

MICHIGAN AVENUE

TOWNHALL 2
NOVEMBER 7th, 2024

KALAMAZOO



**STREETS
FOR
ALL**

Before We Begin A Few Things To Know

- **Thank you for being a part of the process to create a safe and prosperous Michigan Avenue**
- The design of the Michigan Avenue is NOT predetermined. This is an iterative process ...we are listening and learning.
- “Proposed Design Options” are provided to illustrate how different design elements work together and are NOT final designs.
- Your input will be combined with other inputs to guide decision-making; others include what traffic modeling shows, influences on the overall multi-modal transportation network, and continued community dialogue (e.g. Walk & Roll, survey, etc.).
- Discussions from tonight will help the design team understand your priorities, which can then inform the Preferred Design Option that is yet to be developed (see above bullet).

ENGAGEMENT TIMELINE

Aug. | Stakeholder Meetings

Aug. | Local Business Owners Meetings

9/12 | Streets For All Open House 1

10/10 | Town Hall 1

10/18 | Walk and Cycling Audits

11/7 | Town Hall 2

Nov. | Stakeholder Meetings

11/11 | Metro Transit Board Meeting Presentation

Nov. | Local Business Owners Follow Up Meeting

Nov. | Neighborhood Association Leadership Meeting

11/14 | **Community Virtual Meeting**

Thursday,
November 14th
10:30-11:30 AM

We're excited to invite you to an upcoming virtual meeting about the Michigan Avenue Two-Way Conversion, a key part of Kalamazoo's Safe Streets for All initiative. We're hosting this meeting online to ensure everyone interested can participate, especially if attending in person isn't possible.

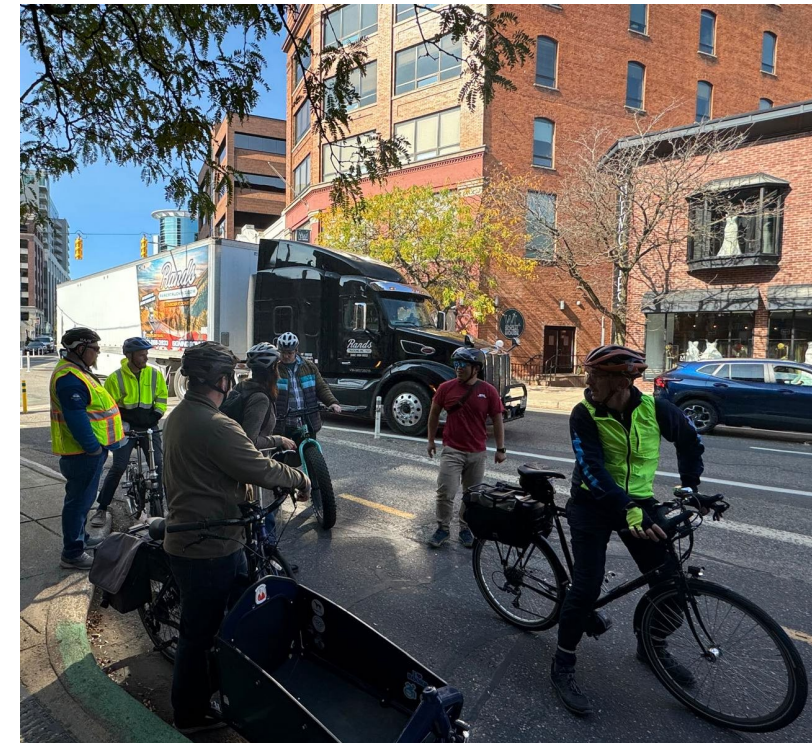
12/05

Thursday,
December 5th
5:30-7:30 PM
Doors Open At 5

Open House 2

Level 1 | Crawlspace Comedy theater
Kalamazoo Nonprofit Advocacy Coalition
315 W Michigan Ave, Kalamazoo, MI

Join us anytime to learn about the progress of the Michigan Avenue design and projects in the upcoming construction season. Stations will be set up to gather feedback.



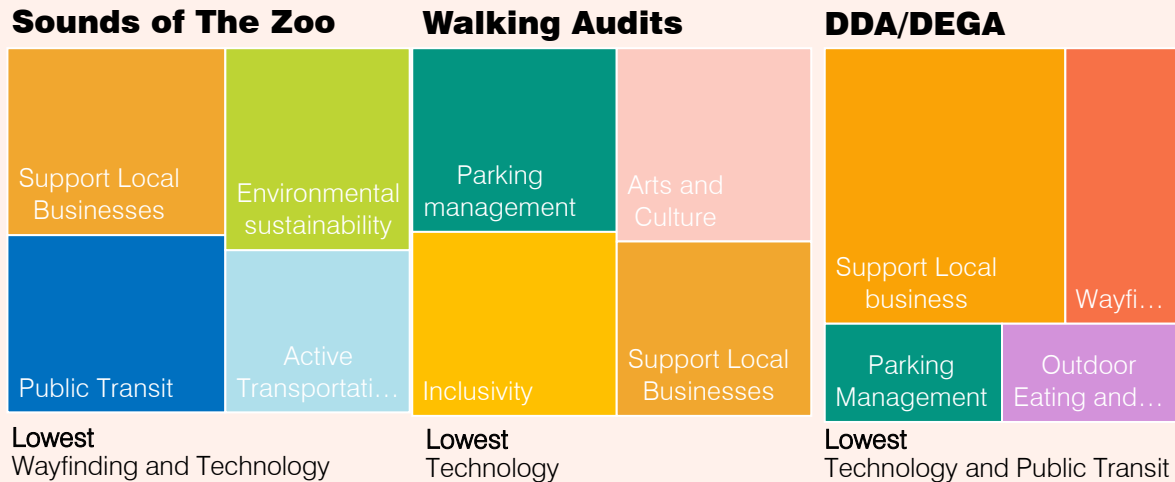
Kalamazoo Kash

Investing in Michigan Ave



Kalamazoo Kash By Event

Top 4 Investments



Key Goals

Values Guiding the Design

Top 4 Goals



Results From Open House 1

Stories Told

In our listening session



Design Value

Values Guiding the Design

Top 4 Values

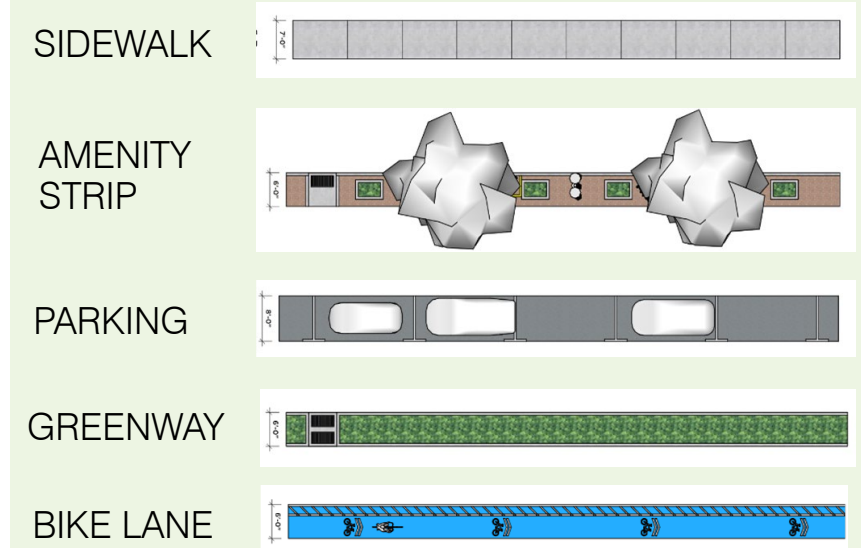


Lowest
Comfortable
Results From Open House 1

Street Mix Live

Designing Michigan Ave

Top 5 Used Pieces



Results from Public Townhall 1

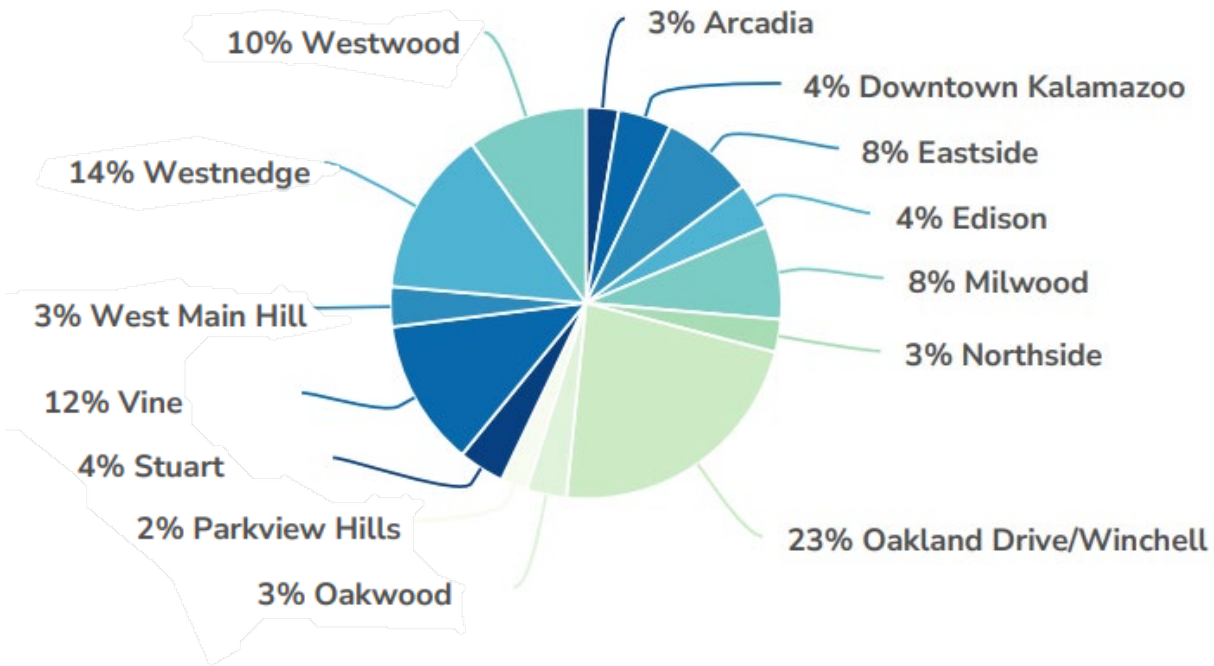
SURVEY FINDINGS

Response Counts

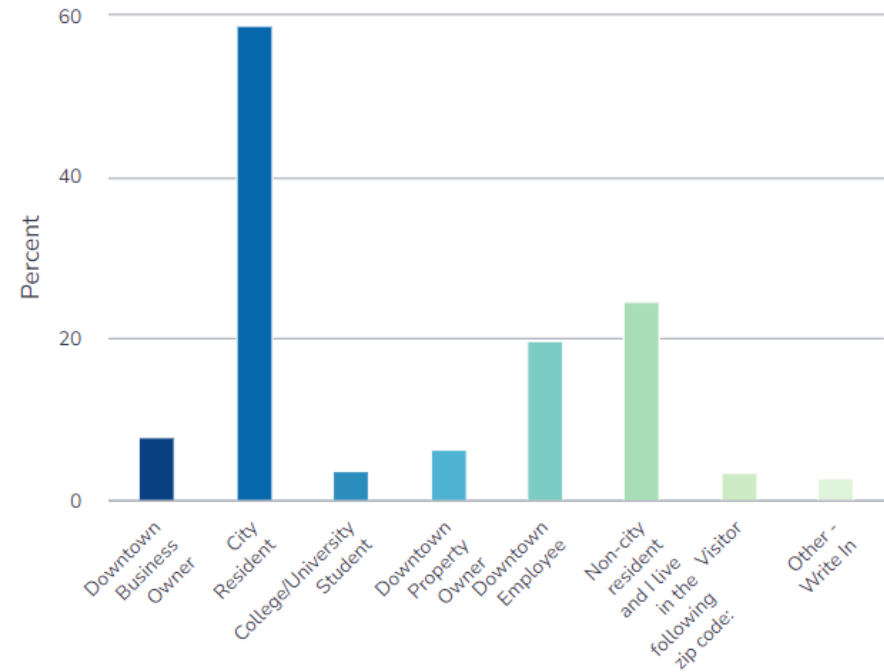


Totals: 318

I am a City Resident and I live in the following neighborhood:



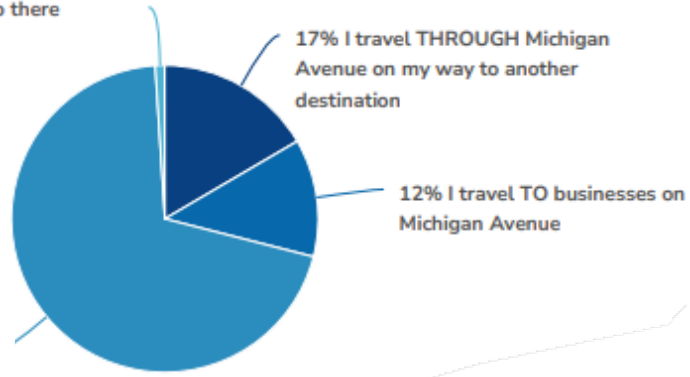
I am a: (indicate all that apply)



SURVEY FINDINGS

Do you travel THROUGH Michigan Avenue, or TO Michigan Avenue and Downtown?

