PRESCOTT BICYCLE and PEDESTRIAN MASTER PLAN

UPDATE

PUBLIC REVIEW DRAFT

July 2009

CITY OF PRESCOTT
ARIZONA

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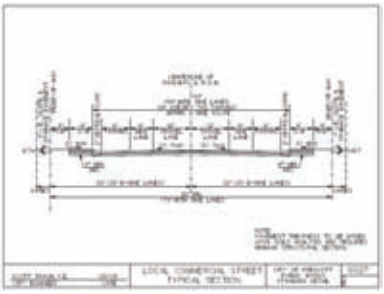
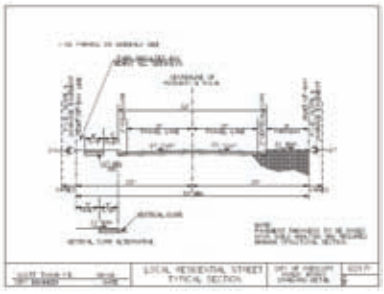
Trailhead access to the Prescott Peavine National Recreational Trail.

Prescott Bicycle and Pedestrian Master Plan, DRAFT July 2009

1.0 INTRODUCTION





Prescott has adopted design standards through which new transportation improvements can occur to provide access and travel to all users. However many of the older streets are significantly impacted by vehicle traffic and are a challenge for both bicyclist and pedestrians.

1.1 BACKGROUND AND PURPOSE

The City of Prescott initiated a planning process for bicycle and pedestrian transportation with the creation of the "Prescott Bicycle Advisory Committee" (PBAC) in April 1997. The work of this Committee resulted in the publishing of the ***City of Prescott Bicycle Planning Guide, October 1998***. In October of 2001, PBAC along with the "Bicycle and Pedestrian Plan Task Force", Drake and Associates and City staff began the process to develop the ***Prescott Bicycle and Pedestrian Master Plan***. The Plan received City Council approval in October 2003 by way of Resolution Number 3568. This ***2009 Plan Update*** reviews recent improvements, acknowledges missed opportunities and establishes a current list of recommendations. Many of the recommendations are directly linked to the City's Capital Improvement Plan (CIP). The linkage to the CIP is suggested for budgetary and implementation purposes. The action of updating this plan is an effort to seek bicycle and pedestrian improvements that provide for increased safety and opportunity for movement in-and-around the community that is not completely centered on travel by automobile. The earlier Plans and this Plan Update are consistent in the perspective that walking and bicycling are important methods of transportation, and that Prescott has significant needs for improved walkways and bicycle facilities.

The Plan addresses three equally important subjects: **Bicycle Facilities, Pedestrian Facilities and Education.** The term *bicycle facility* is interpreted broadly to include bike lanes as part of a street or road along with signed bike routes and other accommodations for bicycles. The *pedestrian facilities* section includes both sidewalks and trails. The discussion on sidewalks is intended to address an opportunity for Prescott to regain an attribute that has disappeared over recent decades of growth and change. *"To have walkable neighborhoods and to be a walkable community*". The trails discussion explores the expansion of Prescott's growing trails system including neighborhood trails, the Granite Creek Trail and Greenways, the Willow and Watson Lake Trails, the Prescott Peavine National Recreational Trail and connections to the Prescott National Forest. The *education element* recognizes the environmental, economic and health benefits associated with walking and biking and encourages the City and community organizations to provide educational and safety programs.

The process of updating the ***Prescott Bicycle and Pedestrian Master Plan*** occurred over 12 months during 2008-2009. Prescott has a substantial community of bicyclists and pedestrians who continue to participate in efforts to improve the City's transportation system. This Public Review Draft of the Plan will be presented to the City's Transportation Coordination Committee, the Planning & Zoning Commission, Parks and Recreation Committee and at community meetings.

Bicyclist at the intersection a the corner of Gurley and Cortez Streets.

1.2 VISION STATEMENT

The City of Prescott will develop an integrated transportation network that serves all users: motorists, pedestrians and bicyclists. Prescott is a place where people can choose to make walking or riding a bicycle part of their everyday lives. Residents and visitors are able to walk and ride along safe and predictable routes.

The implementation of this updated Plan can:

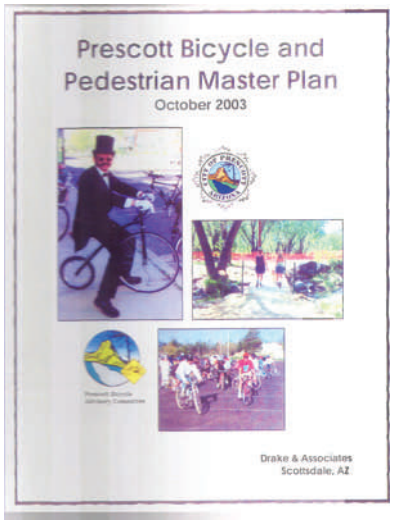
- Guide the City to a policy/philosophy of "*complete streets*" through which transportation improvements will be designed, operated and maintained to promote safe and convenient access and travel for all users: pedestrians, bicyclists and motorists**.**
- Provide for the upgrade of pedestrian facilities to at least minimum adopted standards.
- Provide for the upgrade of bicycle facilities to at least minimum adopted standards.
- Preserve and enhance the livability of the Prescott area community.
- Promote bicycling and walking as viable transportation and recreation choices that can occur safely throughout the community.
- Increase the percentage of trips made by bicycles and pedestrians.
- Reduce the number of traffic crashes involving bicycles and pedestrians.
- Respond to community input about bicycling and walking in Prescott.
- Recognize and accommodate the varying needs of all types of bicyclists and pedestrians--young and old, able-bodied and disabled, proficient and novice, commuters and people out for a recreational ride or walk.
- Support community-based programs like Prescott Alternative Transportation and the "Safe Routes to Schools" Program.

The Willow Lake Trail system provides access for both bicycles and pedestrians.

2.0 GOALS AND OBJECTIVES

The primary goal of this Plan is that ***all improvements to the City's arterial and collector streets be designed as complete streets providing safe, convenient access and travel for all users: pedestrians, bicyclists and motorists. It is also recommended that the City maintain access for all users during construction.***

Over the past decade, the overall goals associated with planning for bicycle and pedestrian facilities and improvements has remained consistent. The following Goals and Objectives are restated with minor changes from the *2003 Prescott Bicycle and Pedestrian Master Plan*. The goals provide a broad statement describing a desired condition. The objectives provide methods and/or steps leading to achieving the goal.



Volunteers have played an important role in the City's bicycle signage and road marking program.

2.1 BICYCLE FACILITIES GOALS

Goal 1	Develop a city-wide system of on-street bicycle facilities that maximizes safety, convenience and comfort for bicyclists of all ages and skill levels.
Goal 2	Increase the percentage of biking trips in Prescott.
Goal 3	The City will design and construct streets to meet the needs of all users including bicyclists, pedestrians and motorists.
Goal 4	Improve conditions for bicyclist safety.
Objective 1	Recognize biking as a viable transportation mode and consider it in balance with all other modes in facility planning and design.
Objective 2	Develop a continuous system of bicycle facilities within Prescott and between Prescott and other communities in the region.
Objective 3	Encourage projects, planning and development review criteria that facilitate access by bicycle to major destinations.
Objective 4	Review and update, where necessary, City policy, engineering standards and planning and zoning documents to strengthen their potential for encouraging non-motorized transportation.
Objective 5	Evaluate the potential of linking on-street bike facilities to off-street corridors, including: railroad right-of-ways, utility easements, open spaces, trails, multi-use paths and others.
Objective 6	Protect the City's investment in streets and bicycle facilities through a high-quality maintenance program that addresses the specific needs of bicyclists.
Objective 7	Provide a range of bicycle facilities to accommodate the needs of all ages, skill levels and trip purposes.

Lack of Sidewalks in some key connector streets push pedestrians into the roadway. This picture shows a problem along Leroux Street.

2.2 PEDESTRIAN FACILITIES GOALS

Goal 1	Increase the percentage of walking trips in Prescott.
Goal 2	Improve pedestrian safety.
Goal 3	Provide facilities and programs to accommodate and encourage walking by children, the elderly, people with disabilities, and able-bodied adults.

Objective 1 Recognize walking as a viable transportation mode and consider it in balance with all other modes in facility planning and design.

Objective 2 Increase pedestrian safety by identifying specific areas of concern and making corrections with physical improvements.

Objective 3 Design and build all pedestrian facilities so they can be used by a full range of pedestrian types: children, able-bodied adults, the elderly and people with disabilities, including mobility impairments, visual impairments and others.

Objective 4 Provide regular maintenance of all pedestrian facilities, including sidewalk repair and replacement, snow removal, and sweeping.

Objective 5 Promote planning and distribution of land uses that create "walkable" neighborhoods.

Objective 6 Connect neighborhoods, schools, parks, the downtown area, shopping areas, community facilities and other activity centers with a continuous pedestrian network of sidewalks and trails. Give priority to pedestrian improvements that increase access to schools, parks, shopping, community facilities and community services.

Objective 7 Continue to provide support for the development of the Prescott Mile High Trail System.

Objective 8 Provide street crossings that are safe, comfortable and attractive for all types of pedestrians, including those with disabilities. Street crossings should meet national standards.

Objective 9 Encourage walking by minimizing conflicts with motor vehicles and by providing a walking environment where people have a sense of personal safety.

Objective 10 Design sidewalks and sign streets so as to inhibit autos from parking over sidewalk tops; enforce "no parking" restrictions. Prohibit the installation of mailboxes, utility poles and light poles in walkways, where practical.

The City installed a new crosswalk at Gurley and Summit following public comments identifying the need for improvements.

Cortez Street, in the downtown area has a significant amount of bike traffic and is an example of a unmarked shared roadway

Shared roadway with "sharrow" pavement markings.

3.0 DEFINITIONS OF BICYCLE FACILITES

3.1 Shared Roadway (No Bikeway Designation)

Definition: Any Roadway that has not met criteria for being classified as a route (see below) due to high traffic volumes, narrow lane widths, significant interference from driveway and cross street intersections, or a minor role in connectivity within the bicycle network. This by no means precludes bikes from using these streets, they are just less than optimal for bicycle travel.

Considerations:

All efforts should be made to include a wider outside lanes in any roadway to

A "sharrow" to notify motorists that bikes may be present on the roadway.

enhance safety for bikes within the transportation system.
When considering this construction, experience shows that this outside lane should be at least 15 feet wide (total) to comfortably allow motorist and cyclist to share this lane. (See AASHTO Standards).

Suggested applications for wider outside lanes:

- Expansion of existing arterial and collector streets due to rehabilitation.
- Any street with poor sight distance, frequent merging traffic, busy driveways and intersections and/or high traffic counts. *West Gurley Street and Thumb Butte Road are examples.*
- A street on which bike lanes would be applicable, except of a lack of right-of-way width to allow for 5-foot wide bike lanes on both sides of the street. *East Gurley Street is an example*.

In some cases, reducing the width of the inside traffic lane (when there is one) to 10 or 11 feet can help make a wider outside lane.
Drainage grates, gutters and all other potential obstacles should be upgraded or designed to accommodate cyclists.
Rumble strips are a hazard to cyclists and should not be used.
A symbol marking on the pavement such as a "Sharrow" can provide notice to drivers that they may expect to share the outside lane with bike traffic.

Signage that indicates a bike route.

3.2 Bike Routes - Signed or Stenciled Shared Roadway

Definition: Any street designated for bicycle use with standard bicycle signs and/or on-street markings (See AASHTO Standards).
Bike Routes meet at least one, and preferably all of these criteria:

- Low traffic volumes on roadway (this factor is often the case with many of the narrow-road routes in the Prescott street system).
- Wide lane width or wide shoulders to accommodate both bike and vehicle traffic.
- Good connectivity within the bicycle network to bike lanes, trails, and frequented community resources.
- Terrain most suited for connectivity within network.

Considerations: Right-of-way should be sufficient to allow for comfortable, reasonably safe travel by both bike and vehicle in the outside lane. Drainage grates, gutters and all other potential obstacles should be upgraded or designed to accommodate cyclist. Street/lane sweeping maintenance is needed to keep the outside lane clear of debris and gravel. Bike routes should link with other bicycle facilities. They should not end abruptly, leaving the cyclist with no way of safely reaching his or her destination.

Suggested Applications for Bike Routes:

- Streets with good sight distance; wide lanes, infrequent merging traffic, driveways or intersections.
- Secondary streets that are useful for connecting to other bicycle facilities.
- Residential streets.

Striped and signed bike lanes.

3.3 Bike Lanes

Definition: A five-foot wide outside lane designated for bicycle use only, with on-street striping and marking along with signage defining it as bicycle specific. Bike lanes should be one-way in the same direction as adjacent

traffic and should be provided on both sides of a two-way street. (See AASHTO Standards).

Considerations: The street should allow for reasonably safe travel by bicycle. Drainage grates, gutters and all other potential obstacles should be upgraded or designed to accommodate cyclist. Street/lane sweeping maintenance is needed to keep a bike lane reasonably safe. If the street has a curb, the bike lane should be a minimum of 5-feet wide to the curb. If the street has no curb, the bike lane may be a minimum of 4-feet wide as long as the shoulder is level and could allow a cyclist to exit the roadway in case of danger.

If parking is to be allowed between the curb or road shoulder and the bicycle facility, the 5-foot wide bike lane should be measured from the bumper of a car parked parallel to the street and from the driver's side bumper for an angled parked car.

Right-of-way availability is important when considering a wider outside lane for cyclist use. Right-of-way should be sufficient to allow for the suggested minimum 5-foot width on both sides of the street, or 4-feet if there is no curb and a level shoulder.

In some cases, reducing the width of the inside traffic lane (when there is one) to 10 or 11 feet can help make a wider outside lane.

Bike lanes should link with other bicycle facilities. They should not end abruptly, leaving the cyclist with no way of reaching his or her destination.

Suggested Applications for Bike Lanes:

- Streets with good sight distance; infrequent merging traffic, driveways or intersections.
- Streets that would benefit from markings for bike lanes as opposed to bike routes, i.e. access to recreational facilities, schools, National forest trails and other streets with the potential for bicycle traffic.

The Bike Lane on Willow Creek Road provides a safe route along an arterial roadway.

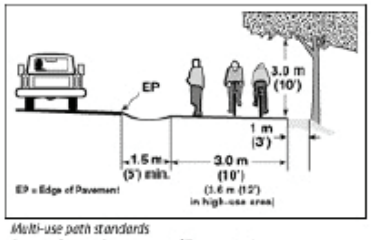
3.4 Shared Use Path

Definition: Any two-way path or trail designated for multiple, non-motorized uses such as bicycles, pedestrians and wheelchairs, designed according to AASHTO Standards.

Considerations: Multi-use paths are useful additions to on-street facilities. They should not replace on street bicycle facilities. Multi-use paths can be paved or unpaved. Two-way multi-use paths that run parallel to an adjacent street create a situation where some of the cyclist will be riding in the opposite direction of adjacent vehicular traffic. This creates safety problems at path/street intersections. Adequate signage, sight distance and access to the opposite side are recommended at intersections of this type. Access for public safety and maintenance vehicles should be provided. Multi-use paths should connect to other bicycle facilities.

Applications for Multi-use Paths

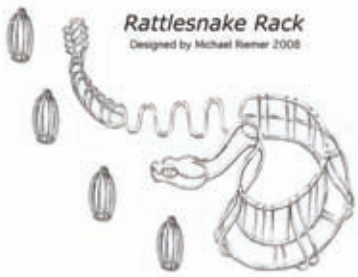
- Rails to Trails
- Greenway Paths
- Paths associated with utility easements.
- Recreational Paths
- Alternative access under bridges and overpasses
- Access to/from parks, schools and other public lands to other bicycle facilities



Multi-use path standards
Source: Oregon Department of Transportation

A typical shared use path configuration.

The existing bike rack at the library is often full along with bikes locked to the adjacent benches.



The new Rattlesnake Rack which is presently being constructed at the Library.

The "Guinea Pig Project" provided the beginning of the Prescott Bike Route System in 1998.

3.5 Bicycle Parking

The lack of a secure parking space keeps many people from using their bikes for basic transportation. Leaving a bicycle unattended, even for short periods, can easily result in damage or theft. Finding a bike rack that doesn't work or isn't conveniently located makes for a frustrating experience. Various mechanisms can be used for determining where to put bike racks. Almost all of the ones that are sited with bicyclist input are in heavy use. Some of the best determinants for locating bike parking are:

1. **Visual observation**. If you see bicycles locked to trees, posts or light poles, as is typical in Prescott, better bike parking is needed. If there is bicycle parking that is rarely used it may be poorly located. The basics of effective bicycle parking are **good rack** and **good location**.
2. **User Input.** Ask bicyclists to create a list of most-needed locations.
3. **Public-Private Partnership.** Seek grant funds with which businesses can receive assistance to purchase bike racks.

An example is the new bike rack to be installed at the Prescott Library. Library staff and cyclist recognized that the existing bike racks were insufficient. A new bike rack, providing parking for 20 bicycles is to be installed near the Goodwin Street entrance. The "rattlesnake rack" is another example of the Library's growing collection of art and sculpture. It is being paid for with funding from the Friends of the Library Foundation, The Prescott Area Arts and Humanities Council, the Yavapai County Library District and Prescott Alternative Transportation.

