



PUBLIC MEETING #3

The third and final public meeting for the Cave Creek/Carefree Transportation Framework Study was held September 10, 2014 from 6-8 p.m. at the Carefree Town Hall Chambers.

The purpose of the meeting was to:

- Provide a summary of the public input received to date regarding transportation issues and priorities, as well as the transportation options considered to address these priorities
- Present the study recommendations and
- Provide an opportunity for public comment on the recommendations

Meeting Participants

A total of 42 community members attended the meeting, including several elected officials from both Towns and a reporter from the Foothills Focus. A copy of the sign-in sheet is included in the Appendix. The following study team members participated in the meeting:

- Eileen Yazzie, MAG Project Manager
- Gary Neiss, Carefree Town Administrator
- Stacey Bridge-Dunzak, Town of Carefree Planner
- Ian Cordwell, Cave Creek Planning Director
- Michael Sabatini, Consultant Team Project Manager
- Matthew Klyszeiko, consultant team
- Jason Harrington, consultant team
- Judie Scalise, consultant team
- Daina Mann, consultant team
- Ashely Dunn, consultant team

Notification

The following methods were used to notify community members of the public meeting:





- A meeting notice was placed on the MAG study web page in July 2014.
- A poster was distributed on August 27 to the following community locations: Carefree Town Hall, the Carefree post office, Cave Creek Town Hall and the Desert Foothills Library.
- An e-mail alert was sent by MAG on August 25 and September 9 to 379 recipients on the study e-mail list. The September 9 e-mail included the final study newsletter with the recommendations.
- The Towns of Cave Creek and Carefree sent e-mail alerts about the meeting to their community email lists.
- A news release about the meeting was distributed on August 25 to the following media outlets:
 - Arizona Republic (Scottsdale/Cave Creek/Carefree community section)
 - City Sun Times
 - Desert Foothills Chronicle
 - The Foothills Focus
 - Sonoran News
 - KJZZ

The following publications ran articles about the meeting and opportunities to comment:

- Arizona Republic (September 2)
- The Desert Foothills Chronicle (Sept. 1 and Sept. 13)
- Sonoran News (Sept. 3 and Sept. 10)
- The Foothills Focus (Sept. 17)

KJZZ radio also aired a segment about the study on the September 12 edition of its program, "The Show." Project Manager Eileen Yazzie and Cave Creek Planning Manager Ian Cordwell were interviewed for the program.

Copies of notification materials and media articles are included in the Appendix.



Meeting Format

Participants signed in to the meeting and were offered copies of a comment form and the study newsletter, which included a summary of the key study recommendations, along with graphics of the recommended locations and roadway cross-section configurations.



The meeting began with a formal presentation by the study team with information about the study purpose and goals, study schedule, community input received on transportation issues and needs, the options considered by the study team to address these transportation issues, community input received on the options, study recommendations, next steps to finalize the study and how to provide comment. Comment methods included: providing their preferences and comments during the open house portion of the public meeting, completing a comment card and returning it at the meeting or within one week of the meeting by mail or e-mail, and providing comments to Project Manager Eileen Yazzie via e-mail or phone. A copy of the public meeting presentation is included in the Appendix.

The remainder of the meeting was conducted in an interactive - open house format.

Exhibits were displayed with the study area map and recommended roadway configurations for the primary corridors and activity nodes.

Comments

A total of **22 public comments** were received. Twenty comments were received at the public meeting – 8 comment forms were returned and 12 comments were provided orally to study team members during the open house portion of the meeting. Two comments were received by email. The following is a verbatim transcript of the comments received. Copies of the comment forms and emails received are included in the Appendix.

Comments Received at the Public Meeting

The following questions and comments were provided verbally during the presentation Q&A and open house portion of the meeting.

- Q: I am concerned about emergency vehicle access if Cave Creek Road is reduced to one lane.

A. That is a consideration when designing the roadway and they would need to provide a way for emergency access. The bypass route will also provide an alternate access point.
- Q. It's ludicrous to reduce Cave Creek Road, which is a major arterial, to one lane. This is our primary roadway and handles traffic from all over Cave Creek.

A. Our traffic projections and modeling indicate that this configuration effectively moves traffic volumes of up to 20,000 vehicles per day, which is higher than the projected traffic volumes on Cave Creek Road and Tom Darlington





Drive. We modeled traffic with the current condition and the proposed one lane configuration and the model indicated only a few seconds difference in travel time between the existing two-lane roadway and the one-lane roadway.

- Q. When the study recommendations go the City Councils for acceptance, can they reject the plan outright or tell the study team to go back to the drawing board?

A. Those are certainly two possible scenarios. The Councils can accept or reject the plan, or request modifications.

- Q: It seems like a safety hazard to have the bikes on the traffic side of parking. Why can't you put the bikes on the curb side of parking?

A: That is how bike lanes are typically designed. That level of detail could be determined during design of a bike lane project.

