

Bike Program Steering Committee Meeting Notes

December 17, 2025

Notes released by Paul Selden, Chair - January 5, 2026

Please report corrections to Chair

Participants

Peter Coles – Kalamazoo Bicycle Club
Pete Dame – City of Portage Community Development
Lacey Fisher – Portage Department of Public Safety
Dave Goldenberg – Bike Friendly Kalamazoo
Kathleen Hoyle – City of Portage Parks & Recreation
Terry Hutchins – Bike Friendly Kalamazoo
Benjamin Kimble – Portage Department of Public Safety
Valerian Kwigizile – Western Michigan University
Jessica Lanave – League of Michigan Bicyclists
Sharon Lowhim – Oshtemo Township Public Works
Cee Maul – City of Kalamazoo Community Planning & Economic Development
Quinn Passmore – Office of Highway Safety Planning, MI State Police
Andy Rohrer – League of Michigan Bicyclists
Ed Sackley – Gear Geezers
Paul Selden – Bike Friendly Kalamazoo
Mike Smith – Michigan Department of Transportation
Scott VanderEnde – Kalamazoo Department of Public Safety

Welcome & Roll Call

Welcome! The chair invited participants to introduce themselves with their names and affiliations.

Standard Meeting Goals

Orient new perspective members
Share updates re. relevant information
Consider additional programs

Next Quarterly Steering Committee Date: Wed. March 18, 2026; 4-5pm

Quick Review of Steering Committee Purpose / Process

Charter - consider matters related to defining and accomplishing named Programs and relay non-binding advice to Program Core Team(s)
Guests - can join per process as recognized organizational members or as member stakeholders at large
Members - are named by their organizations, agree to serve as delegates or at-large, allow their emails to be sent as cc's; give Chair contact info. **Action Item: please review the roster and notify the Chair of changes.**
Core Teams - Self-forming and self-directed; Act on priorities between quarterly meetings
Notes - summarize main points and are not formal minutes
For more information, see **Reference** section below

Program Updates on Long-Term Initiatives

The four topics below are listed based on previously agreed-upon steering committee interest. This committee's main purpose is to share information and exchange guidance to those implementing it. The community is encouraged to use this information and implement ideas as best seen. Please email additional thoughts to the Chair.

1. Education
2. Safety Awareness-Building / Public Safety Messaging
3. Signage / Infrastructure
4. Crash Reduction Program

The topics covered are underlined, listing items participants mentioned beneath each topic. Input received from those mentioned; edited to fit reporting format.

1. Education

Terry Hutchins –Bike Friendly Kalamazoo

Bike Friendly Kalamazoo is halfway to its goal of funding Arcadia Elementary School's All-Kids-Bike Kindergarten Learn to Ride PE program in Kalamazoo. Per www.allkidsbike.org, "The All Kids Bike program is a ready-to-teach curriculum and a fully-equipped fleet designed for schools, providing everything needed to teach children how to ride. A one-time investment of \$9,000 supports a program designed with a 7–10-year lifespan, giving thousands of children the opportunity to learn to ride a bike in PE Class." The program includes teacher training and certification, a ready to teach curriculum, 24 Strider balance-to-pedal bikes, pedal conversion kits, fully adjustable student helmets, and an adult instructor bike with pedal conversion kit and helmet, two storage racks and program support. More than a dozen elementary schools in Bike Friendly Kalamazoo's service area offer the program.

2. Safety Awareness-Building / Public Safety Messaging

Jessica Lanave and Andy Rohrer – League of Michigan Bicyclists (LMB)

From Jessica Lanave:

LMB received an Equitable Transportation Fund (ETF) grant to help:

- Develop PSAs on new and existing traffic safety laws
- Revise and distribute updated curriculum language to reflect upcoming LMB-supported laws (VRU protections, dooring, bike lane parking, stop-as-yield), if they are enacted
- Conduct a full redesign and reprint of booklets for youth (English) and adult (English, Spanish, Arabic) audiences to include new laws and safety guidance.

LMB will hold its Bike and Trail Advocacy Day on Tuesday, March 10th, with a slightly different format, continuing to bring cyclists and others to the capitol to engage directly with lawmakers and advocate for safer streets.