4.0 SUMMARY OF RECENT IMPROVEMENTS

A combination of actions that began in the mid 1990s has led to improvements to the City's bicycle and pedestrian facilities. Two prominent activities began in 1997. One was a significant Capital Improvement Project, the first phase of the Willow Creek Road Improvements. The second was the City Council's authorization of a new committee, the Prescott Bicycle Advisory Committee (PBAC).

The engineering, design, and construction process for the Willow Creek Road Improvements showed that the City could evaluate and reevaluate the merits and the costs associated with including pedestrian and bicycle improvements in a major road project and ultimately provide these improvements in the project. Prior to PBAC's efforts to generate awareness and community support for bicycle facilities, the City was not actively considering bike routes and/or pedestrian improvements as part of its street improvement program.

4.1 BICYCLE FACILITIES: PROGRESS FOLLOWING 1998 AND 2003 PLANNING EFFORTS

Beginning in 1998 with a small system of designated and proposed bike lanes, routes and paths known as the "Guinea Pig Project," efforts to create a bike route system for Prescott were initiated. The 4.5 mile route was laid out to connect (from the north) Taylor Hicks School past Prescott High School along Ruth Street to Merritt Avenue, easterly to Sixth Street, to Granite Creek Park and then to Yavapai College. The route also provided access southerly from Granite Creek Park to the downtown area and to Mile High Middle

School. This route (acknowledging the absence of the Sixth Street connection) has lead to a marked system of bike lanes and routes that includes 22 miles along arterial, collector and residential streets. There are 60 additional miles of "mapped routes" occurring along streets, local trails and nearby Forest Service Roads. While significant progress has occurred, the routes are not fully connected and do not yet provide an acceptable system.

4.2 SIDEWALKS: PROGRESS OVER RECENT YEARS

The City continues to include sidewalk improvements along with large scale street improvement projects. Examples are:

- The four phases of The Willow Creek Road Improvements, from the "4 Points" area, to the Embry Riddle Aeronautical University area, approximately 5.5 miles.
- Two phases of Iron Springs Road Improvements, from the "4 Points" area to Williamson Valley Road, approximately 2 miles.
- Gail Gardner Way from Willow Creek Road, through Iron Springs Road to Fair Street, approximately 1.25 miles.
- The Merritt Street, Montezuma signalized intersection and crosswalk.
- The Merritt, 6th Street Improvements, for a length of approximately ¾ mile.
- Rush Street from Gurley to the Yavapai College Campus. This 2 block improvement provides significantly better access to the College area.
- Rosser Street from Willow Creek Road to Demerse Avenue, approximately ½ mile.
- The two phases of Copper Basin Road Improvements, from White Spar Road to the Western City Limits, an approximate distance of 3.25 miles.
- In addition to the large scale projects a combination of City funds and Community Development Block Grant funds have been used to construct approximately 2.5 miles of sidewalk in the Dexter Neighborhood, including sections of Division Street, Merritt Avenue, Lincoln Street, Madison Street and Campbell Street.
- The Gurley Street, Summit Street crosswalk relocation and signing improvements
- The Lincoln Street Pedestrian Bridge, crossing Granite Creek.

4.3 TRAILS AND GREENWAYS: PROGRESS OVER THE PAST DECADE

The creation of trails in and around the Prescott Community has increased significantly during the past decade. Much of the success in trail development can be attributed to the City's support including a full time staff position, "Trails Coordinator" within the Parks and Recreation Department. This staff support and a growing group of dedicated volunteers, including but not limited to "The Over The Hill Gang", the community has:

- Purchased over 10 miles of railroad right-of-way with Federal Transportation Enhancement funds and opened for use 5 miles of the Prescott Peavine National Recreational Trail. Additional sections of this Trail will become available for use when improvements allowing for access under SR89A are completed in 2010. This trail system connects to the Iron King

Children on the new sidewalk along Merritt Avenue. The City used Community Development Block Grant funds to construct 2.5 miles of sidewalk in the Dexter Neighborhood

Prior to the construction of the Lincoln St bridge, pedestrians could not cross the flooding creek.

The original "Over the Hill Gang" working to open the Peavine Trail in 1998.

Volunteers build the trail under the Gurley Street bridge on the Granite Creek Greenways Trail System.

Trail, also a former railroad right-of-way, providing access to Prescott Valley, 4 miles to the east.

- Parking lot and trail head improvements providing access to the Peavine Trail from Sundog Ranch Road.
- The creation and maintenance of the Aspen Creek (1 mile), Butte Creek (1.5 miles) and Rancho Vista Trails (.5 mile) providing access from the Thumb Butte, Hassayampa, and Copper Basin Neighborhoods to the National Forest and trails to the west.
- Construction of trails in the Willow Lake, Heritage Park Area (3.5 miles), along with recent improvements northerly from the Lake, accessing open space lands in Granite Dells (2 miles).
- Trail head and parking lot improvements providing access to the Willow Lake Trail system.
- Trails in the Watson Lake, Watson Woods Riparian Preserve (1 mile) with connections to the Peavine Trail.
- A bridge crossing Granite Creek in the Watson Woods area. This bridge was built as an Eagle Scout project with support form area businesses to supply materials and equipment.
- Participation in the ongoing "Greenways Project" and the creation of a multi-use path system along Granite Creek and Miller Creek (2 miles) in
- and beyond the Downtown and Granite Creek Park areas. This project includes not only the construction of a multi-use path but ongoing efforts to secure easements, land donations and land exchanges.
- Planning for and creation of trails associated with the Prescott Circle Trail, a non motorized trail system that is projected to include 50 miles circling the Community.
- Construction of The Jan Alfano Trail (1.5 miles) with cooperation of Embry Riddle Aeronautical University. This trail (part of the Circle Trail) connects the Willow Lake Trails to ERAU and to the Pioneer Park, Brownlow Trail system (9 miles).
- Construction of the Legacy Trail (.5 mile) associated with the trails described above.
- Construction of trails serving the Prescott Lakes Area.

5.0 HIGH PRIORITY REQUESTS FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

Over the past decade, the City has completed major street improvements along numerous arterial and collector streets. These include Willow Creek Road, Iron Springs Road, Gail Gardner Way, Rosser Street, Prescott Lakes Parkway and Copper Basin Road. As these projects have migrated through the design, right-of-way acquisition, financing and construction processes, bicycle and pedestrian facilities have been included to the fullest extent possible. The combination of topography, financial issues, mixed politics, narrow right-of-ways, older developments located close to the street and competing land uses have all in some manner been the cause for design adjustments. In some instances, full improvements have occurred providing traffic lanes, bike lanes and/or routes and sidewalks. Examples of full improvements include Willow Creek Road and Iron Springs Road. In other instances, adjustments have occurred. Examples include designated bike routes rather than full-width, striped/marked bike lanes along portions of Rosser Street and Gail Gardner Way; Sidewalks on one side of the road rather than both sides along Rosser Street; Sidewalk on one side with a dirt (soft) path on the opposite side for Hassayampa Village Lane. Limited recognition of the need for pedestrian and bicycle facilities along 6th Street.

A proper right turn lane transition at Gail Gardner Way and Iron Springs Road.

The projects as summarized above provide a positive view of the recent improvements to the community's transportation system to serve all users. As the City moves forward with future transportation improvements, this Plan as previously stated, includes a specific recommendation:

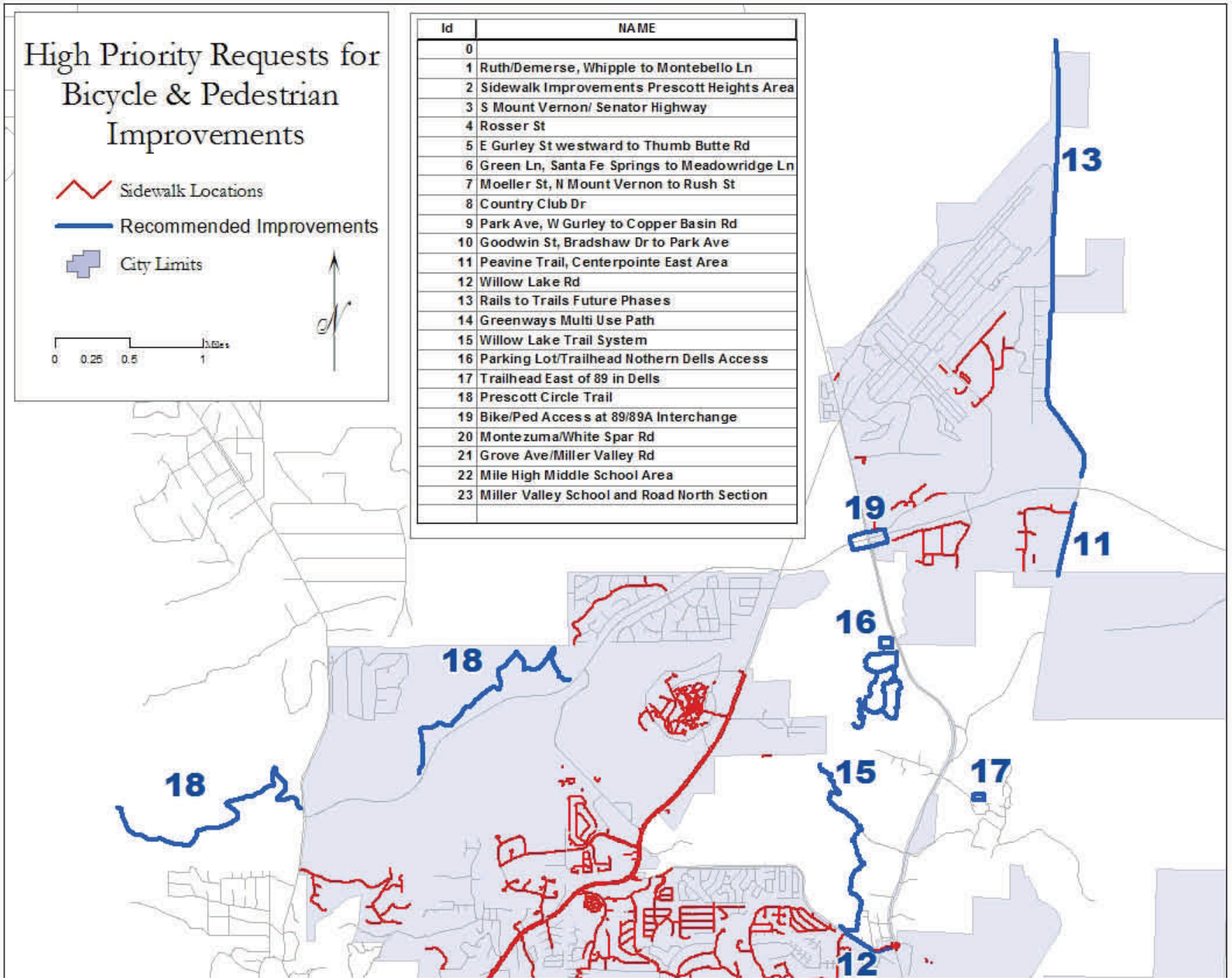
All improvements to the City's arterial and collector streets be designed as complete streets providing safe, convenient access and travel for all users: pedestrians, bicyclists and motorists. It is also recommended that the City maintain access for all users during construction.

Based upon this recommendation, the following **High Priority Requests** for complete street improvements is suggested for future Capital Improvement Planning (CIP).

To be considered as a high priority, these improvements are:

1. Listed in the current CIP and have not been designed or are at preliminary design stage.
2. Are suggested to be added to the CIP with a view that they can be designed and/or constructed within the next 5 to 10 years.

Some of the projects will include multiple phases and may occur over a longer time period. These recommendations occur with an understanding that the current budget constraints will slow the City's overall CIP.



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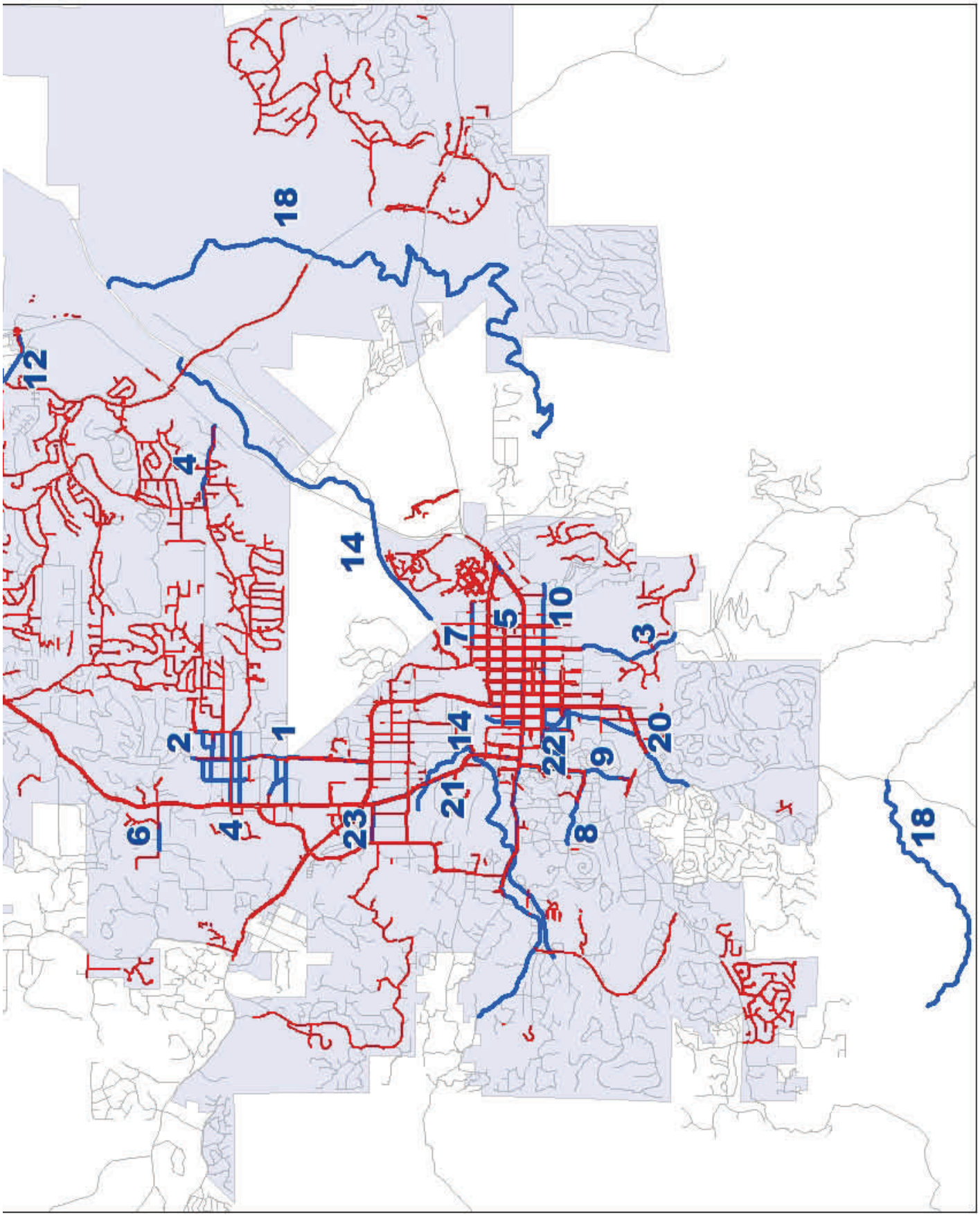
1	Ruth/Demerse, Whipple to Montebello Ln
2	Sidewalk Improvements Prescott Heights Area
3	S Mount Vernon/ Senator Highway
4	Rosser St
5	E Gurley St westward to Thumb Butte Rd
6	Green Ln, Santa Fe Springs to Meadowridge Ln
7	Moeller St, N Mount Vernon to Rush St
8	Country Club Dr
9	Park Ave, W Gurley to Copper Basin Rd
10	Goodwin St, Bradshaw Dr to Park Ave
11	Peavine Trail, Centerpointe East Area
12	Willow Lake Rd
13	Rails to Trails Future Phases
14	Greenways Multi Use Path
15	Willow Lake Trail System
16	Parking Lot/Trailhead Nothern Dells Access
17	Trailhead East of 89 in Dells
18	Prescott Circle Trail
19	Bike/Ped Access at 89/89A Interchange
20	Montezuma/White Spar Rd
21	Grove Ave/Miller Valley Rd
22	Mile High Middle School Area
23	Miller Valley School and Road North Section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Taylor Hicks Elementary School's PAT "Walk to School Day"

The Lack of pedestrian connectivity at Rosser St and State Route 89 prevents crossings in all directions

1. Ruth / Demerse, Whipple to Montebello Lane.

This street project is listed in the current CIP.

This is a designated bike route and is a primary route through the Prescott Heights Neighborhood providing access to community facilities and schools.

The preliminary design includes sidewalks on both sides with a crosswalk at Rosser Street. Designated bike lanes and/or routes are not identified in the project design. It is suggested that the design be reevaluated to determine if striped bike lanes may be possible; and, if not, that the street be marked as a bike route without striped lanes.

2. Sidewalk Improvements Providing Linkage from the Ruth, Demerse Project to the Prescott Heights Neighborhood.

These sidewalk improvements will provide access along streets in the Prescott Heights Neighborhood, to/from Prescott High School and Taylor Hicks Elementary School.

