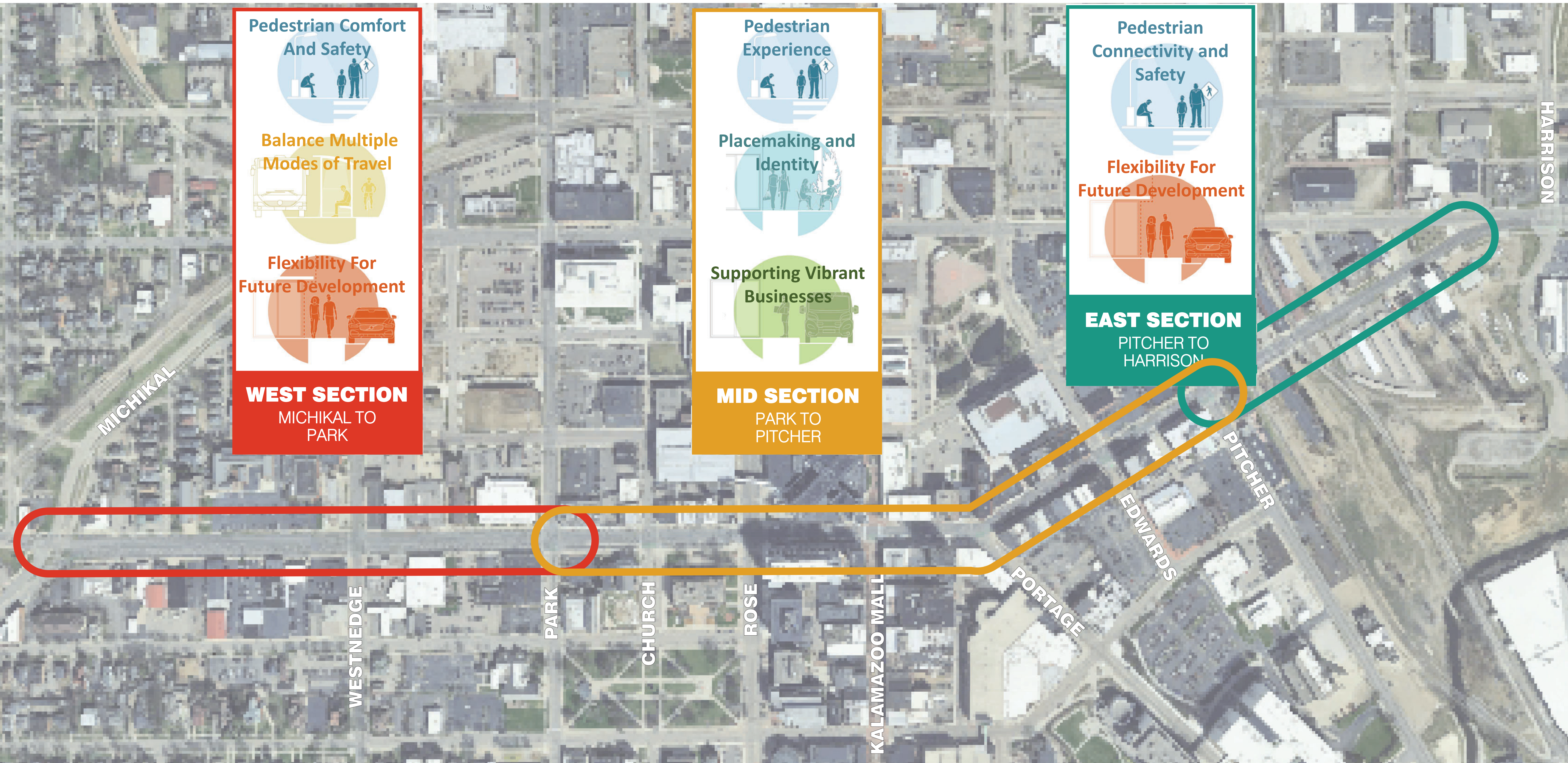


# THE SECTIONS OF MICHIGAN AVE



During the engagement process, we discovered that Michigan Avenue has three distinct sections, each with its own unique characteristics, priorities and values that will help guide its future.



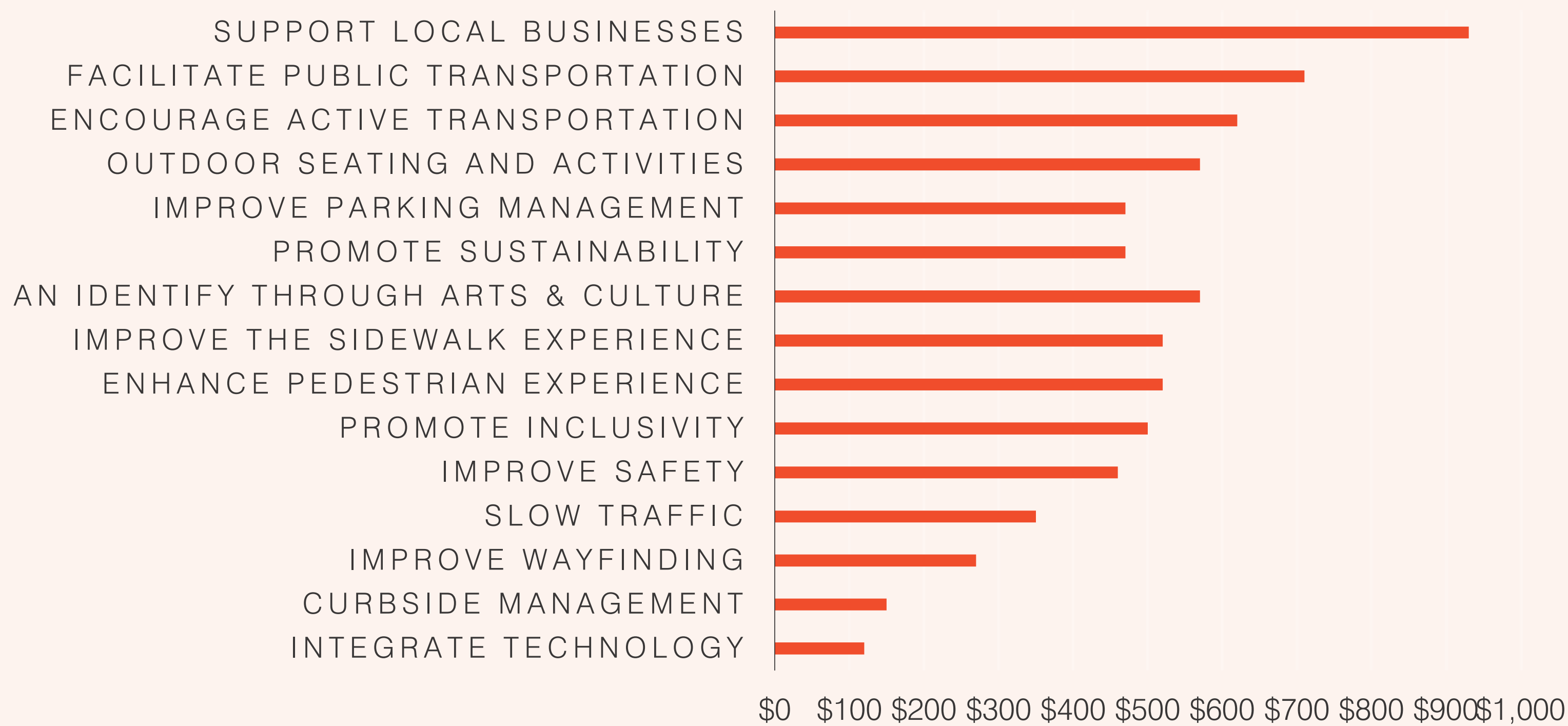
# WHAT WE HEARD FROM THE COMMUNITY



A big thank you to everyone who participated in our past events and shared their valuable feedback. Check out the exciting findings from our activities!

