

Downtown Mesa Micromobility & Parking Plan

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Downtown Mesa Micromobility & Parking Plan



The Micromobility and Parking Plan will improve transportation options and connectivity as Downtown Mesa experiences growth in residents, workers, and activity by creating a sustainable, walkable, multimodal network while optimizing current parking resources and planning for future needs.

Project Goals



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



Integrate parking solutions that support and enhance downtown activity



Improved infrastructure to promote a multimodal downtown



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



Enhance cyclist, light rail, and bus facilities within the core study area to improve safety and comfort



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



Identify upgrades to pedestrian amenities on Main Street to improve safety and comfort



Enhance wayfinding systems throughout Downtown

Engagement

- Four stakeholder meetings
- Councilmember meetings
- Two public meetings
- Mesa Listens Project Page
- Study session





Existing Conditions

- Wide roadways
- Wide lanes that encourage high speeds
- Unnecessary left turn lanes
- Lack of space for bike and scooters to travel safely

WEST 1ST STREET - 3,500 DAILY VEHICLES



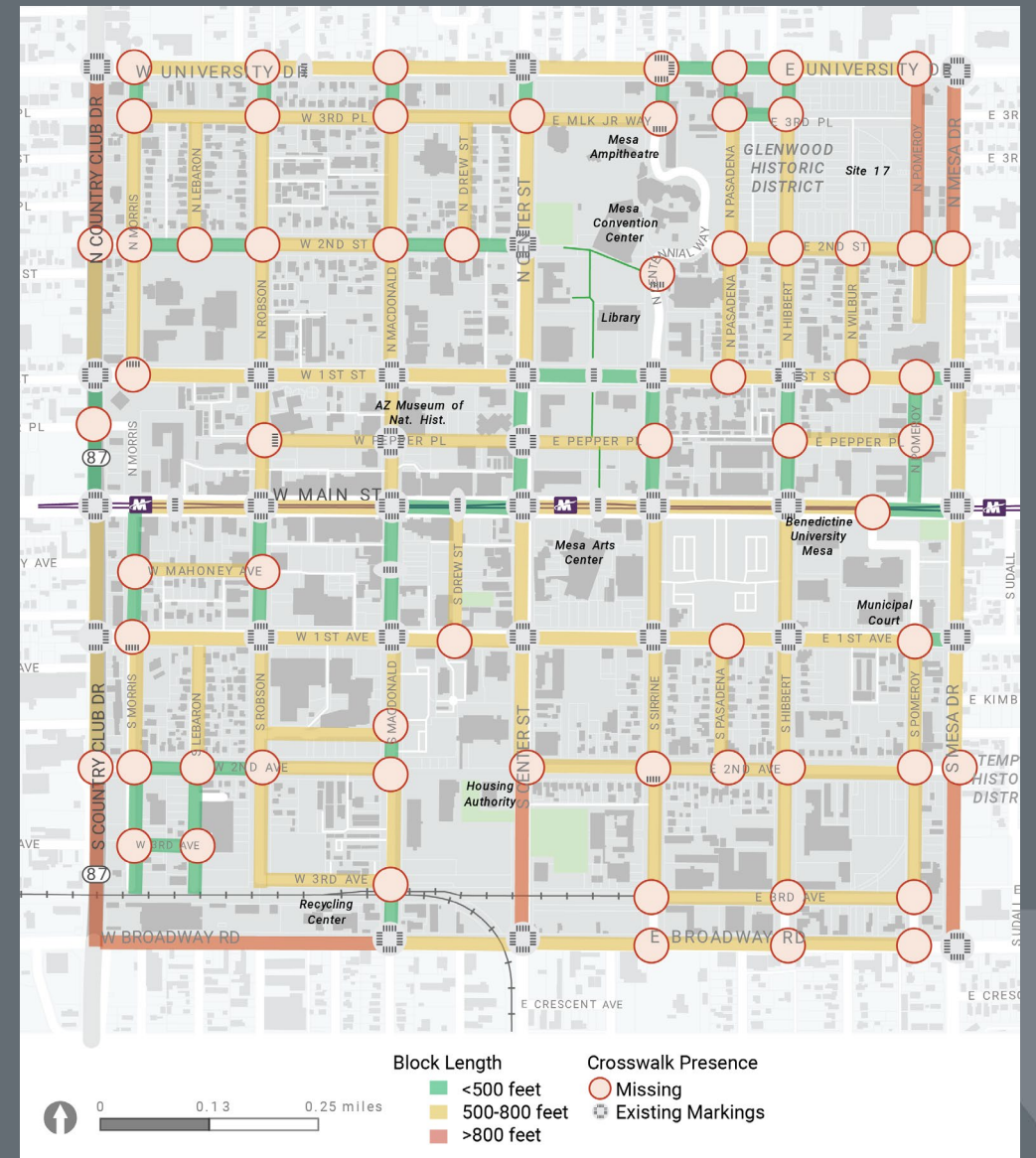
South Macdonald



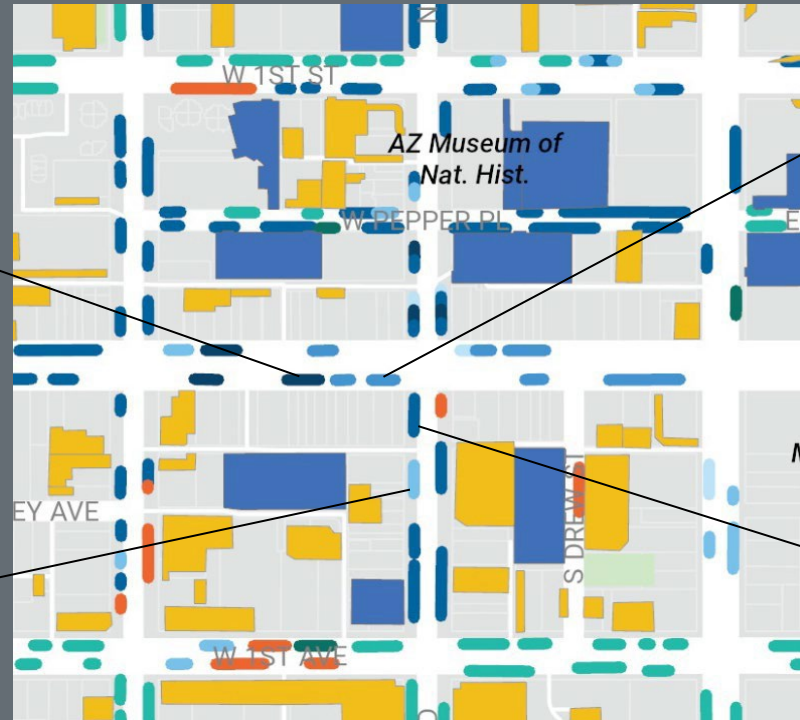
South Ashland



- Long blocks
 - Typical downtown block is 200-300 feet
 - Downtown Mesa average is 600-700 feet
- Many intersections have unmarked crosswalks
 - Inventory of crosswalks



- Perceived lack of parking
- Confusing parking regulations
- Lack of clear wayfinding
- No dedicated pick-up/drop-off areas