From Andy Rohrer:

LMB Advocacy priorities for 2026:

- 1) Continue to advocate for final passage of the Vulnerable Roadway User legislation (LMB will be engaged in education, e.g. driver's ed, to ensure the public are aware of the changes)
- 2) Work to get "stop-as-yield" legislation in place to make rolling stops legal at stop signs, and allow for cyclists to proceed at red lights if clear once a full stop has been executed.
- 3) Work with MSP, Secretary of State, and legislators to get Out-of-class EVs (OCEV) properly regulated, in particular ensuring that it does not impact e-bike use and access.

Please reach out if you have any questions, or have any suggestions to andy@lmb.org.

Quinn Passmore – Office of Highway Safety Planning, Michigan State Police

Recap of OHSP for fiscal year 2025 included:

Grants

- 6 P/B grants; including 2 new grants – Cartoonversation™ and Amish Safety Cartoonversations [Fun, relatable cartoons to help kids and families navigate tough topics like safety.]
- 94 community collaborators—including local educators, injury prevention specialists, and school-based partners.
- Riley Pledges to Wear a Helmet
- Riley Pledges to Wear a Seatbelt
- Riley Pledges to Get Home Safe books

- Read-along videos and cartoons were developed and published for all three books.
- A memory-style Cartoonversation card game was published in Spring 2025 to reinforce key safety concepts related to bicycle, pedestrian, and school bus safety. The repetition of safety messages across multiple formats supported strong knowledge retention and engagement among students.

Printed-Material Distribution

- A total of 17,116 print copies of the Cartoonversation books were distributed across the 17-county District 3 region, along with 5,963 copies of the Traffic Safety Memory Card Game.

LMB Lighting Project

- delivered 3400 lighting tool kits
- 3110 safety belts
- 37 different organizations around Michigan
- See [Bike Lights for Michigan Nights - League of Michigan Bicyclists](#)

Plans for FY26 include:

- **StreetSmart**- Continuation of Riley (Cartoonversation)
- Older audience, new characters. Graphic novel and app/game to go along with the material

Injury statistic update:

K+A Level Injuries of Bicyclists in Michigan by County (Descending Rank), 2020-2024

| County | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Rank |
|------------------|----------|----------|----------|----------|-----------|-----------|----------|
| Wayne | 41 | 30 | 43 | 31 | 42 | 187 | 1 |
| Oakland | 28 | 14 | 23 | 18 | 23 | 106 | 2 |
| Macomb | 12 | 18 | 16 | 18 | 18 | 82 | 3 |
| Kent | 11 | 16 | 12 | 14 | 21 | 74 | 4 |
| Washtenaw | 8 | 5 | 13 | 14 | 11 | 51 | 5 |
| Kalamazoo | 5 | 7 | 3 | 8 | 14 | 37 | 6 |

K+A Level Injuries of Bicyclists in Michigan by City/Township (Descending Rank), 2020-2024

| City/Township | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Rank |
|------------------------------------|----------|----------|----------|----------|----------|-----------|----------|
| Wayne County: Detroit | 26 | 16 | 19 | 16 | 24 | 101 | 1 |
| Kent County: Grand Rapids | 6 | 8 | 4 | 7 | 15 | 40 | 2 |
| Kalamazoo County: Kalamazoo | 3 | 5 | 2 | 5 | 5 | 20 | 3 |

Comments included the observation that without “exposure” data (such as miles ridden, number of bicyclists, etc.) or comparative data regarding whether other risk factors such as motor vehicle operator behavior / vehicle type (such as a change in aggressive driving, size and weight of vehicle, etc.), it is difficult to determine whether the apparent increase is due to more bicyclists, more vehicles on the roads, etc.

Quinn invites follow-up at passmoreq2@michigan.gov.

3. Signage / Infrastructure

Pete Dame – City of Portage Community Development

The City of Portage is planning and already beginning work on an extensive redevelopment of its Lake Center District along the corridor on Portage Road from Centre Avenue through Osterhout Road. The City is working to implement a design for Portage Road that is safer and more attractive for all users, not just vehicles. Aspects related to safety of active transportation/non-motorized users include but are not limited to:

- reduced speed limits

- widened sidewalks and sidepaths
- lane reconfiguration to one lane in either direction plus a center turn lane
- additional traffic lights and crossings
- a roundabout at Osterhout
- increased use of trees
- among other measures.

To learn more, see the video referenced on the City's web page at <https://www.portagemi.gov/873/Lake-Center-District-Progress-Updates>.

4. Crash Reduction Program

Valerian Kwigizile – Western Michigan University

Highlights of WMU's analysis of "2015-2024 Trends of Bicycle Crashes in Michigan Counties: An Update:"

- More than 70% of bicycle crashes occur at intersections.
- One common scenario of bicycle crashes at intersections involves instances where bicyclist flow direction is opposite to main vehicle flow (in many cases cyclists are using sidewalks).
- Crashes in these scenarios make up more than a third of all intersection crashes and most of them occur in crosswalks.
- Expanded research (across all Michigan counties) may be needed to confirm this scenario and study other scenarios to develop countermeasures.
- Developing a reliable method to estimate bicycle exposure is also necessary.

For more information, see a PDF of the presentation at: <https://bikefriendlykalamazoo.org/wp-content/uploads/2026/01/Bicyclists-Crashes-in-Michigan-from-2015-to-2024-An-Update-FINAL.pdf>

WMU's Transportation Research Center for Livable Communities (TRCLC) now has a YouTube channel for posting videos related to its research, at: <https://www.youtube.com/@JunOh-z9q> While it is beyond the scope of these Meeting Notes to create hot links to its list of titles, examples of the video thumbnails include:



Election of 2026 Chair: Paul Selden was elected Chair for the coming year. [Note: this item took place within the main body of the meeting but is mentioned here, taking into account ease of formatting these Notes.]

New Business, Additional Comments & Announcements

Note: New business items are dropped after two consecutive meetings with no action.

The Chair thanked everyone for their participation and wished everyone happy holidays.

References / Resources

Steering Committee Membership

The following approach has been agreed upon:

- a) after meeting, invite delegates from your own organization to round out delegates/alternates list (1-2 delegates, up to 3 alternates); please let the Steering Committee Chair know their contact info as you get it to make sure people are emailed meeting notices
- b) The Chair will be (and has been) following up on ideas for additional organizations / names based on judgement of how representative they may be as a cross-section of relevant bicycling stakeholders. The Chair will reach out and may ask for help in inviting others, especially if a name/organization is suggested that he isn't familiar with. Some of the new guests at this meeting are a result of this effort.
- c) BFK held a Diversity and Bicycling Leadership Meet & Greet meeting in August 2020 and the membership has grown since then; those participating are being invited to sit in as Steering Committee Guests on an ongoing basis.
- c) a Steering Committee Member roster is included in the Reference section below.
- d) It is the role of current members from a named organization to appoint delegates and/or alternates from their own organization, making those decisions internally. The Chair will not directly invite other delegates from member organizations unless members ask for help (e.g., for protocol / diplomatic reasons, etc.).

Bicycle Program Steering Committee Roster (needs updating)

Bill Adams - Village of Vicksburg

Ashton Anthony - City of Kalamazoo (inviting new staff member to take his place?)

Deb Carpenter* - Child Safety Consultant

Amanda Cockcroft - City of Kalamazoo

Neil Conway - City of Kalamazoo

Jeff Christensen - Kalamazoo County Sheriff's Office (awaiting replacement)

Keshia Dickason - Girls on the Run

Sawyer Duncan - School Heath and Physical Educators of Michigan

John Dunlop - BFK Advisory Council

Paul Guthrie - Bronson Hospital

Jeff Heppler - Village of Augusta

Tom Hohm* - Bike Friendly Kalamazoo

Kathleen Hoyle - City of Portage

Jennifer Johnson - Chain Gang (Bicycle Club)

John Knowlton - Stones Church

Valerian Kwigizile - Western Michigan University - Transportation Research Center for Livable Communities

Annie Prior - City of Portage Parks Dept.

