

STREETS FOR ALL | Creating a Connected City

Kalamazoo’s neighborhoods, university campuses, and downtown are currently divided by several wide, high-traffic streets. These streets create barriers for many Kalamazoo residents and visitors – pedestrians, drivers, and bicyclists. The need for changes to the street network is not a new idea. For decades and through many separate planning and outreach efforts the community has been voicing a desire for calmer streets, active and inviting public spaces, and safer travel for all users.

Many of these roadways (Stadium Drive, Kalamazoo Avenue, Michigan Avenue, Park St, Westnedge Avenue, Michikal, and others) were under the jurisdiction of the Michigan Department of Transportation (MDOT), however, in January of 2019, the City of Kalamazoo was transferred control of these streets. Local control of these streets created an opportunity to realize re-designs in the network.

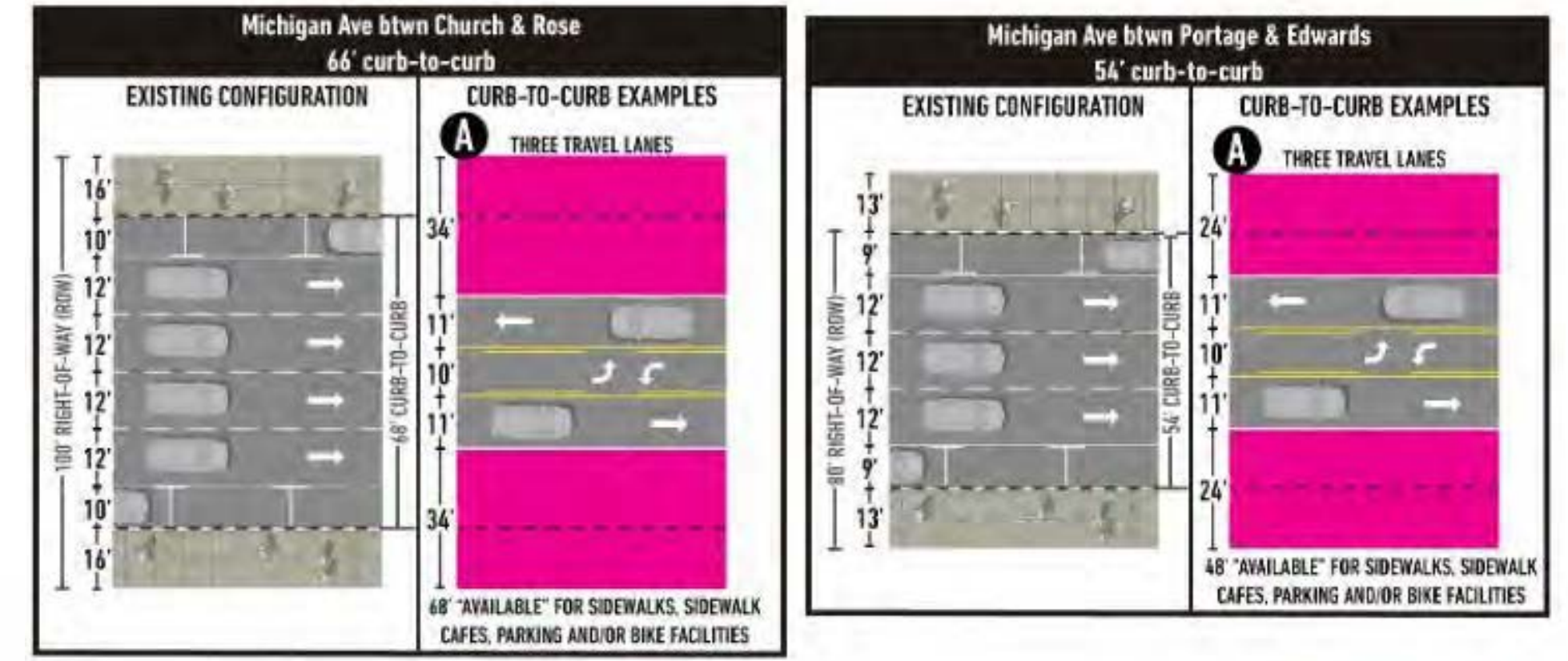
Project Managers : Christina Anderson, City Planner + Anthony Ladd, Assistant Director of Public Works

VISION | To have Downtown streets that meet the needs of the community, promote safe transportation for all, and foster a more vibrant Downtown.

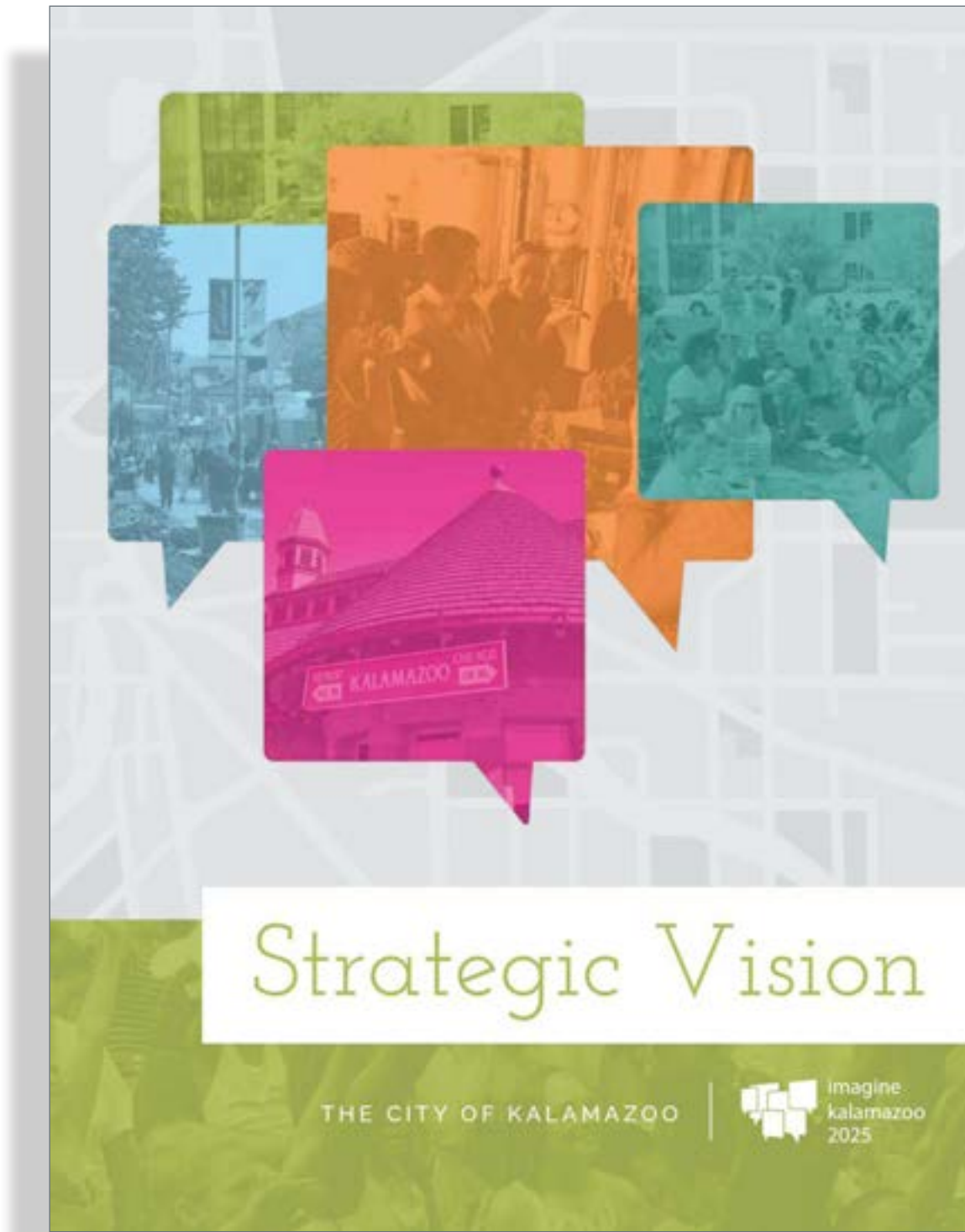
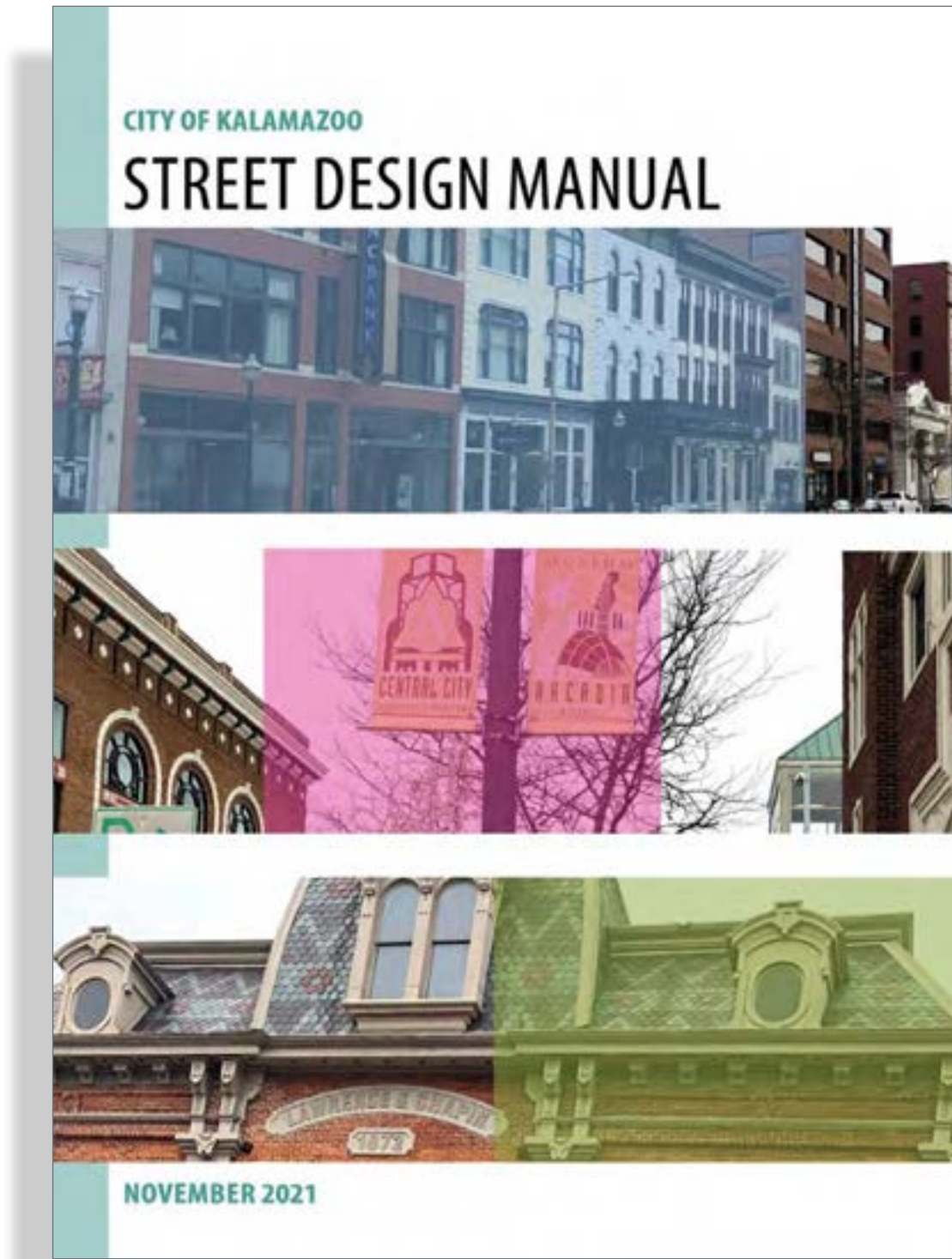
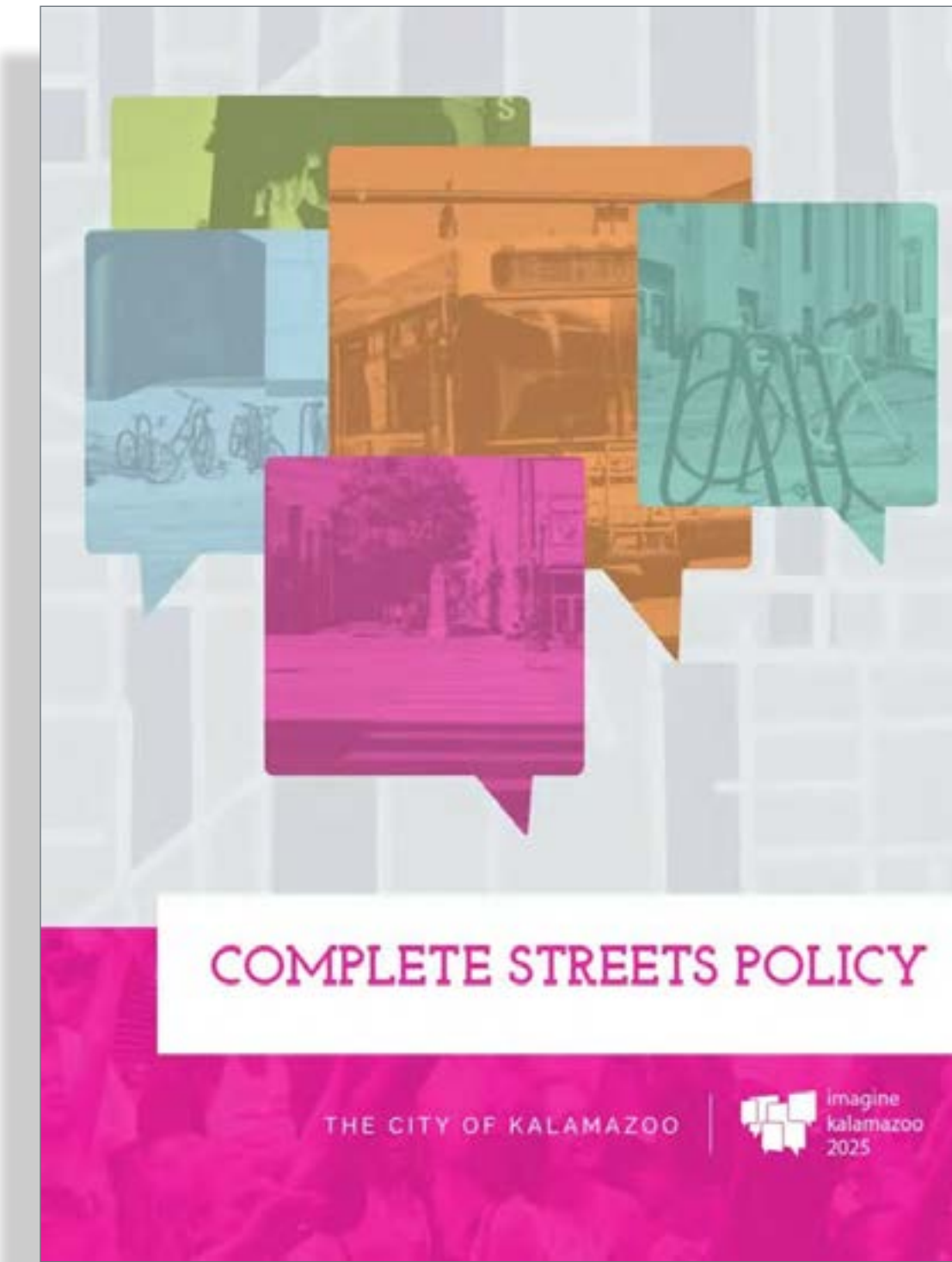
IMPACT OF ONE-WAY STREETS

- 1 SPEED** Increases in traffic speed were an objective of MDSH (now MDOT), which was a normal objective during the 1960s. This type of system has shown to have many negative consequences today, primarily with higher speeds and a greater variation of speed.
- 2 SAFETY** The wide variation in speed, previously mentioned, is especially troublesome as studies have shown that as the variation in speeds increases, the number of crashes and crash severity, increases.
- 3 EFFICIENCY** The wide variation in speed, previously mentioned, is especially troublesome as studies have shown that as the variation in speeds increases, the number of crashes and crash severity, increases.
- 4 EXCESSIVE TRAFFIC CRASHES** In terms of crashes per mile, Michigan and Kalamazoo Avenue segments in the one-way area have consistently ranked in the City’s top 25 most dangerous segments over the past ten years. Besides being a crash problem for vehicles, the excessive widths of the streets make timing signals for pedestrian crossing challenging, which contributes to the poor progression.
- 5 EMISSIONS** The excessive dodging and weaving of traffic leads to an increase in drivers breaking and acceleration and deceleration of vehicles. This inefficient operation leads to excessive emissions from vehicles, including exhaust gases and material from breaks. It also leads to excessive noise levels, which are well known to compound the negative impact of emissions.