Recommendations

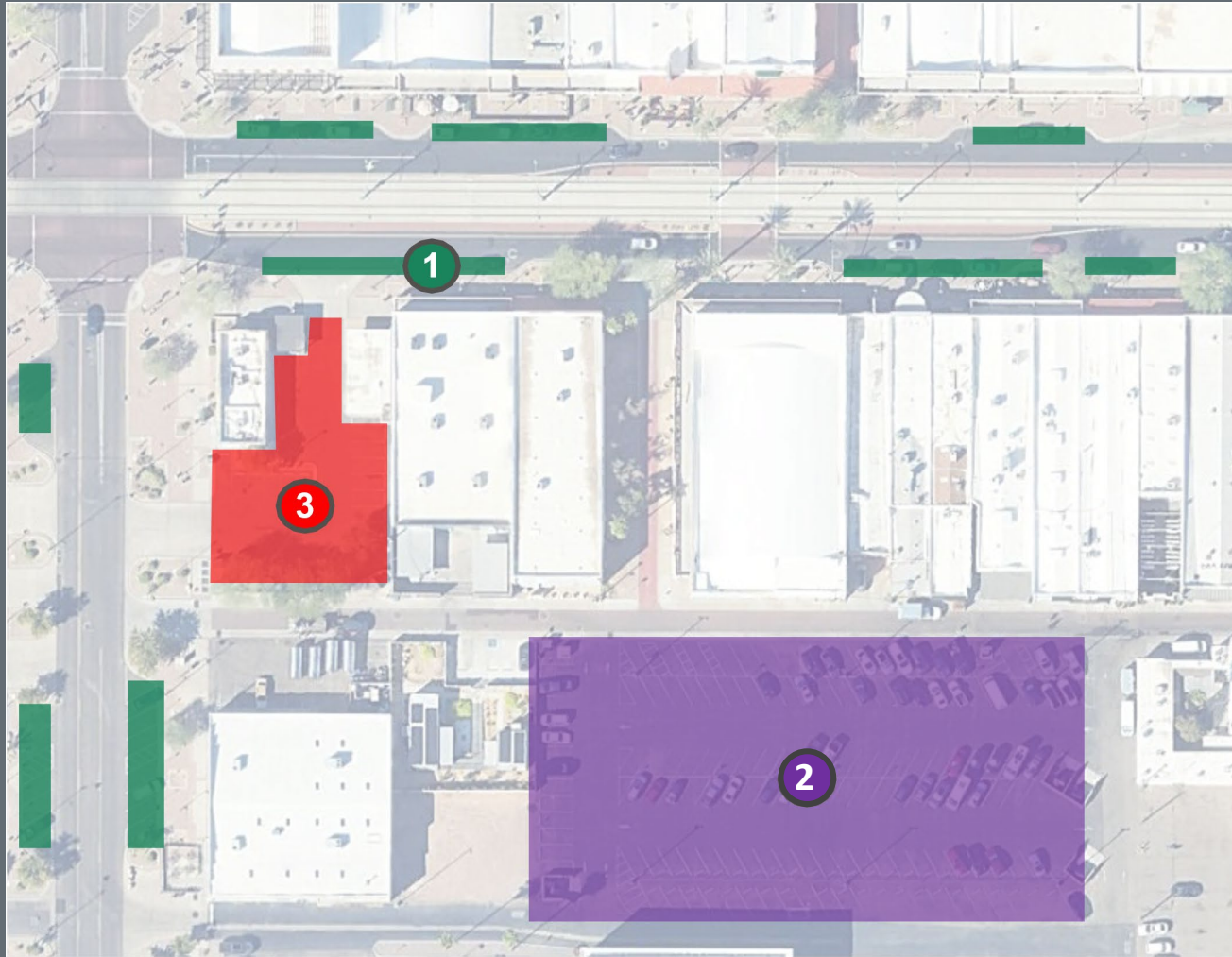
Recommendations

- Parking Reforms
 - Reframing how drivers park Downtown
 - Modifying the permit system
- Right Sizing the Road Network
 - Removal of unnecessary turn lanes
 - Adjust lane widths
 - Increase the person throughput with more micromobility options
- Improving Navigation in Downtown Mesa





Options for Parking for Downtown – Ideal

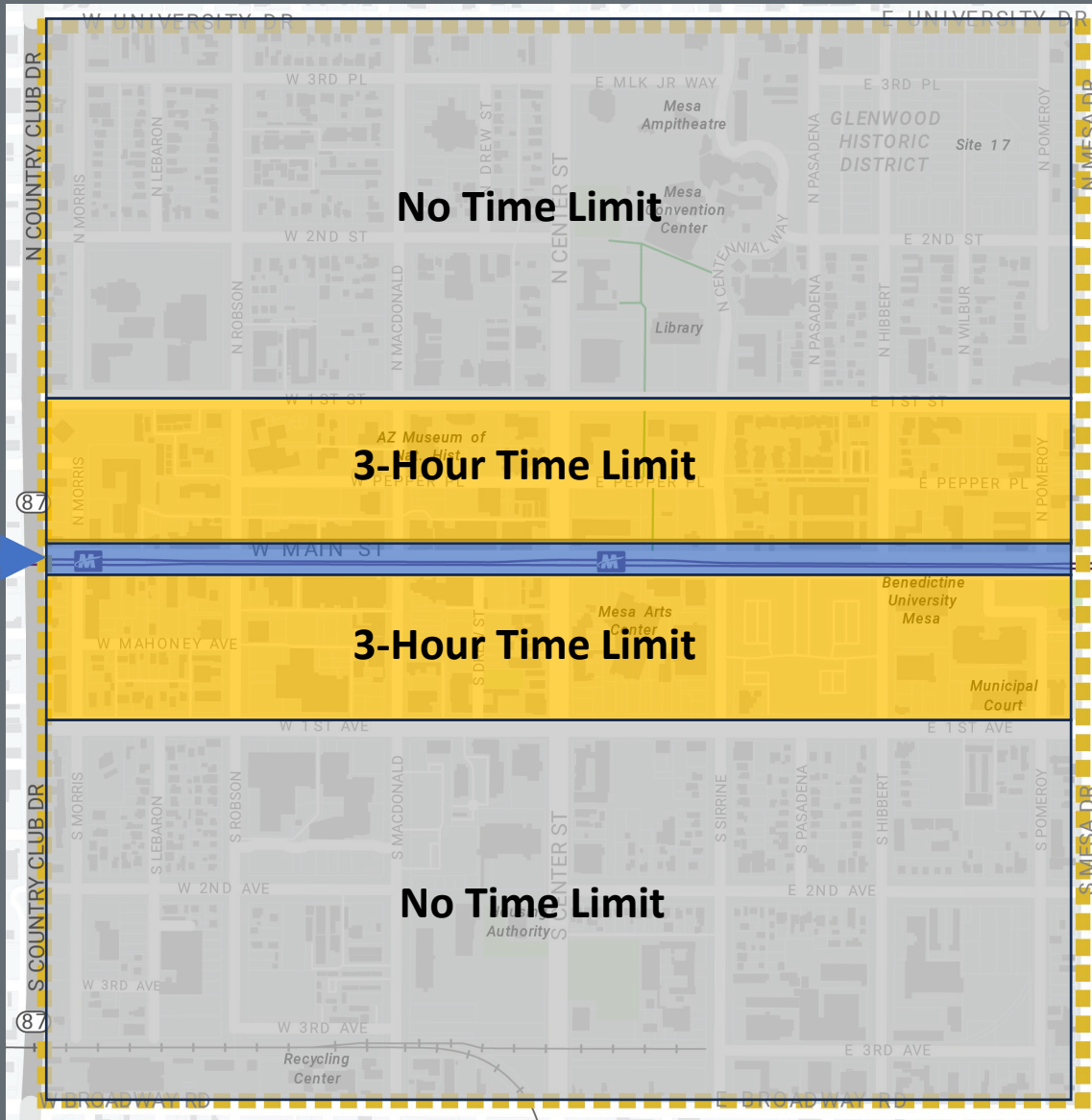


- 1 Street Parking**
 - Universally accessible
 - Most popular for visitors
 - Front door access for merchantsEncourage availability for those spending money at Downtown businesses
- 2 Public Off-Street Parking**

Manage longer-term parking for employees, residents, and long-term visitors
- 3 Private Off-Street Parking**
 - Accessible to tenants only
 - Potential for shared-parking