1% Neither - I don't go there

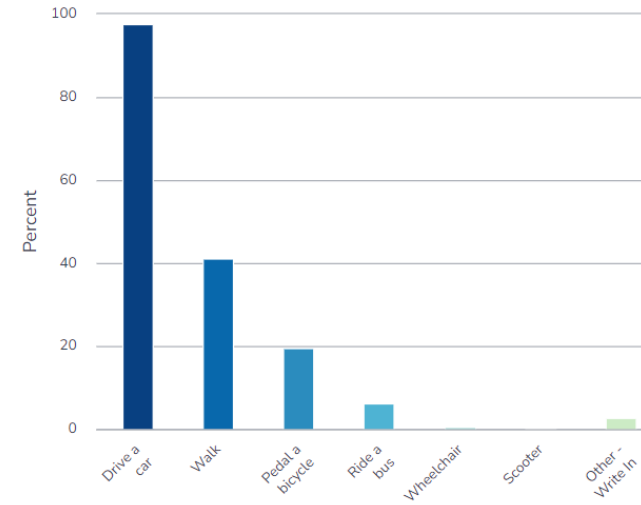


70% I do both - I go to businesses and pass through to somewhere else

Please describe in one word your vision for Michigan Avenue. What would you like it to be?



If you travel on Michigan Avenue, what type of transportation do you use? (Indicate all that apply)

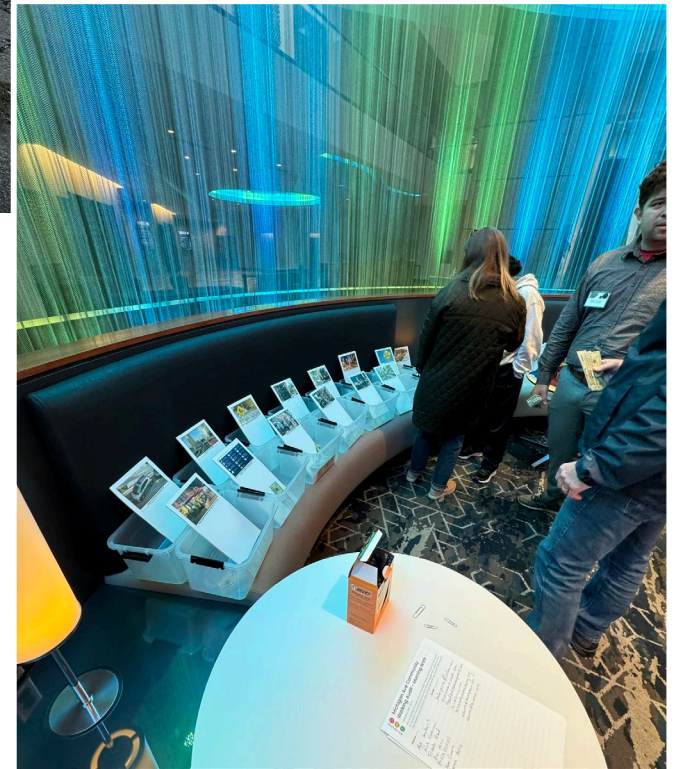
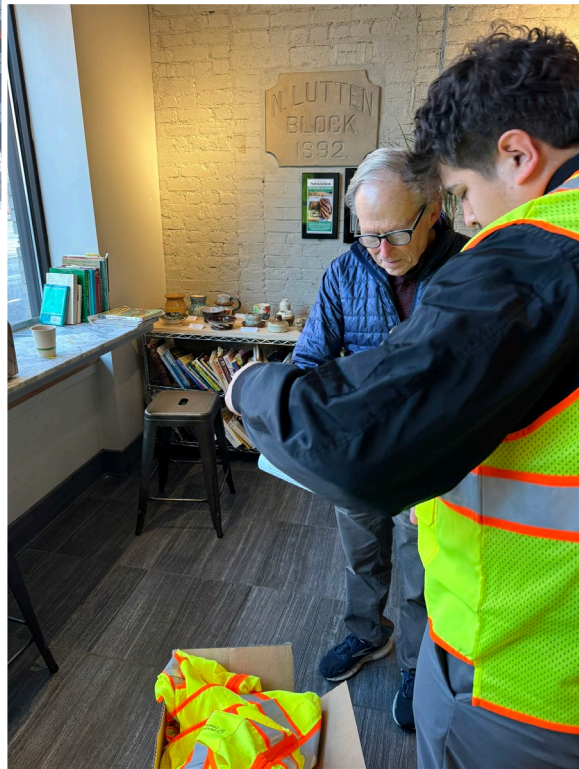


What are some improvements you would like to see on Michigan Avenue?

Item	Rank	Rank Distribution	Score	Rankings
Calmer traffic	1		1,663	260
Better lighting	2		1,303	248
Improved directional signage	3		1,212	246
Places for outdoor dining and activities	4		1,207	245
Additional pedestrian crossing locations	5		1,094	231
More accessibility for persons with disabilities	6		1,035	221
Landscaped medians	7		956	228
More loading zones	8		635	213

Legend: Lowest Rank | Highest Rank

WALK AND ROLL AUDIT



TOWNHALL #1

MICHIGAN AVENUE STREETS FOR ALL

WEST SECTION MICHAL TO ROSE

PRE-MADE MENU IDEA 1

- Parallel parking on both sides
- Bike network to be located off Michigan Avenue
- Transit route and bus stops

MAKE YOUR OWN

- No on-street parking
- Floating parking on one side
- Parallel parking
- Designated bus lane
- Bus bulb-outs
- Loading zones
- No bike facilities
- Bike facilities on one side
- Bike facilities on both sides
- Buffered bike lanes
- Continuous turn lane
- Landscape medians
- Wider sidewalks
- Water sidewalks
- Landscape boulevards

Design Considerations:

- Right-of-way is 82' or 84'
- Highway style of
- 3-4 vehicle lanes (smaller dependent)

Reviews:

- "Traffic should flow here, the side of the car we are almost unprepared for in a passing car" - "This street is really hard to cross at the intersections if you are a pedestrian."
- "I like how there is some separation from moving cars for bikes."
- "It's confusing when I'm driving what lane I'm supposed to be in."
- "It is important to correct downtown to the college with all modes of transportation."
- "No bus, side of asphalt and no trees."

PRECEDENT STREETS

BUS BULB-OUT EXAMPLE **BOSWALE EXAMPLE**

COMMENTS

MICHIGAN AVENUE STREETS FOR ALL

MID SECTION ROSE TO KALAMAZOO

PRE-MADE MENU IDEA 1

- Parallel parking on one side
- Bike network to be located on Michigan Avenue
- Transit route and bus stops

MAKE YOUR OWN

- Reverse angled parking
- Parallel parking
- Front angled parking
- Floating parking
- Loading zones
- Wider sidewalks
- No bike facilities
- Bike facilities on one side
- Bike facilities on both sides
- Buffered bike lanes
- Continuous turn lane
- Landscape medians
- Wider sidewalks
- Water sidewalks
- Landscape boulevards

Design Considerations:

- Right-of-way is 82' or 84'
- Highway style of
- 3-4 vehicle lanes (smaller dependent)

Reviews:

- "This is the heart of the downtown."
- "All of these options and then take the ball to the customer."
- "The character of the area is important here than the design."
- "The design is hard for seniors to use, loading zones can be located near the 'ball'."
- "The design is hard for seniors to use, bike, and pedestrian doesn't seem to work well."
- "How Street provides good bike access to Michigan Avenue from Lowell"
- "The character of the area is important here than the design."
- "The design is hard for seniors to use, bike, and pedestrian doesn't seem to work well."

PRECEDENT STREETS

NORTH MAIN STREET HENDERSONVILLE, NORTH CAROLINA

SOUTH WASHINGTON STREET HOTEL CAL, MICHIGAN

ALLEGAN STREET LANSING, MICHIGAN

COMMENTS

MICHIGAN AVENUE STREETS FOR ALL

EAST SECTION OFFICE TO UNION

PRE-MADE MENU IDEA 1

- Parallel parking on both sides of the road, angled and parallel
- Increased planting and sidewalk amenity space
- Bike network on Lowell and other routes (not on Michigan Avenue)

MAKE YOUR OWN

- Reverse angled parking
- Parallel parking
- Front angled parking
- Floating parking
- Loading zones
- Wider sidewalks
- No bike facilities
- Bike facilities on one side
- Bike facilities on both sides
- Buffered bike lanes
- Continuous turn lane
- Landscape medians
- Wider sidewalks
- Water sidewalks
- Landscape boulevards

Design Considerations:

- Right-of-way is 82' or 84'
- Highway style of
- 3-4 vehicle lanes (smaller dependent)

Reviews:

- "Our side pickup is something that we really don't have a location for."
- "On-street parking is important to support the businesses that are here."
- "It would be nice to shorten the crossing distance for pedestrians."
- "I'd like to see more space for outdoor dining."
- "Loading area is already in place, vehicle that service the businesses is not there."
- "The loading parking is confusing for customers."

PRECEDENT STREETS

CLAMART STREET PALM BEACH, FLORIDA **BRIDGE STREET GRAND RAPIDS, MICHIGAN**

COMMENTS

MICHIGAN AVENUE STREETS FOR ALL

PRE-MADE MENU IDEA 2

- Parallel parking on both sides
- Bike network to be located on Michigan Avenue

MAKE YOUR OWN

- Reverse angled parking
- Parallel parking
- Front angled parking
- Floating parking
- Loading zones
- Wider sidewalks
- No bike facilities
- Bike facilities on one side
- Bike facilities on both sides
- Buffered bike lanes
- Continuous turn lane
- Landscape medians
- Wider sidewalks
- Water sidewalks
- Landscape boulevards

Design Considerations:

- Right-of-way is 82' or 84'
- Highway style of
- 3-4 vehicle lanes (smaller dependent)

Reviews:

- "I'd like to see more space for outdoor dining."
- "Loading area is already in place, vehicle that service the businesses is not there."
- "The loading parking is confusing for customers."

PRECEDENT STREETS

1 WALKHUT STREET PHILADELPHIA, PENNSYLVANIA **2 LYVENING AVENUE DETROIT, MICHIGAN**

3 AUBURN STREET ROCHESTER, MICHIGAN **4 MONROE AVENUE GRAND RAPIDS, MICHIGAN**

COMMENTS



HOW TO USE MENTIMETER

Mentimeter allows you to participate in live polls, quizzes, Q&As, and more, right from your smartphone or computer. Follow these simple steps to join in and make your voice heard!



1

Access the Mentimeter Presentation

On Your Smartphone: Open your web browser and go to www.menti.com

On A Computer: Let a Streets For All staff member know if you'd like to use a computer for the session

2

Enter The Code or Scan the QR code

You will see a prompt to "Enter the code" on the Mentimeter homepage.

Enter the unique code **4490 0553**. This code is usually displayed on the presentation screen or provided by the presenter beforehand.

Click **Submit** or **Join**.

3

Participate in the Presentation

You will be prompted throughout the presentation to provide feedback.

Support Scale: Select on a scale how strongly you support the proposed design option

Open Comments: Submit your open-ended comments

4

Watch the Results in Real-Time

After you submit your answers, you'll see the collective responses appear on the shared presentation screen.

Tips for a Smooth Experience:

- Make sure your device is connected to the internet.
- If the page is slow to load, refresh your browser and try re-entering the code.

WEST SECTION

MICHIKAL TO PARK

MID SECTION – 99'

PARK TO PORTAGE




MID SECTION – 82'-6"




PORTAGE TO PITCHER




EAST SECTION




PITCHER TO HARRISON

How strongly do you support the **pedestrian experience** shown for each section?

 Strongly
 Neutral
 Do not Support




 Strongly
 Neutral
 Do not Support




 Strongly
 Neutral
 Do not Support




 Strongly
 Neutral
 Do not Support




Provide comments below

How strongly do you support the **parking and loading** shown for each section?

 Strongly
 Neutral
 Do not Support




 Strongly
 Neutral
 Do not Support




 Strongly
 Neutral
 Do not Support




 Strongly
 Neutral
 Do not Support




Provide comments below

How strongly do you support the **bike facilities** shown for each section?

