



US-60/Grand Avenue COMPASS

Loop 303 to Interstate 10

Planning Partners
March 7, 2013

Maricopa Association of Governments
Chaparral Conference Room

ATTENDEES

Tim Oliver - MCDOT
Chaun Hill – ADOT/UPM
Abhi Dayal – Valley Metro
Sue McDermott – El Mirage
Jamal Rahimi – City of Peoria
Matthew Dudley – City of Glendale
Ray Dovalina – City of Phoenix

Scott Omer – ADOT
Tim Wolfe – ADOT
Karen Savage – City of Surprise
Grant Anderson – Youngtown
Laurie Katheh – City of Peoria
Dana Owsiany – City of Phoenix

MAG

Eric Anderson – MAG
Tim Strow – MAG
Marc Pearsall – MAG

Bob Hazlett – MAG
Micah Henry – MAG

Consultant Team

Jason Pagnard – B&N
Dan Marum – Wilson & Company
Peggy Fiandaca – PSA

Jamie Blakeman – B&N
Jim Townsend – Wilson & Company

Bob Hazlett welcomed everyone and the participants introduced themselves. Bob gave an overview of the meeting purpose.

PROJECT ACTIVITIES SUMMARY

Bob explained that stakeholder meetings were held with the City of El Mirage on January 29th as follow up to the Acoma Drive study that was completed and with City of Surprise on January 31st to discuss Karen Savage's comments on the Public Involvement Plan and Project Strategic Framework. Additionally data collection is still underway and the microsimulation model is nearing completion. The project website is activity, the Public Involvement Plan has been completed, and the Project Strategic Framework has been updated.

STATUS ON TECHNICAL MEMORANDUMS

The team has four new documents ready for the Planning Partners review.
Tech Memo 2 – Review of Relevant Studies and Projects (Draft)

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Tech Memo 3 – National Case Study Review (Draft)

Tech Memo 4 – Principles and Practices of Access Management (Preliminary Draft)

The team will be completing the Existing Conditions Report as soon as some critical data is received. Jim Townsend discussed each of the Technical Memorandums in more detail.

Technical Memorandum 2 – Review of Relevant Studies and Projects

The Planning Partners discussed the variety of past studies along Grand Avenue and how it has evolved from freeway solutions to multimodal opportunities. Having Grand Avenue shown as a potential freeway on past planning studies has left landowners in limbo and led to the fragmented, deteriorating land use pattern along the corridor. It was stressed that this study is going to set the Grand Avenue vision that will lead to a new development pattern and revitalization.

Technical Memorandum 3 – National Case Study Review

The discussion of case studies generated considerable conversation. The criterion for selecting the case studies included: similar urban travel corridors in major metropolitan areas, multimodal corridors, higher capacity corridors, freight rail present, and high capacity transit present. The case studies presented were:

- M-1/Woodward Avenue, Detroit, MI
- U.S. Route 1, Greater Boston, MA
- U.S.-85/S. Santa Fe Drive, Littleton, CO

Technical Memorandum 4 – Principles and Practices of Access Management

When the practice of access management was discussed, it was mentioned that the Grand Avenue corridor offers a tremendous opportunity to develop a corridor-based approach to access management that can serve as a model and impetus to expand to an area-wide approach. Access management was mentioned as a means to allow a comprehensive vision to take hold.

SUSTAINABLE TRANSPORTATION AND LAND USE INTEGRATION STUDY (ST-LUIS)

Bob provided an overview of the study which defines sustainable transportation options and provides a variety of tools for consideration. The study will be completed in April 2013. It was mentioned that no other transportation corridor than U.S.-60/Grand Avenue connects six downtown areas with an estimated population of 566,000 (zip codes that touch the corridor). ST-LUIS findings indicate that "one size does not fit all" and density of residents and employment are needed to ensure high capacity transit

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works effectively. Because of the market for transit oriented development (TOD) is very limited, it is critical to be strategic in locating TODs to ensure success. Another point made was that Grand Avenue is more about “redevelopment” rather than “infill development.” Redevelopment is much harder to get accomplished because development occurs in areas of least resistance.

PROJECT ALTERNATIVES

Bob presented the “potential” themes that alternatives could be developed around. The themes were discussed and will be used to organize the alternatives. It was mentioned that access management should be fundamental to all of the alternatives. Without corridor-wide access management, there will not be unified vision. Also, mentioned was the role BNSF will play in the future along the corridor. If BNSF moves some or all of their operations away from Grand Avenue, we need to understand the implications it has on the corridor alternatives and development pattern. It is critical to determine a reasonable future scenario for freight rail on Grand Avenue in order to determine alternatives.

CHARTER PARTNERS MEETING

Bob mentioned that the Charter Partners meeting is scheduled for Wednesday March 20th. The purpose of the meeting is to provide a project update, present the economic development findings, and collaborate on alternatives. Based on the input received, Bob will organize a conference call with the Planning Partners to discuss the final agenda for the meeting.

NEXT STEPS

The following are the next steps in the process.

- Meeting follow up questionnaire will be distributed and everyone was encouraged to complete the questionnaire.
- Planning Partners conference call
- Charter Partners meeting – March 20th
- Completion of Technical Memorandum 1 - Existing Conditions
- Alternatives development

Next meeting will be in April; date/time to be determined.

Meeting was adjourned at 3:45 PM.