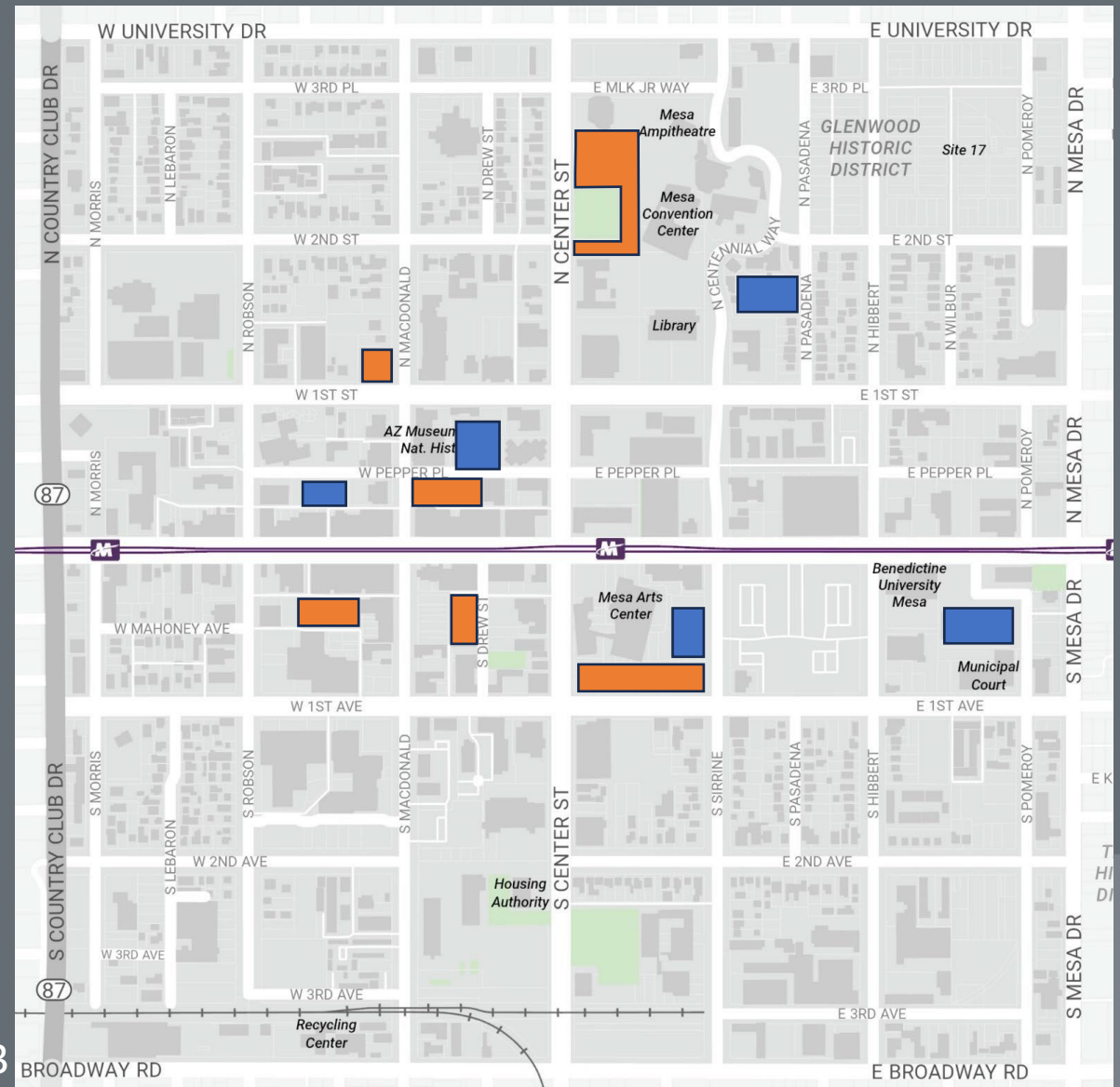
2-Hour
Time Limit



- On-street public parking
 - Standardize with 2- and 3-hour time limits
 - Ensures parking is easier to understand and customer have parking access
- Long-term opportunity- Priced parking
 - Consider when parking demand is higher (over 85% occupancy)
 - Contribute revenue to parking benefit district



- Off-street public parking (garages and lots)
 - Intended for longer-term uses
 - 3-hour time limits and permit users
 - Expand access to purchase day passes
- Private parking
 - Explore opportunities for shared-parking agreements
 - Consider eliminating parking minimums

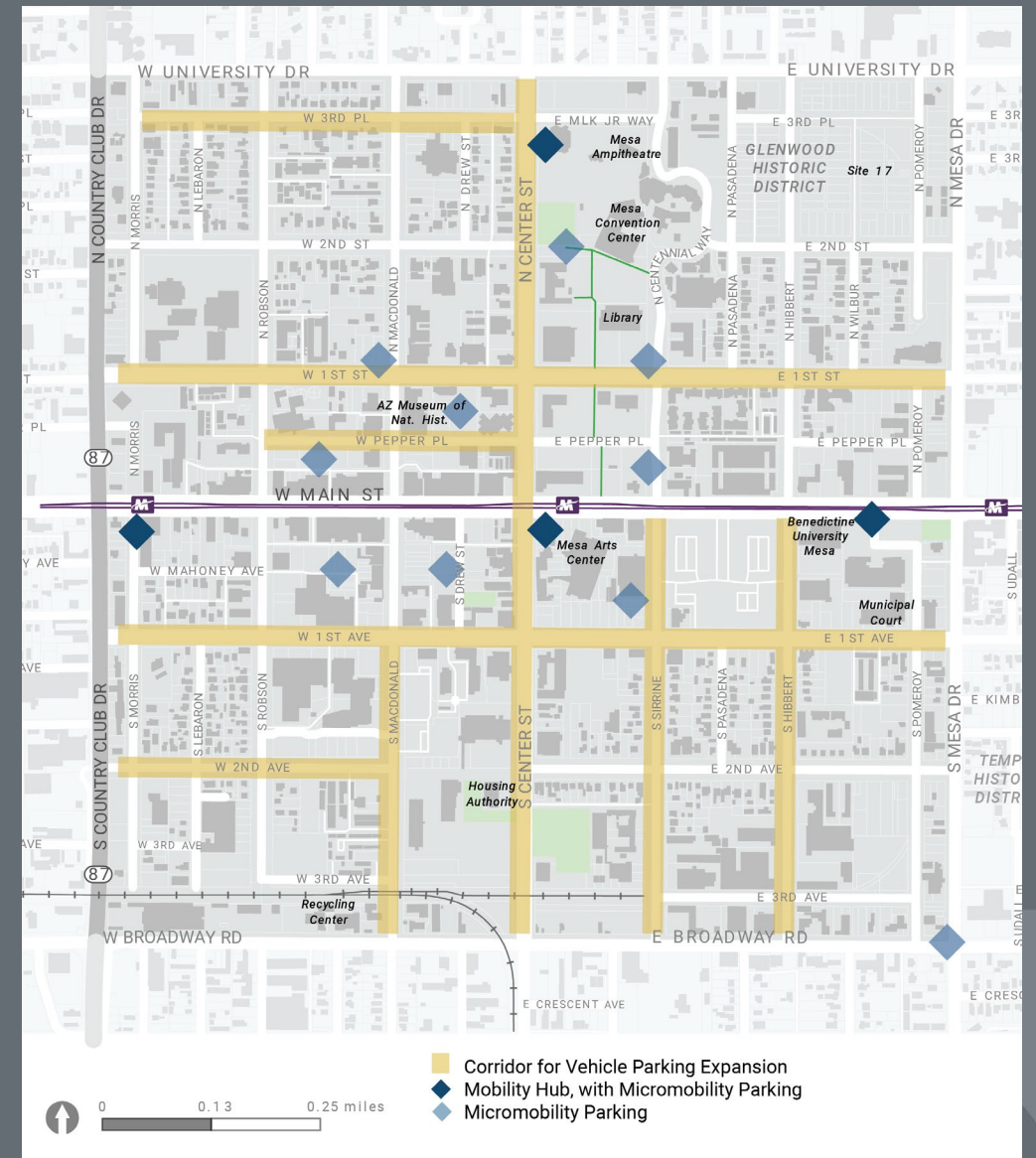




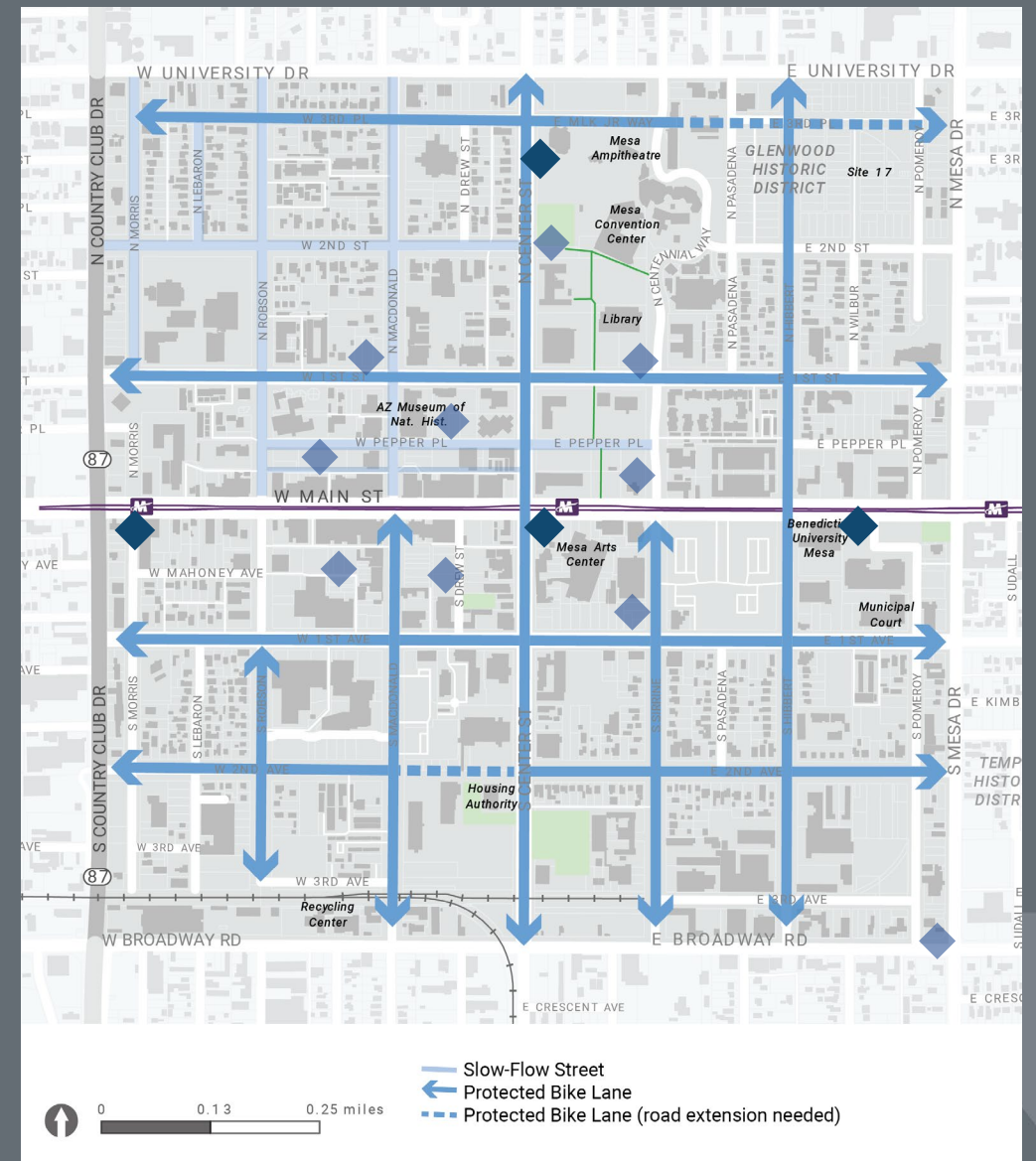
- Eliminate left turn lanes, replace with left-turn pockets where needed
- Reduce lane widths where possible
 - 12' feet wide if adjacent to angled parking
 - 10' feet wide everywhere else



