for additional information).</p>	
<p><b>8. Pioneer Parkway – Williamson Valley Road to Prescott City Limits</b></p>	<p>Consider upgraded maintenance and addition of signage on this street (see sections IX.B and IX.C for additional information).</p>	<p>Existing wide shoulders adequate. Need to protect the rights of bike travel on Airport Connector.</p>
<p><b>9. Highway 69 - East City Limits to Parkway at Mail (ADOT)</b></p>	<p>Explore access via offroad trail behind Frontier Village and Mall. Need Tribe's cooperation. Work with ADOT and Tribe to get bike lanes and/or striped shoulders + signage and improved maintenance as lanes are added and other improvement projects occur.</p>	
<p><b>10. Montezuma - Sheldon to Carleton</b></p>	<p>Consider upgraded maintenance and addition of signage on this street (see sections IX.B and IX.C for additional information).</p> <p>When the street is resurfaced (future), address opportunities for bicycle facilities such as addition of striped shoulders, bike lanes or wide curb lanes, as feasible. This should be developed in the context of an overall downtown bicycle circulation plan and strategy.</p>	
<p><b>11. Willow Creek Road – Willow Lake Rd. to Haas Blvd.</b></p>	<p>Add bicycle lanes.</p>	<p>Construction is scheduled for FY04 to include bicycle lanes and sidewalks</p>
<p><b>12. Williamson Valley Road - Sidewinder to City Limits</b></p>	<p>Add bicycle lanes.</p>	<p>Construction is programmed for FY08 to include bicycle lanes and sidewalks.</p>

Project/Street	Type of Improvements	Comment
<b>OTHER COLLECTOR STREETS</b>		
1. <b>Gail Gardner Way - Willow Creek Road to Iron Springs Road</b>	Add bike lanes.  Consider upgraded maintenance and addition of signage on this street (see sections IX.B and IX.C for additional information).	Construction project programmed for FY04 includes bicycle lanes along this segment.
2. <b>Sixth Street - Moeller to Merritt</b>	Need to add better lighting and directional sign at Granite Creek Trail access. Add a crosswalk at the Granite Creek Trail crossing and increase visibility of the crossing.  Add bicycle lanes and sidewalks. Consider upgraded maintenance and addition of signage on this street (see sections IX.B and IX.C for additional information).	Pavement is in poor condition for bicycling. There are drop-offs at the pavement edges and lanes are narrow. There is a great deal of truck traffic.  Construction is programmed for FY04 with a three-lane roadway section to replace the existing four lanes. Bicycle lanes and sidewalks are included in this project.
3. <b>Gail Gardner - Iron Springs Road to Gurley Street</b>	Consider upgraded maintenance and addition of signage on this street (see sections IX.B and IX.C for additional information)	<i>Discussion between the City and property owners is ongoing regarding improvements on Gail Gardner. Encourage City to work with property owners toward future bike lane striping on this street.</i>
4. <b>Fair/Hillside - Gail Gardner to Montezuma</b>	<u>Miller Valley to Gail Gardner</u> . Add bike lanes or striped shoulders if this section of road is resurfaced or otherwise improved in the future.  <u>Miller Valley to Montezuma</u> . Add shoulder striping if lane widths are sufficient.  Consider upgraded maintenance and addition of signage on this street (see sections IX.B and IX.C for additional information).	This segment was recently resurfaced.
5. <b>Park Avenue – W. Gurley to Copper Basin Road</b>	Replace all parallel-slot drainage grates within bicycle travel areas.  Prohibit parking on "uphill" sides of the street.  Repair pavement as necessary until street is resurfaced.  Consider upgraded maintenance and addition of signage on this street (see sections IX.B and IX.C for additional information).	Considerable traffic on this important link between major thoroughfares through residential areas and school zones.  Replace parallel-slot drainage grates. Pavement in poor condition – a combination of concrete and asphalt materials.  Reconstruction is programmed for FY05.
6. <b>Ruth/Demerse - Whipple to Rosser</b>	Explore possibility of bike lanes or striped shoulders, especially by the High School.  Repair pavement as interim measure until street is resurfaced. Consider upgraded maintenance and addition of signage on this street (see sections IX.B and IX.C for additional information).	Street provides important school access. Reconstruction is programmed for FY05. Design will address addition of bicycle and pedestrian facilities.
7. <b>Smoke Tree Lane - from east of Birchwood Cove to Willow Creek Road</b>	Add striped bike lanes, if feasible. Consider upgraded maintenance and addition of signage on this street (see sections IX.B and IX.C for additional information).	The section of Smoke Tree from Prescott Lakes to Birchwood was recently striped with bike lanes (no signage).

