

Recent Activities Summary

- Meetings held:
 - El Mirage – January 29, and
 - Surprise – January 31.
- Data collected and analyzed:
 - Crash data request pending, and
 - Microsimulation model nearing completion.



Recent Activities Summary

- Alternatives development approach.

- Project website is active:

<http://us-60compass.azmag.gov/>

- Four new documents.

MAG is hiring! View all open positions on our careers page. [Site Index >>](#)

 **MARICOPA ASSOCIATION of GOVERNMENTS**

Member Agencies Regional Council Committees Projects	Transportation Environmental Programs Human Services Information Services	Administration Communications Information Technology Fiscal Services
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US-60/Grand Avenue COMPASS Study

IN THIS SECTION [Location: Home >> Projects >> US-60/Grand Avenue COMPASS Study](#)

<p>Committees</p> <p>Policy Committees</p> <ul style="list-style-type: none">• Human Services Coordinating Committee• Management Committee• Regional Council• Regional Council Executive Committee• Transportation Policy Committee• Continuum of Care Regional Committee on Homelessness• Regional Domestic Violence Council• Economic Development Committee <p>Technical Committees</p> <ul style="list-style-type: none">• S-1-1 Oversight Team• Air Quality Technical Advisory Committee• Bicycle and Pedestrian	 <p>Corridor Optimization and Access Management Plan, and System Study</p> <p>US-60/Grand Avenue is an important regional facility controlled and maintained by the Arizona</p>	<p>Project Contacts</p> <p>Senior Engineer: Bob Hazlett MAG Transportation</p> <p>Related Projects</p> <ul style="list-style-type: none">• Northwest Valley Local Transit System Study• Southwest Area Transportation Study (SWATS)
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Status on Completed Documents

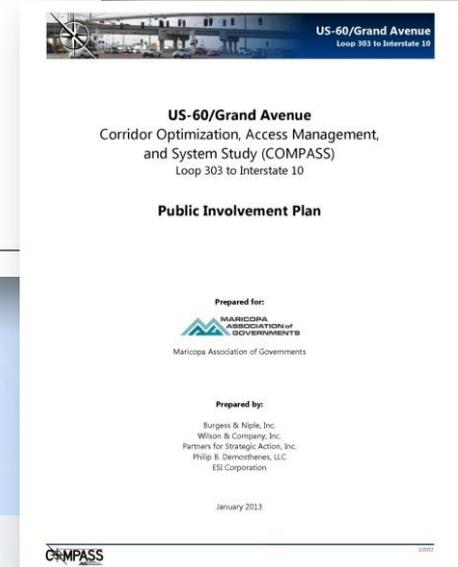
- Project Strategic Framework:

- Added Principle 4 –

Incorporate multimodal transportation options.

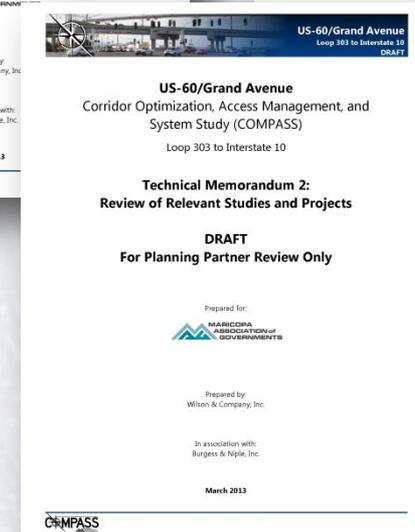
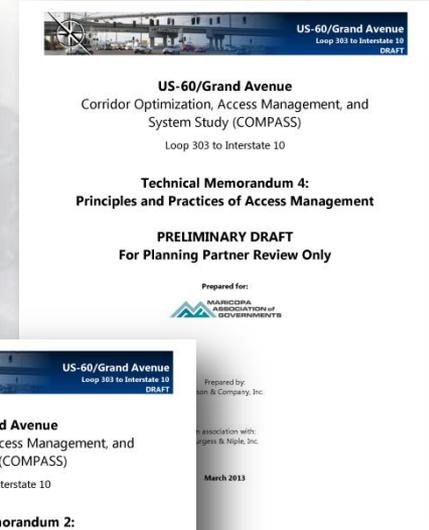
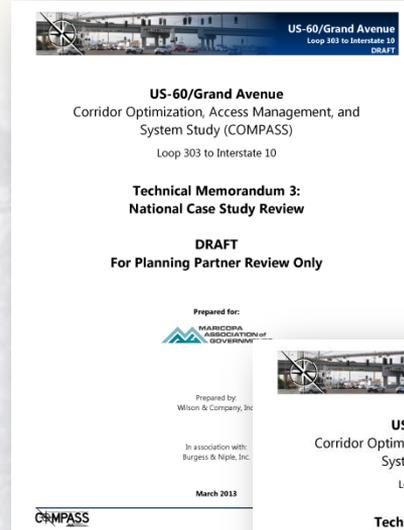
- Public Involvement Plan:

- Added details for Charter Partner group, civic group(s) coordination, and general public engagement; and
- Added detail for subarea-based dialog meetings.



