

## 5. CONNECTIVITY



### INTRODUCTION

The way residents, visitors, and employees travel throughout the city affects overall quality of life and community image. Scottsdale is the premier center in the Valley for arts, culture, and tourism; a regional shopping hub; and an importer of employees. Therefore, it is critical to provide a variety of mobility choices and examine transportation challenges and their cost effectiveness at a local, as well as regional level.

The automobile will remain an important means of travel in Scottsdale. To maintain mobility, land use and transportation policies should emphasize a mix of uses and activities served by smart, safe, efficient, affordable, and accessible transportation options. To reduce traffic congestion and adverse impacts on the built and natural environments, Scottsdale must make land use decisions that strive to reduce the length and number of automobile trips. Efficient, accessible, and comfortable mobility choices, as well as employer participation in trip reduction programs, can effectively transform reliance on the automobile and reduce congestion on streets. Offering a variety of accessible mobility choices will also support people in the community with limited or impaired mobility who may not be able to drive.



Through the Connectivity Chapter, Scottsdale will safely, conveniently, and efficiently move people and goods.

#### **ELEMENTS IN THIS CHAPTER:**

- Circulation
- Bicycling

*“We will have... a wide range of innovative, efficient, and effective mobility options that connect to citywide and regional networks.”*

*- Visioning Scottsdale Town Hall Report (2013)*

## Connectivity Chapter

### CIRCULATION ELEMENT<sup>‡</sup>

- Goal C 1** Design safe/efficient transportation corridors<sup>‡</sup>
- Goal C 2** Reduce automobile trips
- Goal C 3** Develop a connected multi-modal system<sup>‡</sup>
- Goal C 4** Plan for future expansion
- Goal C 5** Protect neighborhoods
- Goal C 6** Participate in regional coordination
- Goal C 7** Coordinate with schools and neighborhoods
- Goal C 8** Provide a comfortable and accessible system

### BICYCLING ELEMENT<sup>‡</sup>

- Goal B 1** Develop accessible and interconnected networks<sup>‡</sup>
- Goal B 2** Encourage increased bicycle use
- Goal B 3** Promote bicycle education and safety

[<sup>‡</sup> = State-required]





## CIRCULATION ELEMENT<sup>+</sup>

Scottsdale's transportation system is the backbone of the city, supporting the economy and serving and influencing land use patterns. The automobile historically has been the predominant mode of transportation in Scottsdale. While the automobile will remain an important means of travel in Scottsdale, the community must make land use decisions that strive to reduce the length and number of automobile trips. A variety of mobility choices will provide greater accessibility and connectivity; alleviate pollution and congestion; and foster community well-being and quality of life.

Scottsdale's ability to continuously investigate, plan, and incorporate new and traditional transportation and mobility technologies into our public transit system will assure adequate access to and within our community for residents, employees, visitors, and businesses. To correspond to the character, needs, and lifestyle of different areas within Scottsdale, the city will need to diversify its transportation choices that may require specific area solutions. Land use and transportation policies should emphasize a mix of uses and activities served by more efficient and accessible transportation options, such as walking and bicycling. Incorporation of these options will reduce traffic congestion and impacts on the built and natural environments. Together, land use planning, application of sustainable technology, and employer participation in trip reduction programs can transform reliance on the automobile and reduce congestion on streets.

The Circulation Element recognizes the primary role of the automobile, but also fully integrates other modes, such as public transit, air travel, bicycling, and walking. It also recognizes the interrelationships among transportation, land use, neighborhoods, and Growth and Activity Areas. Different areas within the city may have unique mobility needs requiring specific-area solutions. However, transportation systems and their impacts do not stop at the city boundary. Therefore, this element stresses the efficient use of Scottsdale's existing and new transportation systems and strong inter-jurisdictional coordination.

## Goals and Policies

### Goal C 1 †

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**Design and improve transportation corridors to safely and efficiently move people and goods.**

#### *Policies*

- C 1.1** Support the public transit system to assure adequate and affordable access to and within our community for citizens, employees, visitors, and businesses through the use of future technologies and micro-mobility options.
- C 1.2 †** Coordinate transportation and land use planning to enhance an integrated, sustainable transportation system that promotes livable neighborhoods, economic vitality, safety, efficiency, mode choice, and adequate parking. *[Cross-reference Land Use Element]*
- C 1.3** Reduce conflict points between various modes of travel, for example, where the paths of vehicles and bicycles, pedestrians, or equestrians, cross, diverge, or merge.
- C 1.4** Protect regional corridor traffic flow, function, and safety by using grade separations for non-motorized travel. *[Cross-reference Safety Element]*
- C 1.5** Incorporate strategies and technologies that efficiently move people, improve transportation system capacity, and enhance mobility choices.
- C 1.6** Provide connections that ensure functional and uninterrupted movement between transportation modes through Intelligent Transportation Systems and industry standard, best practices.
- C 1.7** Retrofit aging neighborhood infrastructure and streets and create non-motorized neighborhood connections to enhance livability, safety, accessibility, and comfort. *[Cross-reference Neighborhood Preservation & Revitalization Element]*
- C 1.8 †** Support the Scottsdale Airport as an integral transportation hub, connecting the community to national and international markets. *[Cross-reference Land Use and Economic Vitality Elements]*
- C 1.9 †** Promote consistent wayfinding elements, including, signage, street naming, and numbering, to increase the efficiency of transportation systems. *[Cross-reference Bicycling Element]*
- C 1.10** Control access to and from arterial streets and regional transportation corridors to protect their abilities to move multimodal traffic efficiently.

