

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 Minimization¹

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

¹ 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 90th Street, 92nd Street, 96th Street, Via Linda (106th Street), 110th Street, Frank Lloyd Wright Boulevard (114th Street), and 124th Street). Additional signals, when warranted, shall be limited to 110th Street, 120th Street, 130th Street, 134th Street, and 142nd Street.

4. Median Openings

There shall be no new median openings between Pima Road and 124th Street. For the area between 124th 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 89th Place, 93rd Street and 116th 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 114th Street underpass, and along the north side of Shea Boulevard from the 114th Street underpass to the 136th 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 124th Street and another in the vicinity of 136th 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 124th 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