These sidewalks are part of the designated "Safe Routes to Schools" Program. PAT and the City of Prescott were awarded Safe Routes infrastructure funds in 2009 to complete sidewalks and ramps on Campbell St, between Delano and Douglas.

3. Mt. Vernon, Senator Highway Improvements.

This street project is listed in the current CIP.

This project includes a significant opportunity, along with significant topographic constraints, for bicycle and pedestrian improvements.

The preliminary design provides a sidewalk on one side of the road.

Bike lanes and/or routes are not identified in the project design.

It is suggested that the design be reevaluated to determine if striped bike lanes may be possible; and, if not, that the street be marked as a bike route without striped lanes.

4. Rosser Street Reconstruction.

Rosser Street Reconstruction is listed in the current CIP.

Rosser Street is a designated bike route and includes striped bike lanes easterly from the Eagle Ridge Neighborhood to State Route 89. The preliminary design for this project maintains the dedicated bike lanes and/or routes along both sides of the street.

The existing sidewalk will remain. A problem exists at the Rosser Street, SR89 intersection. Pedestrian crossings are prohibited in all directions. The intersection and signal need to be modified to provide for a pedestrian crossing. This will involve both the City and ADOT. Access through this intersection provides neighborhood access to the Watson Woods Riparian Preserve.

5. East Gurley Street Westward to Thumb Butte Road to Thumb Butte Park.

This street system is the subject of a proposed Transportation Enhancement Grant. The grant application for the first phase, Rush Street to the downtown area, has been the subject of preliminary discussions by PBAC, the City's Transportation Coordination Committee (TCC) and City staff. The concept is to gain funds for study, design and reconstruction of the street recognizing needed traffic, pedestrian and bicycle

improvements.
The grid layout of the greater downtown area provides side street opportunities for travel by bicycle; however, Gurley Street is the primary east-west route for access to businesses and services.
The area is deficient in terms of bike routes and includes areas where sidewalks are in disrepair or absent. Numerous accidents involving cyclist and pedestrians have occurs along Gurley Street, as identified in the Bicycle and Pedestrian collision Analysis included as Appendix B to this Plan. has
This project will require multiple phases over many years. The eastern end of Gurley Street and Sheldon Street is currently being improved as part of ADOT's 89/69 Interchange Project.

6. Green Lane Sidewalks, Santa Fe Springs to Meadowridge Lane.
This area presents a safety hazard for pedestrians due to the changing street conditions, widths and surfaces. Providing a short section of sidewalk along Green Lane and linking the sidewalks at Santa Fe Springs to Meadowridge Lane will significantly improve the safety for pedestrians in this area.
Green Lane connecting to Meadowridge Road are both designated and signed bike routes.

7. Moeller Street Sidewalks, Mt. Vernon to Rush Street.
This area has a significant number of pedestrians due to its linkage between the Dexter Neighborhood, the Sixth Street/Moeller business area and Yavapai College and includes areas where sidewalks are in disrepair or absent.
Moeller Street is a designated and signed bike route.

8. Country Club Drive, Street Improvements Associated with Utility System Improvements.
This project is listed in the current CIP. Country Club Drive is a designated and signed bike route. The improvements will occur between Park Avenue and Shalimar Drive and include construction of a 16" water main and resurfacing the street, providing sidewalks on both sides.

9. Park Avenue, West Gurley to Copper Basin Road.
Portions of this street will be impacted by neighboring utility and street improvements. The existing street and sidewalk surfaces are cracked and/or broken and rough. South of Country Club Drive there is no sidewalk. A sidewalk has been planned for the west side of the street. There are sight distance issues due to topography; and, sidewalks along both sides of the street are suggested. Prior to adding the resurfacing of this street to the budget, it would be appropriate to investigate the opportunity to prohibit parking on the west side of the street, providing additional width for bike lanes/routes on this neighborhood collector street. These improvements will allow Park Avenue to be added as a designated bike route.

10. Goodwin Street, Bradshaw Drive to Glenwood Avenue to Park Avenue.
Goodwin Street is a designated bike route. Pavement repairs are needed. Existing sidewalks are disconnected. Some blocks have no sidewalks.

This section of Country Club Drive lacks sidewalks while other areas of the neighborhood have side-walks dating to the 1930's.

The sidewalks along Park Avenue are frequently used and serve as a neighborhood connector.

This photo shows a grade separated trail crossing that the City constructed as part of the Willow Creek Road Project.

Cyclists on the Peavine Trail a successful Rails to Trails Project

Greenways Trail System– Phases 1 and 2 along Granite Creek, and Phase 3 along Miller Creek

11. Peavine Trail, Centerpointe East Drive, Separated Grade Intersection / Trail Crossing.

The extension of Centerpointe East Drive is part of the SR 89, Side Road Interchange Project as listed in the current CIP. This project has moved through the design process and is currently in the bidding process. The award of a construction contract is delayed by legal proceedings. The current design is for an "at grade" crossing for this intersection of an arterial road with the trail. The design provides for vehicular use and disregards the trail and its users including pedestrians, cyclist and equestrians. City Council and Planning Commission meetings have included discussions about separated grade and at grade crossings, however specific design criteria has not been developed. The Planning Commission recommends that separated grade crossings be evaluated for all road crossings of the Peavine Trail. This includes "Road 39" as displayed on the preliminary plat for the Granite Dells Estates Commercial PAD.

12. Acquire right-of way along Willow Lake Road from SR 89 westerly to the Willow Lake Trail system.

This will allow for development of a multi-purpose path providing access between the Watson Lake Area and the Willow Lake Trail System and will be part of the Prescott Circle Trail. This property is located in Yavapai County.

13. Rails to Trails Future Phases, Prescott Peavine National Recreational Trail

Trail improvements extending the trail north from the vicinity of SR89A to the northern City limit in the vicinity of the Prescott Municipal Airport. Needed Improvements include:

a. Trail head and parking lot south of 89A/Side Road interchange. Side Road Interchange Project is included in the current CIP/Budget.
b. Trail to and through existing SR89A box culvert. This project is programmed to occur as part of the SR89 & Side Road Interchange Project and is included in the current CIP Budget.
c. Trail route northerly to and across Granite Creek in the sand and gravel quarry area where the old trestle has been partially removed. Discussions about the location of the existing right-of way and possible trail relocation and construction have been initiated with the adjacent property owner.
d. Identify and secure alternative trail route around Airport/runway expansion area.
e. General upgrade/maintenance to the existing trail surface.

14. Greenways, Multi-Use Path

a. Phase I of the Greenways Project was completed several years ago and provides a multi-use path connecting Granite Creek Park to the Dexter neighborhood.
b. Phase II of this project is in progress and when complete will provide access from Mile High Middle School to Yavapai College. A significant portion of Phase II was completed in June 2009, providing access along the downtown portion of Granite Creek from Aubrey Street to Willis Street. A crosswalk is needed at Willis Street, parallel to

Granite Creek, along with the resurfacing of the alley to the north. This alley provides linkage between the on-street and off-street routes.

c. Phase III is proposed to occur along Miller Creek to connect west Granite Creek Park to the Rodeo Grounds.
d. Phase IV is proposed to connect Butte Creek from Miller Creek to Stricklin Park at Sherwood Drive and connecting to the Butte Creek Trail.
e. Phase V is proposed to provide access southerly along Granite Creek from the Mile High Middle School to White Spar Road.
f. Phase VI is proposed to connect the Yavapai College and Veterans Administration area to the Peavine Trail by following the former railroad right-of-way across Yavapai Indian Reservation Land.

15. Continued Construction of the Willow Lake Trail System.
This will include trails connecting northerly to city-owned Open Space.

16. Construction of a Parking Lot and Trail Head, West of the future SR89, Side Road Roundabout
This project will provide an access area to Granite Dells Trails (City-owned Open Space) located north of Willow Lake (James). The highway/road improvements are included in the current CIP. The parking lot and trailhead are new suggestions.

17. Construction of Trails and Trail Head with small parking lot Associated with Granite Dells Open Space, Located East of SR 89.
The trailhead, parking lot and trails are proposed to occur in City-owned Open Space, formerly the Hazelwood property, connecting to the Peavine Trail.

18. Planning and Development of the Prescott Circle Trail
The following sections of the Prescott Circle Trail have been identified as priorities:

a. Badger "P" Mountain area northerly to SR 69 and access under SR 69 via existing Box Culvert Lowe's vicinity, State Trust Lands and ADOT.
b. SR 69 northerly to Prescott Lakes Parkway and access under the Parkway via an existing Box Culvert, State Trust lands.
c. Prescott Lakes Parkway Northerly to the Peavine Trail, Storm Ranch Preliminary Plat.
d. Pedestrian easement parallel to Willow Lake Road in the vicinity of State Route 89, providing access between the Watson Lake and Willow Lake areas (refer to Priority project Number 12).
e. Permanent Trail Easement across Embry Riddle Aeronautical University Lands in the area of the Planned Business Park.
f. Pioneer Park, Pioneer Parkway to Williamson Valley Road, State Trust Lands.
g. Williamson Valley Road to Prescott National Forest /Granite Basin Trail System, State Trust Lands.

The Willow Lake Trail System is being expanded to provide access to the Granite Dells area north of the lake.

The Circle Trail System is 75% constructed and upon completion will provide 50 miles of trail surrounding Prescott.

19. Pedestrian and Bicycle Access in the vicinity of the Intersection of SR89, SR89A

This is an identified problem with an ADOT facility. This intersection includes both signage and physical constraints limiting pedestrian access. Alternative access has not been provided.

Access from SR89 to Larry Caldwell Drive is currently available through a gap in the fence. This needs to be realigned with the pedestrian crossing (NE corner of SR89/SR89A intersection) and paved (150 ft).

Access from SR89 to Assurance Way and Centerpointe West is currently available by trespass through Potter's House Church. A path (500 ft) should be provided within available SR89A right of way.

Access from SR89 to Centerpointe East and the Peavine Trail is prohibited and needs some accommodation.

Pedestrians are also prohibited on Pioneer Parkway between SR89 and Willow Creek Road. Recommend removal of signs.

20. Bike Lane Improvements Montezuma Street/White Spar Road.

This project would include road resurfacing and restriping to provide bike lanes from the downtown area westerly to Copper Basin Road. A crosswalk, providing safe access to the Mile High Middle School is needed at Montezuma and Carleton Streets.

21. Grove Avenue, Miller Valley Road, Fair St Southerly to Gurley Street.

This street system receives significant use by bicyclist and pedestrians due to the number of businesses and organizations located in the area. This section of street has been the location of many accidents involving cyclist and/or pedestrians as shown in the Bicycle Pedestrian Collision Analysis included as Appendix B to this Plan.

It is recommended that a public process occur to seek solutions providing opportunity for improved pedestrian and cyclist movement along with vehicular traffic. At a minimum the project would include resurfacing and restriping of the street and connections of sidewalks.

A Cyclist navigating the "4 points" intersection.

22. Miller Valley Road, Fair Street to the "4 Points" Intersection including the Miller Valley School area.

This area has been identified as a good candidate for a "Roadway Safety Assessment. This is an evaluation by an independent team of engineers, designers and law enforcement personnel, sponsored by ADOT at no cost to the City.

Current project proposals include; Enhanced road way markings and signage associated with the "4 points" crosswalks, Whipple Street sidewalks (south side), Improves crosswalk at Whipple and Gail Gardner Way. The Miller Valley Road and Fair Street intersection and crosswalk needs evaluation safety improvements for pedestrians.

23. Mile High Middle School Improvements

PAT and the City of Prescott were awarded Safe Routes Infrastructure funds in 2009 to improve the pedestrian access on McCormick Street and the crossing at McCormick and Goodwin Streets.

A pedestrian easement for the existing "social trail" located south of the Pioneer Home connecting to Aubrey Street would be beneficial.

6.0 EDUCATION AND ENCOURAGEMENT

In recognition of environmental, economic, and health benefits to the public, The City of Prescott will continue to encourage educational efforts about, bicycling and walking as part of the city's transportation network.

6.1 DESCRIPTION

Bicycle and Pedestrian Education and Encouragement includes a variety of programs and activities that support and promote non-motorized transportation. Education and encouragement programs include:

- Cycling and walking events and activities, particularly on trails and cycling routes.
- Cycling and walking commute campaigns.
- Improving bicycle parking facilities.
- Education programs, teaching cycling skills.
- Cycling maps showing recommended cycling routes, roadway conditions, recreational facilities and other information.
- Tourist promotion materials, highlighting cycling and walking.

6.2 IMPLEMENTATION

Education and encouragement programs are usually implemented by community groups, cycling organizations, local transportation agencies, and individual businesses. Partnerships involving community groups helps to ensure successful program development, community support, and program longevity.

6.3 TRAVEL IMPACTS

Education and encouragement programs help increase the number of new cyclists, while helping more experienced cyclists develop better skills and greater confidence. While travel impacts tend to be greatest during a particular event, the experience often leads participants to long-term changes in travel habits. Additionally, the surges in bicycling that result from these events can raise awareness of bicyclists by all road users. This results in a safer environment for cyclists.

6.4 BENEFITS AND COSTS

Shifts from driving to cycling or walking can reduce traffic congestion, road and parking facility costs and environmental impacts. These shifts can increase community livability and improve public health. Programs to encourage and support walking and cycling also raise public acceptance and support for non-motorized travel. Shifts from automobile to non-motorized transportation can be effective to help with energy conservation and emission reductions.

6.5 EQUITY IMPACTS

Most people can walk or cycle, although many cannot use these modes for transportation because they live in automobile-dependent areas. Programs that promote cycling and walking for transportation provide benefit to the overall community by increasing public acceptance and support of non-motorized travel.

PAT Bike Raffle at a community involvement event

6.6 APPLICATIONS

Walking and cycling promotion is appropriate in almost any geographic area, and can be particularly effective in areas with pedestrian and bicycle friendly environments. Local governments, business associations, neighborhood associations and educational organizations can sponsor promotional programs. Since the City of Prescott and the Central Yavapai Metropolitan Planning Organization (CYMPO) are without a Bicycle/Pedestrian Coordinator, Prescott Alternative Transportation (PAT) is the main organizer of local promotional programs. PAT coordinates programs such as Safe Routes to School, Walk to School Day, and Bike Month. PAT works with local government and educational agencies to garner their sponsorship of these programs.

6.7 BEST PRACTICES

Best practices include:

- A clear, consistent and positive message about the benefits of non-motorized travel.
- Promotional campaigns as part of an overall program to improve walking and cycling opportunities.
- Identification and reduction of barriers to non-motorized transport, including bottlenecks in the street system, lack of education resources and lack of bicycle parking.
- Finding opportunities for cooperation with other organizations, including recreation, public health, community development, schools, tourist promotion and neighborhood organizations.
- Working with local planners, employers and employees who cycle to design and improve cycling facilities and services. Include people who currently do not cycle in program development to help identify and overcome the barriers they perceive to cycle transportation.
- Use of cycling, walking and recreational organizations to enlist volunteers.
- Emphasis on cycling skills and safety education.

6.8 EDUCATION AND ENCOURAGEMENT ACTIVITIES: EXISTING AND RECOMMENDED

Bicycling Opportunities Map

City staff works with PBAC to develop the bicycling opportunities map. The map includes bike lanes, routes, designated trails, and other useful information to assist bicyclists in having a safe, enjoyable ride. The maps also include a variety of scenic pictures and descriptions of outdoor destinations, making it an excellent promotional resource for tourists.

Printing of the map is paid for by local business and sponsors. The sponsors receive advertising on the map. The sponsoring businesses and the City distribute maps.

Recommendation: The City of Prescott budget and pay for regular printing of the maps, as both an education and encouragement resource for residents and as a promotional resource for visitors.

Prescott Bike Month

PAT, in concert with PBAC and the City, organizes Prescott's Bike Month. Bike Month features 32 days of community-wide bicycle education and

encouragement events from mid-April through mid-May. The City participates in Bike Month with a Mayoral proclamation, an opportunity to "Bike the Beat" with the City's Police Department Bike Patrol, and the "Ride to Work with the Mayor". In 2009, the City Communications Department generated Bike Month press releases, advertisements and links to PAT's calendar on the City's website.

Recommendation: Continued City support and participation in Bike Month.

2009 Bike Month stencil crew volunteers

Community Bike Route Signage and Stenciling

PAT, PBAC and the City have created opportunities for volunteers to participate in marking bike routes and lanes. The most recent effort occurred as a Bike Month activity. Volunteers worked with City staff to paint bike lane stencils around Prescott. The event was a great success. Three teams went out and painted over 50 stencils. The event received front-page recognition by the Daily Courier, and left a lasting mark of bicycling encouragement for Prescott road users.

Recommendation: Continued City support to create opportunities for volunteers to work on bicycle facility improvements.

Safe Routes to School Program

PAT began developing a Safe Routes to School (SRTS) program in 2006 and received its first grant to administer the program in 2007. This is a national program that encourages students to ride bikes and walk to school. The program provides safety evaluations of routes along with educational opportunities. Examples of activities include "Walk to School Day" and bike rodeos.

PAT has received a total of five grants for this program with a total of about $600,000.00. Three of the grants support the education and encouragement program. Two other grants are for infrastructure improvements to create safe routes. The federal funds are administered in Arizona by ADOT and require no matching funds from the City. The grants provide reimbursement funds to program providers. As such, The City has advanced funds to PAT to run the programs and has been reimbursed at the conclusion of the funding period. The City provides staff assistance to PAT for program development and in the grant application process.

