

SAFE STREETS FOR ALL (SS₄A) PUBLIC INPUT

Survey Results

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THE SS₄A GRANT

Why did we compete, obtain, and are now implementing a SS₄A Supplemental Planning Grant?

- High crash rate in City of Kalamazoo – need for safety improvements!
- City needed a comprehensive plan to address safety City wide
- City needed Kalamazoo specific priorities and treatments to improve safety
- To provide a roadmap ahead to include in capital project planning
- To compete for State and Federal grant opportunities requiring a safety action plan
- **To save lives on our streets!**

The SS4A Grant

Is a grant to create a *Supplemental Action Plan*.

It is made up of two parts:

- A. Supplemental Action Plan Activities
- B. Piloting Countermeasure Activities

B) Piloting Countermeasure Activities:

"Includes implementation and analysis of a variety of approved countermeasures to determine local effectiveness and plan for future use in areas where interventions are indicated via the studies above. All countermeasures will be implemented as pilots in areas of demonstrated high need and evaluated to determine impact on all users (motorized and non-motorized) as the City works to actively improve safety, reduce fatalities, and achieve Vision Zero... Studies begin at the city-wide level and then switch to the focus area for selection of projects that would be most in line with demographic and environmental justice concerns (for example lower income neighborhoods). Within the focus area are a variety of neighborhoods that would allow dispersion of pilot projects in different areas that would allow us to not only test effectiveness but to find differences based upon socio-economic factors. Asset management data will be incorporated into our analyses, including historical information to measure the impact of deferred maintenance on community safety. Our studies could provide definitive guidance for planners, engineers, and elected officials on how to keep deferred maintenance from disproportionately harming traditionally underserved communities, based on traffic safety measures (a surrogate for community health)."

The SS4A Grant

PILOTING COUNTERMEASURE ACTIVITIES & FUNDING SOURCES:

Item	Description	Cost	Federal	Non-Federal
1 Neighborhood Mini-Roundabout Traffic Calming Countermeasure Pilot	Installation of mini-roundabouts in three (3) different neighborhoods based on community engagement. Includes analysis of effectiveness and ongoing study of the 2022 implementation of mini-roundabouts in one other neighborhood which is showing positive results to date.	\$100,000	\$100,000	\$0
2 Two-Way Cycle Track Countermeasure Pilot	Installation of a pilot two-way cycle tract on one major street with a lower average daily traffic (5,000 vehicles per day) and another with a higher average daily traffic (15,000 vehicles per day) to determine effectiveness as a local countermeasure in reducing accidents and fatalities.	\$200,000	\$200,000	\$0
3 Protected Bike Facilities Countermeasure Pilot	Pilot at least two locations of protected bike facilities (locations selected based on community engagement) and study the impacts of implementation, including local traffic and crash data as well as user feedback.	\$50,000	\$50,000	\$0
4 Small Scale Traffic Calming Initiative	The Traffic Calming program is a continuation of an annual request to address speeding and safety concerns on city streets. Funds will be used to address speeding and safety concerns on city streets. Potential activities include warning signs, speed humps, pedestrian safety enhancements, and implement other small scale traffic calming road techniques identified as Countermeasure That Work. Funded as match through Foundation for Excellence (see attachments).	\$100,000	\$0	\$100,000

FFE Funds

The SS₄A Grant

What the SS₄A IS:

1. *A Supplemental Action Plan*
2. Safety plan to address safety on all City of Kalamazoo projects
3. A roadmap for future safety improvements
4. A plan that assists the City of Kalamazoo to be competitive on State/Federal grants in the future
5. Able to install quick-win countermeasures for trial and study

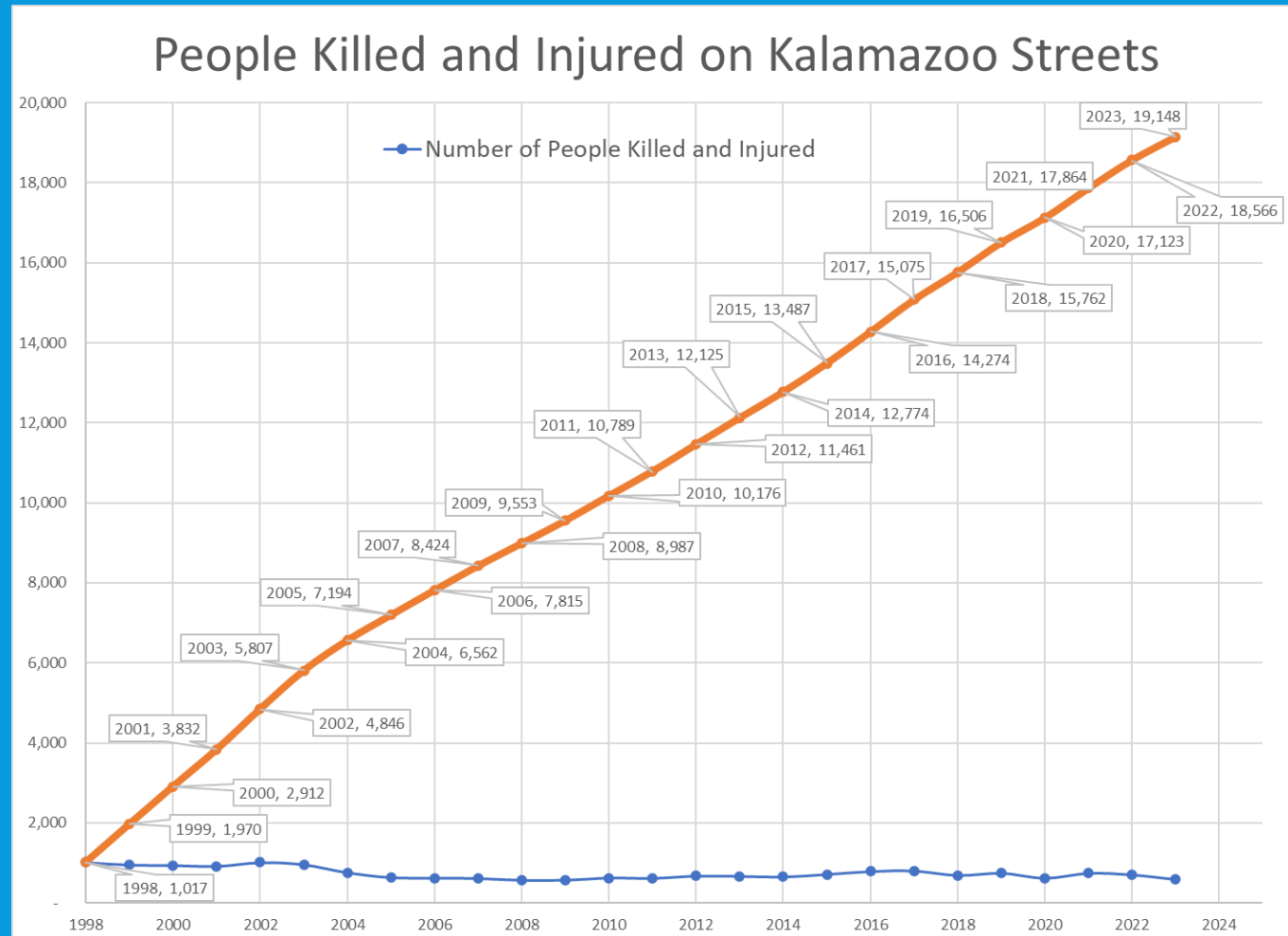
What SS₄A is NOT:

1. A fund we can use to resurface roads
2. A fund to build sidewalk
3. A fund the City can use for purposes outside the grant's scope
4. City taxpayer money – this is Federal money; only dedicated to roadway safety
5. For permanent features such as sidewalks, pedestrian islands, bumpouts, new pathways, etc. Those could be funded in an *SS₄A Implementation Grant* (must have a Safety Action Plan to qualify)

CITY CRASH HISTORY

Why do we care?

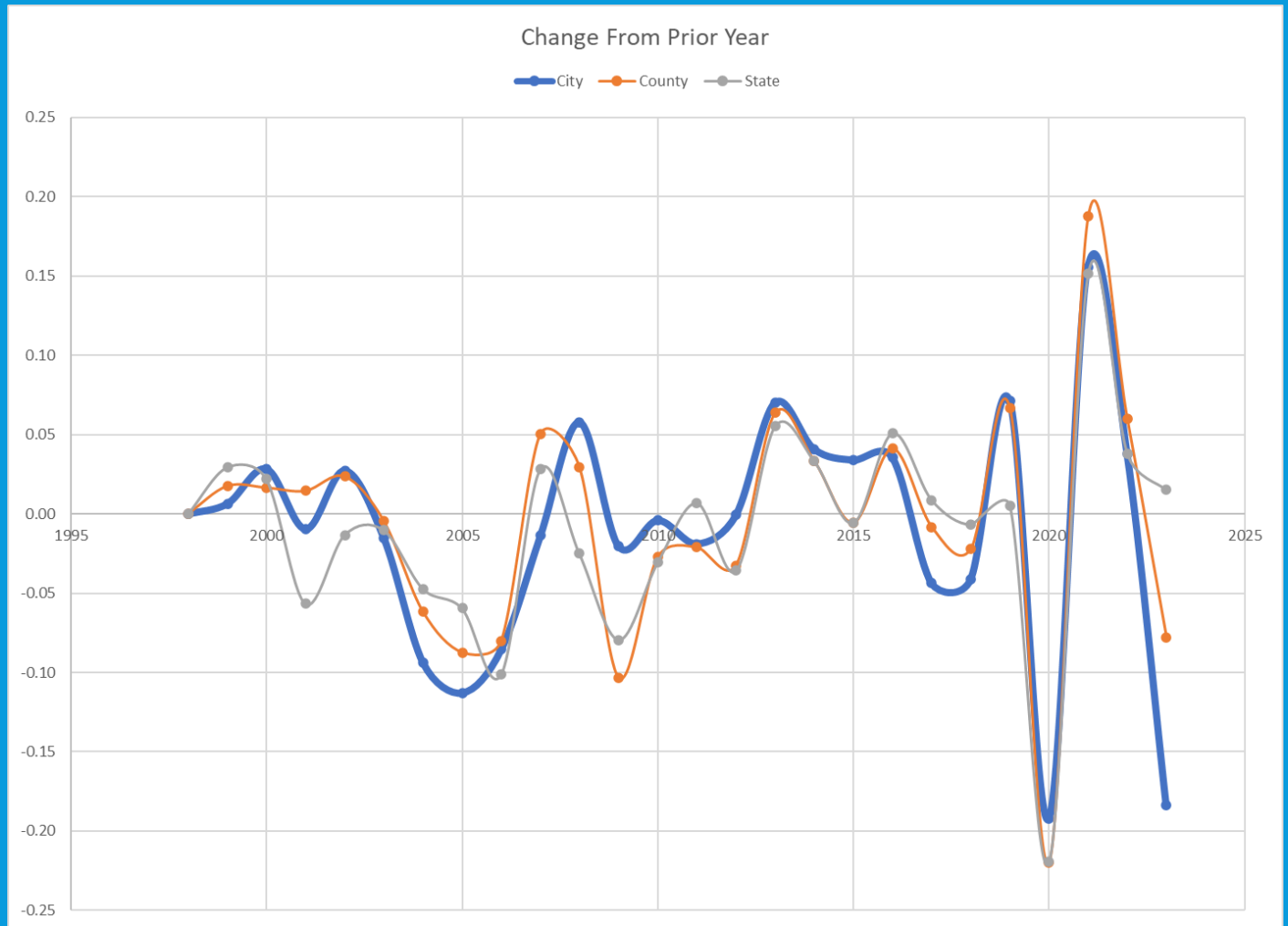
- Past 25 years has killed or injured nearly 20,000 people in Kalamazoo alone
- Since 2003, the yearly average as been around 700/yr people *killed or injured*



CITY CRASH HISTORY (CONT.)

What we have been doing the past 2-years appears to be working

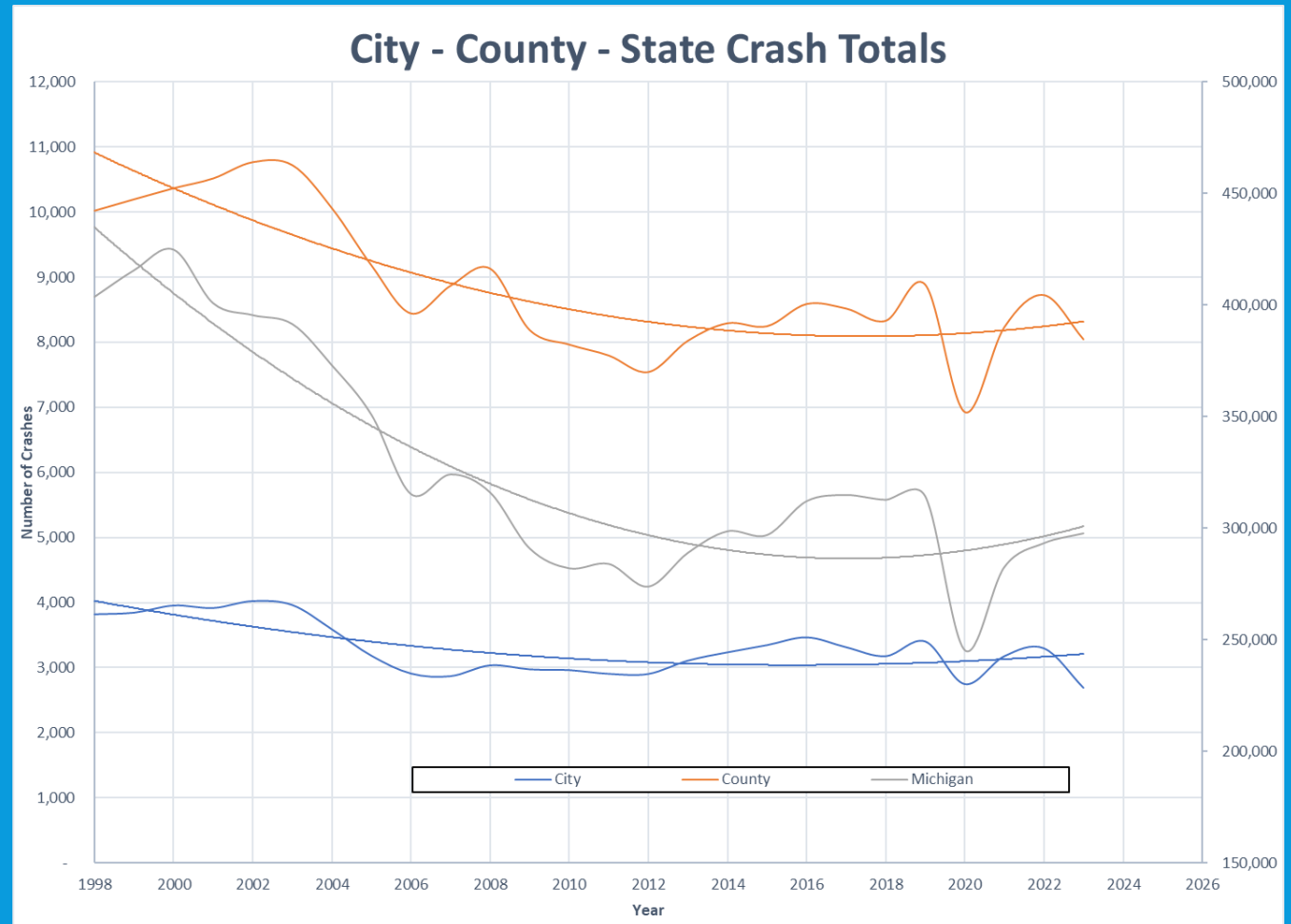
- Year-over-year change has increased last two years
- Outpacing the State and Kalamazoo County



CITY CRASH HISTORY (CONT.)

