**BFK Bike Route Notes**  August 2, 2015 Paul Selden

Please read these notes below carefully.  Doing so will save time and confusion down the road.

1.  Routes were developed using a systematic route mapping approach (details available on request), using a combination of Google bike route mapping, input from Kalamazoo Area Transportation Study (KATS) policy and technical committee members, KATS staff, local bicyclist knowledge and reference to existing non-motorized plans in an efforts that began in 2012. They are route suggestions for general informational and educational purposes by the public. The user assumes all responsibility for their use.

2.  The routes are subject to further revision without notice; the files are in draft form unless otherwise specifically noted.  Bike Friendly Kalamazoo participants are aiming to complete work on the commuter bike routes to assist KATS in preparing the non-motorized portion of its 2045 Transportation Plan.  Links to the most recent versions for routes are maintained on the publicly available web site www.bikefriendlykalamazoo.org. Files downloaded or copied from this site may not be up to date per changes made by other agencies. Routes on the site are not systematically updated and are not represented as being the “best” current route.

3.  At this time, all of the automatically generated routes have been reviewed and refined one or more times by one or more individuals with credible local knowledge of conditions and preferences. Precedence/preference among routes is indicated per Notes 4 below.

4.  File names designate to/from nodes of the jurisdictions involved, as well as a note about the type of route involved, such as:

a) "Commuter" = first bike route suggested by the Google bike mapping tool (e.g., Augusta\_Kalamazoo\_Commuter). This is often the shortest route.

b) "2" or "3" immediately following the node name denotes the second and third, routes suggested by Google

c) "v" = subsequent/preferred version; these routes supercede any route whose name is identical except for the "v" (e.g., WMU\_Main-Kalamazoo Commuterv2 is preferred over WMU Main-Kalamazoo Commuter)

d) Where there are "v" routes with identical names, the version number that is largest typically supercedes the others (e.g., a v3 is preferred over a v2).  If there is no "v," only a number, after the node name, that means something entirely different - see 4b above, for the meaning.

e) "(t)" routes use at least some stretches of multi-use path / off-road bike trail.  These are not ordinarily preferred for purposes of bicycle commuting for many reasons. BFK's primary recent effort has been to suggest on-road bike routes.

f) “(X)” routes should not be used since they make use of a route that consists of one or more routes that already exist. For example, the most direct route from Augusta to Kalamazoo consists of multiple routes that use Galesburg and Comstock.

5.  To simplify our task, BFK chose to not map routes involving a intervening jurisdictions.  For example, since a bike route from Kalamazoo to Schoolcraft would probably involve the intervening jurisdiction of Portage, the routes Kalamazoo-Portage, and Portage-Schoolcraft were mapped separately. Other routes with intervening jurisdictions were sometimes mapped inadvertently, and we then designated with an “X” per the note in 4(f), above.

6.  Routes were suggested with current infrastructure in mind.  Future improvements might alter suggested routing. Occasionally a route was included to show how Google’s mapping logic would have constructed a route even when an existing bike route might have been used.

Many volunteers mapped these routes. Their names are included with information about the routes, where known. Their work is gratefully acknowledged!