

# *Public Comment Instructions*

The City of Prescott is requesting comments from the public on the material in this presentation for consideration in the draft final report to be presented at the third public meeting in September 2007. These comments can be submitted by phone, mail or email by following the instructions below.

- Phone comments can be made by calling at (928)777-1130 and asking for the Transportation Services Division.
  
- Mail all comments to the City of Prescott Attn: Transportation Services 433 N. Virginia Street, PO Box 2059 Prescott AZ. 86302
  
- Email comments by visiting [www.cityofprescott.net](http://www.cityofprescott.net) and following the links to →City Services → Public Works → Transportation Services →email (located under the Southside Traffic Circulation Enhancement Project)



**City of Prescott**



# **Southside Traffic Circulation Enhancement Project**

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Carter & Burgess**

# *Study Area*



# *Topics for Public Meeting II*

- Current Conditions
- Intersection Analysis - Current
- Origin-Destination Survey Results
- Base Future Conditions
- Intersection Analysis - Future
- Alternative Concepts and Results

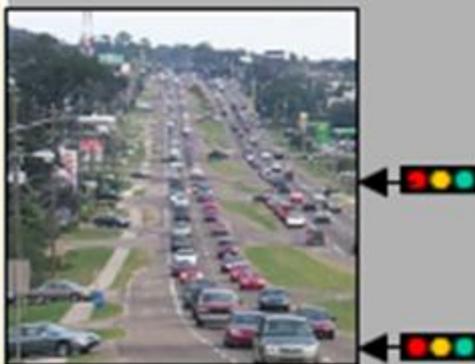
# Current Conditions - LOS



Not  
Congested



Slightly/  
Moderately  
Congested



Highly  
Congested

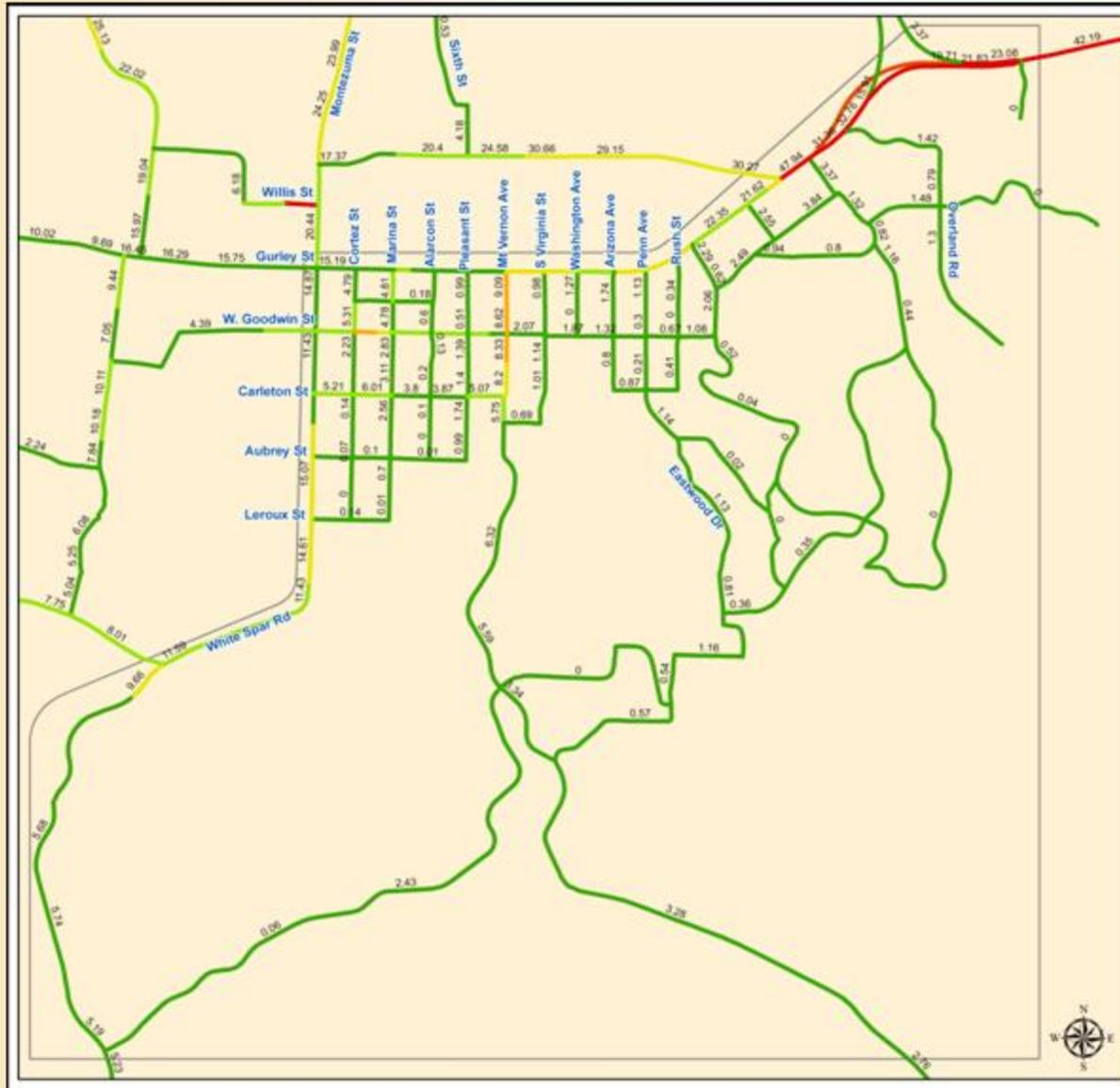
## Level-of-Service (LOS) Types

**Mid-Link LOS** – measures the impact of daily vehicular flow between intersections

- It is used for planning levels analysis to assess an overall transportation system performance
- Congested Mid-link LOS often translates in potential intersection operational issues