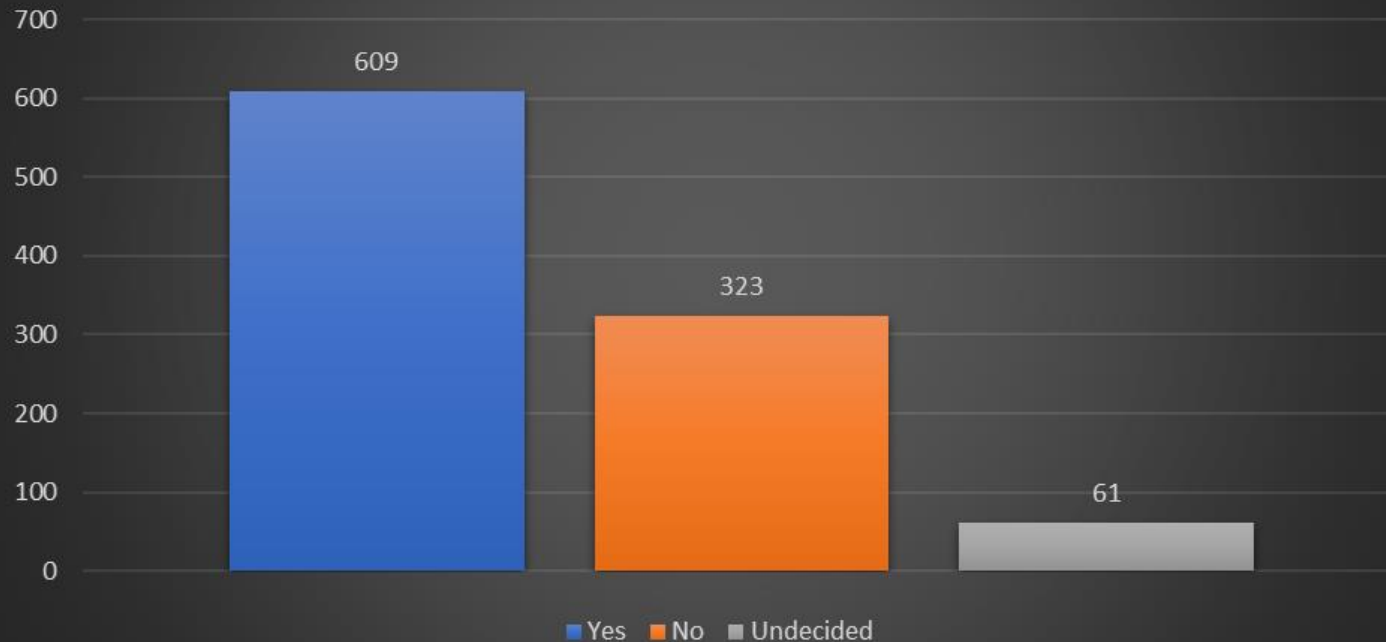
If we don't continue this work...

We risk stalling out and not continuing to decrease the crashes in our City and the ultimate injury/fatality rate they bring with it



SS4A Survey Summary

Generally speaking, do you support traffic calming in this area?



Unless otherwise stated, crash information presented is from report data collected from 2013-2022

Total Survey Submissions

1,033

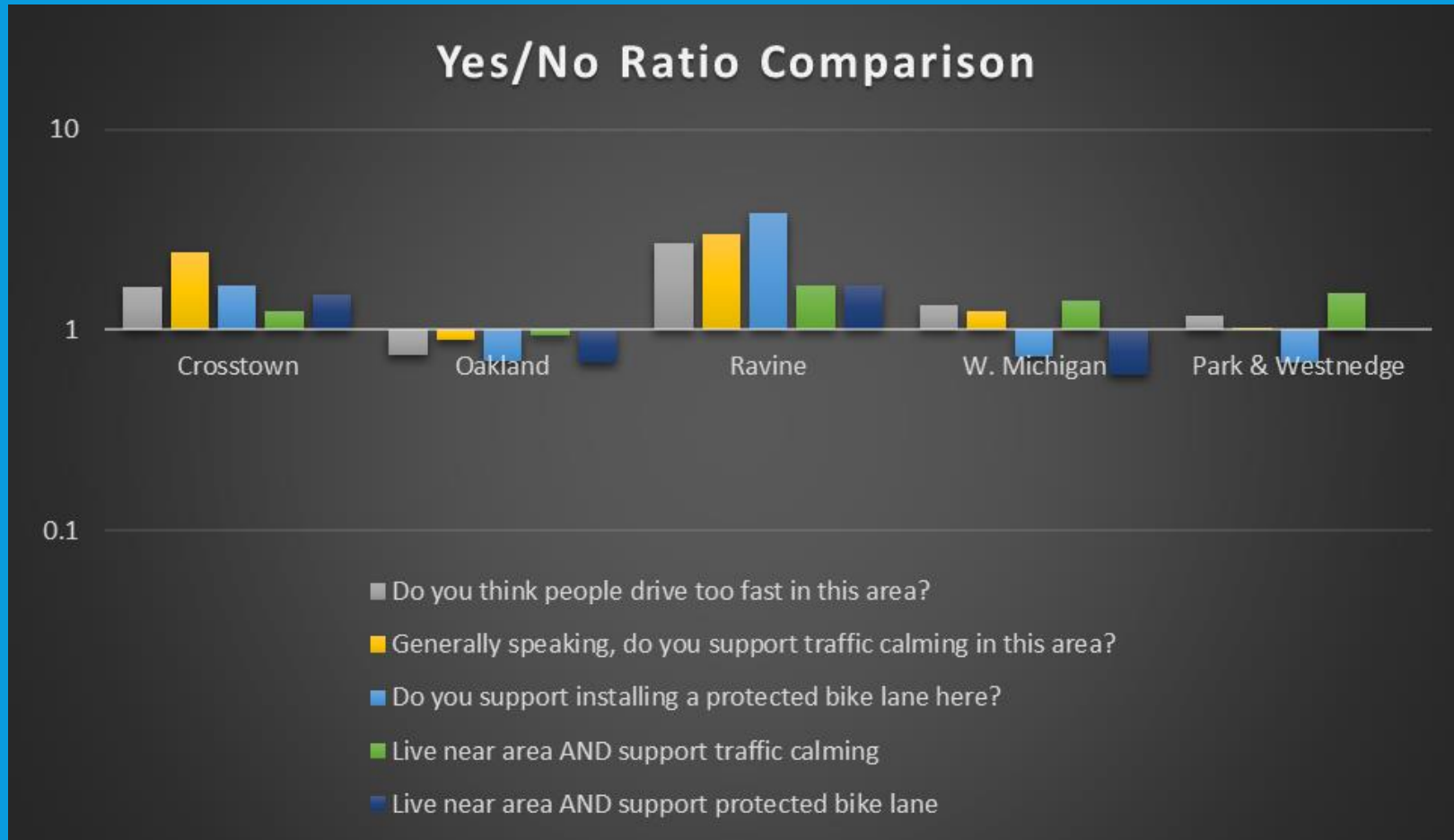
Total Crashes in Project Areas

3,661

Crashes in Project Areas Involving Pedestrian or Bikes

110

PROTECTED CYCLE FACILITIES



Quick Stats

Survey Responses

412

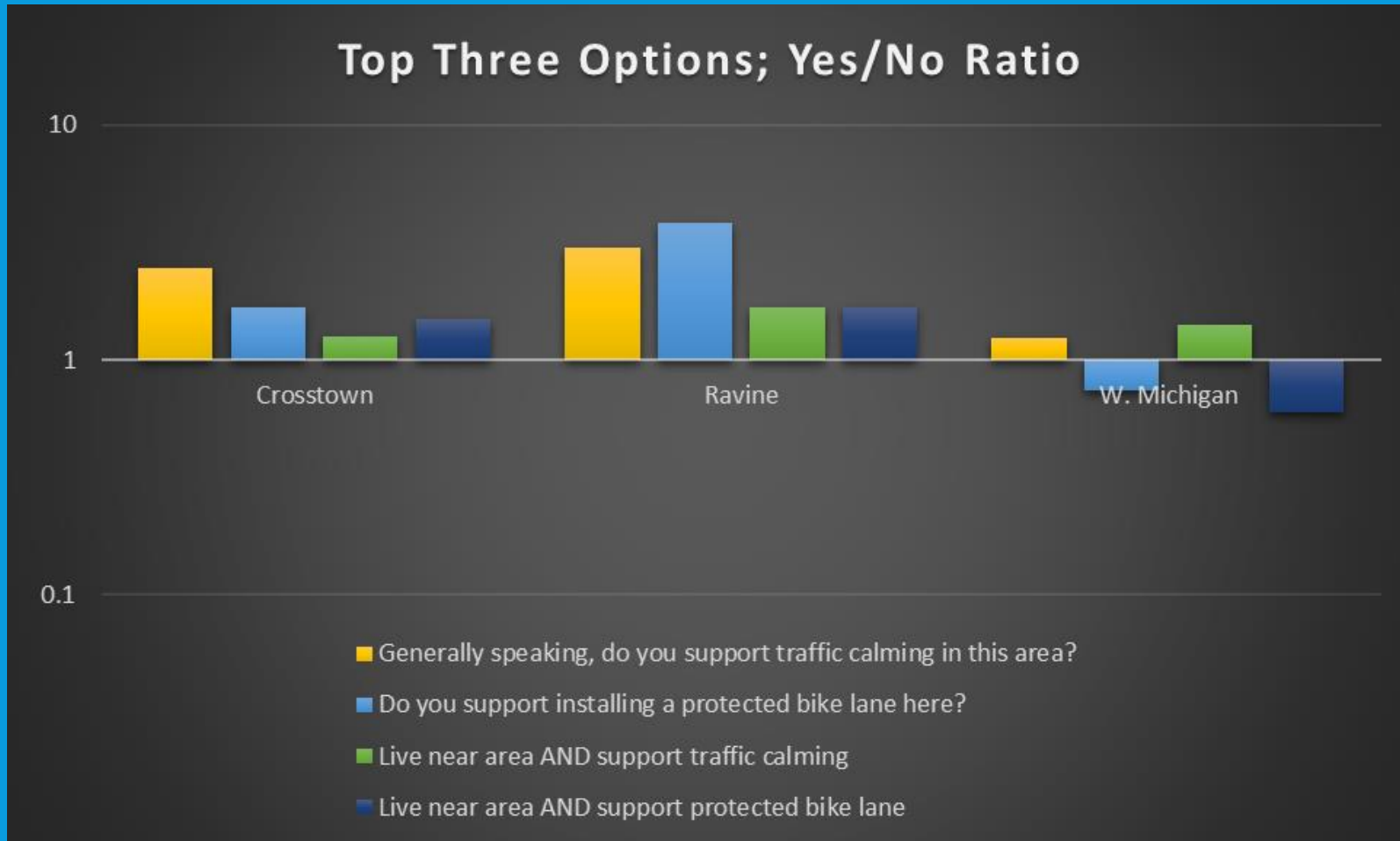
Total Crashes

1,843

Crashes involving
Pedestrian or Bikes

46

PROTECTED CYCLE FACILITIES



Quick Stats

Survey Responses

412

Total Crashes

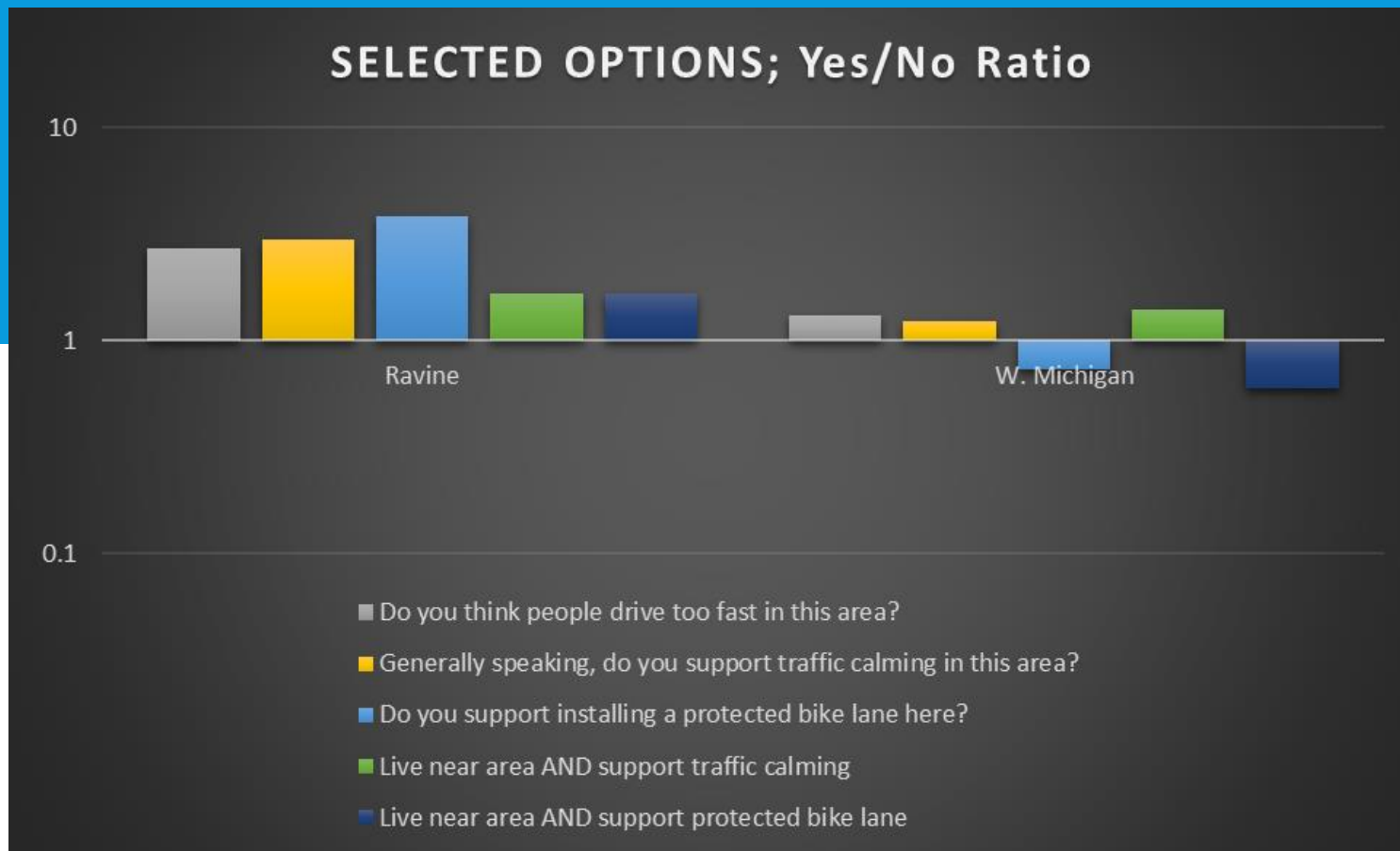
1,843

Crashes involving
Pedestrian or Bikes

46

SELECTED OPTIONS

PROTECTED CYCLE FACILITIES



Log Scale

Why Ravine & W. Michigan (near WMU Campus)?

