



PEDESTRIAN, BICYCLE & TRAFFIC ADVISORY COMMITTEE MINUTES

Pedestrian, Bicycle & Traffic Advisory Committee

**Monday, April 12, 2021
9:00 a.m.**

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

Minutes of the Pedestrian, Bicycle & Traffic Advisory Committee for the meeting held **Monday, April 12, 2021**, via Zoom.

Call to Order – Bill Fanelli, Chairman

Bill Fanelli called the meeting to order at 9:05 a.m.

A. Roll Call

MEMBERS	
Bill Fanelli, Chair - Present	Jim Knaup - Present
David Fero – Arrived at 9:10 a.m.	Michelle Schaefer, Vice Chair - Present
Kent Hart - Present	Joe Scott - Present
Tim Holt - Absent	Councilmember Rusing - Present

B. Approval of Minutes from March 8, 2021 Meeting

MICHELLE SCHAEFER RAISED HER HAND TO MOVE TO APPROVE THE MINUTES FROM THE MARCH 8, 2021 MEETING; JIM KNAUP RAISED HIS HAND TO SECOND THE MOTION; PASSED [5-0]

C. Willow Creek Road at YRMC Safety

Ian Mattingly recently attended an FHWA webinar regarding pedestrian and bicycle safety. One thing discussed was the use of innovative traffic signal technology to improve pedestrian safety. Specifically using leading pedestrian intervals at intersections with higher levels of pedestrian to vehicle conflicts due to turning movements, to improve safety. This provides activation of the pedestrian indication in advance of the vehicular indication allowing the pedestrian to establish themselves in the crosswalk where they will be seen by the turning vehicle. Staff will try this signal timing approach at 4-points and at Gurley & Cortez.

Staff may also be able to use push button activation to omit the permissive left turn movement so that the pedestrian will be protected.

Mr. Fanelli asked if this means the pedestrian will not walk during the green arrow. Mr. Mattingly stated that the goal would be to separate the pedestrian from the turn movement.

Kent Hart asked for the status of adding barriers to direct pedestrians to the intersections for crossing. Mr. Mattingly responded that signing and railings will not be considered until additional development plans near Ainsworth are submitted for review.

Jim Knaup thanked Public Works staff for taking a look at alternatives in this area.

D. Multi-use Path vs. Bike Lane in General Engineering Standards (GES)

Mr. Fanelli gave an overview of the current plan for Deep Well Ranch which uses multi-use paths in lieu of bike lanes. When the Development Agreement (DA) was being developed, it was the recommendation of this committee to require both a multi-use path and bike lanes. The City Council at that time did not agree and approved the DA to require only multi-use paths. Willow Creek Road has been expanded from a 2-lane to 4-lane road, and as planned the bike lanes have been removed with the installation of a multi-use path on the west side of the road. For road cyclists heading to SR89 and/or Chino Valley, using the path on the west side does not make sense for continuous travel. It is inconvenient and it ends before the roundabout. That being said, he asked if we are better off having bike lanes over multi-use paths?

Mr. Mattingly stated that during development of the General Engineering Standards (GES) in 2015, minor and major arterials transitioned to include multi-use paths over bike lanes to create separated facilities for safe walking and riding. Our current GES mark-ups are requesting an increase in multi-use path widths from 8 foot to 12 foot minimum. The Deep Well Ranch Master Plan, included approval of narrower multi-use paths and no bike lanes. Sidewalks on local residential streets were also deleted.

In the revised GES draft, staff is trying to address minimum multi-use path widths as well as trail and pathway tie-ins for sidewalks. The committee discussed the need to add a paragraph to address keeping the path clear of obstructions.

Mr. Fanelli asked if the current standard is to have bike lanes on the roads. Mr. Mattingly responded no, that only certain collector streets include on-street bike lanes and future minor arterials like Willow Creek Rd will have sidewalk on one side with a shared use or multi-use path but no bike lanes. These changes were implemented in 2016 as public input guided us to separate bikes from vehicle traffic by providing the required multi-use path.

Mr. Fanelli would like the committee to discuss their preference for bike lanes, multi-use paths or both, so they can provide a recommendation.

David Fero asked if the committee requirement can be that the multi-use paths be wider as well as accessible to bike riders without barriers or obstructions.

Michelle Schaefer commented that in general she supports multi-use paths even though they create conflicts with ingress/egress of driveways and such. She would really like to see bike lanes be mandatory for newly constructed streets regardless of the multi-use path requirement.

Mr. Knaup thinks if we do not provide bike lanes then riders will be riding with traffic and we are not doing our jobs to provide a safe riding environment. He would also like to see bike facilities on all streets like this.

Tana Brown, a member of the public representing Bike Prescott thinks bike lanes on long distance routes such as Willow Creek Rd are necessary for a safe riding experience.

