



## Transportation Advisory Committee Minutes

Thursday, February 2, 2012 - 6:30 – 8:30 p.m.  
San Tan Room – Municipal Services Building

### **Committee Members:**

Ryan Nichols – Chair	Present
John Alston – Council Member	Absent
Chris Clark	Present
David Bond	Present
Gregory Arrington	Absent
Kim Mlazgar	Absent
Nichelle Williams	Present
Patricia Conrad	Absent
Richard Turman	Present
Tom Nelson	Present
Steve Conklin	Present

### **Public:**

Duane Dana	Dibble Engineering
Kent Norcross	Dibble Engineering
Chase Kamp	Reporter-Today Publication

### **Town Staff Members:**

Bill Birdwell, Sr. Traffic Engineering Analyst	Absent
Chris Dovel, Town Engineer	Present
Laura Catanese, Sr. Administrative Assistant	Present
Tom Condit, Development Services Director	Absent
Troy White, Public Works Division Manager	Absent
Tom Narva, Sr. CIP Projects Manager	Present

### **1. Call to Order:**

Committee Chairman, Ryan Nichols, called the meeting to order at 6:32 p.m.

### **2. Introductions:**

Chair Nichols introduced new member David Bond to the committee. Chair Nichols then had members give self introductions for Mr. Bond's benefit.

- 3. Public Comment:** The meeting was attended and observed by three citizens (none were Town residents), Mr. Duane Dana, Mr. Kent Norcross, and Mr. Chase Kamp. Mr. Dana and Mr. Norcross are employees of Dibble Engineering and each made contributions to the Town Center DCR (**discussed under agenda item 4B**). Mr. Dana and Mr. Norcross each offered their knowledge and expertise concerning the Town Center DCR's process/evolution from inception to final report.

### **4. Items for Discussion and possible action**

#### **Item A: Consideration and possible approval of December 1, 2011 minutes**

Chris Clark made the first motion to approve the 12/01/11 minutes. Richard Turman seconded the motion. Motion was carried **UNANIMOUSLY**.

### **Item B: Discussion and overview of Dibble Engineer's 100% Design Concept Report for Town**

#### **Center and final design plans for Ellsworth Road between Ocotillo & Rittenhouse Chris Dovel**

Staff gave the committee an overview of the Council adopted (2008) Town Center Design Concept Report (DCR), comparing its design with the final Urban Land Institute's (ULI) Transportation System recommendations. The DCR, in various states of design completion (i.e.: 60%, 90%), was presented to several Town committees for discussion (including the Transportation Advisory Committee and Town Center Committee). Town Council adopted the final, 100% DCR in 2008. In February 2009, the Transportation Advisory Committee prepared a "Town Center Street Design and Access Management Plan". Dibble Engineering completed final design plans and incorporated the recommendations from the approved DCR and the Transportation Advisory Committee's "Town Center Street Design and Access Management Plan". In May 2011, Council voted to move forward with construction of Victoria Lane only and to defer the ultimate improvements to Ellsworth Road until funding is more available. The Victoria Lane Improvements were largely funded through \$180,000 awarded to the Town through the Maricopa County Department of Transportation Small Cities Transportation Assistance Program. As the ultimate improvements have been deferred, the Town will be completing some required street maintenance as well as adding some interim street aesthetic improvements that were approved by Council on December 7, 2011.

#### **Discussion/Comments/Questions:**

- Although the current DCR outlines the most efficient way to move traffic through Town Center, its design directly conflicts with the ULI's recommendation for a "pedestrian friendly" Town Center design.
- Current roadway design; for one lane of traffic in each direction between Ocotillo Road and Victoria Lane and two lanes of traffic in each direction between Victoria Lane and Rittenhouse, is not a "pedestrian friendly" or "walkable" Town Center design.
- Local business owners are concerned for their future survival should the current DCR and final design plans be implemented and prove inhospitable to pedestrian foot traffic.
- Essentially, this is an issue of a pedestrian friendly design vs. efficient traffic flow.
- Was a traffic study done at the time? (Yes) Do two lanes in each direction still make sense?
- Will the Town do another traffic study with the Communiversality in mind?
- Are any mid-block crossings planned? (No. DCR and final construction drawings include crosswalks at the intersections of Ocotillo, Victoria Lane, Maya, and Rittenhouse)
- The designed single traffic lanes from Ocotillo to Victoria Lane don't work well for Town events such as the annual parade and car shows.
- What time frame is projected in traffic studies? (Based on long term growth/build-out population)
- Has the DCR taken into consideration the impact of traffic flow onto Ocotillo Road? Going from two lanes down to one may cause traffic jams as people still want to move quickly through the area. (Traffic speed from Rittenhouse to Victoria Lane will be posted at 35 m.p.h. while traffic speed from Victoria Lane to Ocotillo Road will be posted at 25 m.p.h.)
- How about doing a one year trial traffic study using a one lane each direction roadway?
- Are there enough changes to land uses to warrant a new traffic study?
- Local business owners want a new traffic study done.

## **Item C: Discussion and update on traffic signals, studies, and CIP project updates**

### **Intergovernmental Agreements**

**Chris Dovel**

Note: Items 4C and 4D were combined into one presentation.

