



# PEDESTRIAN, BICYCLE & TRAFFIC ADVISORY COMMITTEE MINUTES

**Pedestrian, Bicycle & Traffic Advisory Committee**

**Monday, June 14, 2021  
9:30 a.m.**

**City Council Chambers  
201 S Cortez Street  
Prescott, Arizona 86301  
(928)777-1130**

Minutes of the Pedestrian, Bicycle & Traffic Advisory Committee held **Monday, June 14, 2021.**

Call to Order – Bill Fanelli, Chairman

Mr. Fanelli called the meeting to order at 9:36 a.m.

**A. Roll Call**

<b>MEMBERS</b>	
Bill Fanelli, Chair - Present	Jim Knaup - Present
David Fero – Excused Absent	Michelle Schaefer, Vice Chair - Present
Kent Hart - Present	Joe Scott - Present
Tim Holt – Excused Absent	Councilmember Rusing – Excused Absent

**B. Approval of Minutes from May 10, 2021 Meeting**

**JIM KNAUP MADE A MOTION TO APPROVE THE MINUTES FROM THE MAY 10, 2021 MEETING; JOE SCOTT 2<sup>ND</sup> THE MOTION, - PASSED [5-0]**

**C. Review Traffic Data and Citizen Request for Larry Caldwell/Wilkinson Drive and Wineglass**

Ian Mattingly reviewed progress on the citizen request for speeding on Wineglass. Traffic counters were installed and collected data through the month of May. Staff will review the data with the requestors.

Mr. Mattingly then updated progress of Larry Caldwell at Wilkinson Drive, 3 counters were necessary to track data for the volume of this intersection. Data is being compiled now.

Jim Knaup asked if the counters also classify vehicle by type. Mr. Mattingly responded that they are capable of this and he will work to include that in the data collection.

Michelle Schaefer asked if the traffic counters will count bike traffic. Mr. Mattingly stated that would be difficult due to the spacing.

#### D. Review and Discussion of Willow Creek Road and Willow Lake Road Area

Mr. Mattingly reviewed a previous crash involving a north bound motorcycle colliding with a vehicle exiting the McDonalds/CVS exit on Willow Creek Rd south of Willow Lake Rd. This collision and others has made this an area to monitor for possible safety improvements. Mr. Mattingly exhibited a map showing recent crash data in that same area. The east side of Willow Creek Rd. has 3 entry/exits from the retail pads and the west side has 2 entry/exits from Mortimer Nursery. Additional concern in the area is that the right turn pocket is sometimes used as a through lane to the right turn pocket at the signal.

Citizen Ken Mabarak added that he agrees that this intersection has been problematic.

Mr. Mattingly recommended several options for discussion to improve safety in the area;

- Restrict left turns from the exit at McDonalds/CVS
- Retain southbound left turn pocket into the site
- Eliminate the pass through opportunity in the northbound WCR right lane
- Add stop bar and double yellow center lines at the exit driveway

Mr. Knaup asked if drivers can exit behind the retail pads. Mr. Mattingly stated yes, there is a spine road that links all retail pads to Willow Lake Rd.

Citizen Ken Mabarak, at the time of developing the McDonalds/CVS, indicated that only one entry was available onto Willow Creek Rd and one onto Willow Lake Rd, the additional 2 entries to the south were added as additional pads were developed. With the spine road which is now called Lake View Plaza Lane in place, he often sees many people exit left out on Willow Lake Rd to turn left at the signal onto Willow Creek Rd.

Mr. Mattingly showed an exhibit of the recommended striping layout. Mr. Fanelli asked for clarification that this no left out will only effect the northern most entry and drivers will still be able to turn left out of the 2 entries to the south which can be accessed from the spine road. Mr. Mattingly confirmed this. Mr. Knaup recommended that in addition to the exit striping, a right arrow should be painted on the ground. Mr. Mattingly will add that to the striping plan.