Ravine:

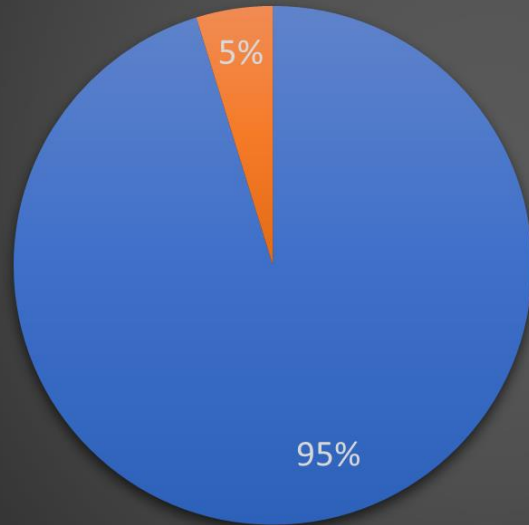
- Public support
- KRVT Connection

W. Michigan (Eldridge-Howard)

- High crash statistics
- High ped/bike involved crashes
- Safety need (see next slide)
- Local support for traffic calming

W. MICHIGAN CRASH DATA

Ratio of Crashes Involving Ped or Bike



- Total Crashes
- Involving Ped and Bike
20 Ped/Bike crashes
(18.2% of ped/bike
crashes for all SS4A
project locations)

Jan 2013 – Jan 2024

Total Crashes

399 (21.5% of total in the proposed protected bike lane areas)

Crashes Involving Pedestrians or Bicycles

20 (43% of total ped/bike crashes in the proposed protected bike lane areas)

Four fatalities near or on W. Michigan in last 4 years

SELECTED OPTIONS PROTECTED CYCLE FACILITIES



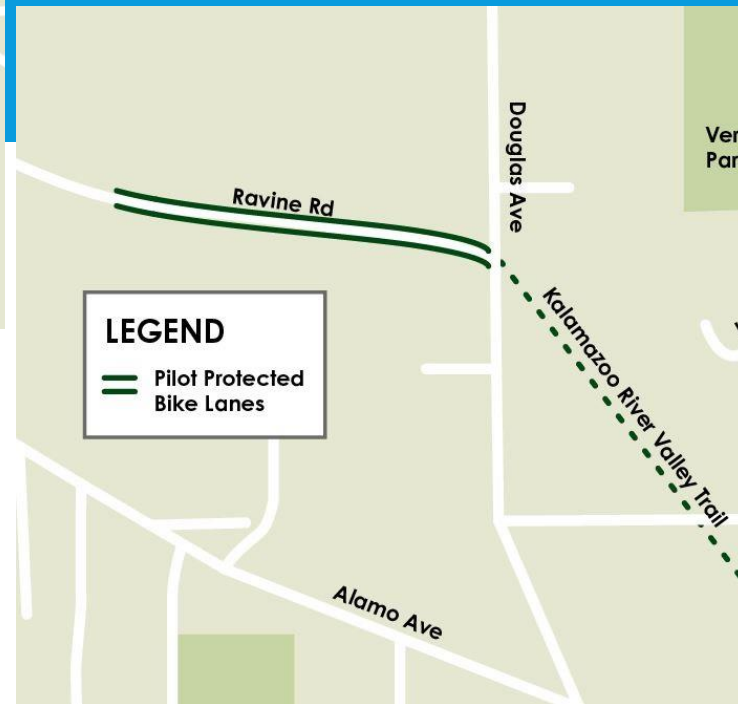
Why Ravine & W. Michigan
(near WMU Campus)?

Ravine:

- Public support
- KRVT Connection

W. Michigan (Eldridge-Howard)

- High crash statistics
- High ped/bike involved crashes
- Safety need



PROTECTED CYCLE TRACKS – KEY THEMES – SUPPORT

- Protected makes it feel safer
- Support
- Long overdue
- Farmer's market usage
- Crosstown parkway is risky - protected lanes would help
- Crosstown is great, would benefit from more protection
- Commuter route
- Kid's/family route to park and market
- Children Biking
- Protect the more vulnerable road users
- Maple Middle School students
- Route to WMU/YMCA/groceries
- Oakland is a huge biking network
- Concern for safety in general due to driver disregard
- Support of protected lanes everywhere
- Highly used corridor by bicyclists (often with kids)
- Oakland drive is too wide/fast
- Get passed in center turn lane... when in a car or on bike!
- Key Kal-Haven trail connector
- Protect the bike lanes
- Safety improvements to Kal-Haven/KVRT connection is needed

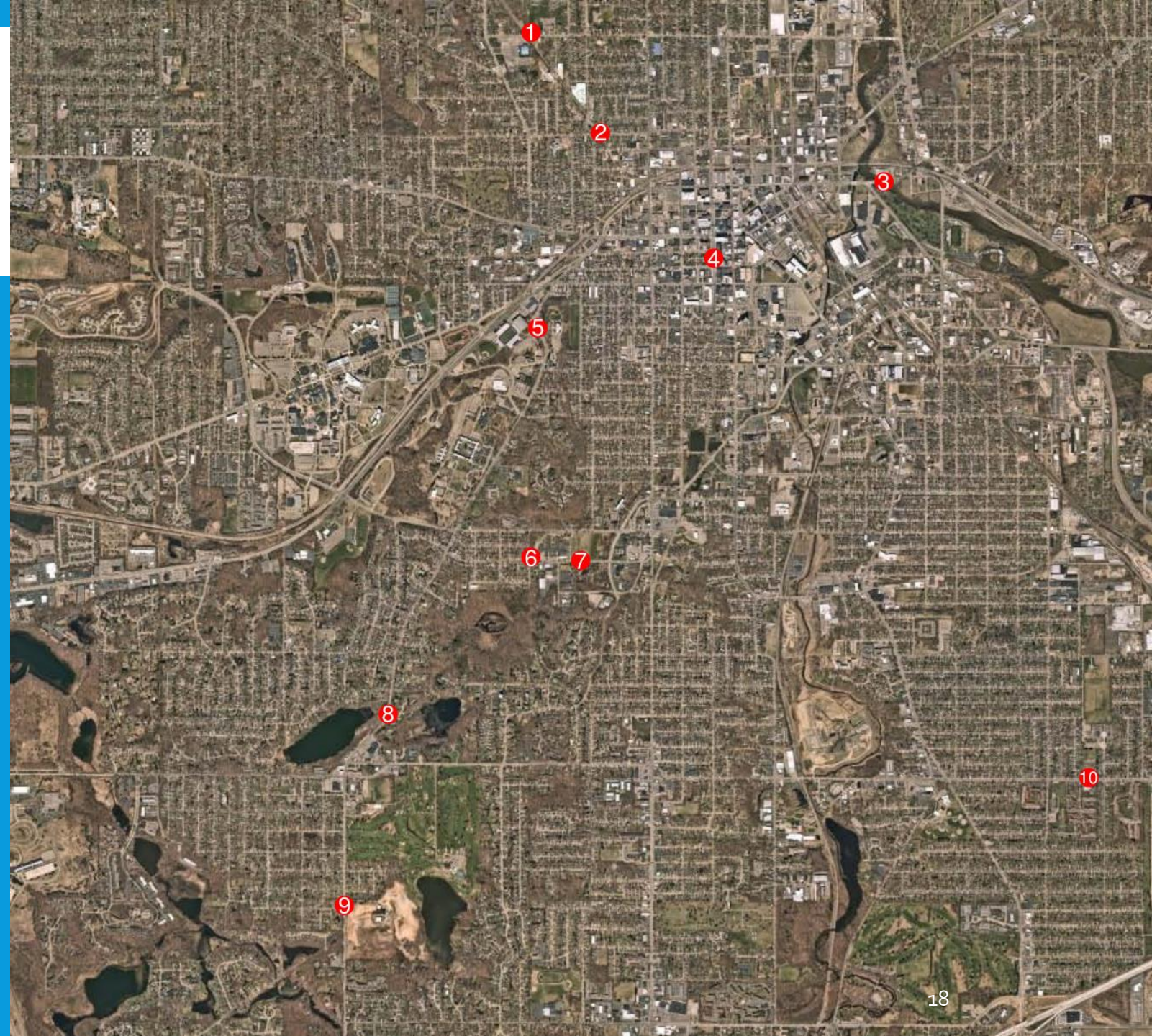
- Priority route used for biking
- Very fast traffic/commercial traffic; want protection
- Fewer traffic lanes
- Near college, lots of students likely to bike
- Fast traffic, need protection
- Bike lanes are not safe enough
- Connection to campus
- Lots of bikers on streets; especially students
- Students need better access
- Less deaths occurring
- Needs to be made safer • Bike lanes need to be safer
- Key route; bicyclists deserve access
- Protecting would be helpful & improve safety
- Often travel downtown
- Lanes used often
- Can't use sidewalk – for pedestrians
- Bikers are vulnerable
- Current protection is inadequate
- Drivers/traffic still speeding/going too fast
- Fear for safety

PROTECTED CYCLE TRACKS – KEY THEMES – OPPOSE

- Oppose - almost no one uses them
- Not enough biker's in Kalamazoo
- Taxpayer dollars
- Confusion and mess of facilities
- Current arrangement works fine
- Waste of money (taxpayer)
- Use the money to fix streets
- Not enough bikes/cyclists
- No one bikes on Oakland
- Police enforcement of speed/driver behavior needed instead
- Traffic is worse in this area
- Traffic calming is confusing
- Sidewalks can be used
- Complete waste
- Oakland Drive isn't wide enough
- Waste of money/resources
- Not many people use bike lanes
- No one uses bike lanes
- Not enough bike traffic to warrant
- Delay and congest of traffic
- Waste of money/resources
- Downtown mentioned a lot
- Catering to the minority
- Never see bikes/no one uses lanes
- Waste of space/money/resources
- Snow
- Congestion issues
- Panhandler issues using the lanes
- Bikes don't pay taxes/fees
- Fear for safety

SELECTED PEDESTRIAN REFUGE ISLANDS

1. W Paterson St at the Kalamazoo River Valley Trail
2. W North St at the Kalamazoo River Valley Trail
3. E Michigan Ave near King Hwy
4. S Rose St near Academy St
5. Oakland Dr near Oliver Ln
6. W Maple St near Stearns Ave
7. W Maple St near Crosstown Pkwy
8. Oakland Dr near Clovelly Rd
9. Oakland Dr near Edgewood Dr
10. E Cork St near Lincolnshire Blvd



PED REFUGE ISLAND SURVEY RESULTS

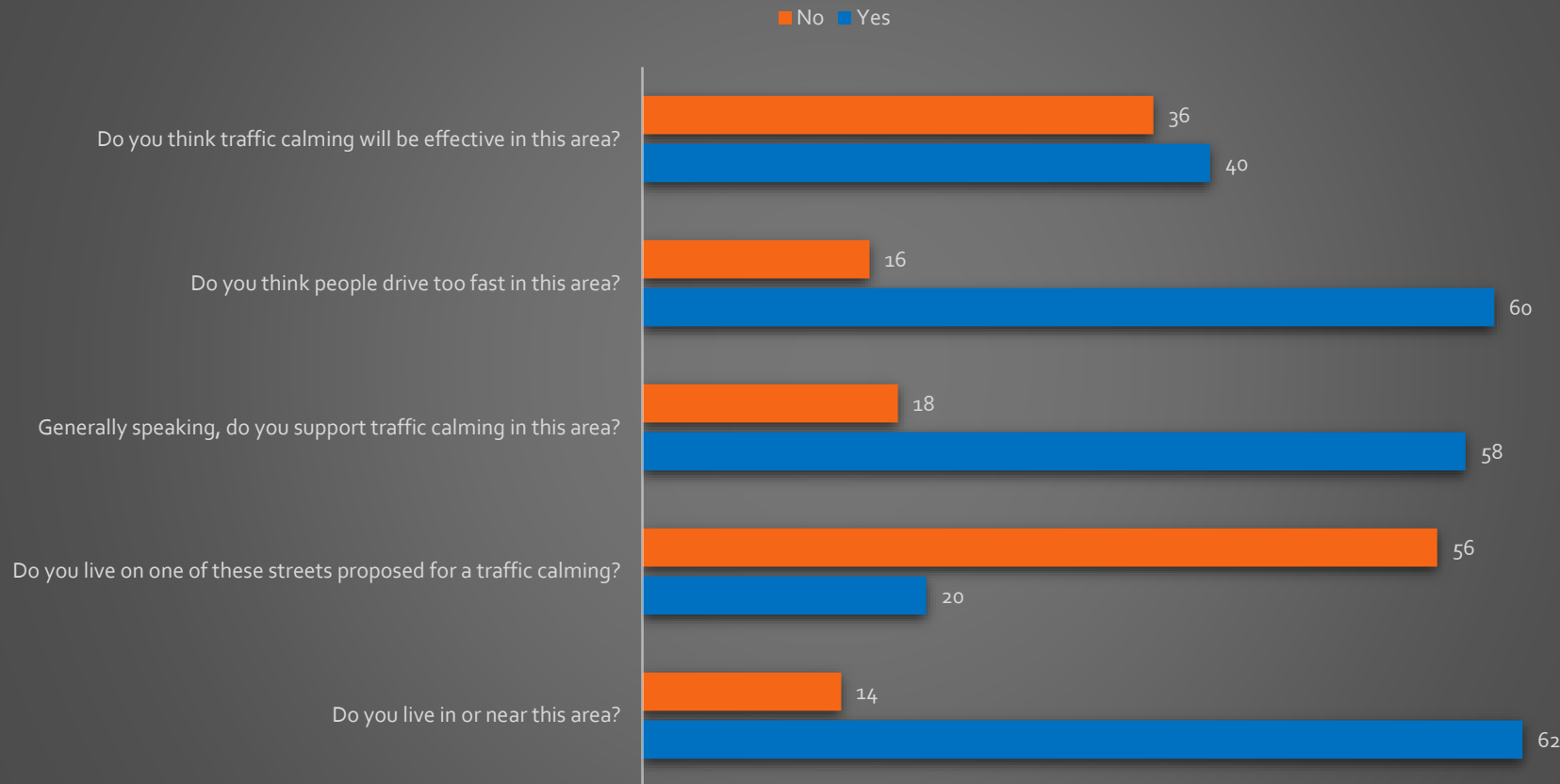
1. W Paterson St at the Kalamazoo River Valley Trail -----	3 Votes
2. E Paterson St near N Edwards St -----	3 Votes
3. W North St near the Kalamazoo River Valley Trail -----	4 Votes
4. E Michigan Ave near King Hwy -----	5 Votes
5. Mills St near Gibson St -----	2 Votes
6. Mills St near 2nd St -----	2 Votes
7. S Rose St near Academy St -----	5 Votes
8. Oakland Dr near Oliver Ln -----	6 Votes
9. W Maple St near Stearns Ave -----	6 Votes
10. W Maple St near Crosstown Pkwy -----	9 Votes
11. S Burdick St near Balch St -----	1 Votes
12. Alcott St near Adelaide St -----	1 Votes
13. S Burdick St near Ridgewood St -----	1 Votes
14. Oakland Dr near Clovelly Rd -----	8 Votes
15. Oakland Dr near Hazel Ave -----	3 Votes
16. Oakland Dr near Edgewood Dr -----	5 Votes
17. S Burdick St near Pratt Rd -----	1 Votes
18. E Cork St near Lincolnshire Blvd -----	6 Votes

