

# PRESCOTT PEDESTRIAN and BICYCLE MASTER PLAN DRAFT UPDATE MAY 2014



CITY OF **PRESCOTT**  
ARIZONA



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*Trailhead access to the Prescott Peavine National Recreational Trail.*

# Prescott Pedestrian and Bicycle Master Plan 2013

## 1.0 INTRODUCTION

### 1.1 BACKGROUND AND PURPOSE

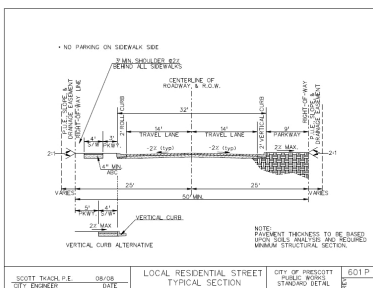
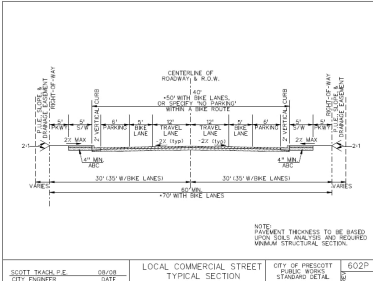
The City of Prescott initiated a planning process for bicycle and pedestrian transportation with the creation of the "Prescott Bicycle Advisory Committee" (PBAC) in April 1997. The work of this Committee resulted in the publishing of the *City of Prescott Bicycle Planning Guide, October 1998*. In October 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.

In 2008 PBAC realized the plan was in need of an update, and with the assistance of various city departments, worked to produce a new plan. PBAC released their updated plan for public review in July of 2009. After presentations to city committees, public presentation, and publication on the City of Prescott website, city elections intervened, and further progress was halted. Final edits were done to that plan in December 2009, then it was shelved. PBAC was officially disbanded in January 2010.

In 2012 the General Plan Committee assembled to review and update the City of Prescott General Plan and expressed a desire to see subordinate plans such as the Parks Plan and Bicycle and Pedestrian plans updated. It was suggested that Prescott Alternative Transportation (PAT) might be an appropriate organization to lead the pedestrian and bicycle effort, and in the fall of 2012 they put out a call to citizens that resulted in the formation of an ad-hoc work group to address the issue. This new workgroup has been referring to themselves as the Pedestrian and Bicycle Advisory Committee adopting the PBAC acronym. Other adaptations include changing the document name to the Pedestrian and Bicycle Master Plan.

**2014 Plan Update** builds on the 2009 draft, and continues its approach of reviewing recent improvements, acknowledging missed opportunities and establishing a current list of recommendations. A major initiative of this update was to place more emphasis on the pedestrian element, recognizing virtually every citizen of, and visitor to, Prescott is a pedestrian. Many of the recommendations continue to be 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 pedestrian and bicycle 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 modes of transportation, and that Prescott has significant needs for improved walkways and bicycle facilities.

The Plan addresses three equally important subjects: **Pedestrian Facilities, Bicycle Facilities, and Education**. The *pedestrian facilities* section



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.



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



includes sidewalks, crosswalks, 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 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. This term is also to include most trails where biking is permitted. The trails discussion explores the expansion of Prescott's growing Mile High Trails System including neighborhood trails, the Granite Creek Trail and Greenways, the Willow and Watson Lake Trails, the Prescott Peavine National Recreational Trail, The Prescott Circle 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 Pedestrian and Bicycle Master Plan*** occurred starting in the fall of 2012, and continued through the spring of 2014. Prescott has a substantial community of pedestrians and bicyclists who continue to participate in efforts to improve the City's transportation system.

## 1.2 VISION STATEMENT

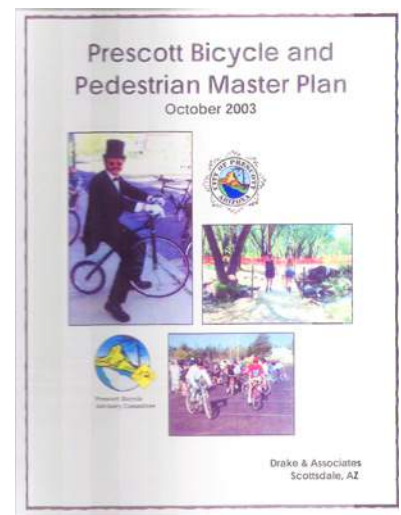
The City of Prescott will develop an integrated transportation network that serves all users: motorists, pedestrians and bicyclists. Prescott is a place where people can choose to make walking or riding a bicycle part of their everyday lives. Residents and visitors are able to walk and ride along safe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

The implementation of this updated Plan can:

- Guide the City to a policy 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 adopted standards.
- Provide for the upgrade of bicycle facilities to adopted standards.
- Preserve and enhance the livability of the Prescott area community.
- Promote walking and bicycling as viable transportation and recreation choices that can occur safely throughout the community.
- Increase the percentage of trips made by pedestrians and bicyclists.
- Reduce the number of traffic collisions involving pedestrians and bicycles.
- Respond to community input about walking and bicycling in Prescott.
- Recognize and accommodate the varying needs of all types of pedestrians and bicyclists--young and old, able-bodied disabled and those reliant on mobility devices, proficient and novice, commuters and people out for a recreational walk or ride.
- Support community-based programs like Prescott Alternative Transportation (PAT) and the "Safe Routes to Schools" Programs.
- Support bicyclists and pedestrians--young and old, able-bodied and



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





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



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

disabled, proficient and novice, commuters and people out for a recreational walk or ride.

## 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.***

Over the past decade, the overall goals associated with planning for pedestrian and bicycle 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.

### 2.1 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.   |
| Goal 4      | Increase the number of pedestrian routes   |
| 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 sidewalks. Enforce "no parking" restrictions. Prohibit the installation of mailboxes, utility poles and light poles in walkways, where practical.



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

## 2.2 BICYCLE FACILITIES GOALS

- Goal 1 Increase the percentage of biking trips in Prescott.
- Goal 2 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 3 Improve connectivity between on street and off street routes.
- 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 further linking on-street bike facilities to off-street corridors, including railroad right-of-ways, utility easements, open spaces, trails, multi-use paths and others.