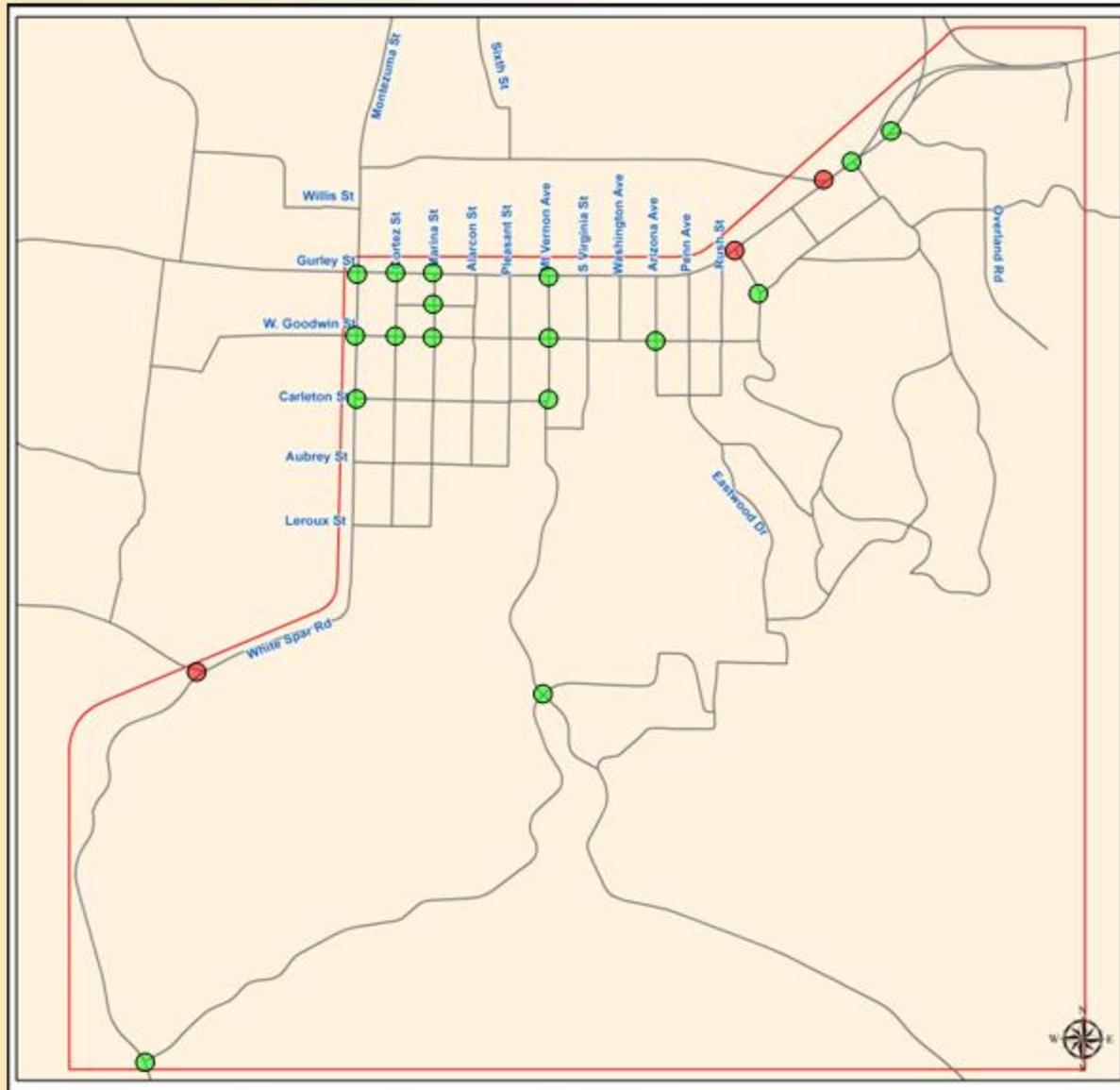
**Intersection LOS** – measures the operational performance of an intersection based on all the movements occurring on each leg of the intersection and the type of control device present

# Current Conditions – Mid-link LOS



- 48-hrs Traffic Counts were conducted at specific locations on Feb 14-15, 2007
- Turning movement traffic counts were conducted at specific intersections for the peak period of 7-10 a.m. and 4-7 p.m. on February 15, 2007
- Planning level mid-link LOS is satisfactory for the majority of the system with the exception of Gurley east of Sheldon

# Current Conditions – Intersection LOS



## Signalized Intersections

- White Spar @ Copper Basin
- Montezuma @ Carleton
- Montezuma @ Goodwin
- Montezuma @ Gurley
- Goodwin @ Cortez
- Gurley @ Cortez
- Gurley @ Marina
- Gurley @ Bradshaw
- Sheldon @ Gurley

## Unsignalized Intersections

- White Spar @ Haisley
- Haisley @ Mt. Vernon
- Mt. Vernon @ Gurley
- Mt. Vernon @ Goodwin
- Mt. Vernon @ Carleton
- Goodwin @ Arizona
- Robinson @ Gurley
- Butterfield @ Gurley
- Union @ Marina
- Goodwin @ Marina
- Bradshaw @ Stetson

● Non Congested Intersection

● Congested Intersection

● Failing Intersection

# Origin-Destination Survey

ORIGIN-DESTINATION QUESTIONNAIRE  
 MT. VERNON AVENUE - PRESCOTT, AZ  
 February 15, 2007

## MT. Vernon Avenue

Time of Survey	<input type="checkbox"/> AM	Roads traveled or will travel			<input type="checkbox"/> Hixley Road
	<input type="checkbox"/> PM	<input type="checkbox"/> Gurley	<input type="checkbox"/> Cassin	<input type="checkbox"/> Cassin	<input type="checkbox"/> Steiner Hwy
Number of Passengers		Type of Vehicle			
<input type="checkbox"/> One person	<input type="checkbox"/> Three persons	<input type="checkbox"/> Car	<input type="checkbox"/> Motorcycle	<input type="checkbox"/> Light truck	
<input type="checkbox"/> Two persons	<input type="checkbox"/> More than 3 persons	<input type="checkbox"/> Van	<input type="checkbox"/> Pick-up truck	<input type="checkbox"/> Heavy truck	

1. Where did this trip begin, list cross streets or nearest landmark.

Prescott     Prescott Valley     Chino Valley     Dewey-Humboldt     Steiner Hwy  
 Spring Valley     New Springs/Copper Basin     Williamson Valley     Lanesome Valley

2. What is your destination, list cross streets or nearest landmark.

Prescott     Prescott Valley     Chino Valley     Dewey-Humboldt     Steiner Hwy  
 Spring Valley     New Springs/Copper Basin     Williamson Valley     Lanesome Valley

3. What is the purpose of the trip?

Work     Business     Social     Shopping  
 Personal (i.e. medical trip, pick-up children)     Other \_\_\_\_\_

4. Where do you live most of the year?

Prescott     Prescott Valley     Chino Valley     Dewey-Humboldt  
 Chayer     Williamson Valley     Phoenix     Other \_\_\_\_\_

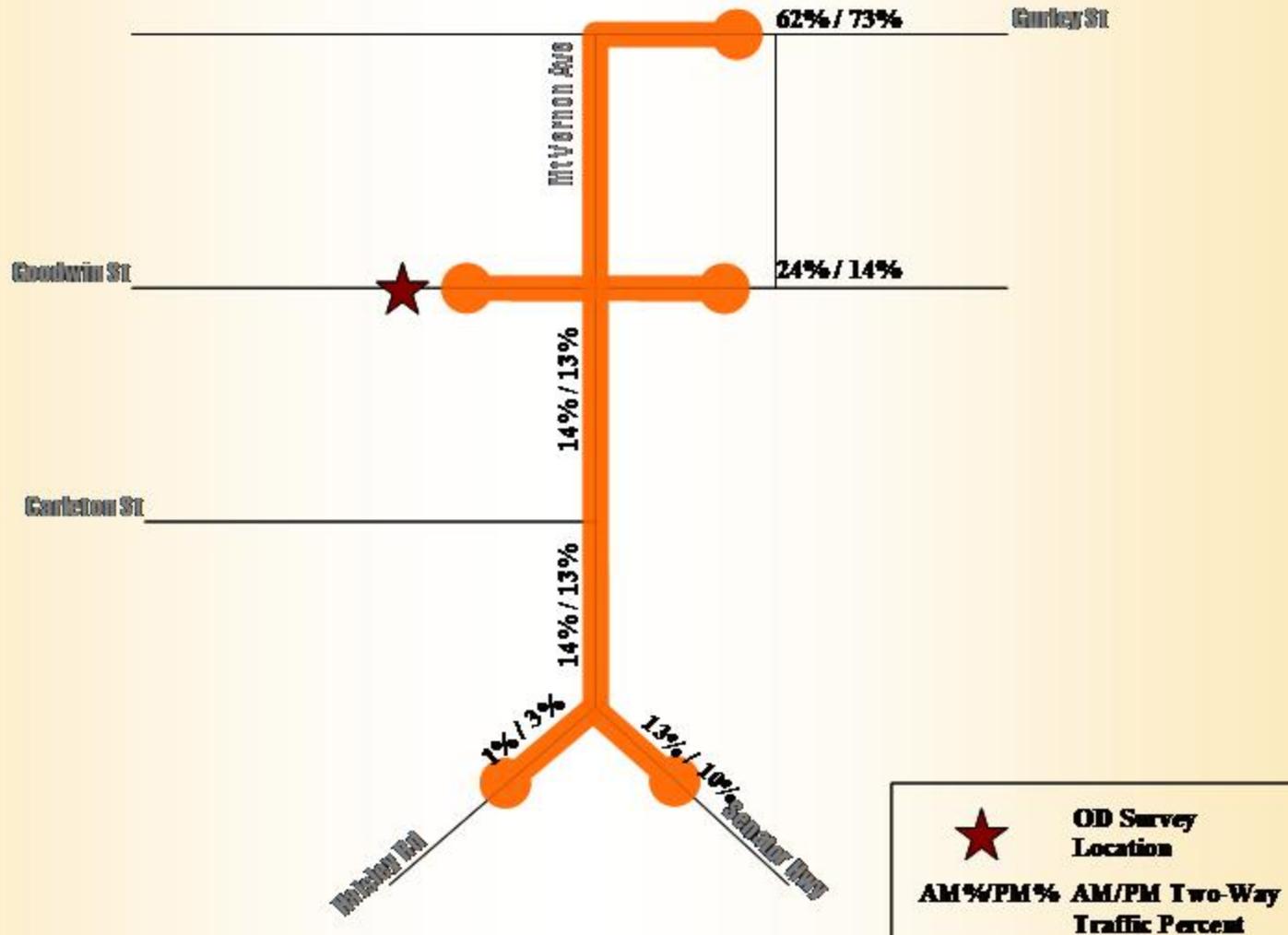
5. How often do you use Mt. Vernon to make trips?