Recommendation: Continued partnership between the City and PAT in the Prescott Safe Routes to School Program.

Mile High Middle School's "Walk to School Day"

Application for Bike Friendly Community Status

In 2008, PBAC began an application process with the League of American Bicyclists for Prescott to be considered as a "Bike Friendly Community". The idea came after Arizona was nationally recognized as a "Bike Friendly State". Prior to the State's recognition seven Arizona cities received this award, including Tucson (Gold) Scottsdale (Silver) Tempe (Silver) Chandler (Bronze) Flagstaff (Bronze) Gilbert (Bronze) Mesa (Bronze).

PBAC members believe that the application process will help assess the quality of our existing bicycling resources, while recognizing areas for improvement. Achieving Bicycle Friendly Community status can provide additional opportunities for grant funding and may be considered as important by new businesses and residents.

Recommendation: Continued City support for the application for Prescott to gain recognition from the League of American Bicyclists as a Bike Friendly Community.

City of Prescott Bicycling Media Campaign

PAT and PBAC have suggested to the Prescott Police Department that a series of Public Service Announcements (PSA's) be developed on the subject *"Same Rules Same Road"* . The PSA's would be developed for both television and radio and would promote both safer driving and safe riding habits.

Recommendation: The City work with PBAC and PAT to implement a community media campaign to promote safety and mutual respect for all roadway users.

On horseback at Point of Rocks along the Peavine Trail

Prescott Cycling Club

The Prescott Cycling Club (PCC) organizes regular road and mountain bike rides around Prescott. The wide variety of rides are free and are advertised on their website prescottcycling.org. PCC also sponsors a major event the **"Skull Valley Loop Challenge" Road Race.** This event occurs in September and attracts both local and visiting cyclist for rides of 50, 70 and 100 miles.

Whiskey Off Road Bicycle Race

Epic Rides has been sponsoring race events in Prescott for several years. The Whiskey Off Road provides races of 25, 50 and 100 miles. This event brings 1000+ riders and their families to Prescott every April.

"HUB"

HUB (Helping Understand Bikes) is a student run bicycle cooperative at Prescott College. The program is available to the community and provides recycling of old bikes along with tools, training and parts.

The start of the 2009 Whiskey 50 Off-Road Race in downtown Prescott.

The Over the Hill Gang

This is an informal volunteer group of mostly retired individuals who have been building and maintaining trails in the Prescott area for more than 10 years. They can be found out on the trails on most Monday and Thursday mornings. Much of their work is coordinated by the City's Parks and Recreation staff.

Yavapai Trails Association

Yavapai Trails Association (YTA) is an all volunteer group that represents the interests of hikers, bicyclist and equestrians. YTA has a 20 year record of activities that have been important in preserving trails and access in our region.

7.0 IMPLEMENTATION AND COORDINATION

Implementation of this Plan will require commitment and communication. Commitment to Prescott's future as a pedestrian and "Bicyclist-Friendly Community"; Communication between advocates, City Departments including Parks and Recreation, Planning and Public Works, City Administration and decision makers. Communication to allow all parties an opportunity to participate in planning, designing, funding, constructing and maintaining

Prescott's bicycle and pedestrian facilities. Commitment to implement this Plan and to update it on a regular basis.

The following recommendations are provided to aid the City to implement this Plan:

7.1 Coordination with City Public Works Department and Traffic Coordination Committee

PBAC requests greater participation in the conceptual design stages of transportation projects. This would provide opportunity to discuss bicycle and pedestrian facilities at the beginning of a project. It would be desirable for PBAC to be represented on the City's Traffic Coordination Committee.

7.2 Transportation Improvements

To the extent possible, City street improvements should be designed as complete streets providing safe, convenient travel for all users, pedestrians, bicyclists and motorists. PBAC hopes that by suggesting a relationship between this Plan and the Capital improvement Plan that additional progress can occur towards providing safe places to walk and ride.

7.3 Maintenance Program

PBAC suggests that a maintenance and repair program be created for review of pedestrian and bicycle facilities. This program could be modeled from two existing and successful programs: The replacement/modification of parallel-slat storm drain grates and the pothole reporting and repair program. This pedestrian and bicycle facility program would detail the maintenance activities including: sidewalk maintenance and repair, and pavement condition surveys along bike routes.

7.4 Bicycle Facility Signage Program

This recommendation is to continue an existing and successful program. The City (with effort by both staff and volunteers) has made significant progress in the marking and signing of bike routes. The effort for an effective route marking program has changed from a sign program to a stenciling program. This has occurred due to the recognition that with over 30,000 signs within Prescott's city street right-of-ways, the effectiveness of additional signs may be reduced due to "sign clutter".

Dialogue between PBAC and the Transportation Coordinating Committee is recommended with the objective of creating a coherent, effective and affordable bicycle sign policy that supports the goals of the Bicycle and Pedestrian Master Plan.

7.5 Traffic Signal Actuation

There is a need to determine location of problem areas with regard to bicycle activation of traffic signals on streets with bicycle facilities proposed in this plan. Work toward installation of bicycle-activated detection devices at (first) these locations and, in the long term, at all signalized intersections.

7.6 City and Regional Bicycling Maps

The recommendation is to continue an existing and successful program. The City, in cooperation with community organizations, designs, develops and distributes local and regional bike maps. The recent editions of the "City of

Community involvement in Bike Route Signage Program

Prescott, PBAC Bicycling Opportunities Map" are an excellent resource with significant community and business support.

7.7 Bicycle and Pedestrian Coordinator Position

It is recommended that the City work toward creating a Bicycle and Pedestrian Coordinator position within either the Community Development Department or the Public Works Department to collaborate with all City departments, other government agencies and community organizations, on plan implementation. The position description will include duties of working with Public Works Department staff on maintenance activities and construction projects. The duties will also involve extensive work on community planning and zoning activities, development review, with the Police Department and other safety organizations, with schools, community and social service organizations, bicycling clubs and advocacy groups, trails organizations and many others. In many cities, the Bicycle and Pedestrian Coordinator is initially funded as a part-time position, increasing to full-time as the bicycle and pedestrian program grows based on community interest and program success.

Prescott hosts an increasing number of bicycle events and races, which contributes to the local economy .

If Prescott is serious about promoting bicycling and walking as integral parts of the City's lifestyle and transportation options, funding for a part-time, "start-up" Bicycle and Pedestrian Coordinator position should be considered as soon as possible. This recommendation appeared in the 2003 Plan. PBAC continues to view the creation of this position as a high priority.

Appendix A

Current Bike Map in Pocket

Appendix B
Bicycle and Pedestrian Collision Analysis
January 2006 thru June 2008

Transportation Services Division
Public Works Department
City of Prescott, Arizona

Executive Summary

Collisions between bicycles, pedestrians and vehicles in the City of Prescott continue at a steady pace on an annual basis. Although efforts have been made over the past several years to reduce the number of collisions, a more complete understanding of these crashes is necessary in order for the City to decrease the number of collisions. This report will analyze collisions between bicycles, pedestrians and vehicles in the City of Prescott that occurred in the years 2006, 2007 and the first six months of 2008. We will attempt to identify any commonalities between these collisions by looking at collision characteristics, traffic characteristics and roadway design characteristics.

Why does this report refer to collisions between motorists and bicycles or pedestrians as collisions and not accidents?

Motor vehicle collisions are predictable, preventable events. Continued use of the word "accident" promotes the concept that these events are outside of human influence or control. In fact, they are predictable results of specific actions.

Since we can identify the causes of crashes, we can take action to alter the effect, and avoid collisions.

Introduction

The last bicycle and pedestrian study was conducted by a private firm that encompassed years 2000 through September 30, 2002 and examined 99 collisions. This study is a more detailed analysis that encompasses years 2006 through June 30 of 2008 and 90 collisions. These collisions were cross-referenced by user characteristics: roadway, traffic, and intersection characteristics to determine any outstanding associations. A need exists to develop a better picture between the types of collisions and the physical conditions of a roadway that may have contributed to the collision. It is with a better understanding of this relationship that the City will be properly equipped to analyze and recommend appropriate engineering, education and enforcement measures for the increased safety of bicyclists and pedestrians.

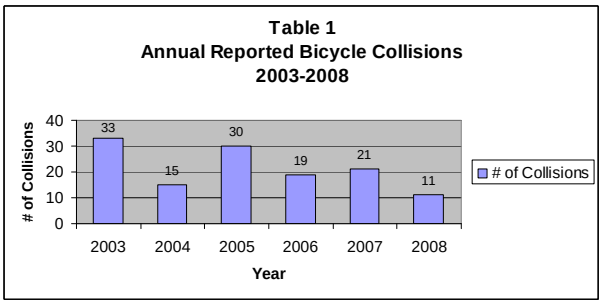
There are a couple of limitations to this study. First, the information analyzed comes from the Arizona Traffic Accident Report that is filled out by the investigating agency. During the review of those reports, it was noted that information fields were often left blank by the investigator. Consequently, a picture of the comparison is slightly shaded. The second limitation is the number of collisions reported. The requirement for reporting a collision is that it either involves injury and/or results in damage exceeding $1,000.00. Collisions between bicyclists and pedestrians with vehicles usually meet the injury threshold but seldom meet the damage value of $1,000.00 or more. A pedestrian or bicycle collision may also go unreported because there may be no apparent injury at the time of the collision, with symptoms of injury appearing later.

Crash Overview and Trends

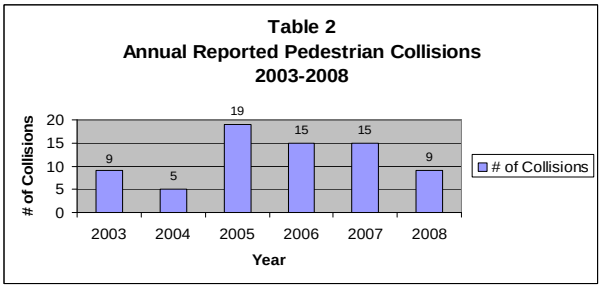
General Characteristics

Annual bicycle and pedestrian collisions with vehicles and their severity.

The number of bicycle collisions over the past five and a half years have remained fairly steady, averaging 23.3 a year. The projected number of collisions for 2008 is 22. (Note: not all the collisions for 2004 were available for review. Consequently, statistics for that year appear low). No fatalities involving a bicyclist have occurred during this time period. (Table 1)



Pedestrian collisions were low in years 2003 and 2004, averaging 7 a year. For the past 3½ years the average is 16.8, and the projected number for 2008 is 18. One fatality did occur in 2007 in which the pedestrian attempted to cross a four-lane street, mid-block, (not in a crosswalk) at night and was struck by an impaired driver driving without his headlights on. (Table 2)



The severity of collisions is broken down into five categories: 1. Non-Injury; 2. Possible Injury; 3. Non-Incapacitating Injury; 4. Incapacitating Injury; and, 5. Fatality.

During the 2½ year study period for bicycle collisions, the average possible injury was 42.9%, non-incapacitating injury was 50.6%, incapacitating injury was 6.5%, and, no fatalities. Only an average of 17.8% of the bicycle collisions did not involve a reported injury.

Table 3
Annual Reported Collisions 2006-2008

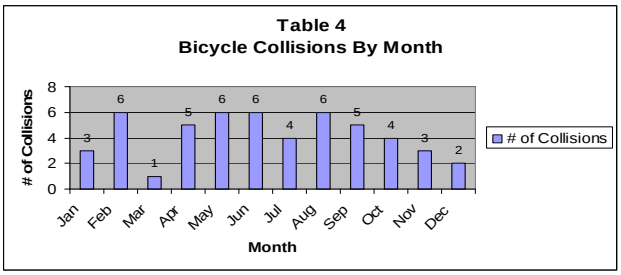
Bicycle Collisions	2006	2007	2008
Total Collisions	19	21	11
Injury Collisions	16	15	10
% of Injury Collisions	84.2	71.4	90.9
% of Non-Injury Collisions	15.8	28.6	9.1
% Possible Injury	18.8	40	70
%Non-Incapacitating Injury	75	46.7	30
% Incapacitating Injury	6.3	13.3	0
Fatal	0	0	0
% Ambulance Used	50	60	20

Pedestrian Collisions	2006	2007	2008
Total Collisions	15	15	9
Injury Collisions	14	14	7
% of Injury Collisions	93.3	93.3	77.8
% of Non-Injury Collisions	6.7	6.7	22.2
% Possible Injury	42.9	42.9	0
% Non-Incapacitating Injury	42.9	35.7	100
% Incapacitating Injury	14.3	14.3	0
Fatal	0	1	0
% Ambulance Used	57.1	42.9	71.4

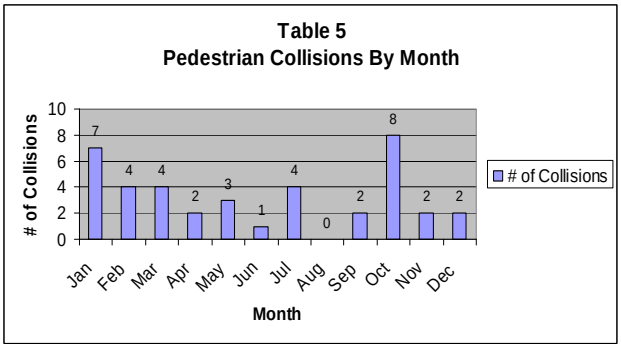
Of the total pedestrian collisions, an average of 28.6% had possible injuries, 59.6% non incapacitating injuries, 9.5 % incapacitating injuries and one fatal. Only 11.9 % did not involve a reported injury.

Collisions by Month

As was expected, because of the four seasons in Prescott, bicycle collisions were more prevalent in the warm weather months when bicycle use would be at its highest. Except for February, April through September showed the highest numbers of bicycle collisions. (Table 4)

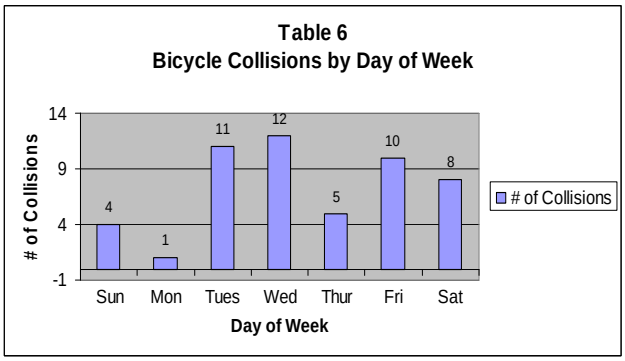


The same cannot be said for pedestrian collisions. Pedestrian collisions jumped dramatically from month to month. It was slightly higher in the colder weather months, possibly due to the fact that the days are shorter and there are more hours of darkness. (Table 5)

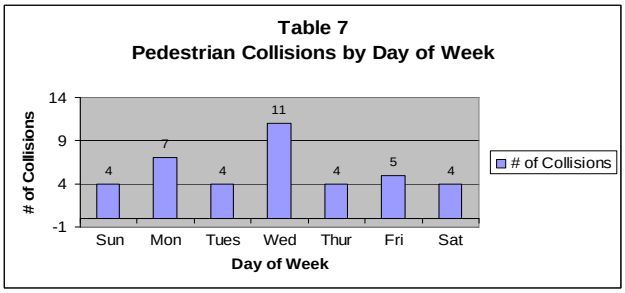


Collisions by Day of Week

Although there is no data to identify the purpose of the bicycle riders, it can be assumed the two most common trip types are recreational and commuter. One would suspect that most recreational trips occur on the weekend. However, as Table 5 shows, the top three days of bicycle collisions occurred on weekdays, indicating that a large portion of bicycle use is for commuter trips or that commuter trips occur during peak hour traffic, and as a result, create more vehicular exposure to the bicyclists. (Table 6)



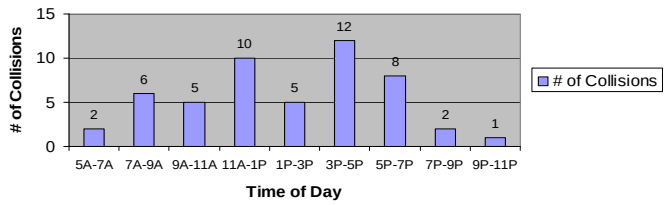
The pedestrian collisions are fairly and equal throughout the week, with the exception of Wednesday which peaked higher than any other day. (Table 7)



Collisions by Time of Day

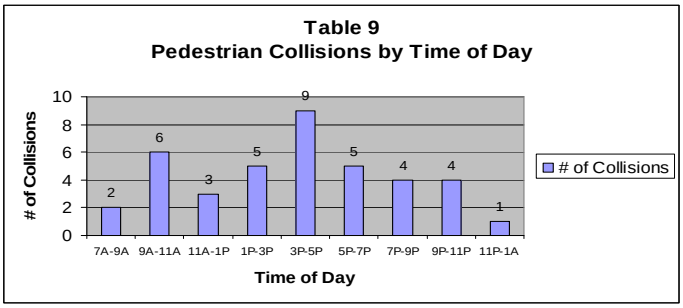
Bicycle/vehicle collisions occurred most frequently in the mid to late afternoon hours of 3:00 pm to 5:00 pm. (23.5%) The AM high was 11:00 am to 1:00 pm. (19.6%). The next two highest times were during the so called rush hours of 5:00 pm to 7:00 pm (8) and 7:00 am to 9:00 am (6). (Table 8)

