

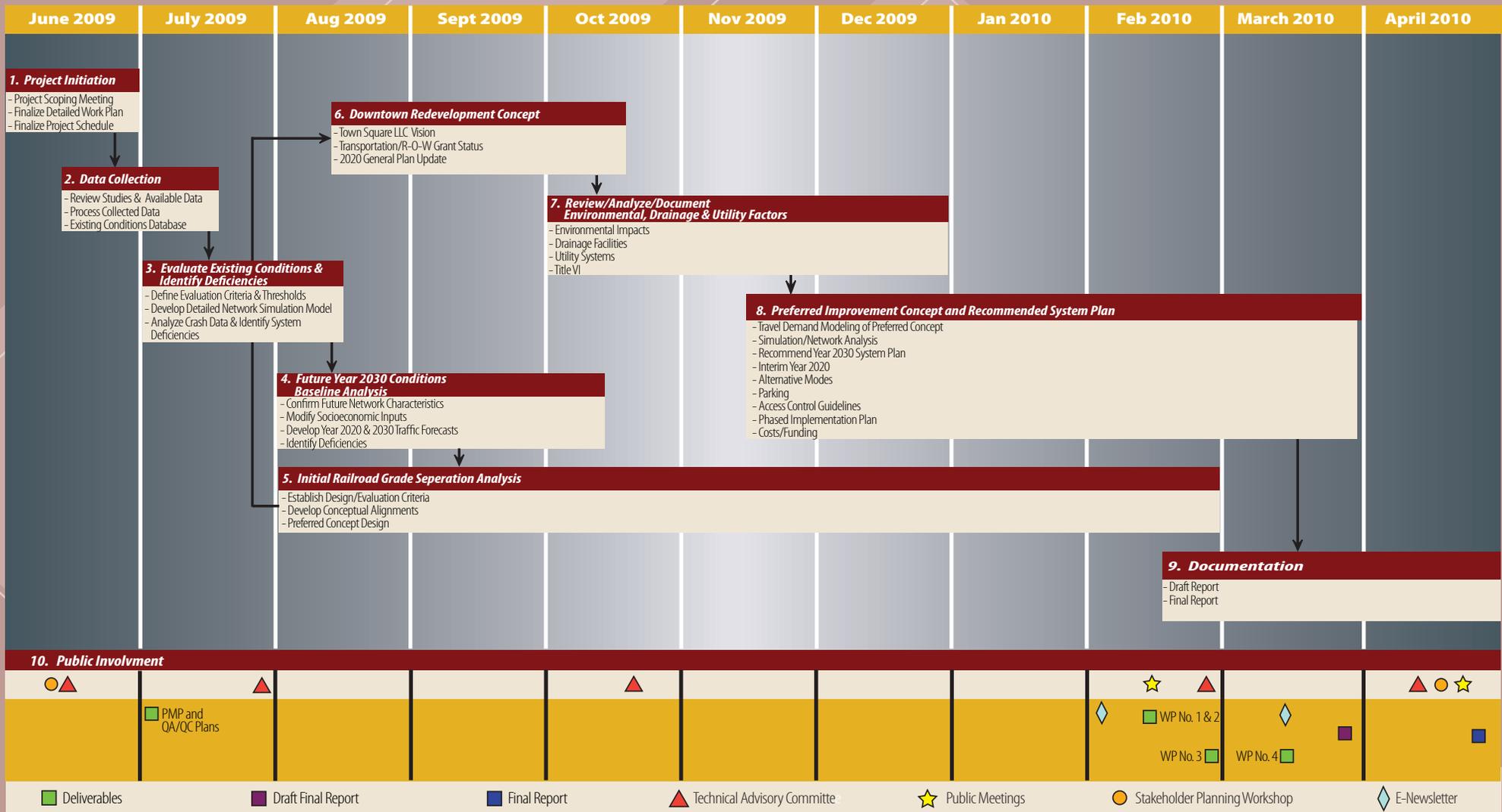
City of Casa Grande

Downtown Traffic Circulation Study

**PUBLIC MEETING NO. 1
&
CITY COUNCIL SESSION**

FEBRUARY 16, 2010

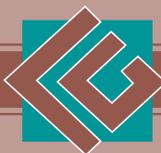
Project Schedule





Study Goals and Objectives:

- Resolution of the “Five Points” Intersection;
- Accommodation of truck traffic to ensure a positive impact on economic development of the Downtown area, including evaluation of a potential Downtown bypass for trucks;
- Exploration of improvements to pedestrian movements;
- Exploration of parking needs;
- Exploration of transit opportunities;
- Analysis of safety issues, including rail crossings;
- Identification of potential locations for construction of grade-separated rail crossings;
- Improvement of street cross-sections and operations; and
- Develop street character to enhance Downtown economic sustainability and aesthetic viewpoint.