 Strongly
 Neutral
 Do not Support

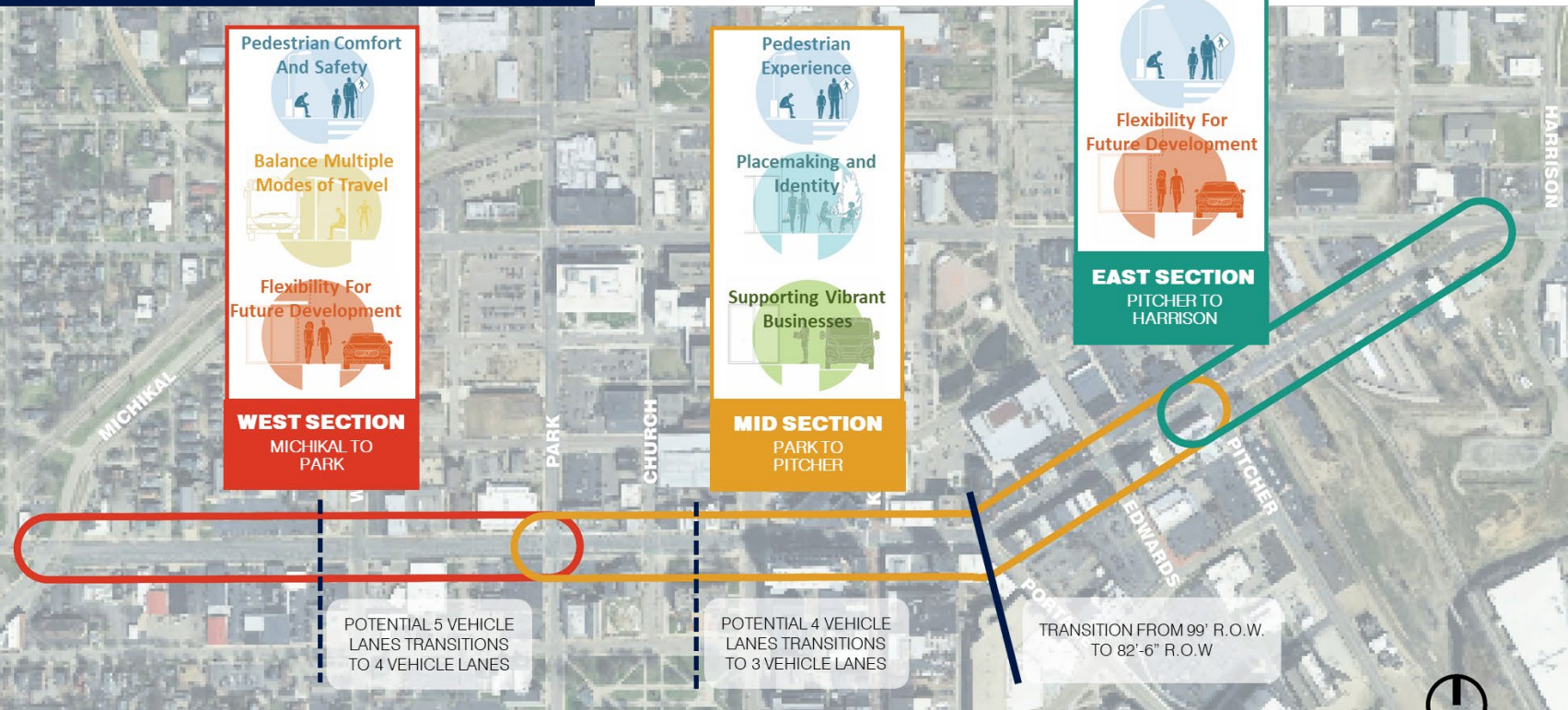
 Strongly
 Neutral
 Do not Support

 Strongly
 Neutral
 Do not Support

 Strongly
 Neutral
 Do not Support

Provide comments below




PAPER FEEDBACK FORM






WEST SECTION MICHIKAL TO PARK

MID SECTION PARK TO PITCHER




EAST SECTION PITCHER TO HARRISON

Strongly Neutral Do not Support

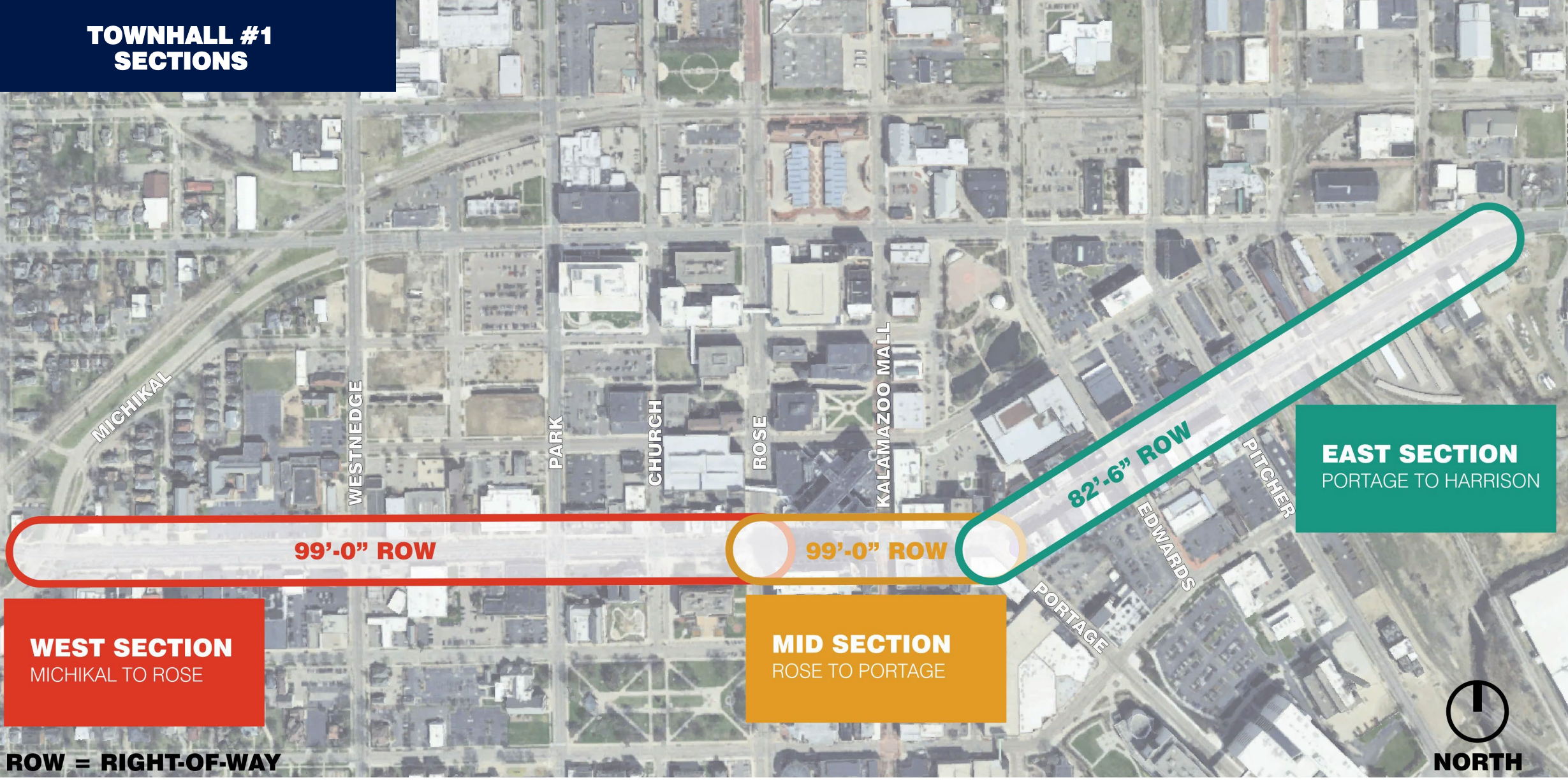




Strongly Neutral Do not Support

Strongly Neutral Do not Support

TOWNHALL #1 SECTIONS



WEST SECTION
MICHIKAL TO ROSE

MID SECTION
ROSE TO PORTAGE


EAST SECTION
PORTAGE TO HARRISON

ROW = RIGHT-OF-WAY




VISION OF THE THREE SECTIONS


Pedestrian Comfort And Safety



Balance Multiple Modes of Travel



Flexibility For Future Development



WEST SECTION
MICHIKAL TO PARK

Pedestrian Experience



Placemaking and Identity



Supporting Vibrant Businesses



MID SECTION
PARK TO PITCHER

Pedestrian Connectivity and Safety



Flexibility For Future Development



EAST SECTION
PITCHER TO HARRISON

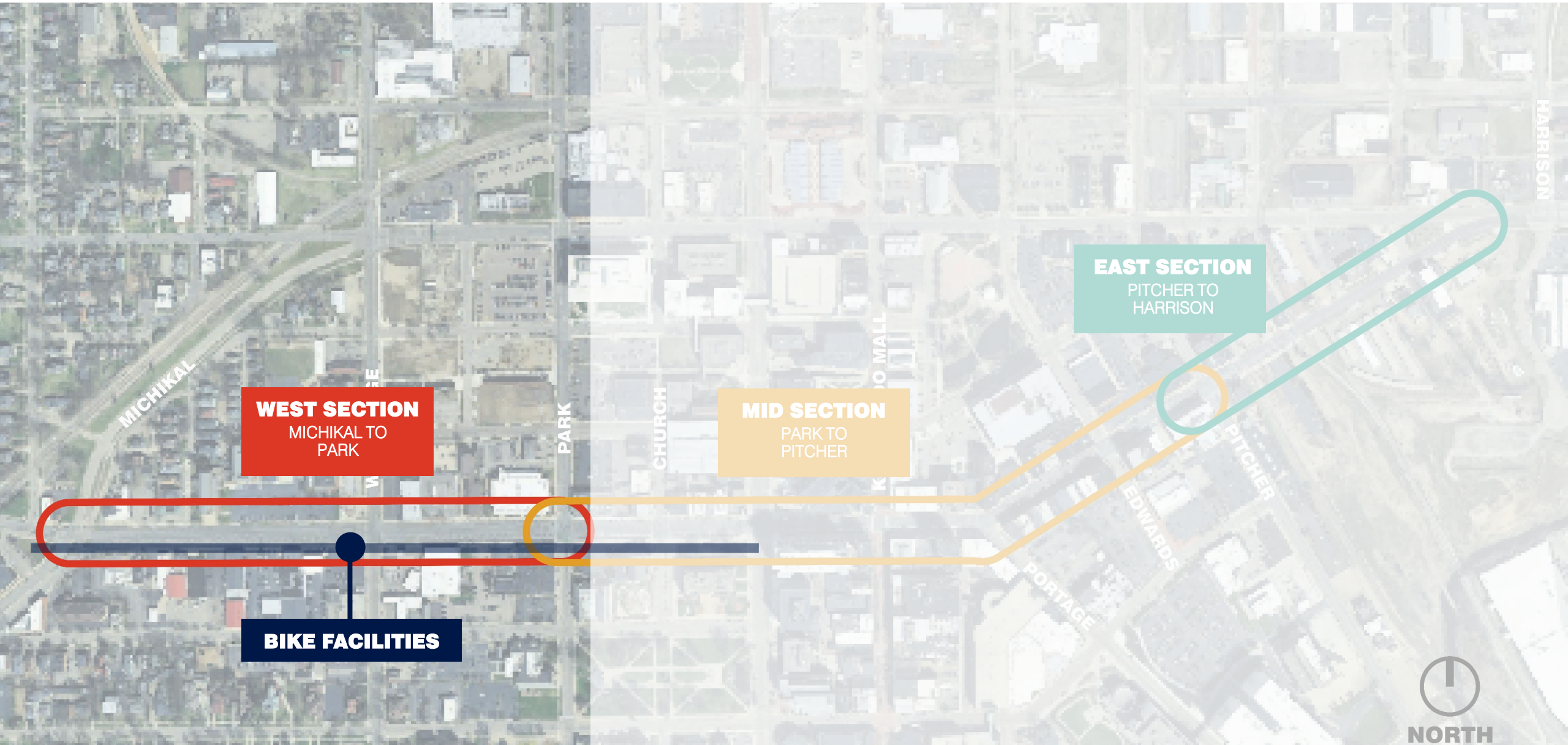
POTENTIAL 5 VEHICLE LANES TRANSITIONS TO 4 VEHICLE LANES

POTENTIAL 4 VEHICLE LANES TRANSITIONS TO 3 VEHICLE LANES

TRANSITION FROM 99' R.O.W. TO 82'-6" R.O.W



WEST SECTION
MICHIKAL TO PARK



WEST SECTION
MICHIKAL TO
PARK

MID SECTION
PARK TO
PITCHER

EAST SECTION
PITCHER TO
HARRISON

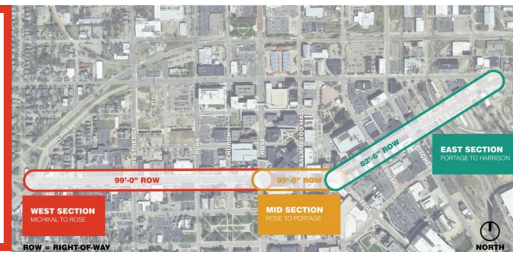
BIKE FACILITIES



WEST SECTION MICHIKAL TO ROSE

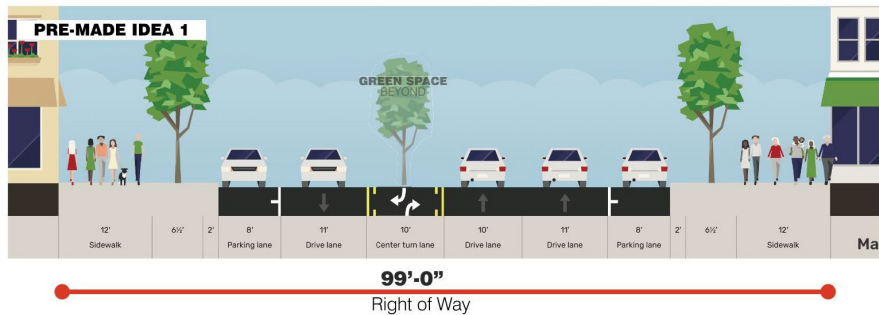
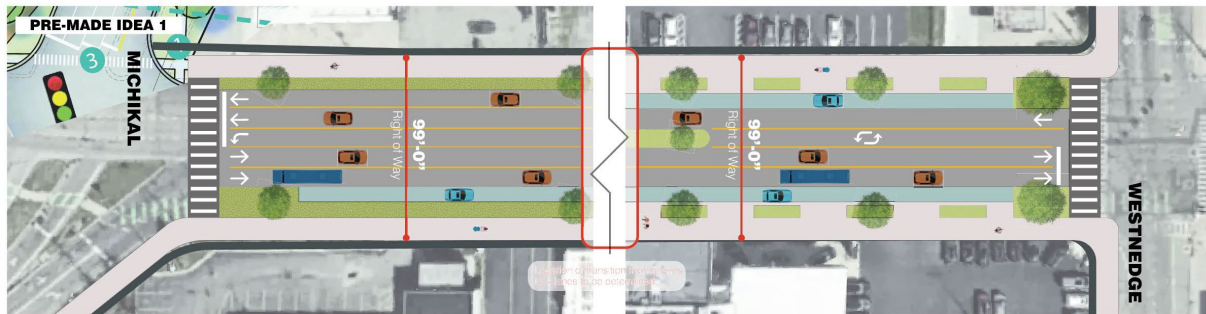
Design Considerations

