

APPENDIX E: NONMOTORIZED TRANSPORTATION ACTION PLAN

Goals

The goals and action strategies for the nonmotorized plan are intended to establish a physical and cultural environment that supports and encourages safe, comfortable, and convenient ways for a diverse population of pedestrians and bicyclists to travel throughout the Township and into the surrounding communities.

GOAL: Connectivity

Increase connectivity between residential neighborhoods and nearby nonmotorized facilities to connect residents to commercial areas, employment, recreation, and public transportation.

Action Strategies:

- A. Fill the gaps within the existing nonmotorized facilities found within the Township to support accessibility and connectivity. Connect existing nonmotorized segments by filling gaps between them.
- B. Place an emphasis on connecting the east and west sides of the Township bisected by US-131 via bike paths and/or sidewalks, especially through coordination with MDOT when bridges crossing US-131 are rehabilitated or replaced.
- C. Provide connections to parks, neighborhoods, schools, and major areas of activity through neighborhood greenways and conservation trails or bicycle and pedestrian-focused corridors.
- D. Provide north-south bike path access from the Oshtemo Village District to the Kal-Haven Trail.
- E. Coordinate nonmotorized planning with neighboring communities.

GOAL: Safety and Accessibility

Provide for complete streets, as appropriate, on all Oshtemo roadways to emphasize safe, attractive, and comfortable access and travel to all users of roadways.

Action Strategies:

- A. When road construction occurs, coordinate efforts with all involved road agencies to install sidewalks, bicycle paths/lanes, streetscapes, and other related improvements, as appropriate to the amount of roadwork, to maximize safety, efficiency, and cost effectiveness.
- B. Provide well-designed crosswalks to increase motorist awareness and pedestrian safety.
- C. Complete an ADA-transition plan to address known accessibility issues in the bike path and sidewalk network.
- D. Work with the Road Commission of Kalamazoo County to ensure proper roadway bicycle facilities, such as modifying roadway painting to extend existing bike lanes and widened shoulders through intersections.
- E. Develop and coordinate a nonmotorized path maintenance program.

GOAL: Planning

To achieve the goals noted above, incorporate nonmotorized best practices and recommendations into all relevant Township ordinances, policies, and plans.

Action Strategies:

- A. Assess existing policies, ordinances, regulations, and planning processes and identify changes that will further nonmotorized transportation.
- B. Ensure Township sidewalk and street standards comply with appropriate national guidelines, including AASHTO standards, to accommodate safe pedestrian, bicycle, barrier free, and vehicular uses.
- C. Establish a regular maintenance program for sidewalks, barrier-free facilities, pathways, and bicycle facilities and revise policies and/or ordinances accordingly.
- D. Implement the Township’s Complete Streets Policy adopted in September of 2018 as it applies to all future infrastructure projects.
- E. Continue to require provisions for nonmotorized transportation facilities with site plan approval and seek appropriate easements when necessary.
- F. Pursue right-of-way, easements, and other private lands to allow for expansion of nonmotorized facilities.
- G. Review existing water and sewer easements to identify opportunities to upgrade the easements for nonmotorized facilities too.