Chelsea Maupin - Gud Marketing

Jun Oh* - Western Michigan University - Transportation Research Center for Livable Communities

Quinn Passmore - Michigan Office of Highway Safety Planning

Chris Praedel - City of Kalamazoo

Adam Rafels - Stakeholder at Large

Paul Rehkopf* - Bike Friendly Kalamazoo

Jim Righter - Portage West Middle School

Rachel Roon - Comstock Township

Mike Seals - At Large

Paul Selden* - Bike Friendly Kalamazoo - Cmte Chair

Dick Skalski - Oshtemo Township

Education Director - League of Michigan Bicyclists (pending confirmation)

Community Policing Officer - City of Portage (to be determined)

Larry Stehouwer - Stakeholder at Large

Adrian Stroupe - MDOT

Scott Vanderende - City of Kalamazoo Department of Public Safety

Ron VanHouten - Western Michigan University - Dept. of Psychology

Paul Wells - Kalamazoo Bicycle Club

Donna Whitcomb - AMBUCS*

Guests / Awaiting Confirmation

Nancy Buchanan - Mt. Zion Baptist Church

Anna Horner - Oshtemo Township (possibly Karen High's replacement in Parks?)

Megan Mickelson - Kalamazoo Area Transportation Study

Jodi Stefforia - Oshtemo Township

Ali Townsend - Kalamazoo Area Transportation Study

***BFK Board Member**

Italics indicate possible change in affiliation/status

Every effort will be made to keep roster up to date. Guests have attended one or more meetings. Some members may be alternates who have not yet attended meeting. **Please notify Chair and your own organizational members of any changes.**

National Safety Council

| Cause of Death | Odds of Dying |
|---|---------------|
| Heart Disease and Cancer | 1 in 7 |
| Chronic Lower Respiratory Disease | 1 in 28 |
| Intentional Self-harm | 1 in 95 |
| Unintentional Poisoning by and Exposure to Noxious Substances | 1 in 96 |
| Motor Vehicle Crash | 1 in 114 |
| Fall | 1 in 127 |
| Assault by Firearm | 1 in 370 |
| Car Occupant | 1 in 645 |
| Pedestrian Incident | 1 in 647 |
| Motorcycle Rider Incident | 1 in 985 |
| Unintentional Drowning and Submersion | 1 in 1,188 |
| Exposure to Fire, Flames or Smoke | 1 in 1,498 |
| Choking from Inhalation and Ingestion of Food | 1 in 3,461 |
| Pedacyclist Incident | 1 in 4,486 |
| Firearms Discharge | 1 in 6,905 |
| Air and Space Transport Incidents | 1 in 9,821 |
| Exposure to Electric Current, Radiation, Temperature and Pressure | 1 in 15,212 |

- from <https://www.nsc.org/work-safety/tools-resources/injury-facts/chart>

Comprehensive costs of motor-vehicle crashes. In addition to the economic cost components, the following comprehensive costs also include a measure of the value of lost quality of life, obtained through empirical studies of what people actually pay to reduce their safety and health risks. The average comprehensive costs on a *per injured person* basis were:

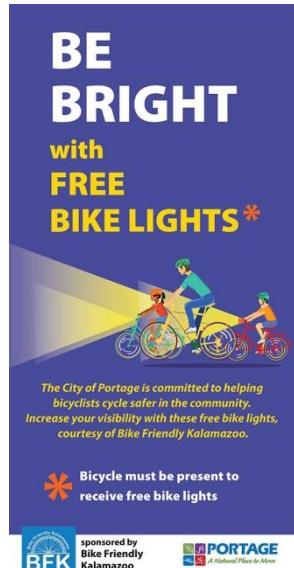
Average Comprehensive Cost by Injury Severity, 2018

| | |
|--------------------|--------------|
| Death | \$10,855,000 |
| Disabling | \$1,187,000 |
| Evident | \$327,000 |
| Possible injury | \$151,000 |
| No injury observed | \$50,000 |

Since the lost quality of life figures, included in the comprehensive costs calculations, do not represent real income not received nor expenses incurred, they should not be used to determine the pure economic impact of past crashes.

- from <https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs/data-details/>

Be Bright - Bike Light Giveaway Banner - Used by the City of Portage, October 7, 2020



https://bikefriendlykalamazoo.org/wp-content/uploads/2020/12/20-024_PortageBeBrightBannerC_9-30-20.jpg

[How To Do A Successful Bike Light Program Giveaway](#) – “... lessons learned from programs around the country” with free downloadable / printable version.

