

AGENDA



US-60/Grand Avenue COMPASS

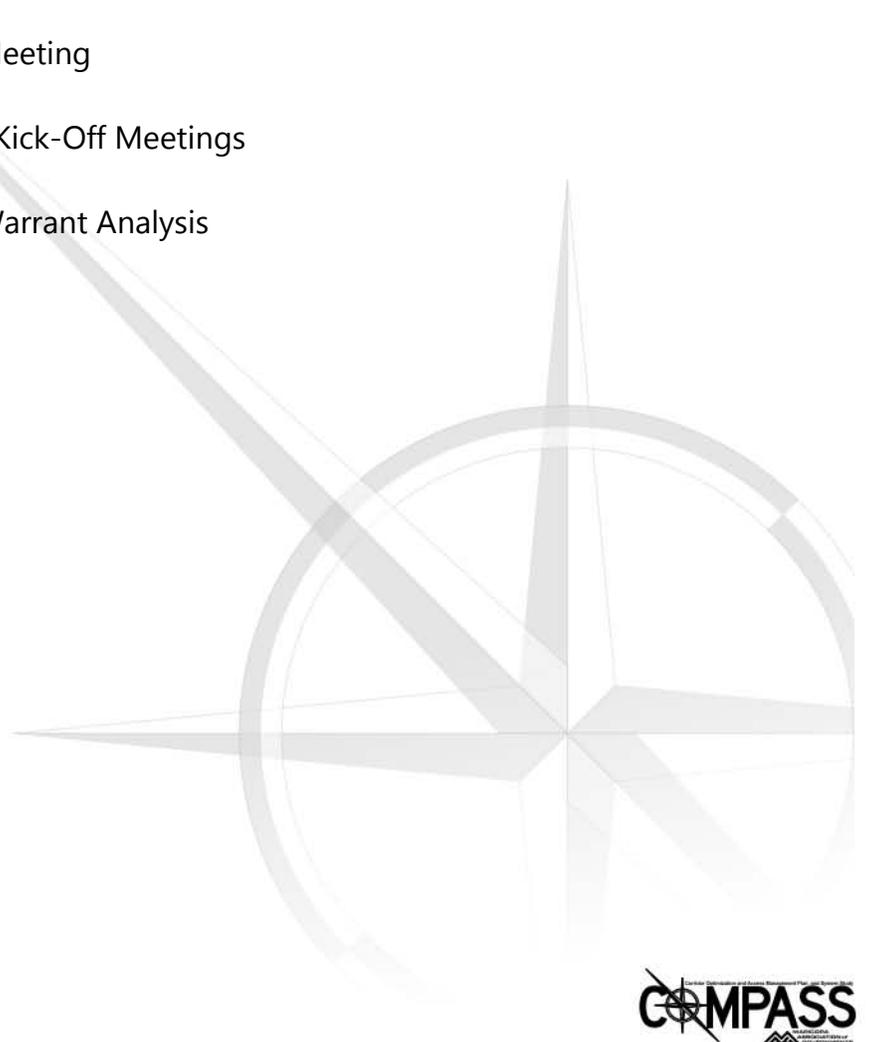
Loop 303 to Interstate 10

November 13, 2012 at 2:00 pm

Planning Partners Meeting

City of Surprise City Hall, Second Floor Atrium Conference Room

1. Introductions
2. Meeting Purpose
3. First 90-day Deliverables
 - SharePoint Website
 - Operating Principles, Mission Statement, Goals and Objectives
 - Work Plan
 - Stakeholder Involvement Plan
4. Summary of Charter Partner Meeting
5. Summary of Planning Partner Kick-Off Meetings
6. Acoma Drive – Traffic Signal Warrant Analysis
7. Open Discussion
8. Next Steps
 - Schedule
 - Data Needs
 - Deliverables



**US-60/Grand Avenue COMPASS**

Loop 303 to Interstate 10

Town of Youngtown
August 21, 2012 @ 3:00 pmYoungtown Town Hall
12030 Clubhouse Square**ATTENDEES**

- Jim Fox – Youngtown
- Grant Anderson – Youngtown
- Lloyce Robinson - Youngtown
- Bob Hazlett – MAG
- Jason Pagnard – B&N

OPERATIONS, POSITIVE ASPECTS AND CONCERNS

- Interested in US-60/Grand Ave median landscaping and maintenance. This was left out of recent US-60/Grand Ave improvements. Aesthetics is big issue...master pallet.
- 103rd Ave will be grade-separated and is funded. Golf cart traffic crosses at 111th Ave (not 113th Ave). There are golf courses nearby. Include provision on 103rd Ave over crossing for golf carts. Find Sun City recreation centers.
- 111th Ave is and will be very important, especially if 103rd Ave is grade separated. 111th Ave is entirely within County right-of-way.
- 113th Ave is Town's only "real" access to US-60/Grand Ave.
- Emergency vehicles
 - Two firehouses are south of US-60/Grand Ave. Need easier access to/through US-60/Grand Ave.
 - ADOT has not released control of 111th Ave to the fire department. Therefore, 103rd Ave is the easiest access point/route at US-60/Grand Ave.
 - Existing Firehouse on 111th Ave, to be replaced near the intersection of 111th Ave and US-60/Grand Ave. Need access to Sun City on north side. Include Sun City Fire District on stakeholders list.
 - Firehouse #2 is located south of US-60/Grand Ave at 99th Ave.
- There are several business access points on US-60/Grand Ave. All are important, especially QuikTrip (QT).
 - Contact QT owner (corporate, not franchise). Bring to a meeting with the Town present.
 - Right-turn for QT (eastbound) is confused for 113th Ave. Potentially extend QT right-turn lane to 113th Ave?

- Frontage Road in front of Dairy Queen (DQ) is odd and discontinuous (Sun City)...explore eliminating the frontage road?
- Express buses would be great, what about a dedicated lane.
- Explore intersection queue jumpers

FUTURE PLANS AND REDEVELOPMENT IDEAS

- General Plan being updated and new maps are being developed. Focusing on southern area of Youngtown.
- Evaluate land between QT and Agua Fria River. If the river is channelized, the land would be developable.
- Do not see back access as an option to the businesses along US-60/Grand Ave...no space. Look at it, but it may not be in the final recommendations. It could be an option if redeveloped.
- New firehouse location on 111th Ave would better serve for economic development.
- There may be a redevelopment site south of US-60/Grand Ave, at an old church site, so 113th Ave access is important.
- South on 113th Ave, there is a \$10 million redevelopment 65 unit center.
- New water line / fire hydrant (10,000 LF) is being constructed.



TOWN OF YOUNGTOWN
8-21-12 @ 3:00 PM

113TH AVE

- TOWN'S ONLY "REAL" ACCESS TO US-60/GRAND AVE

111TH AVE

- WOULD LIKE EMERGENCY ACCESS
- IMPORTANT ACCESS
- 111TH AVE IN COUNTY ROW
- EXISTING GOLF CART CROSSING

103RD AVE

- EXISTING EMERGENCY ACCESS ACROSS US-60/GRAND AVE
- PLANNED/FUNDED GRADE SEPARATION
- ALLOW GOLF CART CROSSING?



