



Transportation Advisory Committee Minutes

Thursday, November 4, 2010

6:30 – 8:30 p.m.

San Tan Room – Development Services Building

Committee Members:

Chris Clark	Present
David Brandhorst	Present
Debbie Reyes	Absent
Gregory Arrington	Absent
Kim Mlazgar	Absent
Milos Pavicevich	Present
Nichelle Williams	Present
Patricia Conrad	Present
Richard Turman	Present
Robin Benning	Present
Ryan Nichols	Present

Town Staff Members:

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

Public:

Sara Christopherson

1. Call to Order:

Committee Chairman, Ryan Nichols, called the meeting to order at 6:35 p.m.

2. Introductions:

Self introductions were made around the table.

3. Public Comment:

No public comments were made.

4. Items for Discussion and possible action

Item A: Consideration and possible approval of October 7, 2010 minutes

Motion to approve the September 2, 2010 minutes, (Benning/Williams/Unanimous).

Item B: Input/possible recommendation: North/South Corridor Study Tom Condit

Mr. Condit provided an overview of the ADOT North/South Corridor Study. He reported the Study will be a lengthy process and that there is currently no funding available for a North/South freeway.

The goal of a North-South freeway would be to eventually connect the US 60 to the I-10. Mr. Condit described the study area. He noted that due to the long-term growth projections for the San Tan Valley area, many of the alignments being evaluated are east of Queen Creek, going near Florence and then Coolidge. As part of the study, ADOT is gathering input from interested stakeholders. This is the Town's first opportunity to provide comments, there will be additional opportunities in the future.

Mr. Condit discussed how the North/South corridor study related to other transportation projects the Town is tracking. The discussion included information about SR 802 (now SR 24) and its proposed alignments. There was also discussion about the Phoenix-Tucson Intercity Rail Alternatives Analysis.

One of the challenges to locating the North/South freeway closer to Queen Creek is the existing residential development south of Queen Creek Road and east of Meridian, in the San Tan Valley area. In terms of the overall freeway location, ADOT is considering several factors including the availability of open space, proximity to schools, floodplains, and areas near or around fissures.

There was discussion about the economic benefits of the North/South freeway being located near the Town's eastern boundaries, as well as the economic benefits of the future SR 24. Conversely, there was also concern about an alignment located too far away from Queen Creek and the Town losing a customer base if traffic is not coming anywhere near the Town.

Following the project overview, staff asked the TAC members for suggestions and comments on the Study.

Member Brandhorst said he is in favor of getting the new freeway closer to Queen Creek, for the freeway to stay far west of the study area.

Chairman Nichols said the corridor that has been defined does not seem like it will get too close to Queen Creek.

The TAC made two recommendations concerning the North/South Corridor Study.

The TAC recommended that in the northern-most part of the study area, roughly between Apache Junction and Queen Creek, the alignment stay to the west of the CAP Canal for as long as feasible, due to the three existing flood retention structures (and

their associated floodplains) and the fact that this would force the new freeway to be very close to US-60. The westerly alignment would provide appropriate spacing between these major transportation corridors.

In the north-central part of the study area, the TAC recommended the western alignment be considered as preferred, at least to the point where the Union Pacific and Magma Arizona railroads meet. Should the eastern alignment be selected, existing residential development in this area would require the new freeway to be very close to Highway 79 for approximately 10 miles. The westerly alignment would provide appropriate spacing between these major transportation corridors.

A letter reflecting this recommendation will be forwarded to ADOT and this item will be discussed with the Council at the December 1 meeting.

Item C: Discussion/possible recommendation: Park & Ride Project **Troy White**

Mr. White discussed the proposed "Park & Rideshare" Project to be located at the Queen Creek Library. The conceptual design is to have seven spaces for carpoolers with signage identifying the spaces, a handicap ramp, a bench, and some shade trees. The Solid Waste temporary drop off area in the same general location, a suggestion is to have a wall around the recycling cans to shield from the library view and the new Park & Ride area. There would also be landscaping on the south side of the cans to shield them from Ocotillo Road.

Question: Why does a concrete pad need to be built in the recycling area? That will add significant cost and make it look like a transfer station. Would the recycling drop off ever move to a different area? Would the current vanpool move from Target to this location?

Staff said the proposed concrete pad was not a requirement. The vanpool at Target could move to this location, and no additional parking spaces are anticipated to be needed. There are a substantial number of "excess" parking spaces at the library. When originally designed, this parking lot was intended for many different uses (including Town Center businesses and ridesharing).

Question: Wasn't this parking area intended for a parking structure, and parking for the businesses in that area? The Town needs to advise the Town Center Committee and Chamber of Commerce about the benefits of having the Park & Ride at this location.