## Kalamazoo Kash

Investing in Michigan Ave



## Kalamazoo Kash By Event

Top 4 Investments

### Sounds of The Zoo



Lowest Rated  
Wayfinding and Technology

### Walking Audits



Lowest Rated  
Technology

### DDA/DEGA



Lowest Rated  
Technology and Public Transit

## Key Goals

Guiding the Design

Top 4 Goals



Results From Open House 1

## Stories Told

In our listening session

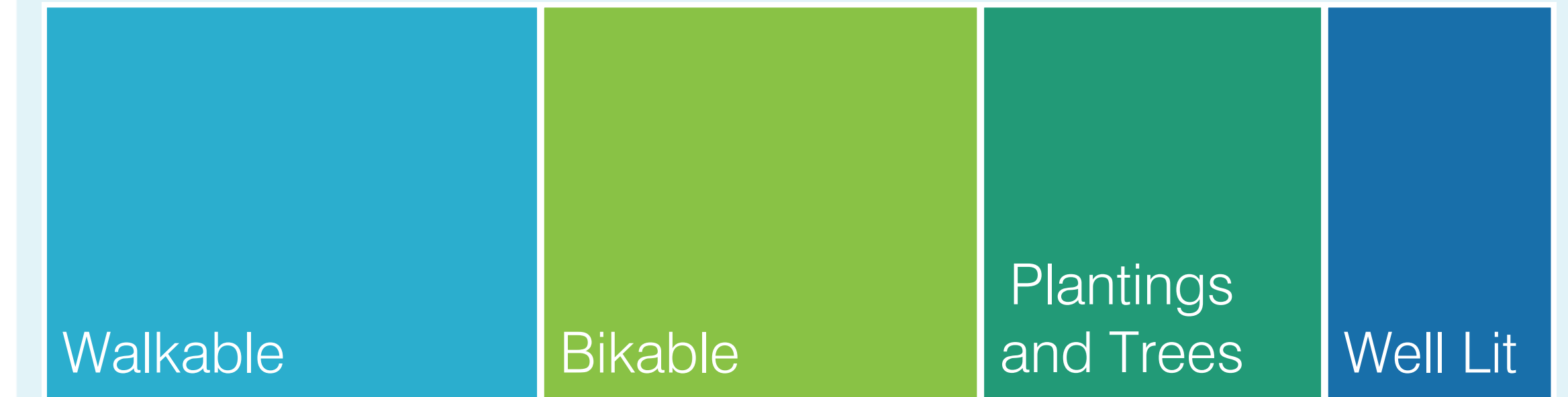


Results From Open House 1

## Design Value

Guiding the Design

Top 4 Values



Lowest Rated : Comfortable

Results From Open House 1

## Street Mix Live

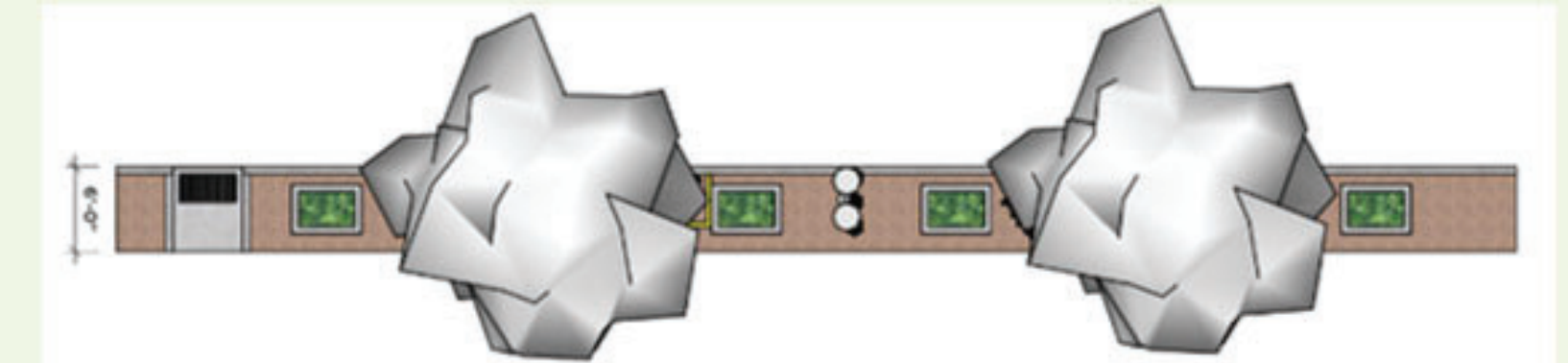
Designing Michigan Ave

Top 5 Used Pieces

SIDEWALK



AMENITY STRIP



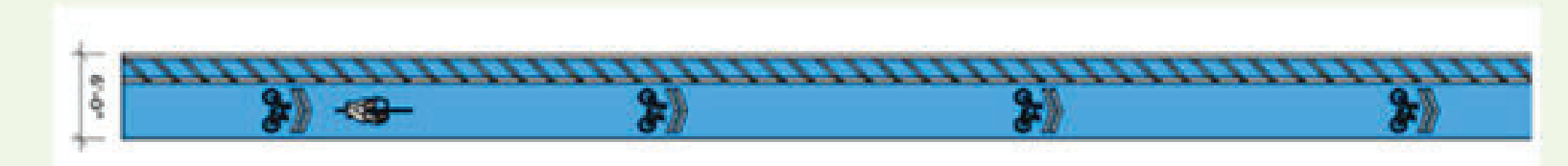
PARKING



GREENWAY



BIKE LANE



Results from Public Townhall 1

# ABOUT THE RECOMMENDED ALTERNATIVE



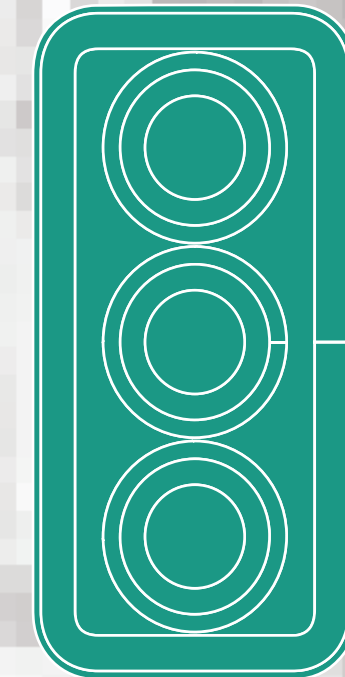
The Recommended Alternative shows an exciting future for Michigan Avenue. Here are some of the bigger changes you can look forward to!



## Two-way traffic flow

### Making Michigan Avenue a Streets For All

Michigan Avenue is returning to a two-way street. Benefits of two-way street include improved safety for all users and easier navigation.



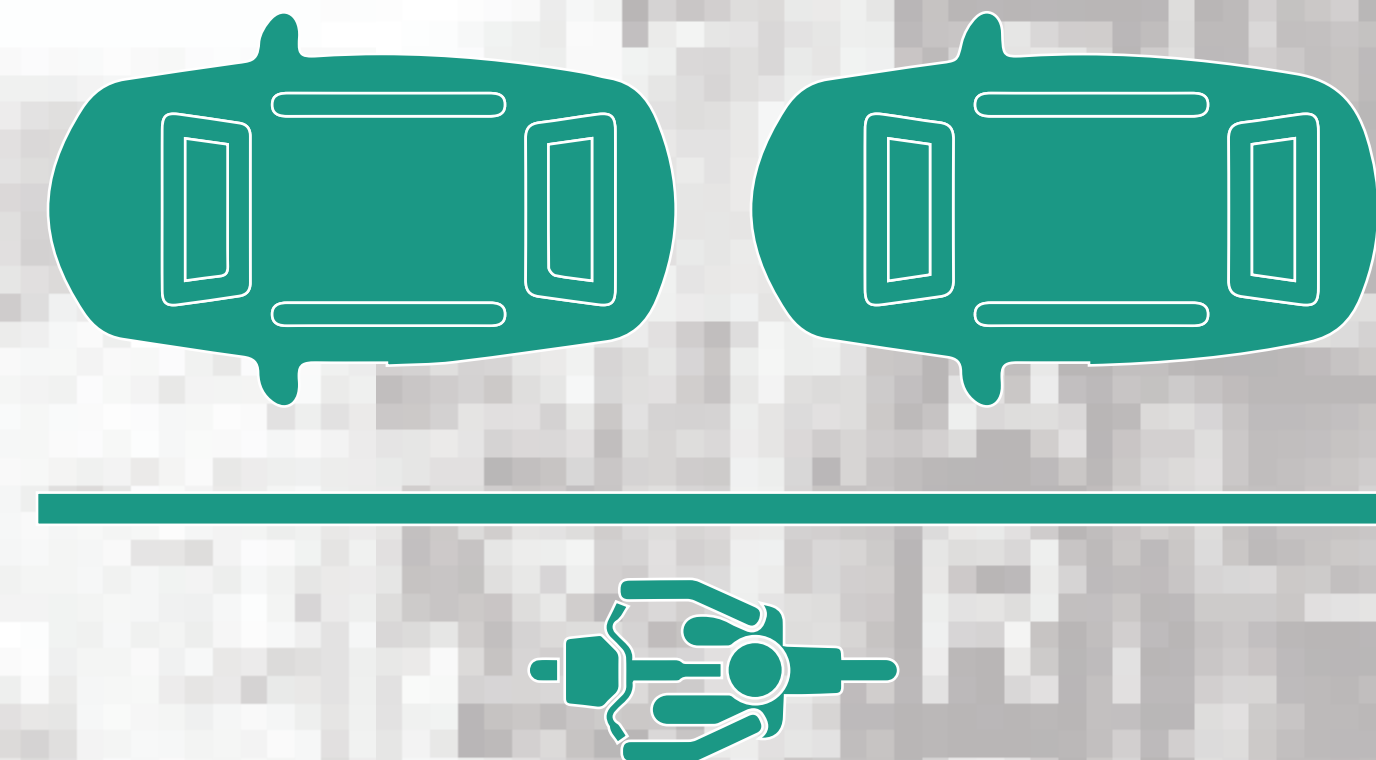
## How intersection signals will work

### Pedestrians won't need to press a push-button

### Cyclists and pedestrians will cross together

The pedestrian phase will occur with every light cycle, so you won't need to press a button to activate the walk signal.

Cyclists on the cycletrack will cross alongside pedestrians, rather than having a separate crossing phase.

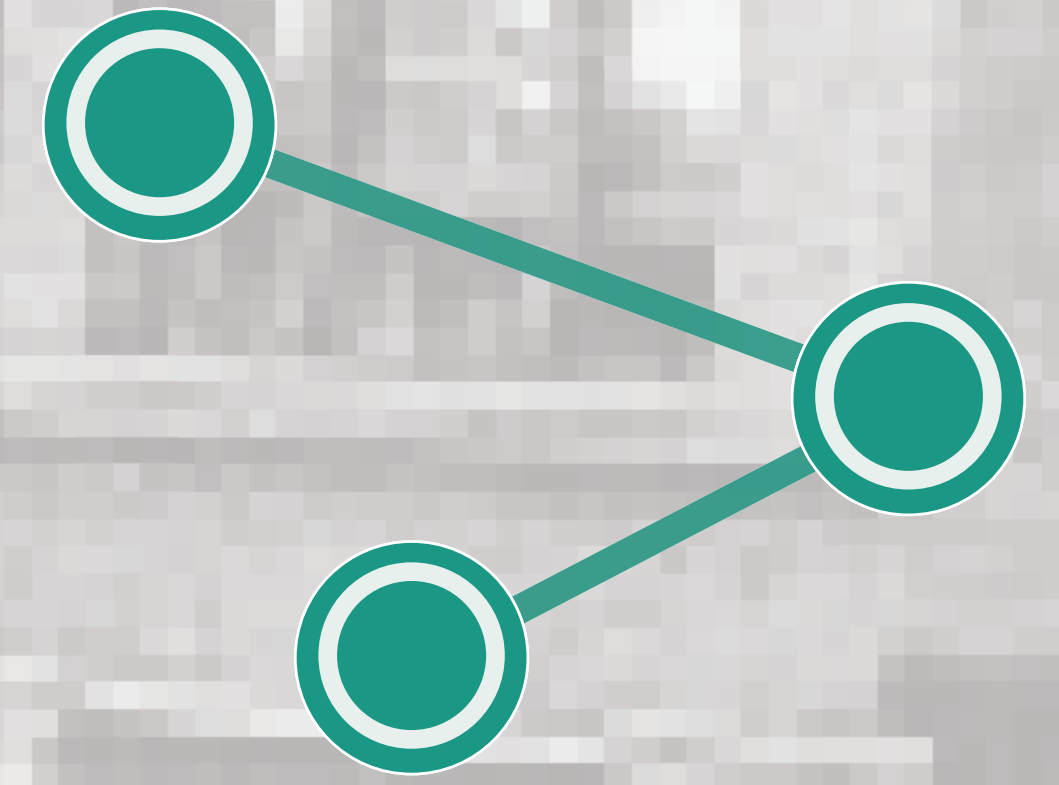


## Parking, loading, cycling and buses!

### Parking and loading at the curb

### A raised and separated cycletrack

Parking, loading, bike and buses will feel safer for all users due to few reasons. The cycletrack will be raised and separated, allowing parking, loading, and buses easier curb access. Cyclists will be adjacent to pedestrian spaces and pedestrian speeds.



## The Cycling Network

### More bike facilities around Michigan Avenue

Some project improvements are happening off Michigan Avenue, including new bike routes designed to connect to key destinations. The cycletrack on Michigan Avenue will re-route at Rose making it easier to reach more locations.

# ABOUT THE RECOMMENDED ALTERNATIVE



The Recommended Alternative shows an exciting future for Michigan Avenue. Here are some of the bigger changes you can look forward to!