8. <b>Delano - Sequoia to Demerse</b>	Repair pavement.  Consider upgraded maintenance and addition of signage on this street (see sections IX.B and IX.C for additional information).	
9. <b>Willis Street - Arizona Avenue to McCormick</b>	Repair pavement and add Bike Route signs.  Consider upgraded maintenance and addition of other signage on this street (see sections IX.B and IX.C for additional information).	Pavement repairs along Willis are planned, to be done in segments by City.
10. <b>Goodwin - Bradshaw Dr. to Park Avenue</b>	Repair pavement and add Bike Route signs.  Consider upgraded maintenance and addition of other signage on this street (see sections IX.B and IX.C for additional information).	
11. <b>Meadowridge Ln. –Green Lane to Williamson Valley Road</b>	Repair pavement and add Bike Route signs.  Consider upgraded maintenance and addition of other signage on this street (see sections IX.B and IX.C for additional information).	School access.
12. <b>Merritt, Sixth Street to Division</b>	Repair pavement and add Bike Route signs.  Consider upgraded maintenance and addition of other signage on this street (see sections IX.B and IX.C for additional information).	
13. <b>Rosser, Willow Creek to Birdsong</b>	Repair pavement and add Bike Route signs.  Consider upgraded maintenance and addition of other signage on this street (see sections IX.B and IX.C for additional information).	Traffic calming measures are programmed for FY04, to include sidewalk from Willow Creek Road to Campbell Avenue.
<b>City Alley along Granite Creek/Trail</b>		
14. <b>City alley between Willis and Sam Hill Warehouse (west of Granite Creek)</b>	Work with property owners to designate parallel parking along alley.  Provide bike route or other signage indicating Granite Creek Trail access. Provide shared-use trail connection to Granite Creek Trail, with route and extent of improvements to be determined. Improve alley surface to accommodate bicycle travel.	Discussion regarding this linkage between on-street and off-street facilities is ongoing.

## **MEDIUM PRIORITY**

*Bicycle Facility Improvements to Be Considered as Future Projects or Maintenance Activities*

Consider upgraded maintenance and addition of signage on these streets. Future street improvements should include bike lanes or striped shoulders if at all feasible.

1. Iron Springs Rd- Miller Valley to Gail Gardner
2. Iron Springs Rd- Williamson Valley Rd. to Sierry Peaks
3. Pioneer Parkway - Hwy 89 to Hwy 69A
4. Sequoia Dr., Smoke Tree Ln. to Rosser Ct.
5. Meadowridge, Green to Iron Springs
6. Green, Willow Creek Rd. to Meadowridge
7. Hassayampa Village Ln. Thumb Butte Rd. to Copper Basin Rd.
8. Carleton, Mt. Vernon to McCormick
9. Washington, Moeller around Roughrider Park to Marston
10. Moeller, Washington to Sixth Street

## **LONG-RANGE IMPROVEMENTS**

*As opportunities arise, evaluate feasibility of adding bicycle facilities. Repair/reconstruct pavement as necessary.*

