



SR 89 Yarnell Road Safety Assessment

2/21/23

Public Meeting Summary Report

March 2023

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Communications and Public Involvement
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1. INTRODUCTION

The Arizona Department of Transportation recently completed a safety study on State Route 89 between mileposts 276 and 278 in the community of Yarnell. The road safety assessment (RSA) identified potential safety issues related to roadway traffic and evaluated possible ways to eliminate or mitigate safety concerns for both drivers and pedestrians.

Project Map



2. PUBLIC MEETING

ADOT held an in person community open house on Feb. 21, 2023. The purpose of the meeting was to provide Yarnell residents and other stakeholders an opportunity to learn more about the recently completed safety study on SR 89 and ask questions to ADOT representatives, including members of the agency's RSA team.

Participants were notified that comments and questions about the RSA could also be submitted during the public comment period through email, telephone, USPS mail or online. Participants were notified that all project related materials, including the presentation, were available online.

Approximately 50 people attended the public meeting.

2.1.1. Project Website

ADOT hosts a project website azdot.gov/yarnell, which was launched on Jan. 31, 2023. The project website provides a project overview, including a list of the project elements, a timeline, the public meeting date and instructions on how to participate in the public meeting, project fact sheets in English, a link to an online comment form and information on the ways to ask questions or make comments. All materials related to the public meeting are posted on the project website, including:

- Flyer
- FAQ's
- Project map
- Executive summary
- Final RSA report
- Pre-recorded meeting presentation (in English)

Copies of the public meeting materials posted to the website are included in Appendix A.

2.1.2. GovDelivery Emails

Information on how to participate in the public meeting and reminder notices were distributed by ADOT on Feb. 7, 2023 via GovDelivery to 7,226 subscribers, as well as by email to the stakeholders on the project contact list.

Copies of the GovDelivery notices can be found in Appendix B.

ADOT Public Information staff distributed a news release to media outlets on Jan. 24, 2023 and Feb. 7, 2023.

2.1.3. News Release

The news release can be found in Appendix B.

2.1.4. Social Media

ADOT community relations posted on Next Door Feb. 17, 2023, providing information about the public meeting and commenting opportunities.

2.1.5. Stakeholder Outreach

The RSA and community relations team held a virtual meeting with project stakeholders, including Yavapai County Sheriff and DPS on Jan. 10, 2023.

In addition, the ADOT Community Relations team created a contact list that included stakeholders in the Yarnell/People's Valley area. The team provided information about the study and the public meeting.

Information about the public meeting was emailed to these stakeholders on Feb. 7, 2023.

A copy of the emails can be found in Appendix C.

2.1.6. Direct Mail

N/A

2.1.7. Earned Media

A news article about the public meeting was posted online by The Yellow Sheet on Feb. 1, 2023; The Wickenburg Sun Feb. 15, 2023; and The Arizona Republic on Feb. 21, 2023.

A copy can be found in Appendix D.

2.2. Public Meeting Materials

A variety of public meeting materials were made available to the public online via the project website. These public meeting materials included:

- Flyer
- FAQ
- Project map
- Executive summary
- Final RSA report
- Pre-recorded meeting presentation (in English)

Copies of the materials listed above can be found in Appendix A.

2.2.1. Presentation

The presentation can be found in Appendix A and covers the findings and recommendations of the RSA.

3. PUBLIC COMMENTS

This section summarizes the comments received during the public-comment period from Jan. 31, 2023 through March 8, 2023. Comments could be submitted through the following methods: USPS mail, telephone, e-mail and online. A total of 22 comments were received through the following methods:

- Online comments: 3
- Project information telephone line comments: 0
- Email comments: 0
- Community open house questions/comments: 19
- Mail: 0

The public comments/questions spreadsheet are included in Appendix E.

3.1. PUBLIC COMMENTS

Comments and questions received during the public comment period and at the public meeting.

See comments/questions spreadsheet in Appendix E.

4. TITLE VI REPORTING

4.1. Self ID Surveys

Meeting participants were asked to complete ADOT's self-identification survey for Title VI reporting purposes. A total of four people completed the self-ID survey out of approximately 50 attendees (excluding the panelists and ADOT/MAG/FHWA staff), which was a 8 percent response rate.

Of the four self-identification survey responses, three identified as white, one identified as Asian.

4.2. Title VI Meeting Summary

A Title VI public meeting summary documenting ADOT's compliance with Title VI and Title II nondiscrimination and accommodations was submitted to the Civil Rights Office on March 3, 2023.

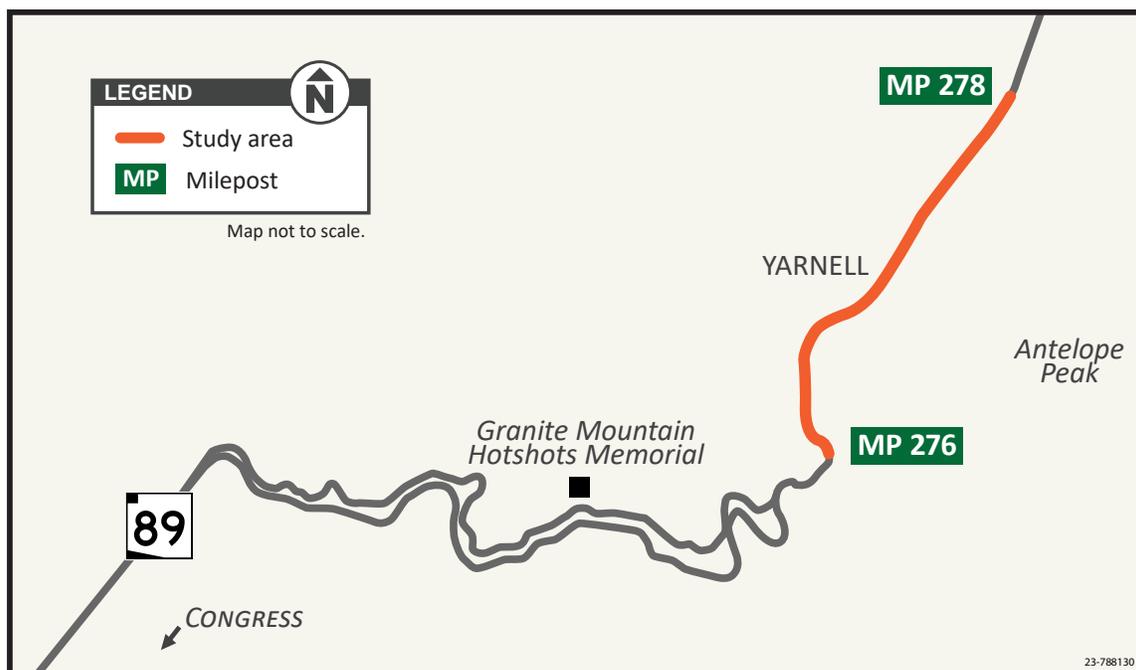


You're Invited!

SR 89 YARNELL ROAD SAFETY ASSESSMENT

Community Open House | 4 - 6 p.m. Feb. 21, 2023

Yarnell Regional Community Center, 22302 AZ-89, Yarnell, AZ 85362



The Arizona Department of Transportation invites you to attend a **community open house from 4 - 6 p.m. Tuesday, Feb. 21**, to learn more about the recently completed State Route 89 Road Safety Assessment (RSA) in Yarnell.

Stop by any time during the two-hour open house to ask questions you may have about the study's findings and recommendations directly with ADOT representatives, including members of the RSA team.

The RSA identified potential issues related to traffic safety on State Route 89 in Yarnell and evaluated possible ways to eliminate or mitigate safety concerns for both drivers and pedestrians.

Prior to attending the community open house, we encourage you to view a video presentation on the RSA's findings and recommendations and read the final RSA report, executive summary and other information by visiting the project page azdot.gov/Yarnell.

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23-788186



Visit the safety assessment website at azdot.gov/Yarnell

SR 89 Yarnell Road Safety Assessment

Frequently Asked Questions

What is a road safety assessment (RSA)?

A road safety assessment (RSA) is a formal safety examination of an existing (or future) state, tribal or local roadway by an multidisciplinary team of experienced traffic safety engineers and other specialists.

The goal of ADOT's RSA team is to answer the following questions:

- What elements of the roadway may present a safety concern or potential safety issue?
- What opportunities exist to eliminate or mitigate identified safety concerns?

Once the assessment is completed, a formal RSA report is created that includes the findings and recommendations. The recommendations typically include both near-term recommendations that can be implemented relatively easily without seeking additional project funding, as well as recommendations for future projects that may need new funding to implement.

What were the major findings of the RSA that was recently conducted on the two-mile section of State Route 89 in Yarnell (mileposts 276-278)?

As part of the assessment, the RSA team reviewed the crash history on the section of roadway being studied. The five-year crash history of SR 89 in Yarnell (2017-2021) showed a total of 23 crashes with three injuries and two possible injuries. Of the 23 crashes:

- 16 involved a single-vehicle only.
- 5 were rear-end crashes.
- The crashes equally occurred during both daytime and nighttime hours.
- 2022 crash data was not complete at the time of the data analysis and is still being compiled and verified.

In addition to the 2017-2021 crash history, the RSA team conducted field observations on SR 89 in Yarnell. The following are the observations collected from the on-site field visits:

- Pedestrians walk across the highway at different locations to get to various businesses or to their vehicles parked along the road.
- While visibility is good along this section of SR 89 in Yarnell, vehicles parked near the street corners can impact a driver's ability to see pedestrians crossing the highway.
- Drivers regularly stop their vehicles in front of the Yarnell Post Office to drop-off mail or to drop off passengers to pick up mail.
- Some drivers pass other vehicles in the four-lane section of the road.
- Drivers traveling in the outside lanes are relatively close to parked vehicles.

What were the results of the Yarnell community survey summary that ADOT administered last fall?

ADOT conducted a community survey in October 2022 in conjunction with the RSA. The purpose of the survey was to provide area residents and others the opportunity to share their concerns about traffic

and pedestrian safety on SR 89 with the RSA team. More than 150 residents completed the survey, which was available online and in paper form at the Yarnell Public Library and Yarnell Regional Community Center. The following is a summary of the survey results:

- The top two community concerns as indicated through the survey are: motorists driving faster than the posted speed limit and crossing the roadway as a pedestrian, bicyclist or wheelchair user.
- Other concerns included challenges with drivers turning onto or from the highway, drivers passing other drivers and pedestrian visibility due to on-street parking.
- Regarding specific locations of concern, survey respondents identified the post office location as the #1 location for traffic safety.
- When asked to provide comments for the RSA team to consider, increasing speed enforcement was the top comment, followed by installing crosswalks and new signage.

What are the RSA team recommendations to improve pedestrian and driver safety through Yarnell?

One of the most significant recommendations is to reduce the four-lane section of SR 89 to a three-lane configuration with one travel lane in each direction and a center left-turn lane. Restriping SR 89 from two lanes in each direction to one lane in each direction with a center left-turn lane will eliminate passing and help keep motorists driving at the posted speed limit.

Other recommendations include:

- Restriping both sides of the highway to include a bike lane/buffer between pedestrians and oncoming traffic, as well as provide more space between through traffic and vehicles parked along the roadway.
- Removing a limited number of parking spaces at street corners along SR 89 to improve visibility for both drivers and pedestrians wanting to cross the highway.
- Installing “pedestrian curb extensions” at two locations along SR 89 to help pedestrians crossing the roadway.
 - Curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, improving the ability of pedestrians and drivers to see each other and reducing the time that pedestrians are in the roadway.
- Installing “pedestrian refuge islands,” which are medians with a refuge area intended to help protect pedestrians crossing a multi-lane roadway.
 - Refuge islands at a mid-block or intersection location allows pedestrians to focus on crossing one direction of traffic at a time and give them a place to wait for an adequate gap in oncoming traffic before finishing the second phase of crossing the road.

The pedestrian curb extensions and refuge islands are recommended to be installed together.

How will reducing the travel lanes to one lane in each direction enhance safety for both drivers and pedestrians?

Having one travel lane in each direction through the community of Yarnell eliminates unsafe lane changes (passing) and large differences in travel speeds between vehicles, which make it more difficult for pedestrians and drivers to gauge when it is safe to cross SR 89. This will make it easier for pedestrians to cross as they only have to deal with one lane and direction of travel at a time when crossing SR 89.

Why didn't the RSA recommend marked crosswalks or traffic signals?

The assessment determined that traffic volumes along SR 89 in Yarnell do not warrant a traffic signal.

For pedestrian safety reasons, ADOT does not place marked crosswalks at uncontrolled intersections, which is an intersection without traffic signals or traffic control signs such as stop signs. A marked crosswalk at an uncontrolled intersection or mid-block can create a false sense of security for pedestrians crossing the road. As a result, the recommendation is to create simplified, shorter crossing sections at a few points along the corridor with pedestrian curb extensions and refuge islands in the median.

Why is ADOT recommending reducing on-street parking along the highway? How many parking spaces will be removed?

The main concern shared by ADOT's RSA team and Yarnell community members is to improve visibility for both pedestrians and drivers. We both want pedestrians to be able to clearly see down the road for oncoming traffic while safely on the sidewalk before crossing. Drivers need to also have a clear view of pedestrians on the street corners ready to cross.

While ADOT recommends removing some parking spaces, there are still factors for traffic engineers to consider regarding how many spaces and which specific spaces will be removed. These factors include whether SR 89 will be re-striped into a three-lane roadway with a center turn lane or remain a four-lane highway.

When can we expect these safety improvements to be made?

