

# Downtown Mesa Micromobility & Parking Plan

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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

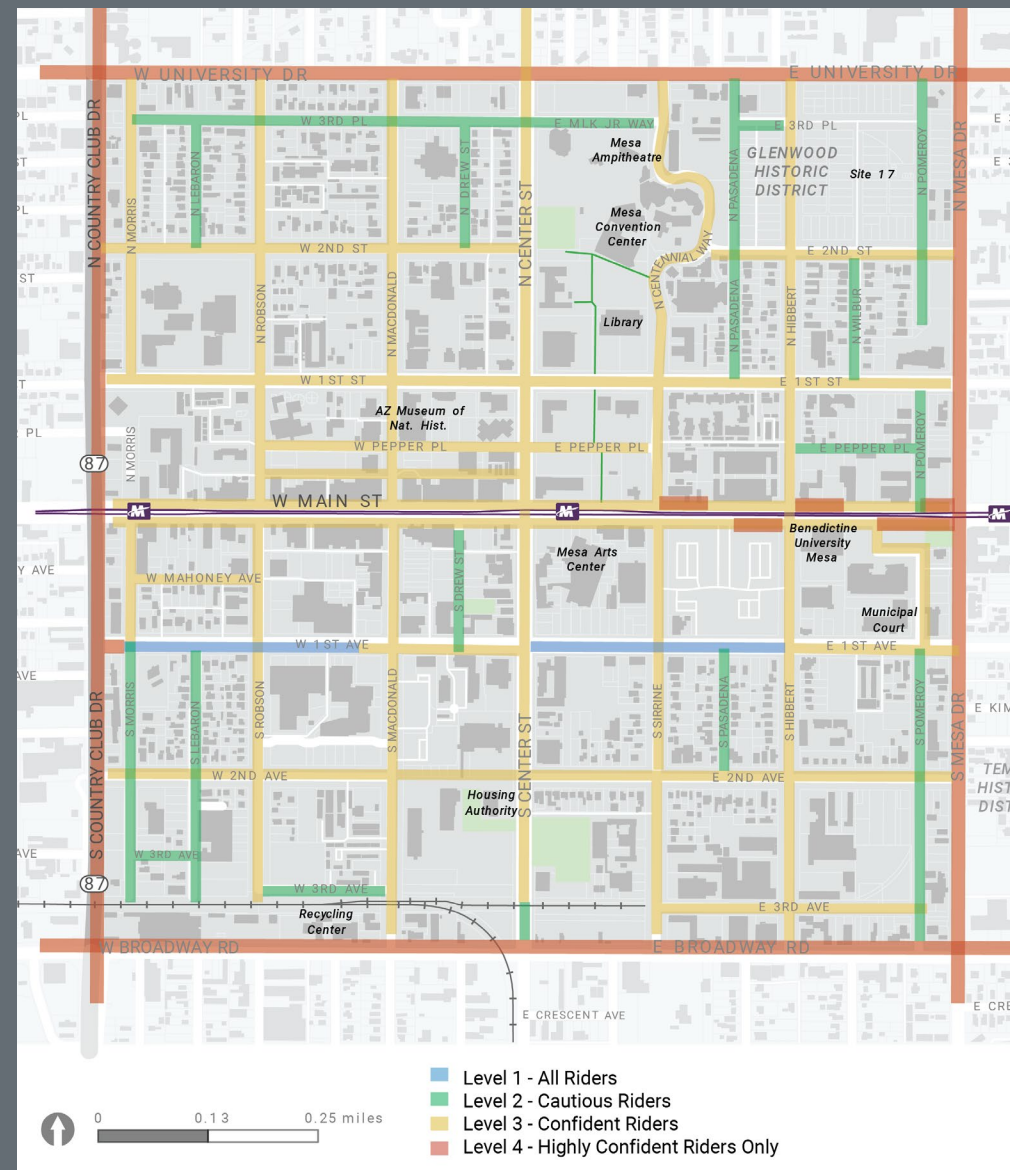




# Existing Conditions

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

WEST 1<sup>ST</sup> STREET - 3,500 DAILY VEHICLES





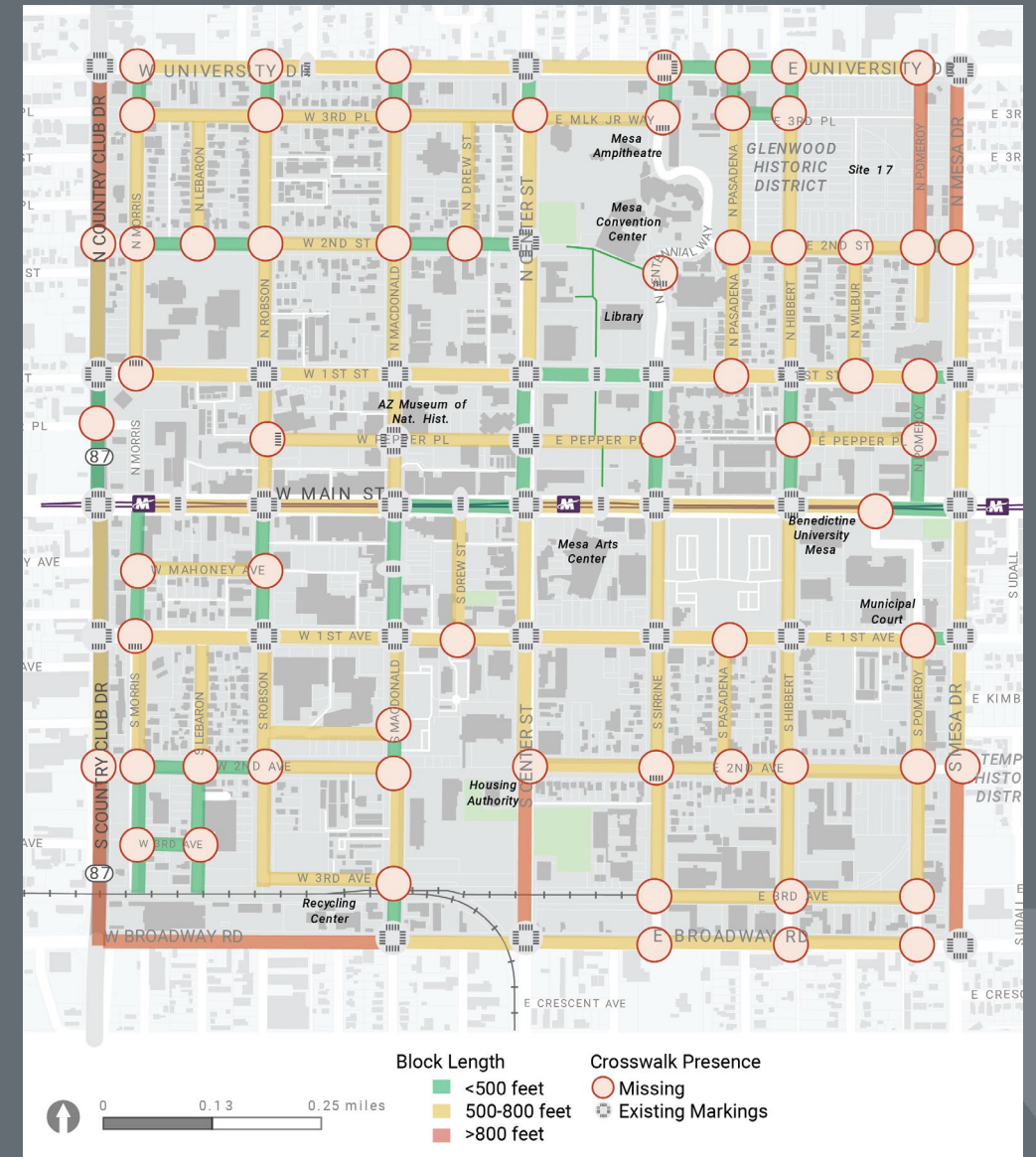
South Macdonald



South Ashland

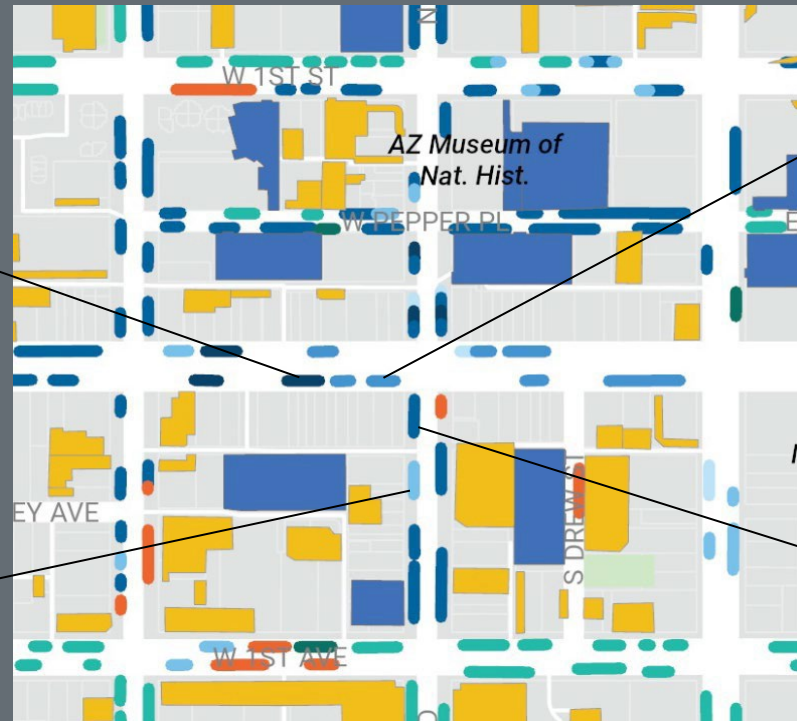


- Long blocks
  - Typical downtown block is 200-300 feet
  - Downtown Mesa average is 600-700 feet
- Many intersections have unmarked crosswalks
  - Inventory of crosswalks





