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 to bypass routes for Cave Creek Road
- Refine manual traffic control
- Provide additional wayfinding signage on Cave Creek Road
- Provide additional parking directional signage and public 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 Bloddy Basin Road
- Provide additional wayfinding signage on Cave Creek Road
- Refine manual traffic control
- Provide additional parking directional signage and public parking information on-line

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

TRANSIT RECOMMENDATIONS

While transit improvements are not 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 cost

Study Information

All Working Papers, Public Involvement Results, and the Transportation Framework can be found at: http://www.CaveCreekCarefree.azmag.gov

WHEN WILL IDENTIFIED IMPROVEMENTS BE MADE?

The framework study developed 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 was conducted by the Maricopa Association of Governments (MAG) in partnership with the towns of Cave Creek and Carefree.

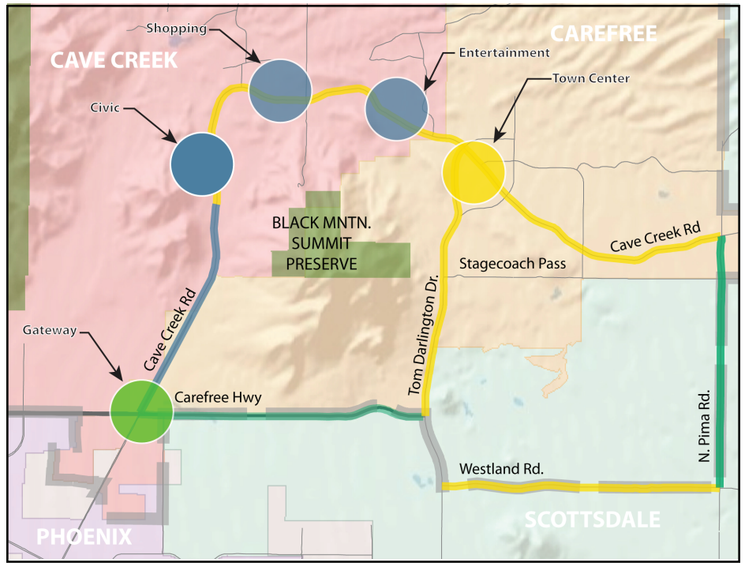
MARICOPA ASSOCIATION of GOVERNMENTS

The Cave Creek/Carefree Transportation Framework Study provides a comprehensive master plan to guide transportation development in the region with an emphasis on safety, local and regional bicycle/pedestrian linkages, and special event traffic and parking management.

The public was actively engaged in goal setting and alternatives development and selection during the 18 month study. There were more than 1,600 contacts through workshops, surveys and public meetings. The resulting community priorities were:

- Sense of Place – Preserve small town feel and unique character, provide a sense of entry, park once and walk around.
- Roadway – Provide safe and well maintained streets, new roads and added lanes are not a priority.
- Bicycle – Provide for safe biking through bike lanes to separate bicyclists from cars and pedestrians.
- Pedestrian – Provide for safe walking through sidewalks, crosswalks, multi-use paths & pedestrian lighting.
- Transit – Provide transit services for seniors and persons with disabilities, provide a seasonal shuttle.
- Special Events Traffic & Parking – Provide additional special event parking
- Bicycle Tourism – Enhance the economic activity of current and new bicycle tourism

The resulting "Nodes and Corridors" concepts and recommendations satisfy the requirements of the community stakeholders and study partners.



FRAMEWORK AT A GLANCE

Nodes

Bicycle/pedestrian friendly areas of retail and entertainment activity accommodating all modes of travel in a complete street, context sensitive environment.

Corridors

Roadways that connect the nodes and move traffic through the area in a complete street environment accommodating all modes of travel

Intersections

Six intersections will require signalization by 2035; roundabouts are a viable option to signals.

Special Event Traffic & Parking

Enhance current practices with additional parking and access, bypass routes, refined manual traffic control and additional wayfinding signage.

Transit

Conduct a transit study and continue to fund seniors and persons with disabilities transit.

Bicycle Tourism

Maximize economic of cycling through assessment of existing assets, a bike friendly community and mapping/marketing of routes and events.

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 Corsswalks, 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 improvments 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 could 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.

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.

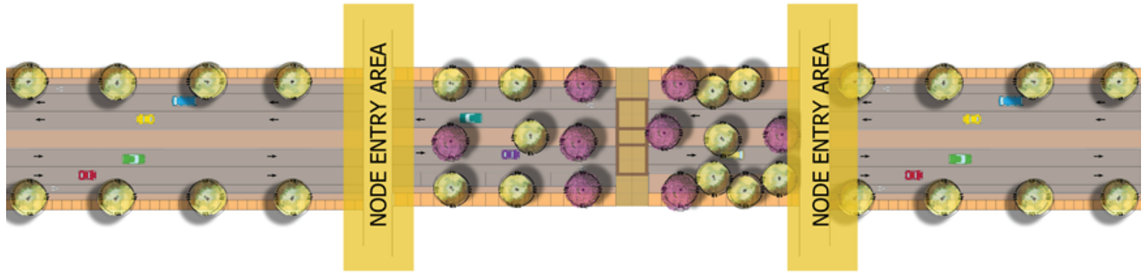
The following primary activity nodes have been identified:

- 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.

