



City of Prescott

City Council - Study Session

July 8, 2025 | 1:00 PM
201 N Montezuma Street
City Council Chambers
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
Lois Fruhwirth - Councilwoman
Ted Gambogi - Councilman
Patrick Grady - Councilman
Brandon Montoya - Councilman
Eric Moore - Councilman

3. DISCUSSION

A. Presentation & Discussion Regarding a Request for Naming of the Watson Lake Park Horseshoe Courts.

City Clerk Sarah Siep provided a brief presentation to the Council regarding the Facility Naming policy and stated that the City Clerk's office received an application to name the Watson Lake Park Horseshoe Courts the "Cal Cordes Horseshoe Courts" in honor of Cal Cordes. The item will be back before Council at the Tuesday, August 26 Voting Meeting after the formal 30-day public comment period has closed.

Applicant Kelly Cordes addressed the Council regarding his request and said that this naming would be a great honor for his father.

Councilman Moore commented that Mr. Cordes was a fixture in the Prescott sports scene for decades and made great contributions in youth sports in the community.

Councilman Gambogi stated that this policy is a great idea, there is history here and the people that were part of it should be recognized.

Councilwoman Fruhwirth added that she read everything written about Mr. Cordes after he passed, what he did for the youth in this community is extraordinary. She would like to include that information in the future vote.

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

- B. Presentation & Discussion Regarding 15% Alternative Design Concept Plans for Effluent & Wastewater Pipeline & SR89 Improvements. Study Session 1 of 2 in Accordance with Resolution No. 2024-1876.

Public Works Director Gwen Rowitsch introduced Andrew Baird with Kimley Horn to provide a presentation regarding the process of the Alternative Design Concept Plans for the SR89 project in accordance with the adoption of Resolution No. 2024-1876.

Progress Through 2024:

- * June 2023 began SR89 discussions
- * February 2024 Resolution adopted
- * November 2024 Design Concept Report Contract

Mr. Baird provided a presentation to the Council and began with an overview of the agenda for the day.

- * Recap April Study Session
- * Updates - traffic study, geotechnical study, 15% concept plan
- * Recommended Alternative
- * Next Steps

Goals & Objectives of Project:

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

Design Concept Report Process:

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

Alternative Evaluation Recap:

- * Technical Committee - five members who met in March
- * Results
 - Five lane widening, two roundabouts, right outs (3B): 7.437
 - Five lane widening, four lanes with barrier through narrow section, two roundabouts, right outs (5B): 7.317
 - Five lane widening, one roundabout, right outs (3A): 7.290
 - Current roadway, no additional lanes, two roundabouts, right outs (2B): 5.384

Traffic Study:

* Mr. Baird reviewed the data collection that was done during closures of the roadway and how other roadways in the city were impacted, it mirrored what is anticipated to be 2050 traffic and what would happen if the roadway was not widened

Councilman Moore asked who served on the Advisory Board.

Mr. Baird responded that it was a group of 15 community members including School Board representatives, Save the Dells, the city, etc. Their task was to weigh the selection criteria including costs, environmental impacts, safety and more. Then the technical committee was a separate portion of the process, and these two were then married together to get the alternative options provided to the Council. Safety was ranked as the #1 priority, then environmental/quality of life, constructability/maintenance, followed by traffic flow, and cost.

Councilman Grady commented that he has received feedback that even though the traffic data that is presented during the closure is significant, there are times when you can go through the area quickly and easily.

Mr. Baird discussed the roadway failures occurring in the area, and when considering lane capacity being over 1,000 overall even though it varies throughout the day the city is at a significantly lower level of service than it should be with this road. They've incorporated five and ten year historical data even outside of the counts as well.

Councilman Gambogi commented that the facts outweigh anyone's individual assumptions and added that the information gathered and presented by Mr. Baird is thorough and points to the heart of the matter.

Traffic Study & Safety Improvements:

* All three alternatives include - sight visibility, southbound Willow Lake approach, frontage road with driveway consolidation, taper extension south of Phippen, roundabout, right outs and acceleration lanes

* Alternative 3B & 5B - four lanes throughout (CMF 0.251)

* Alternative 3B - separated median throughout (CMF 0.701)

* Crash modification factors (CMF) are developed by highway safety professionals that have conducted numerous studies measuring the crash reduction potential of various types of safety improvements

* Mr. Baird also reviewed the recap of data gathered for level of service (LOS) and with the exception of 7 pm and after the LOS is standard at LOS E and D and with 2.75% regional traffic growth by 2034 the roadway will be at an LOS of F

* Operationally roundabouts function better than signals

Fire Chief Holger Durre provided an overview of emergency and evacuation management, while these things are incredibly difficult to predict, it is important to try and plan ahead:

* Sequencing - emergency is discovered, assessment and mitigation (shelter in

place or evacuation), emergency notifications and law enforcement coordinates evacuations and traffic flow

- * Mass evacuation scenarios/factors - emergency type, timing of event, weather/location, notifications and lead time, communications and citizen cooperation