1. Thumb Butte Road - Josephine to City Limits
2. Prescott Lakes Blvd.
3. Oregon Ave, Gail Gardner to Idylwild Rd.
4. Idylwild Rd., Oregon to Thumb Butte Rd.
5. Haisley Dr., White Spar Rd. to Senator Highway
6. Mt. Vernon, Willis to Aubrey (alignment)
7. Mt. Vernon, Aubrey to Haisley
8. Vista Dr., Copper Basin to Hemlock
9. Hemlock, Vista Dr. to Clubhouse Dr.
10. Clubhouse Dr., Hemlock to White Spar
11. Pine Knoll Dr., Canyon to Copper Basin
12. Highland Ave., Copper Basin to Plaza Dr.
13. Highland Ave., Plaza Dr. to Park Ave.
14. Bertrand, Montezuma to Park Ave.
15. Country Club Dr., Park Ave to Plaza
16. Plaza, Country Club to Thumb Butte Rd.
17. Penn Ave, Gurley to Carleton (alignment)
18. Eastwood, Carleton to McDonald Dr.
19. Nevada Dr., McDonald to Devereaux
20. Devereaux, Nevada to Autumn Breeze; Autumn Breeze to City Lights
21. Canyon Dr., Manzanita to White Spar
22. Nathan Ln., City Lights to Senator Hwy.

## **2. Bicycle Facility Design Guidelines**

The AASHTO Guide for Development of New Bicycle Facilities and The Manual on Uniform Traffic Control Devices, Part IX design guidelines should be used for design of bicycle facilities in the City of Prescott. The City's current bike facility design work is consistent with these guidelines, which are nationally accepted and legally defensible.

Additional design guidelines are discussed in Appendix J. These guidelines are consistent with AASHTO Guidelines but provide additional interpretation suitable to Prescott's unique bicycling conditions, including such topics as:

- bicycle parking – location, design
- pavement repair quality/smoothness on bike facilities
- provision of additional width on uphill lanes/trails

## **3. Maintenance Program**

Functionality and safety of bicycle facilities requires that an assured, annual maintenance program be formulated, funded and reliably accomplished. This program must detail maintenance activities and frequencies of performance throughout the year. Presentation of the Annual Street Maintenance Work Program, expanded to specifically detail activities pertaining to bicycle and pedestrian facilities (including replacement/modification of parallel-slat storm drain grates) is the recommended vehicle for accomplishing maintenance program recommendations. This work program will detail expected accomplishments and discuss the upcoming year's levels of service for maintenance of bicycle and pedestrian facilities targeted for funding.

#### **4. Bicycle Facility Signage Program**

Prescott's bicycling community and the Manual on Uniform Traffic Control Devices (Section IX) advocate consistent marking of bicycle facilities for the following purposes:

- to identify bicycle lanes and routes
- to raise motorist awareness of bicycling
- to provide warning signs alerting bicyclists to potential hazards and conflicts.

It is recognized that with over 30,000 signs within Prescott's city street rights-of-way, the effectiveness of additional signs may be reduced due to "sign clutter." Dialogue between the Prescott Bicycle Advisory Committee and the Transportation Coordinating Committee is recommended with the objective of creating a coherent, effective and affordable bicycle sign policy that supports the goals of the Bicycle and Pedestrian Plan.

#### **5. Traffic Signal Actuation**

Determine location of problem areas with regard to bicycle activation of traffic signals on streets with bicycle facilities proposed in this plan. Work toward installation of bicycle-activated detection devices at (first) these locations and, in the long term, at all signalized intersections.

#### **6. Parallel-Slot Grate Replacement**

Develop a survey that locates existing parallel-slot grates in Prescott and develop a systematic program to replace these grates as a high-priority maintenance activity within the context of the Annual Street Maintenance Work Program. These grates are known hazards and are singled out as being of special safety concern to Prescott bicyclists.

#### **7. City and Regional Bicycling Maps**

Cooperate with community organizations to design, develop and distribute local and regional bike maps.

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**MAPS:                    BICYCLE FACILITIES and TRAILS:  
                                  Link to North Region and South Region Maps**

Though small scale, the attached alignment maps are intended to demonstrate the desired connectivity of bike routes and/or lanes with a regional trail system. Priority designations indicate preferred routes based on Appendix H; however, improvements may be phased as opportunities arise.

