

**Bike Friendly Kalamazoo
Route Planning Meeting Minutes**

Stryker Corp.

March 27, 2014

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Participants

Osama Abudayyeh, Center Advisory Council, WMU Transportation Research Center

Chris Barnes, Director, Transportation and Utilities, City of Portage

John Byrnes, Traffic Services Director, KCRC (ret)

Dan Dombos, Senior Project Engineer, Abonmarche

Paul Guthrie, Laboratory Manager, Bronson Methodist Hospital*

Jim Hoekstra, Traffic Engineer, KCRC/City of Kalamazoo

Jeanette Holm, Member, Kalamazoo Bicycle Club*

Marc Irwin, Public Relations Chair, Kalamazoo Bicycle Club

Matt Johnson, City Engineer, City of Kalamazoo

Michelle Karpinski, Executive Director, Pretty Lake Camp

Shawn Kloha, IT Project Manager, Stryker Corp.*

Tim Krone, Pedal Bicycle

Valerian Kwigizile, Associate Director, WMU Transportation Research Center

Jun Oh, Director, WMU Transportation Research Center

Kathy J. Schultz, Associate Planner, Kalamazoo Area Transportation Study

Paul Selden, Director of Road Safety, Kalamazoo Bicycle Club; Member, TriKats*

Doug VanDyk, Manager, Global IT Training & Development, Stryker Corporation*

Lewis Whalen, Program Mgr., Disability Network SW Michigan*

Geoff Wilson, Project Engineer, Kalamazoo County Road Commission

* Attended pre-meeting as well.

Goals and Rationale

The primary goal for this meeting was to plan suitable on-road alternatives for stretches judged unsuitable for bicycle commuting, within BFK's current online catalog of 180+ round trip commuter bike routes between each of the major chartered governmental jurisdictions in the Metropolitan Planning Organization under the purview of the Kalamazoo Area Transportation Study. The catalog will be used for a variety of transportation planning purposes, both to support the general informational needs of the community and to facilitate formal transportation planning and development. (See Appendix A for a list of jurisdictions involved in the effort, to date.)

Agenda – Facilitated by Paul Selden

PRE-MEETING (3pm-4pm)

Volunteers who could arrive early sorted routes into those “easy enough” to re-route in the hour available for the main meeting, versus “harder” to complete during the regular meeting. More than 30 such routes were examined; approximately five were judged “too hard.”

MAIN MEETING (4-5pm)

Overview of BFK

[Note: Presented briefly to help orient our most recent delegates/participants, including those from the Disability Network SW Michigan and WMU's new Transportation Research Center for Livable Communities. Participant from Abonmarche thanked for sharing engineering facilities with City of Portage on special mapping project. Stryker Corp. and Doug VanDyk were thanked for making the room available for this meeting.]

Background on Bike Friendly Kalamazoo and BFK's route planning effort, 2011 through present.

Representatives from range of area organizations generated and distilled 600+ ideas into 2013's three primary goals related to bicycling and community development: awareness building, bicycling education and infrastructure improvement.

Presentations hosted by BFK participants touching on points of importance to bike route development have included:

“Rules of the Road” (Sgt. Jim Campbell, MSP)

“Pedestrian & Bicycle Roadway Design – Safe, Smart and Defensible” (Josh DeBruyn, MDOT)

“Designing For Bicycle Safety” (T.Y. Lin International, for MDOT)

[Note: Participants Christopher Barnes, City of Portage, and Marc Irwin, Kalamazoo Bicycle Club have also delivered well-illustrated presentations on bicycle infrastructure and policy at BFK meetings, covering Madison, WI and the Boston, MA areas, respectively.]

Route Planning Progress Update

Results of BFK's 2012 route advisory vote were presented: 96% of those responding favored a “county wide” (now, MPO-wide) system of bicycle routes; 85% favored assembling high-level bicycle route planning guidelines (now posted on BFK's website); and, 73% favored naming the system (or portions) to facilitate identification and building public awareness.

[Ongoing less formal surveys have repeatedly confirmed these results.]

The status of work on these advisory vote items is ongoing. The Metropolitan Planning Organization-wide effort to plan bike routes is ongoing. A quick set of route planning guidelines is now posted on www.bikefriendlykalamazoo.org, and, the Kalamazoo County Road Commission is working on their own bike and non-motorized infrastructure policies right now. Ideas for naming the system of bike routes will be solicited beginning in 2014.

To date a variety of commuter, shopping, recreational and fitness routes have been drafted and posted online. Links to these routes may be found on www.bikefriendlykalamazoo.org.