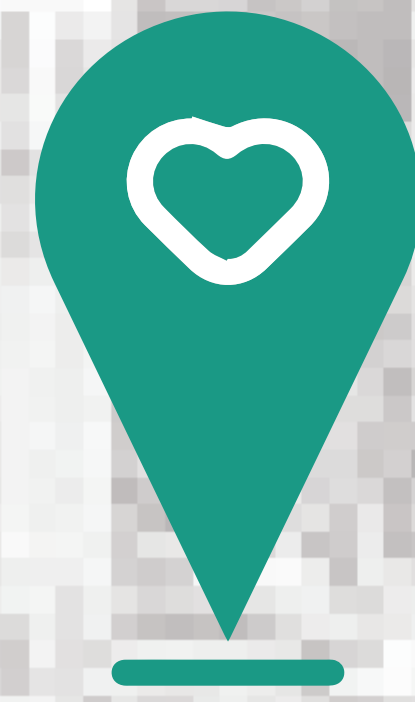


## Flexibility for the future

### Parking and lane widths designed for flexibility

We utilized a traffic model to assess expected needs; however, future development or changes to roadways may necessitate adjustments.

The 9' parallel parking widths and drive lanes were designed to accommodate potential alterations to the lanes as needed.



## Designing for place

### Designing a street people want to walk down

Pedestrian-friendly streets create space for dining and seating, while attracting more visitors and supporting local businesses.

Slower streets also foster quieter, more inviting environments, making walking more enjoyable.



## Safety

### Reducing the severity of incidents

A key benefit of two-way Streets For All is improved safety. By managing speed and enhancing pedestrian crossings, we reduce incident severity and create a safer environment for all.



## Accessibility

### Support more people accessing Michigan Avenue

Design features like pedestrian lighting, signage, wayfinding, universal design, accessible parking, and improved intersections make it easier and more comfortable for everyone to visit and navigate Michigan Avenue.

# EXPLORE THE UPDATES TO A CONNECTED BIKE NETWORK



## We've been learning a lot about the cycletrack pilot on Michigan Avenue!

We heard from the community that for Michigan Avenue to be a successful Streets For All, it needs to support a connected bike network for the City of Kalamazoo.

Creating a bike network that reflects current routes and destinations became a focus in the design process. This focus has sparked engaging discussions at previous Open Houses, Townhalls, and prompted additional focused stakeholder meetings.

**Learn more about the big takeaways here and the updates to an improved bike network:**



September 12, 2024

**Open House 1 saw a great turnout from the local cycling community!**

October 18, 2024

**The cycling audit gave the team the opportunity to experience Michigan Avenue and its surrounding bike facilities firsthand**



**Town Hall 1 gathered feedback on preferred types of bike facilities**

October 10, 2024

**Townhall 2 focused on reviewing the initial proposal for creating a connected bike**

November 7, 2024

**Focused stakeholder meetings were held with cycling advocacy groups**

Nov.-Dec., 2024

### Close gaps in the bicycle network

- Connections to local destinations and transit
- Connections to adjacent neighborhoods
- Connections to off-street routes such as Arcadia Creek, Haymarket Plaza, Water Street, Bates Alley and Kalamazoo River Valley Trail

### Create inclusive and safe routes

- Design for all disabilities and ages ranges to support
- Reduce conflicts by providing consistent markings, reduce unclear paths and sudden changes
- Design for a range of bike sizes including cargo bikes, tricycles, and other adaptive bikes

### Provide convenient bike amenities support walking from route to door

- Where bike routes don't directly reach a destination, add bike racks and other amenities to safely park bikes nearby.
- Think about the walking path from the bike parking to local destinations, ensuring it's easy and convenient for everyone

### Design comfortable facilities for all

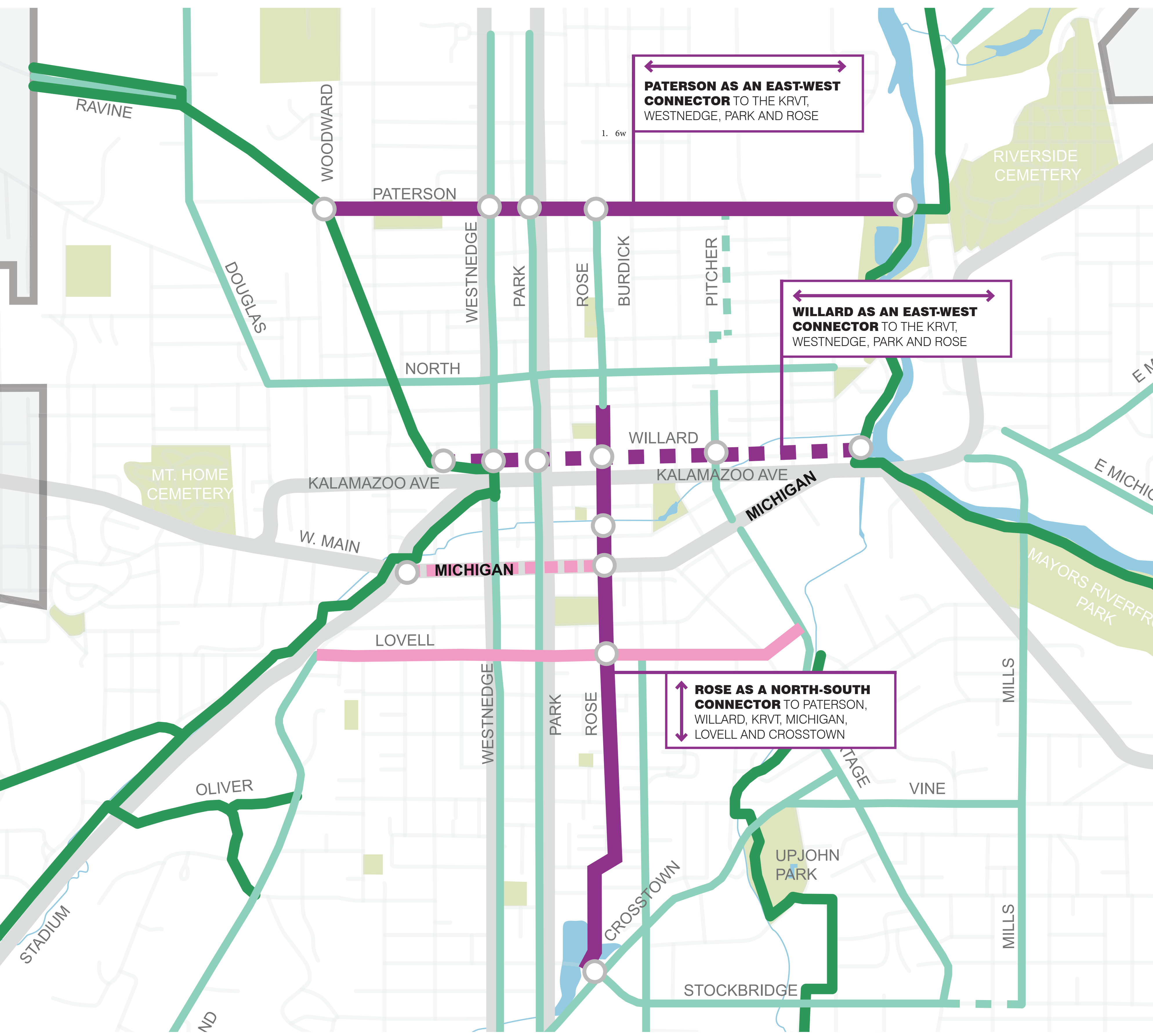
- Create raised, separated bike lanes on Michigan Ave. to enhance safety by providing a clearer separation between vehicle traffic and parking
- Improve intersection light timing to better accommodate motorists, pedestrians, and cyclists, ensuring smoother and safer travel for everyone

# EXPLORE THE UPDATES TO A CONNECTED BIKE NETWORK



# WE WANT TO HEAR FROM YOU!

GRAB A STICKY NOTE AND SHARE YOUR FEEDBACK



**PATERSON AS AN EAST-WEST CONNECTOR**  
TO THE KRVT,  
WESTNEDGE, PARK AND ROSE

**WILLARD AS AN EAST-WEST CONNECTOR**  
TO THE KRVT,  
WESTNEDGE, PARK AND ROSE

**ROSE AS A NORTH-SOUTH CONNECTOR**  
TO PATERSON,  
WILLARD, KRVT, MICHIGAN,  
LOVELL AND CROSSTOWN

## ROUTES ADDED AS AN OUTCOME OF THE MICHIGAN AVENUE ENGAGEMENT

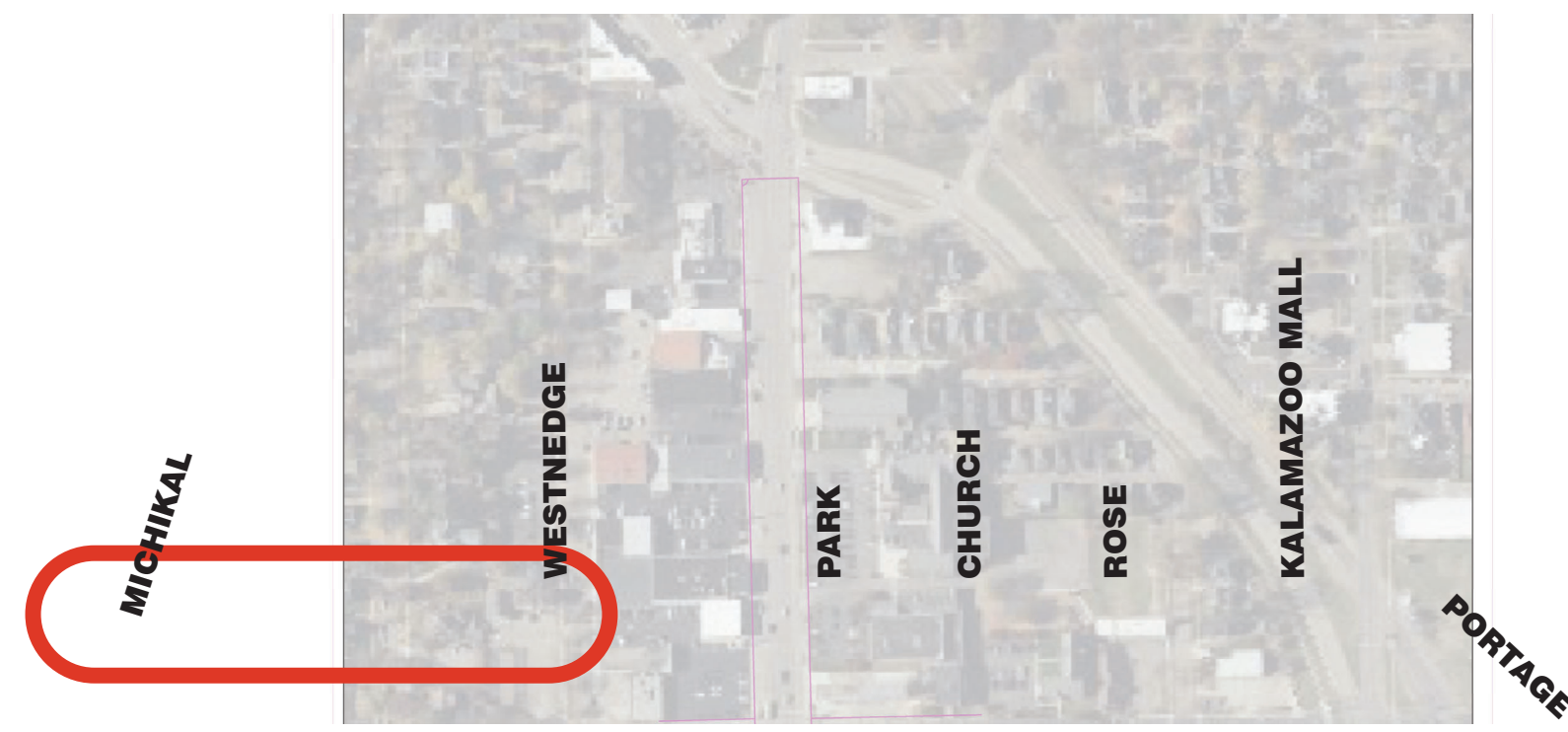
- PROPOSED BIKE FACILITY ROUTE**  
FURTHER REFINEMENT NEEDED TO DETERMINE TYPE OF BIKE FACILITY
- POTENTIAL BIKE FACILITY ROUTE**  
THIS ROUTE MAY BE ADJUSTED DUE TO EXISTING USE AND OWNERSHIP

