

1.0 INTRODUCTION

Grand Avenue is a four- to six-lane major arterial street that runs diagonally across the one-mile grid system of arterial streets that make up the roadway network in Phoenix's greater metropolitan area. Grand Avenue is oriented northwest/southeast and passes through the communities of Peoria, Glendale and Phoenix within the 12.5 mile Study Area as shown in Exhibits 1.1 and 1.2. Originally constructed in the late 1800's, Grand Avenue served as a major connection between the agricultural communities of the West Valley and the business community in downtown Phoenix. With the introduction of rail activity parallel to Grand Avenue, the West Valley continued to develop and began to transform from an agriculture-centered region to an industrial/agriculture-centered region. This change in land use and economic generators, along with the population growth that the West Valley began to experience, has led to the overall reduction in service provided along Grand Avenue, both in terms of motorized and non-motorized transportation.

In 1998, ADOT commissioned the original *Grand Avenue Major Investment Study (MIS)*, (URS, 1999), which recommended eight grade separation projects to remove major six-legged intersections and provide additional grade separations with the Burlington Northern Santa Fe (BNSF) railroad. Seven of the eight grade separations have been constructed and the Grand Avenue Underpass at 59th Avenue and Glendale Avenue is expected to be complete in 2006.

In November 2004, the voters of Maricopa County passed Proposition 400, which extended the one-half cent sales tax for another 20 years. The original tax, passed in 1985, has funded regional transportation improvements over the past two decades including the eight grade separations referenced above. The Regional Transportation Plan (RTP), which provides guidance for the revenues generated from the one-half cent sales tax, includes \$147 million for additional improvements to Grand Avenue within the Study Area. The purpose of this Study is to provide recommendations for improvement projects within the corridor. Consideration was given to pedestrians, bicyclists, transit and community mitigation projects in addition to traffic-related projects.

Six working papers were prepared during the Study, which form the basis of this Final Report. These working papers and other project documents were made available to the public and other stakeholders on the MAG website. The second through sixth working papers were modified slightly to make up this report while the first working paper, *Related Studies, Plans and Programs* is included as Appendix A at the end of this report.

The majority of the improvements recommended in Chapter 6 of the report will be administered by ADOT; however, there may be specific projects that utilize state or local funding as determined by further study and discussions. Additionally, a number of potential projects identified in the study process may be funded from other MAG RTP funding sources including the Streets, Transit, Pedestrian, Bicycle, and ITS programs. It is anticipated that specific funding for these potential projects will be addressed by those modal programs.

