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US-60/Grand Avenue COMPASS

Loop 303 to Interstate 10

City of Peoria
June 5, 2014; 3:40 – 5:05 p.m.

City Hall
8401 W. Monroe St.

AGENCY ATTENDEES

Carl Swenson, City Manager
Susan Daluddung, Deputy City Manager

Jeff Tyne, Deputy City Manager

MAG STAFF

Bob Hazlett

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); draft decision tree graphic; one-on-one stakeholder meeting notes

PROJECT INTRODUCTION

Bob Hazlett, MAG project manager, thanked the City for hosting this meeting.

Carl Swenson, city manager, reported that Spenser Isom, City of El Mirage city manager, had expressed concern that if bus rapid transit (BRT) would be implemented as an interim solution, it would subsequently delay implementation of commuter rail. Mr. Swenson expressed that the City of Peoria was committed to implementing the vision of commuter rail. Mr. Hazlett articulated that the US-60/Grand Avenue COMPASS study reflects the long-term vision of commuter rail for the corridor, but does not preclude BRT as an interim and/or supporting transit aspect. He continued, noting that a future BRT study by Valley METRO would help to inform a discussion on transit opportunities in the West Valley. Mr. Swenson inquired as to Valley METRO's involvement in the US-60/Grand Avenue COMPASS study; Mr. Hazlett indicated that Valley METRO has been actively participating in the Planning Partners meetings and anticipates using the results of the COMPASS study to inform any future study on BRT or transit alternatives.

Mr. Swenson inquired as to whether there had been any discussion regarding increasing bus service along US-60/Grand Avenue. Mr. Hazlett confirmed that there had been

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discussions as to increasing service along the corridor. Mr. Swenson expressed concern that passenger exposure to heat and the lack of dedicated right of way could impact the viability of bus service; he reiterated the city's commitment to advance marketing to assist with the successful implementation of commuter rail.

ACCESS MANAGEMENT AND IMPROVEMENT CONCEPTS

Mr. Hazlett briefly reviewed recent project activities, including the one-on-one stakeholder meetings, access management workshops and the development of improvement concepts. Jason Pagnard, study team project manager, reviewed the access management and improvement concept plan in detail using roll plots. Mr. Pagnard indicated that the improvements are generally consistent with the recently completed Old Town Peoria transportation study.

Mr. Swenson indicated that the city had been opposed to the "expressway" concept, which didn't appear to be employed in the draft plan. Mr. Hazlett confirmed that the expressway concept was studied, but was screened out of further consideration.

Mr. Swenson inquired as to whether the City of Phoenix had shown any interest in the commuter rail alternative, as employing such an option would deliver commuting passengers into the city's core. Mr. Hazlett indicated that the city has expressed other priorities, although Phoenix does recognize the value of industrial properties located in the southern portion of the corridor. Mr. Hazlett observed that West Valley communities could explore ways to support the industrial core that could subsequently help strengthen the case for commuter rail.

Mr. Swenson inquired as to whether the City of Glendale had provided specific feedback on implementing commuter rail, and Mr. Hazlett indicated that their recent focus has been on extending light rail to the City of Glendale. Susan Daluddung, deputy city manager, observed that light rail could complement a commuter rail concept; recognition of high-capacity transit investment, she indicated, would very much support expanding activity centers, such as Grand Canyon University.

Dr. Daluddung submitted policy materials that documents the city's commitment to implementing commuter rail.

Mr. Pagnard inquired as to whether there had been any movement on the vacant parcel (Peoria Place) south of Old Town; Dr. Daluddung indicated that the property was formerly owned by Ellman Companies, but had succumb to bankruptcy proceedings. The property remains a mixed use classification.

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Dr. Daluddung inquired as to the access into the Goodwill property, and indicated elimination of access points into that property might be a concern because of recent/ongoing activity with the city; she indicated she'd follow-up with city staff.

ACCESS MANAGEMENT IMPLEMENTATION

Mr. Hazlett concluded the discussion highlighting zoning overlays as a potential implementation tool communities could use in incrementally implementing an access management plan and handed out a draft decision tree graphic for consideration. City representatives indicated interest and support for the zoning overlay concept, and expressed appreciation for the study team's development of such tools, including the draft decision tree.

Mr. Swenson indicated that it's important for the city managers to continue to meet, particularly in regards to implementing long-term policy such as an access management plan for the corridor and to help thwart the impacts of political change.