STREET DESIGN NETWORK PROCESS



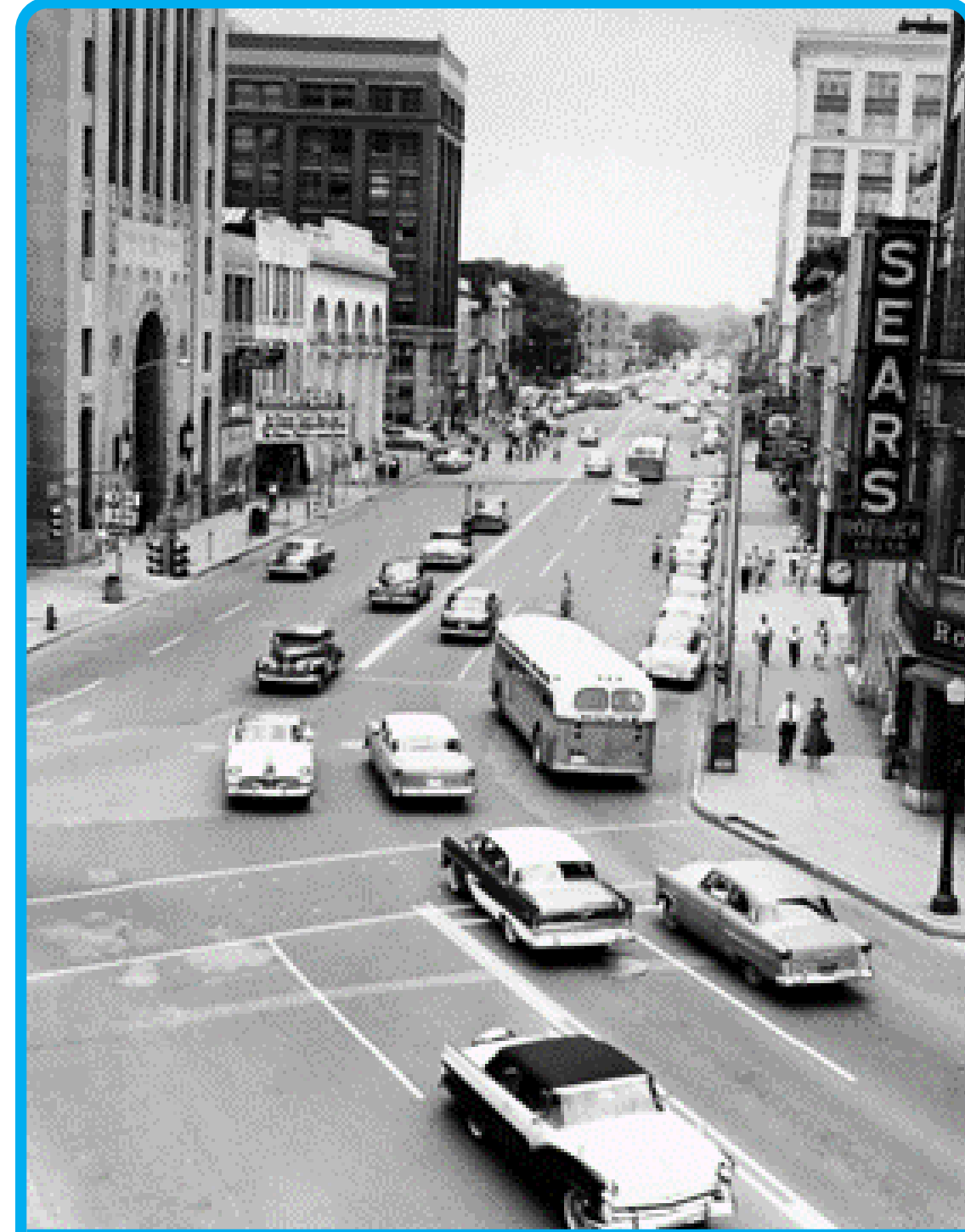
Michigan Ave Redesign Options (2020) - Provided by MKSK



SUPPORTIVE PLANS:

- Imagine Kalamazoo Master Plan
- Strategic Vision
- Complete Streets Policy
- Street Design Manual
- Updated Public Participation Plan (2022)
- 2017-18 Planning and Environmental Linkages
- Urban Growth Initiative
- 2017 + 2022 Gibbs Retail Analysis

COVID-19 PANDEMIC



TWO-WAY TRAFFIC

Nov 2019 - Mar 2020

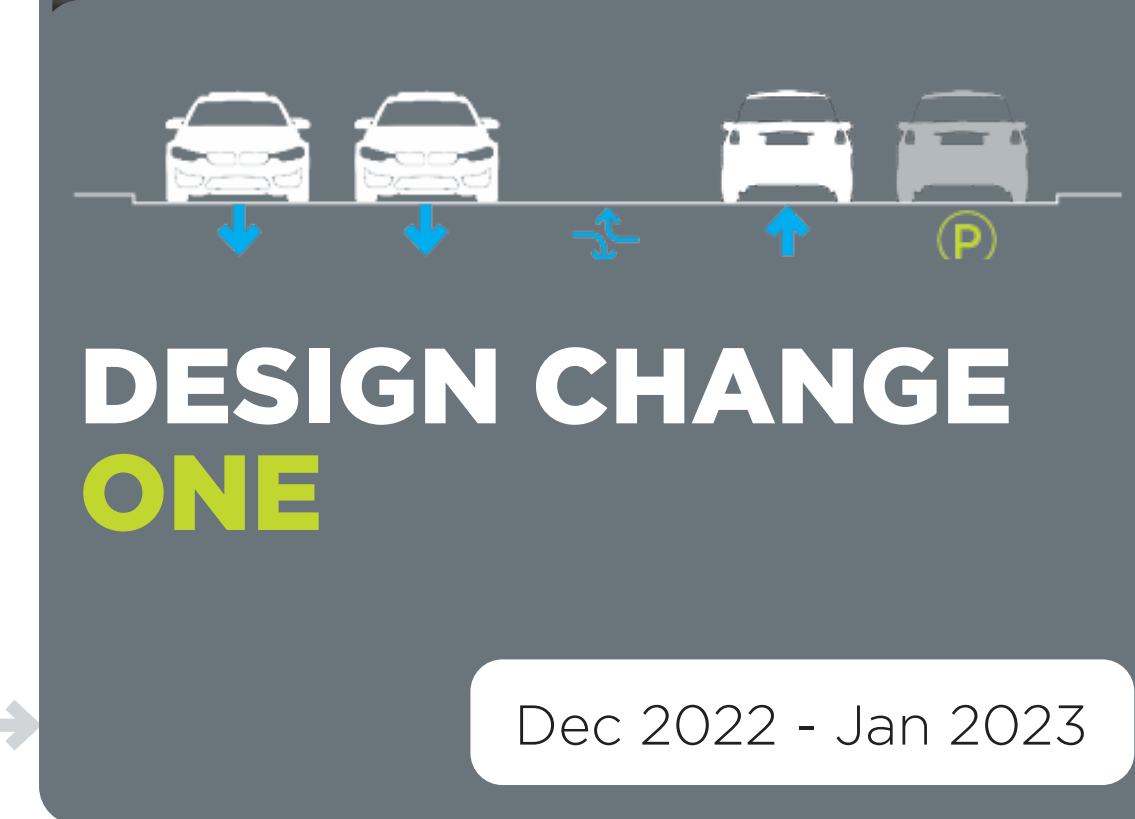
Study begins, and process initiated to alter Kalamazoo's street network to a safer, more balanced mobility network.



PUBLIC ENGAGEMENT

Spring - Fall 2022

During engagement of the neighborhoods and the downtown businesses, we heard vital feedback, altering the design of the street network and profiles.



DESIGN CHANGE ONE

Dec 2022 - Jan 2023

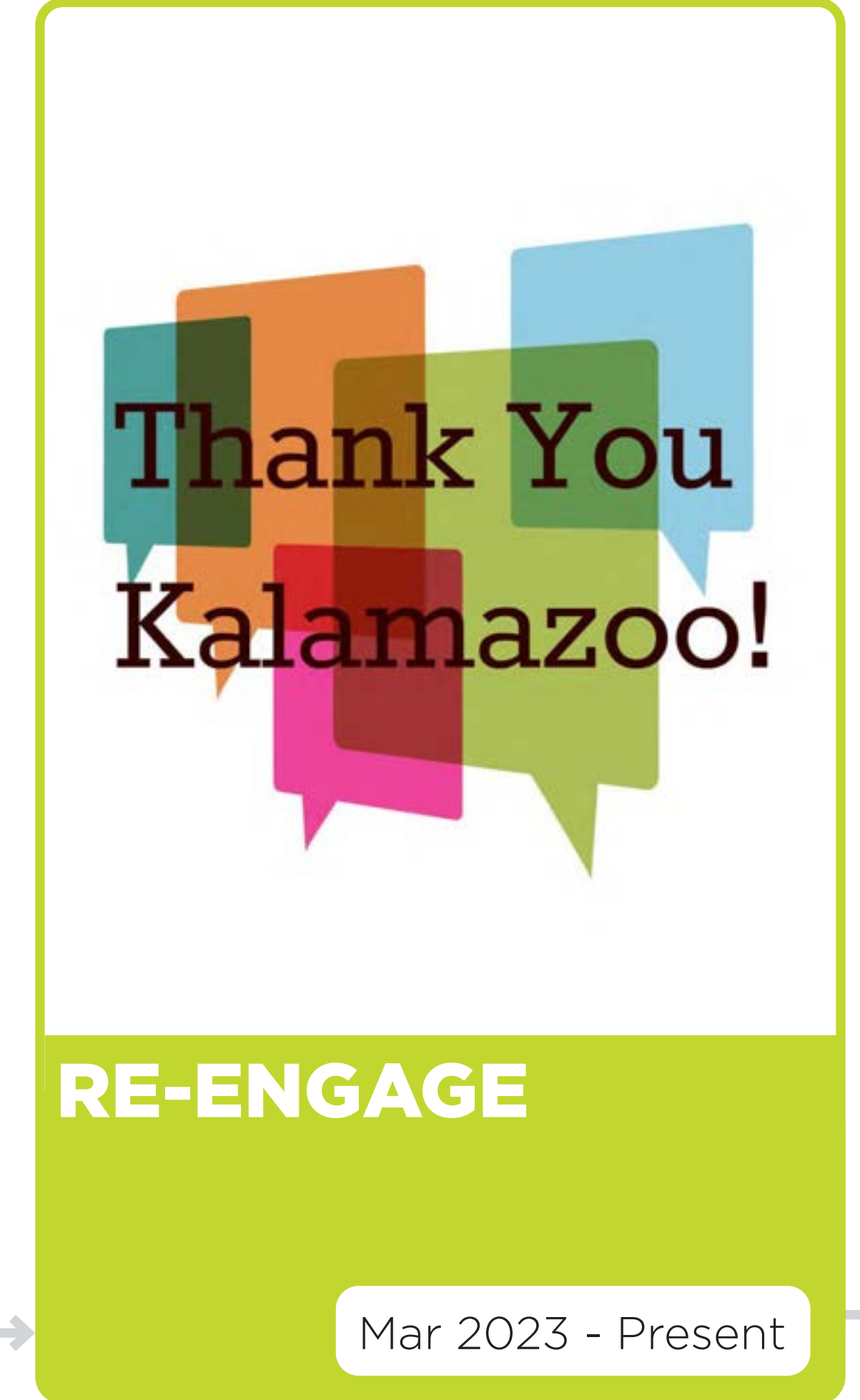
Providing for optimal flexibility, the decision to try an unbalanced cross-section to preserve the public's on-street parking.



DESIGN CHANGE TWO

Feb - Mar 2023

Kalamazoo is re-envisioned as a neighborhood street, reconnecting the north and south portions of the Stuart Neighborhood and optimizing for safe walkability.



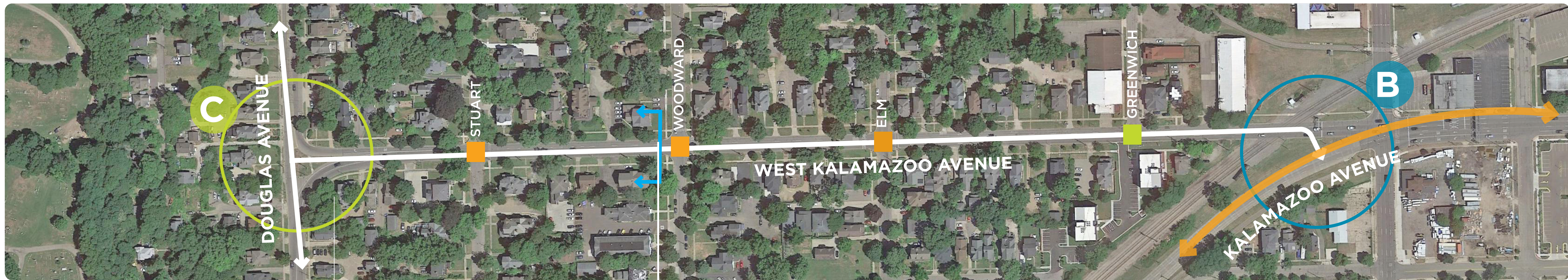
RE-ENGAGE

Mar 2023 - Present

Presenting the re-aligned direction for the Kalamazoo street network, we are interested in your feedback!

STREET DESIGN PUBLIC INPUT

WHAT'S NEXT?



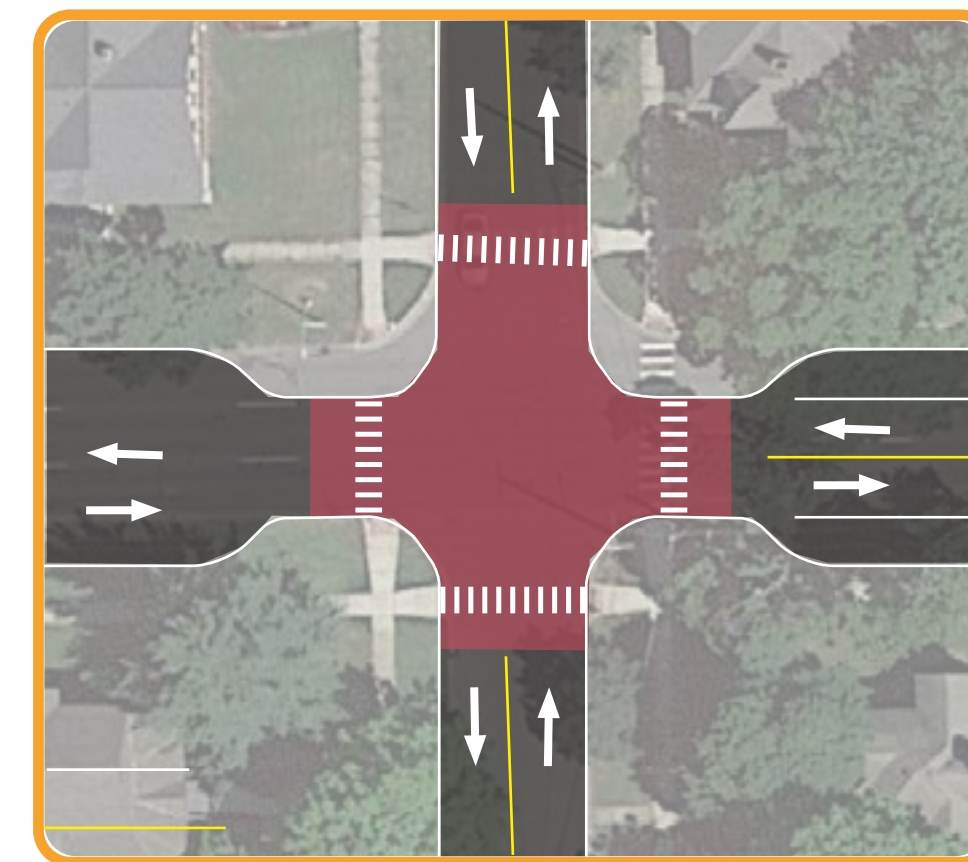
STUART NEIGHBORHOOD
NTS | N

1 PRELIMINARY STREET PROFILE

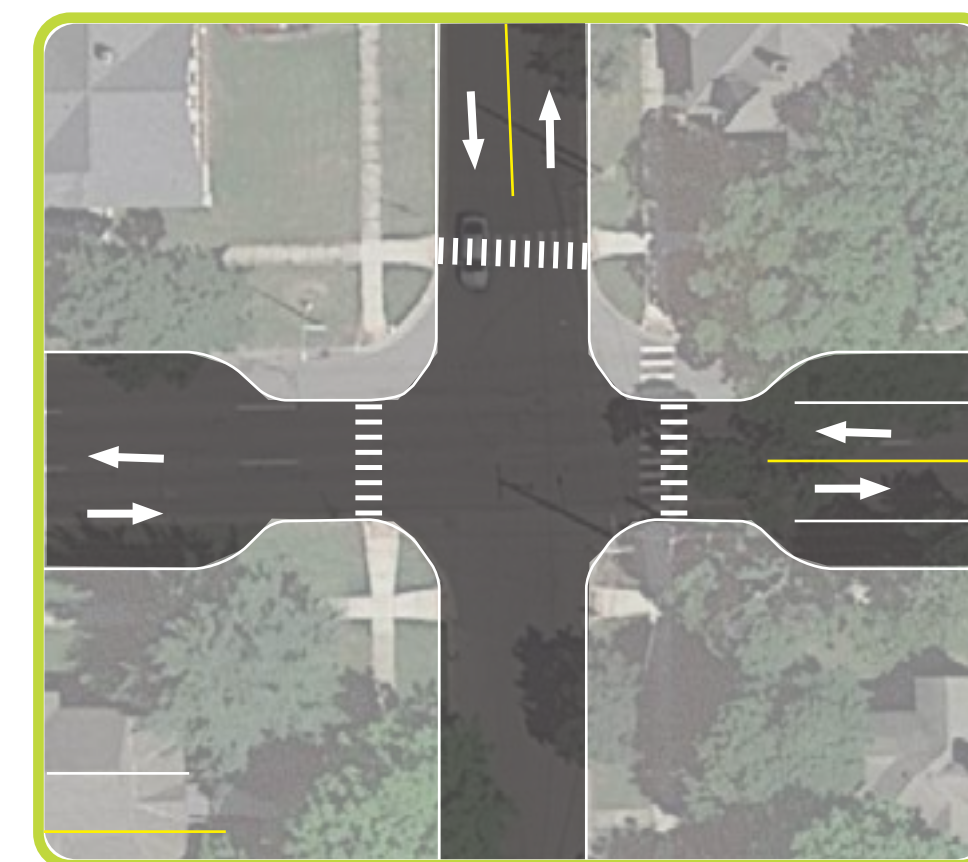


- 1 Preliminary Street Profile
- Orange square: Raised Intersections + Bulbouts
- Green square: Bulbouts Only

PRELIMINARY INTERSECTIONS



Raised intersections with bulbouts
Stuart + Woodward Intersections



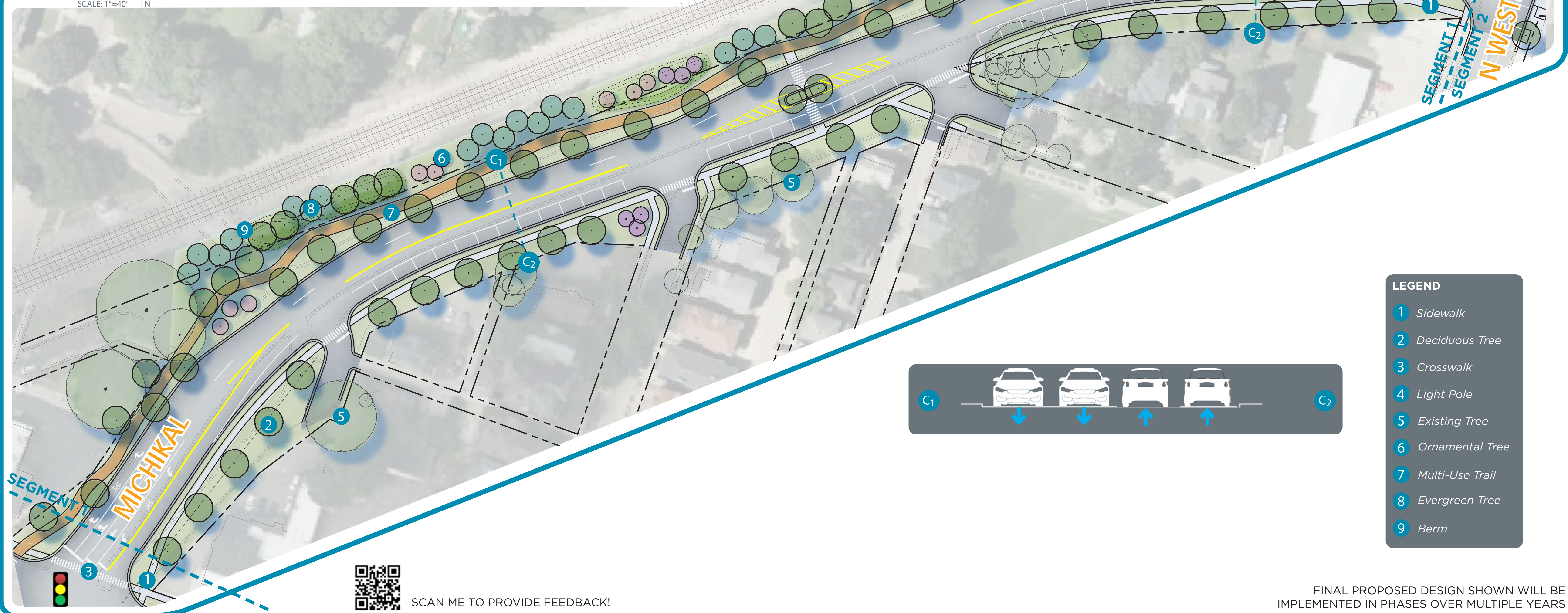
Intersection with bulbouts
Elm + Greenwich Intersections

OVERALL MAP NOT TO SCALE N

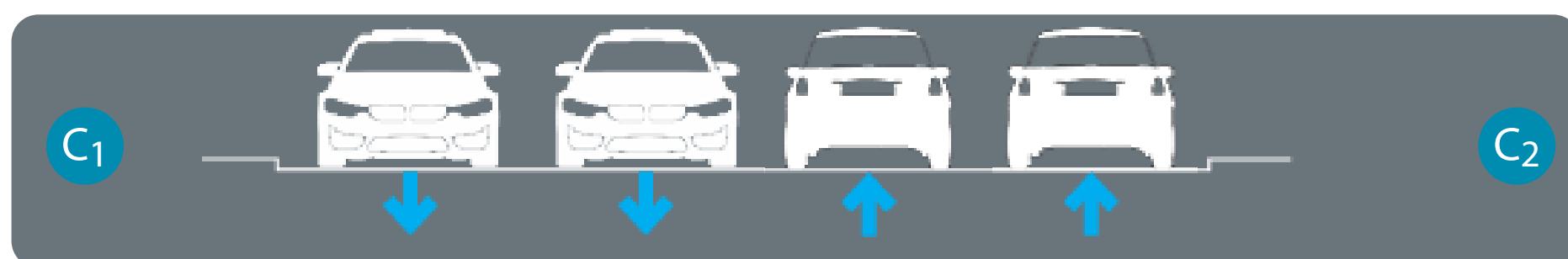


PRELIMINARY STREET DESIGN - SEGMENT NO. 1

SCALE: 1"=40' N



- LEGEND**
- 1 Sidewalk
 - 2 Deciduous Tree
 - 3 Crosswalk
 - 4 Light Pole
 - 5 Existing Tree
 - 6 Ornamental Tree
 - 7 Multi-Use Trail
 - 8 Evergreen Tree
 - 9 Berm



SCAN ME TO PROVIDE FEEDBACK!

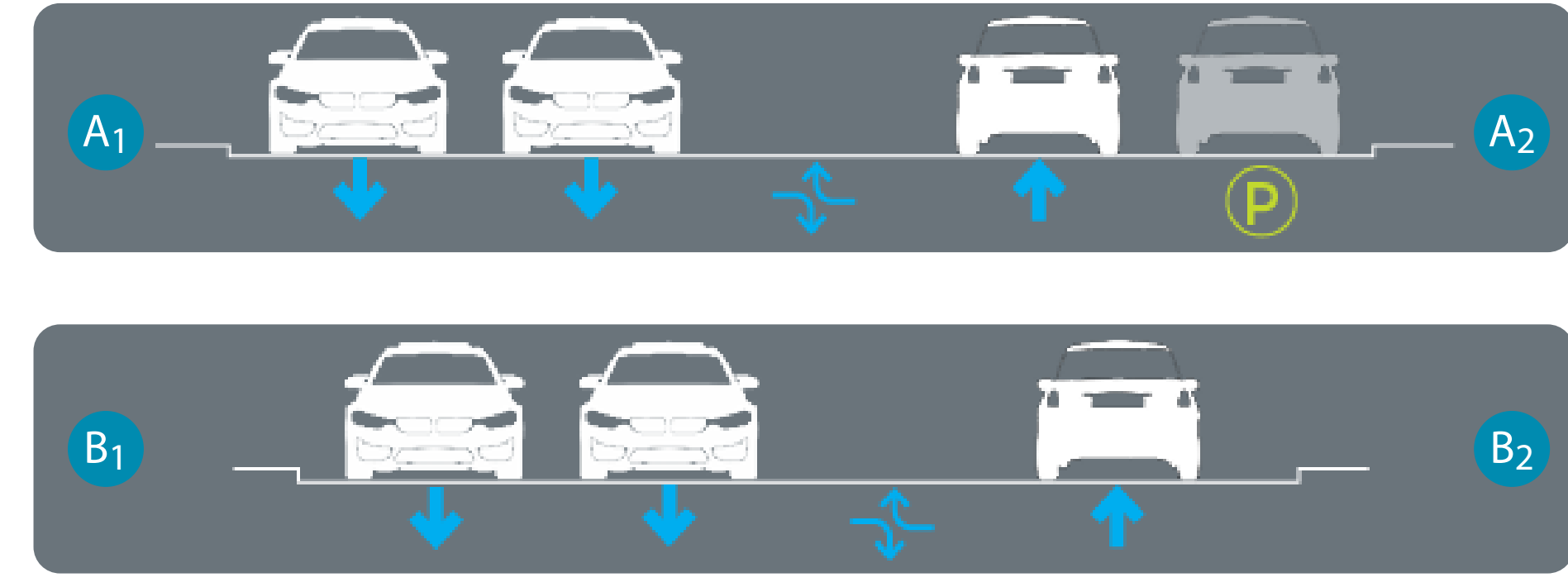
FINAL PROPOSED DESIGN SHOWN WILL BE IMPLEMENTED IN PHASES OVER MULTIPLE YEARS

OVERALL MAP NOT TO SCALE N

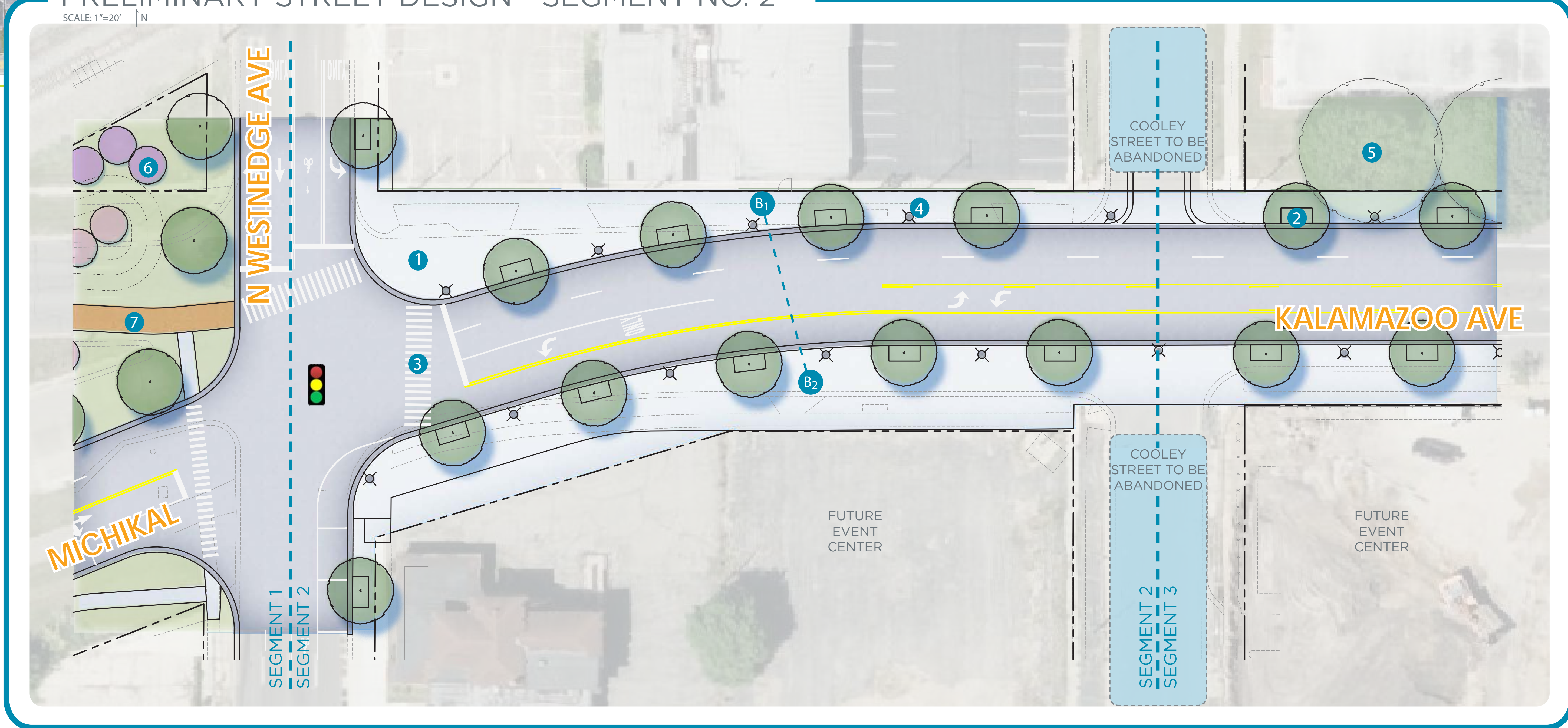


PRELIMINARY STREET DESIGN - SEGMENT NO. 2

SCALE: 1"=20' N



- LEGEND**
- 1 Sidewalk
 - 2 Deciduous Tree
 - 3 Crosswalk
 - 4 Light Pole
 - 5 Existing Tree
 - 6 Ornamental Tree
 - 7 Multi-Use Trail



SCAN ME TO PROVIDE FEEDBACK!

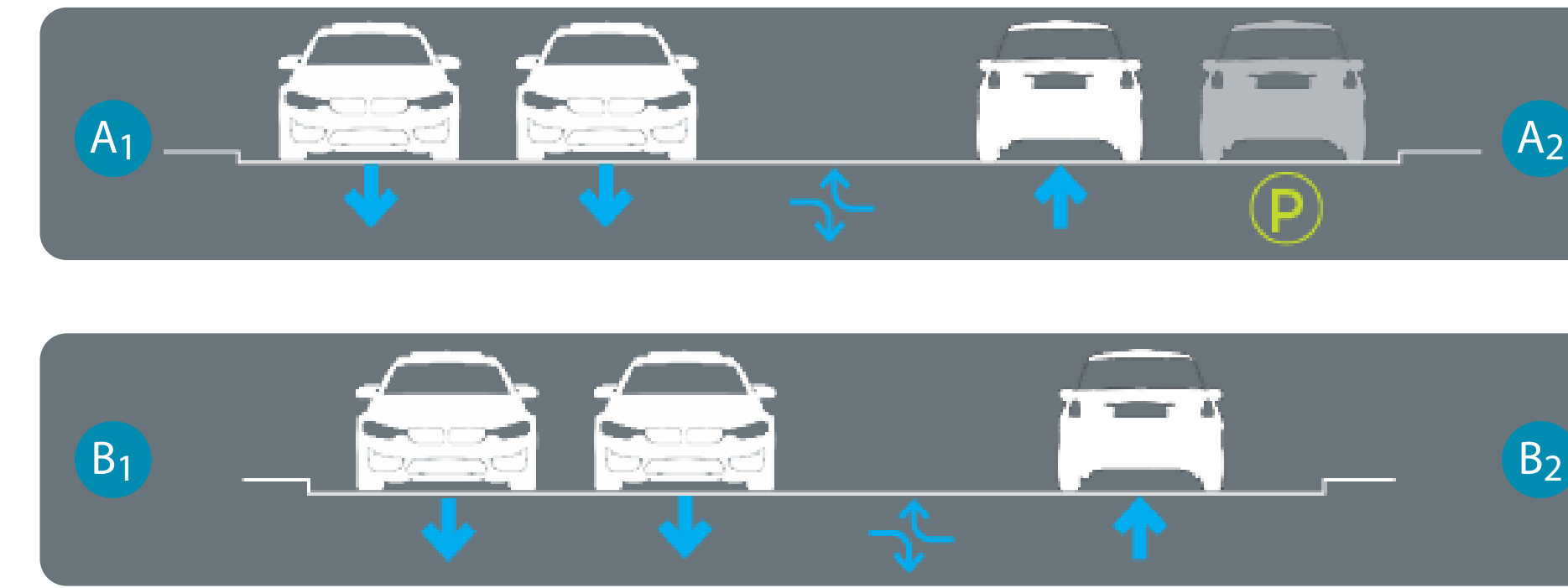
FINAL PROPOSED DESIGN SHOWN WILL BE IMPLEMENTED IN PHASES OVER MULTIPLE YEARS

OVERALL MAP NOT TO SCALE N

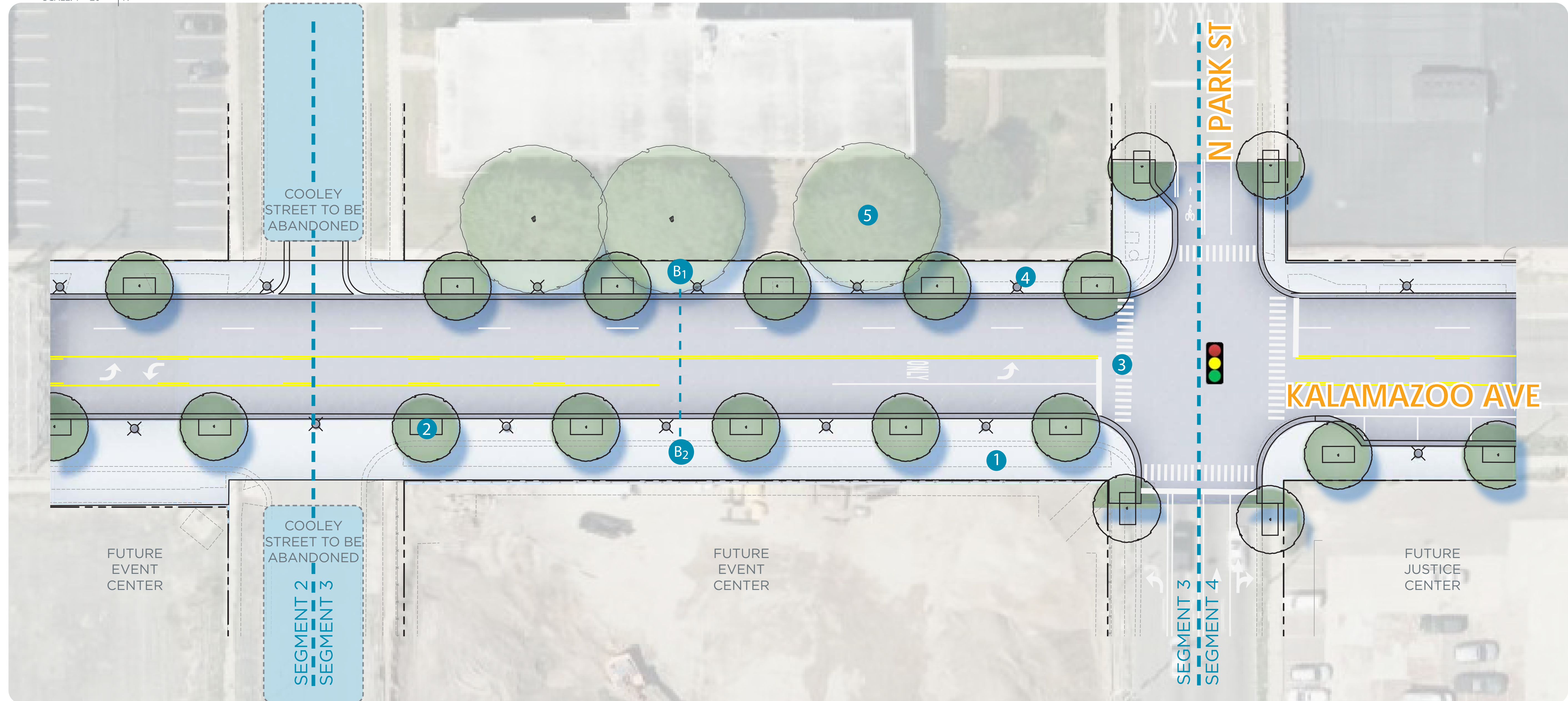


PRELIMINARY STREET DESIGN - SEGMENT NO. 3

SCALE: 1"=20' N



- LEGEND**
- 1 Sidewalk
 - 2 Deciduous Tree
 - 3 Crosswalk
 - 4 Light Pole
 - 5 Existing Tree
 - 6 Ornamental Tree
 - 7 Multi-Use Trail



SCAN ME TO PROVIDE FEEDBACK!