Priority List

1. W Maple St near Crosstown Pkwy
2. Oakland Dr near Clovelly Rd
3. Oakland Dr near Oliver Ln
4. W Maple St near Stearns Ave
5. E Cork St near Lincolnshire Blvd
6. E Michigan Ave near King Hwy
7. Oakland Dr near Edgewood Dr
8. W North St near the Kalamazoo River Valley Trail
9. S Rose St near Academy St
10. W Paterson St at the Kalamazoo River Valley Trail

TRAFFIC CALMING - ARBORETUM

Arboretum Yes vs. No Comparison



Quick Stats

Survey Responses

76

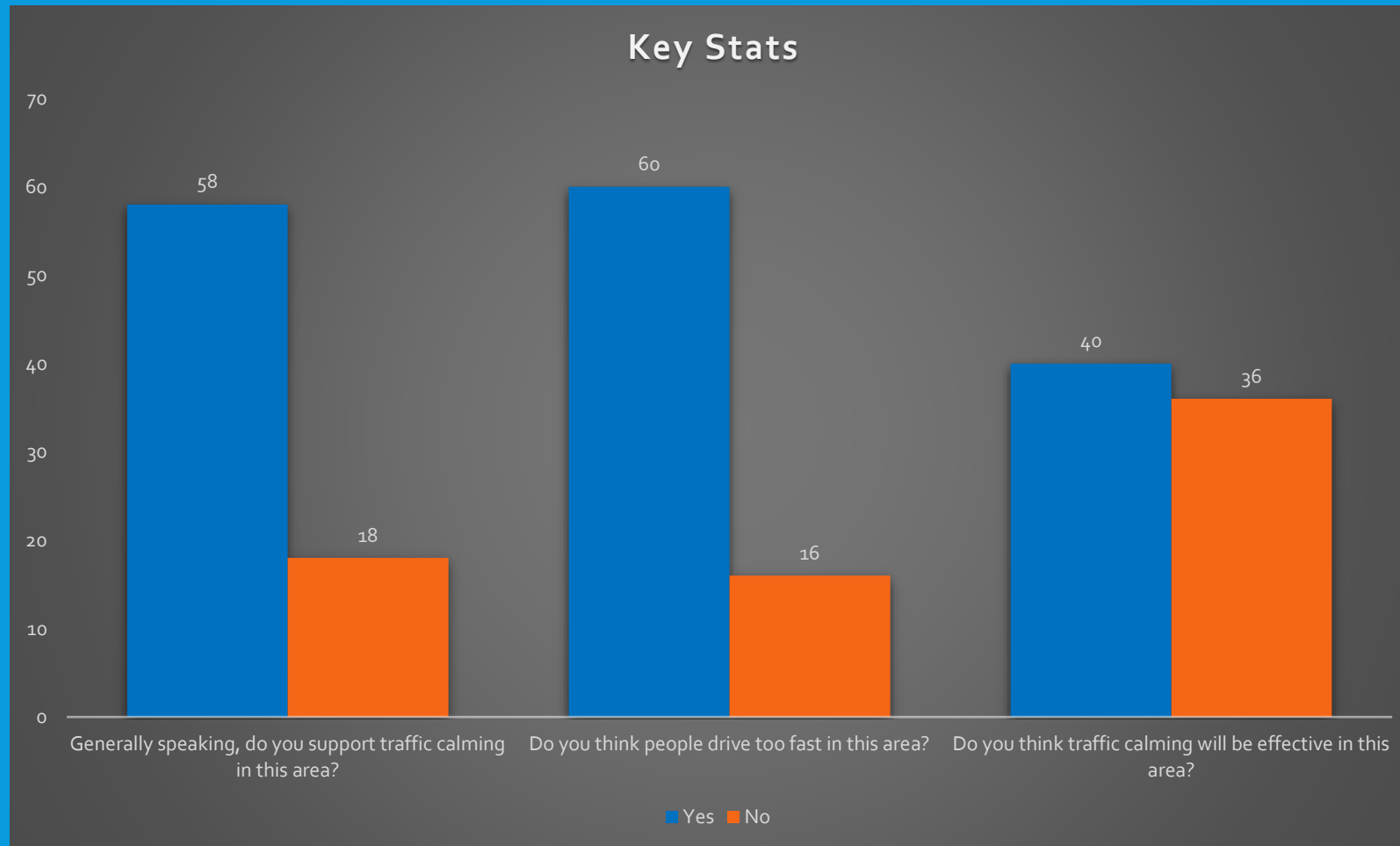
Total Crashes

61

Crashes involving
Pedestrian or
Bikes

1

TRAFFIC CALMING - ARBORETUM



Quick Stats
Survey Responses

76

Total Crashes

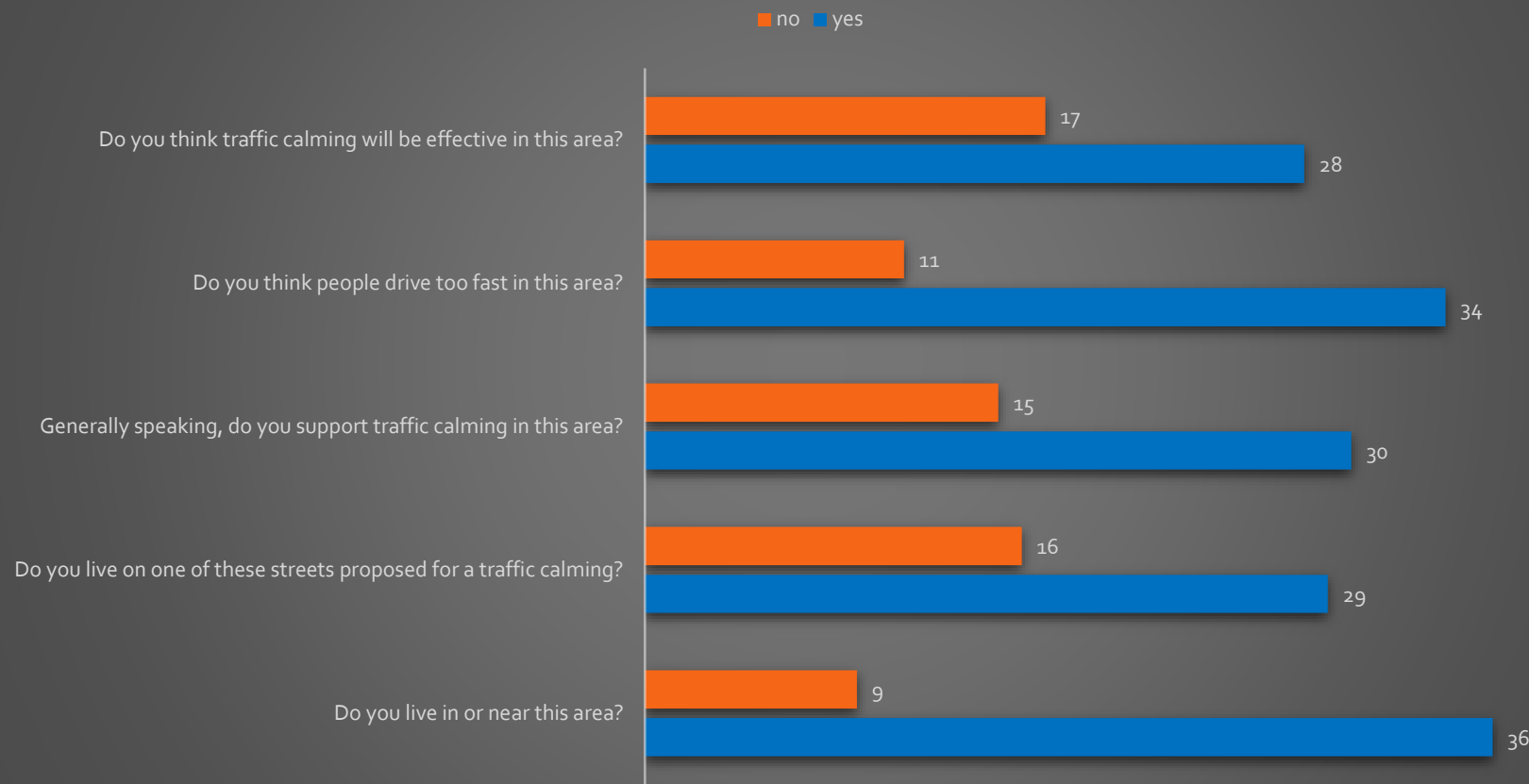
61

Crashes involving
Pedestrian or
Bikes

1

TRAFFIC CALMING - EASTSIDE

Eastside Yes vs. No Comparison



Quick Stats

Survey Responses

45

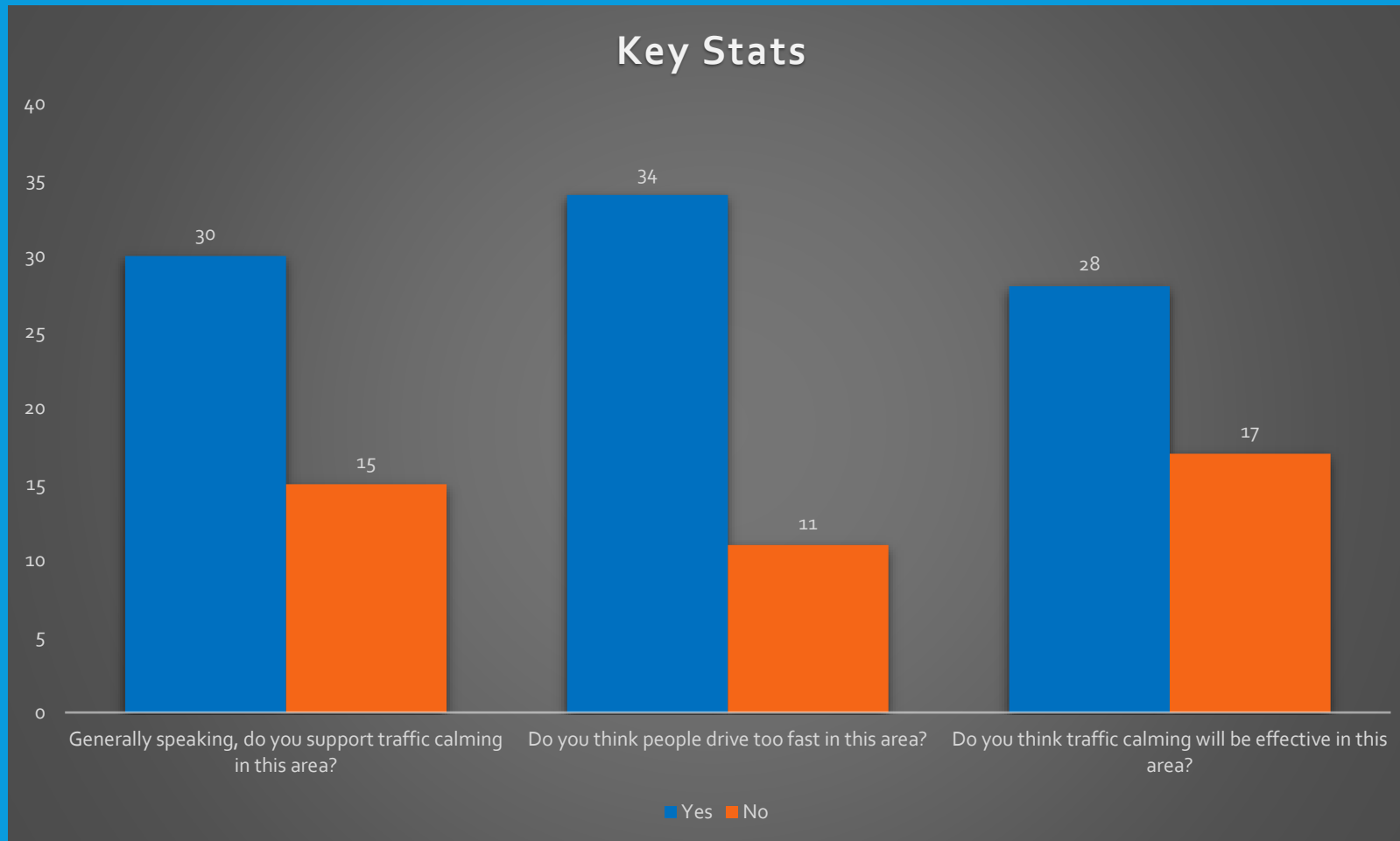
Total Crashes

224

Crashes involving
Pedestrian or
Bikes

3

TRAFFIC CALMING - EASTSIDE



Quick Stats
Survey Responses

45

Total Crashes

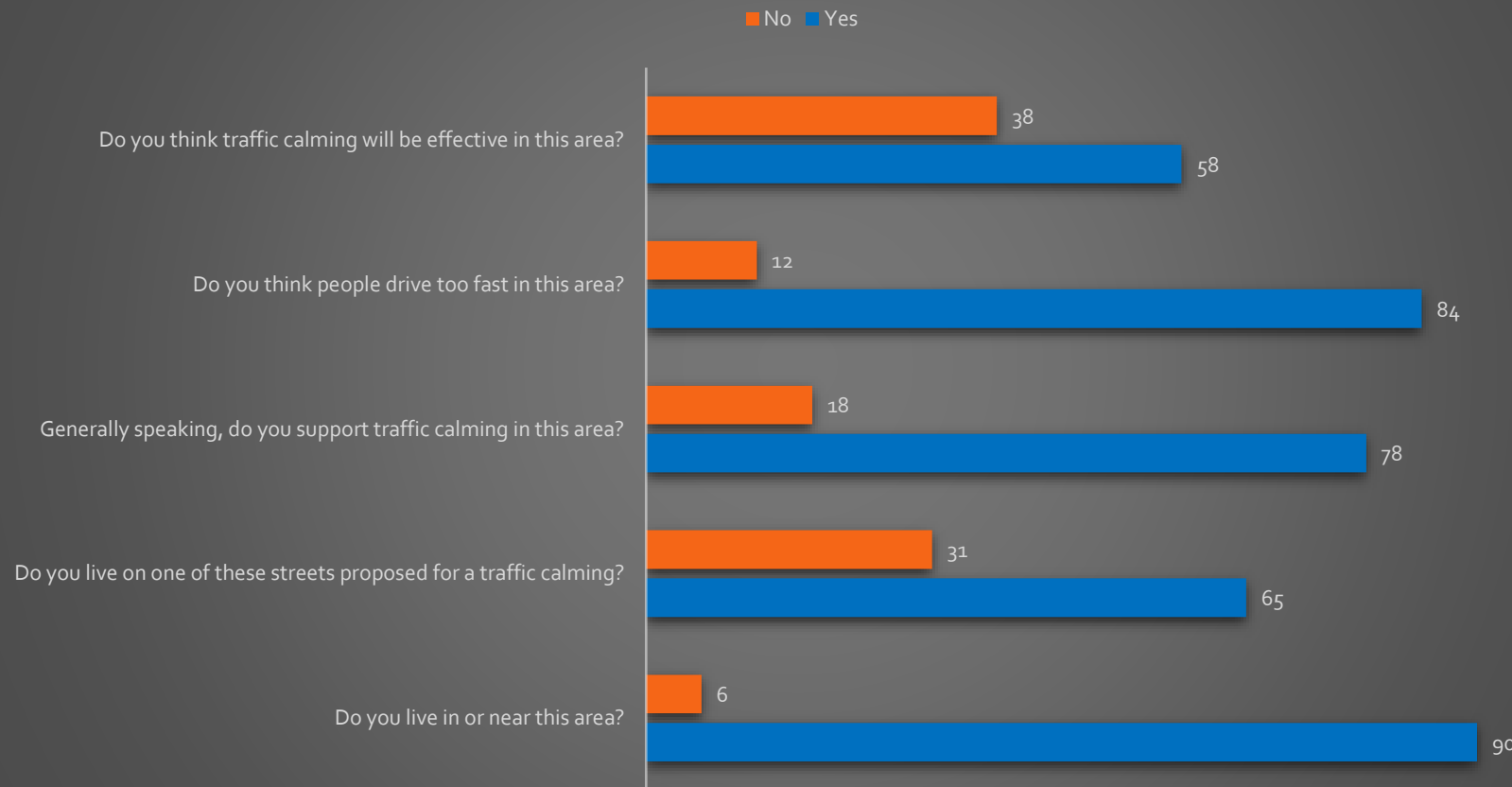
224

Crashes involving
Pedestrian or
Bikes

3

TRAFFIC CALMING – EDISON

Edison Yes vs. No Comparison



Quick Stats

Survey Responses

96

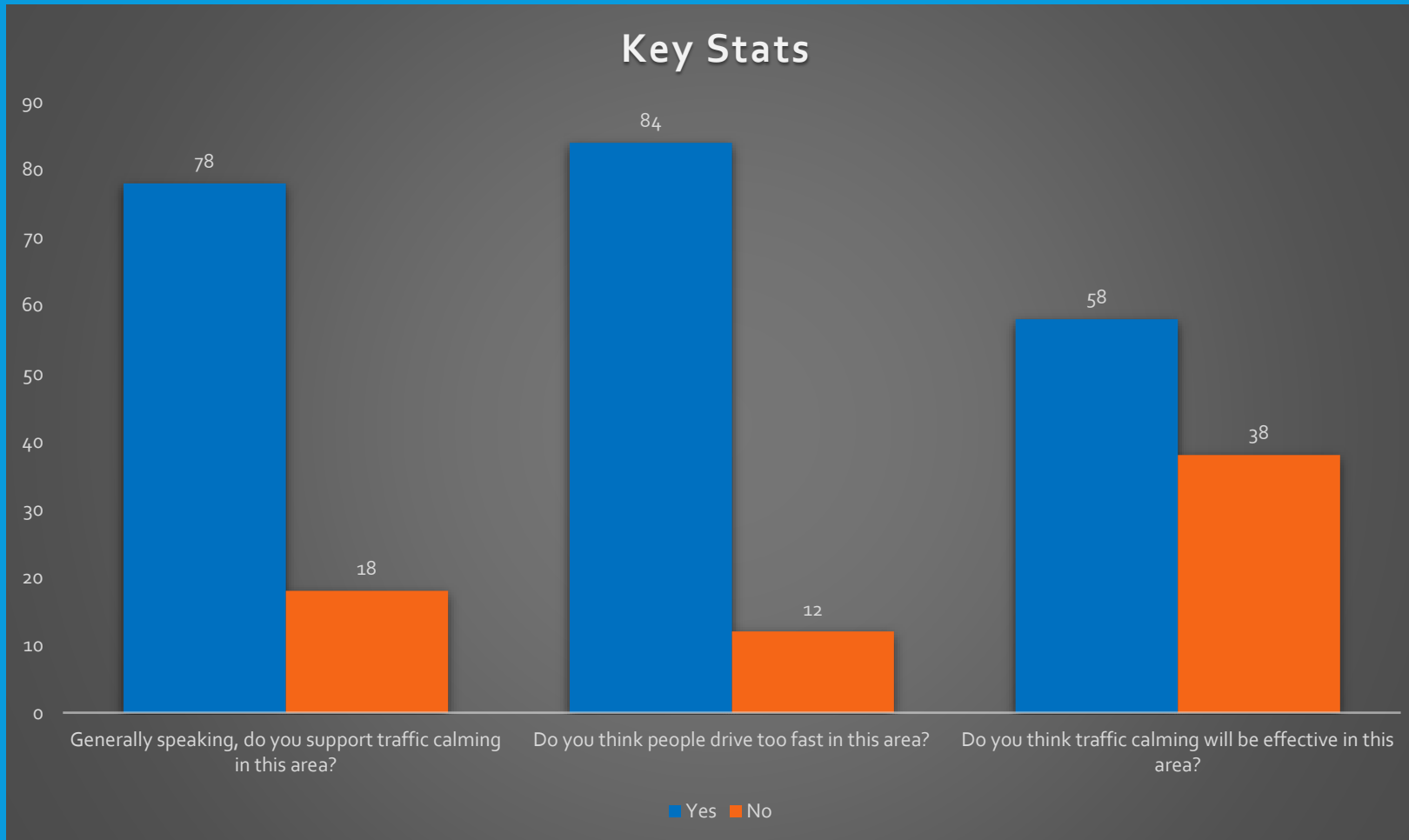
Total Crashes

569

Crashes involving
Pedestrian or
Bikes

24

TRAFFIC CALMING – EDISON



Quick Stats
Survey Responses

96

Total Crashes

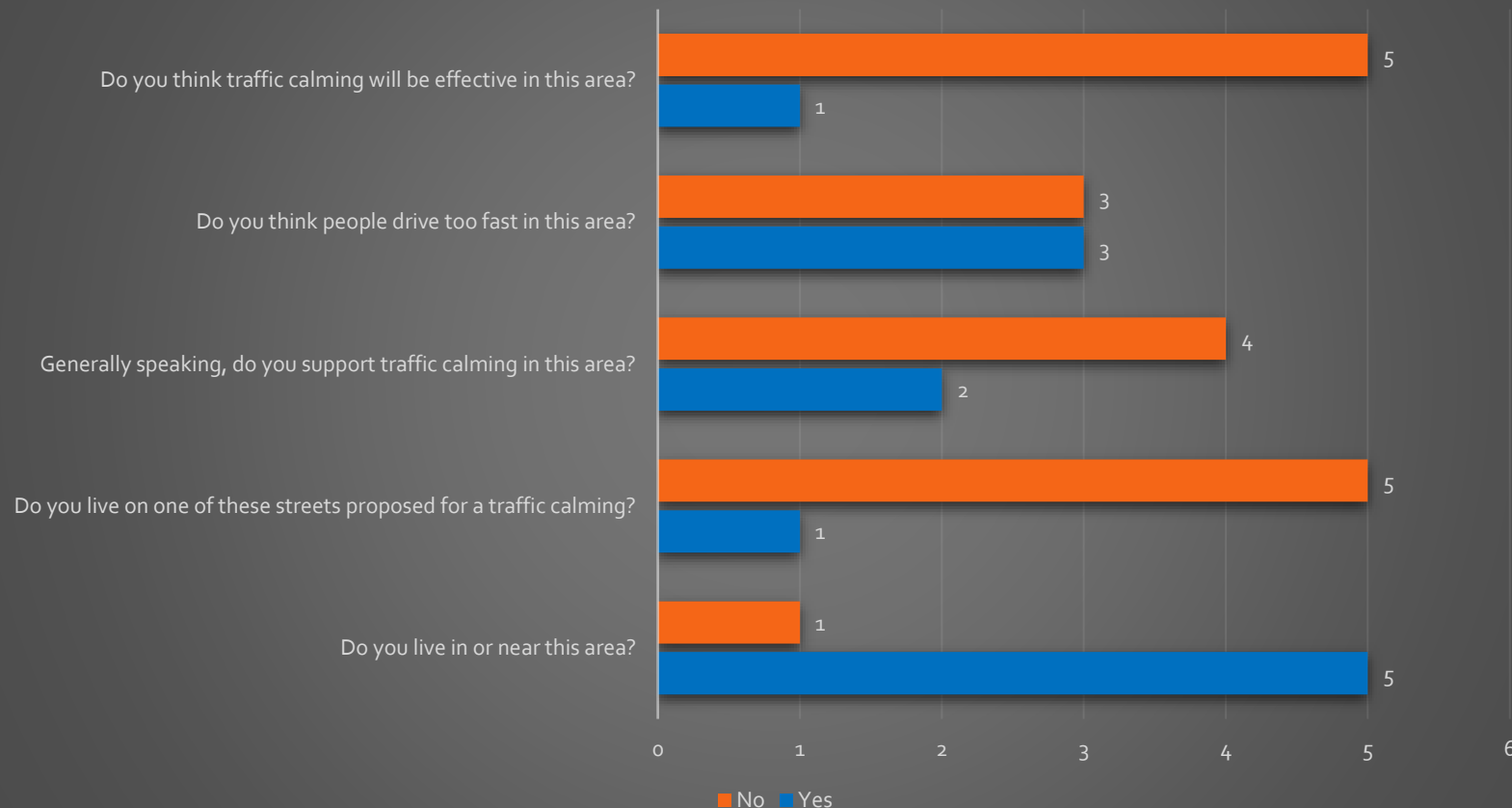
569

Crashes involving
Pedestrian or
Bikes

24

TRAFFIC CALMING – FRATERNITY VILLAGE

Fraternity Village Yes vs. No Comparison



Quick Stats

Survey Responses

6