Exhibit 1.1 Vicinity Map

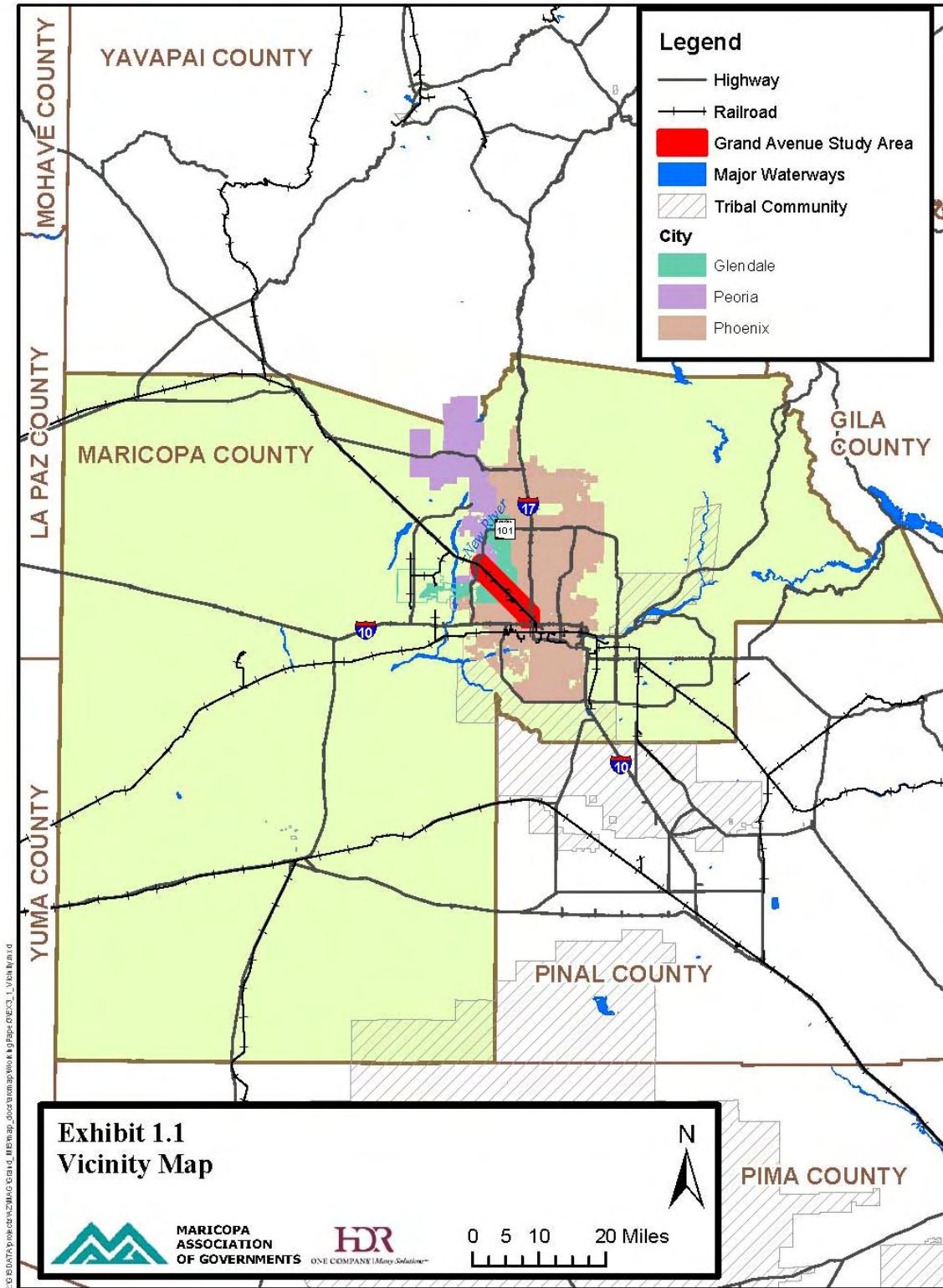
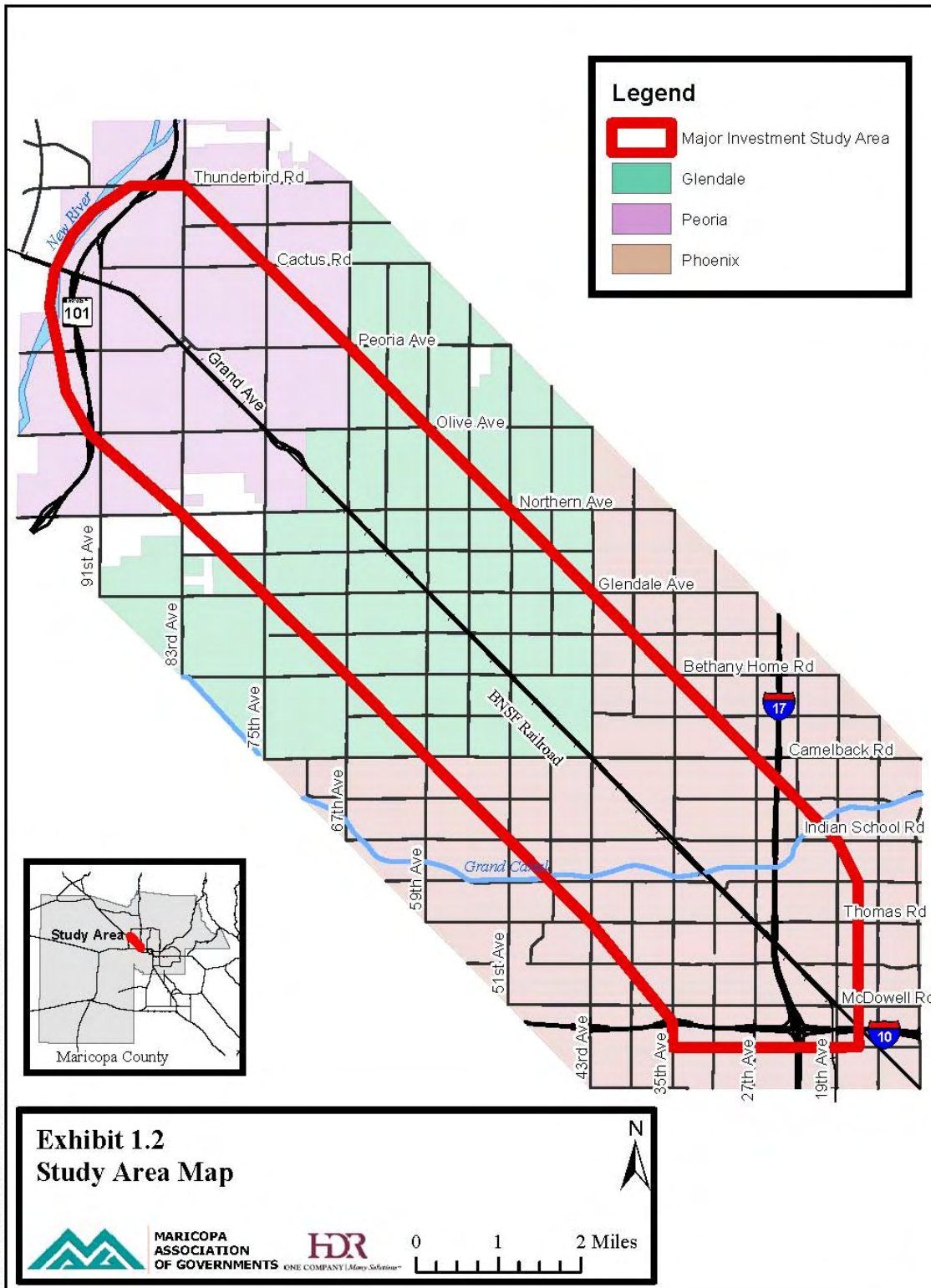


Exhibit 1.2 Study Area Map



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