

# PEDESTRIAN, BICYCLE & TRAFFIC ADVISORY COMMITTEE MINUTES

**Pedestrian, Bicycle & Traffic Advisory Committee**

**Monday, August 10, 2020  
9:00 a.m.**

**Public Works Conference Room  
433 North Virginia Street  
Prescott, Arizona 86301  
(928)777-1130**

Minutes of the Pedestrian, Bicycle & Traffic Advisory Committee held **Monday, August 10, 2020**, via Zoom.

Call to Order – Bill Fanelli, Chairman

Bill Fanelli called the meeting to order at 9:03 am.

A. Roll Call

MEMBERS	
Bill Fanelli, Chairman - Present	Bobette Sanchez - Absent
David Fero – Arrived after roll call	Michelle Schaefer - Present
Jerry Kaufman - Present	Sandy Stutey – Arrived after roll call
Jim Knaup - Present	Mayor Pro Tem Orr - Present

B. Introduce New Member

Bill Fanelli introduced Michelle Schaefer as the newest member of the Committee.

C. Approval of Minutes from July 13, 2020 Meeting

**JERRY KAUFMAN MADE A MOTION TO APPROVE THE MINUTES FROM THE MARCH 9, 2020 MEETING; DAVID FERRO 2<sup>ND</sup> MOTION, PASSED [5-0]**

D. SR89 at Deep Well Ranch Road Roundabout Shoulder Path Transition Discussion

Bill Fanelli stated that the transition from the shoulder to curbing on SR89 southbound north of Deep Well Ranch roundabout is dangerous for bicyclists.

Ian Mattingly noted that this section of SR89 is owned and maintained by ADOT, is not City right-of-way, and would need ADOT approval to implement any proposed improvements. Ian suggested that “shoulder ends” and “bikes may use full lane” signage along with marking the edge line may help increase rider safety.

Mayor Pro Tem Orr mentioned that the Peavine Trail is designed to continue up through the Airport area and then on to Chino Valley and may eventually become a viable alternative route for bicyclists.

Additional discussion by members lead to the following recommendation;

**BILL FANELLI MADE A RECOMMENDATION THAT STAFF REACH OUT TO ADOT ASKING FOR SAFETY IMPROVEMENTS IN THE FORM OF SIGNAGE, EDGE LINE MARKING AND A REDUCTION IN SPEED; DAVID FERRO 2<sup>ND</sup> RECOMMENDATION, ALL MEMBERS AGREED.**

E. Willow Lake Road Multi-use Path Connection – Prescott Lakes Pkwy to SR89

Bill asked that connectivity from the Willow Lake Road roundabout from SR89 to Prescott Lakes Parkway be pursued to ensure the safety of pedestrians and bicyclists.

Ian reminded the group that the signal at Prescott Lakes Parkway and Willow Lake Road was added to assist in traffic flow and that while the project did not include a sidewalk and crosswalk, these items will be added in a project that is in the design phase right now. The north side of Willow Lake Road does have a wide shoulder which could, with minor improvement create a trail from the roundabout to the improved signalized intersection.

Craig Dotseth stated that City staff will look at improving the shoulder with millings as an internal operations project.

Bill asked what timeline this improvement can be completed in.

Craig remarked that the sidewalk and crosswalk at the signal are in design phase now but the shouldering with millings can be achieved in the next couple of months.

F. Montezuma at Sheldon Striping Modification Discussion

Ian presented that the current City Pavement Preservation Project has allowed an opportunity to restripe the intersection of Montezuma and Sheldon. Three design ideas to improve traffic flow and pedestrian safety at the intersection were reviewed. One design was suggested by a citizen, Kara Woods and the two additional designs are improvements made by staff based on her ideas. The new striping on southbound Montezuma from La Guardia Bridge to the intersection will allow for travelers to better utilize the two lanes approaching the dedicated left turn lanes and still allow through travel into downtown.

Sandy Stutey suggested that advanced signage be placed overhead for better visibility of the lane usage. Ian will look into available options for overhead signs or shoulder mounted signs.

Mayor Pro Tem Orr stated that the area will be busy with pedestrians, Ian remarked that the design includes upgraded block pattern in the crosswalks, push button pedestrian poles as well as radar detection.

Jim Knaup mentioned that the left turn out of the shopping center is difficult during high traffic times, would it be possible to change the exit to a right turn only? Ian commented that a decision to change that would be based on collision data and retention of the full movement allows benefits during non peak hours.

Jim suggested way finding signage directing pedestrians from the shopping center to the north to use the trail system that crosses under the roadway to eliminate potential crossing outside of the crosswalk areas. Both Ian and Craig like that idea and also suggested that no pedestrian crossing signage be installed at the shopping center entrance to discourage pedestrians from crossing the busy arterial.

Craig stated that this intersection will be closely watched for future safety improvements once the new hotel and amenities open and we are able to track traffic and pedestrian flows.

#### G. 3-Foot Bike Rule Signing

Ian presented that Arizona State Law requires 3 foot space between a car and bicycle when the car is overtaking a bike in the same direction of travel. The State enforces monetary penalties for death or injury by a driver passing a bicycle with less than 3 feet of space. Officer Johnson added that the additional fines are not pertinent if a bicyclist is in a dedicated bike lane, but the 3 foot space is still required for passing.

Ian then presented several sign illustrations for discussion. The committee agreed that the first sign presented, the hybrid, appeared to be the most effective message.

Ian asked if Jim Knaup has input on key areas that the signage should be placed. Jim stated that the entrances to the City as well as anywhere that bike lanes are introduced should be considered.

Staff will research key areas for placement and bring back a map showing these locations at a future meeting.

#### H. Upcoming Major Pedestrian Related Projects

No projects to update.

#### I. Monthly Review of Bike and Pedestrian Collisions

Ian reviewed one collision at Montezuma and Gurley that took place at the scramble intersection. The collision was bicycle vs. vehicle. Both bike and vehicle were traveling southbound on Montezuma, the bike was positioned in the blind spot of the vehicle behind and to the right. This position resulted in the bike being unable to see the turn signal of the vehicles and the bike out of view of the driver. The vehicle turned in front of the bike causing the collision. No citation was given.

#### J. Safety Concerns from Members

Jerry Kaufman asked that the scramble intersection at Montezuma and Gurley be reviewed as northbound traffic was backing up past Goodwin over the weekend. Ian will review timing of the signals program.

#### K. Current Road Project Updates

Ian mentioned that Willow Creek Road is closed from the Deep Well roundabout for curve realignment and roadway widening. Bill asked when it is scheduled to be complete and reopened. Craig stated this project will continue for several months.

Councilmember Rusing, as a member of the public asked when roadwork on W. Gurley will be completed. Craig explained that it is part of the Pavement Preservation Project and has multiple steps before completion, PMM will be done this week and the striping will happen at a later date within the next month.

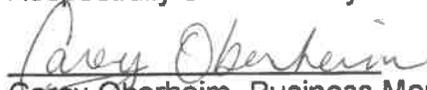
L. Next Meeting

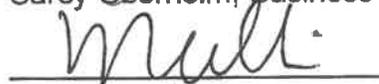
The next meeting is scheduled for September 14<sup>th</sup> at 9:00 A.M. via Zoom

M. Adjournment

There being no further business to discuss, the meeting was adjourned at 10:30 A.M.

Respectfully Submitted by:

  
Carey Oberheim, Business Manager

  
Bill Fanelli, Chairman

Date: 9-17-2020