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



*Shared roadway with "sharrow" pavement markings.*





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



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



*Striped and signed bike lanes.*

- 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.
- Objective 8 Increase, encourage, and enforce bicycle parking options as well as provisions in the land use code

## 2.3 COMMUNITY GOALS

- Goal 1 Preserve air and water quality, reduce congestion and noise, encourage healthy lifestyles, enhance and improve livability of the community by creating a more vibrant and well connected community.
- Goal 2 Recognize and accommodate the varying needs of all types of pedestrians and bicyclists – young and old, able bodied and disabled, proficient and novice, commuters and people out for a recreational ride or walk.
- Goal 3 Encourage education and understanding between all users of the transportation system to promote civility and acceptance of other modes of transportation.
- Goal 4 Prioritize future construction projects that will serve to improve the connectivity of our pedestrian and bicycle network

- Objective 1 Create, or recognize, an active pedestrian and bicycle advisory committee
- Objective 2 Review and update this plan on a regular basis
- Objective 3 Garner community involvement and input
- Objective 4 Apply for "Bicycle Friendly Community" and "Walk Friendly Community" status

## 3.0 DEFINITIONS

Definitions in this document have been excerpted or adapted from various sources, including AASHTO (American Association of State Highway and Transportation Officials) publications, as well as publications from the Arizona Department of Transportation, and other state DOT's and transportation organizations. Refer to Appendix G for links and other references.

### 3.1 Pedestrian

Virtually every citizen of, and visitor to, Prescott is a pedestrian, as the term describes those who walk on sidewalks, pathways, or roadways. The term is



also broadly interpreted to include those who use wheelchairs and powered mobility devices that allow those with disabilities access to pedestrian facilities.

### 3.2 Pedestrian Facility

A facility provided for the benefit of pedestrian travel, including walkways, crosswalks, signs, signals, illumination, benches, route markers, and wayfinding.

### 3.3 Bicycle Facility

Any facility provided for the benefit of bicycle travel, including bikeways, wayfinding, and parking facilities as well as all other roadways not specifically designated for bicycle use.

### 3.4 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 wider outside lanes in any roadway to 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.

A street on which bike lanes would be applicable, except for a lack of right-of way width to allow for 5-foot wide bike lanes on both sides of the street.

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.

### 3.5 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.



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



*Signage that indicates a bike route.*

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.

## **3.6 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 cyclists. 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.

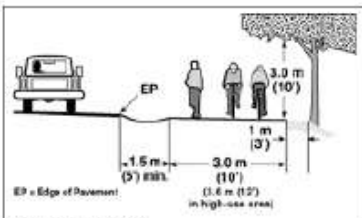
### **Suggested Applications for Bike Lanes:**

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



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



Multi-use path standards  
Source: Oregon Department of Transportation

*A typical shared-use path configuration.*

other streets with the potential for bicycle traffic.

### 3.7 Shared or Multi-Use Path

**Definition:** A bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent alignment. Shared-use paths are also used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users.

**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 cyclists 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

### 3.8 Bicycle Parking

**Definition:** A facility designed to provide convenient, safe, and secure bicycle parking

**Considerations:** 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 installed at the Prescott Library in April 2011. Library staff and cyclists recognized that the existing bike racks were insufficient. A new bike rack, providing parking for 20 bicycles, was installed



*Reconstruction of the Hwy 69/89 interchange included a multi-use path*



*Bike parking at the library was inadequate. The rack was often full, resulting in other bikes being locked to the adjacent benches.*



*The new Rattlesnake Rack was built with funds from the Friends of the Library, PAT, and other donations.*





*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*

near the Goodwin Street entrance. The “rattlesnake rack” is another example of the Library’s growing collection of art and sculpture. It was 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 pedestrian and bicycle 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 SIDEWALKS: PROGRESS SINCE 1997**

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, 6<sup>th</sup> Street Improvements, for a length of approximately  $\frac{3}{4}$  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  $\frac{1}{2}$  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 Miller Creek.
- Country Club Drive: sidewalk placed from Park Avenue to Vista Drive



- Williamson Valley Road: added sidewalk from Sidewinder Road to Shadow Valley Ranch Road.
- Senator Highway: added sidewalk from Mt. Vernon to Nathan Lane.
- Dexter Sidewalk Project added sidewalks on Lincoln, Merritt, and Madison 9,651 total SF
- Merritt Street Sidewalk Project added sidewalks on Merritt Street 3,466 total SF.
- Summit Avenue Sidewalk Project added 3,731 SF sidewalk on Summit Avenue.
- McCormick Sidewalk Project added 1,775 SF sidewalk on McCormick Street.
- Rosser Street Phase I added or replaced sidewalk on one side from Willow Creek Road to Campbell Avenue.
- Rosser Street Phase II added new sidewalk on north side from Blooming Hills to Boardwalk.
- Demerse Avenue Project added sidewalk on one side and replaced the other side from Whetstine to Mingus.
- Campbell Street Paving Project added sidewalk on one side – 2,100 SF.

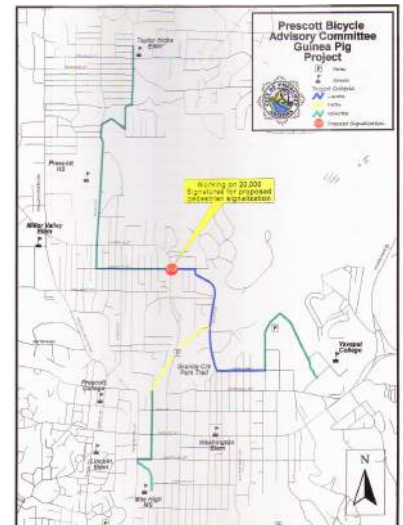
>>>>Insert new information about sidewalk initiatives begun in 2013

#### 4.2 BICYCLE FACILITIES: PROGRESS SINCE 1997

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 led to a marked system of bike lanes and routes that includes 56 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. Starting in 2005, the "City of Prescott Bicycling Opportunities Map", a product of the Prescott Bicycle Advisory Committee in collaboration with the city's GIS department, served to document Prescott's system of signed bike routes and striped bike lanes. The map also detailed city trail networks, including the downtown Greenways trails, and our Peavine National Recreational Trail, among others. Also included were popular recreational trails in the surrounding area including several in the Prescott National Forest.

