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 that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. A complete street responds to its community context, and may include sidewalks, bicycle lanes and parking, bus lanes, comfortable and accessible public transit stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and narrower travel lanes to enhance connectivity for all. A complete street is also consistent with federal laws and guidelines including those pertaining to accessibility.

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

- **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.

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

- **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, where possible.
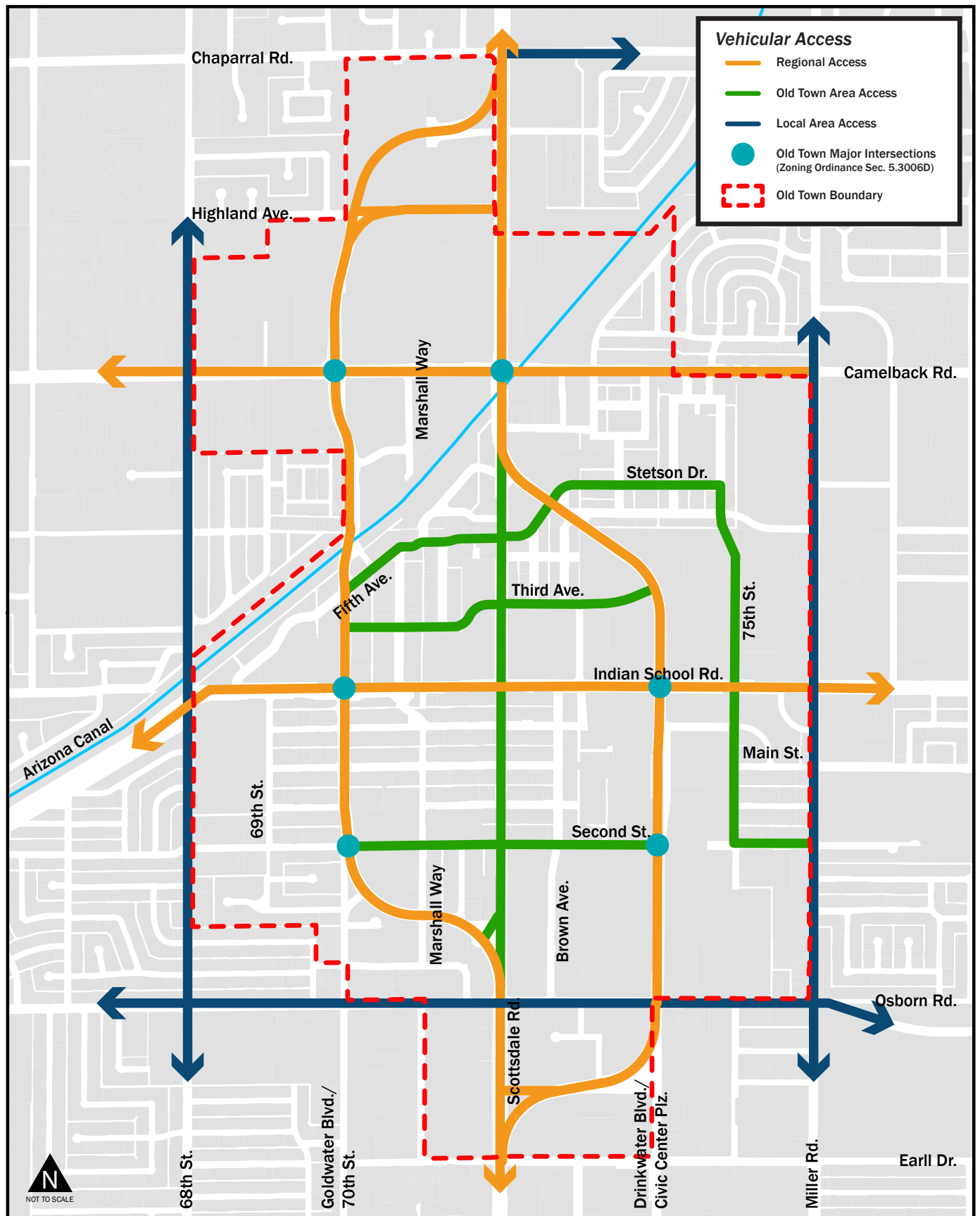
- **Policy M 1.5**

  Encourage use of mobility options downtown, such as: transit, biking, walking, mobility share, transportation carts, pedicabs and horse-drawn carriages, particularly during special events.