Bicycle Program Steering Committee / Core Team Elements

Bike Program Steering Committee Elements

- Charter - consider matters related to defining and accomplishing named Programs and relay non-binding advice to Program Core Team(s)
- Composed of stakeholders, organizations and representatives of the groups involved in the implementation of programs and the receipt of the program deliverables (such as but not limited to governmental units, transportation & law enforcement agencies, bicycle clubs & shops, 501c3 organizations, citizen groups and committees, etc.) with aligned missions, goals and programs
- Preference for participants & employees of incorporated organizations, such as non-profits, municipalities and agencies

- Participants are named delegates, with preference for participants whose organizations recognize them as delegates
- One-two delegates from any one organization, with one co-delegate and up to three additional alternates; all are to be named and their contact information shared (at least one email address per participant)
- Chief consideration is given to programs with cross-jurisdictional/agency/organizational implications & may require potential cooperation; others as benefits sharing of ideas
- 2020-21 Programs
 1. Bike Visibility (e.g., bike light giveaway)
 2. League Certified Cycling Instructor training
 3. Bicycle-Motorist Public Service Announcement Campaign (locally tailored “Driving Change” media campaign)
- Additional programs on agenda, as Steering Committee sees best
- All delegates and alternates may attend meetings
- Steering Committee’s recommendations are non-binding
- Size and composition of the Steering Committee may vary
- Self-directed, may elect volunteer chair / secretary
- Include members of Program Core Teams
- Meet approximately quarterly: e.g., March, June, September & November/December
- Participation is voluntary
- Members do not have set terms
- Steering Committee can modify/further clarify these elements over time
- With the exception of BFK’s March Annual Planning Meeting, meetings may or may not be public at the discretion of the Steering Committee

Program Core Team Elements

- Program Core Team members represent the independent lead organization(s) responsible for and/or possess authority to implement programs (e.g., expend funds, secure resources)
- Core team members to be named and their associated program roles and affiliations listed
- Membership is voluntary
- Organizations represented recognize Core Team membership
- Members are bound by the policies, procedures and practices of the organizations they represent
- Core Team’s recommendations are submitted to the organizations they represent, which organizations then follow their own policies, procedures and practices to execute at their sole discretion
- Decisions and actions are non-binding
- Policies do not supersede those of the organizations they represent
- Organizations members are affiliated with/represent are responsible for implementing the core team decisions
- Core Team meetings are open to named Core Team members; others may be invited but in most cases meetings will not be public
- These elements may be changed over time as Core Team(s) see best

Bike Friendly Kalamazoo’s Role

- 2020: call and facilitate/chair three quarterly Bike Program Steering Committee meetings (e.g., June, September & November/December)
- 2021: same as 2020; agreed upon by Steering Committee; to be reviewed in December

Previous Meeting Notes

<https://bikefriendlykalamazoo.org/about/meetings/>

Links to Bicycle Educational and Safety Programs

<https://bikefriendlykalamazoo.org/education-safety/>

Background (Included for historical reference; 2019-2020 - will become dated over time)

- Meetings on bicyclist visibility/bike light “Be Bright” campaign, bicycle instructor certification and public service educational messaging, October 2019-March 2020
- Strong & clearly overlapping in interests of representative institutional stakeholders better served by combining meetings - proved effective in Grand Rapids
- Progress on program implementation was rapid until COVID-19 considerations slowed the pace
- Bicycle Program Steering Committee / Core Team approach adopted March 26, 2020: larger Steering Cmte advises, smaller Core Teams implement
- Charter - consider matters related to defining and accomplishing named Programs and relay non-binding advice to Program Core Team(s)
- Gud Marketing - proposal on table for \$10,000, \$75,500 & \$150,000 budgets
- Kalamazoo Bicycle Club - LCI “ready,” scholarship, grant
- League of Michigan Bicyclists - timing, marketing, participation
- Office of Highway Safety Planning - statewide effort
- City of Kalamazoo - overview of readiness to begin, budget
- City of Portage - overview of readiness to begin, budget
- Bike Friendly Kalamazoo - LCI Scholarship Program & Bike Booster Mini-Grant programs online, Bike Ridership Field Survey results, reminder re. National Insurance Inst. Value of human life
- WMU - has analyzed crash causes