

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; efficiently accommodate travel, circulation and access; and above all, focus on providing a superior pedestrian environment. Walking is such an essential part of what is meant by “Downtown” that the quality of the pedestrian environment – safety, comfort, interest, continuity – is a necessity.

Like most downtowns, Downtown 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 for Downtown Scottsdale, and help to achieve enhanced connectivity with a primary focus on the pedestrian. The mobility chapter of the Downtown Plan contains goals and policies that guide public and private sector implementation strategies to improve mobility and circulation to, from, and within Downtown Scottsdale.

*“Downtown Scottsdale is one of the few ‘walkable’ communities in the Valley.”
~ Focus Group Participant, 2007*

GOAL M 1:

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

Policy M 1.1.

Develop a well-connected Downtown circulation grid, comprised of narrower streets, improved alleys, smaller blocks, and newly constructed local street segments, to enhance connectivity for all mobility modes.

Policy M 1.2.

Provide interconnectivity within large development parcels that provide pedestrian and bicycle connections through large projects.

Policy M 1.3.

Upgrade sidewalks and intersections to ensure continuity and consistency throughout Downtown. Improve pedestrian crossing facilities on major roads and at major intersections.

Policy M 1.4.

Provide a unified wayfinding system throughout Downtown.

Policy M 1.5.

Accommodate the adequate movement of freight goods and services, truck delivery access and operations, and emergency response vehicles throughout Downtown.

Policy M 1.6.

Continue to encourage mobility options Downtown, such as pedicabs and horse-drawn carriages, particularly during special events.

Policy M 1.7.

Maintain the primary function of Scottsdale Road as Downtown-serving. Scottsdale Road should facilitate circulation and access for all modes of travel, with a special emphasis on meeting pedestrian needs.

Policy M 1.8.

Maintain Goldwater Boulevard and Drinkwater Boulevard as the primary routes to accommodate pass-through traffic around Downtown.



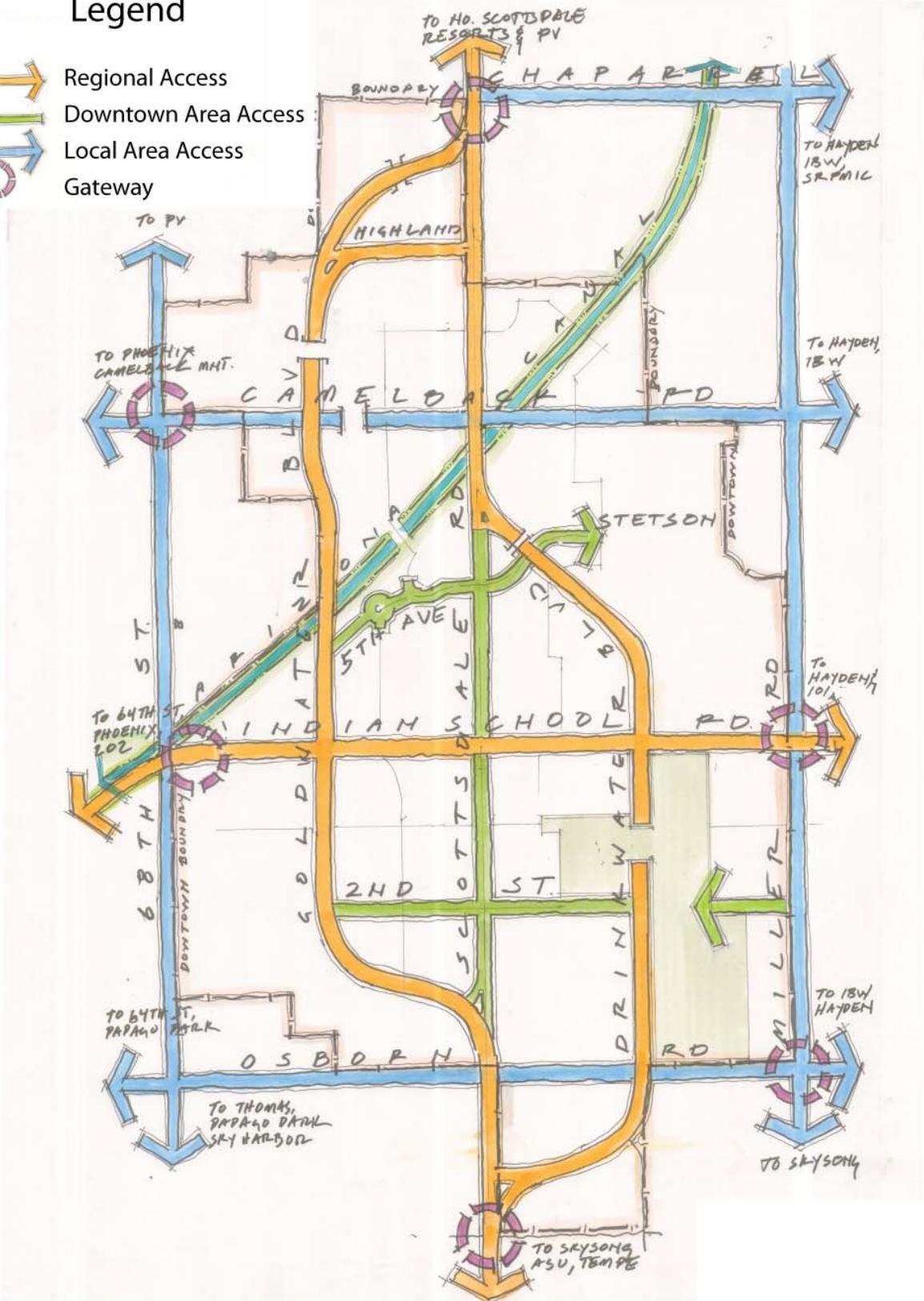
Goldwater Boulevard and Main Street Existing.



