

The Community Mobility Element provides the framework for the creation of this Streets Plan. The main principles detailed in this element include:

Scottsdale is an auto-oriented community, and the primary reliance on the auto is creating negative impacts on the quality of life in the city.

Scottsdale cannot rely on "building our way out" of transportation problems - in other words more roads or traffic lanes will not solve our transportation problems.

Transportation solutions should not alter the physical character of the city.

Scottsdale needs to complete the roadway network (with bike-ways included) AND encourage other modes of transportation.

The updated General Plan identifies three categories of streets; regional, citywide and neighborhood. Regional streets are the major roadways connecting to the larger metropolitan area where mobility take precedence over access. Citywide streets are the major streets serving the city of Scottsdale providing access to the majority of land uses. Neighborhood or local streets are simply those streets which provide direct access to residential areas and serve specific neighborhoods. These three street categories serve as the basis for the Streets Master Plan and the principles by which it has been developed, understanding that it is important to provide regional mobility while protecting neighborhoods.

Character Area Plans

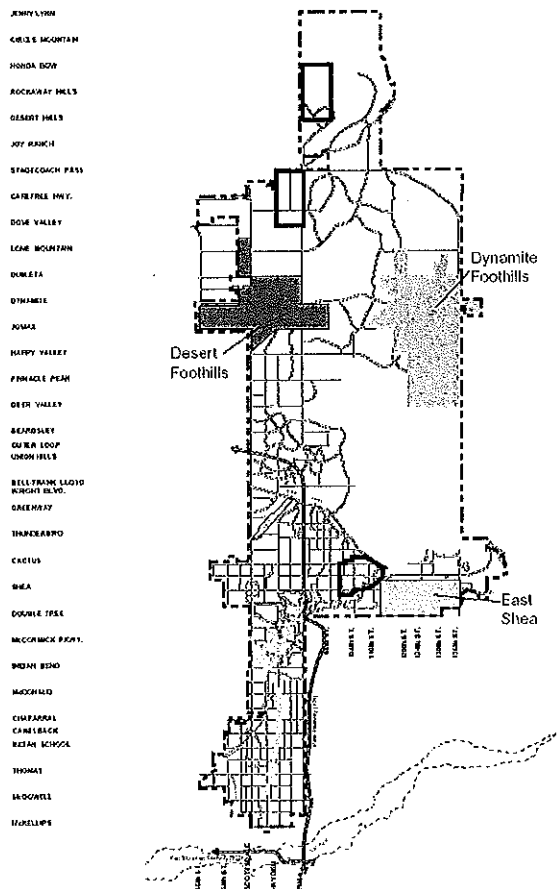
The city of Scottsdale is broken down into 24 unique Character Areas. Each geographic area represents a portion of the city that has a shared character, in terms of built environment and sense of community. An ambitious effort to create plans for each Character Area is ongoing, with three areas already completed. These Character Area Plans are important as they provide guidance when creating infrastructure.

Local Area Master Plans

The Local Area Master Plan (LAMP) effort is a focused effort to master plan parts of the city that have otherwise developed in a piecemeal fashion. There are three main LAMP areas (see fig. B). These areas mainly consist of large parcel single family development, that have been developed on an individual basis rather than in a platted subdivision. This development pattern is resulting in an ever evolving transportation network. The city must plan, construct and maintain a significant amount of infrastructure to provide services such as water, sewer, sanitation, flood control, trails, fire protection, emergency services, and a safe and efficient transportation system. The LAMPs project will help coordinate the efforts of various departments in providing these necessary services. The following are transportation system specific goals, objectives and policies from LAMPs:

Goals

- A. Provide a safe and efficient transportation system.
- B. Maintain and improve traffic flow on the major street network.
- C. Protecting neighborhoods from unwanted through traffic.
- D. Maintain existing / utilized street layout whenever possible.
- E. Minimize the cost of the improvements.



Local Area Master Plans (LAMP)

Figure B
LAMPs Area Map

Objectives and Policies

- a) Provide at a minimum, one city maintained access to each lot that meets city emergency access standards. (Goal A, C, D)
- b) Reduce the number of access points along the arterial street system to improve safety and increase capacity. (Goal A, B)
- c) Prevent direct residential access to arterial streets to improve resident safety and the transportation system efficiency. (Goal A, B, C)
- d) Deter direct residential access to collector streets to reduce the negative effects of through travel to the residents. (Goal A, B, C)
- e) Provide short residential streets that do not provide convenient cut through routes for through traffic. (Goal A, C)
- f) Use the existing roads and Government Land Office right of way locations, as well as minimize new roads wherever feasible. (Goal D, E)
- g) Coordinate streets with existing and planned infrastructure such as water lines, sewer lines, utility lines and trails. (Goal D, E)
- h) Avoid street crossings of large washes. (Goal A, D, E)
- i) Provide the minimum amount of disturbance to the natural desert and the neighborhood. (Goal B, C, D)