ADOT is planning to re-stripe the two-mile segment of SR 89 in Yarnell (roughly between mileposts 276-278) to the three-lane configuration by the end of 2023. For other improvements, such as the pedestrian curb extensions and median pedestrian islands, a funding source will need to be identified first in order to determine when those improvements can be made.

What safety improvements has ADOT already implemented along this section of SR 89?

ADOT recently installed new speed-limit reduction warning signs, additional speed limit signs and pedestrian crossing warning signs on each side of the highway approaching Yarnell. The additional signage (twice the number of signs than before) will simplify and clarify the speed limit through Yarnell and alert drivers of increased pedestrian activity through improved signage.

How can I talk to the RSA team members about the safety measures being recommended?

ADOT is hosting a **community open house from 4 - 6 p.m. on Tuesday, Feb. 21**, at the Yarnell Regional Community Center. The open-house format will provide residents the opportunity to stop by the community center anytime during these hours to ask questions and learn more about the recommendations.

How can I obtain a copy of the complete RSA report and stay up to date with progress on these safety improvements?

ADOT has created a website for the SR 89 Yarnell RSA, where community residents and others can read the full report and an executive summary of the report as well as view other related information. You can visit the website at azdot.gov/Yarnell.

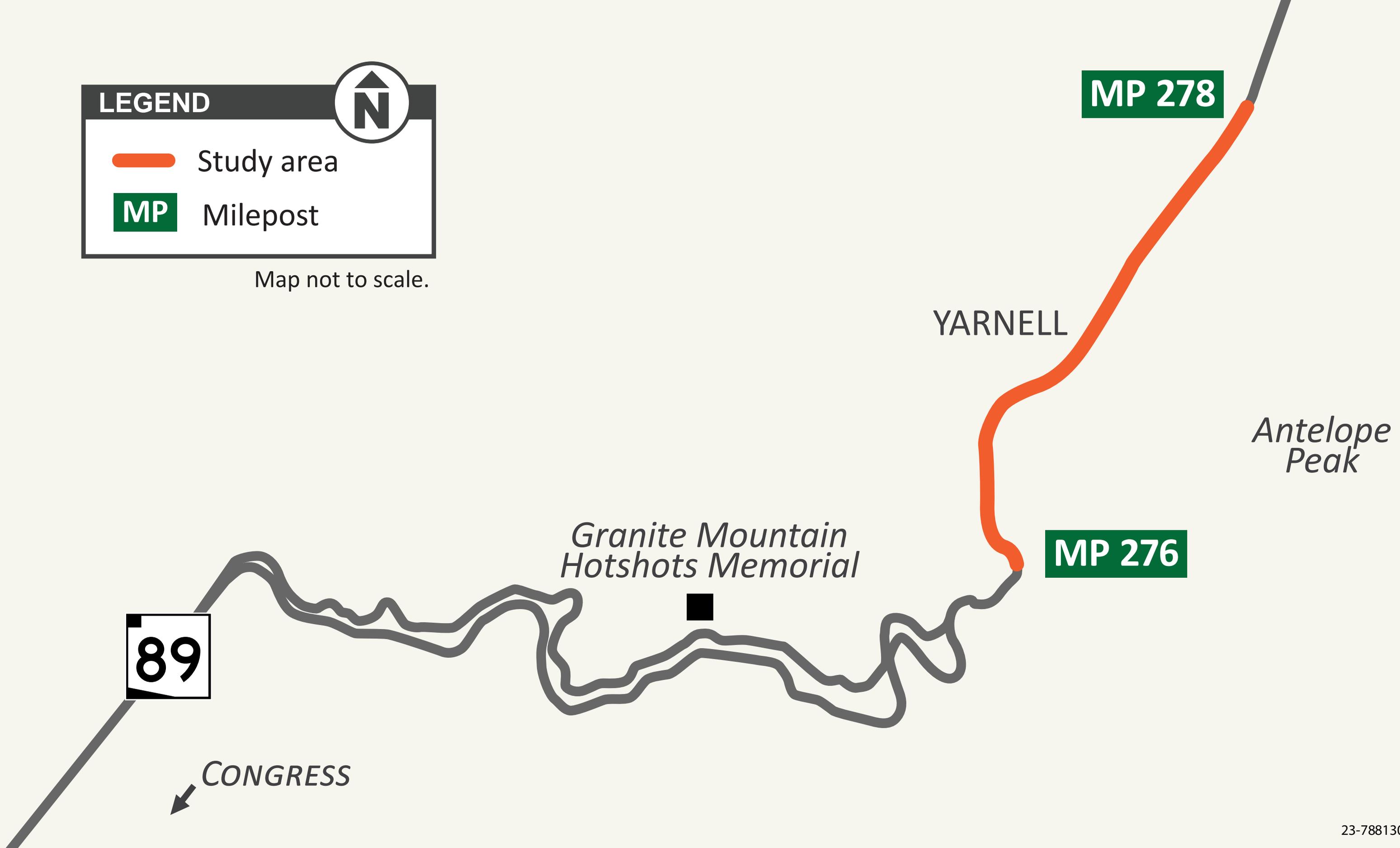
LEGEND

 N

 Study area

 Milepost

Map not to scale.



SR 89 Yarnell Road Safety Assessment Executive Summary

The Arizona Department of Transportation recently completed a road safety assessment (RSA) on the two-mile section of State Route 89 in Yarnell (mileposts 276 - 278). The following is a summary of the RSA report.

As part of the assessment, ADOT:

- Reviewed the most-recent, five-year crash history on the section of SR 89.
- Conducted an on-site field observation of driver and pedestrian movements during different times of the day.
- Conducted a community survey to receive input on community safety concerns and priorities. The RSA team reviewed the public input received from the survey.

Recommendations

As a result of the crash statistics, on-site field observations and input received from the community survey, the RSA team is recommending the following countermeasures for the two-mile section of SR 89 through Yarnell:

- Converting SR 89 from a four-lane highway to a three-lane configuration with one through lane in each direction and a center left turn lane to eliminate unsafe passing and reduce traffic speeds.
- Restriping both sides of the highway to include five-foot bike lanes to provide a greater buffer between pedestrians and oncoming traffic and provide more space between through traffic and vehicles parked along the roadway.
- Installing “pedestrian curb extensions” at two locations along SR 89 to help pedestrians crossing the roadway.
 - Curb extensions improve pedestrian crossings by reducing the pedestrian crossing distance, improving the ability of pedestrians and motorists to see each other and reducing the time that pedestrians are in the roadway.
- Installing “pedestrian refuge islands,” which are medians with a refuge area intended to help protect pedestrians crossing a multi-lane roadway, at two locations
 - Refuge islands at a mid-block or intersection location allows pedestrians to focus on one direction of traffic at a time as they cross, and gives them a place to wait for an adequate gap in oncoming traffic before finishing the second phase of crossing the road.
 - NOTE: The pedestrian curb extensions and refuge islands are recommended to be installed at the same two locations.
- Removing a limited number of on-street parking spaces at street corners along the highway in order to improve visibility for drivers as well as pedestrians looking to cross the street.
- ADOT has already installed new speed-limit reduction warning signs and pedestrian crossing warning signs on each side of the highway at the northern and southern entry points into Yarnell.

ADOT is planning to re-stripe the two-mile segment of SR 89 in Yarnell to the three-lane configuration by the end of 2023. For the other improvements, such as the pedestrian curb extensions and median pedestrian islands, a funding source will need to be identified first in order to determine when those improvements can be made.

Community of Yarnell

State Road (SR) 89
MilePost 276 to 278



Final Report

Prepared by:

Arizona Road Safety Assessment Program
Arizona Department of Transportation
Traffic Safety Section
1615 West Jackson Street, Mail Drop 065R
Phoenix, Arizona 85007-3217
602-712-2332

Site Visited Week of September 13, 2022

Report Completed: December 2, 2022

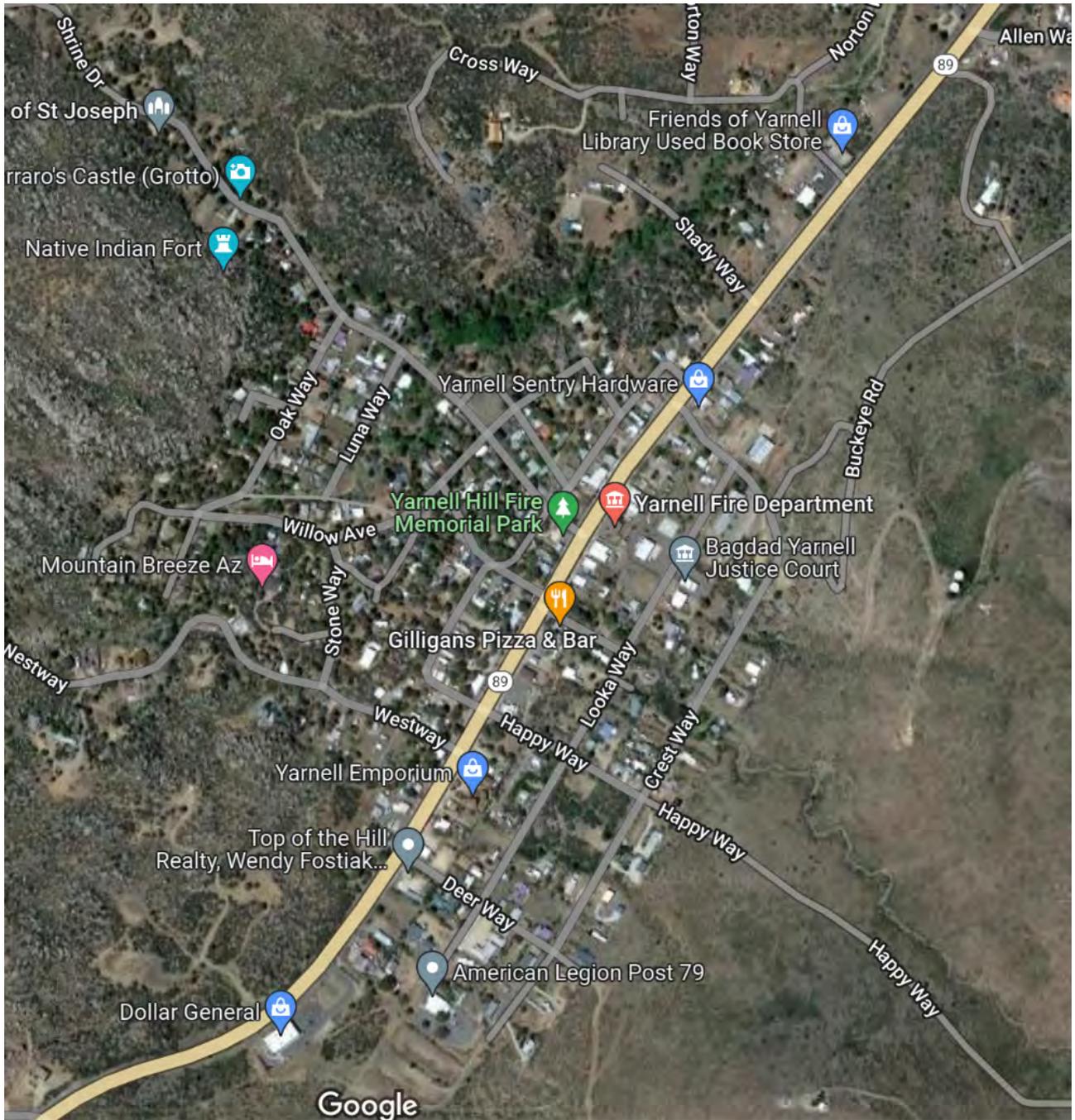
Internal ADOT Road Safety Assessment

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23 USC § 407 - Discovery and admission as evidence of certain reports and surveys

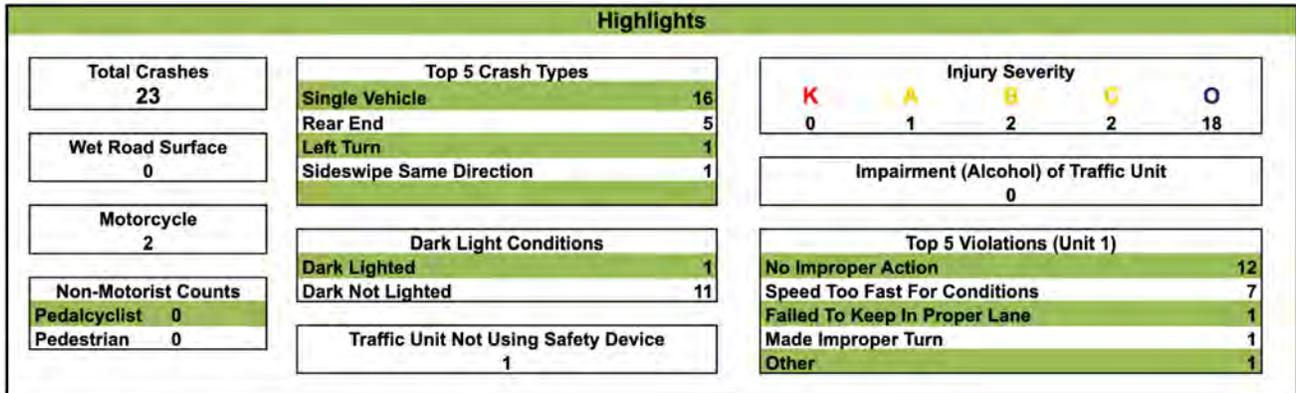
Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