LEGEND

	Sun City		Youngtown
	Peoria		El Mirage

COMPASS | Loop 303 to Interstate 10

US-60/Grand Avenue
1 inch = 200 feet
200' 400'

111th Avenue Match E
EXISTING FIREHOUSE
ELIMINATE FRONTAGE RD?
107th Avenue
103rd Avenue
Peoria Avenue
FUTURE FIREHOUSE
FIREHOUSE #2 @ 99TH AVE

IF AGUA FRIA RIVER IS CHANNELIZED, COULD BE VIABLE FOR DEVELOPMENT

QUICK TRIP (QT)

- ACCESS TO GRAND IMPORTANT
- RIGHT TURN FOR QT EASTBOUND IS CONFUSED FOR 113TH AVE. EXTEND RIGHT TURN LANE TO 113TH AVE?

BACK ACCESS NOT MUCH OPPORTUNITY FOR ACCESS TO BUSINESSES

DRAFT
9.3.12



US-60/Grand Ave. Avenue COMPASS

Loop 303 to Interstate 10

City of El Mirage
August 23, 2012 @ 2:00 pm

El Mirage City Hall Grand Conference Room
12145 NW Grand Ave.

ATTENDEES

- Jorge Gastelum – El Mirage
- Spence Isom – El Mirage
- Bob Hazlett – MAG
- Jason Pagnard – B&N

OPERATIONS, POSITIVE ASPECTS AND CONCERNS

- City is interested in converting the existing frontage road into a one-way eastbound facility.
 - Refer to documents/maps provided by the City.
 - Push as much traffic down frontage road to southeast before getting back on Grand Ave.
 - ADOT is in favor.
 - Prefer traffic signals vs. slip ramp for frontage road access.
 - New signal at Acoma Drive.
 - Examine a new signal and prepare traffic memo for a potential ADOT District Minor project. Try to complete draft to City by 9/14.
 - City will provide traffic counts at Acoma Dr., frontage road, and US-60/Grand Ave....project will include traffic signal, pavement markings, and striping.
- El Mirage Rd improvements
 - Grade separation at US-60/Grand Ave is no longer being considered.
 - El Mirage Rd will now end/tie-in to Santa Fe Ln, then the frontage road.
 - South of Thunderbird Rd, El Mirage Rd will be reconfigured.
 - North of Thunderbird Rd, El Mirage Rd will undergo streetscape improvements with the same lane configuration.
- Consider US-60/Grand Ave grade separation (e.g. MUD) at:
 - Thunderbird Rd/Thompson Ranch Rd
 - Greenway Rd

FUTURE PLANS AND REDEVELOPMENT IDEAS

- City has a new Thunderbird Rd overlay, with roadway improvements.
 - Downtown Overlay District – infill

- Residential to front
- Residential/office above
- Condos behind
- Create downtown feel
- Parking similar to Olympia, WA
- Transit Oriented Development for development of BNSF property
- BNSF property north side of US-60/Grand Ave.
 - Significant development opportunities with this property, due to location, rail and vehicle access.
 - Consider pedestrian overpass crossing.
 - Commuter rail station near El Mirage Rd and US-60/Grand Ave.
- BNSF considering wye connection along Santa Fe Ln.
 - Consider US-60/Grand Ave under the rail line.
 - BNSF contacts: Latonya Finch – talk to her first, and then Van.
- Look at re-configuring Greenway Rd. to Thompson Ranch Rd (vs. neighborhood). This could improve land value and help development. Consider grade separation. Over US-60/Grand Ave.
- The City has a new logo.





US-60/Grand Ave. Avenue COMPASS

Loop 303 to Interstate 10

City of Surprise
August 27, 2012 @ 2:30 pm

Surprise City Hall
16000 N. Civic Center Plaza

ATTENDEES

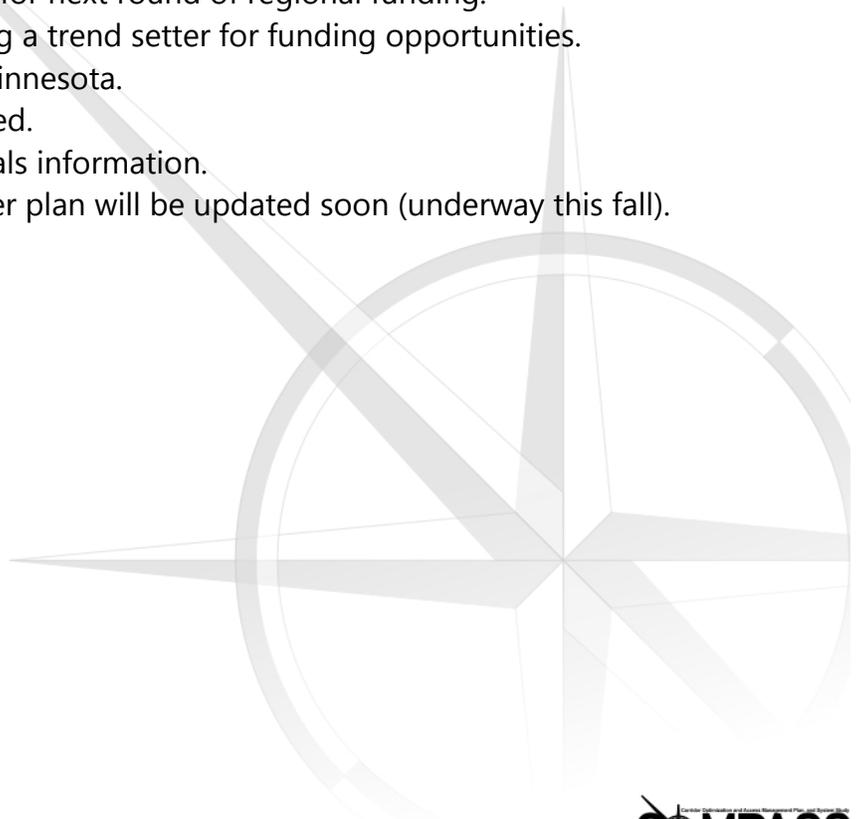
- Karen Savage – Surprise
- Bob Beckley – Surprise
- Jeff Mihelich – Surprise
- Cathy Gleason – Surprise
- Diane Arthur – Surprise
- Mike Hoover – Surprise
- Andrea Scarla – Surprise
- Shaun Wolcott – Surprise
- Adam Copeland - Surprise
- Chris Hillman - Surprise
- Michael Celaya – Surprise
- Nick Mascia – Surprise
- Terry Lowie – Surprise
- David Kohlbeck – Surprise
- Debra Oberdank – Surprise
- Bob Hazlett – MAG
- Jason Pagnard – B&N

OPERATIONS, POSITIVE ASPECTS AND CONCERNS

- Existing frontage road and traffic signals
 - The frontage road is not necessary. Back access can be provided south of Dysart Rd to Greenway Rd.
 - Closing signals/frontage roads are the correct long term solutions. COMPASS can help this transformation. These businesses are happy as is, and a fundamental transformation of sites will be needed.
 - Use vignettes to help illustrate transformation. The City can assist.
 - Bell Rd. and US-60/Grand Ave. (Bell/Grand), when setting access standards, explanations will need to be clear. Current owners are going to be upset.
- The vacant/partial developed lot south of Bell Rd with the inactivated signal, the City supports closing the intersection. The City will investigate other curb cut locations, so this is acceptable.
- The US-60/Grand Ave corridor has been studied numerous times. The only viable transit option is commuter rail, which needs to be included on the TIP.