After several editions, the popular map was orphaned by the disbanding of PBAC. The map project was then adopted by the City Parks and Recreation Trails and Open Space coordinator who, with the assistance of the GIS department and business sponsors, has continued to publish the map as the "City of Prescott Trails and Outdoor Recreation Map". While there is a new focus on trails, especially the Mile- Hi Trail Network, new National Forest trails, the Whiskey Off-Road route, and the Prescott Circle trail are also included.

Fortunately, the new map still shows Prescott's network of signed bike routes, and striped bike lanes, and a copy of the map is included in



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



*A right turn lane transition at Gail Gardner Way and Iron Springs Road, note the faded paint of the dashed marking for the bike lane.*



*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.*



*Originally constructed without pedestrian connectivity, Rosser St. now has a functioning crosswalk at Hwy. 89*

**Appendix A** of this document. Upon further study, the map clearly illustrates gaps in connectivity of the network, and how few streets near the center of town have striped bike lanes. Recently, available statistics suggest there are 440 miles of streets in the city limits, but only a little more than 56 miles of bike lanes or routes, and just 16 miles of striped bike lanes. As there is obviously more work to be done, there is pride of accomplishment to realize there were virtually no bicycle accommodations in Prescott as recently as twenty years ago.

#### **4.3 TRAILS AND GREENWAYS: PROGRESS SINCE 1997**

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", has allowed the community to create:

##### **Mile-High Trail System**

The Mile-High Trail System contains approximately 48 miles of trails including Rails-to-Trails projects along the former Santa Fe Railroad, the Prescott Circle Trail System, and the Greenways Trails System. The Prescott Circle Trail is a network of trails that continues to expand, and which will eventually encircle all of Prescott. The Greenways Trails are urban trails along Granite and Miller Creeks that run through downtown Prescott.

##### **Acker Park Trails 1.5 miles**

Multi-use hiking trails with interpretive signs, restrooms, and views. Located at 421 S Virginia Street.

##### **Aspen Creek Trail .8 miles**

This one-mile trail follows a portion of Aspen Creek while paralleling the Hassayampa golf course. Limited parking can be found along Middlebrook Rd. Please do not park on Poplar Drive.

##### **Butte Creek Trail 1.3 miles**

Trail #321 begins at Stricklin Forest Park on Sherwood Drive. This trail parallels Butte Creek, westbound to the Prescott National Forest, and runs partially through a scenic canyon. The City portion is 1.3 miles, but the trail continues into the Prescott National Forest and connects to a larger trail system.

##### **Centennial Trail 2.0 miles**

An in-town trail that meanders through the boulders and canyons, with panoramic views of the City of Prescott, Rodeo Grounds, Thumb Butte, and Granite Mountain. Petroglyphs are a feature of the trail. Parking is off of Kile Street near Iron Springs Road, with a 2 mile out-an-back in either direction.

##### **Constellation Trails 2.74 miles**

Trailhead is located on the west side of State Route 89, and just south of The Phippen Museum. This series of trail loops traverse more level ground than some of the other Dells trails. Trail surface varies from packed earth to slick rock. Usage is marked for mountain biking & hiking. You will enjoy beautiful rock formations and scrub oak passageways on this trail. A map of this trail is available for download.

##### **Embry Riddle-Jan Alfano Trails 1.5 miles**

Approximately 1.5 miles connecting the Heritage/Willow Lake trails to the Pioneer Park Trail system.

#### **Goldwater Lake Trails 1 mile**

North Shore (0.26 mile) and Bannon Creek Trails (0.6 miles) are two easy multi-use trails at Goldwater Lake. To reach Goldwater Lake Park, drive south on Mount Vernon Street (becomes Senator Hwy) about 4 miles to the entrance of Goldwater Lake Park, turn right and park in designated parking. There is a \$2 parking fee.

#### **Granite Creek Park .5 mile**

Park map shows walking trail around the park and connecting to Greenways Trails.

#### **Greenways Trail System 1.5 miles**

There are approximately 1.5 miles of multi-use trails along Prescott's Granite Creek, and Miller Creek that lead downtown Prescott, and to Granite Creek Park. These trails have a large transportation emphasis, and future expansions are planned.

#### **Lakeshore Trail 2.0 miles**

The scenic Lakeshore trail offers a more technical singletrack experience which has six connections and loop possibilities to the popular Rails to Trails Peavine Trail. The 2 mile Lakeshore Trail starts 1 mile from the Sundog ranch Peavine trailhead and is marked by white dots on the slickrock portions. A bicycle rack is located at the 1.5 mile point at which trail users can hike a loop trail to Watson Lake. This trail is much more technical than the Peavine Trail and should only be considered by hikers who are sure on their feet and experienced, technically adept mountain bikers. The trail is really just a suggested route, and you can certainly explore on the rocks to expand your adventure - have fun.

#### **Lakeside aka Fishing Trail 0.5 miles**

Lakeside aka Fishing Trail follows the Watson Lake shoreline. It is ideal for fishing, birdwatching, and sightseeing. It is also part of the greater Watson Lake trail.

#### **Lower Granite Creek Discovery Trail 0.8 miles**

This one-mile trail follows the western shoreline of Watson Lake, and connects the highway overlook to the Prescott Peavine Trail. It traverses the scenic southern backwater portion of Watson Lake. Shown on the Watson Lake Park and NE Prescott Trails Maps.

#### **Nature Center Trails Network 1.5 miles**

The City's Community Nature Center has a newly completed trail network of about 1.5 miles of trails that meander within the fenced boundary of the property. It is located near Granite Mountain Middle School and features a replica of a log cabin (constructed in 1976 by Youth Conservation Corps) where every attempt was made to use similar construction techniques as in pioneer days. This log cabin features the traditional chinking between logs, and rock fireplace. Today, the cabin serves as a visitor center on weekends with various educational displays.

