

Sundog Connector Public Open House Summary

The Sundog Connector is an approximately 3.5-mile east-west corridor connecting the City of Prescott and the 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 Valley, Arizona
September 28, 2023



Prepared by



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1.0 Engagement Approach and Event Details

The Sundog Connector Open House #2 was the second formal public outreach event organized by the Central Yavapai Metropolitan Planning Organization (CYMPO) and its project partners for the Sundog Connector Design Concept Report (DCR) and Environmental Overview (EO). The open house was a public meeting, open to all interested in attending. Public feedback was collected at the event relating to the project's potential corridor alternative preferences, corridor impacts and benefits, and cross-section design element for potential build alternatives to be explored further in future steps of this assessment.

Key objectives and topics covered during the open house:

- 1. DCR and EO Process Overview:** The open house provided attendees with information to better understand the DCR and EO processes. The open house material described these reports as part of the overall project's initial assessment phase and does not commit CYMPO or any member agency to construction. The open house discussed the goals, purpose, and needs that the Sundog Connector project analysis aims to address.
- 2. Project Progress and Timeline Overview:** Attendees were informed of the progress of the Sundog Connector DCR & EO project, including technical analysis and public, stakeholder, and agency coordination. The open house overviewed past and upcoming project milestones, including the targeted DCR & EO completion in Spring 2024.
- 3. Alternatives Development & Screening Process Explanation:** The open house overviewed the eight initial corridor alternatives developed (seven build alternatives and one no-build alternative) and included in the initial Alternatives Screening Process the findings of each alternative. Each alternative included opportunities, constraints, and initial Alternatives Screening Process explanations.
- 4. Environmental Considerations Overview:** The open house identified the specific environmental considerations included in the Alternatives Screening Process and the additional next steps to be included in the remainder of the Sundog Connector DCR & EO project.
- 5. Continuing to Gather Public Feedback:** An important aspect of the open house was to continue collecting public feedback. Attendees had the opportunity to discuss the Sundog Connector alternatives with project staff and document their opinions, preferences, and comments. Comment forms and engagement activities were designed to collect input on a variety of planning considerations related to potential alternatives and design elements. This feedback will be included in the final Alternatives Screening Process and articulated in the final DCR & EO report.

The Sundog Connector Open House #2 was held on Thursday, September 28, 2023, from 4:00 – 6:00 pm, at *The Event Spot* along State Route 69 which is near the project study area location. Meeting details, directions, and parking instructions were included in the event notification flier (**Appendix 1**). The event had 199 attendees who signed in¹ and generated 247 individual responses and data points from comment forms, activities, and follow-up emails received by CYMPO staff, the project website, and the project email. The open house comments and responses include all responses received directly at the in-person open house as well as all comments received through October 6, 2023, as identified on the general comment form available at the open house. All comments

¹ Note: Additional attendees were acknowledged by CYMPO staff in attendance that chose not to sign-in.

submitted after this date are continuing to be received and documented as part of the project process but are not included in the counts, summary, and analysis included in this document.

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 informational exhibit boards with maps and infographics were displayed around the room. Additionally, event attendees were presented a Frequently Asked Questions handout (**Appendix 4**) which included various details about the project and responses to previously posed questions from members of the public. The exhibit boards guided participants through the four major sections:

1. Project Overview
2. Project Alternatives Overview & Analysis
3. Additional Project Technical Analysis
4. Public Outreach

Staff from CYMPO and project partners were available to answer questions and discuss topics in detail with attendees.

Also included in the open house were multiple opportunities for attendees to provide their input. In addition to traditional comment forms, two activities were available to participants to consider the project in greater depth. Activity One had participants share their corridor alternative preference along with the benefit and constraints for that alternative. Activity Two asked participants to provide feedback for potential cross-sectional features and amenities for potential build alternatives.

Prior to the open house, two community groups expressed their opposition of the corridor to CYMPO staff and project partners and requested a location at the meeting venue for the groups' materials. 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 at the event space. Open house attendees were able to visit with both groups to discuss reasons for opposition to the Sundog Connector.

2.0 Event Notifications

Notification and promotion of the open house was led by CYMPO and included project website public notice postings, and member agency and stakeholder newsletters. The event was advertised on the KYCA local radio station as a public service announcement and was discussed separately on the station as a news item, as well as information provided during by-invitation local radio appearances. The event was also advertised in the Daily Courier (digitally) and in an article written by the Daily Courier on September 18th. Event notifications and advertisements are included in the appendix.

3.0 Feedback Summary

As described in Section 1.0, feedback was primarily gathered through three methods: comment forms, feedback emails, and two interactive activities. The open house format of the event enabled meeting attendees to directly interact with CYMPO, member agencies, and project technical staff as well as with other attendees. In addition to individual discussions and questions posed verbally throughout the event, project staff encouraged all participants to document their questions and comments formally on the comment forms and engagement activities to capture public feedback most accurately. Comments can continue to be submitted on an ongoing basis throughout the project through the project website online comment form.

3.1 Comment Forms and Emails

A total of 252 written response activity responses were received from the open house, including five emailed responses submitted shortly following the public open house. Additionally, 90 total comment forms were received from the open house, including five emailed comment forms. Five additional emails were received regarding the feedback on Sundog Connector in days following the event.

Of the 90 comment forms collected, 60 forms included written comments about or related to the Sundog Connector, and the remaining 30 forms only included completed contact information. Fifty-two (52) comments (87% of written comments) were opposed to a Sundog Connector build alternative; 8 comments (13% of written comments) were supportive of a Sundog Connector build alternative. Recurring topics and suggestions in the comment forms included:

- Widening of SR 69 to three travel lanes in both directions instead of or before considering any build-alternative of the Sundog Connector (17 mentions)
- Negative impacts to wildlife connectivity and environment considerations (11 mentions)
- Interest in protecting/preserving the proposed future Glassford Dells Regional Park and the current Glassford Hills area (7 mentions)
- Property value impacts associated with the Sundog Connector build alternative (6 mentions)
- Waste of taxpayers' money (5 mentions)
- Traffic noise and visual impacts associated with the Sundog Connector build alternative (5 mentions)
- Proposed relocation suggestion of build alternative alignments north and further away from Yavapai Hills and Diamond Valley (3 mentions)
- Expressed desire to maintain existing local/regional character and natural landscapes.

3.2 Engagement Activities

The open house featured two 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 – Build Alternative Cross-Section Feedback

Participants were provided a preference form for Sundog Connector Build Alternative Cross-Section Feedback. The form contained questions focused on the five different cross-section elements along with the proposed section diagram for better visualization. Project team members were stationed near the activity area to answer participant's questions. **Figure 1** summarizes the responses to the five different cross-section features. One hundred nineteen (119) total submitted activity forms were received. Twenty-one (21) submitted activity forms did not contain direct responses to the posed questions but clearly articulated, "No-Build", "Do Not Build", or "No Road" across the document. These responses have been catalogued independently as well. Additionally, some activity forms included responses to only some of the posed questions.

The Activity #1 form is included in **Appendix 3**.