Citizen Gary Mortimer indicated that years ago the Mortimer entrance and parking lot was on the north end of the property and at the request of the City it was moved south to its current location when the widening project went through. The additional development on the east side of Willow Creek Rd. has increased traffic volume and speeds causing customers to have difficulty exiting their property. In addition to that, there is a sizeable grade change from their driveway to the roadway causing drivers to exit slowly to prevent hitting the bottom of their car on the concrete. He indicated there have not been accidents on the west side of the road, but with the speed of south bound cars coming around the curve, it is only a matter of time before it happens. Mr. Fanelli asked what Mr. Mortimer recommends to fix this issue. Mr. Mortimer did not have recommendations, just requests the City look into the safety of the situation.

Ms. Shaefer remarked that from her perspective it makes sense for the Nursery to use the current signal for ingress/egress. Mr. Mortimer stated he believes the light is set up to accommodate a fourth leg. Mr. Mattingly asked if the Mortimer parcel continues north

to the bridge deck. Mr. Mortimer stated yes. Mr. Mattingly remarked that the signal hardware is capable of supporting a fourth leg.

Kent Hart stated he was told the signals at Willow Lake, Sandretto and Commerce, as part of the agreement to install, had to be timed and he does not believe that is the case. Mr. Mattingly, not being aware of any such agreement, reminded the Commission that the signals on Willow Creek Rd. are being studied for future coordination through a CYMPO planning study. The City has purchased the equipment needed to coordinate the signals from Prescott Honda on the north end to Montana at the south end. This coordination may platoon the vehicles more, creating gaps for vehicles exiting Mortimer.

Mr. Mabarack indicated that as the development on the east side of Willow Creek Rd continues, they plan to add additional road access to Mogollon Rd. so that people in Prescott Lakes can access this area without having to use Willow Creek Rd or Willow Lake Rd. Mr. Mabarack continued by stating they are currently bidding out the striping work to add stop bars on all 4 driveway exits from Lakeview Plaza as well as curb painting and center lane striping within the Plaza.

Mr. Mattingly continued with additional items of interest. The intersection of Willow Lake Rd/Willow Creek Rd was identified in the streets infrastructure improvements project list and it is included in the 5 year plan to make improvements to this intersection. Additionally, Willow Lake Rd in this area is wider than it is past Lakeside Village where it narrows. The widening of Willow Lake Rd is identified to be expanded to 3 lanes all the way through with turn pockets. Another consideration could be a roundabout or other type of innovative treatment for this intersection as that might slow traffic at the intersection and allow better access to the adjacent businesses.

Mr. Mattingly will prepare a refined site map of the concepts discussed to present at the next meeting for a recommendation to proceed.

#### E. Review Bradshaw Drive

This item was tabled to a future meeting as the requesting Member was not in attendance.

#### F. AED Development Agreement – Pedestrian and Bicycle Facility Standards

Mr. Fanelli remarked that with review of the AED Development Agreement, there are no special considerations for roadways. This will ensure that the roads in this area will follow the City General Engineering Standards (GES). At a previous meeting, this committee made a recommendation to staff to change the GES to require bike lanes on all arterial roads.

Mr. Mattingly agreed that the development will use the City's GES for development.

Mr. Knaup remarked on the at-grade vs. grade separated crossing at the Peavine Trail which is included in the Agreement. He supports the separated grade crossing.

Ms. Schaefer added that this area may not currently require a separated grade crossing due to the current trail usage at this location.

Mr. Mattingly confirmed the Peavine crossing location on a map he displayed. There was additional discussion regarding the at grade crossing being more cost effective than a grade separated crossing.

#### G. Trails Connectivity Map/Plan Project

Mr. Fanelli discussed the desire for a project to map the current trails as they pertain to the City roadways. Joe Scott has volunteered to head up this project.

As additional City staff from Departments outside of Public Works will need to be utilized to complete this task, staff will review with the Clerk if the item should fall under the purview of the PBTAC and bring the information to a future meeting.

#### H. Upcoming Major Pedestrian Related Projects

Mr. Mattingly updated several projects;

- Prescott Lakes Parkway at Willow Lake Road signal and crosswalk improvements are complete
- Pedestrian push buttons have been relocated at the Montezuma/Gurley scramble intersection
- Crosswalk on N. Washington near YEI is complete
- Williamson Valley Rd. will have an additional 1 foot added to the bike lane during the resurfacing that is currently underway.

