

## COMMUTER BICYCLE EMPHASIS



Commuter Bicycle emphasis streets are generally oriented towards more experienced bicyclists, however novice cyclists should be anticipated and accommodated on these streets.

Certain streets may be designated as critical spines in the larger regional bicycle network. These streets are generally continuous corridors that form a longer distance network.

Commuter Bicycle emphasis most commonly occurs on a subset of Network Residential, Neighborhood Business, and Urban Center and Crosstown Connector streets. However, it may also be applied on Link Residential and Maker/Industrial streets. They generally connect to the downtown, major employment areas, and other destinations.

Streets designated for Commuter Bicycle emphasis generally provide a dedicated bicycle facility such as an on-street bike lane or off-street trail or cycle track. Given the relatively narrow width of many street rights-of-way in Grand Rapids, providing this level of bicycle accommodation may require the removal of on-street parking, the narrowing or conversion of one or more travel lanes, or the narrowing of sidewalk zone features such as parkways. The clear pedestrian zone of the sidewalk must not be narrowed below minimum thresholds.

Selecting the design treatment and/or allocation of the street right of way to accommodate Commuter Bicycle facilities depends significantly on the underlying street type. For example, for a NB street, removing parking may be unacceptable, but narrowing travel lanes may be okay. Meanwhile, for a Maker/Industrial street, the case may be the opposite.

## COMMUNITY BICYCLE EMPHASIS



Streets designated for Community Bicycle Emphasis are designed to accommodate casual bicyclists.

Community bicyclists may be children, seniors, less experienced or less confident adults, or any person on a bicycle desiring a more social and less stressful accommodation.

Community Bicycle emphasis streets should be connected with one another to form a network. The Community Bicycle routes may be marginally more circuitous because they weave through and connect the many neighborhoods of the city. Together with the Commuter Bicycle network, Community Bicycle emphasis streets should connect to common community destinations such as neighborhood business districts, schools, libraries, parks, and recreation centers.

Community Bicycle emphasis is generally applied to lower stress streets—streets with lower volumes of traffic and/or lower typical travel speeds. Thus, Community Bicycle emphasis is most common on Link Residential streets, although it may be applied to any street type.

The bicycle facility should be scaled to ensure a comfortable experience for a casual bicyclist. That might mean a relatively low-level facility on a quiet neighborhood residential street and a higher level facility, such as a protected lane, on higher traffic volume streets. Typical design enhancements added to streets designated as Community Bicycle Emphasis include traffic calming and/or traffic diverting features, increased landscaping and stormwater management features, and special signage.