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## **II. PEDESTRIAN ELEMENT**

The Pedestrian Element addresses provision of sidewalks as well as policy, design guidelines and other considerations necessary to develop and maintain them. Of particular note are requirements for accommodation of people with disabilities and creation of “walkable” neighborhoods and districts within Prescott. Addition information about these topics is found in Appendices K and L.

### **A. Goals and Objectives**

#### **GOALS**

- Goal 1. Increase the percentage of walking trips in Prescott.
- Goal 2. Improve pedestrian safety.
- Goal 3. Provide facilities and programs to accommodate and encourage walking by children, the elderly and people with disabilities, as well as able-bodied adults.

#### **OBJECTIVES**

- Objective 1. Recognize walking as a viable transportation mode and consider it in balance with all other modes in facility planning and design.
- Objective 2. Increase pedestrian safety by identifying specific areas of concern and making corrections with physical improvements.
- Objective 3. Design and build all pedestrian facilities so they can be used by a full range of pedestrian types: children, able-bodied adults, the elderly and people with disabilities, including mobility impairments, visual impairments and others.
- Objective 4. Provide regular maintenance of all pedestrian facilities, including pavement repair and replacement, snow removal, and sweeping.
- Objective 5. Encourage public and private sector professionals (developers, planners, law enforcement officers, judges, policy makers, engineers, etc.) to consider the needs of pedestrians within their areas of responsibility. In particular, make provision for pedestrian access and accommodation in site planning and in design of new developments.
- Objective 6. Promote planning and distribution of land uses that creates “walkable” neighborhoods and districts. Provide and encourage direct pedestrian connections
- Objective 7. Connect neighborhoods, schools, parks, THE DOWNTOWN, shopping areas, community facilities and other activity centers with a continuous pedestrian network of sidewalks and trails Give priority to pedestrian improvements that increase access to schools, parks, shopping, community facilities and community services.
- Objective 8. Provide street crossings that are safe, comfortable and attractive for all types of pedestrians, including those with disabilities.
- Objective 9. Encourage walking by minimizing conflicts with motor vehicles and providing a walking environment where people have a sense of personal safety.
- Objective 10. Design sidewalks and sign streets so as to inhibit autos from parking over top sidewalks; enforce “no parking” restrictions.

## **B. Recommendations**

### **1. Recommended Priorities for Sidewalk Construction**

*Priorities shown are for provision of new sidewalks or reconstruction*

#### **HIGH PRIORITY**

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- Willow Creek Road – Commerce to Haas Blvd.
- Rosser Street – Willow Creek Road to Campbell
- Campbell – Delano to Prescott Heights Drive
- Douglas – Willow Creek Road to Demerse
- Green Lane – Santa Fe Springs to Meadowridge
- Meadowridge Road – Green Lane to White Cloud
- Yavapai Hills Drive – Highway 69 to Shadow Mountain Drive
- Sixth Street – Moeller to Merritt (reconstruct)
- Gail Gardner Way (formerly Ponderosa Plaza Dr.) – Willow Creek Road to Iron Springs Road (reconstruct)
- Iron Springs Road – Gail Gardner Way to Williamson Valley Road (reconstruct)
- Copper Basin Road – White Spar Road to Mullen Way (reconstruct)
- Rush Street – Moeller to Sheldon
- Marston – Sheldon to Gurley
- Highway 69 – Frontier Village (Basha's) to Prescottonian Motel
- Moeller Street – Mt. Vernon Ave. To Rush Street
- Demerse – Delano to Douglas
- Willow Lake Road – Willow Creek Road to SR89 (future construct, County right-of-way)
- Ruth – Along high school parking area (west side)
- Downtown alleys pavement program
- Construct/upgrade sidewalks on both sides of greater downtown area streets (Leroux to Sheldon, Park to Rush)

#### **MEDIUM PRIORITY**

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- Meadowridge Road – White Cloud to Iron Springs Road
- Ranch Drive – Lee Blvd. to Walker
- Merritt Street – First Street to Division (reconstruct)
- Division Street –Whipple St. To Brannon
- Brannon Avenue – Dameron Drive to Short
- Short Street – Dameron to Lincoln
- Lincoln Street – Short Street to Miller Valley Road
- Park Avenue – Country Club Drive to Copper Basin Road
- Prescott Heights Drive – Willow Creek Road to Campbell

