

Downtown Mesa Micromobility & Parking Study

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2. Why Downtown Mesa
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4. Right Size Streets to Increase Walkability
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Transforming Downtown Mesa

Small Businesses

Small businesses have a lot to do; red tape shouldn't be one of them.

Development Assistance

From site selection to certificate of occupancy, we provide personal project management services at no cost to you.

City and Community Synergy

The Downtown Transformation Team brings together the diverse disciplines of the City into one point of contact.

Utilities

We have access to the tools and expertise to analyze capacity and provide solutions for utility upgrades or connections, all in one place.

Study Purpose and Vision

Downtown Mesa is launching a Micromobility and Parking Plan to enhance transportation options as the area grows.

With recent investments attracting more residents and visitors, the city aims to evaluate and improve mobility for all.

Currently home to 3,200 residents and nearly 20,000 workers, Downtown Mesa anticipates increased evening, nightlife, and weekend activities in the years ahead.

The Plan will focus on creating a sustainable, multimodal transportation network to explore options for improved connectivity between surrounding neighborhoods and downtown businesses.

The city aims to create a dense, urban environment that incorporates improved walkability, autonomous shuttles, micromobility, and shared parking solutions.

The plan will also explore the best utilization of existing parking resources and anticipation of future parking needs.

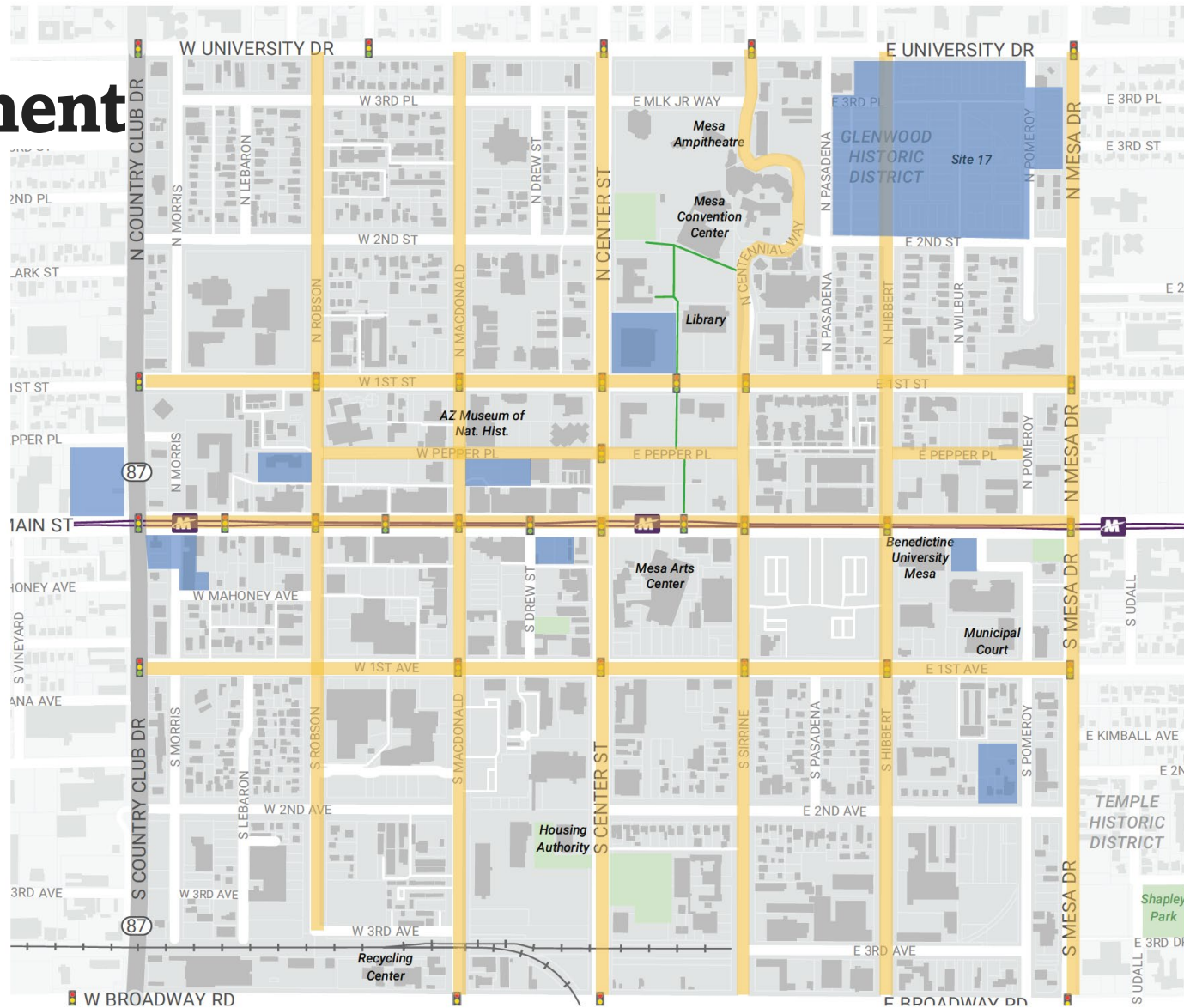




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Upcoming Development

MESA MICROMOBILITY AND PARKING STUDY



Project Goals



Foster a welcoming, vibrant, and thriving downtown environment, without displacing residents and businesses



Integrate parking solutions that support and enhance downtown activity



Recommend infrastructure improvements to promote a multimodal downtown, incorporating dynamic curbside access and activity



Ensure safety for all road users, including pedestrians, transit riders, and bicyclists



Improve pedestrian and cyclist crossings and major intersections and across the light rail corridor



Enhance wayfinding systems throughout Downtown

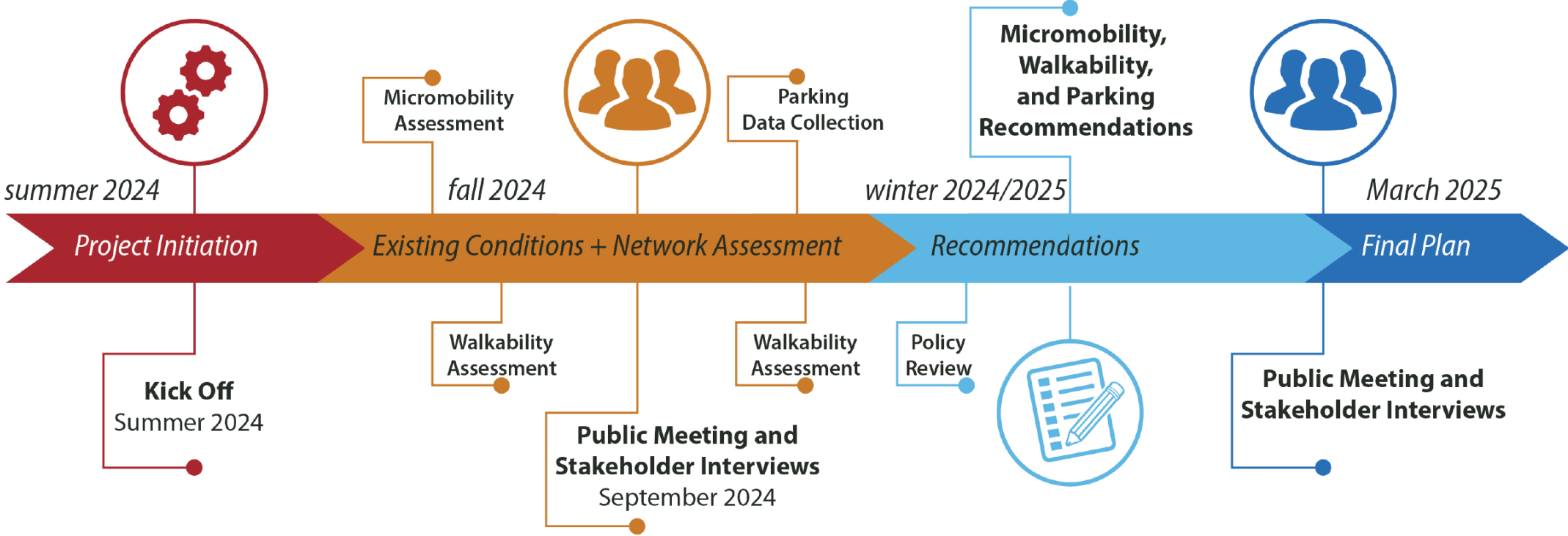


Identify upgrades to pedestrian amenities along Main Street (e.g. shade, lighting) to improve safety and comfort



Enhance cyclist, light rail, and bus facilities within the core study area to improve safety and comfort (e.g. separated lanes, designated parking, signage)

Project Schedule





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Public Meeting #1 Summary

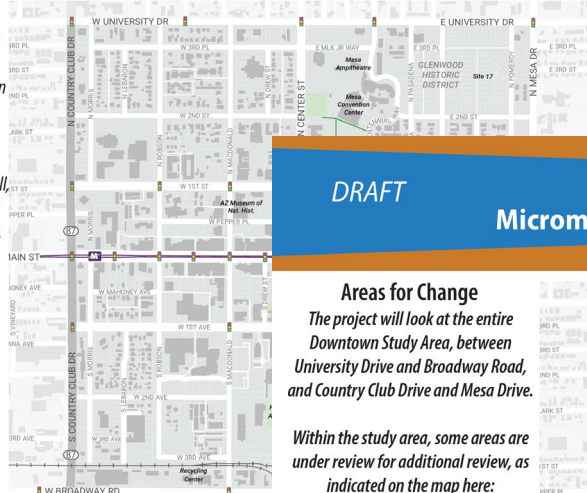
MESA MICROMOBILITY AND PARKING STUDY

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Walking and Micromobility
The walking and micromobility network map identifies infrastructure dedicated for pedestrians and micromobility users in Downtown Mesa.

The Federal Highway Administration broadly defines micromobility as any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances.

Where should there be more accommodations for walking and micromobility?



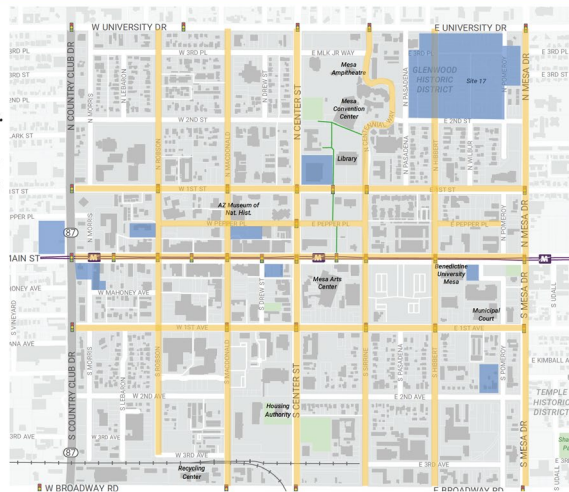
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Areas for Change
The project will look at the entire Downtown Study Area, between University Drive and Broadway Road, and Country Club Drive and Mesa Drive.

