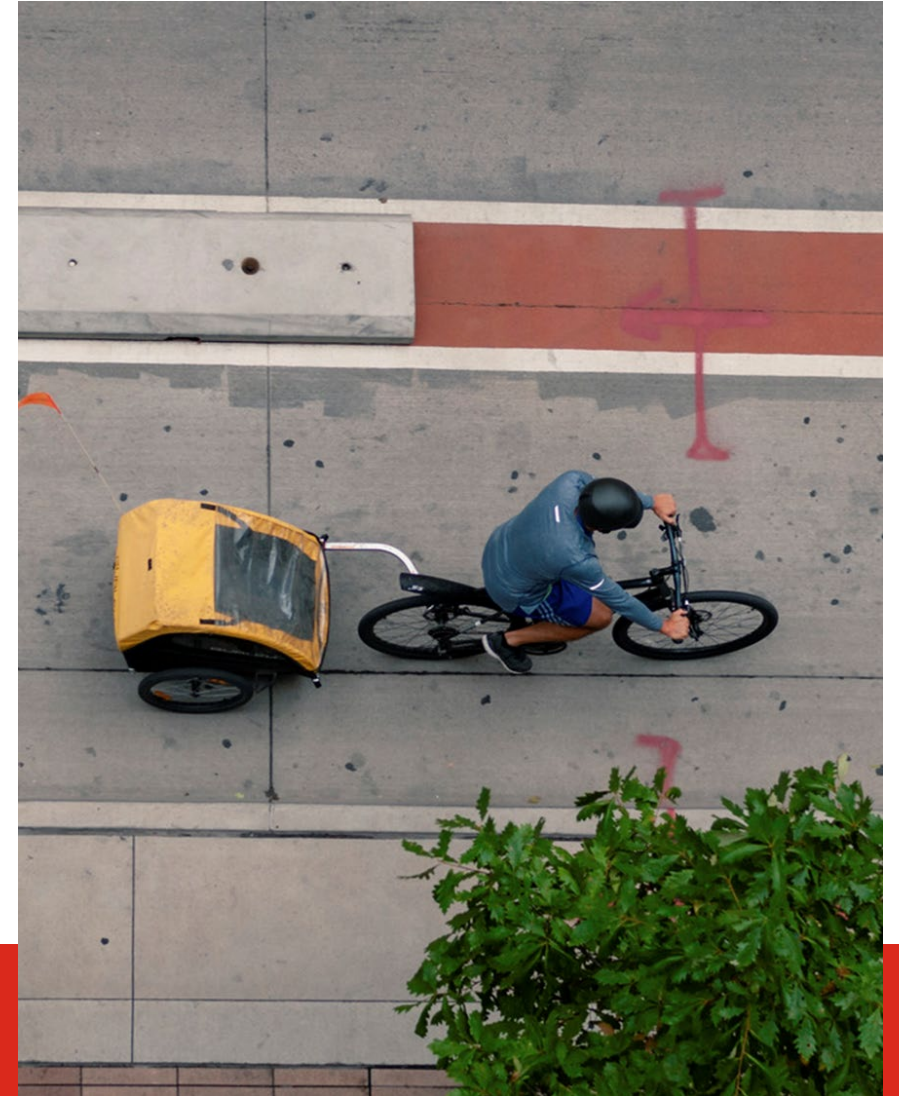


Bikeway Separation Treatments

Active Transportation Commission Meeting
June 12, 2025



Agenda

Bikeway Separation Treatments

1. Project Background
2. Project Deliverables

Shared Use Path Entry Treatments

3. Project Background
4. Project Deliverables

Bikeway Separation Treatments Project Background

01



Sacramento's Complete Streets Policies

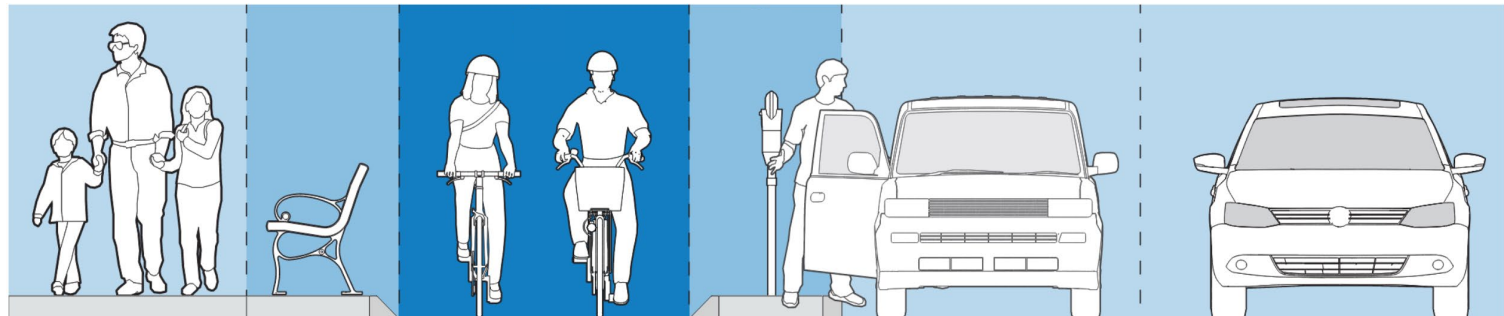
- [Vision Zero Action Plan](#) (August 2018)
 - Vision Zero Action 5.6: Continue building the enhanced bikeway network consistent with the Bicycle Master Plan.
- [Complete Streets Policy](#) (December 2019)
- [2040 General Plan](#) (February 2024)
 - General Plan 2040 Goal M-1: An equitable, sustainable multimodal system that provides a range of viable and healthy travel choices for users of all ages, backgrounds, and abilities.
- [Climate Action & Adaptation Plan \(CAAP\)](#) (February 2024)
 - Includes goals to increase active transportation mode share to 6% by 2030; 12% by 2045
- [Streets for People Active Transportation Plan](#)
 - Includes recommendations for Class IV separated bikeways

