

## 8. Transportation

The Transportation Element of the plan focuses on the various facilities and activity systems involving the movement of goods and people to define the economic and social goals of the dynamic area. Working towards realization of the community vision, this plan element is divided into five functional sections. Those sections are as follows:

**Section 8-1: Street Plan:** Identifies policies, projects and programs for providing an efficient street network in the West Main Street Area in support of transit-oriented development and redevelopment.

**Section 8-2: Pedestrian Plan:** Identifies policies, projects and programs for sidewalks that create a more pedestrian-friendly and transit-supportive community.

**Section 8-3: Bicycle Plan:** Identifies bicycle routes and policies, projects and programs for a more bicycle and pedestrian-friendly community.

**Section 8-4: Transit Plan:** Identifies policies, projects and programs for a more efficient, reliable transit system in the area.

**Section 8-5: Access Management Plan:** Identifies policies, projects and programs for the shared access to facilitate driveway consolidation for a safer, more

pedestrian-friendly community consistent with more efficient automobile circulation.

Each section contains: an *introduction* of the section purpose; a description of the *benefits* from implementation; a set of *policies* to guide community, staff, and developer decisions; a list of *projects* to be completed in support of the policies; and ongoing *programs* to contribute towards the fulfillment of the community vision. A graphic *plan* is also included for the applicable sections specifying where policies, projects, and programs will be implemented.

### Section 8-1 Street Plan

#### Introduction

This section specifies policies, projects, programs, and a street plan for future major street system within the study area.

#### Benefits

Implementing the policies and projects identified in the Street Plan section would result in benefits such as:

- Accommodate changes to all transportation movements and patterns reflective of the light rail transit project scheduled for revenue service in December 2008.

- Accommodate pedestrian, bicycle, bus and vehicular demand due to the envisioned change in land-use and intensity of the transit-oriented development (TOD).

## Policies

**SPP1:** Encourage the creation of an inter-connected street network that promotes pedestrian and bicycle use.

**SPP2:** Main Street should provide a pedestrian-friendly environment with landscaping, open spaces and shade. Main Street cross-section east of Sycamore should be as follows: Width = 130' total right-of-way. Median = 28 foot landscaped median, two 11' travel lanes in each direction, a 5.5' bike lane in each direction, 8.5' wide on-street parallel parking on each side, landscaped bulb-outs to break-up the parking module. The space between face of the curb to right-of-way should be utilized for landscaping, street furniture, light poles. A minimum 10' effective walkable space along both sides of Main Street is required within this space.

The 28-foot median may accommodate a future light rail alignment.

Main Street, west of Sycamore, should have improvements in terms of wider sidewalks; additional landscaping and other road furniture to create a transit and pedestrian-friendly environment.

**SPP3:** University Drive should be improved to encourage pedestrian environment. Pedestrian amenities such as wider sidewalks, central pedestrian safety islands (refuge), pedestrian crossing at mid-blocks (as necessary) and

shade should be provided along University Drive. Further addition of travel lanes to the University Drive should be discouraged.

**SPP4:** The north-south corridors in the area, such as Alma School Road, Dobson Road and Country Club Drive should be improved to provide for the traffic, pedestrian as well as bus-transit movement along these corridors, if necessary.

**SPP5:** Streetscape along Main Street from Country Club Drive to Tempe Canal should include date palm trees, planted in combination with shade trees.

## Projects

**SPPRJ1:** In the next Transportation Plan update, consider revising the City of Mesa's Median Island Locations Plan to make provisions for raised landscaped medians along major roadways in the study area depending upon the type of land-use, traffic movement, and the City of Mesa's policies and programs.

Primary Responsibility: Transportation Department  
Priority: Low

**SPPRJ2:** Broadway Road should be planned for intersection improvements at Dobson, and widening from four to six lanes from just west of Alma School Road to just east of Extension.

Primary Responsibility: Transportation Department/Engineering Department  
Priority: High

**SPPRJ3:** In the next Transportation Plan update, assess the improvements required along the north-south corridors within the study area to provide for efficient movement of traffic, pedestrians and transit to and from the area. Improve the roadways and intersections as per the required improvements.

