

What is Safe Routes to School?

- The Safe Routes to School Program (SRTS) is a **federal** **Transportation Alternatives Program** funded by the **Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21)**
- The **federal-aid SRTS program** funds the Michigan Department of Transportation (MDOT), working with the Michigan Fitness Foundation (MFF)
- Infrastructure grants cover built environment improvements such as sidewalks, crosswalks, bump-outs, etc.
- Non-infrastructure grants are for programming that encourages walking and biking to and from school
- **These projects began with engagement back in 2018/2019**



Timeline

- **2018** → Vine Neighborhood Plan Adopted
- **2019/2020** → Parent / Student Engagement
- **2020** → Winchell Neighborhood Plan Adopted
- **2021** → Submit formal Safe Routes to School Application
- **2022/2023** → Engineering, Permitting, Review
- **2024** → Original Construction year (Determined that SHPO review needed)
- **2024/2025** → NEPA and SHPO Review Period continues (Federal Administration changes impacted implementation timeline as well)
- **2026** → Reconnect with Vine Residents
- **2027** → Implement Howard Street Projects

March 2026 Meetings

Community MEETING

MAPLE MIDDLE SCHOOL



Safe Routes to School



Learn more about this project at www.imaginekalamazoo.com/projects/srts

4-6 Monday March 9
1-3 Wednesday March 11

Come learn about changes at the
Howard and Merril Crosswalk

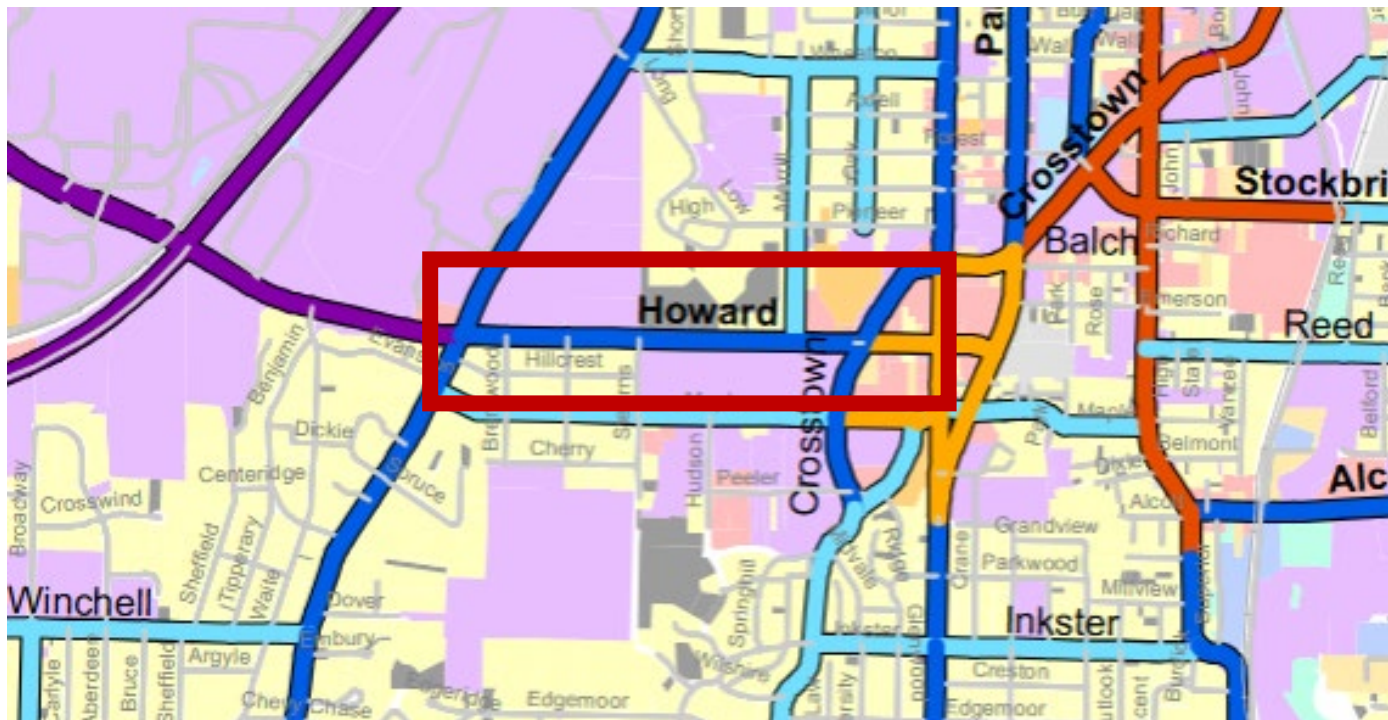
**Vine Neighborhood
Association**
806 S Westnedge,
Kalamazoo

