3 • MOBILITY

Introduction

Every community is dependent upon, and strongly desires, good mobility as the core to its lifestyle and sustainability. Mobility embodies the goals of connectivity, wayfinding, safety, viability, access, and environmental design. In a downtown, achieving mobility goals requires attention to three related functions: travel, circulation, and access. The best, most successful, downtowns are those where a rich mix of land uses are directly and conveniently connected to each other; multiple modes of travel, circulation and access are accommodated; and there is a concentrated focus on providing a superior pedestrian and bicycling environment. In Old Town Scottsdale, walking is such an essential part of what is meant by "downtown" that the quality of the pedestrian and bicycling environment – safety, comfort, interest, continuity – is a necessity.

Like most downtowns, Old Town Scottsdale is a destination for people. The successful evolution of the current circulation system into a network of "complete streets" should fulfill travel, circulation, and access functions, and help to achieve enhanced connectivity with a primary focus on the pedestrian. The mobility chapter of the Old Town Plan contains goals and policies that guide public and private sector implementation strategies to improve mobility and circulation to, from, and within Old Town Scottsdale.

"Downtown Scottsdale is one of the few 'walkable' communities in the Valley."
~ Focus Group Participant, 2007

Goals & Policies

GOAL M 1

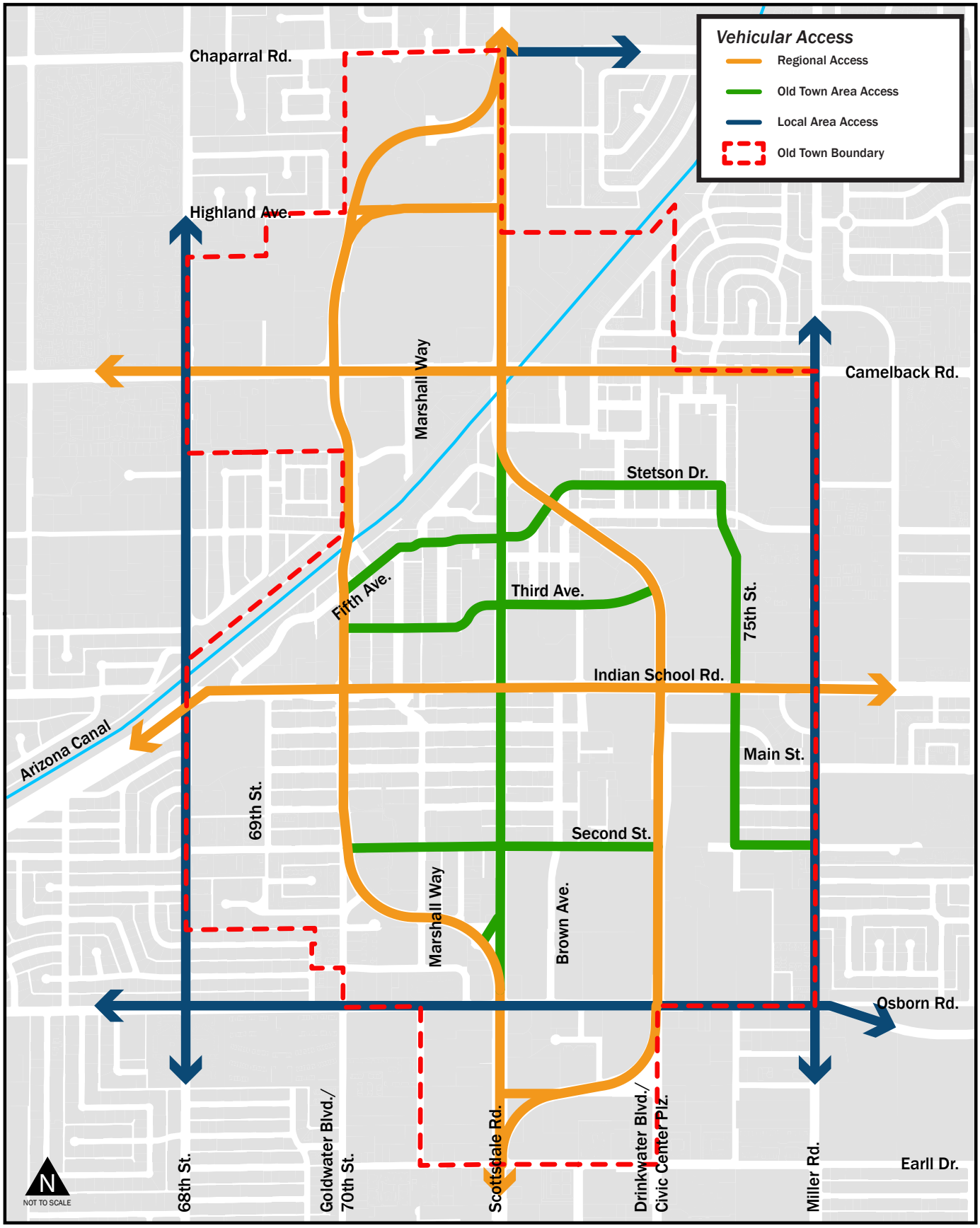
DEVELOP COMPLETE STREETS THROUGH PUBLIC AND PRIVATE INFRASTRUCTURE INVESTMENTS AND IMPROVEMENTS.