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





# Recommendations

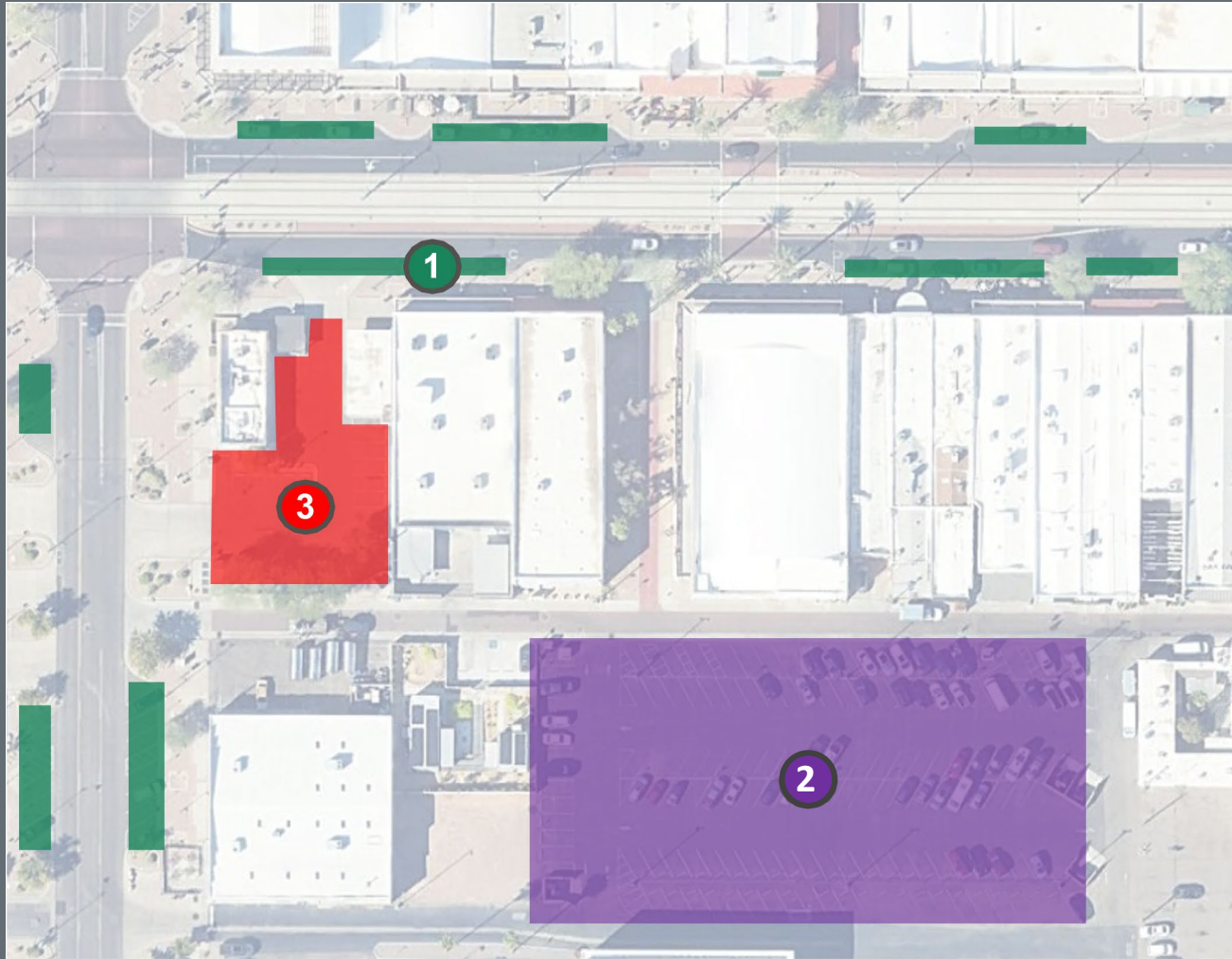
## Recommendations

- 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 merchants

Encourage 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

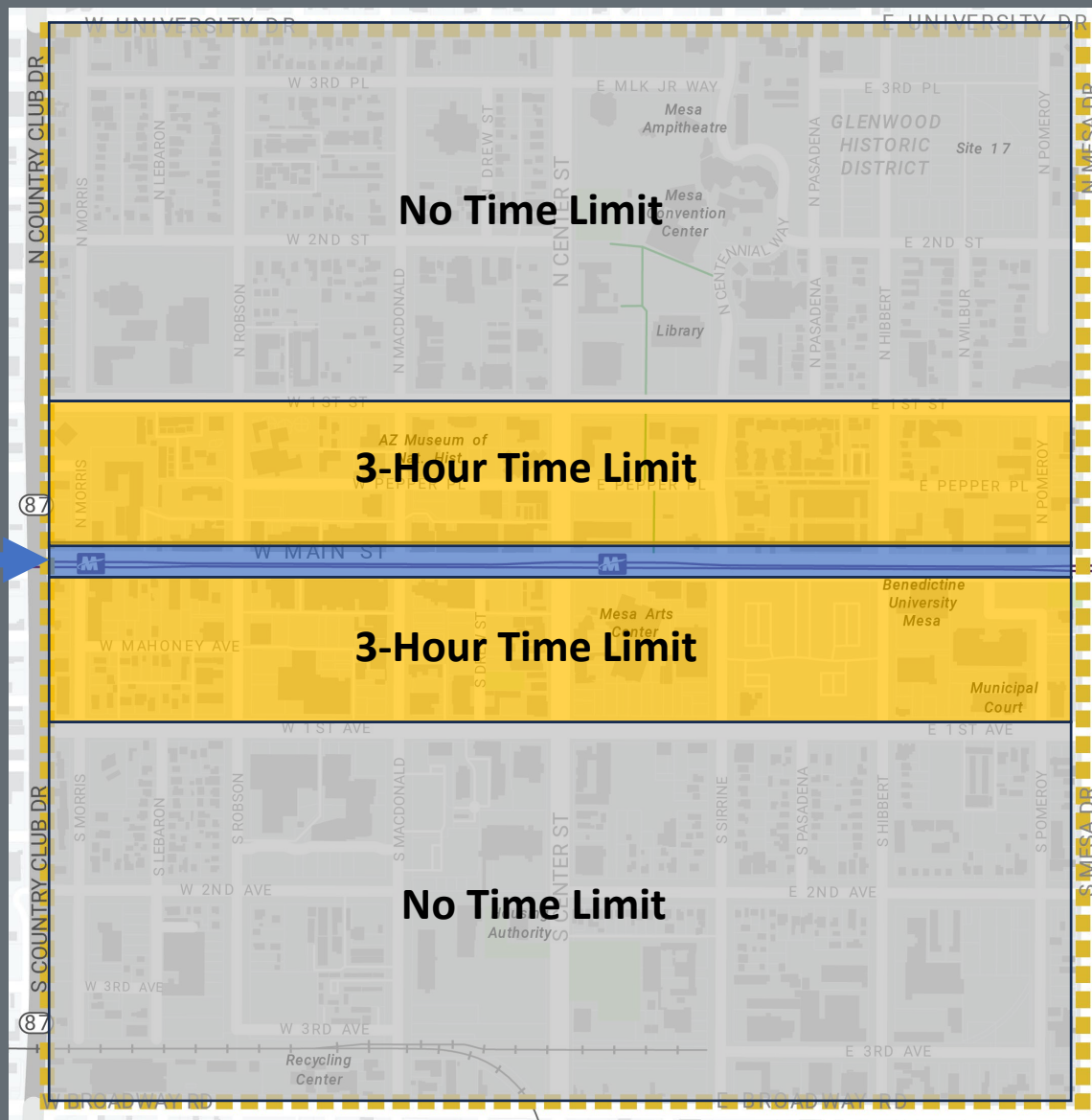
- Accessible to tenants only
- Potential for shared-parking