Vehicular Access

— Regional Access

— Old Town Area Access

— Local Area Access

● Old Town Major Intersections
(Zoning Ordinance Sec. 5.3006D)

▭ Old Town Boundary

Chaparral Rd.

Highland Ave.

Marshall Way

Camelback Rd.

Stetson Dr.

Fifth Ave.

Third Ave.

75th St.

Indian School Rd.

Main St.

Arizona Canal

69th St.

Second St.

Brown Ave.

Marshall Way

Scottsdale Rd.

Osborn Rd.

68th St.

Goldwater Blvd./ 70th St.

Drinkwater Blvd./ Civic Center Plz.

Miller Rd.

Earll Dr.

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Map 6 - Vehicular Access

- **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.

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

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.

Open space designed to encourage 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, 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.

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GOAL M 3
CREATE A HIERARCHY OF PEDESTRIAN SPACES WITHIN OLD TOWN.

- **Policy M 3.1**
  Develop specific downtown connections, nodes and spaces as *Pedestrian Places*, particularly where there is a high concentration of pedestrian activity, or where a high level of pedestrian activity is desired.

- **Policy M 3.2**
  Create a *Pedestrian Supportive* environment throughout the remainder of downtown.

- **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 downtown.

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GOAL M 4
MAINTAIN A CONVENIENT AND ADEQUATE PARKING SUPPLY OLD TOWN.

- **Policy M 4.1**
  Develop a "*park once environment*" downtown, where users can access multiple destinations without the need to move their private vehicle.

- **Policy M 4.2**
  Create new or adjust existing parking requirements to ensure continued downtown revitalization and investment, as technologies and private vehicle user preferences evolve.

- **Policy M 4.3**
  Maximize use of the existing parking supply through a comprehensive, multi-tiered parking management program.

- **Policy M 4.4**
  Create new public parking supply through public-private partnerships to maintain free public parking downtown.

- **Policy M 4.5**
  Seek opportunities to provide shaded parking through the provision of landscaping, shade structures, tree and solar canopies.

Pedestrian Connectivity

——	Pedestrian Place
——	Pedestrian Supportive
——	Pedestrian Compatible
●	Pedestrian Places
▢	Old Town Boundary

Chaparral Rd.

Highland Ave.

Camelback Rd.

Marshall Way

Stetson Plaza

Stetson Dr.

Arizona Canal Bridge

Fifth Ave.

Third Ave.

75th St.

Indian School Rd.

Arizona Canal

Civic Center

Main St.

69th St.

Loloma Plaza

Second St.

Marshall Way

Brown Ave.

Osborn Rd.

Scottsdale Rd.

Drinkwater Blvd./ Civic Center Plz.

Miller Rd.

Earll Dr.

68th St.

Goldwater Blvd./ 70th St.

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Map 7 - Pedestrian Connectivity

Pedestrian Space Hierarchy

Pedestrian Place – Adjacent land use includes: at least three complementary uses within immediate walking distance; buildings face and embrace the pedestrian realm; and wide awnings, walkways, trees and arcades provide ample shade. Roadway corridor includes: low traffic volumes at slow speeds; crossing opportunities are frequent; on-street parking is encouraged. Pedestrian realm includes: extent of pedestrian place is one-quarter mile walk in length; walkways are separated from vehicular traffic; sidewalks are wide enough to accommodate the highest levels of use and space for outdoor dining and amenities.