Today's focus was on refining routes for bicycle commuting, moving off-road and unsuitable stretches to more suitable on-road facilities. The focus for now is on bicycle commuting, since bicycle commuting is probably the most likely to be supported by public funding of any of the bike / non-motorized route categories.

Ongoing work on route planning will take place on a number of fronts. The routes our volunteers have drafted will be reviewed, refined, and collated. Routes will be posted to BFK's web site for convenient public access and use. Participants will work with local jurisdictions agencies on a master bike/non-motorized plan. BFK's role is to serve as a volunteer resource for jurisdictions who welcome that support. Local jurisdictions will decide what will be implemented, and when, based on local judgment.

Route Planning Specifics

The history of Bike Friendly Kalamazoo's route planning effort was briefly presented. Milestones include:

November 2012: Community-wide volunteers oriented to route preparation guidelines led by participants Christopher Barnes, Kevin Martini, and Doug VanDyk. The outcome of that work is that commuter, shopping, recreation & fitness route teams crafted 35 routes are now posted on BFK's web site.

October 2013 (three meetings): Community-wide participants engaged in a rapid route planning session. Participants Shawn Kloha, Paul Selden, Tim Stewart and Doug VanDyk: followed up that session to convert hand-drawn route maps into on-line routes. The outcome of those meetings is that 23 additional routes have been posted for review on the BFK web site. Participants Christopher Barnes, Tom Hohm and Paul Selden then met to inventory the categories of roads most suitable for non-motorized use in the KATS MPO. The outcome of that meeting was the recognition that only one stretch of road in entire MPO is both low traffic and shouldered (portion of Mandigo in Portage). [Note: Participants also made some progress on preparing route descriptions between key jurisdictions, which await to be compared with the commuter routes generated in the current meeting.]

December 2013: Community-wide participants engaged in additional rapid route planning meeting.

A great deal of additional follow-up mapping work took place independently between December and today's meeting, without the need to meet face-to-face. All of this has culminated in a catalog of 180+ round trip commuter routes, linked on BFK's web site.

[This apparently lengthy overview was presented in approximately 10 minutes. These Minutes document a more comprehensive record, primarily recounting material on slides that were skimmed over.]

Commuter Route Alternative On Road Planning

Following instructions presented on paper and through example, participants worked in teams to create the on-road alternatives for unsuitable stretches. All of the routes judged "easy enough" were completed during the meeting.

Next steps include a detailed review of the work-product, hands-on inspection of the alternative routes to judge suitability, and posting on-line for community use.

Volunteers were asked if they were willing to help re-route the more difficult routes, at another time. Lewis Whalen, Chris Barnes, Tim Krone, Valerian Kwigizile, Kathy Schultz, Jeanette Holm, Shawn Kloha, Doug VanDyk and Paul Selden volunteered. Their work on the “harder” routes is likely to be conducted independently, beginning shortly.

Example Commuter Routes: Maps & Engineering/Cost

Prior to the meeting, Steve Stepek, Senior Transportation Planner for the Kalamazoo Area Transportation Study, prepared an example of a consolidated set of commuter bike routes centered on Texas Township. Paul Selden displayed that map (Figure One).

