

**EXPRESSWAY POLICY**  
**&**  
**SHEA BOULEVARD POLICY**

Adopted January 5, 1995

**City of Scottsdale**  
**Transportation Commission**

## **GENERAL**

A freeway is unsignalized and accessed only at interchanges. A major arterial is signalized, and often accessed by numerous direct driveways. An expressway falls between a freeway and a major arterial, having limited signals, with primary access from City streets, rather than driveways. An expressway has the capacity to carry 50,000 vehicles per day at level of service C.

## **EXPRESSWAY POLICY**

The following General Expressway Policy applies to any expressway in the city General Plan. Deviation from the General Expressway Policy requires approval of the Transportation Commission.

### **1. Drive Separation from Streets**

Driveways accessing an expressway shall be separated from a public street intersection by at least the following distances (Figure 1):

- A. Right in, right out drive
  - i. Upstream of (approaching) a public street- 660 feet
  - ii. Downstream of (past) a public street- 330 feet
- B. Right in only drive
  - i. Upstream of (approaching) a public street- 330 feet
  - ii. Downstream of (past) a public street – 330 feet

### **2. Median Openings**

Expressway median openings shall be as follows:

- A. A full median opening shall be separated from another full median opening by one mile.
- B. A partial median opening, of the type shown in Figures 2-5, shall be separated from any other median opening by a minimum distance of one quarter of a mile

### **3. Number of Drives**

A parcel of land shall have no more than one access location to an expressway unless capacity on the expressway will be degraded to a lower level of service, without an additional direct access to the expressway. This shall be determined

by a comprehensive traffic impact analysis with a design condition including developer attributable road and intersection improvements as specified by the City.

#### **4. Spacing Between Private Drives**

Private drive access to an expressway shall be not less than 660 feet from the nearest adjoining private drive.

#### **5. Exclusive Side Street Access**

A parcel, adjoining an expressway, with access to another side street, shall have public access exclusively to the side street, unless:

- A. Capacity on the expressway or side street will be degraded to a lower level of service, without direct access from the parcel to the expressway. This shall be determined by a comprehensive traffic impact analysis with a design condition including developer attributable road and intersection improvements as specified by the City; or,
- B. Satisfactory evidence is provided to the City that the proposed allowable use of the parcel would be economically viable only with a separate entrance from the expressway, because an exclusive non-expressway access is shown to be overly circuitous for the use.

#### **6. Side Street Access Location**

On City side streets that are connected to an expressway, driveways shall be at least 330 feet from the expressway.

#### **7. Residential Access**

A parcel for single family residential use, adjoining an expressway, shall not have access to an expressway, unless there is no alternative access.

#### **8. Deceleration Lane**

Any right turn drive from an expressway shall include a deceleration lane.

#### **9. Traffic Signals**

Traffic signals on an expressway should be separated by one mile, unless other signal spacing is approved by the City, based on a signal study.

## 10. Intersection Control

An expressway intersection, with an overall average daily entering volume of more than 30,000 vehicles, shall be configured as follows:

- A. Four way intersection
  - i. With median turn bays, left turns in only from the expressway (Figure 2), or;
  - ii. Signalized pursuant to 9., above
- B. Three way "T" intersection
  - i. With median turn bay, left turn in from (Figure 3), or left hand turn out to the expressway (Figure 4), or;
  - ii. With median turn bays, left turn in from, and left turn out to the expressway (Figure 5), or;
  - iii. Signalized pursuant to 9., above

## 11. Access by Alternative Modes of Transportation

- A. Non-motorized Access

A development, with frontage on an expressway shall be accessible by pedestrians and bicycles.
- B. Multiuse Path

A ten foot wide multiuse path shall be included along each side of an expressway.
- C. Bus Bay

There shall be a far side bus bay at all signalized expressway intersections.

  - i. New development, fronting a City designated bus bay location, shall provide the bus bay, including shelter, trash can and bike rack. With City approval, the bay may be incorporated into an elongated deceleration lane.
  - ii. New development with frontage on an expressway shall be responsible for regional bus stop signs.

- D. Underpass  
An expressway shall have pedestrian/multi-purpose underpasses at intervals appropriate to projected use. Underpasses shall be incorporated with drainage structures where feasible.
- E. Park and Ride Lot  
Park and Ride lots shall be located in convenient proximity to an expressway, with size and frequency appropriate to projected area demand.

## **DEFINITIONS/STANDARDS**

The following apply to the Expressway Policy.

- A. Parcel- one or more lots owned or controlled by a single entity
- B. Spacing- all drive or roadway spacing distances are centerline to centerline

## **SHEA BOULEVARD POLICY**

Applies only to Shea Boulevard from Pima Road east to the city limits. Deviation from the Shea Boulevard Policy requires approval of the Transportation Commission.

### **1. Expressway Policy**

The Expressway Policy applies to Shea Boulevard, from Pima Road east to the city limits.

### **2. Driveway Minimization<sup>1</sup>**

These provisions are to minimize the number of driveways to Shea Boulevard, being applied as specific locations and developmental conditions warrant:

#### **A. Cross Parcel Easement**

A parcel for other than residential use, adjoining Shea Boulevard, should provide a cross parcel access easement to parcels adjoining to the east and the west.

#### **B. Shared Drives**

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<sup>1</sup> As of the adoption date of this policy, Shea Boulevard, from Pima Road east to the City limits, is the only expressway in the city General Plan.

A parcel, having frontage and access only to an expressway, should access the expressway by means of a driveway located along a side property line. The drive should be used as a shared access drive with an adjoining parcel.

### **3. Traffic Signals**

Traffic signals are currently located at 90<sup>th</sup> Street, 92<sup>nd</sup> Street, 96<sup>th</sup> Street, Via Linda (106<sup>th</sup> Street), 110<sup>th</sup> Street, Frank Lloyd Wright Boulevard (114<sup>th</sup> Street), and 124<sup>th</sup> Street). Additional signals, when warranted, shall be limited to 110<sup>th</sup> Street, 120<sup>th</sup> Street, 130<sup>th</sup> Street, 134<sup>th</sup> Street, and 142<sup>nd</sup> Street.

### **4. Median Openings**

There shall be no new median openings between Pima Road and 124<sup>th</sup> Street. For the area between 124<sup>th</sup> Street east to the County line, there shall be no additional median openings beyond those contained in the construction plans approved in City Project #S1707.

### **5. Left In Only Median Openings**

The 89<sup>th</sup> Place, 93<sup>rd</sup> Street and 116<sup>th</sup> Street median openings shall be reconfigured to be right in, right out and left in from Shea Boulevard. Left turns out to Shea Boulevard shall be discontinued.

### **6. Access by Alternative Modes of Transportation**

#### **A. Multiuse Trail**

There shall a multiuse trail along the south side of Shea Boulevard, between Pima Road and the 114<sup>th</sup> Street underpass, and along the north side of Shea Boulevard from the 114<sup>th</sup> Street underpass to the 136<sup>th</sup> Street underpass.

#### **B. Park and Ride Lot**

As development warrants, there should be a park and ride lot in the vicinity of Shea Boulevard and 124<sup>th</sup> Street and another in the vicinity of 136<sup>th</sup> Street. These area in addition to the Mustang Transit Center and other transit accommodations in the City of Scottsdale Transit Plan.

#### **C. Underpass**

There shall be multi-purpose underpass in the vicinity of 124<sup>th</sup> Street.

## **DEFINITIONS/STANDARDS**

The following apply to the Shea Boulevard Policy.

- A. Parcel- one or more lots owned or controlled by a single entity
- B. Spacing- all drive or roadway spacing distances are centerline to centerline