



Transportation Advisory Committee Minutes

Thursday, November 5, 2009

6:32 - 8:34 p.m.

San Tan Room – Development Services Building

Committee Members:

Chris Clark	Present
David Brandhorst	Present
Debbie Reyes	Absent
Jeff Brown	Present
Kevin Fosburgh	Present
Kyle Robinson	Present
Milos Pavicevich	Absent
Richard Turman	Absent
Robin Benning	Present
Ryan Nichols	Present
Thomas McCarthy	Absent

Town Staff Members:

Mike Pacelli, Asst. Public Works Director	Present
Norma Hernandez, Management Assistant	Present
Shane Dille, Deputy Town Manager/ PW Director	Present
Troy White, CIP/Environmental Division Manager	Present

Public:

Sara Christopherson

Call to Order:

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

Introductions:

Everyone welcomed.

Public Comment:

No public comments were made.

Item A: Approval of October 1, 2009 minutes **All**

Motion to approve the October 1, 2009 minutes, (/Unanimous approval).

Items for Discussion

Item B: Village Loop Road South

Mike Pacelli

Mike Pacelli provided a presentation on the traffic circles/traffic calming concerns at Village Loop Road South. Some of the reported problems are: Vehicles speeds too high at mid-block and entering traffic circles, sight distance restrictions at traffic circle entries, and pedestrian crossing conflicts at traffic circles. He discussed some possible modifications to decrease the concerns as well as cost.

Speed humps/cushions: He advised members that speed humps are very disruptive to emergency response vehicles; the speed cushions are not as bad but still cause a slow down of 15-20 mph at a device location, the cost is \$7,000-\$7,500 per location. The Town placed speed cushions at seven locations in Rancho Jardines and residents do not like them, they say they are too noisy. Total cost \$60,000.

Speeds too high: Driver feedback signs can be installed to make drivers more aware of their speed, and also let them know they are in a school zone. The signs can last forever, and they can have up to two messages flashing/shown. For example; during school hours sign can have school warning message, other times the driver's speed limit can be shown. The cost for each sign is \$8,500, plus \$1,700 if pole is needed, for a total of \$10,200 per sign, per location. We would probably install a total of four signs at different locations, i.e. by the tot lot, by the school, etc. The total cost would be around \$40,800.

Vehicle speeds too high entering traffic circles: The diameter is a little too small, it is approximately 93' and it should be 100'-130'. There are issues with large trucks striking the center island; truck access could be made worse by increased deflection on entry. We could possibly add dagmars or re-stripe with more of a curve in order to try to get traffic to slow down. Cost per approach for deflection would be \$2,000-\$3,000, for a total of \$6,000 per circle. Total cost \$24,000.

We could add a slightly raised concrete truck apron around each traffic circle, this would still allow trucks with trailers to go over and the circle would not be damaged. Drivers in a regular vehicle would probably not go over apron due to possible vehicle damage. Each apron would cost about \$13,400; keep in mind this would not fix the speed problem but they do help with deflection. We have to think of what would work for both large and small vehicles. Total cost \$53,600.

Sight distance: Town standard does not allow any bushes, etc. to be over 24". The Town of Queen Creek Code Enforcement staff is to address landscaping removal with HOA. The standard is that for added safety driver's need to see the white line on pavement as they approach the traffic circle.

Pedestrian Crossings: We could modify each traffic circle by moving the pedestrian crossings not to be right at the circle, but more down the side a few feet down the road. Removing the current ramps and adding new ramps and re-stripping as needed for added safety. If we do substantial construction on an area, we would be required to put

in truncated domes, this project would not be considered a substantial re-construction project. The cost to change crossing on all traffic circles would be an estimated \$65,000 and the project could take 2-3 weeks to complete.

Action:

Members agree that speed concerns do not need to go to Council, however all agree that there are concerns with the pedestrian crossings and have requested this project to be placed on the CIP list of projects for Council to rate according to priority level.

Motion A; to direct staff to contact MCSO requesting additional monitoring in the area, Motion B; to acknowledge pedestrian crossings at traffic circles are a concern and o list this project on CIP list as Council rates priorities. Robinson/Fosburgh/Unanimous.

Item C: Capital Improvement Project (CIP) updates

Troy

Troy White provided updates on CIP.