Goldwater Boulevard and Main Street Conceptual Pedestrian Crossing improvements.

Legend

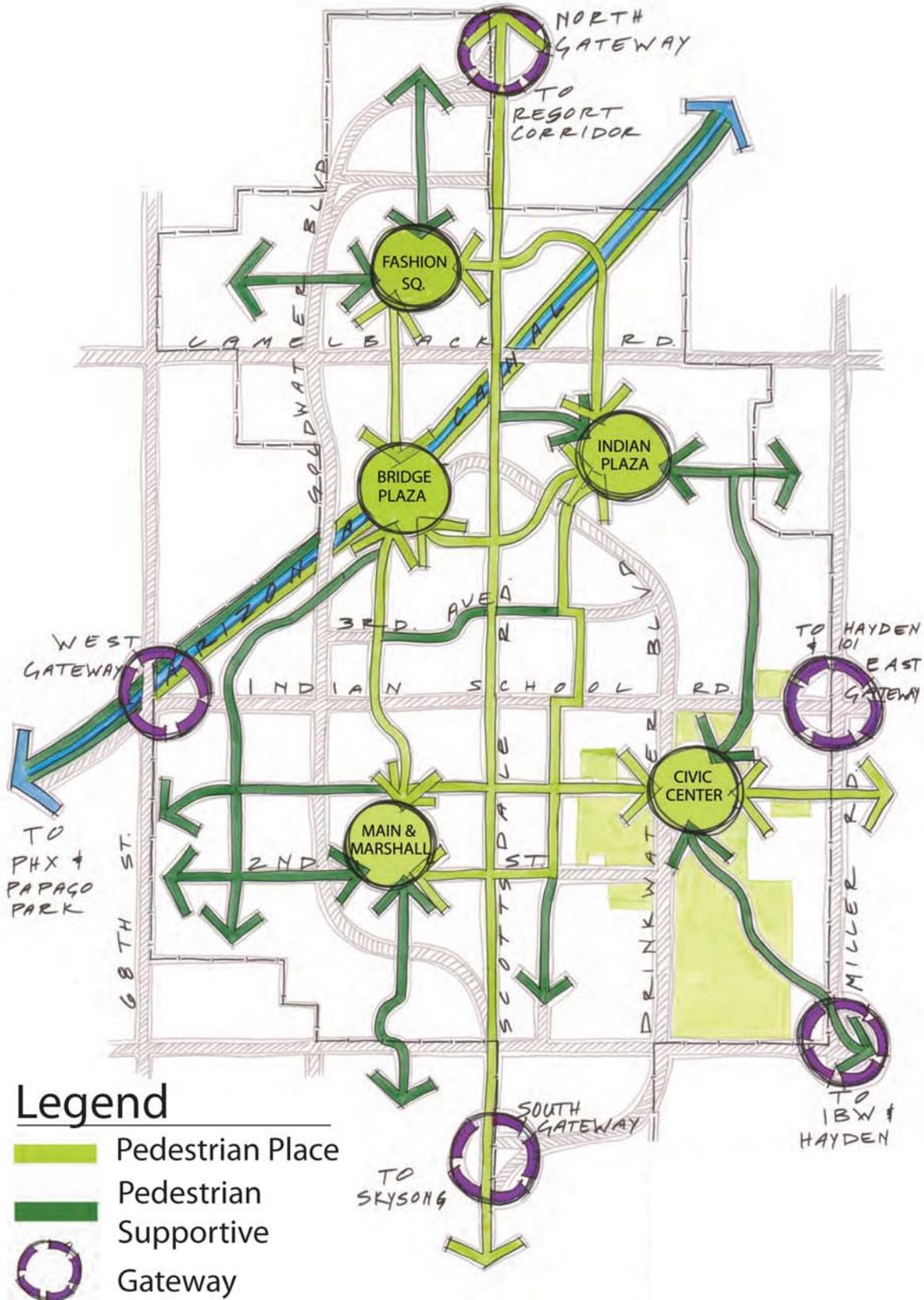
-  Regional Access
-  Downtown Area Access
-  Local Area Access
-  Gateway