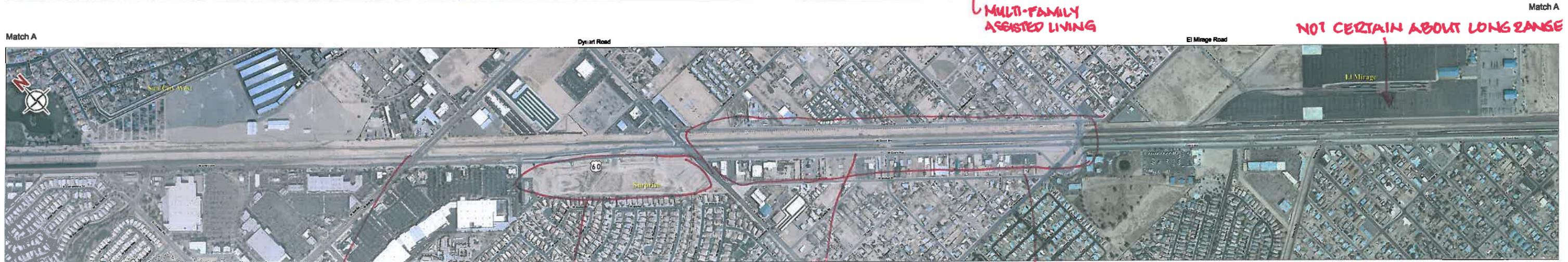
FUTURE PLANS AND REDEVELOPMENT IDEAS

- Two Significant Considerations
 - Relocation of BNSF rail yard from El Mirage – unaware of any new rail facility being planned. This topic is up in air.
 - There is an access management plan already created for US-60/Grand Ave north of SR-303L. The City is very happy and in full support for COMPASS due to the access management component.
- Don't separate lane use and transportation planning. This provides opportunities.
- Interested in revitalization of Old Town site.
- See meeting map markups for additional development plans. City will provide development information.
- Focus on design issues within corridor...look and feel. The look and feel of an area is important to get developers to talk.
 - What about breaking up the look to identify each City?
 - What about standard pallet for corridor?
 - Have pallet in place from COMPASS to use for Bell/Grand (pallet pilot).
 - Do not like the wide open ditch along US-60/Grand Ave. Consider establishing a stormwater utility.
- Encourage alternative revenue sources, even at the State level.
 - US-60/Grand Ave is a regional facility, eligible for regional funds. It could be a priority corridor for next round of regional funding.
 - What about this being a trend setter for funding opportunities.
 - Look at corridor in Minnesota.
- General Plan is being updated.
- City will provide regional trials information.
 - Parks and trails master plan will be updated soon (underway this fall).



CITY OF SURPRISE
8-27-12 @ 2:30 PM

← CITY SUPPORTS ACCESS
RIGHT PLAN NORTH
OF SR-303L



LEGEND

■	San City West
■	Surprise
■	El Mirage

COMPASS
Loop 303 to Interstate 10

US-60/Grand Avenue
1 inch = 200 feet

DRAFT
9-3-12



US-60/Grand Ave. Avenue COMPASS

Loop 303 to Interstate 10

Maricopa County Department of Transportation
August 28, 2012 @ 9:00 am

MCDOT Conference Room
2901 W. Durango

ATTENDEES

- Tricia Brown – MCDOT
- Denise Lacey – MCDOT
- Tim Oliver – MCDOT
- Nicolaas Swart – MCDOT
- Bob Hazlett – MAG
- Jason Pagnard – B&N
- Jamie Blakeman – B&N

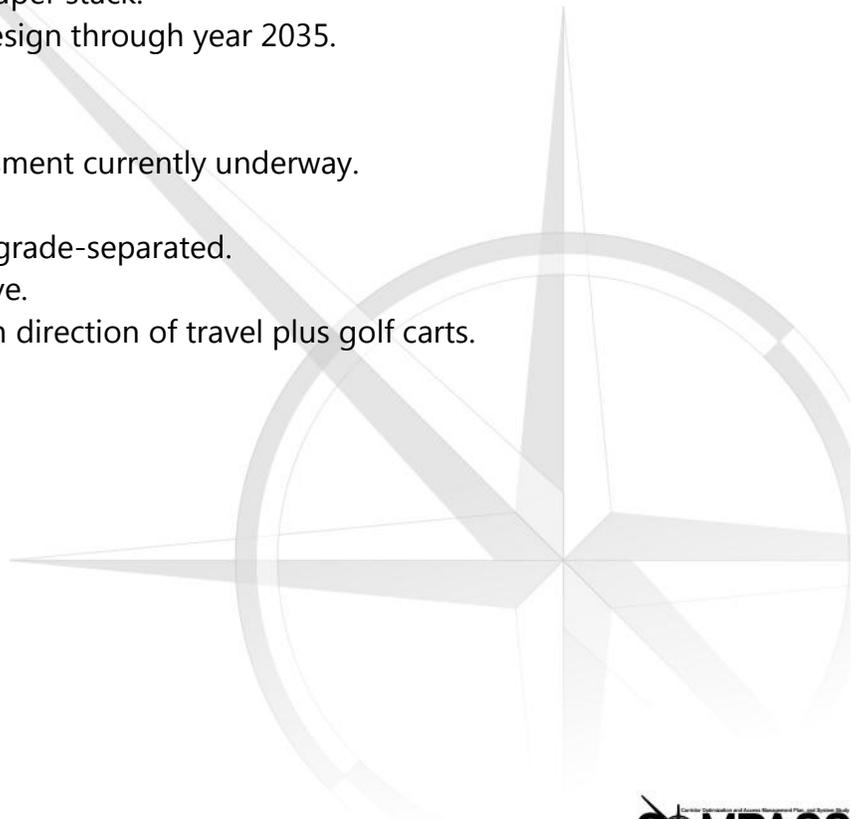
OPERATIONS, POSITIVE ASPECTS AND CONCERNS

- Sun City and Sun City Grand
 - Built out and are closed systems (no cut thru).
 - Don't see much more growth in the future.
 - Maybe 10-15% growth at most.
 - Transportation Committee (meets monthly) – need to contact and include.
- RH Johnson Blvd.
 - Consider grade-separation? Only if Grand Ave. traffic volumes are so high requiring grade-separation.
 - North side of US-60/Grand Ave. is a medical facility.
 - Traffic will need access.
 - Golf carts cross here. Legally allowed when posted 35 mph or less.
 - Quiet zone?
- Meeker Blvd.
 - Quiet zone?
 - Consider grade-separation? Only if Grand Ave. traffic volumes are so high requiring grade-separation.
 - Potential commuter rail station?
- Commuter Rail
 - Start in Downtown somewhere not yet determined.
 - Commuter rail stop spacing usually 6-7 miles.
 - Should it be light rail to allow more stops?

