

Extension Road Enhanced Bike Lanes

City Council Study Session

March 20, 2025

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1. Background Timeline
2. Why Extension?
3. Design Concepts
4. Selected Design
5. Next Steps

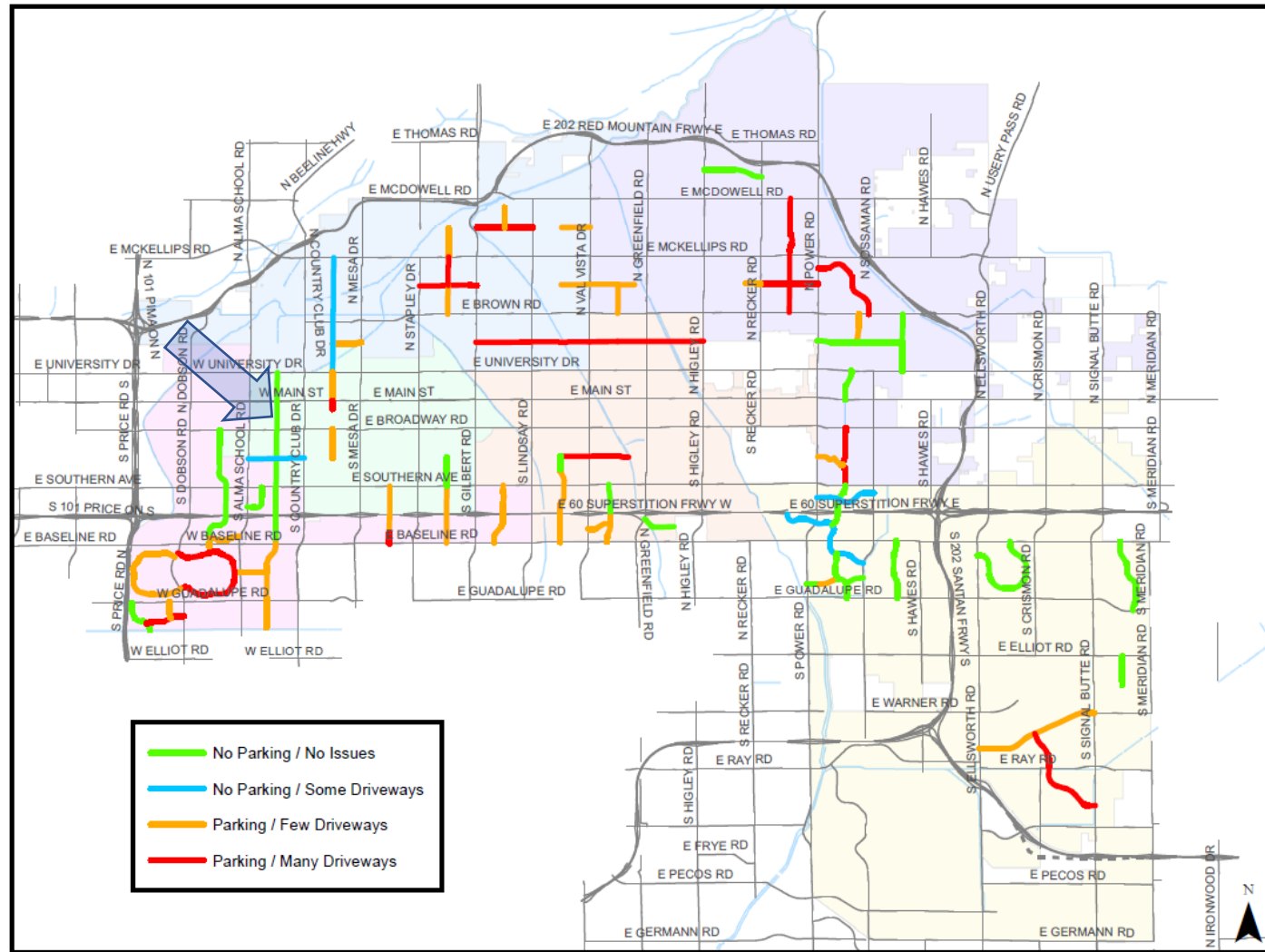


Timeline

- **Spring 2021** - Mesa Moves Council Presentation - Asked to identify streets with low-cost potential:
 - Collector Streets
 - On-street parking
 - Number of driveways
 - Speed limit
- **Fall 2021** - Mesa Moves Active Transportation Project Recommendation Council Presentation
- **Winter 2021/2022** - Staff Analysis and Separated Bike Lane Project Alternatives
 - Develop Alternatives
 - Met with Councilmember Duff and Councilmember Heredia