Primary Responsibility: Transportation Department  
Priority: Medium

**SPPRJ4:** Improvements to Main Street in between Tempe Canal and Country Club Drive should be made in accordance with policy SPP3 of this chapter to create a transit and pedestrian-friendly environment. Incorporate Date Palm trees in the streetscape of Main Street.

Primary Responsibility: Transportation Department  
Priority: High

## Programs

**Plan Review:** Review of all development proposals, beginning with pre-submittal stage, in the West Main Street Area should be performed in accordance with the policies and projects identified in this section.

## Plan

Figure 8.1 shows the number of lanes, planned and budgeted for future improvements.

## Section 8-2 Pedestrian Plan

### Introduction

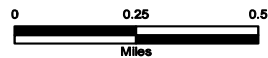
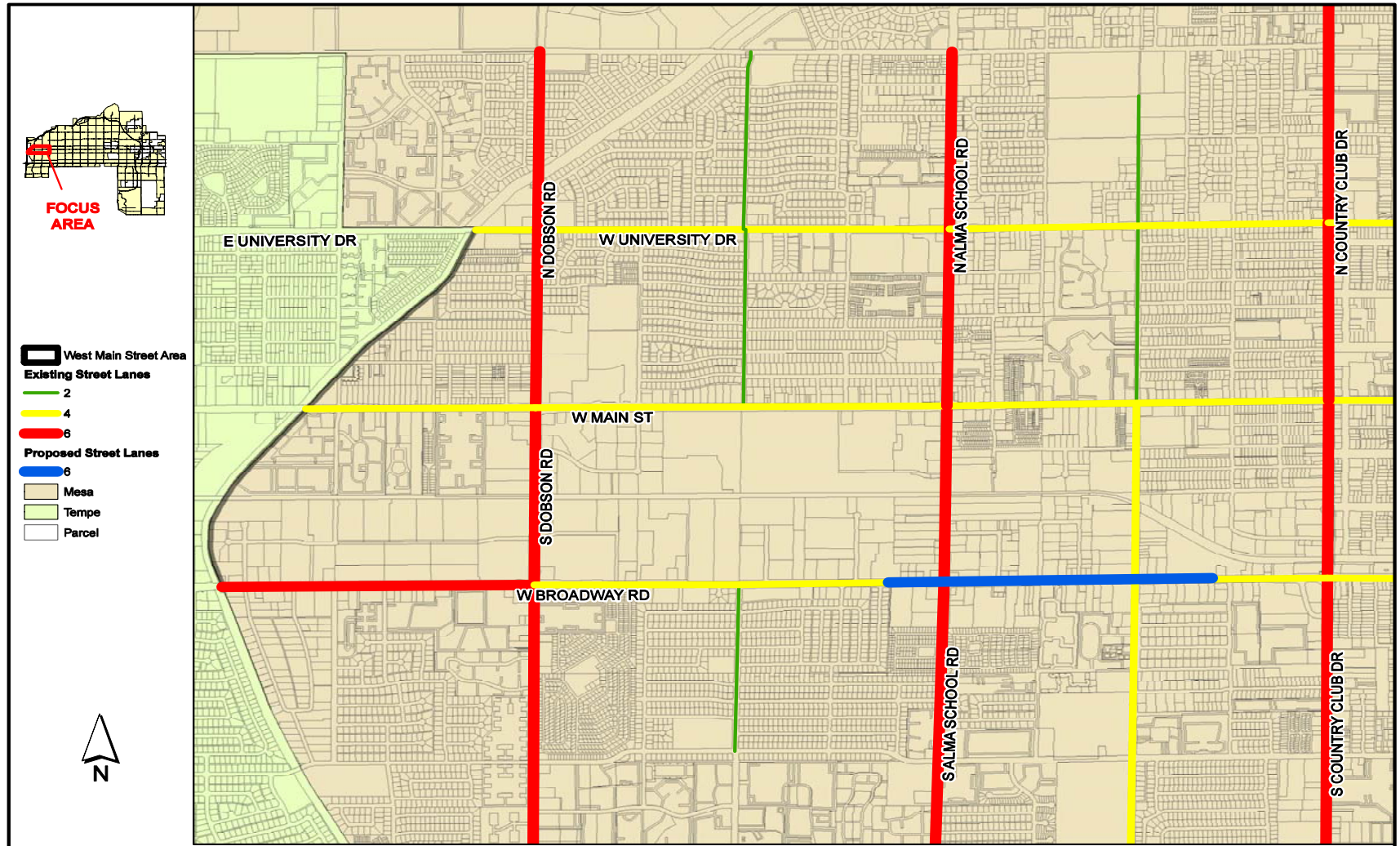
A pedestrian-oriented environment includes walkways, on-street parking, street trees, buffer landscaping, and public transit elements. Taking that into account, this plan specifies policies, projects, programs, and identifies future locations of pedestrian walkways throughout West Main Street Area.