Total Crashes

54

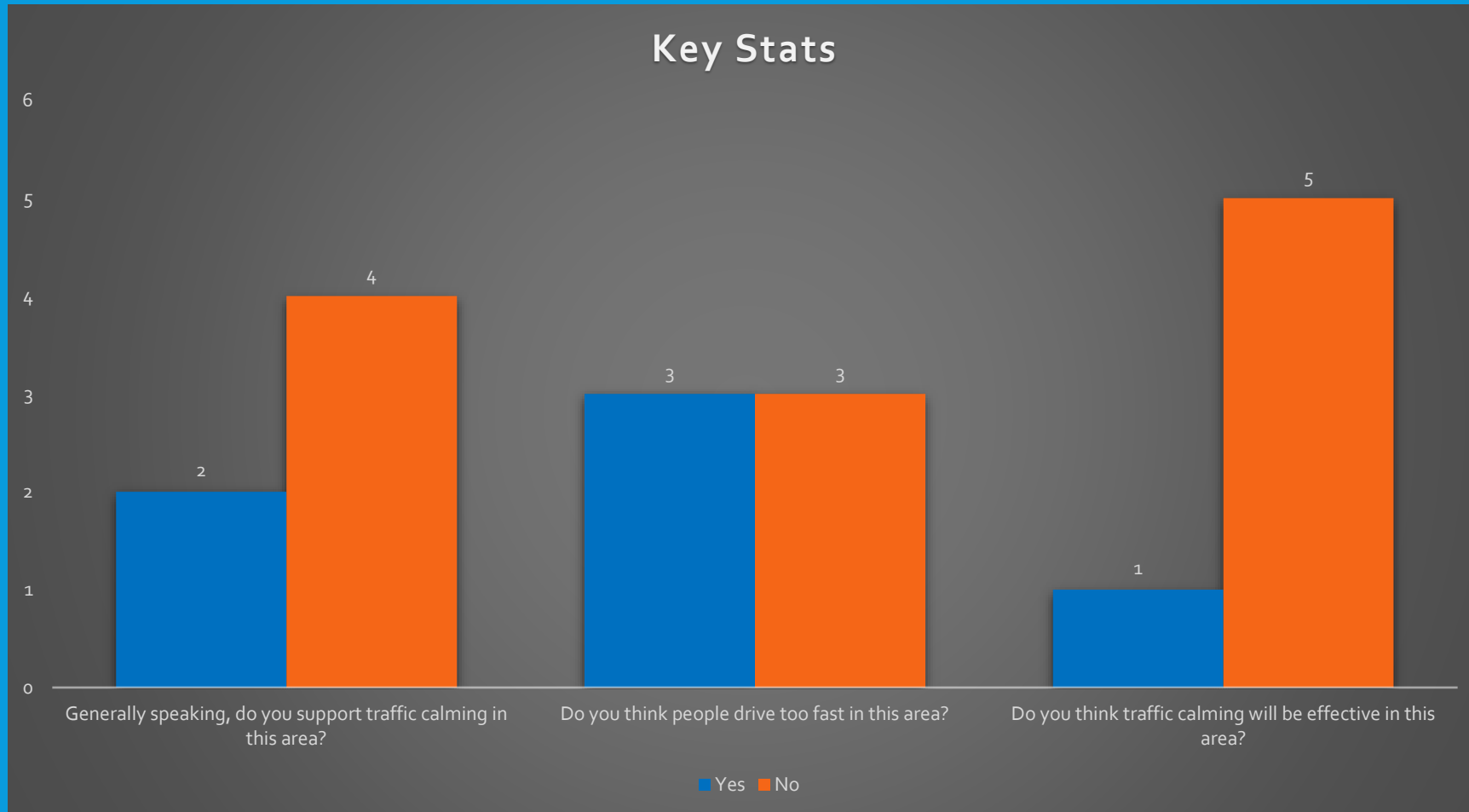
Crashes involving
Pedestrian or Bikes

4

Fatalities – 1

Injuries - 3

TRAFFIC CALMING – FRATERNITY VILLAGE



Quick Stats

Survey Responses
6

Total Crashes
54

Crashes involving
Pedestrian or Bikes
4

Fatalities – 1

Injuries - 3

TRAFFIC CALMING – FRATERNITY VILLAGE

2021 FATALITY & SUBSEQUENT PETITION

SAFETY CHANGES NEEDED IN FRATERNITY VILLAGE

1. POSTED SPEED SIGNS ARE NEEDED
2. SPEED BUMPS ARE NEEDED TO SLOW VEHICLES
3. PEDESTRIAN WALKING SIGNS NEEDED
4. MARKED/DESIGNATED CROSSWALKS ARE NEEDED AT:
*JUST BEFORE BRONCO CLUB WHERE THE BUS STOP SHELTER IS LOCATED
*WHERE CALIFORNIA STREET INTERSECTS FRATERNITY VILLAGE DRIVE AS VEHICLES FREQUENTLY DON'T STOP OR ROLL THROUGH THE STOP SIGN
5. CONTINUOUS SIDEWALKS ARE NEEDED THROUGH OUT FRATERNITY VILLAGE DR. LACK OF SIDEWALKS FORCES PEDESTRIANS TO WALK IN THE STREET.
6. MORE ILLUMINATING LIGHTS ALONG FRATERNITY VILLAGE DRIVE. THERE ARE A LOT OF DARK AREAS CREATING POOR VISIBILITY TO SEE PEDESTRIANS IN THE STREET. ALSO MAKES PEDESTRIANS FEEL LESS SAFE WHEN HAVING TO WALK HOME AT NIGHT
*DUE TO BEING A PARTY SITE WITH HUGE CROWDS, PEDESTRIANS WALK AND HANG OUT IN THE STREET
*THIS BECOMES A HAZARD TO VEHICLES USING THIS PUBLIC STREET
7. BRUSH CLEARANCE OF FOUR FEET TO BE MAINTAINED AT ALL TIMES FROM ALL CURB AREAS ALONG FRATERNITY VILLAGE DRIVE. BRUSH AT AND OVER THE CURB CREATES VISIBILITY PROBLEMS FOR VEHICLES AND PEDESTRIANS
* VEHICLES ARE PARKING AWAY FROM THE CURBS DUE TO BRUSH PREVENTING EMBARKMENT FROM A PASSENGER SIDE OF CARS AND PREVENTING VEHICLE BRUSH DAMAGE.