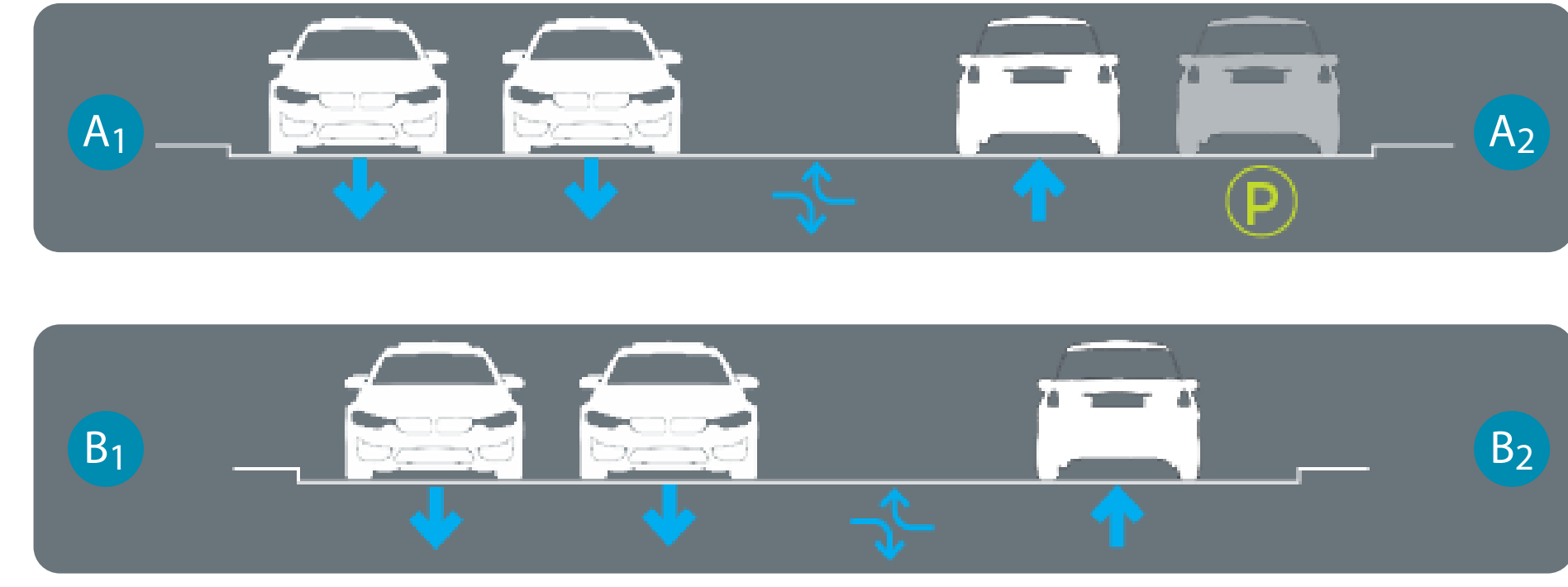
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OVERALL MAP NOT TO SCALE N

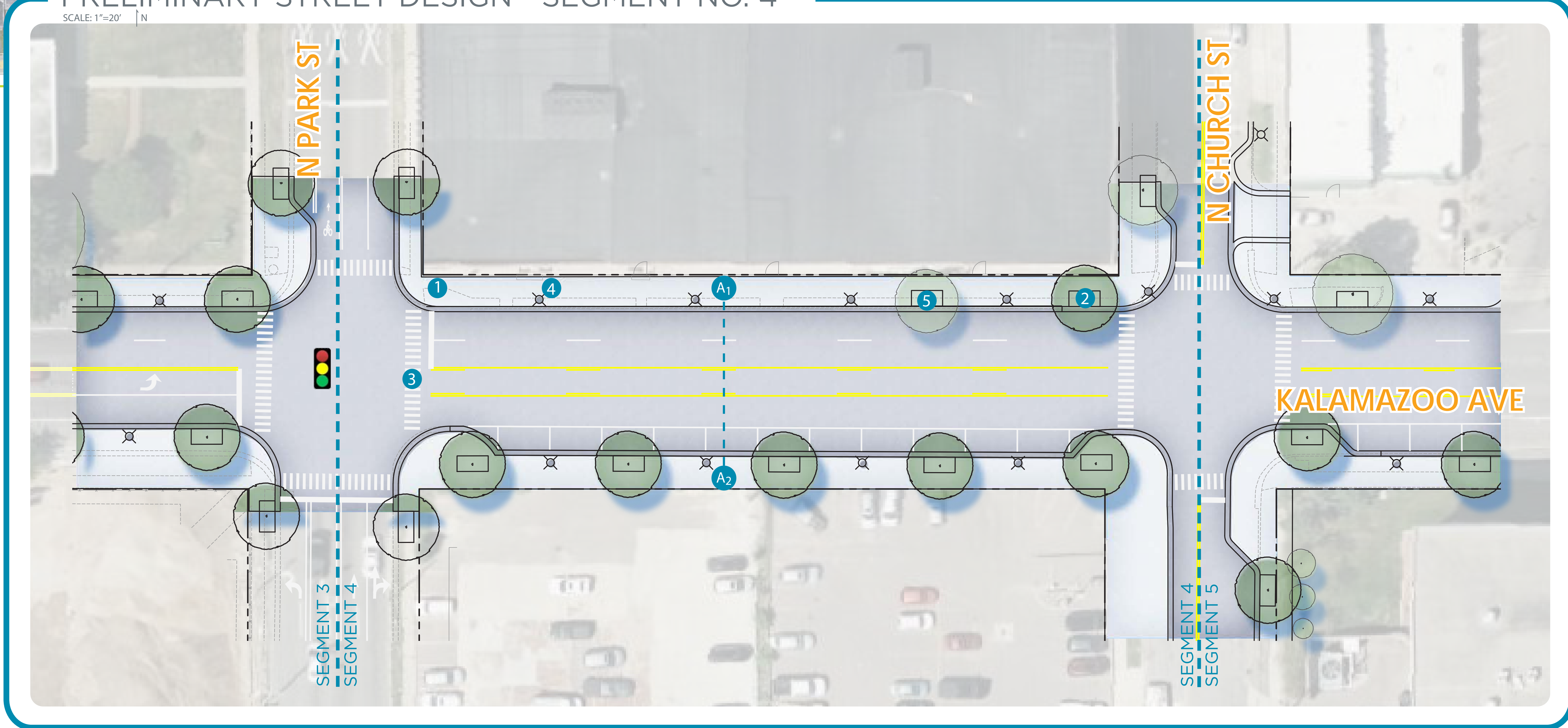


PRELIMINARY STREET DESIGN - SEGMENT NO. 4

SCALE: 1"=20' N



- LEGEND**
- 1 Sidewalk
 - 2 Deciduous Tree
 - 3 Crosswalk
 - 4 Light Pole
 - 5 Existing Tree
 - 6 Ornamental Tree
 - 7 Multi-Use Trail



SCAN ME TO PROVIDE FEEDBACK!

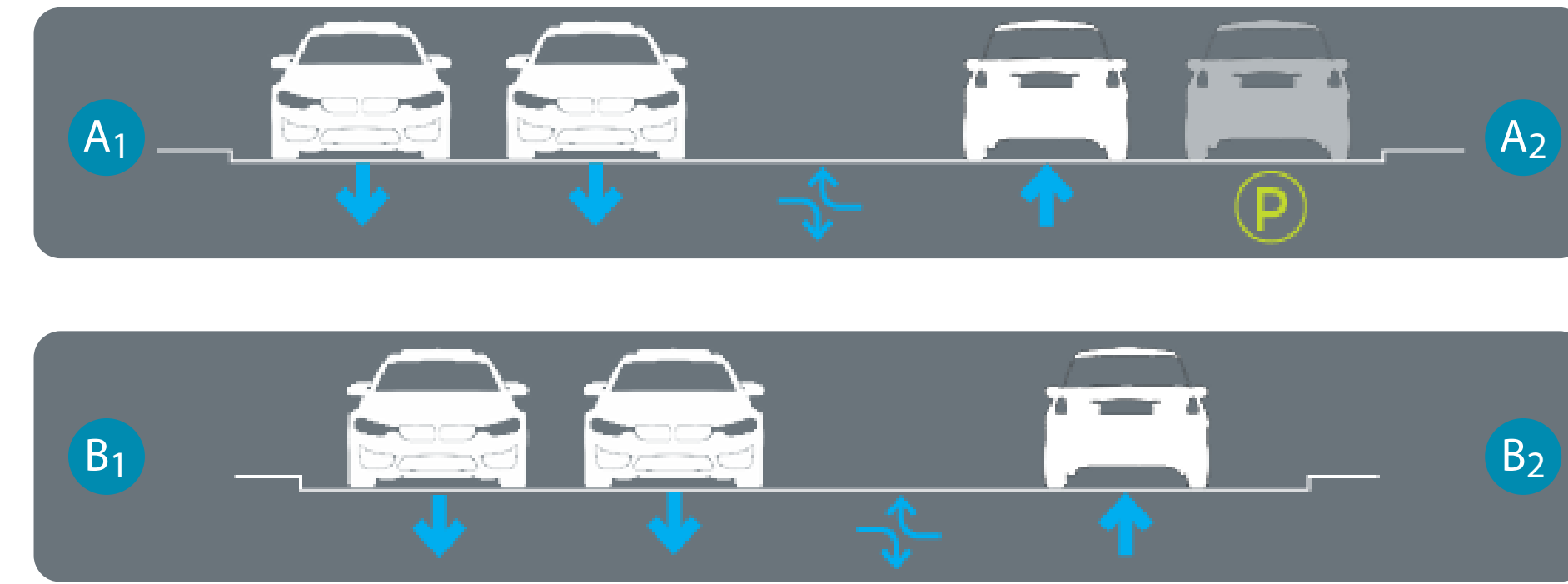
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OVERALL MAP NOT TO SCALE N



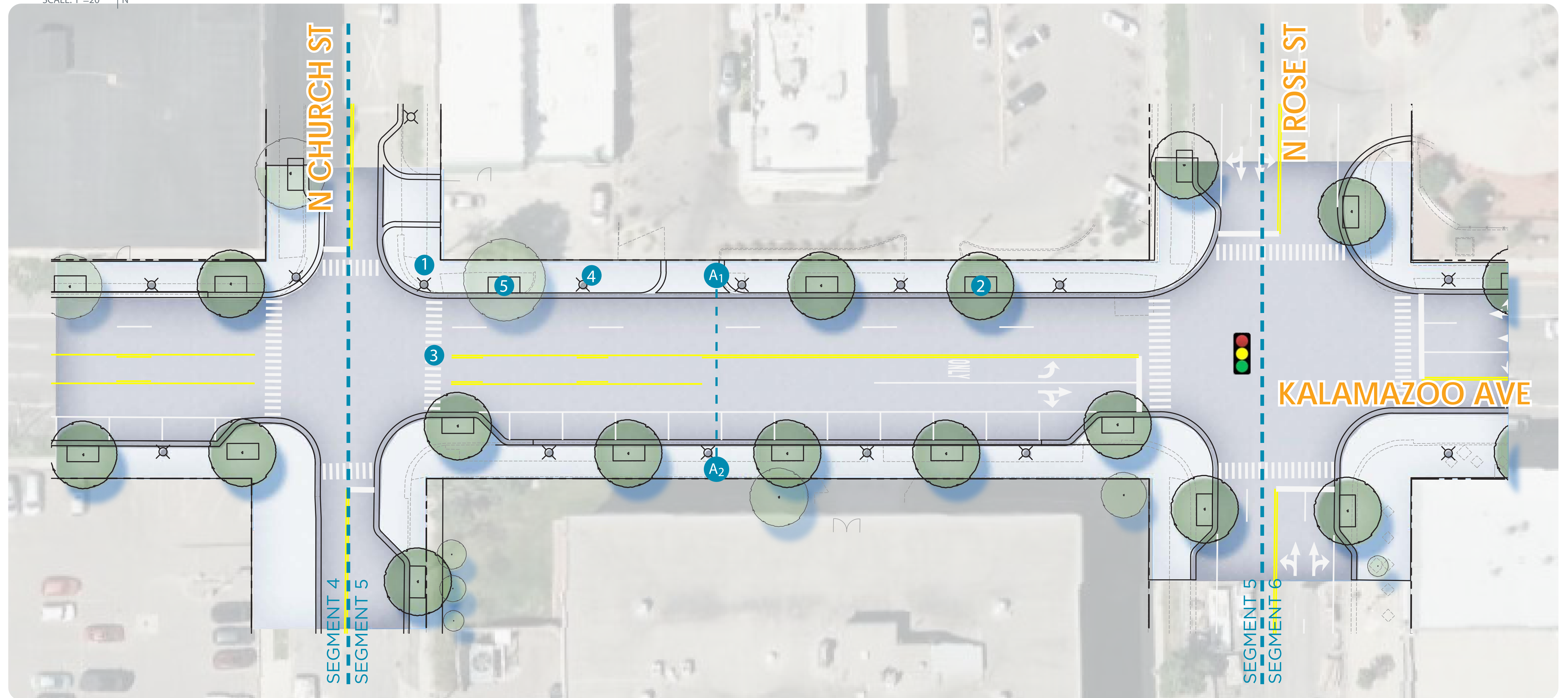
PRELIMINARY STREET DESIGN - SEGMENT NO. 5

SCALE: 1"=20' N



LEGEND

- 1 Sidewalk
- 2 Deciduous Tree
- 3 Crosswalk
- 4 Light Pole
- 5 Existing Tree
- 6 Ornamental Tree
- 7 Multi-Use Trail



SCAN ME TO PROVIDE FEEDBACK!

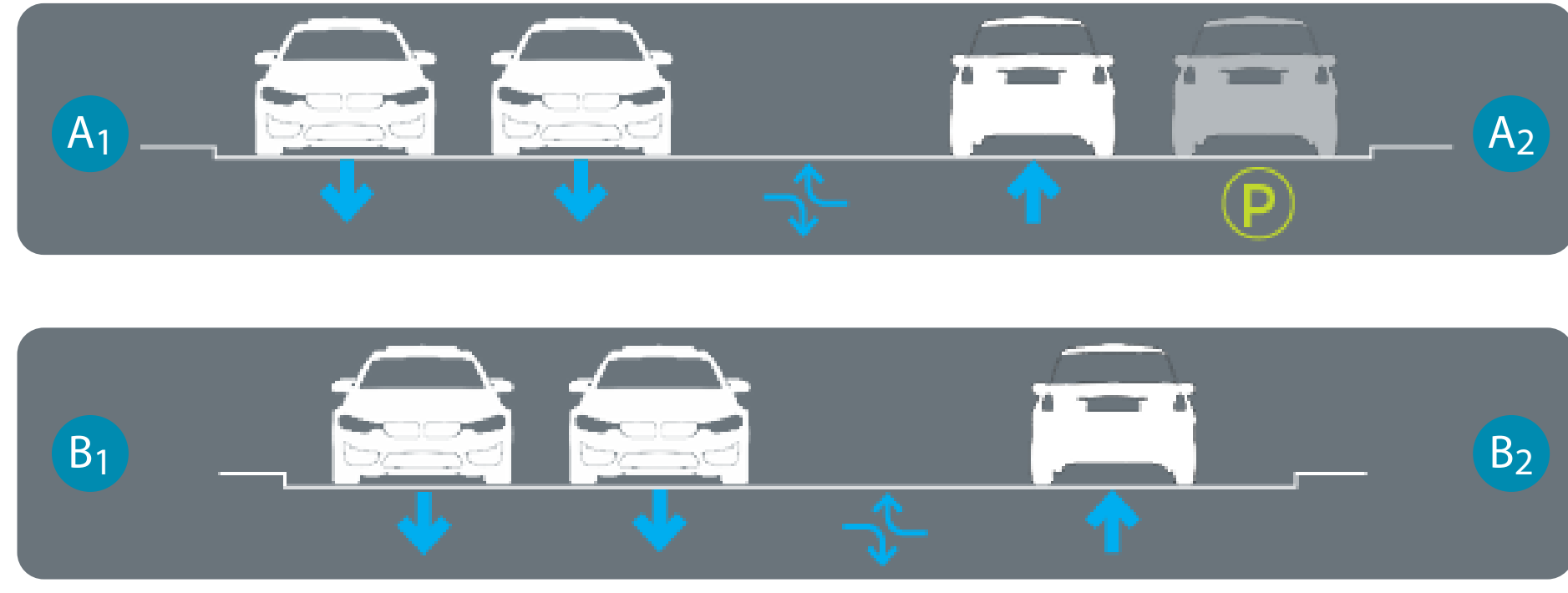
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OVERALL MAP NOT TO SCALE N

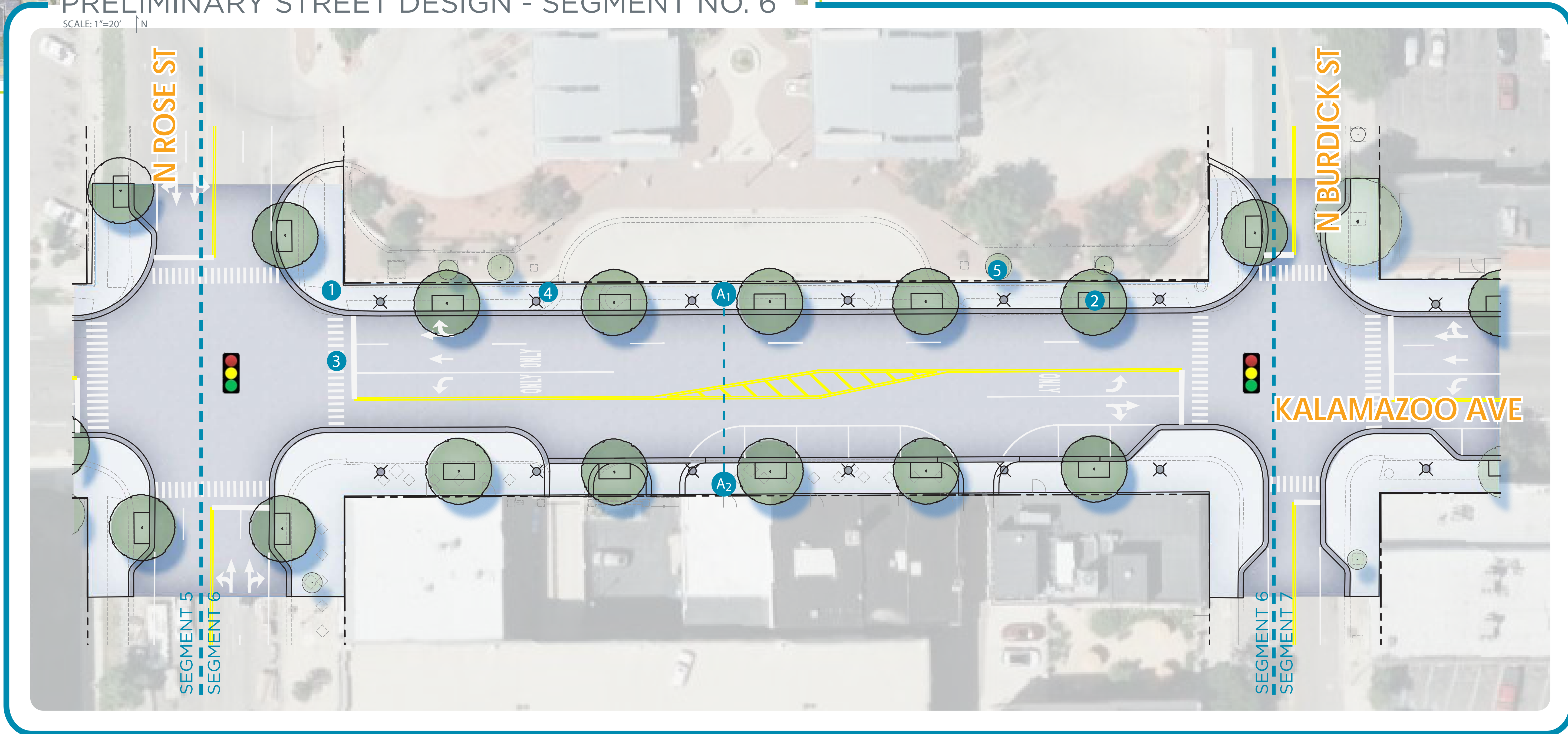


PRELIMINARY STREET DESIGN - SEGMENT NO. 6

SCALE: 1"=20' N



- LEGEND**
- 1 Sidewalk
 - 2 Deciduous Tree
 - 3 Crosswalk
 - 4 Light Pole
 - 5 Existing Tree
 - 6 Ornamental Tree
 - 7 Multi-Use Trail



SCAN ME TO PROVIDE FEEDBACK!

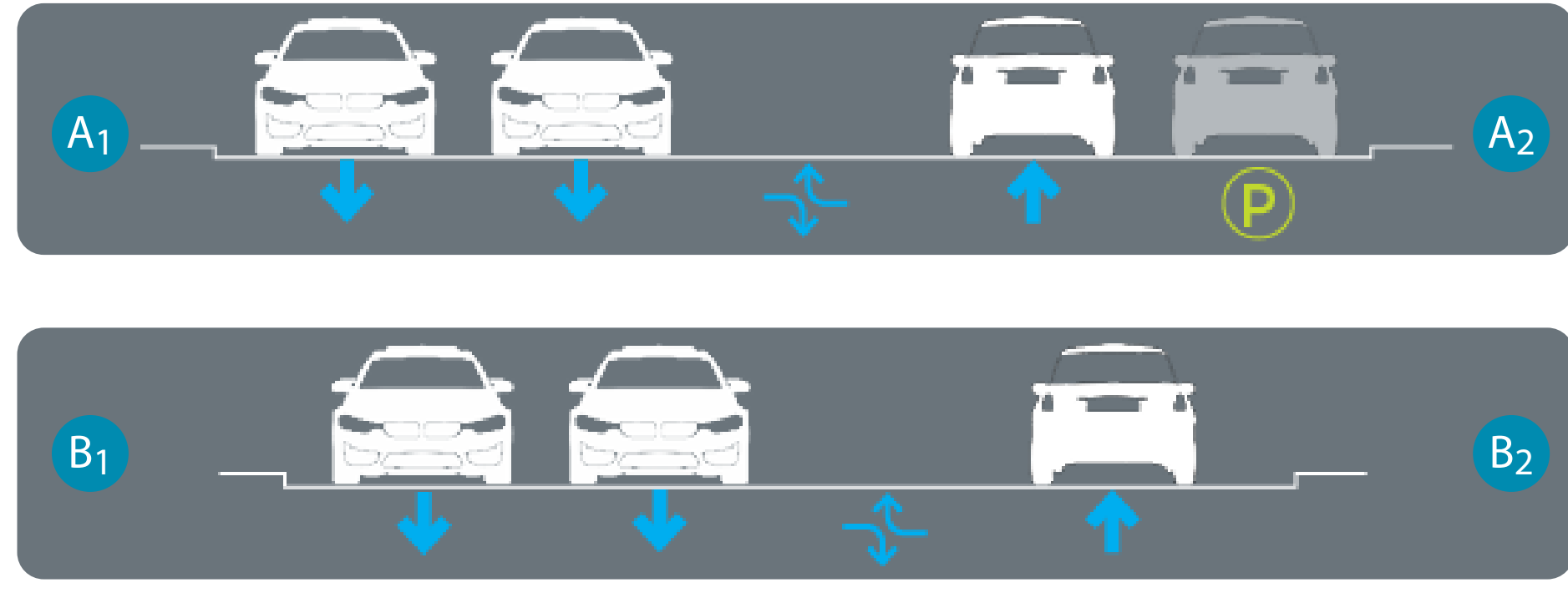
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OVERALL MAP NOT TO SCALE N

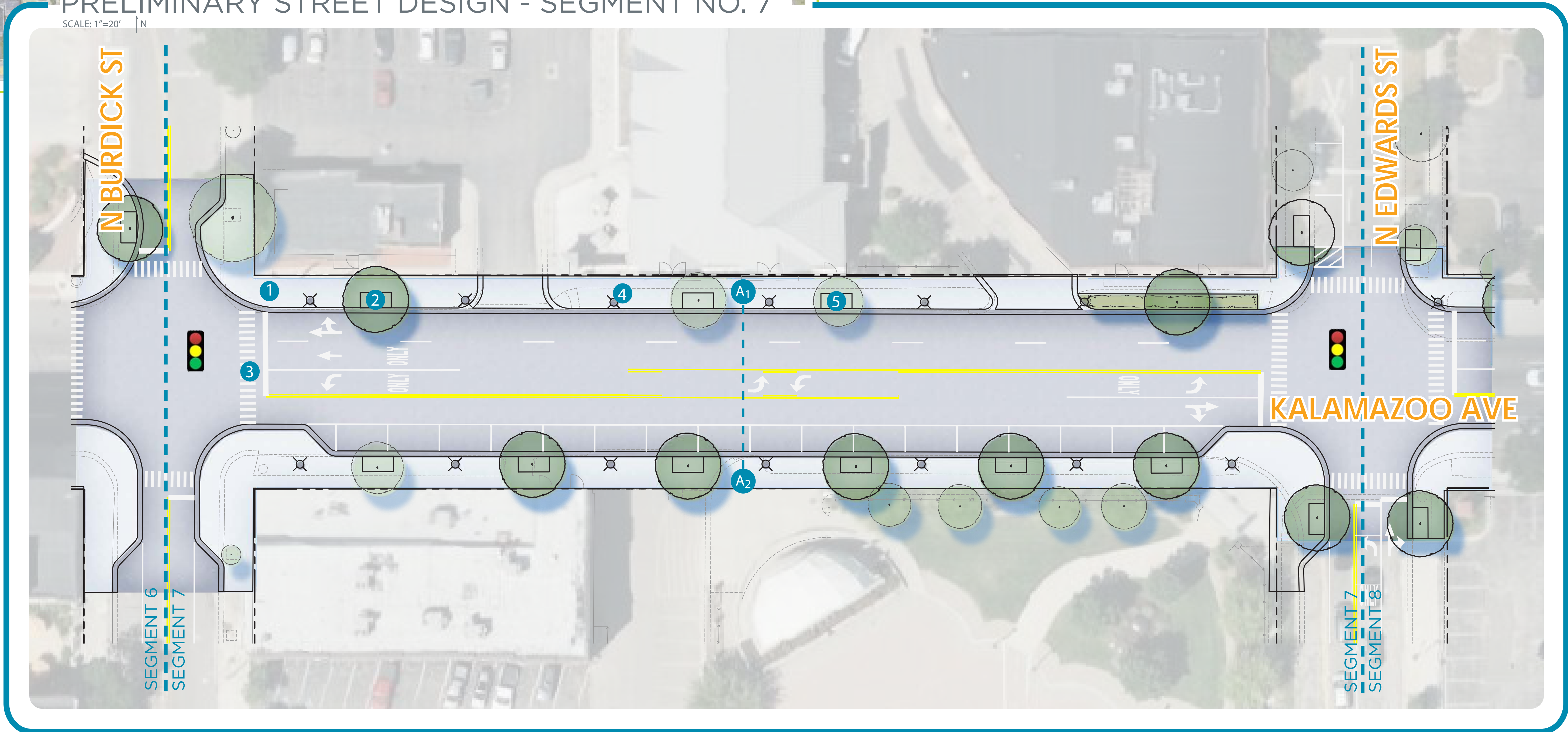


PRELIMINARY STREET DESIGN - SEGMENT NO. 7

SCALE: 1"=20' N



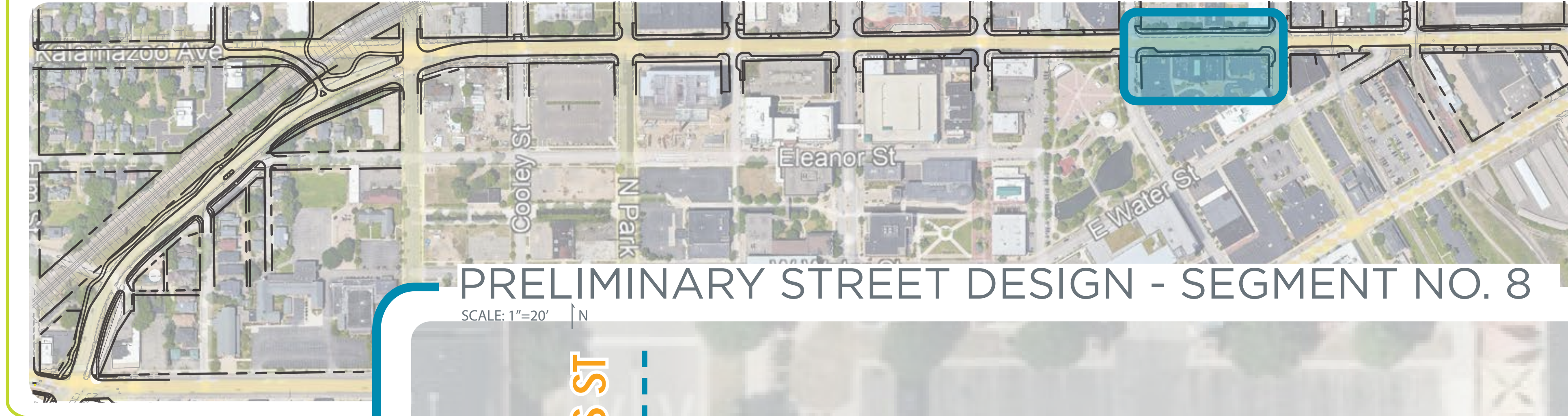
- LEGEND**
- 1 Sidewalk
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 - 7 Multi-Use Trail



SCAN ME TO PROVIDE FEEDBACK!

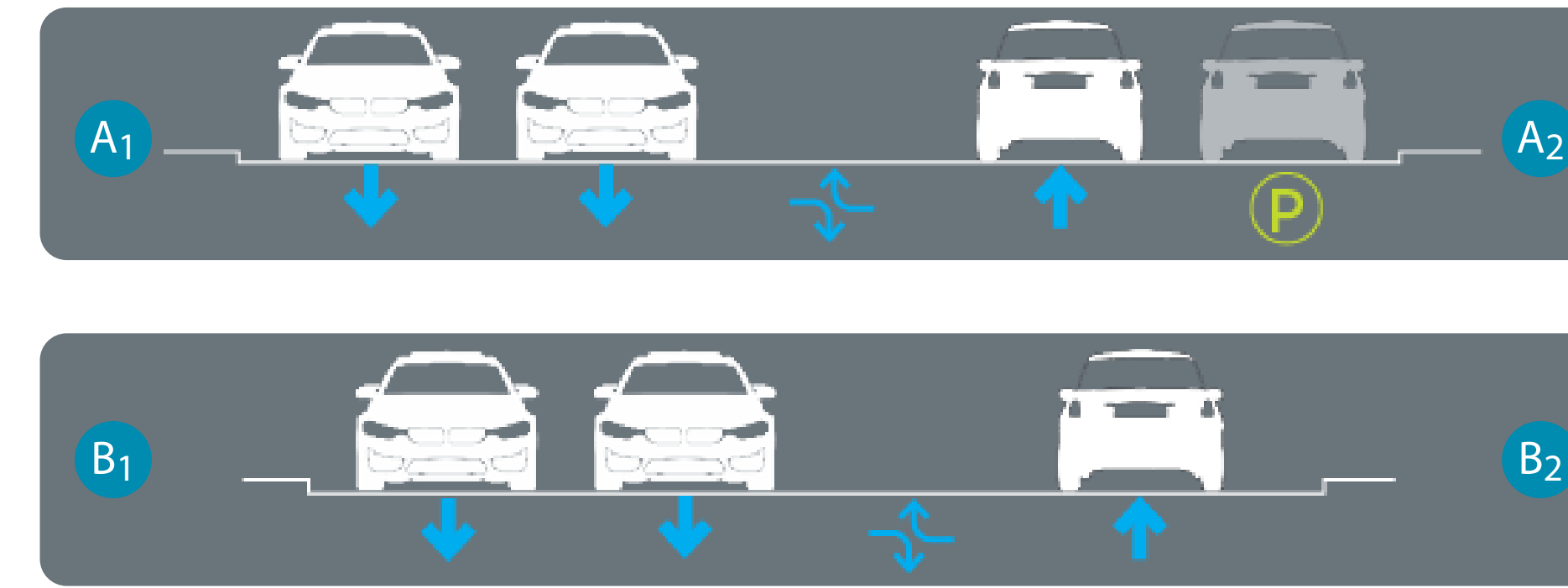
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OVERALL MAP NOT TO SCALE N

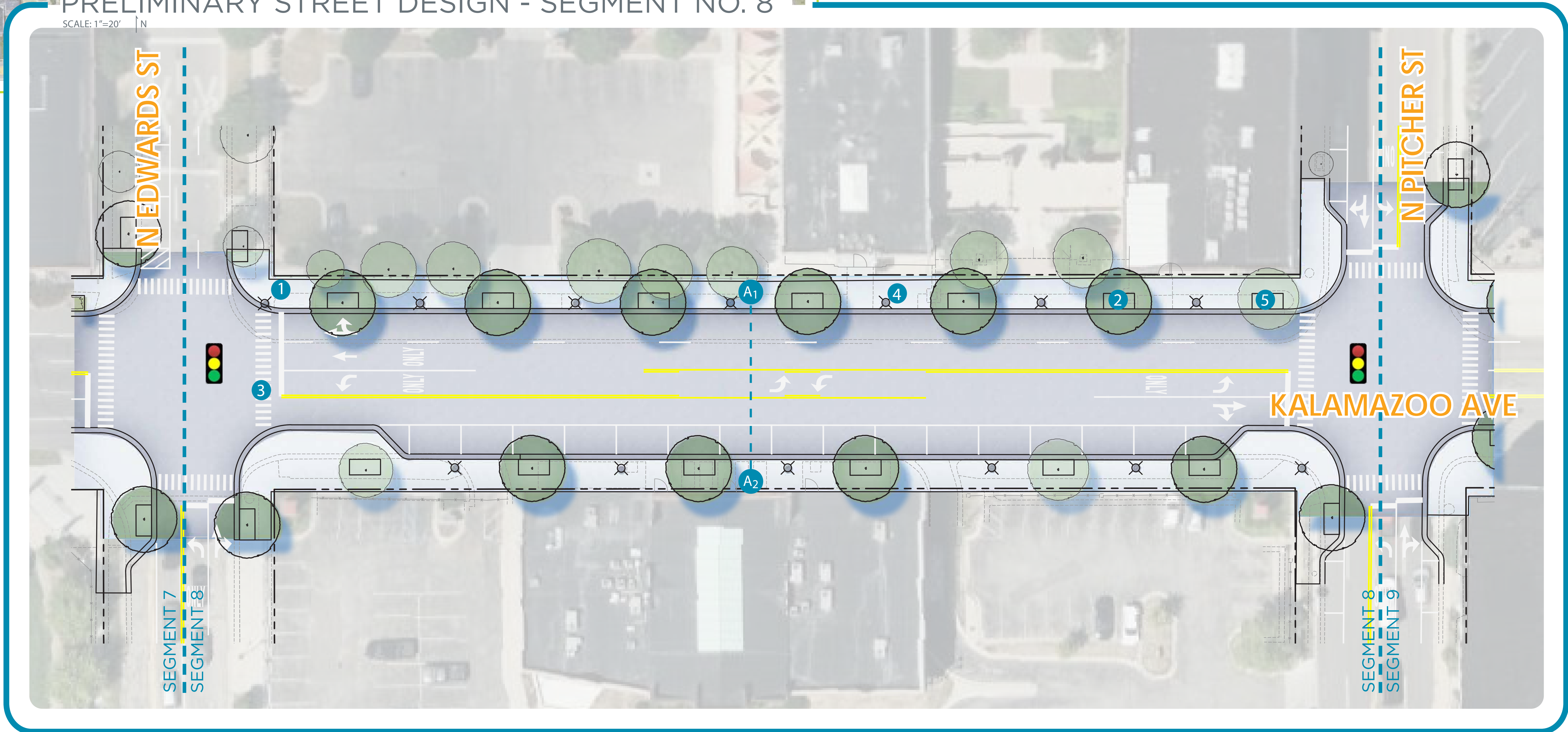


PRELIMINARY STREET DESIGN - SEGMENT NO. 8

SCALE: 1"=20' N



- LEGEND**
- 1 Sidewalk
 - 2 Deciduous Tree
 - 3 Crosswalk
 - 4 Light Pole
 - 5 Existing Tree
 - 6 Ornamental Tree
 - 7 Multi-Use Trail



SCAN ME TO PROVIDE FEEDBACK!

