



Transportation Advisory Committee Minutes

Thursday, February 4, 2010

6:30 - 8:25 p.m.

San Tan Room – Development Services Building

Committee Members:

Chris Clark	Present
David Brandhorst	Present
Debbie Reyes	Present
Kyle Robinson	Present
Milos Pavicevich	Absent
Richard Turman	Present
Robin Benning	Present
Ryan Nichols	Present

Town Staff Members:

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

Public:

Andrew McKelvey
Kimberly Mlazgar
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 November 5, 2009 minutes **All**

Motion to approve the November 5, 2009 minutes, (/Unanimous approval).

Items for Discussion

Item B: Elect New Chair and Vice Chair

All

1. Robin Benning is the current committee Chair; however, due to his appointment to Council, a new chair will be chosen to allow a non-Council Member the opportunity.
2. The Vice Chair resigned from the committee; therefore a new Vice Chair is needed.

Robin Benning nominated Ryan Nichols for Chair. David Brandhorst expressed interest in the Vice Chair position. Motion to nominate Ryan Nichols for Chair and David Brandhorst for Vice Chair; Robinson/Benning/Unanimous.

Item C: Discussion and possible recommendation on a proposal to realign Meridian and Signal Butte roads

Wayne Balmer

Wayne Balmer gave a presentation/handout on the 2009 Major Plan Amendment GP09-58 and RZ09-60 Barney Farms. He provided maps, which identified the area being proposed for change; important dates demonstrating Council approval, Open House events to be held, Planning Commission Hearing, and Schedule; regional information addressing how these two significant roads will connect to the Mesa/Gateway Airport, City of Mesa and Pinal County; and how this amendment will impact the Town. There are a total of 257 acres involved in the proposed amendment area; 20 acres of employment, 20 acres of community commercial, 79 acres of medium –high density residential B, which is up to 8 dwellings per acre; 138 acres of median high density residential A, which is up to 5 dwellings per acre.

Construction of the 802 Freeway goes over the top of I-202, with a southeast interchange at Ellsworth to Pecos to Meridian and in to Pinal County. The Ellsworth interchange will be very busy due to the airport. GM has sold all property along that vicinity; there is anticipated to be hotels, golf sites, commercial, and industrial in that area. The next interchange will be at Williamsfield with a loop to the airport. Crismon will be an underpass on the freeway. No funds are available to go to Ironwood; the challenge will be that Meridian Road does not exist; the road will be completed in the future several years ahead. The Signal Butte Study is along Signal Butte from I-60 to the railroad (Rittenhouse Road). The Town would like to realign Meridian over to Signal Butte Road. One possibility is to reconfigure the park; there are 102 acres of park space and the Municipal Corporation Yard that could be moved southwest for better use and visibility. The downside is there would be more street improvements needed. Timeframe for this to take place is about three years for the park to be moved, it may be longer due to testing/environmental clearances that needs to take place.

Mesa is working hard to get the freeway to Signal Butte Road and hold off on the segment to Meridian Road. More funds for improvements are needed on Signal Butte.

Comments from members:

Brandhorst – This proposal seems to fix all areas of concerns we previously discussed.

Benning – Nice proposal and nice changes.

Nichols – From a transportation perspective, this plan seems to work for the needs of the town.

Robinson – There is a 4-6 lane road planned on Meridian Road – which will be an improvement. The Signal Butte Study is funded by the County.

Pacelli – The County has not committed to fund for construction, just the study.

Brandhurst motion to recommend to Council of our acceptance of the proposal, Clark 2nd the motion, 5/7 in favor, Benning and Turman – abstain.

Item D: Update on Signal Butte Corridor Study **Mike**

The Signal Butte Corridor Study is along Signal Butte from I-60 to the railroad tracks (Rittenhouse Road). There are several stakeholders involved and numerous meetings that were needed to discuss the findings and what needs to be done. The northern section is mostly built; six-lanes are anticipated to be built going south on Signal Butte. *See attached document for more information.*

Item E: Update on Meridian **Mike**

The Town is in partnership with the surrounding counties on this study, the area being reviewed is Meridian Road from Empire Road to Ocotillo Road. The emphasis of critical concern is the intersection at Riggs Rd/Combs Rd and the Union Pacific Railroad. However the railroad is not in favor of any further at-grade crossings, especially at high traffic areas such as this will become in the future. Their thought is that it is not a good mix to have an at-grade crossing at a high traffic intersection.

There were six alternatives developed, items reviewed were right of way cost, structure costs for a bridge, and other items of significance. The alternatives were narrowed to 3, and the preferred was Alternative 6.

Alternative 6 highlights

- Meridian Road to be 6-lanes
- Two bridges; one on Riggs Road; one on Meridian Road
- Direct connect ramps to/from Rittenhouse Road
- Excellent connections for Gary and Rittenhouse roads
- Connector street for the intense commercial
- Alternate route around the intersection
- Connector street on Combs Road by the church as a full access point
- 15' retaining wall (minimum height)
- 30' retaining wall (maximum height) by the Olive Mill
- 120' ramps away from the railroad tracks
- ¼ mile distance from the first intersection to the bridge

A critical area is from Riggs to Rittenhouse off of Schaner Road. The Town has met with the Olive Mill, the owners of the property that used to be Maracay, and Pinal County to discuss the alternative details.

Item F: Update on Mesa/Queen Creek Study **Mike**

The Town is partnering with the City of Mesa to study the area southeast of Phoenix-Mesa Gateway Airport, with emphasis on ensuring that connections between the street networks in each city work together. This is a transportation modeling study, with specific focus on Queen Creek Parkway and how it impacts Mesa's street network at and beyond its intersection with Germann Rd, as well as on roadway connectivity at the Germann/Sossaman intersection. Possible system improvements are currently being evaluated, and the study is expected to be completed in April 2010.

See attached presentation for more information.

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

- General information – a refresher on:
 - Town Center
 - Budget Process
 - 5 year CIP
 - Update on grants
 - Currently planned CIP

Adjourn:

Meeting adjourned at 8:34 p.m.

PREPARED BY: Norma Hernandez, February 10, 2010

PASSED AND APPROVED ON: March 4, 2010

Ryan Nichols, TAC Committee Chair