- Right-of-way is 99'-0"
- May need 5 lanes for traffic at Michikal inter-section, but could then transition to 4 lanes



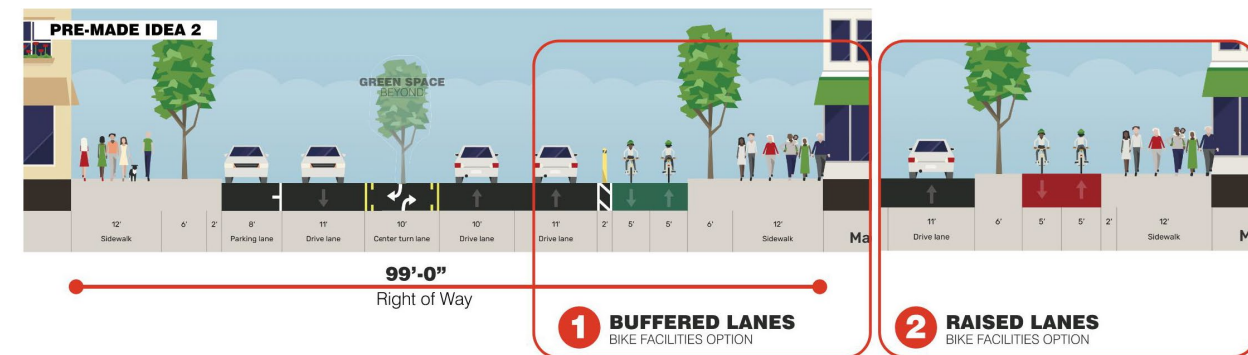
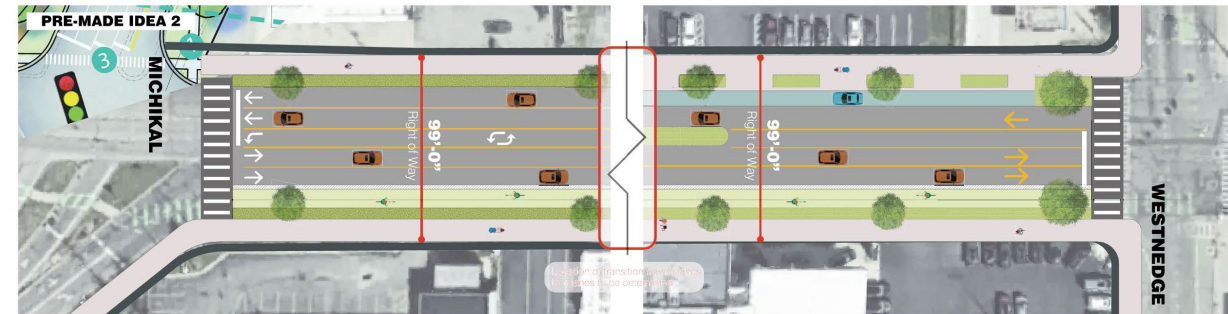
1 PRE-MADE MENU IDEA

- Parallel parking on both sides
- Bike network to be located off Michigan Ave.
- Transit route and bus stops



2 PRE-MADE MENU IDEA

- Parallel parking on one side
- Bike network to be located on Michigan Ave.
- Transit route and bus stops



WEST SECTION
MICHIKAL TO ROSE

Design Considerations

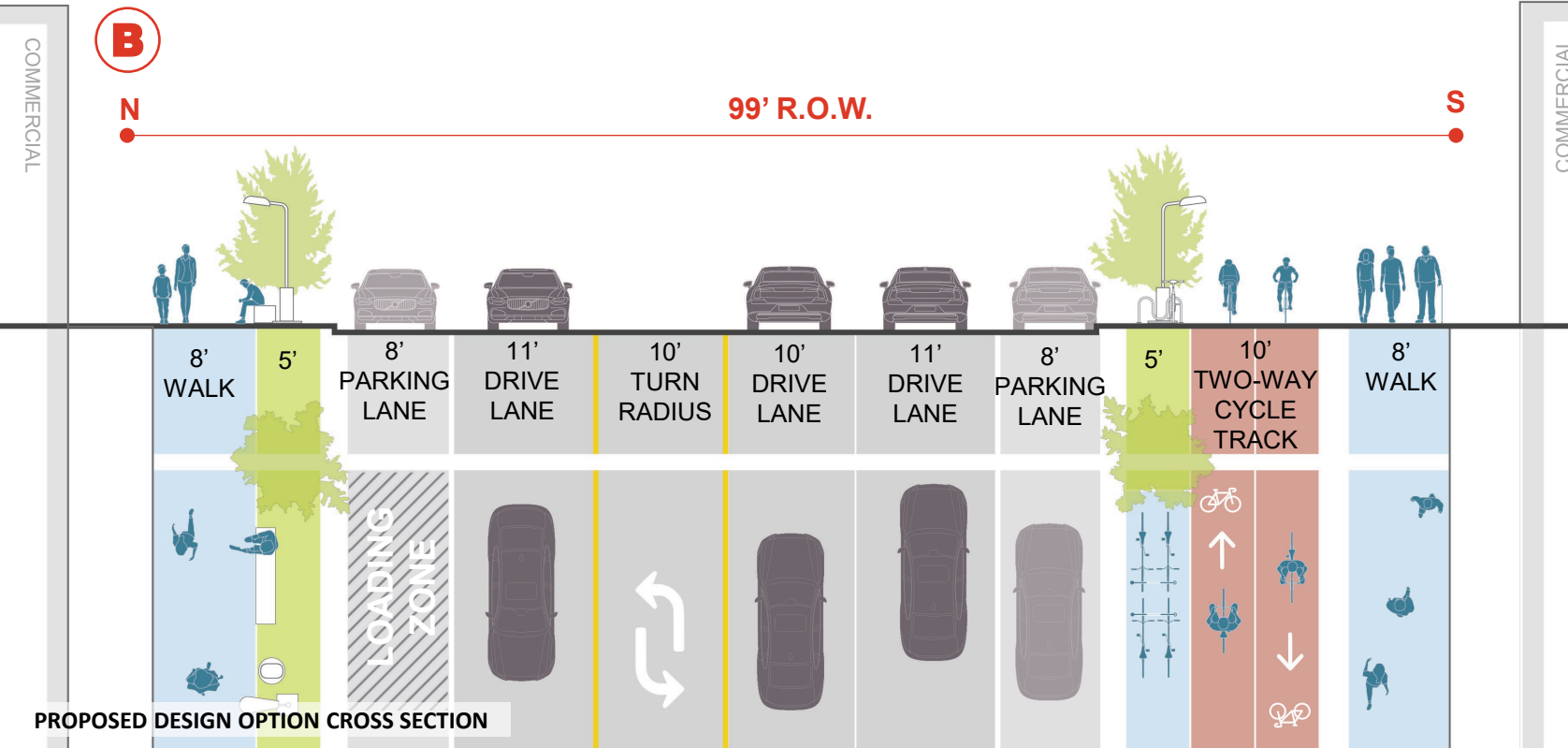
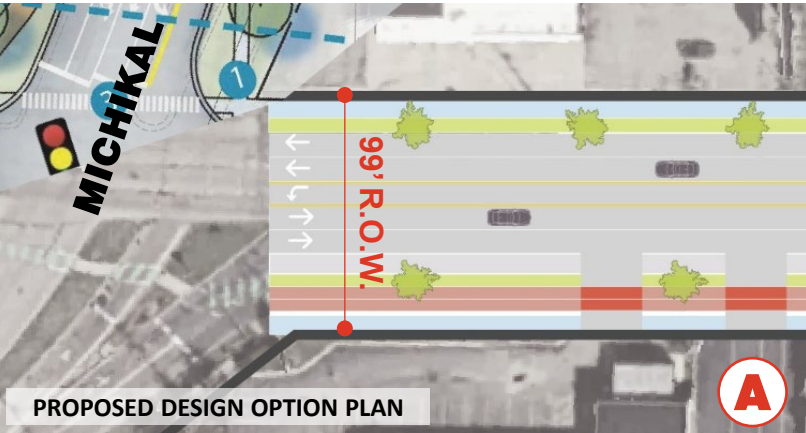
- Right-of-way is 99'-0"
- May need 5 lanes for traffic at Michikal inter-section, but could then transition to 4 lanes

Major Item	Alternatives	West
Parking (Pick 2)		
Position	No parking	1
	Parallel parking	26
	Angled parking	14
Location	Along curb	20
	Floating (separated by bike lane)	9
Sidewalks (Pick 2)		
Width	Keep As-Is	15
	Larger sidewalk	15
Preference	Outdoor dining/seating	13
	Landscaping/greenspace	28
Curbside		
	Loading zones	15
	Landscape bioswales	16
	Bus bulb-outs	19
Bike Facilities		
	None	10
	Buffered lane (street level)	6
	Raised facility (next to sidewalk)	25
	One Side (bi-directional)	16
	Both Sides (one directional)	12
Center of the Road		
	Landscape median w/ turn pockets	22
	Continuous turn lane	9
	Curve/chicane	---

WEST SECTION

PRELIMINARY ORDER

- PARALLEL PARKING ALONG CURB**
- LARGER SIDEWALKS**
- LANDSCAPE AND GREENSPACE**
- BALANCE LOADING ZONES, BIOSWALES AND BUS BULB-OUTS**
- RAISED BI-DIRECTIONAL BIKE FACILITY NEXT TO SIDEWALK**
- LANDSCAPE MEDIAN WITH TURN POCKETS**



Pedestrian Experience

- 8' Sidewalk
- 5' Amenity Zone that could include signs, lightings, benches, etc.
- Landscaping and greenspace as opportunities for street trees

Parking and Loading

- Parallel parking on both sides along curb
- Loading zones on North side
- Bus stops and bus bulbs-outs

Bike Facilities

- Raised two-way cycle track adjacent to sidewalk
- Bike parking in 5' Amenity Zone

We've been learning about the bike cycle-track pilot on Michigan Avenue

We've heard the cycle-track has

- Transit options for employees and residents to businesses
- Connection to neighborhoods
- Inefficient dedicated bike signaling
- Negative impact to loading and delivery
- Reduced amount of rockstar parking



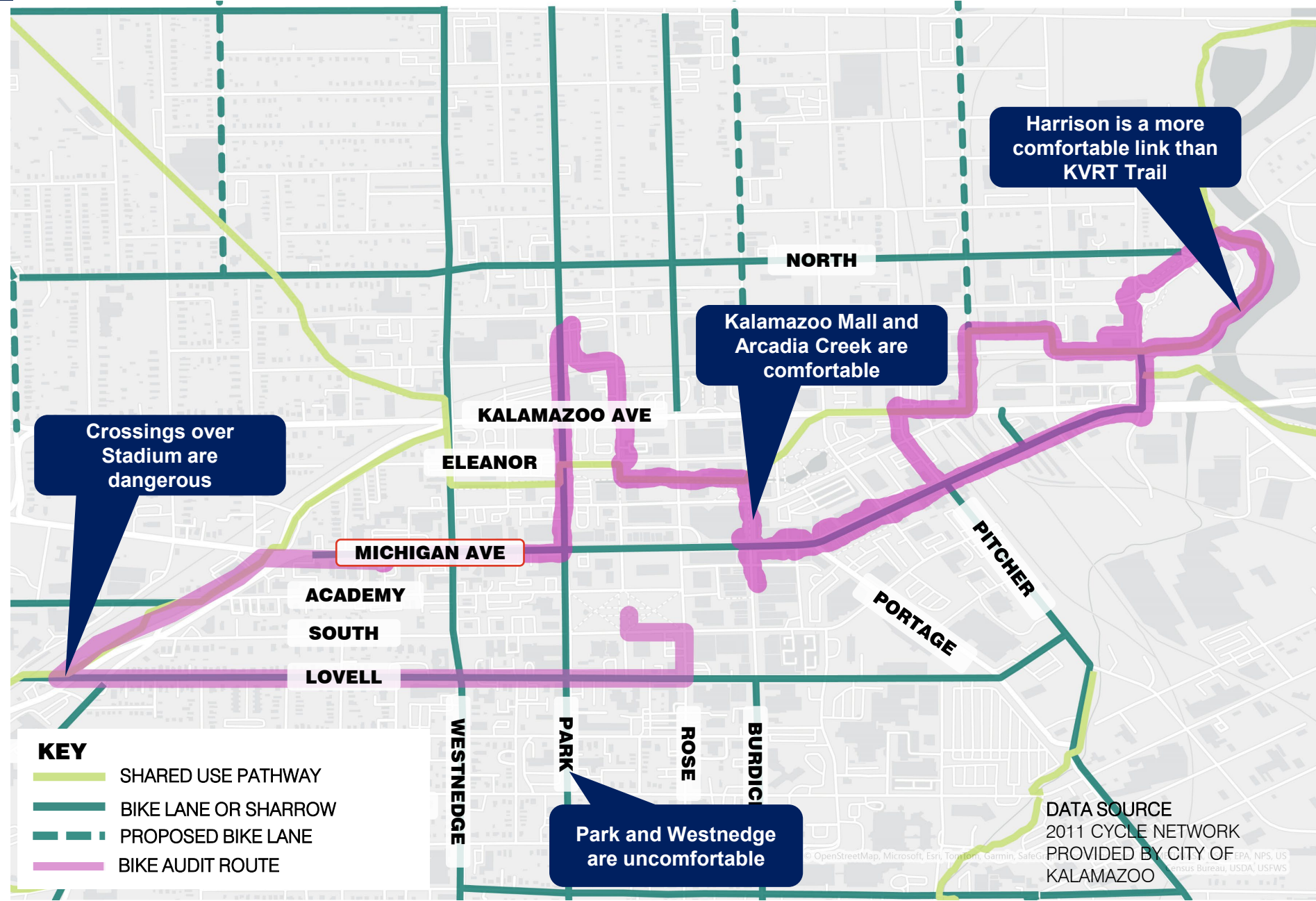
We rode the bike cycle-track pilot on Michigan Avenue