SR 89 Milepost 276 to 278



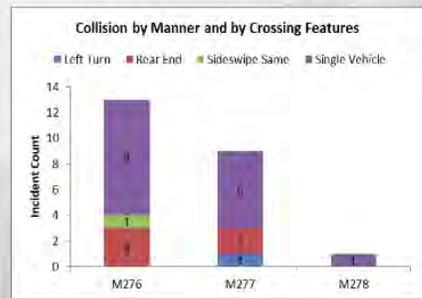
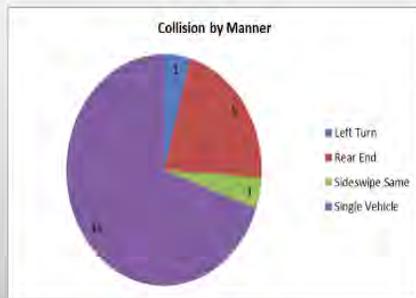
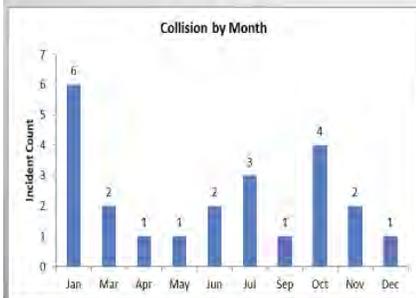
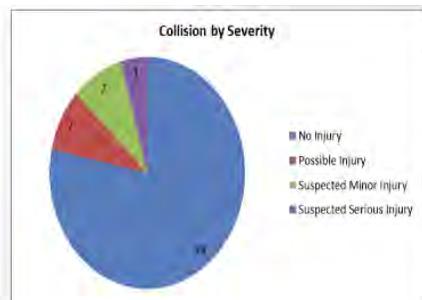
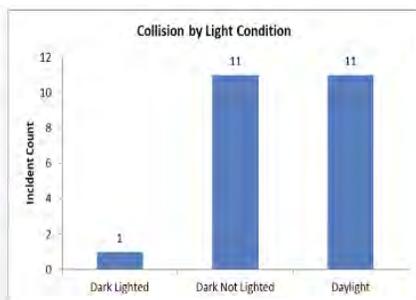
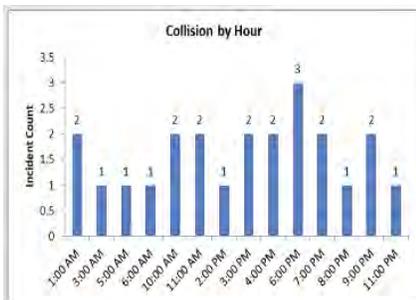
SR 89 Milepost 276 to 278

1/1/2017-12/31/2021 Crash Data



Injury Severity Description

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, O = No Injury



SR 89 Milepost 276 to 278

RSA Team, Stakeholder, and Intersection Details

RSA Team Members

The independent, multi-disciplinary RSA team was led by Amirul Rajib, PE, the ADOT RSA Program Manager. Field review primarily performed on September 13, 2022.

The RSA team included:

- Amirul Rajib, PE – ADOT RSA Program Manager
 - RSA Team lead experience
- George Williams, PE, PTOE, PTP – ADOT Asst. State Engineer
 - RSA Team lead experience; Traffic Safety, Operations, Ped, Bike, Human Factors
- Kerry Wilcoxon, PE – ADOT State Traffic Safety Engineer
 - RSA Team lead experience
- Glen Robison – Law Enforcement Specialist, ADOT
 - Expert Law Enforcement Perspective
- Daniel Oldham - Transportation Engineering Specialist, ADOT
- Josh Hale - Transportation Engineering Specialist, ADOT
- Ryan Wolff - Transportation Engineering Specialist, ADOT
- Elaine Mariolle - ADOT Active Transportation Coordinator

Owners/Stakeholders

- TSMO: John Litteer, Northern Regional Traffic Engineering
- IDO: Anthony Brozich, Northwest Engineering District
- Local: Town of Yarnell, Yavapai County
- Law Enforcement
 - AZ DPS
 - Yavapai County Sheriff's Department

Crash Overview

Trends

Primary Crash Types: Single Vehicle (16 of 23)

Primary Crash Causes: No Improper Action (12 of 23)

SR 89 Milepost 276 to 278

Field Observations and RSA Team Discussion

SR 89 along MP 276-278

1. Several peds were observed on sidewalk and crossing street at various locations
2. Some peds were observed crossing in various locations to get to their cars parked on street
3. Three wheelchair users observed in first hour
4. Vehicles stopped in front of the Post Office to drop-off passenger/mail. This occurred consistently over several hours.
5. Parking near corners can impact visibility from corners
6. Sidewalks are narrow
7. Visibility driving street is good with possible exceptions of parking near corners
8. Lighting observed during dark hours appeared to be adequate

Potential Countermeasures

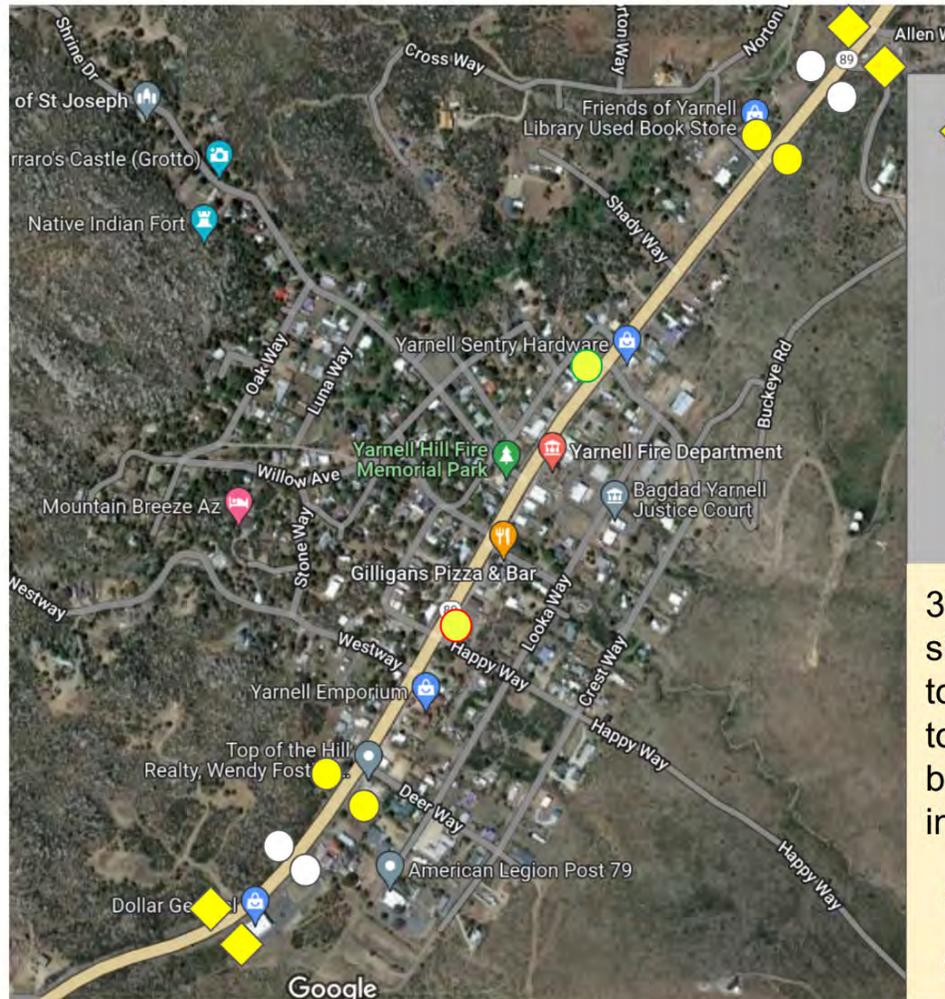
Based on the above crash information and the field observations made at the site, the RSA team recommends the countermeasures shown in the following table and maps. In addition, pedestrian level lighting could be considered at pedestrian curb extensions and islands as needed.

SR 89 Milepost 276 to 278

Countermeasure Diagram

New Signage
Already Completed
(12 signs)

Proposed relocation
(1 sign)



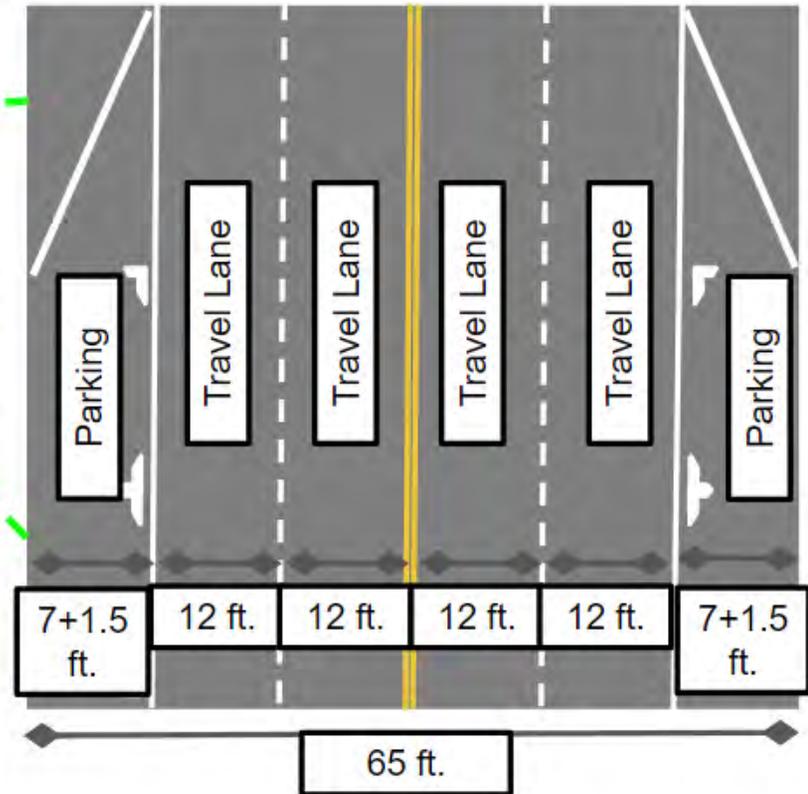
3 sets of double up signs for each approach to the town (12 signs total) - Consider back to back Ped signs 7 to 9 ft in height

