

City of Prescott

City Council - Study Session



April 8, 2025 | 1:00 PM
201 N Montezuma Street
City Council Chambers, 3rd Floor
Prescott, AZ 86301

MINUTES

1. CALL TO ORDER

Mayor Goode called the meeting to order at 1:00 p.m.

2. ROLL CALL

Phil Goode - Mayor
Connie Cantelme - Mayor Pro Tem (Excused)
Lois Fruhwirth - Councilwoman
Ted Gambogi - Councilman
Brandon Montoya - Councilman
Eric Moore - Councilman
VACANT SEAT

3. DISCUSSION

- A. Presentation & Discussion Regarding an Update on the SR89 Design Concept Report Project.

Public Works Director Gwen Rowitsch provided an introduction to the presentation for the project. Work on this began back in 2023, and the city entered into an agreement with Kimley-Horn for design concept work which they are here to present today. They will provide an update and timeline for the next steps in the project.

Project Manager Andrew Baird provided a presentation to the Council regarding the design report.

Overview:

- * Goals/Objectives
- * Design Concept Report (DCR) Process
- * Data Collection and Analysis
- * Weighted Criteria Results - Design Review Advisory Group
- * Alternative Evaluation Results - Technical Committee
- * Next Steps

Goals/Objectives:

- * Complete key section of centralization to Airport Water Reclamation facility
- * Replace effluent main
- * Replace and upsize gravity wastewater main
- * Evaluate and minimize rock removal
- * Roadway evaluation

Design Concept Report:

- * Data Collection - traffic, geotechnical, utility, topography and existing right-of-way
- * Modeling and Analysis
- * Alternative Development/Evaluation - fifteen alternatives minimum, weighted criteria by Advisory Group, scoring of alternatives by the technical committee, three recommended alternatives based on scoring
- * Design Report Concept Report - 15% concept plan, initial and then final report
- * 60-day public comment period

Data Collection - Effluent Line:

- * Has been failing over last 15 years in effluent pipe
- * Most recent breaks in July and December
- * Utility location using ground penetrating radar
- * Traffic Evaluated during July break detour - traffic was routed through old highway loop during this time, but the roadway remained open, three times the duration of impact during peak times
- * Traffic During December Detour - more significant break which lead to a full closure; during this time there was gridlock on surrounding roads (Willow Creek, Williamson Valley, Glassford, etc)

Data Collection - Traffic:

- * Traffic Counts - SR89 currently operates at level of service (LOS) E (on A-F scale)
- * Travel Times - SR89 and N/S arterials
- * Origin/Destination - understand who is using the roadway and where they are coming from
- * Crash Data - use to evaluate safety improvements
- * Intersection Analysis - intersection level of service to determine appropriate improvements
- * Traffic Modeling - existing and future conditions
- * Used Cympro model as a base point. Their estimates were conservative if not low; counting 22,000 vehicles in January 2025; running out of volume and capacity on these roadways. The detour also increased traffic significantly on Willow Creek Road and Williamson Valley Road.
- * Peak travel times (Willow Creek Road during detour)
 - AM Peak - 7:30 am-8:30 am
 - Peak of 25-30 minutes beginning at approximately 11 am for several hours
 - PM Peak - through 6 pm

Mayor Goode commented that if there is going to be widening in this area, which is certainly necessary, then they need to ensure the widening is done on SR69 for the least disruptive option.

Councilman Moore commented on the three stoplights between Commerce and Willow Lake Road and asked if a roundabout in that area would help with the backup in there.

Ms. Rowitsch responded that an extensive analysis would be necessary

because of the constraints present due to the bridge in that area. It is a bottleneck area but will need to be addressed on its own.

Data Collection - Crash Data:

- * All information is separated by year, type and time of day and is available on the website
- * The majority of collisions are single vehicle or rear-end, mitigation factor for that issue is a shoulder

Data Collection - Origin/Destination:

- * Over 85% of vehicle trips are coming from 5-30 miles away from this section of the roadway
- * Proves this is a regional road
- * Employment class of worker volume
 - Private wage and salary workers (7,050)
 - Government workers (1,541)
 - Self-employed workers (1,352)
 - Unpaid family workers (22)
 - Military (19)
 - Not employed (12,476)

Modeling - Traffic:

- * All data is rolled into model

Data Collection & Analysis - Geotechnical:

- * Seismic Refraction
 - Subsurface - rock material weaker than surrounding outcrops, rock trencher likely used to remove material below grade
- * Surface Rock
 - Joint sets and plane shear at 3" increments (average) anticipated along existing rock face and outcropping
- * This review and analysis is still ongoing

Project Status:

- * Borings - 10 boring, no determinable aggregate base (AB) layer for boring 3-7, rock depth varied between 3.5 to 9'; there will be continued failure until the roadway is fully replaced
- * Geotechnical Investigation - ground penetrating radar; existing utilities and trenching layers located and higher production rate (trenching) toward middle of existing roadway

