

Parking-Protected Bicycle Facilities

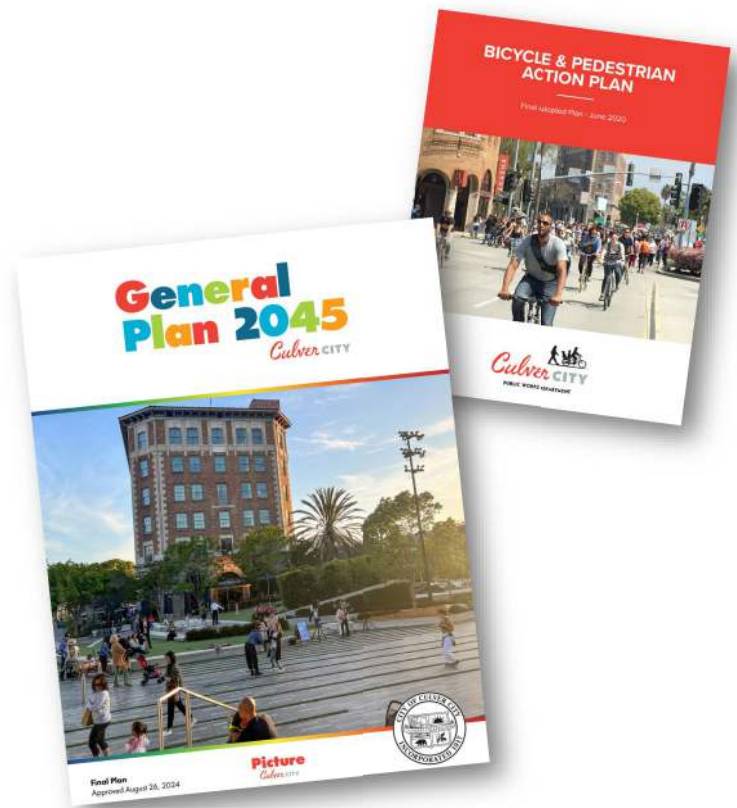
Disability Advisory Committee

April 8, 2026

Mobility & Traffic Engineering Division • Public Works Department

Policy Framework

- The City's General Plan Mobility Element and Bicycle and Pedestrian Action Plan establish a vision for a transportation system that is:
 - Safe
 - Connected
 - Accessible for all users
- These plans call for improving walking and bicycling conditions while maintaining access to destinations via other modes



From Policy to Projects

- The City is implementing these policies through corridor improvements and capital projects
- Parking-protected bicycle facilities are one of the tools used to:
 - Improve safety & comfort for people bicycling
 - Maintain on-street parking
 - Support access to local destinations

Roberston Boulevard Complete Street Project

Before

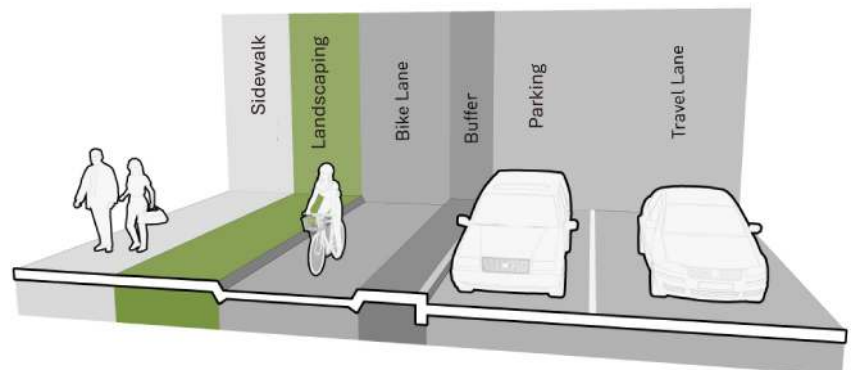


After



What is a Parking-Protected Bike Lane?

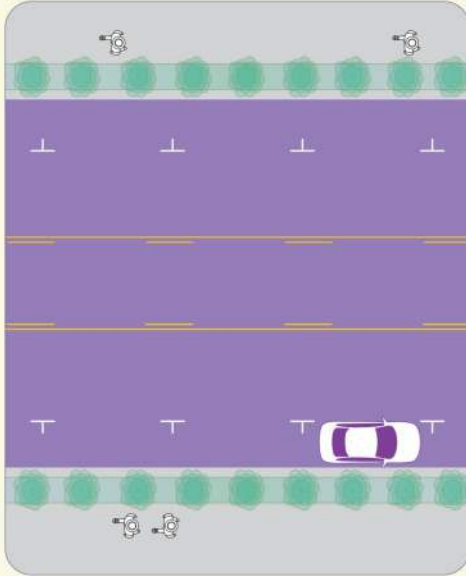
- On-street parking is shifted away from the curb
- A bicycle lane is placed between the parking lane and the sidewalk
- A buffer separates bicyclists from moving traffic