Background



Collector Streets for Separated Bike Lanes
Printed by GTopham on 9/30/2021

- **Spring 2022** - Public Outreach
 - Mailings to residents within ½ mile
 - Public Meeting Held 4/25/2022
 - Approval Survey – 109 Mesa Residents – 86% approval of Preferred Separated Bike Lane
- **Summer 2022** - Final Concept Design of separated bike lane as part of Overlay Project
- **Winter 2022/2023** – Mill and Overlay project put on hold due to fiber install in the area
- **Spring 2025** – Mill and Overlay project scheduled to start

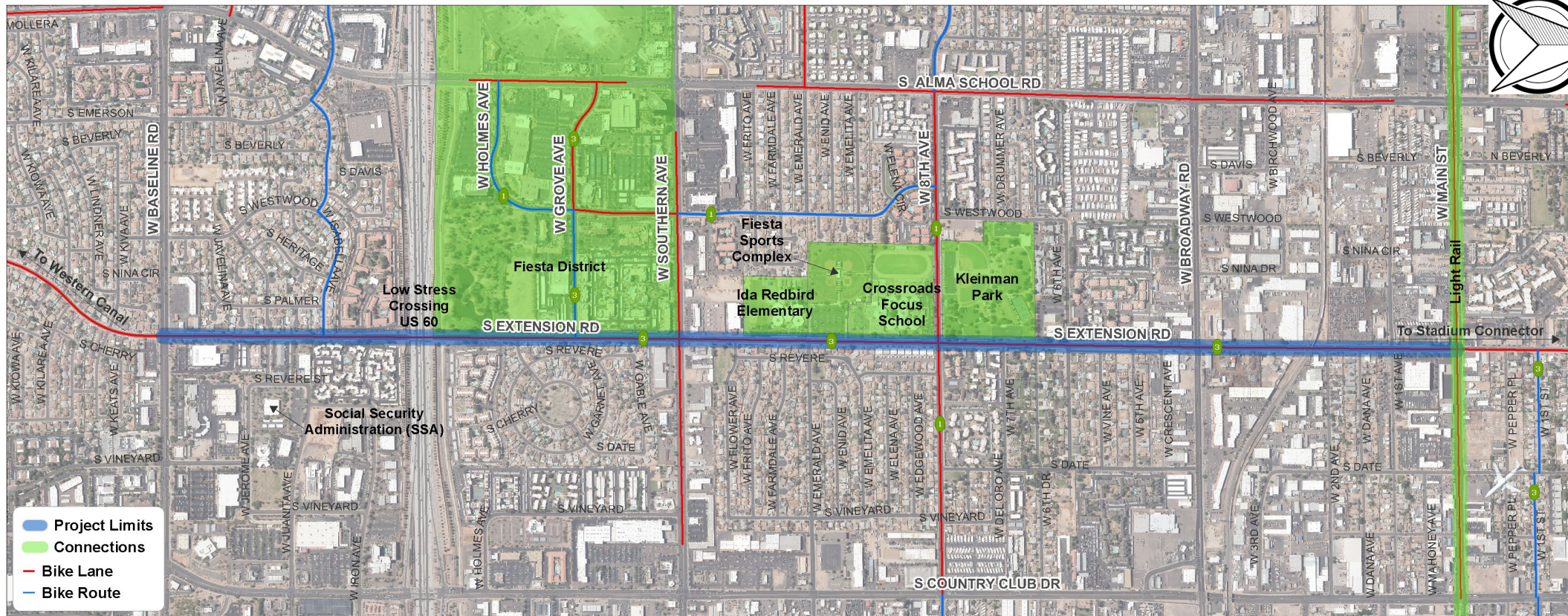


Why Extension?