- Add on-street parking where possible
 - Up to 250 new parking spaces between 1st Street and 1st Avenue
- All recommendations maintain vehicular capacity with room for growth

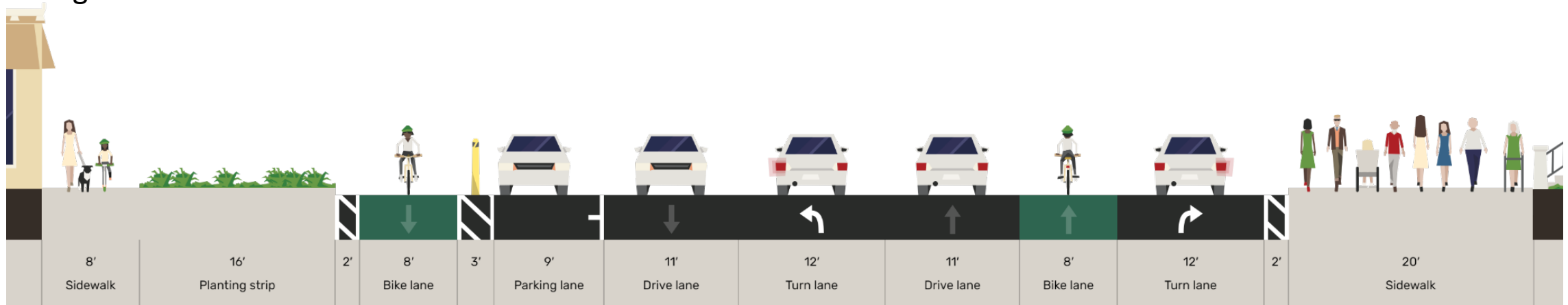


- Add micromobility lanes
- Add micromobility hubs and parking
 - Locate near transit stops and parking lots & garages
- Add dedicated pick-up/drop-off areas