- Yellow circle: Existing ped sign
- Red circle: Relocated ped sign

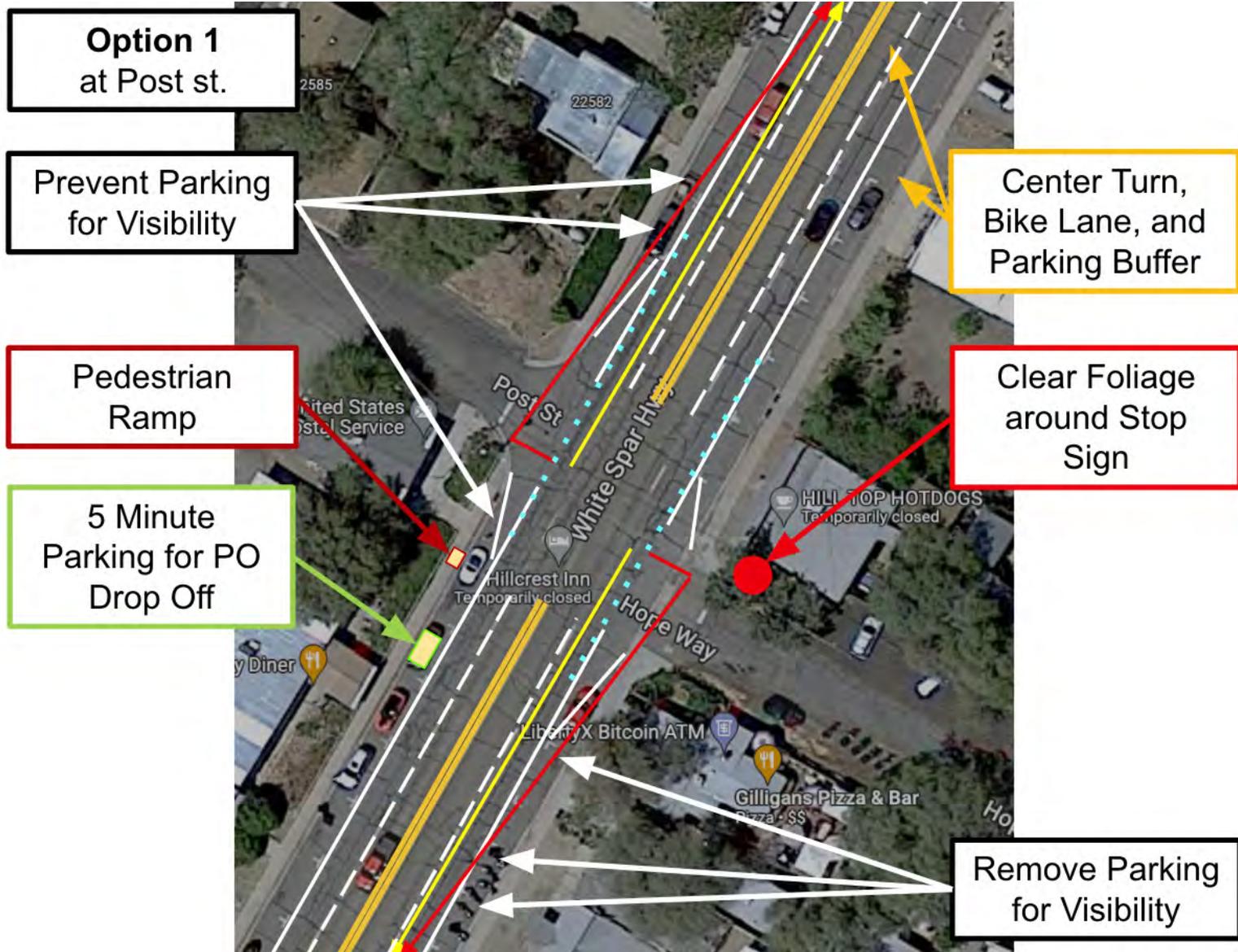
SR 89 Milepost 276 to 278



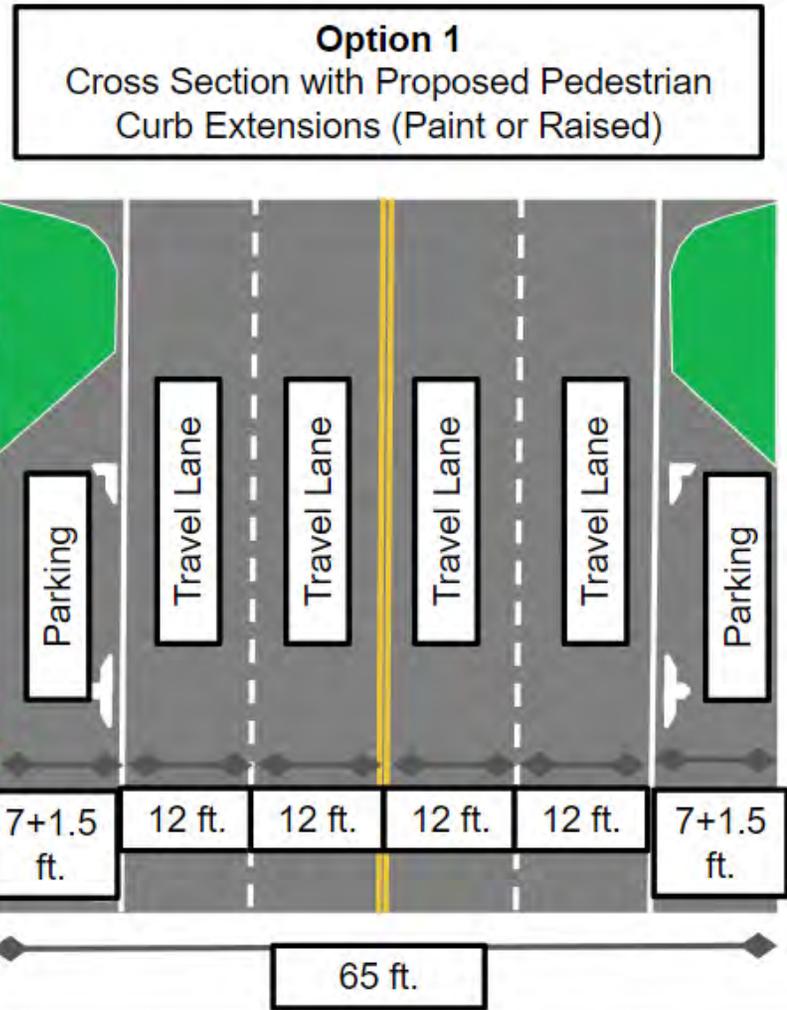
Option 1
Cross Section with Parking Restrictions at Corners



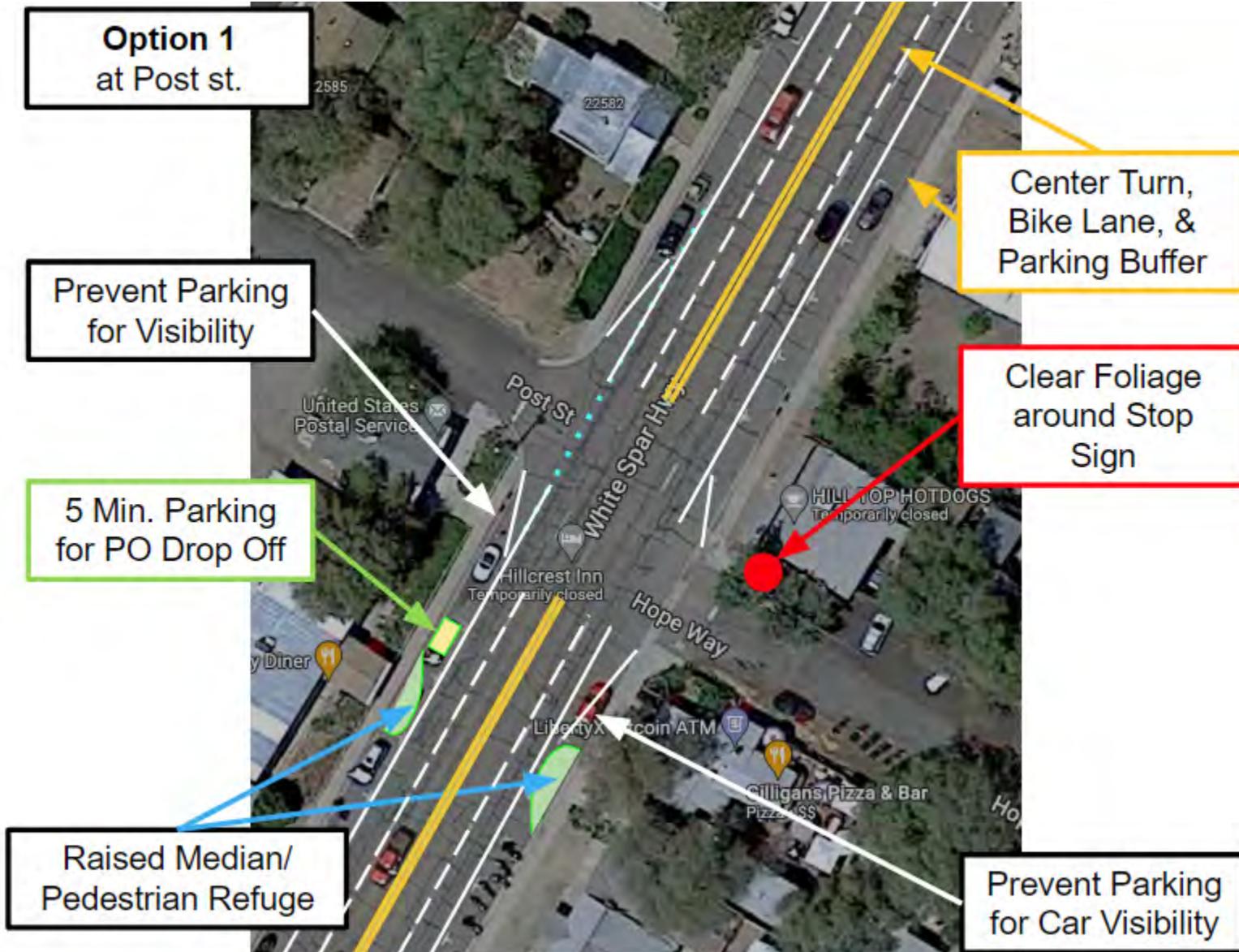
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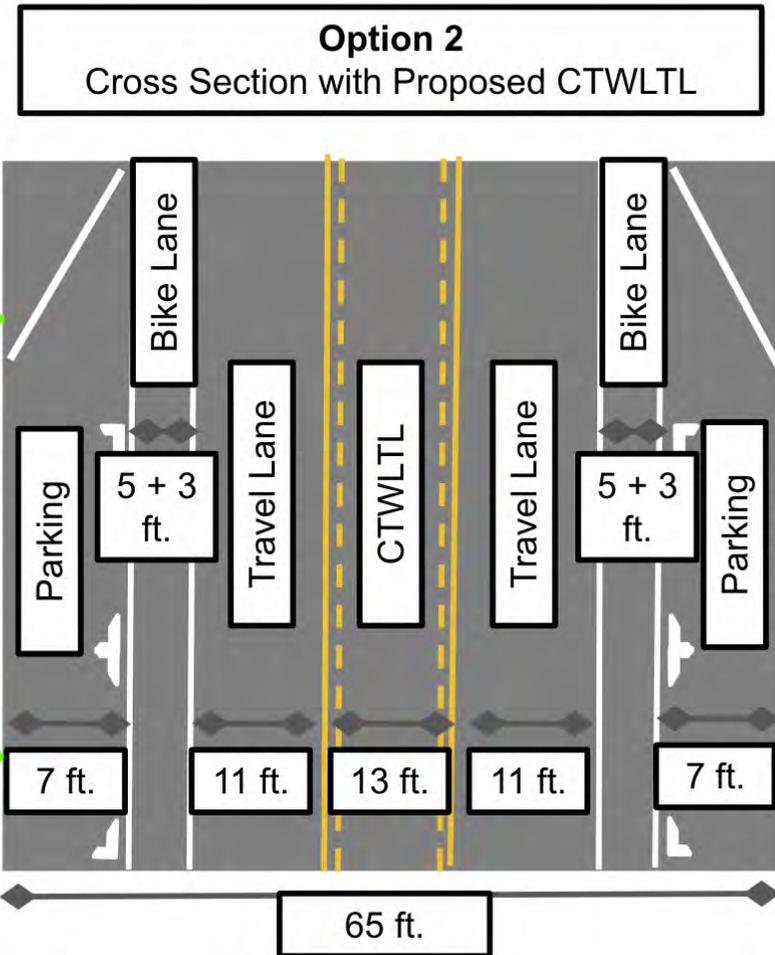
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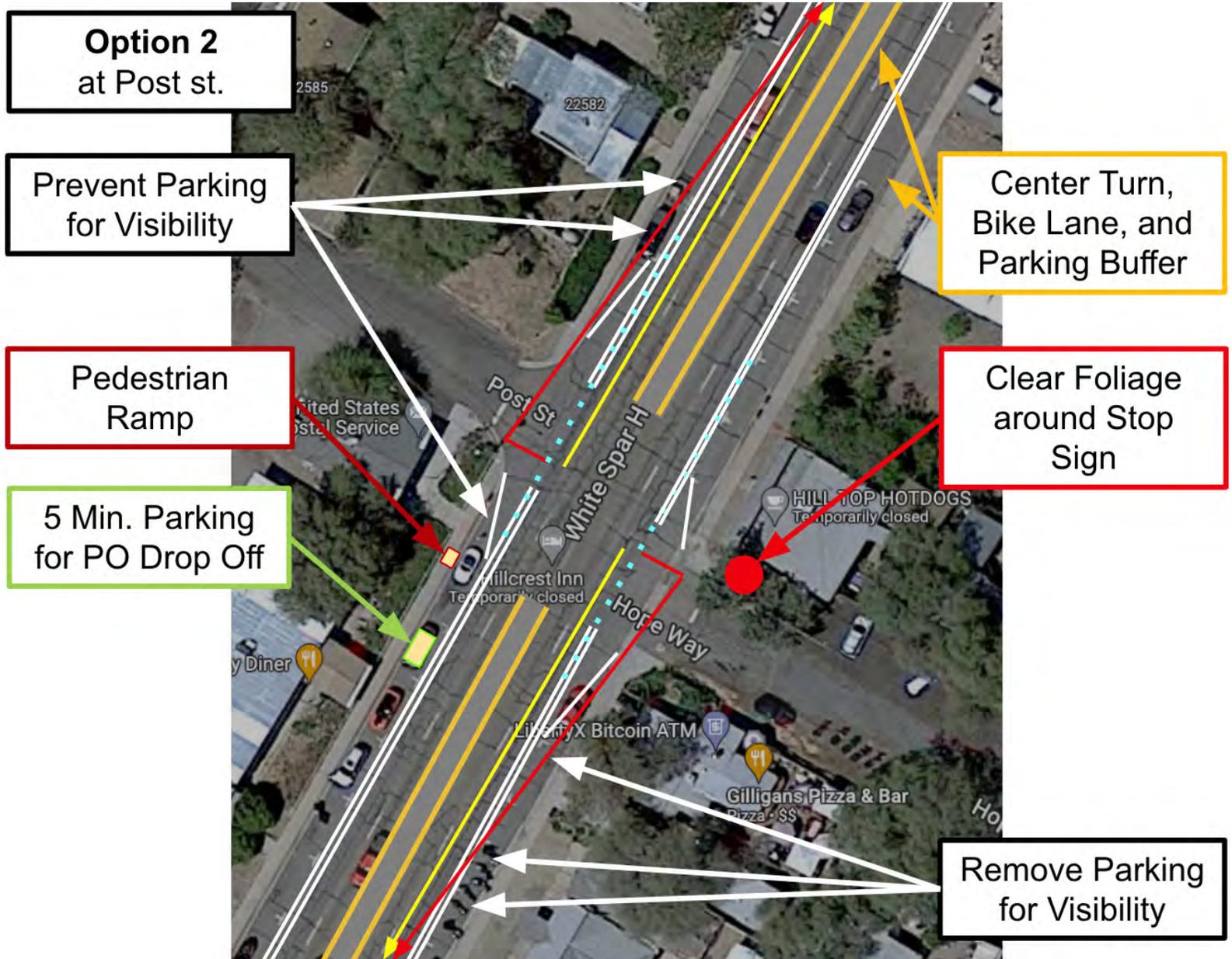
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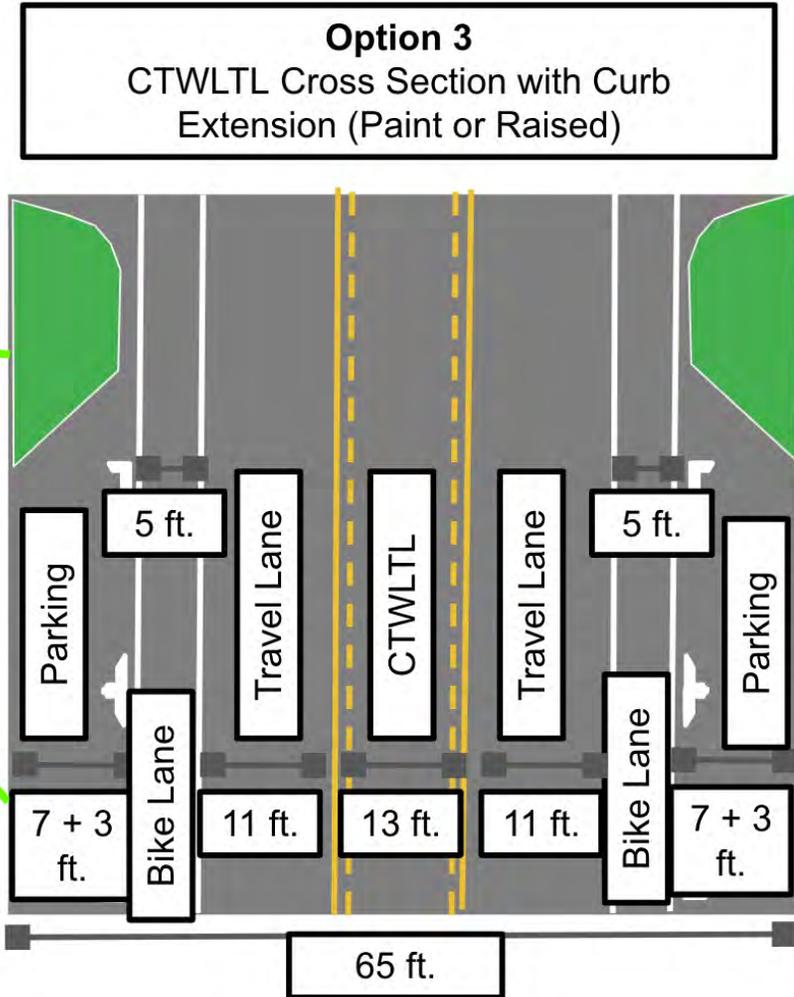
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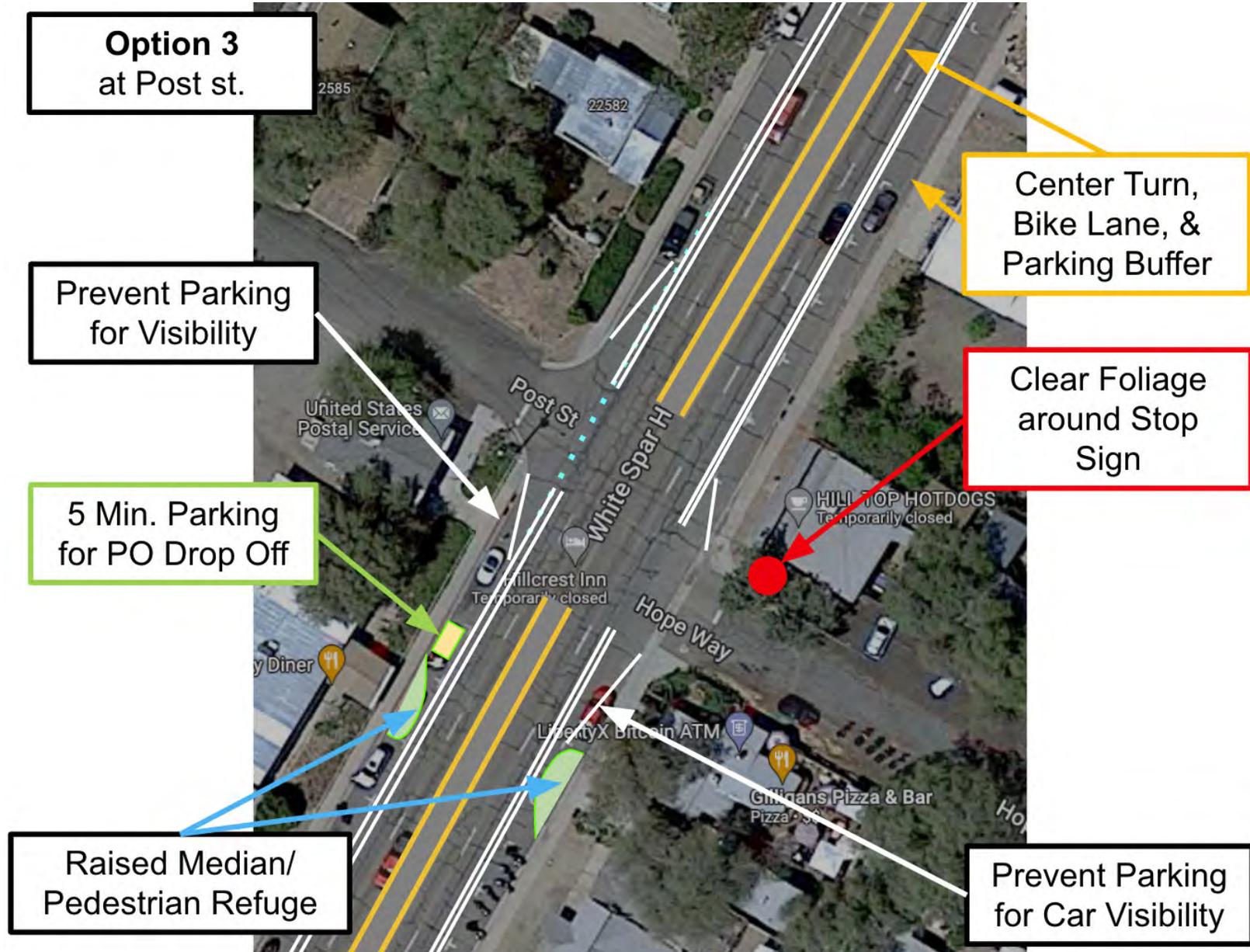
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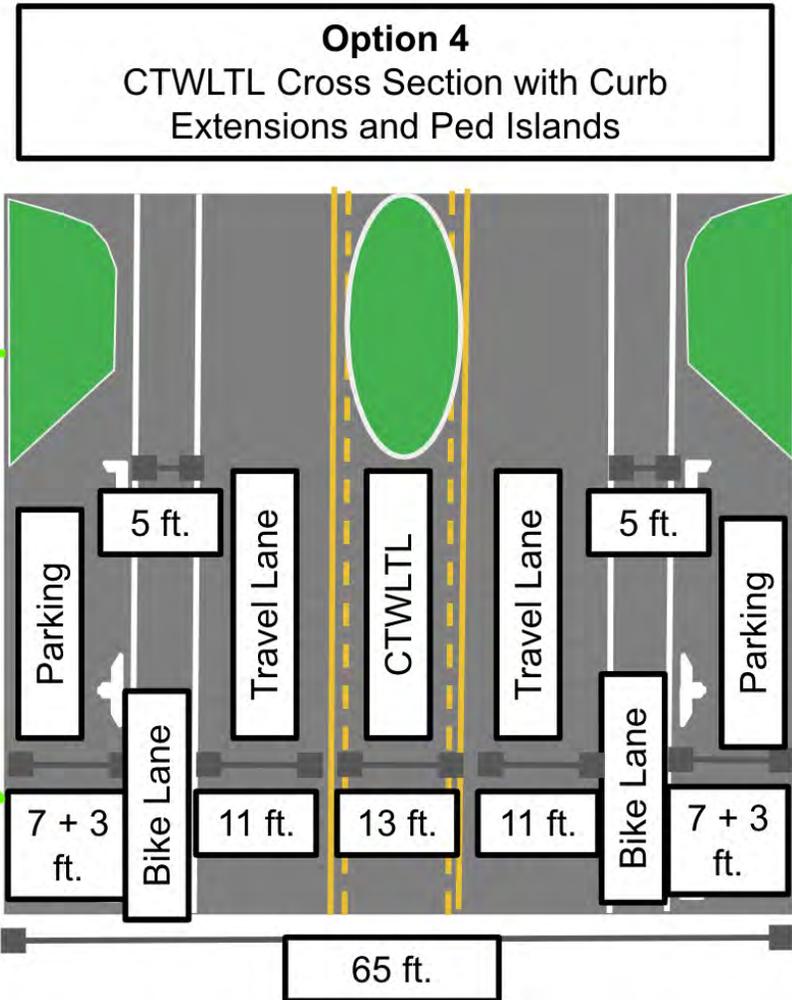
SR 89 Milepost 276 to 278



