

For information and discussion.

Corridor Optimization, Access Management Plan, And System Study

Progress Report on the COMPASS Study for US-60/Grand Avenue

Transportation Policy Committee
May 15, 2013

Corridor Limits

SR-303L (r.m. 138.051) to Willetta St (r.m. 161.880 on US-60X)

US-60/GRAND AVENUE
CORRIDOR OPTIMIZATION
AND ACCESS MANAGEMENT PLAN STUDY
Loop 303 to Interstate 10

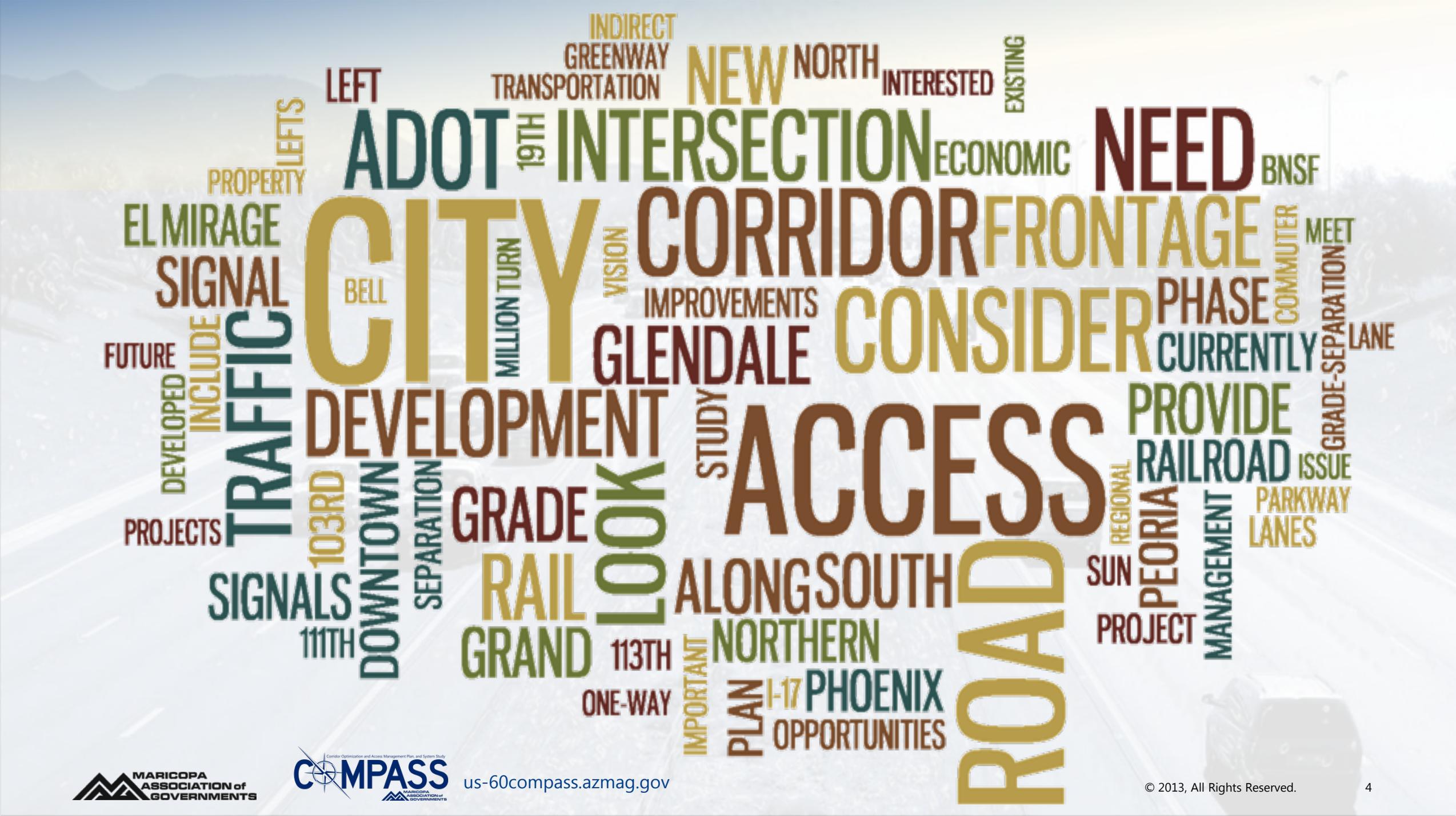


Project Charter

SIGNED BY CORRIDOR POLICY MAKERS FEBRUARY 2012

- Create **Overall Vision**.
- Cooperatively define **Operational Character**.
- Establish **Access Management System**.
- Develop **guidelines** for **signage**, **landscaping** and **aesthetic treatments**.