Mr. Knaup asked what work is being performed at Cortez and Gurley with the signals and will it improve safety at this intersection. Mr. Mattingly responded that the aged signal pole is being replaced. This intersection will also be one of the locations that the City will trial the leading pedestrian interval timing.

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

Three collisions were reviewed;

- White Spar Rd at Forest Hylands – a bicycle and vehicle both traveling east bound on White Spar collided when the vehicle turned right without signaling causing the bicycle to strike the right side of the vehicle. No citation given.
- Brookside at White Spar – a vehicle traveling northbound on Brookside with a green light crossed White Spar and was struck by a skateboarder traveling east bound on White Spar which rode through the intersection against a red light. No citation given.
- Montezuma and Sheldon – a pedestrian on the southeast corner of Montezuma crossing Sheldon was struck by a vehicle traveling northbound on Montezuma turning right from the right turn lane. No citation given.

#### J. Safety Concerns from Members

Mr. Fanelli informed the Committee that improvements to southbound SR89 at Deep Well Ranch roundabout did not make it into the FY22 budget. Mr. Fanelli requested that Public Works give the Committee an overview of the budget process at a future meeting. Mr. Fanelli also stated he would like to engage ADOT to discuss the bicycle safety issue that has been identified by the Committee.

Mr. Knaup identified members in the audience who live in the Highland Ave. area. He mentioned that he noticed new "slow" signs on Highland.

Citizen Suzie Scott gave an overview of the past speeding complaint that was reviewed by Public Works before the covid pandemic. The previous complaint resulted in additional speed limit signs but no permanent solution. Since the pandemic has lifted, she has noticed an uptick in traffic and speeding. Ms. Scott would like a permanent solution and made the following recommendations: 1) permanent electronic speed signs, 2) adding speed humps, 3) adding stop signs at the cross streets.

Several citizens from the Highland Ave. area Beth Diener, Butch Hampton, Michael LaPointe and Bob Armstrong made public comments to the Commission supporting Ms. Scott's recommendations.

Mr. Mattingly remarked on Ms. Scott's recommendations: 1) that radar feedback signs have been used in other neighborhoods and have been installed with some or all of the cost paid for by the neighborhood. 2) Speed humps are an option for slowing traffic, this option was not viable when discussed in 2020 as the Fire Department has concerns about how they affect timely service in the area. If acceptable to the Fire Department, speed humps can be installed if certain warrants are met. Public Works can add Highland to the study list and have the data collected by August. 3) Due to policy and guidelines, stop signs are not an acceptable use to control speed, they are used to designate right-of-way and must meet MUTCD warrants.

Mr. Kent added that when he lived in an area with a similar issue in Sedona. The City installed speed bumps and then began receiving complaints about the noise produced from vehicles traveling over the speed bumps.

Mr. Knaup suggested the use of the traffic calming tool box to see if we can use more than one improvement such as; improved striping, speed humps and chicaning.

Mr. Kent made a request to add "cross traffic does not stop" on all side streets to alert out of the area and unfamiliar drivers that all intersections are not 4-way stops.

Mr. Fanelli remarked that last week's APS outage knocked out many signals on Willow Creek Rd. Why did the signals go dark and not flash red during the outage? Mr. Mattingly answered that not all signals are equipped with battery backup and that state law provides that a dark signal be treated as a 4-way stop.

#### K. Current Road Project Updates

Mr. Mattingly updated that Pavement Rehabilitation and Reconstruction projects are ongoing. Striping is continuing throughout the City.

#### L. Next Meeting

Mr. Fanelli requested to add Deep Well Ranch Road Standards to the July meeting and for a future meeting to invite Vinnie Gallegos from CYMPO for a discussion.

#### M. Adjournment

There being no further items to discuss, the meeting was adjourned at 11:18 a.m.

Respectfully Submitted by:



Carey Oberheim

Financial & Business Operations Manager



Bill Fanelli

Chairman

Date: 7-12-2021