

BFK Route Planning Advisory Vote Ending October 12, 2012 -- Results

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Introduction

This report summarizes the Bike Friendly Kalamazoo (BFK) Route Planning Advisory Vote gathered online for approximately two weeks ending on October 12, 2012. Its purpose was to give our entire network a chance to guide our route planning efforts at a key juncture.

Prior to this vote BFK participants generated more than 600 ideas for making our entire community even more bicycle friendly. Many ideas clustered around the topic of bike route infrastructure. This general goal has guided the efforts of our route planning committee from late 2011 through the summer of 2012.

During this period the Kalamazoo County Road Commission and the Kalamazoo Area Transportation Study has hosted well-attended presentations from top authorities on rules of the road, legal liability and design engineering considerations related to bicycle routes. Now that we have this information it is clear that further steps will require expending proportionately more time on the part of our volunteers to draft specific prospective bicycle routes throughout the community.

Prior to asking for additional volunteer effort, this BFK Route Planning Advisory Vote was taken to help confirm our long-term vision and focus on specific next steps.

Results

Survey questions and answers are below. Voter identification requested in Questions 1 and 2 is withheld. Twenty-six votes were received; all were judged from legitimate sources. Voter registration broadly represented composition of our BFK network as a whole, from segments in engineering, bicycling (clubs and retailing), education, parks and recreation, and governmental leadership.

One vote was accepted after voting officially closed due to an error in setting up the survey's automated features. The one late vote is included in the results below, but marked with an asterisk to facilitate judgment as to whether to consider it.

3. Are you in favor of a county-wide system of bike routes?
(answered question: 26; skipped question: 0)

<u>Response</u>	<u>Percent Response</u>	<u>Count</u>
Yes	96.2%	25*
No	0.0%	0
Abstain	3.8%	1

4. Which, if any, of the following type of routes are you in favor of? (May choose multiple answers)
 (answered question: 26; skipped question: 0. Results presented in order of Percent Response except for Other.)

<u>Response</u>	<u>Percent Response</u>	<u>Count</u>
Recreational	84.6%	22*
Commuter	80.8%	21*
Fitness	65.4%	17
Shopping	61.5%	16*
None at all	0.0%	0
Other (see below)	26.9%	7

(“Other” answers presented in order of most recently received first; unedited.)

“Ultimately, bicycles have access to all roads with the exception in Michigan of limited-access highways. Any road or street that can in any way have specific accomodation for bikes should be designated as a bikeway.”

“tourism”

“off road/ dirt features. jumps, burms, etc.”

“As identified and discussed”

“All should be the goal.”

“between population centers (towns, cities, villages, etc.)”

5. Are you in favor of giving all (or various parts) of such a bicycle route system a distinctive name (or names), to assist with its identification and building public awareness?
 (answered question: 26; skipped question: 0)

<u>Response</u>	<u>Percent Response</u>	<u>Count</u>
Yes	73.1%	19*
No	0.0%	0
Abstain	26.9%	7

6. Are you in favor of assembling a high-level set of guidelines to help our communities plan such routes?
 (answered question: 26; skipped question: 0)

<u>Response</u>	<u>Percent Response</u>	<u>Count</u>
Yes	84.6%	22*
No	3.8%	1
Abstain	11.5%	3

7. Please comment further on your vote, on any other matter related to our Bike Friendly Kalamazoo route planning efforts, or suggest other concrete goals for our route planning committee to consider. (Optional)
(answered question 15; skipped question 11.)

(Answers presented in order of most recently received first; unedited.)

“Route planning is absolutely critical to advancing bike friendliness—and bicycle use—in Kalamazoo County. In addition to bike routes, there are major route crossings that need revision and upgrading to facilitate and advance bicycle use in our community. These issues need to be built into all bike route development. I am deeply appreciative of your organization's efforts.”*

“I am not sure how there is any difference in the types of routes in question 4.”

“Routes through and to downtown Kalamazoo would be very helpful.”

“My only comment here would be that as our bike routes increase, the number of cyclists on the roads will also increase (which is a good thing). Bike Education for the community, for cyclists, motorists and pedestrians, will become a greater need to keep everyone safe on the roads.”

“The trails all need to connect to each other. They also need to help promote downtown businesses, as in go near downtown.”

“Design routes that have a minimum number of highway crossings so as to not interrupt flow or cadence.”

“The three Oaks area can serve as a good model of a area wide system.”

“Please include in your plans "designed" crosswalks to alert motorists of pedestrian and bicycle traffic. For example, brick the cross walks and frame in with reflective paint at busy intersections. This help identify a "special" area for motorists to pay attention to.”

“The big issue I see in the task of putting together guidelines with the input and buy-in of community decision-makers. My opinion on that question isn't important; if the local officials don't buy in to what some may see as a surrender of home rule, it may well be for naught.”

“Some existing bicycle lanes are poorly/incorrectly marked and need to be corrected as per guidelines.”

“What did I just accomplish?”

“Being part of the process - I thought it best to abstain at this time. :)”

“I love the idea of a County-wide name for our bike route system. Kind of like the TART system in Traverse City. Thank you for your continued hard work for our biking community.”

“Frankly, more routes is better. Inter connectivity is a good thing. Cool destinations -- scenic or commercial -- are important.”

“I realize the general guidelines asked for in Q6 won't be allowed to override the technically appropriate engineering principles, statutory and regulatory requirements, but they can nevertheless facilitate a quick understanding by interested parties, including referencing the appropriate key technical requirements.”