- **Policy M 1.1**
  Maintain a well-connected downtown circulation grid, comprised of complete streets to enhance connectivity for all.
- **Policy M 1.2**
  Provide pedestrian and bicycle facilities within large projects and connect them to adjacent development and the greater downtown circulation system.
- **Policy M 1.3**
  Provide continuity in downtown wayfinding, through the addition of landmarks, public art, distinct streetscape improvements, maps, directions, symbols, signage and information systems for both pedestrians and motorists.
- **Policy M 1.4**
  Accommodate the movement of freight goods and services, truck delivery access and operations, solid waste collection, and emergency response vehicles on private development sites, and out of the public right-of-way.
- **Policy M 1.5**
  Encourage use of mobility options downtown, such as: transit, biking, walking, mobility share, and pedicabs, particularly during special events.
- **Policy M 1.6**
  Revitalize the downtown portion of Scottsdale Road into a paseo/ boulevard that facilitates circulation and access for all modes of travel, with a special emphasis on meeting pedestrian needs.
- **Policy M 1.7**
  Maintain Goldwater and Drinkwater Boulevards as the primary routes to accommodate pass-through traffic around downtown.

Transit connections in Old Town and Southern Scottsdale are enabled by the trolley system.

"Downtown should always be pedestrian friendly."
~ Deciding the Future Workshop Participant, 2008

Complete streets allow for use by pedestrians, bicyclists and vehicular traffic.



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Map 7 - Vehicular Access

GOAL M 2

CREATE COMPLETE, COMFORTABLE, AND ATTRACTIVE PEDESTRIAN CIRCULATION SYSTEMS.

- **Policy M 2.1**
  Design the public realm to include wide sidewalks that accommodate meeting and passing other pedestrians, queuing, pedestrian waiting areas, street furniture, pocket parks, patio areas and other desired levels of activity.
- **Policy M 2.2**
  Encourage pedestrian oriented design that includes pedestrian comfort amenities such as trees, shade, seating, shelter, wayfinding and lighting, to encourage strolling, lingering, and promenading, especially in areas where there is a high concentration of pedestrian activity.
- **Policy M 2.3**
  Manage existing, and design future downtown transportation and related systems, with a focus on pedestrian mobility, accessibility and safety.
- **Policy M 2.4**
  Develop an attractive, accessible, interconnected network of safe and walkable pedestrian linkages to, within, and between downtown districts.
- **Policy M 2.5**
  Provide enhanced pedestrian access and connections between adjacent developments.

Open space designed to encourage pedestrian activity.

GOAL M 3

MAINTAIN A CONVENIENT AND ADEQUATE PARKING SUPPLY OLD TOWN.

- **Policy M 3.1**
  Develop a "*park-once environment*" downtown, where users can access multiple destinations without the need to move their private vehicle.
- **Policy M 3.2**
  Create new or adjust existing parking requirements to ensure continued downtown revitalization and investment, as technologies and private vehicle user preferences evolve, while ensuring that all new development can address its parking requirements.
- **Policy M 3.3**
  Maximize use of the existing parking supply through a comprehensive, multi-tiered parking management program.
- **Policy M 3.4**
  Create new public parking supply through public/private partnerships to maintain free public parking downtown.
- **Policy M 3.5**
  Seek opportunities to provide shaded parking through the provision of landscaping, shade structures, tree and solar canopies.

GOAL M 4

ENCOURAGE TRANSIT THAT PROVIDES LOCAL AND REGIONAL CONNECTIONS TO, FROM AND WITHIN OLD TOWN SCOTTSDALE.