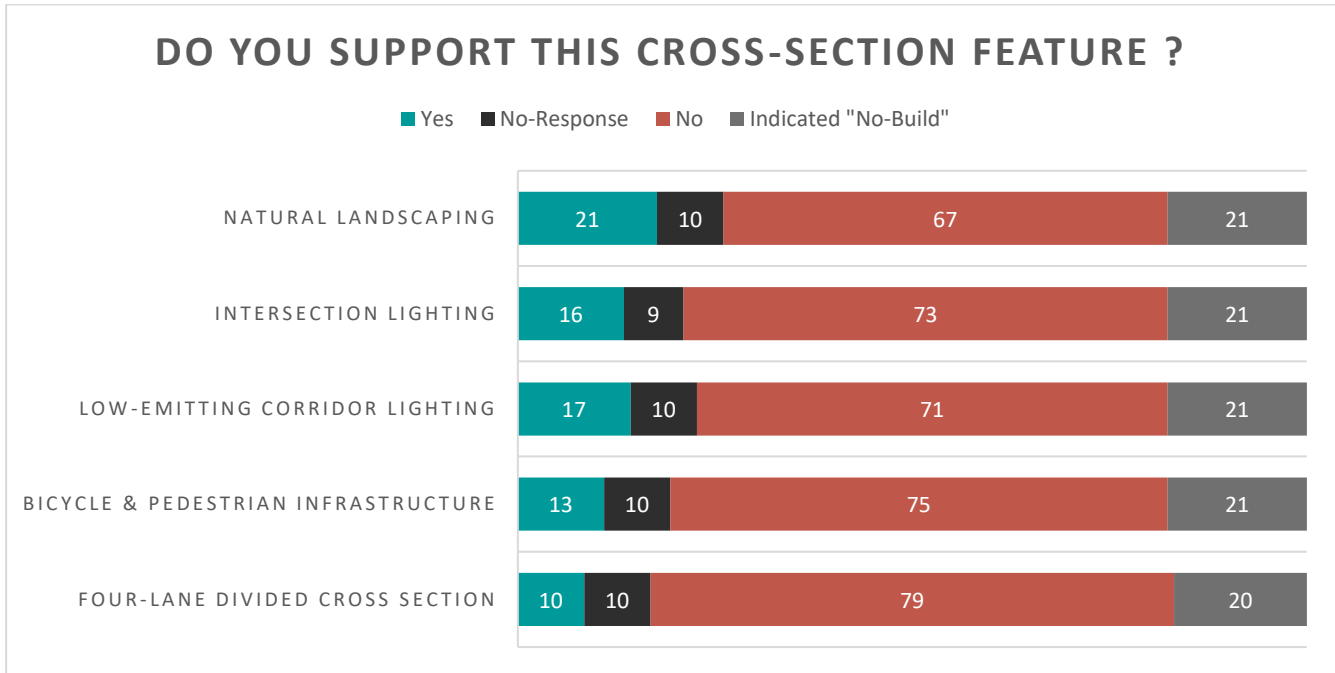


Figure 1 – Activity 1 – Cross-Section Preference

Recurring comments articulated concerns about specific cross-section features including:

- Preference for no-build alternative
- 4-lane cross-section and overall roadway cross-section is too wide
- Proposed mitigation strategies are not sufficient to offset impacts
- Reducing or eliminate lighting for wildlife consideration and maintaining dark skies
- Invest in improvements to State Route 69 instead

3.2.2 Activity 2 – Alternative Preference

Participants were provided with a second activity form that asked about their preference for each of the three remaining alternatives, Alternative 3, Alternative 7, and the No-Build Alternative. **Figure 2** summarizes the attendee’s support for each alternative. One hundred thirty-nine (139) total responses were collected, including two emailed responses for Activity #2. Fifteen (15) responses indicated no support for any of the three alternatives. Twenty (20) responses did not directly respond to the articulated activity questions, but clearly indicated in written responses as preferring No-Build, No-Road, or No-Sundog; in each of these instances, response was cataloged as supporting No-Build and not supporting Alternative 3 nor Alternative 7. Overall, the No-Build Alternative received the greatest support of the three included alternatives, with 72% of all participants supporting and only 26% not supporting the No-Build Alternative. Approximately 12% of participants supported Alternative 3, whereas 82% of participants did not support Alternative 3. Lastly, only 5% of participants supported Alternative 7, whereas 90% of participants did not support Alternative 7.

The Activity #2 form is included in **Appendix 3**.

ALTERNATIVE PREFERENCE

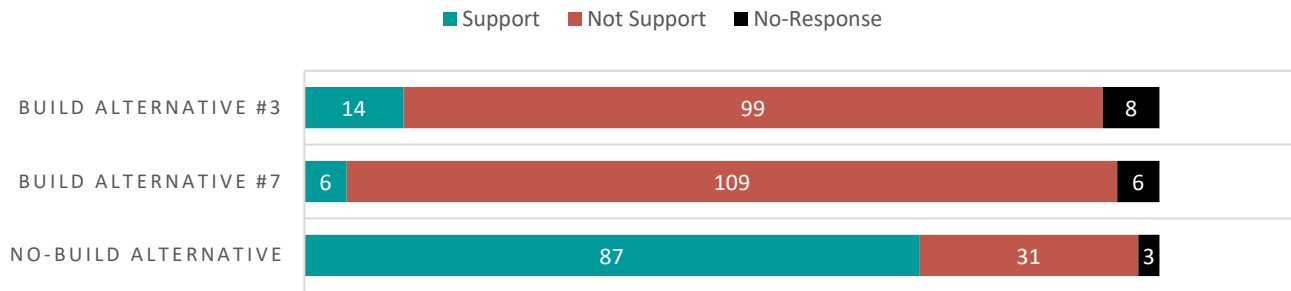


Figure 2 – Activity 2 Results – Sundog Connector Alternative Preference

Figure 3, Figure 4 & Figure 5 summarize top articulated benefits and constraints for each alternative from the participants. Participants were provided with the list of potential benefits and constraints to choose the most relevant one for each alternative based on their understanding of the alignment. The charts below display the top three benefits and top three constraints for alternative.