## PROPOSED BIKE NETWORK

- CYCLE TRACK EXISTING**
- CYCLE TRACK PROPOSED**
- SHARED USE PATH OR TRAIL EXISTING INCLUDING KRVT**
- BIKE LANE OR ROUTE EXISTING**
- BIKE LANE OR ROUTE PROPOSED**

# 1 MICHIKAL TO WESTNEDGE

## WEST SECTION



HARRISON

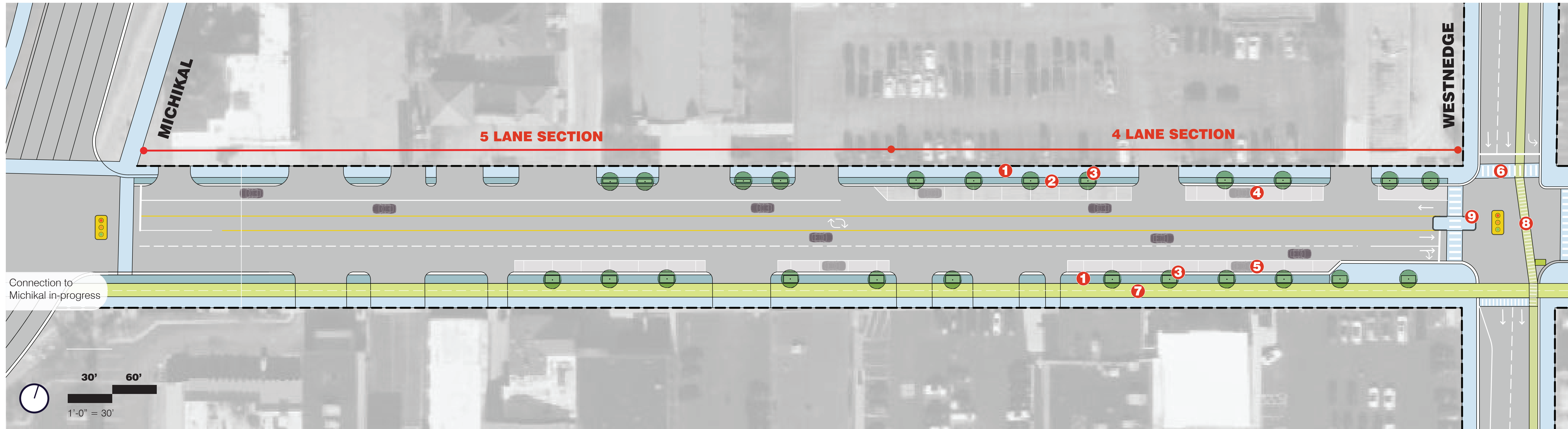
MICHIGAN AVENUE



### Open House 2

Recommended alternatives are conceptual designs and are subject to further refinement. Additional engineering analysis and development will be conducted in the subsequent phases of the project.

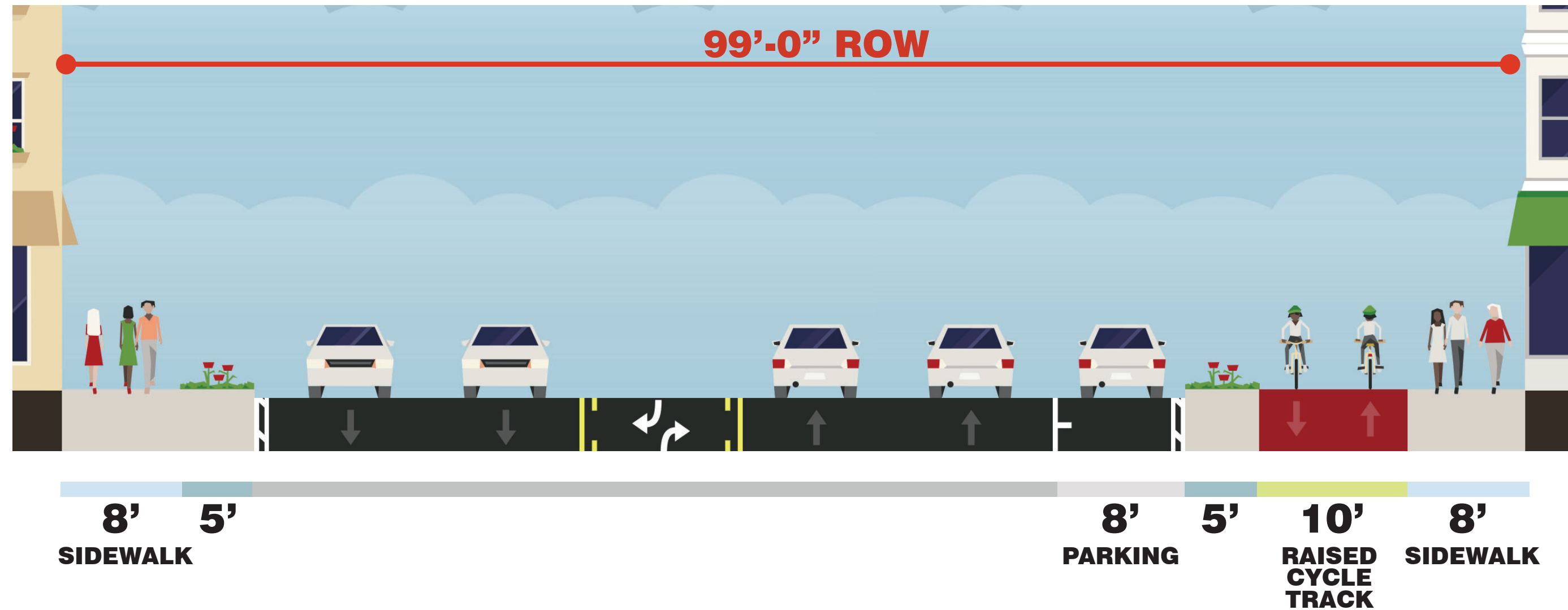
### RECOMMENDED ALTERNATIVE PLAN



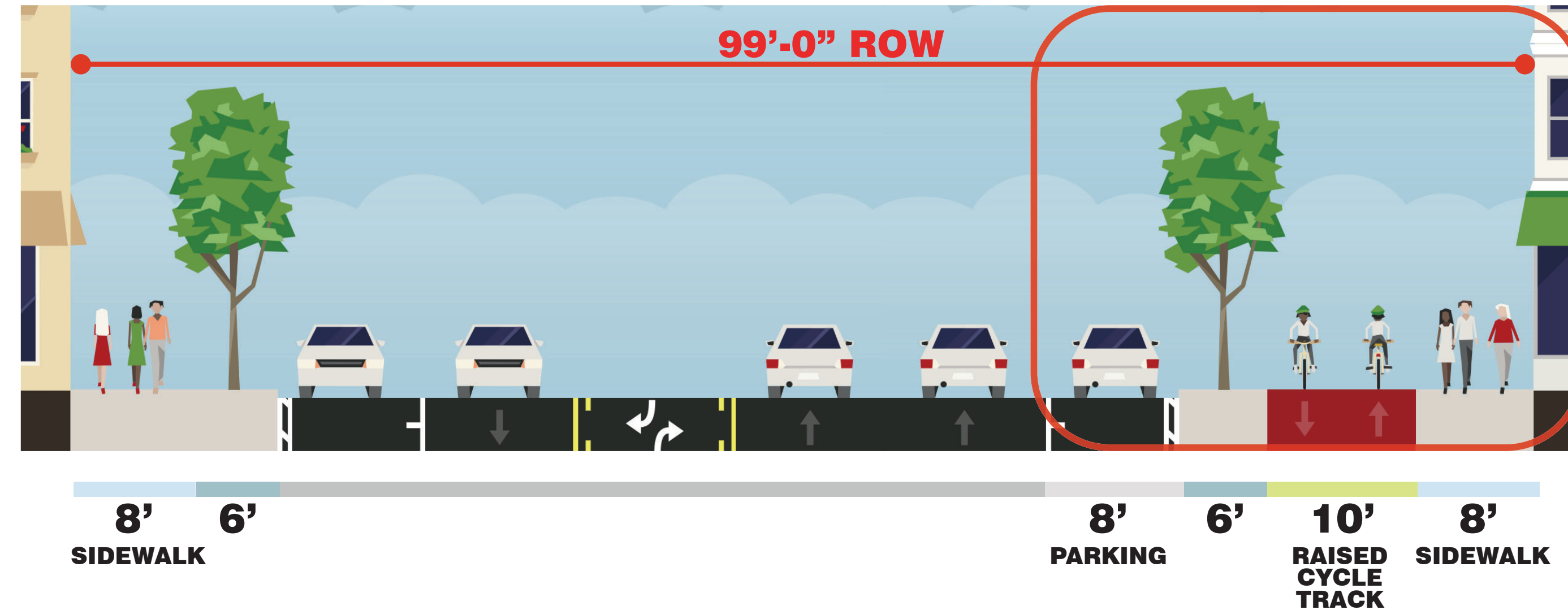
- 1 Sidewalk**
- 2 Amenity Zone**  
*Furniture, lighting, bike racks, etc.*
- 3 Street Tree**
- 4 9' Parallel Parking**  
*Provides flexibility for additional lanes*
- 5 8' Parallel Parking**
- 6 Crosswalk**
- 7 Raised Separated Cycletrack**
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- 9 Pedestrian Island**
- 10 Loading Zone**