* BY PARKING AWAY FROM THE CURB VEHICLES END UP IN THE DRIVING LANE FORCING TRAFFIC TO SWING OUT INTO THE ON-COMING DRIVING LANE. THIS RESULTS IN NOT BEING ABLE TO SEE PEDESTRIANS WALKING IN THE STREET AND OUR VEHICLE BEING A PROBLEM TO ON-COMING TRAFFIC

8. A STOP SIGN IS NEEDED WHERE BRONCO CLUB DRIVE INTERSECTS WITH FRATERNITY VILLAGE DR. VEHICLES ENTERING FRATERNITY VILLAGE DR DO NOT STOP OR THEY ROLL THROUGH. THERE IS CURRENTLY NO STOP SIGN
* THIS AREA IS JUST BEFORE THE FRATERNITY VILLAGE DRIVE CURVE. THIS AREA HAS A LOT OF BRUSH CREATING A VISIBILITY PROBLEM TO SEE TRAFFIC COMING

Petition came from Fraternity Village Drive residents after the death of a community member in a vehicle crash with a pedestrian. The pedestrian was killed, and the community took action to request the City install the above measures. All items except for #2 & #6 and improvements to #4 have been completed. SS4A would complete item #2. #6 has been scheduled & paid for.

Quick Stats

2021 Petition

Total Signatures

243

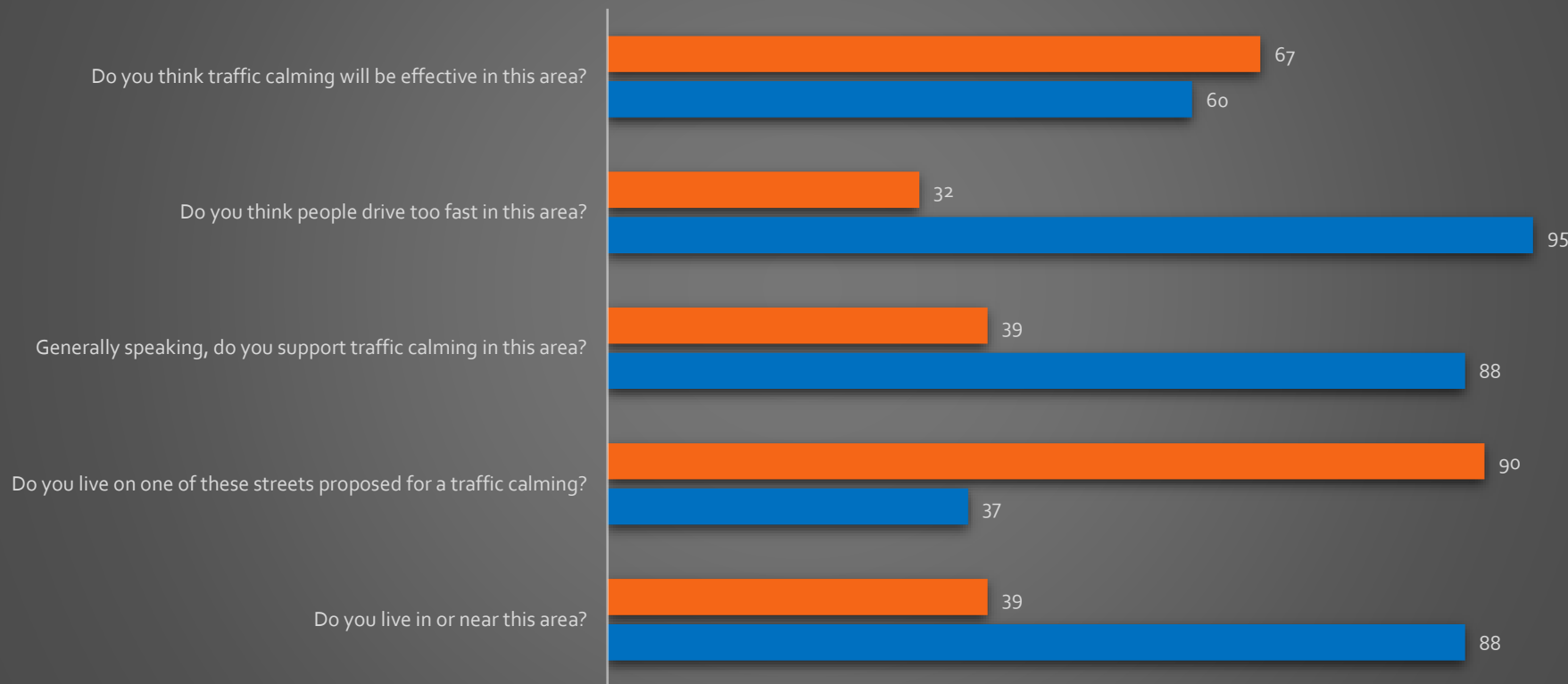
Specific Street Requests

8

TRAFFIC CALMING - MAPLE

Maple Yes vs. No Comparison

No Yes



Quick Stats

Survey Responses

127

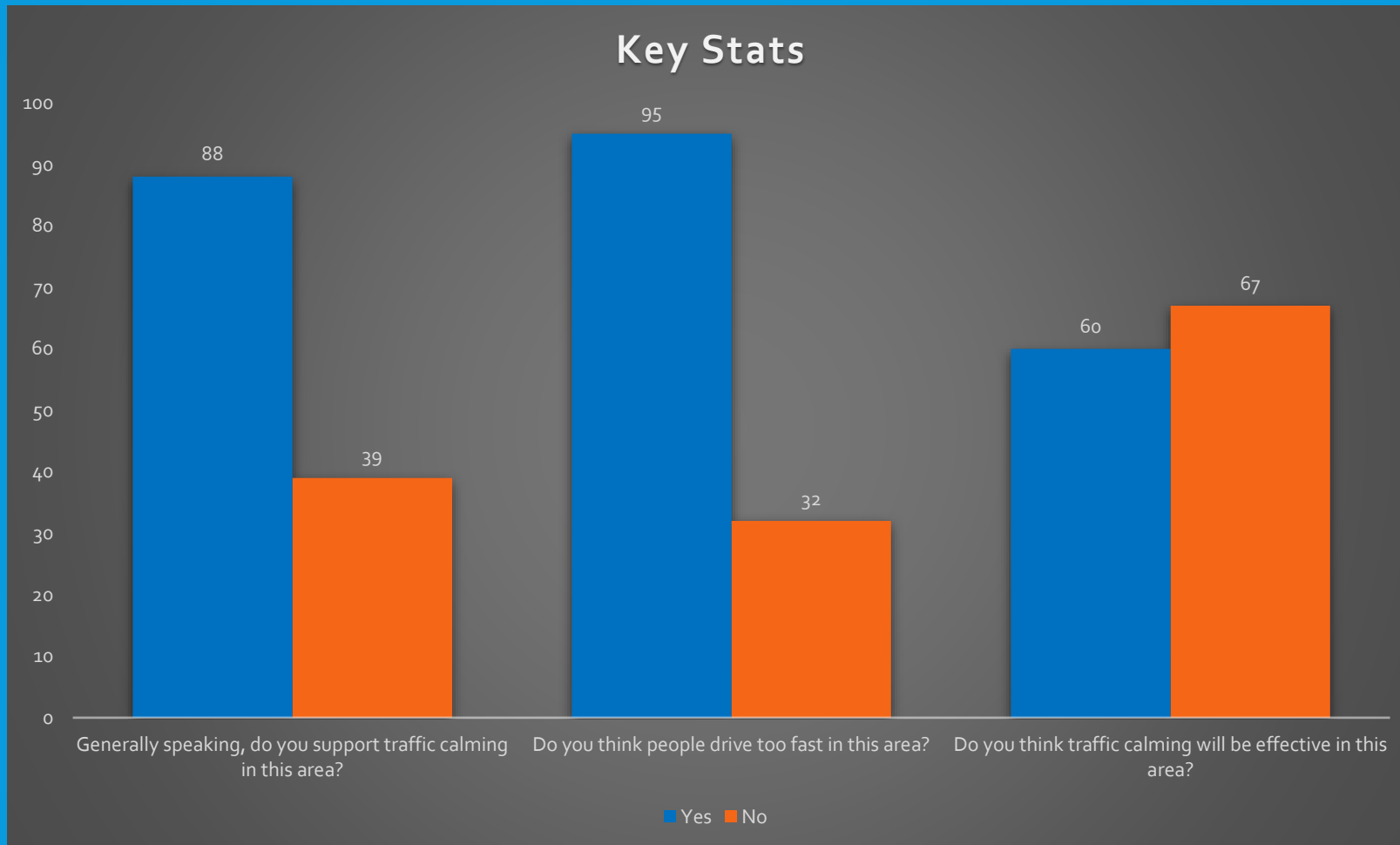
Total Crashes

51

Crashes involving
Pedestrian or
Bikes

3

TRAFFIC CALMING - MAPLE



Quick Stats
Survey Responses

127

Total Crashes

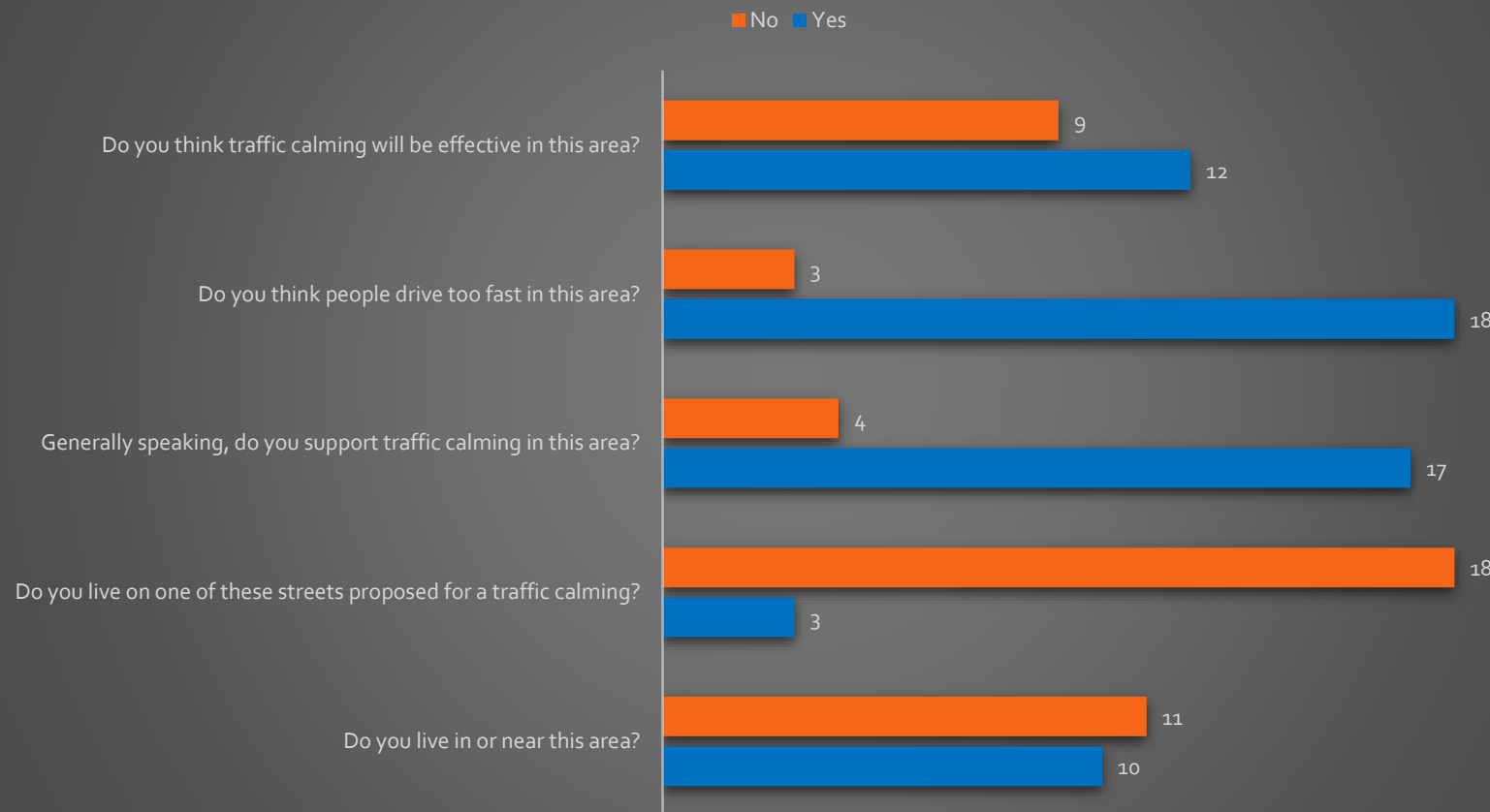
51

Crashes involving
Pedestrian or
Bikes

3

TRAFFIC CALMING – NORTH SIDE

North Side Yes vs. No Comparison



Quick Stats

Survey Responses

21

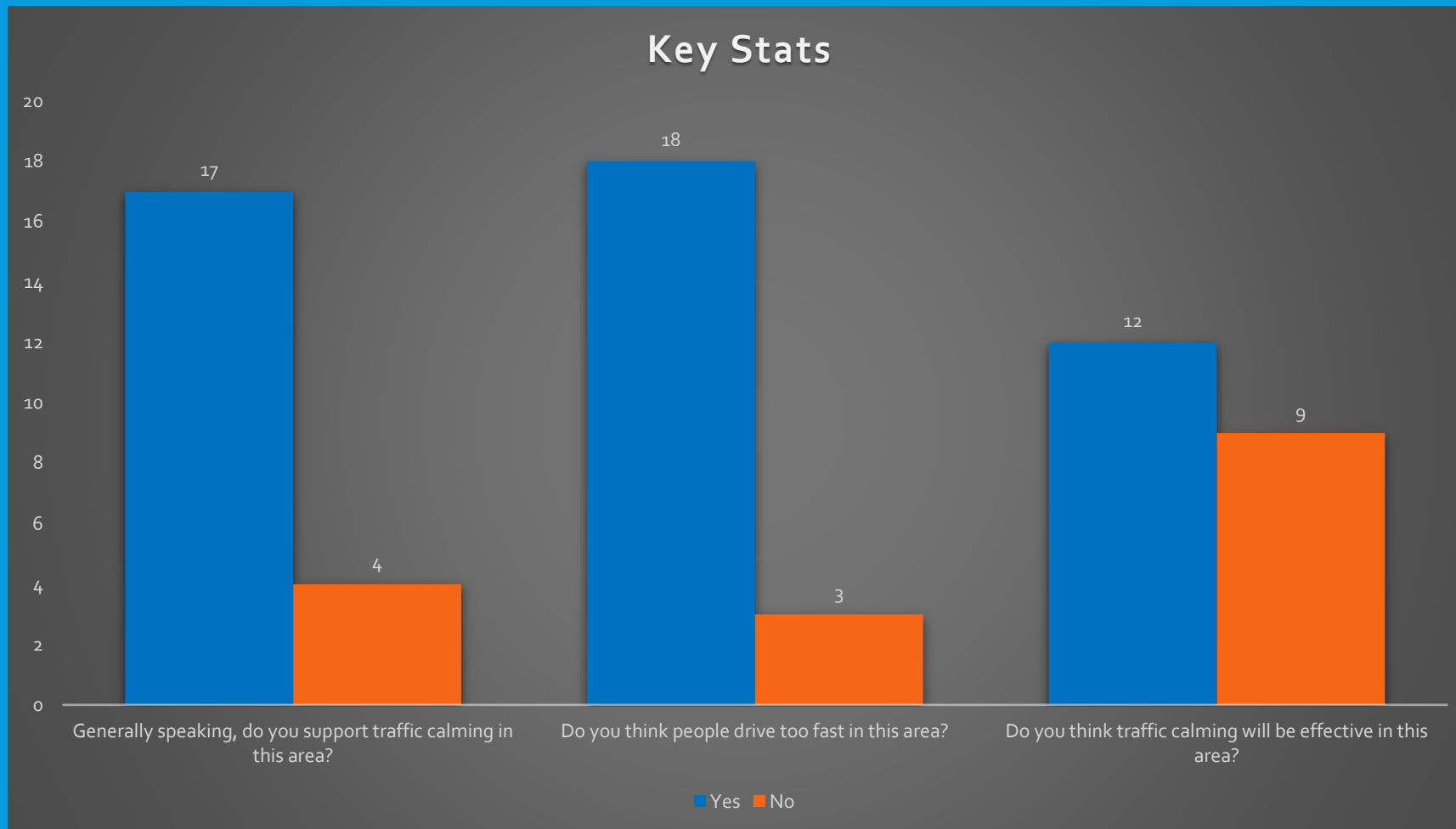
Total Crashes

35

Crashes involving
Pedestrian or
Bikes

1

TRAFFIC CALMING – NORTH SIDE



Quick Stats
Survey Responses

21

Total Crashes

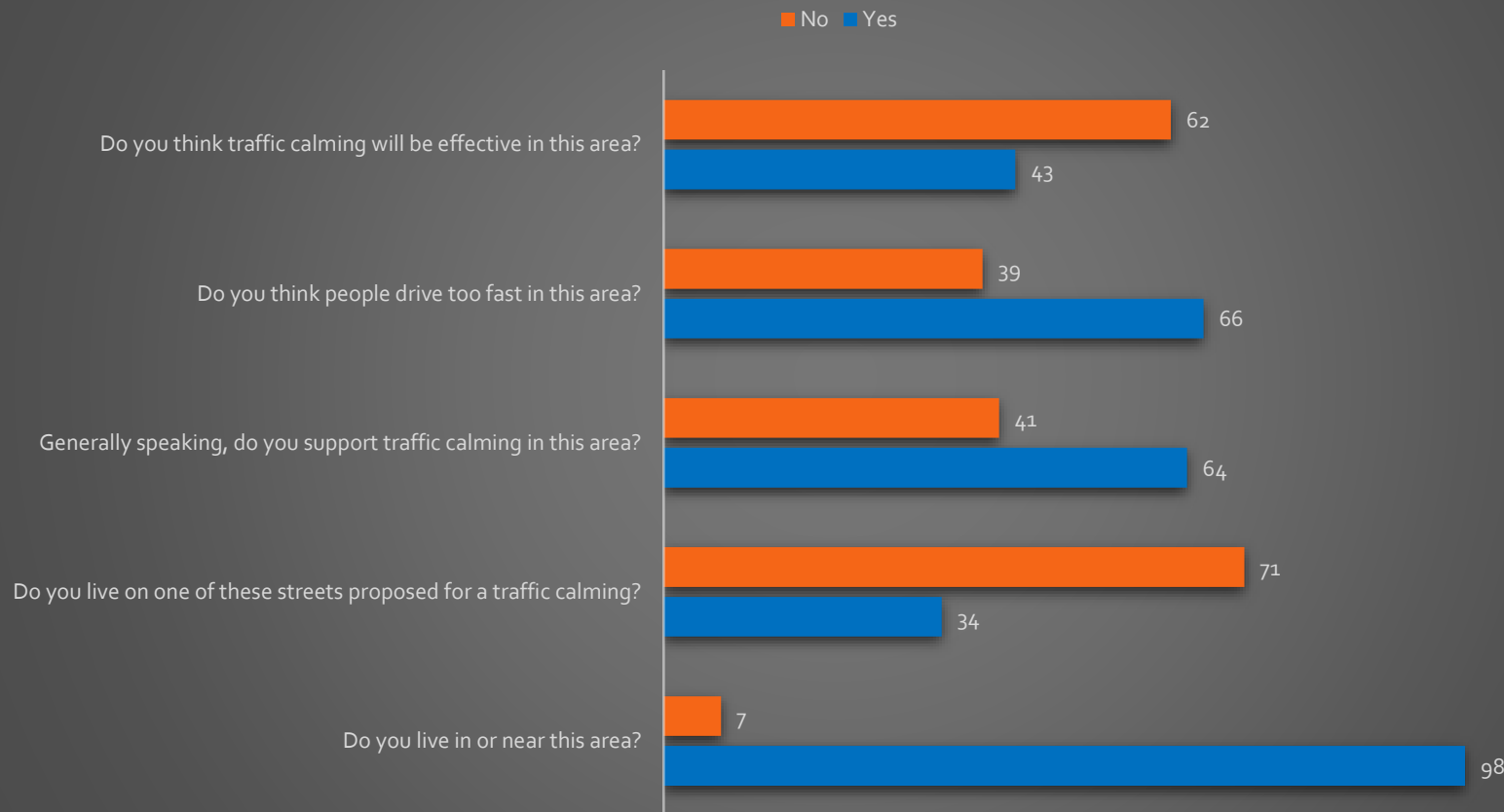
35

Crashes involving
Pedestrian or
Bikes

1

TRAFFIC CALMING – WESTNEDGE HILL

Westnedge Hill Yes vs. No Comparison



Quick Stats
Survey Responses

105

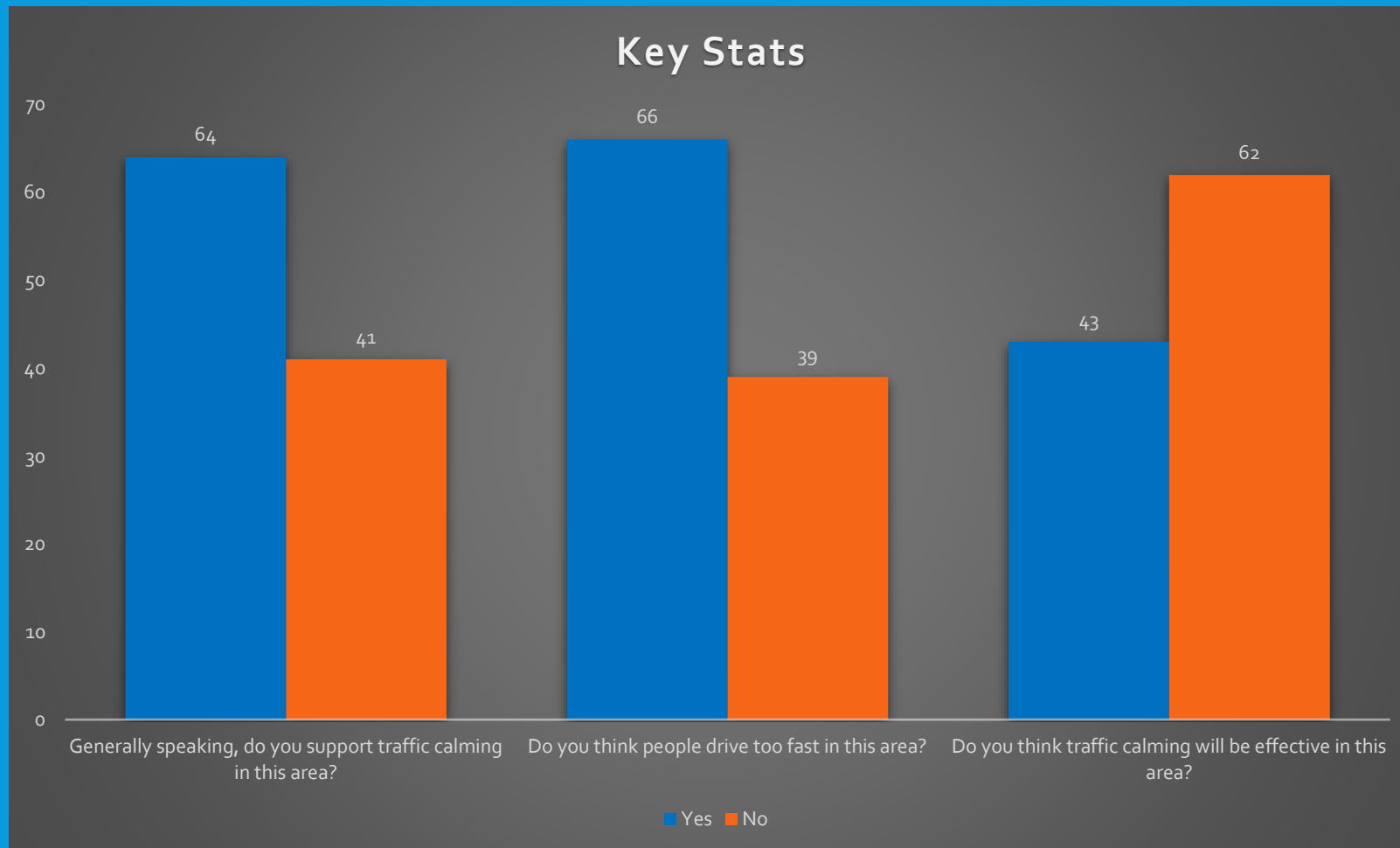
Total Crashes

31

Crashes involving
Pedestrian or
Bikes

3

TRAFFIC CALMING – WESTNEDGE HILL



Quick Stats Survey Responses

105

Total Crashes

31

Crashes involving Pedestrian or Bikes

3

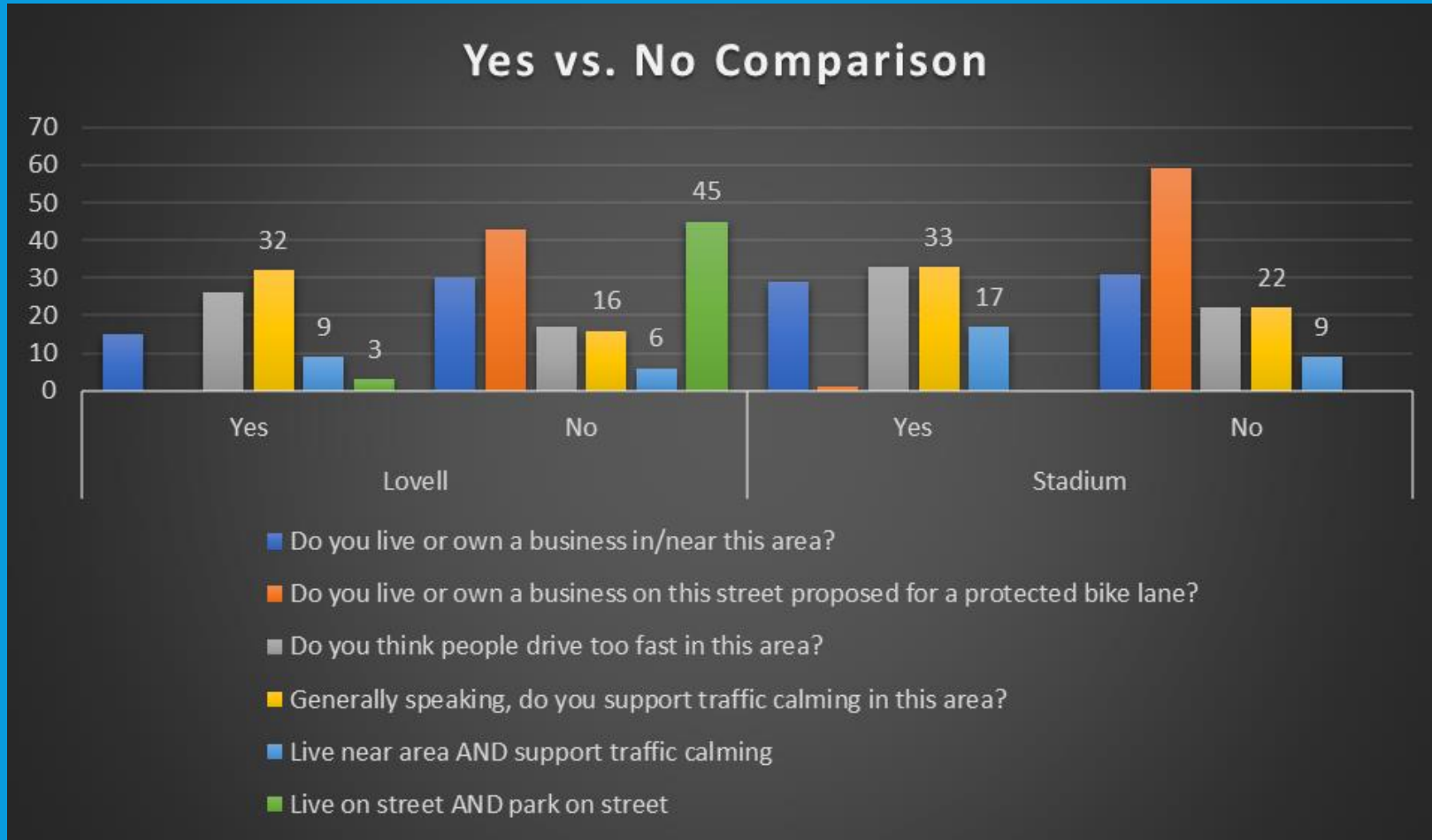
TRAFFIC CALMING– KEY THEMES – SUPPORT

- Drivers Running Stop Signs
- Will help Protect Kids
- Long overdue
- Low Visibility Areas with High Speeds
- More Speed Bumps and Traffic Calming
- Cars Speed Up and Down Big Hills
- Driver Cutting Through Neighborhood to avoid lights
- Lots of Pedestrian Traffic
- Protect the More Vulnerable Road Users
- Maple Middle School students
- Discourage Reckless Driving through Neighborhoods
- People Drive to Fast on Side Streets
- Concern for Safety in General due to Driver Disregard