#### **Over the Hill Trail 0.4 miles**

This rugged trail descends from the Lakeshore Trail and traverses the dells down to a Riparian Cottonwood grove along Boulder Creek. From there it climbs back into the rocks and leads to the base of Watson Lake Dam along Granite Creek. Cyclist are advised that this would be a very technical biking experience, consider hiking the trail first if you haven't been out there before.

#### **Pioneer Park Trails 9 miles**

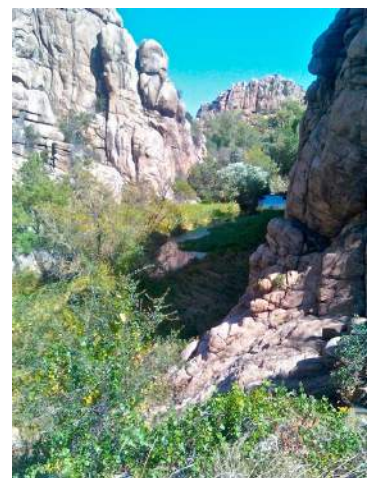
A series of color-coded trails ranging in length from 1.68 miles to 6.08 miles.



*The Greenways trail system are an increasingly popular asset to the downtown area*



*The lakeside trail is popular with hikers, bicyclists, and fishermen*



*The over the hill trail is beautiful, but challenging*





*Pioneer Park trails provide recreation as well as a location for charitable events*



*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*

Located across Commerce Drive from the Pioneer Park ball field complex.

### **Prescott Circle Trail 50 miles**

Although not fully connected yet, the Circle is rapidly closing and will include trails from the City of Prescott, Prescott National Forest and Yavapai County for a 50-mile loop around the City. It will be a multi-use trail with some camping locations along the way.

### **Prescott Lakes and Vista Park Trails System 2.0 miles**

Prescott Lakes is a community with a focus on creating a unique trail network.

The Vista Trail is a 6 ft wide trail that starts at Sarafina Dr and crossess to Samaratan Way along which you can find the junction for the Panorama Trail. The Panorama Trail is a single track trail that climbs steadily up towards a mesa. Where this trail intersects Solstice Dr, head west along the road a short distance to connect with the Petroglyph Trail(no parking here).

The Petroglyph Trail climbs the remainder of the way to the mesa top, where you can find unprecedented views of the entire area and a petroglyph site with an interpretive sign.

### **Prescott Peavine National Recreation Trail 5.2 miles**

This is one of the few Rails to Trails projects in Arizona. There are outstanding views of Watson Lake and Granite Dells, as well as, wildlife viewing. Walk, hike, bike or horseback along this four mile trail that was originally built by the Santa Fe Railway in 1893. The Peavine connects with the Iron King Trail for another four mile trek along more railroad bed. Take Hwy 89 to Prescott Lakes Parkway, then to Sundog Ranch Road. Shown on the NE Prescott Trails Map.Parking at the Peavine Trailhead off Prescott Lakes Parkway has a 2 fee, but you can access this trail off of Hwy 89A at Side Road, or from Prescott Valley Iron King trailhead, or from the trailhead on Granite Dells Road for free.

### **Rancho Vista Trail 0.6 miles**

Trail 387 is one-mile trail is located in the southwest corner of the City, and connects to the comprehensive trail system on the Prescott National forest. There is parking for two vehicles at the end of Rancho Vista Drive.

### **Rodeo Grounds Trails 0.5 miles**

This small network of trails wanders over and around the granite outcroppings that lie on the south edge of the rodeo grounds.

### **Watson Dam Trails 1.2 miles**

These trails, the Watson Dam Trail and the Flume Trail, connect with the Over the Hill Trail to the east and Granite Dells Rd to the west.

### **Watson Lake Loop Trail 4.79 miles**

Approximately 4.8 miles in length for the entire loop around the lake. The Northshore trail covers rocky steep terrain, the Over the Hill trail covers rocky and slightly more moderate terrain, and the Peavine and Lower Granite Creek Trail are relatively flat in comparison. There is a \$2 parking fee.

### **Watson Lake Park Explorer Trails 0.5 miles**

Great views of the Dells and the San Francisco peaks from these trails, with the chance to explore the shore line of Watson Lake.

### **Willow Dells Slickrock Trail Loops 3.0 miles**

These rugged trails run through the Dells, over granite rock outcrops, and along the north edge of Willow Lake. Best suited for hiking, considered very advanced mountain biking

### **Willow Lake Loop Trail 5.7 miles**

Challenge yourself to complete this 5.7-mile loop around Willow Lake which consists of great sweeping views, technical rock hopping, steep steps, and



prolific bird watching. Most of the trail is above the high water mark, but the East Bay Trail segment is not accessible at high water (see map). Access is from Heritage Park, Willow Lake, and Willow Creek Park.

## 5.0 HIGH PRIORITY REQUESTS FOR PEDESTRIAN AND BICYCLE IMPROVEMENTS

Since 1997, 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 6<sup>th</sup> Street.

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).

There are a variety of projects included on this list, and a variety of criteria were used for their selection. Some projects have existed as priorities since the 2003 Bicycle and Pedestrian Master Plan, others were listed in the 2009 draft update, and some have boiled to the surface more recently.