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

Pedestrian Supportive – Adjacent land use includes: mixed-use, typically first floor commercial; buildings face and embrace the pedestrian realm; trees, awnings or arcades are used to provide shade; no foundation landscape areas to separate building from walkway. Roadway corridor includes: moderate traffic volumes at slower speeds; intersection design and signal timing give priority to pedestrians; on-street parking is encouraged. Pedestrian realm includes: sidewalks are separated from vehicular traffic; sidewalks are wide enough to accommodate heavy levels of use.
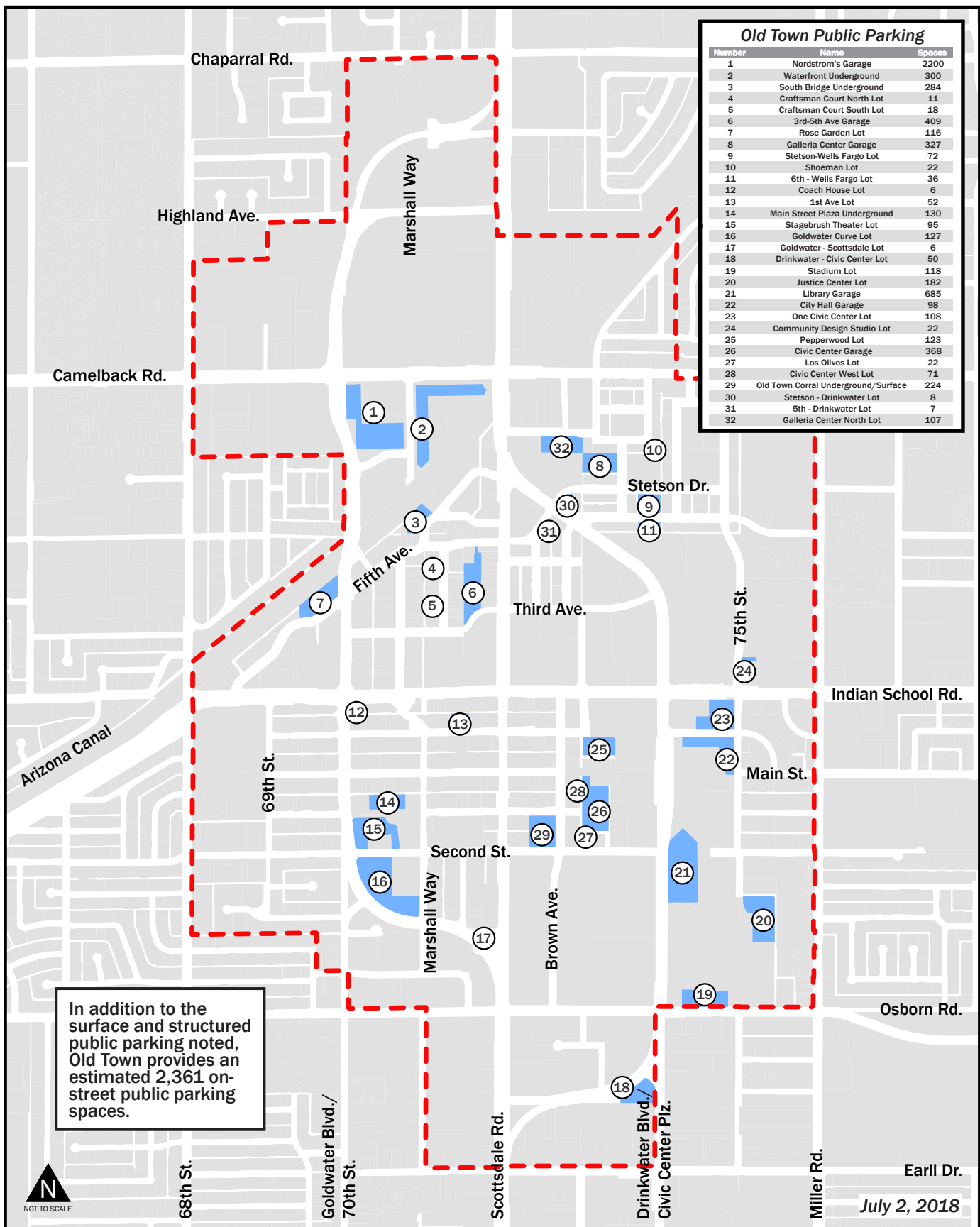

Pedestrian Supportive – On Indian School Road the pedestrian realm includes wide sidewalks separated from traffic and shade trees. Bicycles are accommodated in an on-street bike lane.