- Santa Fe Ln.
 - Railroad wye intersection?
 - Need to find a way to grade-separate.
 - Depress US-60/Grand Ave.?
 - Need to maintain access to Luke Air Force Base
- Frontage Rd.
 - City of Surprise thinks one-way Frontage Rd. is a good idea, but it will take a while to make it happen.
 - City of El Mirage wants to convert Frontage Rd. to one-way.
 - Can it be eliminated?
 - Eliminate conflict points.
 - Issues near 103rd Avenue
- Greenway Rd.
 - DCR is underway. MCDOT will provide.
- Alabama Ave.
 - Going to take more traffic once 103rd Avenue is grade-separated.
 - Need to look at part of this study.

FUTURE PLANS AND REDEVELOPMENT IDEAS

- SR-303L
 - ADOT is planning a super stack.
 - There is an interim design through year 2035.
- Thompson Peak Rd.
 - Will be at-grade.
 - Environmental Assessment currently underway.
- 103rd Ave.
 - Planned and funded grade-separated.
 - Over US-60/Grand Ave.
 - 2 travel lanes for each direction of travel plus golf carts.



MARICOPA COUNTY DOT
9-28-12 @ 9:00 AM

LOOP
303

RH JOHNSON BLVD

Meeker Boulevard



Match A

NEED TO LOOK @ TRAFFIC PROJECTIONS.
ONLY GRADE - SEPARATE IF US-60/GRAND AVE. VOLUMES GROW

Match A



Match B

LEGEND

	Sun City West
	Surprise
	El Mirage



Loop 303 to Interstate 10

US-60/Grand Avenue

1 inch = 200 feet
200 400

DRAFT
9-4-12

MARICOPA COUNTY DOT
 9.28.12 @ 9:00 AM

103RD AVE
 GRADE-SEPARATED
 PLANNED & FUNDED



LEGEND

	Sun City		Youngtown
	Peoria		El Mirage

COMPASS | Loop 303 to Interstate 10

US-60/Grand Avenue
 1 inch = 200 feet
 200 400

DRAFT
 9.4.12



US-60/Grand Ave. Avenue COMPASS

Loop 303 to Interstate 10

City of Peoria
August 28, 2012 @ 2:00 pm

ER Conference Room
9875 N. 85th Avenue

ATTENDEES

- Dan Nissen – Peoria
- Jamal Rahimi – Peoria
- Shawn Kreuzwiesner – Peoria
- Paul Zampini – Peoria
- Mannar Tamirisa – Peoria
- Andy Granger – Peoria
- Bob Hazlett – MAG
- Jason Pagnard – B&N
- Jamie Blakeman – B&N

OPERATIONS, POSITIVE ASPECTS AND CONCERNS

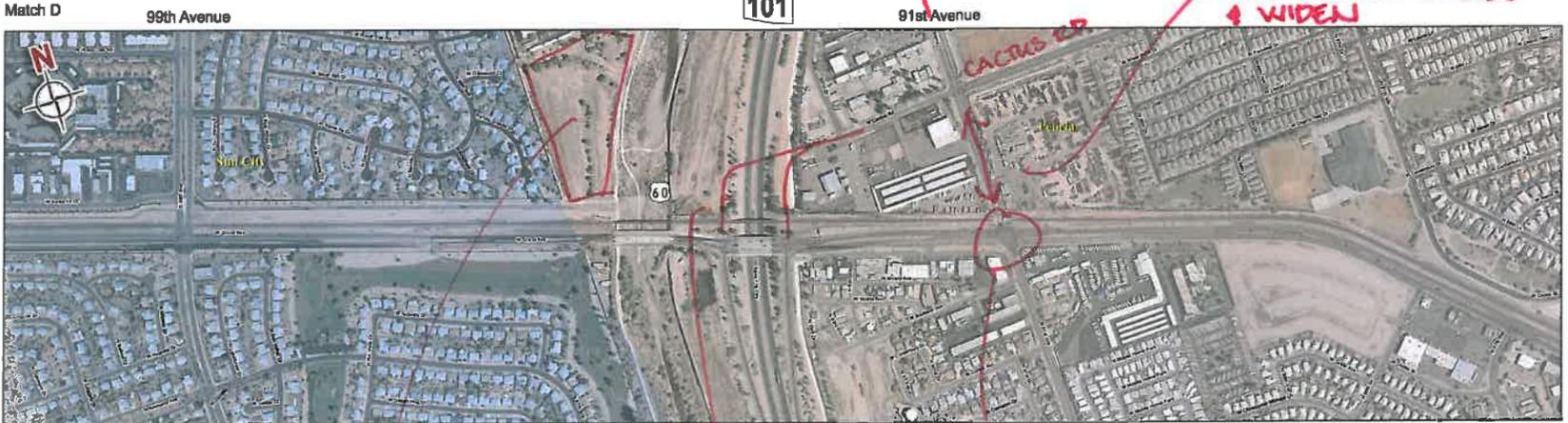
- 91st Avenue
 - From US-60/Grand Ave. to Cactus Rd. should be turned over to ADOT and widened to provide 6-lanes (3 through lanes for each direction of travel). Letter was sent to Senator years ago regarding this issue.
 - Intersection at US-60/Grand Ave. needs southbound dual left turn lanes from 91st Avenue on to US-60/Grand Ave.
 - Intersection currently is a bottleneck.
 - Grade-separated? Probably not.
 - Consider M.U.D.?
- Cactus Rd.
 - Consider continuing Cactus Rd. to the west of 91st Avenue and then turn southbound to ramps at SR-101L.
- Olive Ave.
 - Consider indirect lefts? In order for indirect lefts to be effective they need to occur at many intersections along a stretch of roadway, not just at one intersection.
 - Research Telegraph Road in Michigan where there are 120K ADT and 1/3 less crashes. Also look at New Jersey left, jug handles, etc...
- 75th Avenue
 - Realign US-60/Grand Ave.?
 - Indirect lefts?

- Butler Dr.
 - Wye intersection for BNSF Railroad line? Currently considering connection from west to westbound Butler Dr. What about connection from east?
- Glendale Ave.
 - Myrtle Ave. is a major access point.
 - There are many access points along US-60/Grand Ave. in the City of Glendale. They are currently looking at addressing (cleaning up) all the access points.
- Bethany Home Rd.
 - Consider dual left turn lanes?

FUTURE PLANS AND REDEVELOPMENT IDEAS

- Northwest of US-60/Grand Ave. and L-101 Agua Fria River
 - Flood Control owns parcels
 - Unlikely to be developed for a while
 - If anything, perhaps developed into a park/recreation
- Old Town Peoria
 - Currently being studied by the City. Potential recommendations, currently in draft form, include:
 - Depressing US-60/Grand Ave. between 85th Avenue and Cotton Crossing.
 - CD roads/frontage roads at-grade for business access.
 - 83rd Avenue between Peoria Ave. and US-60/Grand Ave. to be closed? Open to transit? City of Peoria still in talks with BNSF Railroad.
 - Recommend surveying City of Glendale regarding their experiences with depressing US-60/Grand Ave. and before and after effects to the downtown area.
- The General Plan is currently being updated.