### RECOMMENDED ALTERNATIVE CROSS SECTIONS

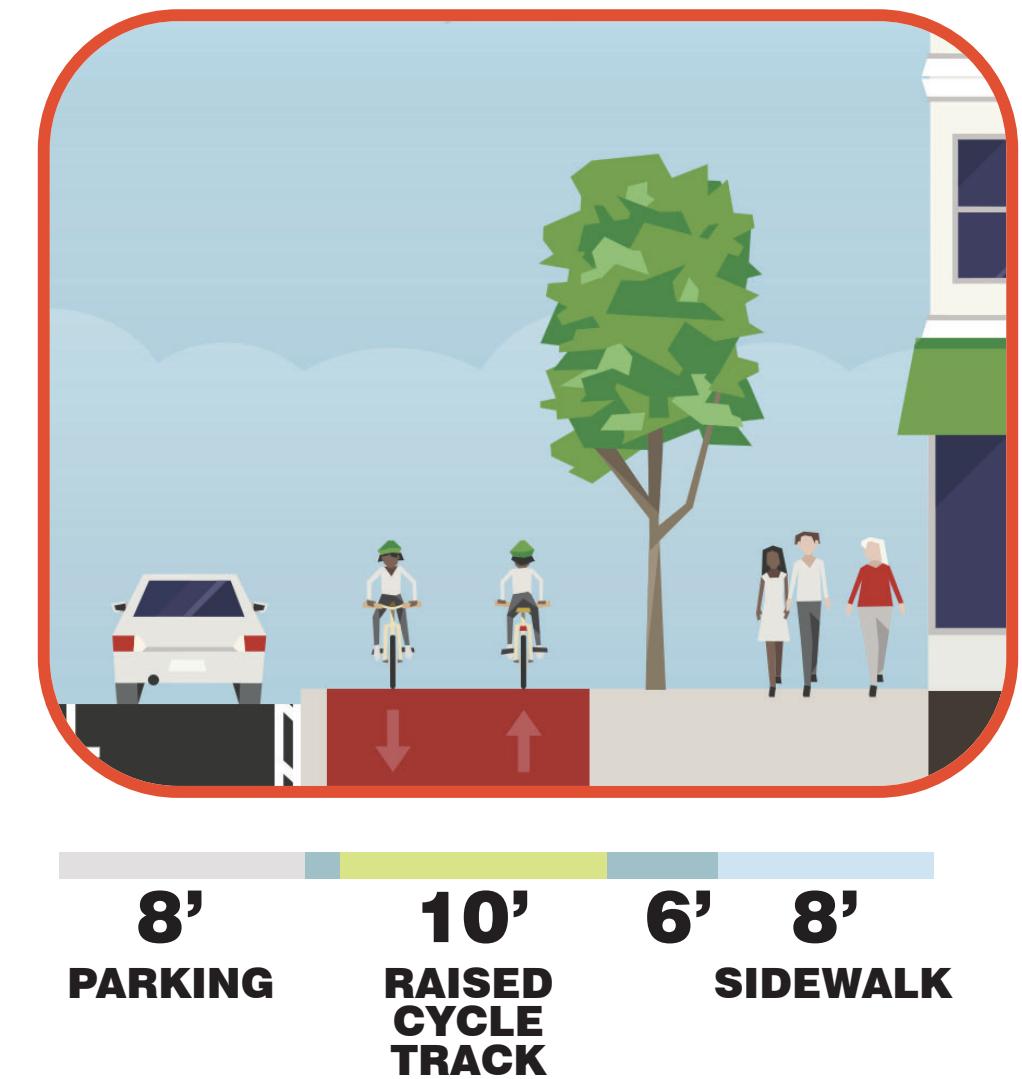
#### 5 LANE SECTION



#### 4 LANE SECTION



#### CYCLETRACK ALTERNATIVE



# 2 WESTNEDGE TO PARK

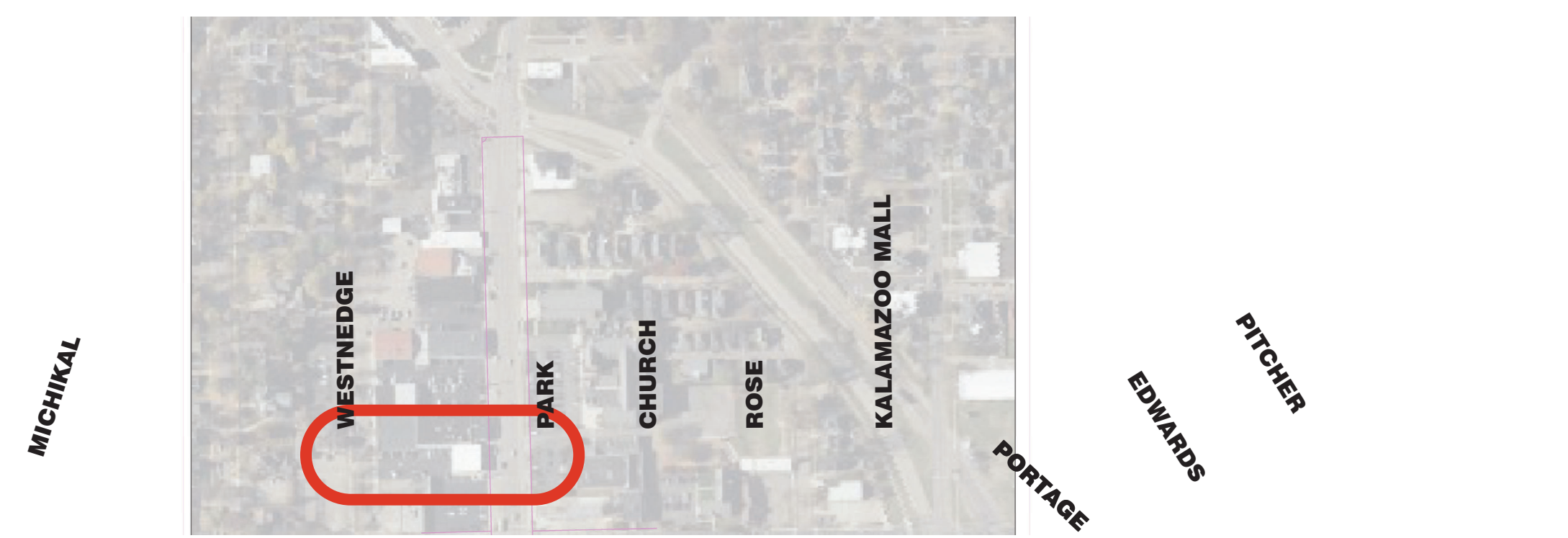
## WEST SECTION

MICHIGAN AVENUE

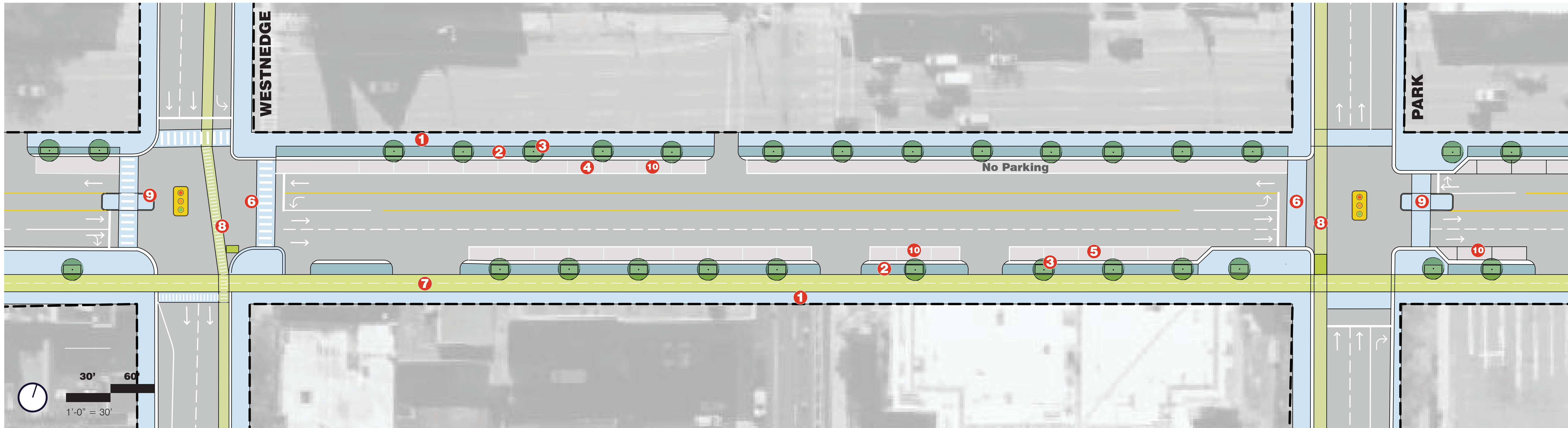


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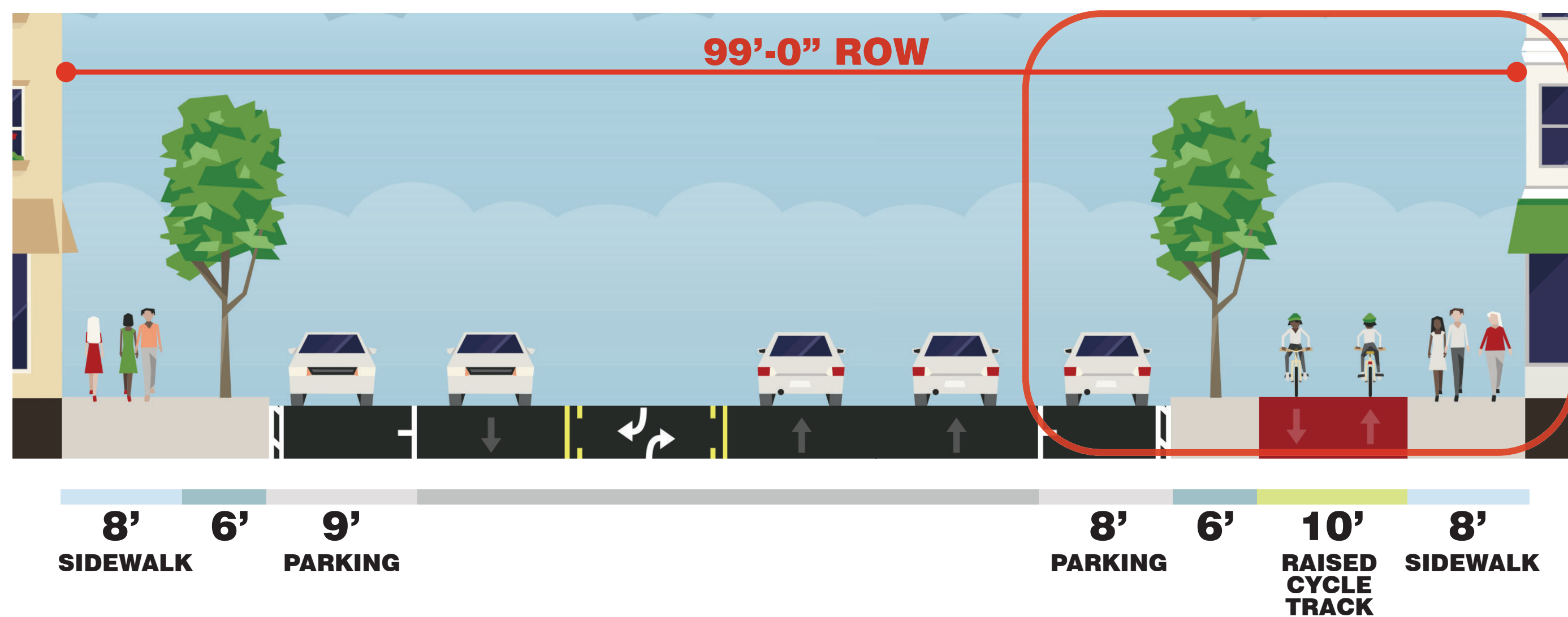


### RECOMMENDED ALTERNATIVE PLAN

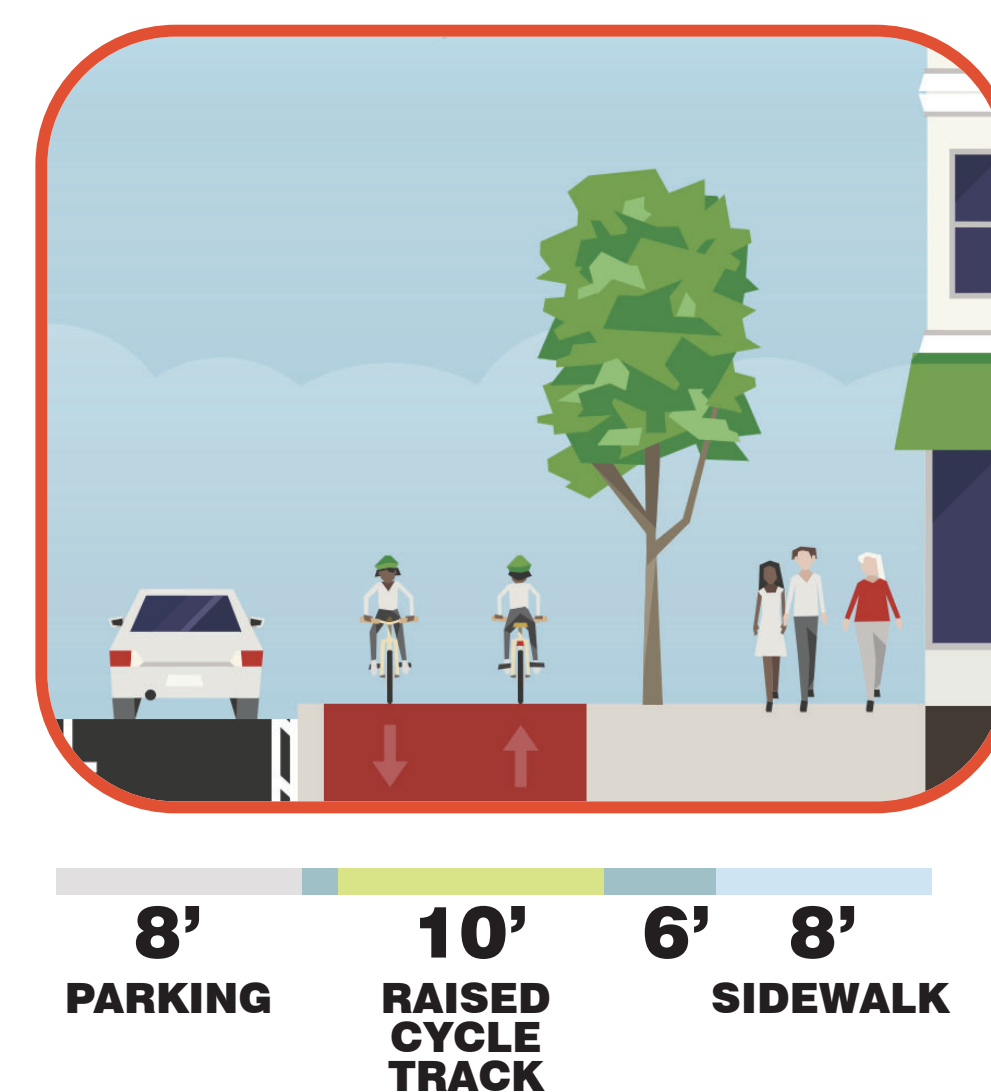


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### RECOMMENDED ALTERNATIVE CROSS SECTIONS



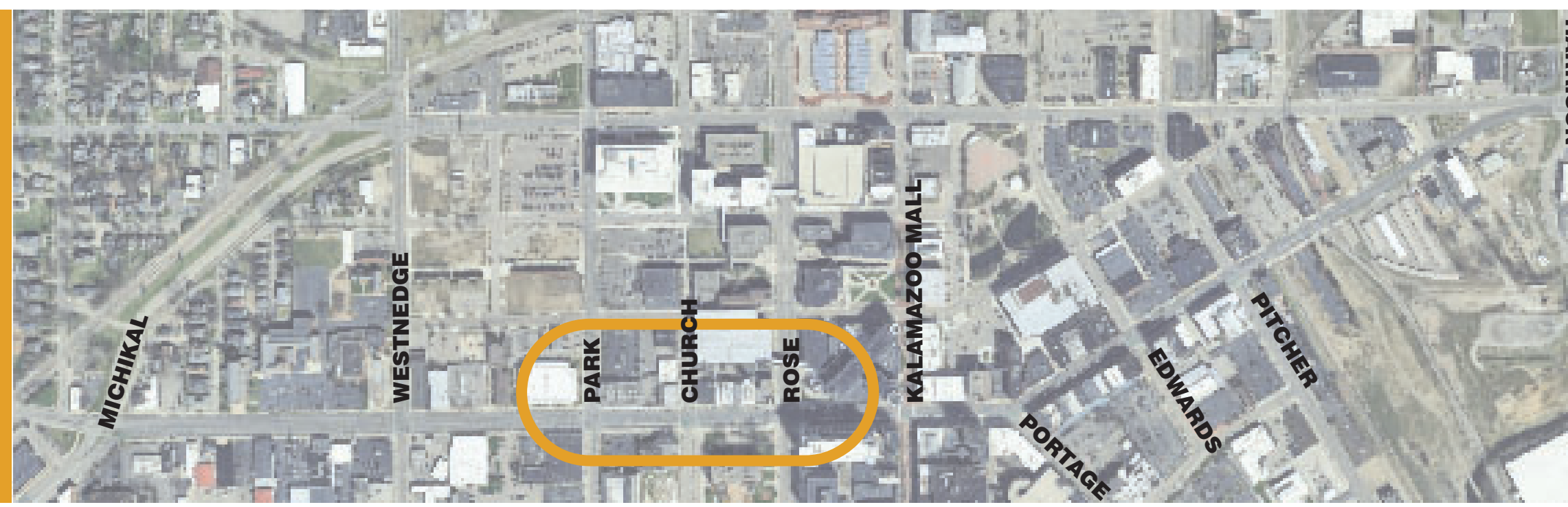
### CYCLETRACK ALTERNATIVE





# 3 PARK TO ROSE

## MID SECTION



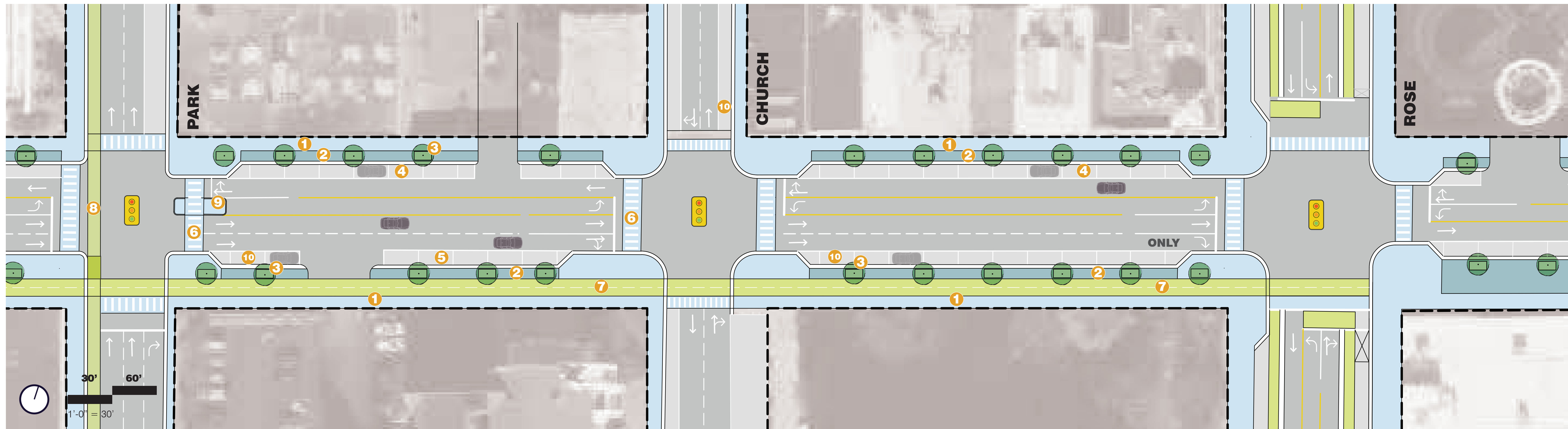
MICHIGAN AVENUE



### Open House 2

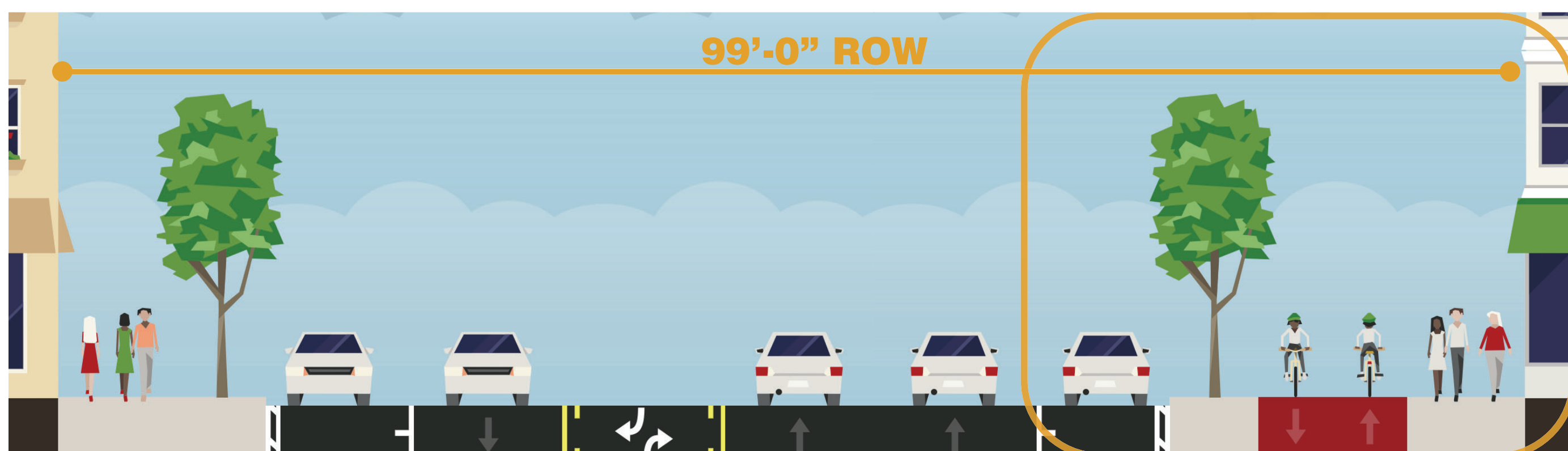
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### RECOMMENDED ALTERNATIVE CROSS SECTIONS



8' SIDEWALK 6' PARKING 9' PARKING

8' PARKING 6' SIDEWALK 10' RAISED CYCLE TRACK 8' SIDEWALK

### CYCLETRACK ALTERNATIVE



8' PARKING 10' RAISED CYCLE TRACK 6' SIDEWALK 8' SIDEWALK

# 4 ROSE TO PORTAGE

## MID SECTION



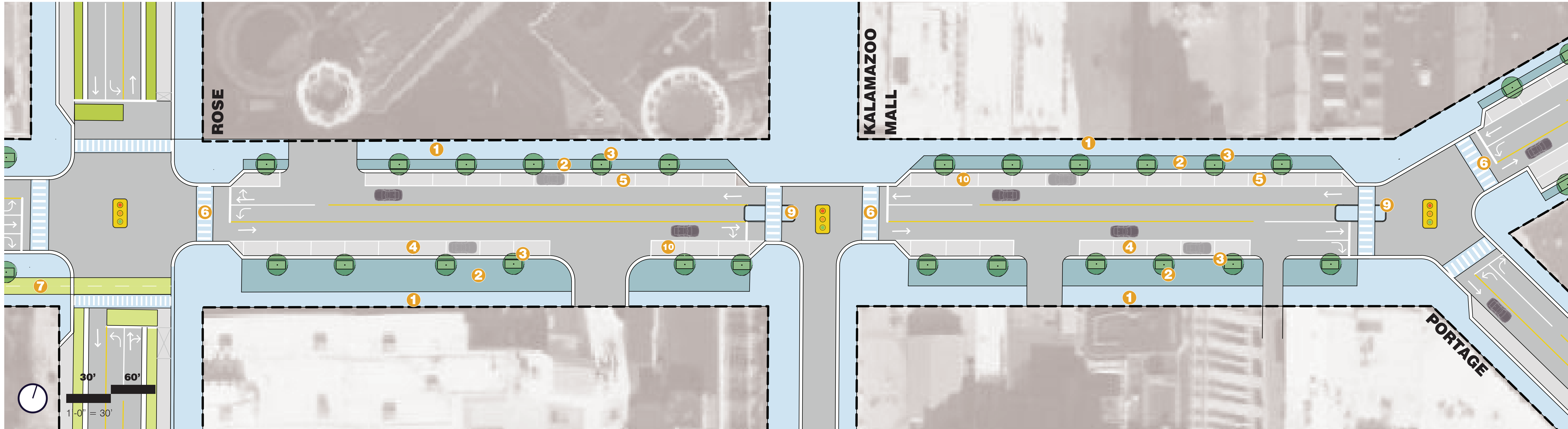
MICHIGAN AVENUE

KALAMAZOO  
STREETS FOR ALL

### Open House 2

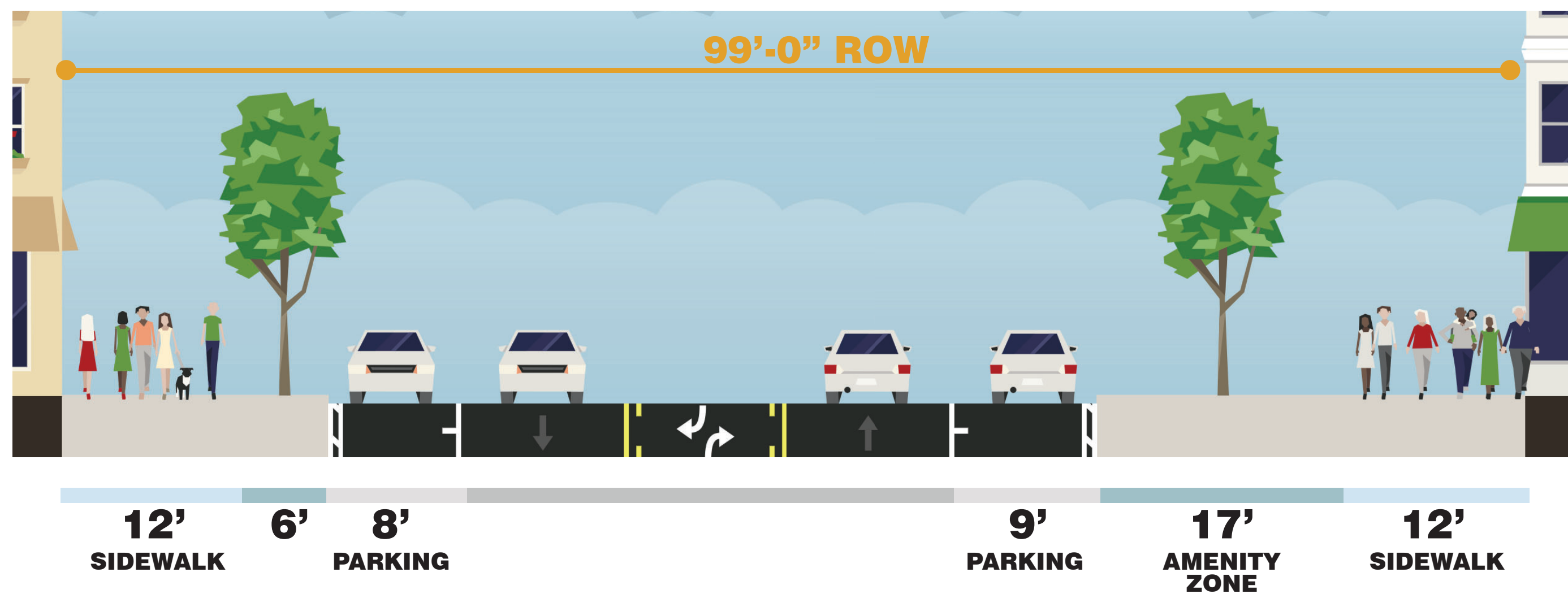
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### RECOMMENDED ALTERNATIVE CROSS SECTIONS