Three New Technical Memorandums

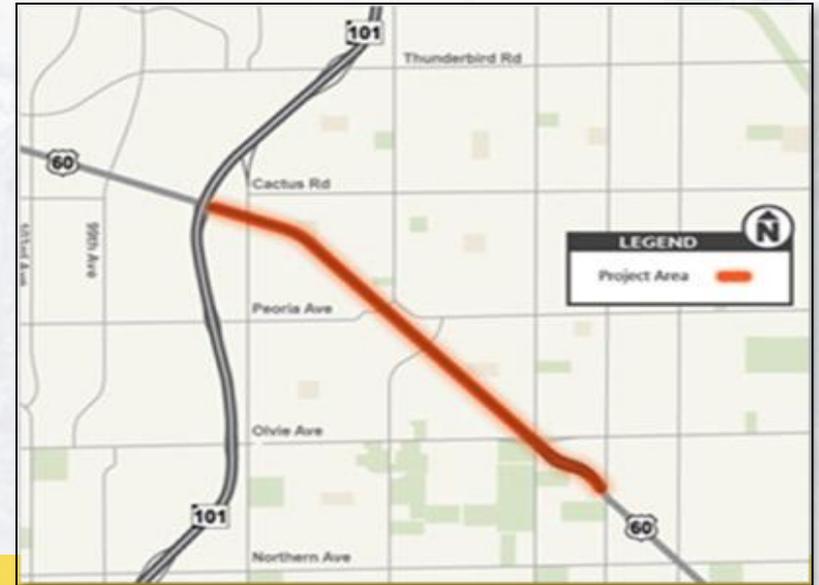
- DRAFT and for Planning Partner Review Only.
- No. 2 – Review of Relevant Studies and Projects.
- No. 3 – National Case Study Review.
- No. 4 – State of the Practice Assessment.



Technical Memorandum 2: Review of Relevant Studies and Projects

- **Since 1998:**
 - **28** completed roadway projects/studies.
 - **12** in progress roadway projects/studies.
 - **19** transit projects/studies.
 - **5** in progress transit projects/studies.

▪ **54 TOTAL PROJECTS AND/OR STUDIES DOCUMENTED.**



Source: US-60 (Grand Avenue) Improvement Project Loop 101 to 71st Avenue at http://www.valleyfreeways.org/Highways/Valley_Freeways/Freeway_Maps/US60.asp

Technical Memorandum 2: Review of Relevant Studies and Projects

- **"Studied to death...!"**
- Stepped down in functional classification.
- Change in focus.
- **"Fresh set of eyes."**

IS THIS THE TREND?

**Freeway
(auto focus)**
1980s-1990s

**Expressway/Grade
Separations
(auto focus)**
1990s-2000s

**Multi-modal Arterial
(person trip focus)**
After 2013 . .

Technical Memorandum 3: National Case Study Review

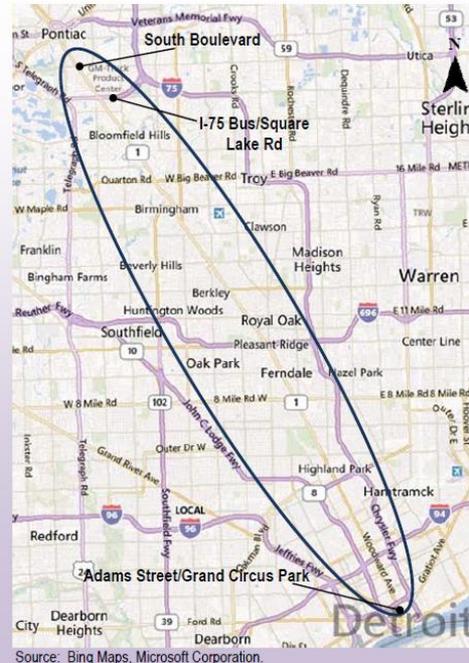
- Examine other similar urban travel corridors:
 - Major metropolitan areas.
 - Multimodal travel corridors.
 - Higher capacity corridors (interchanges).
- Presence of **freight rail**.
- Presence of **high capacity transit**.