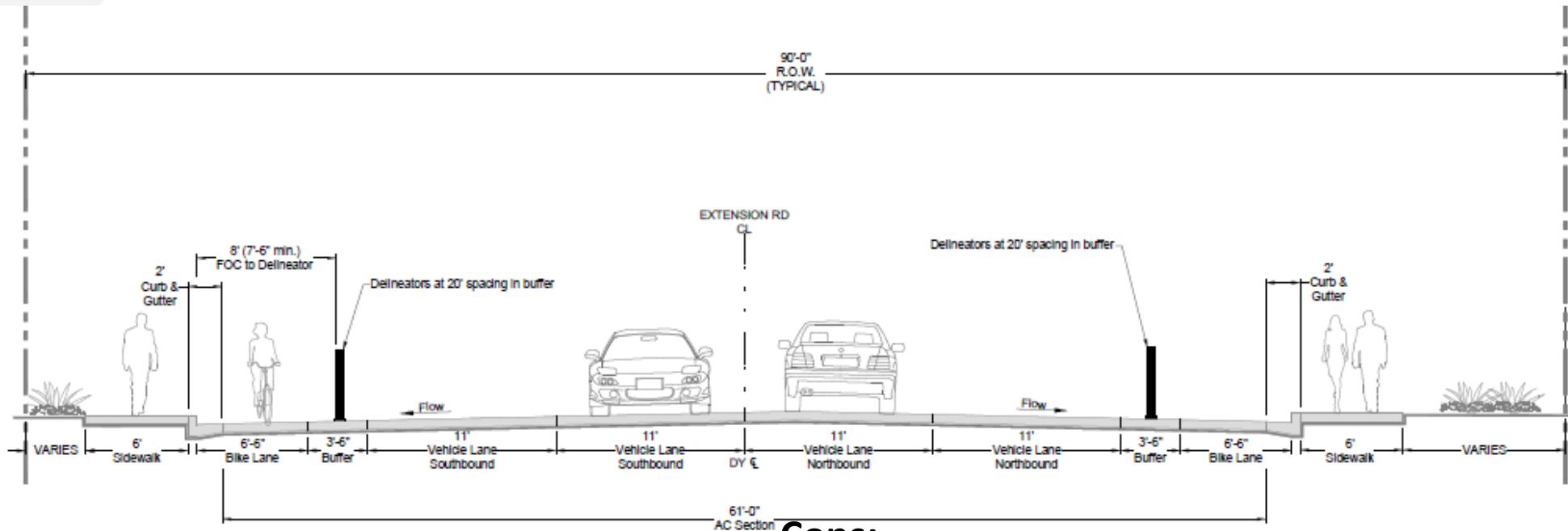
- Long, continuous street segment with minimal conflicts.
- Low stress crossing over the US60.
- No bike lanes on Country Club Dr.
- No bike lanes on Alma School Rd at Southern or south of US 60.
- Pavement maintenance is scheduled for this year.
- Light rails borders the north end of the project.
- Important lower-stress north/south connection with multiple activity centers: Fiesta District, Kleinman Park, Crossroads Focus School, Ida Redbird Elementary, Fiesta Sports Complex, and the Social Security Administration.



Why Extension?



Concept 1 – Separated Bike Lane (Reutilize Center Turn Lane)



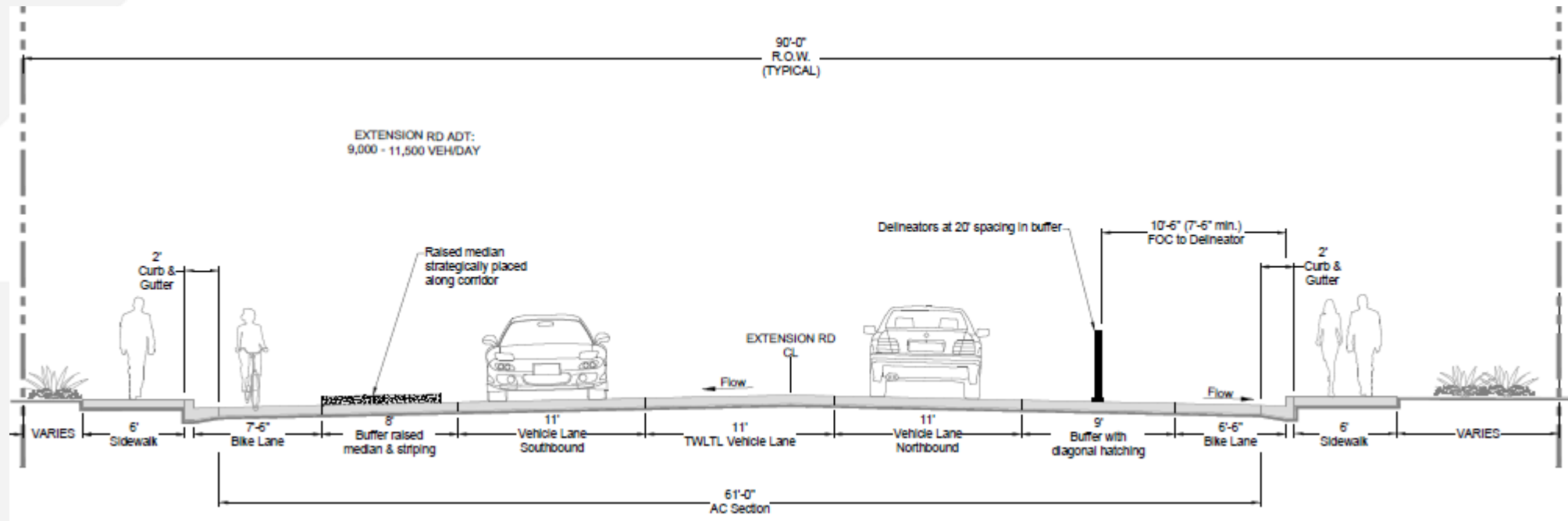
Pros:

- Maintains number of travel lanes
- Delineators between bikes and vehicles
- Minor impact on traffic flow

Cons:

- Left-turns from traffic lanes
- Requires creative transitions at intersections
- Not common in the valley, potential for confusion and accidents

Concept 2 – Separated Bike Lane (Reutilize 1 Lane Each Direction)



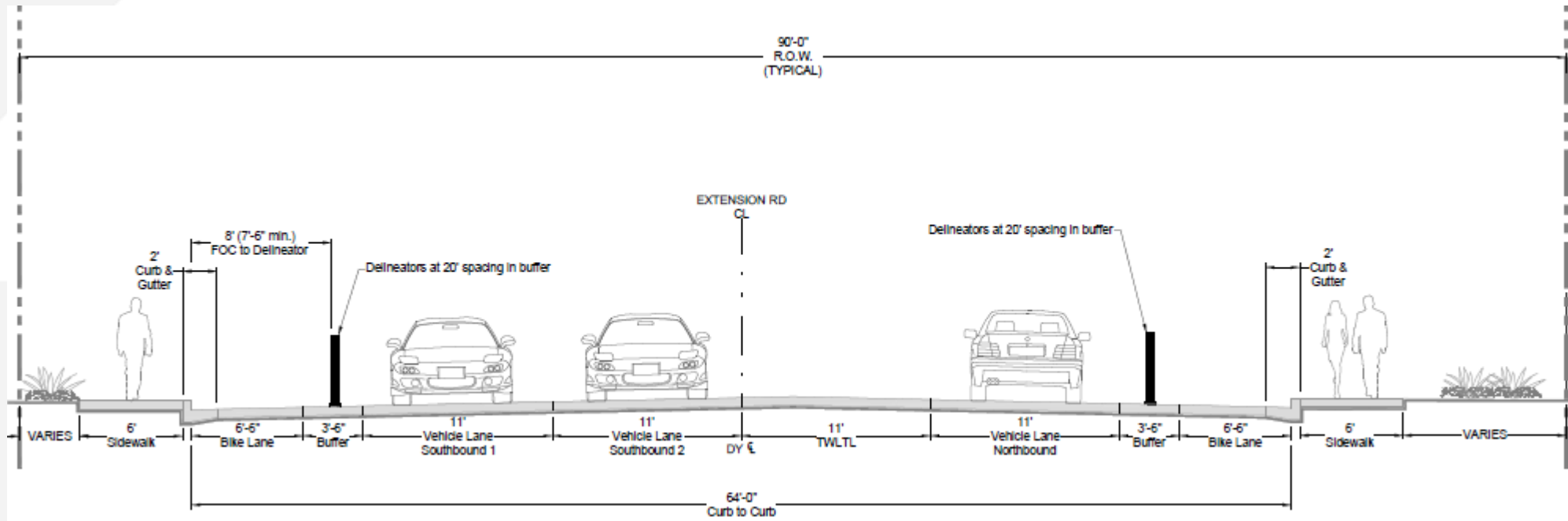
Pros:

- Delineators/medians between bikes and vehicles
- Maintains two-way left turn lane

Cons:

- Bike lane buffer too wide
- Noticeable impacts on traffic flow, especially during school start and release