At least once a day     At least once a week     Less than once per week  
 Several times a day     A few times per week     Almost never

- Conducted Origin-Destination Survey on February 15, 2007
- Three locations :
  - Goodwin Street, west of Mt. Vernon Avenue
  - Carleton Street, west of Mt. Vernon Avenue
  - Mt. Vernon Avenue, South of Carleton Street
- Conducted survey between 7-9 am and 4-6 pm

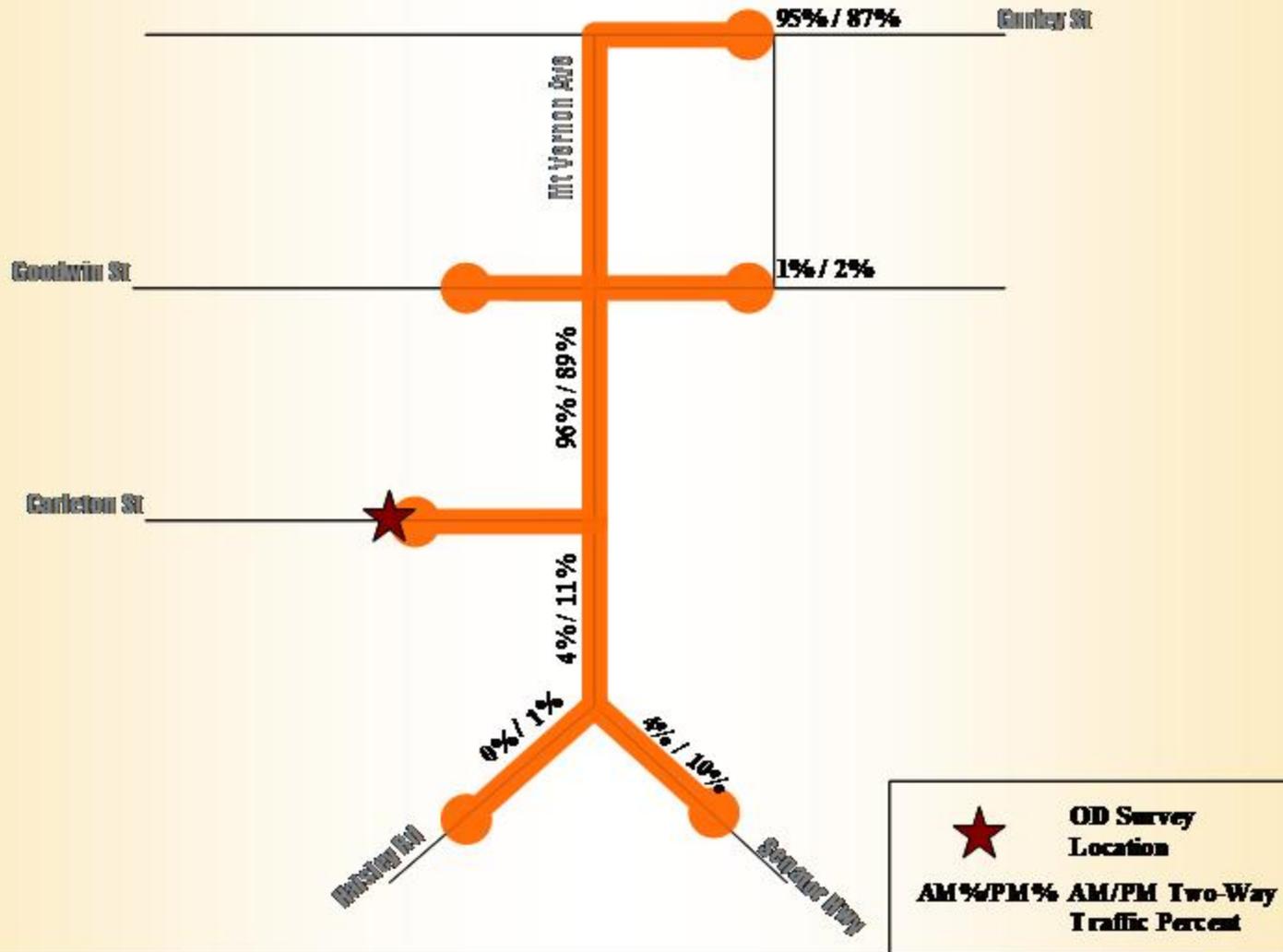
