

**PRESCOTT PEDESTRIAN and BICYCLE PLAN**

**October 2015**

## **Presented by**

*The City of Prescott Pedestrian and Bicycle Working Group*

### **Contributors to this plan include:**

*Members of Prescott Alternative Transportation's  
2014 Pedestrian & Bicycle Plan Update Work Group*

*Members of the City of Prescott Bicycle Advisory Committee  
2008 Pedestrian Bicycle Master Plan update*

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## 1. INTRODUCTION

### *What is the purpose of the Prescott Pedestrian and Bicycle Plan?*

The 2015 Pedestrian and Bicycle Plan Update (Plan) articulates a vision for an integrated transportation system that serves all users: pedestrians, bicyclists, and motorists. The plan builds on previous versions, beginning with the *City of Prescott Bicycle Planning Guide (1998)*, and has been a collaborative effort of local organizations, City staff and residents throughout the years.

The plan is being presented by the City of Prescott's newly formed Pedestrian Bicycle Working Group. The plan is intended to be used as a reference by the City when planning transportation improvements that will impact pedestrians and bicyclists.

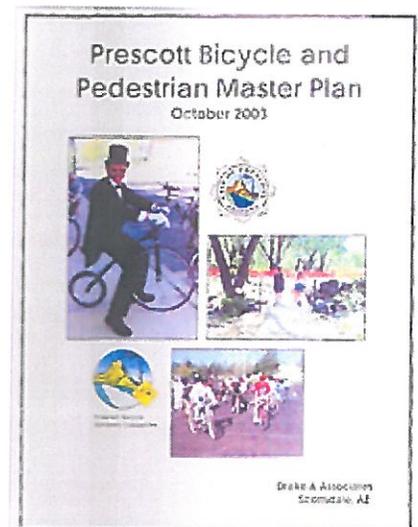
### *How was the plan developed?*

The 2015 Pedestrian and Bicycle Plan Update builds on two recent updates of the City's 2003 Bicycle Pedestrian Master Plan:

In 2008 the City of Prescott's Pedestrian and Bicycle Advisory Committee (PBAC) began revisions on the *2003 Bicycle and Pedestrian Master Plan* with assistance from city staff. The new draft was developed and released for public review in July of 2009. It expanded significantly on the 2003 version to include a host of new infrastructure improvements, trails and educational programs such as Safe Routes to School. However, the anticipated change of leadership during the 2009 election brought with it the disbanding of PBAC and the 2008/09 plan was never presented for Council consideration.

Work would resume in 2013 when Prescott Alternative Transportation, a non-profit pedestrian and bicycle advocacy organization, assembled a Pedestrian and Bicycle Plan Update Work Group. The group's citizen volunteers included former PBAC members and contributors to the 2009 update. City of Prescott staff assisted with the update, assisting with a list of pedestrian and bicycle improvements since the last plan. The scope of this plan was expanded to focus more on the pedestrian element than previous version—emphasizing the fact that virtually every resident and visitor to Prescott is a pedestrian.

In February 2015, Prescott City Councilwoman Jean Wilcox recognized a growing concern for pedestrian and bicyclist safety within the City and convened the Pedestrian and Bicycle Working Group. The Working Group consists of Prescott resident pedestrians and bicyclists, several of whom also represent organizations that are invested in improving health and safety for all users of the City's roadways. The group was tasked with providing final review and edit of the *2014 Master Plan Update*, before presenting to the City Council for consideration of adoption.



*Cover of the Prescott Bicycle and Pedestrian Master Plan, October 2003*

### ***What is in the plan?***

This plan establishes a vision for walking and bicycling in the City of Prescott. To achieve its vision, the plan consists of goals, strategies and recommendations.