ALTERNATIVE #3 - BENEFITS & CONSTRAINTS

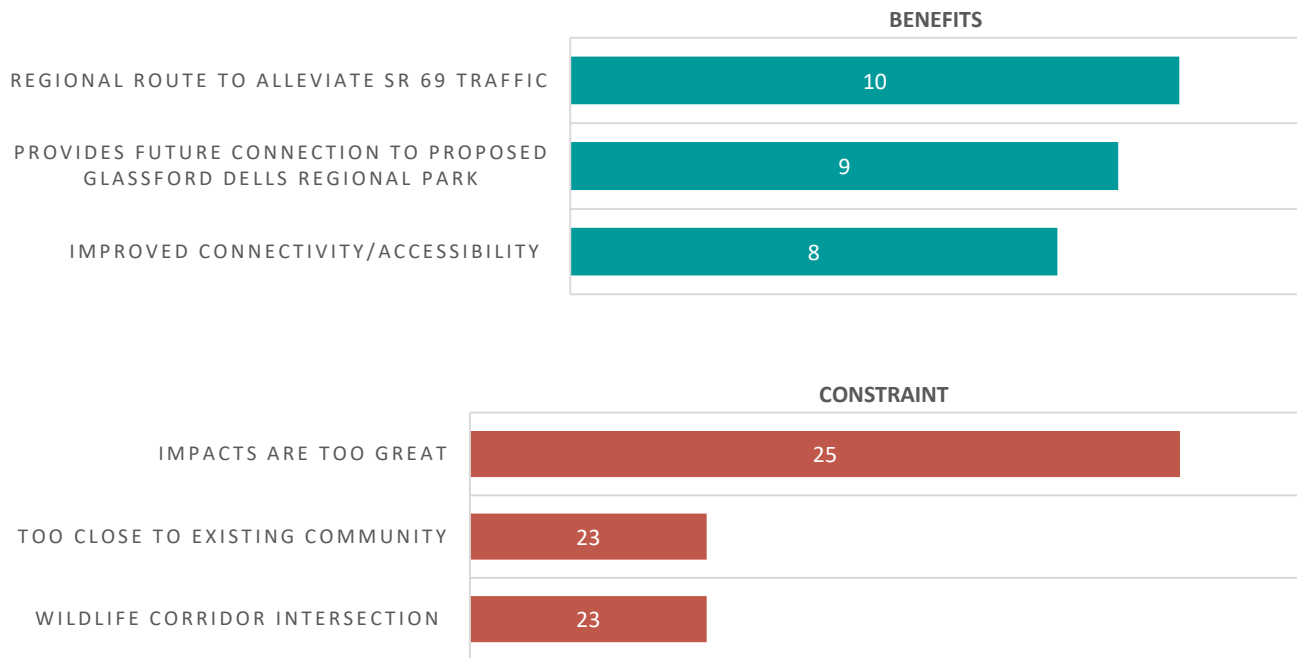


Figure 3 – Alternative #3 Benefits & Constraints

ALTERNATIVE #7 - BENEFITS & CONSTRAINTS

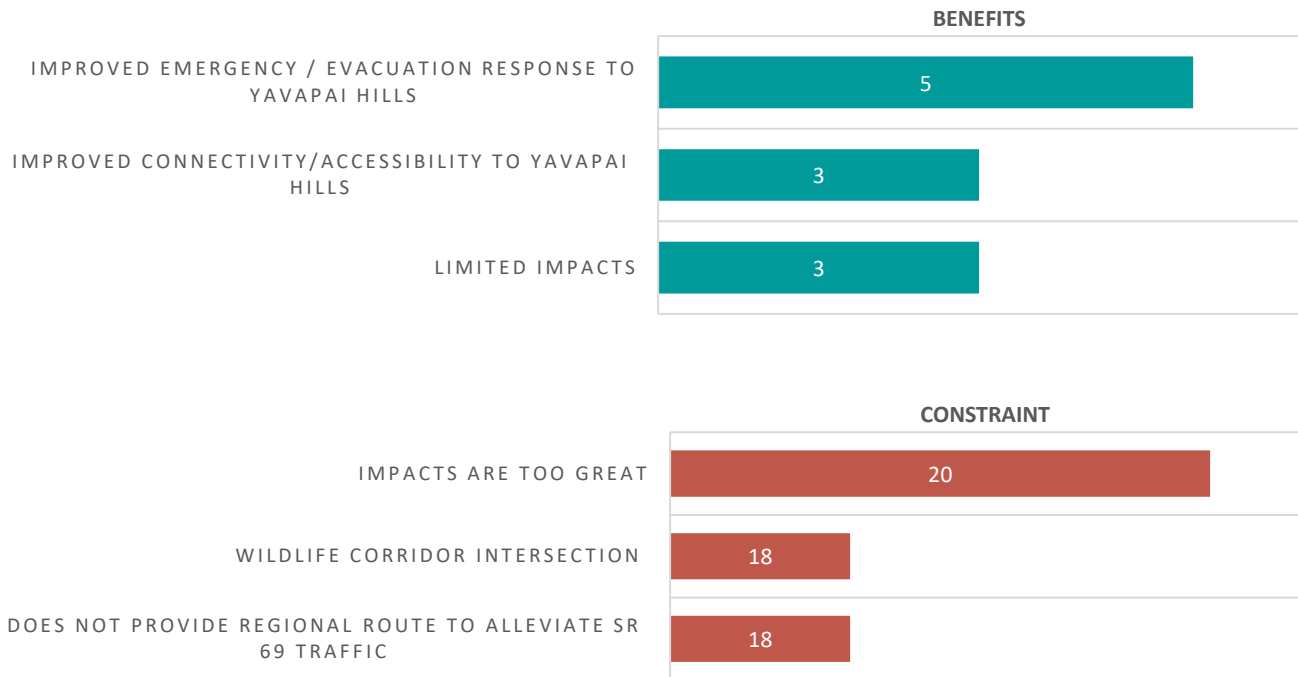


Figure 4 – Alternative #7 Benefits & Constraints

NO-BUILD - BENEFITS & CONSTRAINTS

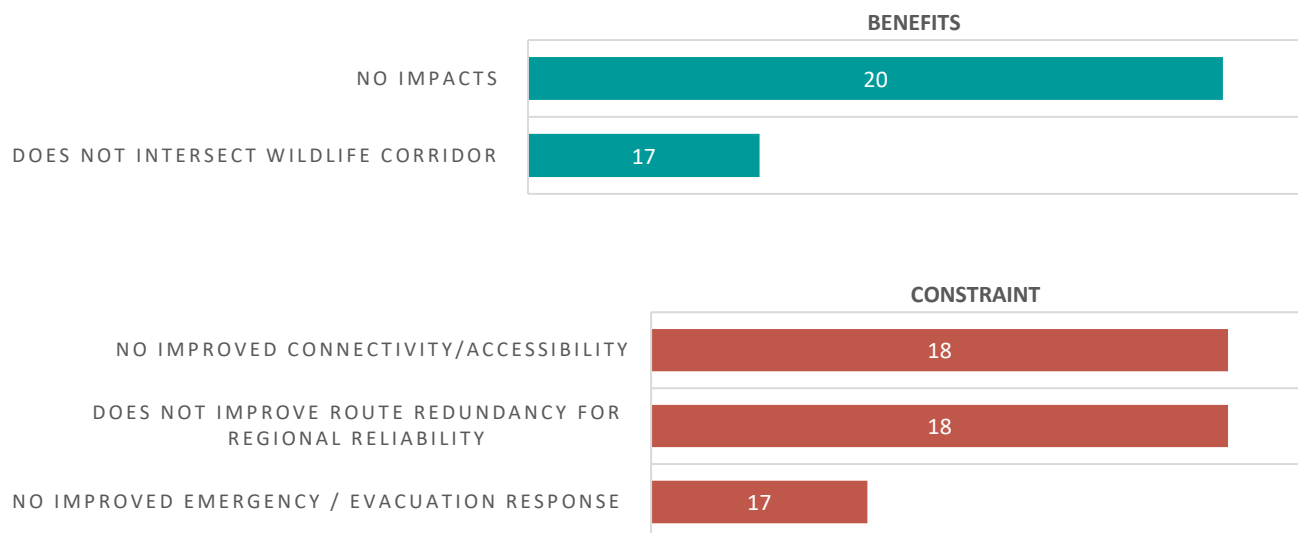


Figure 5 – No-Build Alternative Benefits & Constraints

Additional benefits of the Build Alternatives expressed from participant responses include:

- Additional access to Yavapai Hills
- Additional access to Glassford Dells Regional Park and trails

Additional concerns of the Build Alternatives expressed from participant responses include:

- New roadway construction is not necessary/warranted
- Impact to environment and wildlife connectivity
- Reduction in property value
- Increase in local taxes to fund construction of Sundog Connector

3.3 Additionally Received Comments

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.