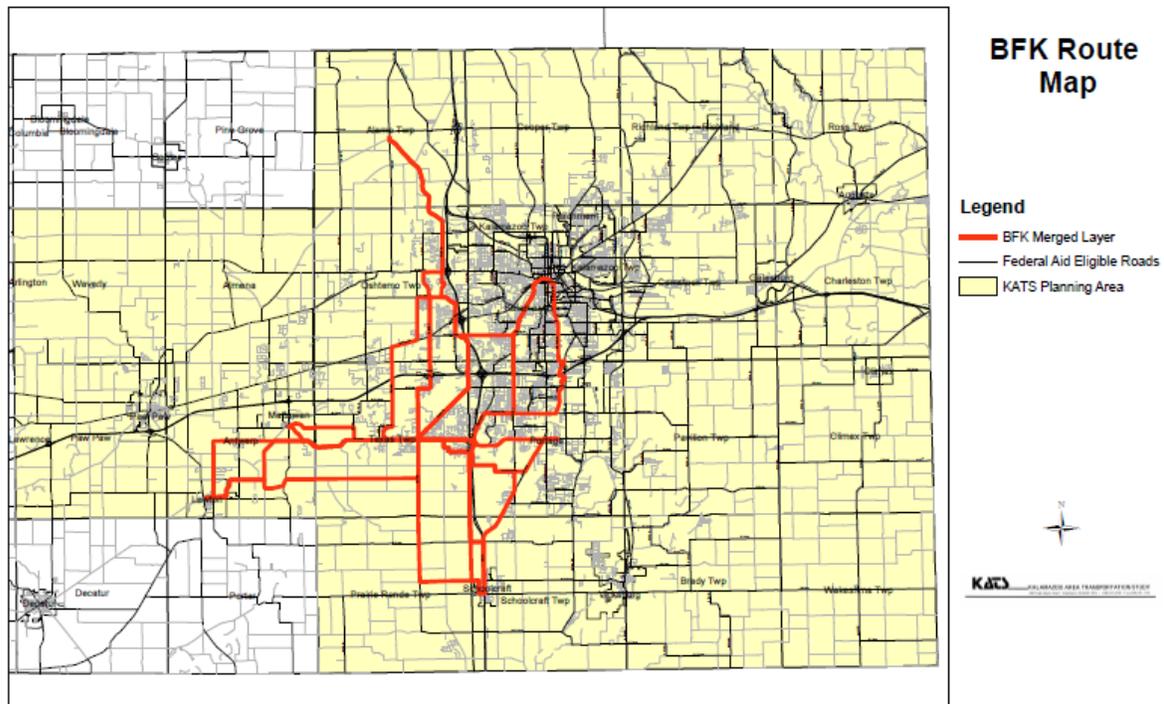


Figure One. BFK Route Map:
Commuter Bicycle Route Between Texas Township and Adjacent Jurisdictions

It is important to note that such maps will enable jurisdictions to determine connecting points to other jurisdictions (gateways), so that within each jurisdiction, bike routes can be developed without having to wait for adjacent jurisdictions to move forward. As long as the gateways are shared, each jurisdiction can independently develop bike routes to their own boundary line. BFK and KATS are working closely toward incorporating the comprehensive plans into the next iteration of formal non-motorized plans for the MPO, as KATS deems appropriate. KATS and Steve Stepek were thanked for the work in preparing this map.

Next steps include preparing comparable maps for all jurisdictions involved in the mapping effort. A comprehensive map will also be prepared for the MPO as a whole. See www.bikefriendlykalamazoo.org under the “Places to Ride” tab for individual examples of bicycle commuter routes as currently drafted.

Chris Barnes presented an example of an engineering drawing drawn up using some of the possible routes connecting Texas Township with gateways into the Portage network of bike lanes and trails (Figure Two), as well as to other connecting points. BFK thanked Dan Dombos, Senior Project Engineer, Abonmarche for preparing the drawing.

