



## DRAFT

# Transportation Advisory Committee Minutes

Thursday, August 4, 2011

6:30 – 8:30 p.m.

San Tan Room – Development Services Building

### Committee Members:

Ryan Nichols – Chair	Present
John Alston – Council Member	Present
Chris Clark	Present
Gregory Arrington	Present
Kim Mlazgar	Present
Nichelle Williams	Absent
Patricia Conrad	Present
Richard Turman	Absent
Tom Nelson	Absent
Steve Conklin	Present

### Public:

None

### Town Staff Members:

Bill Birdwell, Traffic Engineering Supervisor	Present
Chris Dovel, Principal Engineer	Present
Laura Catanese, Sr. Administrative Assistant	Present
Tom Condit, Development Services Director	Present
Troy White, Public Works Division Manager	Absent

### 1. Call to Order:

Committee Chairman, Ryan Nichols, called the meeting to order at 6:33p.m.

### 2. Introductions:

Chair Nichols introduced new member, Steve Conklin, to the committee. Committee members gave self introductions around the table.

### 3. Public Comment:

There were no public comments.

#### 4. Items for Discussion and possible action

##### **Item A: Consideration and possible approval of June 2, 2011 minutes**

Chris Clark made the first motion to approve the June 2, 2011 meeting minutes. Steve Conklin made the second motion to approve the minutes. Motion was carried **UNANIMOSLY**.

##### **Item B: Discussion and possible appointment of Vice-Chair**

**Ryan Nichols**

Greg Arrington nominated Chris Clark for Vice-Chair. Steve Conklin seconded the nomination. Motion was carried **UNANIMOSLY**.

##### **Item C: Discussion and possible action on the FY11-12 TAC Work Plan**

**Tom Condit**

Staff gave a brief status of topics/projects the committee has covered from the FY10-11 TAC Work Plan. Staff then gave an overview of the proposed FY11-12 TAC Work Plan and the reasons why some of the priorities had shifted in importance. Chris Clark made the first motion to adopt the following work plan providing two additions be included (**in bold**). Steve Conklin second the motion; motion was carried **UNANIMOSLY**. **Note:** Please see attached FY11-12 TAC Work Plan Chart.

#### **Priority #1: Regional Partners**

- North-South Corridor Study/SR 24 Study (ADOT)
- Arizona State Land Department – Pinal County Comprehensive Plan Amendment (Superstition Vistas)
- Pinal County Transit Study (stakeholder involvement)
- Sustainable Transportation & Land Use Study (MAG)
- Regional Transportation Plan (MAG)
- Intercity Rail Plan/Commuter Rail (ADOT/MAG)
- MAG (Maricopa Association of Government) Liaison (Streets Committee, ITS Committee, Transportation Review Committee, Transit Committee, and Regional Council)
- CAAG (Central Arizona Association of Governments) Liaison (Technical Transportation Advisory Committee, Transportation Policy Committee, And regional Council)
- Southeast Valley Meeting; MCDOT Coordinating Meeting (SE Valley cities/counties quarterly staff updates)

#### **Priority #2: Defined Corridors & Studies**

- FINALIZE Meridian/Riggs Design Concept Report (DCR) (QC Wash to Empire/228<sup>th</sup> Street to Kennedy alignment)
- Minor General Plan Amendment – Transportation Element (realign Signal Butte Road to connect with Meridian Road)
- Riggs Road – Power to Meridian (Power to Hawes – design; Hawes to Ellsworth – construction; Ellsworth to Meridian – Phase II Environmental Clearance)
- Germann Road Corridor Study (Power Road to Ironwood)
- **Urban Land Institute Study – recommendations related to transportation**

#### **Priority #3: Emerging Safety Projects & Traffic Control Issues**

- FINALIZE Policy on Traffic Calming (to Council)
- Review adopted Town standards for street cross sections
- Presentation on the Town's adopted Pavement Management System/Program (late fall, early 2012)
- ITS (Intelligent Transportation System) – Quarterly ITS Phase II Project Updates
- Quarterly updates on all emerging traffic control and safety projects (including results of warrant studies)