Plan for people of all ages and group sizes

Inconsistent markings, unclear paths and sudden changes can cause conflicts

Knowing popular destinations helps us design a better network

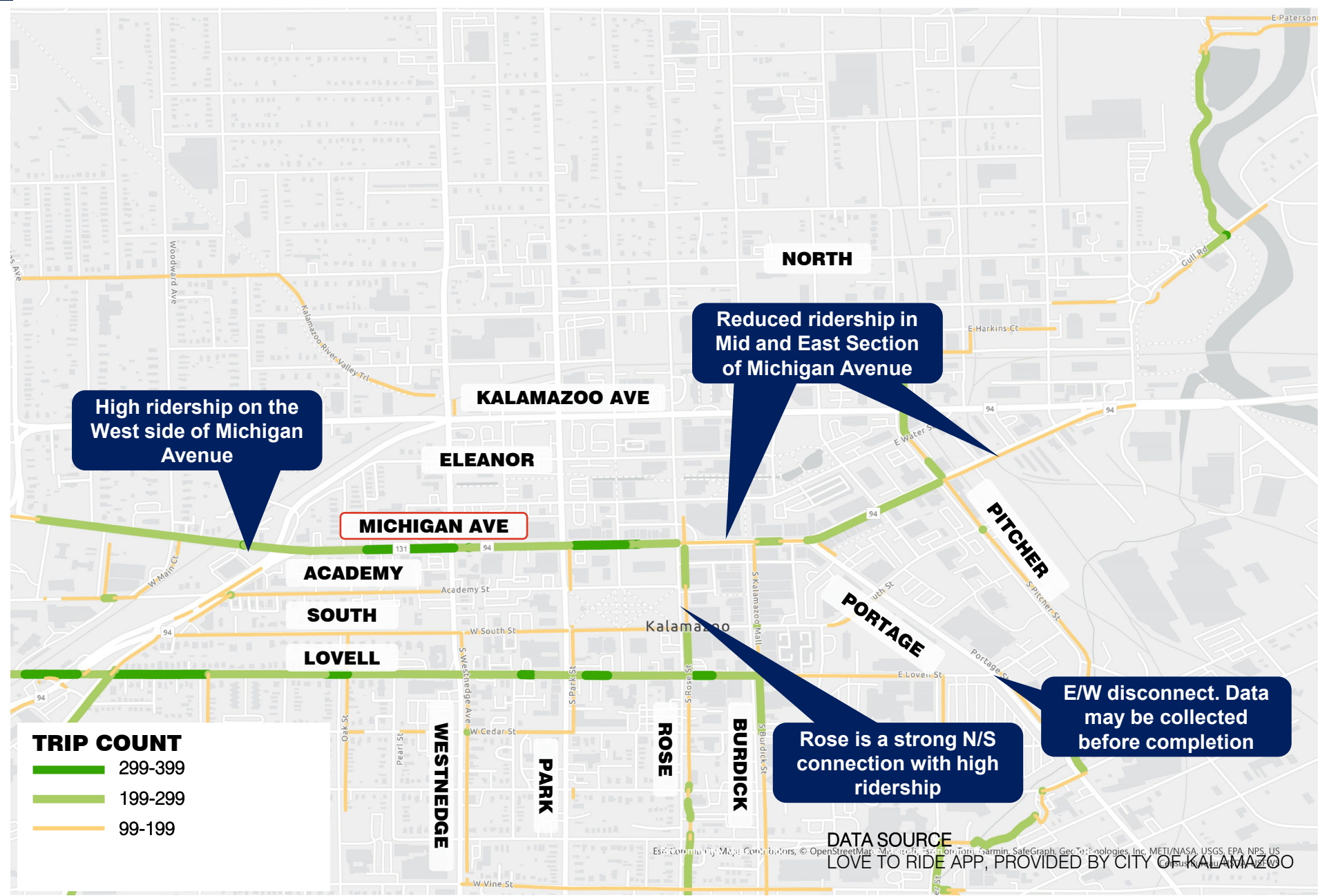
Secondary spaces like Arcadia Creek, Haymarket Plaza, Water Street, KVRT, and Bates Alley are also part of this network



Creating a bike network that reflects current routes and destinations

Identify strong North-South and East-West connections that have higher ridership

Identify parts of the bike network that aren't utilized



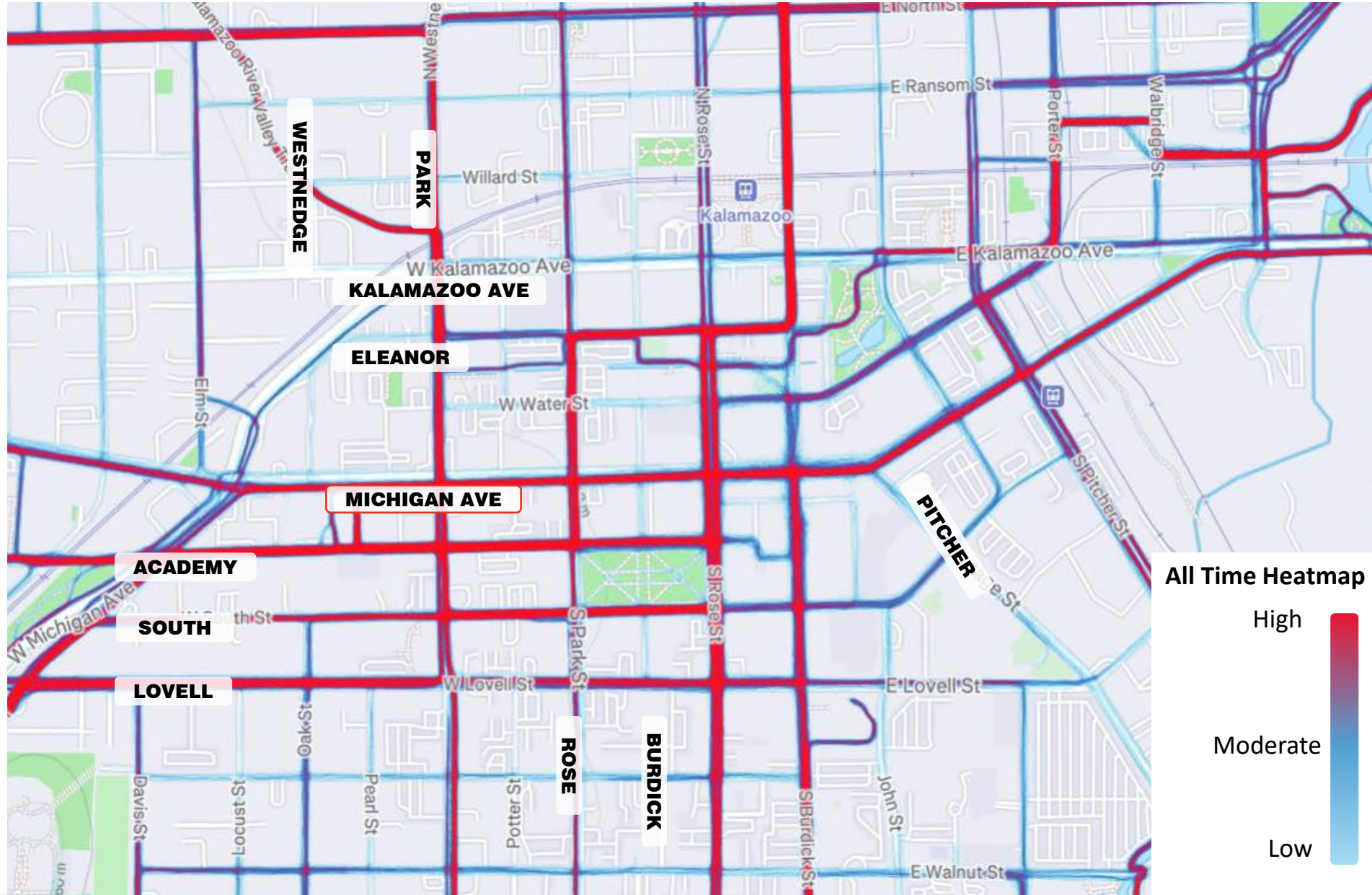
TRIP COUNT	
	299-399
	199-299
	99-199

Recognizing the bike community that exists, and positive outcomes of bike facilities

Educate all about the benefits of a biking community

Increases inclusivity. It costs over \$12,000 annually to own a car. (source:AAA)

Increasing the number of cyclists, reduces the amount of drivers



All Time Heatmap

High

Moderate

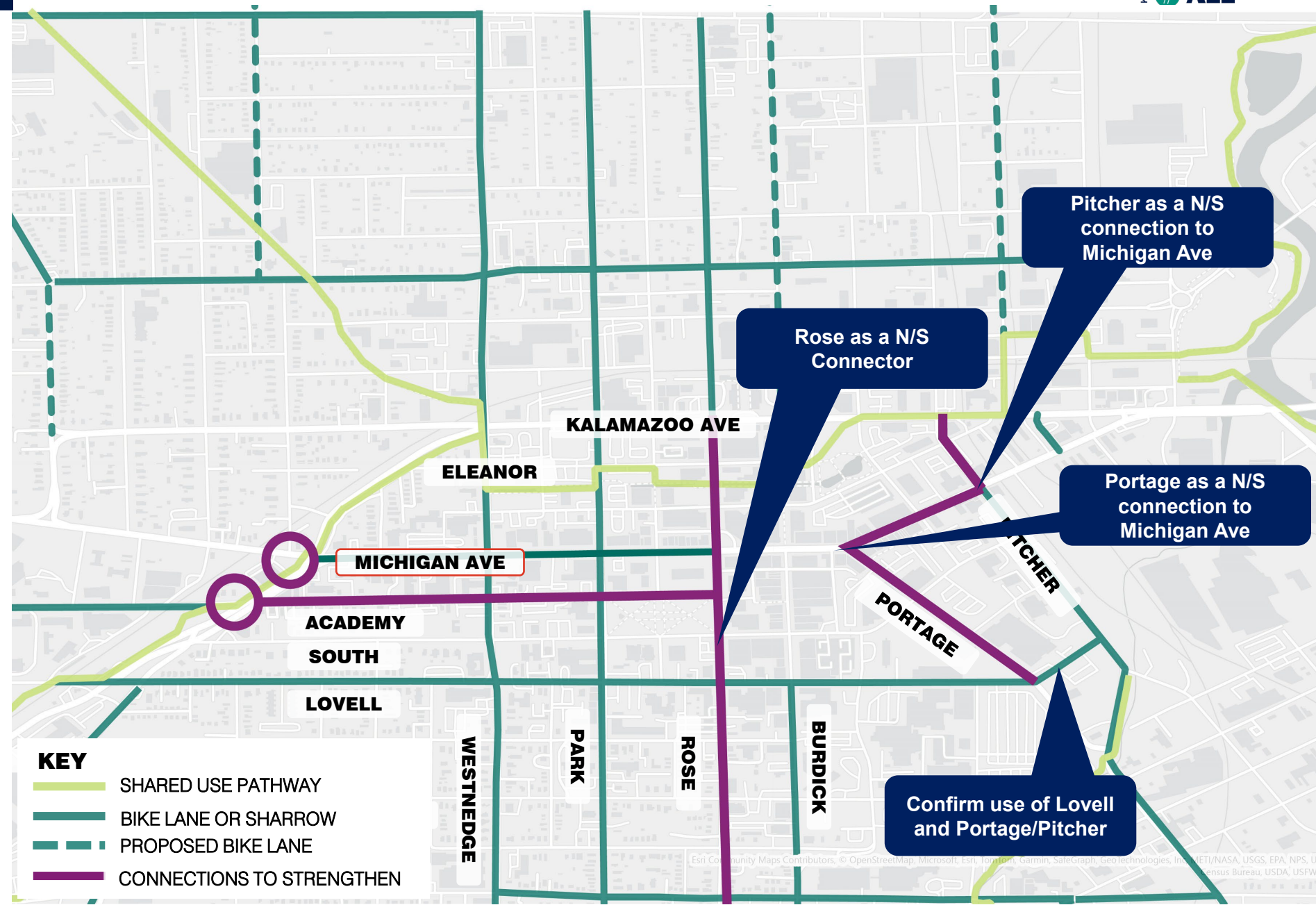
Low

Transition strong bike streets to routes and improve existing underutilized routes

Michigan Avenue welcomes bikes, and changing it to two-way traffic will make it safer and slower for everyone

North-south connections via streets, alleys, and trails will link into downtown

Network will support access while balancing loading zones, priority parking, and amenity spaces for businesses