- ☑ MOVE CROSSWALK DOWN HILL
- ☑ CROSSING ~~BOARD~~ BOARDS — WHO? HOW? CNO??
- ☑ KPS COMMUNICATION — TO UPDATE ON THIS WEEK'S MEETINGS
- ☑ CONSIDER STUDENT-SPECIFIC ENGAGEMENT @SCHOOL
- ☑ WOULD LIKE RED-FLASHING HAWK SIGNAL
- ☑ CONTINUE TO SHAP TRAFFIC-CALMING CULTURE.
- ☑ NEED GOOD VISIBILITY.
- ☑ TRAFFIC SPEED FEEDBACK = GOOD, HELPFUL
- ☑ WOULD LIKE KPS AM/PM — HELP CHANGE CULTURE.
- ☑ CAMERA INTERSECTION SUGGESTION — NOT LEGAL IN MI.
- ☑ COULD TRAFFIC LIGHTS CYCLE DIFFERENTLY @ INTERSECTIONS TO PROVIDE MORE CROSSING TIME?
- ☑ GAP ANALYSIS — DATA ON TIME AVAILABLE TO CROSS?
- ☑ POSSIBLE FOR FULL LIGHT @ MERRIL?

Meeting with Maple Middle Admin Team

- City staff met with Dr. Jeffrey Boggan, Principal of Maple Middle School on June 17th
- Dr. Boggan expressed that:
 - Parents have concerns around accelerating vehicles up and down Howard Street
 - Previous crossing concept closer to the school isn't preferred and supported the pedestrian crossing closer to Merrill St.
 - Drivers don't seem to pay attention to the RRFBs.
 - Crossing Guards are a challenge for Maple Middle because:
 - Of cost and wage that can be provided
 - Finding the right person or candidate
 - Leaning on older residents for these positions
 - Positions not posted on KPS website
 - Leaning on volunteers or activity helpers is a commitment

Street Type



- Is a key corridor needing to balance different travel forms
- Priority is still pedestrians first

NEIGHBORHOOD NETWORK STREET (NN) (NEIGHBORHOOD CONNECTOR)

DESCRIPTION: Neighborhood Network Streets are primary transportation corridors that provide connectivity throughout the city but traversing through predominately residential areas. Given the higher volumes of traffic, managing vehicle speeds and protecting the comfort and safety of residents is a priority.

USER PRIORITY (BASELINE)

User Type	Priority		
Pedestrians			High
Transit (*)			Moderate
Bicycles (**)			Moderate
Vehicles			Moderate
Commercial Activity			Low
Curbside			Low

