



PEDESTRIAN, BICYCLE & TRAFFIC ADVISORY COMMITTEE MINUTES

Pedestrian, Bicycle & Traffic Advisory Committee

**City Hall, Council Chambers
201 S. Cortez St.
Prescott, Arizona 86303
(928)777-1130**

**Monday, June 13, 2022
9:30 a.m.**

Minutes for the Pedestrian, Bicycle & Traffic Advisory Committee meeting held **Monday, June 13, 2022.**

Call to Order – Bill Fanelli, Chairman

A. Roll Call

MEMBERS	
Bill Fanelli, Chair - Present	Jim Knaup - Present
Troy Cook - Present	Michelle Schaefer, Vice Chair - Present
David Fero - Present	Joe Scott - Present
Kent Hart - Excused	Mayor Pro Tem Rusing - Present

B. Approval of Minutes from May 9, 2022 Meeting

JIM KNAUP MADE A MOTION TO APPROVE THE MINUTES FROM THE MAY 9, 2022 MEETING; DAVID FERO 2ND THE MOTION, - PASSED [6-0]

C. Call to Public (4 min per / 20 min total)

No submissions/comments for non-agenda items.

D. West Gurley (& Josephine Street) Curve

Ian Mattingly introduced business owner, John Cargill, to the Committee. Mr. Cargill expressed his concerns with the street curvature and impacts to his commercial property. Mr. Cargill stated that there have been a number of crashes into his property over the years, and one fatality. The most recent incident was an accident involving a high speed vehicle crashing into the upper portion of his building located at 1456 West Gurley Street. He distributed photos of the damage, and pointed out where he had boulders placed near the parking area. Mr. Cargill explained his request to have bollards installed, as the boulders did not provide enough protection from the oncoming vehicle involved in the accident. He added that a guardrail and/or reflector would be beneficial as well.

Mr. Mattingly provided insight regarding the installation of bollards. The City does not install bollards or other objects with the intent of stopping vehicles from striking private property. Guardrail and other roadway features are designed to improve safety and protect vehicles from hitting fixed objects or leaving the roadway in areas where recovery is not

possible, or overturning is likely. In this case, as well as another case with a neighboring business, both owners are interested in installing devices to protect their property. City staff has provided them each a way to accomplish that through modifications without exposing the City to increased liability and without encroaching on the existing right of way.

Mayor Pro Tem (MPT) Rusing inquired about the history of fatalities for the area, related to Mr. Cargill's comments. Per Mr. Mattingly staff is willing to review, however, a full report investigation has not yet been conducted as this request was very recently received by staff. Mr. Cargill commented and reiterated that there is a concern for impaired drivers at night. MPT Rusing added that she has driven in that area for years, and is concerned about the number of accidents that have occurred according to the information provided by Mr. Cargill. MPT Rusing further inquired about the use of red and yellow painted bollards in the area.

Jim Knaup requested the definition of a bollard. Per Mr. Mattingly, a bollard is typically a steel pipe, these are often used in front of stores to stop vehicles (i.e., Walmart). Mr. Mattingly discussed immovable objects, such as bollards, and how clear zones work. In many instances, impact with the bollard at a high rate of speed can injure the driver even further, and may expose the City to additional liability.

Ashley Couch, the City's Public Works Director, commented on the situation. He explained that should the City deviate from the published General Engineering Standards (GES) guidelines, it could create a liability for the City. However, there are options for improvement available without deviating from the GES guidelines.

Troy Cook inquired about 3-4 foot reflectors or arrows applied to the actual curb infrastructure. Per Mr. Mattingly, he has reviewed a similar idea with green edge lining on a curb shared with a bike lane. Michelle Schaefer added that imbedded reflective pavement markings may be an idea. Mr. Mattingly explained that they would need to be imbedded due to snow plowing, however, they may be able to be affixed on the outside of the curve on top of the curb. Mr. Couch added that these ideas, especially break-away type solutions, are less likely to further injure a driver. Signage, reflectors, and green paint do take some time, as they need to be reviewed as part of a plan.

Bill Fanelli commented that requesting more signage, rather than physical barriers, is a more viable option. Mr. Cargill agreed, after hearing the discussion related to the potential for driver physical injury. He added that he favors the reflectors, especially for impaired drivers at night. Mr. Fanelli thanked Mr. Cargill for all of the information, his comments, and for attending the meeting.

Mr. Knaup commented that streetlights are not as prevalent in the area, and the installation of reflectors would definitely help.

David Fero agreed with Mr. Mattingly, that staff has not had much time to review the options since the request just recently came in. Mr. Fero requested a continued discussion for this item at the next meeting. Mr. Mattingly commented that he would welcome more time to review the conditions, provide a collision summary, and put together a variety of options.

E. West Gurley Wildlife Warning Signage

Mr. Fanelli invited Leslie Sorg Ramsay, an HOA board member for The Cottages at Brighton Hill, to attend and discuss the wildlife warning sign request. Ms. Sorg Ramsay expressed the HOA's concerns regarding the wildlife in their community. They have observed collisions involving wildlife crossing Gurley Street into the northern area next to Grace Avenue, and are inquiring about street signage to warn drivers to slow down for wildlife.

Per Mr. Mattingly, these aren't typical requests PBTAC reviews as they are usually handled at a staff level. However, this particular request came through leadership, and is being discussed at today's meeting. Mr. Mattingly displayed examples of wildlife street signage. Mr. Fanelli inquired about what determines the type of signage selected. Per Mr. Mattingly, an investigation of the area is normally conducted to help determine that selection. Ms. Schaefer inquired about the use of flashing lights around the sign. Mr. Mattingly explained that if one area is elevated to that type of signage, it then creates an issue with why that area was elevated versus other areas.