#### **LONG-RANGE PRIORITY**

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*Note: Sidewalks are to be added along these streets as opportunities arise, or in future plan phases.*

- Downtown alleys pavement program
- Douglas – Demerse to Kelmo
- Kelmo – Douglas to Chaparral
- Sandia – Chaparral to Valley Place
- Valley Place – Sandia to Tabosa Street
- Tabosa Street – small segment from Fox Fire Lane to Smoketree
- Delano – Demerse to Campbell
- Iron Springs Road – Williamson Valley Road to Sierry Peaks Drive
- Sierry Peaks Drive – Ridgewood to Gail Gardner (via Downer Trail)

- Country Club Drive – Perry to Plaza Drive
- Plaza Drive – Country Club Drive to Thumb Butte Road
- Coronado Avenue – Park Avenue to Highland Avenue
- Highland Avenue – Coronado to Copper Basin Road
- Thumb Butte Road – Idylwild Road to Prescott National Forest
- White Spar Road – Copper Basin Road to Haisley Road
- Bradshaw Drive – East Gurley Street to McDonald
- McDonald – Pauley to Spring Trail
- Robinson Drive – E. Gurley to Newport Drive
- Haisley – Senator Highway to White Spar Road
- Senator Highway – Carleton to Sky Terrace

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**MAPS:           SIDEWALK FACILITIES and TRAILS:**  
**Link to North Region and South Region Maps**

Though small scale, the attached alignment maps are intended to demonstrate the desired connectivity of sidewalks with a regional trail system. Sidewalk improvements via street reconstructions, retrofits, and off-site requirements of private developments will work to build a citywide network for the walking public.

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### III. TRAILS ELEMENT

Information developed as part of the Trails Element explores the foundations for Prescott's trail system, progress made thus far, current status, opportunities and challenges and to provide supporting materials. Supporting materials include a list of priorities, a list of where City trails Interface with City streets (and suggestions for treatments), and the categories of City of Prescott trails according to trail standards (i.e., determined by types and levels of use, setting, funding source, etc.).

#### A. Priorities

*Priorities shown are for provision of new trails*

#### **HIGH PRIORITY - City Initiated**

*NOTE: to be considered in the Action Plan for implementation within the next one to three years or sooner if an opportunity arises to combine with another project. Progress is contingent upon cooperation with affected property owners.*

- Rails-to-Trails Phase II - old SR 89A to Town of Chino Valley Road 4S (a.k.a. Prescott Peavine National Recreation Trail)
- All trails associated with Willow and Watson Lakes, specifically trails that are part of the Prescott Circle Trail
- All trails associated with Prescott East Area Plan (PEAP - NE Prescott), specifically the Prescott Circle Trail
- Soft trails associated with Prescott Lakes Parkway and Smoketree Lane and Vista Park to 10-acre Park to Willow Lake linear corridor (as a part of the Prescott Lakes Master Planned Community) need completion.

#### **HIGH PRIORITY - Multi-Agency Projects**

- The Prescott Circle Trail is a multi-agency project with each entity assuming responsibility and implementation for its respective segments.
- Rails-to-Trails on Tribal lands
- Improve recreational trail system within proposed Badger "P" Mountain preserve as recommended within the Badger "P" Mountain Coordination Plan
- Assist Town of Prescott Valley with Rails-to-Trails (former Prescott & Eastern Railroad) with assurances trail will be in perpetuity.

#### **HIGH PRIORITY - Public/Private Partnership**

- Entire first phases of the Greenway Multi-Use Trail System are a high priority, and include all of Granite Creek upstream of Tribal Lands to Aubrey Street, and Miller Creek east (downstream) of rodeo grounds
- Willow Creek Trail from Heritage Park through Willow Creek to area of former 89/89A intersection
- Prescott Circle Trail within Embry-Riddle Aeronautical University
- PEAP Trail connection from Prescott Lakes Parkway to Yavapai Hills at Bar Circle A Road
- Pursue trail from Peavine Trail to Glassford Hill when Storm Ranch is sold/developed.