CITY OF PEORIA
8-28-12 @ 2:00 PM



LEGEND	
	Sun City
	Peoria
	El Mirage
	Youngtown

~~COMPASS~~ Loop 303 to Interstate 10

FLOOD CONTROL
(PROBABLY UNDEVELOPED
FOR A WHILE - POSSIBLY
A PARK? RECREATION?)

CACTUS RD
- CONTINUE WEST
PAST 91ST AVE AND
CONNECT TO
SR-101L RAMP?

91ST AVE
- NEED SB DUAL
LEFTS
- CURRENT BOTTLENECK
- GRADE-SEPARATE?
(PROBABLY NOT)

REDEVELOP

REALIGN

DEPRESS US-60/GRAND AVE
& PROVIDE FRONTAGE ROAD
(AT-GRADE)

← SEE RECOMMENDATIONS FROM
OLD TOWN PEORIA TRAFFIC STUDY
(CURRENTLY BEING STUDIED) →

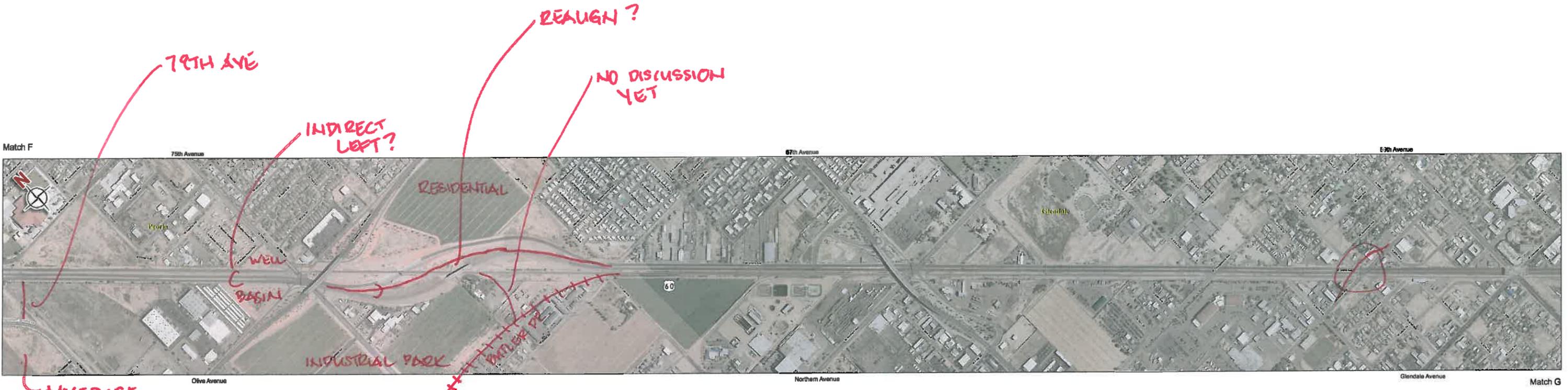
DRAFT
9-4-12

TO SR-101L RAMP
TURN BACK TO ADOT
& WIDEN

CLOSE?
OPEN TO TRANSIT?

1 inch = 200 feet

CITY OF PEORIA
8-28-12 @ 2:00 PM



LEGEND

	Peoria
	Glendale
	Phoenix

~~COMPASS~~ | Loop 303 to Interstate 10

US-60/Grand Avenue
1 inch = 200 feet
200 400

DUAL LEFTS ?

DRAFT
9-4-12

**US-60/Grand Ave. Avenue COMPASS**

Loop 303 to Interstate 10

City of Phoenix
August 29, 2012 @ 2:00 pmPhoenix City Hall
200 W. Washington St.**ATTENDEES**

- Ray Dovalina –Phoenix
- Bruce Littleton- Phoenix
- Bob Hazlett - MAG
- Jason Pagnard – B&N
- Dan Marum – Wilson & Co.

OPERATIONS, POSITIVE ASPECTS AND CONCERNS

- Discussed considerations for operating principals, and their importance.
 - Explore all opportunities, such as indirect lefts.
 - 45 mph.
 - More 2 and 3 phase signal operation will help with overall corridor operations.
 - Look at US-301 in Maryland (thru Kent Island?).
 - A variation of the indirect left prohibits the crossroad thru movement. Lefts would be made indirectly by turning right, and then going thru the U-turn.
 - Open to alternative approaches, such as indirect lefts, jug handles, etc...
- Areas of concern
 - Indian School Rd. and 35th Ave. Council members interested in this location. Check bridge sufficiency ratings.
 - Camelback Rd. and 43rd Ave.
 - Encanto Blvd.
 - Others
 - 22nd Ave and Monte Vista Rd.
 - Consider grade separation at 39th Ave.
- Look at turning US-60/Grand Ave operating principles south along 19th Ave.
 - Reconfigure Grand Ave/19th Ave intersection.
 - Operating principles to Van Buren St. or I-17.
 - If make Grand Ave/19th Ave the dominant movement, what happens to old 19th Ave if SB/NB traffic gets heavy.
- Consider DHOV connections to I-17 (may allow lefts for busses only) to/from north. Focus on I-17 area as Phoenix maintains Grand Ave south of Willetta.

- Railroad crossings improvements are part of upcoming ADOT project.

FUTURE PLANS AND REDEVELOPMENT IDEAS

- Prefer to go to elected officials first, before going to the public.
- If Grand Ave becomes freeway, adjacent properties will become unusable. City does not want it to be a freeway.
- Greening lower Grand Ave. Have a grant and will be narrowing Grand Ave.
- Transportation CMAQ/study looks at Roosevelt St.
- See map markups for development opportunities.
- 19th Ave, south towards I-17 is likely Title VI and public housing.
- Meet with Phoenix Community Development.



CITY OF PHOENIX
8-27-12 @ 2:00 PM



LEGEND	
	Peoria
	Glendale
	Phoenix

COMPASS | Loop 303 to Interstate 10

US-60/Grand Avenue
1 inch = 200 feet
200 400

CAMELBACK RD
& 43RD AVE
AREA OF CONCERN

DRAFT
9-3-12

CITY OF PHOENIX
8-27-12 @ 2:00 PM

INDIAN SCHOOL RD @ 35TH AVE

- AREA OF CONCERN
- COUNCIL MEMBERS INTERESTED IN THIS LOCATION
- CHECK BRIDGE SUFFICIENCY RATINGS

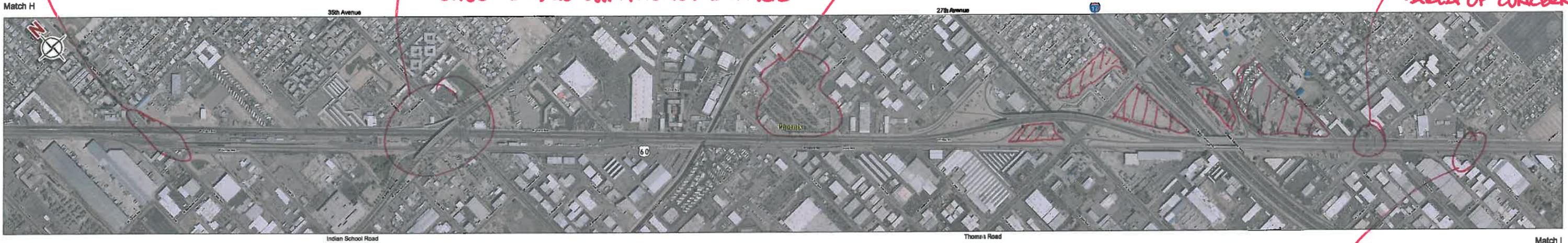
39TH AVE

- CONSIDER GRADE SEPARATION

REDEVELOP?