Within the study area, some areas are under review for additional review, as indicated on the map here:

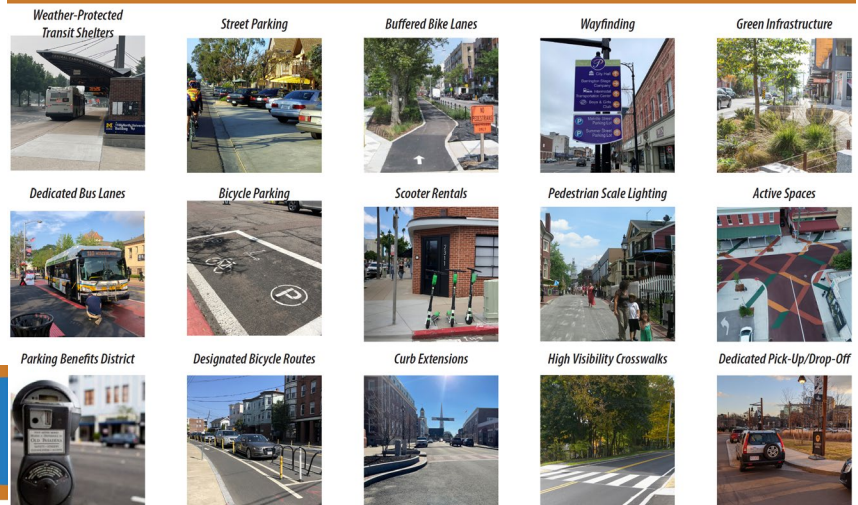
Development Sites
Corridors

Where do you think the project should include in the recommendations?



City of Mesa Micromobility and Parking Study DRAFT

Place a sticky dot on the pedestrian, micromobility, and parking recommendations you are excited to see in Downtown Mesa



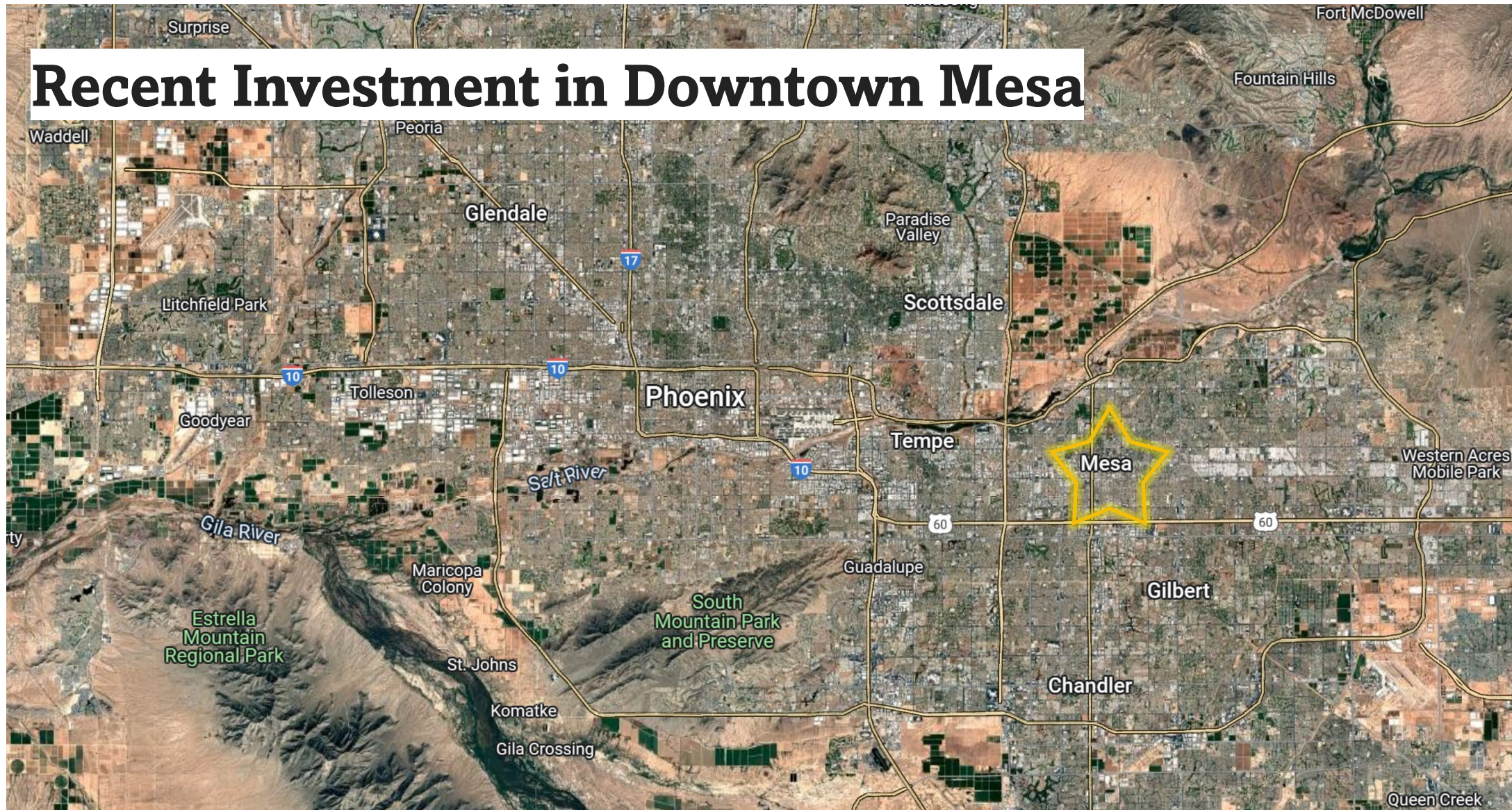


1

Why Downtown Mesa



Recent Investment in Downtown Mesa



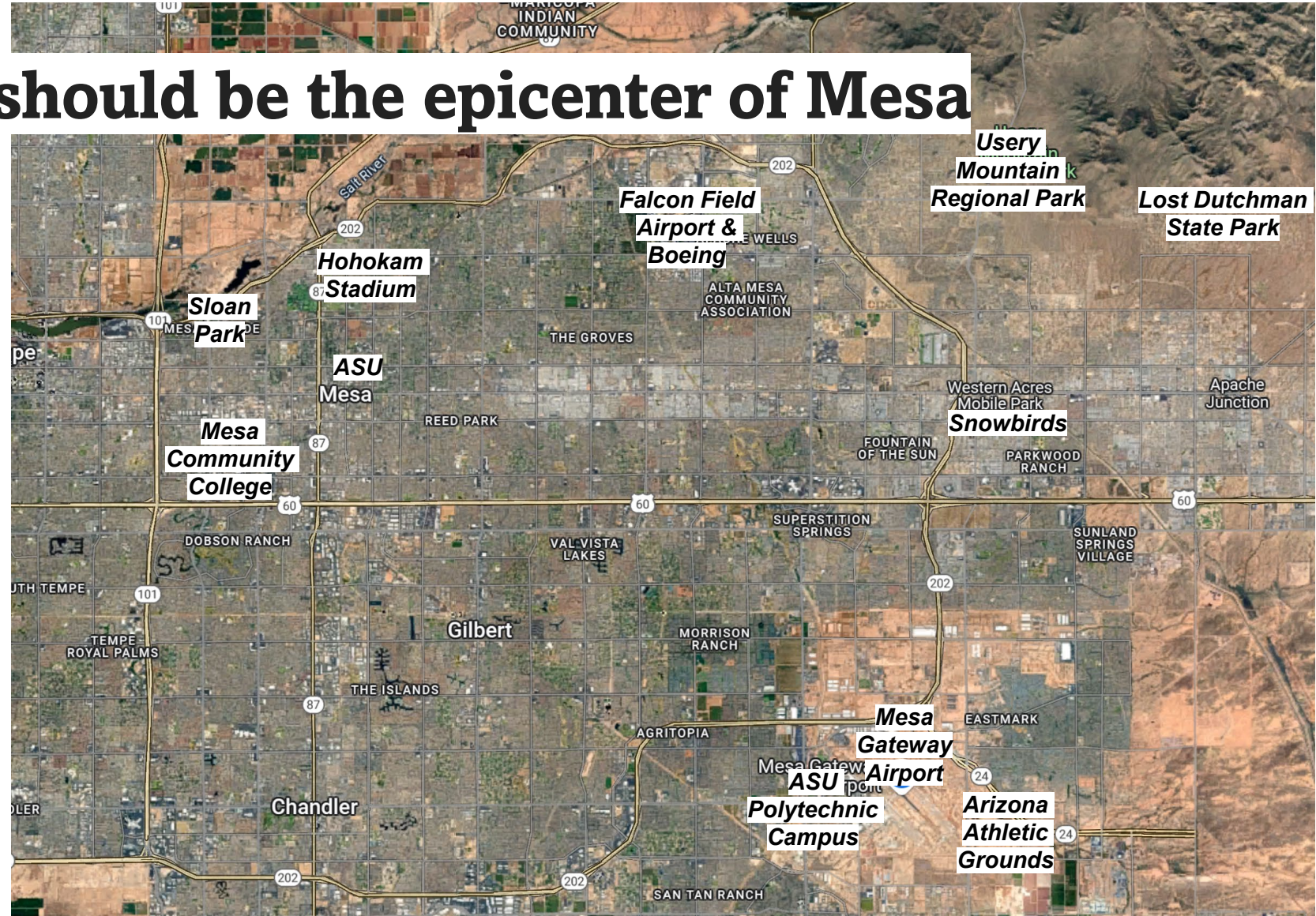
Downtown Mesa



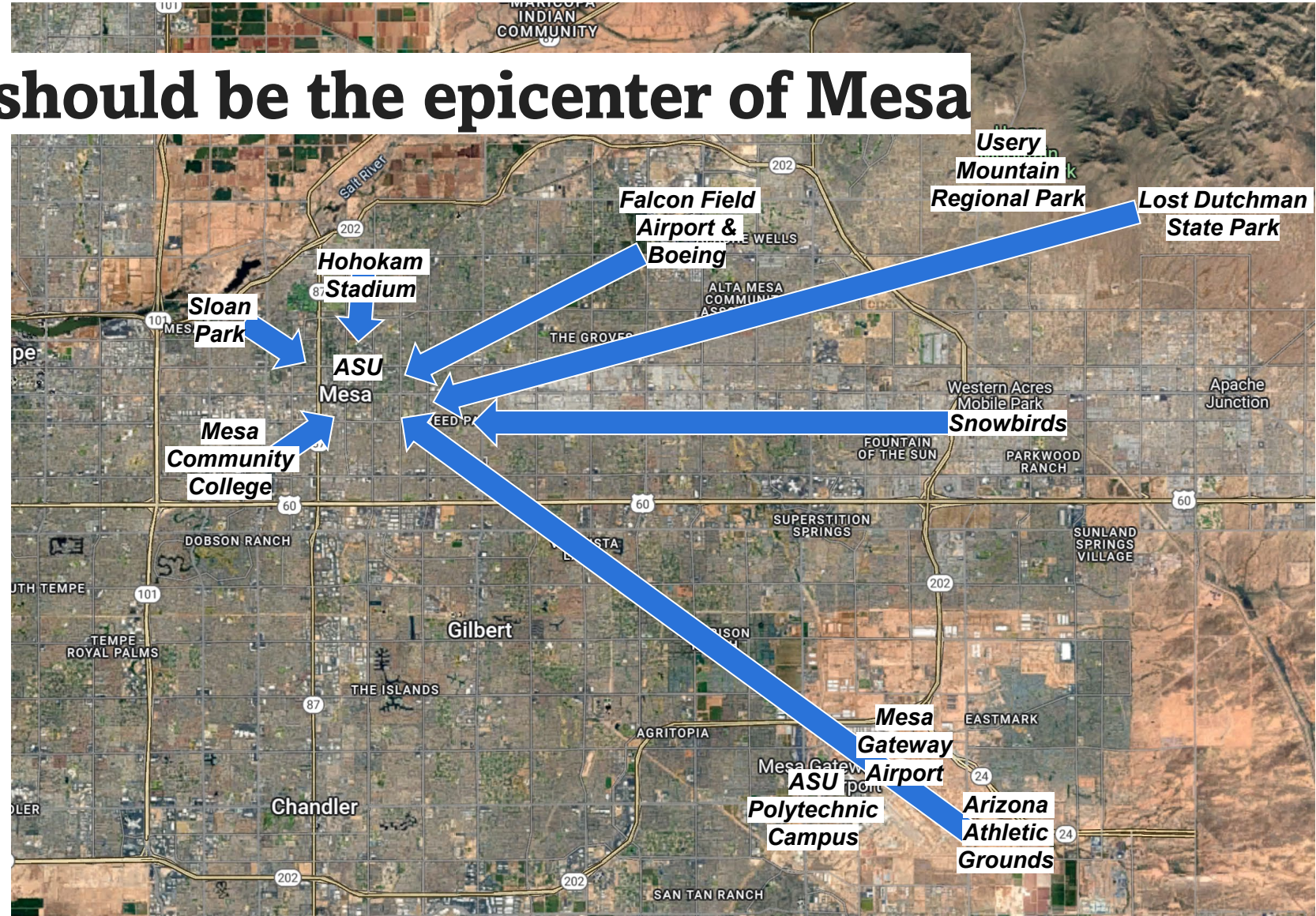
- **2.5 million annual visitors on average**
- **22% population growth since 2015**
- **1,547 new housing units since 2015**
- **Over \$1 billion in capital investment**
- **and growing!**



