



Transportation Advisory Committee Minutes

Thursday, April 2, 2009

6:30 - 8:30 p.m.

San Tan Room – Development Services Building

Committee Members:

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

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	Absent
Tom Condit, Community Development Director	Present

Call to Order:

Robin Benning, Chairman, called the meeting to order at 6:33 p.m.

Introductions:

Welcome

All

Public Comment:

None

Item A: Approval of March 5, 2009 minutes

All

Motion to approve the March 5, 2009 minutes, (Robin Benning/Kyle Robinson/Unanimous approval).

Items for Discussion

Item B: General Plan minor amendment

Tom Condit

Tom Condit handed out Resolution 780-09 and a staff report requesting an amendment to the General Plan involving Signal Butte and Meridian Road corridor, which will be presented to the P & Z Commission on April 8.

Meridian Road does not currently have a connection to the I-60. Mesa completed a \$1M strategic plan about a month ago; Mesa has not identified Meridian as an important road as we have. It is anticipated that in 2012, the SR802 will be brought out to Ellsworth Road and in 2016, to Signal Butte Road. However, funding is still in question, we will have to watch the economy, housing market, and other factors as we move forward. Signal Butte/Rittenhouse dead ends at the railroad and Queen Creek does not have any plans to cross the railroad at Signal Butte Road.

Question: Is there a high degree of demand between Rittenhouse/Gary/Ellsworth in a north/south direction?

Tom C: At build out, yes, we are looking at 1-2 million people; we will need to improve that area. There is a high demand to drive north as freeway develops. Crismon Road is not planned to go through. There are three miles between Ellsworth and Meridian; this is quite a distance not to have a north/south corridor. CMC (Commercial Metals Company) is going to be at Meridian/Germann. The arrangement they have with Mesa is that they will improve Meridian at some future time, no time soon though.

Original concept – see presentation

Dick: T.Y. Lin has been selected as the design consultant to do a study on Riggs, Meridian, Rittenhouse, the UPRR and Gary. The consultant is still waiting for a notice to proceed and; it may take nine months to complete. We will need an interim at-grade crossing in this area. In the future, we will have to do the ultimate grade separated crossing.

Question: Why was Power/Pecos approved as an at-grade crossing?

Dick: At grade railroad crossing became more of an issue in the last two years. Gilbert already had their design in place prior to any Corporation Commission and railroad requirement changes.

Mike: The Town's crossing would be more complicated and an issue because of Rittenhouse Road.

Public Comment:

Jason Barney – I have worked with Westcor and we have done extensive preliminary design studies in this area. There are many issues with all the roads in the area. I was also involved with Church Farms too. We took several attempts to take southbound Signal Butte to Rittenhouse or thought of ways on how we could get traffic through in order to be efficient. One of the ideas was to maybe create a southbound realignment; however we couldn't do this due to wash and other issues. There was a time when we tried to get the 802 in this area, (Queen Creek/Germann) that did not work. The alternatives shown are very creative ideas; this area has strong regional issues. I think this a good idea and it could solve issues for a lot of people.

Questions: Why did we have Meridian Road be a regional road? Why did we spend time and effort if we didn't have Mesa's approval? What costs is the Town bearing? Did we know what Meridian was not a good regional road?

Dick: The Meridian Road corridor study was done by MDCOT (Maricopa County of Transportation); they have done a study on most arterials in this area. Both Mesa and Pinal Co. are OK with Meridian as a 6-lane road, but due to sales tax issues and coordination between several agencies it would be much more difficult to construct Meridian. Timing is a key factor. Getting north/south traffic to the extension of the 802 at Signal Butte by 2016 would go a long way to solve Town traffic problems. The boundary limit of Mesa is Germann Road and Germann is a major 6-lane arterial. Railroad crossings are very expensive and the realignment would eliminate and need to consider a future crossing for Signal Butte at Rittenhuse. FCD (Flood Control District) considers a bridge as a traffic issue and MCDOT's responsibility. The FCD said they would participate only to get improved water flow, not traffic flow.

Tom C: We worked a lot with Mesa to ask them to give CMC (Commercial Metals Company) requirements for improvements to Meridian Road, unfortunately there were not any except for a reference to in the future sometime.

Mike: From an engineering perspective, the southern part of Meridian Road, everything we put on the Meridian corridor is still on the map.

Question:
Is there any way FEMA can get involved?

Dick: Trillions of dollars of funds are being sent out to all states/cities. The Town's portion/share is \$1.03 million.

Tom C: Look at the Resolution, top of page 2; this is what we will take to P&Z for approval prior to Council approval.

Question:
What are the cost differences in the alternatives?

Tom: I think they will be similar;
Alternative 1: is the most general
Alternative 2: is the least general
Alternative 3: is the widest range

Jeff: I think let P&Z/Council review.

Tom C: The reason why we are doing this right now is because of the corridor study being done.

Robin: Any of the 3 alternatives supports circulation, motion to recommend one of the alternatives.

Kyle: Motion to recommend Alternative 3 to P&Z and to Council – based on this alternative seems to provide more options.

Silvia: Motion 2nd.
No further discussion.

Robin: Move to approve that TAC is in support of Resolution 780-09, Alternative 3.
Vote: Motion approved/unanimous.

Item C: CIP **Dick Schaner**

Dick provided a handout of the Criteria for Funding Capital Improvements.

Mike: We have a request in to MAG for \$1M; we want to use to mill/overlay Combs Road east of Ellsworth Road. This road is in very bad shape, hopefully the road will last another seven years with an overlay. We will also do patch/overlay on Rittenhouse Road at various locations including near the Villages by the bridge. We will have to use federally approved rate schedules that will increase the price.

Question: Are you planning to pave ½ mile top lift on Sossaman by the Cortina subdivision?

Dick: This has been awarded and is scheduled for the week of April 15.

Question: The south side of Combs has a couple of developed subdivisions that did some work, and fenced off. Will they or Pinal County be responsible for completing Combs Road?

Dick: That is a good point. We will check with Pinal County. If the developer paid anything to Pinal County we should be able to keep them on the hook.

Tom M: Motion to approve/accept CIP list of Criteria for Funding Capital Improvements.

Milos: Motion 2nd.

Robin: Move to approve the list of CIP list of Criteria for Funding Capital Improvements

Vote: Motion approved/unanimous

Item D: Scheduled future meeting and agenda items **All**

May 7, 2009, @ 6:30 p.m. DSB – San Tan Room


Next month's agenda items (staff may add additional items as needed):

- Update on CIP Budget
- Update on stimulus funds
- Possible appointment of new members
- Action on voting to dismiss one meeting between June-August

Adjournment: Motion by Robin Benning to adjourn the meeting. Motion passed by Milos Pavicevich. Meeting adjourned by unanimous vote and concluded at 8:33 p.m.

PREPARED BY: Norma Hernandez, April 6, 2009

PASSED AND APPROVED ON: May 7, 2009



Robin Benning, TAC Committee Chair