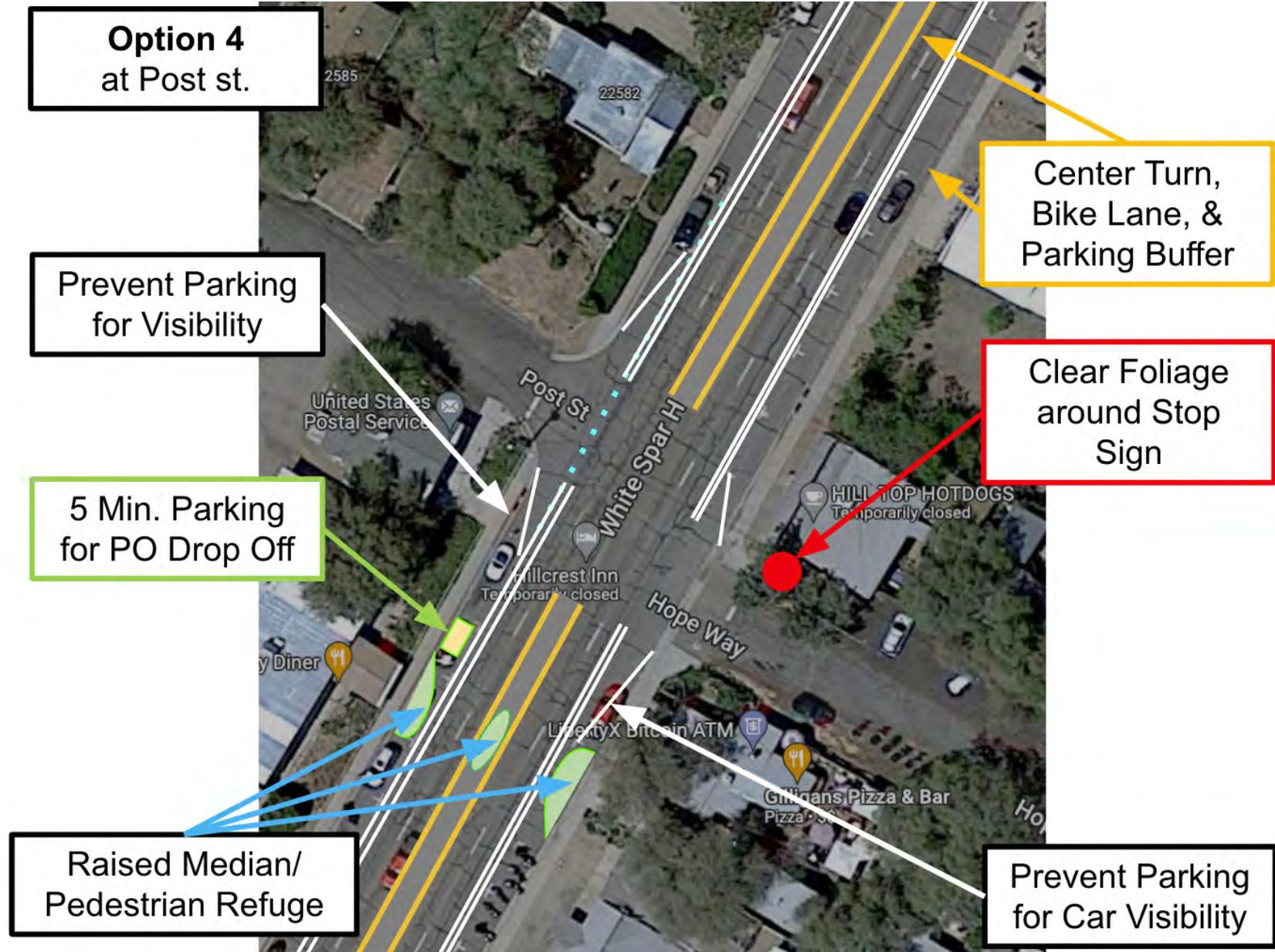
SR 89 Milepost 276 to 278



SR 89 Milepost 276 to 278



SR 89 Milepost 276 to 278



SR 89 Milepost 276 to 278

Examples
of
Pedestrian
Refuges



SR 89 Milepost 276 to 278

Proposed Countermeasures

Location: SR 89 MP 276-278		Observers: RSA Team (see page 5 for details)		Date: Week of September 13, 2022	
Issues/Trends		Potential Countermeasures	Implementation Plan	Ownership	Initials
1	Turning on to the roadway/visibility	Four Lane Option with parking restrictions at corners	Possible but not preferred		
2	Turning on to the roadway/visibility/passing/crossing	Three Lane Option with parking restrictions at corner	Preferred: ADOT RTE Work Order - Medium Term		
3	Turning on to the roadway/visibility/passing/crossing	Three Lane Option with parking restrictions at corner and curb extensions	ADOT or Local Project - Long Term		
4	Turning on to the roadway/visibility/passing/crossing	Three Lane Option with parking restrictions at corner & curb extensions & pedestrian island	Preferred: ADOT or Local Project - Long Term		
5	Crossing	Double-up Pedestrian signs	ADOT RTE Work Order - Completed		
6.	Speeding	Doubled-up Speed reduction signs and Doubled-up Speed limit signs	ADOT RTE Work Order - Completed		
7	Speeding	Enforcement	Per law enforcement		

SR 89 Yarnell Road Safety Assessment

ADOT



Presenter: George Williams, PE, Assistant State Engineer

SR 89 Road Safety Assessment

- Formal review of SR 89 user safety.
- Review by multidisciplinary team including traffic engineers.
- 2-mile section through Yarnell.