# Origin-Destination Survey

## OD SURVEY RESULTS: ROADS TRAVELED BY VEHICLES THAT PASS THROUGH GOODWIN STREET

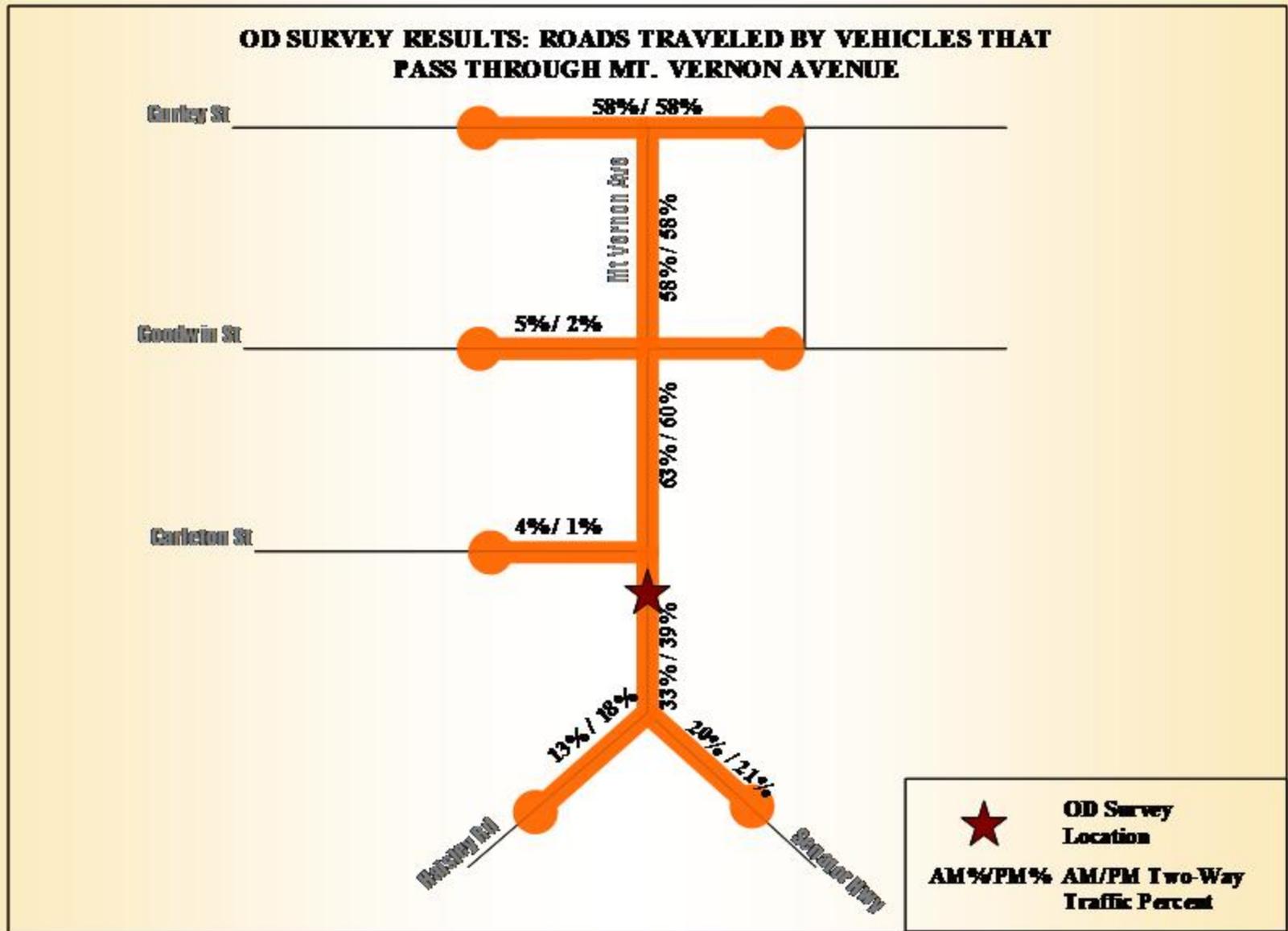


# Origin-Destination Survey

## OD SURVEY RESULTS: ROADS TRAVELED BY VEHICLES THAT PASS THROUGH CARLETON STEET

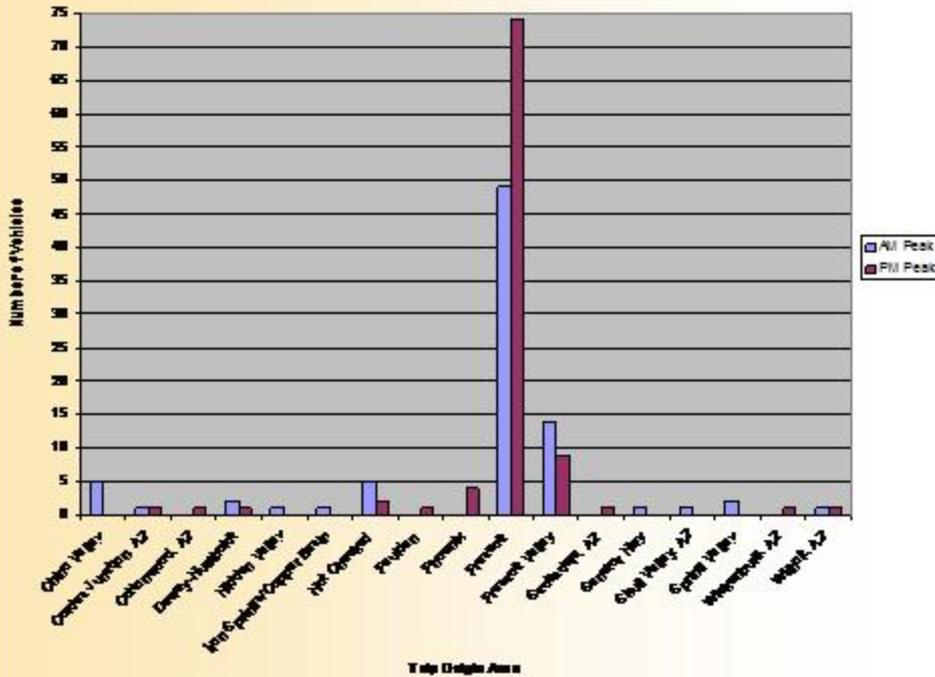


# Origin-Destination Survey

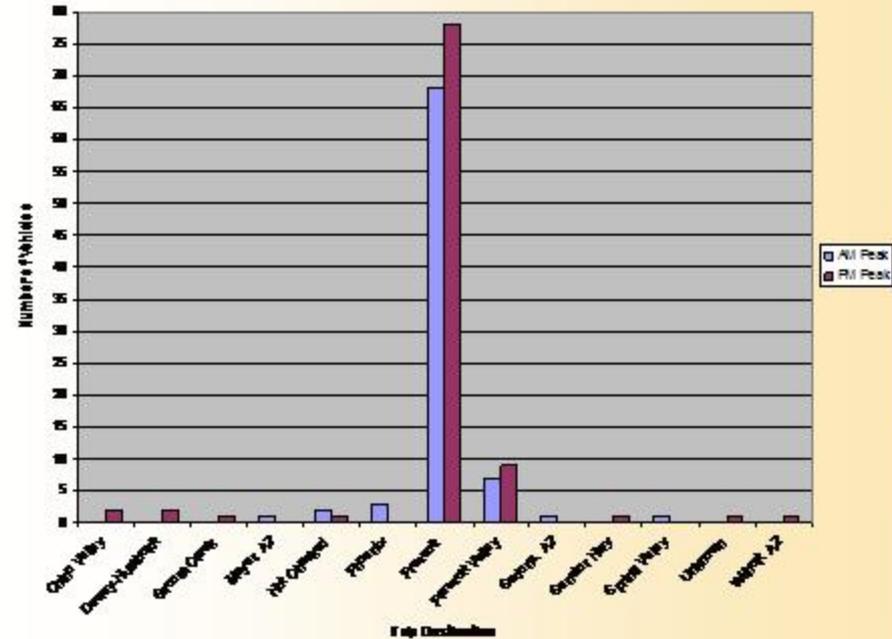


# Origin-Destination Survey – Carleton St.

CARLETON ST - TRIP ORIGIN AREA



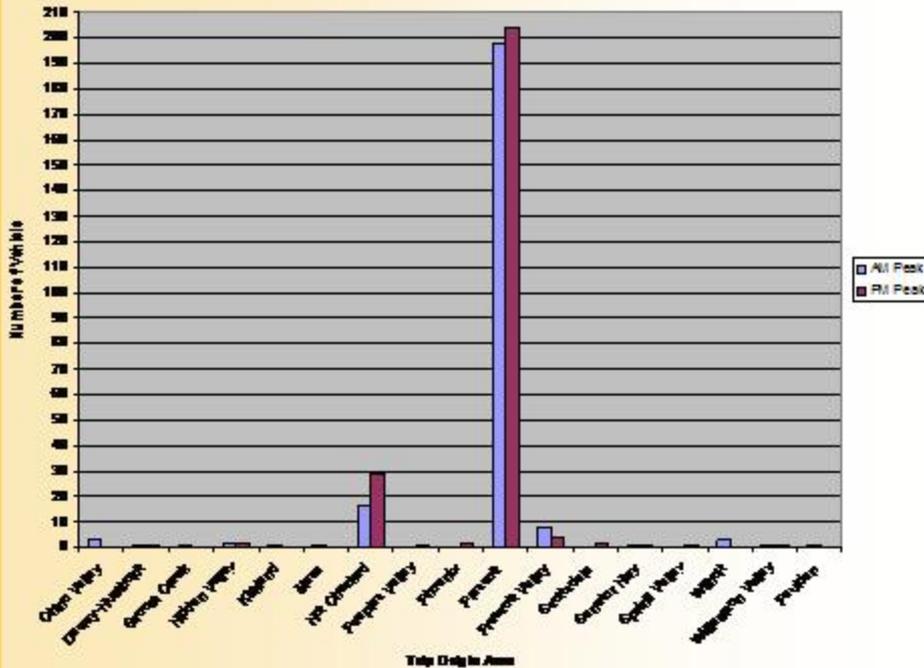
CARLETON ST - TRIP DESTINATION AREA



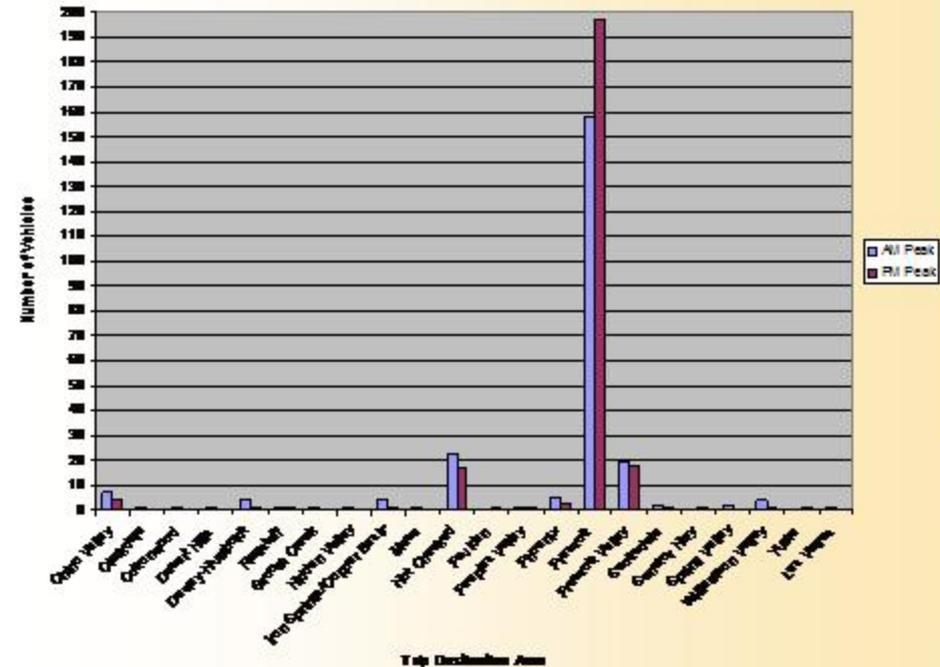