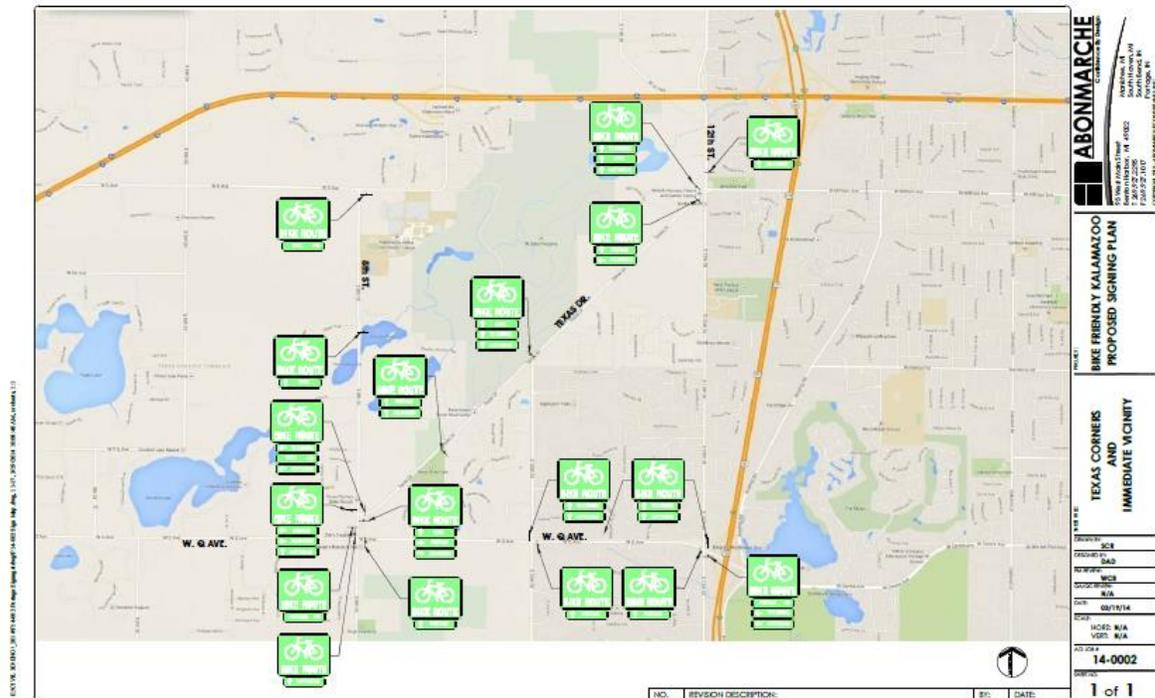


Figure Two. Hypothetical Texas Township Bike Routes

Signs used are drawn from the Michigan Manual of Uniform Traffic Control Devices (MMUTCD), including the standard green and white “Bike Route” sign (designated in the MMUTCD as D11-1), plus one or more directional indicators (from the D1 series). Chris said that the 18 signs illustrated would cost approximately \$2400, installation included. Individual signs might run between approximately \$125 and \$180, installed, depending on the number of directional indicators. Signs can be placed at locations and intervals most likely to prevent confusion when riding the route, not necessarily placed every “X hundred” feet.

Per the relatively new Non-Motorized Policy adopted by the Kalamazoo Area Transportation Study, jurisdictions involving roads under KCRC authority may be posted as bike routes, given that the necessary authorizations are received. Budgeting and liability remain each jurisdiction’s responsibility.

When asked about the desirability of posting signs on particular roads such as Texas Drive, Chris replied that the example was hypothetical and that it would be up to each jurisdiction to decide whether or not to use Bike Friendly Kalamazoo’s route plans in their own efforts. BFK thanked Chris his work on this example.

Participants were thanked for attending and for the hands-on contributions during the meeting.

Minutes prepared by Paul Selden

BFK Commuter Route Planning Meeting March 27, 2014

Appendix A

BFK Commuter Routes Worked on to Date

Note: return routing (e.g., From Lawton-To Alamo) is not listed,
but was included in the process.

	From	To
1	Alamo	- Lawton
2	Alamo	- Mattawan
3	Alamo	- Paw Paw
4	Augusta	- Cooper
5	Augusta	- Kalamazoo
6	Augusta	- Richland
7	Climax	- Augusta
8	Climax	- Galesburg
9	Climax	- Kalamazoo
10	Climax	- Portage
11	Climax	- Scotts
12	Climax	- Vicksburg
13	Comstock	- Augusta
14	Comstock	- Kalamazoo
15	Comstock	- Parchment
16	Comstock	- Richland
17	Cooper	- Alamo
18	Cooper	- Mattawan
19	Fulton	- Climax
20	Fulton	- Comstock
21	Fulton	- Galesburg
22	Fulton	- Kalamazoo
23	Fulton	- Portage
24	Fulton	- Scotts
25	Galesburg	- Augusta
26	Galesburg	- Cooper
27	Galesburg	- Kalamazoo
28	Galesburg	- Parchment
29	Galesburg	- Richland
30	Kalamazoo	- Alamo
31	Kalamazoo	- Cooper
32	Kalamazoo	- Mattawan
33	Kalamazoo	- Oshtemo
34	Lawton	- Mattawan
35	Lawton	- Paw Paw
36	Mattawan	- Paw Paw
37	Oshtemo	- Alamo
38	Oshtemo	- Cooper
39	Oshtemo	- Lawton
40	Oshtemo	- Mattawan
41	Parchment	- Alamo
42	Parchment	- Augusta
43	Parchment	- Cooper
44	Parchment	- Kalamazoo

- 45 Parchment - Richland
- 46 Portage - Alamo
- 47 Portage - Comstock
- 48 Portage - Galesburg
- 49 Portage - Kalamazoo
- 50 Portage - Mattawan
- 51 Portage - Oshtemo
- 52 Portage - Texas
- 53 Richland - Cooper
- 54 Richland - Kalamazoo
- 55 Schoolcraft - Lawton
- 56 Schoolcraft - Mattawan
- 57 Schoolcraft - Oshtemo
- 58 Schoolcraft - Portage
- 59 Schoolcraft - Texas
- 60 Scotts - Comstock
- 61 Scotts - Galesburg
- 62 Scotts - Kalamazoo
- 63 Scotts - Portage
- 64 Scotts - Schoolcraft
- 65 Texas - Alamo
- 66 Texas - Kalamazoo
- 67 Texas - Lawton
- 68 Texas - Mattawan
- 69 Texas - Oshtemo
- 70 Vicksburg - Portage
- 71 Vicksburg - Schoolcraft
- 72 Vicksburg - Scotts

Note: this list does not include nodes that may be added at a later date. As of April 3, 2014, it is highly likely that the main campus of Kalamazoo Valley Community College, and the main and Parkview campuses of Western Michigan University will be added as nodes. Other campuses and Kalamazoo College are probably close enough to other major nodes so that adding them individually is not foreseen at this time.