GOAL: Education

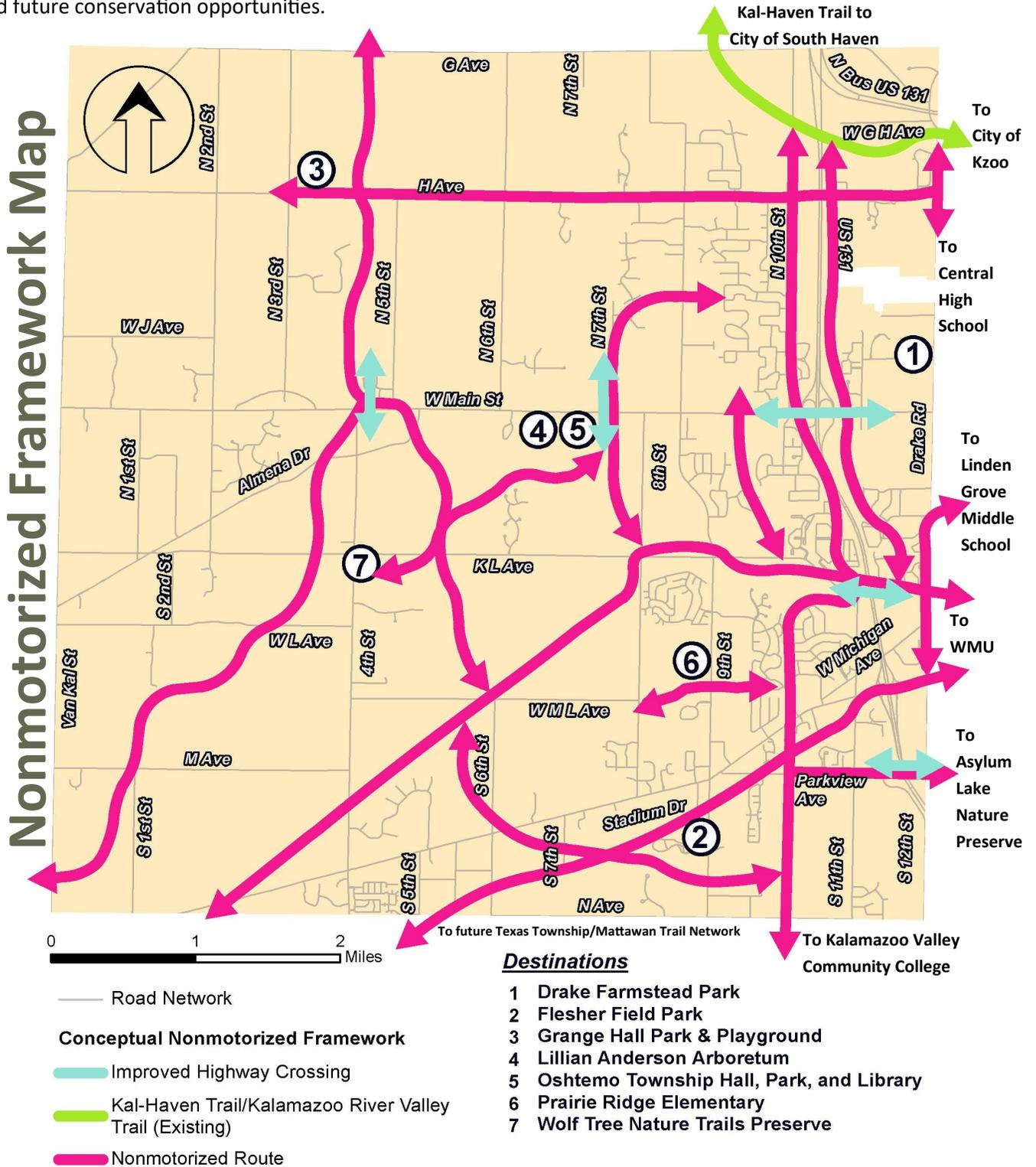
Increase awareness of the benefits of nonmotorized transportation and provide information regarding safe integration of motorized and nonmotorized modes of transportation.

Action Strategies:

- A. Promote the nonmotorized transportation plan to the general public and encourage the use of nonmotorized systems as an alternative mode of transportation.
- B. Develop strategies to educate the community on the benefits of nonmotorized transportation, key safety issues, and traffic laws.
- C. Develop a branding strategy to establish the Township as a nonmotorized friendly community.
- D. Partner with regional organizations to promote bicycling, running, and walking activities.