- Q. How would you transition to one lane to avoid accidents? Will you have the right lane transition to a turn lane?

A. That level of detail would be determined during the design phase of a project.

- Q. What is the bypass route for? Where is it?

A. The bypass route is intended as a bypass to Cave Creek Road for local residents and emergency vehicles to avoid traffic congestion during special events.

- Q. What is the footprint for the activity node?

A. One lane in each direction with a center median, bike lanes, a landscape buffer and sidewalks/paths. In Carefree we are recommending the availability of on-street parking as well in the activity nodes.

- Q. It would appear there is only .4 miles between the Shopping District and Entertainment District activity nodes on Cave Creek Road. It doesn't make sense to have Cave Creek Road widen back to two lanes and back down to one lane in this short distance.

A. This level of detail can be addressed during the design phase of a future project.

- Q. How many additional parking spots will you yield in Carefree from the on-street parking? I understand the need for more parking but I am also concerned





about bottlenecks from having one lane with people pulling in and out of parking spots along the road.

B. I don't have that figure available off the top of my head but we have it in the draft report and can provide to you. However, the primary purpose of narrowing to one lane through the Town Center is to slow traffic and for safety and provide room for bicycle lanes and sidewalks.

- Q. I am not aware of any pedestrian accidents in the Carefree Town Center. We already increased the speed limit in Carefree at the request of residents who thought the roads were too slow, and now we are looking at slowing traffic again.

A. Study team indicated that residents preferred the one-lane configuration over the two-lane option through the activity nodes.

- Comment: In season I would like to see a shuttle between the Carefree and Cave Creek Central Business Districts. I would like to be able to park in Carefree and take a shuttle to Cave Creek.
- Comment made to a member of the study team: I met with a Carefree Council member who had interest in the Carefree Highway east of Cave Creek Road corridor segment. He wanted to see how to engage Scottsdale to advance this segment to a near term project. I explained the concept of using the completed Framework as a tool for funding assistance and partnering with Scottsdale as a lead or supporting municipality to spearhead a complete streets project. I also explained how the planning concepts evolve as advanced design stages occur and that our preliminary ideas are vetted and refined during CD's.

Comment Forms Received

Cave Creek Residents

5 total: 4 support recommendations/1 had additional comments

- Thrilled to see the excellent bike paths and no opposition to such. Please do all possible to expedite the building provision of these bike lanes. So very important to me! Thank you. Btw loved the design.
- I am all for the one lane road from Cave Creek Town Hall all through the entire shopping and entertainment district to Carefree. Cave Creek Road is dangerous to bikes and pedestrians.
- I am a strong supporter of the bike lane and sidewalks with buffers. Thank you!!





- I met with a family from Cave Creek during the break out session that had an interest in the nodes concept. They were supportive of the one-lane option and wanted to know if our study included identifying how much time our lane reduction would add to an average daily trip. His estimated around an extra 20-30 seconds for the 3-4 nodes that would be incurred during a trip. He was supporting of the traffic calming and saw the benefits to the overall node walkability and providing a healthy and safe active environment.
- As funding is always a constraint, why would this plan not work to fit within the existing footprint to save costs?

Carefree Residents

4 comments: 1 supports recommendations/1 opposes recommendations/2 had additional comments

- I love the concept and believe that a bike lane and sidewalks are worth the possible slowdown of traffic flow. However, the buffers may prevent the passage of emergency vehicles and the parking in Carefree might create too many traffic obstructions. Though everything sounds great, I realize there will be constraints.
- On Carefree Highway as you travel eastbound and want to make a left turn onto Stagecoach there should be pavement widening on the south (right) side of Carefree Highway so that people traveling east can pass people making the left onto Stagecoach Pass.
- Any possible turn lanes on Northbound Cave Creek Road as it turns east onto Carefree Highway? There should be dedicated right turn lanes anywhere Tom Darlington is down to one lane.
- 1) I am opposed to single lanes where we have doubles. 2) Carefree can't afford \$400K-\$500K cost to do this. 3) I can't see any economic development \$ to Carefree.

Additional Comments

An additional four comments were received regarding the study recommendations. Three comments were received by email and one by phone. This comment and the response provided by the study team (if applicable) are listed below.





E-mail Comments

- Received 8/29/14 from a Carefree resident:
I have a conflicting meeting & will not be able to attend the meeting scheduled for 9/3 5:00p.

I would like to add my comments to your study. When we first moved to the area in 1992 there were equestrian right of way signs on all streets. Over the years those signs disappeared. As horses are the most unpredictable of all traffic considerations they should have right of way over ALL other modes of transportation including pedestrians. Horses are a way of life here & even the most experienced rider can have trouble with their horse at times. A few years ago the president of the local saddle club died when his horse spooked by a backfiring motorcycle & then got thrown when the horse backed into cactus. Not only that, but when equestrians are present motorists should reduce speed & not go flying down the street.