- People Race on my Street like it's a Drag Strip.
- Slowing Traffic Reduces Noise Levels
- Westnedge is too Fast
- Get Passed in Center Turn Lane
- Don't Feel Safe Letting Kids in the Front Yard because of Speeding Drivers
- Kids Walk through This Area
- Safety Improvements to Kal-Haven/KVRT Connection is Needed
- Very Fast Traffic
- Semi-Truck Traffic Through Neighborhoods
- There is High Potential for Injury to Pedestrians
- Area with Lots of Deer
- Drivers/traffic still speeding/going too fast
- Fear for safety
- We Need More As Soon As Possible
- Promote Walking and Riding Bikes to Reduce Number of Vehicles
- Safer Traffic Systems going To and From School
- Focus Areas Near Schools
- More Projects in Core Neighborhoods
- Semi-Trucks Speeding through Neighborhoods
- It's About Time
- The Sooner the Better
- This is a Much-Needed Effort
- Incredibly Dangerous to Cross Arboretum
- Speeding Cars Pass in Center Turn Lane

TRAFFIC CALMING – KEY THEMES – OPPOSE

- Waste of Money (Taxpayer)
- Speed Humps Damage Suspension
- Increase Police Presence
- Speed Humps are ineffective
- Too Many Speed Humps
- Speeding Caused by Road Diets
- Slows Emergency Response
- Not Enough Traffic
- Snow Plowing
- Use the Funding on Something Else
- There are Already Speed Bumps in the Area
- Mini Traffic Circles will be Difficult to Maneuver in the Winter
- People will race around the Mini Traffic Circles
- Difficult for Pedestrians to Cross the Road with Mini Traffic Circles
- Mini Traffic Circles are Ugly
- Fix the Sidewalk Instead
- There is No Problem with Speeding
- Mini Traffic Circles take up too much Room
- Difficult for kids to Cross Intersections with Mini Traffic Circle
- Traffic Cameras would be more Effective
- Making Traffic Worse
- Mini Traffic Circles are Confusing
- Screwing up the Roads
- Mini Traffic Circles Reshape Residents Yards
- Targeting Poor Black Neighborhoods
- Lowers Property Value
- Not enough Police Enforcement
- The Roads are Fine how they are
- Unnecessary

PILOT CYCLE TRACKS



Survey Responses

108

Total Crashes

793

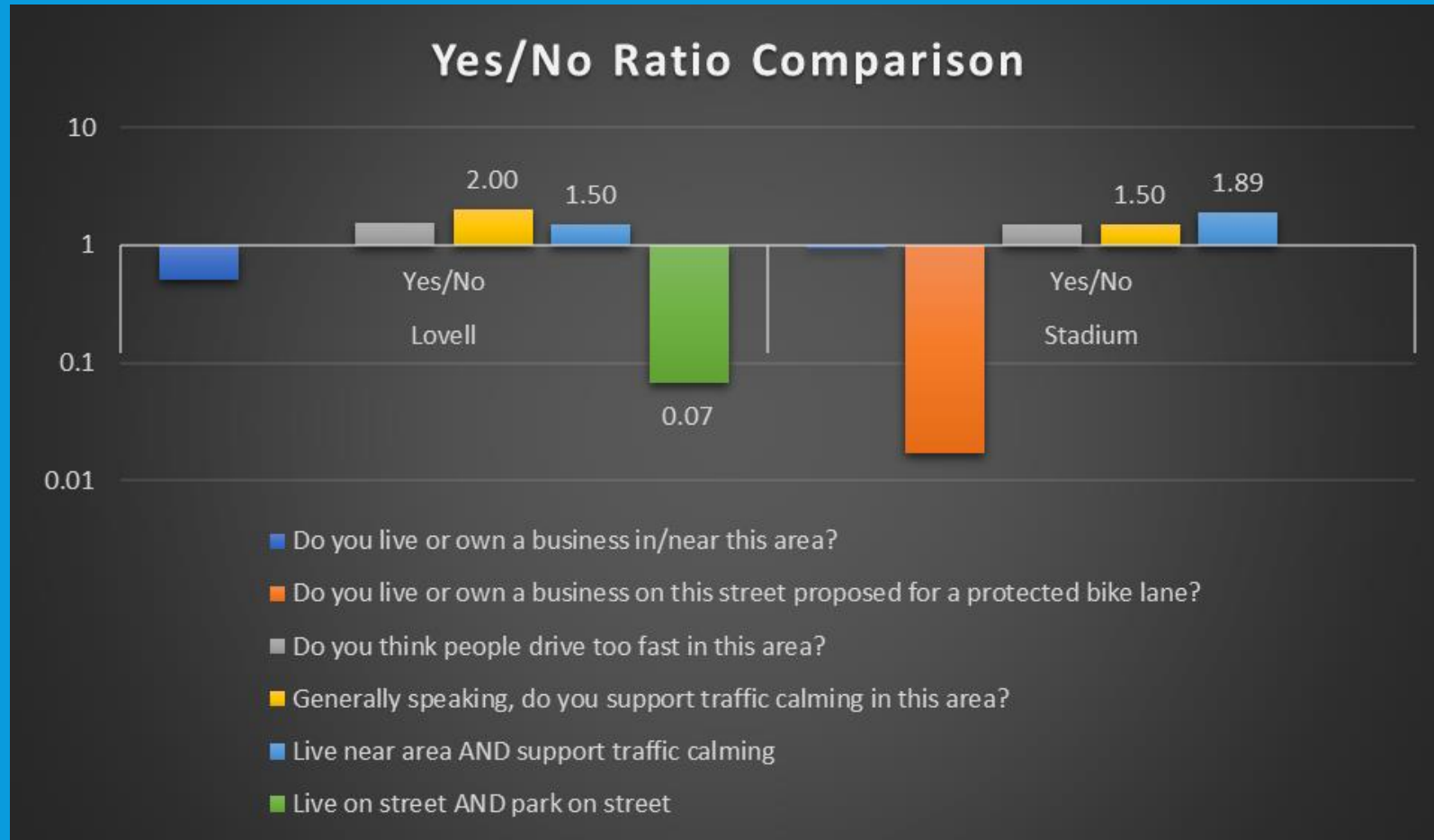
Crashes involving
Pedestrian or Bikes

25

Crashes with Injury

149

PILOT CYCLE TRACKS



Log Scale

Survey Responses

108

Total Crashes

793

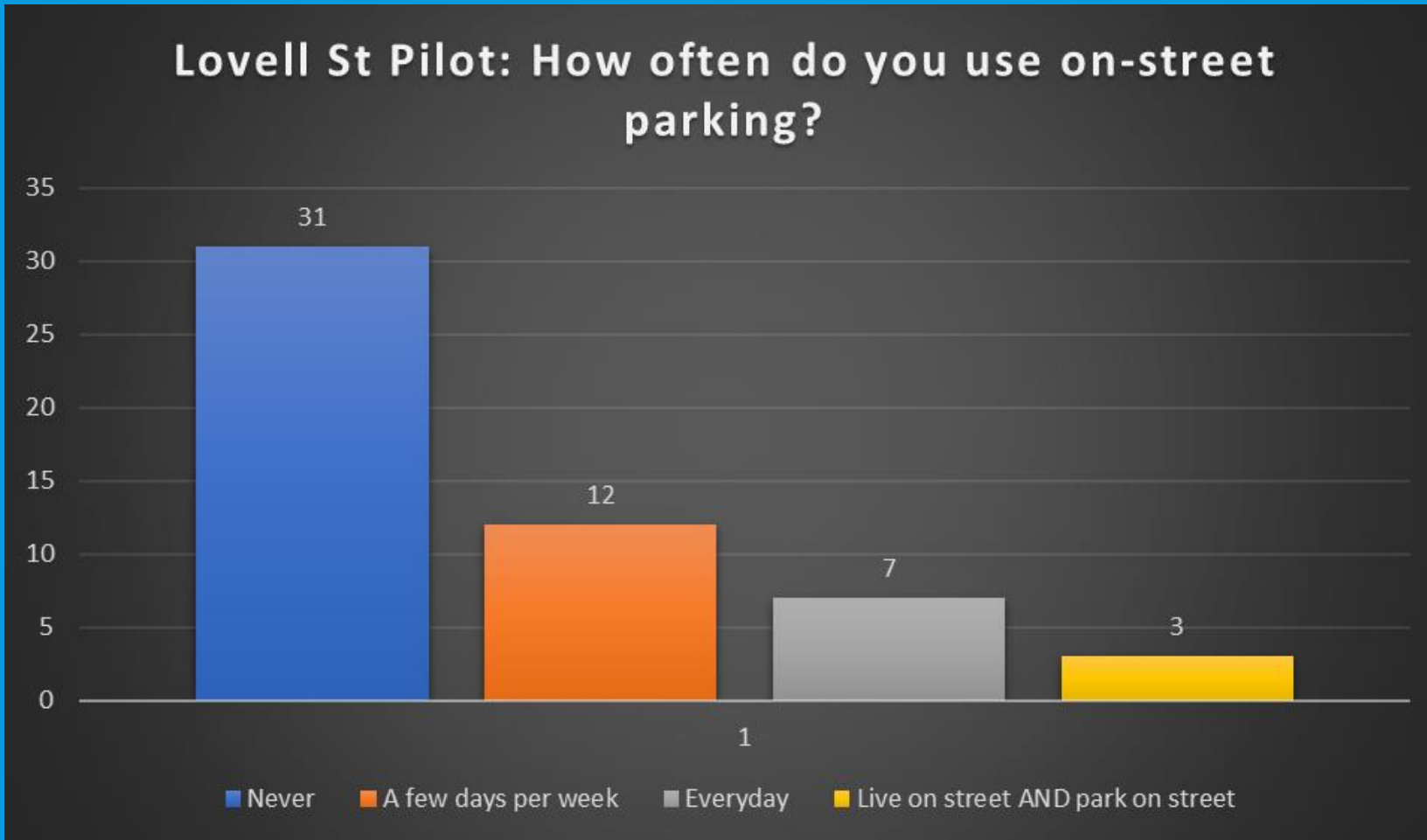
Crashes involving
Pedestrian or Bikes

25

Crashes with Injury

149

PILOT CYCLE TRACKS



Survey Responses

108

Total Crashes

793

Crashes involving
Pedestrian or Bikes

25

Crashes with Injury

149

PILOT CYCLE TRACK – KEY THEMES – SUPPORT

- Key connection to downtown
- Great addition
- Would like to see it extended past Rambling (MDOT Jurisdiction)
- Desire for a greater physical barrier
- Great first step
- Would like to see more to protect cyclists