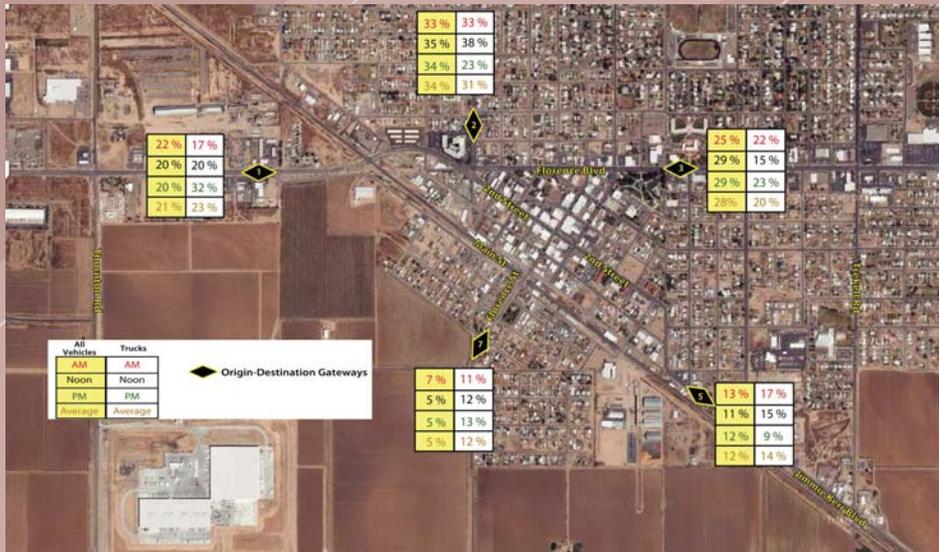


Analyzed Areas:

- Update Traffic Counts
- Safety Analysis
- Network Performance
- Transit Documentation
- Origin-Destination Patterns

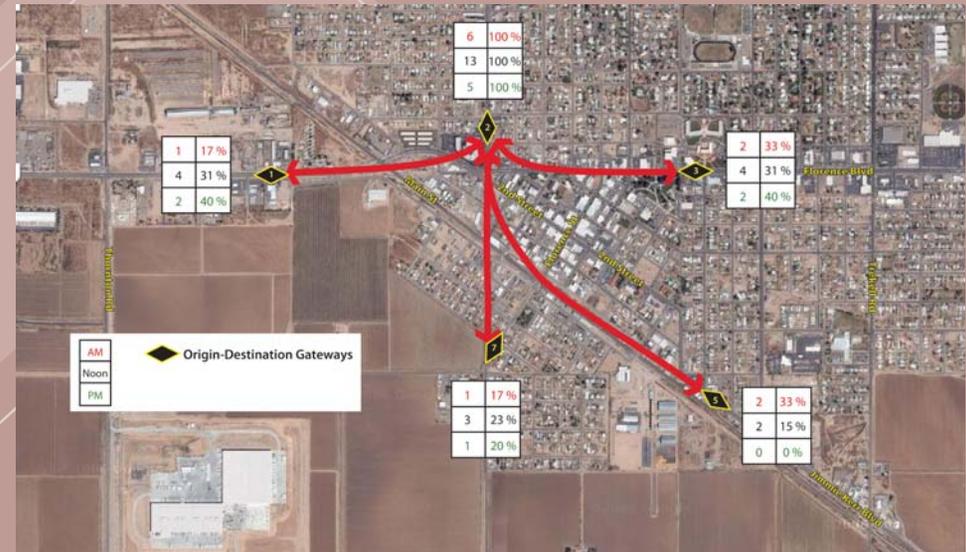


Distribution of Traffic Through Downtown

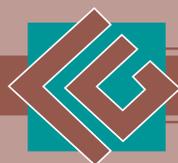


- 35% or less of the vehicles entering or exiting Downtown are just passing through
- Pinal Avenue carries the largest percentage of trips passing through Downtown

