



MARICOPA
ASSOCIATION of
GOVERNMENTS

September 2014



Cave Creek | Carefree Transportation Framework Study

Residents envision safer, “complete” streets for all users

This past spring, community members had an opportunity to weigh in on potential options being considered to address the transportation priorities identified by residents, recreational users and visitors. Those priorities include: bike lanes, sidewalks and crosswalks, new multi-modal trails, additional business parking and maintaining local streets.

Options to provide new multi-modal and safety improvements on the primary roadways in the towns, as well as parking and special event recommendations, were presented at a public meeting and through an online survey.

The consensus: residents in both towns prefer “complete streets” that accommodate all users and buffers to separate vehicles from non-motorized traffic.

Based on the community feedback received, as well as additional technical analysis, the study team has prepared draft recommendations for improvements to the primary corridors, activity nodes along these corridors, parking and special events and public transit.



Participants at the April public meeting use dots to indicate their preference for options to configure the primary roadways in the Towns to accommodate cyclists and pedestrians.



Sidewalks or paths are recommended along Cave Creek Road and the other primary arterials in the towns to improve pedestrian safety.

ATTEND PUBLIC MEETING

Thursday, Sept. 10 • 6-8 p.m.

Carefree Council Chambers,
100 Easy St.

The meeting will provide an opportunity to provide input on the recommendations for transportation improvements.

COMMENT ONLINE

If you are unable to attend the meeting, you can review and comment on the potential improvements on the study web page at:

<http://CaveCreekCarefree.azmag.gov>.

QUESTIONS/MAILING LIST

For questions or comments about the study or to sign up for the study mailing list, contact:

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STUDY WEB PAGE

<http://CaveCreekCarefree.azmag.gov>

CORRIDOR RECOMMENDATIONS

The following improvements are recommended on the primary roadway corridors in the towns – which include Cave Creek Road, Carefree Highway, Tom Darlington Drive, Pima and Westland roads:

- Two lanes in each direction, except on Carefree Highway west of Cave Creek Road, which would be three lanes in each direction
- Bike lanes and sidewalks
- Raised and/or landscaped medians
- An optional shared-use path
- Additional crosswalks, traffic signals or other traffic devices
- Roadway safety and signage improvements

These improvements and roadway configurations are recommended for the corridors outside of concentrated activity nodes in the towns' Central Business Districts, which are discussed in the following section.

INPUT ON CORRIDOR AND ACTIVITY NODE OPTIONS

Corridor and activity node concepts were presented for the community's input at a public meeting in April, as well as through an online survey, which received 266 responses.

Based on the community comments received, **most community members support the proposed configurations along all major corridors** in the study area.

- 59 percent supported the proposed Carefree Highway and Pima Road corridor configuration concept, 22 percent were neutral or provided additional suggestions and 18 percent did not support the concept.
- 65 percent supported the Cave Creek Road, Tom Darlington Drive and Westland Road corridor configuration concept, while 21 percent were neutral or provided additional suggestions and 14 percent did not support the concept.

Of those who did not support the concepts, the most cited reasons were that respondents felt more lanes are needed or that sidewalks were not needed along these corridors outside the activity nodes. Based on this feedback, as well as a projection of future traffic volumes, the study team is recommending additional lanes on some roadways and an option to include multi-use paths away from the roadway where needed.

In the activity nodes, the study team proposed two potential roadway configuration concepts to accommodate additional pedestrian and parking improvements and to reduce traffic speeds to

provide a more pedestrian-friendly environment. Each of these options narrowed the roadway to one lane in each direction and included bike lanes and sidewalks.