Existing Conditions

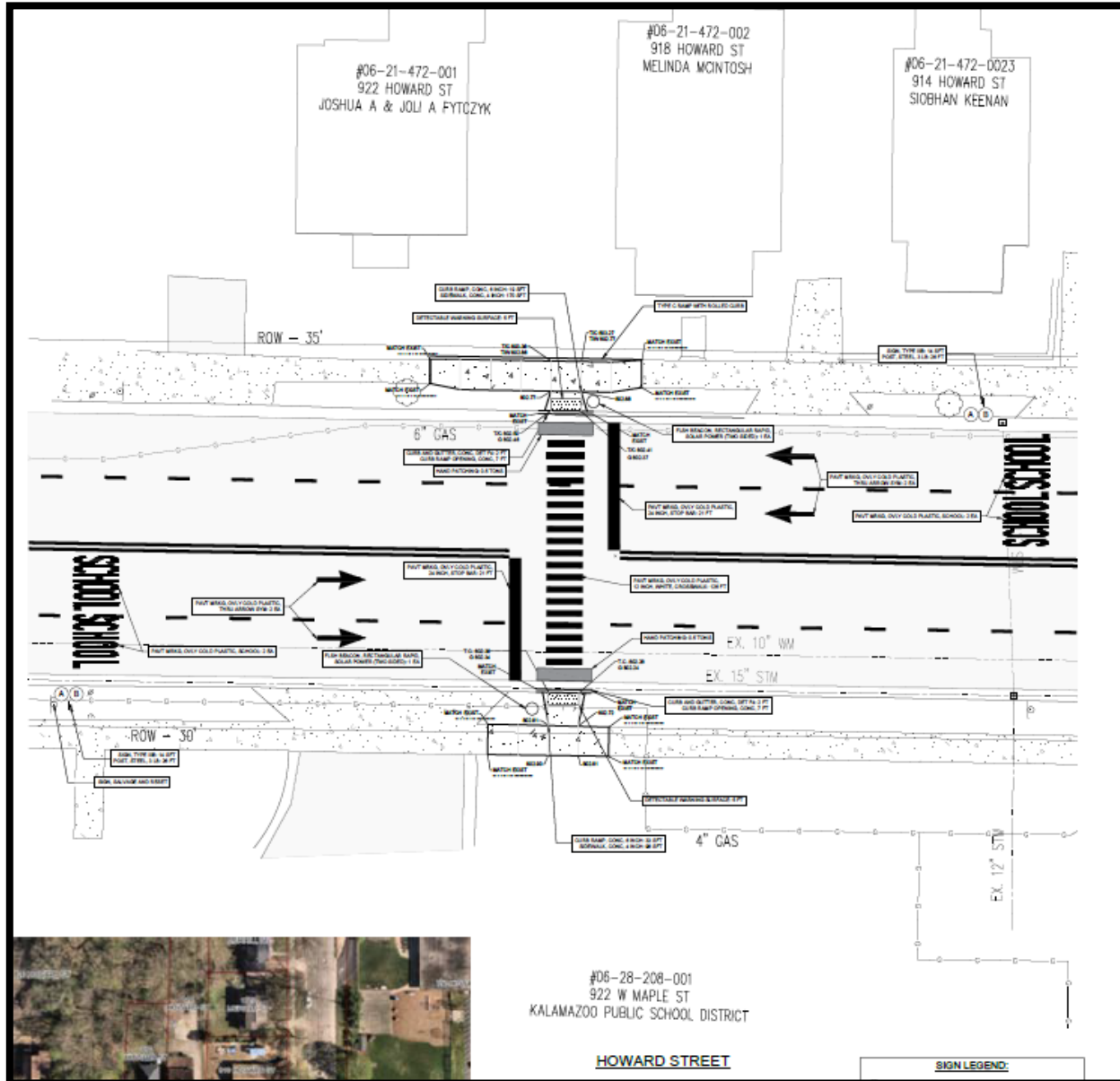
Existing Pedestrian Crossing with RRFBs and Special emphasis crosswalk: Looking Westward