Roadway Projects with updates:

- Ellsworth Road (Cloud to Empire): Utility work is still ongoing. Project is anticipated to go to bid after the holiday season.
- Ocotillo Roadway Widening - 205th to Ellsworth Loop Road: 205th Place was closed on October 21 for the duration of the project, which is anticipated to be complete by November 30, 2009. For the duration of the project, emergency access for Will Rodgers Subdivision will be maintained on 205th place, and Our Lady of Guadalupe Catholic Church will be provided temporary access to the Ellsworth Loop Road. The contractor is providing dust control while on site. Expect minor traffic delays on Ocotillo Road for the duration of the project.
- Signal Butte Road/Ocotillo: Signal Butte Road will be widened to correct the northbound and southbound lane alignment at Ocotillo Road prior to the intersection being signalized. The project is anticipated to be completed mid November and minimal delays should be expected during the construction.
- Town Center - Ellsworth north of Ocotillo to Rittenhouse Road: Open House was held. Overall comments were very positive. The Town did receive two comments in concern of the raised medians. A total of six people attended. One business owner was concerned about access. Troy brought the Town Center Plan to the meeting so members could reivew. The members were happy that their input and suggestions from the Access Management task were considered in the plan.

Wash Projects with updates:

- Cloud and Sossaman Basin & Outfall Stormdrain Design: A kick-off meeting was held with Maricopa County Flood Control District, a partner in the project, to discuss the project parameters. Design survey work will begin this week, and an open house will be scheduled when the design is at the 60% level.
- Sonoqui Wash - Chandler Heights Road to Crismon Road: Maricopa County Flood Control District is the lead in this project in partnership with the Town. 60% plan review has been completed and sent to the consultant. The revisit of the alignment

on the south side of Riggs Road from 204th Street to the existing dip due to the property appraisals show less value than existing mortgages confirmed the current alignment to be the best one.

- Sonoqui Wash and Sossaman Road Pedestrian Crossing: Project is complete.

Item D: Update on ARRA pavement preservation project **Mike**

Mike informed the members that there is \$787 billion available in the stimulus package; Queen Creek will receive \$1 million. In addition to a tight schedule, there are utility and environmental clearance requirements that need to be met. The project has to be designed and constructed a certain way, and there is a specific proper bid process that needs to be followed too. None of the requirements were waived for any of the projects from any entity. The project management will be by ADOT, they have a formula that calculates how many jobs each project creates to stimulate the economy depending on the funds for the project.

The Town has annexed the north side of Combs Road to Gantzel. The Town will likely annex the south side as well up to the new Banner Hospital. We are going to re-pave Combs Road; we already paved 300' just to hold the road together until the project is complete next spring. We are also paving four segments of Rittenhouse Road that have older pavement between Sossaman Road and Cloud Road. Approximately 2.3 miles being re-paved and .6 miles of micro seal will be done with funds received. All project management will be done through ADOT. We are not doing any widening of roads; striping will be look as is today. No bike lanes will be added either.

Item E: Interim Municipal Corporation Yard **Mike**

The new Interim Municipal Corporation Yard is now operational; the steel building is located on Queen Creek Road east of Signal Butte. Fleet and streets crews, and most equipment, have moved to this location. The Utilities field staff will soon move to the building as well. A permanent building will be built in the future for all field staff; however it may be up to 10 years before that can be done.

Item F: Discussion of upcoming agenda items/schedule next meeting

Members agreed to cancel the December and January meetings due to no agenda items ready to be discussed.

Future agenda items:

- Signal Butte Corridor Study
- Mesa/Queen Creek Gateway Area Transportation Study
- Meridian/Riggs intersection Design Concept Report
- ADOT SR-802 Update

Announcements:

- Ryan Nichols – ADOT planning presentation Tuesday, Nov 17 @ Mesa Convention Center from 3-7 p.m. in the Palo Verde Ballroom, Building B. (Norma sent flyer to members).
- Ray Road to be extended to Ellsworth in early 2010.
- Hawes Road freeway off ramp from Loop 202 to be done early 2010.

Adjourn:

Meeting adjourned at 8:34 p.m.

PREPARED BY: Norma Hernandez, November 9, 2009

PASSED AND APPROVED ON: February 4, 2010

A handwritten signature in black ink, appearing to read "Robin Benning", written over a horizontal line.

Robin Benning, TAC Committee Chair