Between the open house (September 28, 2023) and the end of the open house comment period (October 6, 2023), five email messages were received by CYMPO staff, the Sundog Connector Project Manager, and/or directly to the project email. Four of these emails expressed opposition to future construction of any Sundog Connector roadway. The primary concerns listed in the emails include:

- Potential increases to traffic
- Potential noise impacts
- Potential pollution
- Potential environmental disruption/damage
- Potential wildlife connectivity and preservation
- Potential impacts to property values
- Potential impacts to the proposed future Glassford Dells Regional Park.

4.0 Photographs from the Open House



Project staff member engaging with event attendees



Project staff member engaging with event attendees



Event attendees at the Open House



Event attendees completing engagement activities

5.0 Next Steps

The project team is completing the final phase of the Alternatives Screening Process. The final Alternatives Screening Process will technically analyze Alternative #3, Alternative #7, and the No-Build Alternative, evaluating the benefits and impacts for each criterion. The build alternative cross-section features and amenities will be developed based on the feedback received from Activity #1, STAC committee preference, online survey results, and direct feedback received from the open house engagement activities. Feedback received from this open house and previously received public feedback received throughout this project will be included in the Alternatives Screening Process as evaluation criteria. The Alternatives Screening Process results will determine the identification of a singular Preferred Build Alternative alongside the No-Build Alternative. Both alternatives will be presented along with in their respective Alternatives Screening results to the CYMPO Executive Board.

The project team will be developing the draft DCR & EO report in Fall/Winter 2023. The draft DCR & EO reports will be published on the project website for public feedback by January 2024. The final DCR & EO report will be presented to the CYMPO TAC and Executive Board in Winter/Spring 2024. The Preferred Alternative recommendation will be presented to the CYMPO Executive Board for board-acceptance.

Appendix 1 – Open House Notifications

Join us for an

Interactive Open House

Thursday, September 28, 4:00-6:00 PM

at The Event Spot

6520 E 1st St, Prescott Valley, AZ 86314



Drop in anytime and stay as long as you like to:

- Learn about the Sundog Connector project goals
- Explore the project's purpose and need
- Overview project's technical analysis process and findings
- Learn how public and stakeholder feedback is being used
- Share your feedback on different potential corridor alternatives

CYMPO Website Open House Advertisement (Digital version only)

Appendix 2 – Open House Exhibit Boards

Who is CYMPO?

The Central Yavapai Metropolitan Planning Organization (CYMPO) cooperatively plans the transportation future of central Yavapai to ensure the safe and efficient movement of people, goods, and services.

CYMPO provides a forum for local, county, and state officials and stakeholders to represent their interests and achieve common goals in transportation investment. CYMPO receives and administers federal funding for transportation planning, design, and construction activities.

CYMPO is the lead agency for this project.



CYMPO Members



Town of Chino Valley



Town of Dewey-Humboldt



City of Prescott



Yavapai County



Arizona Dept of Transportation



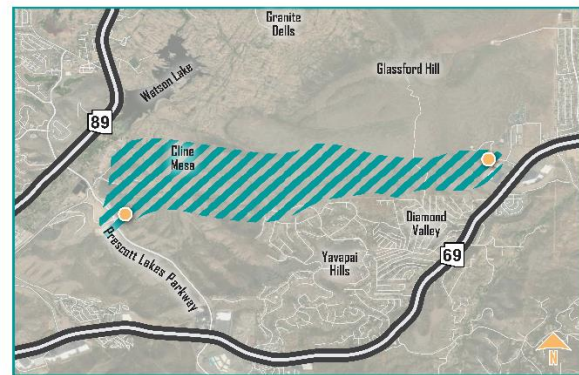
Town of Prescott Valley



What is the Sundog Connector?

Project Summary

- > A new east/west corridor, approximately 3.5 miles long, connecting Prescott and Prescott Valley
- > Would connect Prescott Lakes Pkwy. south of SR 89 to SR 69 at the Crossroads shopping center
- > Linkage points already exist: Roundabout on Prescott Lakes south of Storm Ranch development and Sundog Ranch Rd. off SR 69
- > Would provide a secondary travel option to SR 69 while enhancing connectivity for neighborhoods between Prescott and Prescott Valley



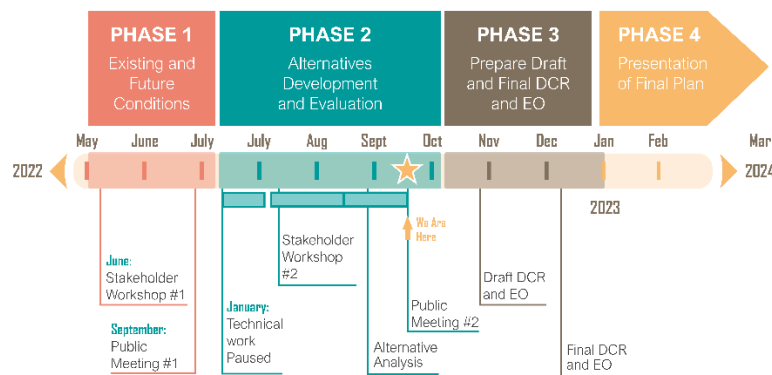
Although different options for the exact route of the Sundog Connector are still being explored, it would be contained within the Project Assessment Area, linking the two connection points shown.

- Constructed Connection Points
- Project Assessment Area



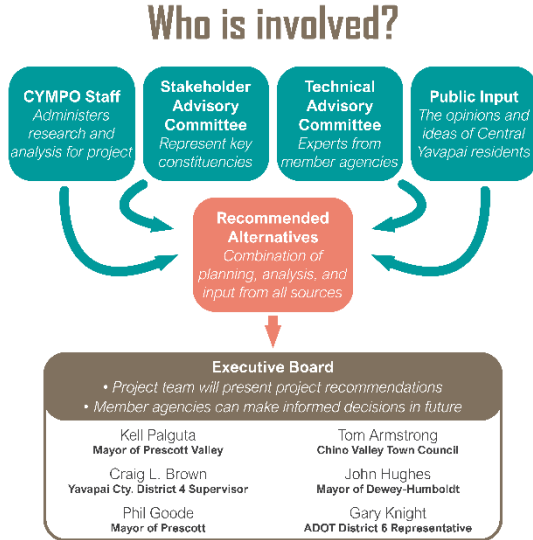
The DCR Timeline - May 2022 - Spring 2024

The Design Concept Report and Environmental Overview (EO) is organized into a four-phase process which began in May 2022 and will be completed in Spring 2024. The project team will consult with stakeholders and the public across study phases.



The Decision-Making Process

CYMPO's decision-making process for the Sundog Connector is designed to give everyone a role in shaping the analysis process. From technical experts and stakeholders across a range of industries and interests to the general public and their elected leaders, this project will share information and provide opportunities for feedback at every step leading up to publication.