- **Policy M 4.1**
  Enhance Old Town Scottsdale's local and regional transit availability and accessibility, by emphasizing high frequency and expanded hours of service within the downtown and connections to adjacent areas.
- **Policy M 4.2**
  Locate higher density development near major transit routes and venues to facilitate increased use of downtown transit.
- **Policy M 4.3**
  Link the Old Town Trolley and other transit to existing and future local and regional transit networks to accommodate the needs of residents, employees and visitors.

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Map 8 - Pedestrian Connectivity

GOAL M 5

CREATE A HIERARCHY OF PEDESTRIAN SPACES WITHIN OLD TOWN.

- **Policy M 5.1**
  Pedestrian Place – Street environments and publicly-accessible spaces within Old Town that are the most inviting to pedestrians. Adjacent land uses within these areas typically include active, ground-level uses, where buildings embrace the pedestrian realm. These areas include ample shade, which is provided by way of wide awnings, trees, and arcades. Roadways within these areas include low traffic speeds, where pedestrian crossing opportunities are frequent and oftentimes on-street parking buffers the pedestrian. The pedestrian realm within these areas includes sidewalks that are separated from vehicular traffic and are wide enough to accommodate the highest levels of use, including formal and informal gathering spaces and other pedestrian amenities.

Pedestrian Place – The Marshall Way Bridge and Southbridge area have wide sidewalks, outdoor dining, traffic moving at low speeds, and frequent crossing opportunities.

- **Policy M 5.2**
  Pedestrian Supportive – Street environments within Old Town that are inviting to pedestrians. Land uses in these areas are commonly mixed with active, ground-level uses, where buildings are oriented to the pedestrian realm. These areas typically provide shade by way of trees, awnings, or arcades. Roadways within these areas include moderate traffic speeds, where intersections give priority to pedestrians. The pedestrian realm within these areas include sidewalks that are separated from vehicular traffic and are wide enough to accommodate increased levels of use.

Pedestrian Supportive – Indian School Road includes wide sidewalks separated from traffic and shade trees. Bicycles are accommodated in an on-street bike lane.

- **Policy M 5.3**
  Pedestrian Compatible – Street environments within Old Town that accommodate pedestrians. Adjacent land uses within these areas often include mixed-use and single-use buildings that may not actively engage the pedestrian realm, yet still provide shade by way of landscaping and trees to enhance the streetscape. Roadways within these areas include the highest traffic volumes at moderate speeds, where pedestrian crossings are designated. The pedestrian realm within these areas include sidewalks that may be separated or adjacent to vehicular traffic and developed at minimum widths.

Pedestrian Compatible – Drinkwater Boulevard accommodates the pedestrian with landscape-separated sidewalks that include trees for shade.

- **Policy M 5.4**
  Major Intersection – Specific roadway intersections within Old Town that provide room for pedestrians to congregate and are located near areas where a high level of pedestrian activity is desired. *[See Sec. 5.3006D of the Zoning Ordinance]*

GOAL M 6

DEVELOP A CONTINUOUS, ACCESSIBLE, AND INTERCONNECTED BICYCLE NETWORK.

- **Policy M 6.1**
  Promote convenient connections between the on-street bicycling network and off-street paths and trails.
- **Policy M 6.2**
  Connect the downtown bicycling network to the regional bicycling system via the Arizona Canal, Crosscut Canal, Sun Circle Trail, and Indian Bend Wash multi-use paths.
- **Policy M 6.3**
  Integrate on-street bicycle lanes and routes throughout downtown.
- **Policy M 6.4**
  Expand off-street bicycling facilities with connections to existing and planned on-street bicycle facilities.

Transit stop within Old Town provides regional connectivity.

GOAL M 7

PROVIDE BICYCLE INFRASTRUCTURE AND FACILITIES TO ENCOURAGE INCREASED DOWNTOWN RESIDENT, EMPLOYEE AND VISITOR BICYCLING

- **Policy M 7.1**
  Incorporate accessible bicycle infrastructure and facilities into public and private development.
- **Policy M 7.2**
  Develop a series of tourism bicycle routes that highlight unique visitor attractions.
- **Policy M 7.3**
  Integrate accessible bicycle infrastructure into all local and regional transit vehicles that serve downtown.
- **Policy M 7.4**
  Promote bike use in downtown to serve the leisure pursuits of the visitor, and the "last mile" needs of resident and employee commuters.