#### **MEDIUM PRIORITY – City-Initiated**

*NOTE: to be considered in the Action Plan for implementation within the next three to five years, or sooner if an opportunity arises to combine with another project. Progress is contingent upon cooperation of affected property owners.*

- Granite Dells Trail connection from Prescott Peavine Trail NW to Granite Dells Road
- Trails in Prescott East Area Plan that are south of Highway 69, and paralleling utility corridors south of Glassford Hill

### **MEDIUM PRIORITY - Multi-Agency Projects**

- Trail paralleling new SR 89A (City/County/ADOT endeavor)
- Multi-agency partnering to improve Rails-to-Trails west of Prescott

### **MEDIUM PRIORITY - Public/Private Partnership**

- Trail along Butte Creek from Prescott College campus to West Gurley
- Trail north of Idylwild area to Prescott National Forest
- Trail from Mountain Club/Skyview area to Prescott National Forest
- Westbound trail additions to Aspen Creek Trail

## **B. Safety Provisions**

*Provisions needed for Interface of City trail system and City/County streets and local highways for Prescott's Mile-High Trail System.*

The following geographic locations are where City trails will intersect City/County streets and local highways. Safety provisions are needed for pedestrians and bicyclists. Implementation shall be a joint venture, and closely coordinated between the City Public Works and Parks and Recreation Departments,

Road crossings to include standard crosswalk and bike/ped warning signs for motorists (installed by Public Works, and budgeted by Trails Division - Parks and Recreation Department, with Transportation Coordination Committee input), and installation of trail stop signs and bollards on trail (budgeted and installed by Trails Division - Parks and Recreation Department) such as currently found along Greenway Trail System. In addition to road crossings, other improvements are identified below.

### **1. GREENWAYS MULTI-USE TRAIL SYSTEM**

#### **Improvement Needed and Location**

- Road crossing at north end of Granite Street (near APS entrance)
- Installation of "No Parking" signs along east side of City alleyway between McCormick and Granite Streets, and north of Willis Street to accommodate pedestrian travel.
- Road crossing on Willis Street for Granite Creek Trail (re-paint existing crosswalk west of creek bridge, and slightly modify bridge railing for safety purposes)
- Utilize Gurley Street Bridge as trail underpass
- Install lighting near/under Gurley Street bridge for Granite Creek Trail
- Utilize Goodwin Street Bridge as trail underpass
- Install lighting near/under Goodwin Street bridge for Granite Creek Trail
- Road crossing on Carleton Street for Granite Creek Trail
- Road crossing on Aubrey Street for Granite Creek Trail
- Installation of "No Parking" signs east side of Granite Street (between Aubrey and Leroux) to accommodate pedestrian travel
- Road crossing on Leroux Street for Granite Creek Trail
- Road crossing on White Spar Road for Granite Creek Trail Road crossing on Forest Highlands Road for Granite Creek Trail
- Road crossing (move and repaint crosswalk south of existing crosswalk) on Miller Valley Road (at Brannon) for Miller Creek Trail
- Road crossing on Lincoln Avenue north of wet road crossing for westbound Miller Creek Trail
- Road crossing on Sixth Street for Granite Creek Trail
- Road crossing on EZ Street for Granite Creek Trail