Pedestrian Compatible – Adjacent land use is often single use and buildings are separated from the pedestrian realm. Roadway corridor includes: moderate traffic volumes at moderate speeds; infrequent crossing opportunities and intersection design and signal timing give priority to vehicles. The pedestrian realm includes sidewalks that are continuous but often with minimum width and landscaping that is informal and typically does not provide shade.

Pedestrian Compatible – Areas along Scottsdale Road are challenging for pedestrians with sidewalks that are adjacent or close to the roadway and minimal landscaping. Frequent curb cuts impact the pedestrian experience.

Chaparral Rd.

Marshall Way

Highland Ave.

Camelback Rd.

Old Town Public Parking

Number	Name	Spaces
1	Nordstrom's Garage	2200
2	Waterfront Underground	300
3	South Bridge Underground	284
4	Craftsman Court North Lot	11
5	Craftsman Court South Lot	18
6	3rd-5th Ave Garage	409
7	Rose Garden Lot	116
8	Galleria Center Garage	327
9	Stetson-Wells Fargo Lot	72
10	Shoeman Lot	22
11	6th - Wells Fargo Lot	36
12	Coach House Lot	6
13	1st Ave Lot	52
14	Main Street Plaza Underground	130
15	Stagebrush Theater Lot	95
16	Goldwater Curve Lot	127
17	Goldwater - Scottsdale Lot	6
18	Drinkwater - Civic Center Lot	50
19	Stadium Lot	118
20	Justice Center Lot	182
21	Library Garage	685
22	City Hall Garage	98
23	One Civic Center Lot	108
24	Community Design Studio Lot	22
25	Pepperwood Lot	123
26	Civic Center Garage	368
27	Los Olivos Lot	22
28	Civic Center West Lot	71
29	Old Town Corral Underground/Surface	224
30	Stetson - Drinkwater Lot	8
31	5th - Drinkwater Lot	7
32	Galleria Center North Lot	107

Stetson Dr.

Fifth Ave.

Third Ave.

75th St.

Indian School Rd.

Arizona Canal

69th St.

Main St.

Second St.

Marshall Way

Brown Ave.

In addition to the surface and structured public parking noted, Old Town provides an estimated 2,361 on-street public parking spaces.

Osborn Rd.

68th St.

Goldwater Blvd./ 70th St.

Scottsdale Rd.

Drinkwater Blvd./ Civic Center Plz.

Miller Rd.

Earll Dr.

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July 2, 2018

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Map 8 - Public Parking

GOAL M 5

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

- **Policy M 5.1**
  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 5.2**
  Locate higher density development near major transit routes and venues to facilitate increased use of downtown transit.

- **Policy M 5.3**
  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.

Transit stop within Old Town provides regional connectivity.