Downtown should be the epicenter of Mesa



Downtown should be the epicenter of Mesa



Place Matters More Than Ever

Gilbert



Chandler







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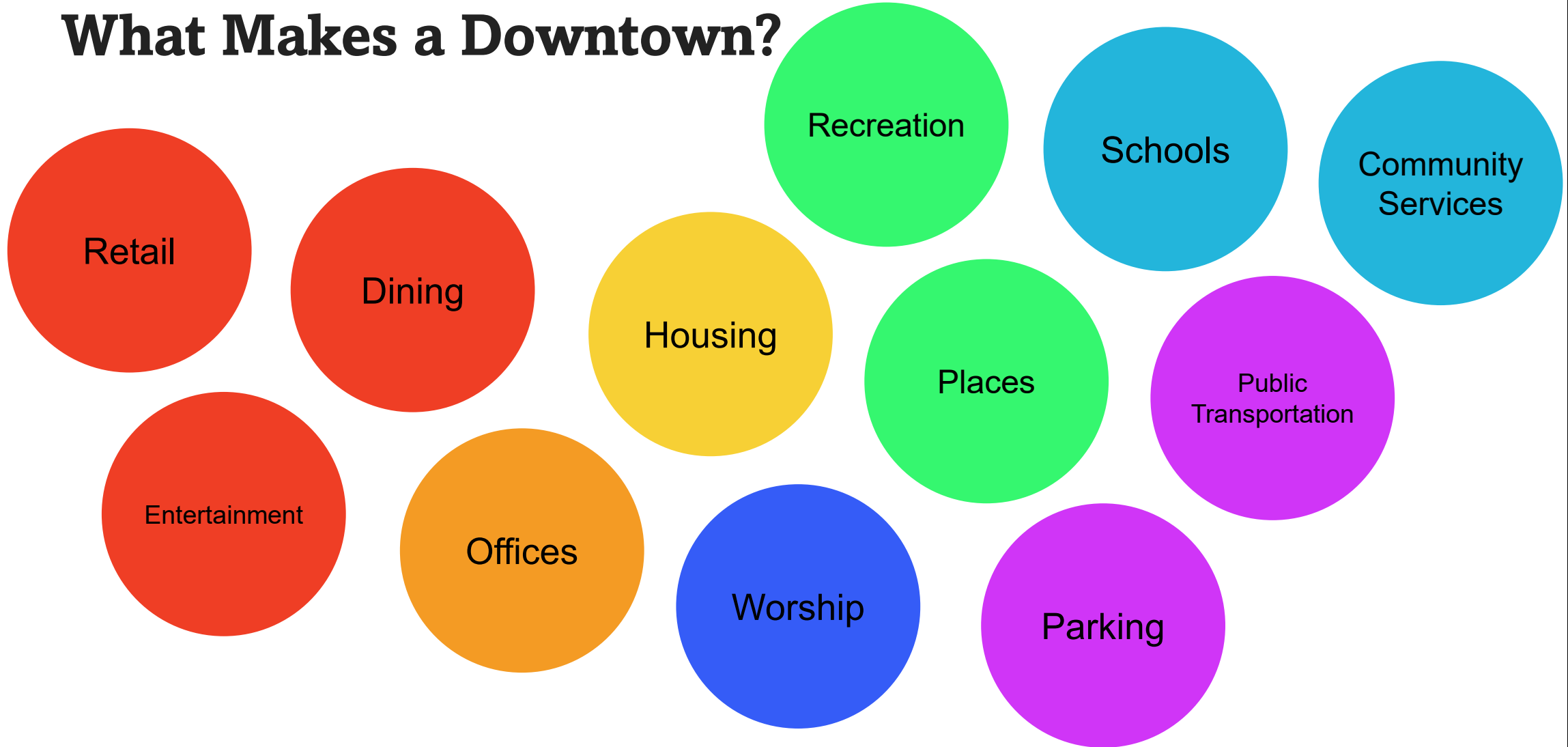
Gilbert



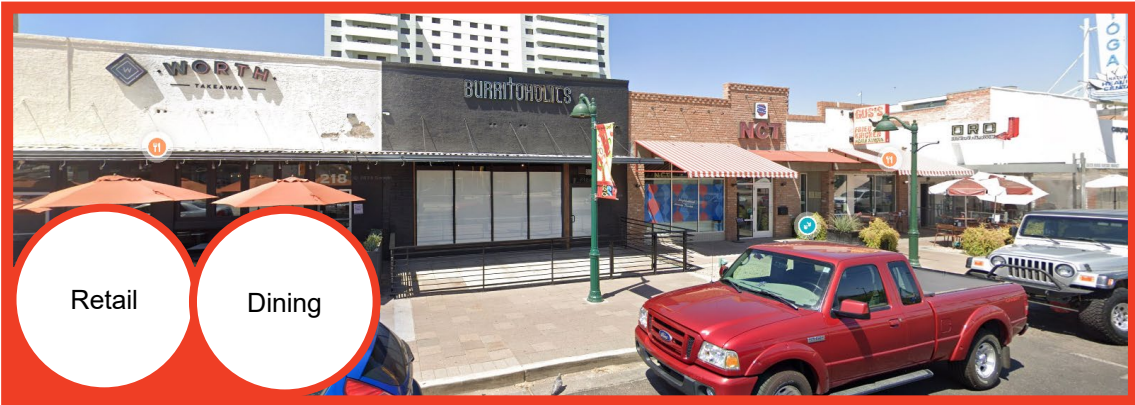
Mesa (MacDonald)



What Makes a Downtown?



