

**Kalamazoo Region Bike Route Committee (KRBC)
January 13, 2026 Meeting Notes**

Participants & Affiliations

William Adams* – Parks & Recreation, Schoolcraft Township

Mike Boersma – Kalamazoo Bicycle Club

Bill Greer – Calhoun Country Trailway Alliance

Dave Goldenberg* – Bike Friendly Kalamazoo

Paul Selden – Kalamazoo Region Bike Route Cmte (Chair)

*Bike Friendly Kalamazoo Director

Next KRBC Meeting: April 28, 2026; 11am-noon; location TBA.

Meeting Goal

The primary goal of this meeting was adjusted to take into account the potential anticipated interests of pre-registered participants.

Accordingly, the primary goal was tailored to introduce the Federal Manual of Uniform Traffic Control Devices (MUTCD, 2023 ed.), Part 9 - Traffic Control for Bicycle Facilities, Chapter 9D Guide and Service Signs. The meeting provided an overview-level discussion of Guide signs (vs. Regulatory and Warning signs). The MUTCD is a comprehensive, large document. Other Parts and chapters of the MUTCD should be considered to complete the perspective.

MUTCD Part 9 is available as a PDF at https://mutcd.fhwa.dot.gov/kno_11th_Edition.htm#curr
The Federal Highway Administration publishes known errors to the MUTCD at <https://mutcd.fhwa.dot.gov/htm/11th/errors.htm>

Agenda / Worksheet

In previous meetings it has been helpful to frame discussion around key questions. Participants considered the following questions and discussed the following answers.

1. Rationale. Why consider the Federal MUTCD, when Michigan has its own version of this manual?

Answer Summary: The Federal manual will be used to update Michigan’s Manual of Uniform Control Devices (MMUTCD). The MMUTCD is required to be “in substantial conformance” to the Federal manual. So, those wishing to use guide signs in their bicycle routing projects can use the Federal manual to get a hint of what is likely to also be in the MMUTCD before its new edition is released.

2. Project Names. What type of bicycle project(s) are you most involved with; what are their names?

Answers included:

- Road Commission of Kalamazoo County Safe Streets For All (SS4A)
- Kalamazoo County wide
- Southwest Michigan Bikeway
- South Kalamazoo County Non-Motorized Off-Road Trail System
- Blue Oval Trail behind Ford battery plant and running along Kalamazoo River

3. Sign Inventory. List the designation of the bicycle signs that seem most applicable to your project(s). If you listed more than one project name in Question 2, list them in a way that identifies which signs apply to which named project. These are brainstorming ideas to help participants gain a little more familiarity with the variety of bike guide signs in the MUTCD and in no way do they represent anything more than that.

Calhoun County Trail

Trail Name Signs: M1-8c, M1-8a
Direction: M3-4p, M5-1p
Bike Parking: D4-3
Mile: D10-2
Multi-use: D11-10d

Kalamazoo County Wide PBR/Road Commission of Kalamazoo County Bike Routes Map
D11-1

SW Michigan Bikeway

M1-8a, M1-8b, M1-8c, D11-1bP, D11-1c, D11-1, D11-11, D2-1a, D2-2a, D2-3a, D1-1c, D1-2c, D1-3c

From MUTCD page 1070: Option: “An oversized bicycle symbol may be displayed as the top line of a Bicycle Destination sign instead of individual bicycle symbols for each of the destination/distance lines.

South County Non-Motorized Offroad Trail System

D-11-1c, D4-3, D-11-1, D-11-10b, D-11-10a

4. Design. Per the answers to Question 3, of those most applicable, participants were asked to sketch the shapes and label the signs/sign configurations that seem most applicable on a single sign post, and asked to sketch more than one alternative if they thought there were a number of reasonable options to consider. *[Note: To assist those not able to participate in the meeting, instead of illustrating only those listed above, all the Guide signs illustrated in the MUTCD are presented below, on the following three pages.]*

Figure 9D-1. Guide Signs and Plaques for Bicycle Facilities (Sheet 1 of 3)