Sacramento's Active Transportation Statistics

- **Short Trips:** 44% of all trips are under 3 miles; 85% of those are completed in a motor vehicle¹
- **Environment:** 57% of greenhouse gas emissions are from transportation²
- **Mode Split:** 74% driving, 3.7% use public transit, 1.9% bicycling, 2.8% walking³
- **Infrastructure:** 10.3 miles of separated bikeways
- **Safety:** 205 bicycle crashes/year⁴

Why Separated Bikeways?

- **Increased comfort:** 6-10% of people feel comfortable riding in mixed traffic or painted bike lanes, but **nearly two-thirds of people interested in riding more often given better places to ride**, and 81% of those would ride in separated bikeways.¹
- **Increased safety:** Separated bikeways significantly reduce fatalities and injuries.
- **Community input:** Sacramento communities have expressed a desire for more permanent and “harder” separation treatments to feel safe using the network.
- **Overall:** The addition of robust separation treatments for the city’s separated bikeways will **help the city achieve its mode share goals** and help reduce GHG and Vehicle Miles Traveled (VMT).





2018

Sacramento's first
separated bikeway
installed on J Street

2018

Sacramento's first
separated bikeway
installed on J Street

2022

Battle
of the
Bollards



2018

Sacramento's first
separated bikeway
installed on J Street

2022

Battle
of the
Bollards



This project is tasked with identifying more durable treatments for the City to use in the implementation of separated bikeways in Sacramento.

**We
are
here!**

2018

Sacramento's first
separated bikeway
installed on J Street

2022

Battle
of the
Bollards

2024

Bikeway
Separation
Treatments Project

Project Objectives

- Explore other separation treatments for separated bikeways citywide.
- Research and identify separation treatments that meet design guidance and best practices.
- Collaborate with internal partners through the Technical Advisory Committee (TAC), and with external partners on the Active Transportation Commission and Disabilities Advisory Commission.
- Develop a guiding document of bikeway treatments to inform implementation of separated bikeways citywide.

Bikeway Separation Treatments Project Deliverables

02



Project Deliverables

- Decision-making flow chart
- Standard details for separation treatments
- Supporting details

Default Treatment: Extruded Curb



- Low installation cost
- High level of separation and comfort
- Minimal maintenance

Santa Monica, CA

Projects without Resurfacing: Precast Curb



Houston, TX



Washington, D.C.

- High level of separation and comfort
- Minimal maintenance
- Easily altered

High-Speed Streets with No Parking: Precast Concrete Barriers



Boulder, CO

- Higher level of separation than other treatments
- Only in locations that are not directly adjacent to buildings of 3+ stories

Full Reconstruction Projects: Intermediate-Level Bikeways with Cast-In-Place Curb



Austin, TX



San Luis Obispo, CA

- Improves visibility for bicyclists
- Provides detectable separation for pedestrians

Supporting Details

- Accessible parking spaces
 - Quick-build
 - Concrete elements
- Driveway treatments
 - Quick-build, on-street parking
 - Concrete elements, on-street parking
 - No on-street parking
- Treatments at signalized intersections

Shared Use Path Entry Treatments Project Background

03



Background and Purpose

- Purpose: standardize design approach for new and upgraded shared use path entry points
- Current issues: unauthorized vehicle access, camping, and waste dumping
- Design goals:
 - Deter unauthorized vehicular entry
 - Allow emergency and maintenance vehicle access
 - Center the safety and comfort of shared use path users

Shared Use Path Entry Treatments Project Deliverables

04



Recommended Shared Use Path Entry Treatments

If intentional, unauthorized motor vehicle access is an issue (in order of preference):

1. Provide a raised center island (not mountable) with alternate access point for maintenance/emergency vehicles. Bollards may be placed on the median.
2. Provide a raised center island (mountable) with removable bollard on the median.
3. In constrained conditions where a raised median cannot be accommodated, removable bollards must include approach markings and high visibility markings covering the entire bollard.

If unintentional, unauthorized motor vehicle access is an issue:

- Provide a painted median at the intersection to visually narrow the shared use path without introducing vertical features.

If unauthorized motor vehicle access is not a concern:

- "No Motor Vehicles" signage is sufficient.

An aerial photograph of a person riding a bicycle with a yellow cargo trailer on a city street. The cyclist is wearing a blue long-sleeved shirt, blue shorts, and a black helmet. The trailer is yellow with a black window. The street has a red-painted curb and a green-painted bike lane with a white bicycle symbol. A small green bush is in the bottom right corner. The text 'TOOLE DESIGN' is in the bottom left, and 'thank you!' is in the bottom right.

TOOLE
DESIGN

thank you!