ENCANTO BLVD.

- AREA OF CONCERN



19TH AVE



22ND AVE./MONTE VISTA RD.

- AREA OF CONCERN

LEGEND
Phoenix

~~COMPASS~~ | Loop 303 to Interstate 10

US-60/Grand Avenue
1 inch = 200 feet
200 400

US 60 TO I-10

RECONFIGURE
US-60/GRAND AVE
AND 19TH AVE.
INTERSECTION

• LOOK AT TURNING US-60/GRAND AVE
OPERATING PRINCIPLES SOUTH ON
19TH AVE.

TO VAN BUREN ST.
OR I-17

DRAFT
9-3-12



US-60/Grand Ave. Avenue COMPASS

Loop 303 to Interstate 10

City of Glendale
August 31, 2012 @ 9:00 am

Transportation – Planning Conference Room
5850 W. Glendale Ave.

ATTENDEES

- Robert Darr – Glendale
- Tim Johnson – Glendale
- Dave McAlindin – Glendale
- Jon Froke – Glendale
- Jamsheed Mehta – Glendale
- Roger Miles - URS
- Bob Hazlett – MAG
- Jason Pagnard – B&N
- Dan Marum – Wilson

OPERATIONS, POSITIVE ASPECTS AND CONCERNS

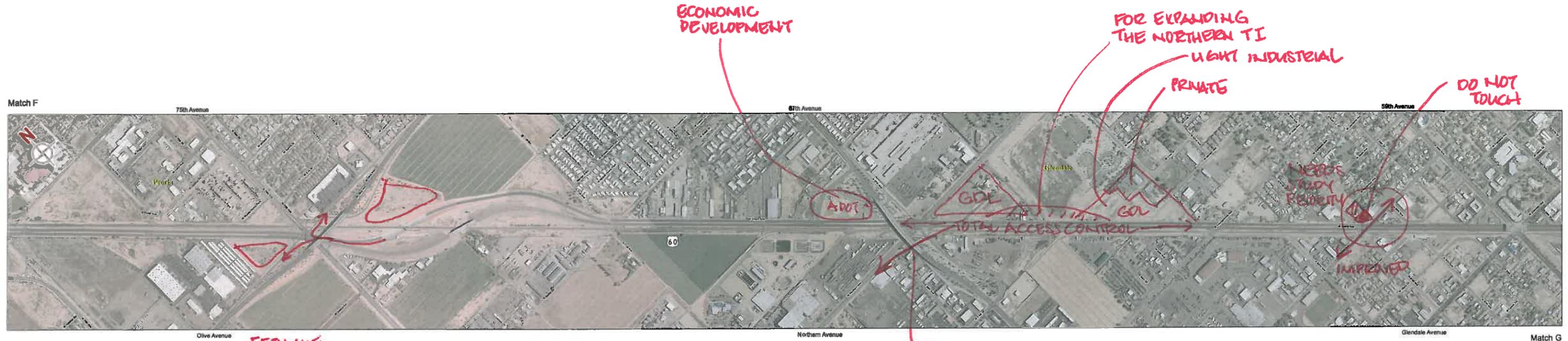
- Northern Parkway is very important to the City for economics, traffic, etc.
 - US-60/Grand Ave expressway from White Tanks towards Downtown Glendale/Phoenix, and not east of US-60/Grand Ave.
 - Northern to/from south is in conflict with Phoenix’s vision...discussed Phoenix’s vision of using Grand Ave. to 19th Ave.
 - Glendale’s interest is Northern Pkwy concept to downtown Glendale, not so much further south.
 - Northern Pkwy is the alternate to Paradise Freeway.
- City has five areas of interest along US-60/Grand Ave.
 1. Look at 2 phase signals at Northern Pkwy/US-60/Grand Ave. City has another concept w/Northern Pkwy under.
 2. City has alternative light rail extension options for crossing US-60/Grand Ave. Considering one-way pairs thru downtown Glendale.
 3. Myrtle is the biggest priority to look at options. Be careful of the historic site, Myrtle Gateway.
 4. Bethany Home, look at connector in southeast quadrant (see information from Glendale)
 5. DHOV Ramps at I-17 to/from south. Phoenix interested in connection to the opposite direction.
- Currently working on projects based on MAG US-60/Grand Ave. MIS and RTP.
 - MIS Phase 1 \$10 mil Glendale, \$20 mil ADOT/region.
 - Right turn lanes being added, along w/ sidewalk.
 - 75’ half street. In some areas needed down to 65’.

- Out to bid now/soon.
- End in 2014.
- Median, turn lanes, and landscaping.
- No improvements on railroad side.
- Have US-60/Grand Ave. sign concept (city to provide).
- Phase 2 needs include signing/wayfinding.
- Glendale is interested in incremental improvements for US-60/Grand Ave.
- Referred to Grant Rd. and 2 phase signals in Tucson (just let const. contract).
- Suggest eliminate left turn phases at signal.
- Corridor is long enough to have some difference (eg. More access in some segments, others more on throughput).
- This study could provide ADOT toll opportunities.
- Transit/Rail works with a system in place, not a park-n-ride lot at one end. There is no system that supports commuter rail.

FUTURE PLANS AND REDEVELOPMENT IDEAS

- Land/Property
 - Bought large amount of property and doing some land swaps with ADOT. Have excess will eventually sell off.
 - Want to sell off surplus properties...would like decisions to be made on projects
 - Purchased access rights.
 - Land at downtown left over from underpass.
 - Another triangle owned near 55th & Maryland. Issues w/acquisition at 55th/Maryland.
 - Need a look at large drainage areas.
 - See map markups.
- Walls
 - Pony, View, Screen Walls (3 types) w/pallet approved by City
 - City has approved district/pallet.
- No studies were conducted to evaluate economic benefit for downtown due to construction of the underpass.
- Challenging to work with ADOT rules/process in property acquisition and other things...not the people.
- Look at Federal Rail funding for rail grade separations due to accidents.
- Railroad is a drainage barrier.

CITY OF GLENDALE
8-31-12 @ 9:00 AM



LEGEND

	Peoria
	Glendale
	Phoenix

COMPASS | Loop 303 to Interstate 10

US-60/Grand Avenue
1 inch = 200 feet

DRAFT
9-4-12

**US-60/Grand Ave. Avenue COMPASS**

Loop 303 to Interstate 10

Arizona Department of Transportation
September 4, 2012 @ 10:00 amMAG - Cottonwood Conference Room
302 N. First Ave.

