



Transportation Advisory Committee Minutes

Thursday, August 5, 2010

6:38 – 8:30 p.m.

San Tan Room – Development Services Building

Committee Members:

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|--------------------|---------|
| Alexander Matheson | Present |
| Chris Clark | Present |
| David Brandhorst | Absent |
| Debbie Reyes | Present |
| Gregory Arrington | Present |
| Kim Mlazgar | Absent |
| Kyle Robinson | Present |
| Milos Pavicevich | Present |
| Richard Turman | Absent |
| Robin Benning | Present |
| Ryan Nichols | Present |

Town Staff Members:

| | |
|---|---------|
| Bill Birdwell, Traffic Analyst | Present |
| Norma Hernandez, Management Assistant | Present |
| Tom Condit, Development Services Director | Present |
| Troy White, Public Works Division Manager | Present |

Public:

None present

Call to Order:

Council Member Robin Benning called the meeting to order at 6:38 p.m.

Introductions:

Everyone welcomed

Public Comment:

No public comments were made.

Item A: Approval of June 3, 2010 minutes

All

Motion to approve the June 3, 2010 minutes, (Robinson/Pavicevich/Unanimous).

Items for Discussion

Item B Presentation on MAG Commuter Rail

Marc

Pearsall

Marc Pearsall, from Maricopa Association of Governments (MAG), provided a handout of the presentation on the Commuter Rail System Study that was approved by the Regional Council in May 2010. The Study indicated the SE line from Phoenix to Queen Creek was rated the highest in terms of potential ridership. A total of 85 meetings were held to review the Study; which included stakeholders and a representative from most of the surrounding cities/towns. The estimated cost to build a 100 mile commuter rail from Phoenix to Queen Creek is \$1 billion, and it is estimated that it will have 18,000 riders a day. Some of the issues reviewed were the density, liability issues, and cross sections. MAG plans on reviewing the Study every 2-3 years, after the Census is completed to assure the study totals are coinciding with the population. MAG will continue to evaluate this critical transportation link in future studies and/or funding opportunities.

Questions by members and staff:

Q: What about funding?

MAG: The Regional Council Meeting discussed updating the Regional Transit Plan for funding possibilities, including a possible extension of Proposition 400. The region would have to come together as a consensus in order for this project to be done.

Q: How will MAG work together with all entities that need to be involved?

MAG: Continue working with communities throughout the Sun Corridor. As this evolves, we will revisit. This is being put forward as one of many potential long-range solutions to our transportation issues.

Q: 18,000 per day? What is the benefit of commuter rail?

MAG: The benefit is that we don't have a commuter rail right now. However it is considered cost effective - and when comparing ridership with other successful commuter rail systems, the SE line is quite favorable. Stakeholders would have to agree that it is worth the cost, versus building a new freeway, or some other mode of transportation.

Item C: Presentation on SE Traffic Study: Michael Gordan/Alan

Sanders

Michael Gordan, from HDR, and Alan Sanders, from the City of Mesa, presented the final report of the Southeast Mesa/Queen Creek Area Traffic Study. This study is from Power Road to Meridian, and Ray Road to Ocotillo. The Study was done to determine which north/south corridor would best meet the growing transportation needs of Queen Creek, City of Mesa, and the Phoenix-Mesa Gateway Airport. Three possible corridor

alternatives were recommended. The combination of Signal Butte and Ray Roads were determined to be the best connecting roads between the cities and the surrounding region. This alternative would cost around \$44 million. Crismon Road was not chosen for the north-south connector because it is not anticipated to be a regional arterial north of Williams Field. Another alternative consists of widening Germann Road between Meridian and Rittenhouse - and providing a grade-separated crossing at Sossaman. This alternative would cost approximately \$32 million, including the railroad crossing. The third alternative combines alternatives one and two and is estimated to cost \$76 million. Queen Creek and the City of Mesa should work together on funding opportunities and priorities.

Recommendation from TAC is to adopt the Study as identified; ask Mesa to do likewise; and promote an ongoing partnership with Mesa on future Transportation projects. Motion to adopt the proposed Resolution given by Clark/Pavicevich/Unanimous.

Item D: Update on ADOT Tom Condit

Tom Condit, Development Services Director, provided a handout of the 2010 Statewide Transportation Planning Framework Program. He informed the group that ADOT does an update to the Transportation Plan every five years, and they want our input. This item will be discussed further at the September 2 TAC meeting.

Item E: Update on Capital Improvement Projects Troy White

Troy White, Public Works Manager, provided a handout of the current status of each project. Troy also went over the new fiscal year projects. The new projects were a combination of developer funded projects, and projects to be completed through the use of project savings of ongoing projects. The list of these projects was previously prioritized by the TAC members. He informed the group that some projects could be done quicker due to developer funds available. Members were okay with developer funded projects progressing aside from the priority list; however, any project to be funded from current project savings proceed in accordance with the prioritized list or that the project priorities be revisited by the committee prior to proceeding.

Projects that are currently in process are:

- Riggs Road – Ellsworth to Meridian
- Ocotillo @ Heritage Loop Traffic Signal
- Ocotillo Road – Design of Ocotillo Road from Ellsworth Loop to Heritage Loop

Traffic

Bill Birdwell, Traffic Technician, provided the members a tour of the Traffic Management Center in the Development Services Building. They were able to see the newly implemented ITS – Intelligent Transportation System, and what goes on behind the scenes of the traffic signals in town. This project is Phase I of a larger implementation plan, and was made possible via outside funding through MAG.

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

- ADOT Transportation Plan
- TAC 2010-2011 Annual Work Plan
- Quarterly Update on Regional Transportation Projects

Adjourn:

Meeting adjourned at 8:30 p.m.

PREPARED BY: Norma Hernandez, August 9, 2010

PASSED AND APPROVED ON: September 2, 2010



Ryan Nichols, TAC Committee Chair