



## Kalamazoo, MI



**Award: Bronze | Fall 2022**

**Award History:**  
Bronze since 2017.

### Kalamazoo's BFA Program Stats

# of Local Bicycle Friendly Businesses: **2**  
 # of Local Bicycle Friendly Universities: **0**  
 # of Local League Cycling Instructors: **2**  
 Michigan's Bicycle Friendly State Ranking: **#11**

The 5 Es Category Scores	Kalamazoo	Max Score this round
Engineering	31%	62%
Education	14%	60%
Encouragement	35%	61%
Evaluation & Planning	26%	64%
Equity & Accessibility	20%	57%

Percentages shown above are the points received out of points available in that category. See pages 2-3 for Kalamazoo's subcategory points earned within each Category.

### Community Profile

Population: 73,598  
 Area: 25.14 square miles  
 Population Density: 2980.52 people/square mile  
 Land Classification:  
 Mixed Suburban/Urban/Rural  
 Poverty Rate: 27.5%\*  
 Median Household Income: \$43,222\*  
 Percent of the Population that Speaks a Language Other Than English at Home: 9.3%\*  
 Percent with Disability: 14.5%\*  
 Percent of Households with No Vehicle Available: 12.5%\*  
 \*Source: <https://data.census.gov/cedsci/profile?q=1600000US2642160>

### Key Outcomes

**Commuter Ridership: 0.9%**

(Bicycle Mode Share among commuters, according to the Census Bureau's American Community Survey 5-Year Estimate)

**Overall Bicycle Mode Share: unknown**

(Reported by applicant)

**Annual Average Bicyclist Crashes in last 5 years: 31**

(Reported by applicant)

**Annual Average Bicyclist Fatalities in last 5 years: 0.2**

(Reported by applicant)

### Kalamazoo's Bike Links

**Bike Network Map, if available:**

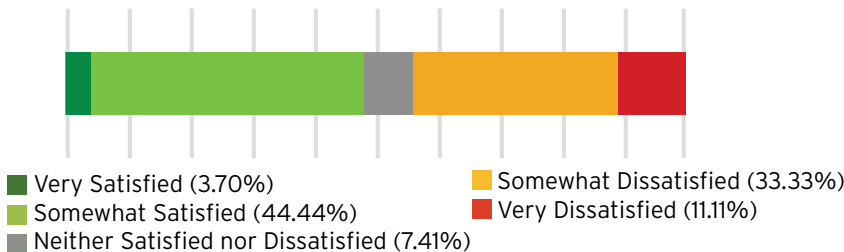
<https://gis.kalamazoo-city.org/portal/apps/webappviewer/index.html?id=fc01bf2e9c4d44caae40a886ca42262f>

**Bike Plan, if available:**

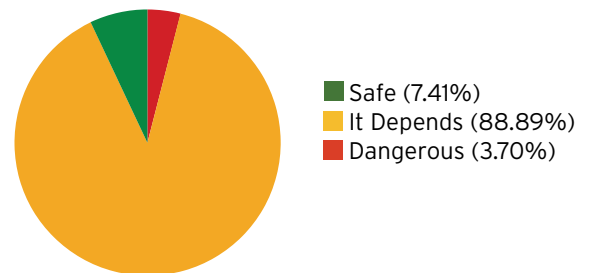
N/A - no city-wide bike plan

## Fall 2022 BFC Public Survey Response Summary for Kalamazoo, MI

**How satisfied are you with how this community is designed for making bike riding safe? (n = 27)**



**Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 27)**



**What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 27)**

1. Improve existing bike lanes to protected bike lanes (25.93%)
2. More bike lanes (22.22%)
3. Increase police enforcement of traffic laws for drivers (14.81%)

## About this Report Card

The following scores are based on the online application submitted by Kalamazoo in the Fall 2022 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in the Summer of 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Fall 2022 BFC Report Cards (including this one) will be republished with updated scores if there are changes to the points system after the next round of Bicycle Friendly Community applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

<b>ENGINEERING</b>	<i>Kalamazoo earned 31% of the points available in the Engineering Category. Below is the breakdown of points that Kalamazoo earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Engineering Subcategories	Kalamazoo's Subcategory Points in Engineering
	Policies and Design Standards for the Built Environment	23 / 38 pts
	End-of-Trip Facilities	9 / 41 pts
	Bicycle Network	26 / 126 pts
	Network Maintenance	21 / 32 pts
	Bicycle Access to Public Transportation	10 / 22 pts
	Bike Sharing	0 / 25 pts
	Other Bicycle-Related Amenities	2 / 6 pts
	Regional Coordination	2 / 16 pts
Engineering Bonus Points	7 / 9 pts	

<b>EDUCATION</b>	<i>Kalamazoo earned 14% of the points available in the Education Category. Below is the breakdown of points that Kalamazoo earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Education Subcategories	Kalamazoo's Subcategory Points in Education
	Youth Bicycle Education	7 / 71 pts
	Adult Bicycle Education	9 / 47 pts
	Motorist Education	2 / 28 pts
	Bicycle Safety Education Resources	7 / 22 pts
	Inclusive Education	2 / 22 pts
Education Bonus Points	1 / 8 pts	