### Benefits

Implementing the policies and projects identified in the Pedestrian Plan section would result in the benefits such as:

- Transition from auto-oriented environment to pedestrian-friendly circulation patterns
- Link modes of transportation with neighborhoods, shopping and employment areas, and urban open spaces with pedestrian walkways
- Increase security through open surveillance when more people walk
- Functional and safer pedestrian walkways

Figure 8.1: Planned and Budgeted Number of Street Lanes



## West Main Street Area Planned and Budgeted Number of Street Lanes- As of December 2007

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## Policies

**PEDP 1: Pedestrian Walkways:** Provide direct and convenient pedestrian connections between transit, major employment and activity centers, special locations such as parks and schools, and pedestrian walkways along Main Street and other major roadways.

**PEDP2: Connectivity between existing areas to newly developed sidewalks and pedestrian amenities:** Encourage existing areas to develop better connectivity with new pedestrian facilities that enhance the pedestrian network and avoid the creation of barriers. Including, but not limited to:

- Improve sidewalks to established neighborhoods and provide connectivity to bus stops, transit stations, and public spaces through walkways from these inner areas.
- Provide for a continuation of pedestrian access when industrial developments are located adjacent to existing or planned open space.
- Provide convenient pedestrian access between bus stops and adjacent industrial/employment buildings for new development or redevelopment.

**PEDP3: Mid-Block Crossing:** Mid-block crossings with curb extensions should be considered at locations where a substantial number of pedestrians or bicyclists attempt to cross streets. These circumstances typically occur in locations with pedestrian attractions on both sides of the roadways, in areas with a combination of street facing retail shops and on-street parking, and the presence of long block (block of 600 feet or longer). Mid-block crossing

should be only applied to limited locations and should be analyzed on a case-by-case basis.

**PEDP4: Pedestrian Amenities in TOD Station Areas and TOD Corridor Areas:** The highest level of pedestrian amenities such as wider sidewalks, shorter block lengths and shorter crossing distances, should occur in TOD Station Areas and the TOD Corridor Area.

**PEDP5: Effective Walkway Width:** A minimum of 10' effective walkway width should be allocated for sidewalks on both sides of Main Street.

**PEDP6: Pedestrian Destinations:** New developments should include pedestrian destinations such as urban open spaces/parks/plazas as part of the overall design. These areas should be integrated as an added amenity as described in the Pedestrian Plan.

**PEDP7: Accessibility:** Enhance accessibility for the physically challenged in compliance with ADA (American Disability Act) standards; including, but not limited to, provision of ramps at the intersection corners and changes in elevation and building entrances.

**PEDP8: Shade Along Main Street:** Provide sufficient shade along Main Street to encourage pedestrian movement. This can be achieved through the use of natural shade (trees) as well as canopies or overhead projections.

## Projects

**PEDPRJ 1:** Investigate the area to assess the pedestrian connections required in West Main Street Area in order to ensure contiguous safe pedestrian movement.

Primary Responsibility: Planning Division/  
Transportation Department  
Priority: Low

## Programs

**Plan Review:** Review of all Development Proposals, beginning with pre-submittal stage, in the West Main Street Area should be performed in accordance with the policies and projects identified in this section.

## Section 8-3 Bicycle Plan

### Introduction

This Plan specifies policies, projects, programs and a plan for bicyclists and identifies locations for existing and planned bicycle routes.