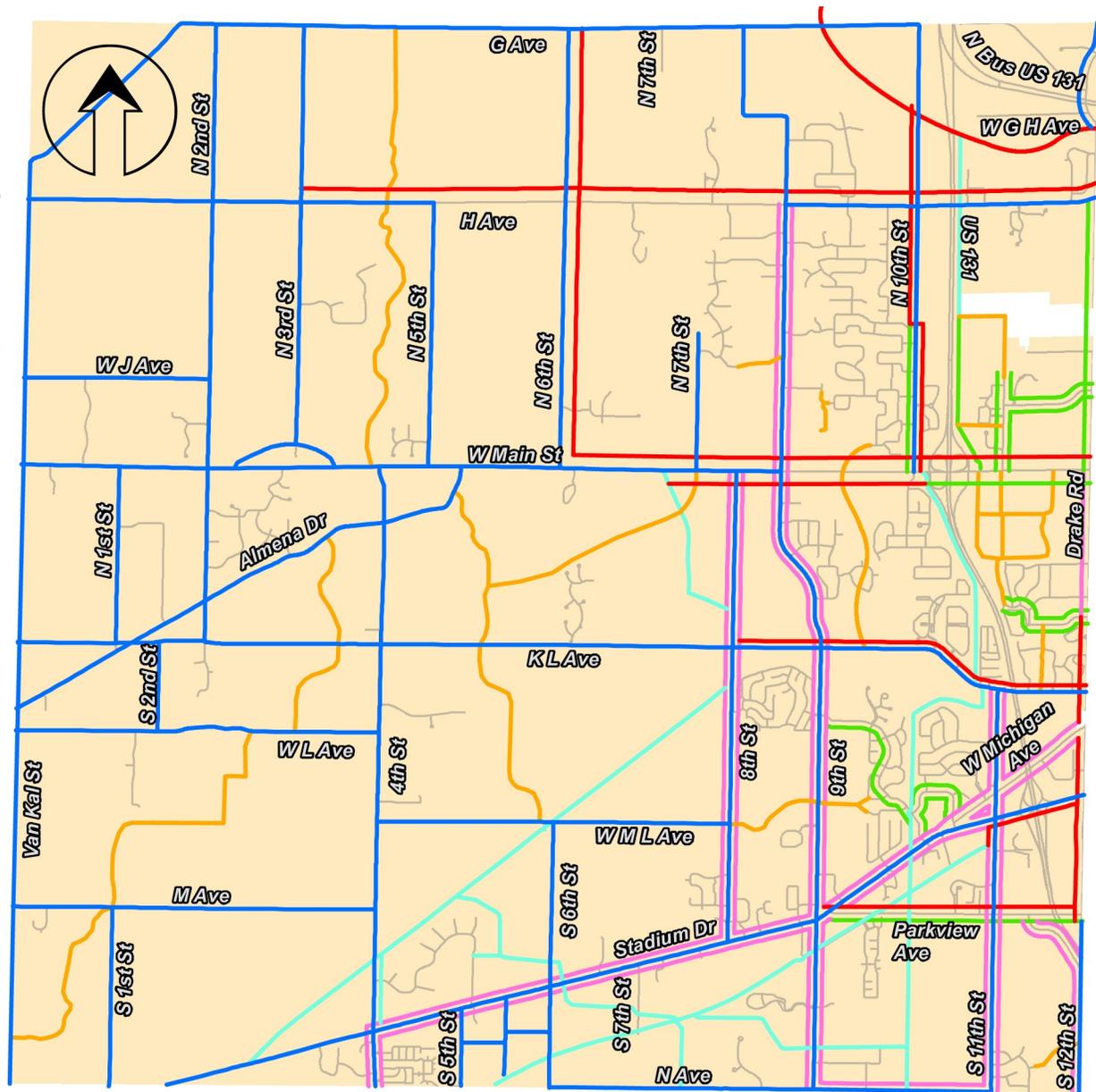
Nonmotorized Anticipated Projects

The GO! Green Oshtemo Plan is all about connections. Connecting our residents to those amenities that support and enhance the quality of life in Oshtemo Township. As a community that sustains both a suburban and rural environment, linking these dual characteristics is critical to enriching all lifestyles. The Nonmotorized Framework Map below provides that “big picture” plan; a high level illustration of how the future network may develop over time. It is intended to convey important linkages and how this system interacts with destinations, neighborhoods, commercial areas, and future conservation opportunities.