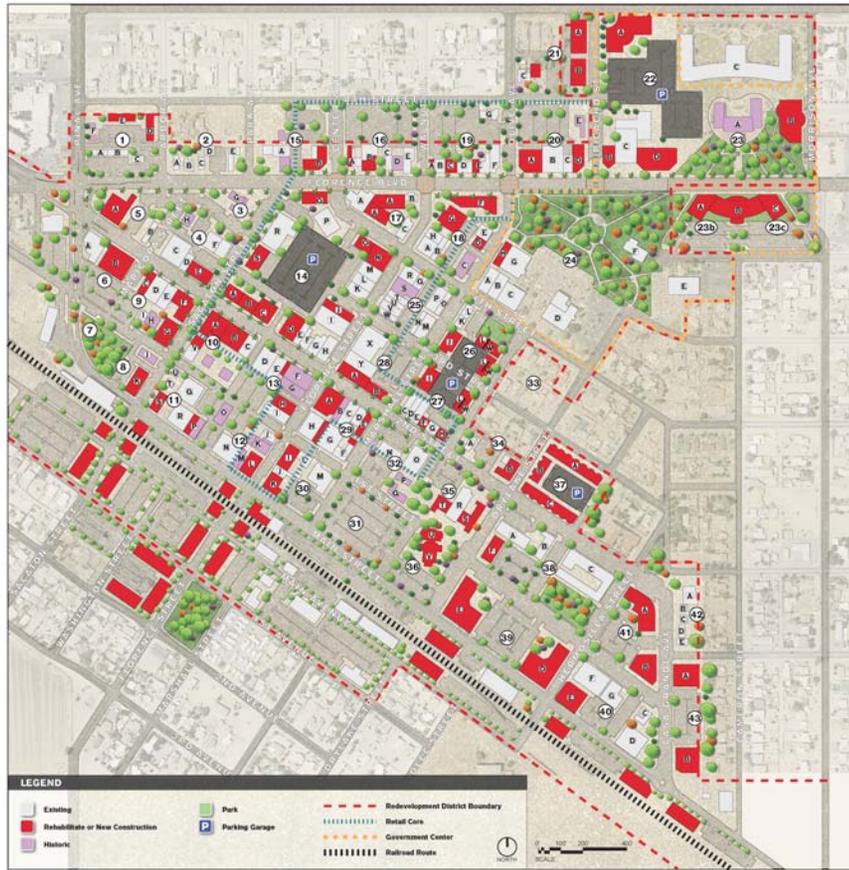
Truck Travel Routes



- Truck traffic represents 5% or less of the total traffic on Downtown streets, which is typical for downtown business districts
- A significant portion of truck traffic traveling to/from the south through Downtown is using 2nd Street rather than Main Street
- Pinal Avenue, Florence Boulevard, and SR 84 carry the largest portion of trucks traveling through Downtown