The plan provides three overarching goals, which were adopted from the Arizona Department of Transportation's *Statewide Bicycle and Pedestrian Plan Update*. They are:

1. Improve pedestrian and bicyclist safety
2. Increase pedestrian and bicycle trips
3. Improve pedestrian and bicycle infrastructure

The plan's strategies and recommendations are designed to support each goal. The strategies and recommendations were developed from best practices, and refined based on committee and public input. There are three types of strategies and recommendations included:

1. Education and encouragement
2. Community engagement
3. Infrastructure

Infrastructure, such as sidewalks, street markings and signage, is essential to pedestrian and bicyclist safety and follows required design standards. Education strategies help citizens make informed choices about walking or biking, and have outcomes such as improved personal health, safety and quality of life. Community engagement strategies are ways the City can foster citizen support and participation in its pedestrian and bicycle related activities.

### ***Drawing on previous drafts***

Many of the strategies and recommendations included in this plan were refined from the two previous drafts—2009 and 2014. The previous drafts also provided in-depth assessments of existing and recommended pedestrian and bicycle infrastructure improvements, at the time.

The 2009 City of Prescott Bicycle and Pedestrian Master Plan update can be found online at:

<http://www.prescott-az.gov/d/bikeped09.pdf>

The 2014 Prescott Bicycle and Pedestrian Master Plan Update, organized by Prescott Alternative Transportation, can be found at:

[http://prescottbikeped.org/images/Prescott\\_Ped\\_Bike\\_Plan\\_2014\\_draft\\_compressed%201.pdf](http://prescottbikeped.org/images/Prescott_Ped_Bike_Plan_2014_draft_compressed%201.pdf)



## 2. PLAN GOALS

The plan presents a multi-faceted approach to make it easier for more residents and visitors to walk and bike, while providing safe and convenient facilities for use. In support of the vision, the overall goals have remained consistent since the City's first pedestrian and bicycle plan. The goals for the 2015 update have been edited, for simplicity and to align with the Arizona Department of Transportation Statewide Bicycle and Pedestrian Plan Update.

The following goals provide a broad statement of desired outcomes in support of a long-term vision for walking and bicycling in the City of Prescott:

***Goal No. 1: Improve Pedestrian and Bicyclist Safety***

***Goal No. 2: Increase Pedestrian and Bicycle Trips***

***Goal No. 3: Improve Pedestrian and Bicycle Infrastructure***

## 3. STRATEGIES AND RECOMMENDATIONS

The following strategies and recommendations, when utilized, help to achieve the plan's vision for walking and bicycling in Prescott. Each of the plan's goals is restated, followed by supporting strategies and recommendations. While each proposed improvement presents unique challenges for enhancing Prescott's transportation network, the following recommendations are short-term in scope. As such, they are being included for their feasibility, cost-effectiveness and ability to improve safety.

Additionally, we are providing a letter code to indicate what type of recommendation is being included. This coding is intended to help City of Prescott leadership, staff and community members more easily identify to whom the recommendation may serve:

*E* stands for an educational or encouragement intervention, *I* stands for an infrastructure improvement and *C* stands for a community engagement opportunity.



City of Prescott Police leading elementary school students at a Walk to School Day event

## Strategies and recommendations to improve pedestrian and bicyclist safety (Goal 1)

Safety is a primary concern when considering the transportation needs of pedestrians and bicyclists, as well as motorists. A host of environmental factors—such as the built environment, signage, and lane markings—combine to promote safe use of roadways. There are also educational and encouragement activities that can further promote safe behavior among users, such as driver/cyclist education and public safety campaigns.

The outcome of effective transportation safety planning is two-fold—predictable use by the users and diminished numbers of collisions between users. The following recommendations are offered to promote safe and predictable use of the transportation network by pedestrians and bicyclists

1. Add high-visibility cross walk road markings (i.e. vertical striping) and/or sign-post enhancers to existing crosswalks where conditions make the crosswalk difficult for drivers to see *(I)*
2. Add signs/ road markings to discourage wrong-way bicycle riding and riding on the sidewalk *(I)(E)*
3. Appoint a standing City of Prescott Pedestrian Bicycle Advisory Committee to provide regular input on city plans and projects that will impact pedestrian and bicycle use *(C)(E)*
4. Partner with community organizations to provide free, monthly bike safety education classes for Prescott residents and visitors *(E)(C)*



