

NOTES



US-60/Grand Avenue COMPASS

Loop 303 to Interstate 10

Access Management Workshop
MCDOT, Surprise, El Mirage, and Youngtown
March 4, 2014; 8:15 – 10:15 a.m.

Surprise City Hall
16000 North Civic Center Plaza

AGENCY ATTENDEES

Grant Anderson, Town of Youngtown
Stephen Chang, City of Surprise
Jorge Gastelum, City of El Mirage

Denise Lacey, MCDOT
Martin Lucero, City of Surprise

MAG STAFF

Bob Hazlett

CONSULTANT TEAM

Phil Demosthenes
Jason Pagnard, Burgess & Niple

Audra Koester Thomas, PSA

HANDOUTS

Agenda, PowerPoint presentation, draft access management advance information sheet.

INTRODUCTIONS

Jason Pagnard, study team project manager, welcomed everyone and after a brief review of the project, asked all participants to introduce themselves.

ACCESS MANAGEMENT OVERVIEW

Phil Demosthenes, team expert on access management, provided a thorough review of access management policy and plan concepts.

Grant Anderson, representing the Town of Youngtown, observed that many elderly residents slow as they approach an intersection, even before entering a taper/deceleration lane. He agreed that consideration for how storage, deceleration and taper lengths are calculated should be reviewed by ADOT and other agencies.

Bob Hazlett, project manager, asked participants what they thought the appropriate speed limit should be through the US-60/Grand Avenue corridor; most indicated the currently posted 45 m.p.h. should be maintained, although access management strategies would have to be applied to achieve an operational, safe corridor.

NOTES

Martin Lucero, City of Surprise, indicated that the City has been encouraging access management, but US-60/Grand Avenue is not a City facility; instead, it is owned and maintained by ADOT and traverses several jurisdictions. Mr. Hazlett shared that property owners work to find the path of least resistance in requesting additional access points, pitting local jurisdictions and ADOT against each other in order to receive additional access points. Agencies, thus, need to work together to implement an access management plan.

Mr. Lucero shared that in his previous experiences, depicting the before/after results of access management—particularly with franchise property owners—helps to justify the value of the effort, and dismiss concerns that business activities diminish when access management strategies are implemented. Driving tours are also good ways to help inform and educate. Mr. Lucero shared that in his experience in New Mexico, where the city acquired right-of-way to implement access management, it led to immediate reductions in accidents.

Mr. Demosthenes emphasized that employment, not retail, is an important consideration for the US-60/Grand Avenue corridor, and a goal that can be supported through access management implementation.

Stephen Chang, City of Surprise, observed that perhaps a strategy for implementing access management along the US-60/Grand Avenue corridor should be on preserving visibility and frontage for property owners, but improving comprehensive mobility through back/side street property access.

ACCESS MANAGEMENT IMPLEMENTATION

Mr. Pagnard introduced a “straw man” access management plan for review and discussion. The following issues, opportunities and ideas were offered during the discussion:

- There are issues in accessing Thompson Ranch/Greenway roads in El Mirage; the railroad complicates access.
- There are concerns with adding additional traffic onto 113th Avenue as a way to provide access into Youngtown; perhaps a quadrant roadway at 111th Avenue would help to address access into Youngtown. Mr. Hazlett also noted that use of indirect lefts might be an additional strategy.
- There are issues at Colonnade Way.
- There needs to be partnership and assistance amongst the agencies and ADOT to assist with condemnation/easement acquisition strategies and ensure a joint commitment to access management along US-60/Grand Avenue is maintained.

NOTES

Additional items are noted on the attached roll plots.

Mr. Hazlett concluded the discussion highlighting 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.