Downtown for Mesa Residents

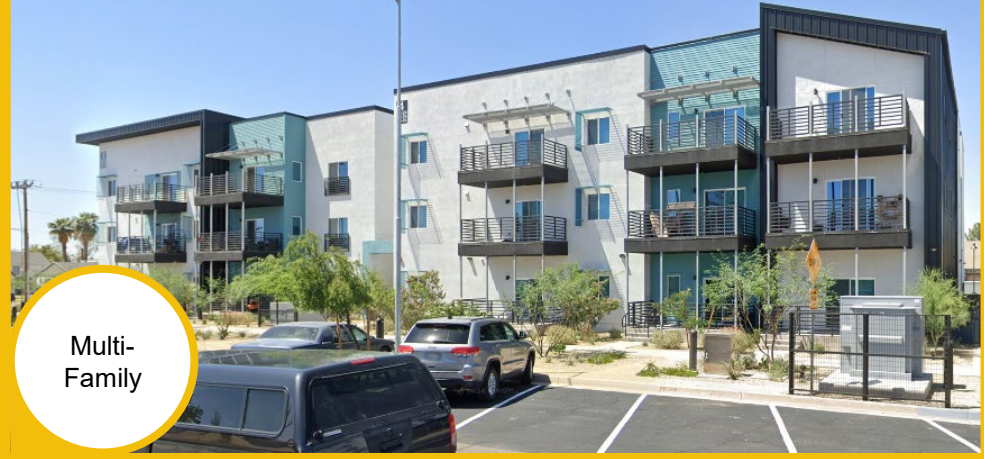


Downtown for Downtown Mesa Residents

MESA MICROMOBILITY AND PARKING STUDY



Senior Living



Multi-Family



Single Family



Churches

Downtown for Visitors





2

Barriers to Transforming Downtown

Barriers to Transforming Downtown

Perception of Lack
of Parking

Unsafe Roadways –
High Speeds

Few Ways to Access
Downtown

Difficult to Navigate

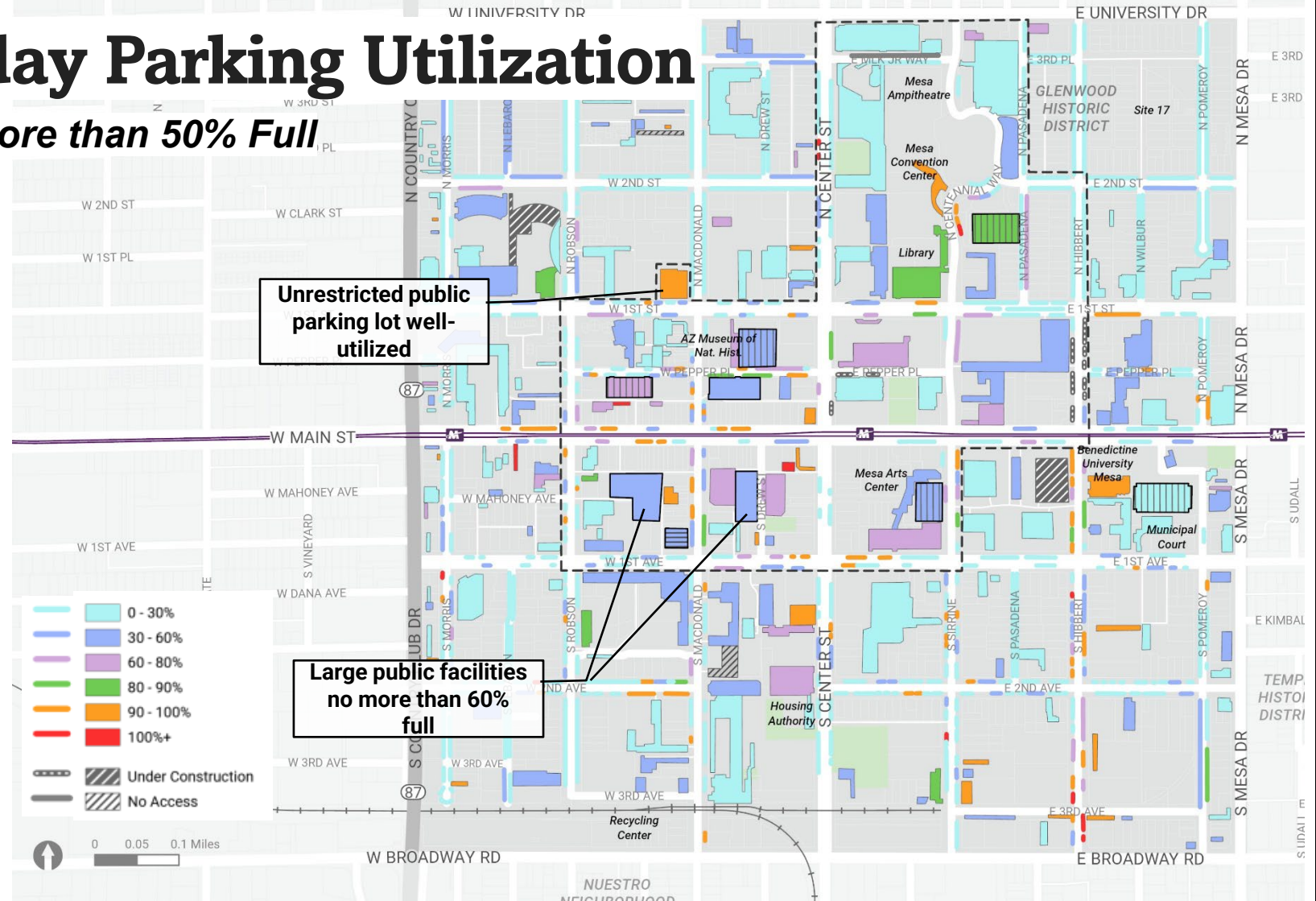
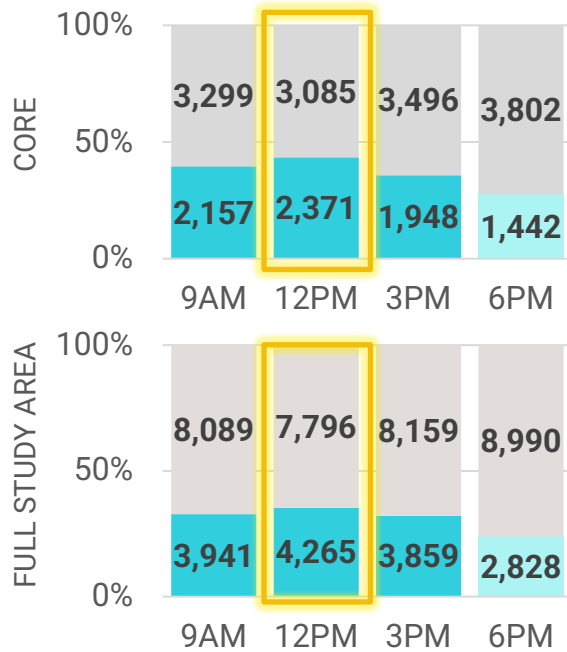
Climate

Environment isn't
Walk Friendly



Weekday Midday Parking Utilization

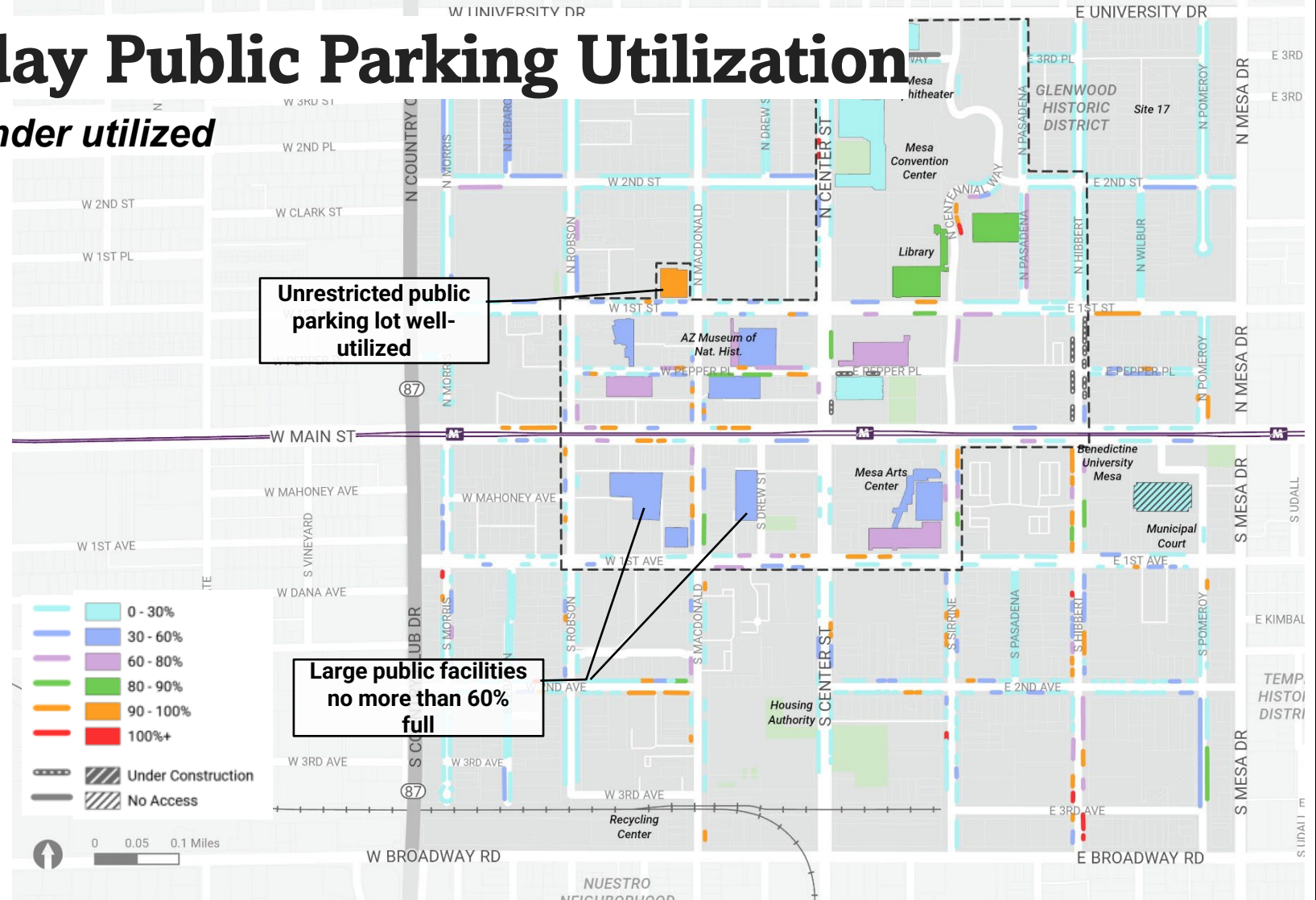
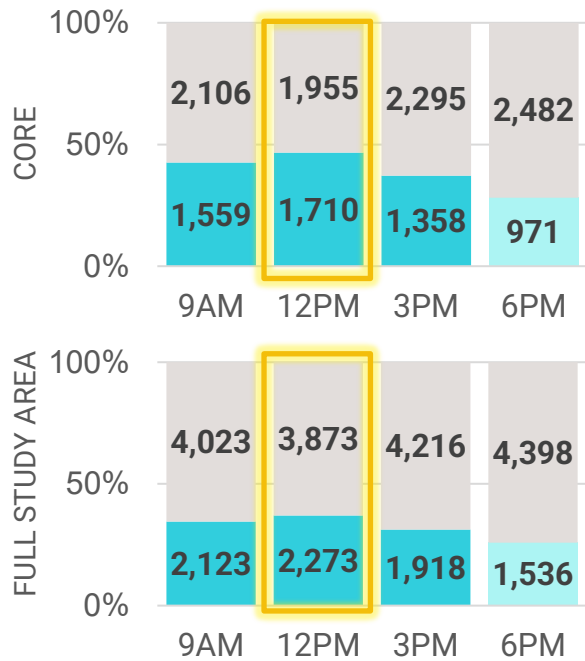
All Parking was never more than 50% Full on September 19, 2024





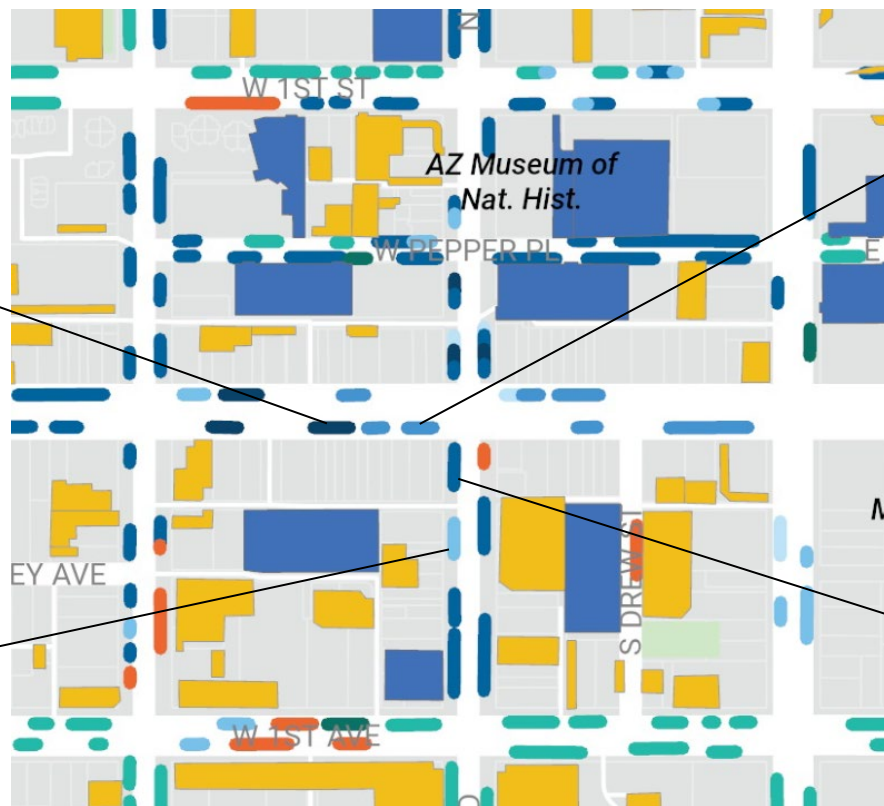
Weekday Midday Public Parking Utilization

