

# NOTES



## US-60/Grand Avenue COMPASS

Loop 303 to Interstate 10

Planning Partners

June 4, 2014

Meeting

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### PLANNING PARTNER ATTENDEES

Debbie Albert, City of Glendale  
Grant Anderson, Town of Youngtown  
Stephen Chang, City of Surprise  
Abhi Dayal, Valley Metro  
Matthew Dudley, City of Glendale  
Spencer Isom, City of El Mirage

Martin Lucero, City of Surprise  
Mark Poppe, ADOT  
Jawuan Pugh, Valley Metro  
Madhu Reddy, ADOT  
Leticia Vargas, City of Phoenix  
Amber Wakeman, City of El Mirage

### MAG STAFF

Bob Hazlett  
Chaun Hill

Marc Pearsall  
Nathan Pryor

### CONSULTANT TEAM

Dana Biscan, Burgess & Niple  
Dan Marum, Wilson & Company  
Jason Pagnard, Burgess & Niple

Audra Koester Thomas, PSA  
Jim Townsend, Wilson & Company

### HANDOUTS

Agenda, PowerPoint presentation, stakeholder one-on-one meeting summaries, Existing and Projected Level of Service Summary graphic

Bob Hazlett, MAG project manager, called the meeting to order at 9:05 A.M.

### 1. INTRODUCTIONS

Mr. Hazlett welcomed everyone and asked all participants to introduce themselves.

### 2. RECENT ACTIVITIES SUMMARY

Mr. Hazlett provided a summary of recent activities, listing recent meetings held with stakeholders. These items were covered in more detail in subsequent agenda items.

### 3. ACCESS MANAGEMENT WORKSHOPS AND GRAND AVENUE COALITION MEETING SUMMARIES

# NOTES

Mr. Hazlett reviewed key discussion points from the March 2014 Access Management and Grand Avenue Coalition meetings. Key items heard from the Access Management meetings, Mr. Hazlett noted, included the support for memorializing the access management plan and its implementation process as part of the COMPASS study. Because there is a desire to ensure ADOT and municipalities work together to implement the access management plan, Jason Pagnard, study team project manager, noted that a potential concept would be an advisory board, comprised of representatives from ADOT and municipalities, that would evaluate any proposed or requested variations to the access management plan and develop a consensus recommendation on the proposed action.

Mr. Hazlett reviewed highlights of the last Grand Avenue Coalition meeting, including the discussion relative to the merits of a joint ballot initiative to fund West Valley transit. Spencer Isom, City of El Mirage, added that while Bus Rapid Transit has been identified as an interim solution through the corridor, there isn't consensus from jurisdictions regarding its viability other than as a candidate solution in pursuit of federal funding.

#### 4. GEOMETRIC IMPROVEMENT CONCEPTS

Mr. Hazlett reviewed the general principles used to devise potential improvements and subsequently reviewed the two context-sensitive concepts considered for the corridor: median urban diamond (MUD) and upstream signalized crossover (USC). These concepts, Mr. Hazlett noted, were considered largely to provide US-60/Grand Avenue travel priority through the region. He noted improved traffic flow would improve economic opportunities. The MUD is proposed for locations between State Route 303 Loop and State Route 101 Loop, and the USC is proposed between State Route 101 Loop and Willetta Street. Mr. Hazlett noted that these are simply concepts, and any future traffic interchange solution would have to be studied further (i.e., design concept report, environmental assessment, etc.); as such, only the recommendation for a grade-separated interchange—not the specific concepts—will be presented to the public.

Grant Anderson, Town of Youngtown, noted that the USC design could employ a grade-separated exit ramp to further minimize signaling phases and intersection approaches. Mr. Hazlett agreed, but noted there would be an additional cost.

Mr. Pagnard subsequently led participants through the proposed access management and improvement concept plan using large roll plots. Mr. Pagnard indicated that the team would post the roll plot images with geometrics on the Share Point site so that participants could download and/or review the concepts in greater detail.

# NOTES

Martin Lucero, City of Surprise, inquired as to what speed the concept was modeled to achieve. Mr. Hazlett noted that the concept was modeled to achieve the posted 45-50 m.p.h. limits.

Mr. Anderson inquired as to what policies the COMPASS plan or entities could employ in order to preserve the access management plan and prevent property owners from playing municipalities and ADOT against each other for access, articulating implementation does not exist only at staff level, but that political will is needed to support elected officials and the pressures to which they can be vulnerable. Mr. Hazlett noted that such policy and process will be the focus of the final Planning Partners meeting. Mr. Anderson suggested presenting the access management plan—and subsequent implementation policy—to the ADOT Transportation Board.

Mr. Lucero requested receipt of the line work to further evaluate the concept.

## 5. PUBLIC OUTREACH

Mr. Hazlett reviewed the seven one-on-one meetings held with stakeholders throughout the corridor. Among the things heard, he reported that construction fatigue exists throughout the corridor but that there was considerable support for high-capacity transit.

Mr. Hazlett announced that two public workshops were scheduled: June 23 at the Glendale Main Library Auditorium and June 24 at the Northwest Regional Library in Surprise. These public workshops would largely focus around large roll plots of the concepts with a continually-running presentation on access management participant could view. ADOT has been invited to have a table regarding the interchanges at Bell and Thunderbird/Thompson Ranch roads; Mr. Hazlett extended the offer to display other relevant project information.

## 6. NEXT STEPS

Mr. Hazlett reviewed project next steps:

- Circulate draft Vision Statement to Charter Partners;
- Conduct Management Partners meetings;
- Conduct public open houses (June 23 and 24, 2014);
- Complete Access Management Plan and policies (and distribute for July 2014 review);
- Complete signing guidelines and meet with FHWA and ADOT to review;
- Complete concept documentation;
- Develop Implementation Plan.

# NOTES

Mr. Lucero inquired as to the potential for facilitating a COMPASS study for the Bell Road corridor; Mr. Hazlett indicated that if there was collective interest from jurisdictions in facilitating such an effort, MAG would certainly consider the potential of facilitating a similar study.

Meeting was adjourned at 10:47 A.M.