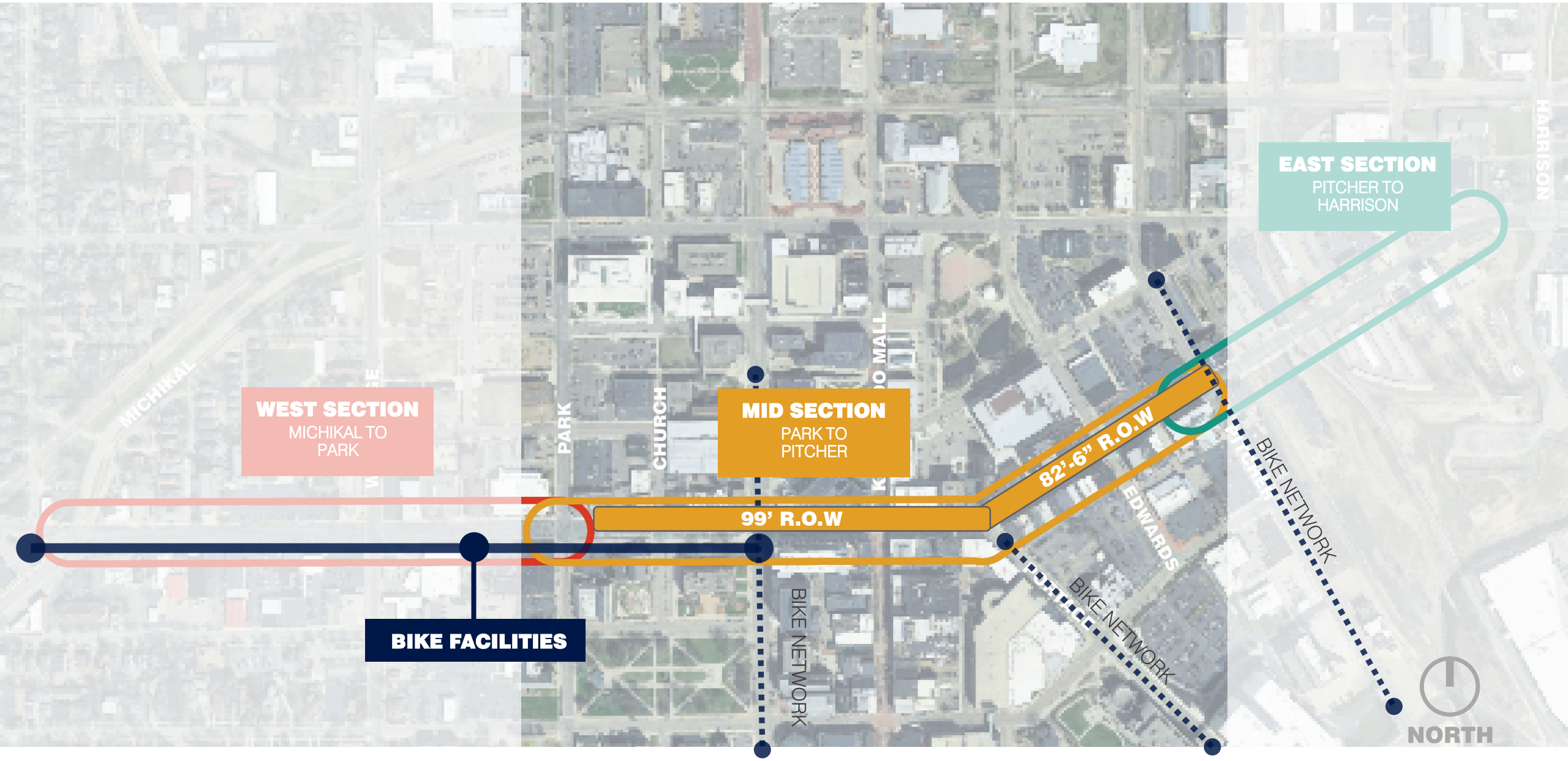


KEY

- SHARED USE PATHWAY
- BIKE LANE OR SHARROW
- PROPOSED BIKE LANE
- CONNECTIONS TO STRENGTHEN

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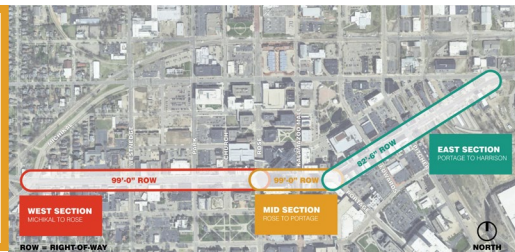
MID SECTION
PARK TO PITCHER



MID SECTION PARK TO PITCHER

Design Considerations

- Right-of-way is 99'-0"
- 3 Vehicle Lanes (model dependent)

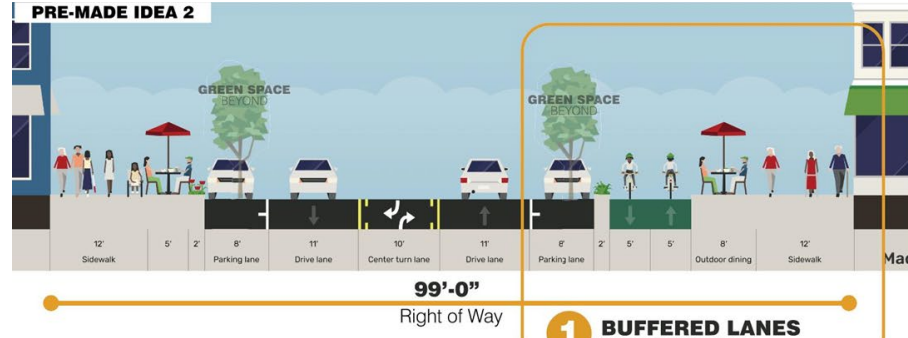
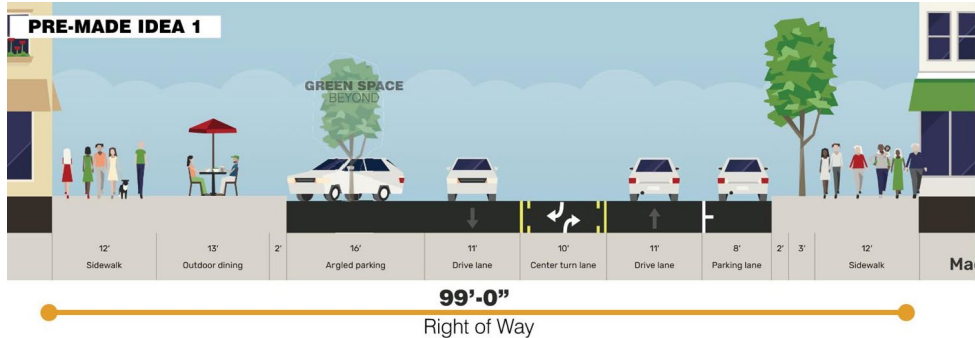
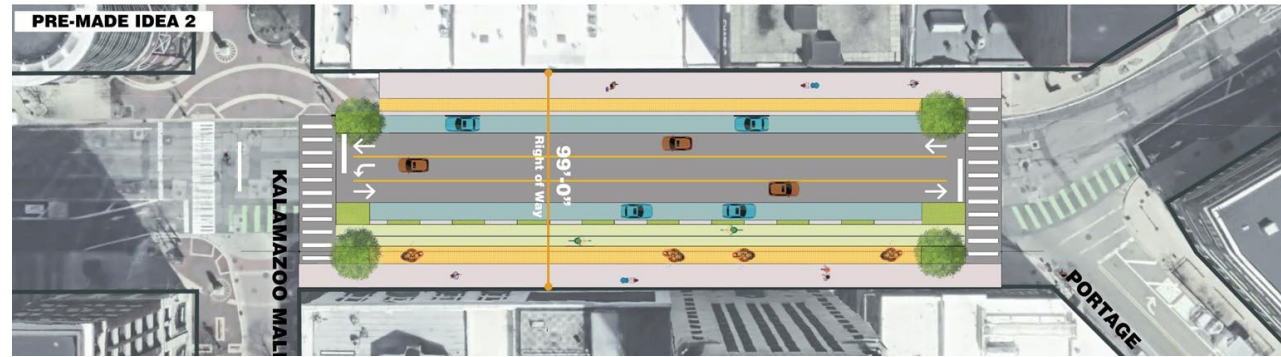
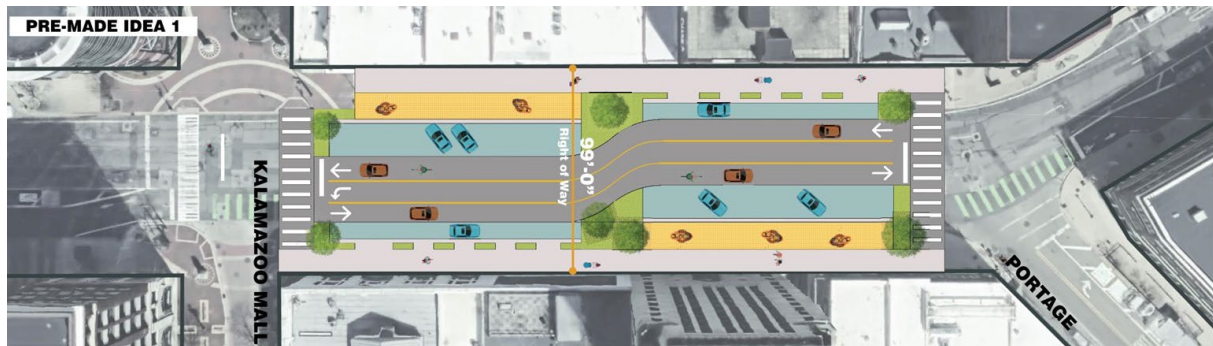


1 PRE-MADE MENU IDEA

- Chicane provides curves in the road to slow traffic and provide wider section for amenities
- Greenspace and outdoor seating
- Alternating angled parking and parallel parking on both sides
- Bike network on other routes (not on Michigan Avenue)

2 PRE-MADE MENU IDEA

- Parallel parking on both sides
- Loading Zones
- Bike Facilities on Michigan Avenue



1 BUFFERED LANES
BIKE FACILITIES OPTION

2 RAISED LANES
BIKE FACILITIES OPTION

MID SECTION
PARK TO PITCHER

Design Considerations

- Right-of-way is 99'-0"
- 3 Vehicle Lanes (model dependent)

Major Item	Alternatives	Segments
		Middle/Transition
Parking (Pick 2)		
Position	No parking	1
	Parallel parking	19
	Angled parking	24
Location	Along curb	20
	Floating (separated by bike lane)	7
Sidewalks (Pick 2)		
Width	Keep As-Is	17
	Larger sidewalk	10
Preference	Outdoor dining/seating	25
	Landscaping/greenspace	23
Curbside		
	Loading zones	23
	Landscape bioswales	9
	Bus bulb-outs	6
Bike Facilities		
	None	14
	Buffered lane (street level)	4
	Raised facility (next to sidewalk)	23
	One Side (bi-directional)	15
	Both Sides (one directional)	6
Center of the Road		
	Landscape median w/ turn pockets	15
	Continuous turn lane	10
	Curve/chicane	12

MID SECTION

PRELIMINARY ORDER

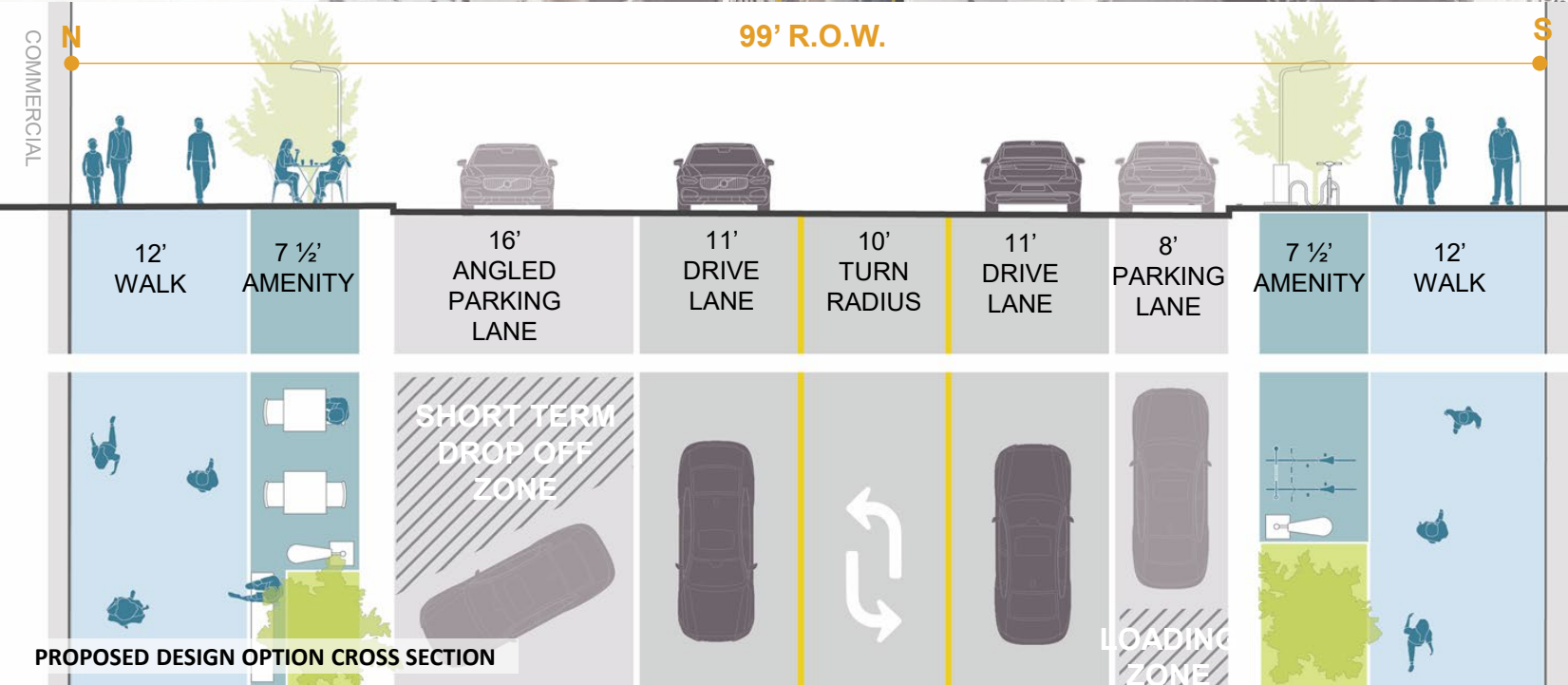
- ✓ **PARALLEL OR ANGLED PARKING ALONG CURB**
- ✓ **SIDEWALKS COULD REMAIN AS-IS**
- ✓ **OUTDOOR DINING AND LANDSCAPE/GREENSPACE**
- ✓ **LOADING ZONES**
- ✓ **STRONGER PREFERENCE TO HAVE NO BIKE LANES IN THIS SECTION THAN WEST OR EAST**
- ✓ **LANDSCAPE MEDIAN WITH TURN POCKETS**