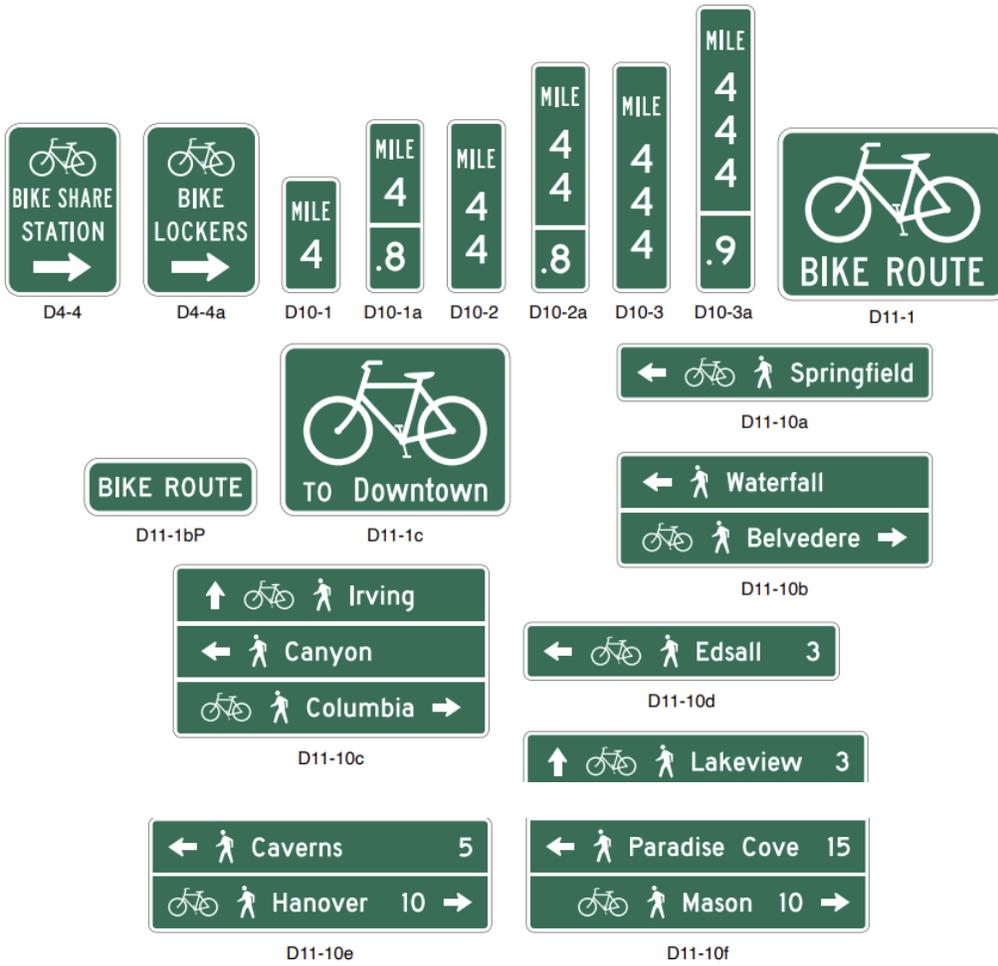
Option:

14 An oversized bicycle symbol may be displayed as the top line of a Bicycle Destination sign instead of individual bicycle symbols for each of the destination/distance lines.

Standard:

15 If an arrow is at the extreme left, the bicycle symbol shall be placed to the right of the respective arrow.

Figure 9D-1. Guide Signs and Plaques for Bicycle Facilities (Sheet 2 of 3)