- Majority of the vehicle were single occupant
- Trip purpose was predominantly “work” in the morning and more diverse in the afternoon with emphasis on “work” trips
- The vast majority of drivers are Prescott residents
- They use Mt Vernon “at least once a day” in their trip making

# Origin-Destination Survey – Mt. Vernon Ave.

MT. VERNON – TRIP ORIGIN AREA



MT. VERNON AVE – TRIP DESTINATION AREA

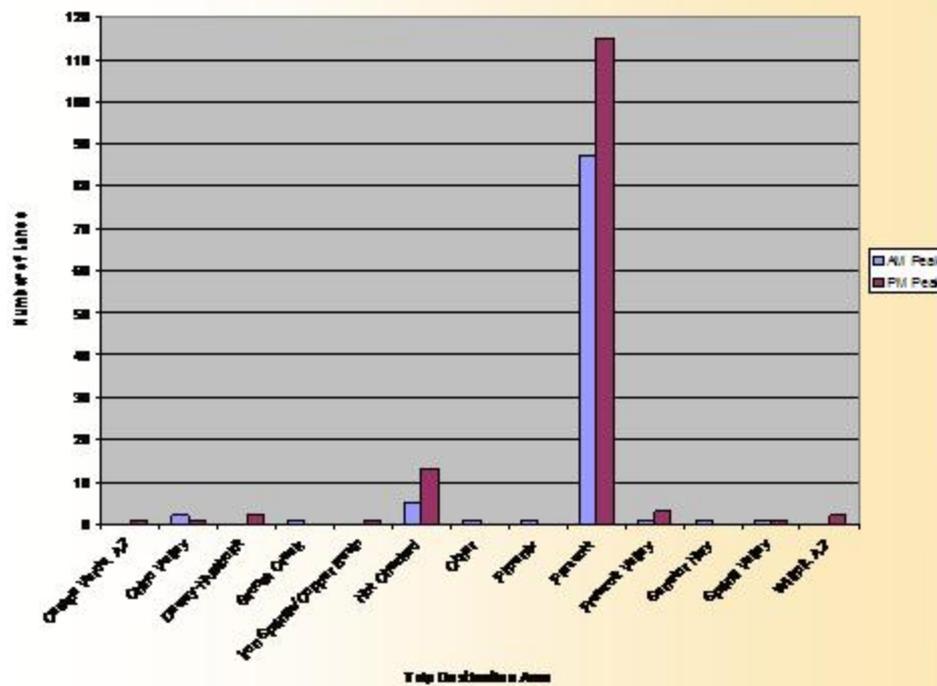
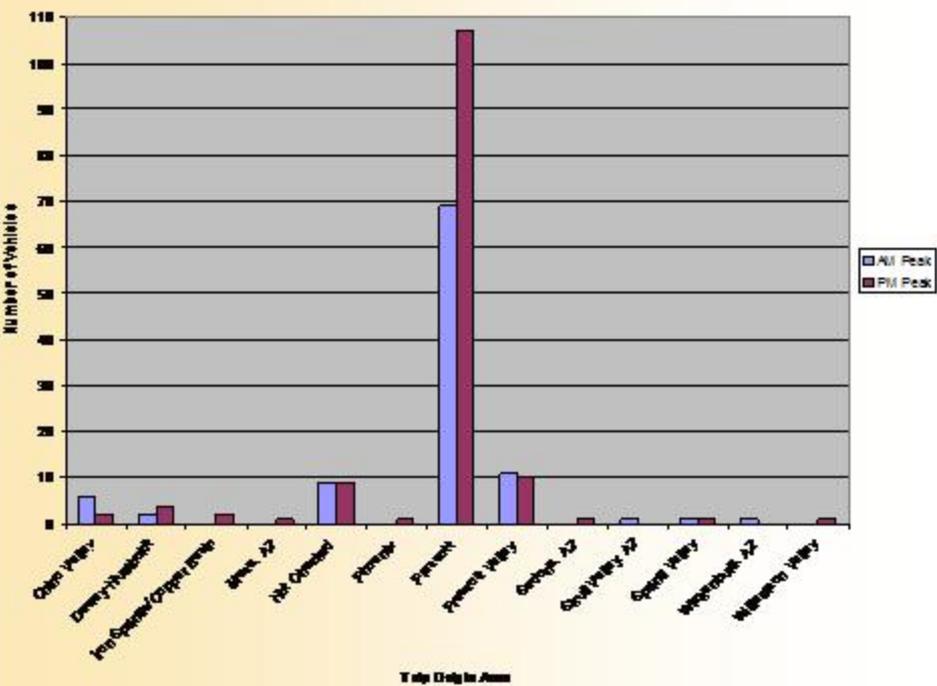