ATTENDEES

- Tim Wolfe – ADOT
- Steve Beasley – ADOT
- Amy Ritz – ADOT
- Mohammad Zaid – ADOT
- Chaun Hill – ADOT
- Dave Eberhart – ADOT
- Bob Hazlett – MAG
- Jason Pagnard – B&N
- Jamie Blakeman – B&N
- Amy Moran – Wilson

OPERATIONS, POSITIVE ASPECTS AND CONCERNS

- Overall plan for US-60/Grand Avenue is to move traffic more efficiently. Therefore, we will need to minimize the number of signal phases, 2-phase or 3-phase operation along corridor. Most agencies are in favor of this, but may not realize the impacts.
- The signals were recently re-timed for 45 mph. Currently they are timed for 45 mph inbound progression during the AM peak period.
- ADOT Phoenix Maintenance has curb cut authority.
- Consider stakeholder outreach efforts as public meetings for Federal compliance.
- ADOT Contacts
 - Dave Eberhart is the primary point of contact, Copy Chaun Hill.
 - Brief Brent Cain
- City of Phoenix maintains their own signals, therefore signals along US-60/Grand Avenue in Phoenix run a 240 second cycle length vs. ADOT maintained signals running a 130 second cycle length. The 240 second cycle length creates a bottleneck both inbound and outbound.
- SR-303L
 - Freeway-to-freeway interchange
 - Interim – through year 2035 with three northbound left-turn lanes and a free flow right-turn lane would provide adequate operation
 - This interchange should be looked at as a control point for this study
 - Ultimately it will be a full interchange – planned stacked SPUI

- 163rd Avenue
 - Intersection is located in the City of Surprise
 - Location may complicate and be problematic with its close proximity to SR-303L, consider moving the intersection away and to 167th Avenue?
 - The developer for Asante is gone. However the master plan documents are still in place.
- RH Johnson Boulevard
 - Existing at-grade signalized intersection
 - Grade differential at the intersection makes it difficult to for ADA ramps and crosswalks.
 - May not need grade separation in the future. It is not a through street on the grid.
- Meeker Boulevard
 - Existing at-grade signalized intersection
 - May not need grade separation in the future. It is not a through street on the grid.
- Just east of Meeker Boulevard
 - Closely spaced signals
 - Look at the need for signals. Are they warranted? Possibly eliminate, relocate, or combine?
- Just west of Dysart Road
 - Can signal be right-in/right-out or eliminated?
 - Can there be cross access provided at the signal just to the west?
 - Prefer to provide access to the development via Bell Road. Look at options in conjunction with Bell Road grade separation.
- East of Dysart Road
 - City of Surprise is willing to remove the Frontage Road
 - All access can be provided from Market Street
 - ADOT is in favor of this idea
- Greenway Road
 - North side has a 3-way stop and is an issue with queuing when a train comes through. It queues through the stop signs.
 - Grade-separate?
 - Consider improving some Frontage Road intersection angles
- Greenway Road to Thompson Ranch Road/Thunderbird Road
 - City of El Mirage wants to convert the Frontage Road to be one-way. Looking at intersections and/or new slip ramps to US-60/Grand Avenue

- North of Santa Fe Drive
 - City of El Mirage believes property will be developed into low-rise office buildings
- 113th Avenue
 - Town of Youngtown wants to maintain/keep open
 - Ideally with signal spacing this would be eliminated
- 107th Avenue
 - Potential Median Urban Diamond.
- Sun City Frontage Road
 - ADOT is in favor of eliminating or converting Frontage Roads to one-way operation as long as it doesn't result in additional curb cuts on US-60/Grand Avenue.
- 103rd Avenue
 - Planned grade-separation
- 91st Avenue
 - City of Peoria would like something done to improved the intersection
 - Consider grade-separation.
 - Left turns are a problem.
 - Can it be turned back to ADOT since it becomes the ramps to/from SR-101L
- 83rd Avenue
 - Can the signal be removed?
 - Right-in/right-out operation for transit only?
- 79th Avenue
 - Proposed new access by the City of Peoria.
 - ADOT is not aware of this access onto US-60/Grand Avenue.
- Olive Avenue
 - Sight distance issues
 - Provide pedestrian access, such as a multi-use path
 - Space is limited under the bridge
 - What about a new structure from 71st Avenue to Olive Avenue?
- Northern Parkway
 - ADOT does not support the future Northern Parkway direct ramp connections to US-60/Grand Avenue.
 - The Aviation Corridor in Tucson is similar to Northern Parkway
- 35th Avenue
 - Place under Indian School Road?
 - This is the highest railroad crash location in the nation
 - Grade separate from the railroad

- 31st Avenue and Osborn Road
 - Need to combine and eliminate multiple signals because they are too closely spaced
 - Try to create a 4-leg intersection
- Thomas Road
 - Need an additional through lane
- McDowell Road
 - Grade separate over everything, including railroad tracks (long term)
- I-17
 - New DHOV ramp
- 19th Avenue
 - City of Phoenix wants to continue operating principles for US-60/Grand Avenue down 19th Avenue to the capitol or possibly farther (I-17)

FUTURE PLANS AND REDEVELOPMENT IDEAS

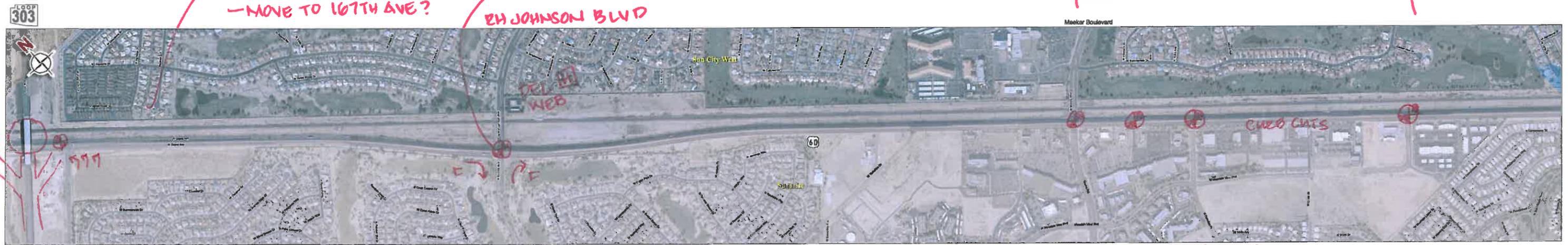
- Planned Grade-Separations at the following locations will not be affected:
 - 103rd Avenue
 - Thunderbird Rd./Thompson Ranch Rd.
 - Bell Rd.
- US-60/Grand Avenue – SR-101L to McDowell Rd
 - Phase 1
 - Majority of funds is allocated to Glendale, second to Phoenix, then Peoria
 - \$24 Million – SR-101L to Van Buren
 - \$63.4 Million – SR-303L to SR-101L
 - \$14.6 Million – Unspecified design and right-of-way (Year 2014), and \$60.3 Million for construction
 - Phase 2
 - Not scoping yet, waiting for results of COMPASS
 - Majority of the funds will be allocated to Phoenix and Peoria, and second to Glendale
 - Consider Phase 2 as given in COMPASS project

AZ DEPT. OF TRANSPORTATION
9.4.12 @ 10AM

163RD AVE
TOO CLOSE TO SR303L
- MOVE TO 167TH AVE?