Thank you for your consideration.

Response sent 9/2/14 from Eileen Yazzie, MAG Project Manager:

The public meeting we are having is next week on September 10 at 6 p.m. We have had other people besides yourselves provide input about the safety of equestrians. A part of the Transportation Study's recommendations is to create a transportation environment that is safe for all and look to have equestrians accommodated with expansion of the current trail system.

- Received 9/9/14 from a Cave Creek resident:
I am a cyclist. This will benefit me. I am thrilled! I can't wait!! Isn't it done yet? And right past our house! Thank you so much.

Response sent 9/10/14 from Eileen Yazzie, MAG Project Manager:

Thanks for the positive reaction. I think the recommendations really have captured not only what you feel is important, but what the majority of residents, riders, and visitors feel is important. We'll have the study finalized by the middle/end of October, and I believe the bike lanes will be under construction in about a year. And hopefully more improvements to follow.

As well, don't forget the public meeting is tonight if you want to attend:
Wednesday, Sept. 10, 6-8 p.m.
Carefree Council Chambers
100 Easy St., Carefree

- Received 9/19/14 from a local resident and business owner:





Dear Eileen,

I haven't attended the meetings regarding parking and pedestrian walkways but I do have a strong opinion about the bicycle problem we have! I believe it's great if the bicycle folks want to get their exercise but I strongly disagree on how they want to get that exercise!! The old line "when I was a kid", or "in my day" still applies! We rode our bicycles on the road and showed the cars on the road respect! We didn't expect them to leave the road-way because we wanted to ride with our friends 3-4 side by side!! We didn't try to force the cars over into on-coming traffic because we wanted more than the lane we are given! It amazes me that even with all the expense incurred to give them a bigger more well marked bike lane that that doesn't even help, they are still riding outside their lanes!! All that money wasted! Cars aren't allowed to drive side by side, why are bicycles allowed to!?

Try driving on Pima on Saturday and especially Sunday mornings when the bikes are out there in packs!! They don't care that there is traffic moving in both lanes, they just take over the roadway too so all of them can stay together!! I have a business that unfortunately puts me on Pima on Saturday and Sunday mornings and driving that road puts me on edge and my stomach in knots watching which pack is going to flow over into the traffic lane, trying not to hit a car head-on while trying not to run over a bike, or get rear-ended because the bikes are swerving to pass each other!! I don't understand why there are no traffic laws for them??? They have sped thru the 4 way stop at Pima & Cave Creek not even trying to stop, they just assume a car will see them and allow them to go! In my own neighborhood in Carefree a bicycle ran a stop sign and slammed himself right into the front fender of my car!! While I was having a heart-stopping event over it, that idiot just smiled a big smile and turned his bicycle away from my truck and peddled off! That is the attitude that gives me no respect for bicycles! They don't even try to share the road with vehicles and to be honest with you, I am not going to hit someone head on or force a car off the road so a group of bikes can stay in a pack!! They don't realize that that attitude and action is why so many people don't like to see them on the roads at all, and we resent spending a ton of money to put in lanes that they aren't going to use anyway!!! Thank you for letting me vent here. This has been a sore subject with me for a long time! I had to laugh when I saw the photo that is on the main site with the bicycles, 3 I believe, and one guy out in the traffic lane! Sadly that is all too true! Thanks again, I'll feel better till the weekend!

ps. I would prefer to have my name withheld, there are enough bicycles flooding my neighborhood as it is, I don't want to see more from retaliation! :)





Response sent 9/19/14 from Eileen Yazzie, MAG Project Manager:

Thanks for the comment. We will add it to the public input report as a citizen; this is policy that we don't identify people. Thanks for taking the time to send an e-mail.

Additional comment response received 9/21/14

Thank you so much! One thing I noticed, I wondered why no one is putting the bike lane over by the sidewalk area so no road traffic is affected by bicycles at all!?? Wouldn't that be safer for everyone? Thank you again.

Response sent 9/23/14 from Eileen Yazzie, MAG Project Manager:

We heard from many community members that there are people– both drivers and cyclists – who are not following the rules of the road and that more enforcement is needed. While traffic law enforcement is beyond the scope of the study, we have passed along this input to the Towns. It is important that everyone follow the rules of the road and operate in a safe and courteous manner to be safe on our roadways.

In a perfect scenario of a blank slate, having a separated or protected bike lane is ideal. Related to Cave Creek and Carefree, we are constrained to working inside of the current right-of-way, addressing access point/driveways, and the connecting streets. So, in most cases, it's about near impossible to include a protected bike lane or bike path out of the roadway in this area. However, providing a lane for cyclists will provide a better separation between cyclists and drivers where it doesn't exist now and make it a safer condition for both.

Thanks and have a good weekend.

Phone Comments

- Received 9/18/14 from a Cave Creek resident. Resident opposes the one lane recommendation on Cave Creek Road. No phone number provided for a response.





APPENDIX