A goal of the 2009 draft update was to try and align projects with the existing Capital Improvement Plan. Meanwhile, decreasing revenues have caused a shift in the current CIP away from big projects to more of an adaptive strategy of repair and rehabilitation. Some projects listed have a greater potential to be funded than others, which may make these priorities seem



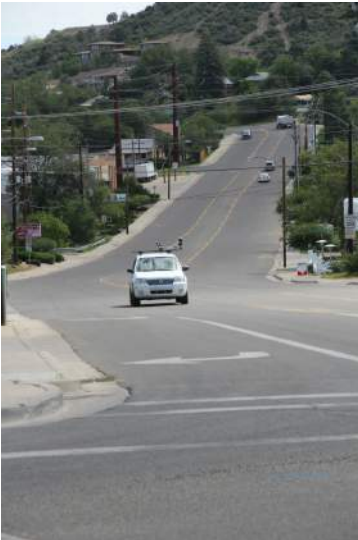
*The Willow Lake Trail System is being expanded to provide access to the Granite Dells area north of the lake.*



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



*The section of Hwy 69 from the 89 interchange to the Gateway Mall lacks adequate pedestrian and bicycle accommodations*



*White Spar Rd. has ample width for the addition of bike lanes*

more like a wish list than a work list. The projects listed were included after assessing safety issues, connectivity, state of repair, and access to schools, businesses, recreational opportunities, and other potential transit connections. While it is hoped some known safety issues can be corrected as soon as possible, it is also hoped this list of priorities can be used to guide future planning efforts. Some of the projects will include multiple phases and may occur over a longer time period. Other projects will need to start with a public process that may include other jurisdictions or agencies.

In 2012 a Trails Committee was formed as an adjunct the General Plan Committee, and they developed a matrix to prioritize trail construction over the next several years. While there is some overlap in priorities, the trails list had more of a recreational focus, where the focus of this priority list has more of a transportation focus. As there is recognition of the socio-economic benefits of recreational trails, The Trail Committee's Recreational Trail Priorities list has been included in Appendix C of this document.

**1. Multi-use path along Hwy 69 Frontier Village to Gateway Mall** The multi-use path at the Hwy. 69/89 intersection was an important step towards the goal of including pedestrian and bicycle facilities along major transportation corridors of central Yavapai communities. A City of Prescott sponsored transportation enhancement grant application to extend the multi-use path past Frontier Village was unsuccessful in 2010. The proposal was revisited in 2012, and it was determined jurisdictional hurdles could not be surmounted in a timely enough manner to proceed, yet pedestrian and bicycle travel between Prescott and Prescott Valley is a great enough challenge that better accommodation remains a priority. It is suggested that effort be undertaken to engage stakeholders in a dialog and process aimed at finding a solution. Stakeholders include, City Of Prescott, Yavapai Prescott Indian Tribe, Yavapai County, ADOT, Town of Prescott Valley, business owners, and citizens.

**2. Bike Lane Improvements Montezuma Street/White Spar Road.** Restriping to provide bike lanes from the downtown area south and westerly to Copper Basin Road. A crosswalk, providing safe access to the Mile High Middle School is needed at Montezuma and Carleton Streets. South Montezuma is a minor arterial frequently associated with pedestrian/bicycle/motor vehicle collisions.

**3. Goodwin Street, Bradshaw Drive to Glenwood Avenue to Park Avenue.** Goodwin Street is a designated bike route connecting downtown to the Highway 69 corridor. Pavement repairs are needed. Existing sidewalks are disconnected or completely absent on some blocks.

**4. Greenways Trail System** This trail system is defined as the creek corridors in Prescott's interior that present opportunities for trail connections to serve recreational and transportation needs, and are managed as linear corridors of open space/parkland. Expansion is in progress and when complete will provide access from Mile High Middle School to Yavapai College and the VA Medical Center. 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. Crosswalk improvement and realignment is needed at Willis Street, parallel to Granite Creek. This intersection provides

an important link from the on-street and off-street pedestrian network. Also in process is the expansion from Lincoln Ave at Miller Creek west to the Rodeo Grounds. Future phases include; access southerly along Granite Creek from the Mile High Middle School to White Spar Road, from Sixth St./Granite Creek Park through Yavapai College and Veterans Administration area to the Peavine Trail, and a proposed connection at Butte Creek from Miller Creek to Stricklin Park at Sherwood Drive and connecting to the Butte Creek Trail and the Prescott National Forest.

**5. East Gurley Street Westward to Thumb Butte Road to Thumb Butte Park.** Gurley Street/Thumb Butte Rd. is a minor arterial with the highest rate of pedestrian/bicyclist/motor vehicle collisions.

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. This project will require multiple phases over many years. Funding has been secured for sidewalk improvements for the section from Cory Ave. to Plaza Drive. Other phases have unique challenges that will require community input to find solutions.

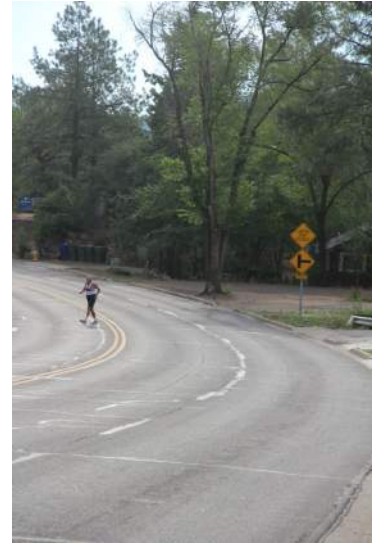
**6. Rails to Trails Future Phases, Prescott Peavine National**

**Recreational Trail.** Trail construction and improvements extending the trail north from the future intersection with "Road 39" to the northern City limit in the vicinity of the Prescott Municipal Airport. Extending and connecting the Prescott portion of the Peavine northerly to join with the Chino Valley portion of the trail has existed as a high priority since it was stated in the 2003 Bicycle and Pedestrian master plan. As time has progressed, the proposition of connecting the two trails has only become more difficult, and has reinforced the idea that time is of the essence in completing this project. Needed construction/improvements include:

- a. 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.
- b. Identify and secure alternative trail route around the Airport/runway expansion area. (easterly along Granite Creek)
- c. Explore grants or other funding opportunities to construct a separated grade crossing for the Peavine trail at the future intersection of "Road 39" on the Granite Dells Estates commercial PAD. (Note: the developer of the property has already built up ramps to facilitate this construction)
- d. General upgrade/maintenance to the existing trail surface.
- e. Establish city policy for the treatment of existing and future trail and roadway intersections. (See Implementation and Coordination item 7.8 on page #26)