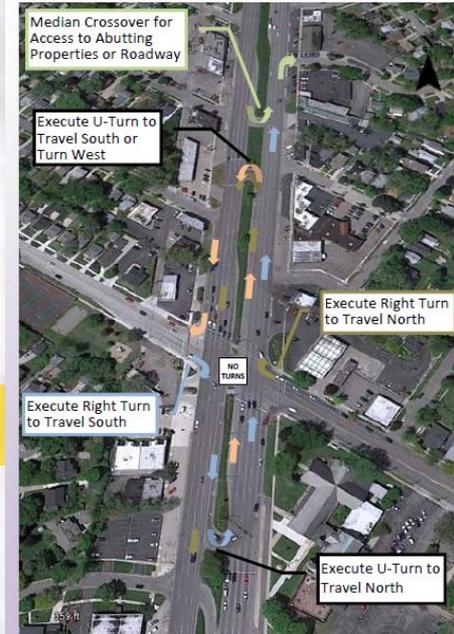
Technical Memorandum 3: National Case Study Review

- M-1/Woodward Ave, Detroit, MI:
 - 27 Miles;
 - Michigan Boulevard-Arterial (a.k.a., Arizona Parkway);
 - **65,000 vehicles per day;**
 - Diagonal corridor; and
 - Planned transit.

MICHIGAN 1/WOODWARD AVENUE LOCATION MAP

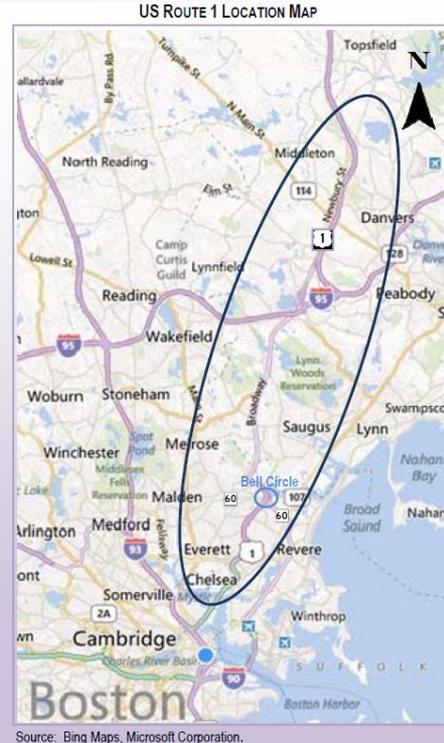


WOODARD AVENUE INDIRECT LEFT-TURN TRAFFIC OPERATIONS



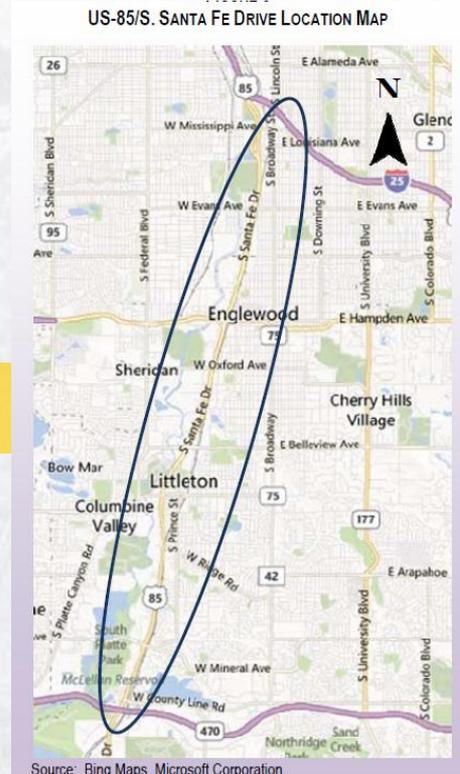
Technical Memorandum 3: National Case Study Review

- U.S. Route 1, Greater Boston, MA:
 - 17 Miles;
 - "Expressway;"
 - **86,000 vehicles per day;**
 - Unique grade separations and traffic interchanges;
 - Metro area connector; and
 - Transit operations – two commuter rail lines in the vicinity.



Technical Memorandum 3: National Case Study Review

- US-85/S. Santa Fe Drive, Littleton, CO:
 - 10.1 Miles;
 - “Expressway” and “Principal Arterial;”
 - **80,000 vehicles per day;**
 - Diagonal corridor;
 - Freight operations; and
 - LRT transit.



Technical Memorandum 3: National Case Study Review

- Key themes:
 - All **supposed** to be a **higher functional class** than today;
 - Initial focus was **traffic accommodation**; and
 - Evolved to **people-moving corridors**.



Technical Memorandum 4: Principles and Practices of Access Management

- Review of **local** access management practices.
- Review of **national** access management practices.
- Examines **model ordinances**.
- Reviews examples of program implementation.
- Examines appeals and dispute processes.

ACCESS MANAGEMENT



WHAT IS IT?
Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway. The purpose of access management is to provide access to land development in a manner that preserves the safety and efficiency of the transportation system.

WHY IS IT IMPORTANT?
Access management provides a cost effective approach to improve roadway safety and reduce congestion. Failure to manage access creates adverse social, economic, and environmental impacts. Successful access management results include:

- Reduced vehicular crashes and collisions involving pedestrians and cyclists.
- Reduced commute times, fuel consumption, and vehicular emissions as numerous driveways and traffic signals intensify congestion and delays along major roads.
- Less cut-through traffic in residential areas due to overburdened arterials.
- Reduced unsightly commercial strip development.