Public Engagement Summary

Public Open Houses	Local Radio Programming
Stakeholder Meetings	Ecosystem Connectivity and Mitigation Advisory Committee Engagement
Civic Engagement Events	Project Website - Open Comment

Stakeholder Meeting #1

- > Feedback helped inform project goals
- > Feedback helped inform cross-section amenities

Public Meeting #1

- > Feedback helped further exploration of environmental considerations
- > Feedback helped inform cross-section amenities

Stakeholder Meeting #2

- > Feedback helped inform evaluation criteria weighting
- > Feedback helped inform initial alternative alignment preferences

Public Meeting #2

- > Feedback will help inform alternative alignment public preference
- > Feedback will help inform cross-section amenities



Goals of the Sundog Connector

Address Congestion on SR 69

Traffic congestion on SR 69 between Prescott and Prescott Valley is a problem and will only continue to worsen as the region continues to grow. The Sundog Connector would provide an additional east-west route to alleviate this strain.

Provide Additional Access to Homes North of SR 69

Neighborhoods like Yavapai Hills and Diamond Valley have few ways to enter and exit the neighborhood and are reliant on SR 69. This is especially limiting if someone wants to walk, bike, or needs to use a wheelchair or stroller. The Sundog Connector would provide a new alternative route to and from these homes.

Improve Emergency Response and Evacuation Access

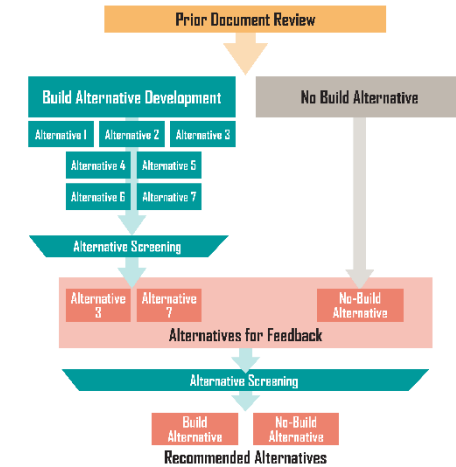
The limited access to neighborhoods near SR 69 is also a hazard in emergency situations, lengthening police, fire, and ambulance response times and impeding potential evacuations. The Sundog Connector would help address these concerns as well.

Providing New Connectivity and Access to Approved Developments

Approved developments, including Storm Ranch and Yavapai Hills, will bring new traffic. As they will continue even if the Sundog Connector isn't built, leaving them to rely on existing roads will worsen the issues above. The Sundog Connector would provide needed connectivity to these areas, as well as to nearby parks and trails.



Evaluation Process



Technical Alternatives Screening Step Description

- > Include all corridor alignments
- > Identifies project impacts and benefits
- > Compares build and no-build alternatives in a multi-phase screening process
- > Uses common evaluation criteria
- > Informed using stakeholder feedback



No Build Alternative

Technical Recommendation - Alternative consideration is continued

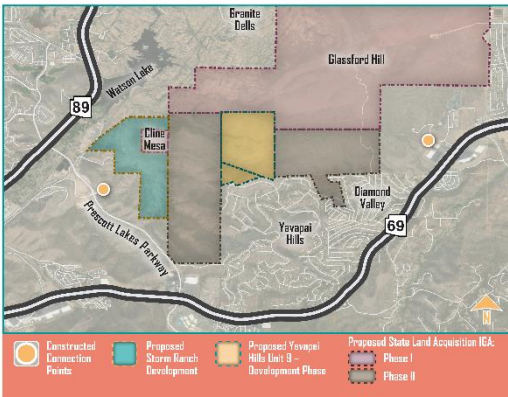
The No Build Alternative represents the scenario without a Sundog Connector alignment that keeps the existing surrounding roadway network unchanged.

Opportunities

- > Leaves natural land undisturbed
- > Maintains current noise and visual character
- > Maintains current wildlife corridor connections

Constraints

- > Emergency response times exceed recommended standards
- > Does not improve evacuation access
- > Does not address congestion on State Route 69
- > Existing neighborhoods limited to southern access points
- > Inconsistent with long-term community plans



Build Alternative 1

Technical Recommendation - Alternative eliminated from further consideration

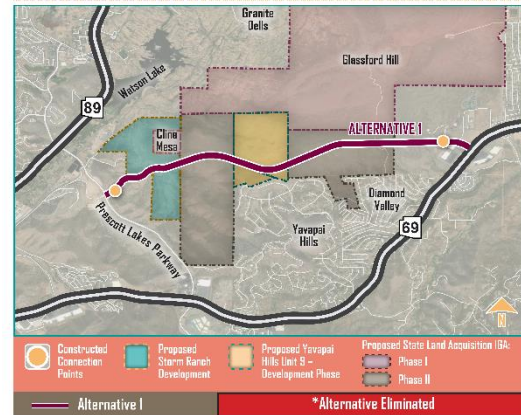
Build Alternative 1 represents the scenario with a Sundog Connector alignment that provides a direct connection between the proposed Storm Ranch and Yavapai Hills Unit 9 future roadway alignments (same as Alternatives 2 and 3) and features an alignment furthest north of existing community developments and homes along the eastern half.

Opportunities

- > Provides the most direct connection along western side
- > Potential noise impacts are limited
- > Minimal drainage infrastructure needed
- > Emergency Response and Evacuation routes are significantly improved

Constraints

- > 3/4 mile length of tall hillside excavation - east side
- > Requires tall hillside excavation - west side
- > Steep roadway exceeds 10% grade at points
- > Roadway design standard exceptions would be required
- > Intersects wildlife corridors
- > Low stakeholder group ranking
- > Alignment is visible from multiple viewpoints within Yavapai Hills



Build Alternative 2

Technical Recommendation - Alternative eliminated from further consideration

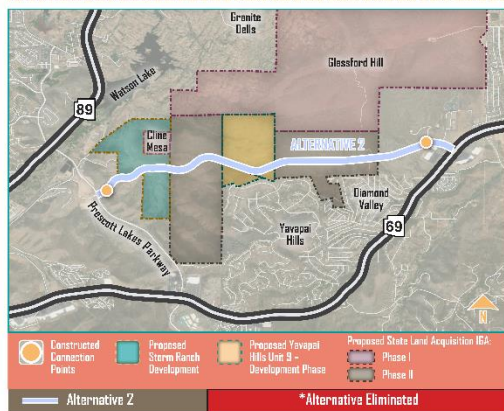
Build Alternative 2 represents the scenario with a Sundog Connector alignment that provides a direct connection between the proposed Storm Ranch and Yavapai Hills Unit 9 future roadway alignments (same as Alternatives 1 and 3) and features an alignment at a midway location north of existing community developments and homes along the eastern half.

Opportunities

- > Provides the most direct connection along western side
- > Potential noise impacts are limited
- > Emergency response and evacuation routes are significantly improved

Constraints

- > 1/2 mile length of tall hillside excavation - east side
- > Requires tall hillside excavation - west side
- > Steep roadway exceeds 10% grade at points
- > Roadway design standard exceptions required
- > Intersects wildlife corridors
- > Alignment is visible from multiple viewpoints within Diamond Valley and Yavapai Hills
- > Low stakeholder group ranking



Build Alternative 3

Technical Recommendation - Alternative consideration is continued

Build Alternative 3 represents the scenario with a Sundog Connector alignment that provides a direct connection between the proposed Storm Ranch and Yavapai Hills Unit 9 future roadway alignments (same as Alternatives 1 and 2) and features an alignment nearest to existing community developments and homes along the eastern half.