Proposed Development Plan



CASA GRANDE HISTORIC DOWNTOWN - BLOCK LAND USE YIELDS

BLOCKS		2030 LAND USE SQUARE FOOTAGE PROJECTIONS													
ZONING	BLOCK #	Acres	Parking	Hotel	Office	Residential	Industrial	Public	Office Work	Specialty	Multi-Family	Block	Total	P.A.N.	
			Spots	Units	sq. ft.	sq. ft.	sq. ft.	sq. ft.	sq. ft.	sq. ft.	sq. ft.	sq. ft.	sq. ft.	sq. ft.	
CCD-1	1	2.06	35	80	2,700	3,000	-	-	-	-	-	18	29,000	18	
CCD-3	3	1.83	3	37	7,400	-	-	-	-	-	-	-	7,400	17	
CCD-7	7	1.29	35	16	-	-	-	-	-	-	-	-	6,000	13	
Superblock 1	CCD-3, 4, 5, 6, 7, 8, 9	8.98	122	146	27,000	21,000	6,000	-	-	-	-	43	63,000	4	
Superblock 2	CCD-10, 11, 12, 13, 14	6.75	80	199	41,000	6,000	-	-	-	-	2	3,200	-	2	
Superblock 3	CCD-15, 16, 17, 18, 19	6.89	198	289	21,300	98,900	23,000	-	-	-	-	-	-	100,800	534
Superblock 4	CCD-20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42	7.89	1,322	1,737	21,300	79,700	8,400	-	10,000	-	119	181,900	1,200	279,200	831
CCD-15	15	1.23	16	16	4,500	6,500	6,500	-	-	-	3	3,300	-	17,300	233
CCD-16	16	1.18	30	30	-	28,000	-	-	-	-	-	-	28,000	60	
CCD-17	17	1.26	44	130	-	39,700	-	-	-	-	-	-	79,700	133	
CCD-18	18	0.76	24	36	49,200	-	-	-	-	-	-	-	65,000	140	
CCD-19	19	1.13	44	60	-	39,700	-	-	-	-	-	-	79,700	133	
CCD-20	20	1.09	30	80	-	20,000	-	-	-	-	-	-	20,000	42	
CCD-21	21	0.79	30	116	-	3,100	-	-	-	-	-	-	3,100	68	
CCD-22	22	1.11	18	13	6,000	28,700	-	-	-	-	-	-	32,700	68	
CCD-23	23	1.11	36	148	-	-	-	-	-	-	-	-	16,000	34	
CCD-24	24	0.74	24	48	-	-	-	-	12	16,000	-	-	12	21,000	67
CCD-25	25	1.47	25	83	-	3,000	-	-	-	-	-	-	3,000	66	
CCD-26	26	0.86	18	60	4,000	4,000	-	-	-	-	-	-	8,000	42	
CCD-27	27	0.25	40	90	-	-	-	-	-	-	-	117	126,700	117	
CCD-28 & 29C	28, 29C	0.73	50	200	-	-	-	-	-	-	-	-	48,000	114	
CCD-34	34	1.23	35	214	4,000	7,000	-	-	-	-	-	-	11,000	111	
Superblock 5	CCD-30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42	7.73	284	374	38,300	48,800	-	-	16	32,000	-	-	-	129,100	330
Superblock 6	CCD-39, 40, 41, 42, 26A, 36A	6.99	174	320	27,200	47,800	24,700	-	-	-	-	-	99,400	324	
RES-13	13	1.44	32	16	-	-	-	-	-	3	10,200	-	10,200	119	
RES-14	14	0.47	16	8	-	-	-	-	-	4	3,800	-	3,800	119	
CCD-36	36	0.76	37	34	4,200	1,300	-	-	-	-	-	-	6,000	133	
CCD-37	37	1.48	44	148	-	-	-	-	29	36,000	-	-	60	60,000	10
CCD-38 & 39	38, 39	6.67	105	170	21,800	36,800	-	-	-	-	-	-	65,400	230	
CCD-40 & 41	40, 41	4.10	68	304	48,000	28,000	-	-	-	-	-	-	76,000	423	
CCD-42	42	0.90	13	24	-	3,000	-	-	-	4	4,000	-	4	6,000	119
RES-17	17	0.93	1	10	-	-	-	-	-	6	6,000	-	6	12,000	119
CCD-43	43	1.81	12	94	24,000	-	-	-	-	-	-	-	24,000	534	
RES-18	18	1.26	8	18	-	-	-	-	-	-	12,200	-	12,200	235	
BUILD-OUT LAND USE APPROXIMATE SQUARE FOOTAGE TOTALS WITHIN CCD ZONING DISTRICTS															
ALL BLOCKS		Acres	Parking Spots	Hotel Units	Office sq. ft.	Residential sq. ft.	Industrial sq. ft.	Public sq. ft.	Office Work sq. ft.	Specialty sq. ft.	Multi-Family sq. ft.	Block sq. ft.	Total sq. ft.	P.A.N.	
TOTALS		109	1,576	2,302	76,300	193,700	127,800	308,800	75	142,200	407	241,100	1,111	2,127,200	3,337

- Approximately 1.5 million sq. ft. of mixed-use development
- Consistent with 2009 General Plan update
- Represents roughly 40% of maximum redevelopment potential (buildout)

