

# Protected Bike Lane Accessible Parking

Accessibility Advisory Board  
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Crosswalk

Accessible  
Parking

Delineator

Buffer

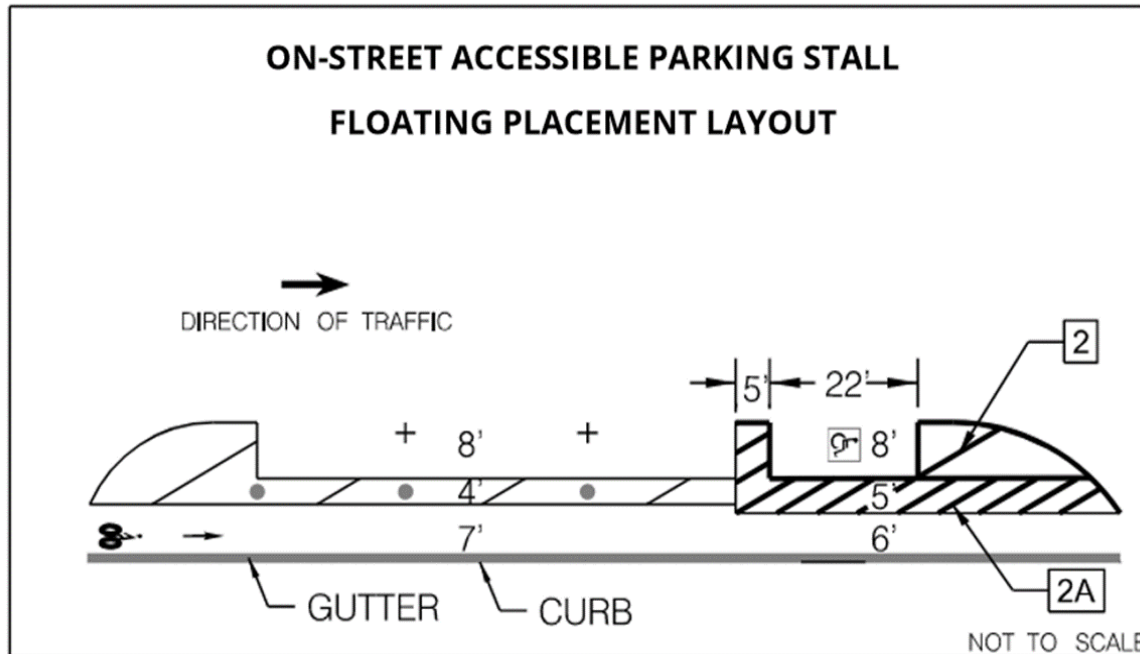
Bike lane





# Floating parking

## Protected cycle tracks

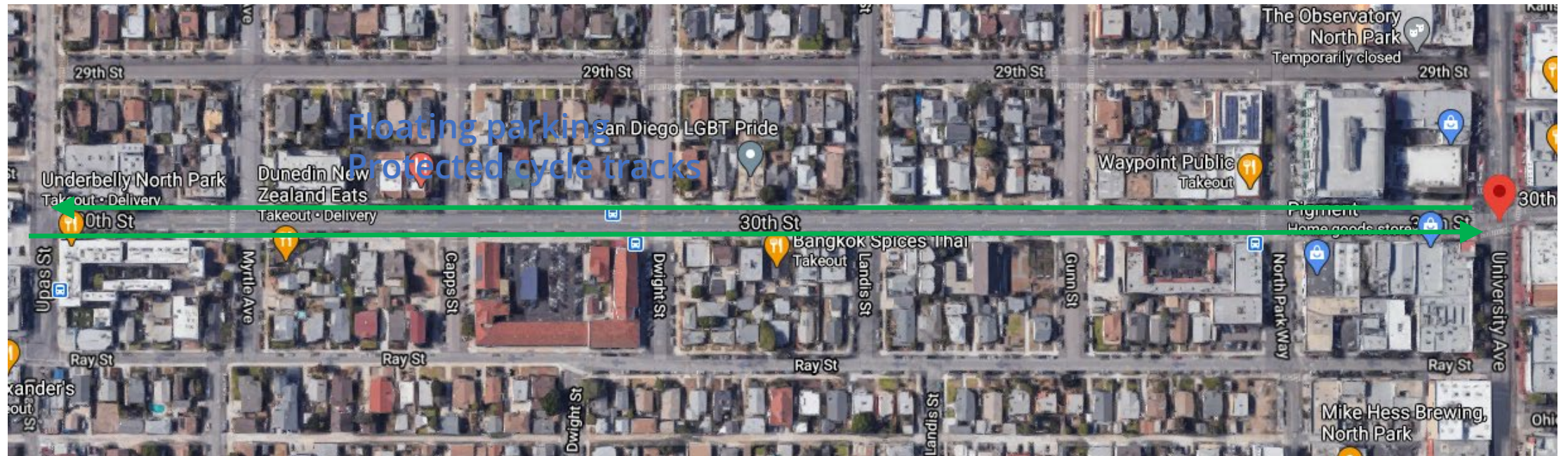


- 2** Install 6" white diagonal cross-hatching thermoplastic strip angled at 30 degrees at 20' intervals
- 2A** Install 6" blue diagonal cross-hatching thermoplastic stripe angled at 45 degrees at 3' intervals



**Figure 6.** Parking-protected cycle track with no ability for people exiting cars to access the curb. Plastic bollards obstruct the "path of travel," forcing those who must access the sidewalk via a ramp to travel in the bike lane.


# Protected bike lane project





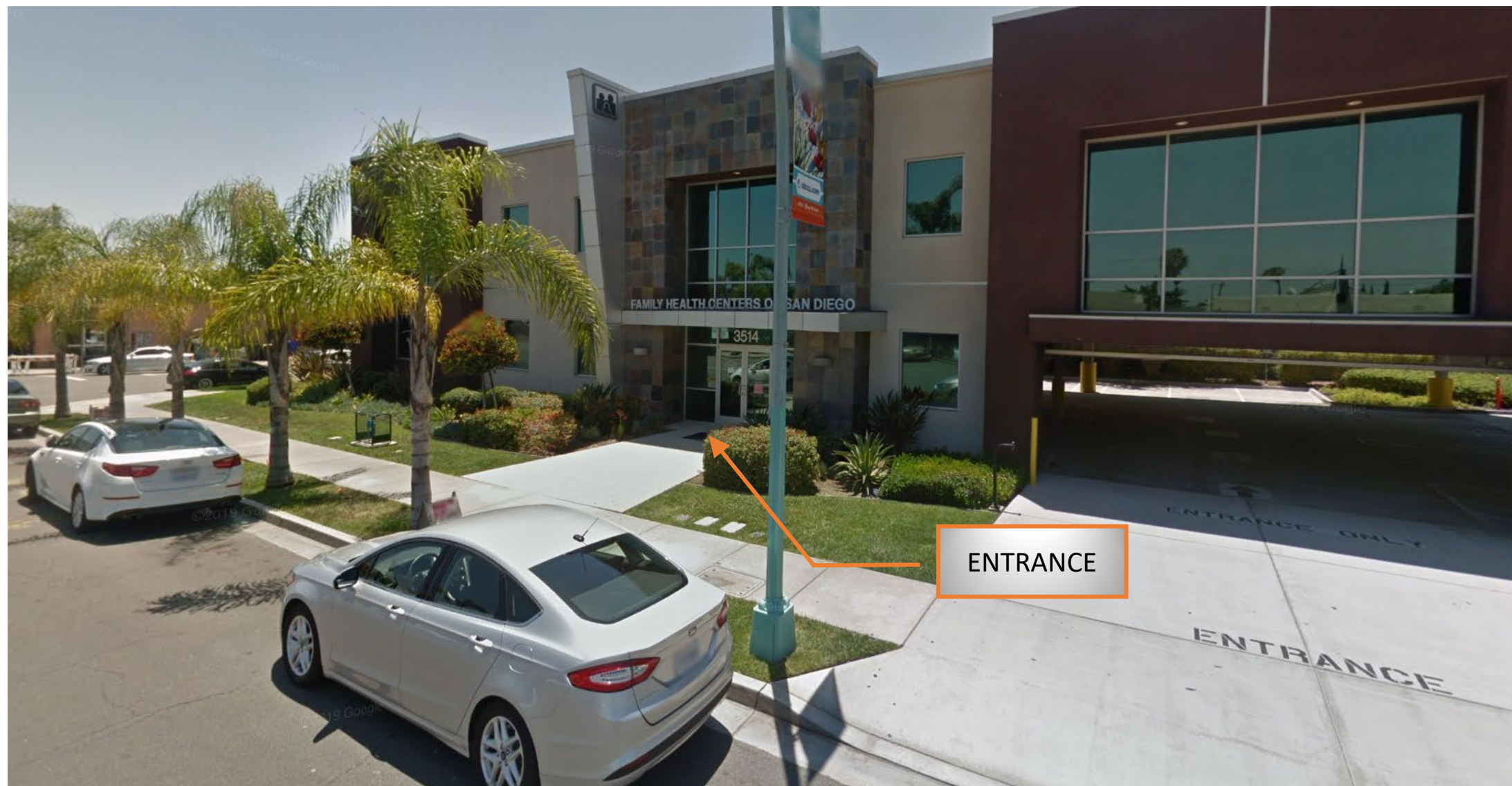


## Parking analysis per block existing conditions

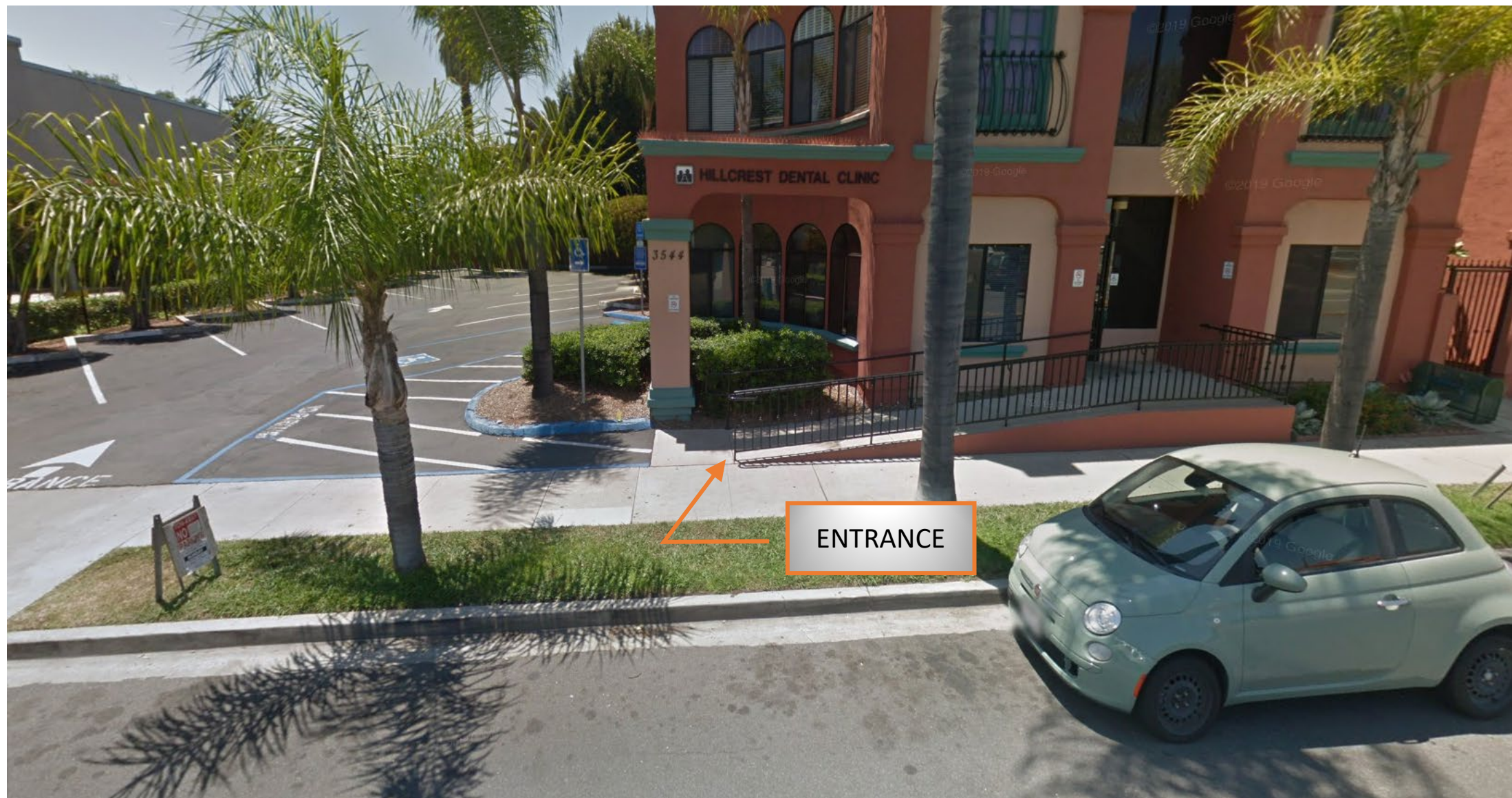
- Count existing parking spaces around the block [36]
- Count the existing spaces on the impacted block face [12]
- Identify existing on-street accessible parking spaces [0 - AP]
- Identify any blue zones (1 - BZ)
- Calculate ratio 1 accessible parking for 25 parking spaces
- Inventory the type of facilities
- Identify accessible routes to main entrance. 
- Distance to the nearest corner

Facility Entrance









ENTRANCE









Existing parallel accessible  
parking (no curb ramp)

BIKE LOT  
(2015)

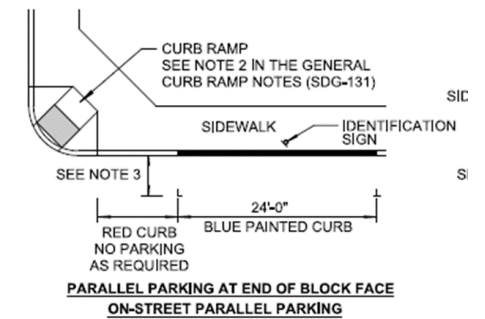


# Parallel parking at the end of the block



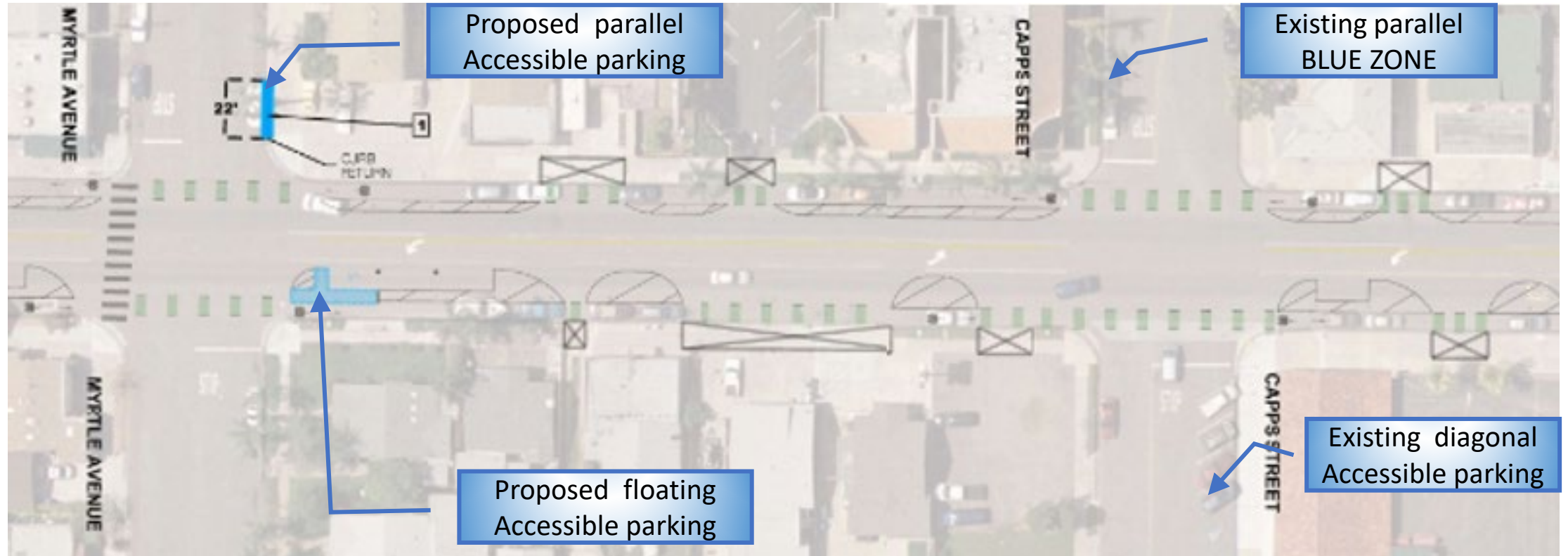
Pave parkway

Relocate existing parallel accessible parking close to the corner curb ramp

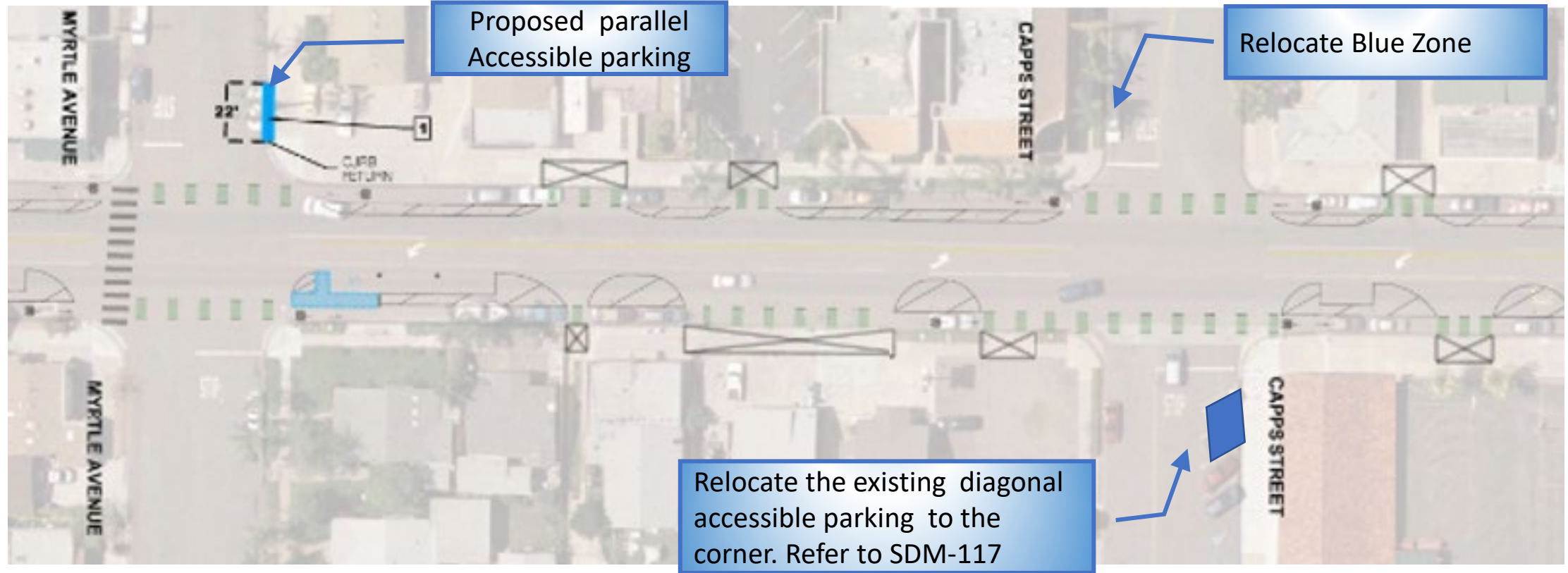




# Project parking plan



# Revisions to parking plan

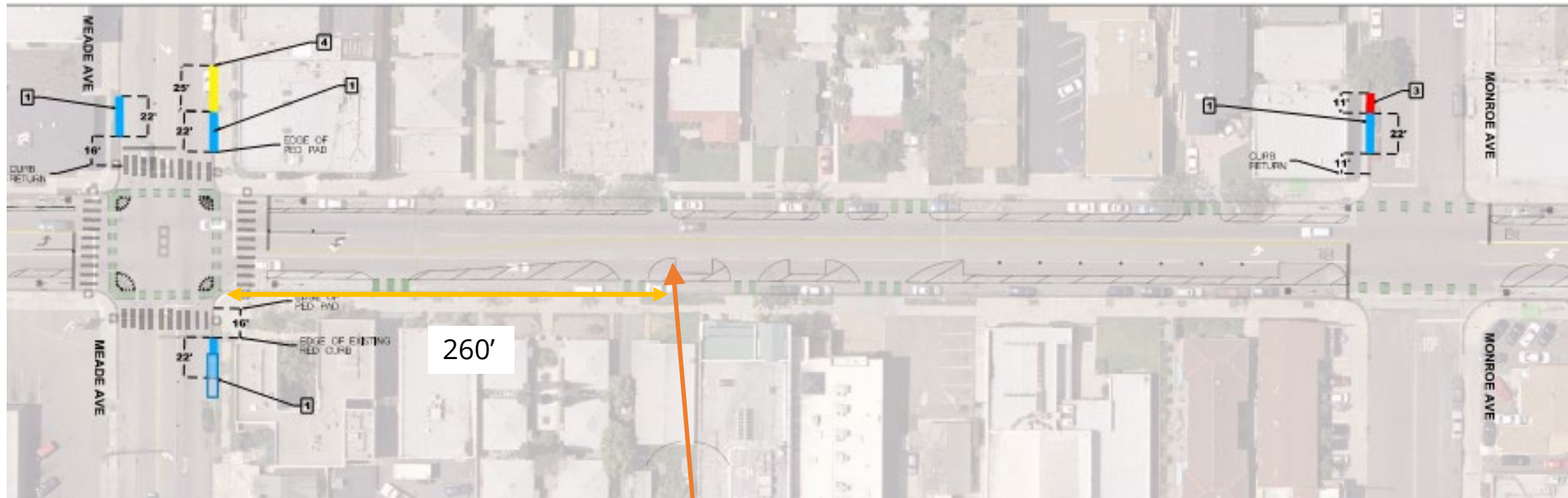




# Mid-block parking



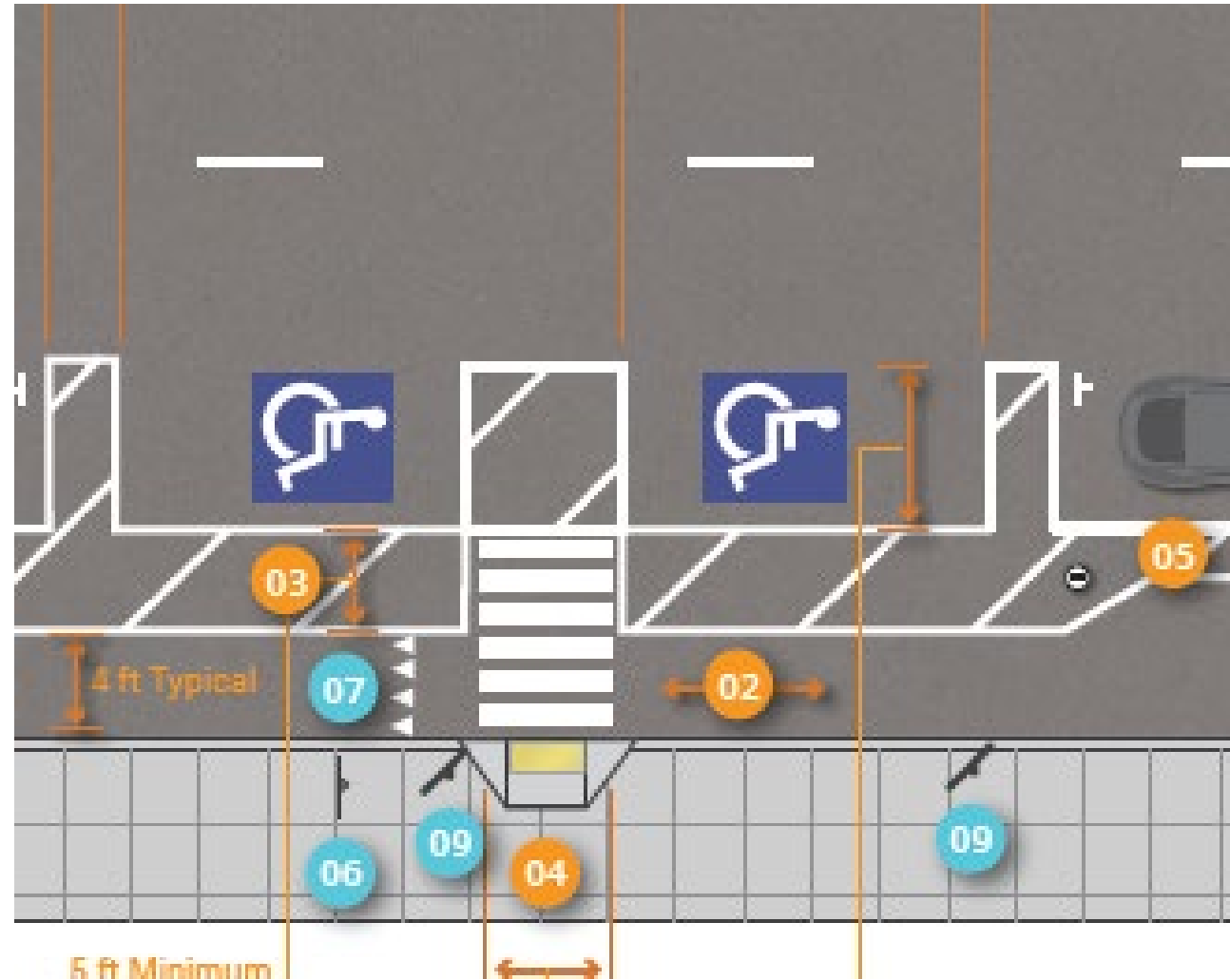
# Mid-block parking



The Wellness Center has a blue curb.  
The project needs to install a floating accessible parking space, and a new curb ramp



# Mid-block parking



# Parking

Parking Counts Table								
