



## **Transportation Advisory Committee Minutes**

Thursday, January 22, 2009

6:33 - 8:24 p.m.

Town Hall – Council Chambers

### **Committee Members:**

Bill Fischbach	Present
Chris Clark	Present
Jeff Brown	Present
Kyle Robinson	Present
Milos Pavicevich	Present
Robin Benning	Present
Silvia Centoz	Absent
Thomas McCarthy	Absent

### **Town Staff Members:**

Dick Schaner, Transportation Director	Present
Mark Young, QC Government Liaison	Absent
Mike Pacelli, Asst. Public Works Director	Present
Norma Hernandez, Management Assistant	Present
Shane Dille, Deputy Town Manager/Acting PW Director	Present
Wayne Balmer, Planning Manager	Present
Lance Decker, LL Decker & Associates, Inc	Present

### **Public/Observers:**

Anne Reed, non-resident  
Bob Hildebrandt, resident/QC business owner  
Gordon Brown, non-resident

### **Call to Order:**

Robin Benning, Chairman, called the meeting to order at 6:32 p.m.

### **Introductions:**

All members and staff introduced themselves and guests were welcomed.

**All**

### **Public Comment:**

Bob Hildebrandt – I don't know at this time, it will depend on what is discussed during the meeting.

No public comment received at this time.

## **Items for Discussion**

### **Item A: Approval of January 8, 2009 minutes**

**All**

Motion to approve the January 8, 2009 minutes, (Chris Clark/Milos Pavicevich/Unanimous approval).

### **Item B: Access Management**

**All**

Wayne Balmer, Planning Manager, and Michael Pacelli, Asst. PW Director, provided a handout and made available a layout for members to review an illustration of what may be the proposed changes to the Town Center Streets Design Concept Report. Changes made by the TAC members at the meeting on January 8, 2009, as well as comments on the matrix, have been incorporated in this draft.

## **Ellsworth Road**

### **1. South of Ocotillo Road to the Ellsworth Loop Road (south connector)**

- Median south of Ocotillo to be flush, except for the existing raised median between Sierra Park Blvd and the Ellsworth Loop Road to remain
- Left turn bay to be shortened at Ocotillo Road.
- The median between Ocotillo Road and the Ellsworth Loop Road to be a decorative, but functional finish – i.e. textured pavement, pavers, bomanite, stamped concrete, etc.
- Cost and feasibility of “the football” to be further evaluated prior to construction

#### Comments from members:

- Having flush all the way to intersection is a big concern.
- Intersection has been working for years; I have seen a short median in some cases; which would work here.
- Traffic south of Ocotillo is not going to be as bad a north of Ocotillo.
- Who thinks a flush median would work here?
- Majority agree flush.

#### Staff:

- We have to think of “what are we trying to block”? If you have an area that is 2-3 cars long, the median is not really accomplishing much. A short raised median only provides safety benefit if you just put in front of a driveway.

### **2. North of Ocotillo Road to the Library**

- Raised left turn bay curb to remain on Ocotillo Road.
- Raised median north of the left turn bay transition be shortened sufficiently to allow left turn traffic from the library to stage in the median area
- Median north of the left turn bay to be flush
- Library driveway redesigned to allow both right and left turn traffic
- Additional public parking along Ellsworth Road

### **Policy Questions:**

- Should parallel parking should be provided on the west side of Ellsworth Road in front of the existing businesses? In the space currently available, it may be possible to provide 6 spaces, which could be increased to possibly 8 spaces, if the property to the north is allowed to access the library driveway rather than having an additional driveway on Ellsworth Road.
- Should the private property south of the library on Ellsworth Road be given access to the library driveway, rather than requiring the construction of an additional driveway on Ellsworth?

### **Comments from members:**

- Unanimous to provide 6-8 parallel parking at Cactus Plaza parking lot.
- Median is okay as long as Rudy's has access and they have parking. Can 10 cars parallel park by the restaurant?
- We need to look at both sides of the road for parking.

### **Staff:**

- There is a big parking lot on the side of Rudy's that can be used for parking.

### **3. Between the Library and Rittenhouse Road**

- No changes are proposed between the library and Rittenhouse Road

### **Comments from members:**

- I object, I propose one lane each direction with suggestion top of segment 4 down to segment 5 (Exhibit 2) to be restricted.
- We don't want people to make u-turns on Ellsworth Road.
- Look at section, between Maya/Heritage, what is it going to be as this area develops?
- I propose 4 lanes from Maya north.
- How about having 2 lanes each direction going north to Rittenhouse and going south, have one lane each direction.
- Unanimous – have 4 lanes between Maya and Heritage.

### **Staff:**

- To include traffic signal at Ellsworth/Maya and Ellsworth/Heritage, we want to be able to have more capacity on these roads. Ellsworth Road may be slowed down, we don't want to overflow Ellsworth Loop Road and over congest. We are trying to increase capacity to Rittenhouse to help traffic leave the area. This is at 30% design right now, on hold until TAC recommendation is done and Council makes a decision.