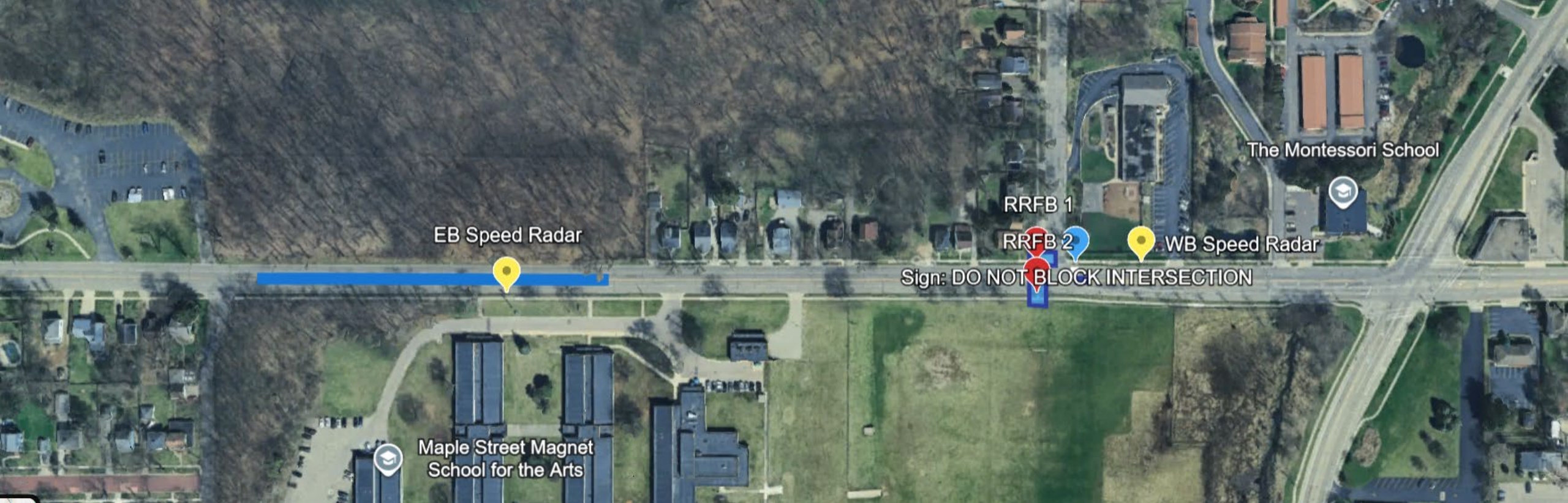
- Pedestrian Crossing west of Merrill
- RRFB's (Rapid Rectangular Flashing Beacons)
- Howard is currently a 4-lane road



Previous Crossing Concept



- Proposed Crossing was West of Merrill and closer to school
- RRFB was proposed as primary treatment
- Didn't account for Road Diet road configuration
- Included some sidewalk extension work



- Keep Radar Signage
- Add Solid Median Island from Stearns to near Maple Middle School
- Work on HAWK at existing Merrill Street Pedestrian Crossing
- Add Short Median Island on East-side of Merrill Street
- Conduct Howard Street Road Diet from 4-lanes to 3-lanes with center-turn lane

**All designs are subject to change*

Why a solid median island(s)?

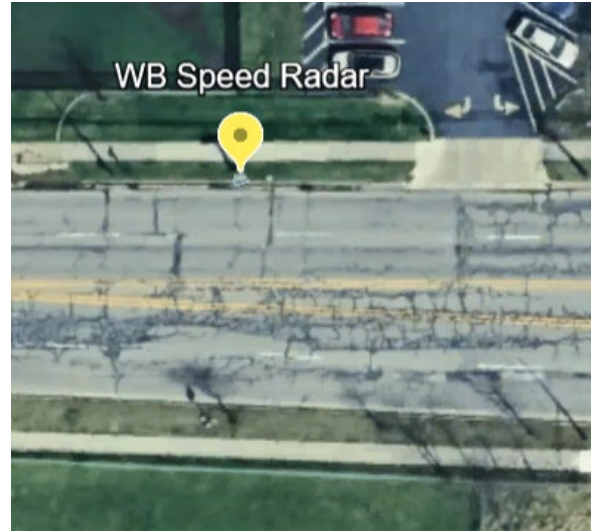
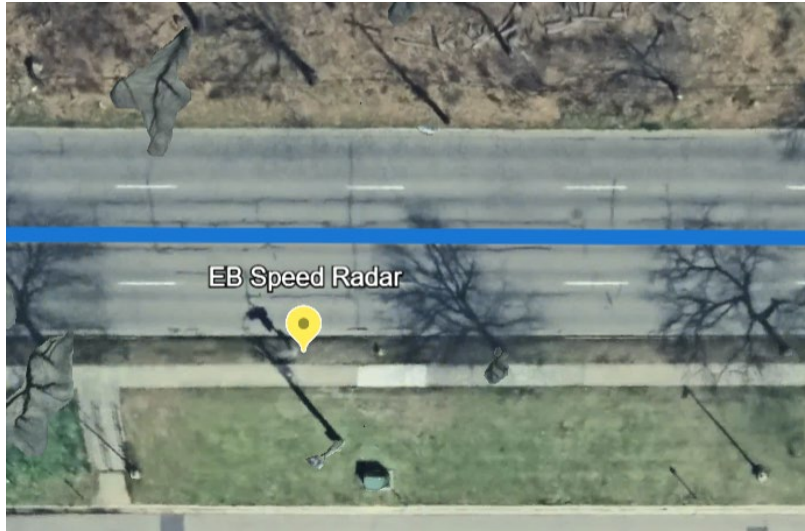