Concept 3 – Separated Bike Lane (Reutilize 1 NB Lane)



Pros:

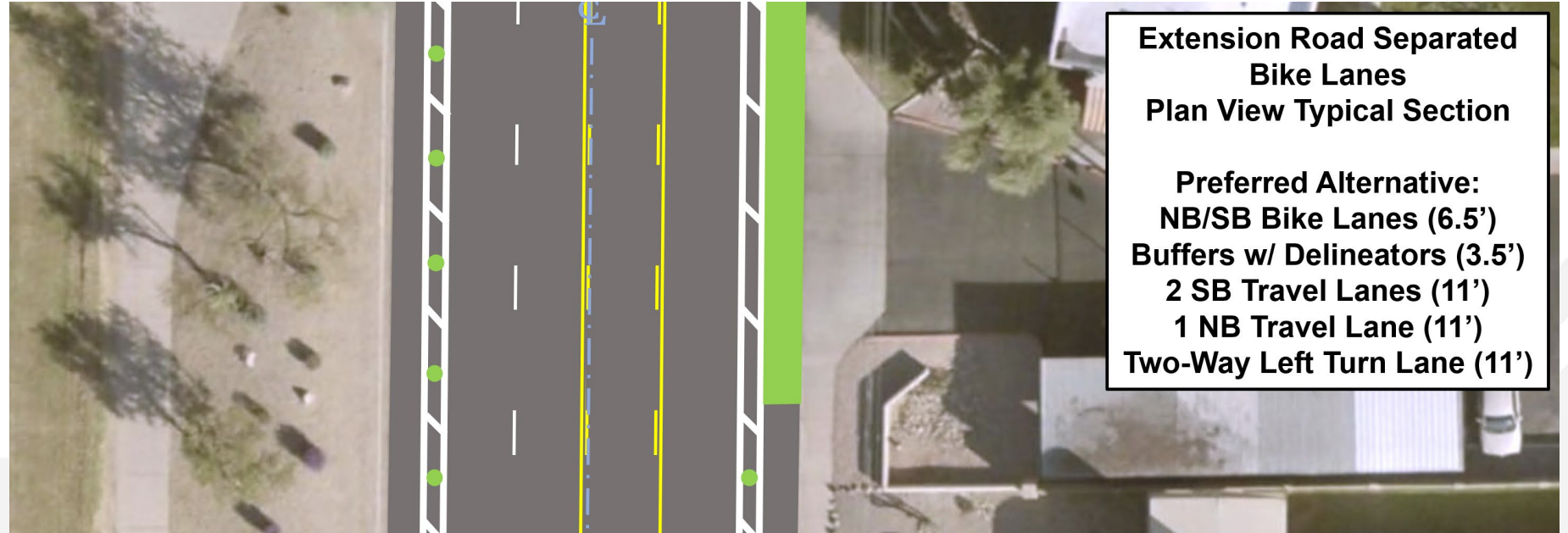
- Delineators between bikes and vehicles
- Maintains two-way left turn lane
- Maintains access into school and vehicle storage

Cons:

- Removal of one NB travel lane
- Some impacts on traffic during school start and release, but no grid-lock