### **4. North of Rittenhouse Road to Ellsworth Loop Road (north connector)**

- Transition to two lanes with bike lanes, and a flush median from Rittenhouse Road to Barnes Parkway
- Between Barnes Parkway and Ellsworth Loop Road the proposed design would be modified to accommodate the transition from the two lane design south of Barnes
- Required future right-of-way on the west side of the road to be reduced
- Raised left turn bay curb and transitional area at Rittenhouse Road to be retained
- Median south of the transition to Ellsworth Loop Road to be flush

- Stop signs to be added for both northbound and southbound traffic at Barnes Parkway, to make it an “all way stop” intersection.
- Barnes Parkway and Ellsworth Road intersection will be planned to also provide future access to the property to the west, due to limited access to Ellsworth Loop Road
- Property north of Ellsworth Road to have future access to the “Old Ellsworth Road cul-de-sac” due to limited access to Ellsworth Loop Road
- Signalized intersection of Ellsworth Road and Ellsworth Loop Road be designed to provide access to property on the west side of the Loop Road – i.e. Queen Creek Station

**Policy Questions:**

- Should a right turn bay be provided at Barnes Parkway to improve access?
- Should a “roundabout” be provided at Barnes Parkway to further discourage through traffic and improve the appearance of the area as an entrance to the Town Center?
- Should we have an all stop intersection?

**Comments from members:**

- There is significant school bus traffic by the potato operation.
- When I drive to Rittenhouse, I am now driving to Old Ellsworth Road, it is faster than if I drive under the tracks on the Loop.
- Bus garage needs lots of room.
- Nice compromise to maintain safety with raised medians. Can we make a recommendation to staff to accept?
- Middle School drive pickup, limiting turn bay, blocking road.
- When buses come out of bus garage, they come out north, to Barnes Parkway. If we put in a roundabout or all way stop, that will help flow of traffic going south.
- How or who would fund this change to Barnes Parkway?

**Staff:**

- School is in process of obtaining property outside this area.
- We can talk to them; we can review to see if we can share the cost.
- Are all members okay with bullet points? “Giving staff direction to...”
- We need to make improvements to get to Ellsworth Loop Road. There is a limited amount we can do to make it better. Do we want to downgrade the capacity of the road?
- The roundabout is thought of to slow down traffic.

## **Ocotillo Road**

### **5. East of Ellsworth Road to Heritage Loop Road**

- Left turn bay raised curb and transition area at Ellsworth Road to be retained
- Median east of the left turn bay at Ellsworth Road to be flush as far as the left turn bay curb transition area at Heritage Loop Road
- Left turn bay raised curb and transition area to be retained at Heritage Loop Road

#### Comments members:

- Like as shown.
- Accommodate as many turning points as we can. This area will have heavy traffic.
- Will QC Café customers have access from Ellsworth Road?
- Concerned about parallel parking, many residents drive very long vehicles here in QC, I see that being a challenge.
- Corner properties are still an issue; i.e. QC Café/Magma. Shorten raised median for left turn movement to southbound Ellsworth Road, by driveway for access to beverage place.
- How about parking by apartments and at empty lot, and signalized crosswalks by Bahama Bucks; we could solve issues with different areas.
- What I hear committee saying is - you like controlling or giving a better flow, introducing from friction. Concerned about median length for protection.

#### Staff:

- Yes, QC Café will have access off of Ellsworth, that area will be flush. How movable do you want the parking spaces to be? We can stripe this area, there is a 5.5-6' buffer between thru lane and curb. Parallel parking is better in the fact you can see more of the surroundings. DCR has breaks at certain locations, driveway at Barber Shop has full access, and driveways now are very informal. You can recommend your suggestions to Council.

### **6. West of Ellsworth Road to Ellsworth Loop Road**

- Raised left turn bay curb and transition area at Ellsworth Road to be maintained
- Raised left turn bay curb and transition area at Ellsworth Loop Road to be retained.
- The median area between the two turn bays to be flush

#### Comments from members:

- How about access to automotive place and café?
- Unanimous to leave as is.

### **7. West of the Ellsworth Loop Road**

- Area 4 raised median (between the post office annex and 205<sup>th</sup> Place) to be removed and replaced with a flush median
- Other existing raised medians (by Loop Road) to remain
- All new medians to be flush
- Flush in front of church

Comments from members:

- Unanimous to leave as is.

Comments in general regarding Town Center:

- Do we want monuments as you enter the Town? Could we include a statement to encourage Town Center Committee to address entrance statements as you enter QC Town Center?
- We still don't have a policy, something that can be referred to.
- Once we have an Access Management Policy, we can look and refer what is not acceptable.

Lance's comments:

- Group has agreed that there will be an Access Management Policy.

**Public Comment:**

*Bob Hildebrandt* – resident/QC business owner: We should not have a raised median within 500' of businesses. Having raised medians at intersections would affect the businesses. No two-way turns on plan either.

*Gordon Brown* – non-resident: I have no comment

*Anne Reed* –non-resident - A raised median should be replaced by a flush median, or the Town should compensate business owners for reduced business due to median.

Final comments:

Lance – What was done right tonight? What did you do better than before?

Members:

We did not argue, we voiced our opinion; we compromised on safety and access. The layout was very helpful; we were able to see Town Center at a glance. We included all factors, residential and commercial. Thank you for bringing in the layout.

Staff:

Thank you for your help, we want your direction to know where to go with the information.

**Item C: Scheduled future meeting** **All**

February 5, 2009, @ 6:30 p.m. Council Chambers: Recommend a policy for Council.

**Adjourn** **All**

Motion to adjourn (Robin Benning/Milos Pavicevich/Unanimous) meeting adjourned 8:24 p.m.