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# Parking Reforms

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

- 13



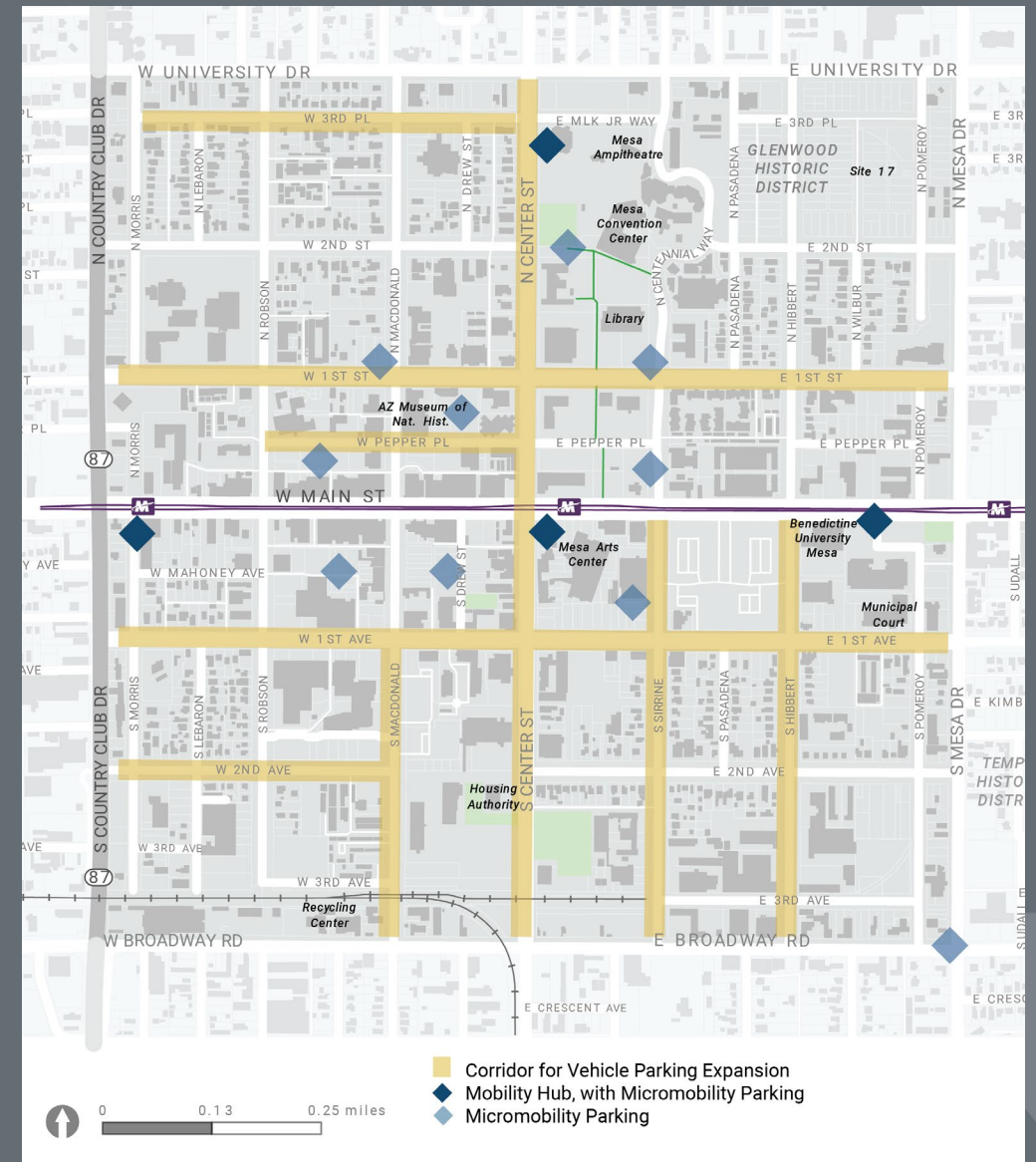


- Eliminate left turn lanes, replace with left-turn pockets where needed
- Reduce lane widths where possible
  - 12' feet wide if adjacent to angled parking
  - 10' feet wide everywhere else