Vehicles caught in the median from heavy traffic.



Strip development with closely spaced driveways.

SAFETY BENEFITS:
Inadequate access management can result in traffic operation and safety problems, such as blocked movements into and out of driveways, conflicting and confusing turns at intersections, and insufficient distance for vehicle maneuvers. Research suggests that:

- Crash rates increase as the number of driveways per mile increases.
- Crash rates are lower on roadways with a non-traversable median than roads with two-way left turn lanes or no medians.
- U-Turn movements are generally safer than direct left turns and result in fewer accidents resulting in injuries or fatalities.
- Drivers making U-turns experience less delay than drivers making a direct left turn under high volume conditions.
- Medians improve pedestrian safety because they provide a refuge as pedestrians cross the road.

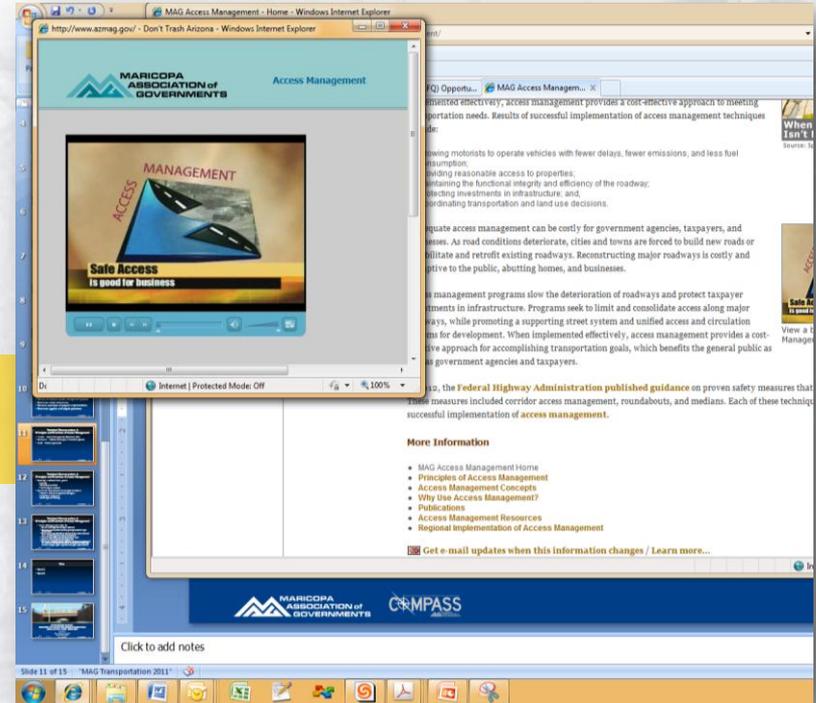


Proper spacing, design, and location of driveways can improve average travel speeds by up to 5 to 10 mph.

Source - Transportation Research Board, Access Management Manual, 2003

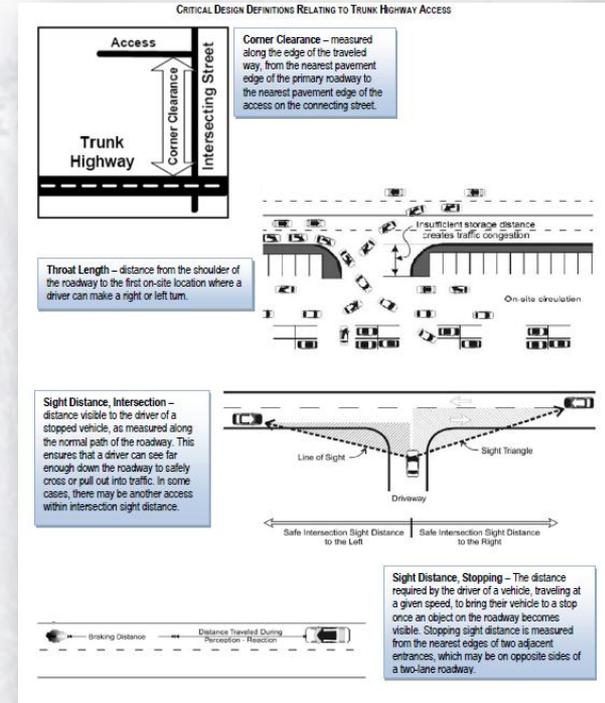
Technical Memorandum 4: Principles and Practices of Access Management

- Peoria:
 - Access Management Guidelines, 2011.
- MAG:
 - http://www.azmag.gov/Transportation/Access_Management/
 - Provides guidance.



Technical Memorandum 4: Principles and Practices of Access Management

- Model ordinances:
 - Area based;
 - Corridor based; and
 - Land use based.
- Several examples nationally.