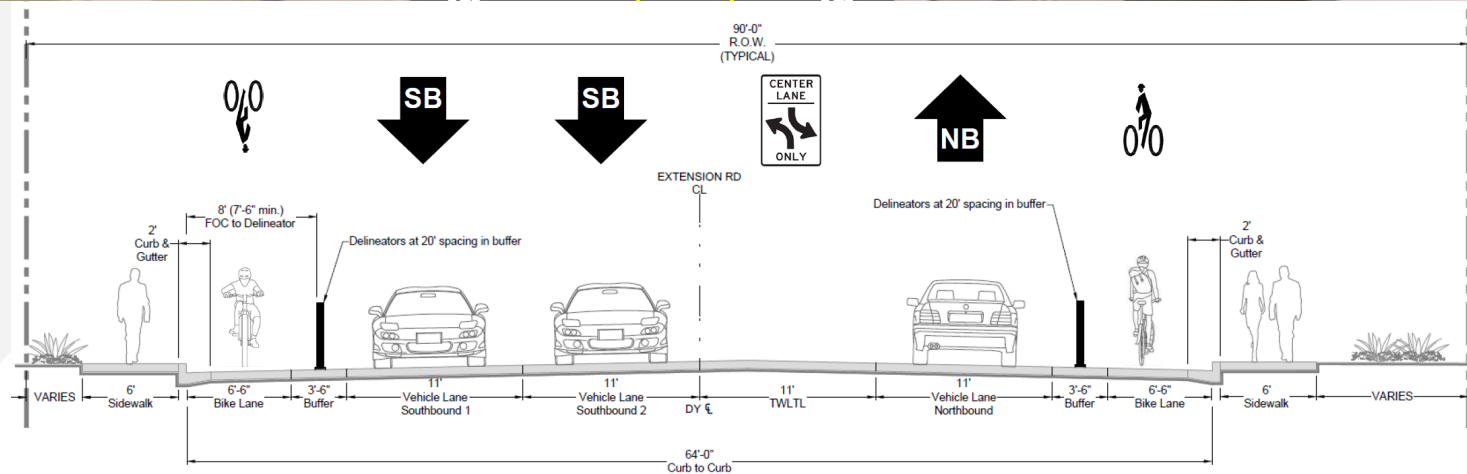
- 14K Vehicles per day (US 60 to 8th Ave)
- All signalized intersections operate at Level Of Service (LOS) D or better, which is the same as existing
- Minimal impact to school traffic at Emerald Avenue
- Largest expected delays at Extension Road and Southern Avenue but maintaining LOS D



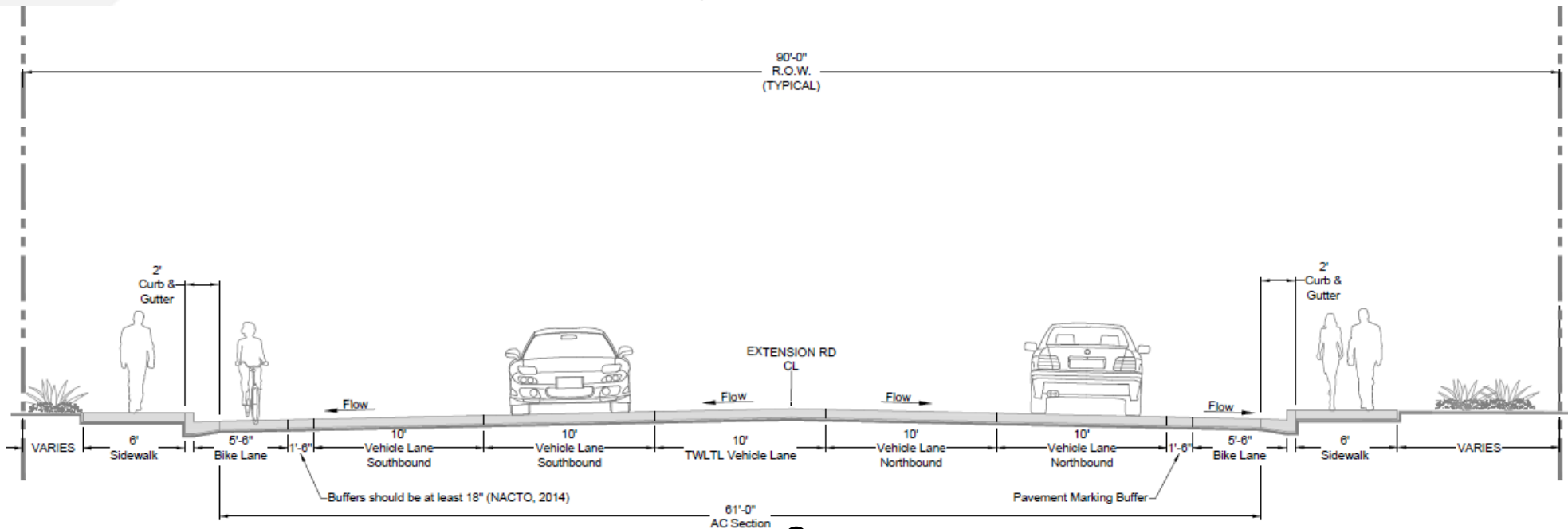


**Extension Road Separated
Bike Lanes
Plan View Typical Section**

Preferred Alternative:
NB/SB Bike Lanes (6.5')
Buffers w/ Delineators (3.5')
2 SB Travel Lanes (11')
1 NB Travel Lane (11')
Two-Way Left Turn Lane (11')



