

Sundog Connector Public Open House Summary

The Sundog Connector is an approximately 3.5-mile east-west corridor connecting the City of Prescott and Town of Prescott Valley. If constructed, the corridor would connect to Prescott Lakes Parkway near Storm Ranch in the west and Sundog Ranch Road at Highway 69 in the east.

Prescott, Arizona
September 7, 2022



Prepared by



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1.0 Engagement Approach and Event Details

The Sundog Connector open house shared information on the Design Concept Report (DCR) and Environmental Overview (EO) currently underway for the proposed Sundog Connector corridor project. The open house was a public meeting organized by Central Yavapai Metropolitan Planning Organization (CYMPO) staff and project partners; the event was open to anyone interested in attending. Public feedback was collected at the event regarding the potential corridor, issues the project would address, and design considerations to be explored further in future steps of this assessment.

The purpose of the Sundog Connector open house was to address:

- The history of the proposed Sundog Connector corridor and explore the challenges arising in the Central Yavapai transportation network that the Sundog Connector design would address.
- Explain the role of the DCR and EO for the Sundog Connector, including how they can inform future discussion without commitment to construction and outline the timeline for this project, including further public involvement opportunities.
- Share preliminary findings of the DCR and EO to provide context for conversation and insight into the assessment process.
- Provide an opportunity for the public to discuss the Sundog Connector with project staff and provide feedback through comment forms and engagement activities addressing a variety of planning considerations to help guide DCR and EO development.

The first Sundog Corridor open house was held on Wednesday, September 7, 2022, from 4:00 – 6:00 pm, at Espire Sports in Prescott's Gateway Mall. On-site messaging and directions were posted at the north and south entrances to the Gateway Mall along Gateway Road and Gateway Boulevard preceding the start of the event. The event had 93 attendees who signed in and generated 336 responses and data points from comment cards, forms, activities, and comments sent by email messages. Additional attendees were acknowledged by CYMPO staff in attendance that chose not to sign-in.

The open house was an in-person, interactive event located near the Sundog Connector study area for the convenience of those most directly affected by the potential project corridor. A variety of informative exhibit boards with maps and infographics were displayed around the room. The exhibit boards guided participants through the various topics the open house was designed to address. Staff from CYMPO and project partners were available to answer questions and discuss topics in greater depth with attendees.

Also included in the open house were multiple opportunities for attendees to provide their input. In addition to traditional comment forms and cards, three activities were planned to encourage participants to consider the project in greater depth. Activity One had participants share what they felt were the benefits of the Sundog Connector and share their concerns about the corridor if it was to be built. Activity Two asked participants if they felt the Sundog Connector suitably addressed the issues it intends to help resolve. Activity Three walked participants through various design considerations for the Sundog Connector corridor and asked them to give their preference on the different potential design features.

Prior to the open house, two community groups expressed their opposition of the corridor to CMYPO staff and project partners. To support a diversity of perspectives at the open house, table space was provided for the representatives from the Yavapai Hills Homeowners Association (YHHOA) Sundog Connector Subcommittee and the Sundog DISConnect groups in the event space. Open house attendees were able to visit with both groups to discuss reasons for opposition to the Sundog corridor.

2.0 Event Notifications

Notification and promotion of the open house was led by CYMPO and included project website public notice postings, newspaper advertisements, social media advertisements, member agency and stakeholder newsletters, and sub-regional utility bill flier distribution to nearby residents.

3.0 Feedback Summary

As described in Section 1.0, feedback was primarily gathered through two methods: comment forms and comment cards for shorter responses, as well as the three interactive activities. Attendees were also able to share their thoughts for other attendees to view via a Post-It Note placed on a board at the open house.

Comments can be shared on an ongoing basis throughout the project by contacting CYMPO by email.

3.1 Comment Forms and Cards

A total of eighteen written comments were received at the open house event: nine via comment cards, eight through comment forms, and one written in the margins of an activity form. Two comment forms were submitted by attendees with only contact information listed and no written comments.

Of the eighteen comments collected, thirteen (72%) were generally opposed to the Sundog Connector, two (11%) were supportive, and three (17%) were neutral. The most common topics mentioned in the comments included:

- Impacts to wildlife and the environment (ten mentions)
- Traffic noise and visual impacts (eight mentions)
- Pedestrian and traffic safety (five mentions)
- Property value impacts (four mentions)
- Widening State Route 69 (SR 69) instead of construction the Sundog Connector (four mentions)
- Cut-through traffic in neighborhoods north of SR 69 (four mentions)
- Doubts about the need for the corridor and doubts about the validity of the planning process behind it (four mentions)

Complete text for all comments received are included in the appendix.

3.2 Engagement Activities

The open house featured three different engagement activities to give attendees the opportunity to participate and provide focused feedback on a range of topics related to the Sundog Connector.

3.2.1 Activity 1 – Concerns and Benefits

Participants were provided adhesive dots to place on an exhibit board which listed potential concerns and expected benefits of the Sundog Connector. They were asked to place their dots next to their two most important concerns and the two most important benefits. Figure 1 summarizes the articulated concerns and Figure 2 summarizes the articulated benefits from the participants. Additionally, participants were provided an opportunity to express concerns and benefits not included as a selection on the exhibit board or to further articulate concerns or benefits and post these explanations on an adjacent blank exhibit board, explained further in Section 3.3.