- * Full evacuation model assumptions - evacuate downtown Prescott North along SR89, time of day is Peak PM traffic, close SR89 southbound at SR89/SR89A TI, Willow Creek Road routed toward Willow Lake Road northbound, side streets along corridor evacuate on northbound 89, use known traffic volumes and origin/destination to estimate total traffic volume during peak hour

Geotechnical Investigation - Borings:

- * Borings - ten placed, no determinable aggregate base (AB) layer for boring 3-7, rock depth varied between 3.5 to 9 feet

- * This entire section of roadway needs to be moved and replaced regardless because it is not up to standard at this point

- * Rock Removal - joint sets between Hwy89 and Twisted Trail, anticipate that removal of rock would be close to what was done in the past and match closely to the look and slope

- * Trenching - no blasting required for trenching; effluent line minimum 7" from existing wastewater line/standard excavator north and south of narrow section/rock trencher, wastewater line hydraulic rock drum cutter

15% Concept Plans:

- * Concept plans for each alternative - plan/profile, utility mapping, effluent/wastewater plan and profile, cross sections, earthwork and cost estimating

Alternative Evaluation:

- * Recommendation is Alternative 3B

- Highest ranked during alternative evaluation phase

- Capacity for future traffic demand

- Allows for two lanes of traffic in SR89 while effluent and wastewater lines are constructed

- Provides an emergency evacuation corridor

- Feasible to remove rocks along known shear zones for full widening

- Similar cost to 5B

Overall Construction Costs:

- * Alternative 3B - General \$9.3 million, Removals \$3.9 million, Roadway \$14.8 million, Utilities \$8.8 million for a total of \$36.7 million

- * Alternative 2B - \$25.2 million

- * Alternative 5B - \$35.5 million

Construction Phasing and Durations:

- * Phasing, Durations & Traffic

- East Side Rock Removal (18'-30') 10 weeks, two-way traffic shifted west

- Construct East Side of Roadway 10 weeks, two-way traffic shifted west

- Construct Effluent Main 10 weeks, two-way traffic shifted east

- Construct Wastewater Main 8 weeks, two-way traffic shifted west

- Rock Removal on West Side (18'-30') 12 weeks, two-way traffic shifted east
- Construct West Side of Roadway 10 weeks, two-way traffic shifted east
- Final Paving/Striping/Closeout 6 weeks
- * Overall 66 weeks or 16 months for the project and keep two-way traffic through the corridor

Member of the public Michael Marchand addressed the Council stating that all models are wrong. A model provides only inputs and considerations. They do not eliminate the need for critical thinking. He discussed the importance of retaining the natural beauty of the granite dells and that it shouldn't be lost.

Member of the public Anne Marie Ward addressed the Council as an affected resident of the project. The proposed roundabouts initially would've required land acquisitions and eminent domain to obtain. In July 2023, they were informed that Public Works staff didn't know how to read their own maps. She asked that the Council direct clarity to all affected homeowners on where the roundabouts will be and if eminent domain will be back on the table.

Member D. Carter LaBarge addressed the Council regarding safety in the corridor. The widening has been said to increase safety in this area however the numbers shown don't identify single car accidents versus multi-car vehicles. Adding another lane will add more speed and more crashes.

Member of public Joanne Oellers addressed the Council on behalf of Save the Dells. She discussed how important the granite dells are and stated that Save the Dells is against any widening in that area. Smaller scale improvements the preference. She stated that she has never experienced any congestion all day in the time that she has living in the area. She didn't hear anything in the presentation about protecting the view-shed or environmental area. Additionally, Ms. Oellers asked about traffic going out of the neighborhoods and the use of roundabouts and how the public can comment on the Study Session.

Member of the public Rod Moyer addressed the Council regarding surrounding neighbors, who have stated that they have not experienced the level of congestion discussed in these areas. Traffic southbound in the morning commute hours comes to a halt at the Watson Lake roundabout.

Member of the public David Chesson addressed the Council regarding all the data provided today. He stated that some of the figures presented were only done on one day and not over multiple days and at different times. This isn't good data. He feels that improvements should be made along Willow Creek Road which would help with a lot of the congestion in other areas.

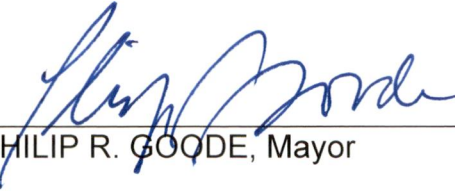
Member of the public Bonnie McMinn addressed the Council as a citizen who served on the Advisory Committee. She felt the meetings were run well, but the Committee was never given any information about cost.

Mayor Goode stated that this is a major project and additional public comment will be encouraged.

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

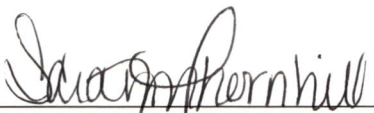
4. ADJOURNMENT

There being no further business to discuss, Mayor Goode adjourned the meeting at 2:53 p.m.



PHILIP R. GOODE, Mayor

ATTEST:



SARAH M. THORNHILL, 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 July 8, 2025. I further certify the meeting was duly called and held and that a quorum was present.



Sarah M. Thornhill, City Clerk