### Benefits

Implementing the policies and projects identified in the Bicycle Plan section would result in benefits such as:

- Provide alternative modes of transportation to reduce traffic congestion, promote healthy lifestyles and recreational opportunities.
- Provide efficient inter-modal movement.

## Policies

**BCP 1: Bikeways:** New development should provide direct and convenient bikeways to transit, land uses and to special locations such as pocket parks, plazas, etc; or to the nearest existing bikeway that connects to such uses.

**BCP 2: Main Street Bike Lane:** A bike lane should be provided along both sides of Main Street to allow for efficient movement of bicyclists.

**BCP3: Connectivity between existing areas to newly developed Bike Routes:** Existing areas should be encouraged to have better connectivity by adding new bike routes and facilities to enhance the network for bicyclists. The following are recommended:

- Improve bike access to established neighborhoods and provide connectivity from these areas to bus stops, transit stations, public spaces through bikeways (shared/separated from traffic).
- Provide for a continuation of bike access when industrial developments are located adjacent to existing or planned open space.

- Provide convenient bike access between bus stops, Sycamore Transit Center, and adjacent industrial/employment buildings for new development or redevelopment.

**BCP4: Bike Facilities:** Sufficient bike facilities should be provided throughout the area, especially at major employment centers, parks, institutional buildings, transit centers and park & ride facilities.

**BCP5: Location of Bike Facilities:** Location of bike facilities such as bicycle racks and lockers should be such that it is close and easily accessible from the main entryways of buildings, transit stations and contiguous to bikeways. Further, such areas should be sufficiently illuminated.

## Projects

**BCPRJ1:** Incorporate bike facilities in conjunction with improvement projects. Figure 8.2 shows the proposed locations of bikeways and shared-use paths.

Primary Responsibility: Transportation Department  
Priority: Medium

## Programs

**Plan Review:** Review of all development proposals, beginning with pre-submittal stage, in the West Main Street Area should be performed in accordance with the policies and projects identified in this section.

## Plan

The plan in Figure 8.2 shows the network of bikeways and shared-use paths, existing and proposed for the area.

## Section 8-4 Transit Plan

### Introduction

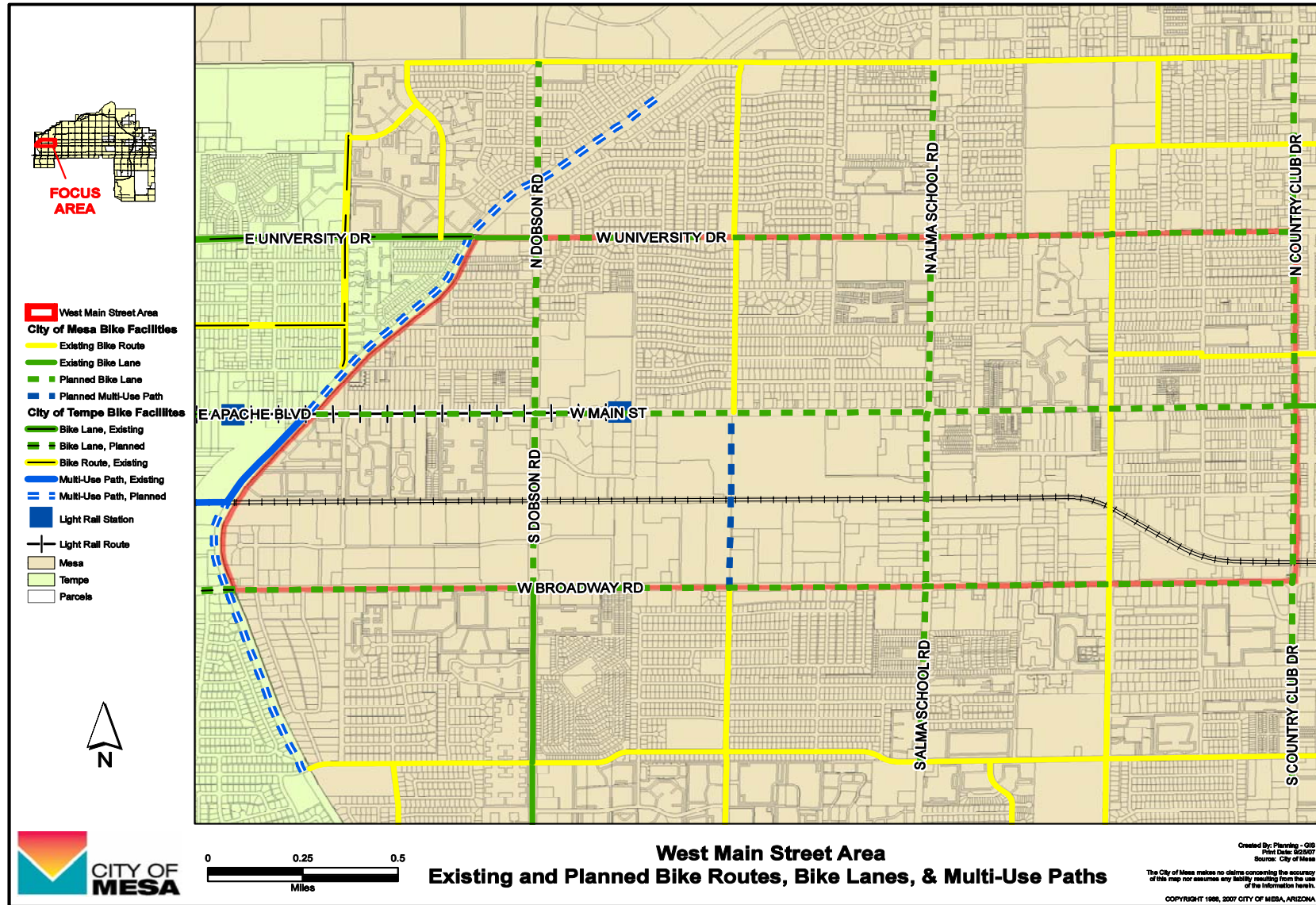
The Transit Plan specifies policies, projects, programs and a plan for transit facilities within the area.