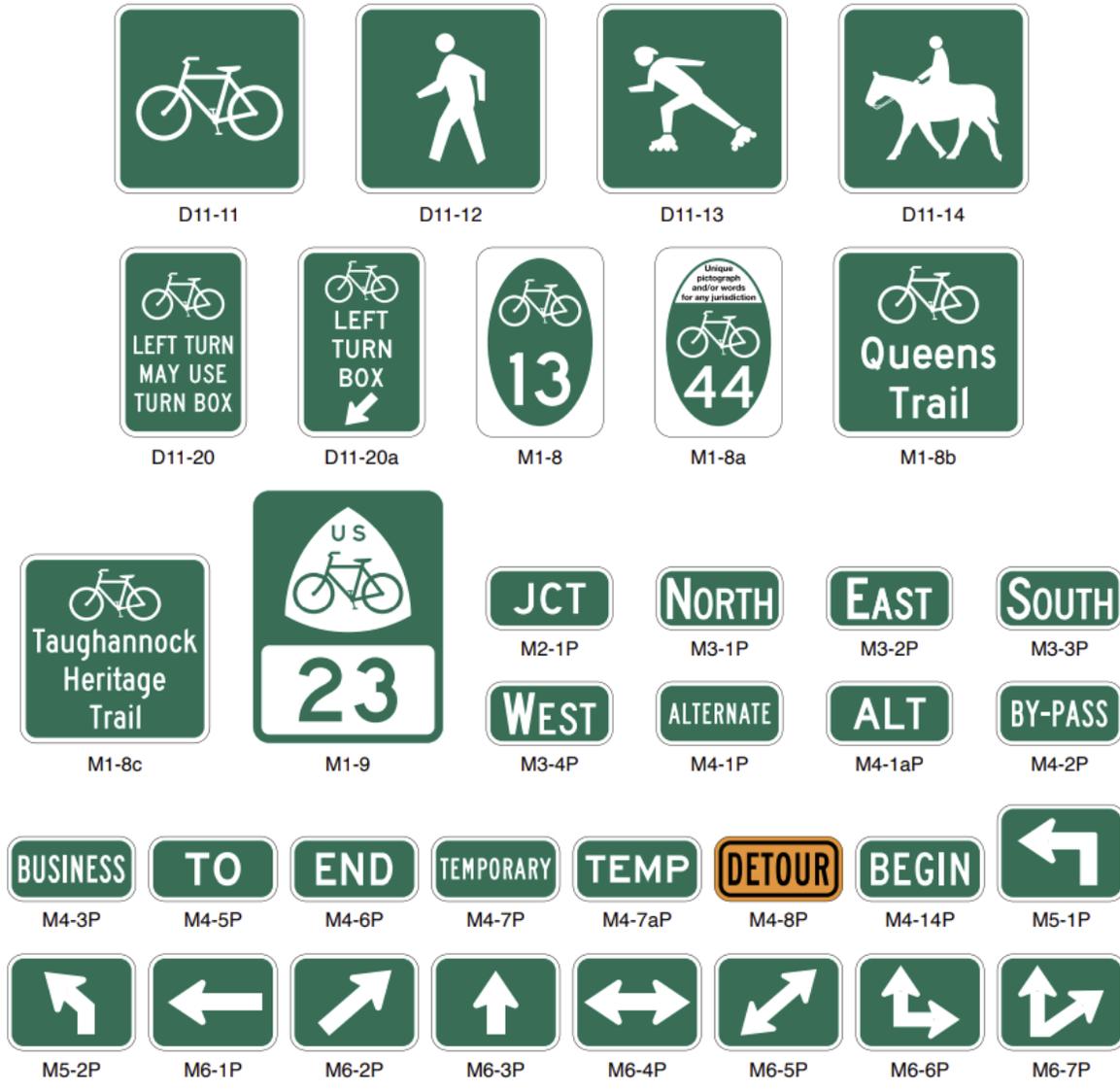
Guidance:

- 16 Where the arrow is at the extreme right, the bicycle symbol should be to the left of the destination legend.
- 17 Unless a sloping arrow will convey a clearer indication of the direction to be followed, the directional arrows should be either horizontal or vertical.
- 18 If several individual name signs are assembled into a group, all of the signs in the assembly should have the same horizontal width.
- 19 Travel times should not be used on Bicycle Destination signs.

Support:

- 20 Travel times can vary greatly for bicyclists based on a variety of factors including individual speed, bicycle type, and type of facility.

Figure 9D-1. Guide Signs and Plaques for Bicycle Facilities (Sheet 3 of 3)



Section 9D.02 Bike Route Guide Signs (D11-1 and D11-1c)

Support:

- 01 The Bike Route Guide (D11-1 or D11-1c) sign (see Figure 9D-1) is used where no unique designation of routes is desired. Sections 9D.04 through 9D.07 contain information for Bicycle Route signs where the bicycle route is designated by number, name, or both.

Option:

- 02 Bike Route Guide signs may be provided along designated unnumbered, unnamed bicycle routes to inform bicyclists of bicycle route direction changes and to confirm route direction and destination.
- 03 If used, Bike Route Guide signs may be repeated at regular intervals so that bicycles entering from side streets will have an opportunity to know that they are on a bicycle route. Similar guide signing may be used for shared roadways with intermediate signs placed for bicycle guidance.
- 04 The Alternative Bike Route Guide (D11-1c) sign may be used to display a word legend that provides information on route direction, destination, and/or route name in place of the “BIKE ROUTE” word legend on the D11-1 sign (see Figure 9D-1).

Discussion

Participants discussed their choices. It was discussed that, as with any relatively new information, Guide signs in the Federal MUTCD and the upcoming revised Michigan MUTCD would take time to digest, even for professionals in the field. Participants were encouraged to develop a relationship and consult with their local road agencies to work out their sign ideas in practice. Even what may be thought of as signs being placed on private roads may cross or make use of public right of ways at some point, so may be affected by decisions made by road agencies.