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Vehicular Access





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Conceptual Pedestrian Connectivity



Policy M 1.9.

Encourage and accommodate increased levels of bicycling, walking, and transit ridership.

Policy M 1.10.

Encourage the concept of Universal Design and equal access opportunities.

Policy M 1.11.

Enhance Downtown’s pedestrian oriented environment through reduced vehicular lane widths, reduced design speeds, and reduced intersection lengths, as appropriate.

GOAL M 2:

CREATE COMPLETE, COMFORTABLE, AND ATTRACTIVE PEDESTRIAN CIRCULATION SYSTEMS.

Policy M 2.1.

Design the public realm to include enhanced requirements for sidewalk space. Provide adequate space for meeting and passing other pedestrians, including queuing space to support desired levels of activity.

“Downtown should always be pedestrian friendly.”

~ Deciding the Future Workshop Participant, 2008

Policy M 2.2.

Support pedestrian oriented design that encourages strolling, lingering, and promenading activities, by including pedestrian comfort amenities such as shade, seating, shelter, and lighting, especially in areas where there is a high concentration of pedestrian activity.



Scottsdale Road - Existing
Pedestrian Challenging.



Scottsdale Road - Conceptual Improvements
Pedestrian Supportive.



Scottsdale Road - Conceptual Improvements
Pedestrian Place.

GOAL M 3:

CREATE A HIERARCHY OF PEDESTRIAN SPACES WITHIN THE OVERALL DOWNTOWN.

Policy M 3.1.

Certain areas of Downtown should be developed as *Pedestrian Places*.

Policy M 3.2.

Downtown should become a *Pedestrian Supportive* environment.

Policy M 3.3.

Roadway corridors with higher traffic volumes and faster speeds, combined with larger land use setbacks, may remain *Pedestrian Compatible* and should include *Pedestrian Supportive* crossing treatments.

Policy M 3.4.

Eliminate existing, and discourage new, *Pedestrian Challenging* environments within the Downtown.

GOAL M 4:

ENSURE A CONVENIENT AND ADEQUATE PARKING SUPPLY DOWNTOWN.

Policy M 4.1.

Develop a “*park once environment*” Downtown, where users can access multiple destinations without needing to move their private vehicle.

Policy M 4.2.

Create new or adjust existing parking regulations and requirements to ensure continued redevelopment Downtown with particular emphasis on small project revitalization in the Downtown Core.

Policy M 4.3.

Maximize utilization of the existing parking supply through shared parking opportunities, the creation of a comprehensive parking management program, and linkages to transit.

Policy M 4.4.

Create new public parking supply through public-private partnerships to maintain free public parking Downtown.

GOAL M 5:

ENCOURAGE TRANSIT THAT PROVIDES LOCAL AND REGIONAL CONNECTIONS TO AND FROM DOWNTOWN SCOTTSDALE.

Policy M 5.1.

Improve and enhance Downtown Scottsdale's local and regional transit availability and accessibility.

Policy M 5.2.

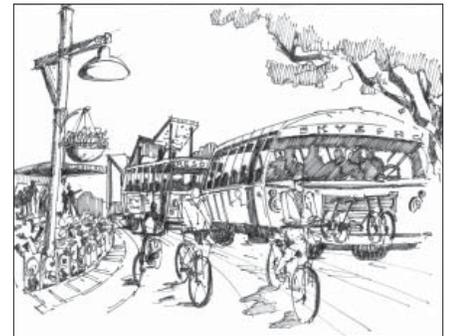
Plan for a mixture of land uses and densities near major transit routes and facilities to promote public and private investment in Downtown transit.

Policy M 5.3.

Emphasize high frequency transit service, and expanded service hours within Downtown.

Policy M 5.4.

Accommodate the needs of residents, employees, and visitors by enhancing and linking the Downtown transit circulator to existing local and regional transit service, and any future high capacity transit networks.



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