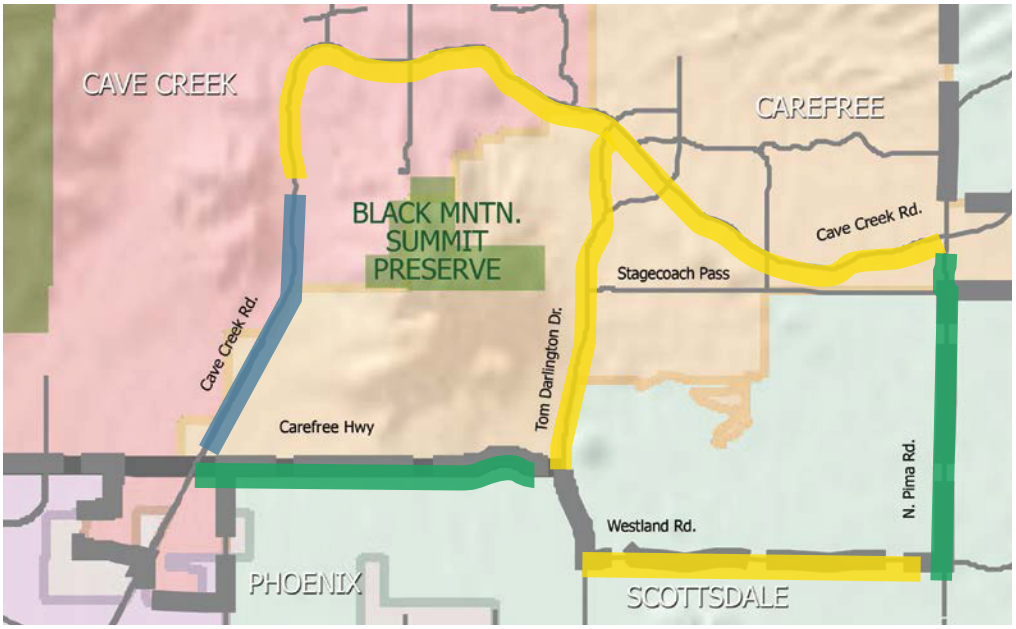
Activity Node Entry Recommendation



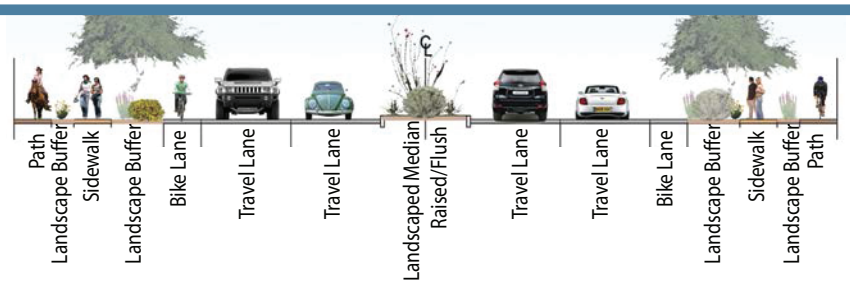
CAVE CREEK ROAD/CAREFREE HIGHWAY INTERSECTION

The Gateway District activity node is at the busiest intersection, Cave Creek Road and Carefree Highway in the study area. This node is unique in that it is "anchored" by the school campus at Dove Valley Road between 56th Street and 60th Street on the Southeast and a mix of big box and neighborhood retail at the Cave Creek Road/Carefree Highway intersection. The intensity of student activity in the node leads to the need to maximize the safety of the bicycling and pedestrian activity in this vicinity of high volume, high speed automobile traffic. A multi-use underpass to fully separate bicycles, pedestrians and equestrians at the Cave Creek Road/Carefree Highway intersection was given serious consideration but eventually deemed to be premature. A combination of sidewalks, bike lanes, sharrow lanes and multi-use paths with pedestrian crosswalks will enhance non-vehicular safety.