GRADE & ADA ISSUES
RH JOHNSON BLVD

LOOK AT SIGNAL SPACING / NEED



3-WAY STOP SIGN
(WHEN TRAIN COMES THRU - BACKS UP)



LEGEND

	Sun City West
	Surprise
	El Mirage

CITY AND
CROSS ACCESS

COMPASS | Loop 303 to Interstate 10

REMOVE
FRONTAGE
ROAD?

NOT
PERPENDICULAR

LOW RISE
OFFICE
BUILDINGS?

US-60/Grand Avenue
1 inch = 200 feet
200' 400'

Match A

Match B

AZ DEPT OF TRANSPORTATION
9.4.12 @ 10 AM

I-WAY FRONTAGE?
(IF CAN'T REMOVE)

M.U.O.?



LEGEND

	Sun City		Youngtown
	Peoria		
	El Mirage		

COMPASS | Loop 303 to Interstate 10

US-60/Grand Avenue
1 inch = 200 feet
200' 400'

RIGHT-IN /
RIGHT-OUT
FOR TRANSIT
ONLY
REMOVE
SIGNAL?

AZ DEPT. OF TRANSPORTATION
9.4.12 @ 10AM

79TH AVE

MULTI-USE PATH?



LEGEND

	Pearla
	Glendale
	Phoenix

COMPASS | Loop 303 to Interstate 10

US-60/Grand Avenue
1 inch = 200 feet
200' 400'

AZ DEPT. OF TRANSPORTATION
9.4.12 @ 10AM

ELIMINATE 6-LEG INTERSECTION
ELIMINATE 12-PHASE SIGNAL
35TH AVE. UNDER US-60/GRAND AVE.

DUOV



COMBINE 31ST AVE
& OSBORN RD.

3RD
LANE

LEGEND
Phoenix

COMPASS | Loop 303 to Interstate 10

US-60/Grand Avenue
1 inch = 200 feet
200 400



US-60/Grand Ave. Avenue COMPASS

Loop 303 to Interstate 10

Project Charter Partners Meeting
September 19, 2012 @ 10:30 am

PROJECT OVERVIEW

- Bob delivered a PowerPoint presentation summarizing the project outline, calendar, and highlights from staff meetings. Key scope elements and future meeting dates include:
 - February 2013 – Formulate Corridor Goals and Visions
 - November 2013 – Establish and analyze alternatives
 - December 2013 – Develop access management plan and policies
 - Spring 2014 – Project completed
- The study scope was distributed to partner agency staff members.
- About US-60/Grand Ave:
 - Supposed to be a freeway corridor during Proposition 300
 - Multiple grade separations to eliminate six-leg intersections
 - Widened to six lanes
 - 427 curb cuts

GENERAL COMMENTS

- A concern was raised on waiting until February 2013 to set the goals and objectives. It was discussed that this is to provide time to meet with key stakeholders to develop the “dream” or vision for the corridor. The engineering/transportation solution will then be tailored to the goals and objectives, including economic development. Additional comments included:
 - Do not want this time frame to delay the project
 - The Charter provides direction, and the Project Charter Partners group will be responsible for developing the vision and goals to guide future development within the corridor.
- Outreach and education
 - Include outreach efforts on the schedule within the next few weeks.
 - Access management is very important for roadway functionality and economic development, and needs to be enforced through policies. The

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study team should reach out to city councils and staff to discuss the importance of access management and provide education. Could meet with councils in study sessions. Identify opportunities within the next few months for these meetings.

- Meet with the development community
 - Have a unified approach and reach out as partners to avoid the tactic of: if you do not give us X, then we are going elsewhere.
 - Educate them that access management improves a corridor, which makes it attractive to development.
 - Pick the right developers and zoning attorneys to reach and engage early.
- The function of US-60/Grand Avenue was discussed:
 - US-60/Grand Avenue is projected to have 60,000 to 70,000 ADT by 2035, which is the volume of Bell Road over the Agua Fria River.
 - Purpose is not to maximize traffic, but to tailor the transportation to the desires and vision of the corridor.
 - The appropriate speed and profile for the road was questioned. It was resolved that the corridor vision first should be developed first, and then speed can be settled.
 - There is a desire for improved operations and traffic flow freely; however, the desire is for people to stop in the downtown areas.
- A concern was raised on projects that were funded, but now are not funded (phase 5), whether they are they still included.
 - There are three unidentified locations for grade separations inside of Loop 101, and this study will look at this. They are still open to question.
 - It was stated that the issue is money/cash flow, and not need. The need for those projects was already established.
 - It was resolved that phase 5 projects are not necessarily off the table; however, if something is better, then the better approach will likely be taken.
 - \$97 million was identified for the corridor in the Regional Transportation Plan (RTP) and Proposition 400, and it will remain in the corridor.
- Technology was discussed:
 - Variable speeds were brought up as an option.
 - The capability exists for active traffic management
- A concern was raised regarding utilities in the corridor, and resolved that major utilities will be a consideration.
- It was stated that Judie Scalise is on the study team, and per the request of the attendees, her contact information will be provided.

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STUDY AREA ISSUES

- The following are issues presented during the round table discussion by representatives of the following agencies:
 - Peoria – Signal timing can be improved throughout the corridor, such as at 85th and Peoria Avenues
 - Surprise
 - Maximize economic vitality
 - Make it attractive to draw people to the corridor
 - MAG (Bob) – Develop aesthetics palette corridor
 - MAG (Eric) – Industrial crossing – ENOS Wye in El Mirage
 - Surprise – what about moving/eliminating the ENOS Wye spur...perhaps further out
 - Glendale – The desire is to keep Northern Parkway and not lose it because it is not funded. There is a need to connect Northern Parkway to US-60/Grand Avenue in a sensible way, and then take care of vehicular capacity issues further downstream along Grand Avenue
 - 35th and Indian School
 - 19th and McDowell Road.
 - Glendale – do not want to upset the auto dealerships.
 - ADOT – Factor rail/transit in future of the study. Consider economic development from light rail.
 - Glendale – Funding for bus service is an issue. Rail transit does not work without a sufficient bus network to support it. We should start now to determine sustainable funding for busses.
 - MAG (Dennis) – There are many “villages” along US-60/Grand Ave. We need to identify these and develop a mode/transit for support and link them, especially for aging populations.
 - Glendale – This study cannot be all things to all people
 - Phoenix – Show love for US-60/Grand Avenue. Consider conducting a festival next year. Shut down the roadway and draw attention to it, similar to ADOT when it opens a new roadway corridor. Identify corporate sponsors.
 - Peoria – Inventory businesses along US-60/Grand Avenue; inventory how US-60/Grand Avenue is used.

NOTES

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FINAL NOTES

- Bob outlined a list of key items heard during the meeting:
 - The project is not entirely transportation oriented, and economic vitality should be maximized.
 - Meet with city councils early, and include this as part of public involvement plan
 - Meet with developers
 - Access management is an economic driver
 - Judie Scalise's contact information will be provided
 - Interest in utilizing newer technologies (e.g. variable speed limits)
 - Railroad ENOS Wye is an issue
 - Phase 5 projects as a starting point
 - Show love for US-60/Grand Ave