PROPOSED TYPICAL SECTION
MID SECTION – 99'
 PARK TO PORTAGE

Pedestrian Experience Placemaking and Identity Supporting Vibrant Businesses



PROPOSED DESIGN OPTION PLAN



PROPOSED DESIGN OPTION CROSS SECTION

Pedestrian Experience

- 12' Sidewalk
- 7 1/2' Amenity Zone that could include signs, lightings, benches, etc.
- Landscaping and greenspace as opportunities for street trees

Parking and Loading

- Angled parking on North side with short-term drop off and loading zones
- Parallel Parking on South Side

Bike Facilities

- Bike parking in 5' Amenity Zone

PROPOSED TYPICAL SECTION
MID SECTION - 82'-6"
 PORTAGE TO PITCHER



Pedestrian Experience



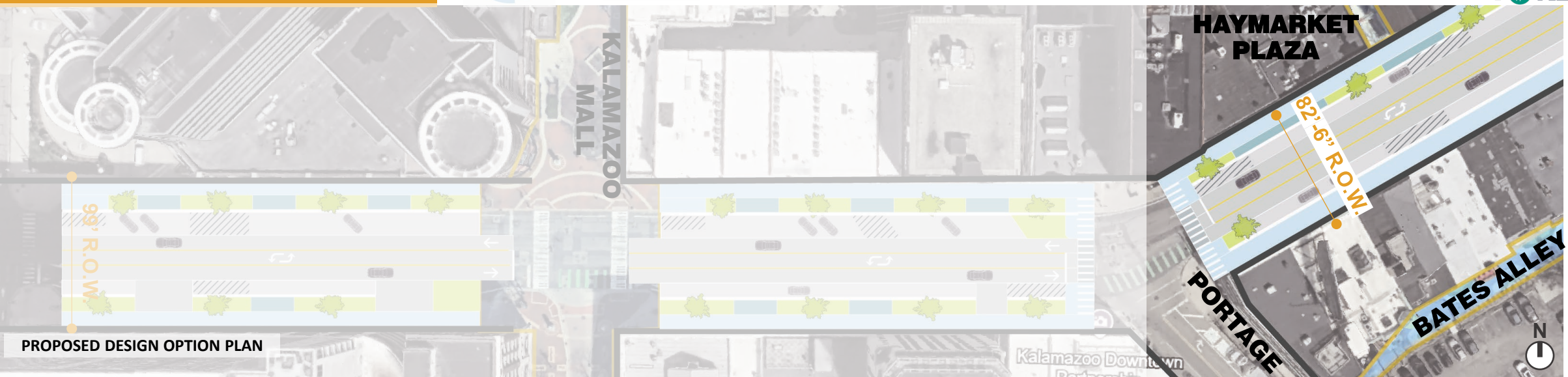
Placemaking and Identity



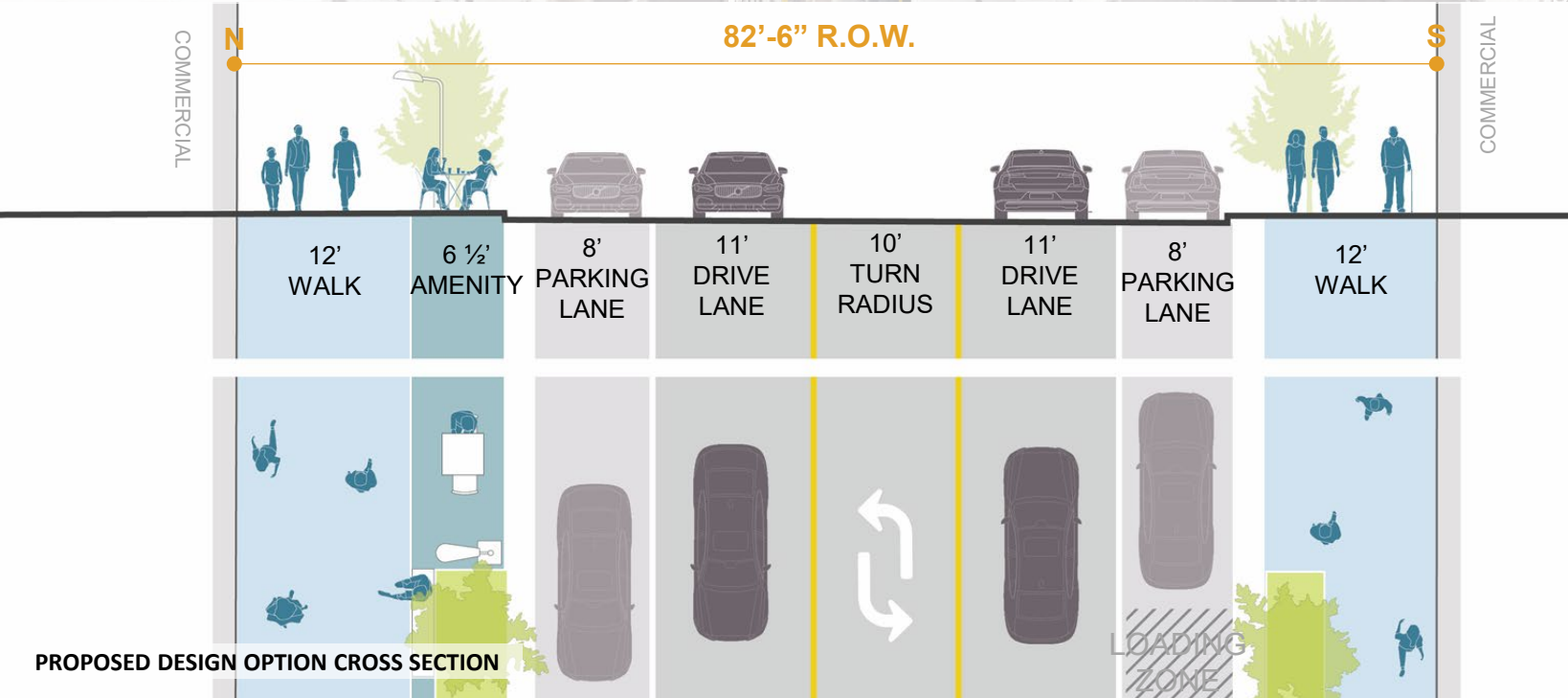
Supporting Vibrant Businesses



STREETS FOR ALL



PROPOSED DESIGN OPTION PLAN



PROPOSED DESIGN OPTION CROSS SECTION

Pedestrian Experience

- 12' Sidewalk
- 6 1/2' Amenity Zone that could include signs, lightings, benches, etc.
- Landscaping and greenspace as opportunities for street trees

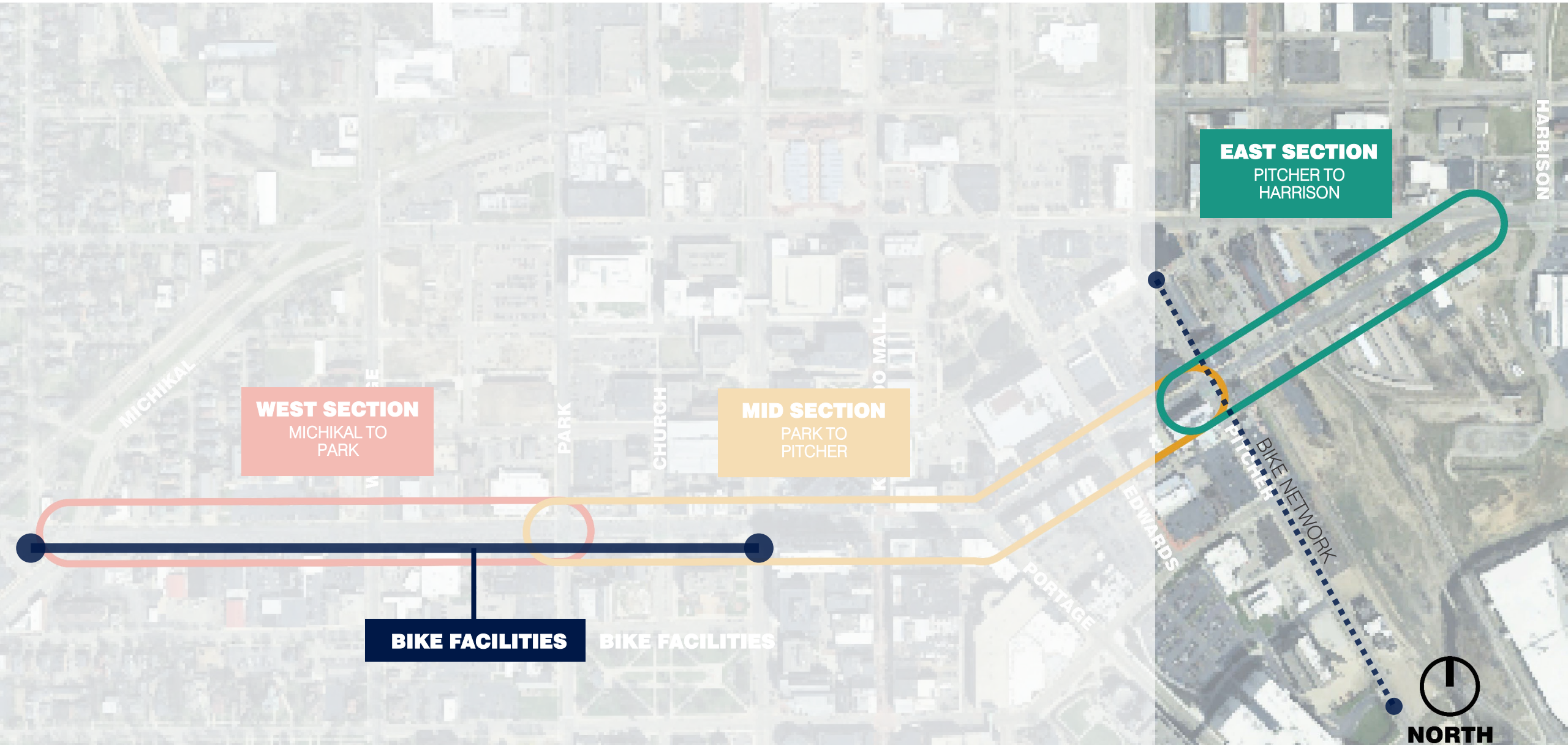
Parking and Loading

Parallel Parking on both sides with loading zones

Bike Facilities

Bike parking in 5' Amenity Zone

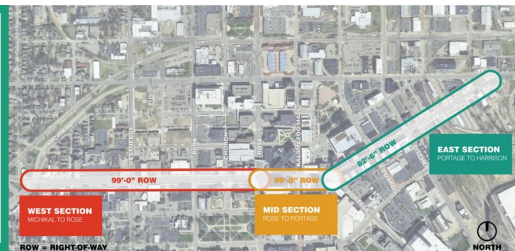
PROPOSED TYPICAL SECTION
EAST SECTION
PITCHER TO HARRISON



EAST SECTION PITCHER TO HARRISON

Design Considerations

- Right-of-way is 82'-6"
- 3 Vehicle Lanes (model dependent)