Mr. Cook commented that the signage alone usually encourages drivers to slow down. This can reduce animal strikes or lessen the damage that can occur to the vehicle from a collision, as well as reduce injury to the animal.

MPT Rusing requested that the existing MPT signage in the area be reviewed as well.

BILL FANELLI MADE A MOTION TO RECOMMEND ITEM E. WEST GURLEY WILDLIEFE WARNING SIGNAGE BE HANDLED ON A STAFF LEVEL; DAVID FERRO 2ND THE MOTION, - PASSED [6-0]

F. Jenna Lane – Deep Well

Mr. Mattingly displayed a map of the Deep Well Development area, and pointed out the location of Jenna Lane. It is a newer roadway under review, that would intersect Willow Creek Road between Pioneer Parkway and James Lane.

Per Mr. Fanelli, the main reason for discussion at today's meeting is because the area of Willow Creek Road and Deep Well is not ideal for bicycle use and has the potential to become even busier over time with vehicle traffic.

Mr. Mattingly displayed portions of the plans for the Jenna Lane improvements, as proposed by the developer, and explained the various road transitions. Mr. Mattingly added that staff is recommended to the developer, that a sidewalk/multi-use pathway be included on Jenna Lane adjacent to the widened portion on the south and west side of the roadway. Mr. Mattingly offered his comments for review by PBTAC, and welcomed feedback from the members. Once feedback is received, it can be included with the review process.

G. Upcoming Major Pedestrian Related Projects

Mr. Mattingly focused the discussion on the City's current in-design project, West Haisley Road.

Design improvements are underway on Haisley to improve underground utilities and the roadway. At the 15 percent submittal, Mr. Mattingly suggested continuing the sidewalk on the south side from its current termination point west to near Whitespar Road. Mid-block crosswalks were also suggested for all intersections. Overall, Mr. Mattingly recommended 14-foot lanes, a 25MPH speed limit, cyclists ride on the street, and an improved southside sidewalk for pedestrians. It was noted that there are not as many cyclists in the neighborhood, therefore, a sidewalk would be utilized more.

Mr. Fanelli inquired about vehicle speed in the area. Per Mr. Mattingly, the road may be a collector, however the area is built out as far as development, National Forest is located south, and speeds are lower.

A left turn lane at Haisley Road, which would intersect with White Spar, was also discussed. The overall consensus was to leave the intersection as is, since left turn lane pockets may decrease visibility for vehicles turning right.

Mr. Fanelli inquired about the timing for the proposed improvements. Per Carey Oberheim, the improvements would likely be included with plans for fiscal year 2024.

Mr. Knaup commented that his only objection would be the sidewalk on one side of the street only, since residents and children cross from one side of the road to the other, with no sidewalk. Mr. Mattingly responded that Mr. Knaup's comment was noted for review. He added that this project is driven by utility improvements, and a roadway widening to accommodate a sidewalk on the north side of the roadway would negatively impact the existing land and homes in the area.

H. Monthly Review of Bike and Pedestrian Collision

Two collisions were discussed:

Vehicle/bicycle collision – Whipple Street and Ruth.

A vehicle was travelling westbound on Whipple Street approaching the Maverik gas station driveway to turn right. The driver failed to yield to a motorized bicycle, also heading west in the bike lane, and turned in front of the cyclist knocking him to the ground. The cyclist indicated he was travelling at 25 MPH which was confirmed by witnesses. The cyclist complained of soreness to his left shoulder and left arm but refused medical transport.

Reason for the collision – The driver making the right-turn failed to yield to the cyclist travelling in the same direction, passing him and striking him during the turn. The driver indicated he passed the cyclist several blocks before his turn, and did not expect the bike to be in the bike lane at that location. The driver did acknowledge that traffic was slow at the time when the collision occurred, and the cyclist must have been travelling very fast. Enforcement and education may help drivers be more aware of their surroundings.

Mr. Fanelli inquired about the driver not being cited. Per Prescott Police Department Officer Johnson, it is not clear as to why the driver was not cited. As long as a bicycle converted to include a motor is traveling under 25MPH, it is considered a bicycle. Over 25MPH is considered a motorcycle and may not utilize the bike lane.

Vehicle/bicycle collision – Park Avenue and Coronado Avenue (During the Whiskey Off Road Mountain Bike Race). A vehicle was travelling southbound on Park Avenue approaching Coronado Avenue to turn right. The driver failed to yield to the cyclist and turned in front of the bicycle, knocking the cyclist to the ground. The driver continued from the scene after seeing that the racer got back on his bicycle and continued riding. Later the cyclist complained of minor injuries to his knuckles and ankle.

Reason for the collision – The vehicle making the right turn failed to yield to the cyclist travelling in the same direction, passing and striking them during the turn. The driver indicated he did not see the cyclist until he heard the crash. The driver was not paying proper attention. Park Avenue had traffic control devices (cones) in place along the west edge to designate that bicycle racers were in the area, and yet the driver still turned in front of the cyclist.

I. Safety Concerns from Members

Mr. Knaup raised a concern regarding the removeable bollards at the intersection of Carleton and Montezuma, with missing plates. Mr. Mattingly will look into the situation.

J. Current Road Project Updates

Mr. Mattingly informed the committee that the skip line markings at McCurdy have been placed. Skip line markings have also been placed at the 4-points intersection.

K. Next Meeting

The next meeting will be held on ~~Monday, July 11, 2022, at 9:30 a.m.~~

UPDATE: The next meeting will be held on Monday, August 8, 2022, at 9:30 a.m.


L. Adjournment

There being no further items to discuss, the meeting was adjourned at 11:12 a.m.

Respectfully Submitted by:



Marikay Whisenand, Administrative Specialist



Bill Fanelli, Chairman

Date: 8/8/2022