SR 89 Yarnell Road Safety Assessment

- Sought public input through ADOT community safety survey.
- Reviewed most-recent, five-year crash history on 2-mile segment of SR 89.
- Conducted on-site observations of driver and pedestrian movements during different times of the day.



Top Traffic Safety Community Concerns

- Motorists driving faster than posted speed limit.
- Crossing SR 89 as a pedestrian, bicyclist or wheelchair user.
- Drivers passing other drivers.
- Challenges turning onto or from SR 89.
- Visibility of drivers or pedestrians due to on-street parking.
- Crossing SR 89 - from one side to the other - as a driver.
- Top location of concern: area near post office.

5-Year Crash Statistics (2017-2021)

- 23 motor-vehicle crashes
- 16 involved a single-vehicle only.
- 5 were rear-end crashes.
- Crashes equally occurred during daytime and nighttime hours.

On-Site Field Observations

- Pedestrians cross the street at various locations.
- Good visibility along SR 89 in Yarnell.
- Parking near street corners can impact visibility.
- Drivers regularly stop in front of post office.
- Drivers passing other drivers.
- On-street parking close to travel lanes.



Recommended Safety Improvements

- 1) **Add more speed reduction warning signs and pedestrian crossing signs through Yarnell (completed)**
 - 12 new signs installed

Benefits:

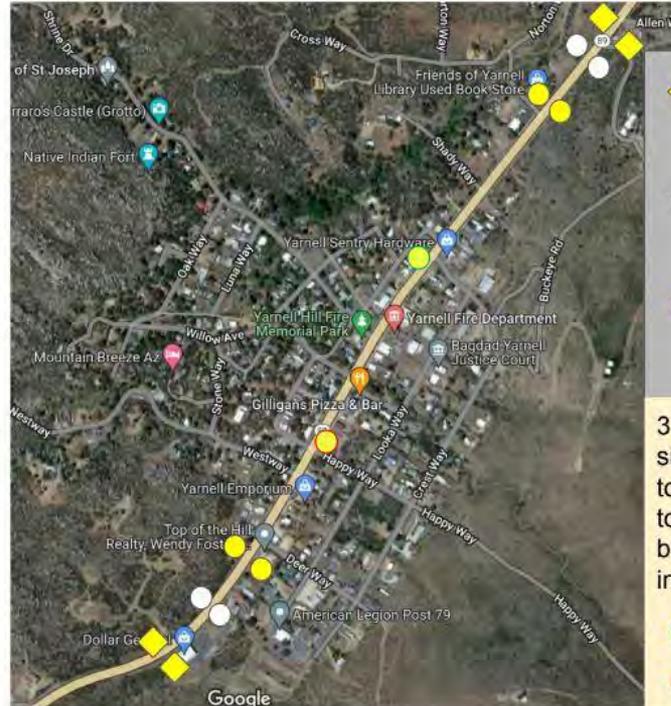
- Reduces speeding
- Increased driver awareness of pedestrians



New Sign Locations

New Signage
Already Completed
(12 signs)

Proposed relocation
(1 sign)



3 sets of double up signs for each approach to the town (12 signs total) - Consider back to back Ped signs 7 to 9 ft in height

- Existing ped sign
- Relocated ped sign

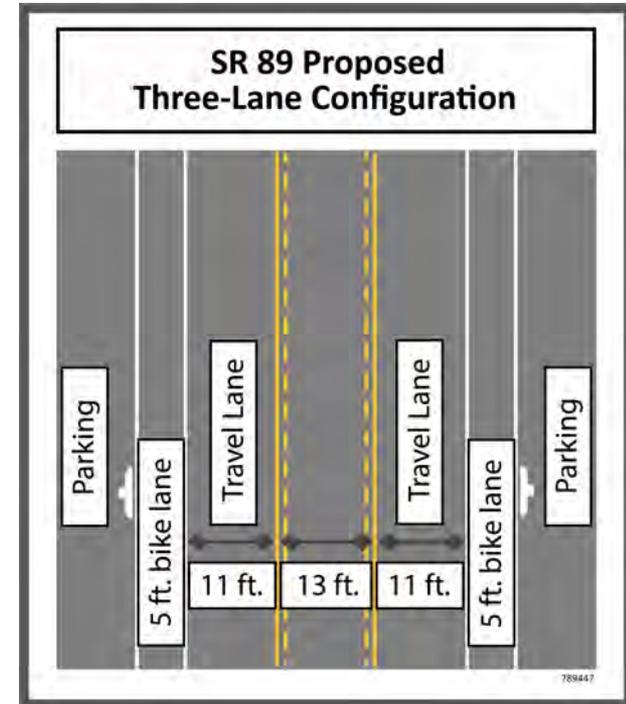
Recommended Safety Improvements

2) Convert SR 89 from four lanes to a three-lane configuration.

- One lane each direction with a center left-turn lane.

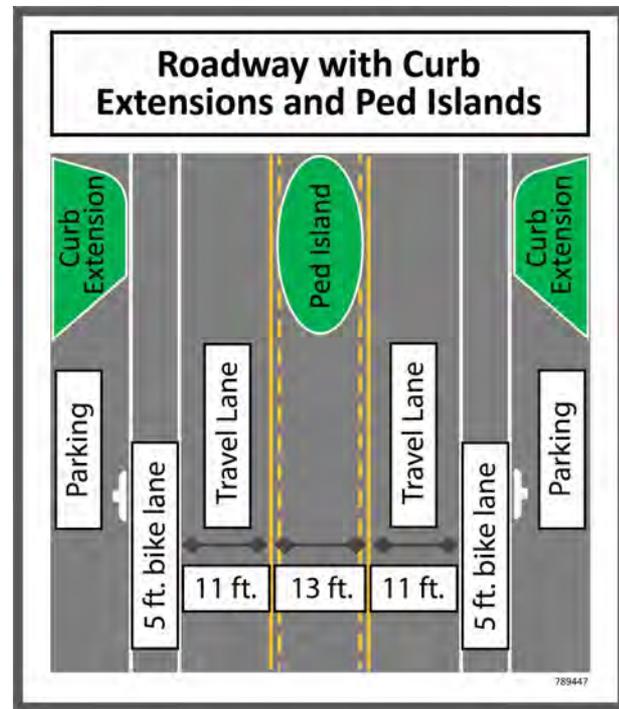
3) Provide safer pedestrian crossings.

- Eliminates unsafe passing.
- Reduces speeding.
- Improves pedestrian safety.



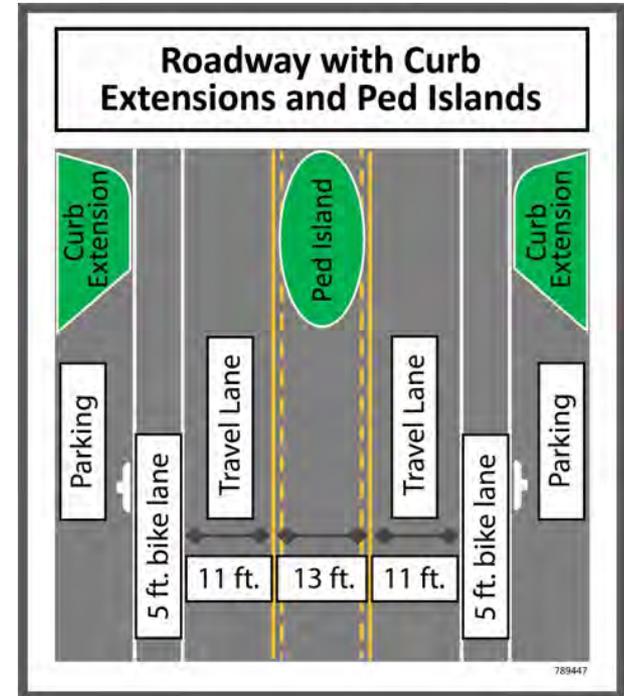
SR 89 Proposed Three-Lane Configuration

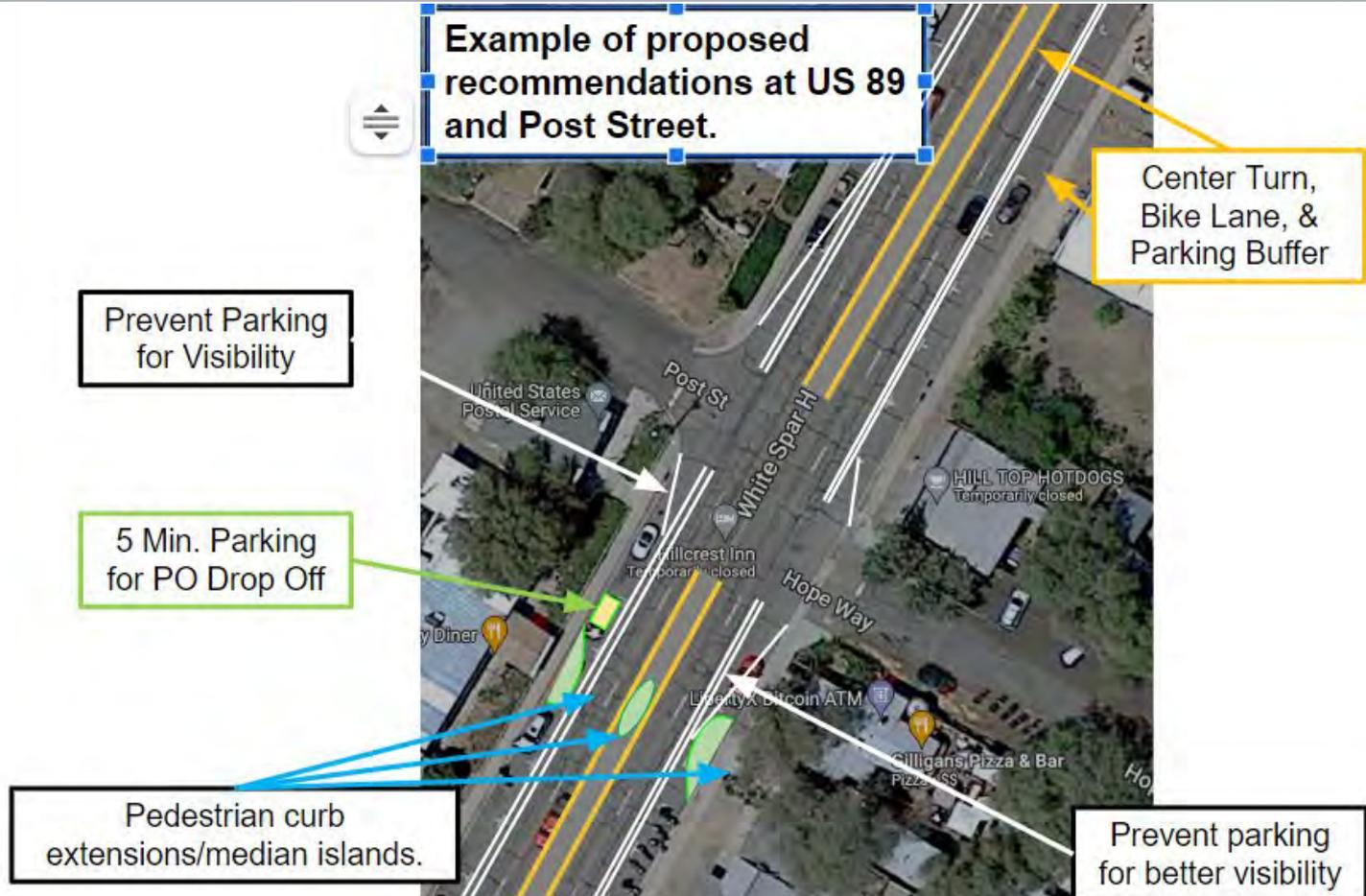
- Restripe SR89 with 5 ft. bike lanes.
- Install pedestrian curb extensions.
- Requires removing some on-street parking.
- **Benefits:**
 - Reduces crossing distance
 - Improves visibility
 - Provides buffer between traffic and parked vehicles, bicyclists



New Pedestrian Crossings

- ADOT will identify two locations for new pedestrian crossings.
- Seeking public input on locations.
- Implementation will require a phased approach:
 - Phase 1: Restripe roadway
 - Phase 2: Install new pedestrian median islands & curb extensions





Crosswalks and Signals

- RSA team determined traffic volumes on SR 89 in Yarnell do not warrant installing a new traffic signal.
- ADOT does not place marked crosswalks at uncontrolled locations (without stops signs or signal).



Anticipated Implementation Timeline

- **Phase 1: Completed**
 - Add new signs.
- **Phase 2: By end of 2023**
 - Restripe SR 89 to three-lane configuration
 - New bike lanes/buffer/parking adjustments
 - Remove on-street parking at street corners
- **Phase 3: TBD based on new funding**
 - Construct pedestrian refuge islands and curb extensions

Review the RSA Report

- The RSA final report is available on the SR 89 Yarnell website at: www.azdot.gov/Yarnell
- Questions:
email projects@azdot.gov
or call 855.712.8350

Community of Yarnell

State Road (SR) 89
MilePost 276 to 278



Final Report

Prepared by:

Arizona Road Safety Assessment Program
Arizona Department of Transportation
Traffic Safety Section
1615 West Jackson Street, Mail Drop 065R
Phoenix, Arizona 85007-3217
602-712-2332

Site Visited Week of September 13, 2022

Report Completed: December 2, 2022

Internal ADOT Road Safety Assessment

Comments

Contact ADOT by March 7 to provide input on RSA recommendations and pedestrian crossing locations:

- **Online Comment Form on Website:** azdot.gov/Yarnell
- **Email:** projects@azdot.gov
- **Phone:** 855.712.8530
- **Mail:** ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

For Immediate Release: Jan. 24, 2023
Contact: ADOT Public Information Office
news@azdot.gov

Newsrooms: Attached is a map of the Yarnell area on SR 89. Please credit the Arizona Department of Transportation or ADOT.