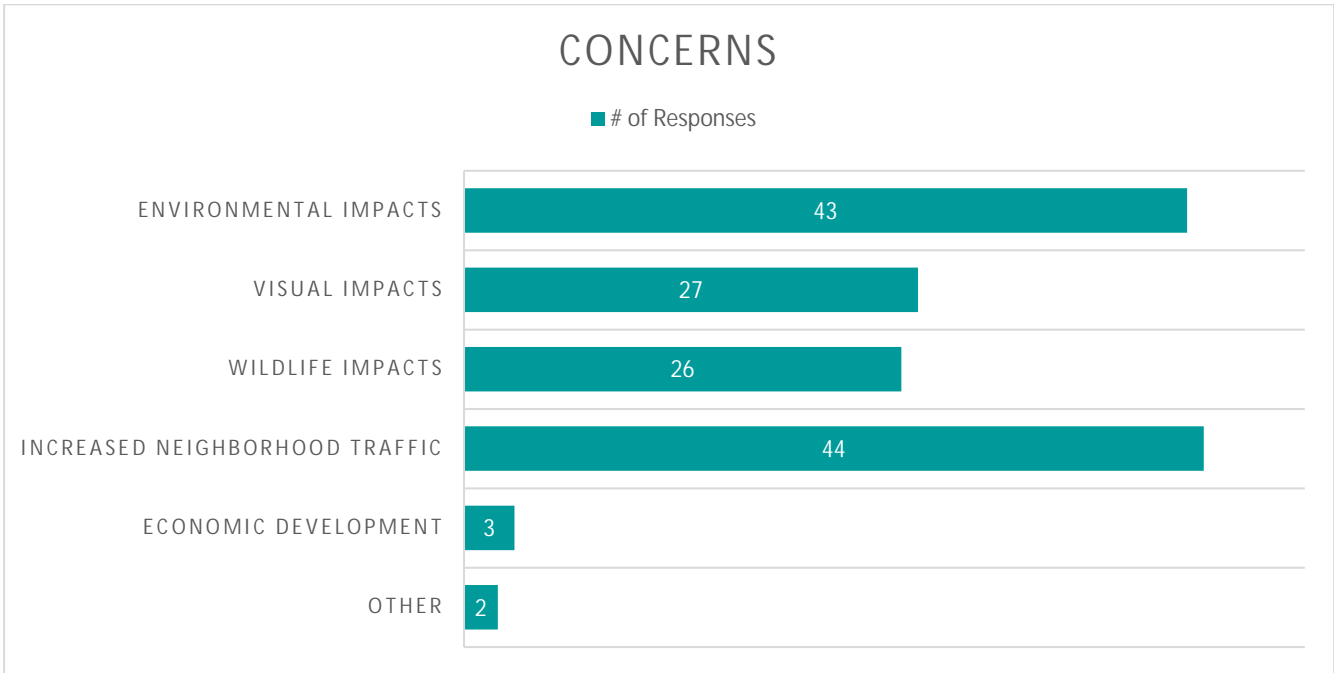


Figure 1 – Activity 1 Results – Sundog Connector Concerns

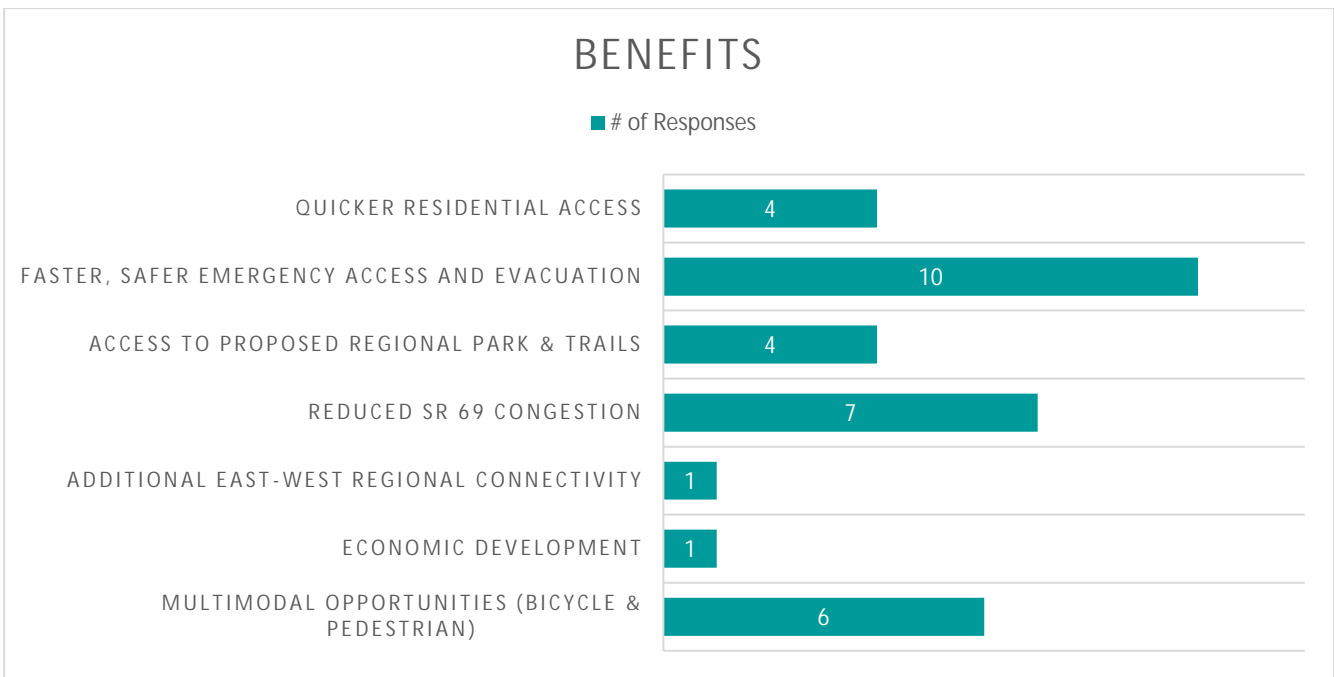


Figure 2 – Activity 1 Results – Sundog Connector Benefits

3.2.2 Activity 2 – Regional Needs

Participants were given a form listing four main regional transportation needs the Sundog Connector seeks to address, along with a brief summary of each need. These four needs were explained in greater detail among the information exhibit boards displayed throughout the event space. Project team members were stationed near the

activity area to answer participant’s questions. For each of the regional transportation needs, participants were asked if they thought the Sundog Connector would address that need. For those that noted the need was not addressed, they were asked why they thought that and what they recommended doing instead. Figure 3 summarizes the responses to the four needs questions.

Full comments from all 51 forms are included in the appendix.

