



US-60/Grand Avenue COMPASS

Loop 303 to Interstate 10

Corridor Optimization, Access Management Plan, And System Study

July 2015



On February 22nd, 2012, political leadership of the agencies along the US-60/Grand Avenue corridor signed the Partnering Charter of the Corridor Optimization, Access Management Plan, and System Study (COMPASS). The COMPASS study achieved the following:

- Created an **overall vision** for the Corridor embracing the important regional function and unique character of US-60/Grand Avenue.
- Defined the **operational character** for the US-60/Grand Avenue Corridor that will enhance economic development, maintain accessibility to adjacent land uses, improve traffic operations, and reduce highway and rail conflicts.
- Established an **access management system** providing an efficient access to and from adjacent properties.
- Developed **guidelines for signage** along the corridor.
- Provided the affected stakeholders with information about the project and **opportunity to contribute** to the study's outcome and recommendations.



A project to cooperatively create an overall vision for the Grand Avenue Corridor that embraces the important regional function of Grand Avenue

The agencies that are partner to the COMPASS Charter are: ADOT, City of Surprise, City of El Mirage, Town of Youngtown, City of Peoria, City of Glendale, City of Phoenix, and Maricopa County.

The study was guided by Planning Partners - agency representatives that were responsible for technical review and input throughout the process.

For more information

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Study Area

The study area is bound by SR-303L traffic interchange in Surprise and the Willetta Street intersection in Phoenix. It passes through portions of six municipalities and unincorporated Maricopa County.

The US-60/Grand Avenue corridor is operated and maintained by the Arizona Department of Transportation as part of the National Highway System.



US-60/Grand Avenue COMPASS Framework



Continues with planned improvements from Regional Transportation Plan.



Establishes a Corridor-wide Access Management Plan.



Addresses remaining bottlenecks and congestion points.

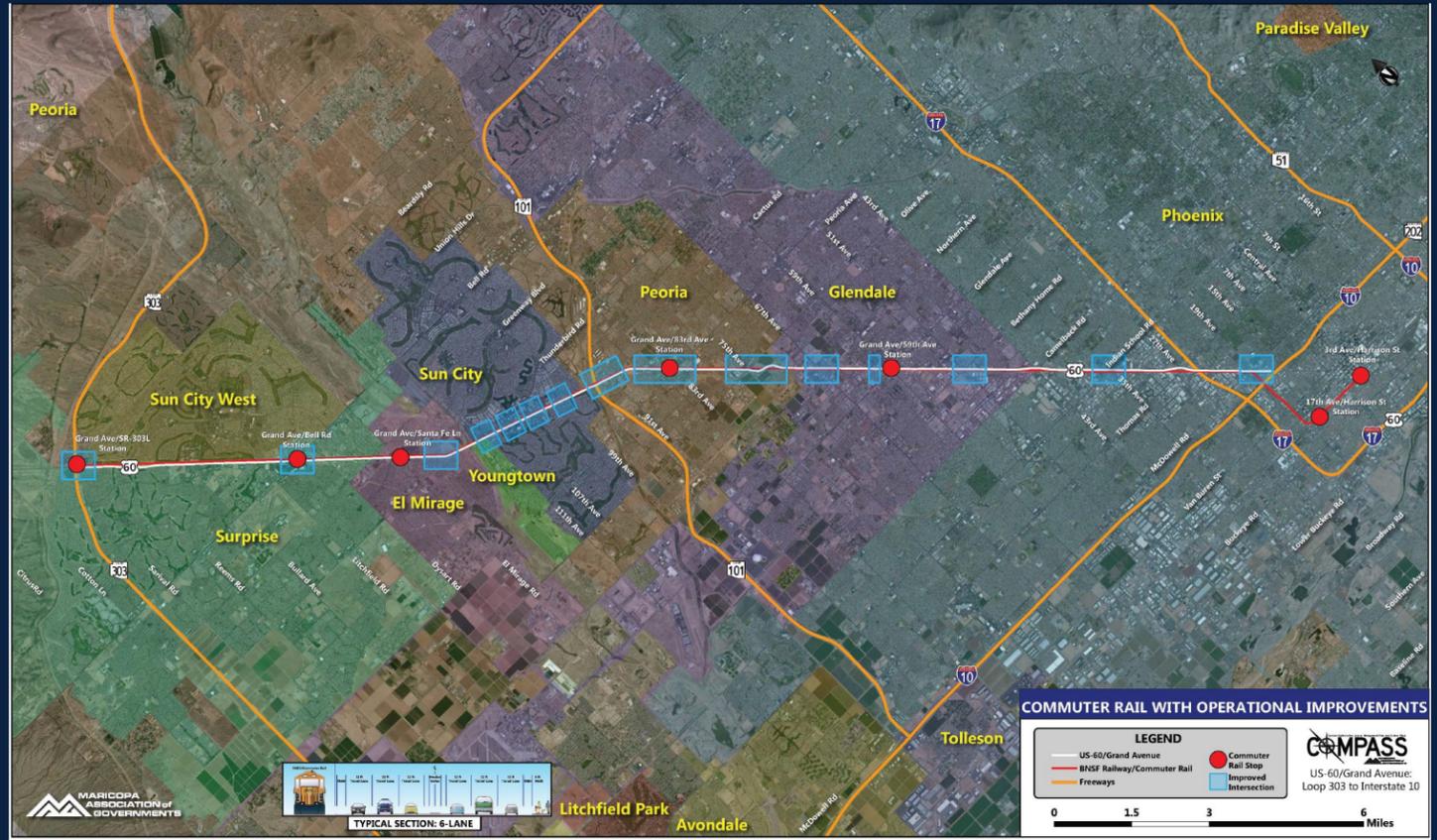


Plans for commuter rail with operational improvements.

Access Management Plan: Example of Consolidated Access



Concept Detail: Commuter Rail with Operational Improvements



Concept Features

Commuter rail within BNSF Railway right-of-way

New or substantially improved intersections

Many at-grade railroad crossings eliminated

Property access focused primarily on right-in/right-out driveways

What's Next?

The following steps were presented for implementing the study recommendations:

Revise the Partnering Charter to Extend through Implementation Create and adopt an implementation partnering agreement that defines how the US-60/Grand Avenue corridor is developed and improvements funded.

Adopt Zoning Overlay District Ordinances Consider and adopt a zoning overlay district ordinance in each jurisdiction to facilitate cohesive application of access management.

Incorporate Recommendations Adopt recommendations in each municipality, Maricopa County and ADOT and incorporate findings into existing and future studies.

Proceed with Formal Scoping Carry recommended roadway concepts forward through ADOT's project development process and formal scoping.

Coordinate Transit Operations Review and evaluate multimodal connectivity and linkages throughout the study area.

Complete Traffic Management and Operations Plan

Identify Funding Develop a collaborative funding approach to facilitate improvements.