Mr. Fanelli clarified that multi-use paths introduce 2-way bike traffic crossing intersections and driveways. This reduces safety as drivers do not expect bike traffic in both directions of travel. He asked staff if multi-use paths along roads are safe. Mr. Mattingly agreed that multi-use paths at these locations can cause conflicts. Mr. Fanelli continued that he believes that cyclists want bike lanes included as a standard.

Mr. Mattingly agreed to send the GES draft changes to the committee and a discussion point will be added to the next meeting agenda.

E. Update on the Downtown Bike/Ped Working Group

Mr. Knaup stated he has only received a couple of responses to the survey discussed at last month's meeting and did not receive any feedback on the questions from the committee members.

Michelle Schaefer remarked that she has been evaluating the southern end of the entertainment district as well as reviewing the bike facilities map that she found on the City website dated 2003. Mr. Knaup stated there is an updated map from 2014 or 2015. Ms. Schaefer continued that the website also has an old map on bike recreation trails that should be updated. Mr. Mattingly will look into map updates for the website.

F. Willis and Granite Intersection Control Discussion

Mr. Mattingly presented a striping modification plan to the group that addresses increased traffic at the Willis and Granite intersection. Newly completed developments north of Willis have created increased traffic at this intersection, specifically vehicles traveling south on Granite through and on to Willis. The modification includes moving the southbound stop bar closer to the corner to allow better visibility of oncoming traffic traveling west on Willis. This modification would be a temporary solution as the City has a future utility improvement project that will enable us to look at a more permanent traffic control improvement.

Mr. Hart asked if the Granite Creek trail crossing has been looked at for improvement. Craig Dotseth stated that this crossing is being reviewed in the Downtown Granite Creek Corridor project being conducted by the City Manager's office.

Mr. Knaup remarked that it is difficult to cross on the south side of the intersection as the connection is at an angle. The west side crosswalk leads to a corner without sidewalk on the northwest corner putting the pedestrian in an awkward place to walk.

Councilmember Rusing suggested that with the increased traffic that will be associated with the splash pad, farmers market and Hilton meeting space a 4-way stop may be in order to control traffic. Mr. Dotseth replied that a future utilities project that will begin design in FY22 will allow the challenges of the intersection to be addressed. Any changes now will be short term.

G. Deep Well Transportation Discussion

Mr. Fanelli began the discussion with a map of the Deep Well Ranch development stating the development begins north of Pioneer Parkway and extends to north of the Airport. From a bike community perspective this can be a great opportunity for connection to trails in the north area as well as to SR89 to Chino. With a Council approved Development Agreement (DA) already in place, some things will not be able to be changed, but in these early stages he feels now is the time to address some issues to allow for better bike connectivity.

Mr. Fanelli continued to discuss land use in the North Prescott area. He asked staff if there will be considerations for access to the commercial/industrial area east of the Airport off of SR89 as currently you can only access the area from SR89A at Larry Caldwell. Mr. Dotseth stated that linking Melville to Ruger Rd. is being considered to allow connectivity around the Airport.

Mr. Mattingly briefed the group on the Deep Well Master Plan which requires bike lanes on what it terms District Streets but residential and local streets do not. Mr. Fanelli asked if Commerce is considered a District Street. Mr. Mattingly stated Commerce Extension is being proposed as a City arterial street which would include multi-use paths and no bike lanes.

Mr. Fanelli presented a slideshow.

- Slide 1 - reviewed the change in Willow Creek Rd. It had bike lanes when it was a 2 lane road, but after expansion to 4 lanes, the bike lanes were removed in favor of the multi-use path on the west side of Willow Creek Rd.
- Slide 2 – showed a box culvert that connects Saddlewood to Westwood under Willow Creek Rd. This culvert is a great way for bikes to ride through without being on the road, but the connections from the west side are not complete so the dirt path is not conducive for bicyclists. It was asked if this is something that is formalized in the platting process that will require the completion of the connection. Joe Scott added that the use of culvert connections does not seem very consistent. He asked if it was something in the Master Plan or is it a standard. George Worley, Community Development Planning Manager for the City of Prescott replied the Master Plan does address a number of things including connectivity for both pedestrians and vehicles and he believes their intent was to include this in their circulation plan. Plans include an east – west connection across SR89. Mr. Fanelli asked Mr. Worley if there is anything that lays out where the connectivity has to be or do you work it out as you go? Mr. Worley replied that the Master Plan lays out the fine routes and fine trails system but does not get into the level of detail of neighborhood connectivity, which is done in the platting process for each subdivision phase. Staff from Public Works and Recreation Services is involved during the plat review process to ensure that the connectivity occurs. Chris Hoskings, Recreation Services Trails/Park Land Planner for the City of Prescott remarked that he has been involved in this process. He indicated he reviews the street drainage and open space layout for trail opportunities. He works with the Engineer of Record to decide where trails fit into the open space and connect to the neighborhoods.
- Slide 3 – shows the end of the multi-use path as it connects to a sidewalk which is narrow and not ideal for bike and pedestrian traffic. Mr. Fanelli suggested that the multi-use path continue by paralleling the sidewalk to allow adequate room for two

way bike traffic. Councilmember Rusing stated that a DA can be amended with agreement from both sides.

