

6 • COMMUNITY MOBILITY



Introduction

A safe, connected, convenient, and comfortable transportation network facilitates a healthier and more vibrant community. It allows for a greater range of land use decisions that accommodate more activities and businesses for residents and visitors, different housing options for changing demographics, regional connectivity, and exciting choices for travel and recreational opportunities for both local and regional markets.

Southern Scottsdale is a mix of various business, activity, community service, and residential areas. All users need a system of transportation choices that will allow them to navigate effectively and efficiently through Southern Scottsdale. Future mobility choices need to be respectful of the area's aging population, the existing and emerging land use patterns, as well as the growing demand to improve bicycle and pedestrian circulation options.

The Southern Scottsdale Character Area Plan supports the enhancement of Southern Scottsdale's multi-modal transportation system to offer residents regional connectivity to employment and service opportunities located outside the area and local mobility linkages for community members and visitors to area specific destinations. This chapter provides goals and policies that enhance resident mobility options, serve community values, provide parking strategies, mitigate traffic impacts, and elevate the role of pedestrians and cyclists throughout Southern Scottsdale.

Goals and Policies

GOAL CM 1

INCREASE THE RANGE OF MOBILITY OPTIONS AVAILABLE TO AREA RESIDENTS AND BUSINESSES.

- **Policy CM 1.1**
Develop an effective range of safe, reliable, and where feasible, less congested mobility systems for Southern Scottsdale.
- **Policy CM 1.2**
Promote both internal and external connectivity between mobility modes to create an integrated transportation system for the benefit of Southern Scottsdale.
- **Policy CM 1.3**
Provide continuous pedestrian and bicycle pathway access between Regional Centers and Activity Areas, Corridors, park and open spaces, and transit systems.
- **Policy CM 1.4**
Foster greater use of public mobility resources in Southern Scottsdale by maintaining and enhancing the range of transit modes and routes, passenger comfort, frequency of service, and hours of operation.
- **Policy CM 1.5**
Support Scottsdale Road as the city's designated high-capacity corridor between the City of Tempe and Downtown Scottsdale.
- **Policy CM 1.6**
Provide enhanced schedule coordination between Southern Scottsdale neighborhood/ local transit and the surrounding regional transportation systems.
- **Policy CM 1.7**
Promote “complete streets” concepts to encourage multi-modal opportunities on Southern Scottsdale's arterial streets.



Mobility option: bicycling.

 **GOAL CM 2**

DIRECT MOBILITY POLICIES AND INVESTMENT TO SUPPORT COMMUNITY VISIONS AND VALUES.

- **Policy CM 2.1**

Promote greater use of public and private partnerships to encourage carpooling, bus card usage, alternative work schedules, and the reduction of single-occupant vehicle trips to achieve sustainable mobility choices.

- **Policy CM 2.2**

Provide more effective mobility choices by reducing travel barriers that cause safety concerns for pedestrian and non-motorized users.

- **Policy CM 2.3**

Continue to utilize innovative transportation technologies in order to reduce congestion and pollution.

- **Policy CM 2.4**

Regional Center, Activity Area, Regional Corridor, Opportunity Corridor, and Resort Corridor roadways that meet the required Transportation Master Plan street character design and daily lane capacity number criteria, will be designated as “Urban Character Types.” These areas consist of mixed-use and urban neighborhoods where pedestrian activity is likely to be the highest and alternative modes of transportation more likely.

- **Policy CM 2.4.1**










As illustrated in the “Proposed Street Classification Map,” amend the Urban Major and Minor Arterial designations to include:

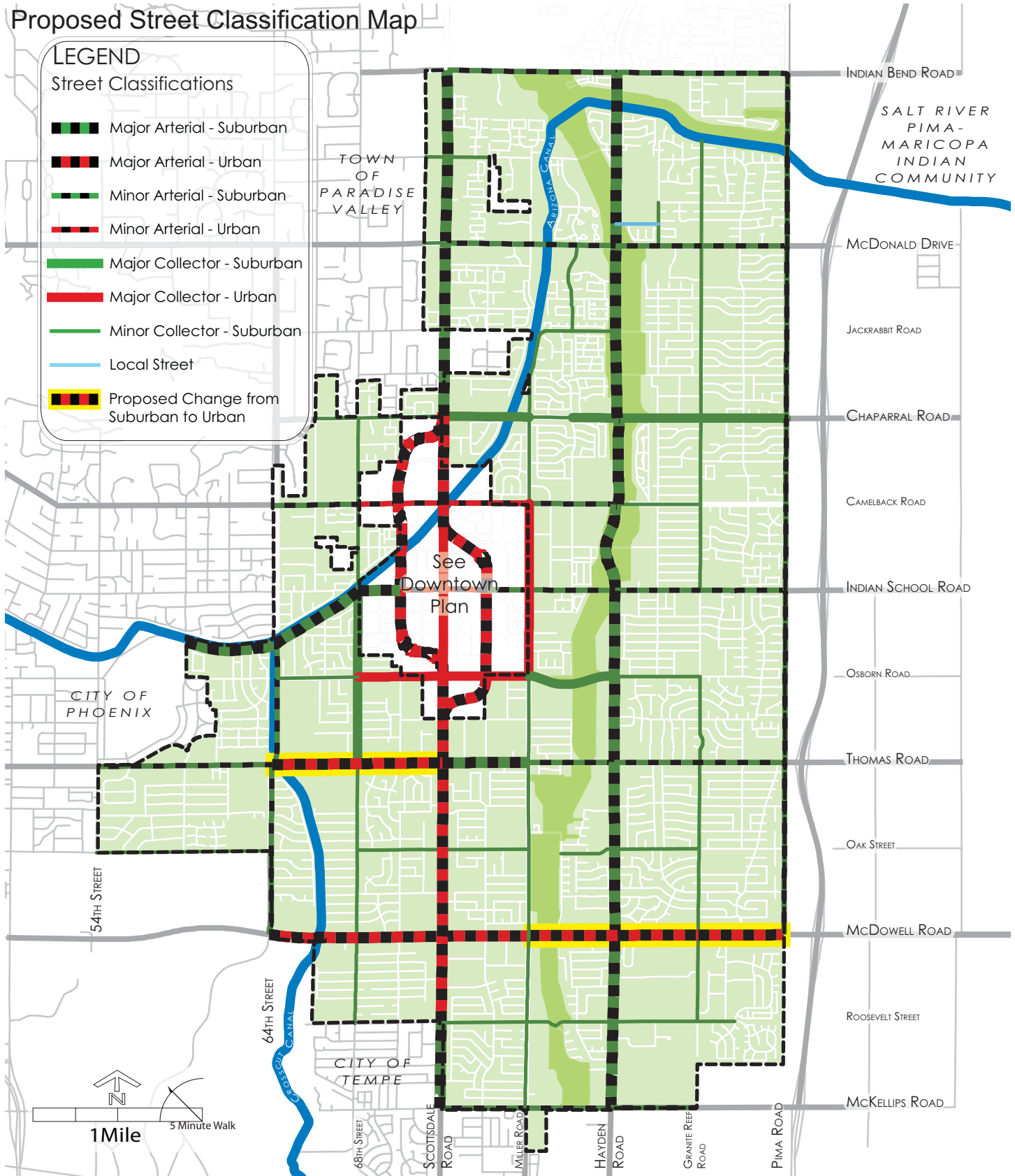
- McDowell Road, between Miller and Pima Roads; and
 - Thomas Road between 64th Street and Scottsdale Road.

Proposed Street Classification Map

LEGEND

Street Classifications

-  Major Arterial - Suburban
-  Major Arterial - Urban
-  Minor Arterial - Suburban
-  Minor Arterial - Urban
-  Major Collector - Suburban
-  Major Collector - Urban
-  Minor Collector - Suburban
-  Local Street
-  Proposed Change from Suburban to Urban



GOAL CM 3

ADVANCE THE ROLE OF TRANSIT SERVICES TO PROVIDE MOBILITY AND CONNECTIVITY, AND ENHANCE SOCIAL WELFARE IN THE SOUTHERN SCOTTSDALE AREA.

- **Policy CM 3.1**
Increase the effectiveness and efficiency of transit routes throughout Southern Scottsdale.
- **Policy CM 3.2**
Enhance transit vehicles and services for seniors and persons with disabilities or mobility restrictions to enable them to better access both trolley and fixed-route transit systems.
- **Policy CM 3.3**
Continue to provide “complementary” paratransit service for individuals within $\frac{3}{4}$ mile of all transit routes.



Example of pedestrian-friendly transit stop.

GOAL CM 4

ADVANCE THE ROLE OF PEDESTRIAN AND BICYCLE MOBILITY AND CONNECTIVITY WITHIN SOUTHERN SCOTTSDALE.

- **Policy CM 4.1**
Provide physical improvements for streets and right-of-ways to promote pedestrian and cyclist comfort throughout Southern Scottsdale.
- **Policy CM 4.2**
Support the improvement of transit stops to be more pedestrian-friendly with shade, bicycle lock-up facilities, and trash receptacles.
- **Policy CM 4.3**
Encourage an increased emphasis on overall user safety while resolving conflicts between pedestrians, bicycles, and motorized vehicles.
- **Policy CM 4.4**
Promote greater non-motorized connectivity between transportation systems, residential neighborhoods, Regional Centers, Activity Areas, Corridors, canals, schools, parks, Indian Bend Wash, and Papago Park.



GOAL CM 5

PROVIDE GREATER PUBLIC AND PRIVATE/PUBLIC PARKING CAPACITY AND MANAGEMENT IN LOCATIONS ACCESSABLE TO MULTI-MODAL TRANSPORTATION OPTIONS.

- **Policy CM 5.1**
Promote the creation of public and private/public parking management districts that pay for the construction, maintenance, and/or rehabilitation of parking facilities.
- **Policy CM 5.2**
Promote the strategic location of public and private/public parking facilities throughout Southern Scottsdale to serve Corridor, Regional Center, and Activity Area development as well as to facilitate small lot Planned Unit Development (PUD) District revitalization and redevelopment.
- **Policy CM 5.3**
Support a “park once” automobile strategy that allows people to park their car once and circulate throughout the area by public transit, walking, and/or bicycling.
- **Policy CM 5.4**
Promote shared parking options to take advantage of different peak periods of parking demand among adjacent landowners and reduce the amount of land dedicated to parking facilities.



GOAL CM 6

MITIGATE THE IMPACTS OF SOUTHERN SCOTTSDALE'S VEHICULAR TRAFFIC ON ADJACENT RESIDENTIAL NEIGHBORHOODS.

- **Policy CM 6.1**
Promote Neighborhood Traffic Management on local streets and within neighborhoods impacted by speeding and cut-through traffic.
- **Policy CM 6.2**
Maintain appropriate traffic flow on major and minor arterials to minimize traffic impacts in residential areas.