During general discussion, a preliminary list of ideas for using Numbered M1-8x series signs (illustrated below, right) from the Federal MUTCD, on the Southwest Michigan Bikeway (see <https://bikefriendlykalamazoo.org/sw-mi-bikeway/>) was distributed. That list of routes and numbering ideas is illustrated below and on the next page.

Route	Milage	Possible Route Number		
			M1-8	M1-8a
Augusta-Richland Richland-Cooper Cooper-Alamo	43.4	13		
Augusta-Parchment Parchment-Kalamazoo	29.3	17		
Augusta-Galesburg Galesburg-Comstock Comstock-Kalamazoo Kalamazoo-Texas	45.5	21		
Richland-Galesburg Galesburg-Portage	40.5	14		
Climax-Fulton	18.5	18		
Climax-Scotts Scotts-Portage Portage-Texas Texas-Mattawan Mattawan-Paw Paw	66.1	23		
Galesburg-Scotts Scotts-Fulton	33.7	26		
Comstock-Schoolcraft	23.9	30		
Comstock-Portage Portage-Schoolcraft	24.8	32		
Parchment-Cooper	13.3	31		
Alamo-Mattawan Mattawan-Schoolcraft	56.0	38		

Kalamazoo-KVCC		
KVCC-Mattawan		
Mattawan-Lawton	40.2	42
Kalamazoo-Texas		
Texas- Schoolcraft	35.1	46
Oshtemo-Portage	15.1	50
Oshtemo-Alamo		
Alamo-Paw Paw		
Paw Paw-Lawton		
Lawton-Schoolcraft	87.5	52
Oshtemo-Mattawan	18.5	56
Oshtemo-Paw Paw	25.7	57
Total Milage	617.1	

An example of a system of numbered routes in the Netherlands was also distributed, for possible future reference. This handout is reproduced on the following two pages. *Comment: Numbered route signs using the M1-8x series are found in the United States.*

Cycling in the Netherlands

Signposts: *KP Route*

On your itinerary, signposts will show you the way. A network of KP allows you to explore every nook and cranny of this diverse country. KP have been assigned a number and linked together in a network that covers the whole country. It is an easy way of following a route without having to read detailed directions.

What do the signs look like?

The signs are white with green lettering: a number with a circle around it and an arrow telling you which way to go to reach the number. You will find these same numbers on your route description. The adjacent sign reads as follows: "If you are on your way to number 7 go straight ahead. But if your route description is telling you to go to number 18, then make a right turn here".



Where are the signs?

The signs are usually at eye level for cyclists (this can be variable such as on the left or right side, it is not always visible on the same side) or on a pole low to the ground, as you can see here:



I often come across LF signs. Can I follow them?

LF routes are long-distance cycling routes in the Netherlands. For the routes we have designed, we recommend you follow KP signs, not LF-signs.





KRBRC and Regional Wayfinding

KRBRC is currently taking the position that, as part of a destination’s larger place making and community development efforts, the municipalities and institutions of higher learning are being encouraged to state their preference for bicycle wayfinding signage, including legends appearing on the D1 signs leading to and within their borders.

A community-wide bike route planning effort began in 2012 that culminated in transportation-oriented routes explicitly designed to connect the list of named municipalities and institutions of higher learning** found in Appendix F in the 2045 KATS MTP (see p. 190). These bike route planning efforts to/from named destinations led to adoption of the routes illustrated in the KATS 2045 Metropolitan Transportation Plan (illustrated in Map 7) and to adoption of the regional-oriented routes illustrated in Maps 13, 13a, 17 and 17a in the KATS 2050 Metropolitan Transportation Plan (MTP). Following their adoption in the 2045 KATS MTP, the routes in Map 7 were collaboratively named Southwest Michigan Bikeway. KATS refers to these routes as “Regional Routes” in its 2050 MTP. **Destinations are sometimes referred to as “trip generators” in the literature.

Bike Friendly Kalamazoo maintains resources concerning bike routing on its web site at <https://bikefriendlykalamazoo.org> and a web page dedicated to resources concerning the Southwest Michigan Bikeway at <https://bikefriendlykalamazoo.org/sw-mi-bikeway/> as a public service.

*Thank you for your input and participation!
Please report corrections and updates to Paul Selden.*