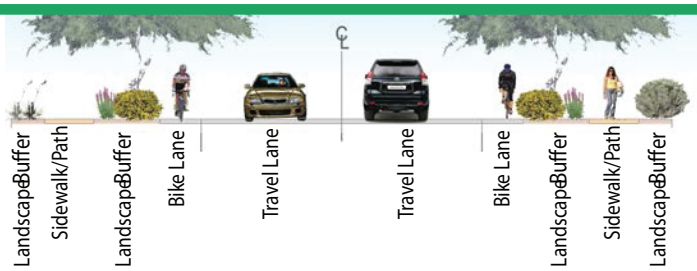
Corridor Recommended Locations and Configurations



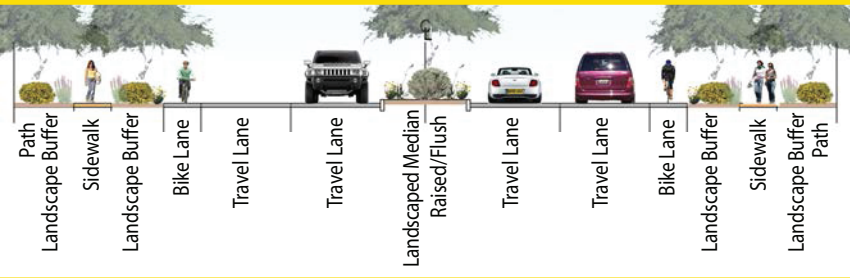
CAVE CREEK ROAD (CAREFREE HIGHWAY TO CIVIC NODE)



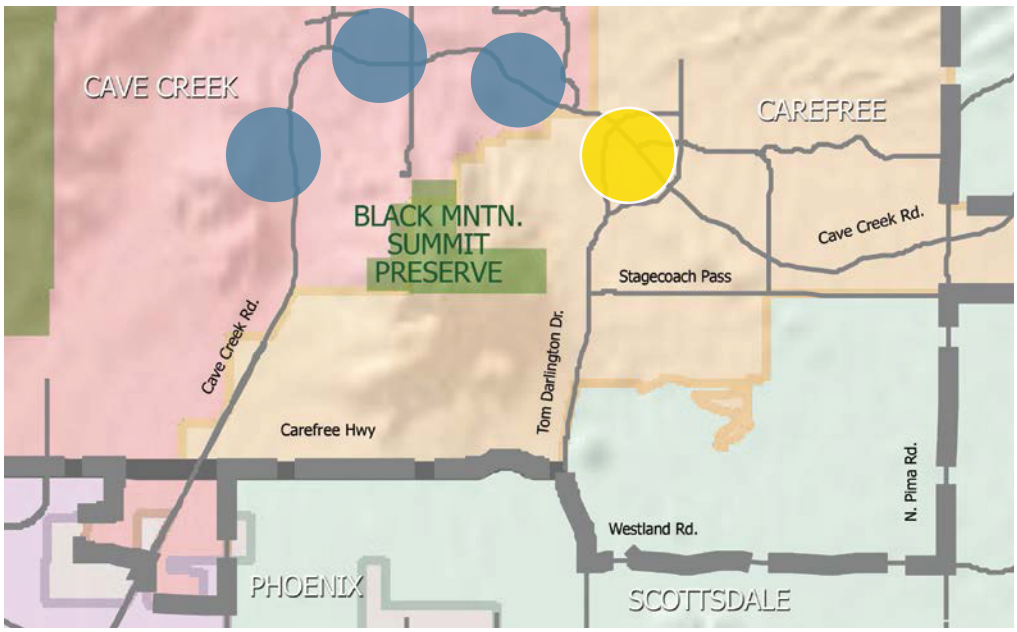
INTERIM CAREFREE HIGHWAY AND PIMA ROAD



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

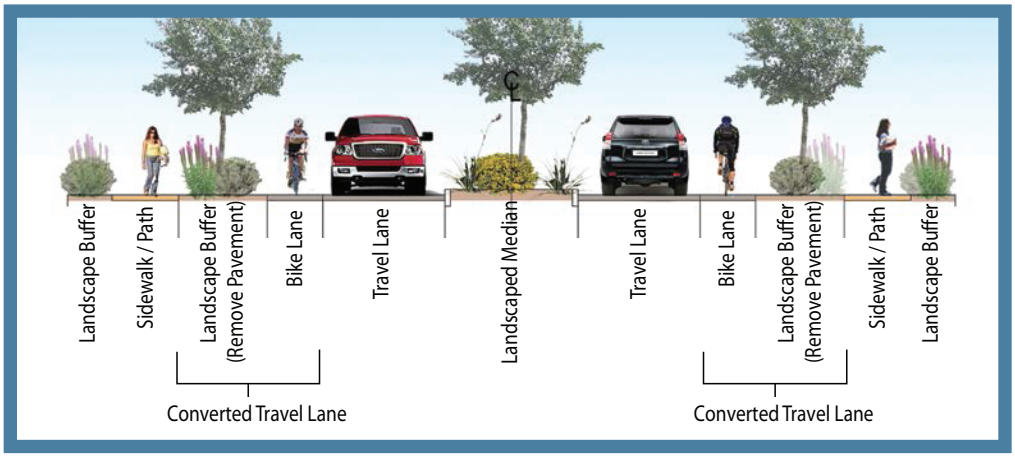


Activity Node Recommended Locations & Roadway Configurations



CAVE CREEK ACTIVITY NODE

Activity Node Without On-Street Parking



CAREFREE ACTIVITY NODE

Activity Node With On-street Parking