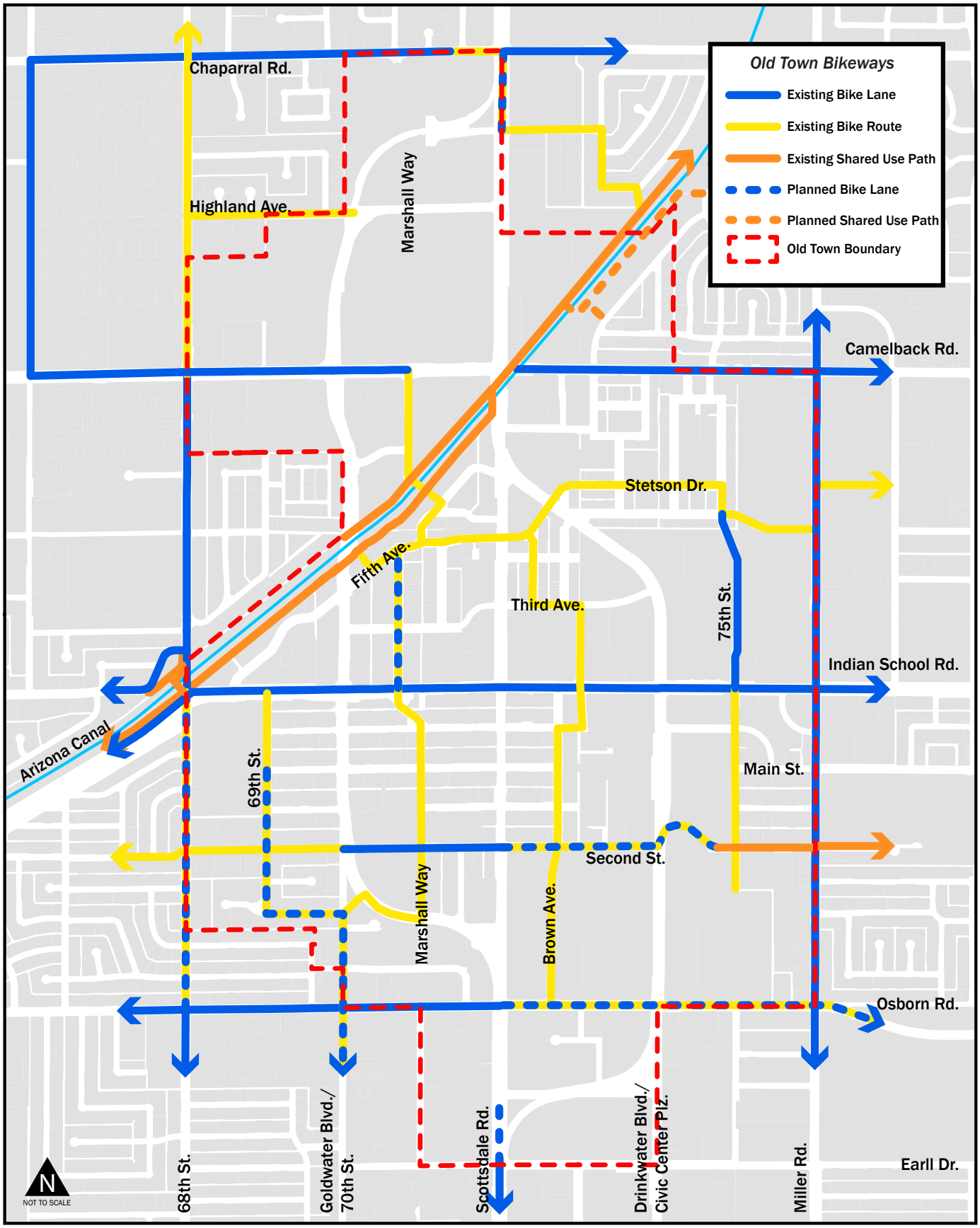
Providing a variety of transportation modes throughout downtown allows people to circulate, whether by biking, walking or driving.

GOAL M 8

PROMOTE BICYCLE EDUCATION, SAFETY, AND ENFORCEMENT.

- **Policy M 8.1**
  Work with law enforcement to educate the community and ensure traffic laws and ordinances are followed by drivers, bicyclists, and bike share businesses.
- **Policy M 8.2**
  Incorporate safety measures at grade separations, street crossings, and intersections to minimize conflicts with vehicles, pedestrians, and other bicyclists.

Bicycle infrastructure encourages bicycle use in Old Town.



Notice: Please reference the Old Town Scottsdale Bicycle Master Plan. This document is provided for general information purposes only. The City of Scottsdale does not warrant its accuracy, completeness, or suitability for any particular purpose. It should not be relied upon without field verification. Map not to scale.

Map 9 - Bikeways