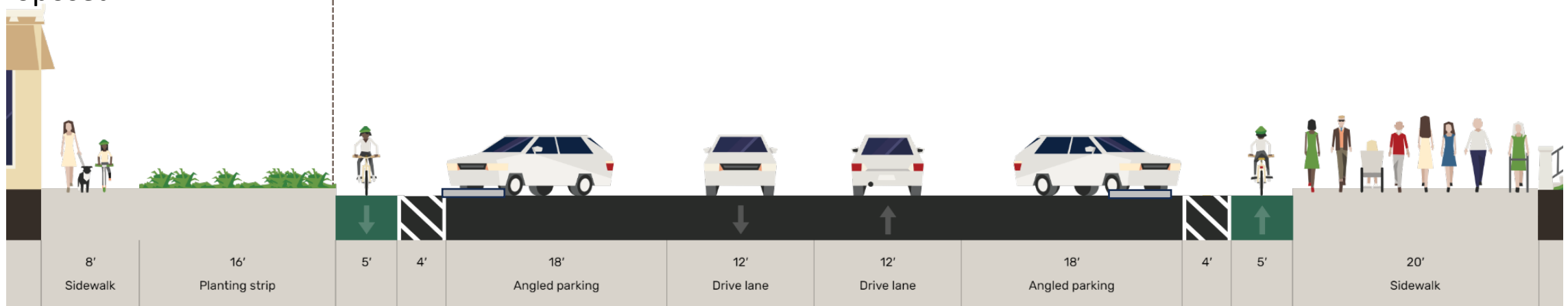


West 1st Avenue

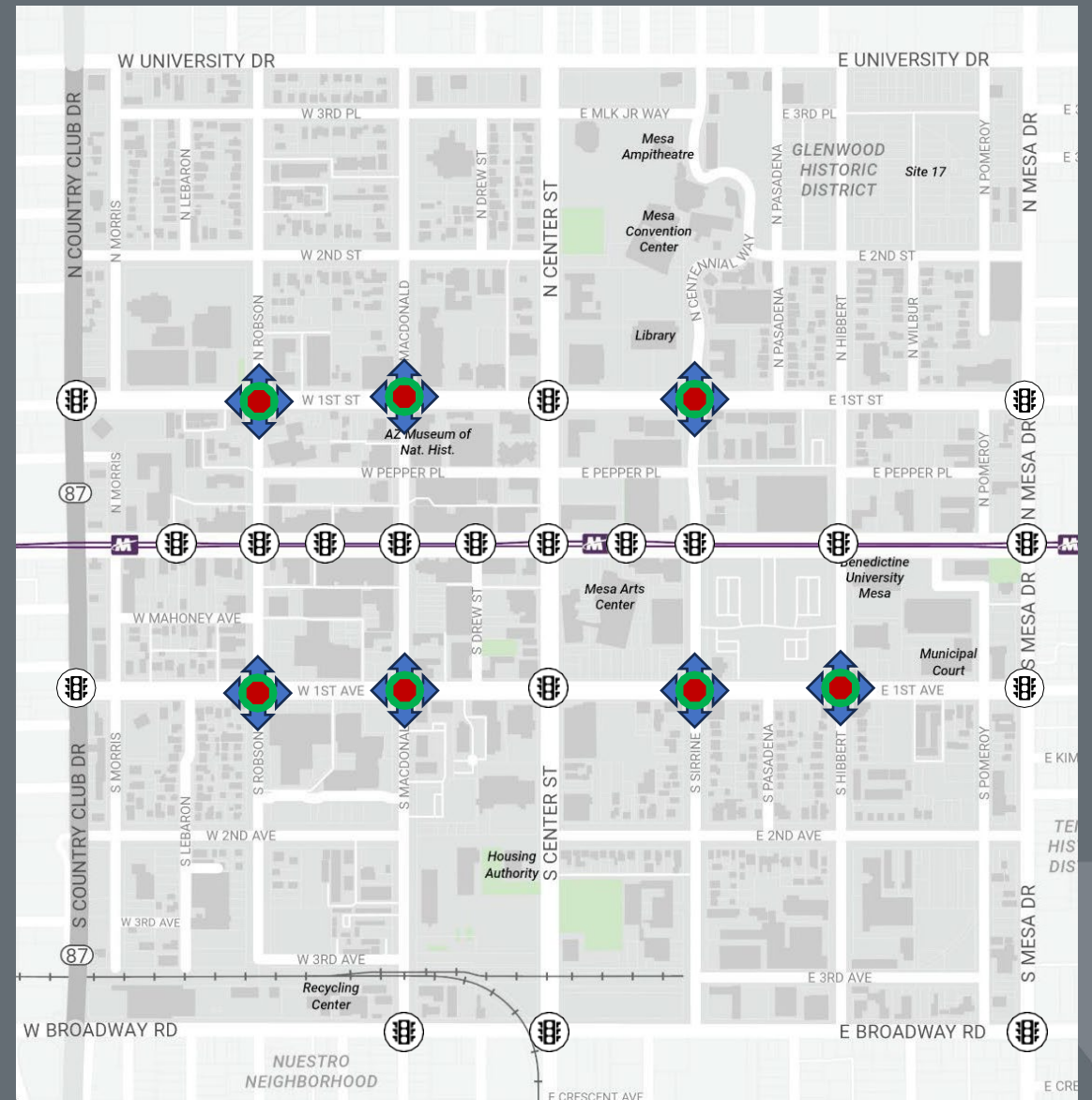
Existing

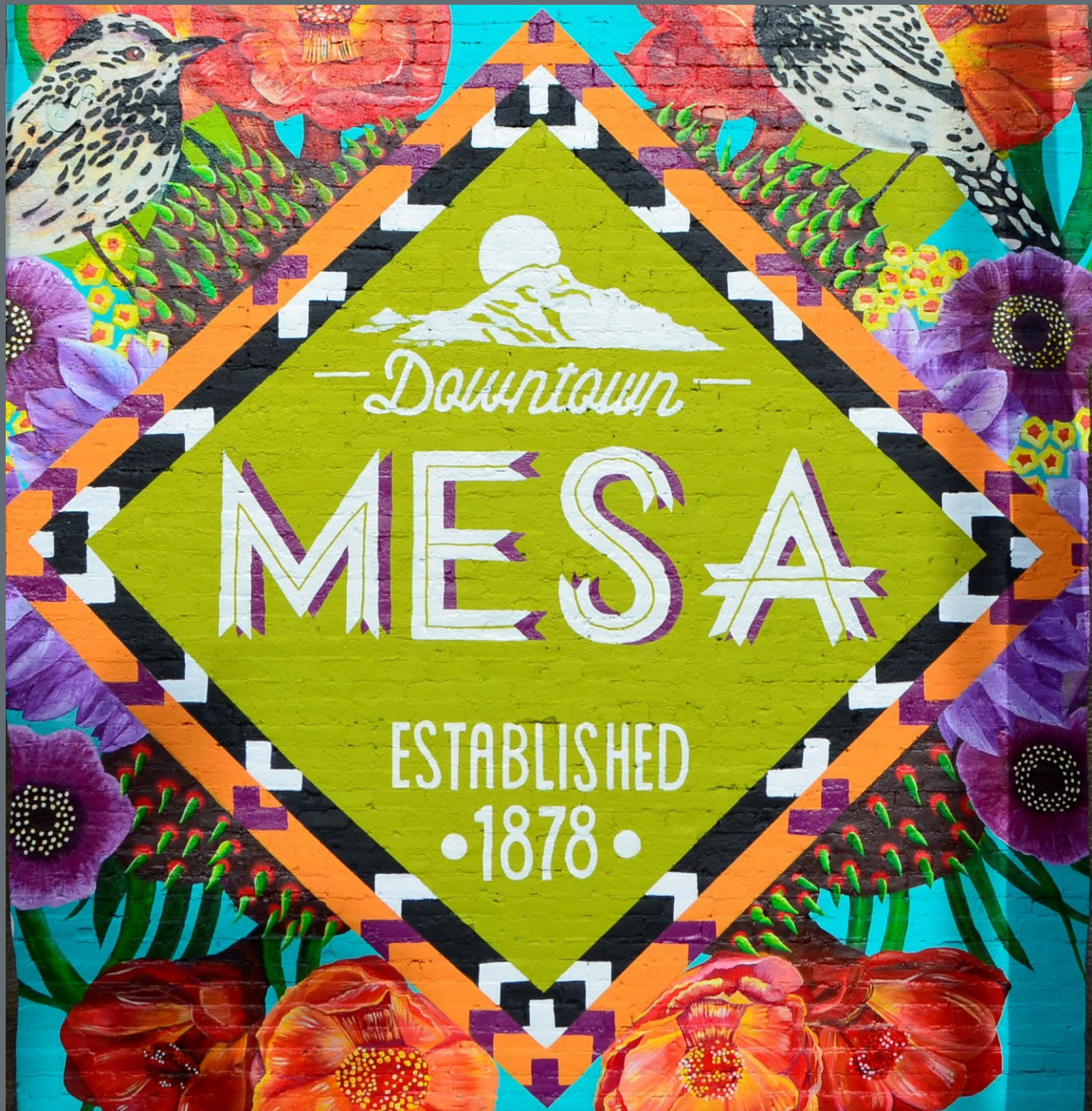


Proposed



- Replace stop lights with stop signs at key intersections
 - Improves flow of traffic
- Improve wayfinding
 - Perform wayfinding and signage study





Implementation



Short-term Goals	Type
Restriping plan	Improvement Projects
Establish pick-up/drop-off areas	Program
Formalize bicycle and micromobility parking locations	Improvement Projects
Adjust parking time restrictions	Improvement Projects, Program
Expand public access to quasi-private lots (shared parking agreements)	Regulatory
Daily parking pass rollout	Program

Mid-term Goals	Type
Monitor permit demand for expansion to other off-street lots and garages	Program
Reduce parking requirements for private development	Regulatory
Restriping plan	Improvement Projects
Wayfinding and navigation study	Assessment
Remove curb extensions on South Macdonald and Second Avenue to create protected micromobility lanes	Capital Improvement
Extend micromobility connections at MLK Boulevard and Second Avenue	Capital Improvement
Replace unwarranted signals with all way stop signs	Improvement Projects

Long-term Goals	Type
<p>Establish parking benefit district by pricing preferred parking, as demand exceeds 85% in the Main Street Core; remove all time restrictions when parking is paid</p>	<p>Program, Regulatory</p>
<p>Rebuild curb lines across Downtown to provide sidewalk level bicycle facilities and narrower pedestrian crossings, while maintain parking</p>	<p>Capital Improvement</p>



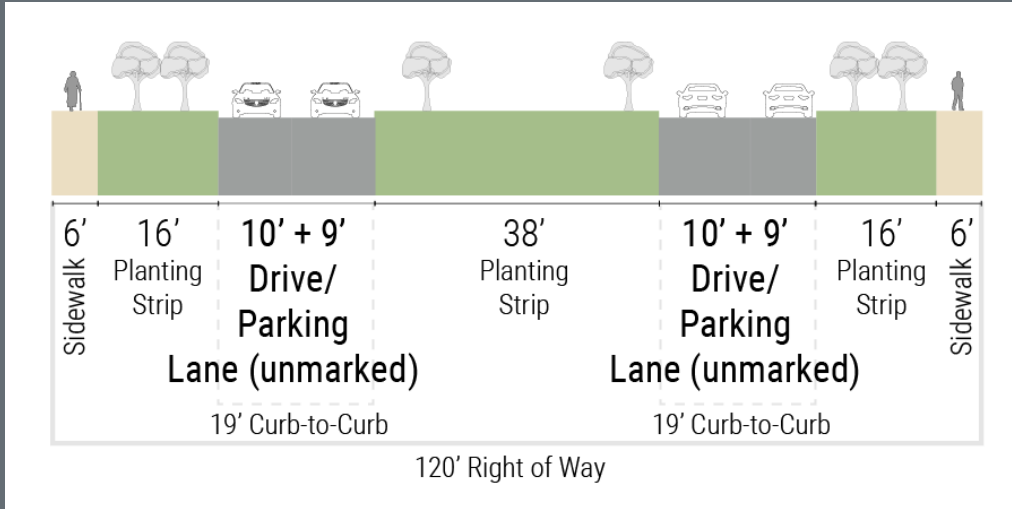
- Next Steps

- November 17th – Council Adoption
- FY25-26 – Begin implementation of striping plan