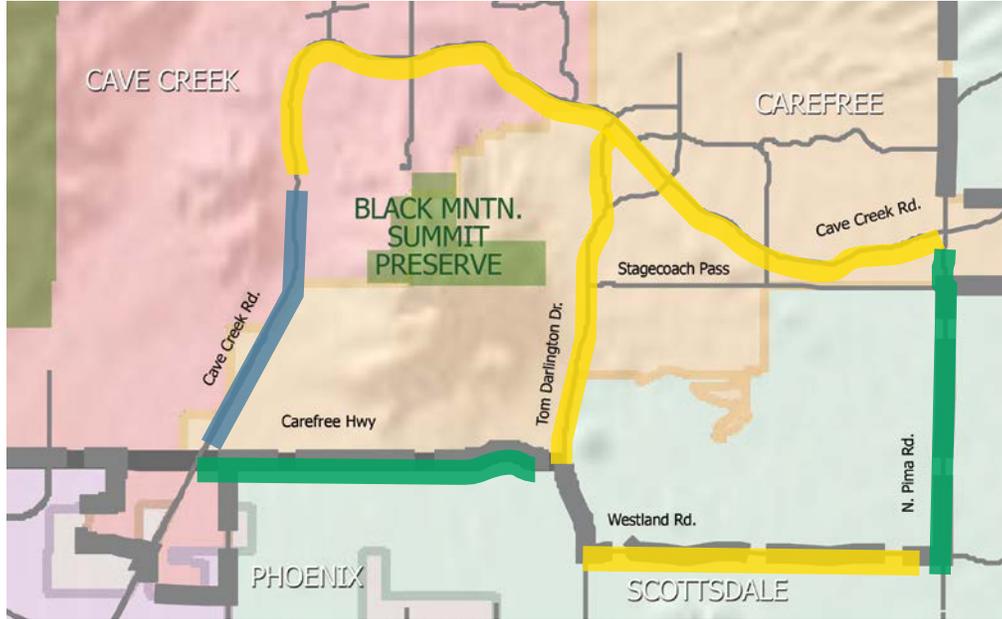
- Option 1: Reducing the roadway to one lane in each direction with on-street parking for businesses and events.
- Option 2: Reducing the roadway to one lane in each direction without on-street parking, which would provide a landscape buffer between pedestrians and the vehicular travel lane.
- Community members suggested a third option be considered to maintain two travel lanes in each direction through the activity nodes.

In the activity nodes, **community members in both towns preferred the road configuration without the parking option**, followed by retaining two lanes each direction. Least popular was the activity node configuration option with on-street parking.

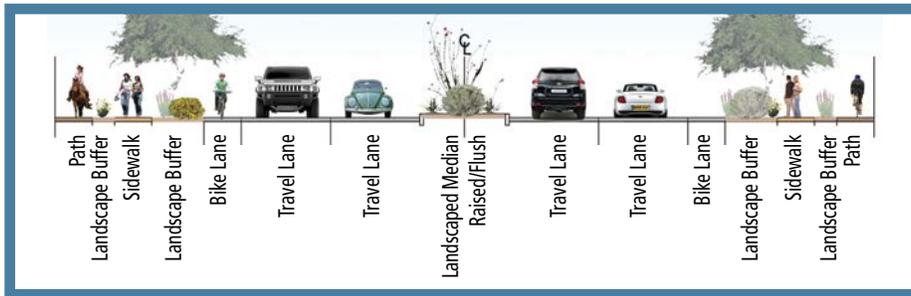
- 48 percent preferred the activity node concept without on-street parking
- 30 percent preferred to maintain two lanes in each direction
- 22 percent preferred the activity node with on-street parking option

While these preferences were similar when survey responses were evaluated according to town residence, Carefree residents were more likely to prefer on-street parking options.

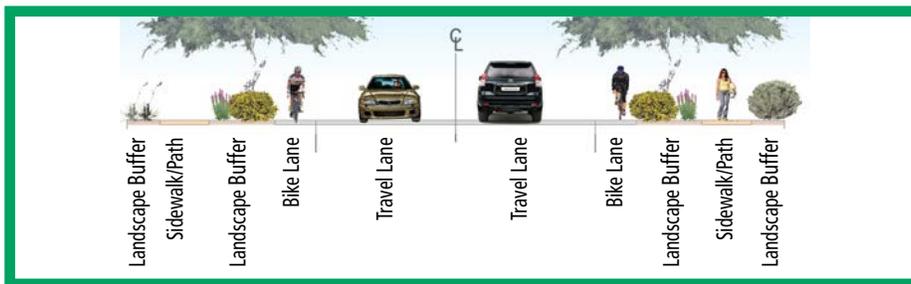
CORRIDOR RECOMMENDED LOCATIONS AND CONFIGURATIONS



