

NOTES



US-60/Grand Avenue COMPASS

Loop 303 to Interstate 10

Stakeholder Meeting
May 6, 2014; 1:30 – 2:30 p.m.

Sands Chevrolet
5418 NW Grand Avenue, Glendale

STAKEHOLDER ATTENDEES

Gary Long

Tom Patrick

CONSULTANT TEAM

Jason Pagnard, Burgess & Niple

Audra Koester Thomas, PSA

HANDOUTS

US-60/Grand Avenue Study Brochure and fliers on Access Management and related aspects (economic development, conflict points, roadway classifications, and joint and cross access)

OVERVIEW

Jason Pagnard, study team project manager, provided a brief overview of the study, focusing on the key framework elements of commuter rail and access management.

ACCESS MANAGEMENT CONCEPT

Mr. Pagnard reviewed a roll plot with draft access management elements presented. The following issues and observations were offered:

- Access to dealership through recent US-60/Grand Avenue construction has been difficult (over the past six months); access has been complicated with simultaneous dealership construction. Traffic still attempts to turn from 53rd Avenue onto eastbound US-60/Grand Avenue even though it is now a three-quarter turn (median prevents left turn/southbound traffic)¹. Sands Group would have preferred a traffic signal at 53rd Avenue.
- Restricting travel onto eastbound US-60/Grand Avenue has been the most difficult for customers to navigate, although the majority of customers are to the north and west.
- Reduction of access points into Sands Group properties creates some congestion, particularly on the lots and prefers no further consolidation of access points.
- Recent access management improvements are enough.

¹ Signage on Maryland and 83rd avenues does not reflect the three-quarter turn improvement at 83rd Avenue, wrongly indicating access to south/eastbound US-60/Grand Avenue at 83rd Avenue exists.

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OTHER DISCUSSION

The following additional observations were offered during discussions:

- Buzz Sands has concerns about the height of median landscaping and that it will block visibility of the dealership to eastbound traffic.
- Construction activities on and along US-60/Grand Avenue greatly impact businesses and prefer to not see additional construction activities in the near future. Restricting US-60/Grand Avenue to a single lane during construction made business extremely difficult and sales suffered. When the Maryland Avenue bridge was built, Sands Group was forced to rent additional property because customers could not access dealership. However, improvements, like the Maryland Avenue bridge, has improved the operation of US-60/Grand Avenue.
- The sidewalk that was placed in front of Sands Group properties was not needed and is not used.