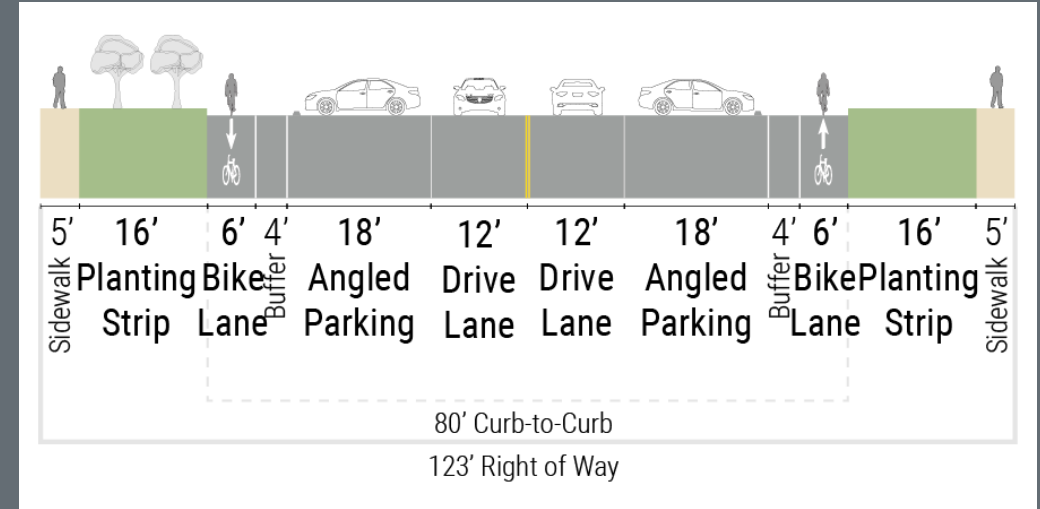


Discussion

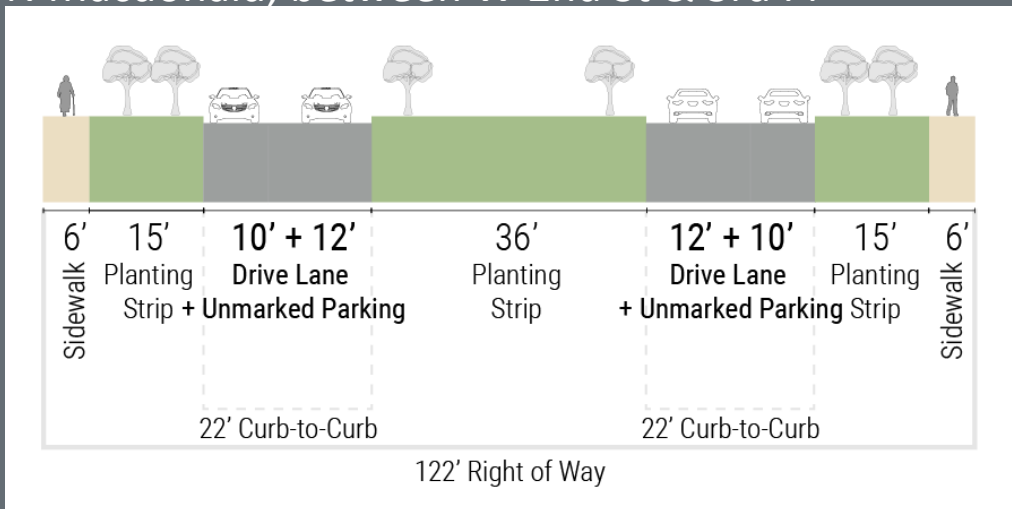
N Robson at W 2nd St



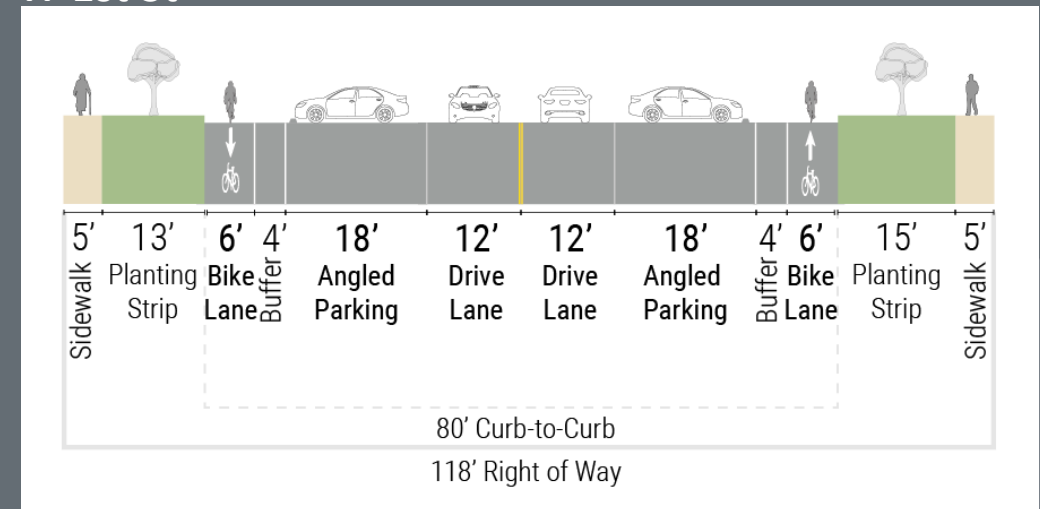
W 2nd St



N Macdonald, between W 2nd St & 3rd Pl

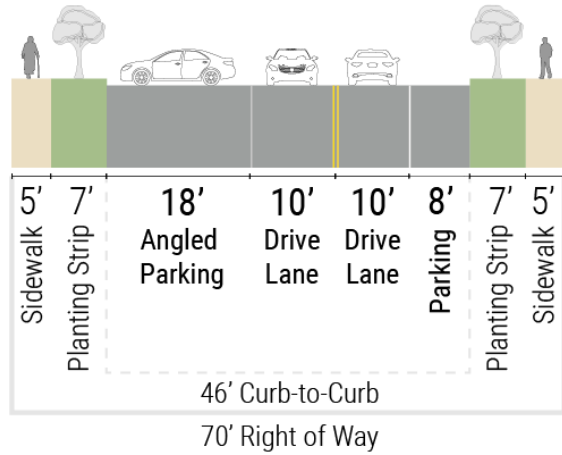


W 1st St

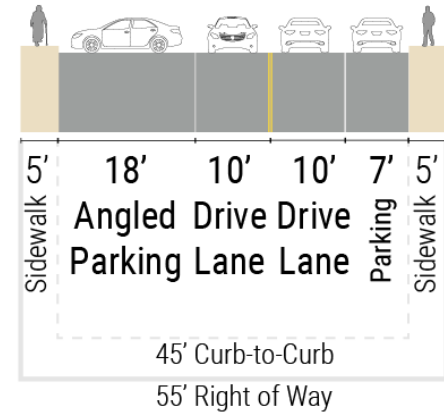




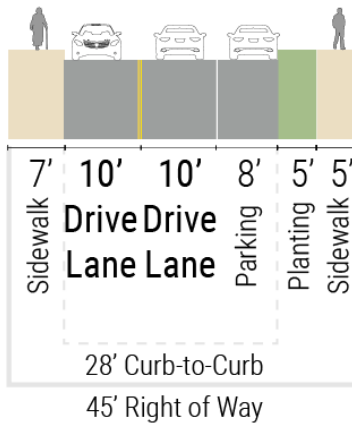