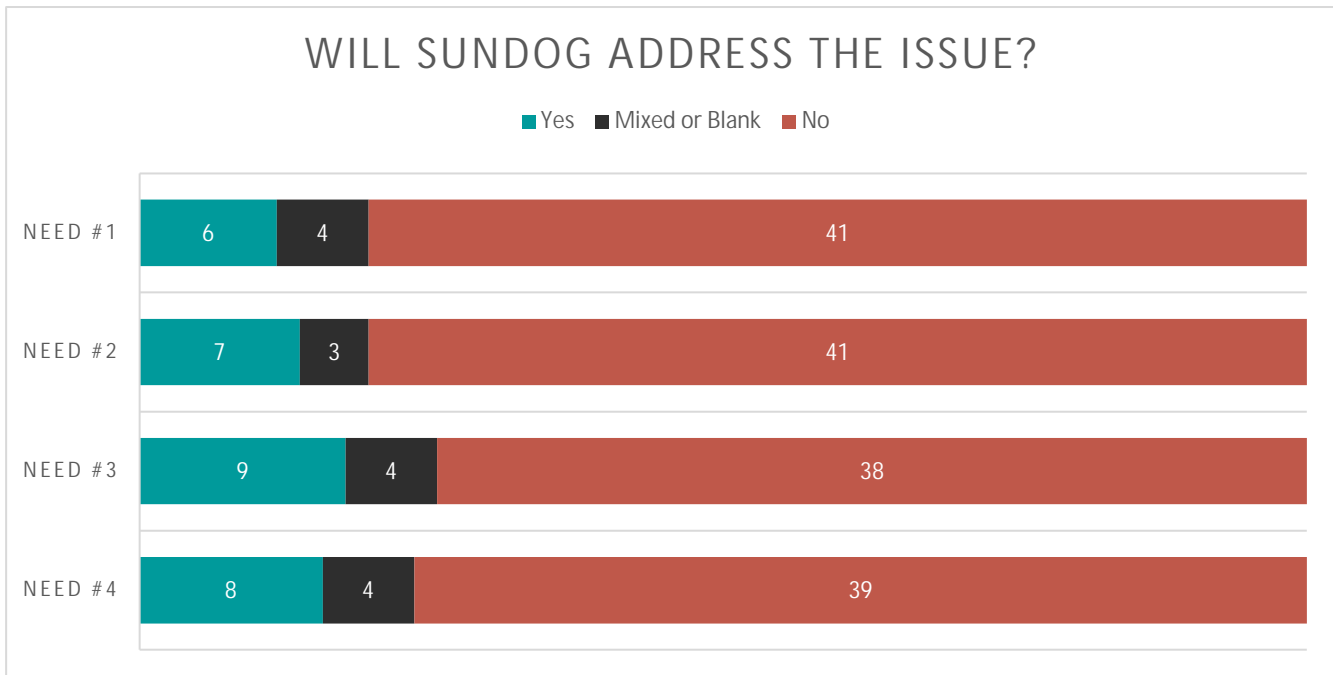


Figure 3 – Activity 2 – Regional Needs

Need #1 addressed congestion on SR 69. Forty-four respondents (86%) stated the need would not be addressed.

Common topics mentioned in the written responses were:

- Widening SR 69 instead of building the Sundog Connector (nineteen mentions)
- Cut-through traffic in the neighborhoods north of SR 69 (eight mentions)
- Impacts to wildlife and the environment (five mentions)
- Concerns the Sundog Connector would spur new development (four mentions)
- Noise and visual impacts to the area (four mentions).

Need #2 addressed providing access to homes north of SR 69. Forty-two respondents (82%) stated the need would not be addressed.

Common topics mentioned in the written response were:

- Pedestrian, bicycle, and other forms of non-vehicle travel would be unsafe or infeasible (fifteen mentions)
- Expressed concerns for cut-through traffic in neighborhoods north of SR 69 (seven mentions)
- Disagreed with the need as stated (five mentions)

Regarding suggestions for improvement recommendations, four participants noted creating new exits from the neighborhoods to access SR 69, or by linking Yavapai Hills and Diamond Valley (four mentions).

Need #3 addressed improving emergency response and evacuation access. Forty-three respondents (84%) stated the need would not be addressed.

Common topics mentioned in the written responses were:

- The Prescott Fire Department Station at Lee Boulevard is sufficient for the neighborhood (Fourteen mentions)
- The Sundog Connector would do nothing to improve response times, particularly without construction of new emergency service facilities (Nine mentions);
- Response times are fine as is (Seven mentions);

Regarding recommendations for addressing the need, three participants noted new neighborhood entry points for emergency responder use only could be created (including those from potential Sundog Connector designs) as a potential solution.

Need #4 addressed providing regional access for existing and approved future developments, particularly to recreational amenities. Forty respondents (78%) stated the need would not be addressed.

Common topics mentioned in the written responses were:

- Water scarcity and other environmental impacts (ten mentions)
- Limit or stop further development (eight mentions)
- Impacts and access to the planned regional park (six mentions)
- Widen SR 69 instead of building the Sundog Connector (five mentions)
- Cut-through traffic in neighborhoods north of SR 69 (four mentions).

Full comments from all 51 forms are included in the appendix.

3.2.3 Activity 3 – Design Features

Participants were provided adhesive dots and asked to note their preferred design features for the Sundog Corridor on four design categories for project. Options were shown as a streetscape illustration with descriptions for each potential design feature. Participants were asked to place their dot next to the design feature they preferred the most for each category. Figure 4 through Figure 7 summarize the responses to the four design features questions.