Weighted Criteria - Advisory Group:

- * Design Review Advisory Group - 15 members (began in November)
- * Advisory Group Meetings in February and March
- * Reviewed ten specific criteria through the pairwise method
- * Results of weighted criteria (highest to lowest) - vehicular safety, environment/quality of life, effluent/wastewater line constructability and maintenance, traffic flow and capacity, regional impacts to the roadway, environment/viewshed, trail/bike/park accessibility, roadway construction and long-term maintenance impacts, roadway constructability constraints and cost

- * Evaluated twenty alternatives in total

Required Improvements:

- * Sight lines
- * Southbound Willow Lake Approach
- * Frontage Road
- * Driveway Consolidation
- * Taper Extension at Phippen

No Widening with Intersection Improvements:

- * Roundabouts
- * Right Outs
- * Acceleration Lanes

Widening:

- * Full corridor
- * Four lanes through narrow section
- * Flex lane through narrow section
- * Double stacked
- * Two lanes through narrow section (existing)

Technical Committee:

- * Five members
- * Three meetings
- * Results (first three options move roadway to level A level of service, degrading to a C over time)
 - Five-lane widening, two roundabouts, right-outs
 - Five-lane widening, four lanes with barrier through narrow section, two roundabouts, right-outs
 - Five-lane widening, one roundabout, right-outs
 - Current roadway, no additional lanes, two roundabouts, right-outs (keeps roadway at current LOS with continued degradation)

Next Steps:

- * Design concept report
- * 60-day public comment period
 - July 8 Study Session #1 (opening public comment period)
 - August 26 Study Session #2 and Public Hearing #1 at Voting Meeting
 - September 9 Public Hearing #2 at Voting Meeting (close public comment period)

Mayor Goode opened the floor to public comment.

Member of the public Mike Coffey addressed the Council and thanked city staff for including him as part of the advisory group. The Council is charged with narrowing the options to three out of the four proposed options. Estimates for work are not yet available and the top alternative versus not widening is approximately 50 cubic yards and \$10 million. This is a want versus need situation in his opinion and the Council should have staff move forward with top two alternatives, but the third should be no widening.

Member of the public Dottie Morris addressed the Council and is very interested in preserving the road. This is a special area for the community and every effort should be made to preserve the narrows through granite dells.

Member of the public Joanne Oellers addressed the Council regarding using this area daily to get around. It is the most attractive entrance to the city and deserves the best planning. She added that wildlife in the corridor is being lost and that is important to consider especially when considering a raised median which would be even more detrimental. She feels the roundabout at Watson Lake is a problem and doesn't think that widening will help, and stated that she would like to see a smart light in the area.

Member of the public Walt Anderson addressed the Council, expressing his concern for Granite Dells Road and exiting onto SR89 in this area. If the road is widened, it will make it even more difficult to turn out of there so he echoed statements regarding a smart light rather than roundabouts. This area is a scenic highway.

Member of the public Jim Garing addressed the Council regarding the effluent main and making it more secure during construction with a cathodic protection system. Additionally, he stated that he hopes there is regional support for construction costs.

Member of the public Kelly Kading addressed the Council regarding the excellent job done by Kimley Horn on review of this project. This area is already disturbed due to the roadway, and his opinion is that the five-lane widening will address capacity but there should be enhancements made to the parks along the corridor in order to address the impacts in the area.

Member of the public Cathey Rusing addressed the Council regarding the establishment of North Prescott, which will eventually have its own amenities and reduce the need to come in to town through the Dells. This area needs to be preserved.

Member of the public Michael Fann addressed the Council and discussed his background in roadway installation and construction over the years. People opposed to this project and simply disregarding the hard work that has gone into reviewing this, and disregarding the needs of the community. To not address the issues on this area is irresponsible.

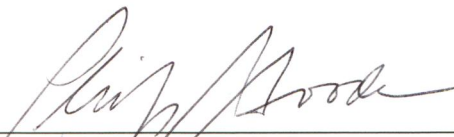
Member of the public Ruth Anne Norris addressed the Council regarding what a special place Prescott is and the need for people to slow down in the narrows. This is a tough issue with many aspects to it.

Member of the public Larry Meads addressed the Council as a resident of Prescott Lakes. He encouraged Council to select the wider option.

This item was for discussion only, no formal action was taken.

4. ADJOURNMENT

There being no further business to discuss, Mayor Goode adjourned the meeting at 2:55 p.m.



PHILIP R. GOODE, Mayor

ATTEST:



SARAH M. SIEP, City Clerk

CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Voting Meeting of the City Council Voting Meeting of the City of Prescott, Arizona held on April 8, 2025. I further certify the meeting was duly called and held and that a quorum was present.



Sarah M. Siep, City Clerk