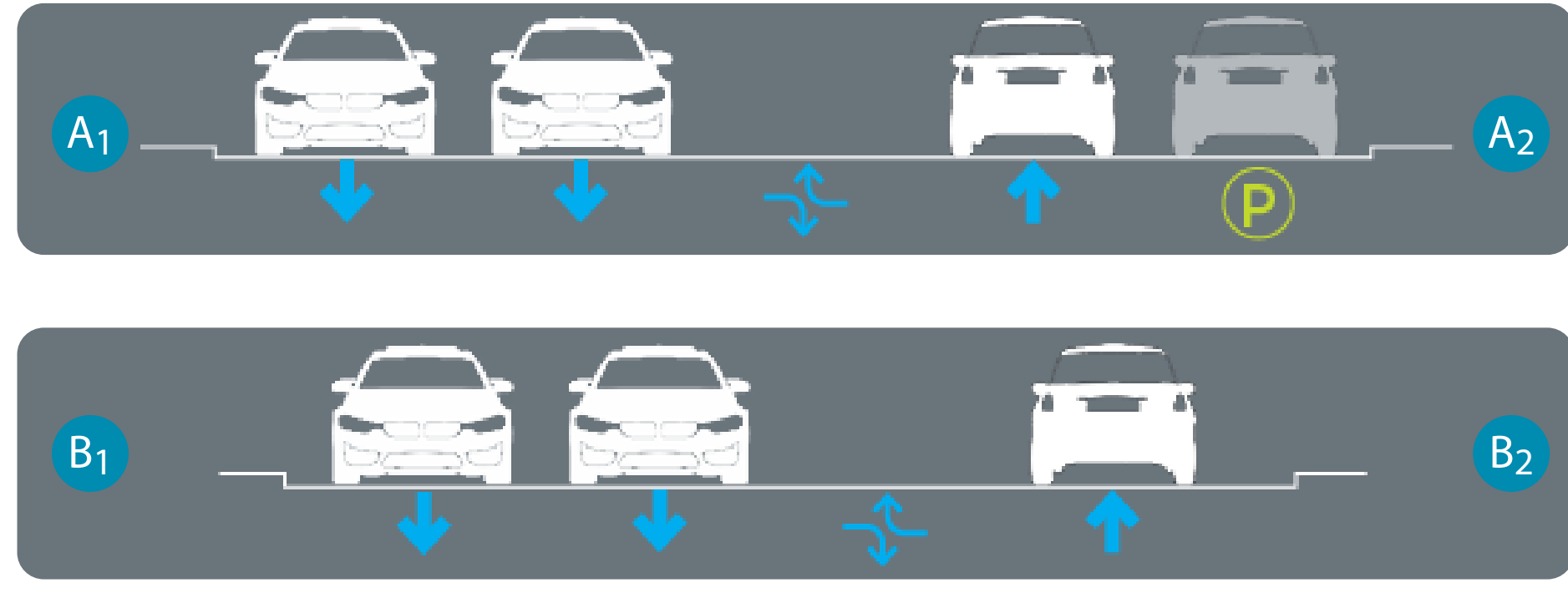
FINAL PROPOSED DESIGN SHOWN WILL BE IMPLEMENTED IN PHASES OVER MULTIPLE YEARS

OVERALL MAP NOT TO SCALE N

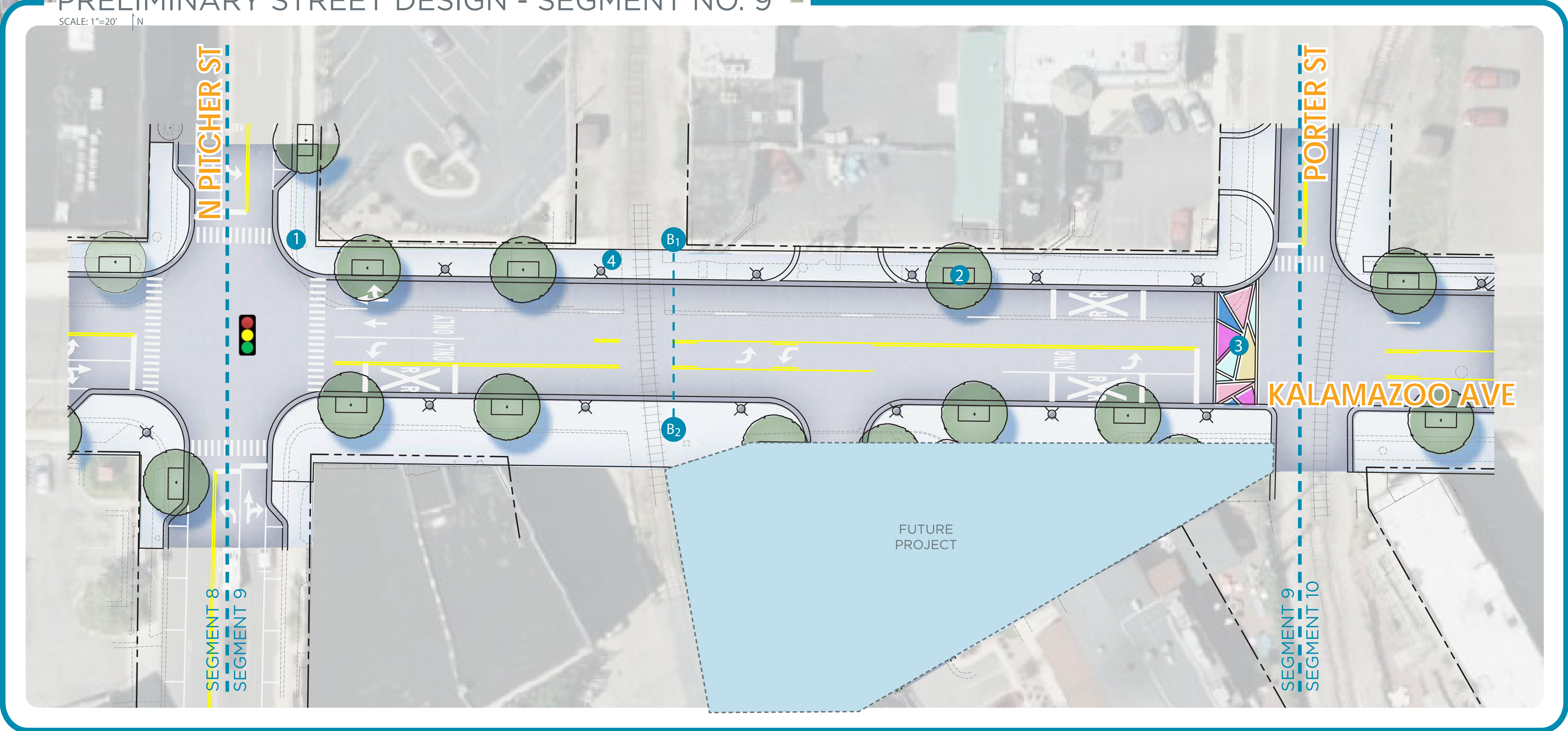


PRELIMINARY STREET DESIGN - SEGMENT NO. 9

SCALE: 1"=20' N



- LEGEND**
- 1 Sidewalk
 - 2 Deciduous Tree
 - 3 Crosswalk
 - 4 Light Pole
 - 5 Existing Tree
 - 6 Ornamental Tree
 - 7 Multi-Use Trail



SCAN ME TO PROVIDE FEEDBACK!

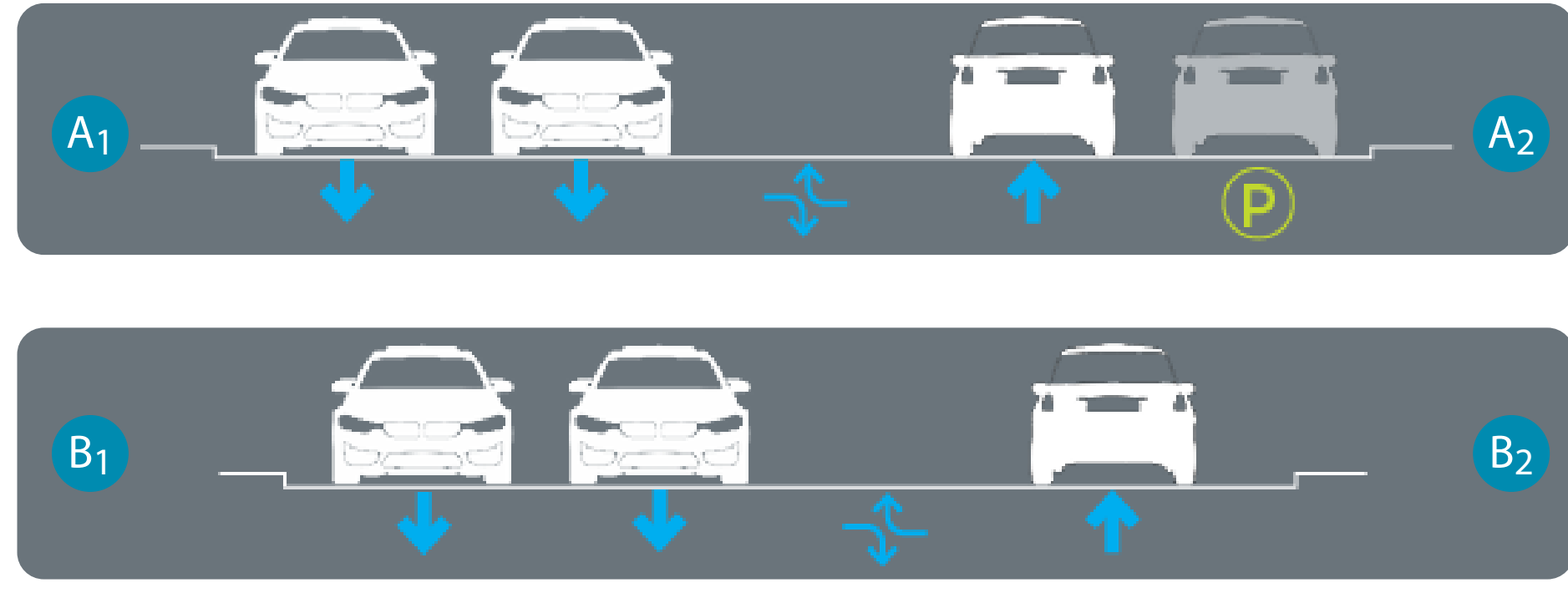
FINAL PROPOSED DESIGN SHOWN WILL BE IMPLEMENTED IN PHASES OVER MULTIPLE YEARS

OVERALL MAP NOT TO SCALE N

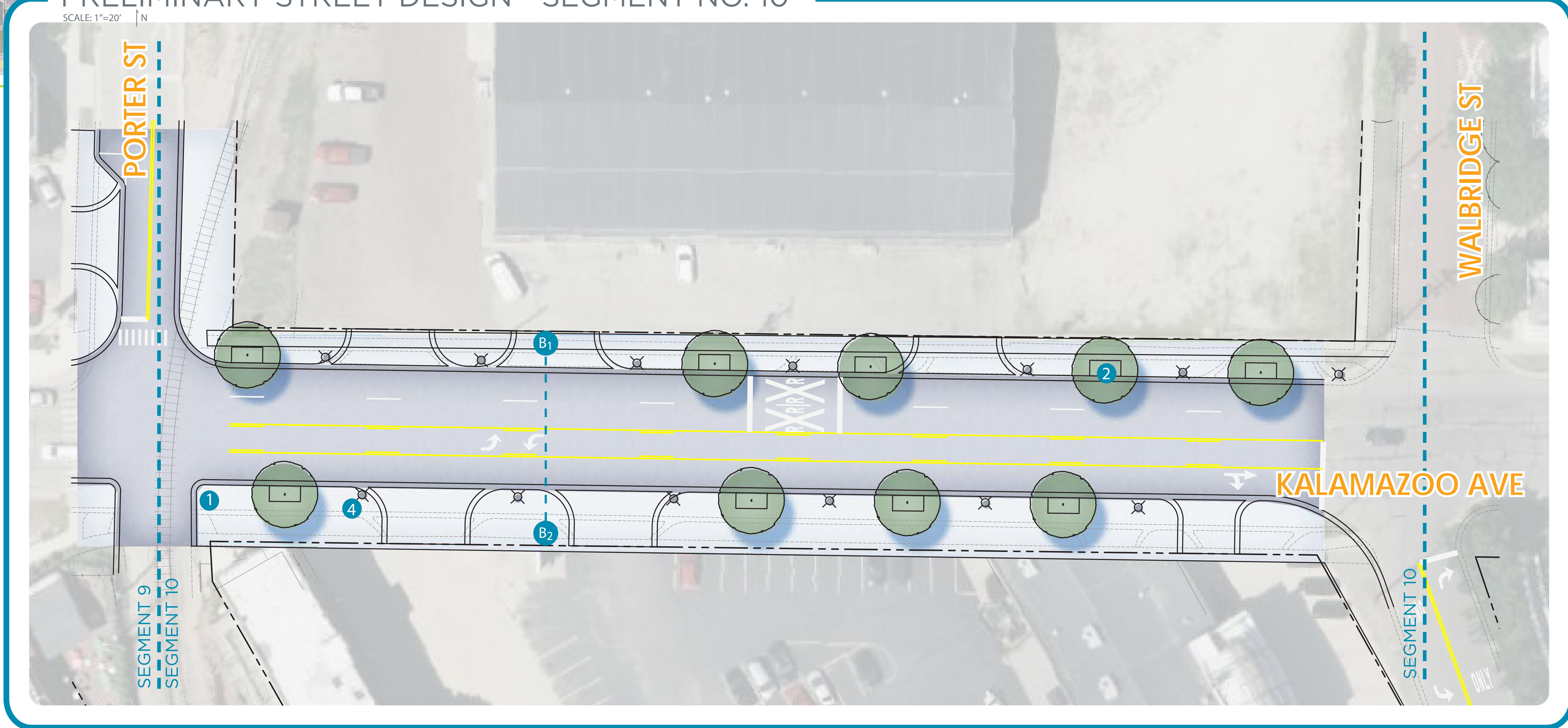


PRELIMINARY STREET DESIGN - SEGMENT NO. 10

SCALE: 1"=20' N

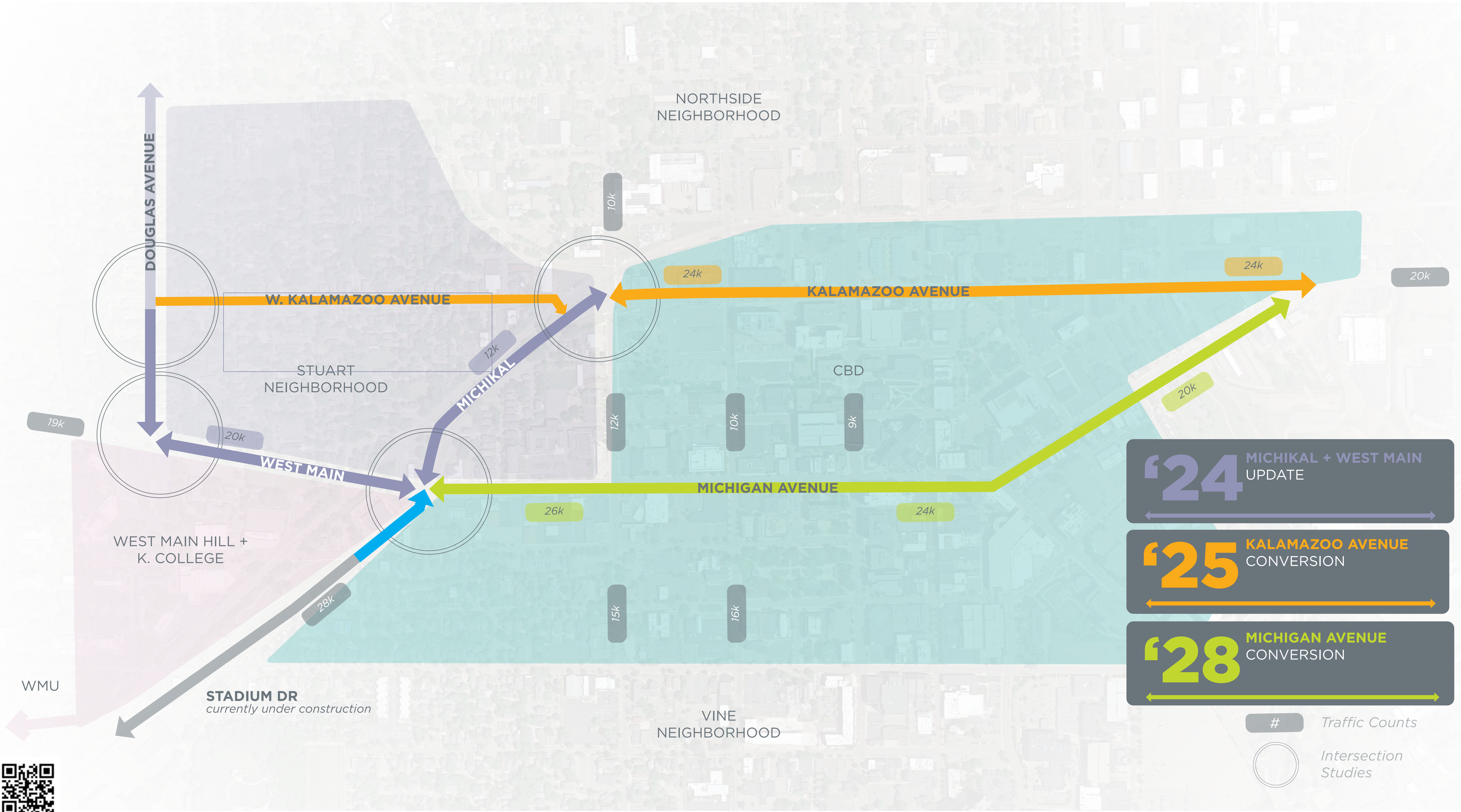


- LEGEND**
- 1 Sidewalk
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 - 4 Light Pole
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 - 7 Multi-Use Trail



SCAN ME TO PROVIDE FEEDBACK!