# 5 PORTAGE TO PITCHER

MID SECTION



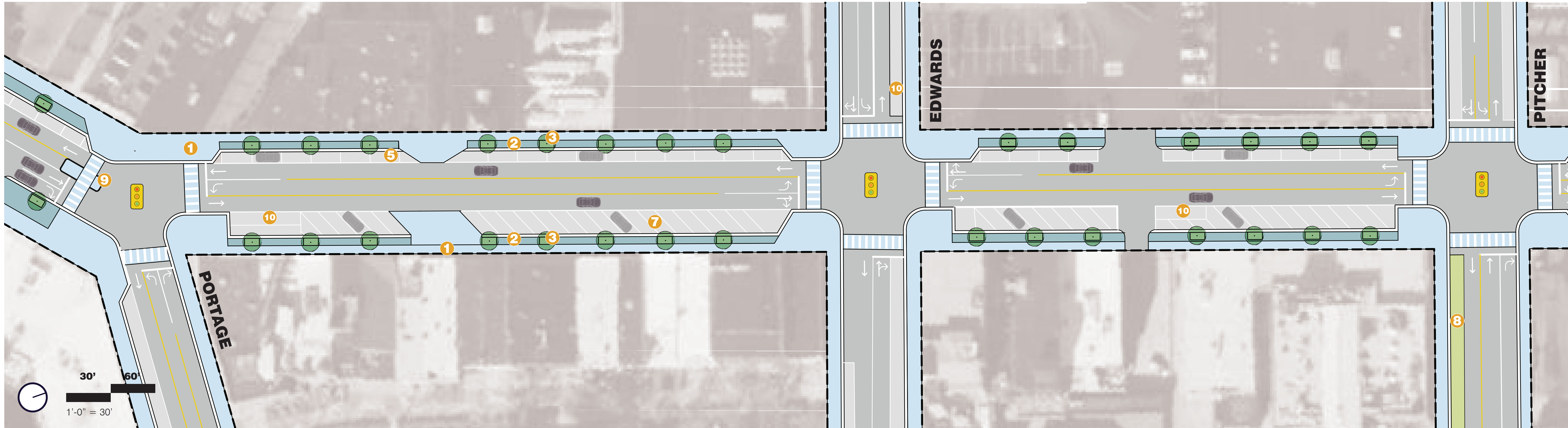
MICHIGAN AVENUE



## Open House 2

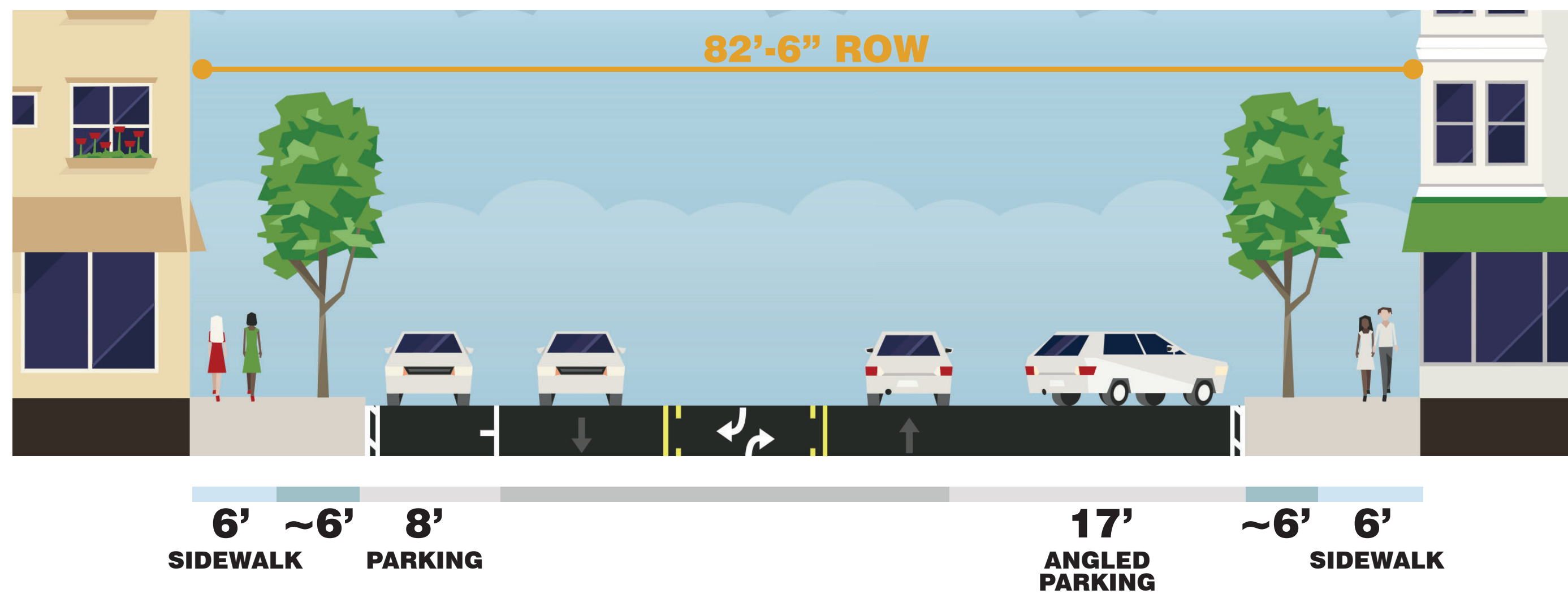
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### RECOMMENDED ALTERNATIVE CROSS SECTIONS



# 6 PITCHER TO HARRISON

## EAST SECTION



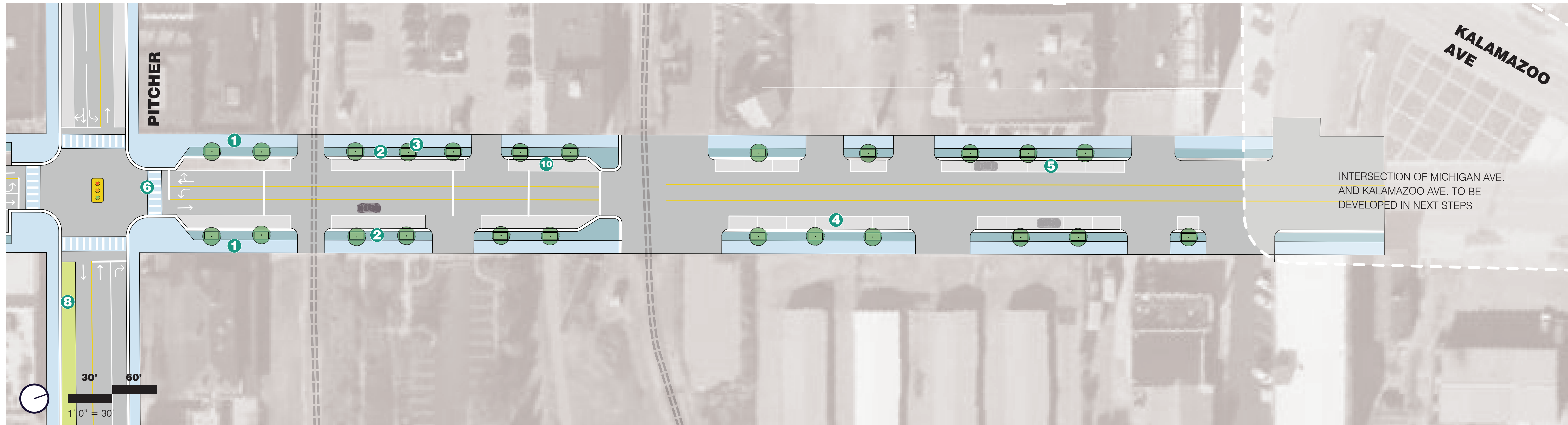
MICHIGAN AVENUE

KALAMAZOO STREETS FOR ALL

### Open House 2

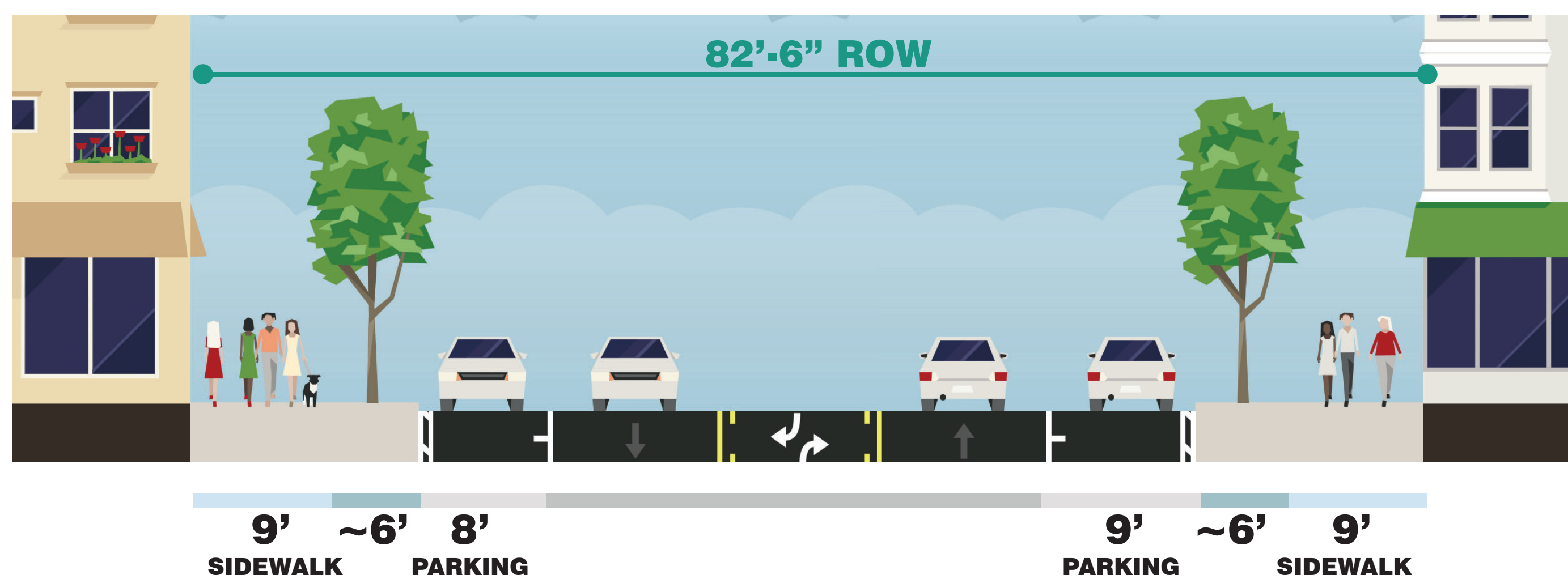
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### RECOMMENDED ALTERNATIVE CROSS SECTIONS



# NEXT STEPS



## Want to stay updates?

Project information can be found here!

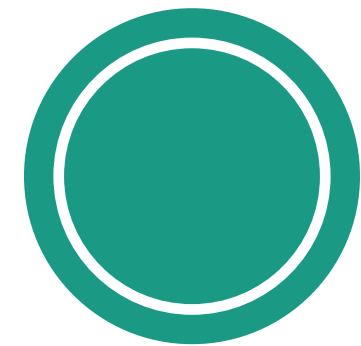


**Michigan Avenue**



**Streets For All**

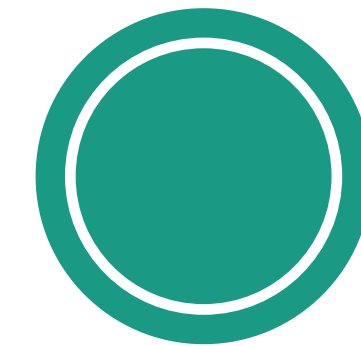
Check out the next steps for the design and engineering development of Michigan Avenue



### **Incorporate feedback received on alternative design concepts**

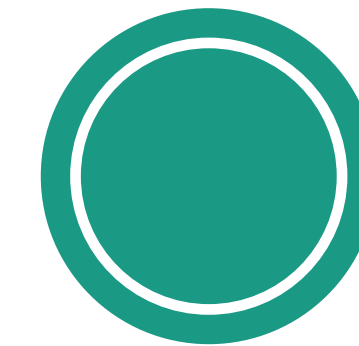
Feedback from the Open House 2 and virtual Open House 2 on the recommended alternative design concepts will be considered as the team now begins to develop preliminary engineering design plans (70%).

At the end of 70% design, a walkthrough simulation from the pedestrian/street level will be presented.



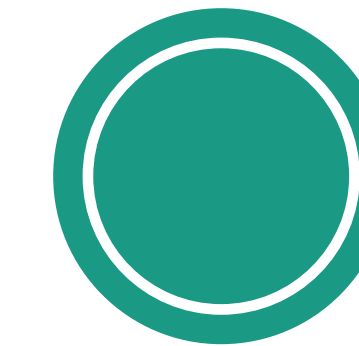
### **Begin incorporating design engineering details**

The preliminary engineering designs will begin to incorporate more details such as underground utility replacements (water, sanitary sewer, storm sewer), detailed intersection designs, traffic signals, etc.



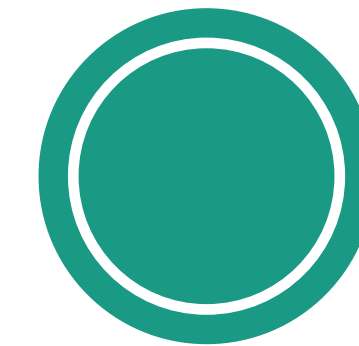
### **Develop intersection alternatives for Michigan Avenue and Kalamazoo Avenue**

Additional traffic modeling to develop alternatives for the Kalamazoo Avenue and Michigan Avenue intersection will be developed.



### **Coordinate required clearance for the design**

Coordination for environmental and Railroad clearance applications will begin.



### **Develop details block by block**

Design details will be developed on a smaller scale within each block rather than at the macro level by each of the three defined section (west, middle, east).