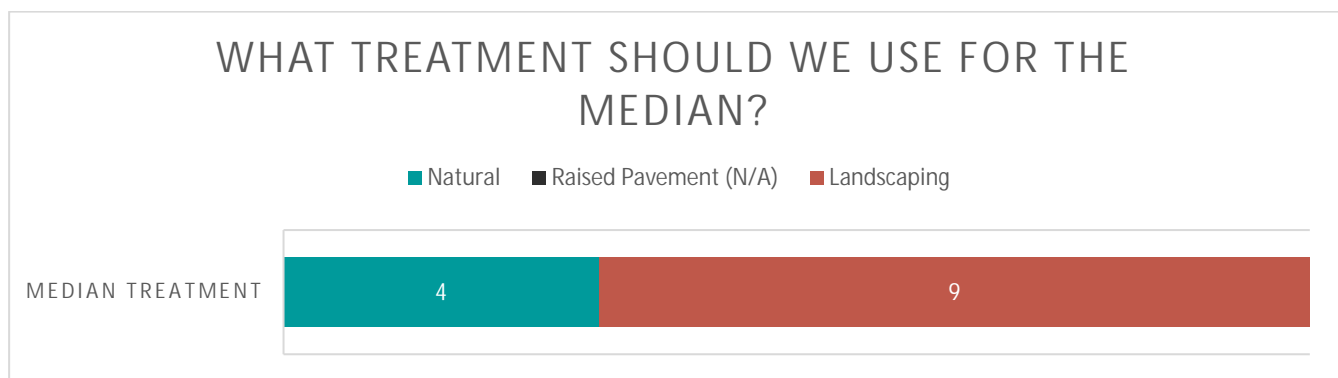


Figure 4 – Activity 3 – Median Treatment

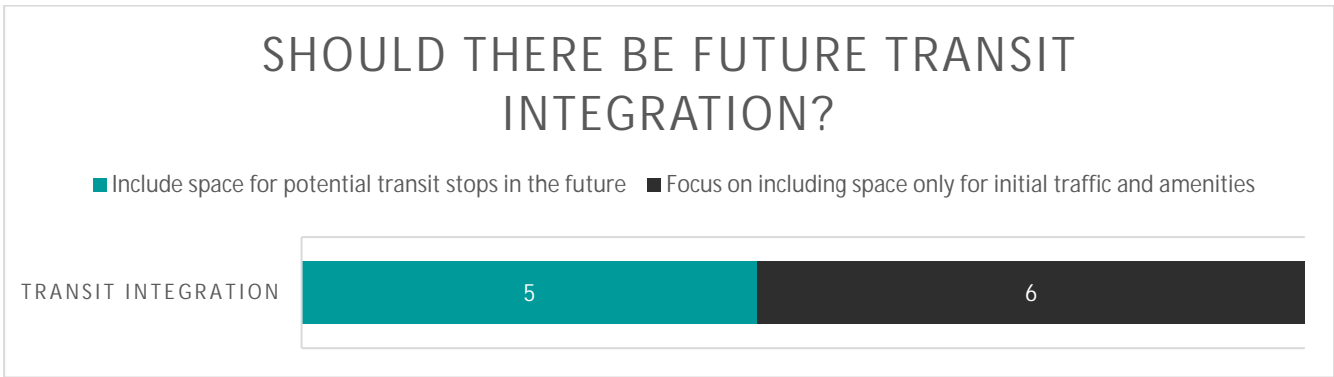


Figure 5 – Activity 3 – Transit Integration

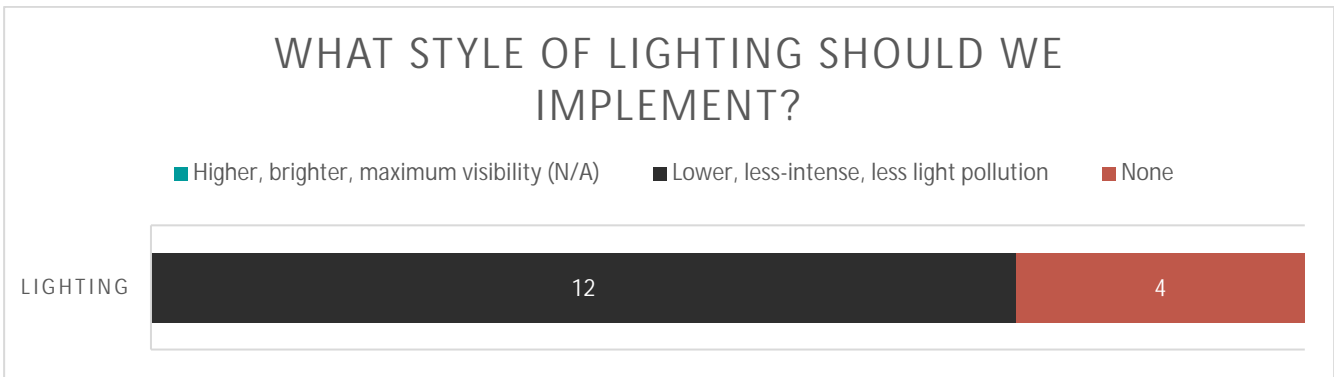


Figure 6 – Activity 3 – Lighting

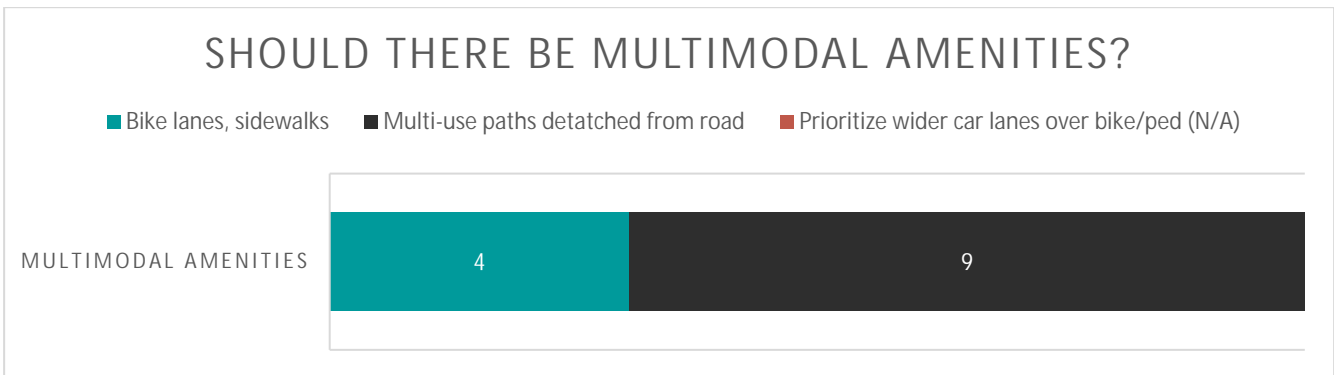


Figure 4 – Activity 3 – Multimodal Amenities

3.3 Post-It Note Board

Participants were able to write brief thoughts and ideas on a Post-It Note that they could place on a board for other participants to view. A total of thirty-four Post-It Notes were placed on the board during the open house. Of those, eighteen notes (53%) only read “No” and two (6%) only read “Yes”. The other fourteen notes had written comments, twelve of which were negative sentiments.

Common topics mentioned on the notes included:

- Impacts to the planned regional park and the natural environment (five mentions)
- Noise and visual impacts (three mentions)
- Crime (two mentions).

The full text of these fourteen notes is included in the appendix.

3.4 Email and Other Means of Contact

The public can provide feedback on an ongoing basis to the Sundog Connector project team via the email addresses provided on the project website. CYMPO staff can also be contacted by phone or mail.

In the time since the open house and the publishing of this report, two email messages have been received. One was from a member of the public, voicing support for the project on the basis that it would improve traffic conditions and make for less stressful travel around the Central Yavapai area for various needs. They also encouraged the inclusion of animal bridges to minimize disruption to wildlife and traffic collisions related to wildlife.

The second email came from City of Prescott Councilmember Cathey Rusing, who shared concerns about some of the materials presented at the open house, particularly regarding other future roadways and potential impacts to the planned regional park. Councilmember Rusing also noted the presence of City of Prescott staff at the event. She also expressed her opposition to the Sundog Connector while providing alternative projects to pursue and favored the widening of SR 69 instead of building the Sundog Connector.

The full text of both emails is provided in the appendix.