Technical Memorandum 4: Principles and Practices of Access Management

- Develop a corridor wide goals:
 - Safety;
 - Driveway densities; and
 - Traffic signal densities.
- Delineate key economic development zones:
 - Focused access management strategies;
 - Improved safety; and
 - Development friendly.



Technical Memorandum 4: Principles and Practices of Access Management

- These strategies can relate to:
 - Geometric improvements;
 - Driveway consolidation;
 - Overlay zoning districts that correlate to the desired land uses and densities;
 - Transit stop/station accessibility;
 - Ordinance development; and
 - Develop a Corridor Charter.

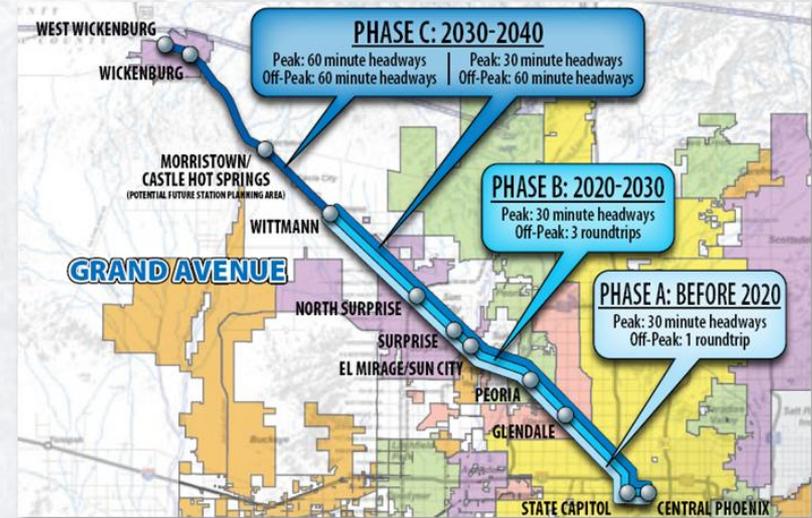




Planning Partners
 March 7, 2013

Sustainable Transportation and Land Use Integration Study (ST-LUIS)

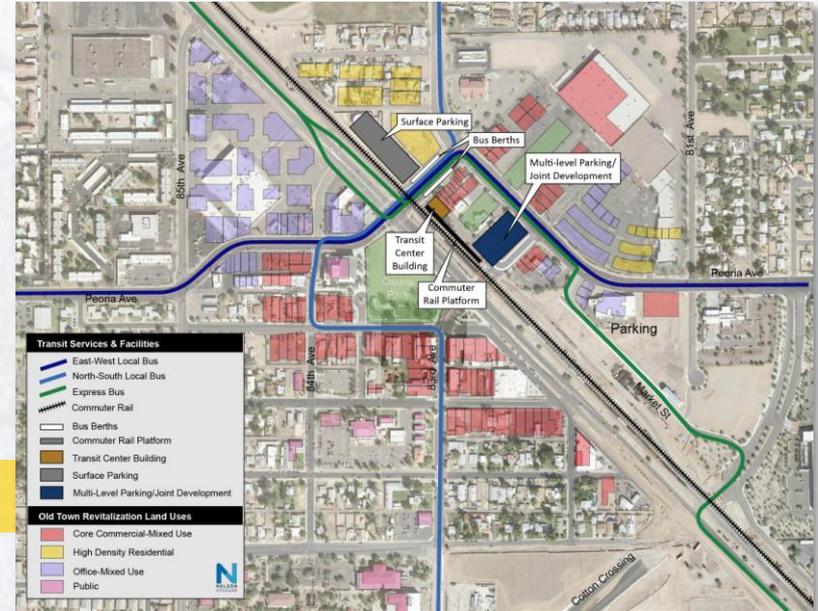
- Defines sustainable transportation options.
- Provide variety of tools.
- Finishing April 2013.



Source: MAG Grand Avenue Commuter Rail Corridor Development Plan, 2010

High Capacity Transit?

- US-60/Grand Avenue connects the **downtowns of six cities:**
 - Surprise
 - El Mirage
 - Youngtown
 - Peoria
 - Glendale
 - Phoenix
- Estimated **566,000 population** (zip code level).
- By 2030:
 - **41% population**, and
 - **52% employment** increase.

