

NOTES



US-60/Grand Avenue COMPASS

Loop 303 to Interstate 10

Access Management Workshop
Arizona Department of Transportation
March 5, 2014; 11:07 a.m. – 1 p.m.

UPM Large Conference Room
1611 West Jackson Street

AGENCY ATTENDEES

Steve Beasley
Nicki Bever
Brent Cain
Sayeed Hani
Trent Kelso
Aryan Lirange, FHWA

Scott Orrahood
Jason Pike
Madhu Reddy
Jim Windsor
Mahammad Zaid

CONSULTANT TEAM

Phil Demosthenes
Jason Pagnard, Burgess & Niple

Audra Koester Thomas, PSA
Jim Townsend, Wilson & Company

INTRODUCTIONS

Jason Pagnard, study team project manager, welcomed everyone and after a brief review of the project, asked all participants to introduce themselves. Mr. Pagnard indicated that the purpose of the meeting was to review the feedback received from the jurisdictions along US-60/Grand Avenue and to discuss implementation.

ACCESS MANAGEMENT DISCUSSION

Brent Cain, Deputy State Engineer, asked what the long-term vision was for the Grand Avenue corridor. Mr. Pagnard indicated that the intent would be for a multimodal corridor, with a heavy passenger/commuter rail facility within the existing BNSF Railway right-of-way.

It was asked if an outcome of the study would be to have an agreement on how to address access management (through memorandum of understanding, intergovernmental agreements, etc.) and Mr. Pagnard indicated it was.

It was observed that some signals along the corridor are maintained by the municipalities while others are maintained by ADOT. It was suggested that an outcome of the study could be the identification of other management issues to be addressed, such as maintenance agreements. Mr. Cain continued, indicating that ADOT may not be

NOTES

opposed to the municipalities “owning” the signals, but ADOT would want access to signal boxes in order to control signaling (i.e., in the case of major incidents or accidents). Mr. Pagnard indicated that a need for ITS through the corridor was echoed by the municipalities. Steve Beasley, Transportation Manager, observed that if ADOT were to maintain control of the facility, then municipalities will need to understand that signaling will preference US-60/Grand Avenue so that ADOT can maintain the facility as an expressway.

Mr. Cain also indicated that ADOT is currently working on its internal guidelines for access management.

Mr. Pagnard also reviewed potential operation improvement strategies, including Median urban Diamond (MUD) and Upstream Signalized Crossover (USC) being considered for use in the corridor.

Mr. Pagnard introduced a “straw man” access management plan as presented and discussed with local jurisdictions. The following issues, opportunities and ideas were offered during the discussion:

- Regarding the proposed traffic interchange at Bell Road: consider using a shape (boxing-out) for the project area on mapping and referencing the ongoing ADOT study (public meetings anticipated in spring 2014).
- Regarding additional “screening” of railroad facilities (e.g. El Mirage): need to address drainage, particularly in Peoria.
- Regarding outbound access into Youngtown at 113th Avenue: concerns about safety and that people would not observe the signaling to turn left into Youngtown and instead attempt to cross oncoming traffic.
- Regarding the MUD concept: ADOT is not opposed to the MUD concept, but is worried that communities may not understand how access is changed and how visibility of businesses might be reduced.
- Regarding positioning of US-60/Grand Avenue at new traffic interchanges: concerned with US-60/Grand Avenue going under new traffic interchanges and the maintenance issues that would occur (i.e., drainage).
- Regarding golf carts: consider how golf carts would access/use the facility (particularly in the Sun City area).
- Regarding the MUD concept: how often are 45 m.p.h. left merges used? Concerned about driver behavior and expectations for this new type of facility.
- Regarding the traffic interchange at SR-101L: consider a US-60/Grand Avenue inbound right-turn lane onto SR-101L southbound.
- Regarding business access at 91st Avenue: QT has requested another driveway

NOTES

- Regarding moving access points to side/back roads: could there be Proposition 207 issues?
- Regarding interaction with railroad: need to address advance preemption (example: Nogales). An opportunity might exist to discuss this project at an upcoming quarterly coordination meeting between ADOT/railroads.

Mr. Pagnard highlighted zoning overlays as a potential implementation tool communities could use in incrementally applying an access management plan. Decision trees and draft policy language would be a final product of this effort.