OPERATIONAL IMPROVEMENTS

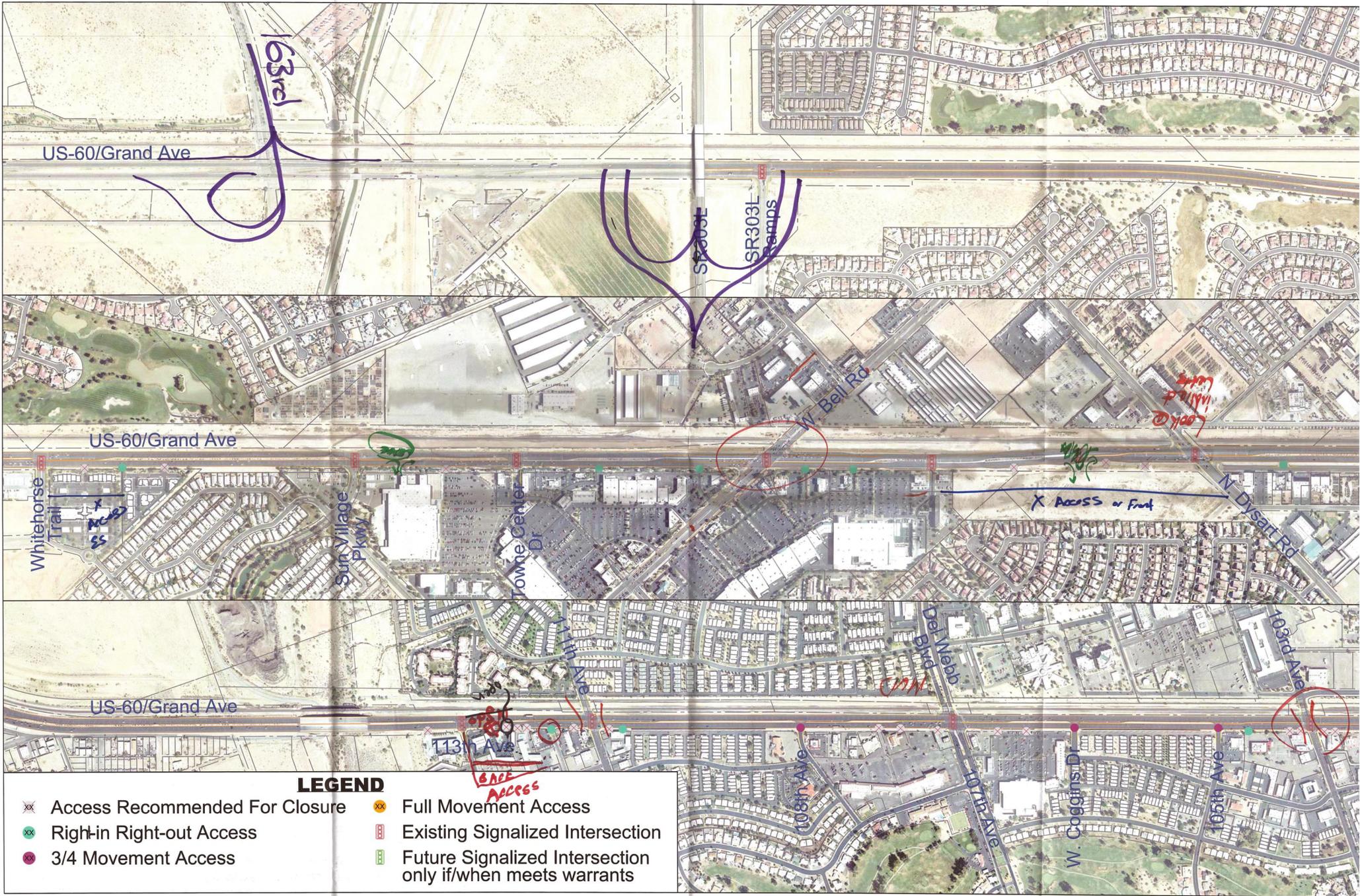
Mr. Hazlett reviewed potential operation improvement strategies, including Median urban Diamond (MUD) and Upstream Signalized Crossover (USC) being considered for use in the corridor.

LANDOWNER OUTREACH

The following key landowners and stakeholders were identified by participants as potential candidates for meeting one-on-one to review draft access management elements and planning ideas prior to the late spring public open houses.