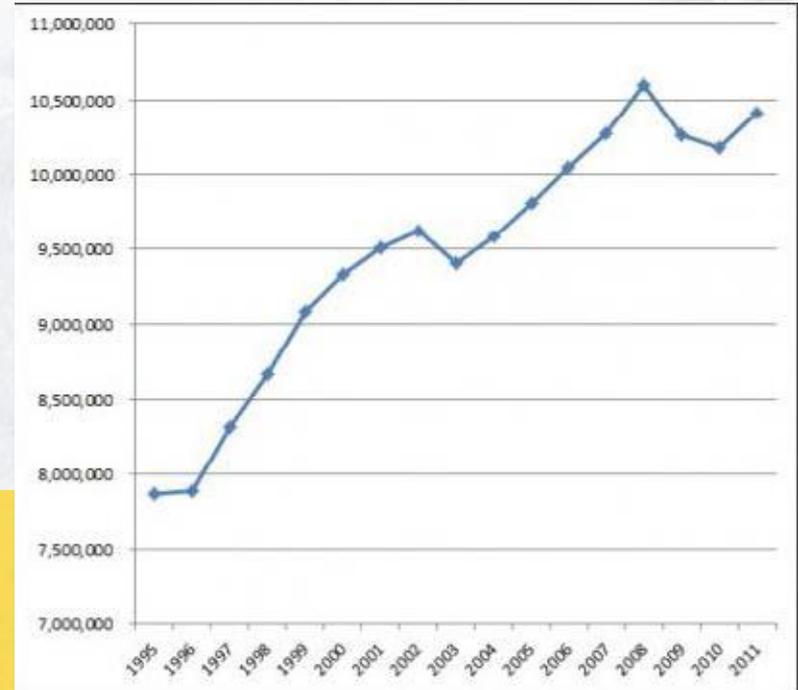


No other place in the Valley.

High Capacity Transit ?

- **Growth** in transit ridership has steadily increased.
- Vehicle Miles Traveled (VMT) has declined since 2001 for every driver age group; **23% for people 16-34 years of age.**
- Consumers **want to live and work in walkable communities** that offer transportation choices.

Increase in Transit Ridership 1995-2011
Throughout the United States.

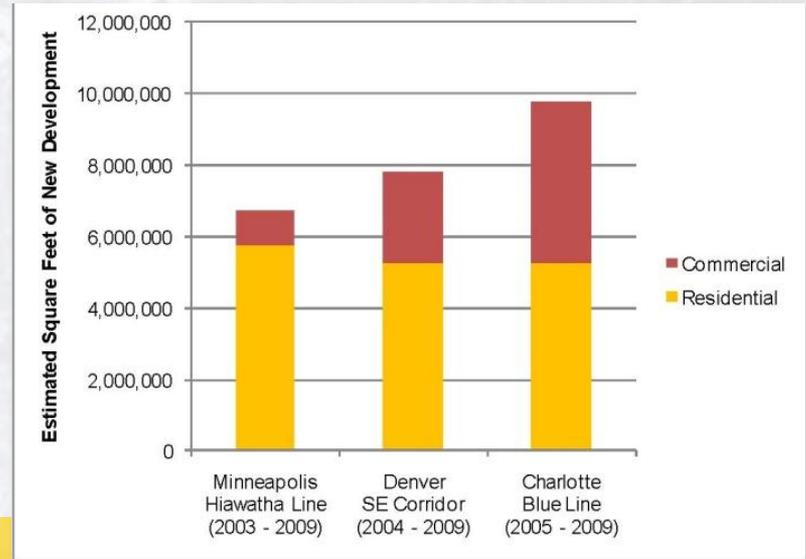


Source: National Conference of State Legislators

Economic Development Catalyst

- **Stimulates new development**, including high density housing and mixed use projects.
- Transit Oriented Developments (TOD) achieve **faster absorption rates** and **higher occupancy rates**.
- Fosters **employment clusters** which **drives demand for housing**.
- Attracts **knowledge workers who prefer pedestrian and bicycle friendly areas**.

New Development Along Transit Lines



Source: Center for Transit Oriented Development.

Perspective: Transportation Services

Look at the airlines. Do they have one size plane for every market? No. Look at our bus system, how many different bus sizes do we have?

Mark Singerman, ULI Forum 2

One Size Does NOT Fit All

- ST-LUIS Findings are High Capacity Transit requires:
 - **Density of residents and employment;**
 - **A transit feeder system** that extends access to High Capacity Transit; and
 - Policies, land uses and densities that facilitate **Transit Oriented Development.**