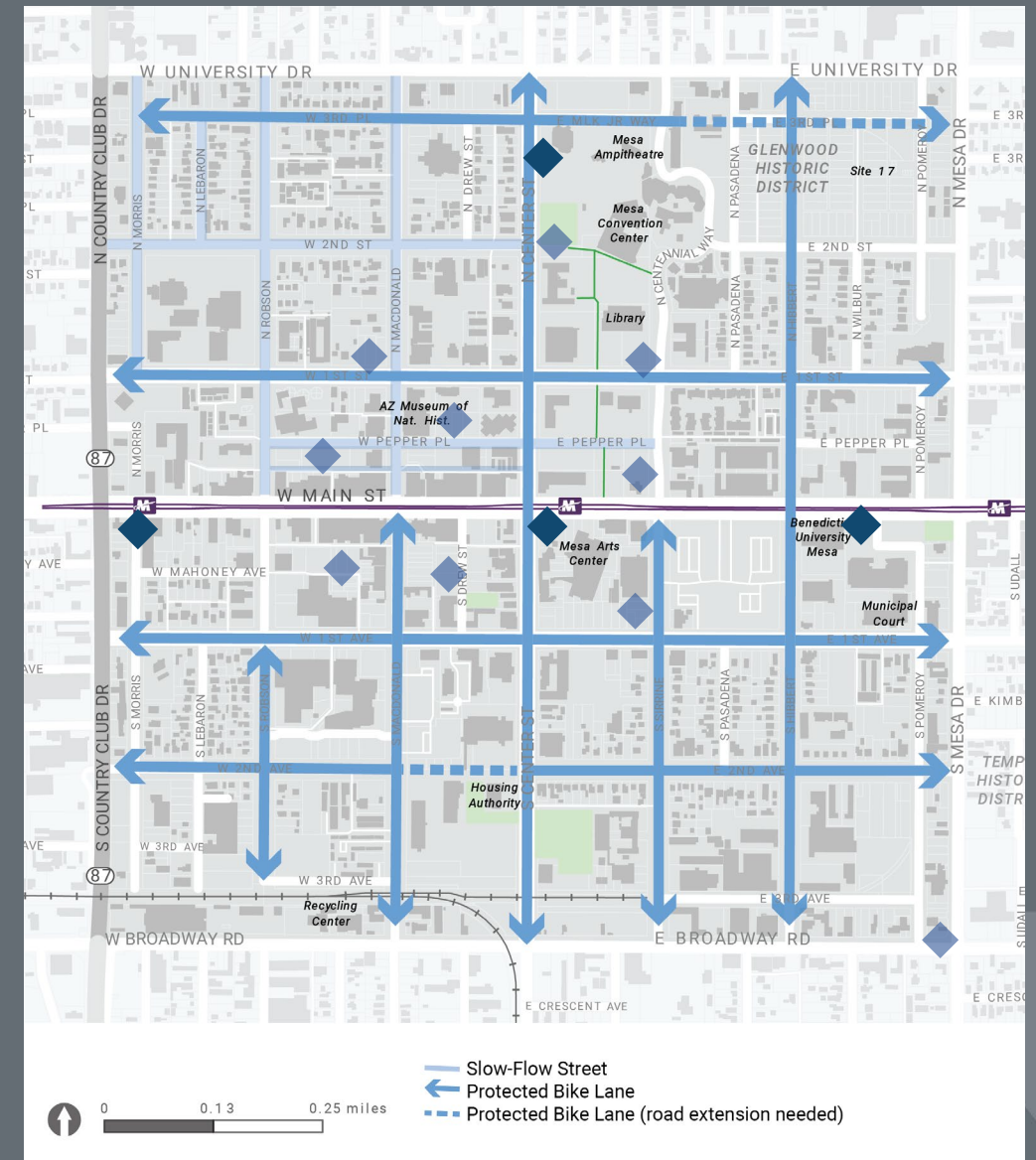




- Add on-street parking where possible
  - Up to 250 new parking spaces between 1st Street and 1st Avenue
- All recommendations maintain vehicular capacity with room for growth

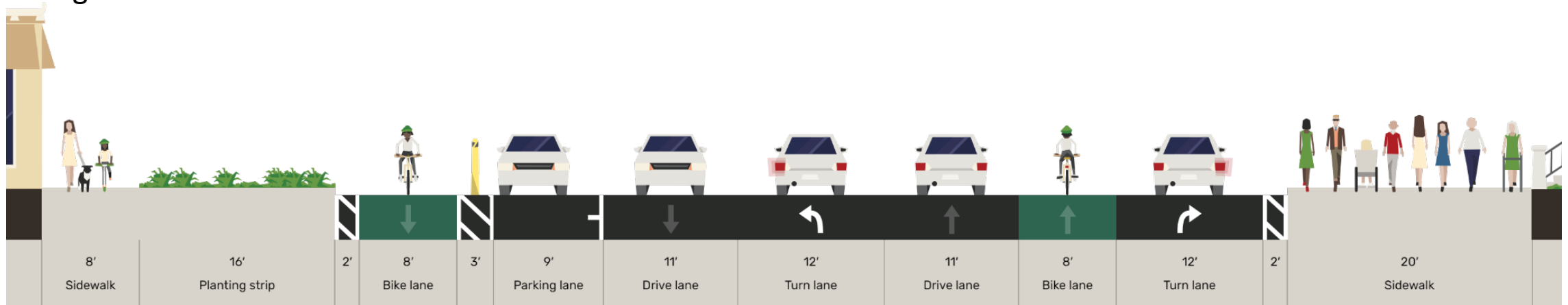


- Add micromobility lanes
- Add micromobility hubs and parking
  - Locate near transit stops and parking lots & garages
- Add dedicated pick-up/drop-off areas

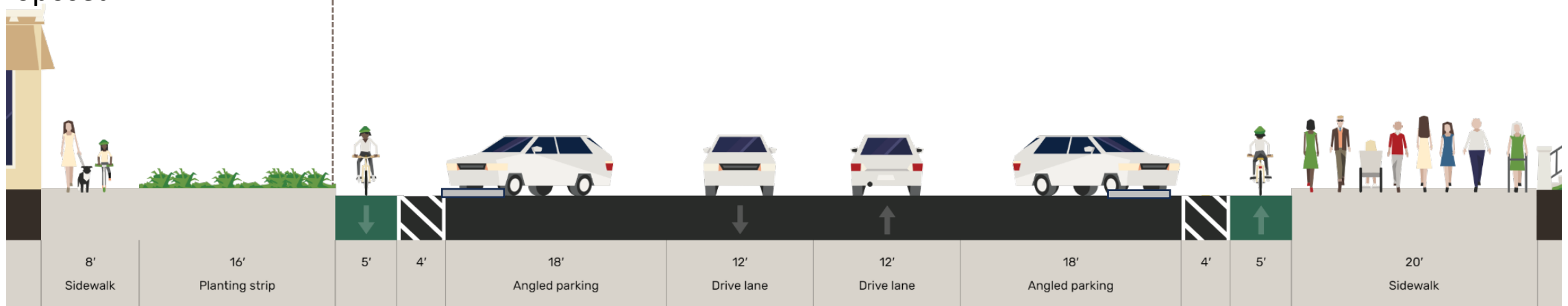


## West 1st Avenue

### Existing



### Proposed



- [illegible]