4.0 Photos



Project staff member describing the corridor study area to event attendees



Project staff members engaging with event attendees at the event sign-in table



Project staff member engaging with event attendee



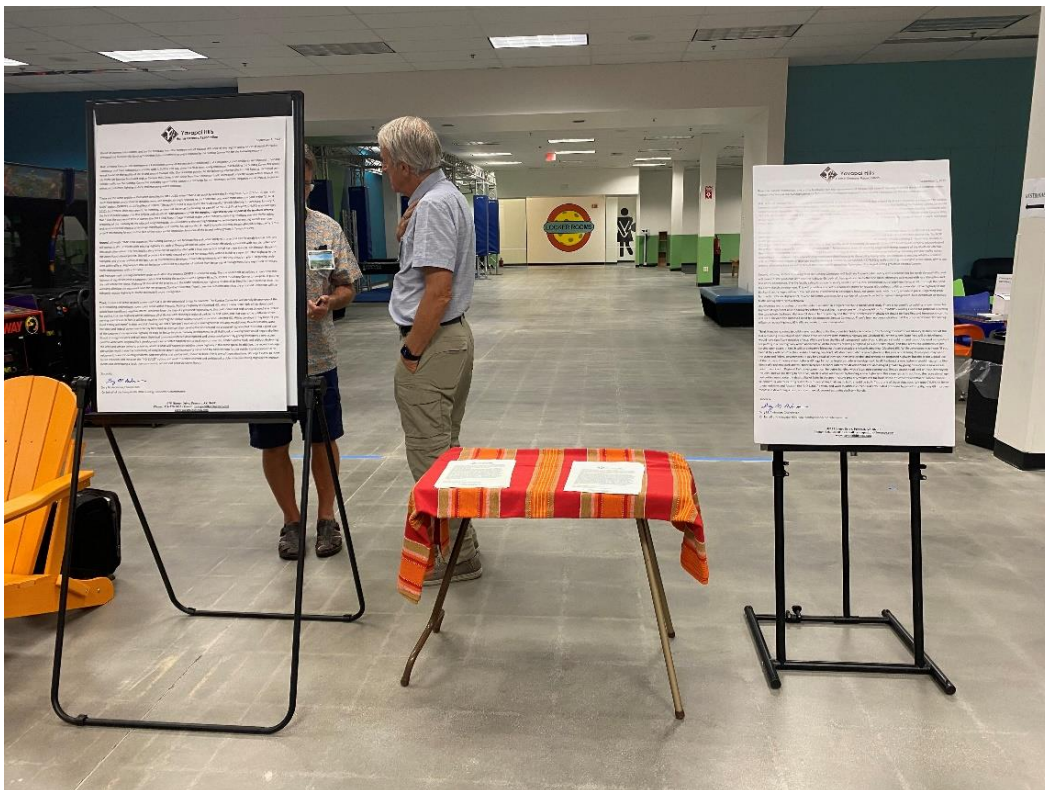
Project staff member engaging with event attendee



Project staff members engaging with event attendees at the event sign-in table



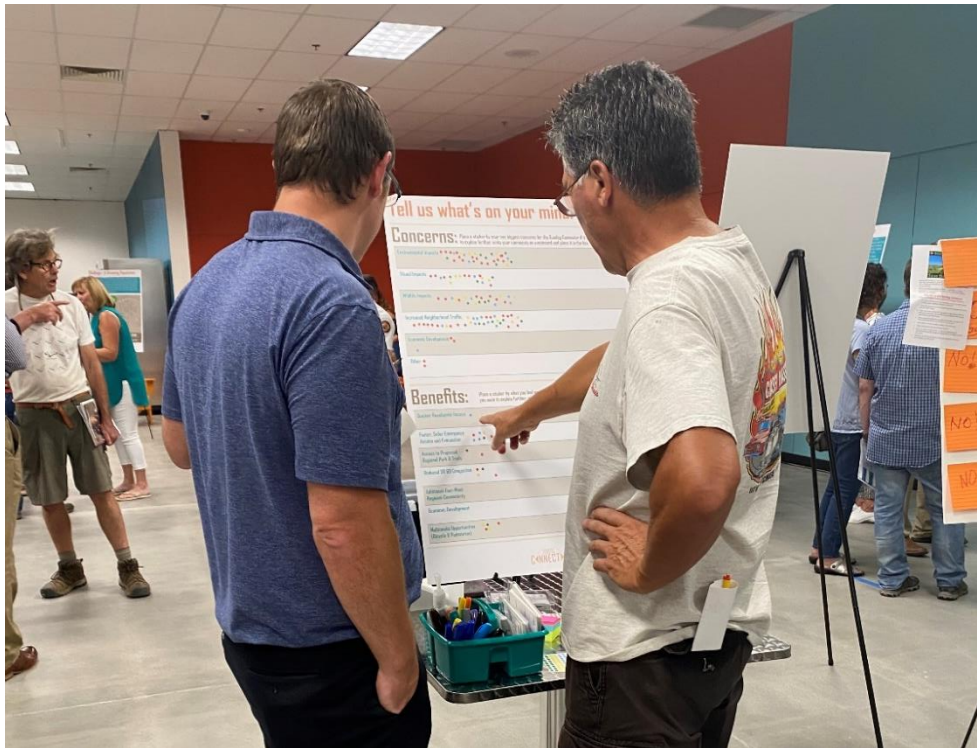
Project staff member engaging with event attendee



YHHA Sundog Connector Subcommittee and the Sundog DISConnect display station



Sundog DISConnect display station



Event attendees discussing content and responses displayed during Engagement Activity 1



Project staff member and event attendees engaging

5.0 Next Steps

The project team will begin Phase Two of preparing the DCR and EO, developing and evaluating alternatives. Alternatives, in projects like this, refers to exploring the different planning and design options for the potential Sundog Connector that are then analyzed in comparison to a 'no-build' alternative where the Sundog Connector is not constructed. The input received during the open house event and from other stakeholders and community members will help the project team develop alternatives and provide a framework for evaluating them accounting for public concerns and opposition points expressed in this first round of engagement. Both 'no-build' and 'build' alternatives will be analyzed using the same evaluation criteria and results will be prepared for and presented the project strategic technical advisory group.

Once the alternatives are developed and evaluated, the project team will seek further public input and feedback from the public by holding a second open house event in Spring 2023. At that time, event participants will be presented with a more defined and detailed look at the potential Sundog Connector corridor design. The design option will include community feedback and findings from the planning and engineering analyses.

CYMPO staff, technical advisory committee, stakeholder, and public input on the no-build' and 'build' alternatives and the respective evaluation results will determine the identification of a Preferred Alternative. The Preferred Alternative recommendation will be presented to the CYMPO Executive Board for board approval.