Supporting Sustainable Communities

Sustainable Transportation

DASHBOARD

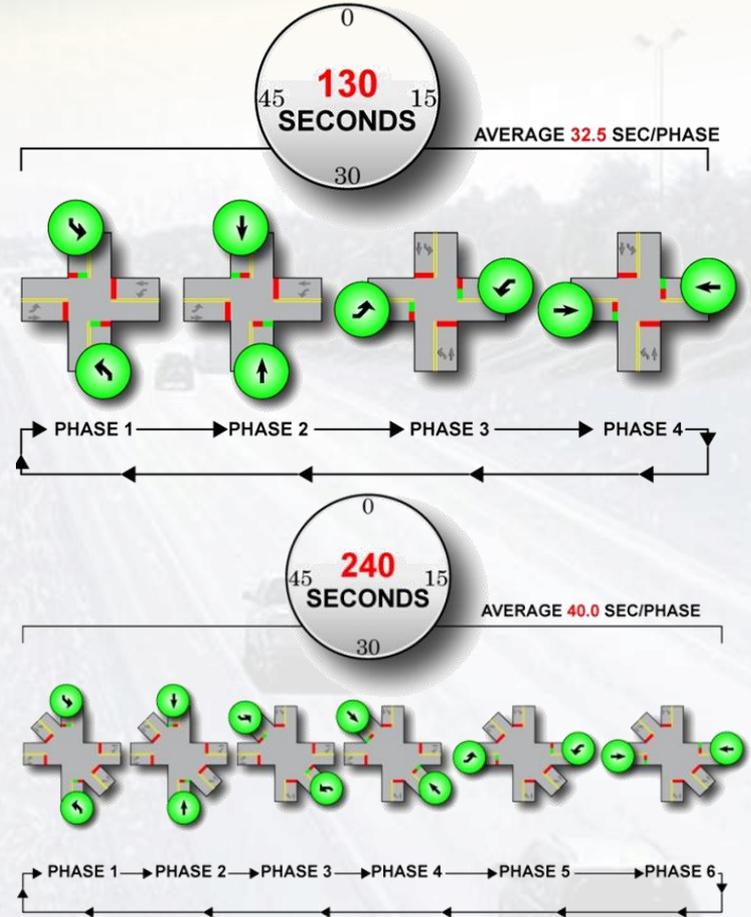
Each Place Type characteristic is highlighted with an appropriate range for the given type, indicated on a low-medium-high scale.



		SUBURBAN	COMPACT WALKABLE	TRANSIT SERVED	HCT ORIENTED
CONNECTIVITY	i				
+					
WALKABILITY	i				
+					
BIKEABILITY	i				
+					
TRANSIT	i				

Project Alternatives

- Potential themes for alternatives:
 - Roadway Expansion;
 - Intersection Control/Grade Separations;
 - Alternative Mode Only; and
 - No Action.