# 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                |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 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 | Program, Regulatory |
| Rebuild curb lines across Downtown to provide sidewalk level bicycle facilities and narrower pedestrian crossings, while maintain parking                         | Capital Improvement |



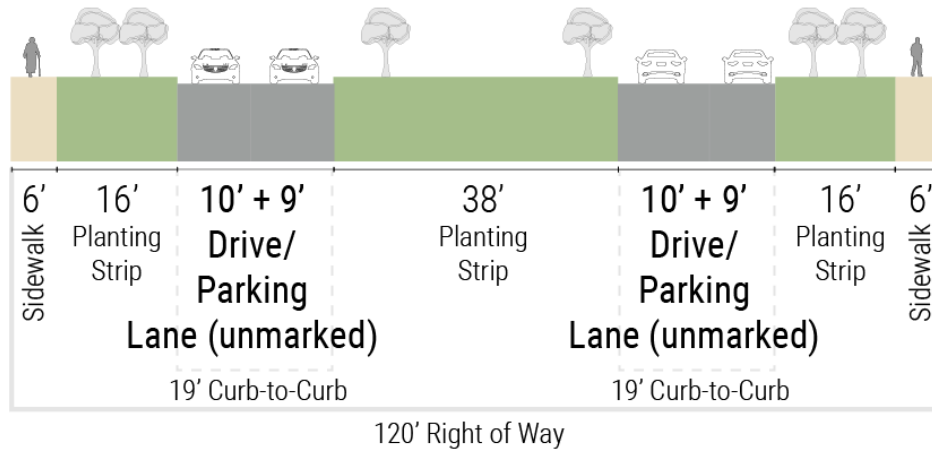
- Next Steps

- November 17<sup>th</sup> – Council Adoption
- FY25-26 – Begin implementation of striping plan

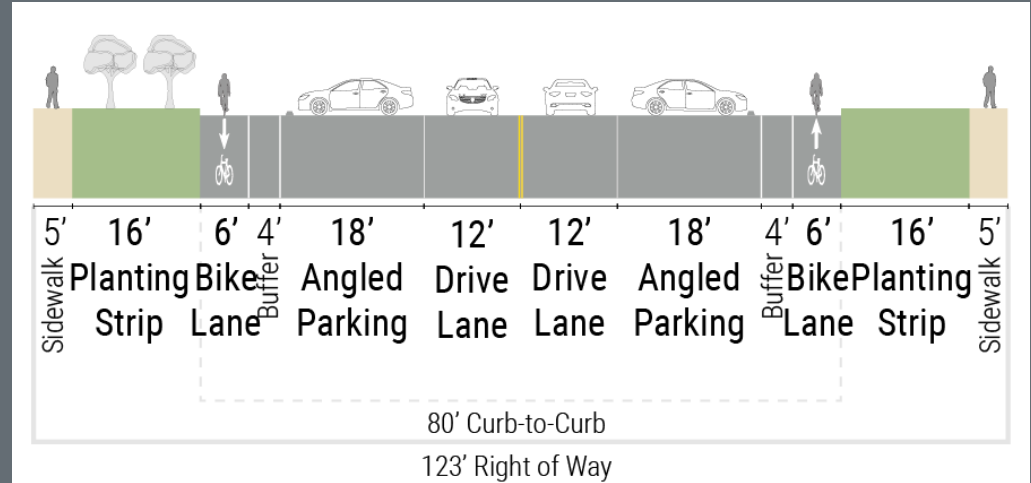


# Discussion

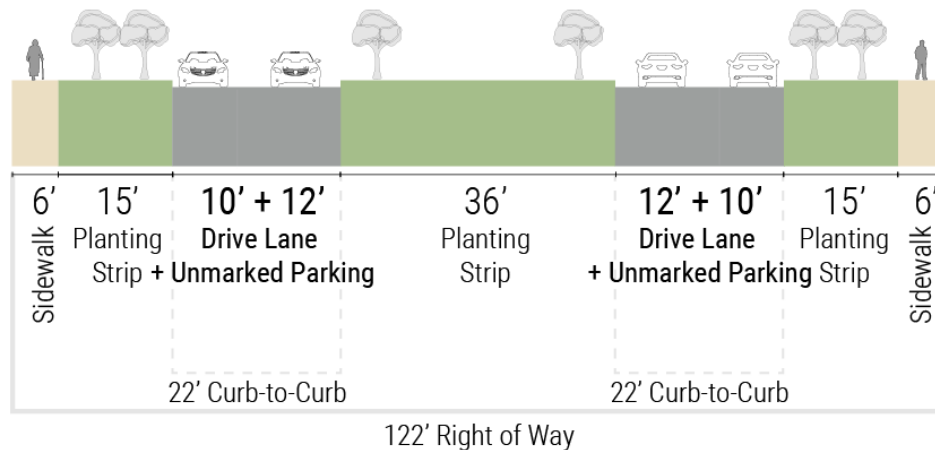
## N Robson at W 2nd St



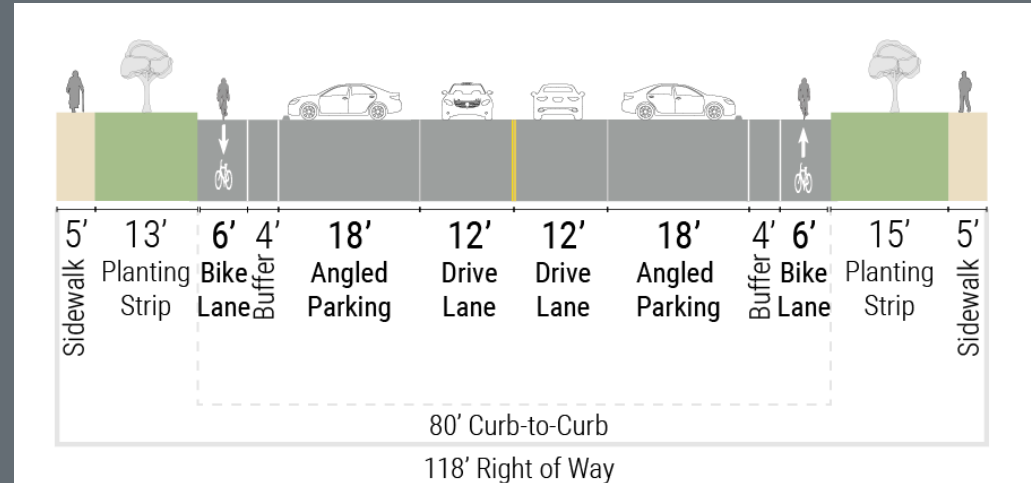
## W 2nd St



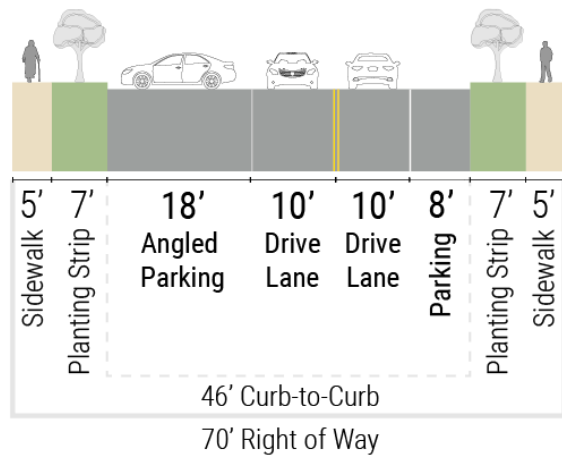
## N Macdonald, between W 2nd St & 3rd Pl