Public Parking is also under utilized

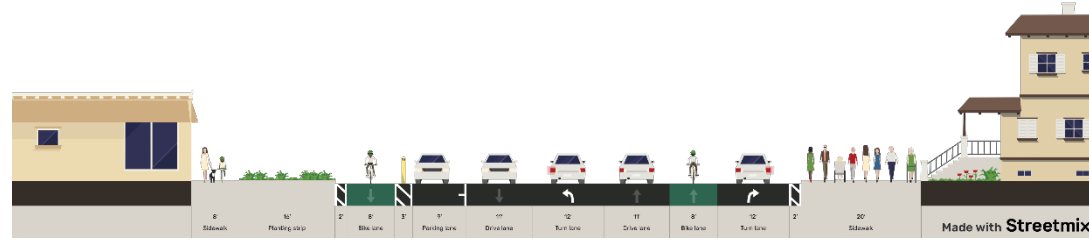


Options for Parking Downtown – On-Street

Regulations can vary significantly by block

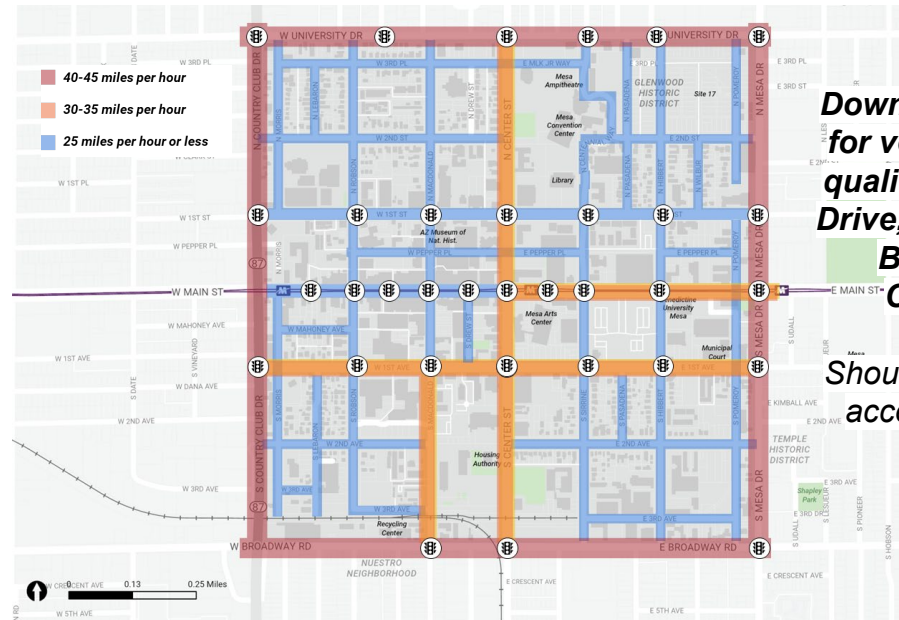


Challenging Walking Network



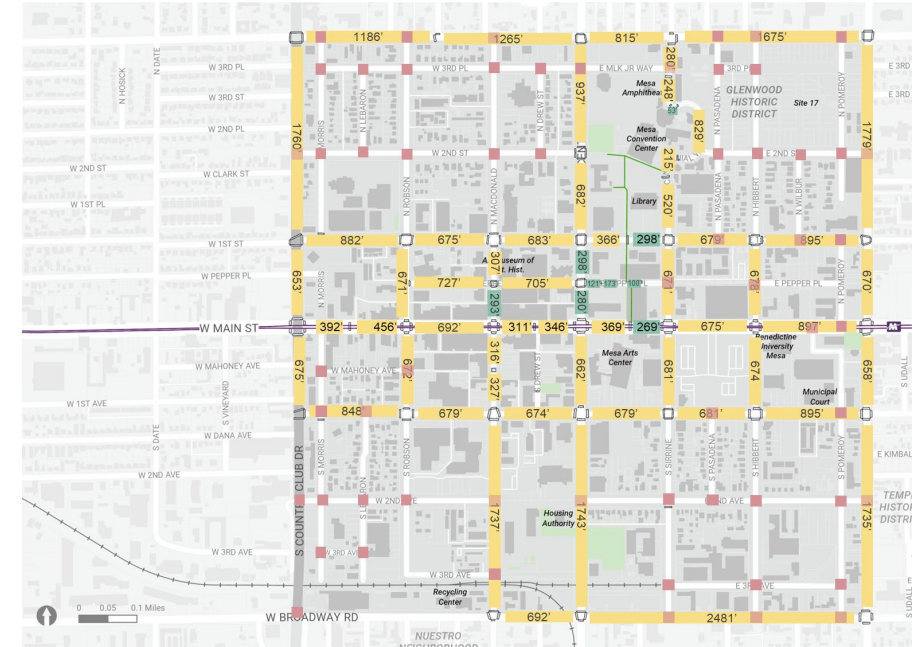
Wide Curb-to-Curb

Excess space can be used for wider sidewalks, angled parking, bus lanes and queue jumps, or bicycle facilities



Downtown has access for vehicles with high quality arterials (Mesa Drive, University Drive, Broadway, and Country Club)

Should also make good access for bikes and pedestrians



Long Blocks
One-block away can be up to a 5-minute walk

Approaches for Transforming Downtown

Review and Adjust
Regulations

Right Size Streets

Increase
Multimodal
Options

Simplify and
Clarify Wayfinding

Find Opportunities
for Shade

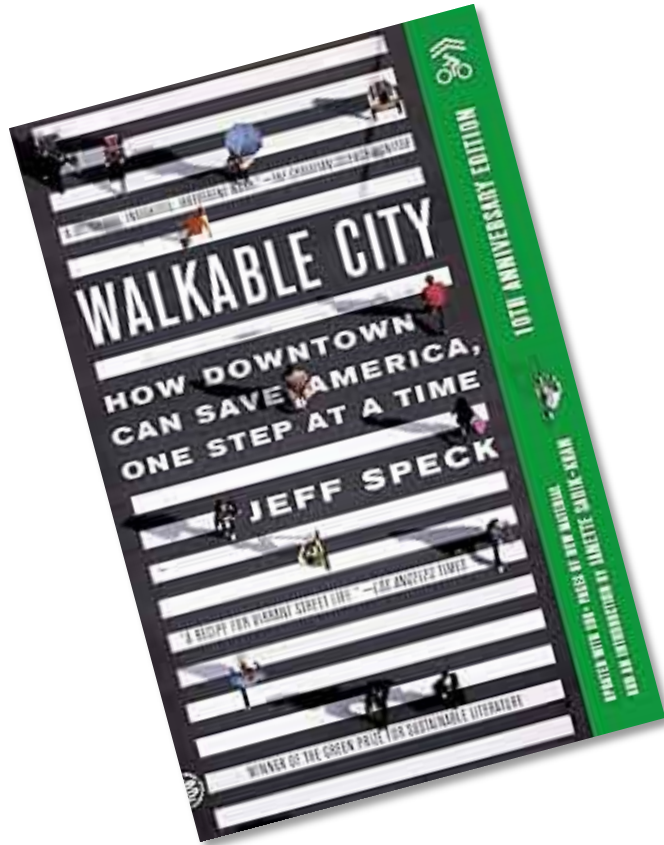
Increase
Walkability

3

Right Size Streets to Increase Walkability



Jeff Speck Theory of Walkability



A Safe
Walk

A Reason
to Walk

A
Comfortable
Walk

An
Interesting
Walk



Downtown Recommendations

- Preserve Vehicle Throughput, and emergency access
- Increase Person Throughput
- Create new parking spaces by converting parallel to angled parking
- Introduce multimodal network (bike and scooter lanes)



Right Size Streets

- *The proper number of driving lanes*

Typically, 2 lanes can easily handle 10,000 cars per day



WEST 1ST STREET - 3,500 DAILY VEHICLES



CENTER STREET - 8,091 DAILY VEHICLES

Right Size Streets

- *Lanes of the proper width*

Standard lane width on University Drive is 10-feet – should maintain in Downtown






Increase Multimodal Options



Limited non-driving and walking options for getting around Downtown

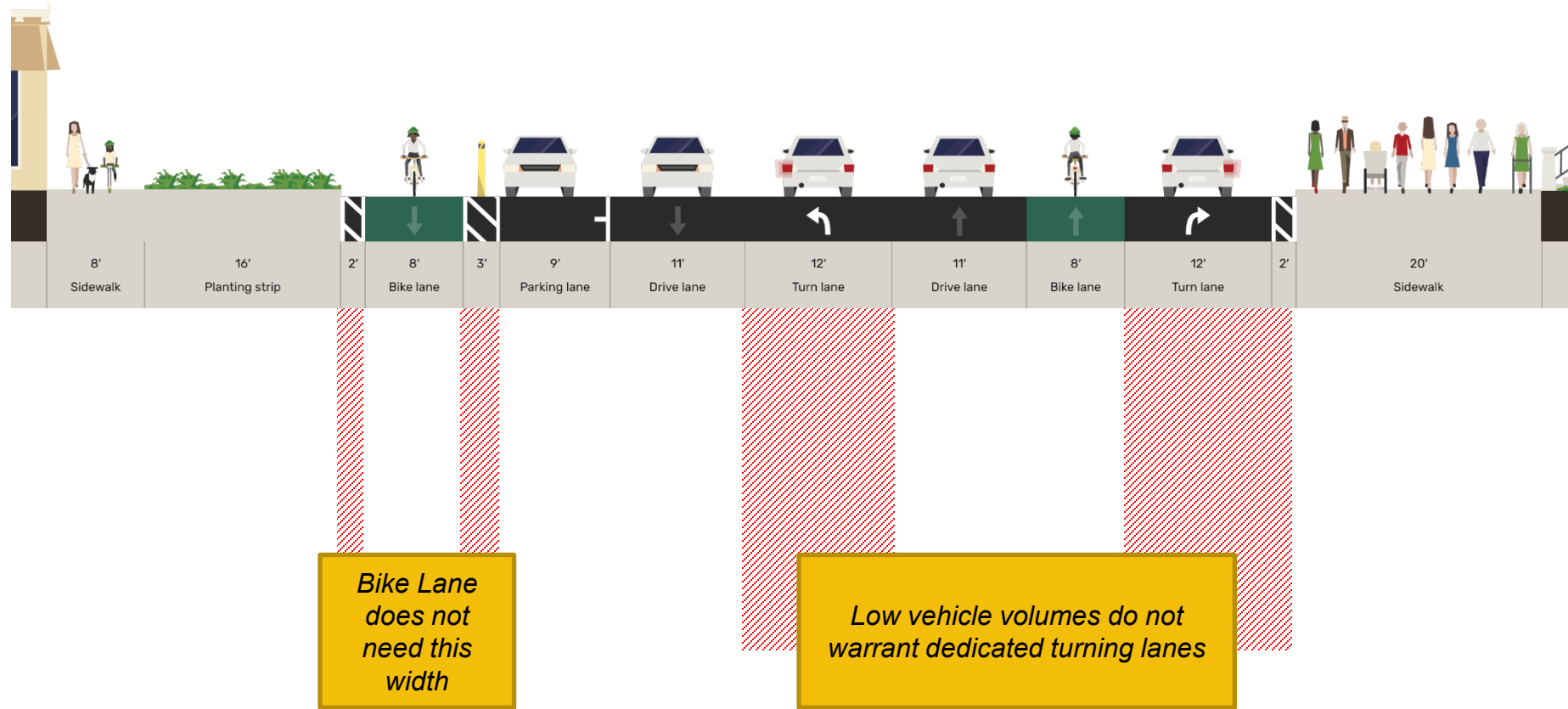
BICYCLIST DESIGN USER PROFILES

Interested but Concerned	Somewhat Confident	Highly Confident
51%-56% of the total population	5-9% of the total population	4-7% of the total population
Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.	Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.	Comfortable riding with traffic; will use roads without bike lanes.
		