### Benefits

Implementing the policies and projects identified in the Transit Plan section would result in the benefits such as:

- Improve mobility and accessibility in the area.
- Enhance connectivity with the 20-mile regional light rail system.
- Enhance use and connectivity of the Main Street and Arizona Avenue BRT Systems.
- Provide efficient inter-modal transfer at the transit stations for the residents, business community, workers and visitors of the area.

Figure 8.2: 2005 Existing and Planned Bike Routes, Bike Lanes, & Multi-Use Paths





Policies

**TPP1: Efficient Neighborhood Transit:** Direct transit connection should be provided from the neighborhood areas to the transit centers for comfortable and efficient transit movement.

**TPP2: Industrial/Employment Centers:** Where industrial/employment areas within the study area adjoin existing or proposed public transit routes, developers should be encouraged to provide bus facilities such as bus shelter.

**TPP3: Bus Stop Location:** It is required that bus routes and appropriate bus stop locations be identified in coordination with the transit authorities and city departments. Bus routes should be generally planned at a spacing of every half-mile.

**TPP4: Bus Amenities:** Sufficient amenities in terms of shelter and seating should be provided at the bus stops. Figure 8.3 shows existing amenities at the bus stops.

**TPP5: Transit Information:** Up-to-date information about transit service should be provided at bus stops as well as transit stations.

**TPP6: Accessibility to Outside Area:** Enhance connectivity from the Main St/Sycamore station to the other parts of the city outside the study area to enhance overall accessibility.

Projects

**TPRJ1:** Study and establish opportunities to provide transit service from the upcoming Sycamore Transit Center to high traffic generators such as Mesa Community College, Fiesta Mall, Banner Desert Hospital, Riverview and Waveyard.

Primary Responsibility: Transportation Department  
Priority: Medium

**TPRJ2:** Study and establish opportunities to extend/reroute the transit service in the area to develop an efficient neighborhood transit service.

Primary Responsibility: Transportation Department  
Priority: Medium

Programs

**Plan Review:** Review of all Development Proposals, beginning with pre-submittal stage, in the West Main Street Area should be performed in accordance with the policies and projects identified in this section.