- Majority of the vehicle were single occupant
- Trip purpose was predominantly “work” in the morning and more diverse in the afternoon with emphasis on “personal” trips
- The vast majority of drivers are Prescott residents
- They use Mt Vernon “several times a day” in their trip making

# Origin-Destination Survey – Goodwin St.

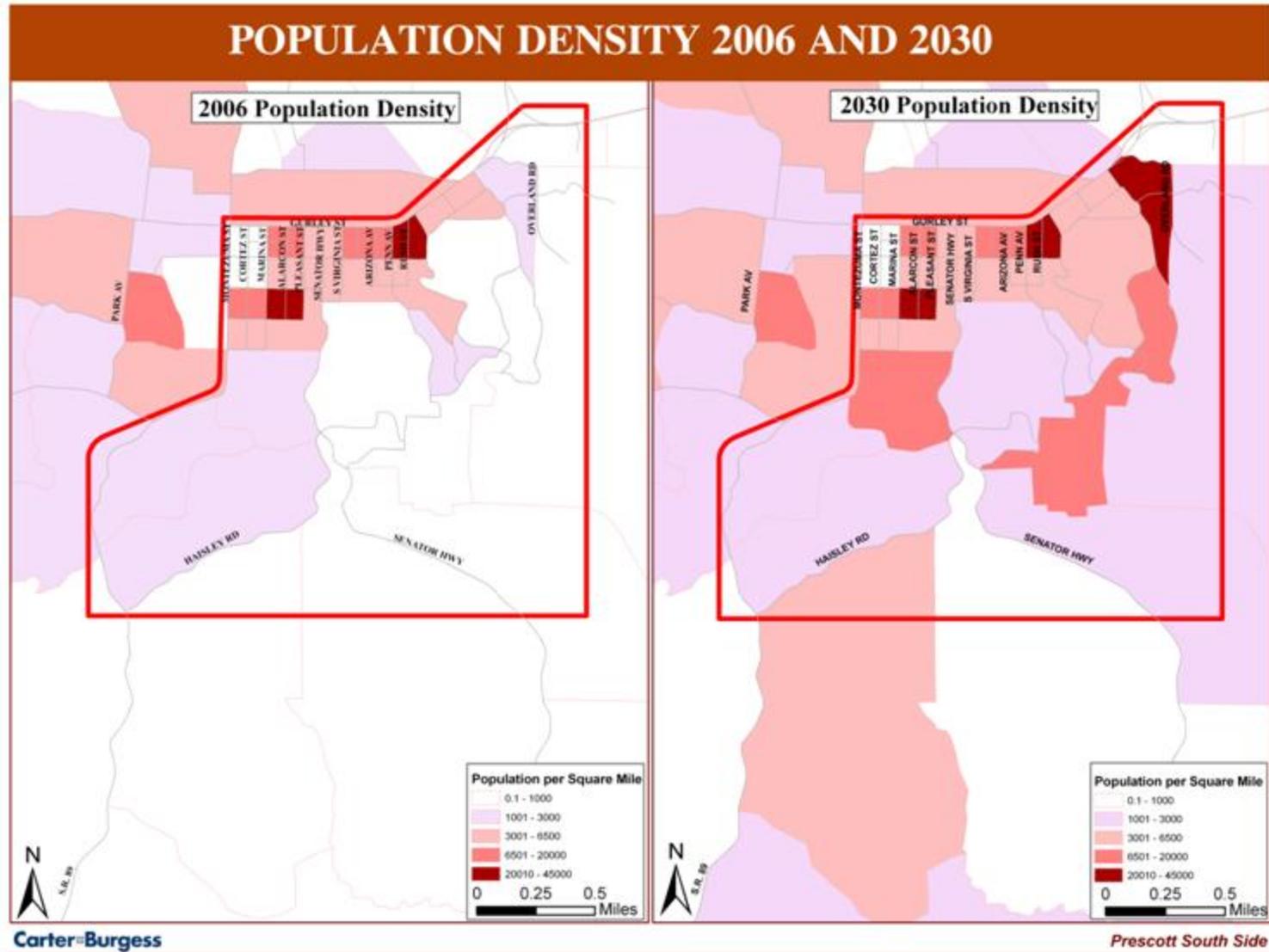
GOODWIN ST – TRIP ORIGIN AREA

GOODWIN ST – TRIP DESTINATION AREA

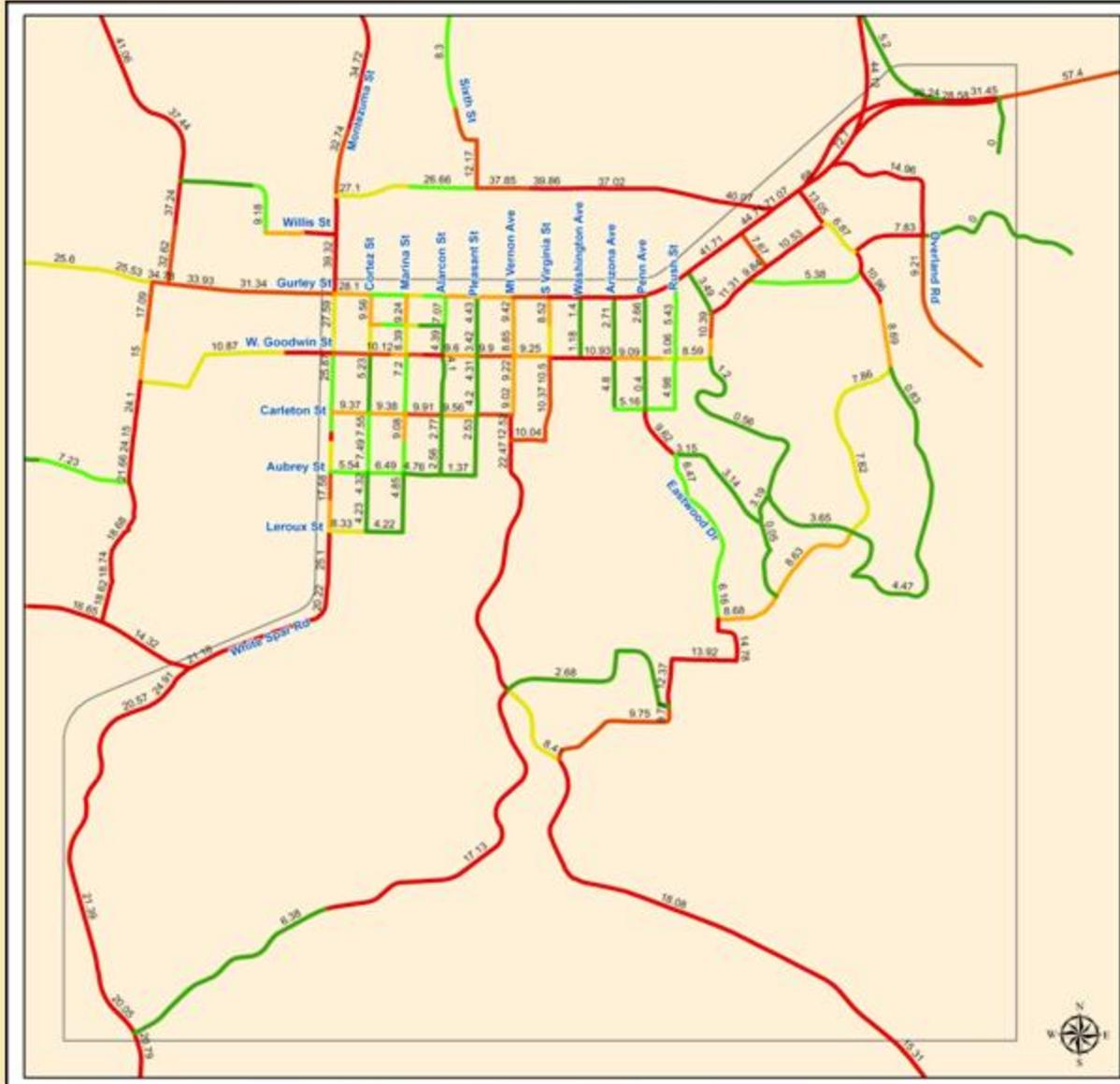


- Majority of the vehicle were single occupant
- Trip purpose was predominantly “work” in the morning and predominantly “personal” in the afternoon
- The vast majority of drivers are Prescott residents
- They use Mt Vernon “at least once a day” followed closely by “several times a day” in their trip making