Appendix 1 – Comment Forms and Cards

Comment Source	Comment
<i>Comment card</i>	Opposed to Sundog Connector Road. Noise, visual impact, pollution, scar on terrain, other reasons set forth in YHHOA letter.
<i>Comment card</i>	I/we want detailed information and commitments regarding the wildlife and open space corridors. We have heard empty promises before and been stonewalled by the engineers and government agencies.
<i>Comment card</i>	I am totally opposed to the Sundog Connector proposal. Reasons set forth in the Sundog Disconnect post card.
<i>Comment card</i>	Please minimize the noise impact to the neighborhood as much as possible; by using quiet pavement and sound barriers as much as possible.
<i>Comment card</i>	Not fair to wildlife. Not fair to people walking the neighborhood. Not fair to housing lots. Not fair to Yavapai Hills. We have to touch Marc' Apartment Bldg. We have already given to greedy builders.
<i>Comment card</i>	Opposed to Sundog Road.
<i>Comment card</i>	My family is against the Sundog Connector Rd. Main reasons: Environmental impact. Save the Dells Nature Park. Please widen highway 69 first. Add your cool off road nature bike, stroller, wheelchair path along side. Sincerely, a loving citizen and mommy of 4.
<i>Comment card</i>	We are totally opposed to the proposed Sundog Connector for the reasons set forth in the September 1 2022 letter from the Yavapai Hills Sundog Committee
<i>Comment card</i>	There are serious water issues, why build? Greed! Not convenience! The homeowners would be greatly impacted by noise, air pollution, safety. The roads through Yavapai cannot handle that type of traffic/cars/trucks. Devastating environmental impacts. Improve Hwy 69!
<i>Comment form</i>	Bought our home because of the great neighborhood. Building this roadway through our neighborhood would lower our home value! Noise, pollution, wildlife... etc. No Sundog.
<i>Comment form</i>	I don't see the need for this project. If there are truly traffic problems on SR 69, add some lanes.
<i>Comment form</i>	I have lived in Yavapai Hills for 17 years. There have been 5 vehicle accidents within 200 feet of my home, at least 5 deer killed and one EV vehicle death within this 17 years. Traffic comes down the hill in front of my home well over the speed limit already, 30 to 60 mph. And it will only get worse with increased traffic if the Sundog Connector road is developed. I will see, from my beautiful deck view, headlights and hear all the traffic noise, thereby destroying my reason for enjoying my home!!! A "BIG" no to the connector! [Signed and dated.]
<i>Comment form</i>	I live on Sunrise Blvd in Yavapai Hills. I believe the Sundog Connector would help alleviate traffic on Hwy 69. However, it appears the Connector would provide access to Sunrise Blvd. Other than the effects on aesthetics of my area including low traffic and noise, Sunrise Blvd and other roads through Yavapai Hills aren't designed to handle heavier traffic. Portions are very narrow and there are many curves and hills, limiting visibility.

	I would agree to designating an emergency access from Yavapai Hills to the new connector only.
<i>Comment form</i>	<p>Many people oppose the new connector. It's not clear who the stakeholders are that will benefit from the project. Hwy 69 traffic will not be improved or volume diminished by the project. Traffic will increase as the connector terminates at the highway.</p> <p>It doesn't seem as though a less destructive alignment option exists. I think it would be best to leave the wildlife habitat intact. They don't have much left.</p> <p>Do you remember when the antelope herds were in the hundreds? It was a magnificent sight. I think efforts to rally the community around a regional park would be healthier for the public and local property values. A lot of properties will lose value if this road goes in.</p> <p>Thanks for your consideration.</p>
<i>Comment form</i>	Unnecessary expenditure, easy access to YHHOA for illegal activity, impact on wildlife, visual impact (negative) on area! Much better use of money: i.e. fix Prescott roads, widen 69, improve schools, more police, fire, community services. No road!!
<i>Comment form</i>	<p>Yavapai Hills is already increasing in size with Sunrise not able to handle it. Blinding curves, steep hills, water issues, and this would add pollution, water, noise, traffic on already dangerous roads with pedestrians and dog walkers walking with no sidewalks. All vehicles going to Costco or Trader Joes will be racing through our development.</p> <p>We would need a wall built for noise - block off Bear Way. Water drainage issue solved on lower Sharp Shooter Way Loop. Lights a problem. Speeding. Crime.</p> <p>69 should be widened first and traffic lights timed better to keep traffic flowing. This would come out of a different pot of money.</p> <p>ADOT should never think Sunrise is a viable solution to traffic - besides decreasing the value of our homes.</p>
<i>Comment form</i>	<p>Yes, this is needed.</p> <p>I do not live in the immediately affected area, but I do live in Prescott.</p> <p>Design it in such a way that traffic can't move through fast, as it can on Prescott Lakes Pkwy.</p> <p>Give much consideration to safe, multimodal transport along the entire route for pedestrians and bicyclists.</p>
<i>Margins of Activity 2 worksheet</i>	Consider aesthetics, wildlife, and noise. Mitigate.

Appendix 2 – Activity 2, Need 1 (Addressing Congestion) Responses

Y/N Response	Comment
N	69 should be widened first
Y/N	Don't know, need more info.
N	Finish Hwy 69
N	Fix 69. Problem is in Prescott Valley to which this won't address (eastbound).
N	Fix/widen 69
N	Focus on improvements to SR 69. This is putting the cart before the horse.
N	Ha! Get the foxes Kell and Craig out of the hen house! First the jail now this preposterous road scheme!
N	I believe it will create traffic problems in Yavapai Hills.
N	I haven't seen evidence of a traffic problem on SR 69. Please explain.
N	If 69 gets blocked, all that traffic will then go directly through a residential subdivision!
Y/N	It may help slightly. The cities are growing, we need this planning for future and current needs.
N	It will create much more congestion in Yavapai Hills
N	It will only cause traffic congestion from the Circle ending up at a traffic light across from Home Depot at SR 69
N	It will only destroy the Yavapai Hills community!!
N	It will only open up development along the new route.
N	It would cause more traffic in the Yavapai neighborhood, especially on Sunrise Blvd, do great harm to the environment. Where will the water come from?
N	It would load traffic onto streets that are not designed for it. It would increase noise, displace more wildlife, not improve emergency access, drop property value, and line the developers pocket all at the expense of the people that live here.
N	It's a road to nowhere.
Blank	Maybe.
N	Need to widen 69.
N	Needs to be much further north.
N	Negative impact to residents in Yavapai Hills; noise, traffic. Widen SR 69 first and determine if that works without disrupting Yavapai Hills.
N	No. First, widen 69. The Connector will stimulate more development and increase traffic.
Blank	Not sure.
N	Please widen Hwy 69 first. Then, years down the road, reevaluate.
N	Prescott and Prescott Valley NEED TO STOP BUILDING, especially multi-family dwellings. That will reduce traffic.
N	Qualified no. It will have some impact. But will the cost justify the possibly limited traffic?
N	Regulate traffic lights and add extra lanes to 69.
N	Room to widen 69 from Prescott to Prescott Valley. Only thing that will be accomplished is more traffic jams at Prescott Lakes Parkway to 89 and 89 to 69.
N	Statement is based on population numbers that are not real (2013) -
N	The construction of the Sundog will result in additional development which brings with it congestion and traffic. Improve Hwy 69 completely. Short term pain for long-term resolution.
N	The question starts with a premise that has yet to be proven. I don't see 69 traffic as a problem. Roundabouts, better light timing, will improve traffic flow.
N	This will negatively affect the wildlife (pronghorn, deer, coyote)
N	We need to address the problem of high construction density of 1/4 acre or less.

Y/N Response	Comment
N	Why put traffic in a residential neighborhood that cannot handle that amount of traffic. Pollution, noise to homeowners lowers value of our homes.
N	Why put traffic through residential HOA areas. We pay HOA fees.
N	Widen 69
N	Widen 69.
N	Widen 69. Change timing of lights in Prescott Valley.
N	Widen 69. Don't ruin the reason we paid a lot of money to move into Yavapai Hills. There will be noise, lower property value, wildlife at risk
N	Widen Hwy 69 first, then see if the connector is required.
N	Widen the 69 to accommodate the increase in traffic. Synchronized lights on 69.
N	Widening 69 per 2013 Sundog Study before Sundog is built.
N	You would just develop the land around the new road and have more traffic! Widen Hwy 69 to 3 lanes.



Appendix 3 – Activity 2, Need 2 (Access to Homes) Responses

Y/N Response	Comment
N	A third access point is not required.
N	Add an exit through Diamond Valley
N	Add more trails for biking and hiking, not roads!
N	All of those activities are a death-wish on our local streets, let alone a connector road!
N	Are you kidding me? This is not feasible.
N	Are you saying people will bike or walk or use a wheelchair on the Sundog? REALLY???
N	Don't see how this road would benefit walkers. More traffic in community would make it worse.
N	How about the man in the moon?
N	I live in Diamond Valley and know that both Prescott and Prescott Valley are not safe places to ride, stroll, or wheelchair. Too hilly, drivers don't look carefully for bikes on any of our roads. A new road will not fix that, a hilly new road at that.
N	It could be done in a different way. Make it open space. No road!
Y	It will help.
N	It will only make a cut-through.
N	It would also cause great harm to the people in the neighborhood walking their pets!
N	Makes no sense. What!!
Y/N	Need so much more info.
N	No one is going to walk, bike, or use a wheelchair on the Sundog Connector - Get real!
N	No, it will be used as a way to cut through for some drivers, increasing traffic
N	No, it will only make walking, etc., more hazardous. Wildlife already has a problem.
N	No. There are no sidewalks on Sunrise and people are walking with dogs. Dangerous hills, blind curves. Sunrise will exit to Sundog to Prescott Lakes.
N	Not really, there needs to be sidewalks built where there are none now.
Blank	Not sure.
N	Open up the end of Cactus Place to Rt. 69 and Diamond Valley. GiGi blocked.
N	Plenty of people walk the neighborhood all the time. Biking and wheelchairs are problematic because of the hills. Not 69. A road will not make biking or wheelchair accessibility.
N	Qualified no. If you want another exit for Yavapai Hills, extend Sunrise to the roundabout, save some bucks.
N	STOP BUILDING. Especially multi-family dwellings.
N	The connection will not be for bikers, walkers, or wheelchairs.
N	There are other alternatives that do not impact current homes.
N	There are plenty of places to walk in our community. Adding the roads won't make it better; more traffic/more accidents.
N	There is no destination walking, etc., would go to on the Connector. Hwy 69 has shopping, etc., but are not viable destinations.
N	This seems to be a ridiculous argument.
N	This will increase traffic in a quiet residential area, affect wildlife.
N	This will increase traffic in a quiet residential area.
N	Too many hills.
N	Totally different issue.
N	We already have plenty of trails to hike and bike in Prescott. Use them.
N	We have 3 points of entry now.

Y/N Response	Comment
N	We have enough traffic as it is.
N	We walk, bike, see wheelchairs and strollers now. No need for connector road!
Y	We, Yavapai Hills, NEED more access to this community for emergency response, etc.
N	Who in a wheelchair or stroller would use? BS reason.
N	Who the hell would use a wheelchair or stroller in Yavapai Hills!
N	Why endanger walkers and bikers - use the trails.



Appendix 4 – Activity 2, Need 3 (Emergency Response) Responses

Y/N Response	Comment
N	A fire station and two hospital services are very close and available.
N	A small emergency access road from Celia St. and Sharp Shooter Way would solve that problem.
N	Build a second firehouse at the north end of Yavapai Hills.
Blank	Could find another route.
N	Depends upon where and when new station or stations will be built.
N	Firehouse is on 69 and Lee with access.
N	Firehouse is on Lee at SR 69, a few minutes away.
Y	For emergency only. No public traffic.
N	Frequency of emergency access is outweighed by impact to Yavapai Hills HOA
N	How will this improve response when the fire station is at the entrance to Yavapai Hills? Build another station?
N	I don't think the response times are inadequate now.
N	I live 1 mile from above.
N	It is my understanding the time for emergency access is presently 10 minutes throughout the area. Sundog does a good job of NOTHING!
N	It would help only a few nearest the Connector.
N	It's only a few minutes to go through the development. No need.
N	Local road back of Yavapai Hills to Storm Ranch to Prescott Lakes Parkway.
N	Much less expensive ways to provide emergency access, quicker by years + a new hospital on 69.
N	No reassurance from a fire marshal.
N	Not required. There is a fire station on Lee Blvd.
Blank	Not sure.
N	Open up the end of Cactus Place for fire and police.
Y/N	Possibly. But widening Hwy 69 will also greatly help this issue.
N	Response times are fine in Yavapai Hills, new route from Watson Lake firehouse is much longer
Y	See above. ["We, Yavapai Hills, NEED more access to this community for emergency response, etc."]
N	Sunrise will exit to Sundog to Prescott Lakes. Our 3rd entrance/exit.
N	The Connector will have traffic and be just as dangerous to try to get through.
N	The fire department at Lee Blvd. is close enough!
N	The fire department on Lee is 1.75 miles from my home in the North Yavapai neighborhoods.
N	The only way to help this is to build a fire station at the north entrance.
N	There are no services (police, fire stations) north of the area that could use this proposed new road.
N	These issues can be better addressed with other less costly and less disruptive approaches.
N	Touchmark is the emergency bottleneck, you know it and we know it! You approved it.
N	Travel time from the fire station on Lee to the farthest corners of Yavapai is less than 10 minutes now.
Y	Very important
N	We already have a fire and emergency personnel station on Yavapai property on Lee Blvd.
N	We already have a fire department with ambulance on Lee Blvd.

Y/N Response	Comment
N	We already have a fire station AND ambulance on Lee Blvd.
N	We already have two entrances to Yavapai Hills and they are sufficient. (The fire station is at Yavapai Hills Dr.)
N	We don't have a problem with response times now!!
N	We have a fire station at the base of the hill at Yavapai Hills, 69. Creating the road creates access, but how much closer is a fire station in Prescott Valley with the road.
N	We have NO issue with fire and PPD response time.
N	We have the fire and emergency units already on Lee Blvd.
N	We have the fire department on Lee that is close.