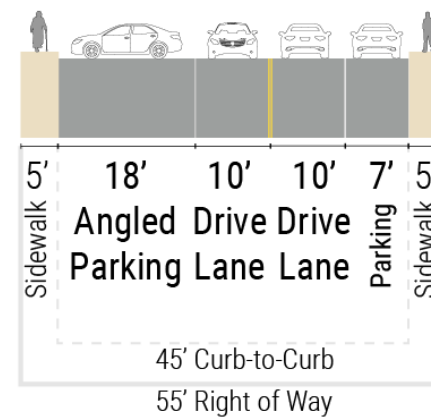
## W 1st St



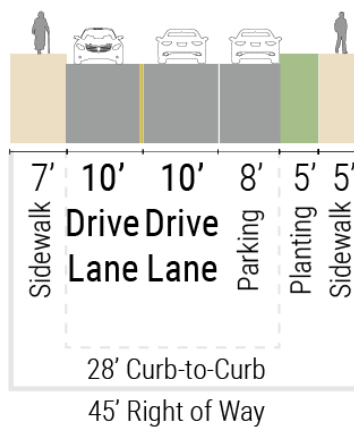
## W 3rd Pl



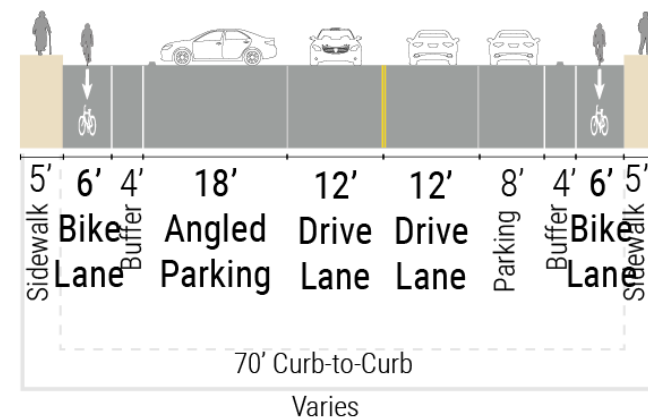
## Pepper Pl



## N Pasadena

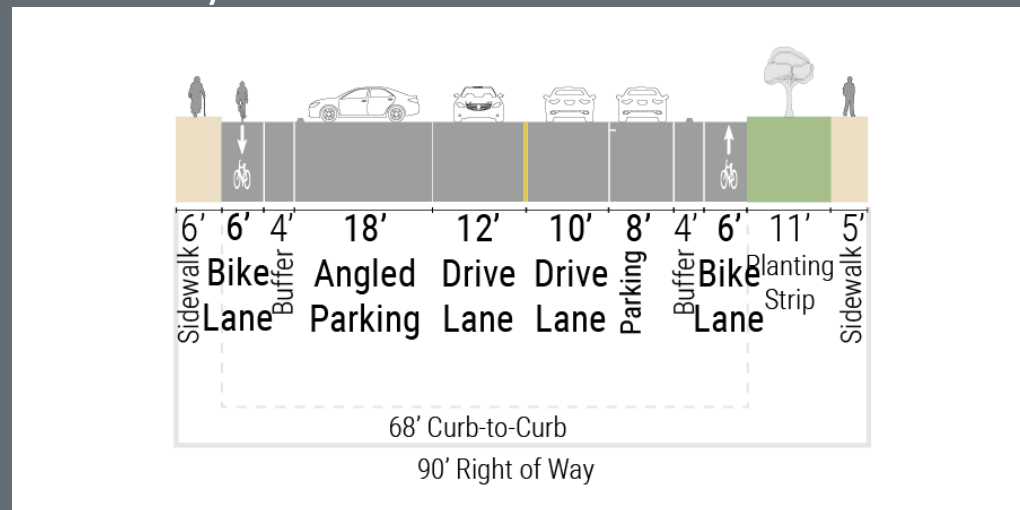


## E 2nd St

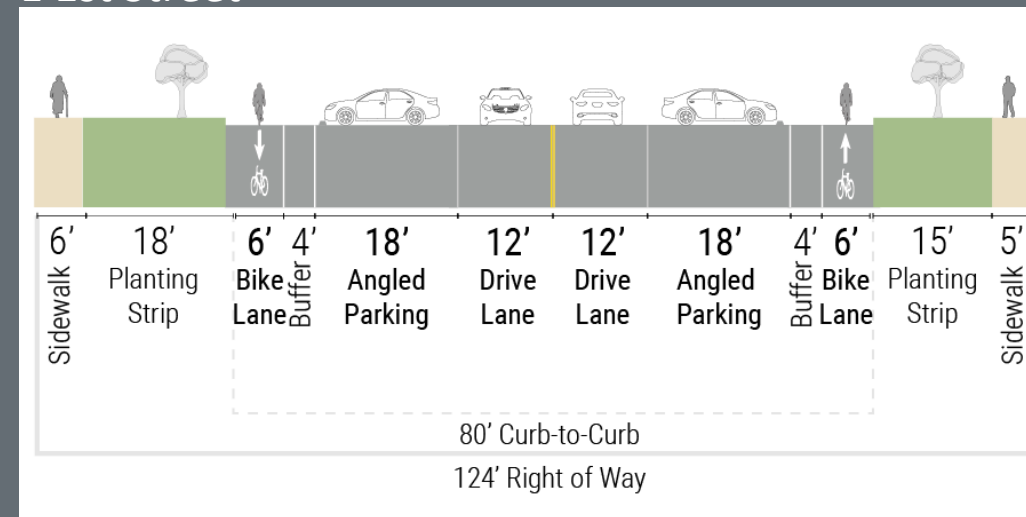