INDIRECT GREENWAY TRANSPORTATION NEW NORTH INTERESTED EXISTING
 LEFT 19TH INTERSECTION ECONOMIC NEED BNSF
 PROPERTY LEFTS
 EL MIRAGE SIGNAL BELL CITY MILLION TURN VISION CORRIDOR FRONTAGE COMMUTER MEET
 IMPROVEMENTS GLENDALE CONSIDER PHASE CURRENTLY LANE
 FUTURE DEVELOPED INCLUDE TRAFFIC DEVELOPMENT STUDY ACCESS PROVIDE GRADE-SEPARATION
 PROJECTS SIGNALS 103RD DOWNTOWN SEPARATION GRADE LOOK ALONG SOUTH RAILROAD ISSUE
 111TH GRAND 113TH ONE-WAY NORTHERN PHOENIX PEORIA MANAGEMENT PARKWAY LANES
 IMPORTANT PLAN I-17 OPPORTUNITIES ROAD

Technical Memorandum 2: Review of Relevant Studies and Projects

- “Studied to death...!”
 - Stepped down in functional classification.
 - Change in focus.
 - “Fresh set of eyes.”
- **54** total projects and/or studies documented **since 1998.**

IS THIS THE TREND?

Freeway (auto focus)
1980s-1990s

Expressway/Grade
Separations (auto focus)
1990s-2000s

Multi-modal Arterial
(person trip focus)
After 2013 . . . ?

Technical Memorandum 3: National Case Study Review

- Examined other similar urban travel corridors.
- Key themes:
 - All **supposed** to be a **higher functional class** than today;
 - Initial focus was **traffic accommodation**; and
 - Evolved to **people-moving corridors**.



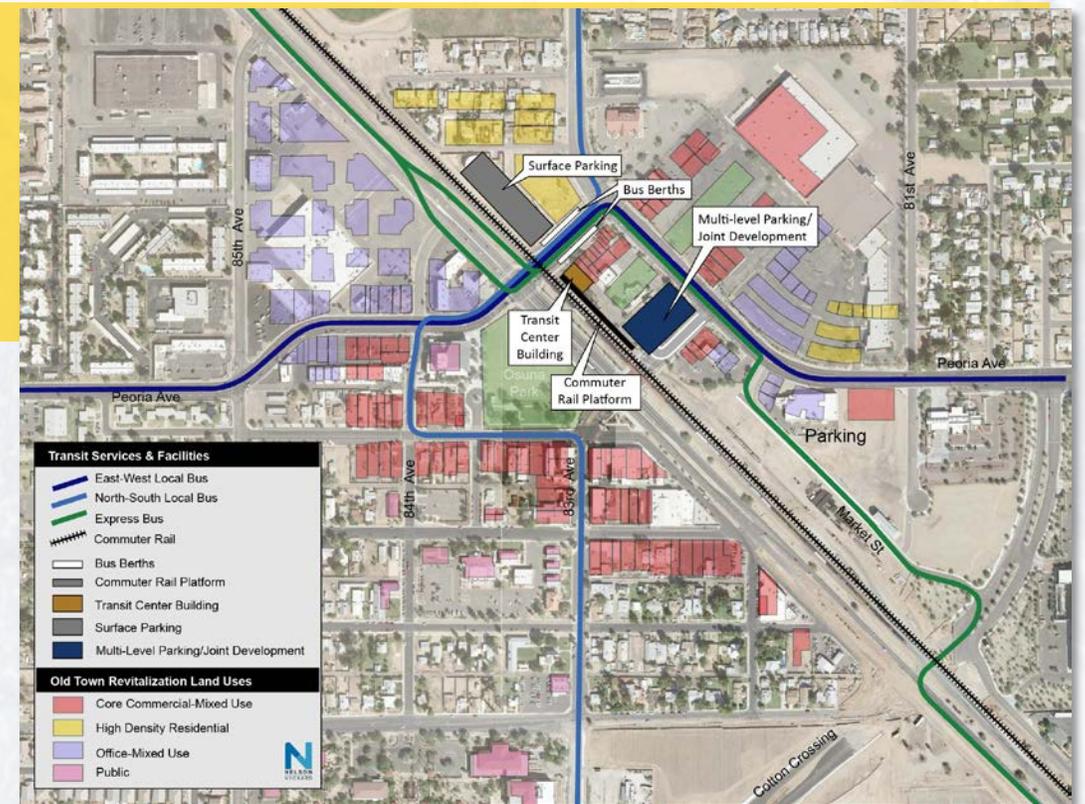
Technical Memorandum 4: Principles and Practices of Access Management

- Develop a corridor wide goals:
 - **Safety.**
 - Driveway frequencies.
 - Traffic signal locations.
- Delineate **key economic development zones:**
 - Focused access management strategies.
 - Improved **safety.**
 - Enhances economic opportunities.



High Capacity Transit?

- US-60/Grand Avenue connects the **downtowns of six cities**. No other corridor in the Valley connects and serves that many centers.
- Estimated **566,000 population** in 2010.
- Projected increase of 41% population and 52% employment by 2030.



There's No Place Like Grand.

