

NOTES



US-60/Grand Avenue COMPASS

Loop 303 to Interstate 10

Stakeholder Meeting
May 6, 2014; 10 – 11 a.m.

Wilhelm Automotive
8241 NW Grand Avenue, Peoria

STAKEHOLDER ATTENDEES

Thom Gyder

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 by Thom Gyder:

- Changing access at Jefferson Street to right-in/right-out would impact how customers south and east would access Wilhelm Automotive (at 8241 NW Grand Avenue), but would assist in calming traffic. Currently, northbound traffic exits US-60/Grand Avenue onto Jefferson Street at much too high of a rate of speed.
- Consider using 85th Avenue/Washington Street as a mechanism to support access into downtown Peoria (realign 85th Avenue at Peoria to the south and east to provide connectivity onto Washington Street).

OTHER DISCUSSION

Mr. Gyder offered the following additional observations:

- High-capacity transit, like commuter rail, is the only way to support redevelopment and densification for communities in the Northwest Valley. However, high-capacity transit options will not work without rezoning and redevelopment activities (i.e., mixed use) to support it.

NOTES

- Businesses are greatly impacted when capacity is reduced or performance of US-60/Grand Avenue is compromised. As an example, retirees and older customers don't want to navigate construction; to mitigate impacts of recent construction activities, Wilhelm has launched educational campaigns to educate customers on how to locate business locations.
- Support for a regional mechanism to fund multimodal transportation projects is needed.
- Need to plan for the next generation of system users (who likely won't be as dependent on automobiles). Look to efforts of other metropolitan areas, like Salt Lake City, that have focused investments on how to serve the next two million residents.
- A transit-focused transportation system is feasible in the Phoenix Metropolitan Area, it just needs to be sold to users.