Table 8
Bicycle Collisions by Time of Day



Pedestrian/vehicle collisions were also the highest during mid to late afternoon of 3:00 pm to 5:00 pm. (23.1%) The AM high was 9:00 am to 11:00 am (15.4%). (Table 9)

Table 9
Pedestrian Collisions by Time of Day



Collisions by Operators Gender

Of all the bicycle/vehicle collisions in the City of Prescott, 80.4% involved male bicycle riders. Of that number, 22% were under the age of 18 and 9.8% were over 55 years of age. The female bicycle riders comprised 19.6% of the collisions. Only 10% were under 18 years of age and 10% over 55 years of age. (Table 10)

Table 10 - Bicycle Collisions by Gender & Age

	Male	Female
Number of Collisions	41	10
% of Collisions	80.4	19.6
Number Under 18	9	1
% Under 18	22	10
Number Over 55	4	1
% Over 55	9.8	10
All Others	28	8
% All Others	68.3	80

When it came to pedestrian/vehicle collisions, the gender gap narrowed somewhat. Males comprised 69.2% with 18.5% under the age of 18 and 33.3% over the age of 55. Females were involved 30.8% of the time with 8.3% under the age of 18 and 41.7% over the age of 55. (Table 11)

Table 11 – Pedestrian Collisions by Gender & Age

	Male	Female
Number of Collisions	27	12
% of Collisions	69.2	30.8
Number Under 18	5	1
% Under 18	18.5	8.3
Number Over 55	9	5
% Over 55	33.3	41.7
All Others	13	6
% All Others	48.2	50

Collisions by Age

As can be expected the most common age group to be involved in a bicycle/vehicle collision was tied between 10 to 19 years of age and 20 to 29 years of age at 23.5% each. This could be attributed to the large number of school age riders and also those not old enough to have a driver's license or afford a vehicle. (Table 12)

Table 12 – Bicycle Collisions by Age

Age	Count	%
0-9 Years	2	3.9
10-19 Years	12	23.5
20-29 Years	12	23.5
30-39 Years	7	13.7
40-49 Years	7	13.7
50-59 Years	8	15.7
60-69 Years	0	0
70-79 Years	1	2
80-89 Years	0	0
Unknown	2	3.9

Pedestrian Collisions by Age

Pedestrians, on the other hand, had four age groups that equaled the highest number involved in a pedestrian/vehicle collision. Ages 10-19, 20-29, 30-39 and 60-69 each had 15.4% of the collisions. (Table 13)

Table 13 – Pedestrian Collisions by Age

Age	Count	%
0-9 Years	1	2.6
10-19 Years	6	15.4
20-29 Years	6	15.4
30-39 Years	6	15.4
40-49 Years	4	10.3
50-59 Years	4	10.3
60-69 Years	6	15.4
70-79 Years	5	12.8
80-89 Years	1	2.6
Unknown	0	0

Location Characteristics

The Arizona Traffic Accident Report lists six categories from which the investigator can choose to describe the location characteristic. The Intersection is described as the area inside the prolongation of the curb lines. The Junction area is the area 30 feet leading up to the intersection. Non-Junction area is the rest of the street that does not fall into the first two categories. Driveway Access, Alley Access and Alley are the remaining three. The most frequent location for bicycle/vehicular collisions is the intersection with 58.8 % occurring there. (Table 14)

Table 14 – Bicycle Collisions

Location Characteristic	Count	%
Intersection	30	58.8
Junction Area	2	3.9
Non-Junction Area	7	13.7
Driveway Access	12	23.5
Alley Access	0	0
Alley	0	0

The most frequent location for pedestrian/ vehicular collisions is the non-junction area 41% with the intersection a close second at 33.3%. This indicates that pedestrians are not taking advantage of crosswalks at intersections. (Table 15)

Table 15 – Pedestrian Collisions

Location Characteristic	Count	%
Intersection	13	33.3
Junction Area	6	15.4
Non-Junction Area	16	41
Driveway Access	3	7.7
Alley Access	1	2.6
Alley	0	0

Roadway Classification

The City of Prescott listed its streets under five classifications: Major Arterial, Minor Arterial, Major Collector, Minor Collector and Local. The most frequent bicycle/vehicular collisions occurred on minor arterials, 66.7% This could be attributed to the fact that many of the streets in the downtown area and those leading into and out of the City fall under this classification. Traffic is heavy and cars parked on the street are common. (Table 16)

Table 16 – Bicycle Collisions

Roadway Classification	Count	%
Major Arterial	2	3.9
Minor Arterial	34	66.7
Major Collector	3	5.9
Minor Collector	0	0
Local	12	23.5

The most frequent pedestrian/vehicular collisions also occur on the minor arterials, 53.9%. Pedestrian traffic is heavy in the downtown area and many users don't walk to the intersections to use the crosswalk, but rather cross mid-block. (Table 17)

Table 17 – Pedestrian Collisions

Roadway Classification	Count	%
Major Arterial	2	5.1
Minor Arterial	21	53.9
Major Collector	3	7.7
Minor Collector	0	0
Local	13	33.3

Light Conditions

92.2% of Bicycle/vehicle collisions and 69.23% of pedestrian/vehicle collisions occurred during daylight hours, indicating that the lighting condition was not much of a factor. (Tables 18 & 19)

Table 18 – Bicycle Collisions

Light Conditions	Count	%
Daylight	47	92.2
Dawn	0	0
Dusk	1	2
Dark	3	5.9

Table 19 – Pedestrian Collisions

Light Conditions	Count	%
Daylight	27	69.2
Dawn	0	0
Dusk	2	5.1
Dark	10	25.6

Weather Conditions

As with the light conditions, the weather appears to have had little affect on the bicycle vehicle and pedestrian/vehicle collisions. It was clear for 86.3% of the bicycle collisions and clear for 76.9% of the pedestrian collisions. (Tables 20 & 21)

Table 20 – Bicycle Collisions

Weather Conditions	Count	%
Clear	44	86.3
Cloudy	3	5.9
Rain	3	5.9
Snow	1	1

Table 21 – Pedestrian Collisions

Weather Conditions	Count	%
Clear	30	76.9
Cloudy	36	15.4
Rain	2	5.1
Snow	1	2.6

Violation Behavior

When examining the 51 bicycle/vehicle collisions during this time period, twelve violation patterns were found. The most common was the bicyclist riding on the sidewalk (25.5%). This is a violation of the *Arizona Revised Statutes*. The second most common was the vehicle failing to yield to the bicyclist (23.5%). The third most common was the bicyclist riding through the crosswalk (21.6%), which is also a violation of the *Arizona Revised Statutes*. From this point, the frequency violation drops below 8%, encompassing a variety of violations on the part of both parties. In all, the violation behavior fell on the bicyclist two out of three times (66.7%). Of the 51 collisions, only 16 citations were issued (31.4%), eight to bicyclists and eight to vehicles. (Table 22)

Table 22 – Bicycle Collisions

Violation Behavior	Count	%
Bicycle Riding on Sidewalk	13	25.5
Vehicle Failed to Yield	12	23.5
Bicycle Riding on Wrong Side of Street	1	2
Bicycle Riding Through Crosswalk	11	21.6
Speed by Bicycle	1	2
Vehicle Open Door Into Bicycle	1	2
Bicycle Ran Red Light	1	2
Bicycle Ran Stop Sign	3	5.9
Bicycle Failed to Yield	4	7.8
Vehicle Ran Red Light	2	3. 9
Vehicle Unsafe Passing	1	2
Speed by Vehicle	1	2

Regarding pedestrian/vehicular collisions, nearly half (48.7%) were the result of the vehicle not yielding to the pedestrian. Of the 39 collisions during this period, 15 citations were issued. Twelve (30.8%) to the driver of the vehicle and three to the pedestrian. (Table 23)

Table 23 – Pedestrian Collisions

Violation Behavior	Count	%
Vehicles Failed to Yield	19	48.7
Other	7	18
Pedestrian Standing in Roadway	5	12.8
Pedestrian Failed to Yield	1	2.6
Skateboarding in Roadway	1	2.6
Pedestrian Crossing Road – Not in Crosswalk	6	15.4

Alcohol as a Factor

In collisions involving bicycles, only one during the study period had the presence of alcohol. The driver had been drinking, but it is unknown if the driver was ever charged.

Pedestrian collisions during the time period showed three collisions in which alcohol was present. In all three, the pedestrian had been drinking; and, in only one collision the driver of the vehicle had been drinking.

In all, alcohol played a small part in the collisions recorded over the study period: less than 2% in bicycle collisions, and less than 8% in pedestrian collisions.

Safety Equipment

On the State Accident Report, there is a box to record safety equipment; however, 35.3% of the time the box was left blank by the investigator and 52.9% of the time it was marked no safety equipment. In only 7.8% of the bicycle/vehicle collision was a helmet used. Other was marked 3.9% of the time. What exactly "other" refers to is unknown, as the investigator did not expound. (Table 24)

Table 24 – Bicycle Collisions Safety Equipment

Type	Count	%
Unknown	18	35.3
None	27	52.9
Helmet	4	7.8
Other	2	3.9

Bike Lane

All the roads in the City that recorded a bicycle collision were noted and examined for the presence of bike lanes. Of the twenty roads noted, only six (30%) had bike lanes; and, 33.3% of the bike collisions occurred on those six roads. Most bicycle/vehicle collisions occurred on Gurley St. (21.6%) which has no bike lanes. Most pedestrian/vehicle collisions also occurred on Gurley St. (23.1%).

Direction of Motorist Movement at time of Collision

The most common movement of vehicles involved in bicycle collisions was right turn (45.1%) followed closely by moving straight ahead (37.3%). Most often the bicycle was in the street (41.2%). (Table 25)

Direction of Motorist Movement at Time of Collision / Bicycle Collisions Table 25

Direction	Count	%
Straight	19	37.3
Right Turn	23	45.1
Left Turn	8	15.7
Stopped	1	2

Direction of Motorist Movement at Time of Collision / Pedestrian Collisions

Direction	Count	%
Straight	20	51.3
Right Turn	5	12.8
Left Turn	8	20.5
Stopped	6	15.4

Pedestrians were most often involved in collisions when the vehicle was traveling straight ahead (51.3%) with the pedestrian either in the street or in a marked crosswalk (30.8% for both locations). (Table 26)

Table 26

Where Was the Bicycle at Time of Collision

Location	Count	%
Riding in Crosswalk	12	23.5
Riding on Sidewalk	14	27.5
Riding in Street	21	41.2
Riding on Wrong Side	2	3.9
Riding in Bike Lane	2	3.9

Where Was the Pedestrian at Time of Collision

Location	Count	%
Marked Crosswalk	12	30.8
Unmarked Crosswalk	3	7.7
Mid-Block	7	18
Walking in Street	12	30.8
Driveway Access	3	7.7
Other	2	5.1

BICYCLE / VEHICULAR COLLISIONS
2006

Date	Location	Description
2/12/2006	Gurley St @ McCormick	W/B bike riding on sidewalk on wrong side of road, rides into vehicle and into side of W/B vehicle that turns left onto McCormick
4/13/2006	Sheldon, 30' W. of Mt. Vernon	E/B vehicle attempted a left turn into a private drive but struck the bike who was W/B in street
5/19/2006	Gurley @ Sheldon	Car and bike were both E/B in the street on Gurley. Vehicle attempted a right turn into a private drive and struck the bike who had now caught up to the car and passing on right
5/24/2006	Carleton @ Cortez	The bike was traveling S/B on the sidewalk and on the wrong side of the street. He rode into the crosswalk and into the path of the W/B vehicle
5/26/2006	Willow Creek Rd. @ Country Park	As the vehicle was making a right on red from Country Park he was struck by the bicyclist who was N/B in the S/B lanes of traffic
6/27/2006	Whipple St @ Merritt Ave	The bicyclist was N/B on the east side sidewalk of Whipple and at Merritt he rode into the crosswalk as the W/B vehicle was attempting to make a right on red
7/7/2006	Miller Valley @ Hillside	The vehicle was W/B on Hillside and making a right on red onto Miller Valley Rd. He struck the bicyclist who was riding the bike E/B in the north crosswalk
7/12/2006	Goodwin, 600' W. of McCormick	The vehicle and bike were E/B in the street when the vehicle stopped mid block for a pedestrian. The bike could not stop and struck the rear of the car
7/15/2006	Merritt @ Montezuma	The bike rider was S/B on Whipple on the wrong side of the street and rode into the crosswalk at Merritt as the W/B vehicle was attempting to make a right on red
7/23/2006	Willow Creek , 400' No. of Ainsworth	The vehicle was N/B and attempted to turn left into a private drive and failed to yield to the bike who was S/B in the bike lane
8/25/2006	Willow Creek, 200' No. of Ainsworth	The car was N/B and making a left into a private drive when the S/B bike rode off the sidewalk and into the path of the car
8/30/2006	First St, 200' No. of Hillside	The car had parked facing south. He opened his door into the bicyclist who was S/B
9/9/2006	Willis @ Montezuma	The car was E/B on Willis and the bike E/B on the south sidewalk the car started a right onto Montezuma and struck the bike who was riding across Montezuma in the crosswalk
9/15/2006	Willow Creek @ Willow Lake	The car was S/B on Willow Lake and attempting a left turn onto Willow Lake. She failed to yield to the bicyclist who was N/ B on Willow Creek
10/6/2006	Whipple St @ Merritt Ave	The bicyclist was S/B on the sidewalk of Whipple on the wrong side of the street. He rode into the crosswalk and into the path of the W/B vehicle making a right turn
10/31/2006	Lincoln @ Merritt	The bicyclist was N/B on Lincoln when he was struck by the E/B vehicle on Merritt who failed to yield from a stop sign
11/7/2006	Sheldon @ Marina	The vehicle was W/B on Sheldon and the bike was also W/B but on the sidewalk, (north side). As the car made a right into a private drive the bike rode off the sidewalk and into the side of the vehicle
11/14/2006	Gurley @ Robinson	The bicyclist was riding on the sidewalk and on the wrong side of the street W/B. He rode into Robinson and was struck by the vehicle who was N/B and making a right onto Gurley

BICYCLE / VEHICULAR COLLISIONS
2007

Date	Location	Description
1/9/2007	Miller Valley, 150' No. of Fair St	The vehicle was exiting a private drive and as she turned right onto Miller Valley she was struck by the bicyclist who was N/B, riding on the sidewalk, on the wrong side of the street
2/8/2007	Gurley St. @ Rush St	The bicyclist rode his bike into the roadway and was struck by the W/B vehicle
2/11/2007	Montezuma @ Merritt	The vehicle was S/B on Montezuma at Merritt when he struck the bicyclist who was W/B on Merritt. The bicyclist disregarded the traffic signal
2/25/2007	SR 89 @ M.P. 316.5	The E/B bicyclist failed to yield from a private drive and rode into the path of the N/B vehicle
4/7/2007	SR 89, 50' No. of Rosser St	The bicyclist disregarded the red light at Rosser and made a left turn onto SR 89 and was struck by the N/B vehicle
4/11/2007	Miller Valley, 20' S. of Garden St	The bicyclist was riding S/B on the sidewalk and against traffic when he rode into the path of the vehicle who was exiting a private drive
4/14/2007	Iron Springs, 50' W. of Willow Creek	The vehicle was W/B on Iron Springs and attempting to turn into a private drive. At the same time the bicyclist, who was W/B on the sidewalk attempted to ride across the private drive
5/9/2007	Gurley St @ Park Ave	The bicyclist was W/B on Gurley and riding against traffic. At Park he rode into the crosswalk to continue W/B and was struck by the vehicle that was N/B and making a right on red
5/29/2007	Gurley St @ Arizona Ave	The bicyclist was walking S/B across Gurley in a crosswalk when the vehicle failed to yield while turning left from Arizona Ave and struck the bicyclist
8/11/2007	Gurley St @ McCormick St	The bicyclist was E/B on Gurley when the vehicle failed to yield while making a right on red and struck the bicyclist in the intersection of McCormick
8/11/2007	Montezuma @ Willis	The bicyclist was N/B on Montezuma when the vehicle who was W/B on Willis failed to stop for a red light and struck her in the intersection
8/15/2007	Gurley St @ Cortez St	The bicyclist was riding his bike E/B on the sidewalk against traffic on Gurley St. He continued into the crosswalk at Cortez. He noticed an E/B vehicle on Gurley making a left onto Cortez and in an attempt to avoid the car he fell
9/4/2007	Aubrey St 30' W. of Montezuma	The bicyclist had been riding N/B on the sidewalk against traffic on Montezuma when he rode behind a stopped car on Aubrey and cut across Aubrey. He was struck by a car that was W/B on Aubrey
9/12/2007	Washington @ Willis	The vehicle was S/B on Washington and struck a bicyclist who was W/B on Willis and ran a stop sign
9/26/2007	Boardwalk Ave @ Atlantic Ave	The bicyclist was S/B on Atlantic riding against traffic and failed to stop for a stop sign at Boardwalk and was struck by a W/B vehicle
10/3/2007	Sheldon, 300' E. of Alarcon	The bicyclist was W/B on the sidewalk of Sheldon St. At the alley he rode off the sidewalk and into the street and into the path of the vehicle who was also W/B on Sheldon
10/11/2007	Granite St 500' S. of Gurley St	A S/B vehicle on Granite attempted to turn left into a private drive and struck the bicyclist who was N/B on Granite
11/30/2007	Granite St @ Gurley St	The bicyclist was E/B on the sidewalk of Gurley and riding against traffic when he rode into the crosswalk and was struck be a S/B vehicle attempting to make a right on red
12/18/2007	Willow Creek Rd @ Rosser St	The bicyclist was riding N/B on the sidewalk of Rosser against traffic when he rode into the crosswalk and was struck by a W/B vehicle that was attempting to make a right on red
12/20/2007	Division St 170' S. of Whipple St	The vehicle was N/B on Division and attempted to turn left into a private drive. He failed to yield to the bicyclist who was S/B on Division