# Base Future Conditions - Socioeconomics

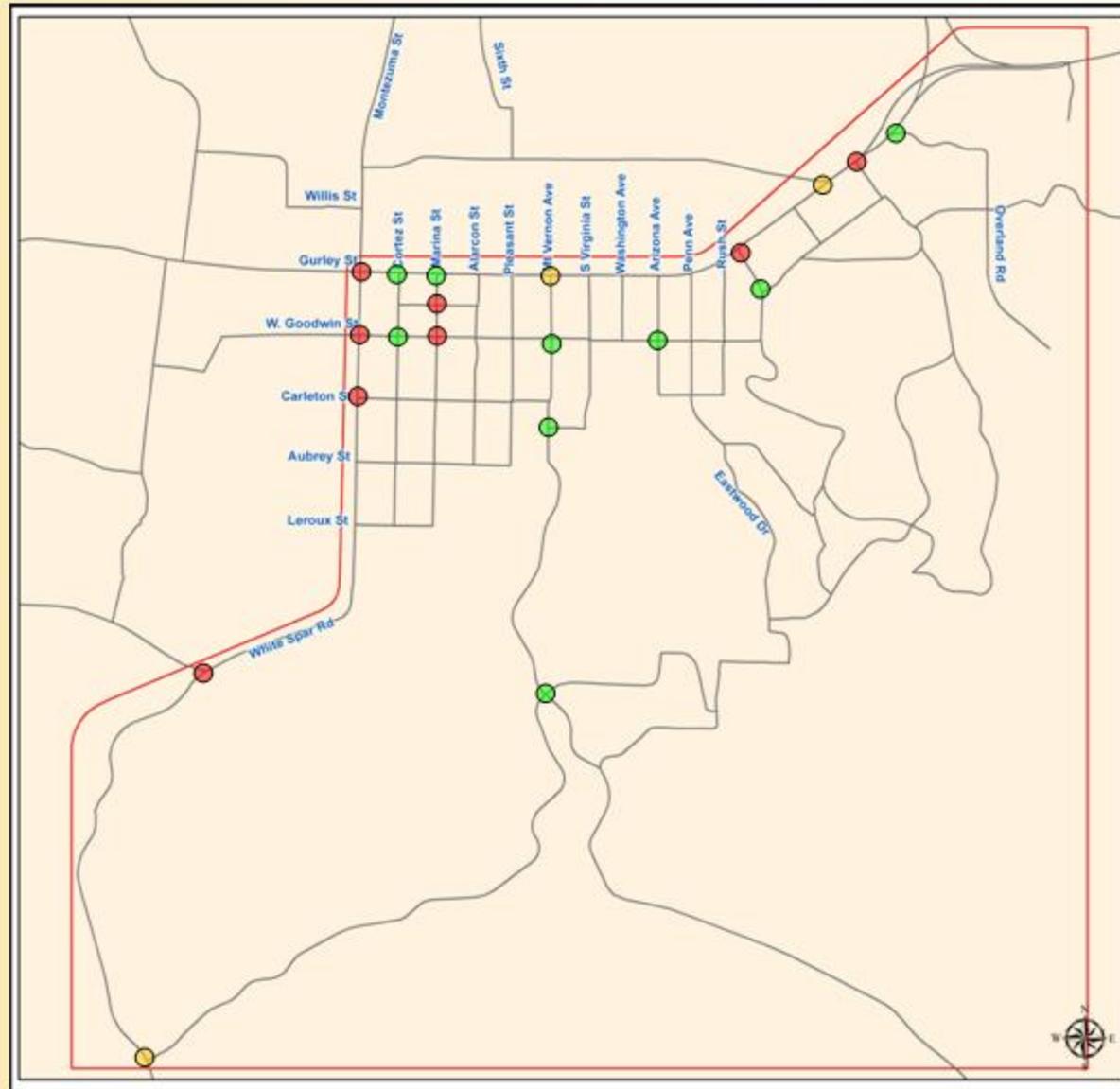


# Base Future Conditions -Transportation



- This roadway system includes all planned improvements for the 2030 horizon year
- Planning level mid-link LOS display high congestion on the major roadways
- 2030 daily projected traffic volumes on Senator Highway south of Oak Street will reach approximately 22,000 vehicles
- 2030 daily projected traffic volumes on Gurley Street between SR 69 and Montezuma Street will almost double

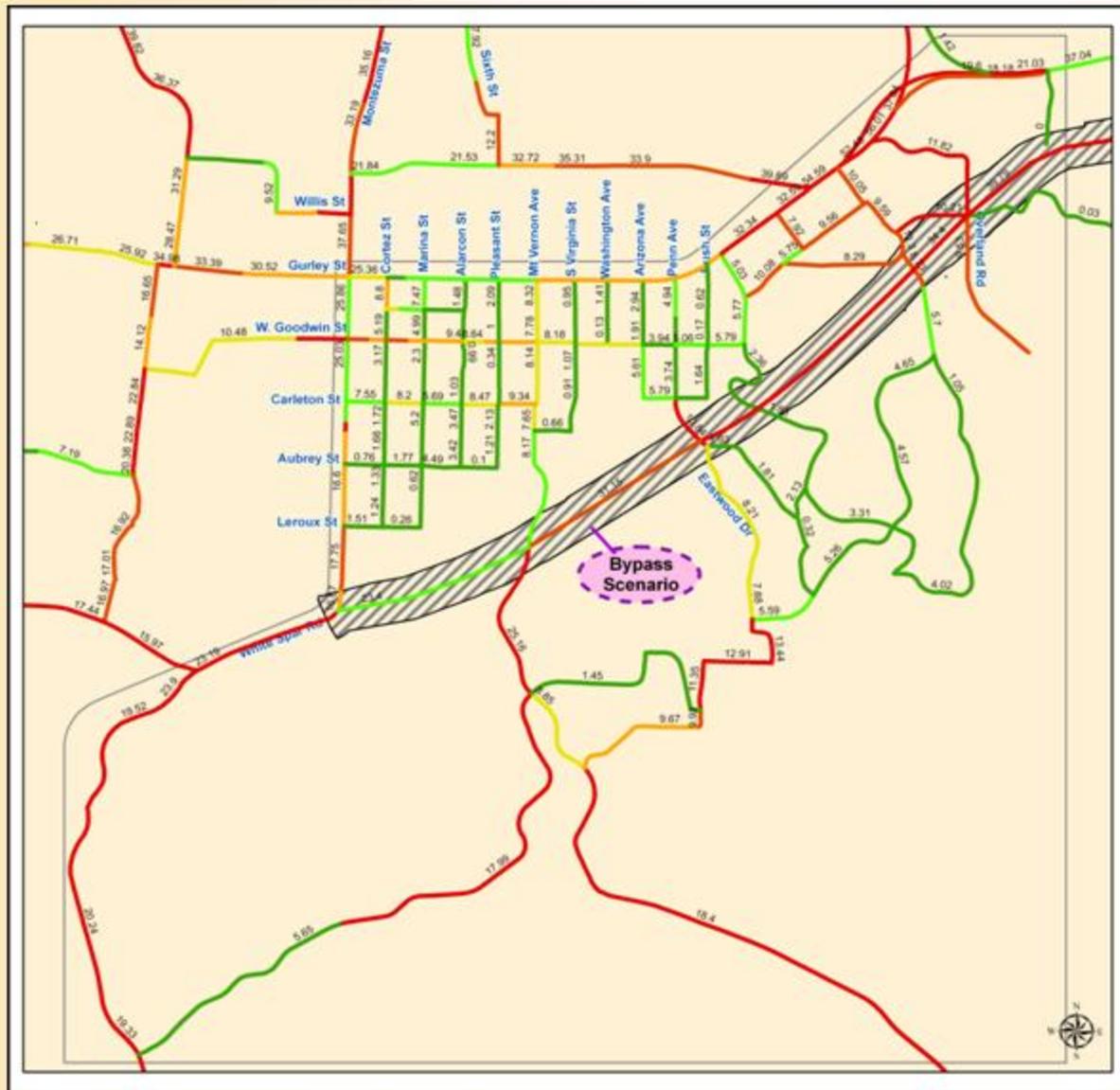
# Base Future Conditions - Intersections