Additional Concept – Buffered Bike Lanes



Pros:

- Maintains number of travel lanes
- 18" buffer between bikes and vehicles
- No impact on traffic flow

Cons:

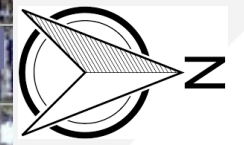
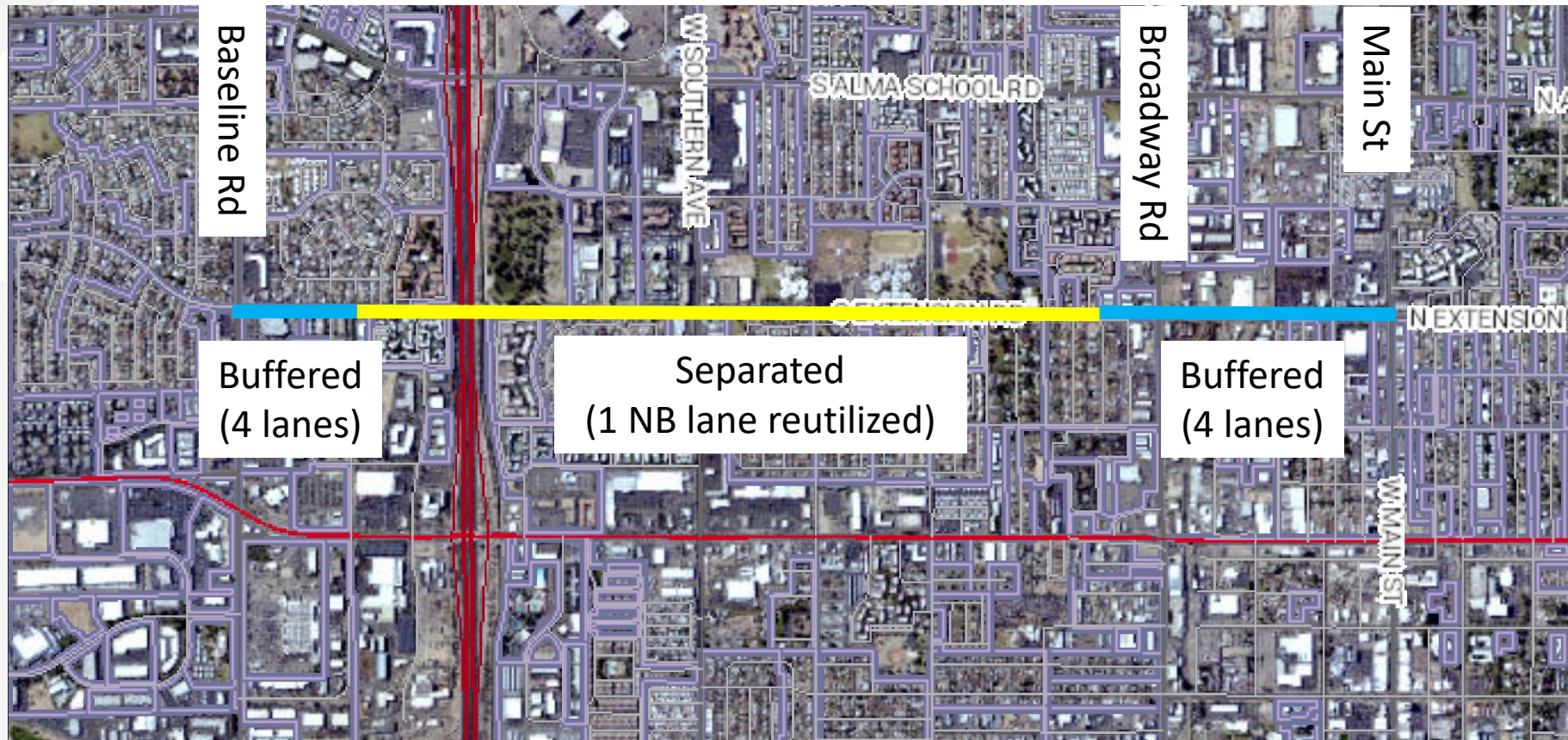
- Not enough room for delineators
- Minimal perceived safety improvement for bicyclists



Separated Bike Lane



Buffered Bike Lane



- Mill and overlay project scheduled to start April 2025
- Provide direction and install enhanced bike lanes on Extension Road





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