ADOT sharing SR 89 safety study recommendations in Yarnell Feb. 21 *Public invited to community open house*

YARNELL – The Arizona Department of Transportation is hosting a community open house from 4 - 6 p.m. Tuesday, Feb. 21, to provide Yarnell residents and other stakeholders an opportunity to learn more about a recently completed safety study on State Route 89.

The informal event will allow participants to ask ADOT representatives questions about the roadway safety assessment that began in 2022, following a fatal crash involving a vehicle and a pedestrian. The study was conducted by a multidisciplinary team of traffic safety engineers and other specialists who analyzed past crashes, along with current roadway uses and configurations along the 2-mile segment of SR 89 in Yarnell (mileposts 276-278). The study identifies potential safety concerns for drivers and pedestrians, along with possible changes in signing, striping, and other safety improvements.

The final road safety assessment report is available at azdot.gov/Yarnell.

The community open house will be held at the Yarnell Regional Community Center, 22302 AZ-89. Participants can attend the informal event any time during the two-hour open house.

ADOT has already installed additional pedestrian crossing signs with improved reflectivity that is more visible during nighttime and daylight hours, along with new speed limit signs as drivers approach Yarnell on SR 89.

#



[Home](#) » [ADOT News](#) » [ADOT sharing SR 89 safety study recommendations in Yarnell Feb. 21](#)

ADOT sharing SR 89 safety study recommendations in Yarnell Feb. 21

Public invited to community open house

February 7, 2023

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ADOT has already installed additional pedestrian crossing signs with improved reflectivity that is more visible during nighttime and daylight hours. These signs have been installed for both northbound and southbound drivers as they approach Yarnell on SR 89.

Tags: [SR 89](#)





Jason Stephens <jstephens@azdot.gov>

Public invited to learn more about recommended safety enhancements to State Route 89 in Yarnell

Arizona Department of Transportation <adot@info.azdot.gov>

Tue, Feb 7, 2023 at 11:51 AM

Reply-To: adot@info.azdot.gov

To: jstephens@azdot.gov

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/347697a>



SHARE

Public invited to learn more about recommended safety enhancements to State Route 89 in Yarnell

Community open house to be held Feb. 21 at Yarnell Community Center

The Arizona Department of Transportation is holding a community open house to provide residents the opportunity to learn more about the recently completed State Route 89 Road Safety Assessment (RSA) in Yarnell.

The open house will be held from 4 - 6 p.m. Tuesday, Feb. 21, at the Yarnell Regional Community Center, 22302 AZ-89 in Yarnell.

Since there will be no formal presentation, members of the public can stop by anytime during the two-hour open house to learn more about the study's findings and recommendations and have the opportunity to ask questions with members of the RSA team. *In order to provide more opportunities for interaction with ADOT representatives, we ask residents to sign up for a 30-minute time slot online at azdot.gov/Yarnell or at the Yarnell Regional Community Center.*

Prior to the Feb. 21, open house, community members are encouraged to watch a presentation on the safety study's findings and recommendations and read the RSA report, executive summary and frequently asked questions by visiting azdot.gov/Yarnell.

The RSA identified potential issues related to traffic safety on the two-mile segment of SR 89 in Yarnell and evaluated possible ways to eliminate or mitigate safety concerns for both drivers and pedestrians.



How Are We Doing? Take Our Survey

Please take a [short survey](#) to tell us how well we are informing you of upcoming construction-related restrictions and closures so you can plan your travel.

*Schedules are subject to change based on weather and other unforeseen factors. For more information, please call the ADOT Bilingual Project Information Line at 855.712.8530 or go to azdot.gov/contact and select **Projects** from the drop-down menu. For real-time highway conditions statewide, visit ADOT's Traveler Information Site at www.az511.gov. Need to know where a milepost is? Click on the "Mile Markers" icon on the map at www.az511.com. Follow ADOT on Twitter ([@ArizonaDOT](https://twitter.com/ArizonaDOT)) or call 511, except while driving.*

To plan your trip, get travel times or see ADOT cameras, download the [AZ 511 app](#).

Visit us on social media on [Facebook](#), [Twitter](#), [YouTube](#), [Flickr](#) or the [ADOT blog](#).

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For more information, visit azdot.gov





Ryan Harding <rharding@azdot.gov>

Invitation: SR 89 Yarnell Road Safety Assessment findings @ Tue Jan 10, 2023 3pm - 4pm (MST) (dstopke@azdps.gov)

rharding@azdot.gov <rharding@azdot.gov>

Mon, Jan 9, 2023 at 4:20 PM

Reply-To: rharding@azdot.gov

To: dstopke@azdps.gov, daniel.pritchard@yavapai.gov, tom.boelts@yavapai.gov, david.rhodes@yavapai.gov, heidi.howard@yavapai.gov, dmann@azdot.gov, gwilliams2@azdot.gov, victor.dartt@yavapai.gov, jstephens@azdot.gov, dwillis@azdps.gov, kristin.greene@yavapai.gov, jmccoy@azdot.gov, abrozich@azdot.gov, grobison@azdot.gov

Join with Google Meet

Meeting link

meet.google.com/orf-wmuw-ozw

Join by phone

(US) +1 408-909-0111

PIN: 350522113

[More phone numbers](#)

Joint meeting with ADOT, Yavapai County Sheriff's Office and DPS to go over the findings and recommendations of the SR 89 Road Safety Assessment for the community of Yarnell. We will be using Google Meet to conduct this meeting.

When

Tuesday Jan 10, 2023 · 3pm – 4pm (Mountain Standard Time - Phoenix)

Guests

- rharding@azdot.gov - organizer
- daniel.pritchard@yavapaiaz.gov
- tom.boelts@yavapaiaz.gov
- david.rhodes@yavapaiaz.gov
- heidi.howard@yavapaiaz.gov
- dmann@azdot.gov
- gwilliams2@azdot.gov
- victor.dartt@yavapaiaz.gov
- jstephens@azdot.gov
- dwillis@azdps.gov
- kristin.greene@yavapaiaz.gov
- jmccoy@azdot.gov
- abrozich@azdot.gov
- grobison@azdot.gov
- dstopke@azdps.gov

[View all guest info](#)

Reply for dstopke@azdps.gov

Yes	No	Maybe	More options
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3/3/23, 11:19 AM

State of Arizona Mail - Invitation: SR 89 Yarnell Road Safety Assessment findings @ Tue Jan 10, 2023 3pm - 4pm (MST) (dstopke...

You are receiving this email because you are an attendee on the event. To stop receiving future updates for this event, decline this event.

Forwarding this invitation could allow any recipient to send a response to the organizer, be added to the guest list, invite others regardless of their own invitation status, or modify your RSVP. [Learn more](#)

 **invite.ics**
4K

AZCentral | The Arizona Republic | 2/21/2023 3:26:03 PM GMT

ADOT suggests improvements for dangerous stretch of SR 89 in Yarnell

Lacey Latch, Arizona Republic

Nearly six months after Donna Gordon, 74, was struck and killed while crossing the street at State Route 89 and Post Road in Yarnell, the Arizona Department of Transportation has released the results of a safety study along with recommendations for highway improvements.

The agency is hosting an informal open house Tuesday where Yarnell residents can learn more about the study and ask questions directly to agency representatives.

A two-mile stretch of SR 89 between mileposts 276 and 278 cuts through the heart of Yarnell and is heavily traveled by motorists and frequently crossed by pedestrians.

As a result of the road safety assessment, ADOT is recommending that this section of highway be converted from four to three lanes. By re-striping the road from two lanes in each direction to one lane in each direction with a center left-turn lane, officials hope this will eliminate lane changes, like passing, and reduce speed differentials between drivers.

Officials also recommend installing pedestrian curb extensions and pedestrian refuge islands at two spots within the two-mile stretch of highway.

"The curb extensions will significantly improve pedestrian crossings by reducing the pedestrian cross distance, improving the ability of pedestrians and drivers to see each other and reducing the time pedestrians are in the roadway," according to the agency's report.

"The refuge islands will allow pedestrians to focus on crossing one direction of traffic at a time and

give them a place to wait for an adequate gap in oncoming traffic before finishing the second phase of crossing the road."

ADOT also proposed removing a limited number of parking spaces at street corners along the highway to improve visibility for drivers and for pedestrians waiting to cross the roadway.

More projects: Road construction expected across the Phoenix area in 2023

The agency made clear that at this time, no funding is in place for the recommended curb extensions and pedestrian islands.

The agency's assessment looked at the five-year crash history for this stretch of SR 89 and found 23 crashes with three injuries, two possible injuries and no fatalities between 2017 and 2021. Sixteen of those crashes involved single vehicles and fewer than half of the crashes resulted from a moving violation like speeding or improper lane changes, according to the findings.

The study also found that pedestrians frequently cross the road to get to businesses or parked cars along the street, some of whom were doing so in wheelchairs. And while visibility is generally good in this area, vehicles parked near street corners can affect the visibility for pedestrians waiting to cross the street.

The report indicates that drivers regularly stopped in front of the Yarnell Post Office and cars travelling in the outside lanes are relatively close to parked vehicles.

Many of these findings were reflected in ADOT's community survey, in which local residents reported their two primary concerns being motorists speeding and crossing the road as a walker, bicyclist or wheelchair user.

Additional resident concerns included challenges with drivers turning onto or off of the highway, drivers passing other drivers and on-street parking limiting pedestrian visibility.

Respondents also identified the post office as the main location in need of traffic safety improvements.

Asked for their own recommendations, increasing speed enforcement and installing crosswalks and new signage were the top responses from Yarnell residents.

These responses echo those expressed during a September community meeting hosted by Yavapai

County Sheriff David Rhodes. More than 50 people gathered to remember Gordon and renew calls for safety improvements along the busy highway.

Anyone interested in learning more can stop by the Yarnell Regional Community Center from 4 p.m.-6 p.m. Tuesday.

Contact northern Arizona reporter Lacey Latch at llatch@gannett.com or on social media @laceylatch. Coverage of northern Arizona on azcentral.com and in The Arizona Republic is funded by the nonprofit Report for America and a grant from the Vitalyst Health Foundation in association with The Arizona Republic.

This article originally appeared on Arizona Republic: ADOT suggests improvements for dangerous stretch of SR 89 in Yarnell

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(<http://www.lexisnexis.com/terms/general/>)

The Wickenburg Sun (Arizona) | 2/15/2023 9:34:35 PM GMT

ADOT to discuss Yarnell safety enhancements Feb. 21

The Arizona Department of Transportation is holding a community open house to provide residents the opportunity to learn more about the recently completed State Route 89 Road Safety Assessment in Yarnell.

The open house will be held from 4 - 6 p.m. Tuesday, Feb. 21, at the Yarnell Regional Community Center at 22302 AZ-89 in Yarnell.

Since there will be no formal presentation, members of the public can stop by anytime during the two-hour open house to learn more about the study's findings and recommendations and have the opportunity to ask questions with members of the RSA team. In order to provide more opportunities for interaction with ADOT representatives, we ask residents to sign up for a 30-minute time slot online at azdot.gov/Yarnell or at the Yarnell Regional Community Center.

Prior to the Feb. 21 open house, community members are encouraged to watch a presentation on the safety study's findings and recommendations and read the RSA report, executive summary and frequently asked questions by visiting azdot.gov/Yarnell.

The RSA identified potential issues related to traffic safety on the two-mile segment of SR 89 in Yarnell and evaluated possible ways to eliminate or mitigate safety concerns for both drivers and pedestrians.

Calendar

- Thursdays AA Meeting, 6 pm Yarnell Presbyterian Church
- Saturdays Al-Anon Meeting, 10 am, Yarnell Presbyterian
- Tues., Feb. 7 Model Creek School Board Meeting, 3:00 pm
- Sun., Feb. 12 Superbowl, 4:30 pm
- Tues., Feb. 14 Valentine's Day
- Wed., Feb. 16 YRCC Annual Meeting, 6 pm
- Mon., Feb. 20 Presidents' Day

ADOT Plans Yarnell Meeting On SR 89 Safety Study Recommendations

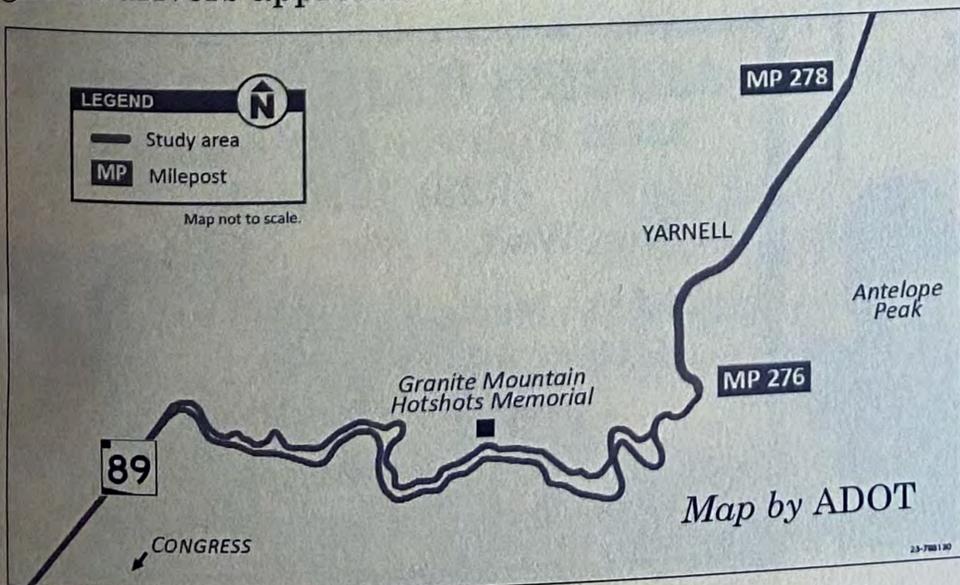
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ADOT has already installed additional pedestrian crossing signs with improved reflectivity that is more visible during nighttime and daylight hours, along with new speed limit signs as drivers approach Yarnell on SR 89.