- 2030 Base conditions for the intersections analyzed in the study
- Along Montezuma and Gurley, the majority of analyzed intersection are failing or almost failing

- Non Congested Intersection
- Congested Intersection
- Failing Intersection

# Alternative 1



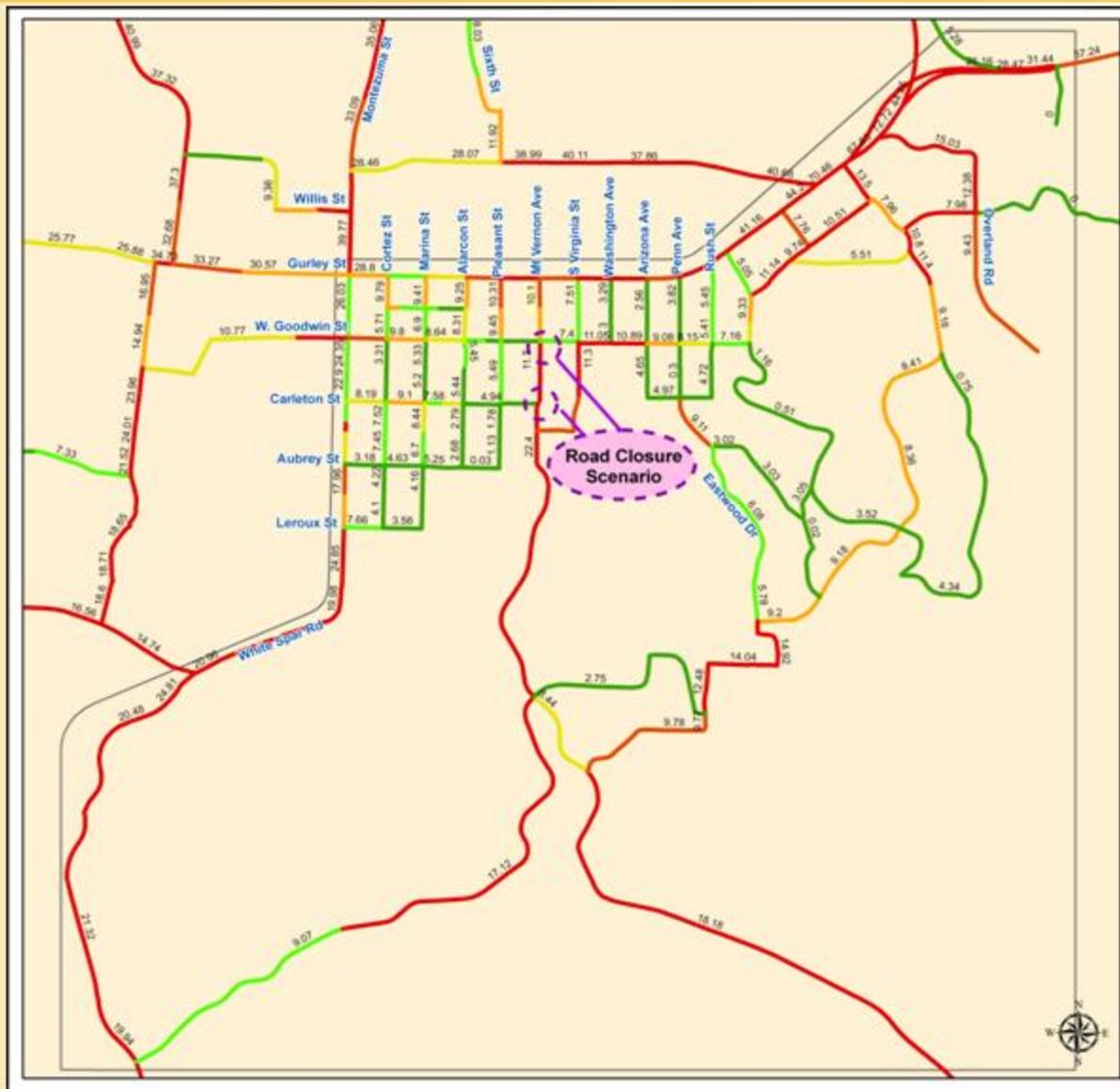
- Alternative 1: Alternate route from White Spar to Gateway Boulevard (Mall ring road)
- A limited access facility with only five access points
- Alleviates congestion on the South Side grid system and Gurley Street west of Bradshaw Drive
- Key Considerations
  - Terrain
  - Cost/ Cost-Benefit
  - Hillside Impact
  - Availability of Right-of-Way

# Alternative 2



- Alternative 2: One-way couplet (Mt. Vernon Avenue and Virginia Street)
- Traffic entering the couplet from the south is split almost evenly between the two facilities, resulting in a congested LOS for both facilities
- No improvements shown on Goodwin Street and Carleton Street
- Key Considerations
  - Limited Benefit
  - Impact on Virginia Street

# Alternative 3



- Alternative 3: Road closure
  - Carleton Street and Mt. Vernon Avenue
  - Goodwin Street and Mt. Vernon Avenue
- Diverts half the traffic to Virginia Street
- Relieves some congestion on Goodwin Street and Carleton Street, but increases congestion on Gurley Street
- Key Considerations
  - Limited benefit
  - Impact on Virginia Street
  - Impact on Gurley Street

# *Preliminary Observations*

- Infill in the study area coupled with projected growth in the surrounding unincorporated County lands will more than double future travel demand
- Residential and commercial land uses drive the travel patterns and route choices of Prescott residents
- Limited roadways are available to channel future travel demand
- Alternative 1 (bypass) is the only alternative that alleviates future congestion in the Prescott Southside study area
- Alternatives 2 and 3 do not alleviate future area-wide traffic, they only redistribute it to adjacent roadways, thus creating new challenges

# *Project Tasks Overview*

- Public Meeting I – Project Introduction February 1, 2007
- Traffic Data Collection and Analysis February-June 2007
- Current and Future Conditions Assessment
- Development and Evaluation of Alternatives April – June 2007
- Public Meeting II – Presentation of Current and Future Base Conditions; Public Input July 2007
- Refinement of Alternatives August-September 2007
- Public Meeting III – Presentation of Draft Plan Recommendations; Public Input September 2007
- Final Report and City Council Presentation November 2007

For project documents: [www.cityofprescott.net](http://www.cityofprescott.net) → Documents → Public Works