



Bicycle & Pedestrian Advisory Committee

Item #4

October 24, 2017

Parking-protected Bike Lanes: Quick-build and Pop-up Implementation Through the Region

Issue: What are the take-aways from recent projects including parking-protected bikeways?

Recommendation: None; this item is for information sharing purposes and to encourage interagency collaboration.

Discussion: Preceding the development of Design Information Bulletin 89 on separated bikeways (Class IVs), cities in the SACOG region have designed and implemented variants of separated bikeways in suburban and urban contexts. Staff from the cities of West Sacramento and Sacramento will share their take-aways from recent projects involving parking-protected bike lanes described below.

In August, City of West Sacramento unveiled parking-protected bike lanes on Linden Road west of 84 ("the Linden Loop") to increase safety for residents traveling to Southport Elementary and local parks. The project was originally scoped for standard Class II bike lanes and the City saw an opportunity to implement a quick-build version of Class IVs. The new bike facility is part of a road diet reducing the four-lane road to address speeding and associated safety concerns while bringing the West Sacramento bike network towards completion.

In October, City of Sacramento enacted a three-day demonstration project of a parking-protected bike lane on P Street between 13th and 15th Streets; the original scope of the lane reduction project included buffered Class II bike lanes. The demonstration was held to teach the community about the new type of bikeway, and to gather feedback on the proposed design. The segment is a small portion of a larger project of similar lane reductions with separated bike facilities throughout downtown Sacramento, and is proposed for permanent installation next year.

Implementers

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