The Nonmotorized Transportation Network Map is intended to convey the full long-range plan of existing and envisioned facilities that will connect the entire Township. The goal of this map is to create a network of links to adjacent jurisdictions, provide access to destinations within and around the Township, and ensure a system of “loop connections” throughout the community.

Nonmotorized Network Map



0 1 2 Miles

— Road Network

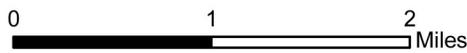
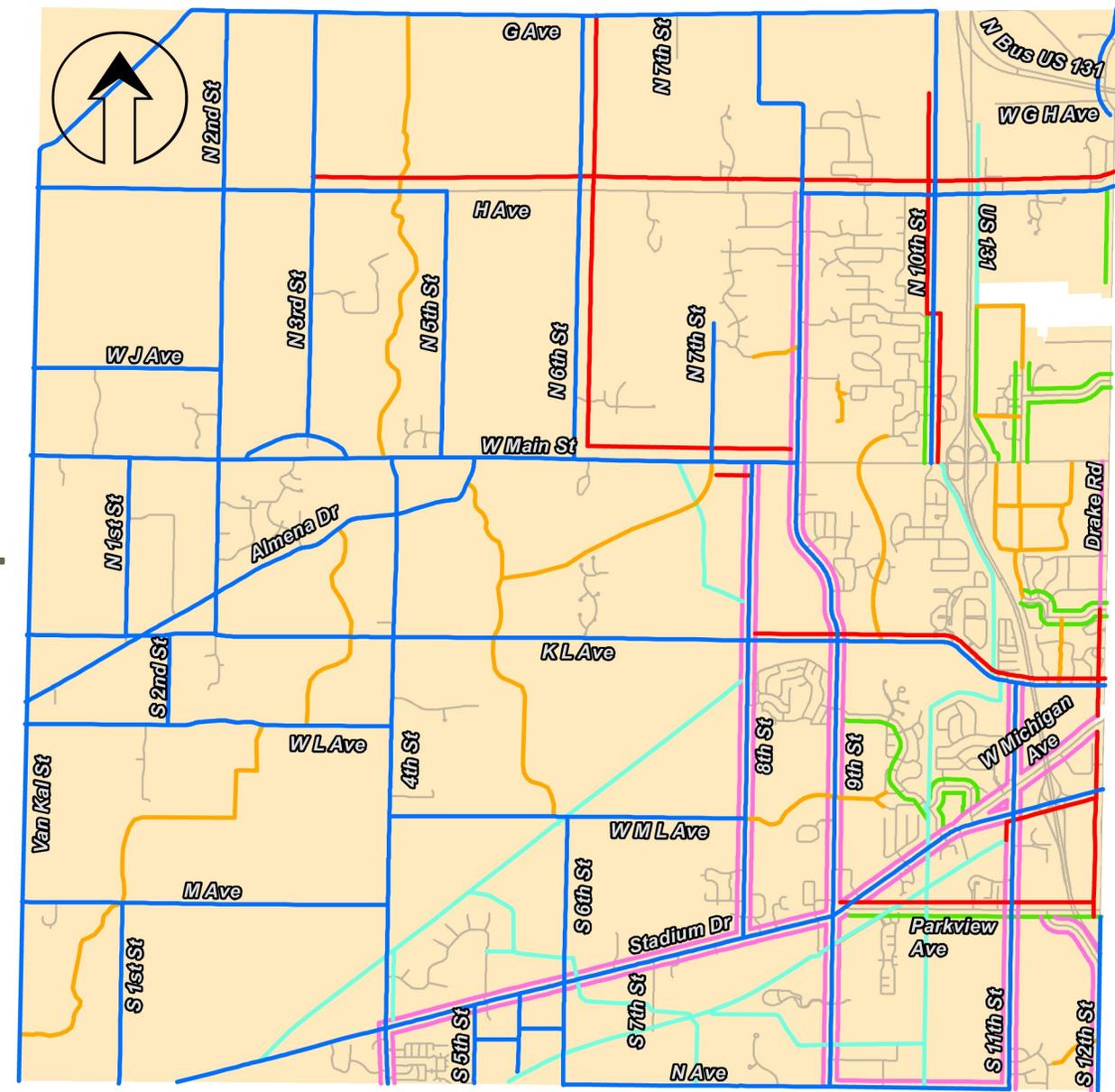
Facility Type