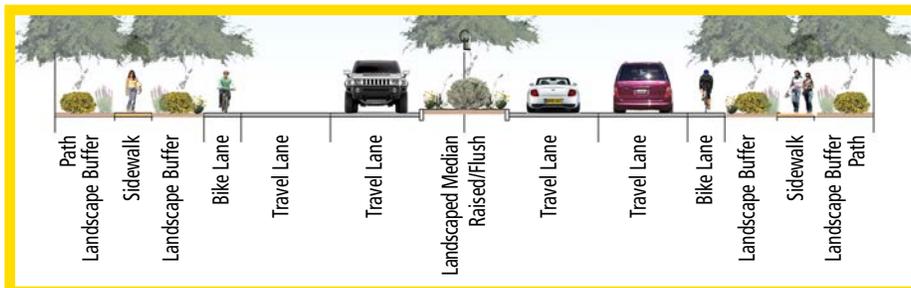
CAVE CREEK ROAD (CAREFREE HIGHWAY TO CIVIC NODE)



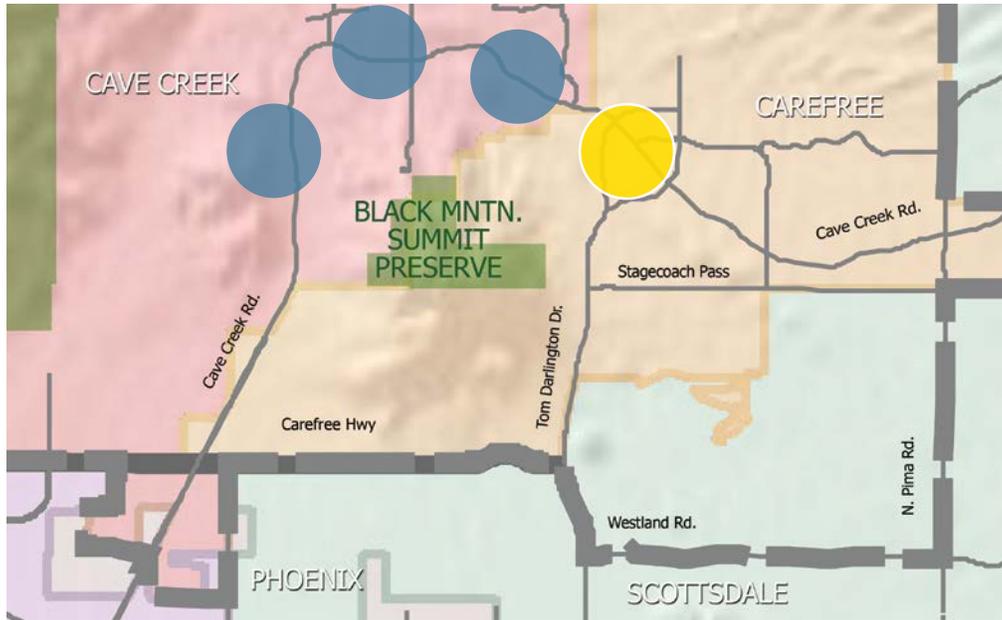
INTERIM CAREFREE HIGHWAY AND PIMA ROAD



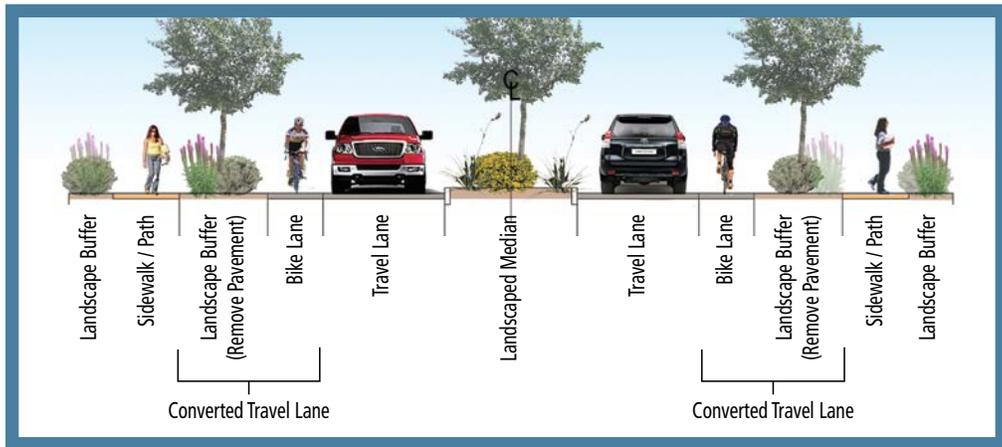
CAVE CREEK ROAD - TOM DARLINGTON DRIVE - WESTLAND ROAD CAREFREE HIGHWAY EAST OF CAVE CREEK ROAD - PIMA ROAD



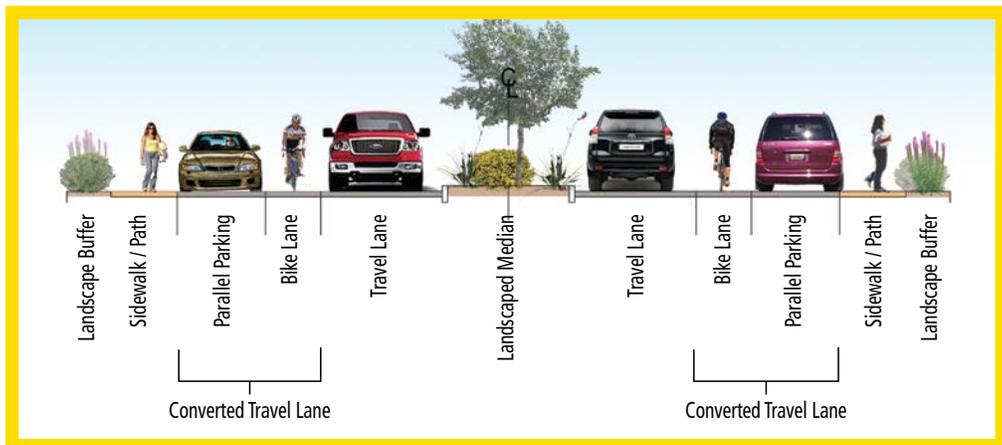
ACTIVITY NODE RECOMMENDED LOCATIONS AND ROADWAY CONFIGURATIONS



CAVE CREEK ACTIVITY NODE
Activity Node Without On-Street Parking



CAREFREE ACTIVITY NODE
Activity Node With On-street Parking



ACTIVITY NODE RECOMMENDATIONS