- Slide 4 – shows a 6 foot tall drainage culvert under SR89 south of Deep Well roundabout that Mr. Fanelli thinks should be used for crossing SR89. Mr. Hosking has talked about collaborating with Mr. Mattingly to create trail connectivity at this location, it was suggested to use that box culvert but it may need to be modified to accommodate drainage. Mr. Fanelli asked what it would take to make this happen as the current trail connects to the sidewalk. Mr. Hosking responded that the developer originally had the trail going through the neighborhood, but that was changed so we have the trail connecting to the sidewalk. Mr. Fanelli asked if Public Works is responsible for all the drainage in projects. Mr. Mattingly responded that the roundabout is ADOT right-of-way and they also own 400-600 feet of the approach, so it is their jurisdiction. For platting, the trails and open space are Recreation Services. Public Works gets involved when the civil plans are submitted. Ms. Schaeffer asked if Public Works is reviewing a bicycle master plan when these things are reviewed. Mr. Mattingly remarked that he does refer to the bike route system for direction on pedestrian and bicycle facilities on the street system, it is the soft trails that connect that Public Works does not look at. David Fero would like this to remain on the agenda for a while and invite Mr. Hosking and Mr. Worley for input. Mr. Hosking stated that this process is fluid and not set until roads and drainage are set in the civil design.
- Slide 5 – shows the termination of the multi-use path on the west side of Willow Creek Rd. which leaves nowhere to continue travel. Mr. Dotseth stated this is more the beginning of the path as it exits the subdivision.
- Slide 6 – shows a location where the multi-use path connects to the sidewalk and the traffic pole location pinches the sidewalk obstructing the use of the area. Mr. Mattingly will reiterate 6 foot one way minimum widths being added to the GES.

Mr. Fanelli would like to strongly recommend that bike facilities are included as future development of this area is considered as bike access is desired and expected in school, park and retail areas. Mr. Mattingly will watch for preliminary plat submittals in this area so these developments can be brought to the committee for review.

Mr. Fanelli also asked about a car queueing requirement for the school that is being built. Mr. Mattingly stated that this school plan has 3 circulating lanes and the car queue will be accommodated on site.

H. Upcoming Major Pedestrian Related Projects

No upcoming major pedestrian related projects for discussion.

I. Monthly Review of Bike and Pedestrian Collisions

One collision in March, a motorized bicycle exited the Lazy G parking lot onto Leroux and was struck by a vehicle. No citation was given. This area has seen increased

parking and congestion and will be reviewed by staff to ensure proper parking and sign posting.

Mr. Hart expressed his disappointment in the lack of citation as he feels citations may change behaviors.

J. Safety Concerns from Members

Mr. Hart had a couple items of concern. He has seen gas powered bikes in the riparian area south of Prescott Lakes Parkway. He also witnessed several traffic violations such as a car traveling 60 MPH on McCormick, a car making a U-turn in the middle of traffic on Miller Valley and a car backing down Penn Ave in the travel lane.

Mr. Fero asked who had jurisdiction over SR89 as there is debris on the shoulders from Rosser to the VA. Mr. Dotseth stated Rosser to Yavpe is City jurisdiction and south of Yavpe is County. Mr. Mattingly will direct City staff to sweep and clear SR89 from Rosser to Yavpe and reach out to the County Public Works Department to request sweeping south of Yavpe.

K. Current Road Project Updates

Mr. Mattingly updated that the intersection improvements at the traffic signal at Prescott Lakes Parkway and Willow Lake Road will begin this week. Improvements include a new crosswalk, pedestrian push buttons, sidewalk and ADA ramps.

Officer Johnson asked when the in-street, mid-block pedestrian signs will be installed downtown. Mr. Mattingly confirmed they will be in by the end of April. Other signs that are in the queue for installation include 3-foot rule signs at the entrances to the City as well as pedestrian signs on Montezuma between Carleton and Goodwin.

L. Next Meeting

Mr. Knaup mentioned May is Bike Month and he is reaching out to the Mayor to determine interest in the Ride to Work event on May 21st. Will update at the next meeting.

The next meeting should be able to be held in person, staff will update once confirmed.

M. Adjournment

There being no further items to discuss, the meeting was adjourned at 11:00 a.m.

Respectfully Submitted by:


Carey Oberheim, Business Manager


Bill Fanelli, Chairman

Date: 5/10/2021