

To: GAMIS Phase II Project Team	
From: Christopher Clary-Lemon	Project: Grand Avenue MIS Phase II
CC: Project File	
Date: March 31, 2004 (Updated April 19, 2004)	Job No:

**RE: Grand Avenue Major Investment Study (MIS) Phase II
Public Comments Received at March 30, 2004 Public Meeting**

The following comments were documented during the first Public Meeting for the Grand Avenue MIS Phase II held on March 30, 2004 at the Peoria Civic Center. They do not appear in the order in which they were stated, but rather are grouped based on content, and are written to reflect the intent of the comment, not verbatim.

Bicycle / Pedestrian

- Bike crossing needed at 61st Avenue
- Improve bike access across Grand Avenue, not along
- Need lighting along Grand Avenue for bikes
- Pedestrian bridge needed between Peoria High School and Cheyenne Elementary School (maybe tunnel)
 - Would save money on buses
 - Students could walk between the two
 - Students have been hit crossing Grand Avenue
- Bike/ped crashes between Agua Fria River and Dysart along Grand Avenue
- Provide shading along sidewalks
- How can we eliminate driveways with ped/bike improvements
 - People need to be able to get from one place to the next

Access

- Building setbacks too close to Grand Avenue
 - Poor sight distance for cars to see peds/bikes
- At grade-separation locations, have the Arizona Department of Transportation (ADOT) secure access rights for parcels before they are turned back/sold
- The smaller the building, the more access points along Grand Avenue
- Some properties only have access to Grand Avenue (no rear access)
 - Consider combining parcels to allow rear access
- Consider Grand Avenue as elevated expressway

Speed / Traffic Signals

- Speed limits poorly enforced on Grand Avenue
- Time signals to discourage speeding
- Traffic lights along Grand Avenue not visible when tall vehicles are in front of you
- Synchronize traffic signals along Grand Avenue

Medians / Turn Lanes

- Medians save lives
- Right turn lanes into business needed off Grand Avenue (deceleration lanes)

Transit

- Weather (extreme heat) could hinder public transportation (people don't want to wait in the heat)
- Have public transportation stations inside buildings along the route, not outside
 - City Halls, MetroCenter, etc.
- People would pay more for public transportation (in fares) for climate controlled waiting areas
- Lease air rights over the Burlington Northern Santa Fe Railway (BNSF) and build elevated transit
- Commuter rail along BNSF could alleviate traffic congestion
 - New fire station could be great park-n-ride
 - Portland Oregon is a great example
- Projected ridership on light rail is low because of poor planning
- Tie rail transit into bus system
- Grand Avenue is a natural high capacity corridor (implement bus rapid transit)
- The Yellow Line (bus route) was good, bring it back

Cross Streets

- 91st Avenue / Grand Avenue intersection very congested in both AM and PM peaks
 - Schools close by
- Cactus Avenue will be widened
 - Will push more traffic onto Grand Avenue
- Loop 101 / Grand Avenue intersection
 - Medians are very dangerous because of U-turn movements
 - Traffic lights need to stay green longer
- Peoria Avenue / Grand Avenue intersection
 - The only intersection that jogs
 - Are there still plans to improve?
- Provide a walkway / traffic signal at 87th / 88th Avenue and Grand Avenue
- Frontage Road / Grand Avenue intersection needs improvement
- 75th Avenue to 81st Avenue: need lighting for cars
- What can be done to improve 83rd Avenue / Grand Avenue intersection
- Two 4-leg intersections is better than one 6-leg intersection
- Accidents at 6-leg intersections stall traffic along all three routes
- Bad intersections
 - 91st Avenue / Cactus Avenue
 - 91st Avenue / Grand Avenue
- 39th Avenue / Grand Avenue intersection
 - 135 degree skew
 - 5 deaths, more than Camelback Avenue / Grand Avenue intersection
 - Cannot make legal right turn
 - Needs traffic signal or realignment to 90 degrees