Along Cave Creek Road and Tom Darlington Drive, within concentrated activity nodes in the Central Business Districts in the towns, the study team recommends changes to the roadway configuration to reduce traffic speeds and improve walkability.

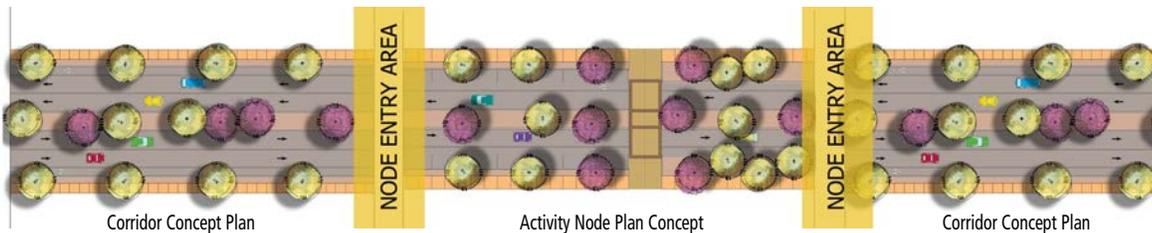
The following primary activity nodes have been identified:

- The Cave Creek “Entertainment District,”
- The Cave Creek “Shopping District,”
- The Cave Creek “Civic District,”
- The “Carefree Town Center District” and
- The “Gateway District” at the intersection of Carefree Highway and Cave Creek Road.