- **Coordination on all projects where roads and trails cross each other**

**Priority #4: CIP/Transportation Element**

- Signalization of Cloud / Rittenhouse; Village Loop South / Rittenhouse
- Victoria Lane – Ellsworth to Ellsworth Loop
- Riggs Road Construction (Hawes Road to Ellsworth Road)
- 198<sup>th</sup> Street and Rittenhouse – left turn bay (westbound Rittenhouse to southbound 198<sup>th</sup> Street)
- Quarterly updates on all Town Transportation projects (design and construction)

**Priority #5: Community Outreach**

- Advise TAC of upcoming meetings including Citizen Leadership, Ice Cream Social, Pancake Breakfast, and others, as appropriate
- Provide routine correspondence and notification on local and regional transportation issues (press releases, open houses, stakeholder meetings; etc.)

**Item D. Presentation on adopted roadway cross-sections & engineering standards Chris Dovel**

Staff distributed “Town of Queen Creek Standard Roadway Sections” document and reviewed it with the committee. Several years ago, staff formed an internal working group in the Town that was tasked with reviewing, adding, deleting, and updating the existing roadway sections. Completed updates were incorporated into the Town Design Standards & Procedures Manual. Town standard roadway sections include:

- Principal Arterial
- Major Arterial
- Major Collector
- Rural Residential Collector
- Urban Residential Collector
- Industrial Collector
- Urban Local
- Rural, Estate, and Suburban Development Type ‘A’ Local
- Suburban Development, Type ‘B’ Local
- Hillside Development Local
- Frontage Road Design

**Discussion:**

Members asked the following questions:

- What is the determining factor for installing a median in a roadway? Medians are a traffic control measure.
- What determines the length of a left turn lane? Length is based on demand or an expected rise in traffic volume.
- What is the cost of public improvements within a standard subdivision, on a “per lot” basis? The cost depends on the size of the lots involved - smaller lots typically bear less cost because of the reduction in linear footage of public improvements per lot. One of the members suggested that “offsites” can add up to 1/3 to the total project cost.
- Does it cost more to build here in Queen Creek as opposed to other local towns/cities? No, we are competitively priced with surrounding municipalities; although Mesa has fewer requirements for their offsite improvements (historically, Mesa has used municipal bonds to cover a portion of the arterial street improvements).
- Is it possible to include criteria such as “no straight roads longer than a quarter mile” in the design standards (to deter speeding); and how can the TAC provide input for future offsite improvements? Staff will research this question and come back to the TAC with additional ideas and suggestions.

- Does staff presently utilize any standards or guidelines for context-sensitive design? The Town’s design standards do allow for additional language to be included on the adopted roadway standards, and some flexibility is generally provided to developers in the Town approval process.
- The Chairman brought up the Institute of Traffic Engineers’ publication “Designing Walkable Urban Thoroughfares – A Context Sensitive Approach” as a reference for incorporating rational criteria in land use planning into the review and approval of engineering plans. This approach can add additional flexibility into design standards.
- Can the developer’s design team be required to work closely with the Town’s engineering staff – and perhaps drive through Town subdivisions to see what designs are best? Staff will provide additional recommendations to the TAC on process improvements – for example, our Residential Design Guidelines have pictures of “best practices” and those that are not desired in the Town.

**Item F: Request for future agenda items**

**Chair Nichols**

For next month’s agenda:

- Arizona State Land Department (Pinal County Comprehensive Plan amendment) Update;
- Roadway Design Standards – Part II

Future agenda:

- Review the ULI final report and make recommendations to the Council (goal = December 2011)

5. Announcements

No announcements were given.

6. Adjournment

The committee adjourned at 8:24 p.m.

PREPARED BY: Laura Catanese

PASSED AND APPROVED ON: \_\_\_\_\_

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Ryan Nichols, TAC Committee Chair