**7. Grove Avenue, Miller Valley Road, Fair Street Southerly to Gurley**

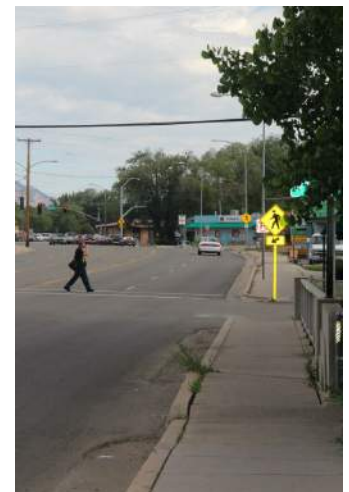
**Street.** This street system receives significant use by pedestrians and bicyclists due to the number of businesses/institutions, including the Post Office and Prescott College which are located in the area. This route also has access to the Greenways Trails at Lincoln Ave. This section of street has been



*Inadequate pedestrian accommodations on West Gurley St. encourage unsafe pedestrian activity*



*On horseback at Point of Rocks along the Peavine Trail*



*Miller Valley Rd. has a number of situations that make safe travel difficult for pedestrians, bicyclists, and those with mobility devices*





*Pedestrian access is prohibited on Pioneer Parkway, yet no alternative accommodation is provided*



Sixth St. remains a priority



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

the location of an elevated number collisions involving pedestrians and/or cyclists as shown in the Bicycle Pedestrian Collision Analysis included as Appendix B of 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 re-striping of the street and connections of sidewalks.

**8. 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 prohibition signs.

**9. Restripe Sixth St. to original configuration that includes bike lanes.** When this reconstruction project was originally proposed, it was met with resistance from some stakeholders who didn't want to see the street reduced from four lanes to two travel lanes and a center turn lane. This type of roadway re-configuration is known to traffic engineers as a "road diet", and in circumstances like Sixth Street, it will actually flow more traffic, and increase safety by reducing the incidence of rear end collisions. Sixth Street is still a major pedestrian and bicycle corridor linking schools, shopping areas, trail networks, recreation facilities, and neighborhoods. Close to a decade of experience has shown the three lane configuration as capable of meeting traffic demands as the commercial occupancy of the area has evolved. Today, fitness, gymnastics, or retail businesses are as likely to generate traffic as industrial uses, and a public process should be pursued to evaluate the potential for re-striping Sixth St. to its original as designed configuration that included bike lanes.

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

- 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.
- SR 69 northerly to Prescott Lakes Parkway and access under the Parkway via an existing Box Culvert, State Trust lands.
- Prescott Lakes Parkway northerly to the Peavine Trail, Storm Ranch Preliminary Plat.
- Pedestrian easement parallel to Willow Lake Road in the vicinity of SR 89, providing access between the Watson Lake and Willow Lake areas (refer to Priority Project Number 13).

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.

**11. Miller Valley Road from Fair Street to Whipple Street.** This stretch of road has been identified as a future pavement rehabilitation project. It is also identified as a "minor collector" noted for an elevated number of pedestrian/bicycle and vehicle collisions and is of special concern due to the location of Miller Valley School. Every effort should be made to increase safety by incorporating enhanced roadway markings and signage, and paying special attention to the evaluation and improvement of crosswalks near Miller Valley School, and the Fair St. intersection.

**12. Gail Gardner Way Bike Lanes.** The Gail Gardner Way alignment was a project originally conceived as the "West Side Connector", designed to relieve travel demands on other nearby collectors. This roadway also serves as an important link for pedestrians and bicyclists, and most of its length is a dedicated bike route. There is access to the Centennial Trail, the Rodeo Grounds, and the future greenways extension. The addition of bike lanes will increase bicyclist security and safety while providing a buffer for pedestrians. Most if not all properties on Gail Gardner, commercial and residential, have driveways that accommodate off street parking, and on street parking is uncommon or already prohibited in some areas. As reconfiguring the striping to add bike lanes will likely eliminate on street parking in the remaining areas, stakeholder meetings will need to be conducted to assess and address concerns.

**13. 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 and is not within the City boundaries.

**14. 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. Other sidewalks in this S. Granite St. neighborhood are deficient or missing. The possibility that this area could qualify for CDBG funds for sidewalk construction should be explored.

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

**15. Park Avenue, West Gurley to Copper Basin Road. Park Avenue, West Gurley to Copper Basin Road.** Park Ave. improvements are budgeted and currently in progress (2013). New construction will include a sidewalk on the West side of the street south of Country Club filling a great need for better pedestrian facilities. As there are crossing issues due to sight distances, future construction of a sidewalk on the East side of the street is also recommended. Construction plans will not increase the width of the roadway, so no additional bicycle facilities (bike lanes) are included at this time. It would be appropriate to investigate prohibiting parking on the west side of the street to allow the addition of bike lanes, and the inclusion of Park Ave. as a designated bike route.

**16. Moeller Street Sidewalks,** Mt. Vernon to Rush Street. This area has a significant number of pedestrians due to its linkage between the Dexter



*A Cyclist navigating the "4 points"*



*Willow Lake Rd.*



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



*Moeller St. needs sidewalks*



*While sidewalks or bike lanes on only one side of the street are never the best option, giving more room for slower moving bicycles traveling uphill will increase their safety*



*The transition from bike lane to sidewalk on Prescott Lakes Pkwy complicates travel by bike*

Neighborhood, the Greenways trail system, the Sixth Street/Moeller business area, Kestrel High School and Yavapai College. Moeller St. includes areas where sidewalks are in disrepair or absent. Moeller Street is a designated and signed bike route.

**17. Bike Lane on westbound side of Iron Springs from Miller Valley to Gail Gardner,** PPBAC recommends adding a bicycle lane on the Northeast side of Iron Springs heading uphill from Willow Creek and Miller Valley to Gail Gardner Way. The traffic moves rapidly and there are known safety issues in that area. Bicycles moving much slower are in the right hand traffic lane. It would be ideal to have bicycle lanes on both sides but reportedly the road is too narrow for 4 lanes of vehicular traffic and 2 bike lanes.