#### **Rittenhouse & Village Loop Road South Traffic Signal:**

This project will add a new traffic signal at Rittenhouse Road and Village Loop Road South. This construction contract was recently approved by Town Council on January 18, 2012. The signal is warranted by MUTCD (Manual on Uniform Traffic Control Devices) mostly due to delay caused by significantly high volumes of traffic on Rittenhouse Road (Over 20,000 ADT), and high peak hour traffic on Village Loop Road South. A notice to proceed with construction is anticipated within the next couple weeks.

#### **Rittenhouse Road & 198<sup>th</sup> Street Westbound Left Turn Lane:**

This project will widen Rittenhouse and add a westbound left turn lane at 198<sup>th</sup> Street. The need for the westbound left turn lane is based on collision and injuries. A traffic study was completed and over a 21 month period there were 10 reported collisions, 6 resulted in injuries. All were rear-end and occurred in the westbound direction of Rittenhouse Road. The Town was recently awarded \$100,000 through the MCDOT Special Project Funds program to be used towards these improvements. The Design Consultant is working to complete the 100% design plans. Construction could begin in late spring or early summer

#### **Rittenhouse Road & Cloud Road Traffic Signal**

This project will add a traffic signal at the intersection of Rittenhouse and Cloud roads. This was also submitted for funding through the MCDOT Special Project Funds program but due to MCDOT's limited funding, the Town was only awarded the 198<sup>th</sup> & Rittenhouse project. The Town recently submitted another application for funding through the Small Cities Transportation Assistance Program (SCTAP). The Town is requesting \$212,000 with a \$37,500 local match (15%). The traffic signal warrants at Cloud & Rittenhouse are essentially the same as those at Village Loop Road South.

#### **Sonoqui Wash Phase IIA – Riggs Road Phase 1**

This project will improve the Sonoqui Wash from Chandler Heights to Ellsworth Road. This project is being completed through an Intergovernmental agreement with The Flood Control District of Maricopa County. The first phase was recently completed which included wash improvements, a new box culvert crossing on Hawes Road, and a multi-use trail system. Construction of the second phase is underway and it includes a new bridge constructed by MCDOT on Riggs Road.

#### **Riggs Road Phase 2– Hawes to Ellsworth**

This is a MCDOT project that will improve Riggs Road from Hawes Road to Ellsworth Road. The roadway will be a 5-Lane Road with bike lanes and curb and gutter. The design is currently at 70%. The Bid for Construction is currently scheduled for September 2012 by MCDOT, but this could change.

#### **Riggs Road Phase 3 – Power to Hawes**

This is a MCDOT project that would improve Riggs Road from Power to Hawes to a 5-lane roadway with bike lane and curb and gutter. Design and scoping is just beginning and MCDOT anticipates a 40% design by early fall (construction could begin approximately a year and half later).

#### **Queen Creek Wash Trail Desert Mountain Park to Ellsworth Road**

This project will include a multi-use trail extension from Desert Mountain Park to Ellsworth Road. The project is being completed through a Joint Project Agreement with ADOT. The Town was awarded Transportation Enhancement Grant for \$647,358 with a Town Match of \$41,889. The Town has been meeting with both ADOT and MAG to kick-off the design scoping and environmental clearance efforts. This will include a new 10' wide asphalt trail, a rest area with some local landscape improvements

#### **Queen Creek Wash Trail Ellsworth Road to Chandler Heights**

This project will include a new multi-use trail to extend from Ellsworth Road to Chandler Heights (approx. 1 mile in length). The Town was awarded a Congestion Mitigation – Air Quality (CMAQ) grant for \$750,000 (\$225,000 Town Match). The Town is working concurrently with ADOT and MAG to design and construct this segment on the same schedule with the TE Project.

### **Ellsworth Road Interim Improvements Ocotillo Road to Rittenhouse**

This project will provide required pavement maintenance to Ellsworth Road; aesthetic improvements to the corridor until the ultimate improvements can be completed. This interim improvement project was approved by Council on December 7, 2011. Required maintenance includes: slurry seal over the existing pavement, edge repairs, shoulder repairs, and new striping. Improvements include: granite surfacing from roadway edge to right-of-way, decomposed granite trail, white vinyl split rail fence, local drainage improvements, curbing at existing driveways, and adding parallel parking.

### **Discussion/Comments/Questions:**

No questions/comments were brought forth.

### **Item E. Request for future agenda items**

**Chair Nichols**

1. Discussion on pedestrian crossings and possible solutions for Rittenhouse & Ellsworth roads.
2. Presentation and discussion of trails and bike lanes for Rittenhouse & Ellsworth roads (make Council aware this is a hot issue for citizens of Queenland Manor, Langley Gateway, & Nauvoo Station developments).
3. Discussion of the status of abandoned right-of-way on old Ellsworth Road (north of Rittenhouse Road).
4. Discussion concerning possible public confusion of Town Center road names (specifically between Ellsworth Road and Ellsworth Loop Road).

### **5. Announcements**

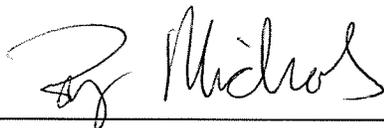
No announcements were given.

### **6. Adjournment**

The committee adjourned at 7:42 p.m.

PREPARED BY: Laura Catanese

PASSED AND APPROVED ON: 3-01-12



---

**Ryan Nichols, TAC Committee Chair**