BICYCLE / VEHICULAR COLLISIONS
2008

Date	Location	Description
1/12/2008	Montezuma St @ Carleton St	Car and bicycle were N/B on Montezuma. At Carleton the vehicle attempted a right turn and in doing so made contact with the bicyclist who was continuing N/B on his left
1/15/2008	Lincoln Ave @ Hillside Ave	The bicyclist was E/B on Hillside riding against traffic and failed to stop for a stop sign striking the vehicle that had been S/B but making a right turn onto Hillside
2/22/2008	Willow Creek Rd. 100' N. of Green Ln	The vehicle was S/B on Willow Creek and the bike was S/B in the bike lane when the vehicle drifted over and struck the bike
2/29/2008	Miller Valley, 100' S. of Osburn	The vehicle was E/B exiting a private drive when the bicyclist who was riding S/B on the sidewalk rode into his path

3/3/2008	Goodwin St @ Montezuma St	The bicyclist was N/B on Montezuma in the thru lane and on a green light when the vehicle, who was E/B ran the light and struck the bike
4/30/2008	Sheldon St 3' W. of Pleasant St	The bicyclist was E/B on the sidewalk of Sheldon riding against traffic. He rode into the crosswalk at Pleasant as the vehicle who was S/B was attempting a right on red
6/10/2008	Gurley St @ Granite St	The bicyclist was riding on the sidewalk, E/B, against traffic when he rode into the crosswalk he was struck by the S/B vehicle that was attempting a right turn on red
6/11/2008	Iron Springs @ Meadow Ridge	The bicyclist was riding W/B on the sidewalk of Iron Springs and against traffic. The vehicle was N/B on Meadow Ridge and as she attempted to make a right on red, struck the bike as she rode into the crosswalk
6/12/2008	Gail Gardner 370' E. of Iron Springs	The vehicle was N/B and attempting a left turn into a private drive and failed to yield to the bike who was S/B
6/25/2008	Gurley St @ Gail Gardner Way	The vehicle was S/B on a green light when it was struck by the bicyclist who was E/B and failed to stop for a red light
6/28/2008	Rodeo Dr. 70' No. of Schemmer Dr	Both vehicle and bike were going N/B around a stopped vehicle in the roadway when the bike was rear ended be the vehicle

PEDESTRIAN / VEHICLE COLLISIONS
2006

Date	Location	Description
1/30/2006	Hillside Ave 5' W. of Walnut St	The Ped was walking S/B across Hillside when the S/B vehicle turned right from Walnut and struck the Ped
3/9/2006	Gurley St. @ Montezuma St	The Ped was walking across Gurley on a green light. The vehicle was S/B on Gurley and attempted to make a right turn, failing to yield to the ped in the crosswalk
4/19/2006	Gurley St. 50' W. of Willow St	The Ped was crossing Gurley N/B Mid block when an E/B vehicle struck her
5/6/2006	Miller Valley 80' No. of Brannen Ave	The Ped was crossing the road in a N/E direction, mid clock when he was struck by a N/B vehicle
5/13/2006	Montezuma St. @ Gurley St	The vehicle was E/B on Gurley and attempting a left turn onto Montezuma. He failed to see the Ped walking E/B in the crosswalk and failed to yield
5/22/2006	SR 89 300' No. of Industrial Wy	The vehicle was N/B when a tire come off his trailer and struck the Ped. The Ped was a flagger in a construction zone
7/4/2006	Pioneer Prkwy 432' W. of M.P. 3	The Ped was standing on the edge of the median for the inside lane of W/B traffic. The vehicle was W/B in the inside lane when the mirror struck the Ped. Area is dark with no lights
9/12/2006	Willow Creek, 125' So. of Danita St	Veh #1 was S/B and failed to stop for the vehicle in front of him who had stopped waiting for a Ped to finish crossing a private drive Vehicle #2 was pushed into the Ped
10/4/2006	Middlebrook, 1/4 Mi W. of Highland	The Ped was standing in the road talking to the driver of a stopped vehicle when he was struck by a W/B vehicle passing the stopped vehicle
10/5/2006	Overland Rd. @ Gurley St	The vehicle was N/B and attempting to enter onto Gurley when the Ped started to cross Overland W/B and was struck by the vehicle
10/6/2006	Gurley St @ Park Ave	The vehicle was N/B on Park and attempting a left turn onto Gurley. He failed to yield to the Ped who was S/B in the crosswalk
10/11/2006	Ruth St, 80' So. of Scott Dr	The Ped was riding a skateboard S/B in Ruth. He veered into the path of Veh #1 who was also S/B
10/13/2006	Iron Springs, 300' W. of Miller Valley	the Ped tried to cross the street N/B, mid block and ran into the side of veh #1 who was E/B
10/27/2006	Lincoln Ave, 75' So. of Merritt Ave	The Ped was crossing the street, mid block, E/B when she was struck by a N/B vehicle
12/2/2006	Gurley St. @ Park Ave	The vehicle was N/B on Park and attempting a left turn onto Gurley He failed to yield to the Ped who was S/B in the crosswalk

PEDESTRIAN / VEHICLE COLLISIONS
2007

Date	Location	Description
1/3/2007	First St, 50' No. of Vallejo St	The Ped was walking in the street around a parked car when she was struck by a N/B vehicle
1/31/2007	Goodwin St @ Montezuma	The Ped was crossing on a green light and in the crosswalk S/B when the S/B car attempted a right turn and failed to yield to the Ped
2/19/2007	Mt. Vernon St @ Willis St	The Ped was E/B in a crosswalk when a W/B vehicle made a right turn to go S/B on Mt. Vernon and struck the Ped
2/28/2007	Gurley St, 79' E. of Cortez St	The Ped was standing behind his parked car when a W/B vehicle made contact with him.

3/3/2007	Lincoln St 10' No. of Grove Ave	The vehicle was S/B and made a left turn onto Lincoln, loosing control and striking two Peds standing on the side of the street
4/2/2007	Montezuma St, 5' So. of Carleton St	The Ped was crossing E/B in the crosswalk and with the green light when he was struck by Veh #1 who had been E/B and making a right to go S/B
7/2/2007	Sheldon St. @ Pleasant St	Veh #1 was E/B and attempting a left turn when he failed to yield to the Ped who was crossing the street in a crosswalk, W/B
7/10/2007	Cortez St. 250' So. of Gurley St	The Ped attempted to cross the street mid block W/B and was struck by a N/B vehicle driven by an intoxicated driver and operating without head lights
7/13/2007	Cortez St, 75' So. of Sheldon St	The Ped attempted to cross the street mid block E/B when he was struck by a S/B vehicle. The Ped had emerged from between two parked cars
9/12/2007	Granite St, 65' So. of Leroux St	The Ped was walking S/B in or on the edge of the street when the S/B vehicle struck the Ped
10/28/2007	Wagon Trl @ Gail Gardner	the Ped was standing in the street as a result of a previous collision when Veh #1 from that collision backed up to flee and struck the Ped
10/29/2007	Butterfield, 60' E. of Robinson	The driver of Veh #1 was E/B and intentionally ran over the Ped who was walking E/B on the side of the road
11/1/2007	Park Ave @ Country Club Dr	Veh #1 was E/B on Country Club and attempting a left turn onto Park when he failed to yield to the Ped who was crossing Park W/B in a crosswalk
11/28/2007	Sixth St @ Navajo St	The Ped was walking S/B on the edge of the road when he was sideswiped by a S/B vehicle
12/9/2007	Gurley St. @ Montezuma St	The veh was S/B and attempting a left turn when he failed to yield to the two Peds who were walking in the crosswalk S/B and struck each

PEDESTRIAN / VEHICLE COLLISIONS
2008

Date	Location	Description
1/10/2008	Whipple St. @ Division St	The vehicle was S/B on Division and attempting to turn left to go E/B on Whipple. The Ped was crossing Whipple N/B in a cross-walk and with the light when struck
1/15/2008	Willow Creek, 150' No. of Ainsworth	The vehicle was E/B exiting a private drive when it failed to yield to the Ped who was on the sidewalk and crossing the drive N/B
1/23/2008	Gurley St. @ Marina St	The vehicle was S/B attempting a left turn on a green light. The Ped was N/B in the crosswalk and was struck by the turning vehicle who had failed to yield to the Ped
1/30/2008	Gurley St, 10' W. of Summit	The vehicle was W/B on Gurley and failed to yield to the Ped who was crossing N/B in a crosswalk
2/3/2008	Sheldon St, 25' W. of Arizona Ave	The ped was trying to cross Gurley St N/B mid block when he ran into the path of Veh #2 who was W/B and unable to avoid the ped
2/22/2008	Miller Valley, 50' No. of Rodeo Dr	The vehicle was W/B exiting a private drive when he made contact with the Ped who was walking N/B on the sidewalk
3/9/2008	Middlebrook Rd. 100' So. of Highland	The vehicle was N/B driving around two stopped vehicles in his lane when the Ped ran out from behind them and into his path
3/26/2008	Willow Creek @ Country Park	The Ped was walking N/B on the sidewalk and started across Country Park on a green light and in the crosswalk when the E/B vehicle started to make a right on red and struck the Ped
6/9/2008	Willis St, 150' W. of Virginia St	The vehicle was N/B in an alley and as she exited the alley she made contact with the Ped who was E/B on the sidewalk riding a skateboard

Review of Major Findings

An analysis of the bicycle/vehicle and pedestrian/vehicle collisions from January 2006 to July 2008 did not identify any significant changes in the trends from the study done from January 2000 to September 2002. According to the earlier study, a bicycle or pedestrian involved collision occurred every 10.2 days. The current study shows that the frequency of the collisions occurred every 10.1 days. However; if the numbers of the first six months of the current year (2008) continue at the same pace, both bicycle and pedestrian collisions will surpass those of each of the last two years.

No fatalities were noted in the previous study. There was one pedestrian fatality during the current study period (2007). There were several mitigating circumstances in that collision. The pedestrian was crossing the street at night and mid block . The driver of the vehicle that struck him was impaired, traveling over the speed limit and had no head lights on at the time.

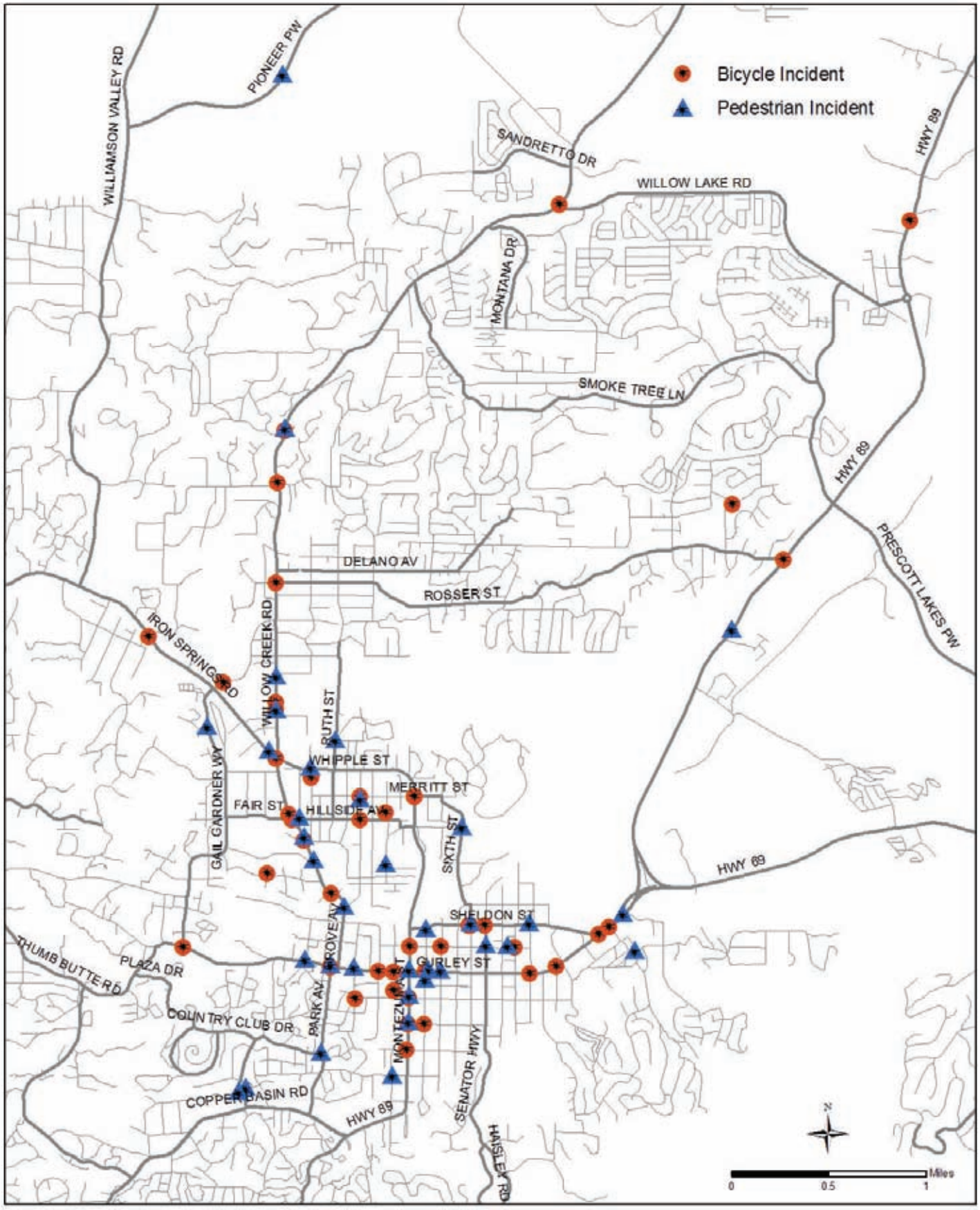
Bicycle

- The majority of bicycle/vehicle collisions occurred during the workweek (high on Wednesday) and highest during the PM peak travel hours (3pm - 5pm)
- 66.7 % of bicycle/vehicle collisions occurred on minor arterials. (Gurley St the most common) The largest concentration happening in the intersection.
- Male bicyclists were involved in 80.4% of all bicycle/vehicle collisions. The most common age was between 10 to 19 years (23.5%) and 20 to 29 (23.5%)
- Alcohol was associated with one bicycle/vehicle collision.
- Bicyclists were considered most at fault in 68.6% of all collisions involving bicycles and motor vehicles. The leading cause of bicycle/vehicle collisions were due to the bicycle rider riding on the sidewalk or coming off the sidewalk (25.5%). 84.2% of the collisions involved injury of some kind and only 7.8% of the bicycle riders were wearing helmets.

Pedestrian

- The majority of pedestrian/vehicle collisions occurred during the workweek (Wednesday was the most active day). As with bicycle collisions, the frequency happening most during PM peak travel times (3pm – 5pm).
- 53.9% of the pedestrian/vehicle collisions occurred on minor arterials (Gurley St. was once again the most common). 41% of the collisions occurred in the non junction area (not in intersection or crosswalk area)
- Males were involved in pedestrian/vehicle collisions 69.2% of the time with the most common age range of 10 to 19 (15.4%), 20 to 29 (15.4%), 30 to 39 (15.4%), and 60 to 69 also 15.4%.
- Alcohol was a factor in three (8%) of the collisions.
- Vehicles were considered most at fault in 66% of all collisions involving pedestrians and motor vehicles. 48.7% of the time, vehicles failed to yield to the pedestrian. The pedestrian received an injury of some kind 93.3% of the time.

Bike/Ped Collision Incidents from Jan 06- June 08



APPENDIX C
PRESCOTT MILE HIGH TRAIL SYSTEM
TRAIL STANDARDS

Prescott Mile-High Trail System Updated Trail Standards, 2008
Trails within City of Prescott's Mile-High Trail System are found in a variety of settings, and standards vary according to types and volume of uses and settings. As per City Council Resolution, all City of Prescott Trails are non-motorized. Some details, such as longitudinal grades, are not provided below and vary greatly due to Prescott's mountainous terrain.