## Goal C 2

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**Reduce the number, length, and frequency of automobile trips to improve air quality, reduce traffic congestion, and enhance quality of life and the environment.**

### *Policies*

- C 2.1** Encourage a mix of land uses that will reduce the distance and frequency of automobile trips and support mobility choices. *[Cross-reference Environmental Planning; Growth Areas; and Land Use Elements]*
- C 2.2** Integrate a variety of mobility choices along local and regional transportation corridors. *[Cross-reference Growth Areas Element]*
- C 2.3** Reduce demands on transportation networks by using trip reduction strategies and travel demand management techniques, including technology and applications, telecommuting, alternative work schedules, carpooling, and transit/bicycling incentives in order to provide travelers with effective choices to improve travel reliability. *[Cross-reference Environmental Planning and Bicycling Elements]*
- C 2.4** Work with employers to provide incentives and encouragement for trip reduction strategies. *[Cross-reference Environmental Planning and Economic Vitality Elements]*
- C 2.5** Promote non-motorized travel for short neighborhood trips. *[Cross-reference Environmental Planning and Land Use Elements]*

## Goal C 3 †

Continue to develop an effective, safe, and connected multimodal transportation system (e.g., streets, trails, bikeways, shared-use paths, transit).

## Policies

- C 3.1** Integrate park-and-ride facilities and transit centers along regional corridors and within Growth and Activity Areas. *[Cross-reference Growth Areas Element]*
- C 3.2** Create a diversity of mobility choices in Growth and Activity Areas, which have the greatest intensity of development. *[Cross-reference Growth Areas Element]*
- C 3.3** Actively work with neighboring jurisdictions and Maricopa Association of Governments (MAG) to maintain mobility choices and network continuity. *[Cross-reference Open Space Element]*
- C 3.4** Integrate regional employment and commercial centers into the regional multimodal system. *[Cross-reference Land Use Element]*
- C 3.5** Increase accessibility to transit options through non-motorized and other transit connections, such as, neighborhood circulators; on-demand transportation network companies; improved/enhanced sidewalks, multimodal paths, bicycle lanes; and non-motorized options for the final mile to reach public transit services.
- C 3.6** Create, preserve, and enhance multimodal connections between residential areas and neighborhood-supporting land uses. *[Cross-reference Land Use and Healthy Community Elements]*
- C 3.7** Support mobility choices that reflect the character and dominant lifestyle within a neighborhood. For example, in equestrian areas of the community, create links to the citywide and regional trail system. *[Cross-reference Character & Design; Land Use; and Open Space Elements]*
- C 3.8** Incorporate dedicated pedestrian zones, or areas of pedestrian-only traffic, into areas of the city that have the greatest intensity of development.





## Goal C 4

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### Plan for the expansion and modification of the transportation system.

#### *Policies*

- C 4.1** Provide and maintain expansion and modification options for existing and future transportation networks to efficiently serve future mobility needs.
- C 4.2 †** Preserve and/or acquire public rights-of-way to ensure mobility networks can be sufficiently expanded. *[Cross-reference Open Space Element]*
- C 4.3** Provide alternative routes and mobility options if expansion of existing routes is not possible.
- C 4.4** Coordinate local and regional construction projects to reduce mobility delays and hindrances on travelers, including discouragement of concurrent construction on parallel transportation corridors.
- C 4.5** Advance partnerships and privatization to provide additional choices for addressing gaps in the mobility system.
- C 4.6** Educate the community about the direct impacts of land use decisions on service levels and mobility choices. *[Cross-reference Land Use and Community Involvement Elements]*



## Goal C 5

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**Protect neighborhoods from negative impacts of regional and citywide transportation networks.**

### *Policies*

- C 5.1** Preserve reasonable emergency access to and within neighborhoods, and balance potential neighborhood street restriction with emergency accessibility needs. *[Cross-reference Safety Element]*
- C 5.2** Design neighborhood streets to reduce speeding and noise, and provide greater, more direct, and safer opportunities for non-motorized transportation. *[Cross-reference Character & Design; Safety; and Neighborhood Preservation & Revitalization Elements]*
- C 5.3** Design citywide transportation networks and facilities to protect neighborhoods from regional or citywide traffic.
- C 5.4** Incorporate open space and buffers into street design to protect neighborhoods. *[Cross-reference Character & Design; Land Use; and Open Space Elements]*
- C 5.5** Provide transitions from regional systems to neighborhood systems by matching transportation design standards to the intensity of use and traffic volumes. *[Cross-reference Character & Design; Land Use; and Growth Areas Elements]*