Opportunities

- > Provides the most direct connection along western side
- > Provides opportunity to limit impact and maximize connectivity to proposed Regional Park trailheads
- > Provides best connectivity to existing development
- > Emergency response and evacuation routes are significantly improved
- > Minimizes horizontal and vertical curves for safety
- > High stakeholder group ranking

Constraints

- > Less than 500 foot length of tall hillside excavation - east side
- > Requires tall hillside excavation - west side
- > Steep roadway exceeds 9% grade at points
- > Potential noise impacts due to proximity to existing properties
- > Roadway design standard exceptions required
- > Intersects wildlife corridors
- > Alignment is visible from multiple viewpoints across Yavapai Hills



Build Alternative 4 ✗ Technical Recommendation - Alternative eliminated from further consideration

Build Alternative 4 represents the scenario with a Sundog Connector alignment that provides an indirect, looping connection between the proposed Storm Ranch and Yavapai Hills Unit 9 future roadway alignments and features an alignment nearest to existing community developments and homes along the eastern half.

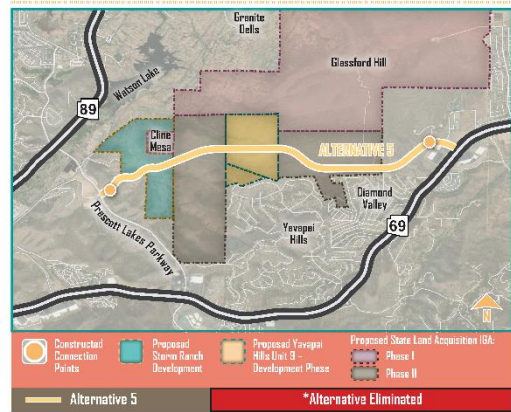
- | Opportunities | Constraints |
|---|--|
| <ul style="list-style-type: none"> Provides opportunity to limit impact and maximize connectivity to proposed Regional Park trailheads Provides best connectivity to existing development Emergency response and evacuation routes are significantly improved Minimizes horizontal and vertical curves for safety | <ul style="list-style-type: none"> Indirect corridor alignment Less than 500 foot length of tall hillside excavation - east side Requires tall hillside excavation - west side Steep roadway exceeds 8% grade at points Potential noise impacts due to proximity to existing properties Roadway design standard exceptions Intersects wildlife corridor Alignment is visible from multiple viewpoints within Yavapai Hills |



Build Alternative 5 ✗ Technical Recommendation - Alternative eliminated from further consideration

Build Alternative 5 represents the scenario with a Sundog Connector alignment that provides connection between the proposed Storm Ranch and Yavapai Hills Unit 9 future roadway alignments, connected further north within Yavapai Hills Unit 9 and features an alignment nearest to existing community developments and homes along the eastern half.

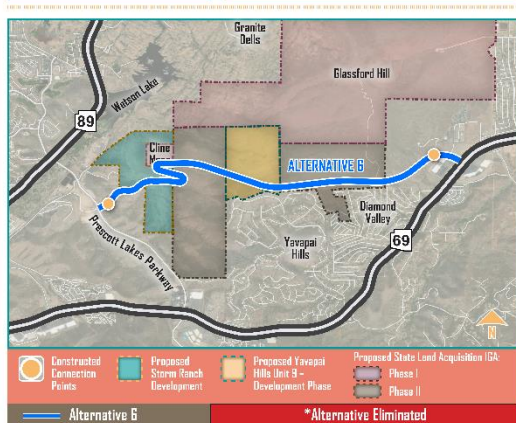
- | Opportunities | Constraints |
|--|---|
| <ul style="list-style-type: none"> Provides the most direct connection along western side Potential noise impacts are limited for Yavapai Hills Emergency response and evacuation routes are significantly improved | <ul style="list-style-type: none"> 1/4 mile length of tall hillside excavation - east side Requires tall hillside excavation - west side Potential noise impacts due to proximity to Diamond Valley Steep roadway exceeds 8% grade at points Roadway design standard exceptions would be required Intersects wildlife corridor Alignment is visible from multiple viewpoints within Diamond Valley and Yavapai Hills |



Build Alternative 6 ✗ Technical Recommendation - Alternative eliminated from further consideration

Build Alternative 6 represents the scenario with a Sundog Connector alignment that provides the most indirect, switchback, connection between proposed Storm Ranch and Yavapai Hills Unit 9 future roadway alignments and features an alignment nearest to existing community developments and homes along the eastern half.

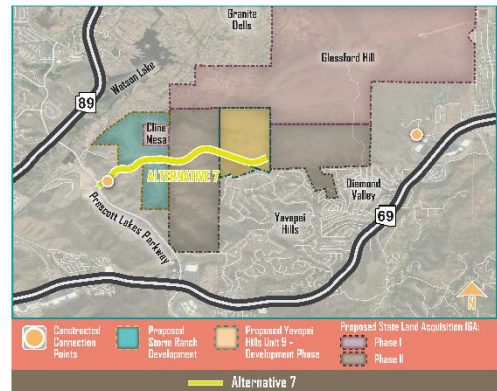
- | Opportunities | Constraints |
|---|--|
| <ul style="list-style-type: none"> Provides opportunity to limit impact and maximize connectivity to proposed Regional Park trailheads Switchback design limits roadway steepness on west side Emergency response and evacuation routes are significantly improved High stakeholder group ranking | <ul style="list-style-type: none"> Indirect corridor alignment Less than 500 foot length of tall hillside excavation - east side Requires tall hillside excavation - west side Steep roadway exceeds 9% grade at points Potential noise impacts due to proximity to existing properties Roadway design standard exceptions required Intersects wildlife corridor Alignment is visible from multiple viewpoints within Yavapai Hills Intersects with Cline Mesa site |



Build Alternative 7 ✓ Technical Recommendation - Alternative considered for construction

Build Alternative 7 represents the scenario with a partial Sundog Connector alignment that provides a direct connection between the proposed Storm Ranch and Yavapai Hills Unit 9 future roadway alignments terminating at the eastern limit of Yavapai Hills Unit 9.