- Plaza at Acoma (El Mirage, southwest corner of Acoma Drive/Grand Avenue)
- Sun City Fire District (Maricopa County)
- Colonnade re-plat (Surprise, northwest corner of Colonnade/Grand Avenue)





163rd

US-60/Grand Ave

SR3001

SR3031
 Ramps

US-60/Grand Ave

Whitehorse Trail

Sun Village Pkwy

Towne Center Dr

W Bell Rd

SR3031
 @ 7100'

X Access or Front

N Dysart Rd

US-60/Grand Ave

113th Ave

106th Ave

111th Ave

108th Ave

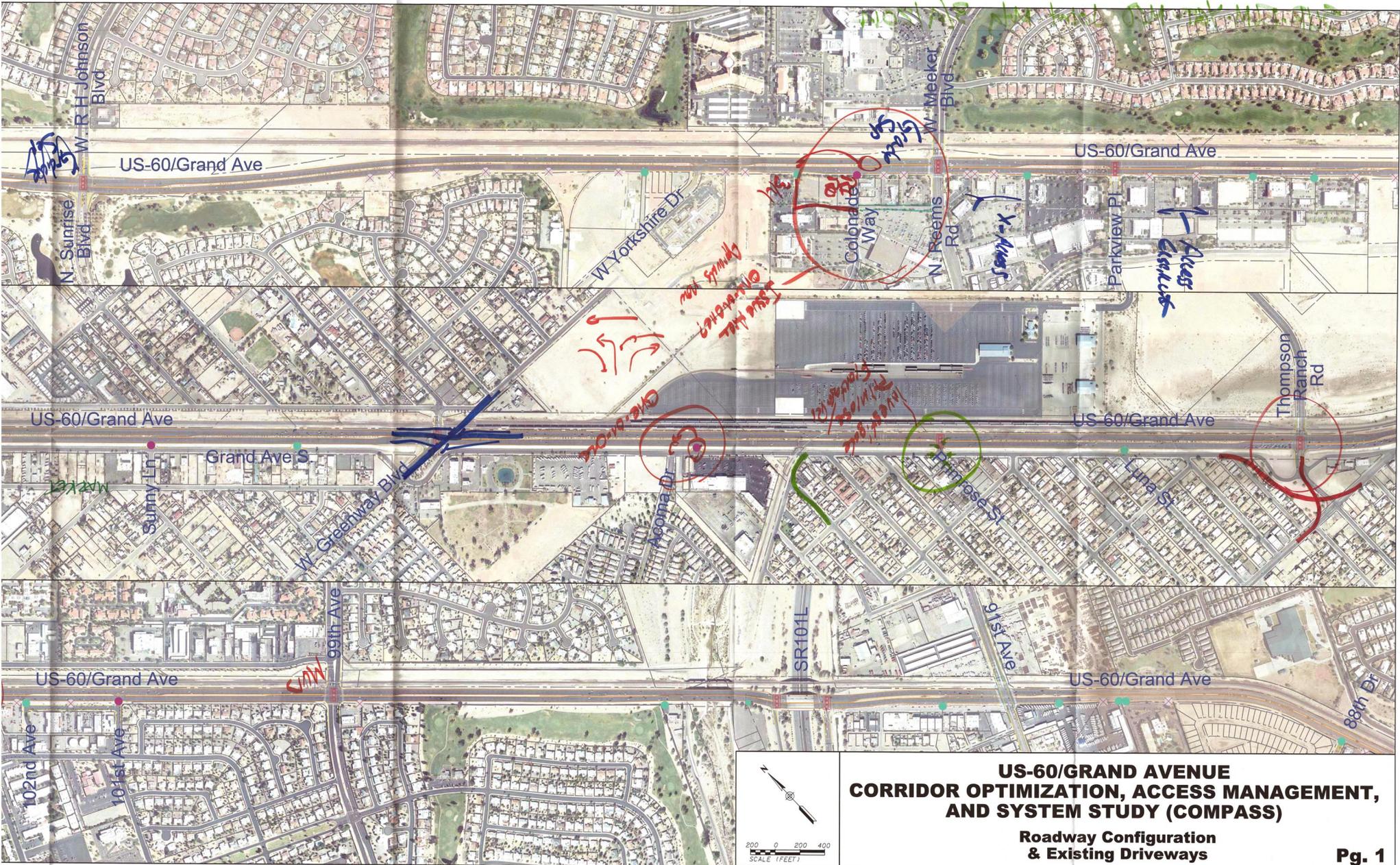
106th Ave

Del Webb Blvd

W Coggins Dr

106th Ave

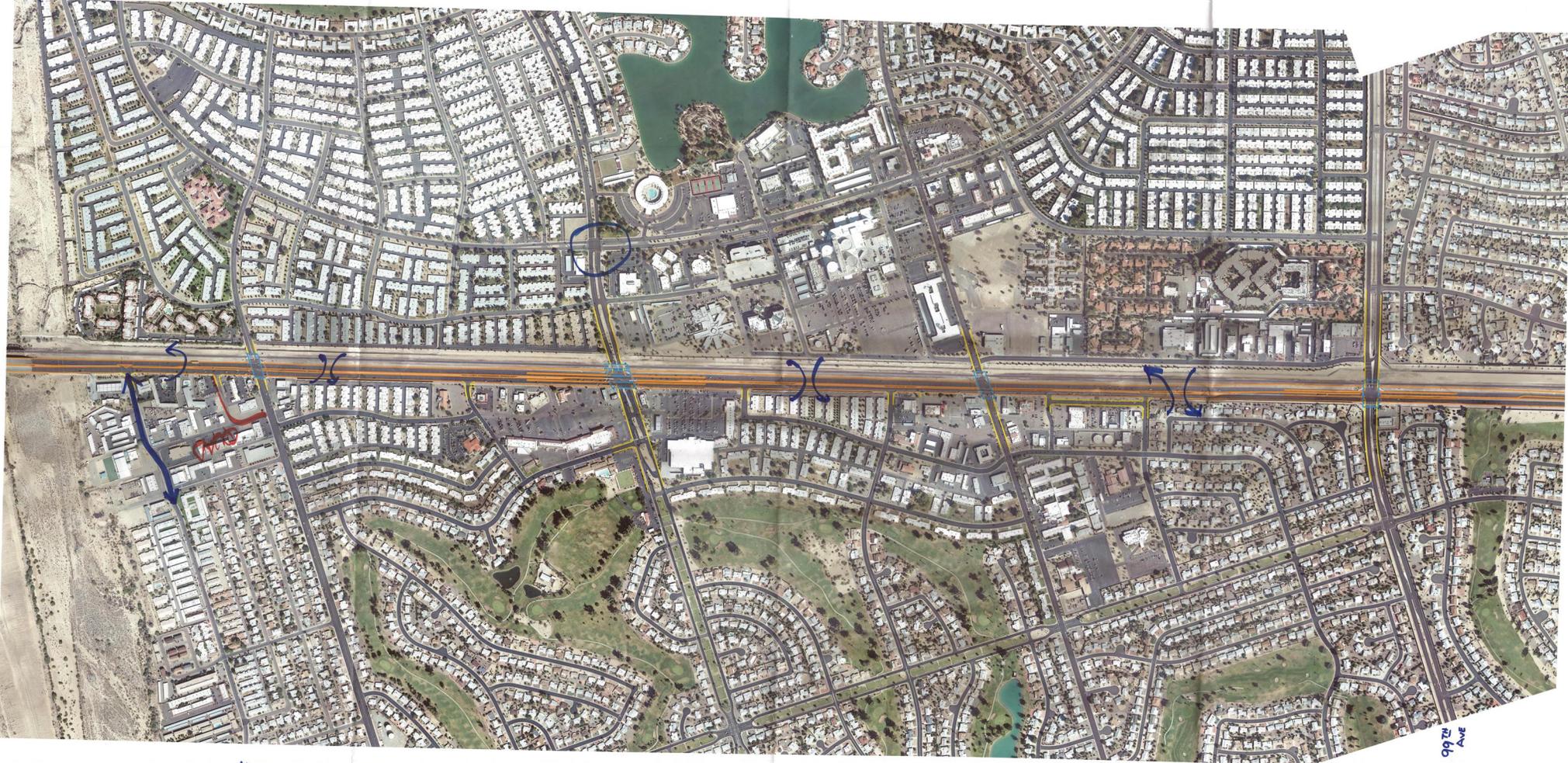
103rd Ave



**US-60/GRAND AVENUE
CORRIDOR OPTIMIZATION, ACCESS MANAGEMENT,
AND SYSTEM STUDY (COMPASS)**
Roadway Configuration
& Existing Driveways
Pg. 1

Joint Meeting: Plot 3 of 3
March 4, 2014

4
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113TH AVE TO 99TH AVE
(AFTER AVE)

113TH AVE

111TH AVE

107TH AVE

103RD AVE

99TH AVE