**18. 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.

**19. Willow Lake Road from Meadow Lane to Highway 89.** This short stretch of road has been identified as a future pavement rehabilitation project. Pavement rehabilitation could also present the opportunity to better connect sidewalk facilities on the North side of the road, improve bike lane markings, and better stabilize the shoulder/bike lane on the South side. See also Priority 13 concerning connectivity between Watson and Willow Lake Parks.

**20. 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. Both, Green Lane and Meadowridge Road are designated and signed bike routes, and this area serves as a connector to Granite Mtn. Middleschool.

**21. 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. Prescott Alternative Transportation 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. There are other streets in this area, including W. Delano Ave., that have insufficient sidewalks, and the scope of this project could easily be expanded.

**22. Prescott Lakes Pkwy Bike Lane from Hwy 69 to Sundog Ranch.**

The northeast lanes coming down the hill from the Walmart have a wide shoulder/bike lane that is newly paved and in good condition. Traffic moves 50 miles per hour and since it is steep bicycles move at around 35 miles per hour or more. Halfway from the top of the hill to the traffic circle the shoulder/bicycle lane ends abruptly and a sidewalk with a curb replaces it forcing bicyclists to either move into the traffic lane or go onto the sidewalk

while traveling at a high rate of speed. The best solution would be to extend the sidewalk up the hill, while extending the bike lane down the hill, or provide for a parallel multi-use pathway. This road has many accidents due to high speed and vehicles ignoring traffic control.

**23. SR 89 North from Roundabout thru Dells.** State route 89 heading north from the traffic circle through the dells is generally a three lane road with a turning lane in the center. There is no or very little shoulder except for stretches where the middle lane is eliminated and the shoulder widens. Most of this stretch has a 1-2 foot paved area to the right of the white line denoting the travel lane and the pavement is uneven in places. This forces bicycles into the travel lane while traffic moves at a high rate of speed. In the morning the right side of the road is in a shadow further increasing the danger since a bicyclist may not be seen easily. There is room for pavement about 4 ft wide between the roadway and the rocks on either side but it is not paved and is uneven. It would not be expensive to pave this area making a shoulder/bicycle lane. The City should work with ADOT to find intermediate solutions, and continued vigilance should be paid during the expansion and full build out to make sure pedestrians and bicyclists are accommodated.

## 6.0 EDUCATION AND ENCOURAGEMENT

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

### 6.1 DESCRIPTION

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

- Pedestrian and cycling events and activities.
- Pedestrian and cycling commute campaigns.
- Improving bicycle parking facilities.
- Education programs, teaching safety awareness as well as pedestrian and cycling skills.
- Maps showing recommended pedestrian and cycling routes, roadway conditions, recreational facilities and other information.
- Tourist promotion materials, highlighting walking and cycling.
- Increasing awareness among the motorized community.

### 6.2 IMPLEMENTATION

Education and encouragement programs are usually implemented by community groups, pedestrian and 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 pedestrians and cyclists, while helping the more experienced 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



*Pedestrian and bike travel is risky along Hwy. 89 through the Dells*



*Taylor Hicks Elementary School's PAT "Walk to School Day"*



*Community involvement in Bike Route Signage Program*





*Many Prescott connectors do not have adequate pedestrian accommodations*



*Lincoln School on National Walk to School day*

changes in travel habits. Additionally, the surges in activities can raise awareness of all road users. This results in a safer environment for all.

#### **6.4 BENEFITS AND COSTS**

Shifts from driving to walking or cycling 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.

#### **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 government, business, 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 alternative transportation.
- 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 walking ,cycling, and recreational organizations to enlist volunteers.
- Emphasis on cycling skills and safety education.



## **6.8 EDUCATION AND ENCOURAGEMENT ACTIVITIES: EXISTING AND RECOMMENDED**

### **Trails and Outdoor Recreation Map**

City staff develops the Trails and Outdoor Recreation Map. The map includes bike lanes, routes, designated trails and other useful information to assist pedestrians and bicyclists in having a safe, enjoyable trip. The map also includes 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 businesses 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 updating 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 the City, organizes Prescott's Bike Month. Bike Month features over four weeks 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". The City Communications Department generated Bike Month press releases, advertisements and links to PAT's calendar on the City's website.

***Recommendation: Expanded City support and participation in Bike Month.***

### **Community Bike Route Signage and Stenciling**

PAT, and the City have created opportunities for volunteers to participate in marking bike routes and lanes. For several years, the effort has occurred as a Bike Month activity. Volunteers worked with City staff to paint bike lane stencils around Prescott. Teams go out and paint stencils. The activity is well received and has generated positive press. It also leaves a lasting mark of bicycling encouragement for Prescott road users.

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

### **Safe Routes to School Program (SRTS)**

PAT has operated the SRTS program in Prescott since 2005. In 2006 it received funding from ADOT through the SAFETEA-LU Federal highway bill that created a National Safe Routes to School Program. The grants awarded include infrastructure and non-infrastructure funding. Since that initial award, PAT has been successful in securing funding each year to expand the program to include 8 schools in Prescott and 2 schools in Prescott Valley. PAT has secured over \$1 Million since that first grant in 2006. There remains over \$700,000.00 for pending infrastructure improvements around our area schools.

The SRTS program includes National Walk to School Day in October where



*2009 Bike Month stencil crew volunteers*



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



over 500 school children participated in 2012. A National Bike to School day was started in 2012 and will be included as part the annual Bike Month activities. The PAT SRTS program was awarded a Kick Start Grant for a Walking School Bus pilot project in the fall of 2012. A Walking School Bus is the same as an actual school bus with a route and stops. Lincoln School was chosen and has enjoyed resounding success on a single route. They are looking forward to the spring and will possibly add one additional route.

***Recommendation: Continued support and involvement by the City for the Safe Routes to School Program.***

#### **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) and Mesa (Bronze).

PBAC members believed 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 residents, and tourists.

***Recommendation: Renewed 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 television, radio, and social media, and would promote both safer driving and safe pedestrian habits.