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.
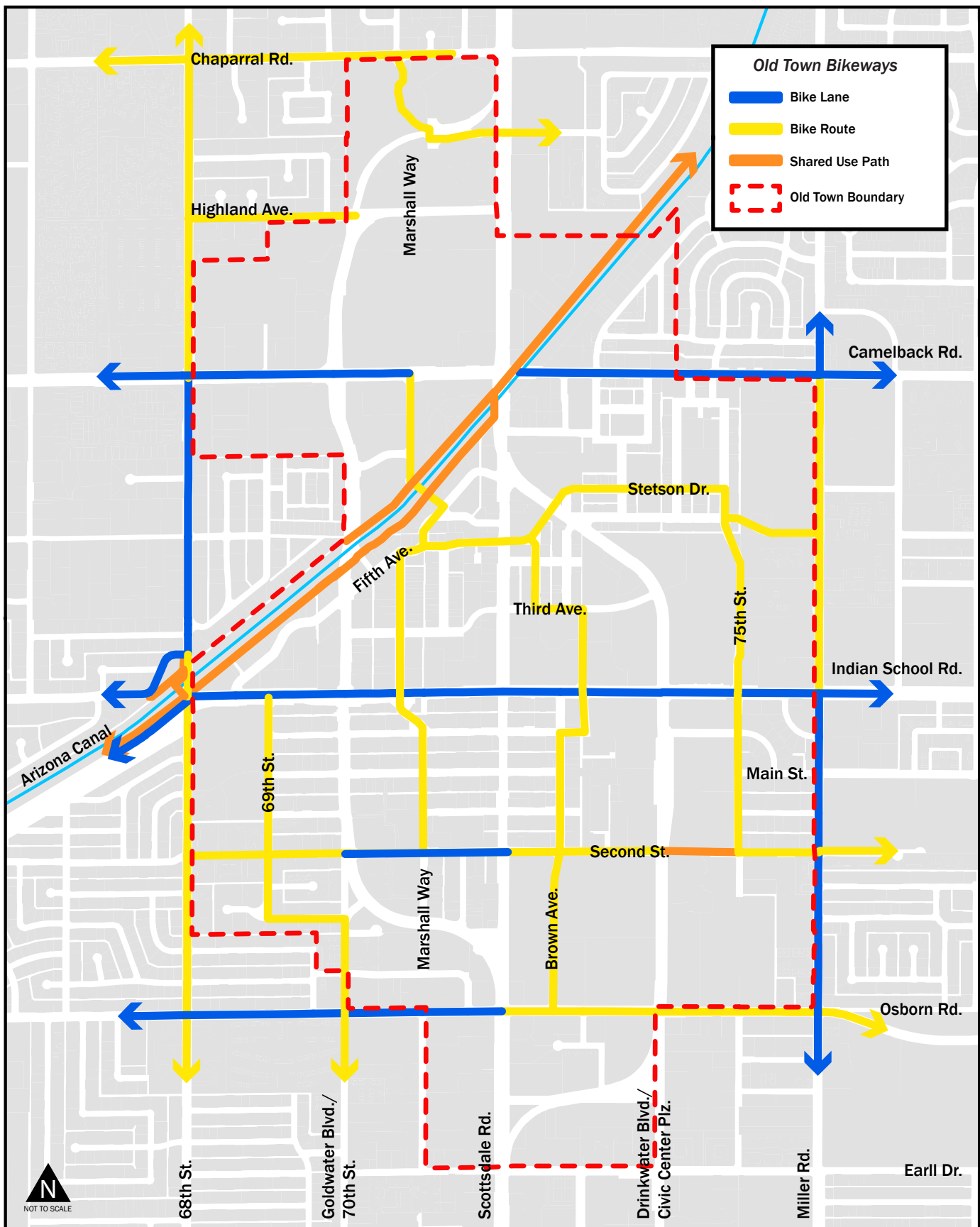
- **Policy M 6.3**
  Integrate on-street bicycle lanes and routes throughout downtown.

- **Policy M 6.4**
  Expand off-street bicycling facilities with connections to existing and planned on-street bicycle facilities.

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

Old Town Bikeways

Bike Lane
Bike Route
Shared Use Path
Old Town Boundary

Chaparral Rd.
Marshall Way
Highland Ave.
Camelback Rd.
Stetson Dr.
Fifth Ave.
Third Ave.
75th St.
Indian School Rd.
Arizona Canal
Main St.
69th St.
Marshall Way
Brown Ave.
Second St.
Osborn Rd.
68th St.
Goldwater Blvd./ 70th St.
Scottsdale Rd.
Drinkwater Blvd./ Civic Center Plz.
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Map 9 - Bikeways

GOAL M 7

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

Bicycle infrastructure encourages bicycle use in Old Town.

- **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, through new bicycle technologies.

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.

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