

Kalamazoo Region Bike Route Committee (KRBC)

April 21, 2026 Meeting Notes

Please report corrections to Paul Selden

Welcome and Roll Call: Participants & Affiliations

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

** Bike Friendly Kalamazoo Representative-At-Large

The Chair welcomed and thanked everyone for their participation, and gave special thanks to Dave Goldenberg for taking the time to prepare a hypothetical example of how numbered guide signs could be applied to the Southwest Michigan Bikeway.

Next KRBC Meeting: July 21, 2026; 11am-noon; location TBA.

Meeting Goal

Review example of numbered route signs in regional networks such as the Southwest Michigan Bikeway.

Agenda

1. Review background: appropriate use of guide signs

By way of introducing the appropriate use and location of guide signs in general, Figure 1 and Sections 2A.13 and 2A.20 of the most recent edition of the Michigan Manual of Uniform Traffic Control Devices (MMUTCD) were reviewed and briefly discussed (*italics added for emphasis*).

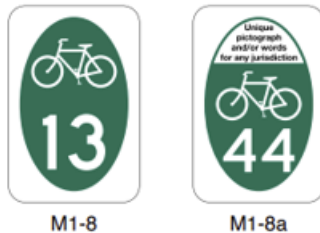


Figure 1. Illustration of M1-8 and M1-8a Guide Signs

From: Section 2A.13 Standardization of Location

03 Standard: Signs requiring separate decisions by the road user shall be spaced sufficiently far apart for the appropriate decisions to be made.

13 Guidance: Because regulatory and warning information is typically more critical to the road user than guidance information, regulatory and warning signing whose locations are critical should be displayed rather than guide signing in cases where conflicts occur. In such cases, the guide sign should be relocated to another appropriate location where it will still be effective. In other cases, such as *at a decision point, the guide sign should take precedence over other signs whose locations are not as critical to an immediate decision or action necessary by the road user.* In all cases, careful attention should be given to minimizing sign clutter (see Section 2A.20). Community wayfinding and acknowledgment guide signs should have a lower priority as to placement than other guide signs. Signs conveying information of a less-critical nature should be moved to less-critical locations or omitted.

From: Section 2A.20 Excessive Use of Signs [Note: there are no Standards in this Section]

01 Guidance: Signs should be used and located judiciously, minimizing their proliferation in order to maintain their effectiveness. Regulatory and warning signs should be used conservatively because these signs, if used to excess, tend to lose their effectiveness. *Route signs and directional guide signs for primary routes and destinations should be used frequently at strategic locations because their use promotes efficient operations by keeping road users informed of their location.* In all cases, however, sign clutter (see Paragraph 2 of this Section) should be avoided and minimized as much as practicable.

In summary, the MMUTCD outlines the legitimate place for using guide signs. It even describes instances where they would take precedence when cueing the need for immediate decisions or actions by road users. This is one reason so much space is devoted to their use in the MMUTCD.

The Sections mentioned above allow for guide signs to be used where they facilitate “immediate decision or action,” which “promotes efficient operations by keeping road users informed of their location.” This is in keeping with their use when called for, while not being excessive. Such conditions could be satisfied where a decision to turn or go straight is required, and/or to inform road users that they have entered a road (where bicyclists are more likely to be encountered).

The fact that there is only one actual Standard in the Sections cited above allows considerable leeway for judgment.

2. Review rationale for considering the use of numbered primary sign configurations as per the newly revised Michigan Manual of Uniform Traffic Control Devices (MMUTCD).

Discussion

The rationale for using numbered sign configurations for the Southwest Michigan Bikeway was anticipated in the previous meeting of the Kalamazoo Region Bike Route Committee. The new Michigan Manual For Uniform Traffic Control Devices has been released does not permit the use of words such as “Southwest Michigan Bikeway,” instead of numbers.

3. Review a hypothetical example of a numbering plan for how the Southwest Michigan Bikeway might be signed using either the M1-8 or M1-8a (the green oval on white background numbered rectangular, vertically oriented sign).

Discussion

Dave Goldenberg presented a rough draft of how a hypothetical numbering system might be applied to the map that first appeared in the Kalamazoo Area Transportation Study’s 2045 Metropolitan Transportation Plan. The Chair made it clear that the 2045 map was being used for convenience as a regional overview when discussing the pros and cons of a numbered route system on a single map.

The materials presented by Dave Goldenberg begin on the next page. Participants were reminded that the entire discussion and presentation was exploratory in nature, that the material was in a rough draft form to serve as a springboard for developing insights about numbered route systems, and that care should be taken not to personalize the draft or view it as a proposal.

By way of orienting participants to the materials, time was spent:

- tracing some of the routes from end to end, to help understand how to “follow the numbers”
- explaining some of the initial principles guiding numeric assignment and route development.

4. Discuss logistics, pros and cons of a numbered route system.

Planning principles (in this case) included:

- a) Numeric assignment:
 - North-South – even numbers
 - East-West – odd numbers
- b) Starting number: in northeast corner of the map
- c) Minimizing route overlap
- d) Parsimony: to reduce the quantity of numbers assigned

Time constraints prevented going into the pros and cons of a numbered route system in depth. At this meeting questions were raised about: a) which routes should receive even vs. odd numbers; b) the need to inform users what the numbers mean regarding actual destinations; and, c) the degree to which reducing the quantity of numerals used led to contradictions in the N-S / E-W logic.