LOW STRESS TOLERANCE		HIGH STRESS TOLERANCE

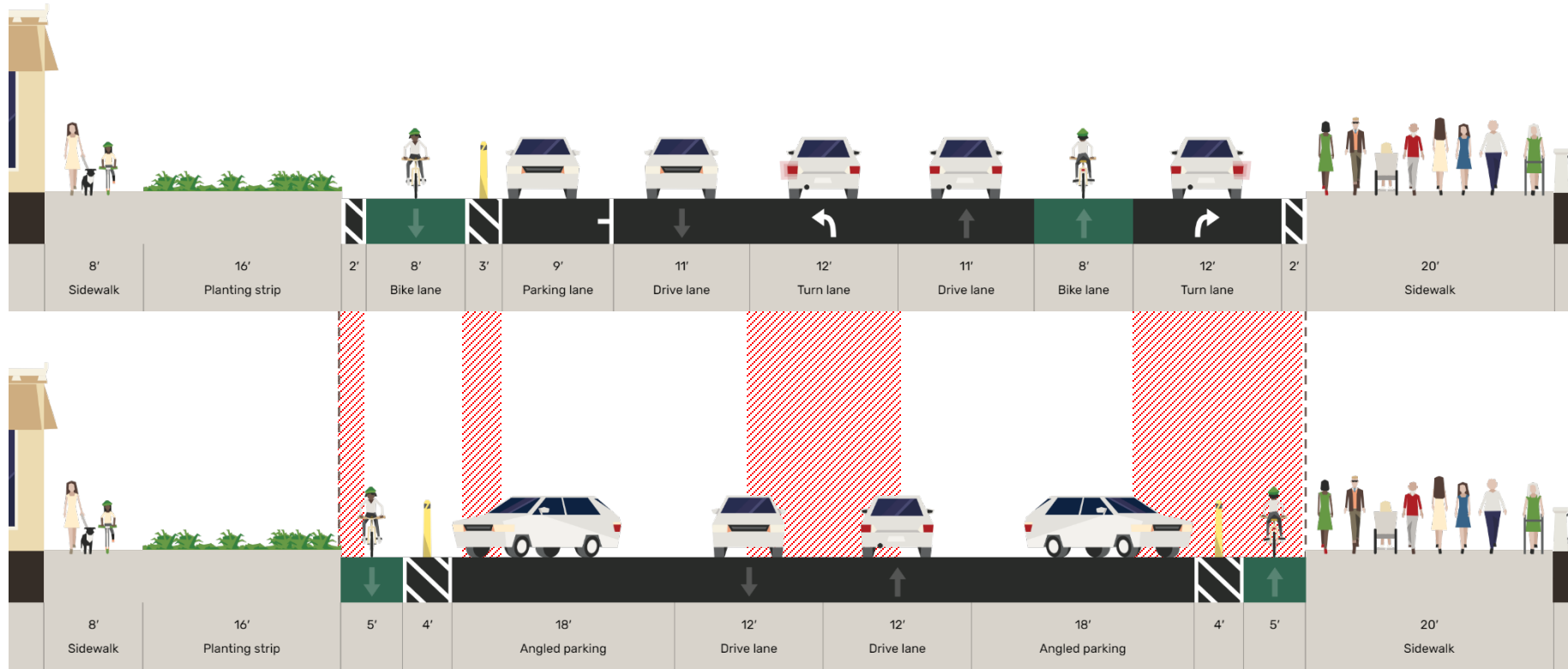
- LTS1
- LTS2
- LTS3
- LTS4



Right Size Streets (West 1st Avenue)



Right Size Streets (West 1st Avenue)

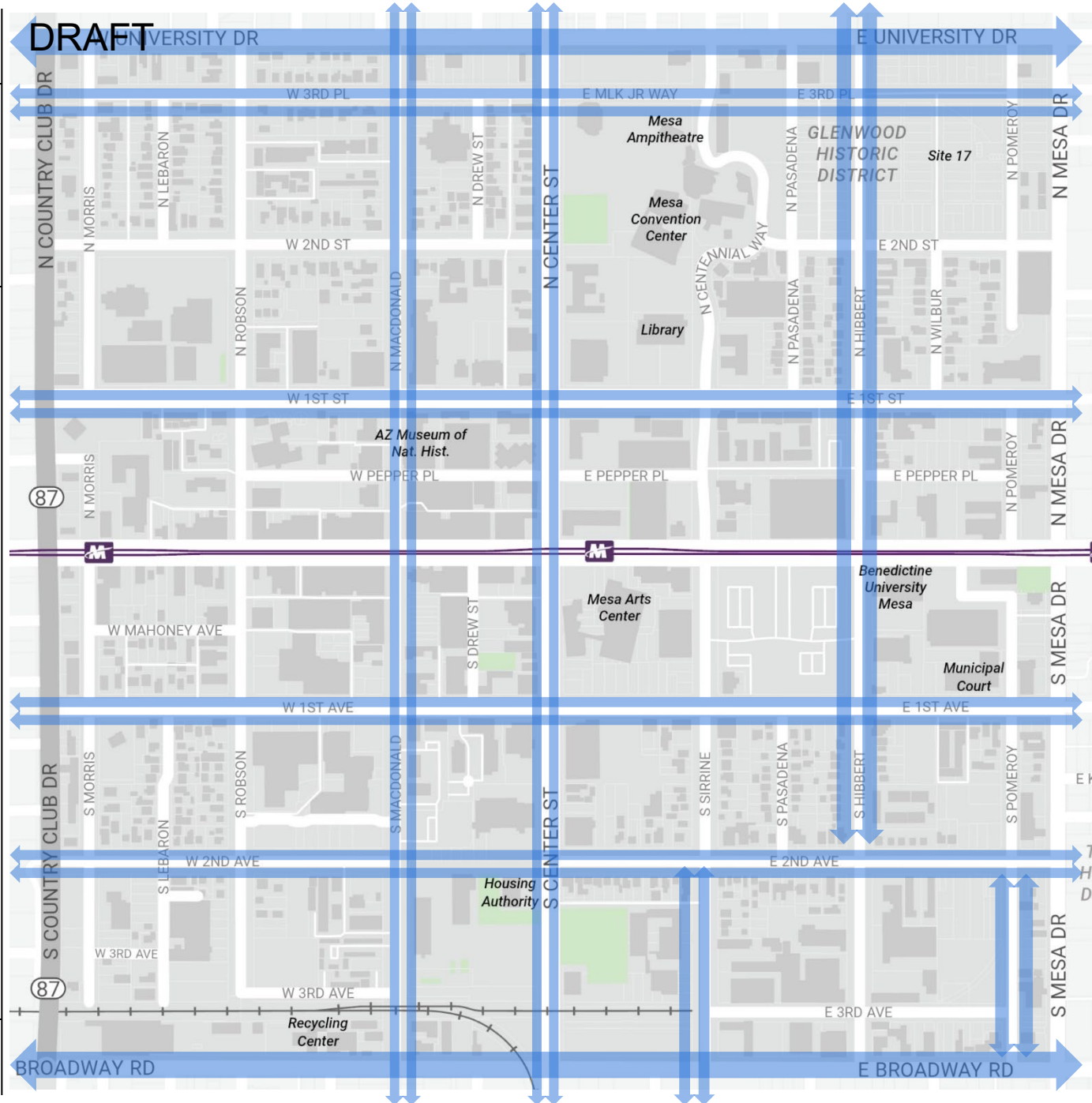


Feels safer for people getting out of parked cars

Improved Bicycle Facility – more person capacity

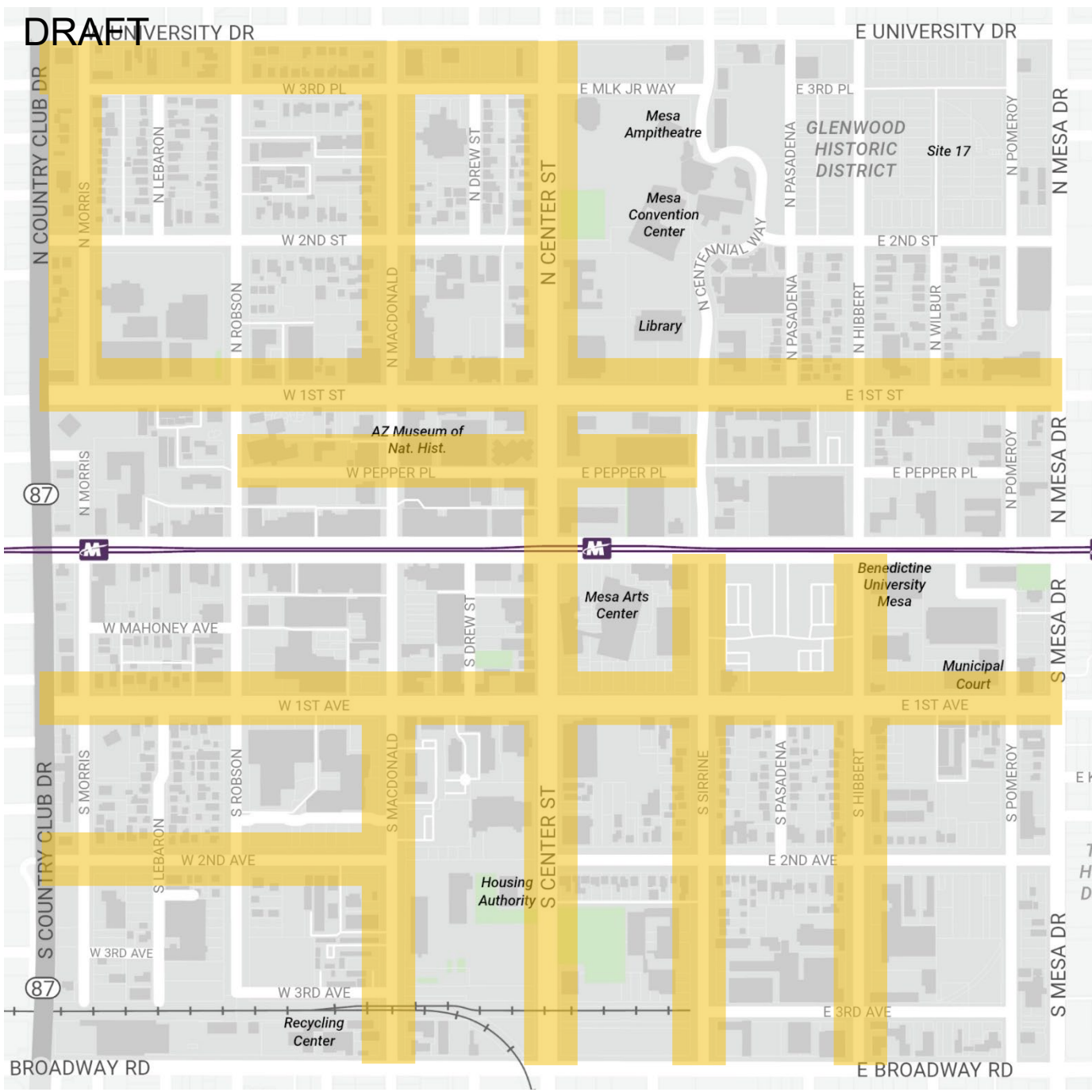
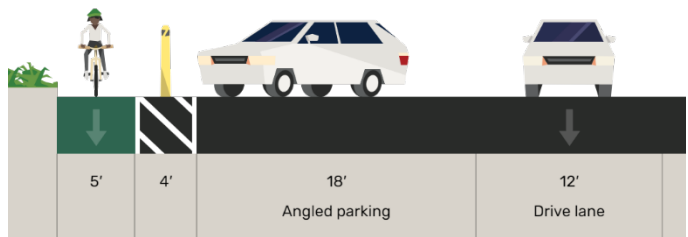
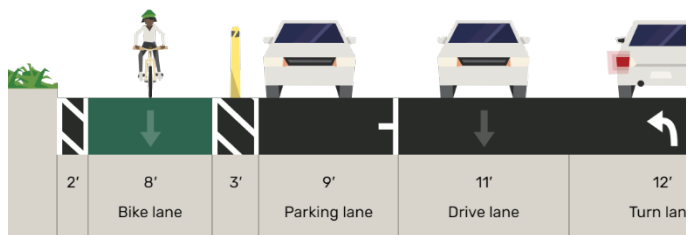