Appendix 5 – Activity 2, Need 4 (Regional Connectivity) Responses

Y/N Response	Comment
N	Absolutely not. Planned development with wildlife and open space will address this issue.
Y	Access to trails, etc., is good.
N	Address Sundog way in the future.
Blank	Again, more info needed.
N	Again, this will disrupt quiet residential neighborhoods.
N	Building a road next to or through planned regional parks and trails ruins the reason for the parks and trails. No one wants to recreate beside a highway!
N	Improve 69, which is going to be done anyways.
N	Increase 69 and 89A
N	Increase lot size to 3/4 acre or larger. That will decrease some of the traffic problem.
N	It makes the issue bigger. And all these developments are a strain on our natural resources. Water! Please stop selling out to developers. Keep Prescott Beautiful. The issue gets bigger by adding more traffic to the area that wasn't there to begin with. How long before this proposed new road negates the whole purpose?
N	It will become a "short cut"
N	It will destroy a corridor that should be a regional park. Sell the developers other lands available with little damage to our communities.
N	It will incentivize developers to buy the State Trust land.
N	It would cause a great deal of traffic!! Also, harm to our neighborhood.
N	No, it will only become a cut-through.
N	None at this time.
Blank	Not sure.
N	Only when the homes are fully built out - Sundog now is years early.
Blank	Perhaps. We should focus on widening all of Hwy 69 to 3 lanes first.
N	Road to regional park. Don't need a highway there. Wildlife concerns, noise.
N	Stop building in Yavapai Hills.
N	Sunrise is not built to handle this traffic. Widen 69.
N	The city got the new land for a regional park so they could push for a new road! Follow the money!!!! Save water!!
N	The Storm Ranch will get the benefit and enjoyment of this nonsense.
N	These issues do not justify building Sundog; Sundog will not do a good job of addressing this issue.
N	They will increase traffic and offset the benefits of the Connector.
N	This connector will ruin Yavapai Hills. Access to park should be via Prescott Valley, Glassford Hills. This is developer greed!!
N	This road is not needed.
N	Too much traffic and noise.
N	Until Arizona solves the acute water crisis, no new development should be allowed. Let's be honest, this is all about future development.
N	Use 89 South.
N	Use the entrance from Prescott Valley for a regional park.
N	Waste of money. Plenty of parks.
N	We are good enough in Yavapai Hills without more!

Y/N Response	Comment
N	We don't have enough water to build anymore housing developments. Post offices and other emergency services can't keep up with the growth as it is!
N	We don't need to overdevelop. "Where is the water"
Y	We need the Connector.
N	Where are we getting all this WATER? Besides, poor planning on developing all these new amenities.
N	Where is the water coming from for all these developments and then the support services???
N	Widen 69, save the wildlife!



Appendix 6 – Post-It Notes

Comment
No - See YH HOA letter for all the reasons.
Negative impacts to the Dells; visually unpleasing; against idea of nature park; Save the Dells; widening on 69 prior to new roadway.
Crime.
Crime; wildlife.
Moved to Yavapai Hills to escape the zoo in California. Saw first hand the roadwork did to us in two different cities. No.
Noise; quiet pavement; sound walls.
If road built, reconstruction of regional defining landmark, Glassford Hill.
No! Noise is serious problem.
If road built: another hillside scar.
If road built: Diminishment of scope of Granite Dells Regional Park and Preserve.
Would want two lane - one lane each way to begin with; ability to expand if needed.
No! Noise; visual impact; pollution.
Alternative emergency access without Sundog.
Road to nowhere, do not build.

Appendix 7 – Emails Received

Text of Email

Thanks for getting back to me.

Here are my thoughts. I am not an expert in this field or have any credentials to make me an authority. My thoughts are from the perspective as a user of the Sundog Extender.

1. My wife and I live in the Prescott Lakes area and travel to Prescott Valley to shop and for medical reasons.
 - a. The Sundog Connector would allow me to bypass a very busy, congested, and somewhat dangerous area of 69, from just south of the Yavapai hills past Costco to Sundog Ranch Road north of Sports Farmers Market.
2. Will take local traffic out of morning and evening rush hour traffic.
 - a. This area is hard to drive during rush hour as there is a mix of local traffic and rush hour traffic where the rush hour folks want to get through the area, and local folks going to places in the area.
 - b. I think the rush hour folks would welcome the Sundog Connector as it would reduce their traffic.
3. If the Sundog Connector were built, I would shop more in the Prescott Valley area because it's easier to get there.
4. I would like to see an animal bridge put in maybe one or two places to give them a safe place to travel over the highway. I've embedded a few links. I'm sure you are familiar with the concept
 - a. <https://allthatsinteresting.com/animal-bridges-wildlife-crossings>
 - b. <https://www.theguardian.com/environment/2021/jan/23/how-wildlife-crossings-are-helping-reindeer-bears-and-even-crabs-aoe>
 - c. <https://www.vox.com/down-to-earth/2021/11/12/22774958/animals-wildlife-crossings-bridges-infrastructure>
 - d. <https://www.nationalgeographic.com/animals/article/wildlife-overpasses-underpasses-make-animals-people-safer>
5. Finally, well, traffic.
 - a. We've grown very much in just the past few years my wife and I have moved to Prescott. As a result of our population increase traffic and its attendant stresses are generating out into all of our trips around town. Anything that can spread traffic out would be a good thing.

Thanks again for taking my input.

Text of Email

Hi! Just some input re: the open house on Wednesday. I felt that the maps could have been much better. For example, the future Jasper Parkway was left off. Was this intentional or an oversight? That road is planned by Gisi, Mike Fann, and the Fain's to encircle the East and N side of Glassford Hill with a 5 lane highway around the base. And who knows at what cost to the taxpayers? Need to give a much bigger overview of the future roads for the area in the interest of full disclosure and transparency to the public. Also, there should have been a map showing the future regional park and the negative impact of the road on it. There should have been Satellite Photos showing the pristine topography and some actual photos of Klein Mesa where the road is planned, showing grading needed. The blue zig zag swoosh on the map was very cartoonish.

Also, I don't see why City of Prescott Staff was there promoting this project on the COP taxpayer's dime. It gave the impression that it's a done deal and has the Council's blessing, which is far from the truth. I didn't see Prescott Valley staff there, and their Mayor is a big advocate, and Prescott Valley will be the main beneficiary of this road. Where was County Staff? The road is in the County, not in the COP. I think that we should send CYMPO a bill for using City staff's time and resources for a non-COP project. And of course, the Courier made sure George Worley was on the front page, further perpetuating the impression that the City is the main driver.

Since there is going to be massive amounts of Federal cash available now, I would suggest that we look at a more regional road in PV's and COP's growth corridor to the North, and Chino Valley would be more of a beneficiary also, i.e. the Great Western Hwy. It would be a much better option going forward into the future if it was realigned more to the West between PV and Prescott. And it would be an easier build. And it would not spoil the regional park by opening up more State Land that will be auctioned off to the developers. ASDL has no obligation to show us any favoritism.

Sorry if I sound too harsh, but am only doing my job. I support the no build option. A Regional Park will be more of an economic boon to the Region, than another road despoiling our natural beauty and bypassing our Hwy 69 Commercial Corridor, a major generator of sales taxes for us. I fully support widening HWY 69. The South side of the road could easily accommodate another lane. Will send my thoughts and input to AECOM's Matt Bondy. Thank You.

Councilmember Cathey Rusing