Map 7: Proposed Bike Commuter Routes

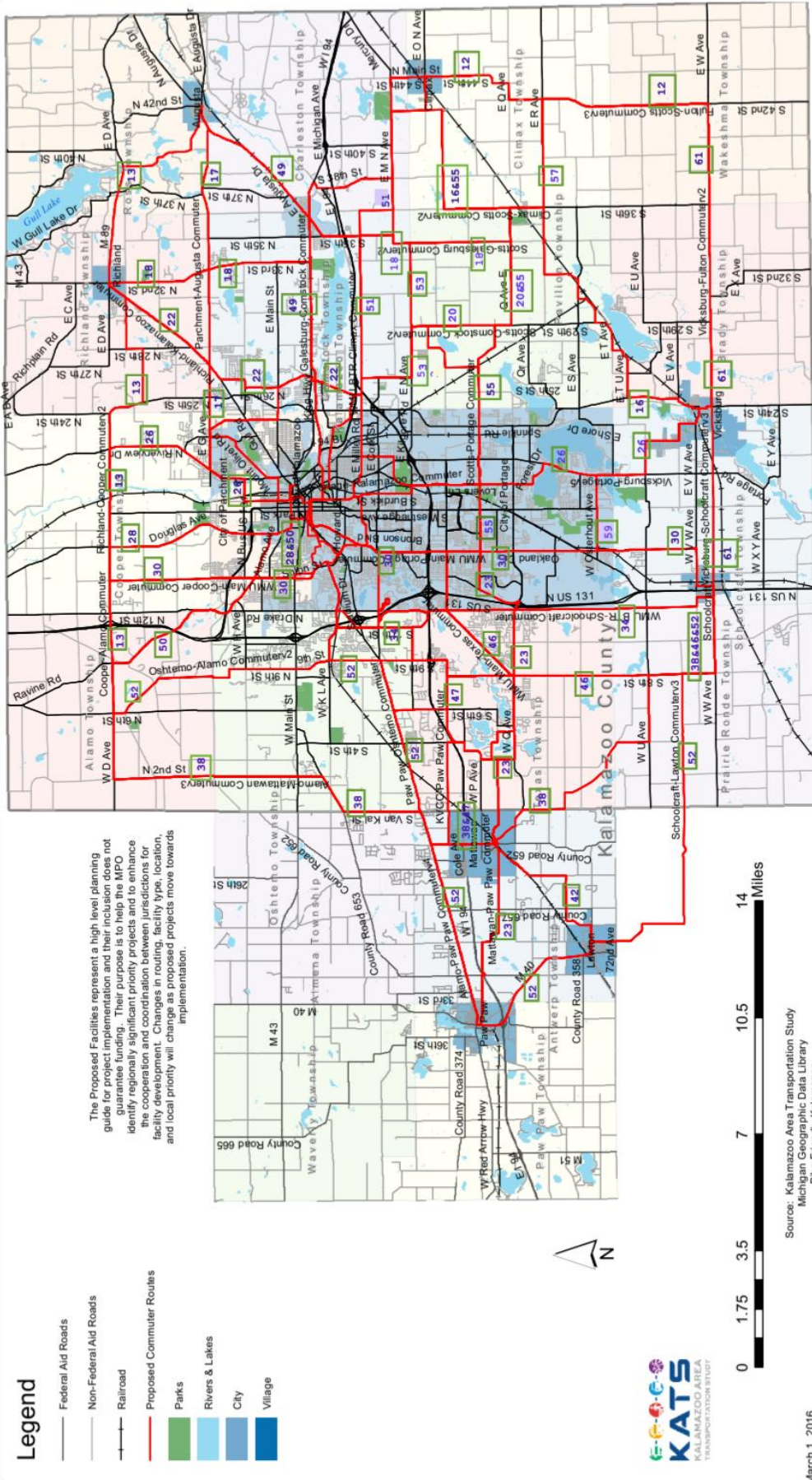


Figure 2. Hypothetical Numbered Routes; Southwest Michigan Bikeway
Submitted by Dave Goldenberg

Red: Routes Connecting Municipalities and Institutions of Higher Learning
Green Squares/Rectangle: Hypothetical Route Numbers as of April 20, 2026

The following information related to route names, mileages and possible route numbers was also presented by Dave Goldenberg, for additional reference.

<u>Route</u>	<u>Mileage</u>	<u>Possible Route Number</u>
Climax-Fulton	9	12
Augusta-Richland-Cooper-Alamo	24	13
Climax-Scotts-Vicksburg	17	16
Augusta-Parchment	12	17
Richland-Galesburg-Scotts	15	18
Comstock-Scotts	7	20
Richland-Galesburg-E ML Ave.	9	22
Portage (Oakland Dr)-Texas Corners-Mattawan-Paw Paw	17	23
Cooper Cemetery-Parchment-Kalamazoo (via N Riverview)	7	26
Cooper-Kalamazoo (via Douglas)	6	28
Cooper-WMU (via 14th St/Nichols)-Schoolcraft (via. Oakland)	20	30
KL Ave-12 th St-Schoolcraft	12	34
Alamo-Mattawan-Schoolcraft	28	38
Portage-Texas Corners-Schoolcraft	13	46
KVCC-Mattawan	7	47
Augusta-Galesburg-Kalamazoo	13	49
Alamo-Kalamazoo	8	50
Climax-Burdick St.	15	51
Alamo-Oshtemo-Paw Paw	20	52
34th St.-Miller Rd. (via E N Av)	6	53
Climax-Q Av E-P Ave. E-Oakland	18	55
S 4th St-S 36th St (via E R Av)	3	57
Portage Rd.-Oakland Dr. (via Osterhout)	2	59
Fulton-Vicksburg-Schoolcraft	16	61
Total Mileage of Numbered Routes	296	

Notes:

- 1) Individual route mileage is approximate.
- 2) Some routes overlap. Total mileage includes duplicate miles due to overlapping routes.