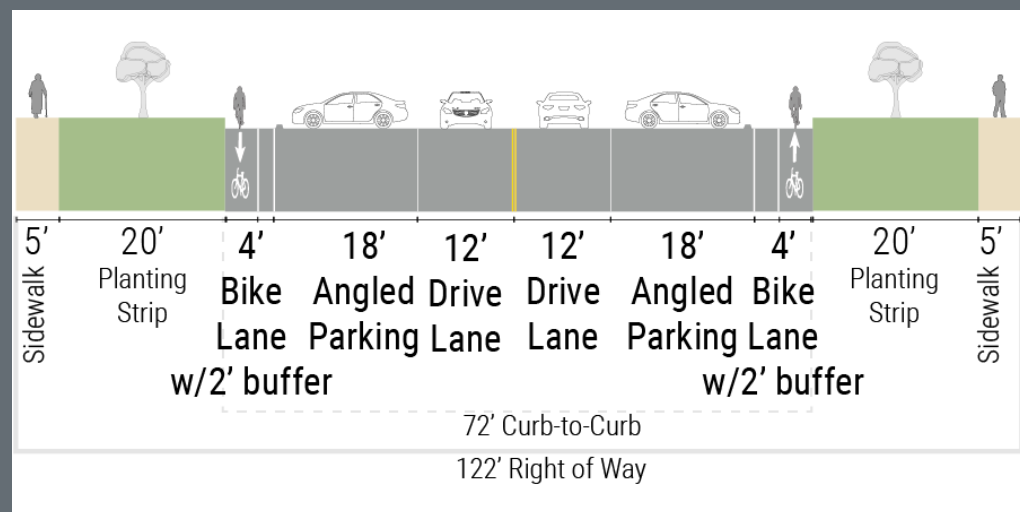
N Pomeroy\*



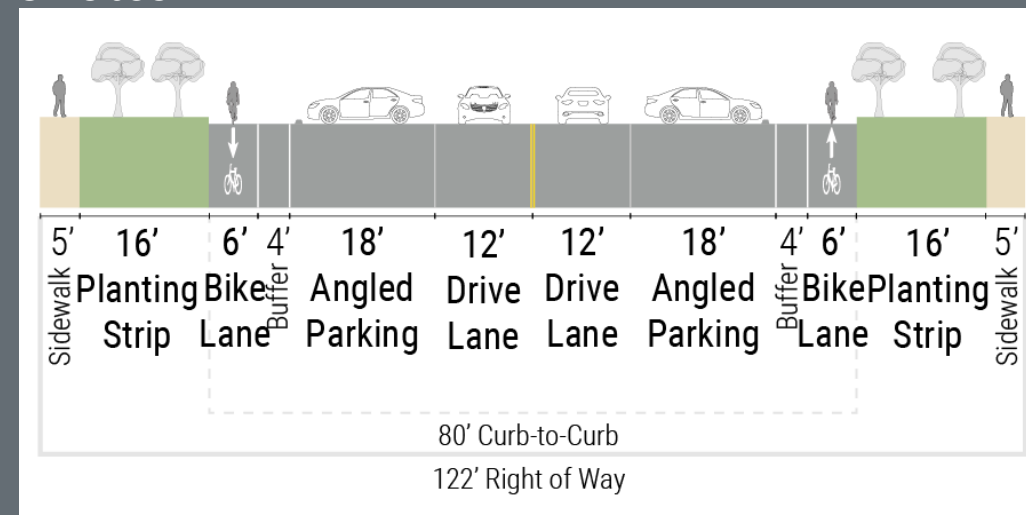
E 1st Street



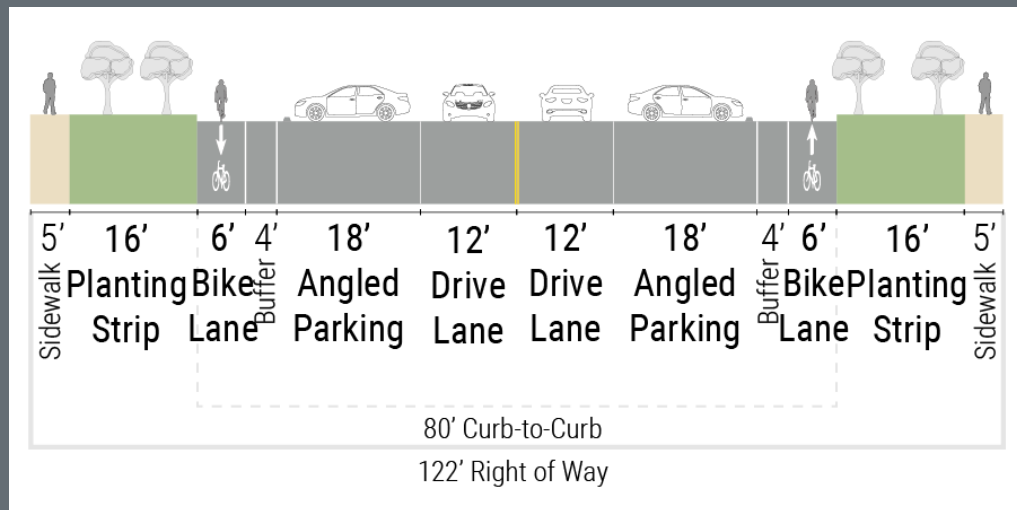
N Hibbert\*



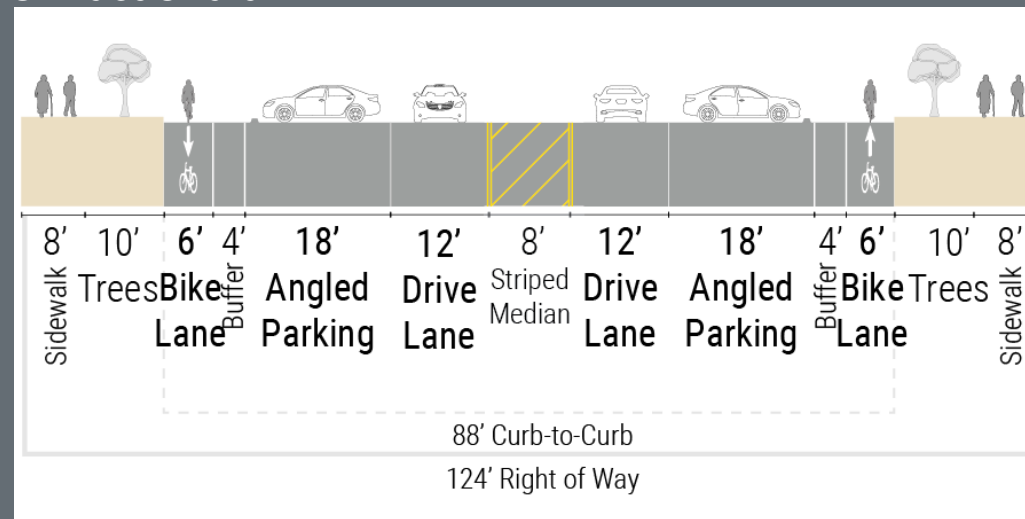
S Robson



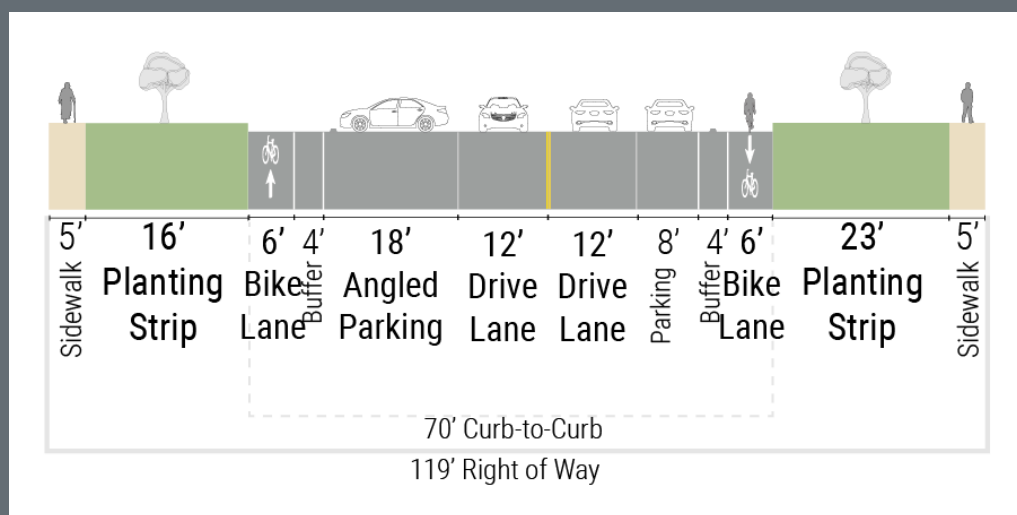
