



## 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, and will continue to be, the predominant mode of transportation in Scottsdale. However, to match the character, needs, and lifestyle of different areas, the city will need to diversify its transportation choices. A variety of mobility choices will provide greater accessibility and connectivity; alleviate pollution and congestion; and foster community well-being and quality of life. (NEW)

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 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 †** Coordinate transportation and land use planning to provide a continuous and integrated mobility system. *[Cross-reference Land Use Element]*
- C 1.2** Reduce conflict points between various means of travel.
- C 1.3** Protect regional corridor traffic flow, function, and safety by using grade separations for non-motorized travel. *[Cross-reference Safety Element]*
- C 1.4** Use and manage technologies that efficiently move people, increase the carrying capacity of roads, and enhance mobility choices.
- C 1.5** Provide connections that ensure functional and uninterrupted movement between transportation modes.
- C 1.6** Retrofit aging neighborhood infrastructure and streets and create non-motorized neighborhood connections to enhance livability and safety. *[Cross-reference Neighborhood Preservation & Revitalization Element]*
- C 1.7 †** **(NEW)** 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 1.8 †** **(NEW)** Promote consistent accessibility and wayfinding elements, including, signage, street naming, and numbering, to increase the efficiency of transportation systems. *[Cross-reference Bicycling Element]*
- C 1.9** Control access to and from regional transportation corridors to protect their abilities to move traffic efficiently and decrease congestion.

## Goal C 2

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 regional transportation networks. *[Cross-reference Growth Areas Element]*

- C 2.3** Reduce demands on transportation networks by using trip reduction strategies and travel demand management techniques, including telecommuting, alternative work schedules, carpooling, and transit/bicycling incentives.

*[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 lots 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 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 through non-motorized and other transit connections, such as, neighborhood circulators or Dial-A-Ride type 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]*



## Goal C 4

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

#### *Policies*

- C 4.1** 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.
- C 4.5** Explore partnerships or privatization to provide more mobility choices and address 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 street layouts that reduce speeding and noise, and provide greater and safer opportunities for non-motorized transportation. *[Cross-reference Character & Design; Safety; and Neighborhood Preservation & Revitalization Elements]*
- C 5.3** Design citywide transportation networks 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 gearing 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 quasi-governmental agencies.
- C 6.2** Support other agencies in the development of regional pedestrian, bicycle, shared-use path, and trail systems. *[Cross-reference Open Space; Recreation; and Bicycling Elements]*

## Goal C 7

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**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 between schools and neighborhoods to minimize exposure to vehicles. *[Cross-Reference Character & Design and Public Buildings Elements]*
- C 7.2** <sup>‡</sup> **(NEW)** Where applicable, minimize the impacts of student drop-offs on neighborhoods by providing enough parking for students and employees on school grounds, locating student drop-off areas for personal vehicles on school property, providing convenient access to public transit, and encouraging non-motorized transportation to school.
- C 7.3** **(NEW)** Work with schools to create safe and accessible transportation routes to campus facilities. *[Cross-reference Safety Element]*

## Goal C 8

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**Provide a comfortable and accessible transportation system.**

### *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** **(NEW)** 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.

MCDONALD DR.

CHAPARRAL RD./CAMELBACK RD.

CAMELBACK RD.

INDIAN SCHOOL RD.

THOMAS RD.

MCDOWELL RD.

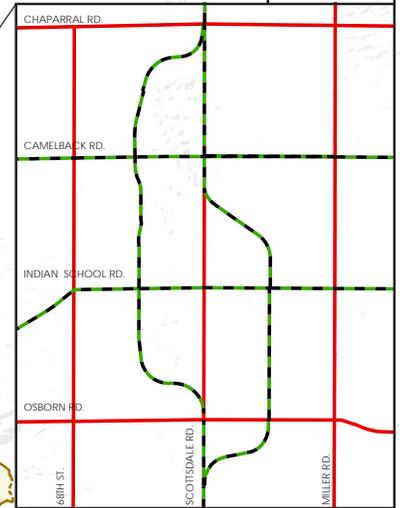
LOOP 202

MCKELLIPS RD.

BARTLETT DAM RD.

RIO VERDE DR.

Downtown



### Street Classification

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



56th St.  
64th St.  
SCOTTSDALE RD.  
HAYDEN RD.  
PIMA RD.  
LOOP 101

96th St.  
104th St.  
112th St.  
120th St.  
128th St.  
136th St.  
142th St.

PANSADES BLVD.  
BEE LINE HWY (87)

\* More detail can be found in the Transportation Master Plan.

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