## 2. OTHER CITY-WIDE LOCATIONS

### Improvement needed and location

- Former railroad bridge on former SR89A to remain intact for safe overpass for Prescott Peavine National Recreation Trail (bridge was purchased with Federal Transportation Enhancement Funds for trail)
- Utilize, existing box culvert under new SR89A (east of Side Road - IGA with ADOT) for Rails-to phase II/Prescott Peavine National Recreation Trail
- Road crossing on McCormick Street for east-west pedestrian route (near Beach Street)
- Road crossing on Granite Street for east-west pedestrian route (near parking garage location)
- Road crossing on Hassayampa Village Lane (connection from Aspen Creek Trail to Hassayampa Village Lane soft trail)
- Road crossing on Sierry Peaks Drive (crossing for soft trail)
- Utilize existing box culvert under SR69 (west of Prescott Lakes Parkway) for Prescott Circle Trail
- Road crossing on Sun Dog Ranch Road of north boundary of Yavapai Block for Prescott Peavine National Recreation Trail.
- Utilize existing box culvert under Prescott Lakes Parkway for Prescott Circle Trail
- Install box culvert under Willow Creek Road for Prescott Circle Trail
- Road crossing at Willow Lake Road at Prescott Lakes Parkway (for connecting Prescott Lakes' system to Willow Lake Trail/Prescott Circle Trail)
- Continue crosswalk at signalized intersection of SR89/Willow Lake Road/Watson Lake Park.
- Explore use of existing box culvert under Willow Lake Road (west of Prescott Lakes Parkway) for trail underpass
- Right-of-way needed along north side of Willow Lake Road (when improved in the future) for Prescott Circle Trail
- Continued access on former 89A (Bicycle/Pedestrian at minimum) to former highway/railroad bridge area of Peavine Trail

### **C. Prescott Mile-High Trail System Updated Trail Standards (2003)**

*(An Addendum to the 1996 City Trails Plan)*

Trails within City of Prescott's Mile-High Trail System are found in a variety of settings, and standards vary according to types and volume of uses and settings. As per City Council Resolution, all City of Prescott Trails are non-motorized. Some details, such as longitudinal grades, are not provided below and vary greatly due to Prescott's mountainous terrain.

<b>Category #1</b>	<b>Primitive Setting - Minimal and Limited Uses In Primitive Setting</b>
Examples:	Lakeview & Cove Trails (primitive spur trails along Prescott Peavine Trail)
Uses:	Hiking Only
Clearance Width:	6' wide x 10' high
Tread width:	24"
Tread Surface:	Natural
Outslope:	Maximum 5%
Drainage:	Waterbars, Drain Dips, & Rock Channels
Signing:	Flexible fiberglass at junctions w/ various decals
Maximum Grades:	20%
Information at Trail	
Access Point:	None or very little

**Category #2**      **Semi-Primitive Setting - Limited Use**  
 Examples:            Butte Creek and Aspen Creek Trails  
 Uses:                    Hiking/Running/Equestrian (in some cases)  
 Clearance Width:    6' wide x 10' high  
 Tread width:           36"  
 Tread Surface:        Natural  
 Outslope:              Maximum 5%  
 Drainage:              Drain Dips & Rock Channels  
 Signing:                Flexible fiberglass at junctions w/ various decals  
 Maximum Grades:    12%  
 Information at Trail  
 Access Points:        8" x 12" signs w/important information

**Category #3**      **Multiple-use (potentially high volume)**  
 Examples:            Willow Lake Trail, Lower Granite Creek Discovery Trail  
 Uses:                    Hiking/ Running/Equestrian/Mountain Bicycling  
 Clearance Width:    6' wide x 10' high  
 Tread width:           36" - 48" (6' - 8' in circumstances where heavy use is anticipated)  
 Tread Surface:        Compacted One-Inch Minus Select or similar if needed  
 Outslope:              Maximum 5%  
 Drainage:              Outsloping, rolling drain dips, rock channels  
 Signing:                Flexible fiberglass of junctions w/ various decals  
 Maximum Grades:    12%  
 Information at Trail  
 Access Point:        8" x 12" Signs w/ Important information

**Category #4**      **Rails-to-Trails Conversions**  
 Examples:            Prescott Peavine National Recreation Trail  
 Uses:                    Hiking/Running/Equestrian/Mountain Bicycling/Wheelchair/Strollers  
 Clearance Width:    16' wide x 12' high  
 Tread width:           10"-16"  
 Tread Surface:        Compacted ballast (ballast over 1" in diameter is removed)  
                               Compacted One-inch Minus Select in some areas  
 Outslope:              Maximum 2-5%  
 Drainage:              New culverts and original trestles under former railroad bed  
 Signing:                Aluminum signs (black text on green sign) bolted onto steel posts (threads flattened on bolts to prevent removal), Flexible fiberglass at Intervals w/ various decals  
 Maximum Grades:    5%  
 Information at Trail  
 Access Point:        Kiosks with much information