## Goal C 6

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**Actively work with regional jurisdictions and other agencies to coordinate and implement regional mobility systems and connections.**

### *Policies*

- C 6.1** Coordinate regional transportation planning and implementation strategies in partnership with neighboring jurisdictions and regional, State, and Federal governmental agencies.
- C 6.2** Support other agencies in the development of regional pedestrian, bicycle, shared-use path, and trail systems, particularly those that connect to Scottsdale's systems. *[Cross-reference Open Space; Recreation; and Bicycling Elements]*

## Goal C 7

**Balance the sensitive relationships and respective mobility needs of schools and neighborhoods.**

### Policies

- C 7.1** Promote school locations and designs that encourage non-motorized travel. Accommodate direct links such as sidewalks, trails, and paths between schools and neighborhoods to minimize exposure to vehicles. *[Cross-Reference Character & Design and Public Buildings Elements]*
- C 7.2 †** Collaborate with schools to minimize the impacts of school transportation on neighborhoods by facilitating ride-sharing, providing convenient access to public transit, and encouraging non-motorized transportation to school.

## Goal C 8

**Provide a comfortable and accessible transportation system to increase ability to reach goods, services, and activities. Many factors affect accessibility, including mobility (physical movement), the quality and affordability of transportation options, transportation system connectivity, and land use patterns.**

### Policies

- C 8.1** Provide pedestrian safety, comfort, and amenities that reflect streetscape design and character of an area. *[Cross-reference Character & Design Element]*
- C 8.2** Consider the needs of all community members and visitors as well as the special needs of children, seniors, and people with impaired mobility in the planning and design of the transportation system. *[Cross-reference Healthy Community Element]*



JENNY LIN RD.

CIRCLE MOUNTAIN RD.

HONDA BOW RD.

ROCKAWAY HILLS RD.

DESERT HILLS DR.

JOY RANCH RD.

STAGECOACH PASS

CAREFREE HWY.

DOVE VALLEY RD.

LONE MOUNTAIN RD.

DIXILETA DR.

DYNAMITE BLVD.

JOMAX RD.

HAPPY VALLEY RD.

PINNACLE PEAK RD.

DEER VALLEY RD.

LOOP 101

UNION HILLS DR.

BELL RD./FRANK LLOYD WRIGHT BLVD.

GREENWAY PKWY.

THUNDERBIRD RD.

CACTUS RD.

SHEA BLVD.

DOUBLETREE RANCH RD.

McCORMICK PKWY.

INDIAN BEND RD.

LINCOLN DR.

CHAPARRAL RD./CAMELBACK RD.

CAMELBACK RD.

INDIAN SCHOOL RD.

THOMAS RD.

McDOWELL RD.

LOOP 202

McKELLIPS RD.

BARTLETT DAM RD.

RIO VERDE DR.

Old Town

CHAPARRAL RD.

CAMELBACK RD.

INDIAN SCHOOL RD.

OSBORN RD.

68th ST.

SCOTTSDALE RD.

WILLER RD.

CAVE CREEK RD.

TATUM BLVD.

96th ST.

104th ST.

112th ST.

120th ST.

128th ST.

134th ST.

142th ST.

PANSADES BLVD.

BEELINE HWY. (87)

GALVIN PKWY.



SCOTTSDALE RD.

HAYDEN RD.

PIMA RD.

LOOP 101

### Street Classification<sup>†\*</sup>

-  Arterial
-  Collector
-  Regional Connection
-  Freeway
-  Scottsdale McDowell Sonoran Preserve (See Open Space Element)

\*More detail can be found in the Transportation Master Plan. Neighborhood Street Systems not mapped.



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CIRCLE MOUNTAIN RD.

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CAMELBACK RD.

INDIAN SCHOOL RD.

THOMAS RD.

McDOWELL RD.

LOOP 202

McKELLIPS RD.

BARTLETT DAM RD.

RIO VERDE DR.

CAVE CREEK RD.

TATUM BLVD.

PALISADES BLVD.

BEELINE HWY. (187)

56th ST.

64th ST.

SCOTTSDALE RD.

HAYDEN RD.

PIMA RD.

LOOP 101

96th ST.

104th ST.

112th ST.

120th ST.

128th ST.

134th ST.

142th ST.

GALVIN PKWY.

### Transit<sup>†\*</sup>

- Valley Metro Local Bus Route
- Valley Metro Express Bus Route
- Scottsdale Trolley Route
- Transit Center
- Park and Ride
- ADA Paratransit Service Area\*\*
- Scottsdale McDowell Sonoran Preserve (See Open Space Element)

\*Transit routes, centers, park and rides, and service areas are subject to change. Contact Valley Metro and/or City of Scottsdale Transportation staff to confirm service coverage.

\*\*ADA Paratransit service is generally available within 3/4 mile of a fixed bus route. Contact Valley Metro and/or City of Scottsdale Transportation staff to confirm service coverage.





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