Plan

The plan in Figure 8.4 shows the existing and planned bus routes.

Figure 8.3: Bus Stop Amenities

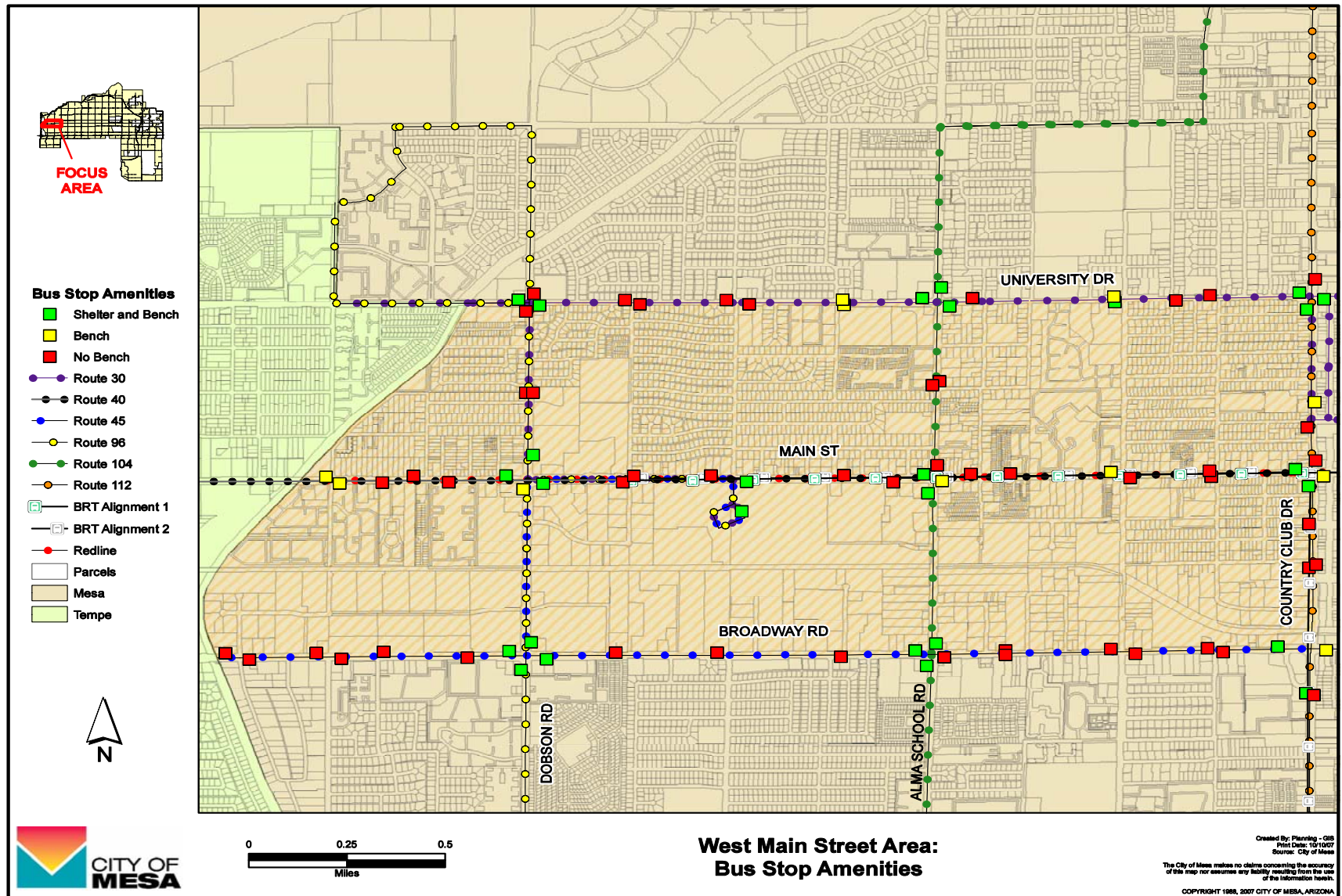
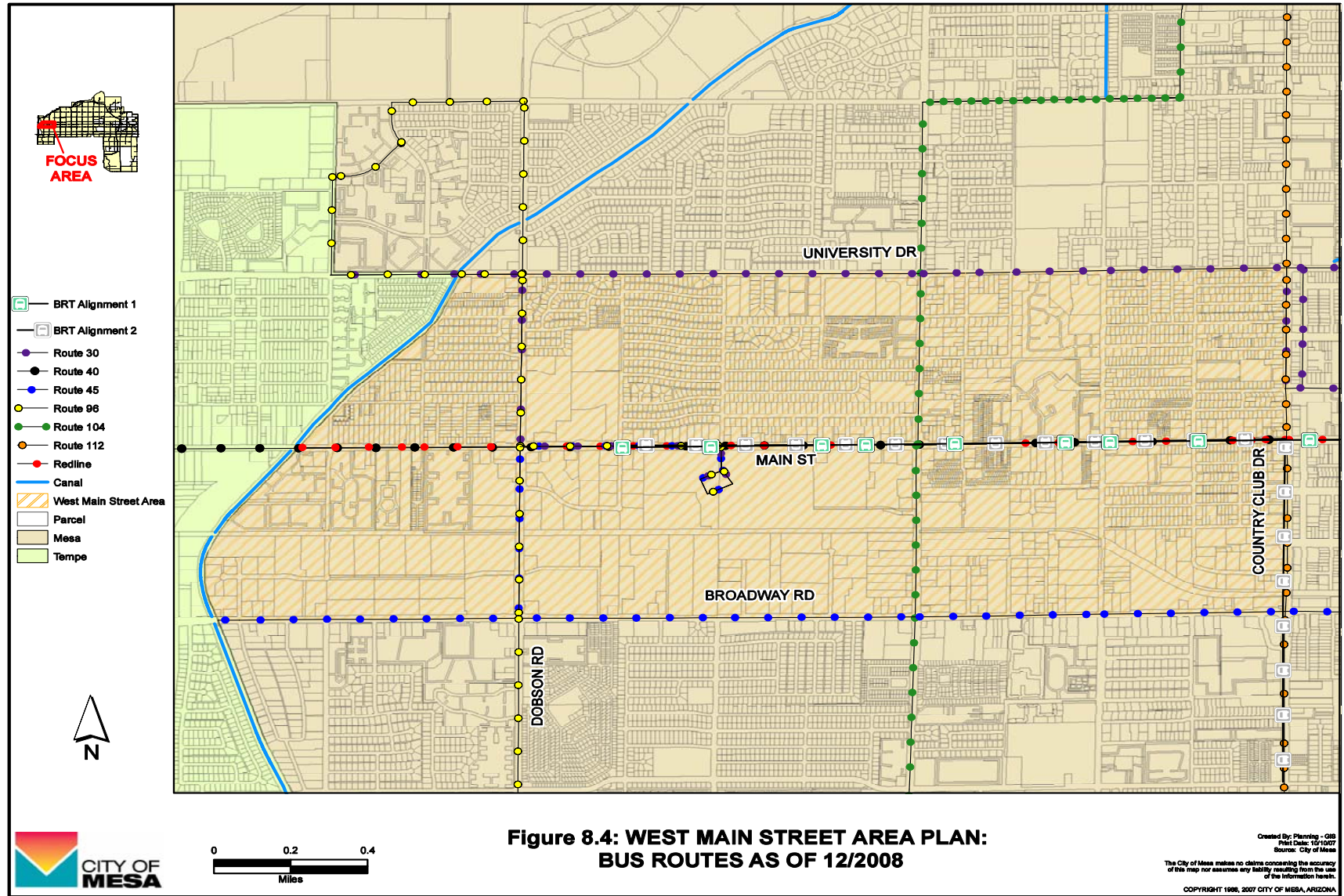