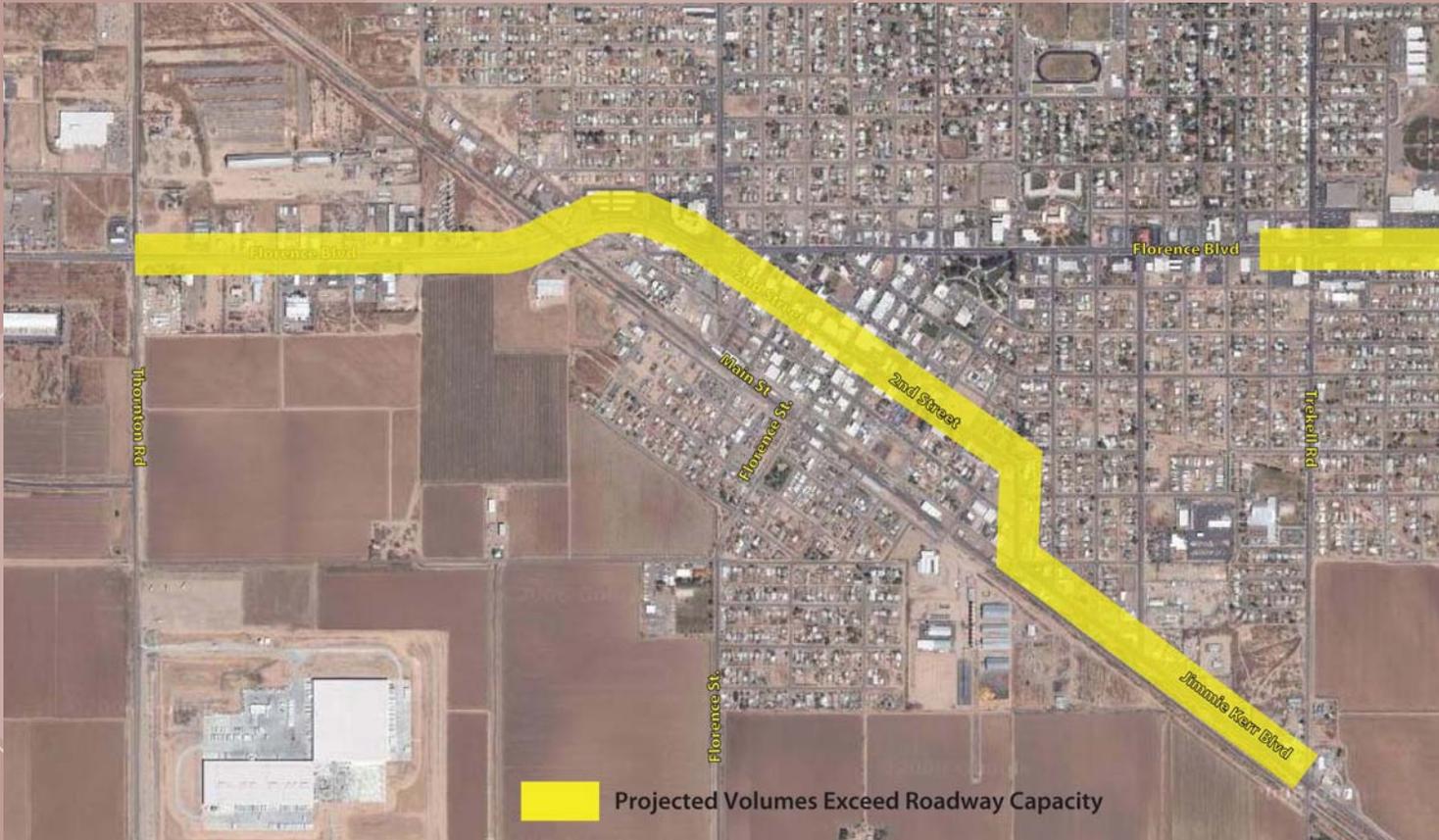
casa grande master development plan

R S P ARCHITECTS



City of Casa Grande

Downtown Traffic Circulation Study



Next Steps in Analysis of Future Transportation Network Operations:

- Define grade-separated crossing opportunities and select preferred alternative;
- Identify roadway network improvement strategies in conjunction with the preferred crossing alternative;
- Develop recommendations to enhance transit, pedestrian, and bicycle services that compliment the recommended roadway network.