- | Opportunities | Constraints |
|---|---|
| <ul style="list-style-type: none"> Does not impact natural resources along east side of study area No noise impacts are limited along east side of study area Visual impacts are limited along east side of study area High stakeholder group ranking | <ul style="list-style-type: none"> Steep roadway exceeds 9% grade at points Roadway design standard exceptions required Intersects wildlife corridor Full corridor connectivity is not provided Requires tall hillside excavation - west side Emergency response and evacuation routes do not improve to Diamond Valley |



Alternatives Advancing

Alternative 3

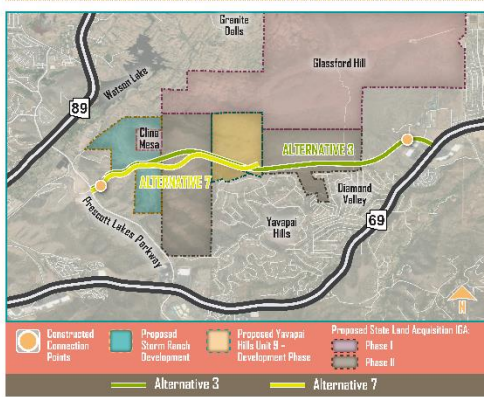
- Full Sundog Connector alignment
- Enhances neighborhood emergency response access, evacuation routes, and accessibility
- Provides a regional parallel route to State Route 69
- Presents possible noise and visual impacts to portions of the existing communities
- Impacts natural landscape

Alternative 7

- Partial Sundog Connector alignment
- Enhances neighborhood emergency response access, evacuation routes, and accessibility to Yavapai Hills
- Presents possible noise and visual impacts to portions of the existing communities
- Impacts some natural landscape

No Build Alternative

- No Sundog Connector alignment
- Maintains existing landscape
- Study area needs remain



Alternative 3 Rendering

Description

- Sharp Shooter Way
- Northern location within Yavapai Hills
- Looking Northeast

Existing View



Build Rendering

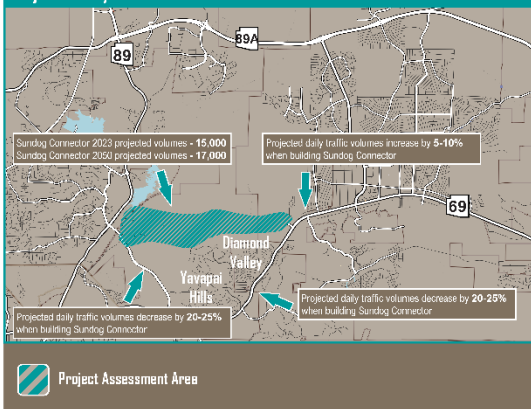


Traffic Analysis

Comparison between Build Alternative 3 and No-Build Alternative Projected Daily Traffic Volumes

	Projected Daily Volumes			
	Year - 2023		Year - 2050	
	No Build	Build	No build	Build
SR 69 - southwest of Sundog Ranch Rd	40,500	30,500	43,400	34,900
SR 69 - east of Sundog Ranch Rd	43,000	47,000	55,500	60,400
Prescott Lakes Pkwy	15,000	12,000	21,500	16,500
Sundog Connector	-	15,000	-	17,000

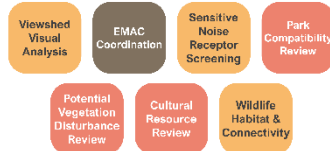
Comparison between Build Alternative 3 and No-Build Alternative Projected Daily Traffic Volumes



Environmental Overview

An Environmental Overview (EO) is being prepared to inform future environmental analysis requirements, which could include a National Environmental Policy Act (NEPA) study if the project was to receive federal funding. An EO consists of an inventory of existing environmental conditions and the identification of environmental constraints on the potential project. Continued environmental reviews will occur with potential future project development phases.

Environmental Alternatives Evaluation & Coordination Completed



Environmental Considerations for Recommended Alternatives

Noise Mitigation

Noise mitigation approaches for a recommended build alternative will be considered to address potential noise impacts within the study area.

Mitigation strategies being considered include:

- Traffic Management
- Alteration of horizontal and vertical alignments
- Noise Barriers
- Acquisition of noise buffer zones surrounding the roadway
- Noise insulation, typically for public use or non-profit/institutional structures
- Vegetation screening

Wildlife Habitat & Connectivity Mitigation

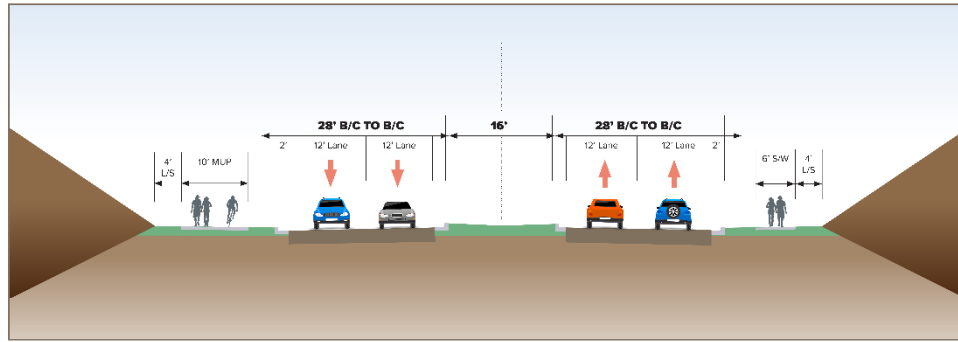
Noise mitigation approaches for a recommended build alternative will be considered to address potential noise impacts within the study area.

Mitigation strategies being considered include:

- Wildlife Bridge Crossings
- Expanded Wildlife-Highway Culverts
- Corridor Fencing & Crossing Locations
- At-Grade Wildlife Crossing Signage
- Vegetation screening



Build Alternative Typical Sections



Typical Section Features

- > 4-lane cross-section
- > Curb and gutter
- > 16-foot median
- > 10-foot multi-use path (north side)
- > 6-foot sidewalk (south-side)
- > Natural landscaping

Common Typical Section Design Features

The Build Alternatives will incorporate the following common cross-section elements to incorporate additional accessibility, safety, drainage and aesthetic elements into the overall build alternative cross-sections:

- > Sidewalk and multi-use path infrastructure throughout
- > Low emitting intersection lighting
- > Low emitting multi-use path lighting
- > Low-maintenance / naturally landscaped
- > Median drainage



What comes next in the process?

Project Development

Here's a look at what we plan to do in the remaining stages of the Sundog Connector DCR project:

- > Incorporate public feedback to finalizing final alternative configurations
- > Develop Draft Design Concept Report
- > Open Public Comment Period for Draft Design Concept Report
- > Incorporate public comment and publish Final Design Concept Report
- > Present Final Design Concept Report to the CYMPO Executive Board

How To Stay Involved



Scan here to learn more! Or visit our website at <https://www.cympo.org/sundog-connector/>



Questions? Contact Matt Bondy, Project Manager
Matt.Bondy@aecom.com or (928) 442-5732



Appendix 3 – Open House Activities

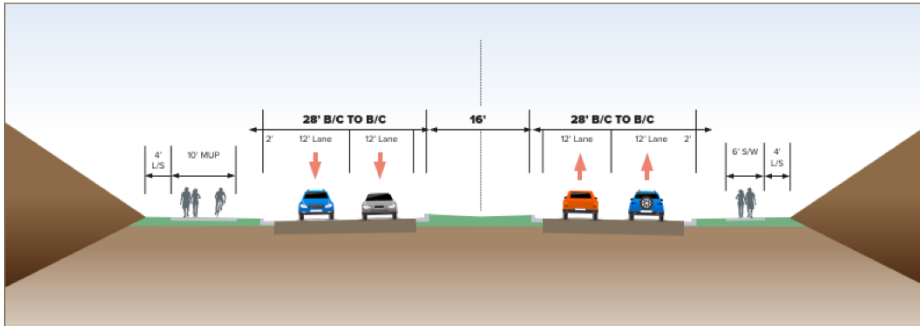
Share your preferences with us!