Figure 8.4: Bus Routes



## Section 8-5 Access Management Plan

### Introduction

This Access Management Plan specifies policies, projects and programs for site access along major arterials in the study area. Consolidation of site driveways and efficiently shared access is the primary benefit of this plan.

### Benefits

Implementing the policies and projects identified in the Access Management Plan section would result in benefits such as:

- Maximize the amount of land available for development by reducing the amount of space occupied with driving and parking.
- Maximize the opportunity for shared parking through cross-access easements between adjacent properties.
- Amongst adjacent properties, there is the opportunity to reduce curb cuts and reduce overall parking requirements by interconnecting parking lots and sharing parking between uses.
- Facilitate the redevelopment of sites as transit-oriented development

- Provide certainty for access rights in an area with a historically fragmented subdivision pattern
- Minimize conflicts between pedestrians and vehicles
- Maximize pedestrian comfort and safety
- Maximize the potential for transit ridership
- Minimize conflicts between vehicles
- Maximize the efficiency of arterial street operations

### Policies

**AMP 1: Applicability of Policies:** The policies herein apply to site development, site redevelopment, new buildings, or expansion of existing building(s) needing direct or indirect access to arterials within the study area.

**AMP 2: Access Route Preservation:** Expansion of developments or existing building(s) should not reduce the possibility of future access as specified by the policies and plan in this document.

**AMP 3: Temporary Driveways:** Driveways that do not comply with the policies and plan herein should be considered temporary.

**AMP 4: Intended application:** The guidelines expressed for shared access routes and general alignments herewith should be applied to any relevant projects within the West Main Street Area Plan designations.

**AMP 5: Shared Access:** Shared access should be encouraged during development, redevelopment or expansion along arterial streets.

**AMP 6: Alignments and Sight Visibility:** Specific alignments of designated shared access routes should be consistent with current City policies and ordinances related to the safe visibility of oncoming traffic (sight distance triangles) and other safety concerns.

**AMP 7: Determination of Specific Alignments:** Site conditions, property boundaries and surrounding development should determine specific shared access route alignments at the time of site design and site plan review. The focus of alignment choice shall be on maximizing of shared access to all affected parcels in the future.

**AMP 8: Driveway Separation:** Unless impractical, separation between driveways with access to Main Street, Broadway Road, or University Drive and streets that intersect with Main Street, Broadway Road, or University Drive should be no less than 350 feet on center. This policy should apply for new and redeveloped permanent (not classified as temporary) driveways along the entire length of University Drive, Broadway Road, and Main Street in the West Main Street Area.

**AMP 9: Shared Driveway Construction - Development:** At the time of development or redevelopment, all driveway improvements for the shared access route alignment should be constructed to the full extent of the site to be developed.

**AMP 10: Temporary Driveway Removal - Development:** At the time of development or redevelopment, non-compliant, non-essential driveways with access to major arterial should be removed and replaced by curb and sidewalk, and landscaping with irrigation, if applicable.

**AMP 11: Temporary Driveway Removal – Expansions:** Prior to new building construction or an expansion of building(s) non-compliant, non-essential driveways with access to arterial street should be removed and replaced by curb and sidewalk, and landscaping with irrigation.

**AMP 12: Access Coordination – Adjacent Sites:** Prior to development, redevelopment, construction of new buildings, or expansion of building(s), the property owner(s) should coordinate with adjacent property owners for designation of the specific shared access route alignment and potential construction of driveway improvements on adjacent sites.

**AMP 13: Driveway Restoration:** Non-compliant driveways that have been removed in accordance with these policies should not be restored.

Projects

**AMPRJ 1: Easement Boilerplate:** Create a standard public access easement boilerplate condition specifically for these shared access routes.

Primary Responsibility: Planning Division & Engineering Department  
Priority: Medium

**AMPRJ 2: Access Policies:** Add a reference in the City's Public Street Access Guidelines to refer to any applicable sub-area plan managed by the Transportation Department.

Primary Responsibility: Transportation Department  
Priority: Medium

**AMPRJ 3: Subdivision Regulation Update:** Identify and implement revisions to the Subdivision Regulations for consistency with these policies.

Primary Responsibility: Planning Division  
Priority: Medium

**AMPRJ 4: Zoning Ordinance Update:** Identify and implement revisions to the Zoning Ordinance for consistency with these policies.

Primary Responsibility: Planning Division  
Priority: Medium

### Programs

**Plan Review:** Review of all development proposals, beginning with pre-submittal stage, in the West Main Street Area should include evaluation and recommendation based on the policies and projects identified in this section.