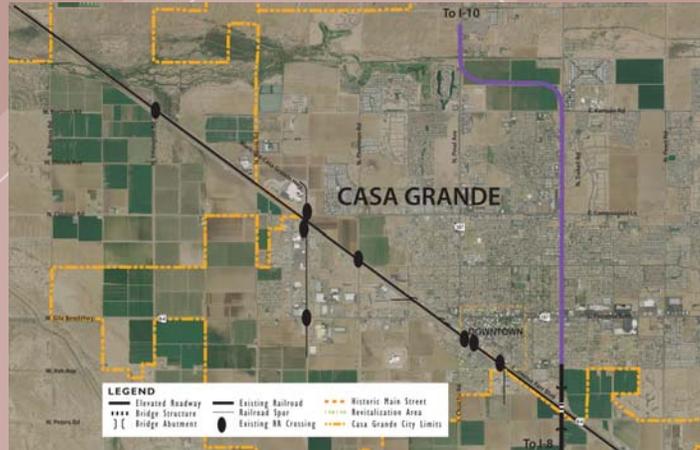


Conceptual Alignment Alternatives for Grade-Separated Crossing Locations

Alternative B Selected for further detailed analysis



Alternative C



Alternative E Selected for further detailed analysis

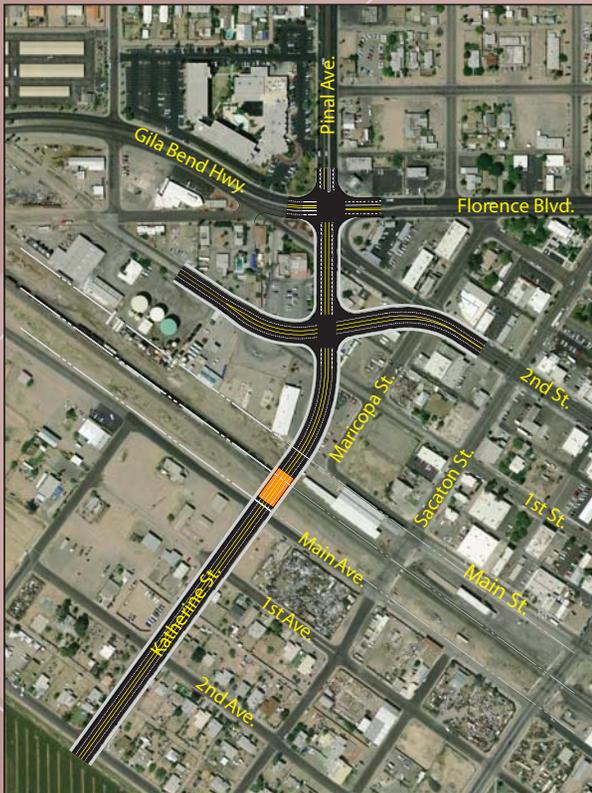


CRITERIA	B		C		E	
	PINAL AVE (SR 387) OVER UPRR TO KATHERINE AVE.	TREKELL RD. OVERPASS AT UPRR	THORNTON RD. OVERPASS AT UPRR	ALTERNATIVE		
Project Features						
Project Elements	<ul style="list-style-type: none"> • Straight RR Overpass • West Bypass via Katherine Ave. • 2nd St. Connector 	Straight RR Overpass	Straight RR Overpass			
Roadway Facility	4lane	4lane planned in the future	4lane planned in the future			
Length of Project	1.25 miles	0.25 miles	0.25 miles			
Right-of-Way Required	1.25 miles	None	None			
Project Goals & Objectives						
Create Direct North-South Route	Yes	1 Yes	1 Yes			
Support Downtown Redevelopment	Improves access to Downtown	1 No	3 No			
Remove railroad operations impediment to north-south through traffic in the Downtown	Yes	No	3 No			
Support Economic Development	<ul style="list-style-type: none"> • Improves regional access to I-8 and I-10 • Improves Downtown access • Opens land SW of Downtown to future development 	1 Provides improved access to I-8	2 Provides improved access to I-8			
Railroad Impacts						
Construction	Little or no impacts	1 Little or no impacts	1 Little or no impacts			
Operations	Little or no impacts	1 Little or no impacts	1 Little or no impacts			
Consistency with Local Plans						
Land Use	Would support future industrial area consistent with General Plan	1 Would improve accessibility in industrial area consistent with General Plan	1 Would improve accessibility in industrial area consistent with General Plan			
Future Development	Would encourage growth SW of the Downtown	1 No significant impact	2 No significant impact			
Cost						
Estimate Cost Factors	\$10 to \$15 million	\$6 to \$8 million	\$6 to \$8 million			
	<ul style="list-style-type: none"> • Elevated bridge structure • Additional cost for Main St/2nd St. connectors • Additional right-of-way costs (not included) • Additional costs for engineering fees, environmental clearances, and real estate acquisition (not included) 	<ul style="list-style-type: none"> • Elevated bridge structure • Minimal right-of-way costs (not included) • Additional costs for engineering fees, environmental clearances, and real estate acquisition (not included) 	<ul style="list-style-type: none"> • Elevated bridge structure • Minimal right-of-way costs (not included) • Additional costs for engineering fees, environmental clearances, and real estate acquisition (not included) 			
Safety						
# of At-Grade RR Crossings	6 between Thornton Rd. and Trekell Rd. UPRR will likely require elimination of 1 or 2 existing crossings	2 6 to 5 Thornton Rd. overpass eliminates one crossing	2 6 to 5 Trekell Rd. overpass eliminates one crossing			
Environmental Impacts						
Cultural Resources	<ul style="list-style-type: none"> • Impacts at the fringe of Historic Main Street District • One structure on Historic Register indirectly impacted • Further study is required to confirm impacts. 	<ul style="list-style-type: none"> • No apparent impacts. • Further study is required to confirm impacts 	<ul style="list-style-type: none"> • No apparent impacts. • Further study is required to confirm impacts 			
Geometric Design/ Visual/Aesthetics	<ul style="list-style-type: none"> • Parcel takings would bring opportunity for modern design of street network and pedestrian ways • Overpass at RR would create major vertical superstructure in the Downtown • Three businesses east of Pinal between 1st and 2nd Sts. • One business between 1st St. and UPRR • East or west side of Katherine Ave.: East - 2 residential, 1 business, West - 4 residential 	<ul style="list-style-type: none"> 2 Overpass would create major visual element in landscape 	<ul style="list-style-type: none"> 3 Overpass would create major visual element in landscape 			
Potential Takings/Relocations		None	None			
OVERALL RANKING	19	22	22			
Number of "3" Rankings	1	3	3			



