

**Bike Friendly Kalamazoo**  
**General BFK and Route Planning Session Minutes**  
Kalamazoo County Road Commission (KCRC) Building  
January 17, 2013  
Distributed February 1, 2013

**Attendees**

Alan Smaka, PE, Wightman & Associates, Inc.  
Brian Petersen, Board Member, Open Roads Bike Project  
Chris Barnes, Director, Transportation and Utilities, City of Portage  
David Jones, District Representative, League of Michigan Bicyclists  
Doug VanDyk, Manager, Global IT Training & Development, Stryker Corporation  
Fred Nagler, City of Kalamazoo, Assistant City Engineer  
Gary Miller, Chairperson, South County Intermunicipality Committee  
Jim Hoekstra, Traffic Engineer, KCRC/City of Kalamazoo  
Joanna I. Johnson, Managing Director, Kalamazoo County Road Commission  
Karen High, Parks Administrator, Oshtemo Charter Township  
Kate Binder, Graduate Assistant, WMU Office for Sustainability  
Kevin Martini, Office for Sustainability, WMU  
Kyle Doster, Officer, Portage Department of Public Safety  
Larry Stehouwer, Planning Commission, Cooper Township  
Marc Irwin, Public Relations Chair, Kalamazoo Bicycle Club  
Marsha Drouin, Treasurer, Richland Township  
Pamela Brown Goodacre, Trustee, Kalamazoo Township  
Patrick White, Supervisor, Pavilion Township  
Paul Selden, Kalamazoo Bicycle Club, TriKats  
Paul G. Wells, Owner, Breakaway Bicycles and Fitness  
Renee Mitchell, Education Chair, Kalamazoo Bicycle Club  
Sean Kennedy, WMU Office for Sustainability  
Steve Stepek, Senior Transportation Planner, Kalamazoo Area Transportation Study  
Tom J. Hohm, Chief Engineer, KCRC

**Agenda**

Welcome – Paul Selden

Guests and current participants of Bike Friendly Kalamazoo (BFK) were welcomed to the meeting. Those not currently participating in Bike Friendly Kalamazoo were invited to volunteer. Background on Bike Friendly Kalamazoo and BFK's route planning effort was provided; see [www.bikefriendlykalamazoo.org](http://www.bikefriendlykalamazoo.org) for more information.

Bicycle Accommodations in Madison Wisconsin and How They Relate to Kalamazoo County  
– Christopher Barnes

Photographic highlights of bicycle infrastructure used in this Gold Award Level Bicycle Friendly Community, together with comments about supporting policies were presented.

Examples of bike friendly accommodations shown:

- Signage: Ample, large, easy to follow. Sponsored at least in part by local bicycle businesses.
- Paved urban to rural route: two-way, widened and with easy access at key points for pedestrians, with embedded traffic counters.
- Bike boulevards: existing neighborhood roads paralleling busy main vehicular thoroughfares featured bike-friendly infrastructure that slowed vehicular traffic, facilitated bicycling. Infrastructure included

curb “bump-outs” that narrowed lanes to permit bicycle, but not larger motor vehicles; speed humps (bumps), signage and “sharrow” (shared lane) street markings, mini traffic circles at key intersections

- Contra-lanes: dedicated bicycle lanes separated from traffic by curbed medians (some of which flow counter to the direction of one-way traffic on otherwise busy one-way thoroughfares)
- Specialty pavement markings: guiding bikes through intersections using color-coding (especially green)
- Button extensions: making it easier for bicyclists to reach traffic control buttons at intersections
- Dedicated bike signals: stop/go signaling for bicyclists at key intersections
- Trail crossings: pavement markings indicated where to go at otherwise confusing junctions/intersections
- “B Cycle” rentals: public bike rentals of bicycles at dedicated bike racks throughout town. Designed to relieve traffic and parking congestion. Free first ½ hour use, credit card enabled, providing basic transportation.
- Street retro-fits: examples of streets re-purposed to accommodate bicycles, especially to provide safer routing in otherwise high traffic corridors. Some of the above-mentioned examples of infrastructure were used to do this.

Policy and organizational considerations were also described. Some of the points mentioned in the limited time available included:

- Ad Hoc, informal nature of the "policy/advisory" committee and long-term planning includes a bike community group consisting of bike companies (Trek, Pacifica, Planet Bike, et.c) as well as university staff and residents
- approx typical budget: about \$1,000,000 per year
- informal nature of the interface between city and county on biking infrastructure; coordinated through their MPO/TPA regional planning organization (comparable to our local Kalamazoo Area Transportation Study, or KATS)
- named sponsors paid for majority of the signage costs (Trek was the big sponsor)

See <http://www.cityofmadison.com/bikeMadison/> for more information.

### BFK Bike Route Planning – Paul Selden

Orientation to the on-line utility Ride With GPS [www.ridewithgps.com](http://www.ridewithgps.com). Two (five-minute long) video tutorials were played that illustrate the main techniques. Route planning leaders and volunteers can view these to learn how to use the tool very quickly.

Volunteers were reminded about the February 28 due date for draft routes.

Note: A brief document of Ride With GPS tips has now been sent to our four route planning leaders for distribution to our volunteers. This document will be posted on our [www.bikefriendlykalamazoo.org](http://www.bikefriendlykalamazoo.org) web site in the near future. If any of our route planning volunteers has questions about these or any other questions about the route planning effort, please ask your team leader.

Minutes prepared by Paul Selden Released February 1, 2013 Posted to website with corrections xxx