Sundog Connector

Build Alternative

Cross-Section Feedback:

The proposed Sundog Connector build alternative cross-section and amenities were developed with feedback from Public Meeting #1 and the Stakeholder Committee. Which of the build alternative cross-section amenities/features do you support at this time?



Four-Lane Divided Cross-Section

Do you support this cross-section feature?

Yes No

If no, why not? What would you recommend instead?

Bicycle & Pedestrian Infrastructure

Do you support this cross-section feature?

Yes No

If no, why not? What would you recommend instead?

Low-Emitting Corridor Lighting

Do you support this cross-section feature?

Yes No

If no, why not? What would you recommend instead?

Intersection Lighting

Do you support this cross-section feature?

Yes No

If no, why not? What would you recommend instead?

Natural Landscaping

Do you support this cross-section feature?

Yes No

If no, why not? What would you recommend instead?



Share your preferences with us!

Sundog Connector Alternatives Preference:

Build Alternative 3, Build Alternative 7, and the No-Build Alternative are the three remaining corridor alternatives. Which of the remaining Sundog Connector Alternatives do you support at this time?

Build Alternative #3

Do you support this corridor alternative? Yes No

<p><i>Which features of Alternative do you consider a benefit (select all that apply)?</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Limited impacts <input type="checkbox"/> Improved connectivity/accessibility <input type="checkbox"/> Improved emergency / evacuation response <input type="checkbox"/> Regional route to alleviate SR 69 traffic <input type="checkbox"/> Improved route redundancy for regional reliability <input type="checkbox"/> Provides future connection to proposed Glassford Dells Regional Park <input type="checkbox"/> Other _____ 	<p><i>Which features of Alternative do you consider a constraint (select all that apply)?</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Too great of impacts <input type="checkbox"/> Too close to existing community <input type="checkbox"/> Wildlife corridor intersection <input type="checkbox"/> Other _____
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Build Alternative #7

Do you support this corridor alternative? Yes No

<p><i>Which features of Alternative do you consider a benefit (select all that apply)?</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Limited impacts <input type="checkbox"/> Improved connectivity/accessibility to Yavapai Hills <input type="checkbox"/> Improved emergency / evacuation response to Yavapai Hills <input type="checkbox"/> Other _____ 	<p><i>Which features of Alternative do you consider a constraint (select all that apply)?</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Too great of impacts <input type="checkbox"/> Limited improved connectivity/accessibility <input type="checkbox"/> Limited improved emergency / evacuation response <input type="checkbox"/> Does not provide regional route to alleviate SR 69 traffic <input type="checkbox"/> Does not improve route redundancy for regional reliability <input type="checkbox"/> Does not provide future connection to proposed Glassford Dells Regional Park <input type="checkbox"/> Wildlife corridor intersection <input type="checkbox"/> Other _____
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No-Build Alternative

Do you support this corridor alternative? Yes No

<p><i>Which features of Alternative do you consider a benefit (select all that apply)?</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> No impacts <input type="checkbox"/> Does not intersect wildlife corridor <input type="checkbox"/> Other _____ 	<p><i>Which features of Alternative do you consider a constraint (select all that apply)?</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> No improved connectivity/accessibility <input type="checkbox"/> No improved emergency / evacuation response <input type="checkbox"/> Does not provide regional route to alleviate SR 69 traffic <input type="checkbox"/> Does not improve route redundancy for regional reliability <input type="checkbox"/> Does not provide future connection to proposed Glassford Dells Regional Park <input type="checkbox"/> Other _____
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Appendix 4 – Frequently Asked Questions Handout

Sundog Connector – Frequently Asked Questions

What is a Design Concept Report?

A Design Concept Report (DCR) is a planning analysis that identifies potential design concepts and assesses project alternatives for further engineering consideration.

What is a Project Alternative?

An Alternative is a term used to refer to a potential build or no-build option that is analyzed during the alternatives analysis process.

What is an Alternatives Analysis?

An Alternatives Analysis assesses build and no-build alternatives using screening criteria developed by the project analysis team using public, stakeholder, and technical advisory feedback.

What is an Environmental Overview?

An Environmental Overview (EO) is a preliminary environmental planning document that establishes an inventory of environmental resources and identifies potential constraints and requirements for further corridor development across a project study area. As a planning document, an EO primarily conducts the analysis using historical and digitally available datasets from various public agencies. The Sundog Connector EO includes an overview of the following elements: Topography/Physiology, Geology & Hydrogeology, Vegetation, Biology, Wildlife Habitat and Connectivity Across Roads, Hydrology/Water Quality, Noise, Air Quality, Hazardous Materials, Utilities, Land Use, Ownership, and Jurisdiction, Socioeconomics, Title VI, Environmental Justice, Section 4(f) and Section 6(f), and Cultural Resources.

An EO is a preliminary environmental document. If additional phases of project analysis and/or development were to occur in the future, more in-depth environmental analyses would occur. Furthermore, if federal funding is identified for the project phases, additional environmental assessment, review, and reporting will be required.

So why is CYMPO conducting a DCR now?

This project is identified in the CYMPO Transportation Improvement Program (TIP) and expands upon the 2013 Sundog Connector Corridor Study conducted by the City of Prescott. During our 2021 strategic planning retreat with our Executive Board (made up of elected officials from the Quad-Cities and County) and Technical Advisory Committee, this project was chosen to study further. To help the decision makers evaluate next steps in our region, this DCR is running in tandem with the SR 69 Master Corridor Plan.



Is State Route 69 being studied?

CYMPO, local communities, Yavapai County, and the Arizona Department of Transportation (ADOT) are working together to develop a planning strategy to improve the mobility and safety along the State Route 69 from the Dewey-Humboldt town limits to SR 89 in Prescott. The SR 69 Corridor Master Plan will evaluate potential transportation improvements to address capacity needs as increased regional traffic puts more stress on the corridor. Ultimately, the plan will help guide public and private sector decisions in the development of the corridor by setting specific improvement approaches and themes.

How is my voice as a member of the public being collected and utilized?

The Sundog Connector DCR process has included multiple public engagement opportunities and accepted is accepting public feedback throughout the extents of the project duration. Public feedback gathered from Public Open House #1, public comments received from emails, website submittals, and phone messages, and results from Stakeholder Committee meeting activities have helped inform the direction and advancement of the Sundog Connector DCR. Your input is extremely valuable in helping us understand community need, concerns, questions, and ideas and in developing the concept of the design.

Is The Sundog Connector going to be built as soon as the DCR is complete?

No commitment to construct the Sundog Connector has been made beyond this DCR project. No funds have been identified for construction.

Do the Sundog Connector alternatives impact the proposed Glassford Dells Regional Park?

The project teams has coordinated with both City of Prescott and Town of Prescott Valley about the proposed Glassford Dells Regional Park. City of Prescott and Town of Prescott Valley staff indicate that the potential development of Sundog Connector could support the proposed park by providing access to future potential trailheads or park elements. The alternative alignments located furthest south were identified as having the greatest benefit to future park access and minimize impact to the proposed park land.

What is the proposed Sundog Connector construction cost?

An engineering cost estimate has not been finalized for a potential Sundog Connector roadway yet. A key objective of the Sundog Connector Design Concept Report is to produce and publish a preliminary engineering cost estimate for the remaining build alternative.