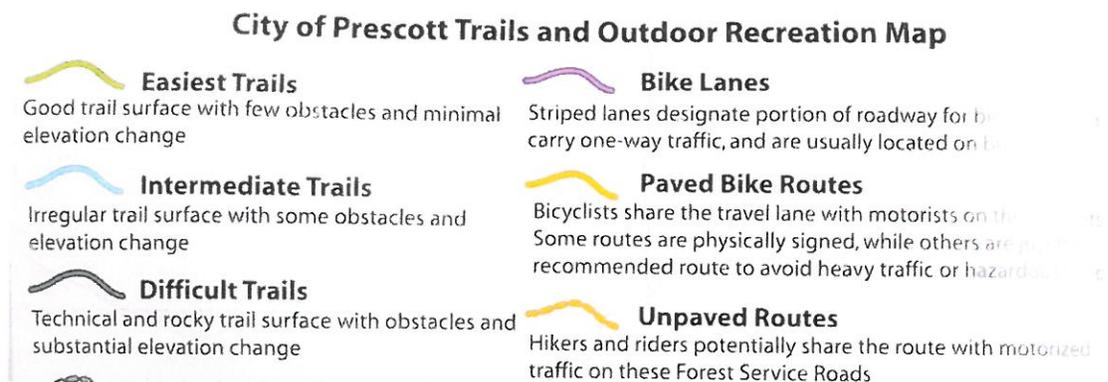
League of American Bicyclists Cycling Instructors are available to offer bike safety education in Prescott

## Strategies and recommendations to increase pedestrian and bicycle trips (Goal 2)

Many of Prescott's resources and destinations are within walking and biking distance for residents and visitors alike. While the distance pedestrians and bicyclists are able to travel varies widely—from mountain biking tourists wanting to ride to nearby trails, to residents wanting to walk to nearby stores—the choice to walk or bike is often decided by how convenient a route is. Convenience becomes an even-more significant factor when we consider the needs of residents with limited transportation choice, such as pedestrians who rely on wheel chairs or residents without a personal automotive vehicle.

A variety of strategies are available to help make pedestrian and bicycle trips more convenient. Strategies include: infrastructure improvements that provide users with connectivity, information that helps users get to their destination, and community involvement to ensure that accommodations are wanted and needed. When implemented, these strategies can also have a positive impact on the transportation network by reducing the number of car trips and demand for parking in high-traffic areas.

1. Add signs to existing Bike Route sign posts that indicate mileage to community resources, such as parks, schools, hospital and downtown *(I)(E)*
2. Use lane markings or signage to connect existing bicycle lanes and routes *(I)(E)*
3. Work with stakeholders to improve pedestrian and bicyclist accommodations downtown—examples include lane markings, signage, and parking *(C)(I)*



The City of Prescott Trails and Outdoor Recreation Map indicates bike lanes and bike routes throughout the City.

### Strategies and recommendations to improve pedestrian and bicycle infrastructure (Goal 3)

As with motorized vehicles, infrastructure is essential to accommodating the transportation needs of pedestrians and bicyclists. Accommodations include constructed projects such as sidewalks, crosswalks and curb ramps for pedestrians. They also include low-cost additions to existing infrastructure such as road markings and signage. The following recommendations will help improve pedestrian and bicycling infrastructure within the City—providing a safer and more predictable experience for all users of Prescott’s streets.

1. Partner with community organizations and have volunteers conduct pedestrian and bicycle counts for planned infrastructure improvements *(C)*
2. Work with community stakeholders (i.e. standing Pedestrian Bicycle Advisory Committee) to evaluate upcoming streets projects (in the City’s Capital Improvement Plan), identify opportunities for pedestrian and bicyclist input and to provide research and recommendations when appropriate *(C)*
3. Paint shared lane markings (called “sharrows”) on roads used by bicyclists where the lane width, or other conditions such as steep downhill, do not allow for a bicycle lane or safe lane sharing *(I)*
4. Install signage or lane markings to help bicyclists activate signalized intersections *(I)(E)*
5. Explore grant funding opportunities for pedestrian and bicycle enhancements to existing city infrastructure and planned improvements *(I)(C)*



Mile High Middle School students travel to school along the City of Prescott Greenways trail