Category #1	**Primitive Setting - Minimal and Limited Uses in Primitive Setting**
Examples:	Lakeview & Cove Trails (primitive spur trails along Prescott Peavine Trail)
Uses:	Hiking Only
Clearance Width:	6' wide x 10' high
Tread width:	24"
Tread Surface:	Natural
Outslope:	Maximum 5%
Drainage:	Waterbars, Drain Dips, & Rock Channels
Signing:	Flexible fiberglass marker at junctions
Maximum Grades:	20%
Information at Trail Access Point:	None or very little

Category #2	**Semi-Primitive Setting - Limited Use**
Examples:	Butte Creek and Aspen Creek Trails
Uses:	Hiking/Running/Equestrian
Clearance Width:	6' wide x 10' hlgh
Tread width:	36"
Tread Surface:	Natural
Outslope:	Maximum 5%
Drainage:	Drain Dips & Rock Channels
Signing:	Flexible fiberglass marker at junctions
Maximum Grades:	12%
Information at Trail Access Points:	8" x 12" signs w/important information

Category #3	**Multiple-Use - Potential for High Volume Use**
Examples:	Willow Lake Trail, Lower Granite Creek Discovery Trail
Uses:	Hiking/Running/Equestrian/Mountain Bicycling
Clearance Width:	6' wide x 10' high
Tread width:	36" - 48" (6' - 8' in circumstances where heavy use is anticipated)
Tread Surface:	Compacted One-Inch Minus Select or similar if needed
Outslope:	Maximum 5%
Drainage:	Outsloping, rolling drain dips, rock channels
Signing:	Flexible fiberglass marker at junctions
Maximum Grades:	12%
Information at Trail Access Point:	8" x 12" Signs w/ Important information

Category #4	**Rails-to-Trails Conversions**
Examples:	Prescott Peavine National Recreation Trail
Uses:	Hiking/Running/Equestrian/Mountain Bicycling/Wheelchair/Strollers
Clearance Width:	16' wide x 12' high

Tread width:	10"-16"
Tread Surface:	Compacted ballast (ballast over I" in diameter removed) Compacted One-inch Minus Select in some areas
Outslope:	Maximum 2-5%
Drainage:	New culverts and original trestles under former railroad bed
Signing:	Aluminum signs (black text on green sign) bolted onto steel posts (threads flattened on bolts to prevent removal), Flexible fiberglass markers at intervals.
Maximum Grades:	5%
Information at Trail Access Point:	Kiosks with reader board w/ opportunity to change/update information.

Category #5	**Greenway Trails**
Example:	Granite Creek Trail
Clearance Width:	10' wide (for sight distance) x 10, high
Tread width:	Varies - determined by width of creek corridor, suitable "shelf" for placement of trail, and funding sources used. Minimum 6' wide treadway. 8' minimum width required if using Federal funds (as per AASHTO), and 10' width for heavily used portions
Tread Surface:	Reinforcement is needed with rip-rap & gabion structures where trail is adjacent to creek and bridge approaches. 6" Compacted One-Inch Minus Select on top of 3" leach rock, soil stabilizers (e.g., PolyPavement tm) used if needed.
Outslope:	Maximum 5%.
Drainage:	Culverts under trail, trail is crowned.
Signing:	Aluminum signs (black text on green sign) bolted onto steel posts threads flattened on bolts to prevent removal), 4"x4" steel square posts at junctions.
Maximum Grades:	5%
Information at Trail Access Point:	8" x 12" Sign w/ limited information.

Category #6	**Multi- Use Paths, Alternative Routes along Major Roads**
Example:	Asphalt path connecting Yavapai College and VA areas
Clearance Width:	14' wide x 10' high - 6' landscaped buffer between roadway and trail
Tread width:	Maximum 16' (10' hardened surface and 6' soft surface) where heavy and multiple uses ore anticipated. Where moderate uses and/or pedestrian uses only are anticipated, narrower tread widths are acceptable on a case-by-case basis.**
Tread Surface:	Hardened: asphalt soil cement, or various synthetic: materials Soft: One-Inch Minus Select and natural
Outslope:	Maximum 5% (ideally 2%)
Drainage:	Culverts and outsloping
Signing:	Flexible fiberglass markers at junctions, & aluminum signs
Maximum Grades:	10%
Information at Trail Access Point:	8" x 12" Sign w/ limited information.

**Some urban trails (e.g., soft trails along Sierry Peaks Drive and Hassayampa Village Lane) were developed prior to these trail standards being established. In these cases, a 4-foot treadway has been established immediately adjacent to the roadways. While this is acceptable in some cases, wider treadways, and treadways separated from roadways are highly encouraged.

Appendix D
Inventory on Right Turn Transitions and Analysis
and
Sidewalk Inventory

Field Inventory and Assessment of Right Turn Transitions

RIGHT TURN LANE TREATMENTS ON SHARED ROADWAYS

1. Two lanes, right lane turns right. Through lane is well defined, but may be too narrow to share.
   A. Cortez south to Goodwin.
   B. Goodwin west to Montezuma.
   C. Goodwin east to Cortez.
   D. Gurley west to Josephine. Through lane too narrow to share, too long and uphill. Motorists get impatient. Suggest replacing first "Right lane must turn right" sign with "Through traffic merge left" to allow a later merge.

2. One lane splits abruptly into through and right turn only, forcing abrupt merge on cyclists. Through lane needs advance definition with dashed line so that cyclists can take the correct lane, motorists can see their intent, and see whether the lane is wide enough to share.
   A. Montezuma north to Goodwin.
   B. Montezuma south to Carleton.
   C. White Spar south to Copper Basin.
   D. Gurley west to Park.
   E. Gurley east to Park.
   F. Sheldon west to Park/Miller Valley.
   G. Iron Springs east to Miller Valley.
   H. Willis east to Montezuma.
   I. Montezuma north to Sheldon.
   J. Walker road north to 4-way stop one block before 69.

3. Examples where lane splits are well defined with dashed lines:
   A. Almost all ADOT roads.
   B. Some county roads.

RIGHT TURN LANE TREATMENTS WITH BIKE LANES

4. Bike lanes do not go through, but lead to a right turn.
   A. Iron Springs west to Williamson Valley.
   B. Prescott Lakes Parkway south to unnamed stub on hill down to 89.
   C. Prescott Lakes Parkway south to 69. OK or drop bike lane since few cyclists go straight.
   D. Montezuma south to Willis. Drop bike lane since it is type 1 situation, two lanes, right lane turns right.

5. Bike through lanes indicated with two dashed lines in right turn transition area (preferred)
   A. Prescott Lakes Parkway north to Walmart entrance.
   B. Prescott Lakes Parkway west to 89.
   C. Gail Gardner west to Iron Springs, a tricky S-bend, where one lane expands to four. (Photo below)

6. Bike through lanes indicated with one dashed line in transition area, which places cyclists in the left of the right turn lane, which might be confusing to motorists. Suggest standardizing on two dashed lines.
   A. Montezuma north to Depot entrance.
   B. Whipple west to Four Points.
   C. Willow Creek south to Gail Gardner.
   D. Willow Creek south to Embry Riddle main entrance.
   E. Willow Creek north to Heritage Park entrance.
   F. Iron Springs east to Gail Gardner. Bike lane is in a concrete gutter. White lines are not very visible and flake off.

7. Bike through lane is unmarked in transition area. This is a safety hazard needing urgent correction.
   A. Whipple west to Ruth. Bicycles need to move left in unmarked area to reach next bike lane, (Photo below).

California plan recommends no transition markings and an offset like the Whipple-Ruth example. It places the burden on cyclists to negotiate with right-turning traffic, which has right of way.

AASHTO Guide pp.28-30 recommends two dashed lines and R4-4 sign "BEGIN RIGHT TURN LANE (arrow) YIELD TO BIKES" It also allows dropping the dashed lines if the sign is provided. In complex or narrow intersections it drops the bike lane but retains either the R4-4 sign or the (bicycle symbol) "SHARE THE ROAD" sign.

AASHTO also refers to MUTCD2 (Manual of Uniform Traffic Control Devices) for marking of bike lanes.

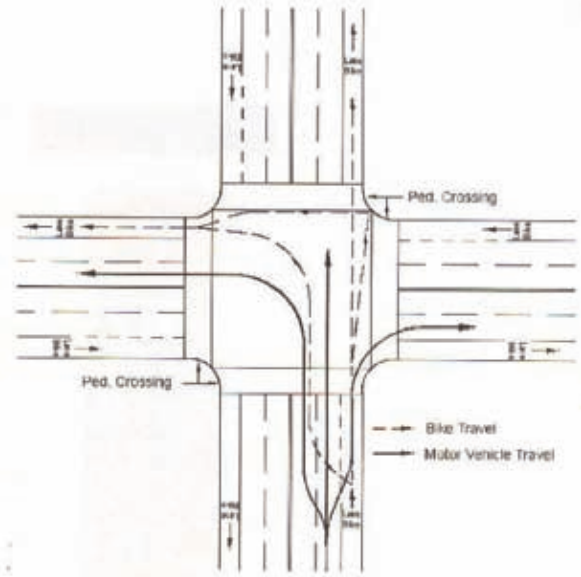


Figure 10. Typical Bicycle and Auto Movements at Major Intersections

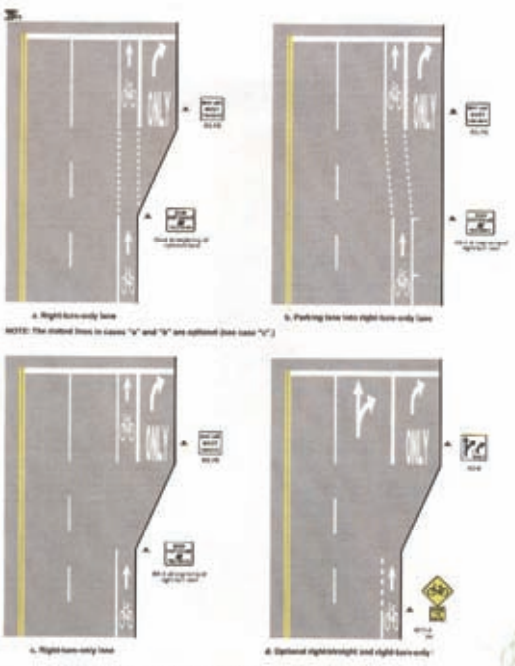


Figure 11. Bike Lanes Approaching Right-Turn-Only Lanes

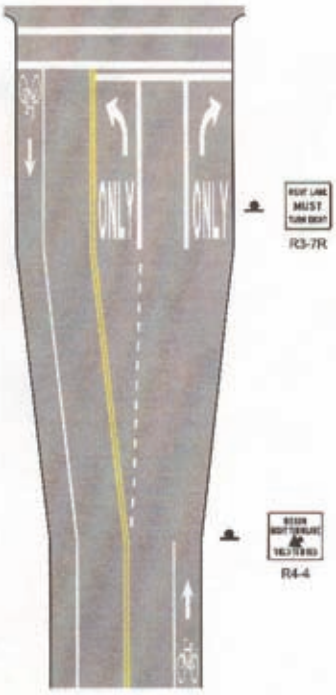
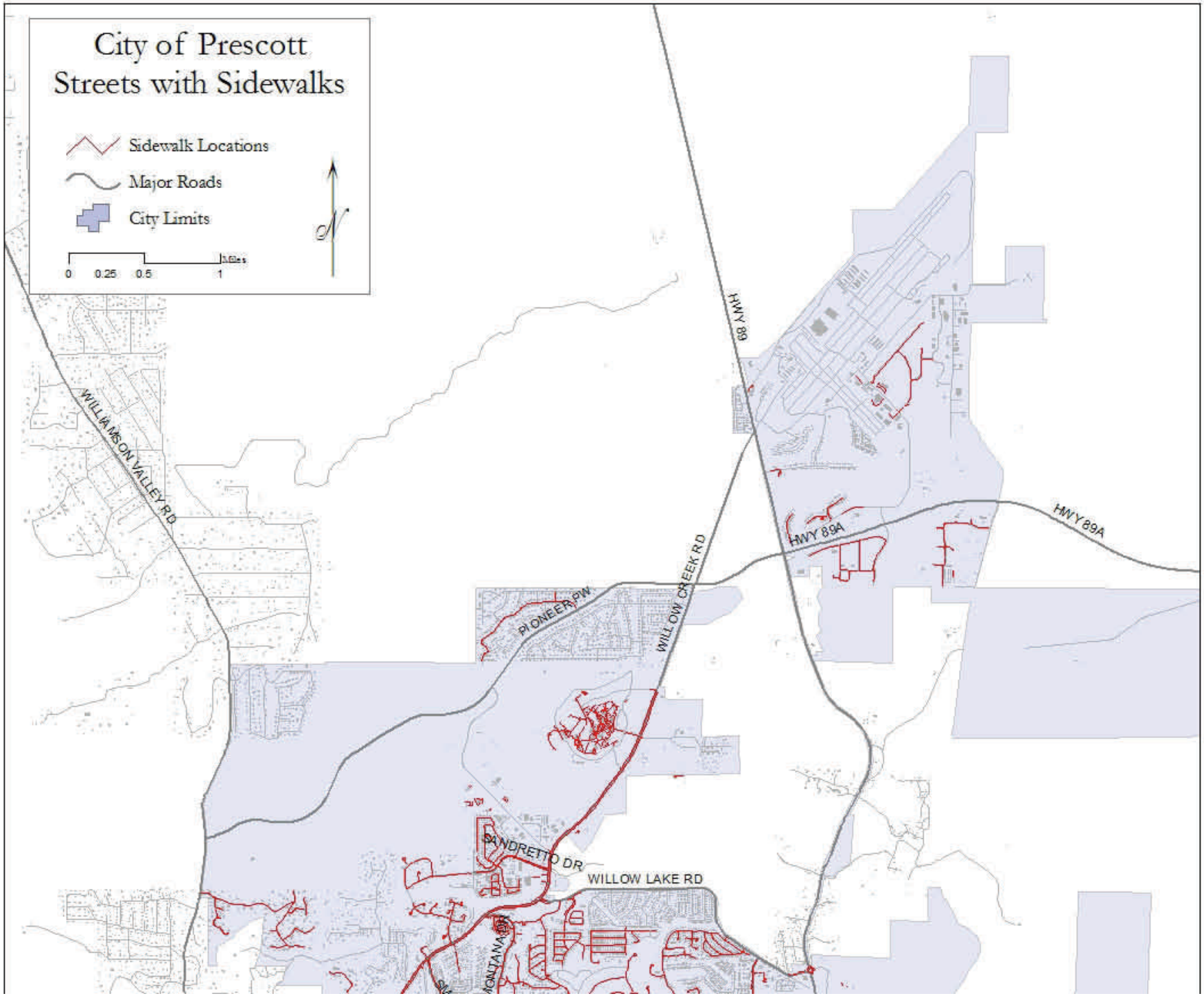


Figure 12. Bike Lane Approaching an Intersection with Throat Widening


City of Prescott
Streets with Sidewalks
Sidewalk Locations
Major Roads
City Limits
0 0.25 0.5 1
Miles
N
HWY 89
HWY 89A
HWY 89A
WILLIAMSON VALLEY RD
WILLOW CREEK RD
PIONEER PW
SANDRETTO DR
WILLOW LAKE RD
MONTANA

SUNRISE BLVD
HWY 69
LEE BLVD
PRESCOTT LAKES PW
HWY 69
SENATOR HWY
MONTANA AV
SMOKE TREE LN
DELAND AV
ROSSER ST
SIXTH ST
SHELDON ST
BURLEY ST
MONTEZUMA ST
HASLEY RD
HWY 69
RUTH ST
FAIR ST
HILLSIDE AV
PARK AV
IRON SPRINGS RD
HIGHLAND AV
COPPER BASIN RD
THUMB BUTTE RD
SIERRA PEAKS DR

APPENDIX E

RESULTS OF INVENTORY and PRIORITY TABLES/LISTS FOR BICYCLE FACILITIES AND SIDEWALKS and TRAILS ELEMENT and PRIORITIES From The 2003 PRESCOTT BICYCLE AND PEDESTRIAN PLAN AS UPDATED

The following are the recommendations as provided in the 2003 Prescott Bicycle and Pedestrian Master Plan along with updated information. The inclusion of these recommendations as an Appendix to the 2009 Plan retains the information and provides linkage to the ongoing planning process.

Bicycle Facility Maintenance and Project Recommendations

HIGH PRIORITY

To be considered for implementation to the extent feasible and fundable.

Project/Street	Type of Improvements	Comment
MAJOR THOROUGHFARES		
1. Iron Springs Road - Gail Gardner to Williamson Valley Road	Bicycle lanes and bike route signs	*This project is COMPLETE, however the Bike Route markings for the transition from Iron Springs Rd. to Williamson Valley Rd. and to Iron Springs Rd to the west need to be corrected, improved.*
2. East Gurley Street - 89/69 Interchange to Josephine *and continuing along Thumb Butte Rd. to the Prescott National Forest and Thumb Butte Park.*	When the street is resurfaced, consider adding striped shoulders and additional shoulder width on uphill side of streets, if feasible. The eastern end of Gurley Street is currently being improved as part of ADOT's 89/69 Interchange Project. Additional improvements (phased) to the west are being proposed for a Transportation Enhancement Grant Application.	The grid layout of the greater downtown area provides side street opportunities for travel by bicycle; however Gurley Street is the primary east west route for access to business and services. The area is deficient in terms of bike routes and also includes areas with out sidewalks. Some existing sidewalks are in disrepair. Portions of Gurley Street have been resurfaced and restriped in recent years without consideration of bike routes.
3. Copper Basin Road - White Spar to National Forest	The Copper Basin Road Improvement Project is under construction and is expected to be completed in 2009.	The project includes a wider shoulder along the west travel lane and a sidewalk along the east travel lane.
4. South Montezuma - Carleton to White Spar/City Limits	Consider upgraded maintenance and addition of signage on this street Long-term recommendation could include improved shoulders usable for bike travel.	Recently resurfaced. Maintenance is especially important in this area due to dirt, gravel and debris washing onto the roadway.
5. Grove/Miller Valley Road – W. Gurley to Whipple	This street/area was recently discussed in relation to potential improvements per the Transportation Enhancement Grant process. The project did not have community and/or political support.	High potential bicycle use with Prescott College and many commercial destinations. In addition to the need for improved riding surfaces and edge conditions, it was noted that this section of roadway has "lots of turns and some sight distance problems" (e.g. at the Post Office).