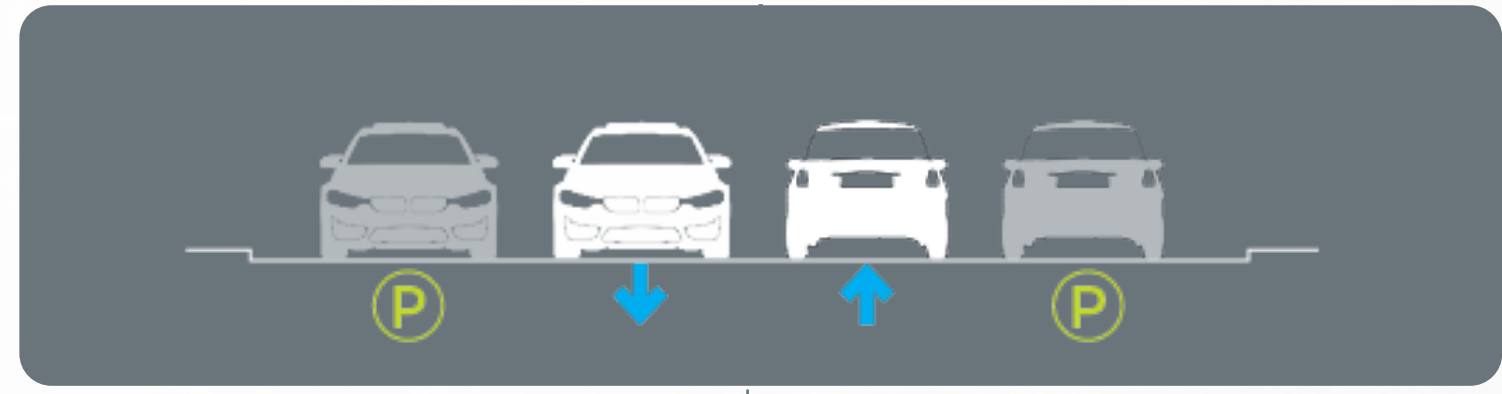
FINAL PROPOSED DESIGN SHOWN WILL BE IMPLEMENTED IN PHASES OVER MULTIPLE YEARS



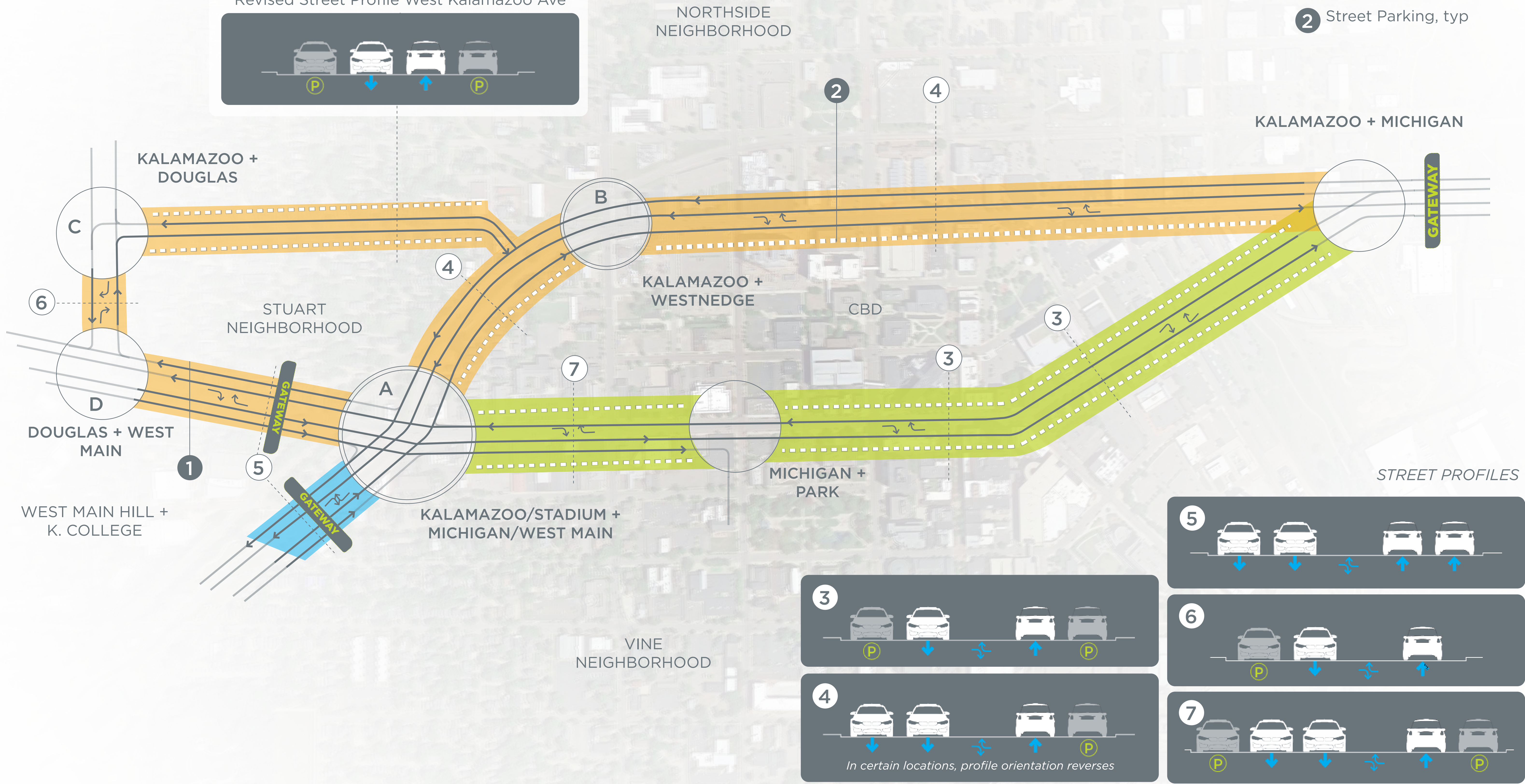
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Final proposed design shown will be implemented in phases over multiple years

Revised Street Profile West Kalamazoo Ave

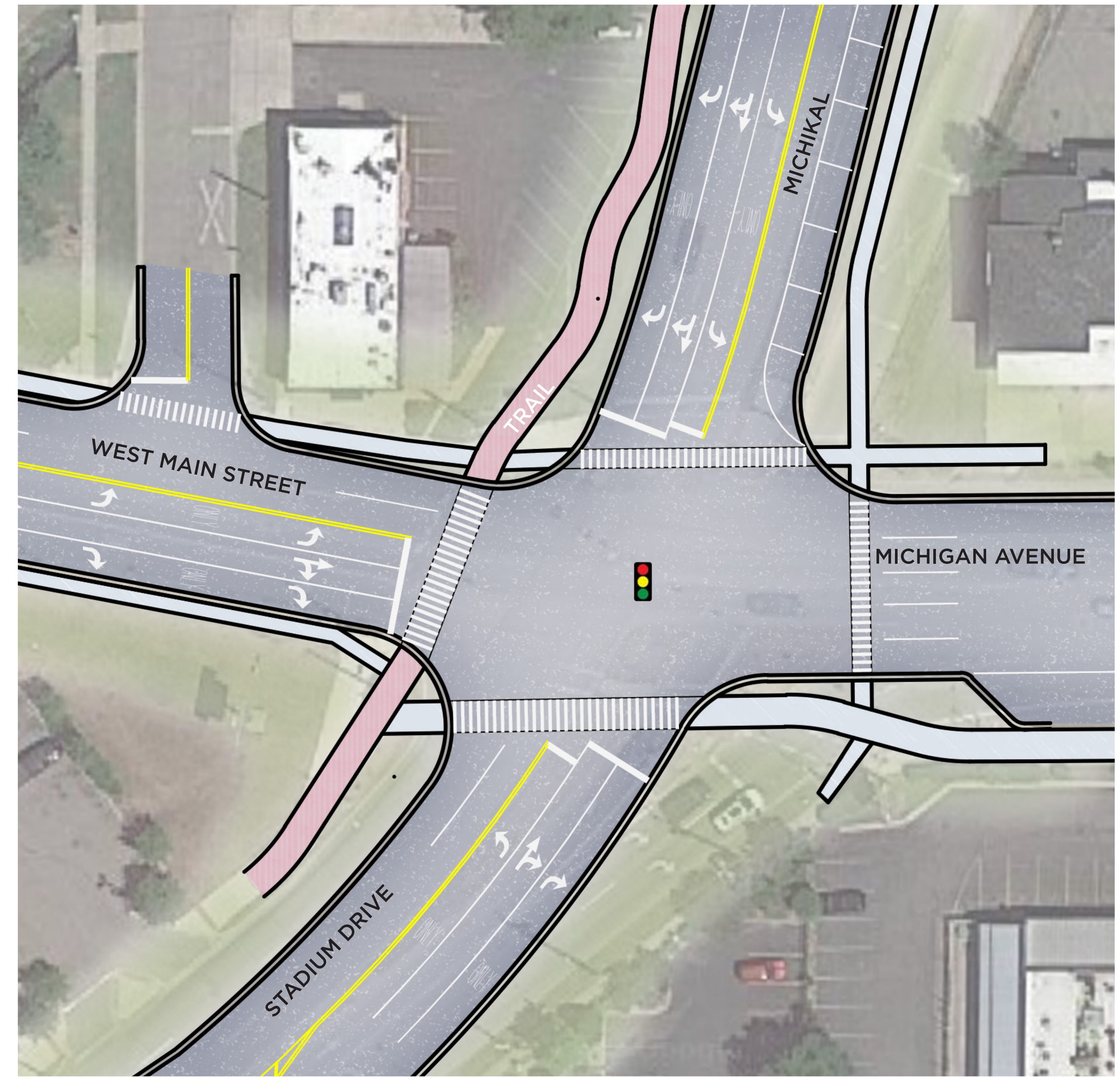
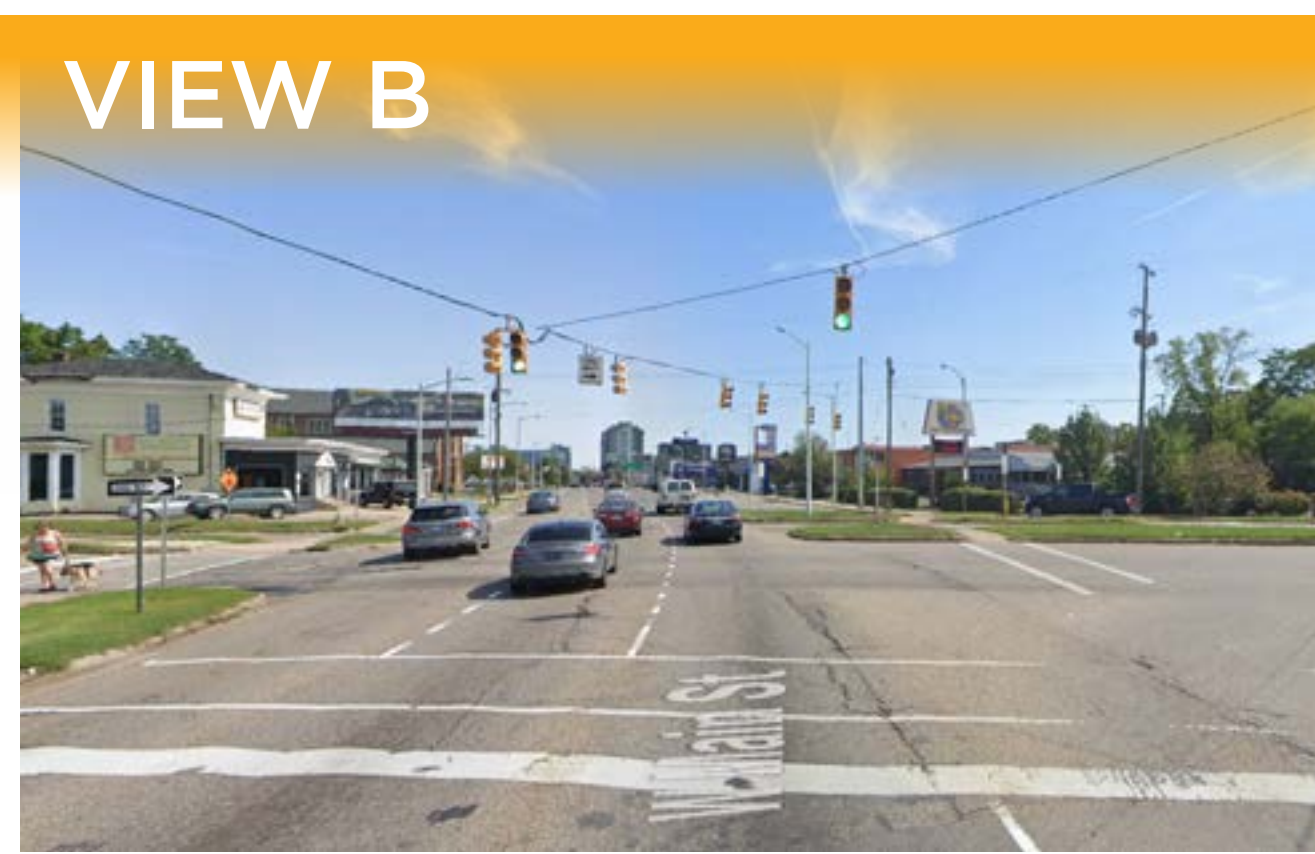
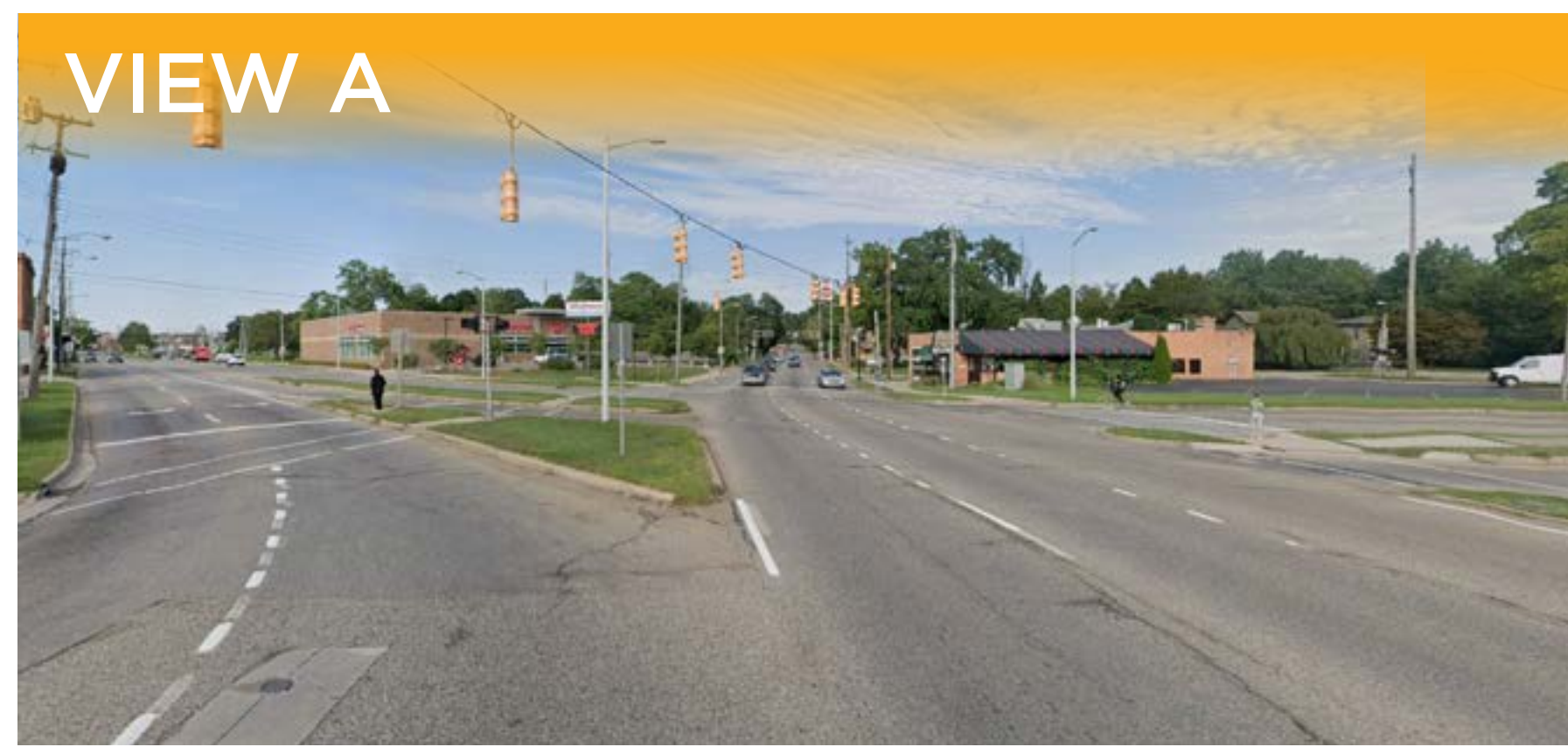


- 1 Alternate routes for Stuart Neighborhood
- 2 Street Parking, typ



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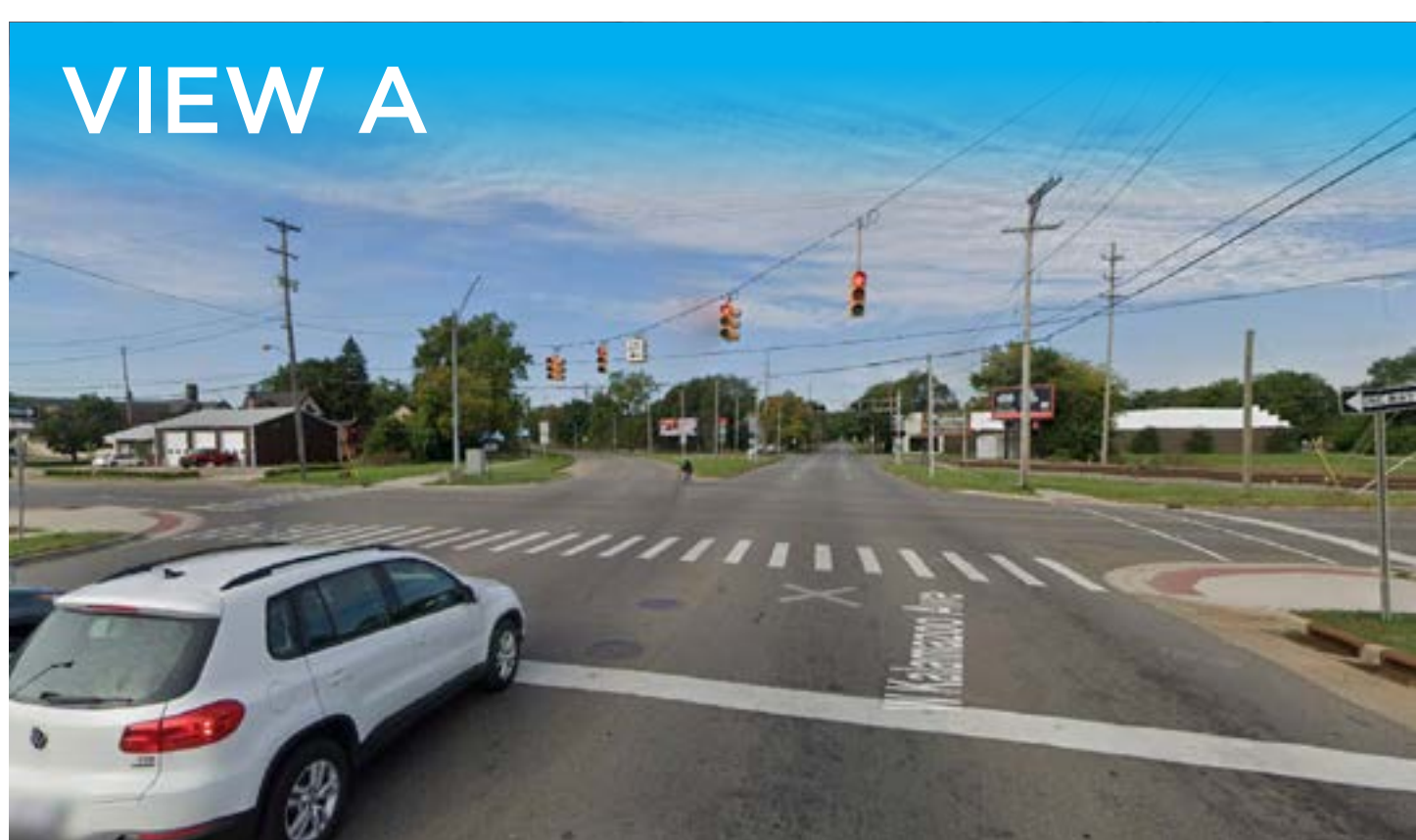


A MICHIKAL, WEST MAIN, STADIUM + MICHIGAN INTERSECTION A
NTS | N

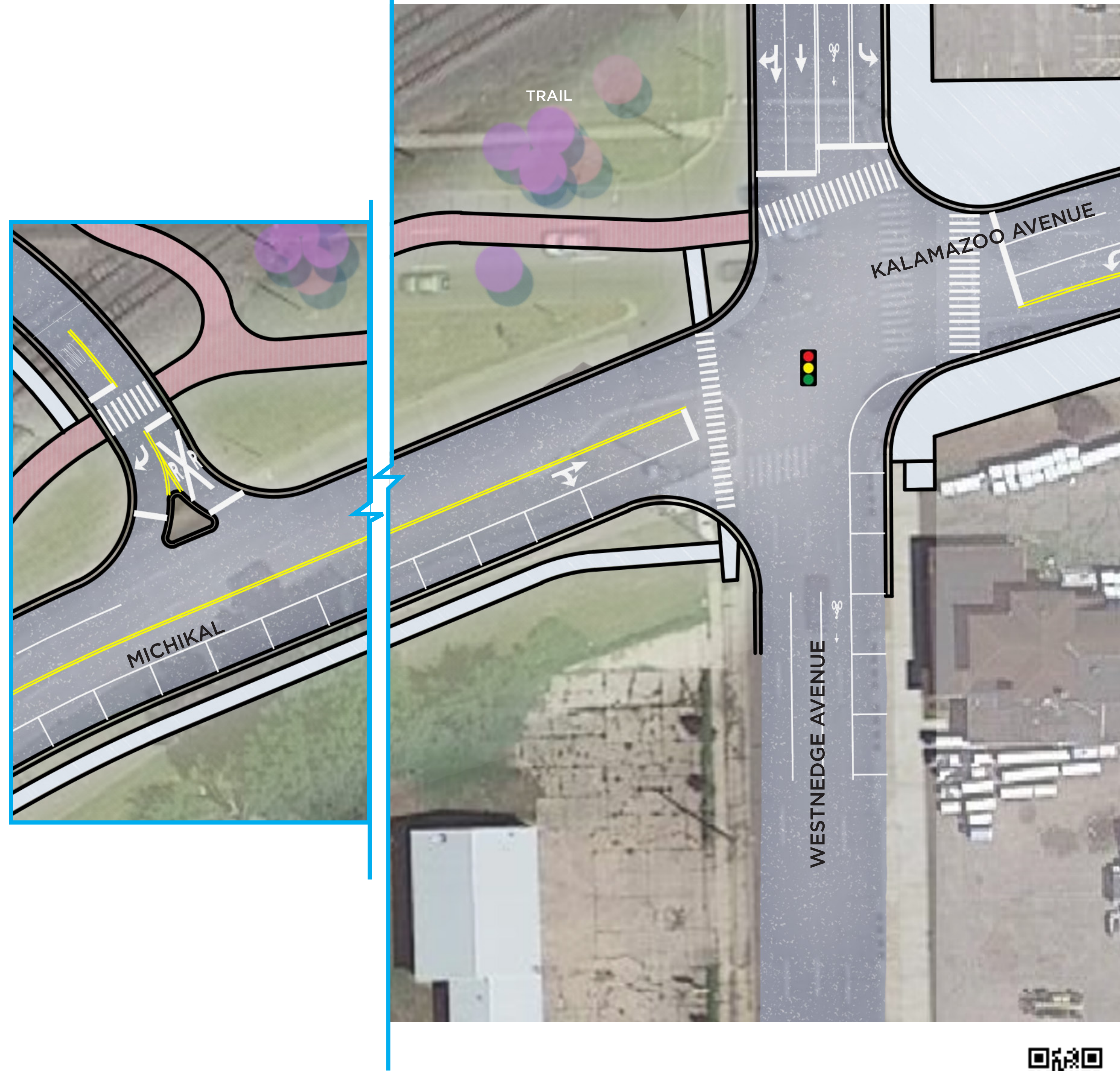


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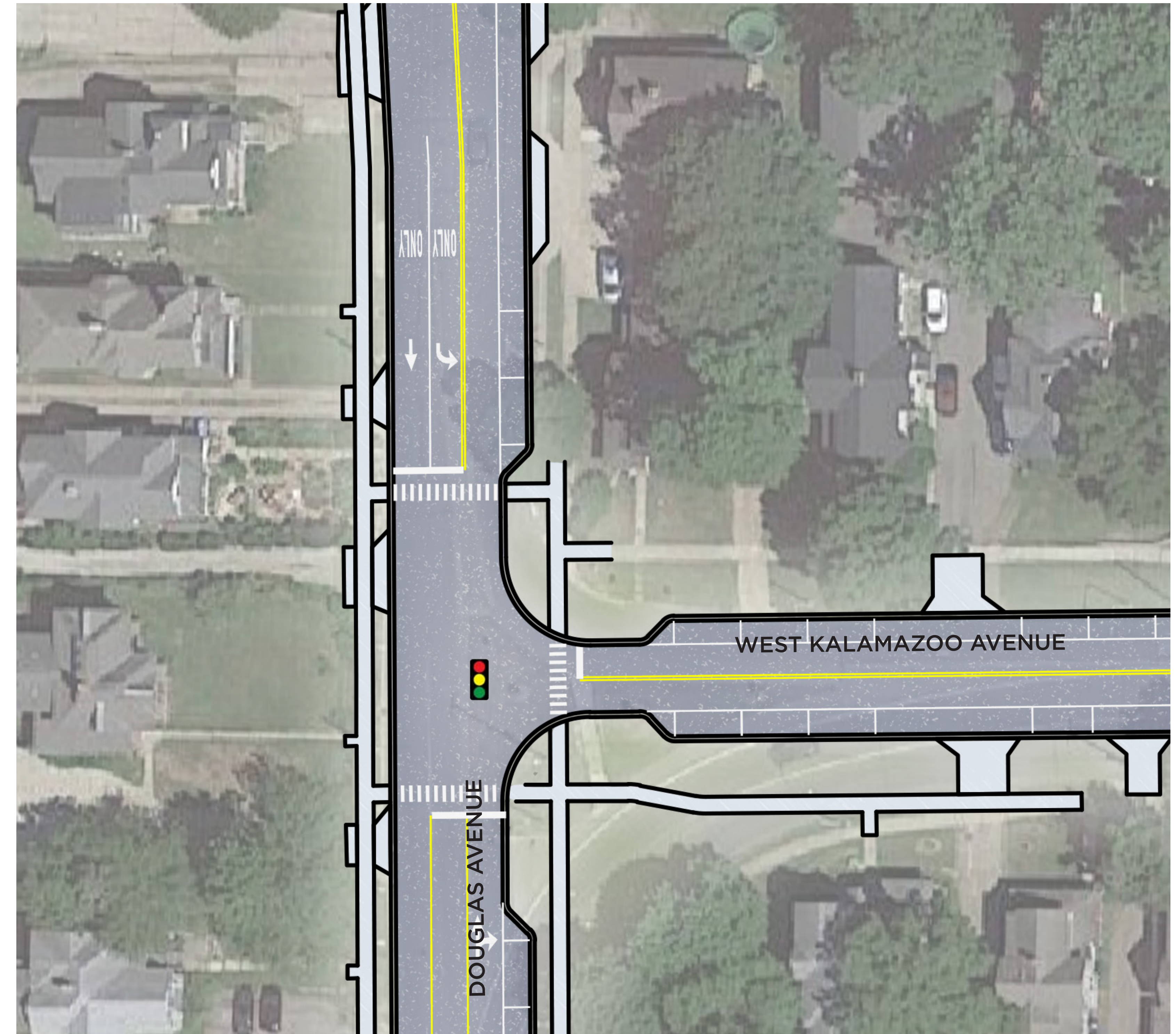
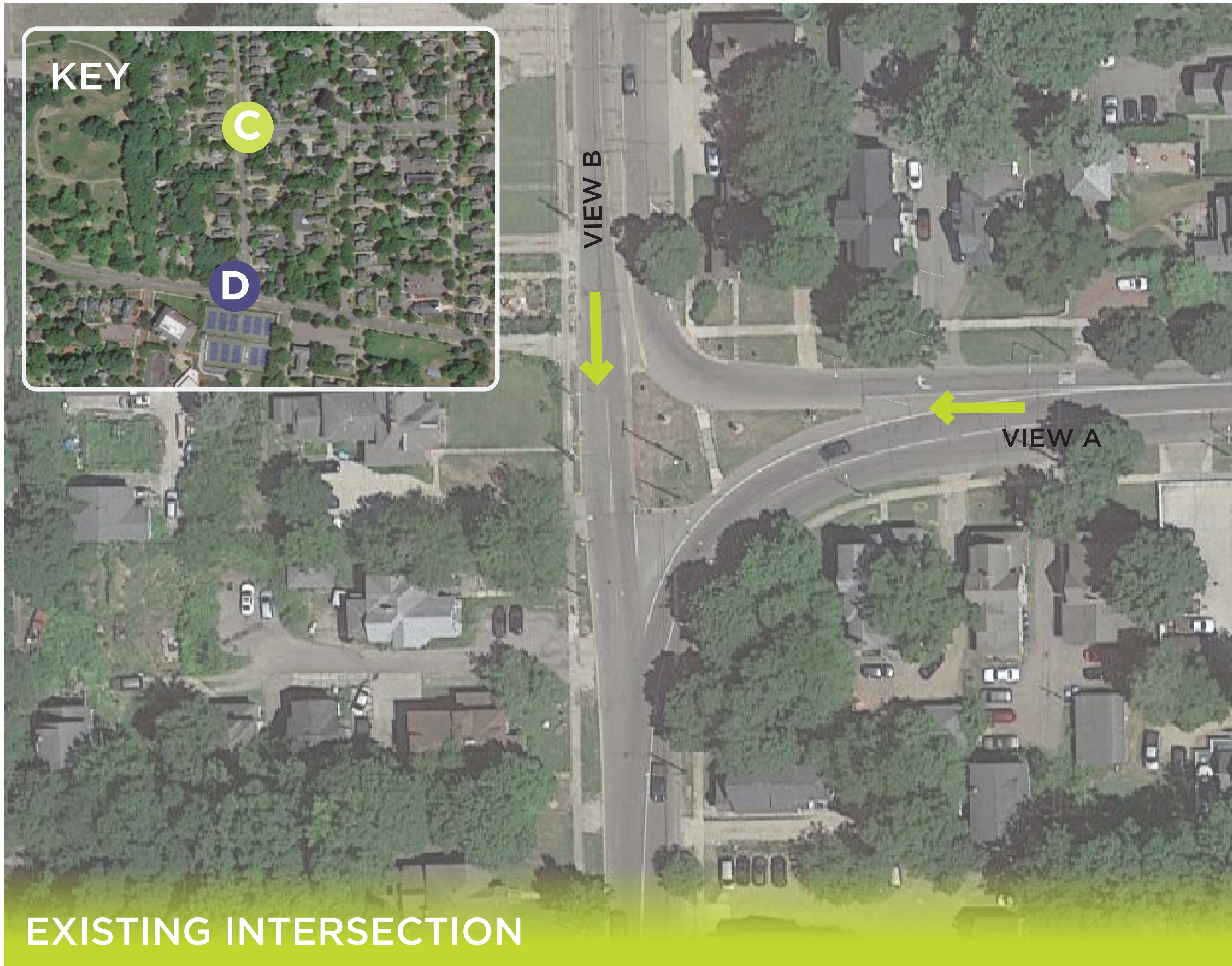


B MICHIKAL + WESTNEDGE
INTERSECTION B
NTS | N



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Final proposed design shown will be implemented in phases over multiple years

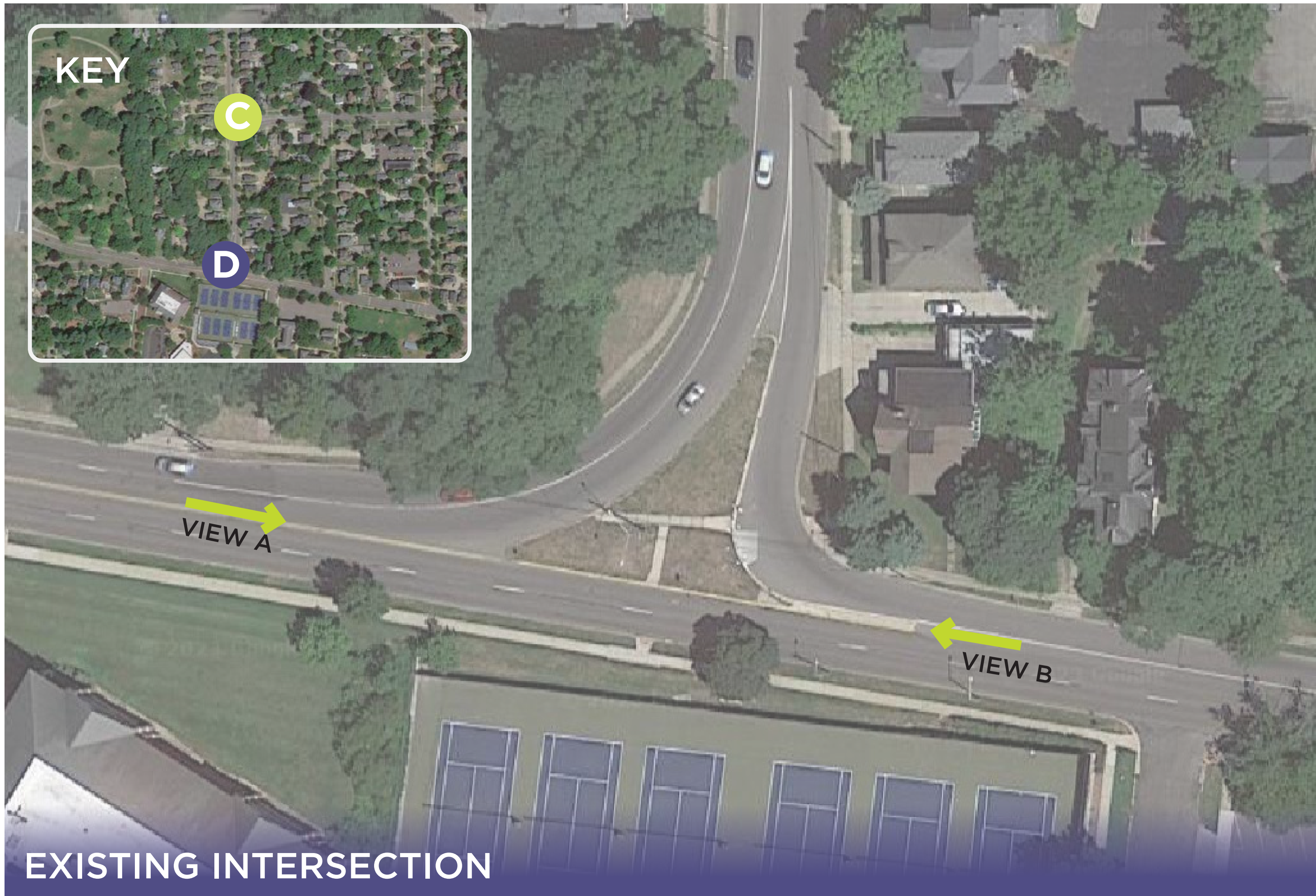


C DOUGLAS + WEST KALAMAZOO INTERSECTION B
NTS | N



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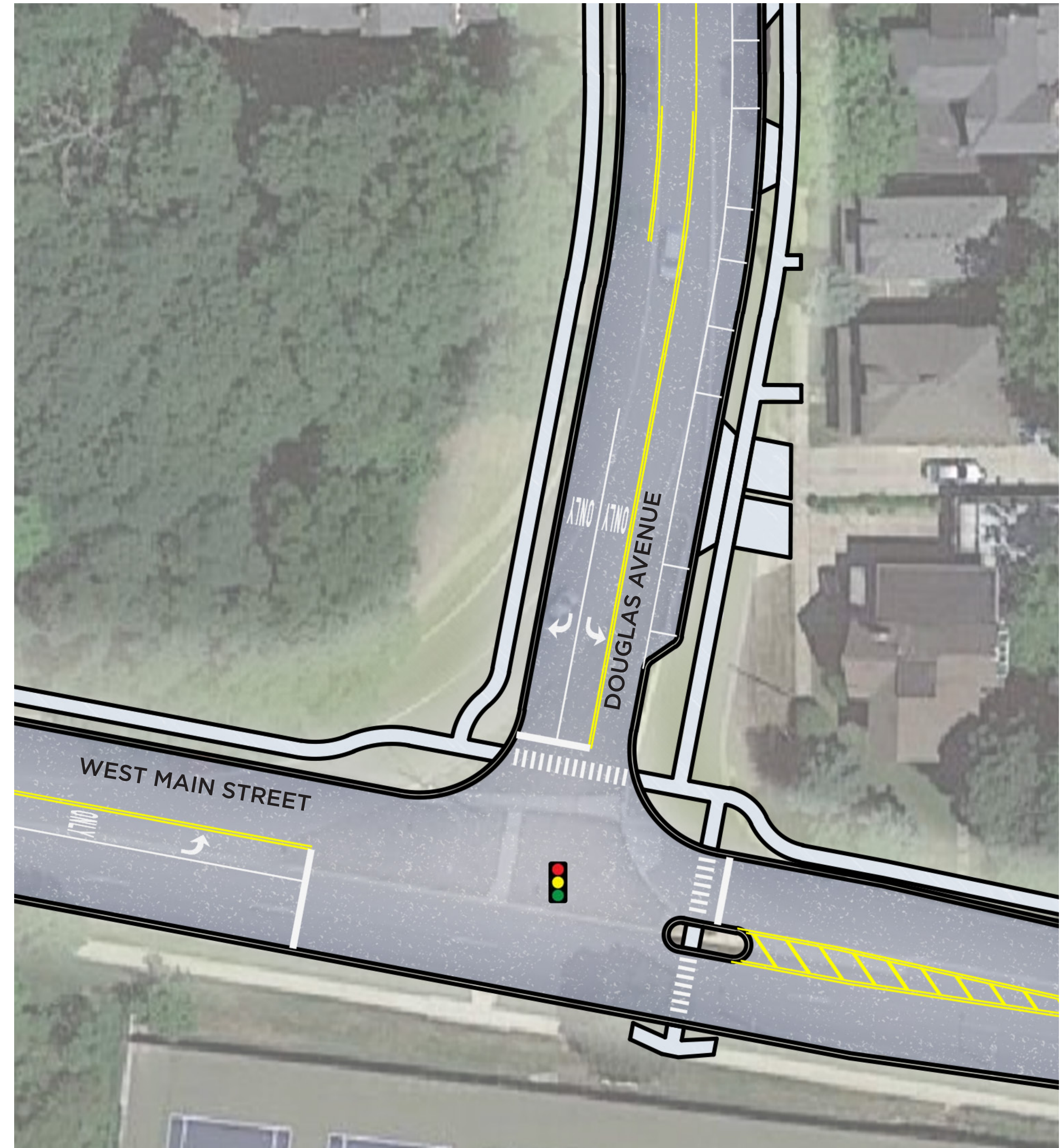
EXISTING INTERSECTION



VIEW A



VIEW B



D DOUGLAS + WEST MAIN
INTERSECTION A
NTS | N



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Final proposed design shown will be implemented in phases over multiple years