

Bike Friendly Kalamazoo
Notes From KATS July 30, 2014
Non-Motorized Open House
Kalamazoo Metro Transit Building

Introduction

These notes are for the benefit of those not able to attend the Non-Motorized Open House held by the Kalamazoo Area Transportation Study (KATS) on July 30, 2014. According to KATS, 50 people attended the open house. They included a spectrum of stakeholders, ranging from members of the Kalamazoo County Road Commission, at least one township commissioner, a township planner, including a number of Bike Friendly Kalamazoo participants. Attendees had the chance to meet and talk with each other, as well as participate in the more structured areas.

According to Steve Stepek, KATS is preparing its next long term transportation plan for the Kalamazoo Metropolitan Planning Organization (MPO). The process will include numerous opportunities for citizen input. Anticipated release is sometime in the spring of 2015. A portion of this plan will be an updated Non-Motorized Plan. Even though the plan looks out to 2045, elements of the plan will help the jurisdictions in the MPO create their own local plans, some of which may be put into use much sooner. Inclusion of facilities in the plan will increase their access to federal funding.

The public session was divided into four main display areas. In each attendees could talk with KATS staff, ask questions and provide input. The four areas included: general KATS information, maps of current non-motorized facilities, maps of desired non-motorized facilities, and a “vote by dots” area in which a list of possible non-motorized priorities was listed. Each is briefly summarized below.

KATS General Information

This area included and information display of bicycling maps, the updated Kalamazoo County map, KATS brochures, and other helpful material. A KATS staff member was on hand to answer questions.

Maps of Current Non-motorized Facilities

Participants were able to examine maps of current bicycling facilities of record, and suggest correction and make comments. For example, many participants noted the stretch of Oakland Drive between I-94 and Kilgore Road as requiring improved bicycling lane markings and/or facilities. Some participants indicated that the stretch of Milham Road between Westnedge and Oakland did not have bike lanes or four foot shoulders, contrary to the current map.

Maps of Desired Non-Motorized Facilities

Participants could drawn or note on these maps the non-motorized facilities they wished to see. Steve Stepek reaffirmed that the work Bike Friendly Kalamazoo’s participants have contributed will play a significant role in this portion of the plan, especially with regard to bicycle commuter routes.

Priorities for the 2045 Metropolitan Transportation Plan

Per KATS’s summary, “each attended was given four votes to place on the possible priorities for the 2045 Metropolitan Transportation Plan. Not every attendee used all of their votes as evidenced by the 179 total votes cast.” In order of votes received, the results were as follows.

<u>Priority</u>	<u>Votes Received</u>
Fill-in Gaps in Infrastructure	41
Building Complete Streets	37
Allocate More Funds for Non-Motorized Facilities	25
Improving Non-Motorized Commuting Access	24
Improve Accessibility for those with Mobility Issues	17
Enhancing Recreational Opportunities	13
Build Connections between Schools and Neighborhoods	12
Improving Non-Motorized Connections with Transit	6
Link Community Centers	2
Way finding for Recommended Routes	2

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