

Parking and Passenger Loading Zones

Slide 1: Intro

This video will provide an overview of parking along the Union Street Protected Bikeway.

Slide 2: Background

For a quick refresher, the Union Street Protected Bikeway Project is a two-way protected bike lane project that runs along East Union Street from South Arroyo Parkway to North Hill Avenue. The design process is in its final stages and construction is anticipated to be complete by spring 2022. More information on the project as a whole can be found in the first video of this series. This video will discuss parking.

Slide 3: Parking Overview

We're going to answer the following questions on parking along Union Street:

- How and where should one park along the Union Street Protected Bikeway Project?
- Where is it not permitted to park?
- Where are there passenger loading zones, and how do they work?
- How are people with disabilities accommodated?

We'll discuss these and other topics relating to parking and passenger loading—as well as how to park safely—during this presentation.

Slide 4: Parking Overview

There are several basic facts to know about parking and the Union Street Protected bikeway. First, there is still parking on both sides of Union Street. Parking on the north side of Union Street will remain against the curb, as-is.

On the south side of Union Street, the side where the bikeway is installed, parking will be in designated areas next to the bike lane, rather than the curb. Existing parking policies will remain the same for most spaces. The image in the presentation shows an example of how Union Street will look in the future. Parked cars will be away from the curb, adjacent to the bike lane.

Slide 5: Where to Park

When parking on the same side of Union Street as the protected bike lane, it's important to park only in designated parking areas next to the bike lane.

This diagram shows a typical cross section of the Union Street Protected Bike Lane corridor. The two-way bike lane is adjacent to the curb. The parking buffer includes several feet of striped out area and flexible bollards to protect the bikeway.

Motor vehicles will park along the edge of the buffer, away from the curb. Vehicles should not enter the bikeway or the parking buffer for any reason.

Slide 6: Where to Park

On the north side of Union Street, parking will remain the same as it is today. On the south side of the street, motor vehicle drivers should park only in designated parking spaces next to the protected bike lane.

This diagram shows an example of Union Street from above. Legal parking spaces are highlighted in green.

Slide 7: Where Not to Park

There are several places along Union Street where parking is not allowed.

Do not park within 20 feet of driveways or crosswalks. Do not park in the bike lane or in the striped buffer area next to it. Do not park in passenger loading zones, as these are for momentary loading and unloading only.

Parking should only be in designated spaces.

Slide 8: Where Not to Park

Parking is also not allowed in right-turn and left-turn lanes, bike lanes, crosswalks, or the striped buffer between the travel lanes and the curb on the south side of the intersection.

Slide 9: Passenger Loading Zones

Passenger loading zones are designated in some locations to make it easier to pick-up and drop-off passengers. They will reduce congestion on Union Street from people illegally double-parking in the travel lane. They will also provide space for drivers to maneuver without stopping in the crosswalk.

The area highlighted in blue in this overhead image indicates where the passenger loading zone is in relation to an example intersection.

Slide 10: Passenger Loading Zones

Passenger loading zones are located at the following intersections with Union Street:

- North Madison Avenue
- El Molino Avenue
- Oak Knoll Avenue
- Lake Avenue
- Wilson Avenue

Slide 11: ADA Accommodations

The Union Street Protected Bikeway's passenger loading zone design also accommodates people with disabilities in the following ways:

- 1) First, it accommodates rear loading of wheelchairs in the buffer area between the crosswalk and loading zone parking area.
- 2) Second, it provides direct access to the curb ramps located at nearby corners of the intersections.

Slide 12: Safety Features

The buffer between the parked cars and the two-way bikeway provides additional protection and safety. The striped buffer allows people parking their cars to open their doors without entering the bike lane.

Most importantly, the placement of the bike lane between the parking lane and sidewalk provides physical protection for bicyclists and eliminates the possibility of a bicyclist being "doored" – or running into an open door.

The image shows an example along Spring Street in Los Angeles.

Slide 13: What to Do when You Park (Look Both Ways!)

It is important to **Look!** Both ways for bicyclists whenever you cross the bikeway. When entering or exiting your parked vehicle, look both ways for approaching bicyclists before crossing the bikeway.

If crossing the bikeway away from a marked crosswalk, pedestrians should yield to approaching bicyclists.

Slide 14: Thank you!

Thank you so much for taking the time to watch this video. There are four other public information videos as part of the Union Street Protected Bikeway series that provide more details about additional features of the project, including the following:

1. **General Overview.**
2. **Turn Queue Boxes.**
3. **Driveway Treatments.**
4. **Transition to and from the Bikeway at Arroyo.**

For more information on this project, watch the rest of the videos in the series, and check out the project website at saferstreets.cityofpasadena.net