6. Williamson Valley Road -Iron Springs Road to City Limits	The City has budgeted funds for the acquisition of right-of-way in this area. Design work is occurring. The design includes stripped bike lanes.	Transition to striped shoulders (planned) in County areas. Construction scheduled FY08 – 2010.
7. Sheldon - Gurley to Montezuma	Consider upgraded maintenance and addition of signage on this street	
8. Pioneer Parkway – Williamson Valley Road to Prescott City Limits	Consider upgraded maintenance and addition of signage on this street	Existing wide shoulders adequate. Need to protect the rights of bike travel on Airport Connector.
9. Highway 69 - East City Limits to Prescott Lakes Parkway at Mall (ADOT)	Explore access via off-road trail behind Frontier Village and Mall. Need Tribe's cooperation. Work with ADOT and Tribe to get bike lanes and/or striped shoulders + signage and improved maintenance as lanes are added and other improvement projects occur.	Sidewalk improvements connecting East Gurley to Frontier Village are being constructed as part of the 89/69 Interchange Project
10. Montezuma - Sheldon to Carleton	Consider upgraded maintenance and addition of signage on this street When the street is resurfaced (future), address opportunities for bicycle facilities such as addition of striped shoulders, bike lanes or wide curb lanes, as feasible. This should be developed in the context of an overall downtown bicycle circulation plan and strategy.	
11. Willow Creek Road – Willow Lake Rd. to Haas Blvd.	Add bicycle lanes.	DONE

Project/Street	Type of Improvements	Comment
OTHER COLLECTOR STREETS		
1. Gail Gardner Way - Willow Creek Road to Iron Springs Road	Add bike lanes. Consider upgraded maintenance and addition of signage on this street	DONE
2. Sixth Street - Moeller to Merritt	Need to add better lighting and directional sign at Granite Creek Trail access. Add a crosswalk at the Granite Creek Trail crossing and increase visibility of the crossing. Add bicycle lanes and sidewalks.	Reevaluate the addition of bike lanes/route the next time that the street is scheduled for restriping. This project was considered and rejected several years ago.
3. Gail Gardner - Iron Springs Road to Gurley Street	Consider upgraded maintenance and addition of signage on this street	Portions of this street have been reconstructed. Gail Gardner is part of the designated and signed Bike route.
4. Park Avenue – W. Gurley to Copper Basin Road	Consider prohibiting parking on "uphill" sides of the street to create space for bike lane/route. Repair pavement as necessary until street is resurfaced. Consider upgraded maintenance and addition of signage on this street.	Considerable traffic on this important link between major thoroughfares through residential areas and school zones. Pavement in poor condition – a combination of concrete and asphalt materials. Reconstruction is programmed for FY?
5. Ruth/Demerse - Whipple to Rosser	Explore possibility of bike lanes or striped shoulders, especially by the High School. Repair pavement as interim measure until street is resurfaced. Consider upgraded maintenance and addition of signage on this street.	Reconstruction is programmed for FY09-10. Design should address addition of bicycle and pedestrian facilities.

6. Smoke Tree Lane - from east of Birchwood Cove to Willow Creek Road	Add striped bike lanes, if feasible.	The section of Smoke Tree from Prescott Lakes to Birchwood was recently striped with bike lanes (no signage).
7. Delano - Sequoia to Demerse	Repair pavement. Consider upgraded maintenance and addition of signage on this street	
8. Willis Street - Arizona Avenue to McCormick	Repair pavement and add Bike Route signs.	Pavement repairs along Willis are planned, to be done in segments.
9. Goodwin - Bradshaw Dr. to Park Avenue	Repair pavement and add Bike Route signs.	
10. Meadowridge Ln. –Green Lane to Williamson Valley Road	Repair pavement and add Bike Route signs.	Neighborhood route for school access.
11. Merritt, Sixth Street to Division	Repair pavement and add Bike Route signs.	
12. Rosser, Willow Creek to Birdsong	Repair pavement and add Bike Route signs.	
City Alley along Granite Creek/Trail		
13. City alley between Willis and Sam Hill Warehouse (west of Granite Creek)	Work with property owners to designate parallel parking along alley. Provide bike route or other signage indicating Granite Creek Trail access. Provide shared-use trail connection to Granite Creek Trail, with route and extent of improvements to be determined. Improve alley surface to accommodate bicycle travel.	Discussion regarding this linkage between on-street and off-street facilities is ongoing.

MEDIUM PRIORITY

Bicycle Facility Improvements to Be Considered as Future Projects or Maintenance Activities

Consider upgraded maintenance and addition of signage on these streets. Future street improvements should include bike lanes or striped shoulders if at all feasible.

1. Iron Springs Rd. Miller Valley to Gail Gardner
2. Iron Springs Rd. to Sierry Peaks
3. Pioneer Parkway - Hwy 89 to Hwy 69A
4. Sequoia Dr., Smoke Tree Ln. to Rosser Ct.
5. Meadowridge, Green to Iron Springs
6. Green, Willow Creek Rd. to Meadowridge
7. Hassayampa Village Ln. Thumb Butte Rd. to Copper Basin Rd.
8. Carleton, Mt. Vernon to McCormick
9. Washington, Moeller around Roughrider Park
10. Moeller, Washington to Sixth Street

LONG-RANGE IMPROVEMENTS

As opportunities arise, evaluate feasibility of adding bicycle facilities. Repair/reconstruct pavement as necessary.

1. Thumb Butte Road - Josephine to City Limits
2. Prescott Lakes Blvd.

3. Oregon Ave, Gail Gardner to Idylwild Rd.
4. Idylwild Rd., Oregon to Thumb Butte Rd.
5. Haisley Dr., White Spar Rd. to Senator Highway
6. Mt. Vernon, Willis to Aubrey (alignment)
7. Mt. Vernon, Aubrey to Haisley
8. Vista Dr., Copper Basin to Hemlock
9. Hemlock, Vista Dr. to Clubhouse Dr.
10. Clubhouse Dr., Hemlock to White Spar
11. Pine Knoll Dr., Canyon to Copper Basin
12. Highland Ave., Copper Basin to Plaza Dr.
13. Highland Ave., Plaza Dr. to Park Ave.
14. Bertrand, Montezuma to Park Ave.
15. Country Club Dr., Park Ave to Plaza
16. Plaza, Country Club to Thumb Butte Rd.
17. Penn Ave, Gurley to Carleton (alignment)
18. Eastwood, Carleton to McDonald Dr.
19. Nevada Dr., McDonald to Devereaux
20. Devereaux, Nevada to Autumn Breeze; Autumn Breeze to City Lights
21. Canyon Dr., Manzanita to White Spar
22. Nathan Ln., City Lights to Senator Hwy.

PEDESTRIAN ELEMENT

The Pedestrian Element addresses provision of sidewalks as well as policy, design guidelines and other considerations necessary to develop and maintain them. Of particular note are requirements for accommodation of people with disabilities and creation of "walkable" neighborhoods and districts within Prescott.

Recommended Priorities for Sidewalk Construction

Priorities shown are for provision of new sidewalks or reconstruction

HIGH PRIORITY

- Willow Creek Road – Commerce to Haas Blvd. DONE
- Rosser Street – Willow Creek Road to Campbell DONE
- Campbell – Delano to Prescott Heights Drive
- Douglas – Willow Creek Road to Demerse
- Green Lane – Santa Fe Springs to Meadowridge
- Meadowridge Road – Green Lane to White Cloud
- Yavapai Hills Drive – Highway 69 to Shadow Mountain Drive
- Sixth Street – Moeller to Merritt (reconstruct) DONE
- Gail Gardner Way (formerly Ponderosa Plaza Dr.) – Willow Creek Road to Iron Springs Road (reconstruct) DONE
- Iron Springs Road – Gail Gardner Way to Williamson Valley Road (reconstruct) DONE
- Copper Basin Road – White Spar Road to Mullen Way (reconstruct) IN PROGRESS
- Rush Street – Moeller to Sheldon
- Highway 69 – Frontier Village (Basha's) to Prescottonian Motel IN PROGRESS, ADOT
- Moeller Street – Mt. Vernon Ave. To Rush Street
- Demerse – Delano to Douglas
- Willow Lake Road – Willow Creek Road to SR89 (future construct, County right-of-way)
- Ruth – Along high school parking area (west side)
- Downtown alleys pavement program
- Construct/upgrade sidewalks on both sides of greater downtown area streets (Leroux to Sheldon, Park to Rush)

MEDIUM PRIORITY

- Meadowridge Road – White Cloud to Iron Springs Road
- Ranch Drive – Lee Blvd. to Walker
- Merritt Street – First Street to Division
- Division Street –Whipple St. To Brannon
- Brannon Avenue – Dameron Drive to Short
- Short Street – Dameron to Lincoln
- Lincoln Street – Short Street to Miller Valley Road DONE
- Park Avenue – Country Club Drive to Copper Basin Road
- Prescott Heights Drive – Willow Creek Road to Campbell

LONG-RANGE PRIORITY

Note: Sidewalks are to be added along these streets as opportunities arise, or in future plan phases.

- Downtown alleys pavement program
- Douglas – Demerse to Kelmo
- Kelmo – Douglas to Chaparral
- Sandia – Chaparral to Valley Place
- Valley Place – Sandia to Tabosa Street
- Tabosa Street – small segment from Fox Fire Lane to Smoketree
- Delano – Demerse to Campbell
- Iron Springs Road – Williamson Valley Road to Sierry Peaks Drive
- Sierry Peaks Drive – Ridgewood to Gail Gardner (via Downer Trail)
- Country Club Drive – Perry to Plaza Drive
- Plaza Drive – Country Club Drive to Thumb Butte Road
- Coronado Avenue – Park Avenue to Highland Avenue
- Highland Avenue – Coronado to Copper Basin Road
- Thumb Butte Road – Idylwild Road to Prescott National Forest
- White Spar Road – Copper Basin Road to Haisley Road
- Bradshaw Drive – East Gurley Street to McDonald
- McDonald – Pauley to Spring Trail
- Robinson Drive – E. Gurley to Newport Drive
- Haisley – Senator Highway to White Spar Road
- Senator Highway – Carleton to Sky Terrace

Following are the TRAIL recommendations as provided in the 2003 Plan along with updated information.

HIGH PRIORITY - City Initiated

NOTE: to be considered in the Action Plan for implementation within the next one to three years or
sooner if an opportunity arises to combine with another project. Progress is contingent upon cooperation with affected property owners.

- Rails-to-Trails Phase II - old SR 89A to Town of Chino Valley Rood 4S (a.k.a. Prescott Peavine National Recreation Trail)
- All trails associated with Willow and Watson Lakes, specifically trails that are part of the Prescott Circle Trail
- All trails associated with Prescott East Area Plan (PEAP - NE Prescott), specifically the Prescott Circle Trail

- Soft trails associated with Prescott Lakes Parkway and Smoketree Lane and Vista Park to 10-acre Park to Willow Lake linear corridor (as a part of the Prescott Lakes Master Planned Community) need completion.

HIGH PRIORITY - Multi-Agency Projects
- The Prescott Circle Trail is a multi-agency project with each entity assuming responsibility and implementation for its respective segments.
- Rails-to-Trails on Tribal lands
- Improve recreational trail system within proposed Badger "P" Mountain preserve as recommended within the Badger "P" Mountain Coordination Plan
- Assist Town of Prescott Valley with Rails-to-Trails (former Prescott & Eastern Railroad) with assurances trail will be in perpetuity.

HIGH PRIORITY - Public/Private Partnership
- Entire first phases of the Greenway Multi-Use Trail System are a high priority, and include all of Granite Creek upstream of Tribal Lands to Aubrey Street, and Miller Creek east (downstream) of rodeo grounds
- Willow Creek Trail from Heritage Park through Willow Creek to area of former 89/89A intersection
- Prescott Circle Trail within Embry-Riddle Aeronautical University
- PEAP Trail connection from Prescott Lakes Parkway to Yavapai Hills at Bar Circle A Road
- Pursue trail from Peavine Trail to Glassford Hill when Storm Ranch is sold/developed.

MEDIUM PRIORITY – City-Initiated
NOTE: to be considered in the Action Plan for implementation within the next three to five years, or sooner if an opportunity arises to combine with another project. Progress is contingent upon cooperation of affected property owners.
- Granite Dells Trail connection from Prescott Peavine Trail NW to Granite Dells Road
- Trails in Prescott East Area Plan that are south of Highway 69, and paralleling utility corridors south of Glassford Hill

MEDIUM PRIORITY - Multi-Agency Projects
- Trail paralleling new SR 89A (City/County/ADOT endeavor)
- Multi-agency partnering to improve Rails-to-Trails west of Prescott

MEDIUM PRIORITY - Public/Private Partnership
- Trail along Butte Creek from Prescott College campus to West Gurley
- Trail north of Idylwild area to Prescott National Forest
- Trail from Mountain Club/Skyview area to Prescott National Forest
- Westbound trail additions to Aspen Creek Trail

Safety Concerns associated with Trail - Street Intersections
The following geographic locations are where City trails will intersect City/County streets and local highways. Safety provisions are needed for pedestrians and bicyclists. Implementation shall be a joint venture, and closely coordinated between the City Public Works and Parks and Recreation Departments,

Road crossings to include standard crosswalk and bike/ped warning signs for motorists (installed by Public Works, and budgeted by Trails Division - Parks and Recreation Department, with Transportation Coordination Committee input), and installation of trail stop signs and bollards on trail (budgeted and installed by Trails Division - Parks and Recreation Department) such as currently found along Greenway Trail System. In addition to road crossings, other improvements are identified below.

Greenway Locations

- Road crossing at north end of Granite Street (near APS entrance)
- Installation of "No Parking" signs along east side of City alleyway between McCormick and Granite Streets, and north of Willis Street to accommodate pedestrian travel.
- Road crossing on Willis Street for Granite Creek Trail (re-paint existing crosswalk west of creek bridge, and slightly modify bridge railing for safety purposes)
- Utilize Gurley Street Bridge as trail underpass
- Install lighting near/under Gurley Street bridge for Granite Creek Trail
- Utilize Goodwin Street Bridge as trail underpass
- Install lighting near/under Goodwin Street bridge for Granite Creek Trail
- Road crossing on Carleton Street for Granite Creek Trail
- Road crossing on Aubrey Street for Granite Creek Trail
- Installation of "No Parking" signs east side of Granite Street (between Aubrey and Leroux) to accommodate pedestrian travel
- Road crossing on Leroux Street for Granite Creek Trail
- Road crossing on White Spar Road for Granite Creek Trail Road crossing on Forest Highlands Road for Granite Creek Trail
- Road crossing (move and repaint crosswalk south of existing crosswalk) on Miller Valley Road (at Brannon) for Miller Creek Trail
- Road crossing on Lincoln Avenue north of wet road crossing for westbound Miller Creek Trail
- Road crossing on Sixth Street for Granite Creek Trail
- Road crossing on EZ Street for Granite Creek Trail

Other City-Wide Locations

- Former railroad bridge on former SR89A to remain intact for safe overpass for Prescott Peavine National Recreation Trail (bridge was purchased with Federal Transportation Enhancement Funds for trail)
- Utilize, existing box culvert under new SR89A (east of Side Road - IGA with ADOT) for Rails-to phase II/Prescott Peavine National Recreation Trail
- Road crossing on McCormick Street for east-west pedestrian route (near Beach Street)
- Road crossing on Granite Street for east-west pedestrian route (near parking garage location)
- Road crossing on Hassayampa Village Lane (connection from Aspen Creek Trail to Hassayampa Village Lane soft trail)
- Road crossing on Sierry Peaks Drive (crossing for soft trail)
- Utilize existing box culvert under SR69 (west of Prescott Lakes Parkway) for Prescott Circle Trail
- Road crossing on Sun Dog Ranch Road of north boundary of Yavapai Block for Prescott Peavine National Recreation Trail.
- Utilize existing box culvert under Prescott Lakes Parkway for Prescott Circle Trail
- Install box culvert under Willow Creek Road for Prescott Circle Trail
- Road crossing at Willow Lake Road at Prescott Lakes Parkway (for connecting Prescott Lakes' system to Willow Lake Trail/Prescott Circle Trail)
- Continue crosswalk at signalized intersection of SR89/Willow Lake Road/Watson Lake Park.
- Explore use of existing box culvert under Willow Lake Road (west of Prescott Lakes Parkway) for trail underpass
- Right-of-way needed along north side of Willow Lake Road (when improved in the future) for Prescott Circle Trail
- Continued access on former 89A (Bicycle/Pedestrian at minimum) to former highway/railroad bridge area of Peavine Trail