- Passive friction – **helps to reduce vehicle speeds**
- Promotes safe driving behavior – **not using the center-turn lane for anything other than turning.**
- Limited driveway access along this stretch of Howard – **no conflicts with turning movements.**
- Should not interfere with bus egress / ingress to Maple Middle School (confirmed with Terri Aman).

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Keeping the Speed Radar Signs? Yes



- Passive radar helps to enforce speed limits closer to posted speed limit
- Can utilize social engineering as a tool to assist (Smile faces or frown faces)
- Speed reductions by even a few miles per hour can make a difference.
- Existing already

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EB Radar Sign on

Why the HAWK Signal?



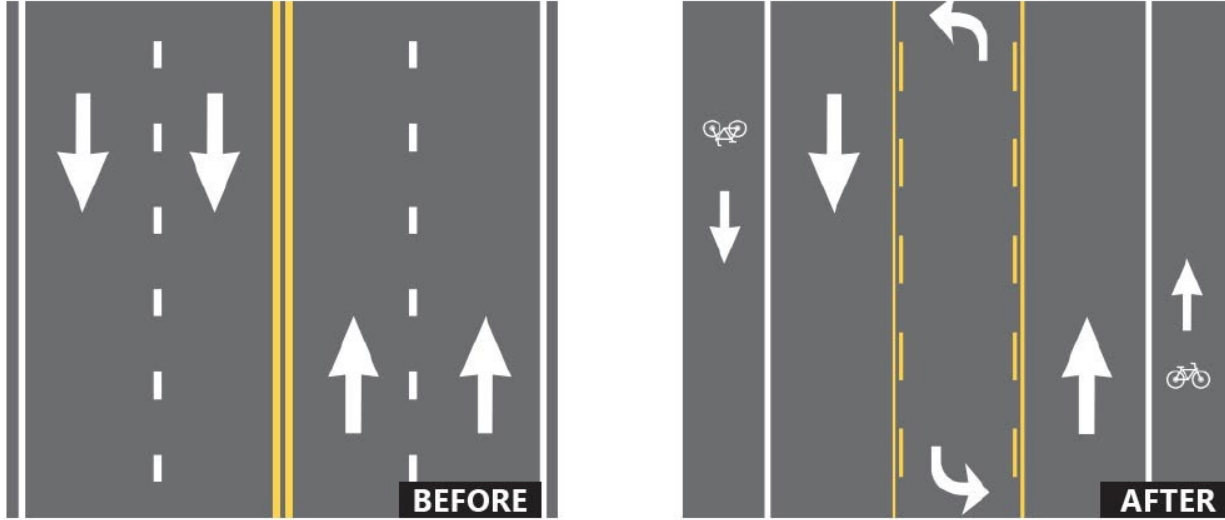
- Was option with most community support
- Forces vehicles to stop when activated
- Has technical challenges to implement