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

#### **Prescott Recreational Pedestrian and Cycling Events and Activities**

Prescott is home to several hiking and outing clubs, as well as charitable organizations that sponsor walks and runs which typically benefit health related causes. There are also local recreational bicycle clubs / organizations like Bike Prescott and Prescott Mountain Bike Alliance that organize regular group rides and events. PAT also organizes the annual "Skull Valley Loop Challenge" which is a 54 mile bicycle road ride held every September and attracts participants from all over the State

#### **Whiskey Off-Road Bicycle Race**

Epic Rides has been sponsoring this event in Prescott for several years. This event continues to grow, and it is now a three day event. It is expected bring 1,500+ riders and their families to Prescott in April. In 2013, the \$35,000.00 cash purse will also attract a number of professional riders and their support teams. As this event has grown in stature, it has garnered international

press, and helped to identify Prescott as an adventure travel destination with great recreational opportunities.

***Recommendation: The City continue to support and promote local recreational events that attract tourists and provide recreational opportunities for citizens.***

### **Community Service and Volunteer Organizations**

There are several community service and volunteer organizations that often work together to improve and expand pedestrian and bicycle amenities. These include, but are not limited to the following:

#### **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, bicyclists and equestrians. YTA has a 20-year record of activities that have been important in preserving trails and access in our region.

#### **Open Space Alliance**

Addressing open space issues, the OSA has also been integral in the development of our Downtown Greenways trail network.

#### **"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.

#### **Prescott Litter Lifters**

Helping to keep Prescott's roadways clean for over thirty years

***Recommendation: The City continue to acknowledge support and promote the good efforts of community service and volunteer organizations.***

## **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 pedestrian and bicycle 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 Re-establish a Pedestrian and Bicycle Advisory Committee**

It is recommended the City of Prescott re-establish the Pedestrian and Bicycle Advisory Committee. This is an important foundation for gaining Bicycle



*PAT Bike Raffle at a community involvement event*



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



Friendly designation from the League of American Bicyclists. This designation will open Prescott and the surrounding area to greater funding opportunities. This could be a stand-alone committee or part of a broader transportation committee designed to increase citizen involvement and awareness, and seek solutions to transportation problems thus increasing the overall livability of the area.

## **7.2 Create Pedestrian and Bicycle Coordinator Position**

It is recommended that the City work toward creating a Pedestrian and Bicycle 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, the City's Tourism department, and many others. In many cities, the Bicycle and Pedestrian Coordinator is initially funded as a part-time position or additional duty, increasing to full-time as the pedestrian and bicycle program grows based on secured funding, community interest and program success.

**If it is Prescott's intent to promote walking and bicycling as integral parts of the City's lifestyle and transportation options, funding for a part-time, "start-up" Pedestrian and Bicycle Coordinator position should be considered as soon as possible. This recommendation appeared as a high priority in the 2003 Plan. This committee continues to view the creation of this position as a high priority. See Appendix F for a sample Pedestrian and Bicycle Coordinator job description**



## **7.3 Coordination with Advisory Committee, Coordinator, and Public Works**

It is understood that it is more economical to include appropriate pedestrian and bicycle facilities in the design process than to retro-fit them later. Therefore it is important that there is communication and coordination between the City Public Works Department and representatives of the pedestrian and bicycle community to ensure inclusion of appropriate pedestrian and bicycle provisions in all transportation projects whether they are designed as part of the Capital Improvement process, or maintenance and rehabilitation programs.

## **7.4 Facility Signage and Marking Policy and Program**

As the variety of pedestrian and bicycle facilities continue to be improved, completed, and connected, it is important that a coherent, effective, and affordable facilities signage and marking policy be adopted. While signage may be warranted for sidewalk, pathway and trail crossings, pavement stenciling may be more effective for bike route and bike lane markings. The most effective program could increase citizen safety and visibility, while simultaneously reducing sign clutter and cost. It is recommended that

dialogue occur between City Public Works, Parks and Recreation departments and the pedestrian and bicycle community to establish such a policy.

### **7.5 Traffic Signal Actuation**

It is recommended that special attention be paid to traffic signal actuation whenever maintenance, rehabilitation, or transportation improvements are being considered. Problem situations should be identified, including poorly located pedestrian activation controls that may not be accessible to those in wheelchairs and mobility devices, and traffic sensors that do not detect bicycles. Consideration should be given to relocating activation controls , and reconfiguring or adjusting sensitivity of traffic detectors.

### **7.6 Reporting and Maintenance Program**

It is suggested that a reporting 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.

### **7.7 Establish Sidewalk Policy**

It is recommended the city engage in a process to establish a sidewalk policy, to include elements relating to maintenance and repair, prioritizing and funding new sidewalk construction, encouraging expansion and completion of the existing network.

### **7.8 Establish a Trail/roadway intersection policy**

It is recommended the city engage in a process to establish a policy to guide the treatment of future trail and roadway intersections. A goal of the policy would be to protect and preserve the experience and safety of trail users when future road construction is planned across premier and legacy trails. Also included would be marking and signage standards for existing trail and roadway crossings.

### **7.9 Provide for the regular update of this plan and related maps and studies**

It is recommended that the Pedestrian and Bicycle Master Plan be reviewed and updated on a regular basis, not to exceed five year intervals. It is further recommended that pedestrian and bicycle facilities maps, Collision statistics, and other related studies be updated annually.



*Crumbling sidewalk on  
Gurley St. near Park Ave.*

**As this master plan update effort was based largely on the draft master plan update produced by the Prescott Bicycle Advisory Committee, it seemed fitting to give recognition where it was due:**

**Parties Involved with the 2009/10 PRESCOTT BICYCLE & PEDESTRIAN MASTER PLAN Update**

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Lisa Barnes  
Derek Brownlee  
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**Transportation Coordinating Committee**

Robert Meyer Chairman  
Lisa Barnes  
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Doug Kraemer, Traffic Engineering Technician  
Cherri Letner, Secretary  
Ian Mattingly, City Traffic Engineer  
Cat Moody, GIS Coordinator  
Lt. Andy Reinhardt, Police Department

**City Council**

Marlin Kuykendall, Mayor  
Jim Lamerson, Mayor *protem*  
Steve Blair  
John Hanna  
Tammy Linn  
Lora Lopas  
Mary Ann Suttles