**Category #5**      **Greenway Trails**  
 Example:              Granite Creek Trail  
 Clearance Width:    10' wide (for sight distance) x 10, high  
 Tread width:           Varies - determined by width of creek corridor, suitable "shelf" for placement of trail, and funding sources used. Minimum 6' wide treadway. 8' minimum width required It using Federal funds (as per AASHTO), and 10' width for heavily used portions  
 Tread Surface:        Reinforcement is needed with rip-rap & gabion structures where trail is adjacent to creek and bridge approaches. 6" Compacted One-Inch Minus Select on top of 3" leach rock, soil stabilizers (e.g., PolyPavement tm) used if needed

Outslope: Maximum 5%  
 Drainage: Culverts under trail, trail is crowned  
 Signing: Aluminum signs (black text on green sign) bolted onto steel posts threads flattened on bolts to prevent removal), 4"x4" steel square posts at junctions  
 Maximum Grades: 5%  
 Information at Trail  
 Access Point: 8" x 12" Sign w/ limited information

**Category #6 Urban setting and near roadways - Multi-use**

Example: Various examples exist  
 Clearance Width: 14' wide x 10' high - 6' landscaped buffer between roadway and trail  
 Tread width: Maximum 16' (10' hardened surface and 6' soft surface) where heavy and multiple uses are anticipated. Where moderate uses and/or pedestrian uses only are anticipated, narrower tread widths are acceptable on a case-by-case basis\*\*  
 Tread Surface: Hardened: asphalt soil cement, or various synthetic materials  
 Soft: One-Inch Minus Select and natural  
 Outslope: Maximum 5% (ideally 2%)  
 Drainage: Culverts and outslipping  
 Signing: Flexible fiberglass at junctions w/ various decals, & aluminum signs  
 Maximum Grades: 10%  
 Information at Trail  
 Access Point: 8" x 12" Sign w/ limited information

\*\*Some urban trails (e.g., soft trails along Sierry Peaks Drive and Hassayampa Village Lane) were developed prior to these trail standards being established. In these cases, a 4-foot treadway has been established immediately adjacent to the roadways. While this is acceptable in some cases, wider treadways, and treadways separated from roadways are highly encouraged.

## IV. IMPLEMENTATION COORDINATION -- Long-Range Recommendation

It is strongly recommended that the City work toward creating a Bicycle and Pedestrian Coordinator position within the Community Development Department to collaborate with all City departments, other government agencies and community organizations on plan implementation.

It is recognized that, at present, this is not a budgeted position and that there are no current City staff members with available free time, professional qualifications and position within the City's organizational structure to carry out full scope of the Bicycle and Pedestrian Coordinator's duties. These duties typically involve much more than working with Public Works Department engineers on maintenance activities and construction projects. The duties also involve extensive work with community planning and zoning activities, development review, with the Police Department and other safety organizations, with schools, community and social service organizations, bicycling clubs and advocacy groups, trails organizations and many others. A list of the types of duties included in a Bicycle and Pedestrian Coordinator's job description is provided in Appendix O to this plan.

In many cities, the Bicycle and Pedestrian Coordinator is initially funded as a part-time position, increasing to full-time as the bicycle and pedestrian program grows based on community interest and program success.

If Prescott is serious about promoting bicycling and walking as integral parts of the city's lifestyle and transportation options, funding for a part-time/"start-up" Bicycle and Pedestrian Coordinator position should be considered as soon as possible. This recommendation was given high priority by the Task Force, understanding that new positions are hard to come by.

## V. PLAN ADOPTION

It is recommended that the Prescott Bicycle and Pedestrian Plan be adopted as a supplement to the Prescott General Plan, rather than incorporated into the General Plan itself. In this way, the Bike/Ped Master Plan can be more flexible, even as it needs to be far more detailed than the Prescott General Plan.



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