W 3rd Pl



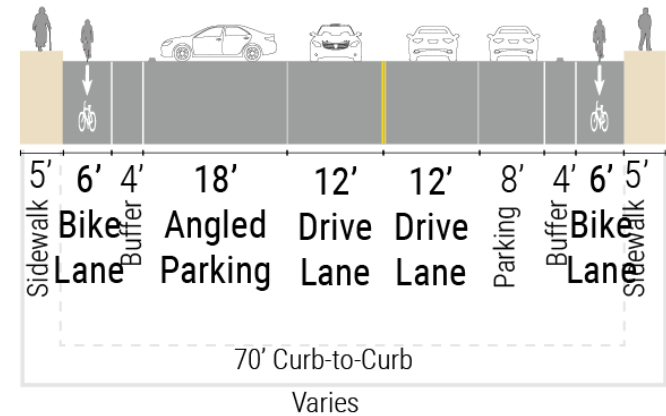
Pepper Pl



N Pasadena

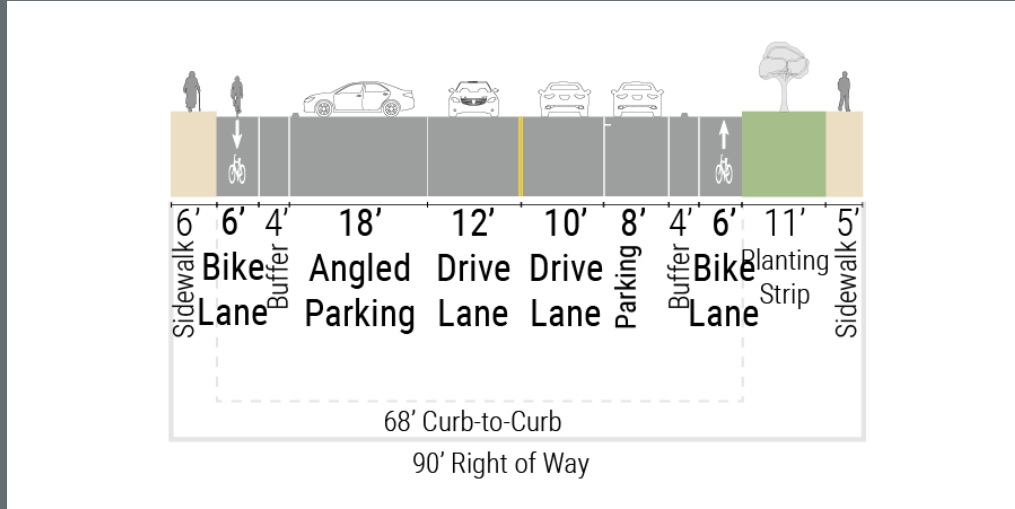


E 2nd St

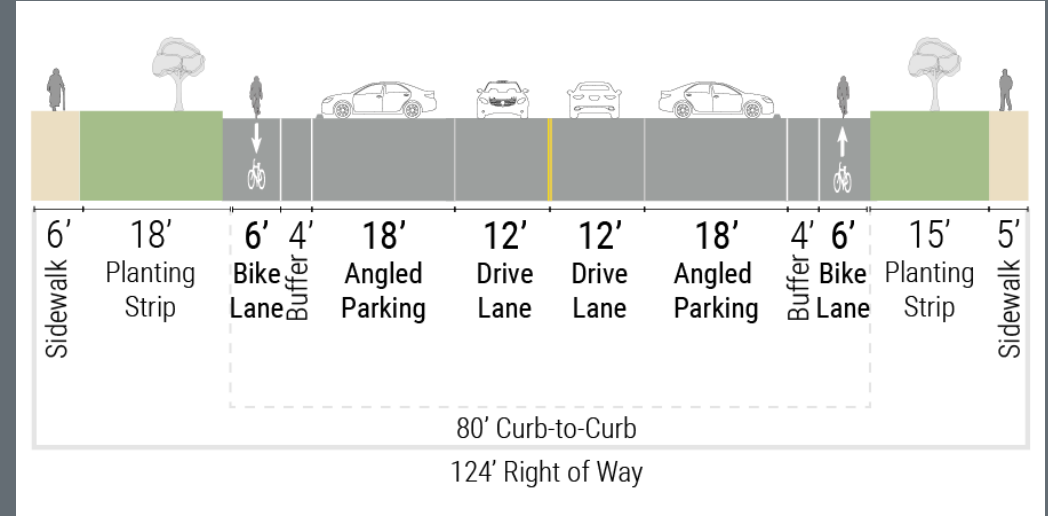




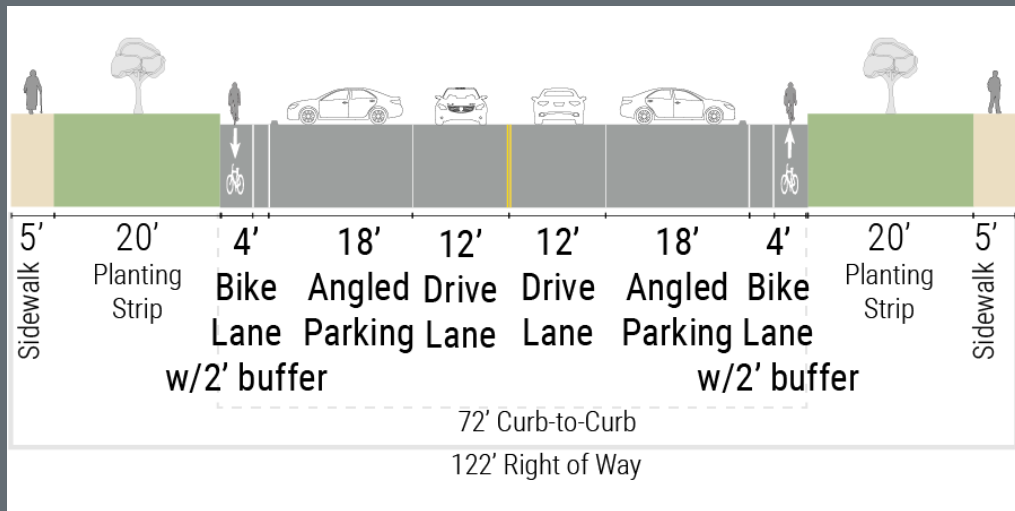
N Pomeroy*



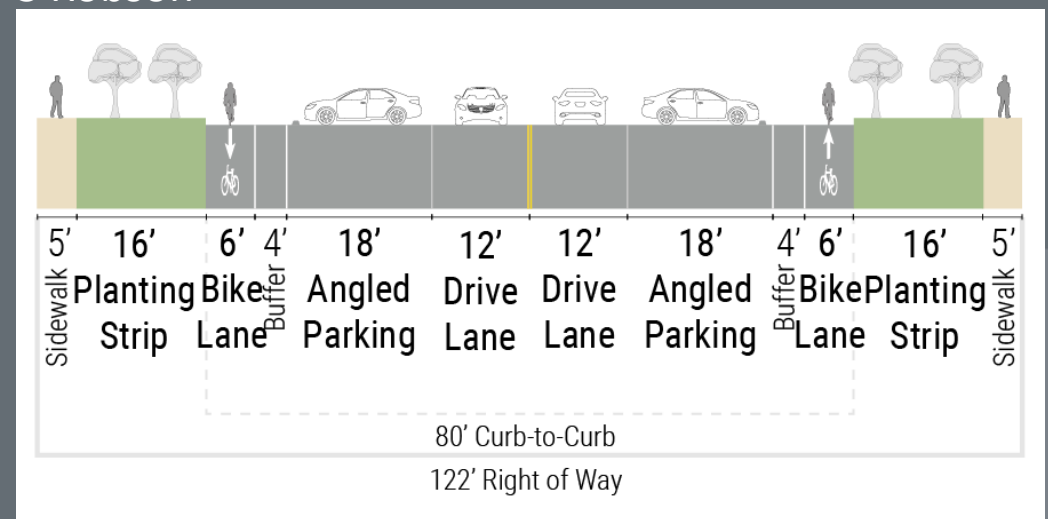
E 1st Street



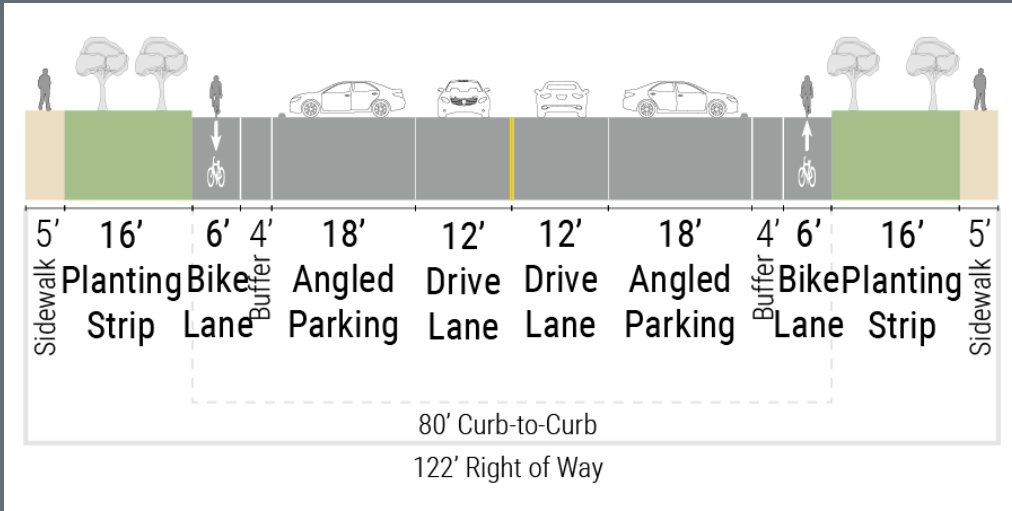
N Hibbert*