Within each of these activity nodes, with the exception of the Gateway District, which is discussed in a separate section below, the study team recommends:

- One lane in each direction with a bike lane and sidewalk.
- An entry feature to provide a sense of arrival and a transition to one travel lane, as well as roadway design features that slow traffic approaching these pedestrian-oriented zones.
- Additional pedestrian and bicycle amenities, such as seating, shade provided by trees or structures, pedestrian-level lighting, crosswalks, bicycle storage and signage to local businesses and attractions.
- More business parking to promote parking once and walking around. This also accommodates special event parking needs.
 - In Carefree, on-street parking would be available but not marked.
 - In Cave Creek no on-street parking would be allowed.

Activity Node Entry Recommendation



CAVE CREEK ROAD/CAREFREE HIGHWAY INTERSECTION

At Carefree Highway and Cave Creek Road, the busiest intersection in the study area, the study team considered a future multi-use underpass to fully separate bicycles, pedestrians and equestrians at this activity node to further enhance safety, based on the commercial development and proximity of educational and community facilities at this location.

Community members had mixed opinions about whether a multi-use underpass is needed at this location, with 32 percent saying it was possibly needed, 32 percent indicating it was definitely not needed, 25 percent saying one was definitely needed and 12 percent indicating they were unsure if one was needed.

Based on this feedback and a traffic analysis of this intersection, **an underpass is not recommended at this time.**

Recommended improvements at this intersection include bicycle lanes and sidewalks to provide a safer environment, due to the concentration of existing and future schools in this area, as well as additional signal and crosswalk improvements.

PARKING AND SPECIAL EVENT RECOMMENDATIONS

The study team is recommending the following parking, signage and special event traffic strategies for each town:

CAVE CREEK

- Continue to develop additional parking off Cave Creek Road
- Have eastbound traffic on Cave Creek Road access the off-site parking lot on School House Road using Basin Road
- Westbound traffic on Cave Creek Road would access off-site parking using School House Road
- Continue to develop bypass routes for Cave Creek Road
- Refine manual traffic control
- Provide additional wayfinding signage on Cave Creek Road
- Provide additional parking directional signage and publish parking information online

CAREFREE

- Develop on-street parking on Tom Darlington Drive north of Bloody Basin Road
- Develop on-street parking on Cave Creek Road west of Carefree Drive
- Prohibit on-street parking south of Bloody Basin Road
- Refine manual traffic control
- Provide additional wayfinding signage on Cave Creek Road
- Provide additional parking directional signage and publish parking information on-line

Residents were supportive of the parking and special event recommendations, in particular the bypass route and additional business and event parking.

TRANSIT RECOMMENDATIONS

While transit improvements are not a priority for most residents, some see a need for modest transit improvements to augment existing services and better serve seniors. The study team recommends:

- Continued funding for transit for seniors and people with disabilities as currently provided by Foothills Caring Corps
- Possible participation in the Valley RideChoice program to link current Foothills Caring Corp service to broader East Valley destinations
- A transit study for Cave Creek and Carefree to better define overall transit demand, service options and costs

PROVIDE INPUT ON RECOMMENDATIONS

Study recommendations will be presented at a public meeting on Sept. 10. Recommendations will also be posted on the study website, <http://CaveCreekCarefree.azmag.gov>, for those unable to attend the meeting.

WHEN WILL IDENTIFIED IMPROVEMENTS BE MADE?

The intent of the study is to develop a master transportation plan that includes recommended transportation policies and improvements that could be made in the near and long term. There is no funding currently identified for these types of improvements. The study is a planning-level document that will guide transportation planning in the towns of Cave Creek and Carefree, and will lay the foundation to secure potential future local, regional and federal funding for improvements. The Cave Creek/Carefree Transportation Framework Study is being conducted by the Maricopa Association of Governments (MAG) in partnership with the towns of Cave Creek and Carefree.