Beautification

- Beautification can lead to better development
- Crime Prevention Through Environmental Design (CPTED)
 - Territoriality
 - Broken window theory
- Along Grand Avenue, announce cities so people know where they are
- Most billboards are on private / railroad property
- Billboards along Grand Avenue are dangerous
- What you do with utilities limits future development
 - Undergrounding provides more choices/options

- Spot beautification is better than along the entire corridor
 - Maybe in non-industrial areas
 - Make more efficient transportation corridor
- Phoenix has improved portions of Grand Avenue
- Consider a masonry wall (4-6 feet high) that blocks the railroad
 - Provide landscaping in front of it
- The best beautification would be to pick up trash along Grand Avenue, better maintenance
 - Adopt-a-street
- Trash along Grand Avenue brings down pride of ownership
- Add trees and color along Grand Avenue
- Provide access control and beautification between grade separations
 - Consider the types of development
- Water retention basins near Bethany Home Road
 - Provide a walkway between the basins
 - Add landscaping / beautification
- Between the Agua Fria River and Dysart
 - Canal is a trash collector
 - Consider landscaping

Other

- Embarrassing establishments exist along Grand Avenue
- Northwest Corridor Study looked at the area between Loop 101 and Loop 303
- MIS Phase II is being conducted to reach closure of recommendations in Phase I
 - Focused between Loop 101 and I-17
- Wickenburg has a lot of people who travel along Grand Avenue
- Where are the population growth areas in the Valley?
- Is the arterial along the Agua Fria River shown in the Regional Transportation Plan (RTP) feasible?
- In construction areas along Grand Avenue (as a result of grade separations), provide more/better advanced notice of one-lane restrictions
- Along Grand Avenue between Thompson Ranch Road and Dysart, a lot of wrong way travel
- El Mirage / Youngtown
 - Need more crossings of Agua Fria River
 - Open additional corridors
 - Could benefit emergency vehicles

The following comments were submitted on comment forms during the first Public Meeting for the Grand Avenue MIS Phase II held on March 30, 2004 at the Peoria Civic Center. They reflect the intent of the comment and are not verbatim. The comments are broken out based on the three main sections of the comment form: major issues / challenges, greatest hope, and worst fear. Only comments that relate to situations in the Study Area are included below. Comments for improvements outside the Study Area, while appreciated, will not be addressed as part of this study.

“Major issues and challenges for the corridor include:”

- Smooth, steady traffic
- Limited ingress and egress
- Pedestrian crossings
- Lights and access
- Timed traffic signals
- Connections to I-10 and I-17
- Decide whether Grand Avenue is going to be an expressway or a “limited expressway”
- Need beautification and land use improvements, particularly next to the railroad

- Address the question of long-term responsibility for Grand Avenue (ADOT or local)
- Traffic flow
- Railroad conflicts
- Traffic control
- Pedestrian enhancements
- Alternative methods of transportation
- 59th Avenue / Glendale Avenue intersection
- Business development
- Access across Grand Avenue
- Progression of signals
- Shade / landscaping
- “Good” bus service, not just RAPID
- Getting rid of “bad” businesses
- Improve overall appearance
- Reduce individual access
- Safety
- Access to bus lines / covered bus stops

“My greatest hope for the corridor is:”

- A viable transportation route
- Light rail / bus
- We determine what the long-term function of Grand Avenue will be (expressway or not)
- Move traffic smoothly
- Pedestrian walkways over Grand Avenue near schools
- To beautify Grand Avenue
- Continue improvements north of existing Study Area
- Parkway environment that does not rely on adjacent land use
- Express route with priority over north-south and east-west arterials at intersections
- Quick way to get to downtown Phoenix
- Economic development magnet for the northwest valley

“My worst fear is that:”

- There is a traffic signal every block
- More traffic lights
- It will create more congestion
- A child will be killed crossing Grand Avenue going to/from school
- Nothing will be done
- More “embarrassing” establishments popping up
- The odd angles at intersections
- It becomes a local street and ignored by state and local officials