

Downtown Grand Rapids Bicycle Parking Working Group – Short Term Implementation Strategies

Goal: To provide cyclist with both short and long-term bicycle parking options in the downtown area.

Objective #1: To provide a variety of short-term bicycle parking options for cyclist in locations that have sufficient space for bicycle storage, but offers a high level of convenience.

Recommendation 1.1: Install some additional Class III U-racks in areas where there is a high demand for on-street bicycle parking. These areas should have a minimum of twelve-feet (12') of sidewalk, from back of curb to face of building, with a five-foot (5') walk.



Possible locations for new Class III U-racks: (Left) LaGrave Ave SE, just south of E. Fulton Street and (Right) Jefferson Avenue SE, just south of E. Fulton Street.

The new U-racks should be installed either parallel to, or at 45° angle from the back of curb. Additionally, the U-racks should be placed no closer than six feet (6') away from the entry way of a building or storefront. An example of a high demand area for on-street bicycle parking is Commerce Avenue SW, between W. Fulton Street and Oakes Street SW. In 2011, the DDA installed 6 new bicycle parking U-racks near the intersection of Commerce Ave SW and Oakes St SW.



Recently installed U-racks along Commerce Avenue SW: (Right) parallel U-racks from back of curb; (Left) inverted at a 45° U-racks from the back of curb.

Recommendation 1.2: Install new Class III post-and-ring bicycle racks on existing parking meters in select locations in the downtown area. The new post-and-ring bicycle racks should be installed in locations where the existence of underground utilities and / or a snowmelt system prevents the secure placement of on-street bicycle parking facilities. Each new post-and-ring bicycle parking rack should be installed so that the rings are parallel to the curb and spaced twenty-feet (20') a part from one another.



Examples: (Left) Post-and-ring bicycle parking racks in Toronto, ON; and (Right) Los Angeles, CA.

Recommendation 1.3: Convert three (3) separate on-street automobile parking spaces into seasonal bicycle parking stations, by hooding the parking meters and placing a bicycle corral in the parking space. These seasonal corrals should be installed at the start of the warm season and in locations where there is a high demand for on-street bicycle parking. Possible locations for on-street bicycle parking corral include: 1) the corner of Ottawa Ave NW and Monroe Center Ave NW, 2) Monroe Center, between Ionia Ave NW and Division Ave N and 3) the corner of Commerce Avenue SW and Oakes Street SW. These temporary locations should be clearly signed and partitioned.



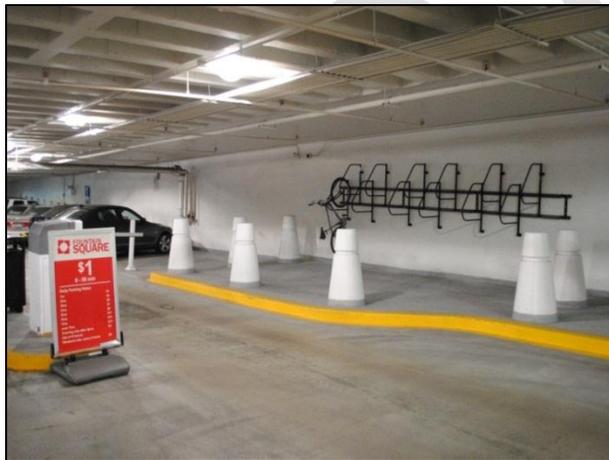
Example of an on-street vehicle parking space that was converted into bicycle parking in Seattle, WA.

Objective #2: Encourage a multi-modal approach to transportation in the downtown area through the placement of new bicycle parking facilities.

Recommendation 2.1: Install additional Class I (Bike Lockers) and Class III U-racks in all city owned parking ramps and structures. These new bicycle parking facilities should be installed in locations where there is excess and /or underutilizes space within each parking ramp or structure.



Examples of possible locations where additional Class III bicycle parking facilities within existing city parking structures: (Left) Gallery on Fulton Parking Ramp and (Right) 38 Commerce Parking Ramp.



Examples of different types of Class III bicycle parking facilities that are being used parking structures: (Left) a vertical bicycle parking rack in a parking structure in Cincinnati, OH and (Right) U-racks that are being used in a parking structure in Fairfax, VA.

Recommendation 2.2: Install Class I (Bicycle Lockers) and Class III U-racks near select Bus Rapid Transit (BRT) stations where there is adequate space to accommodate the loading and unloading of bicycles. Bicycle lockers can only be located in areas where there is minimum of twelve feet (12') of sidewalk for the loading and unloading of bicycle.



(Left) Example of a Class I and Class III at a light rail station in Minneapolis, MN; (Right) another example of a Class III vertical bike rack located at all light rail Station in Cleveland, O.H

Objective #3: To educate and inform the general public about where bicycle parking is available in the downtown area.

Recommendation 3.1: Develop a downtown bicycle parking signage program that clearly identifies the where bicycle parking is available. These signs should be placed either on, or adjacent to all bicycle parking facilities.

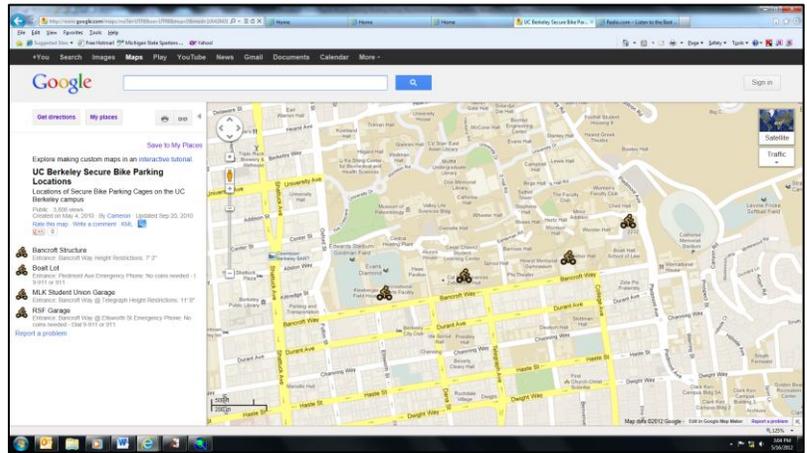


(Above) 2003 Federal Highway Administration standard bicycle parking sign.



Examples of Bicycle parking signage: (Left) a parking structure at Texas A&M University; (Right) a Metro Station in Los Angeles, CA.

Recommendation 3.2: Develop a series of handouts, maps and brochures which identify the locations all off street bicycle parking facilities in the downtown area.



(Left) Bicycle parking used in Portland, OR; (Right) University of California Berkeley uses Google Map to identify the locations of off-street bike parking facilities.

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