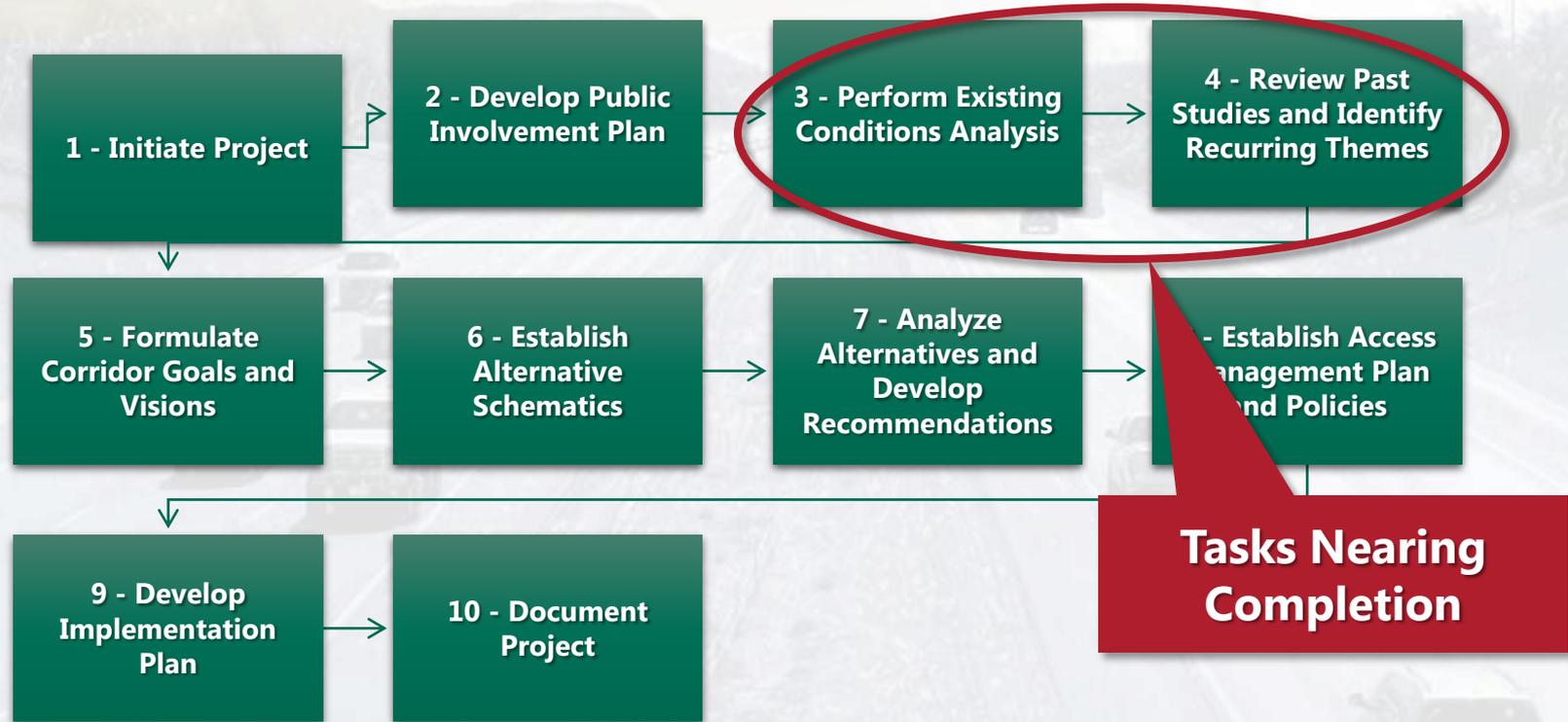


Upcoming Charter Partners Meeting

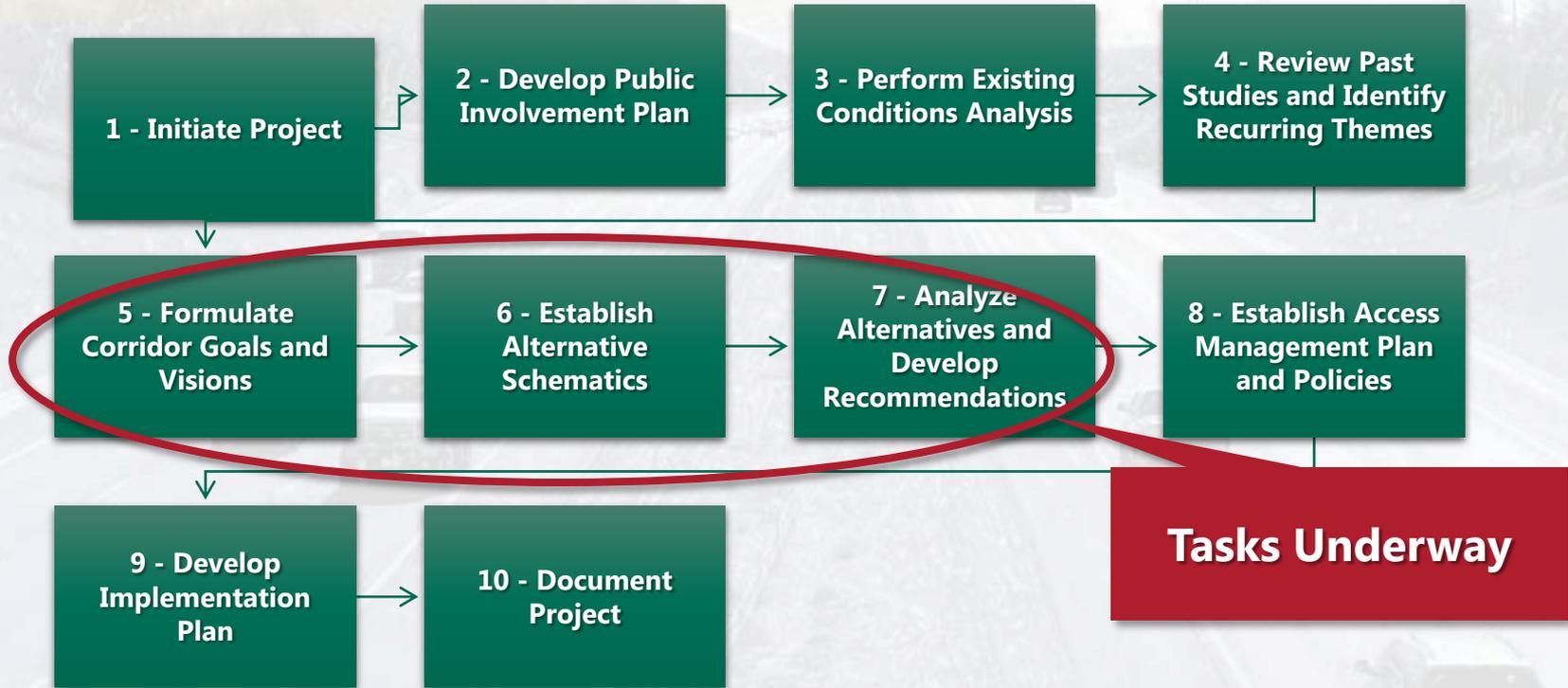
- Wednesday, March 20, 2013.
- Agenda:
 - Progress and Update.
 - Economic Development findings.
 - Alternatives Collaboration results.
 - I ❤️ Grand progress.
 - Next steps.



Next Steps



Next Steps



Next Steps

- Finalize Technical Memorandums 2, 3 and 4.
- Complete draft Technical Memorandum 1.
- Conduct ST-LUIS style analysis.
- **Begin outreach to affected interests and general public.**
- Schedule next Planning Partners meeting:
 - April or after stakeholder/public feedback.



Next Steps

- Establish and analyze alternatives:
 - by November 2013.
- Develop Access Management Plan and Policies:
 - by December 2013.
- Project completion:
 - by Spring 2014.