## W 1st Ave



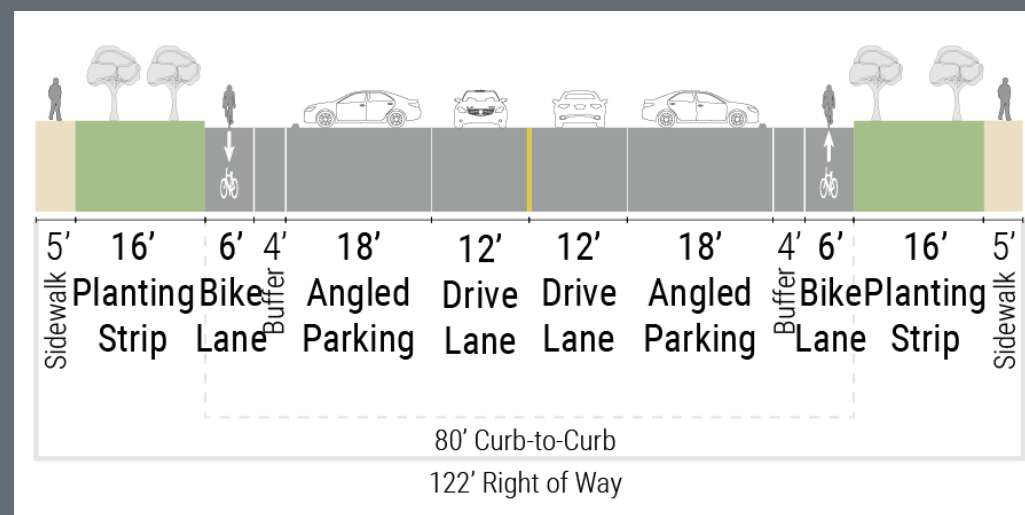
## S Macdonald\*\*



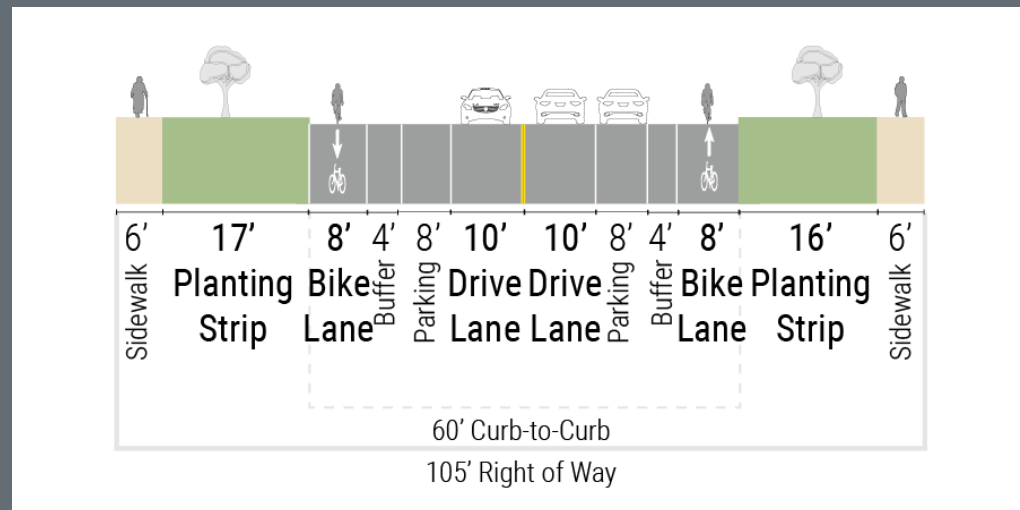
## W 2nd Ave\*\*



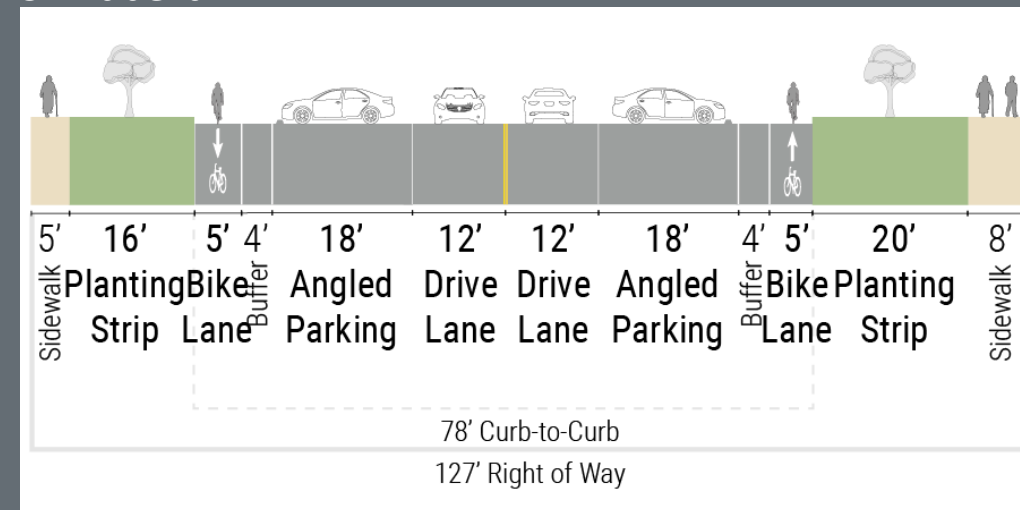
## S Sirrine\*\*



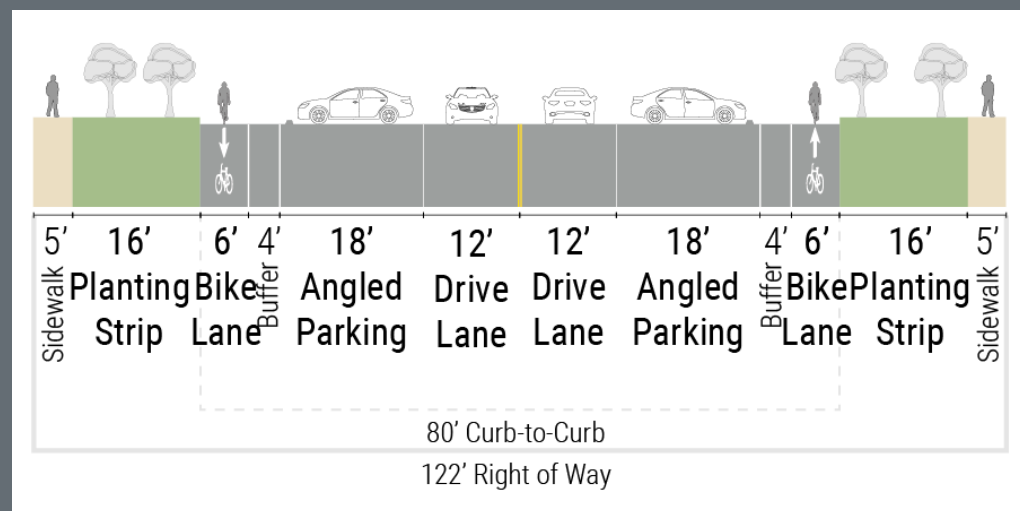
## E 1st Ave



## S Hibbert



## E 2nd Ave



## Center St