PILOT CYCLE TRACK – KEY THEMES – OPPOSE

- Oppose - almost no one uses them
- Not enough biker's in Kalamazoo
- Waste of money
- Confusion and mess of facilities
- Not enough bikes/cyclists
- Traffic is worse in this area
- Sidewalks can be used

SUMMARY OF SELECTED PROJECTS

Protected Cycle Facilities

- Ravine Rd: City Limit to Douglas
- W. Michigan Ave: Eldridge to Howard

Trail Pedestrian Refuge Areas

- W Maple St near Crosstown Pkwy
- Oakland Dr near Clovelly Rd
- Oakland Dr near Oliver Ln
- W Maple St near Stearns Ave

Trail Pedestrian Refuge Areas (Cont.)

- E Cork St near Lincolnshire Blvd
- E Michigan Ave near King Hwy
- Oakland Dr near Edgewood Dr
- W North St near the Kalamazoo River Valley Trail
- S Rose St near Academy St
- W Paterson St at the Kalamazoo River Valley Trail

SUMMARY OF SELECTED PROJECTS (CONT.)

Traffic Calming – Neighborhoods

- Arboretum – Speed tables full width at 5 locations
- Eastside – Speed humps at all 17 proposed locations
- Edison – Speed tables (4) along Fulford, mini traffic circles (8), and speed humps (6)
- Fraternity Village – Speed humps (4) due to **fatality & injuries**
- Maple St – Speed humps (2) and mini traffic circles (2)

- Northside – Speed tables (2), trial ped refuge area, speed humps (7)
- Westnedge Hill – Speed humps (3), **NEED TO REVISIT MINI TRAFFIC CIRCLE DESIGN WITH NEIGHBORHOOD.**

Pilot Cycle Tracks

- Stadium Dr: Rambling to Howard
- Lovell St: Stadium to Pitcher

SS4A – NEXT STEPS

Protected Cycle Facilities

1. Public Works to create work plan & get pre-install data
2. Announcement of Spring '24 install date
 - ~Mid-April
3. Installation, Maintenance, & Post-work Data Gathering
4. Announcement of Fall '24 removal date
 - ~Early-November
5. Reporting of Interim Results
 - ~Fall '24 and then twice yearly (Spring/Fall)
 - 1-3 Year Pilot

Trial Pedestrian Refuge Areas

1. Public Works to complete plans & get pre-install data
2. Purchase of materials
3. Construction & Install
 - ~Summer '24
4. Post-work Data Gathering
5. Reporting of Interim Results
 - ~Fall '24 and then twice yearly (Spring/Fall)
 - 3-Year Pilot

SS4A – NEXT STEPS (CONT.)

Traffic Calming Neighborhoods

1. Public Works to complete plans & get pre-install data
 - Rework WNH intersection pilot design to meet intent of SS4A
2. Purchase of materials
3. Construction & Install
 - ~Summer '24 and Summer '25
4. Post-work Data Gathering
5. Reporting of Interim Results
 - ~Fall '24 and then twice yearly (Spring/Fall)
 - 3-Year Pilot

Pilot Cycle Tracks

1. Contract Award
2. Pre-Install Data Gathering
3. Construction & Install
 - ~April-June '24
4. Post-work Data Gathering
5. Reporting of Interim Results
 - ~Fall '24 and then twice yearly (Spring/Fall)
 - 3-Year Pilot