Address:	Block face location	Exiting regular spaces	Existing blue curb	Existing permitted blue curb	Total proposed regular spaces	Proposed new accessible spaces by this project	Proposed new accessible spaces by Others	Notes: type of parking Parallel, diagonal, No Parking red curb Floating parallel parking Floating diagonal
State Street	Block face 1							Bike lane floating parallel parking.
G Street	Block face 2							
Market	Block face 3							
Columbia	Block face 4							
Market, State G Street & Columbia	<u>Total Block</u>							
State Street	Block face 1							
G street	Block face 2							
Market	Block face 3							
Union	Block face 4							
Market, State G Street and Union	<u>Total Block</u>							



# On Street parking

- **New accessible parking locations:**
- Use a Map or the plans for determining the optimal locations for accessible parking spaces.
- Provide a map of the block affected by the project showing the location of existing and proposed accessible parking spaces and identify any of the priority facilities
  - Government services, parks, libraries, community center
  - Senior facilities
  - Medical services
- If the facilities listed above, don't have parking lots/off street parking. Place the accessible parking spaces closest to the accessible route to the entrance of the facilities, but no farther than 200'. The project will be required to install a curb ramp if the space is not immediately adjacent to an existing curb ramp.

# On Street parking

- If the block does not have priority facilities, then locate the parking close to the most public facilities.
- Disperse the accessible spaces, when possible, to avoid clusters of accessible parking spaces on the same intersection.
- Existing permitted blue curbs shall be maintained in the same location. Coordinate with Traffic engineering if the spot needs to be relocated
- In general, locate the accessible parking spaces closest to the corners with curb ramps.
- For perpendicular spaces the first option is preferably on the near side of the block face, so the access aisle of the parking space is closer to the corner. If located on the far side of the block the access aisle shall be installed on the drivers' side.
- For Parallel spaces parallel parking space located at the end of the block face, adjacent to a compliant crosswalk curb ramp



# On Street parking

- New Standards to be included in the City of San Diego Standard Drawings SDM-117 Parking
- Training