<b>ENCOURAGEMENT</b>	<i>Kalamazoo earned 35% of the points available in the Encouragement Category. Below is the breakdown of points that Kalamazoo earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Encouragement Subcategories	Kalamazoo's Subcategory Points in Encouragement
	Encouragement Policies, Programs and Partnerships	2 / 22 pts
	Route-Finding Support	1 / 10 pts
	Bicycle Culture and Promotion	30 / 99 pts
	Access To Bicycle Equipment and Repair Services	28 / 49 pts
	Reducing Work-Related/Fleet VMT	3 / 10 pts
	Encouragement Bonus Points	4 / 8 pts

<b>EVALUATION &amp; PLANNING</b>	<i>Kalamazoo earned 26% of the points available in the Evaluation &amp; Planning Category. Below is the breakdown of points that Kalamazoo earned in each subcategory of the Evaluation &amp; Planning section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Evaluation & Planning Subcategories	Kalamazoo's Subcategory Points in Evaluation & Planning
	Staffing And Committees	16 / 42 pts
	Public Engagement for Bicycle Planning	23 / 33 pts
	Planning, Funding, And Implementation	0 / 46 pts
	Evaluating The Bicycle Network	0 / 21 pts
	Evaluating Ridership	0 / 21 pts
	Evaluating & Improving Safety Outcomes	15 / 38 pts
Evaluation & Planning Bonus Points	1 / 8 pts	

<b>EQUITY &amp; ACCESSIBILITY</b>	<i>Kalamazoo earned 20% of the points available in the Equity &amp; Accessibility Category. Below is the breakdown of points that Kalamazoo earned in each subcategory of the Equity &amp; Accessibility section compared to the total points available in that respective subcategory from the Fall 2022 BFC application.</i>	
	Equity & Accessibility Subcategories	Kalamazoo's Subcategory Points in Equity & Accessibility
	Equity & Accessibility Staffing, Committees, & Partnerships	18 / 38 pts
	Equity Data Collection & Goals	0 / 20 pts
	Equity & Accessibility Policies & Plans	7 / 38 pts
	Equity & Accessibility in Engineering	0 / 35 pts
	Equity & Accessibility in Education	1 / 35 pts
	Equity & Accessibility in Encouragement	11 / 35 pts
Equity & Accessibility in Evaluation & Planning	11 / 35 pts	
Equity & Accessibility Bonus Points	2 / 15 pts	



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### FEEDBACK TO IMPROVE:

#### To maintain and improve on Kalamazoo's Bronze-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Continue to improve and expand the low-stress bike network for all ages and abilities, and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Lower speed limits on residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance. Develop a system of bicycle boulevards, utilizing these quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.
- » Conduct a connectivity analysis and network quality evaluation of your existing bicycle network, and work to identify and fill any gaps. Establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on these topics: [https://bit.ly/FHWA\\_connectivity](https://bit.ly/FHWA_connectivity) and [https://bit.ly/FHWA\\_bikepedPMs](https://bit.ly/FHWA_bikepedPMs).
- » Incorporate accessibility standards and Universal Design principles into your street design manual and standards for bike facility designs.
- » Increase the amount of high quality bicycle parking throughout the community. Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. (See [www.apbp.org/bicycle-parking-solutions](http://www.apbp.org/bicycle-parking-solutions))
- » Consider working with neighboring communities to launch a region-wide bike share system or bicycle lending library program that is open to the public.
- » Improve bicycle safety education for students of all ages by incorporating on-bicycle education opportunities and by expanding the program to all K-12 schools. Providing bicycles and adaptive cycles in schools for on-bike education ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household. Work with the school district, local bicycle groups, and interested parents to expand and improve the Safe Routes to School program.
- » Develop bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns and create an inclusive, welcoming environment.
- » Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs.
- » Work with local LCIs and employers to offer Bicycle Friendly Driver training to motorists in Kalamazoo, particularly to professional drivers, emergency responders, and fleet operators.
- » Develop a community-wide trip reduction ordinance/program, commuter incentive program, and a Guaranteed Ride Home program to encourage and support bike commuters in Kalamazoo.



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### FEEDBACK TO IMPROVE, CONTINUED:

- » Encourage Western Michigan University to use the League's feedback from their 2014 BFU application (which received Honorable Mention status), and/or to reapply to the BFU program in 2023 to help identify new ways the campus and administrators can support bicycling safety and promotion to students, staff, faculty, neighboring residents, and visitors.
- » Develop a community-wide printed bike map directing people to preferred biking routes and amenities like bike parking and fix-it stations. Printed bike maps can also be a great way to share basic bike safety education information and rules of the road with new and experienced cyclists.
- » To complement and aid in the connection between your existing Neighborhood Plans, consider developing and adopting an official citywide bicycle master plan or non-motorized plan for Kalamazoo. A bicycle master plan should include specific and measurable goals and dedicated funding for implementation. In addition to the existing Neighborhood Plans, Kalamazoo's Complete Streets Policy, Street Design Manual, and Shared Prosperity Kalamazoo Action Plan should collectively serve as the backbone of a new city-wide non-motorized or bike-specific plan.
- » Create a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in Kalamazoo. Automated bicycle counters provide long-term data on bicycle use at fixed points in a community and mobile counters can provide periodic or before/after data related to a change in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.

### MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Resources for Building a Bicycle Friendly Community:** [https://bikeleague.org/BFC\\_Resources](https://bikeleague.org/BFC_Resources)
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The League's Benchmarking Project on Biking and Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/content/federal-funding-resources>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf)