Aviano Homeowner’s Association

Meeting Notes

Meeting Date: 11/08/2011

Meeting Time: 6:30 PM

Location: Aviano Community Clubhouse
22,500 N. Aviano Way, Phoenix, AZ

Subject: Aviano HOA Meeting – Q&A

Attendees:
Homeowners
Donnie Price, Aviano Community Manager
D2 Councilperson
Project Manager
Deputy Street Transportation Director
AZTEC

Comments/Questions & Answers/Responses:

Q: What improvements are planned for Deer Valley Road (DVR) between Black Mountain Boulevard (BMB) and Cave Creek Road?
A: As adjacent development occurs along this segment of DVR, those developments will fund the expansion of the road to its ultimate 6-lane configuration.

Q: DVR should be improved (widened) west of BMB as a requirement of this project.
A: Until the traffic study is conducted and a more thorough analysis of the redistribution of traffic that would result from this project is understood, it cannot be ascertained if DVR west of BMB would require widening as a condition of the BMB project.

Q: DVR cannot handle the increased traffic that the proposed BMB ramps from SR 51 would bring into the area. Furthermore, the existing segment of BMB north of DVR is inadequate to handle increases in traffic. Constraints created by the National Cemetery and horse property to the north would create a cul-de-sac. This project would increase traffic by 50,000 cars daily in our neighborhoods. How will these vehicles get to Pinnacle Peak Road and won’t this traffic also back up onto the freeway?
A: Maricopa Association of Governments (MAG) traffic models show that the proposed ramps from SR 51 to BMB would handle traffic to and from the freeway. In the future, residential development will include developer-funded improvements to the arterial street network that will meet traffic demand. Residential development will inevitably resume in this area, and participants are encouraged to consider future traffic conditions without this project being constructed.

Q: When will BMB between Rough Rider and Pinnacle Peak Roads be constructed?
A: This segment is not currently programmed for construction, and would occur sometime after 2016. The demand for this segment of BMB would depend on when future development occurs. The City is in discussions with the cemetery to obtain the right-of-way needed between the cemetery and the horse property. It is estimated that acquiring this right-of-way will take 12- to 18-months.

Q: The segment of DVR between BMB and Cave Creek will only be three lanes wide (two travel lanes) when BMB improvements are constructed; how will this work?
A: Developers will fund the construction of the other three lanes (northern half of roadway) when adjacent neighborhoods are constructed.
Q: *It will take too long for developers to widen DVR.*
A: This problem will manifest to a lesser degree because the traffic in the area will mostly be traveling on the eastern segment of DVR between BMB and Tatum Boulevard where the development associated with Desert Ridge is located. The traffic modeling that will be performed as part of this project will evaluate traffic volumes on DVR.

Q: *The congestion at the intersection of DVR and Tatum Boulevard is caused by the lengthy gap between ingress/egress points on SR 101. There is a 3.5-mile gap between Tatum Boulevard and Cave Creek Road that is a contributing factor to this congestion. BMB improvements should be extended north of DCR to Pinnacle Peak Road as part of this project.*
A: The gap in exits along Loop 101 is a known problem in this area that causes traffic to be overly concentrated at the limited access points.

Q: *Has some portion of the BMB right-of-way adjacent to the National Cemetery already been acquired?*
A: Yes

Q: *Pinnacle High School was constructed after awareness of the BMB. Is it possible to route BMB west of the High School?*
A: An alignment that is west of the High School is being examined. Complications from this alignment are impacts to Reach 11 Recreation Area, an arterial street on both sides of the school, changes to Arizona State Land Department land planning, and the associated land acquisition costs that were not originally anticipated. The study team will be considering safety and access to PHS as part of this project.

Q: *How many people are involved in the decision to construct the BMB improvements? Is it beyond the sole discretion of the District 2 Councilperson?*
A: In many cases, the other council members would defer to the councilperson whose district is impacted by the decision, but not always and no guarantee could be made this would occur for decisions regarding BMB. The suggestion that the National Cemetery should be impacted rather than residences because it only displaces graves would not be considered.

Q: *What are the boundaries of City Council District Number 2?*
A: Councilperson Waring gave a description of District Number 2’s boundaries. The audience is encouraged to provide reasons why they are in opposition to the project, not just that they oppose it.

Q: *Is there another example of a freeway with exit ramps leading directly to the entrance of a high school?*
A: The safety implications of this scenario are important to the project team. Paradise Valley High School is an example of a school in close proximity to a freeway’s exit ramps.

Q: *What are the plans for Mayo Boulevard as it relates to this general vicinity?*
A: To the east of BMB, the City plans (currently unfunded) to connect Mayo Boulevard north and south of Loop 101 by constructing an overpass. The overpass would not, however, have ramps to provide ingress/egress for Loop 101 traffic. To the west of BMB, Mayo Boulevard may be curved to the north and connected to DVR.

Q: *I reside on the west edge of Aviano just south of Rough Rider near the BMB alignment and I am concerned with safety and improvements providing additional access for criminals to reach our neighborhood.*
A: Safety and crime are important considerations for this project.
Q: What are differences between a parkway and a boulevard?
A: The term “parkway” became a synonym with “freeway” because of what is now the Piestewa Freeway. To avoid similar confusion, the City of Phoenix ceased to refer to the proposed Black Mountain roadway as a “parkway,” which could imply that the City intended to construct a freeway. The City now refers to the future Black Mountain roadway as a “boulevard” to denote that it will be a divided arterial street with landscaping.

Q: What measures will be taken to reduce traffic noise and provide safety for children and residents that reside next to BMB?
A: Noise and other neighborhood impacts will be studied.

Q: When I purchased my home, the sales agent did not disclose that BMB would be constructed. I do not support this project.
A: Although the agent did not disclose BMB, the developer that constructed the homes was aware of BMB, because it was part of neighborhood’s master plan that the City approved. Lack of disclosure to a homebuyer can be caused by a lack of communication between the developer and the buyer through the agent.

Comment: I support the alternative from the slideshow that depicts ramps with 90-degree corners to slow traffic as it exits SR 51 to BMB.
Noted

Comment: I commute to work using SR 51 and exit at Northern Avenue. It takes motorists a half-mile to slow from freeway to arterial street speeds. I support the alternative with 90-degree corners to slow traffic as it exits SR 51 to BMB.
Noted

Q: This project will not help traffic on SR 101 access neighborhoods north of SR 101. Loop 101 traffic still only has the option of using Tatum Boulevard after BMB improvements are constructed.
A: The BMB ramp alternatives that have the 90-degree turns, if implemented, could possibly be adapted to include ramps to and from Loop 101 in the future. However, this has not been studied to date.

Q: Will the City of Phoenix extend 56th Street north to connect with Pinnacle Peak Road?
A: Yes, this is in the City’s program (Fiscal Years 2013, 14, and 15).

Q: Will a connection road be constructed by the City of Phoenix between DCR and Scottsdale Road?
A: This would be developer funded when adjacent land is developed. The City only funds the construction of roads at locations where they cannot be funded through adjacent land development.

Q: Conditions are unsafe on 40th Street in the Vicinity of where BMB improvements would be constructed. Will BMB project make any safety improvements to 40th Street?
A: 40th Street improvements are beyond the scope of the BMB project. The traffic modeling as part of the BMB study will examine any impacts to 40th Street to see if traffic is predicted to use 40th Street to get from DVR to Pinnacle Peak Road. The regional modeling performed to date shows that the traffic that will use the BMB ramps is from the existing built out neighborhoods in the local area.

Q: The BMB project will create more through-traffic on DVR. I feel that BMB should be extended north to Pinnacle Peak Road.
A: BMB improvements are intended to handle local traffic coming or going to SR 51 and are not intended to create traffic increases on DVR. The City does not have funding allocated at present to extend BMB to Pinnacle Peak Road. The City will discuss this further internally.
Q: Will the BMB segment constructed adjacent to Pinnacle High School be subject to 15 M.P.H. school zone limits?
A: No, 15 M.P.H. limits are only used for elementary schools.

Q: Will consideration be given to the students that travel to Pinnacle High School by bicycle?
A: Yes, the study will consider travel by bicycle and pedestrians.

Q: A comment was made regarding the consideration of elevating or depressing the BMB vertical alignment in the vicinity of the Pinnacle High School frontage.
A: Options to construct the BMB roadway beneath/above the elevation of the surrounding landscape and creating pedestrian overpasses/underpasses will be explored during the study. There are existing washes that cross BMB, which may make this problematic.

Q: Do the project planners have ways to prevent through-traffic on secondary roads, i.e. motorists using residential streets as shortcuts?
A: Signage can be used to discourage motorists from doing this.

Q: Motorists will use the improved BMB facilities as an alternative to freeways. Is there a way to prevent this?
A: The improvements being made to the regional freeway system will largely address this by making the freeways the preferable alternative to arterial streets.

Q: The greatest potential impacts from this project are not endangered species or archaeological concerns, for example, but the impacts to the existing residents in the neighborhoods that have already been built.
A: The existing neighborhoods were planned and designed with the streets, including BMB. The street system is an aspect of the neighborhood planning and is not a subsequent addition to the planning of this area. The environmental studies are needed to comply with the requirements of receiving federal funding.

Comment: I am in support of the project but I want safety to be a predominant concern of the project.
Noted

Q: I am in support of the alignment that is west of Pinnacle High School. Is the High School in support of the project? Please also consider the Elementary School currently under construction.
A: Yes

Q: Will the traffic models reflect traffic conditions just prior to school beginning and immediately after school is released?
A: Yes, the traffic modeling will capture periods of peak use and will take the school’s hours into consideration. Another issue related to the High School is the lack of parking on campus. Many students drive to school and when the parking lots are full, students park in the adjacent neighborhood. This issue is known by the project team and will be a consideration in the study.