Multimodal, Right Sized Streets



Creating Parking

Converting parallel parking to angled parking to create more spaces (and better use the street width)



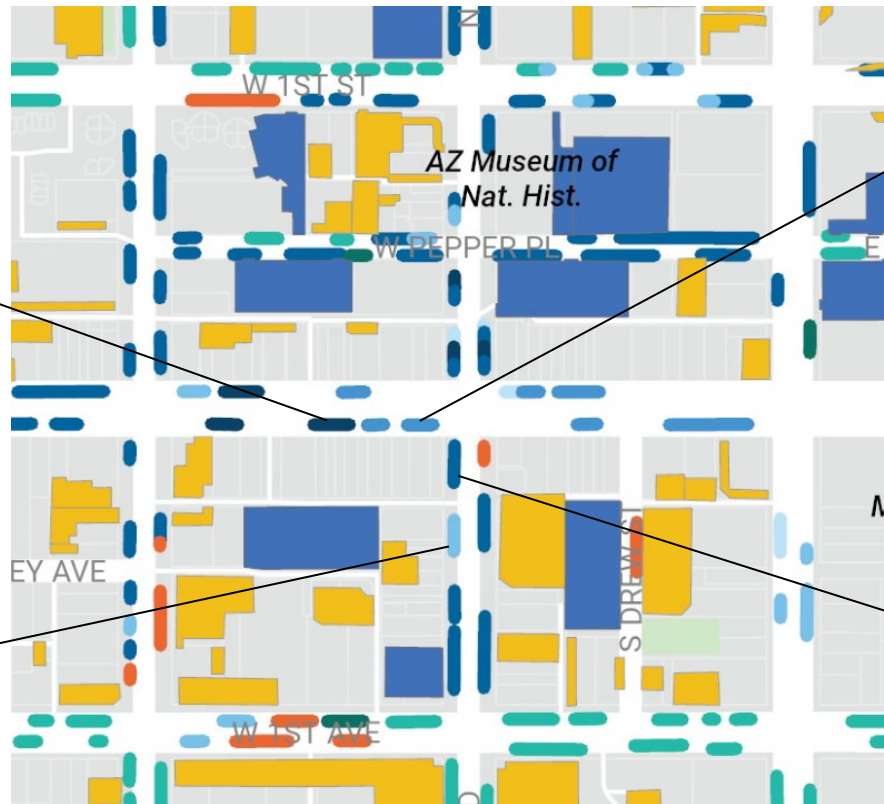


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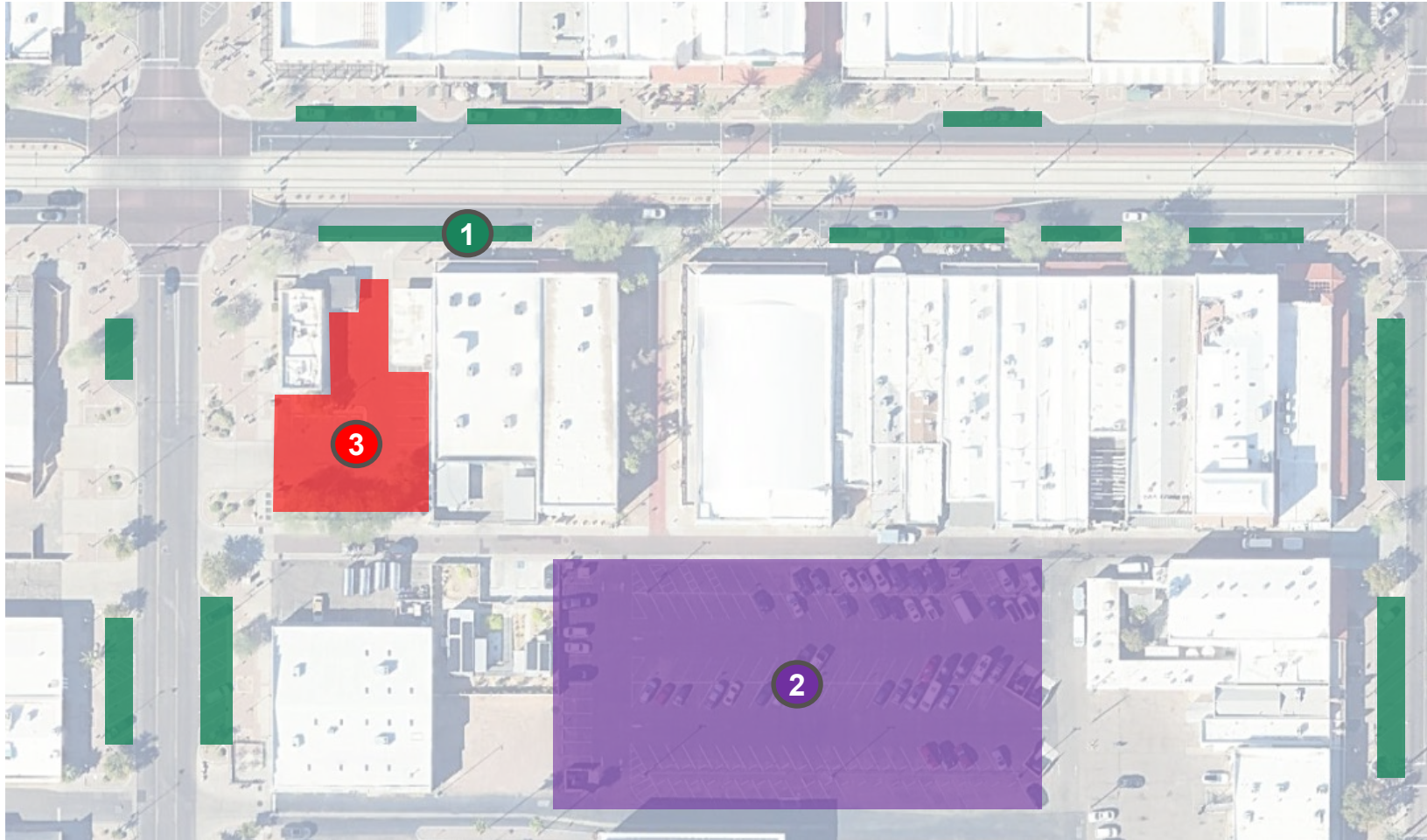
Increase Parking + Reform Regulations

Options for Parking Downtown – On-Street

Regulations can vary significantly by block



Options for Parking for Downtown – Ideal



1 Street Parking

- Universally accessible
- Most popular for visitors
- Front door access for merchants

Regulations should **ENCOURAGE** availability for those spending money at Downtown businesses

2 Public Off-Street Parking



Regulations should **MANAGE** longer-term parking for employees, residents, and long-term visitors

3 Private Off-Street Parking

- Accessible to tenants only




Parking Recommendations

REGULATORY

-  Implement a 3-4-hour time limit for all on-street parking (W. 1st St. to W. 1st Avenue)
-  Consider expanding access to off-street lot/garage supply for visitor parking

Shown on map

PERMIT

-  Sell daily permits for lots/garages where capacity is present using an app/pay by plate system
-  Entertain premium permit allowing for greater use of parking facilities and/or public street parking
-  Improve wayfinding and provide clear guidance for where visitors can leave vehicles for longer time periods.

Not shown on map



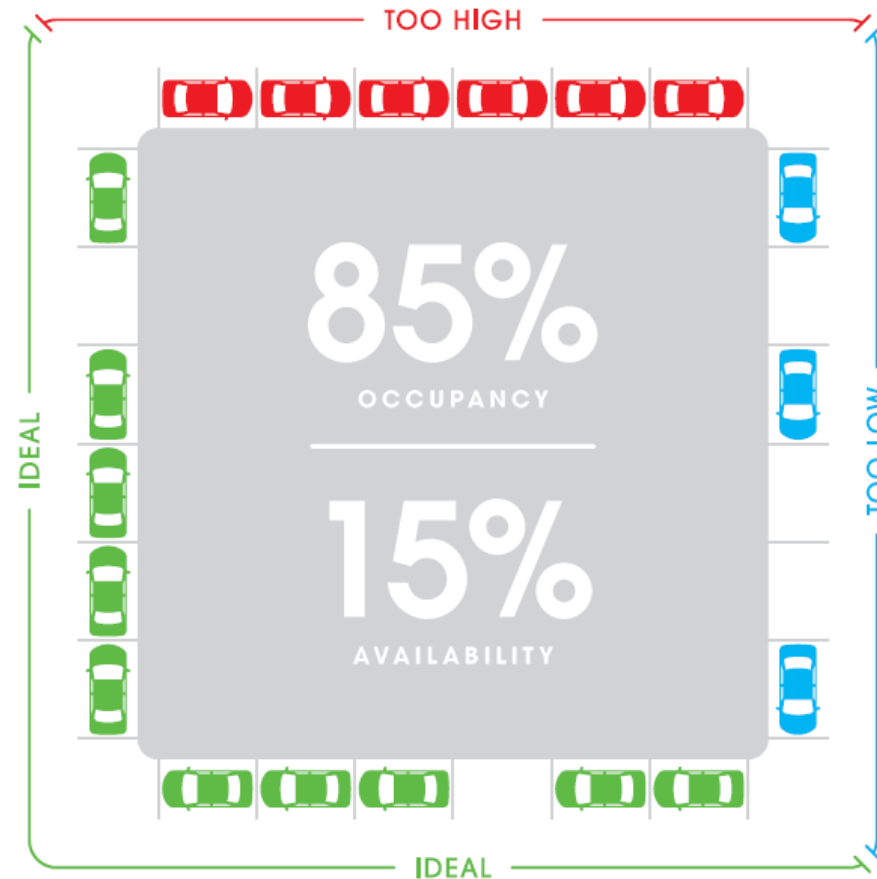
Long-Term – Pricing Parking to Manage Demand

Pricing parking that is already widely available for free is likely to:

- a) Push users elsewhere in the system
- b) Discourage trips to Downtown

Planning around an 85% occupancy target can ensure many users are able to park at once while leaving some amount of parking as available.