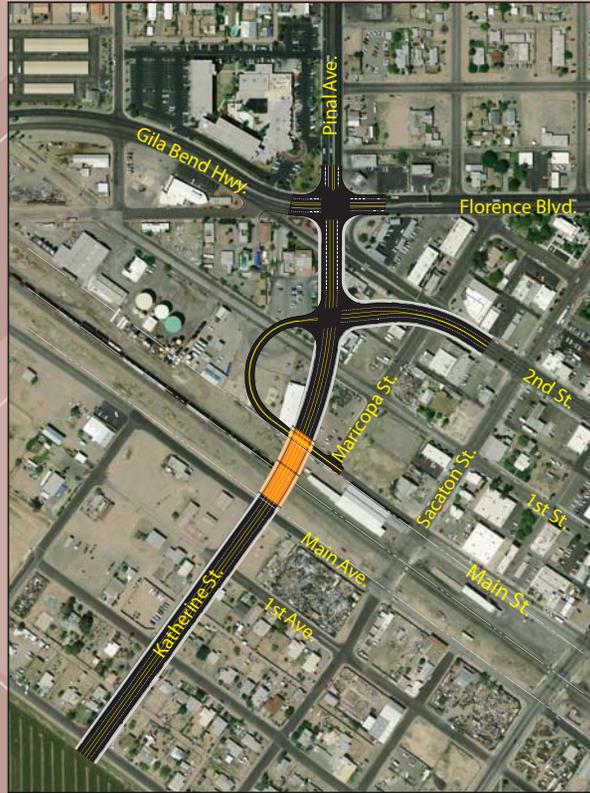
Pinal Avenue Crossing Alternatives

Alternative B1



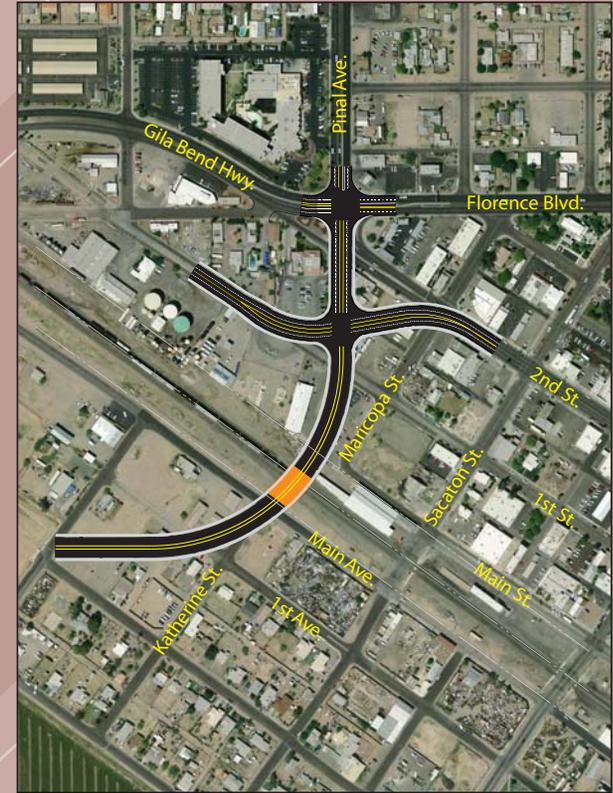
- Eliminates "Five Points" Intersection
- Straight Bridge Overpass
- Creates New Elevated 2nd St. Intersection
- Impacts to Residential Area on Katherine St.