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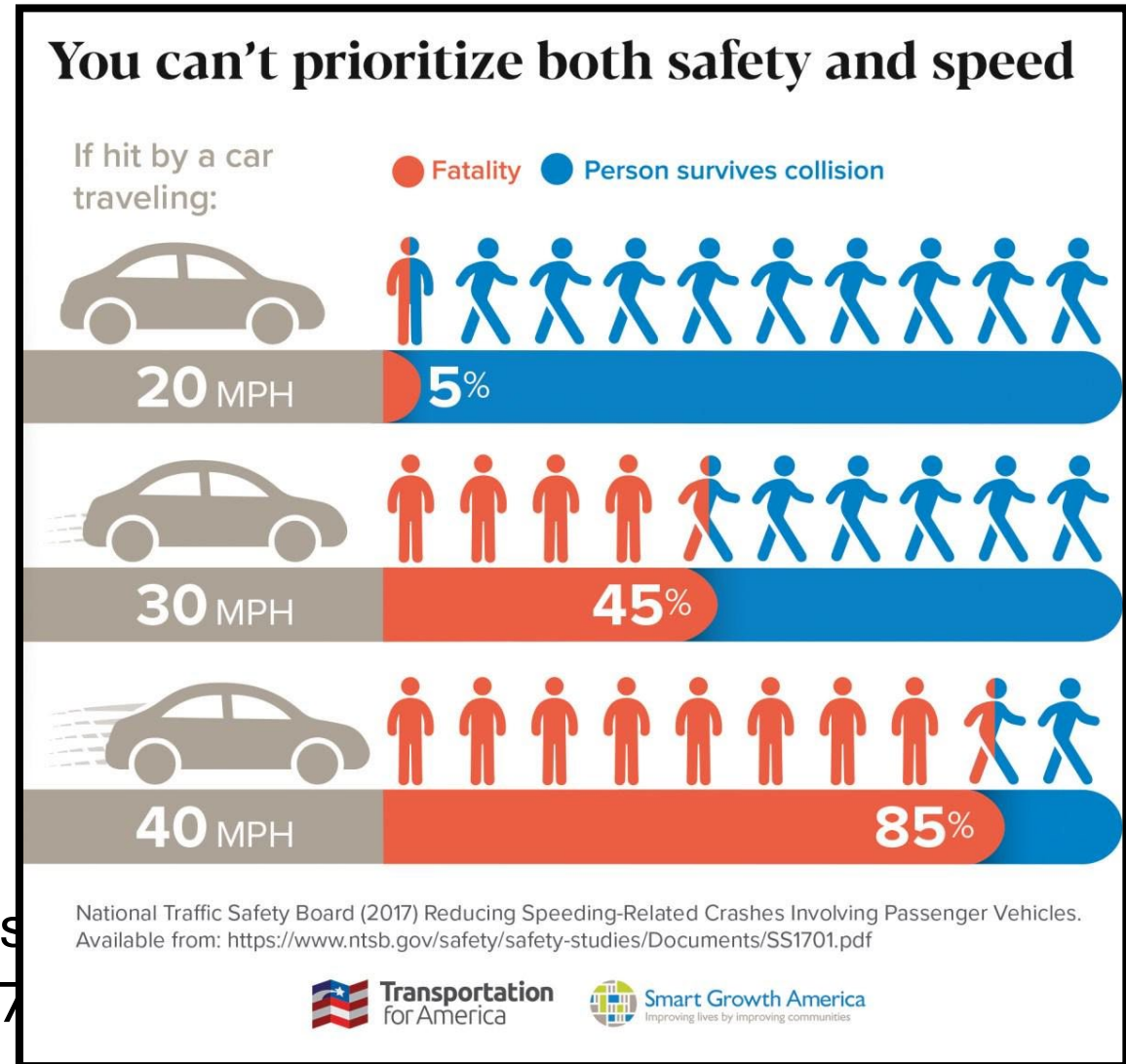
- RRFB's to be removed
- Existing crossing to stay



Why the Road Diet?



- Proven Safety Countermeasure
- Carries the same vehicle volume
- Mitigates dangerous driving behavior
- Standard tool for Kalamazoo and Street types
- Originally scheduled for 2028, moved to 2027



Next Steps

- Looking to get project out to bid by end of 2026 or early 2027 for project implementation in 2027.
- Hope is to have project completed before the start of the 2027 School year.
- Still some engineering to be worked through, specifically related to the HAWK signal.
- Continue communication on project moving forward at regular intervals, stay connected with School Admin