In a future Downtown Mesa where this is happening, parking revenues could be used as a Parking Benefit District to be re-directed back into Downtown improvements





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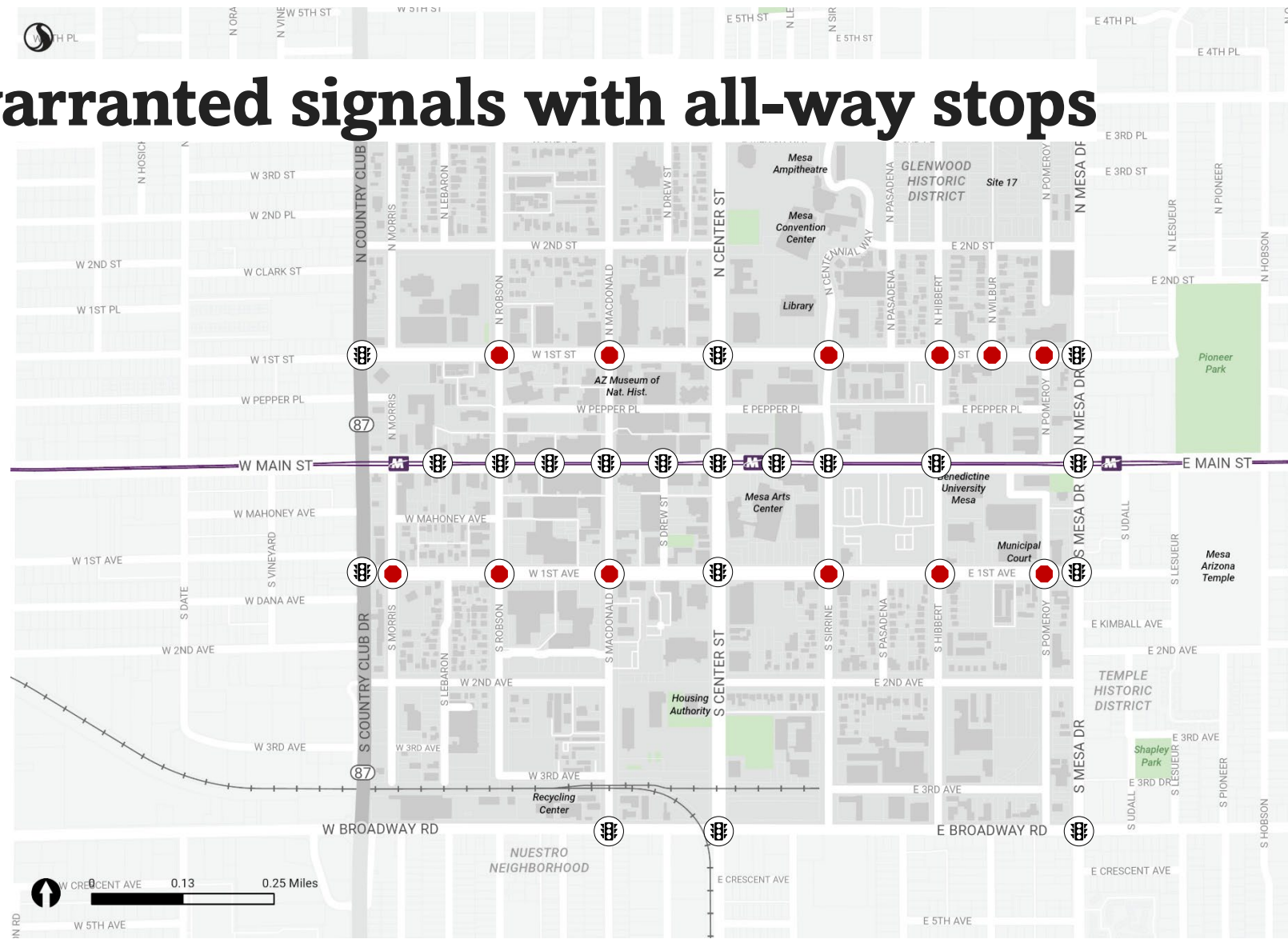
Complementary Recommendations



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Replacing unwarranted signals with all-way stops

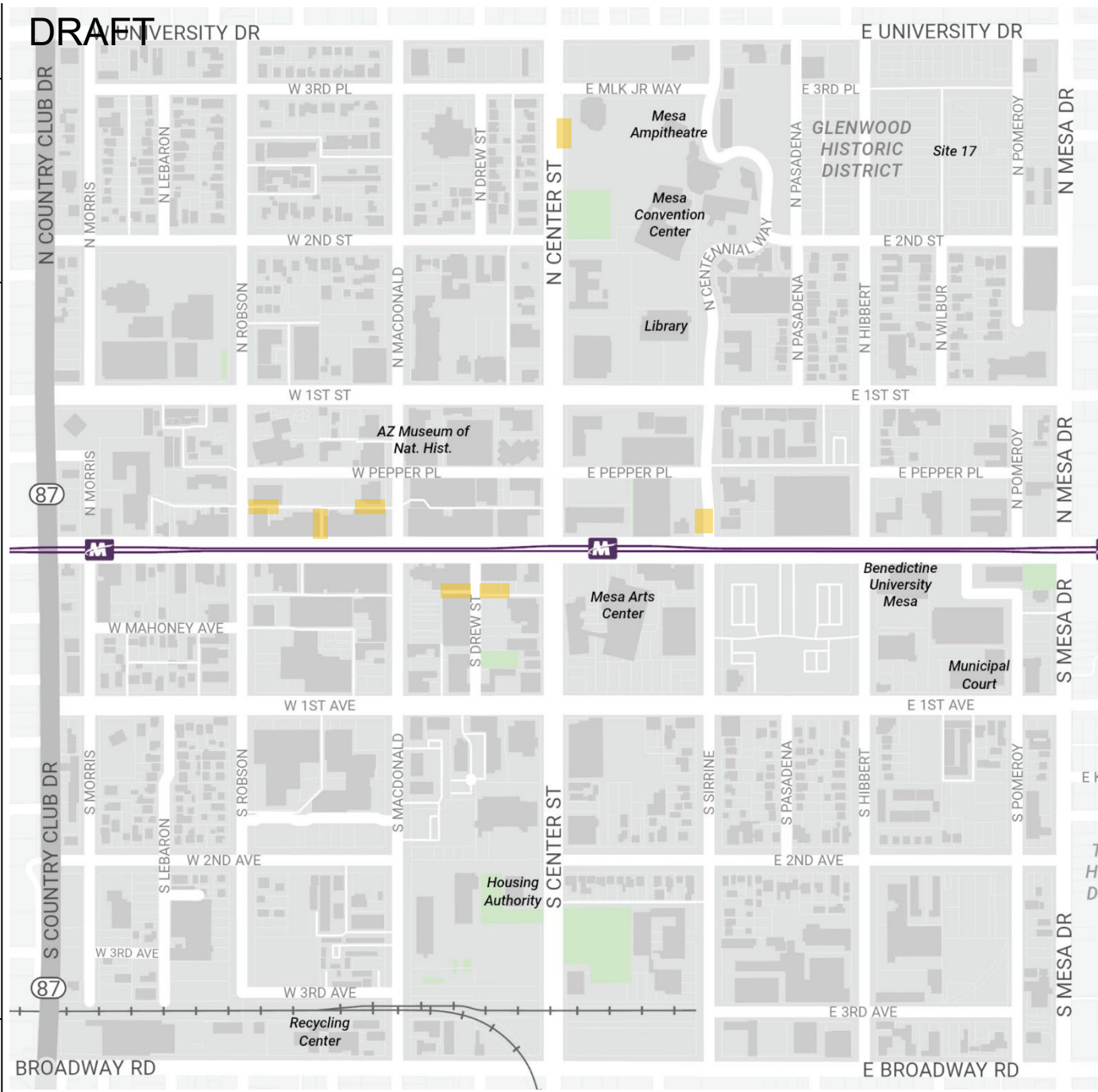
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On-Street PU/DO



Designate curb space for pick-up/drop-off for ride share and personal vehicles





Additional Recommendations: Enhanced Bus Stops



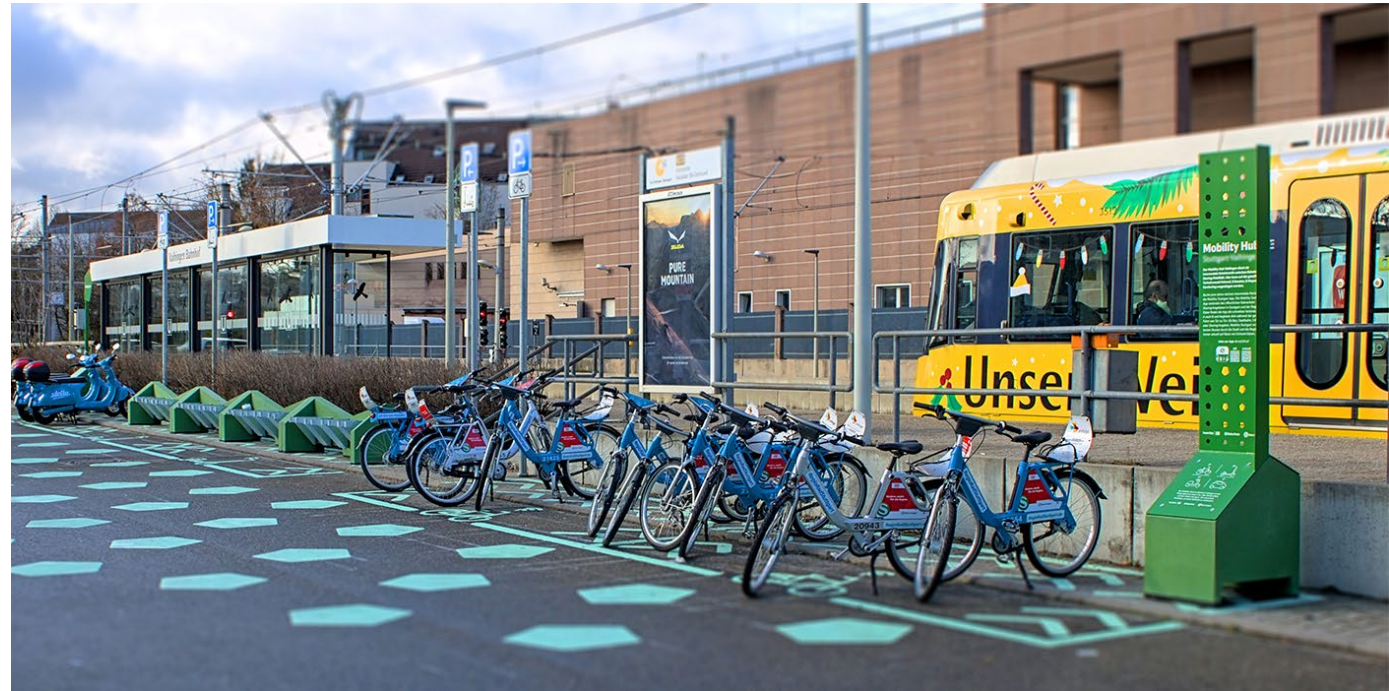


Bike/Scooter Parking

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Bike/Scooter Parking





Find Opportunities for Shade

**City ordinances need to require deciduous street trees
30' o. c. for any street built or rebuilt within downtown**



6

Next Steps



Project Close Out

Incorporate Feedback into Final Report

Spring 2025