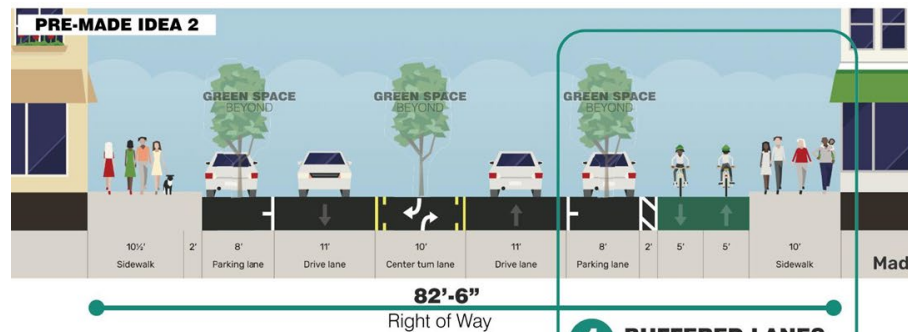
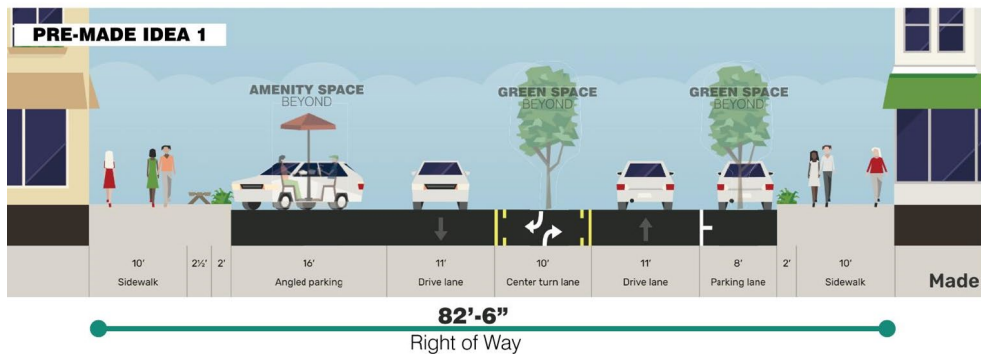
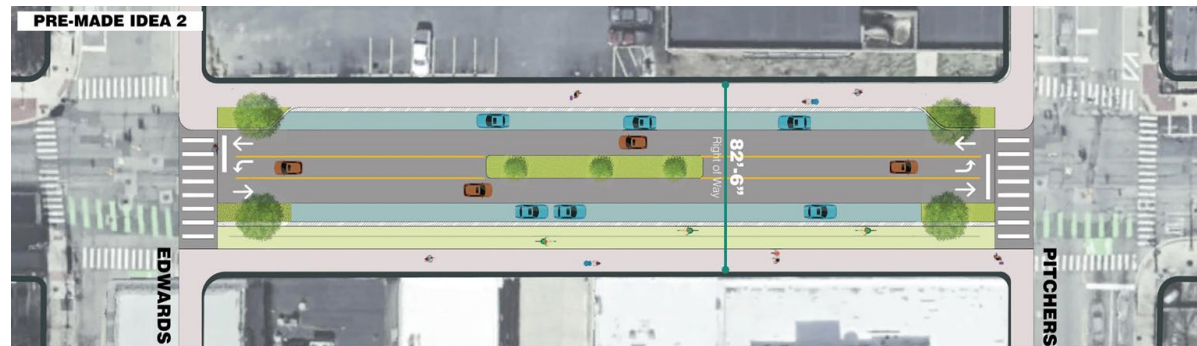
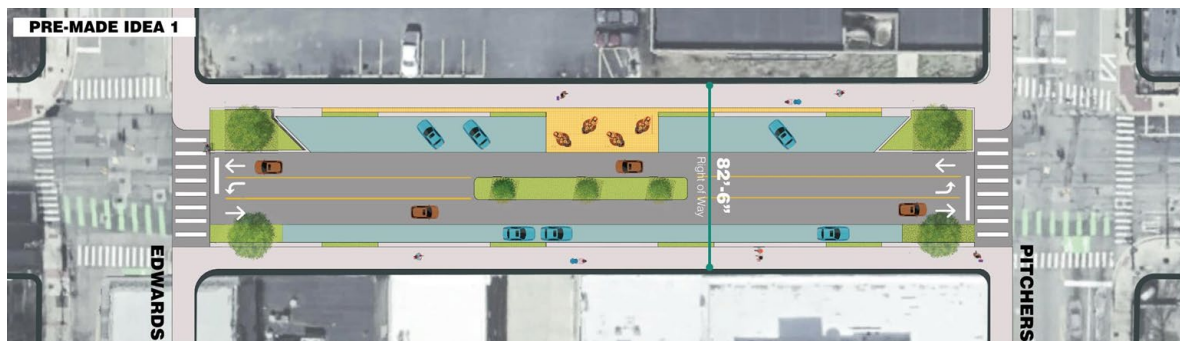


1 PRE-MADE MENU IDEA

- Parking on both sides of the road, angled and parallel
- Increased planting and sidewalk amenity space
- Bike network off Michigan Avenue

2 PRE-MADE MENU IDEA

- Parallel parking on both sides
- Bike Facilities on Michigan Avenue



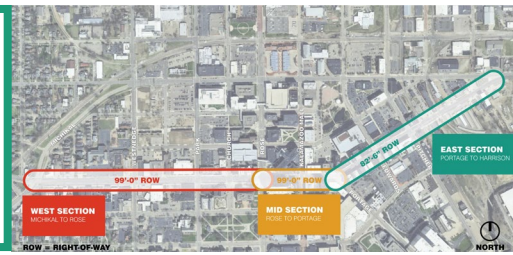
1 BUFFERED LANES
BIKE FACILITIES OPTION









2 RAISED LANES
BIKE FACILITIES OPTION

EAST SECTION PITCHER TO HARRISON

Design Considerations







- Right-of-way is 82'-6"
- 3 Vehicle Lanes (model dependent)



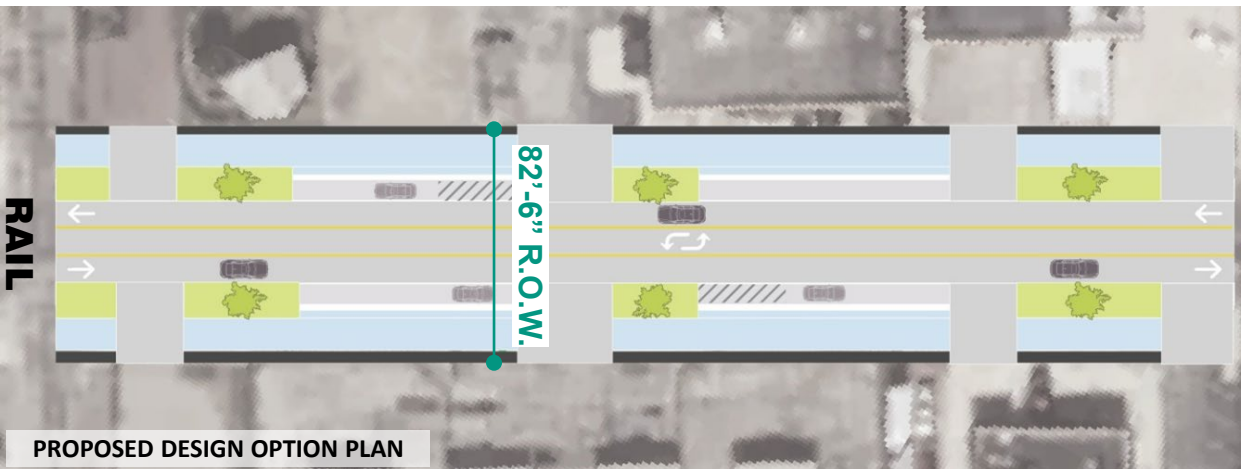
Major Item	Alternatives	East
Parking (Pick 2)		
Position 	No parking	1
	Parallel parking	23
	Angled parking	21
Location	Along curb	19
	Floating (separated by bike lane)	6
Sidewalks (Pick 2)		
Width 	Keep As-Is	18
	Larger sidewalk	16
Preference 	Outdoor dining/seating	22
	Landscaping/greenspace	21
Curbside		
	Loading zones	14
	Landscape bioswales	13
	Bus bulb-outs	7
Bike Facilities		
	None	14
	Buffered lane (street level)	4
	Raised facility (next to sidewalk)	18
	One Side (bi-directional)	14
	Both Sides (one directional)	6
Center of the Road		
	Landscape median w/ turn pockets	25
	Continuous turn lane	7
	Curve/chicane	---

MID SECTION

PRELIMINARY ORDER

-  **PARALLEL PARKING ALONG CURB**
-  **SIDEWALKS COULD REMAIN AS-IS**
-  **PROVIDE LANDSCAPING AND GREENSPACE AND BIOSWALES**
-  **LOADING ZONES**
-  **STRONGER PREFERENCE TO HAVE NO BIKE LANES IN THIS SECTION THAN WEST OR EAST**
-  **LANDSCAPE MEDIAN WITH TURN POCKETS**

PROPOSED TYPICAL SECTION
EAST SECTION
 PITCHER TO HARRISON



Pedestrian Experience

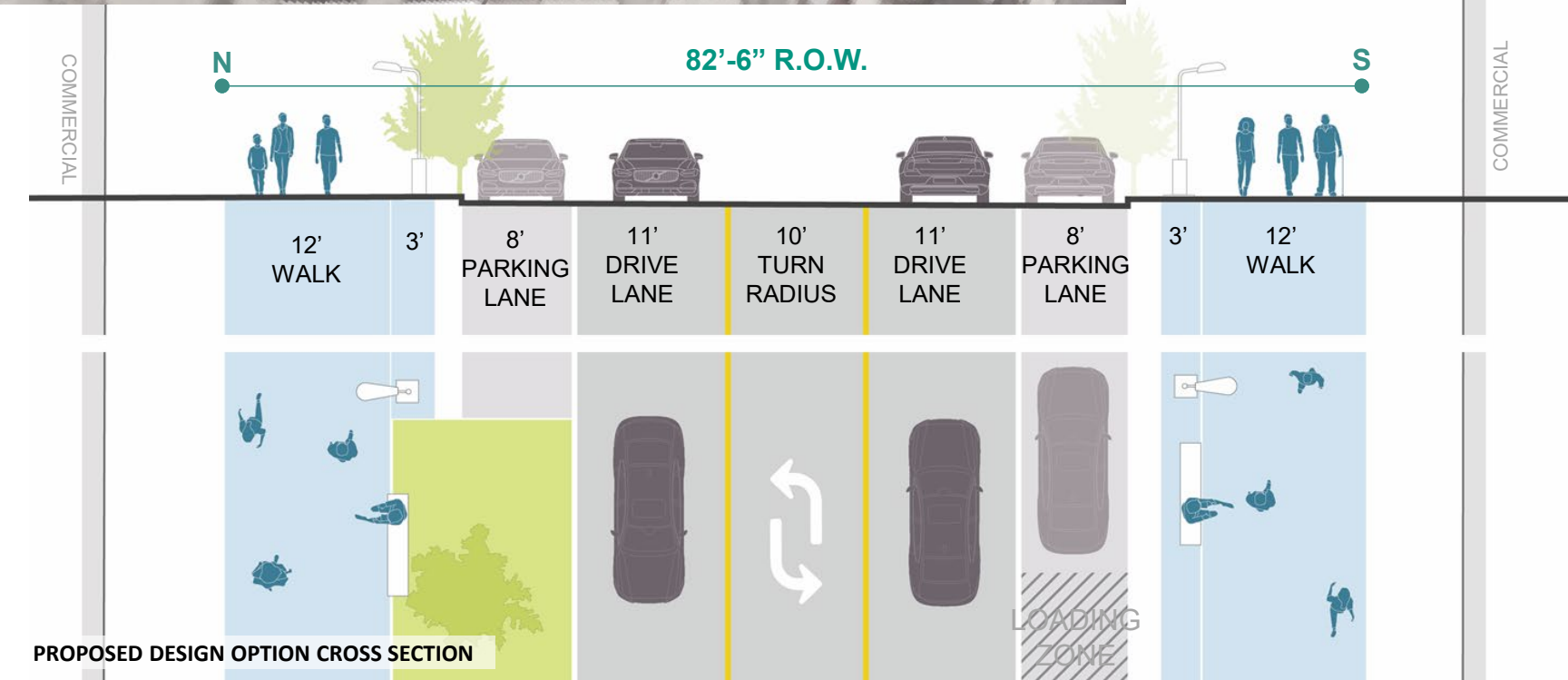
- 12' Sidewalk
- 3' Amenity Zone, bumps out to larger landscaping green areas
- Intersection design at Michigan Avenue and Kalamazoo Avenue/Harrison to provide better pedestrian connectivity [not shown today]

Parking and Loading

- Limited parallel parking on both sides
- Option for loading zones where needed

Bike Facilities

- Bike parking in Amenity Zones



PROPOSED DESIGN OPTION CROSS SECTION

Before You Go A Few Things To Know

11/14

**Thursday,
November 14th
10:30-11:30 AM**

Community Virtual Meeting

We're excited to invite you to an upcoming virtual meeting about the Michigan Avenue Two-Way Conversion, a key part of Kalamazoo's Safe Streets for All initiative. We're hosting this meeting online to ensure everyone interested can participate, especially if attending in person isn't possible.

12/05

**Thursday,
December 5th
5:30-7:30 PM
Doors Open At 5**

Open House 2

Level 1 | CrawlSpace Comedy theater
Kalamazoo Nonprofit Advocacy Coalition
315 W Michigan Ave, Kalamazoo, MI

Join us anytime to learn about the progress of the Michigan Avenue design and projects in the upcoming construction season. Stations will be set up to gather feedback.

- Thank you for being a part of the process to create a safe and prosperous Michigan Avenue
- The design of the Michigan Avenue is NOT predetermined. This is an iterative process ...we are listening and learning.
- “Proposed Design Options” are provided to illustrate how different design elements work together and are NOT final designs.
- Your input will be combined with other inputs to guide decision-making; others include what traffic modeling shows, influences on the overall multi-modal transportation network, and continued community dialogue (e.g. Walk & Roll, survey, etc.).
- Discussions from tonight will help the design team understand your priorities, which can then inform the Preferred Design Option that is yet to be developed (see above bullet).

THANK YOU!

You can stay up-to-date at

[www.kalamazoocity.org/Community/Projects/
Streets-for-All/Streets-for-All-Michigan-Ave-
2027-2028](http://www.kalamazoocity.org/Community/Projects/Streets-for-All/Streets-for-All-Michigan-Ave-2027-2028)

KALAMAZOO



**STREETS
FOR
ALL**