Staff indicated that the more people that park there would be good for downtown business; and it is a good idea to obtain input from the business owners in the immediate area. Staff asked who would be the best person to contact at the Chamber of Commerce.

Member Clark said staff could attend the Chamber of Commerce luncheon and the Town Center Committee to discuss the benefits of having the Park & Rideshare at that location.

Member Benning said an ASU student's "Capstone Project" is looking at the Queen Creek Station project, and having a transportation connection. He asked where the potential transit station would be for the future Commuter Rail.

Chairman Nichols suggested having the Park & Ride closer to the library, around people and businesses, and not down at the south end where the vehicles would be parked all day without anyone around. On the other hand, it may not be a good idea to put parking spaces next to the businesses because that would take away parking spaces closer to their business. If the parking spaces were signed appropriately, such as "Rideshare", people would know the parking was available.

Member Williams agreed that it would be safer to have the parking spaces closer to the library.

Member Benning said there is a big glass window that faces that specific parking lot and the staff could see the vehicles. The best location is to consider security concerns, as well as the daily library visitors and where they would park.

Question: Is there a surveillance camera at the library?

Staff said it could be a possibility to have the spaces closer to the businesses and south side of the library, the only concern is that if there is an event or classes at the library then those parking spaces would be taken. Staff also thought there might be a surveillance camera in the library on the south window and would check with library staff to confirm. There is no money in the project to install a "stand-alone" surveillance camera.

Member Brandhorst said a crosswalk could be added connecting the Rideshare to the library, if those parking spaces were relocated further north.

Member Clark said he would contact the Chamber of Commerce about presenting the Park & Rideshare Project.

The TAC recommended for the parking area to be relocated closer to the library (for safety reasons), and labeling the parking signs "Rideshare" to avoid any confusion over a more traditional "Park and Ride" bus stop. The TAC also recommended the project be brought forward to the Chamber of Commerce and Town Center Committee to highlight the benefits of having a rideshare facility co-located within a short walking distance of downtown businesses.

Troy White provided updates and a handout on the significant Capital Improvement Projects currently underway in the Town.

Roadway Projects with updates:

Ellsworth Road (Cloud to Empire): The first phase of water and sewer utility installations (east side of Ellsworth Road) is underway and anticipated to be completed in mid-November. Roadway & subgrade work for the east half of Ellsworth Road will begin as the water/sewer are completed. Roadwork and asphalt paving on the side streets will continue.

Ellsworth Loop Road Bridge Retro-fit: The contractor has completed the first phase of work which included the rebar placement and pouring of the concrete walls between the existing piers. No additional work will be performed during the 30-day concrete curing period. The second phase of work will resume following the concrete curing period and will include a grout injection between the top of the new walls and pier cap. This project should be complete by the end of December. They are not working the week of Thanksgiving.

Ocotillo Sidewalk from 205th Street to Ellsworth Loop Road: Staff is securing a contract for Design Services.

Villages Traffic Circles: Staff will be selecting a contractor for installing truncated domes and performing improvements to crosswalks at traffic circles in the Villages.

Riggs Road Bridge over Sonoqui Wash: 100% bridge design is anticipated in late November. MCDOT and MCFCD have an IGA to bid and construct the bridge as part of the Sonoqui Wash Phase IIA-2 improvements. There is room for an equestrian crossing, this is the last link to keep the trail system moving.

Drainage Projects with updates:

Queen Creek Wash, Desert Mountain Park to Hawes Road: The contractor is currently grading the multi-use trails, equestrian trails & sidewalks, and installing rip-rap bank protection. Grading and formwork for the concrete sidewalk adjacent to Hawes Road is currently underway.

Sonoqui Wash Phase IIA-1 (Chandler Heights to Riggs Road): Design is at 100%. MCFCD is currently scheduling the Phase IIA-1 work to advertise in November, bid in December, and anticipate a Notice to Proceed (NTP) with construction in February 2011.

Item E: Request for future items

Possible December/Future Agenda Items:

- Annexation of Riggs Road between Hawes and Ellsworth
- Riggs Road – Archeological findings

Early 2011

- Trail System – status report, exhibits to demonstrate what has been completed.
- Disaster Management Committee – Summary/information
- ITS – Discuss all five phases

5. Announcements

Handouts provided for the two meetings below:

- Pinal County Transit Feasibility Study, November 8
- ADOT SR 802 Loop 202 Public Hearing, November 9

6. Adjournment:

Meeting adjourned at 8:21 p.m.

PREPARED BY: Norma Hernandez, November 8, 2010

PASSED AND APPROVED ON: December 2, 2010



Ryan Nichols, TAC Committee Chair