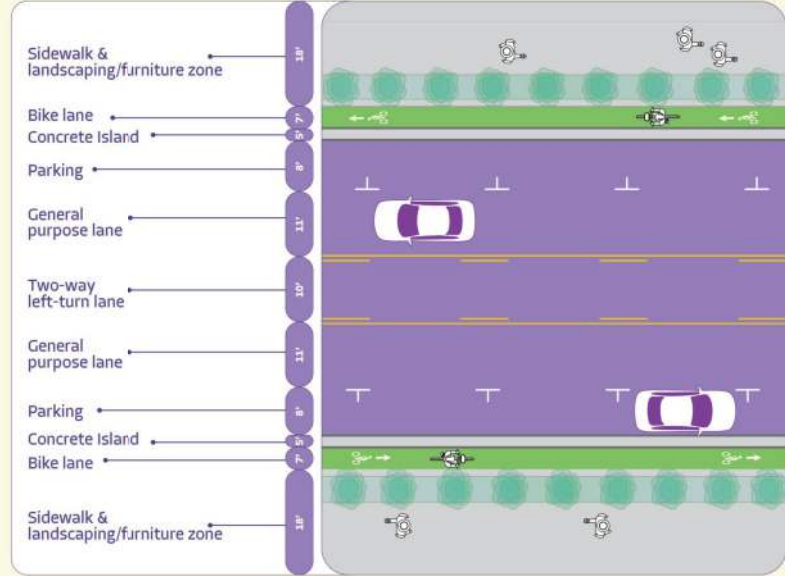
Changes in Street Configuration

- Existing: parking directly adjacent to curb
- Proposed: parking offset from curb with bicycle lane between
- Improves separation between vehicles and bicyclists

EXISTING



PROPOSED



DISCLAIMER Dimensions shown hereon are desired minimums and subject to change during final design.

Where These Are Being Implemented

MOVE Culver City (Adams Blvd)

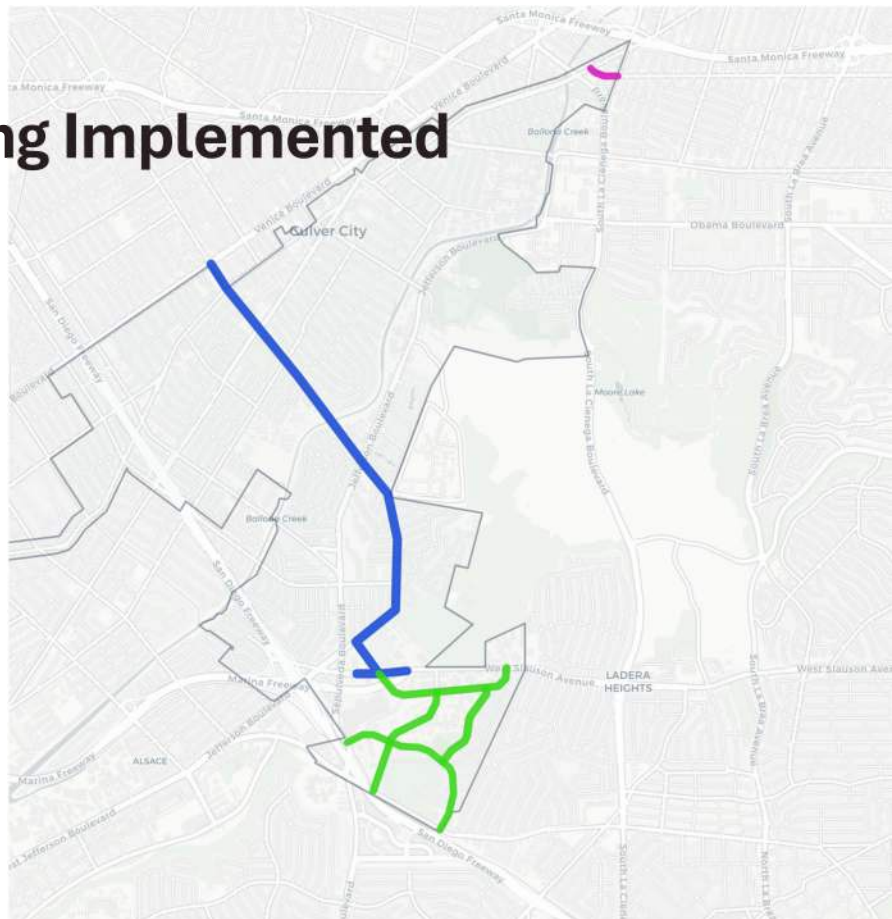
- Under construction
- Completion: Spring 2026

Better Overland Project

- Phase 1 construction: Later in 2026

Safer Fox Hills Project

- Construction: Late 2026/Early 2027



Considerations

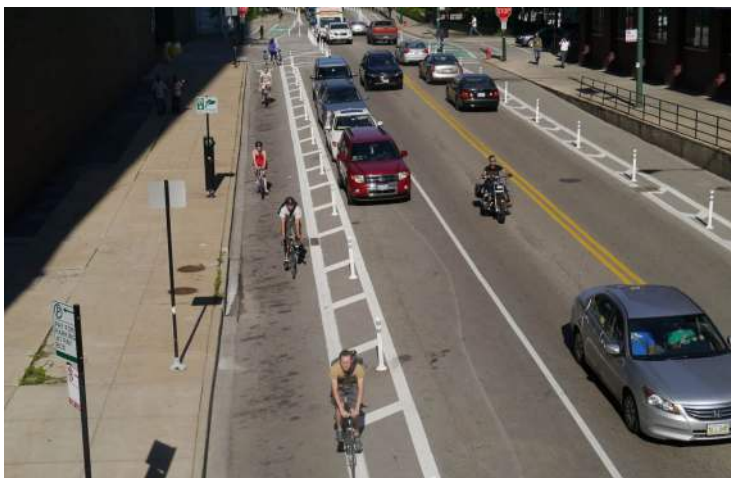
- These facilities change how people move:
 - From parked vehicle
 - Across the street space
 - To the sidewalk
- Staff has heard concerns regarding accessibility for people with special mobility needs



Common Design Approaches

Parking-protected bike lanes are primarily implemented using one of the following treatments:

Paint & flexible delineators



Hardscape (Concrete)



Flexible Delineators (“Paint and Plastic”)

What it is:

- Striping combined with vertical posts or modular separators
- Primarily provides visual separation



Considerations:

- Visual, not structural
- Not positive protection
- Subject to damage and maintenance
- Aesthetics



Hardscape Treatments (Concrete)

What it is:

- Curbs or concrete islands used as separator
- Provides physical barrier between vehicles and bicyclists

Considerations:

- Very durable
- Virtually no maintenance
- Positive protection, stronger separation
- Accessibility concerns



Local Experience

City has largely implemented “paint and plastic”—but the community prefers more durable, aesthetically pleasing solutions.

Observations:

- Requires ongoing maintenance
- Aesthetic concerns <1 year after installation
- Primarily visual treatments provide limited actual protection



Design Development & Treatment

Staff evaluated treatments based on:

- Safety
- Accessibility and usability
- Predictability for users
- Maintenance and durability
- Compatibility with parking operations

Floating curb separator/island:

- 4 inches high
- 18 inches wide
- Flat, step-like top
- Located within a minimum 3-foot buffer
- Positioned adjacent to the bike lane

Parking & Sidewalk Access

Standard On-Street Parking

Driver-Side Access

- Breaks provided between parking spaces
- Users can:
 - Walk to front or rear of vehicle
 - Move through gap between vehicles
 - Access sidewalk as in traditional configuration

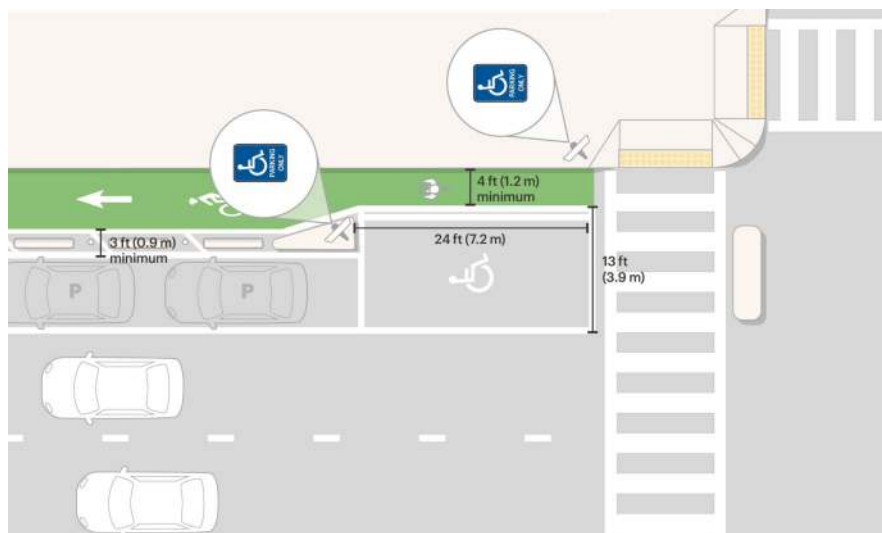
Passenger-Side Access

- Space provided parked vehicle and curb
- Passenger steps out onto roadway
- Two options to access sidewalk:
 - Step over floating curb
 - Walk parallel to vehicle to gap and access sidewalk

Parking & Sidewalk Access

Accessible (ADA) On-Street Parking

- Designated ADA parking spaces will:
 - Meet all applicable requirements
 - Include appropriate access to sidewalk
- Standard spaces \neq ADA spaces
- Standard space design aims to improve usability across all users while ADA spaces comply with a specific set of requirements



Summary

- Parking-protected bike lanes support City policy goals
- Multiple treatment types evaluated
- Proposed design balances:
 - Safety
 - Accessibility
 - Usability
 - Durability



Thank you

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