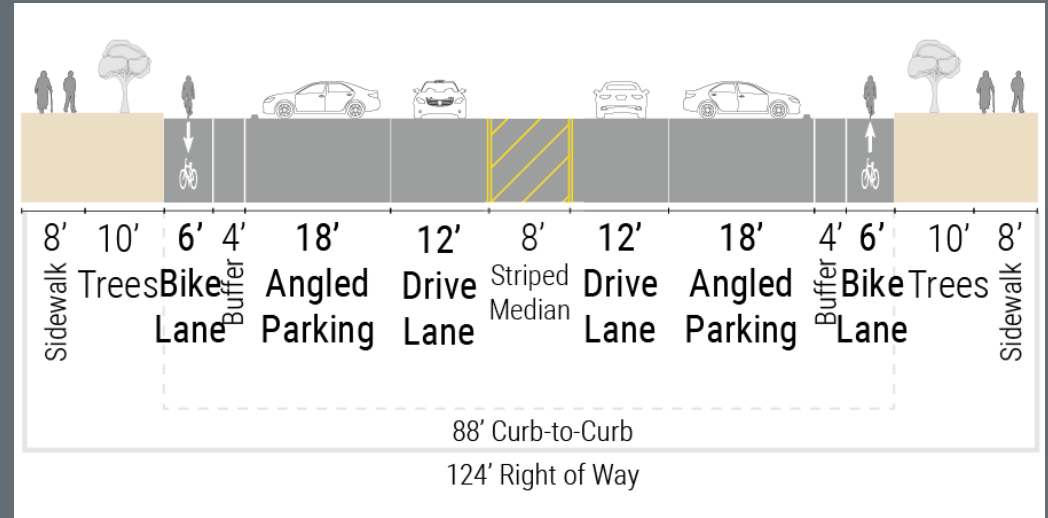
S Robson



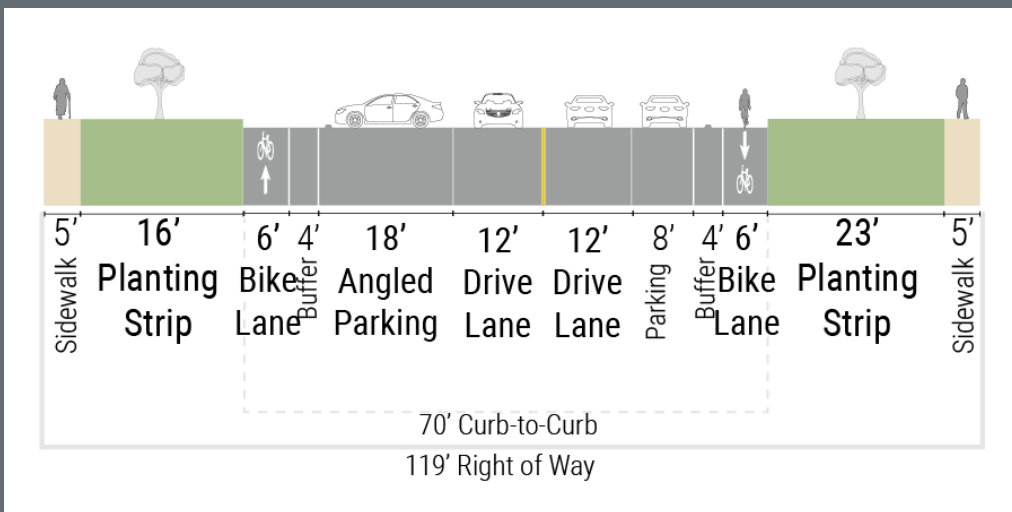
W 1st Ave



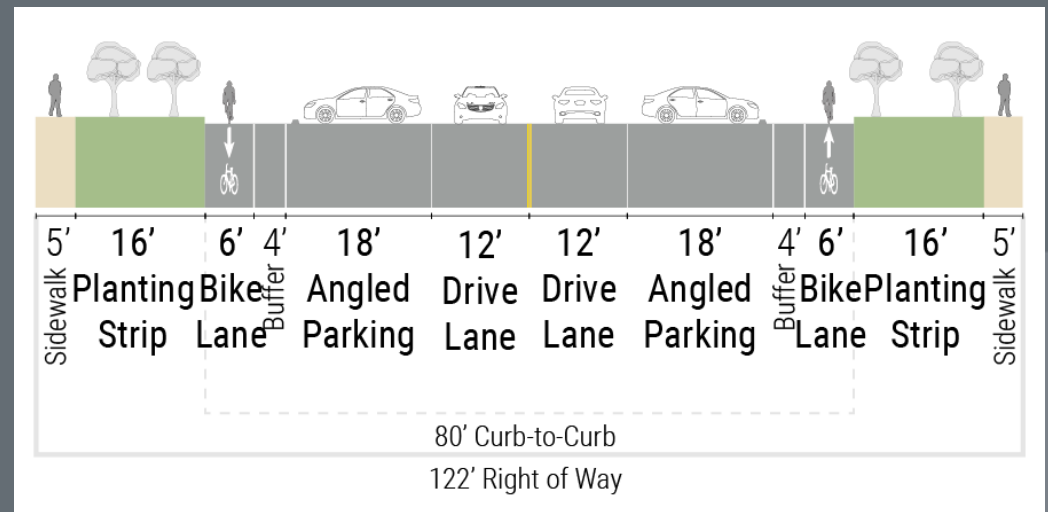
S Macdonald**



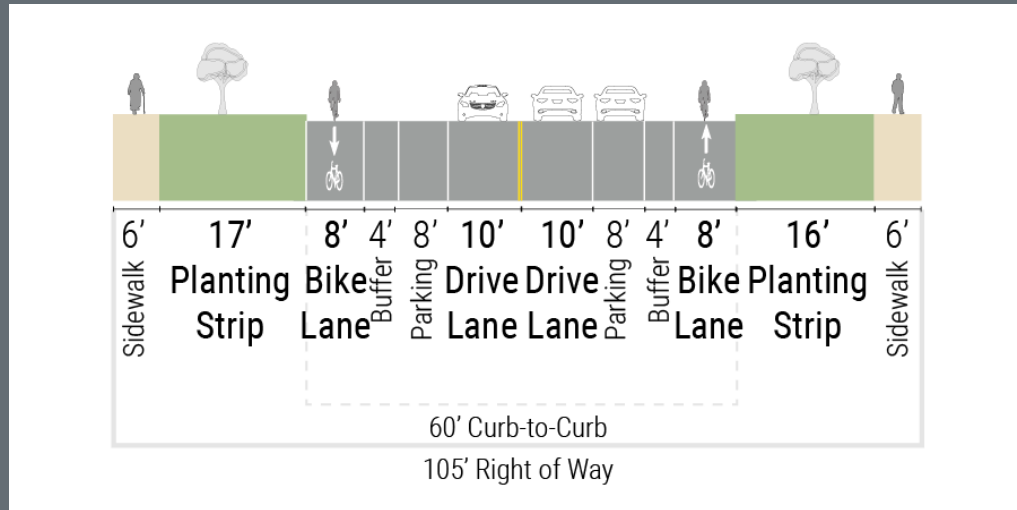
W 2nd Ave**



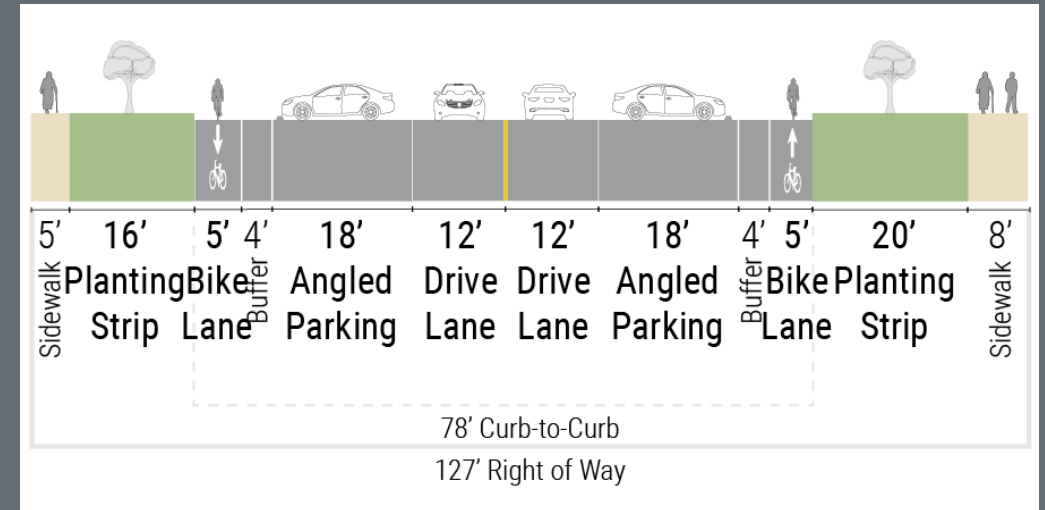
S Serrine**



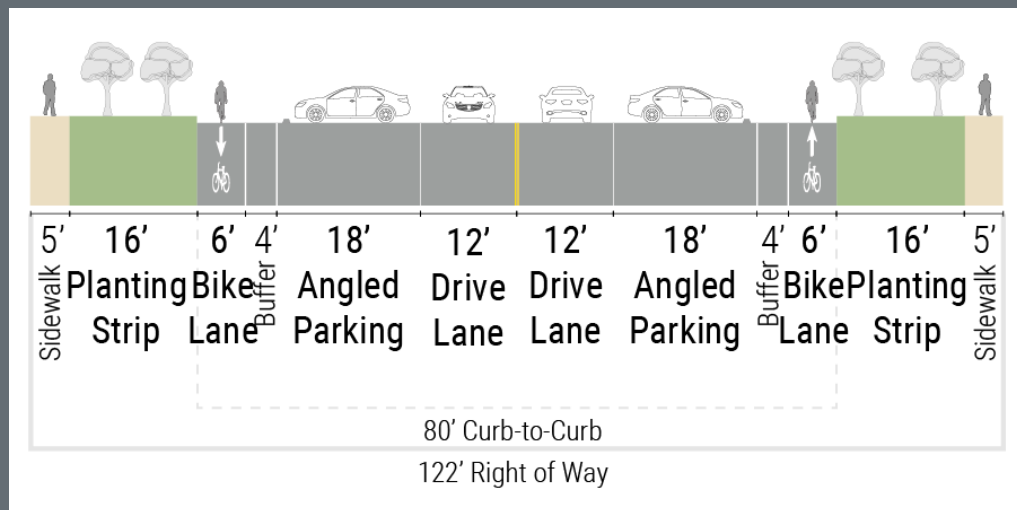
E 1st Ave



S Hibbert



E 2nd Ave



Center St