Alternative B2



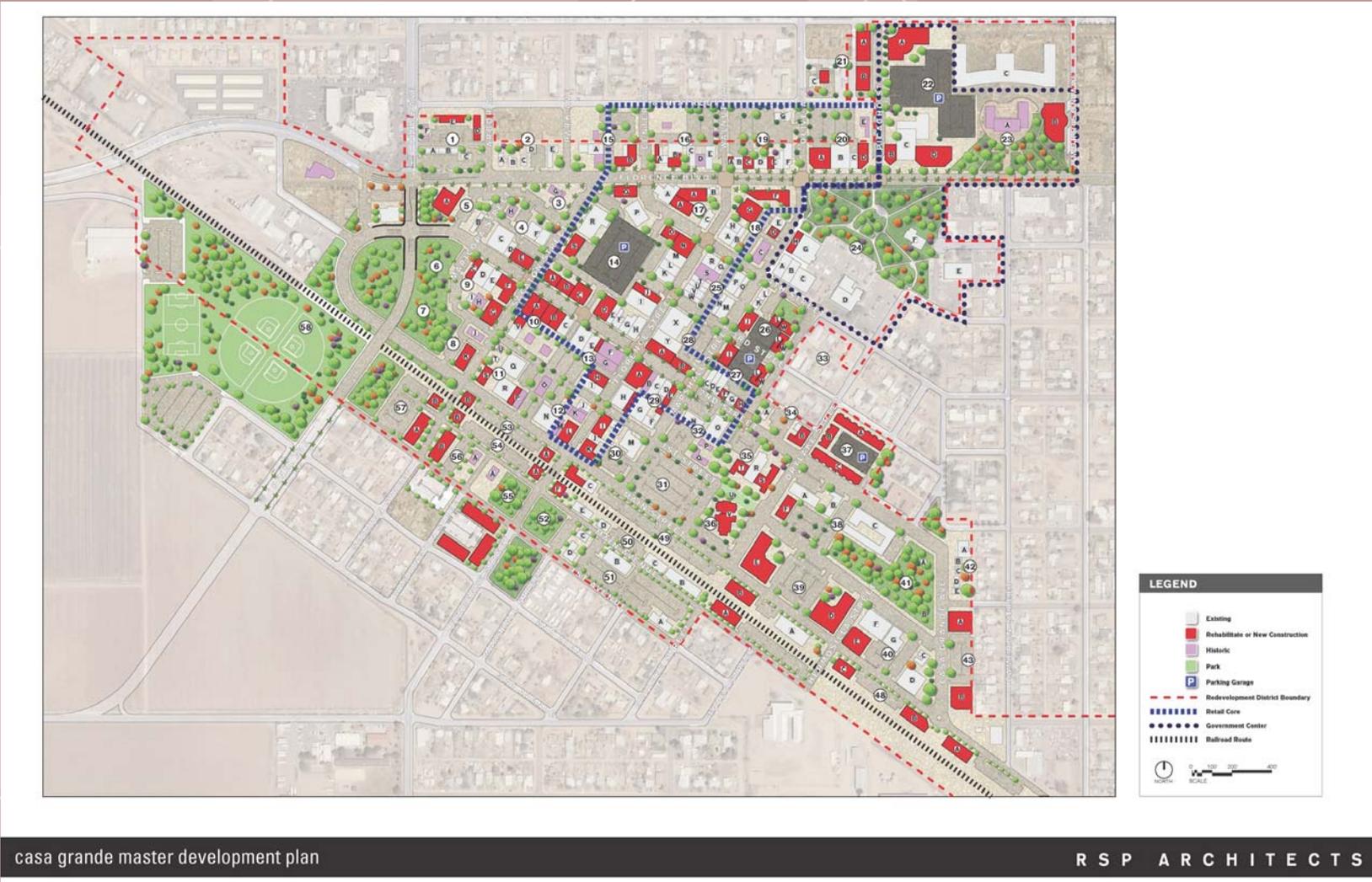
- Eliminates "Five Points" Intersection
- Curved Bridge Overpass
- Creates New Elevated 2nd St. Intersection
- Impacts to Residential Area on Katherine St.
- Provides Connectivity between Main St. and Pinal Ave.

Alternative B3



- Eliminates "Five Points" Intersection
- Curved Bridge Overpass
- Creates New Elevated 2nd St. Intersection
- Avoids Residential Area on Katherine St.





Current Public Outreach Efforts

- Technical Advisory Committee
- Stakeholder Interviews
- Downtown Project Area Committee
- Project Questionnaires
- Project Website and E-Newsletter
- Public Open House #1
- Rail Alternatives Evaluation
- Feedback and Direction for Further Analysis

Future Opportunities for Input

- Technical Advisory Committee
- Downtown Project Area Committee
- Project Website and E-Newsletter
- Public Open House #2
- Draft Plan of Preferred Alternative
- Council Review and Approval

Next Steps

Existing & Future Conditions Working Paper	February 22, 2010
Rail Alternatives Working Paper	February 28, 2010
Preferred Alternatives Working Paper	March 30, 2010
Public Meeting #2	April 2010