Supporting Sustainable Communities

Sustainable Transportation

DASHBOARD

Each Place Type characteristic is highlighted with an appropriate range for the given type, indicated on a low-medium-high scale.



		SUBURBAN	COMPACT WALKABLE	TRANSIT SERVED	HCT ORIENTED
CONNECTIVITY	i	●● — L M H	● — ● — L M H	● — ● — L M H	● — ● — L M H
+					
WALKABILITY	i	●● — L M H	● — ● — L M H	● — ● — L M H	● — ● — L M H
+					
BIKEABILITY	i	●● — L M H	● — ● — L M H	● — ● — L M H	● — ● — L M H
+					
TRANSIT	i	●● — L M H	● — ● — L M H	● — ● — L M H	● — ● — L M H

Four Concepts

There's No Place Like Grand.



1. Continue with planned improvements from **Regional Transportation Plan** (No Action).

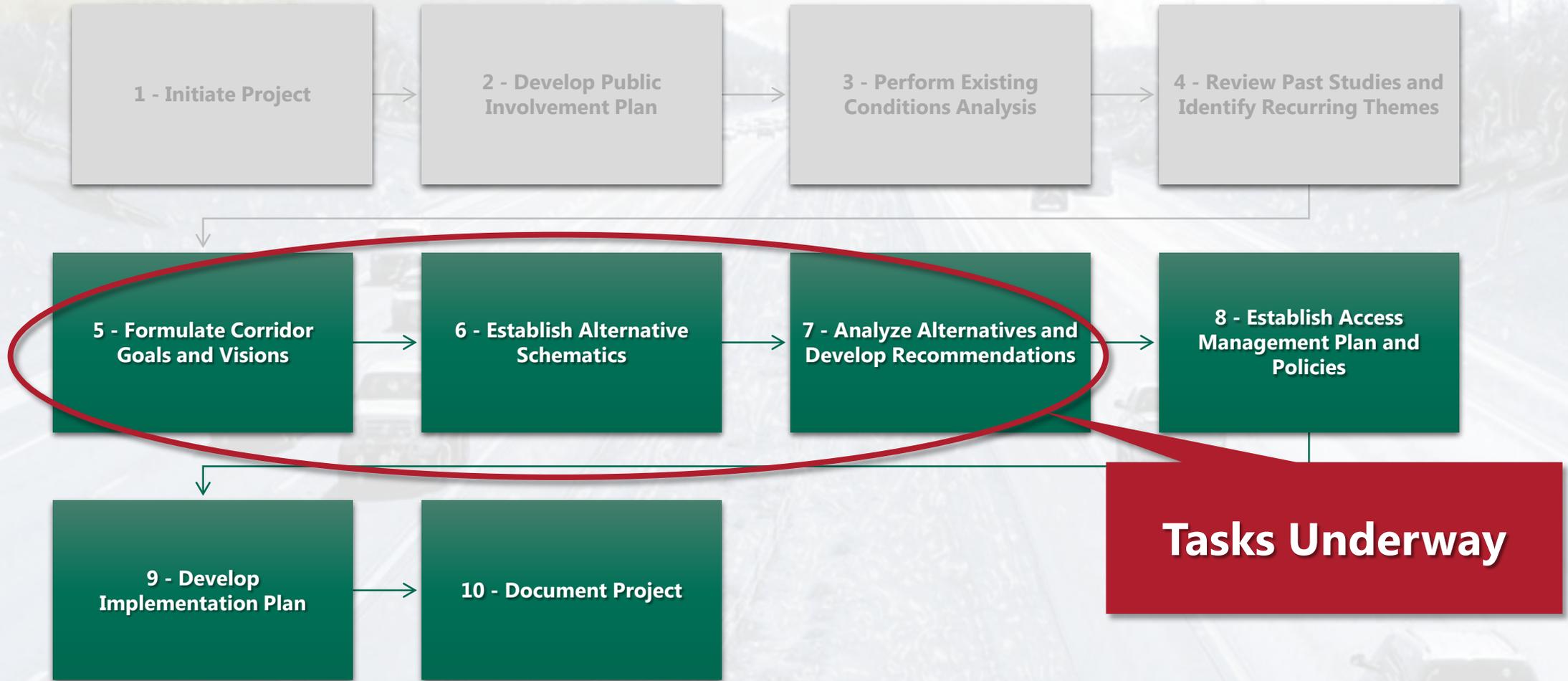
2. Reconsider the US-60/**Grand Avenue Expressway** Option.

3. Plan for **Commuter Rail** with **operational improvements.**

4. Identify an **Economic Development-centric opportunity** with multi-modal enhancements.

Next Steps

There's No Place Like Grand.



Next Steps

- June 2013 – Initiate public outreach and engage corridor stakeholders.
- July 2013 – Identify project alternatives.
- November 2013 – Complete alternatives analysis and identify preliminary recommendation.
- December 2013 - Develop Access Management Plan and Policies.
- Spring 2014 – Complete project.

There's No Place Like Grand.



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