Rob Amos, Yellow Sheet Owner Succumbed To Stroke at 70

On December 1st, Rob (Buford) Amos suffered a massive stroke. He was transported to Wickenburg Hospital, and then to St. Joseph's hospital in Phoenix. Almost two weeks later, he was released to a rehabilitation hospital in Prescott Valley. Days later he took a turn for the worse, and entered the ER at Dignity Health Hospital East.

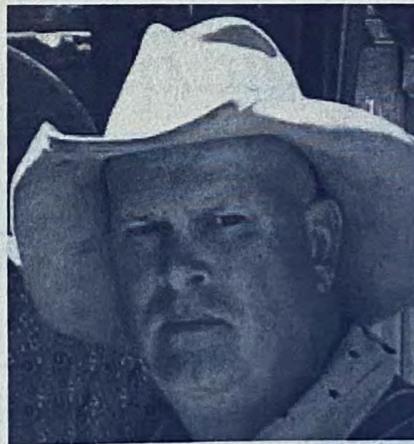


Rob (Buford) Amos

On Tuesday, December 27th, Rob returned to his home in Yarnell under hospice care, with the guidance and help of his nephew Owen (O.J.) Palmer of Montana and family friend Frankie Lindley.

Rob succumbed to his illness on the evening of Wednesday, January 4th.

Robert William Amos Jr. was born in Lincoln Nebraska on July 29, 1952. Rob eventually became a western actor, "Sheriff Buford", for over 20 years in Old Vegas and Bonnie Springs, Nev. He was one of the main actors in The "Branded" live show for two months in Vegas and five months in Reno.



Rob retired to Yarnell in 2002 and operated The Buzzard's Roost restaurant where he met his future wife, Wendy Fostiak. They were married in 2003, and the couple became an integral part of the community, operating several businesses, including Top of The Hill Realty, The Yellow Sheet, and Buford's Gun Shop.

Wendy passed away in October, 2021; many say that Rob never fully recovered from the loss of Wendy.

Rob's body was cremated at Wickenburg Funeral Home. Rob was adamant that he wanted no fuss over him after he passed. However, there are many of his friends who believe he should have a Celebration of Life, so plans may be forthcoming.

Rob is survived by his son Kennon and daughter Dustin; step-father Larry in Texas; sisters Pat, Billie and Gina; favorite nephew O.J.; and many nieces, nephews and grandchildren.

The Yellow Sheet newspaper will continue as a tribute to Rob and Wendy, thanks to Rob's nephew O.J. Palmer. J.R. (Buddy) Cloy has been the editor of the paper for the last year and will continue as new owner.

Name	Email	Comment Type	
Chuck Tidey		Comment Card	After putting center turn lane in, put L turn signs at each L turn. Coming off Post, the near traffic is coming from the north. Only place need visibility checked is on the north side of the lane. SB traffic needs visibility at Gilligans looking south. Need cut-in rumble strips before 35 mph speed reduction. Painted crosswalks are needed. Rumble strips are needed prior to painted crosswalks. Increase speed enforcement when I-17 is closed (both DPS and Sheriff)
Michelle Jacobson		Envoy Comment	Thank you for physically laying out the plans and having plenty of staff to respond to questions about the study recommendations. I read the options ahead of time, placed my colored dot on the two areas I thought could use some attention, and had the opportunity to chat with both Nicole and Daina. I think the new signage and increased enforcement in the area were two quick and effective responses to Donna's death. Making the two-mile stretch safer is welcomed and it seemed like a cost-effective measure. Thanks. Any additional road signs that warn drivers of an upcoming turn would be welcome. As would anything that increases driver visibility. I trust ADOT to make the best decision for the greater good in terms of safety. Safety islands, bike paths, and reducing the 2-mile stretch to two lanes instead of four are great. Personally, I hope Yarnell can grow and be a safe community for residents and guests. I want it to GROW and although I know you are NOT the internet people, I think a major win for the area would be reliable HIGH-Speed internet. Something that would attract people to move here and be able to work from home. More population to use the great local school (rated B), and explore our hiking, Shrine, and overall beauty here. AND, a safe place to live and cross the street. We need growth. If money is to be spent making our roads safer, let's think beyond the current population (us aging folks who will die soon), and make the roads a safe place for bicycles, strollers, wheelchairs, and pedestrians. Again, I trust the collective decisions will be for the greater good, I just want to be sure that the greater good forecasts a heartier population in the future that our roads and crosswalks can manage. That's my two cents. Thank you. Peace,
Judy Garner		Online Comment Form	Option 2 is the best option for our community. The raised curb extensions and raised pedestrian refuge islands in the center turn lane would not be appropriate for our community since it will mean we cannot have a parade. We are a small community and have only a few options for community involvement and the Yarnell Daze parade is one of them. I had to check at least two boxes below and I checked all 6 as those where it would not be appropriate!!!
Jerry Flowac		Comment Card	We need 3 or 4 crossings (crosswalks) - Community Center, Post and 89, Shrine and 89.
Frances Lechner		Comment Card	Fewer pedestrian refuges. Refuge at Community Center. Not crazy about the refuges. Can't we just start with the center lane/bike lane changes and see if that reduces speed sufficiently?
Gale Henry		Comment Card	Would really like to see a crossing near the community center as well as Gilligans. People cross at community center 5 days a week for lunch, most are elderly.
Linda Ma		Comment Card	Large stop exiting Lakewood Drive onto 89. Observe traffic during events such as Memorial Run on June 10. Pedestrian crossing at community center, food bank and post office. Blinking ped sign, for limited parking put a green zone in front of post office. Rumble strips north/south end of town. Have sheriff on duty during I-17 closures.
Errol Eastwood		Comment Card	I'd like to see the same thing downtown Prescott has - 25mph, three lanes and angled parking. One stop sign would be helpful. Passing lane before and after town.
Kim Kelso		Comment Card	In front of post office at four more five minute parking spots. Rumble strips for entry into town on both ends. Pedestrian lights on demand at ped signs. I like the center turn lane with three ped islands at community center, post office and food bank. Also bike lanes.
Vanessa Purdy		Comment Card	I love parking for visibility - especially for Shrine and Post and West Way.
J.R. Cloy		Comment Card	I feel that the three lane option would be preferable. Traffic would be forced to slow down with other traffic traveling at posted speed.
Amy Cramer		Comment Card	Getting rid of four lanes - have crossing areas.
Mike Brown		Comment Card	Agree with making four lanes into three. One each direction with center turn lane.
Ninam Bourbeau		Comment Card	I like the pedestrian refuge, especially at the post office. Need to observe traffic during Memorial Run and Yarnell Daze. Need ped refuge at post office, community center, food bank. A stop sign at end of Post Way at Willow. Too many near misses.
Diane Brown		Comment Card	Need to begin restriping at corner of library and community center. Like the proposed lane and pedestrian islands.
Kerin Geiger		Comment Card	Crossing area at community center and Post St., if no funding a painted crosswalk at least. No. 1 priority is proposed two lane and middle turn lane. 35 mph signs do not work. Please begin process before another friend gets killed.
Paul Jones		Comment Card	Lived in Yarnell/People's Valley for 25 years. I like the parking restrictions on the cross streets coming up the rise to 89 - Post St. and Shrine in particular. We have a yearly parade and several car shows as well. How can the reduced lanes accommodate that. There should be a crosswalk at Post and another at Shrine. Law enforcement - how to keep turn lane from becoming a passing lane.
Judy Garner		Comment Card	Members of ADOT staff should come to Yarnell Days on May 20 to see how we utilize the road. While I love the proposed striping on the highway through Yarnell, I have concerns that if the curbs are put in we will not be able to hold some of the events that we have in Yarnell such as parades and car shows.
Kurt and Jerry Florman		Comment Card	Provided printed diagrams
			I have lived and worked in Yarnell for 30 years and it has been a nightmare to cross the highway park alongside the sidewalk and try to get out of your vehicle and cross the highway. I still own a home in Yarnell but a year ago moved to Peoples Valley.
Alma Rose Davis		Online Comment Form	What is proposed by ADOT is what the Town needs. The Center Turning lane is great the locals will know what it's used for but the traffic from out of state will need signage upon entering our town from both directions to know what the center lane is to be used for. **Chose south of Tabletop Way and near Post Street for pedestrian enhancements** I have several areas of concern which are listed below. 1) Snow Removal. Currently when AZ-89 has snow removed the snow is cleared to the center of the highway. With the center lane being used as a CTWLT, the snow being removed will have to be put somewhere else. Hopefully not into the parking lanes. 2) Different/Additional Ped Island location. I would like to propose that a Ped Island be put at the corner of Deer Way and AZ-89. This is the location of the Food Bank every Friday of the month. People park on both sides of the highway & in the parking space behind the Food Bank. This means there are a lot of people walking both ways across the highway throughout the morning. In addition to the Food Bank, this is where, currently, the highway turns into two lanes and people that travel through here know they can speed around slower traffic. If there was a Ped Island there, it would be a big signal that the road had changed and they would need to slow down and follow the new configuration of lanes. It would also put more attention to the fact that pedestrians could be crossing and hopefully slow down traffic as that traffic was entering into town. 3) Do Not Like the Bike Lane/Buffer Zone. I definitely do not like the idea of a Bike Lane. With the amount of traffic currently coming through town, especially on the weekends when most bicyclists would be out riding, I believe we do not want to encourage bike riders. I also think this would give bicyclists a false sense of security. We also have a majority of senior citizens that are not used to having to look out for bicyclists either while pulling in or out of parking spaces or while opening doors after they are parked. Most important, with the Bike Lane/ Buffer Zone being 5ft wide, I believe that this lane, even if marked as a Bike Lane, will become the new passing lane. I've measured all of our vehicles and they are all approximately 5ft or less in width. If the lane is this wide, cars and trucks will use this space to pass the cars that are obeying the speed limit, which will put pedestrians and people trying to exit their parked vehicle even more at risk. I'd prefer that the lane of traffic and the parking lane be widened. If the striping shows only two lanes, hopefully people would not see an opportunity to pass law abiding vehicles. 4) An additional electronic speed limit sign in the middle of town, (on both sides of the highway) as a second reminder to vehicles that it is still 35mph in town, if they missed the first one. A possible site could be one on facing southbound traffic on the corner of Shrine & AZ-89. This would bring it to their attention right before they enter the part of the highway that sees substantial pedestrian traffic (at the post office, the restaurant Gilligans, the soon to be re-opened Diner, and further down the Food Bank at Deer Way). The other one, facing northbound traffic, could be put on either side of the driveway into the Fire Administration building or a block further south, in front of the real estate office, by Gilligans, across from the post office. This would be a reminder for people to slow down through town and right would be right before the assigned pick up/drop off for the shuttle bus to the Memorial for the 19 Firefighters who died fighting our fire of June 2013. They assigned pick up/drop off spot is within the Fire Administration building parking lot across from Yarnell's own Memorial Park. In the spring, summer, and fall this creates a large amount of pedestrian traffic. I'm not set on any specific sites, but do think an electronic speed sign in the middle of town would be an important reminder to traffic flowing through town that the speed limit has not changed from the 35mph to a higher speed limit yet at that point. 5) I agree with a Ped Island or crosswalk at the intersection of Post St & AZ-89/Hope Way & AZ-89. This is always a heavily pedestrian intersection with businesses on 3 corners and another business beside the Post Office, (The Diner), to be re-opened in the near future. 6) Regarding Yarnell Daze, a celebration of Yarnell and surrounding areas. I heard at the meeting, several of our older community members concerns about the parade not being able to use AZ-89 as their parade route or not being able to have a car show with this new configuration. Speaking as a current board member of the Chamber of Commerce, which is the organization that puts on Yarnell Daze, we are not having a parade in the year of 2023. We are working on finding a new parade route for the future, due to how much more traffic drives through our town now as compared to previous years. Previously, we had two way traffic on one side of the highway and the parade on the other side of the highway. With the increased traffic we've seen coming through town, there are concerns about how safe this parade route really is. We are committed to find a different, more safe, parade route for future Yarnell Daze. Unfortunately, some of our older residents are not very receptive to change. If we change the parade route it may give us an opportunity to include more vendors or 'attractions', not in a space right on the highway. As traffic is only going to continue to increase going forward, the town will have to find different ways and routes for the parade and the areas where we assign vendors. This will be a change necessary, but hard for some of our residents to accept. I also do not think that one activity that is scheduled once a year should be a major factor in deciding what the resolution is to making our town and the highway safer. **Chose near Post Street for pedestrian enhancements**
Marci Needl		Online Comment Form	