- Conceptual Nonmotorized Link
- Connector Trail
- Paved Shoulder/Bike Lane
- Sidewalk
- Six Foot Shared Use Path
- Ten Foot Shared Use Path



Finally, the Nonmotorized New Facilities Map provides both paths and sidewalks along roadways, as well as ideas for off-road connections intended throughout the Township. This is a long-range plan of envisioned facilities that will connect to existing infrastructure to support multi-modal transportation throughout the Township.

Nonmotorized Transportation New Facilities



— Road Network

Facility Type

- Conceptual Nonmotorized Link
- Connector Trail
- Paved Shoulder/Bike Lane
- Sidewalk
- Six Foot Shared Use Path
- Ten Foot Shared Use Path



During the timeframe of this 5-year Plan, the Township has a number of nonmotorized projects planned. The major projects include the following:

Roadway Adjacent Facilities:

- Drake Road Shared Use Path - This path will be developed on the west side of Drake Road from West Main Street to Stadium Drive. It will include a 6-foot shared use path from West Main Street to Green Meadow Drive, where the path will transition to a 10-foot path through to Stadium Drive. This path is located along the eastern boundary of the Township and is a joint project with the City of Kalamazoo and the Road Commission of Kalamazoo County. It will provide a critical north/south link along the most densely populated areas of the Township, as well as two major retail districts of both Oshtemo and the City of Kalamazoo.
- 9th Street Shared Use Path - Located between Erie Street north to West Main Street, this project will likely be installed in two phases, the first phase between Erie Street and Quail Run Drive. This project is expected to be 6-foot one-way paths on both sides of the street. A portion of the 9th Street Shared Use Path is located in the Oshtemo Village, which is also the Downtown Development Authority district, who will help fund the project. This project will facilitate connecting both a public elementary school located on 9th Street and private elementary school found on Quail Run Drive to the wider nonmotorized networks in the Township.
- Stadium Drive Shared Use Path - This project includes a 6-foot one-way path on both sides of Stadium Drive from 11th Street moving west to 8th Street. This project will also be in two phases due to funding sources. A grant has been provided from the Kalamazoo Area Transportation Study for the area between 11th Street and roughly Quail Run Drive. The remainder of the project is located within the Downtown Development Authority district, who will be seeking additional grants for the project. This is a critical component of both the Township and regional nonmotorized network. It will offer better access to the City of Kalamazoo and the retail and employment centers found within, as well as providing a link to the Oshtemo Village.
- KL Avenue Shared Use Path - The Township plans to construct a 10-foot wide shared-use facility along the north-side of KL Avenue from Drake Road west to Copper Beech Boulevard. The Township anticipates submitting an application to MDOT for Transportation Alternative Program grant funds. This path is another vital portion of the overall network. It will connect to Drake Road in an area of the Township with some of the highest population densities. In addition, there are ongoing pedestrian safety concerns in this area that the path will help to resolve.

Off-Road Facilities:

Currently, Oshtemo does not have any off-road facilities that are owned and maintained by the Township. The State owned Kal-Haven Trail facility, which connects the City of Kalamazoo to the City of South Haven, crosses Oshtemo near its northern boundary. As outlined in the Trends and Needs, residents of Oshtemo are interested in expanding the off-road trail network in the community. To accomplish this goal, the Township will likely begin with projects that are in within existing utility and/or other infrastructure corridors. Utilizing established easements and/or properties owned by a governmental or quasi-governmental entity, with the approval of the easement or property holder, can assist with the development of the trail. The first trail under consideration is the AT&T corridor that runs from Flesher Field Park southwest through the Township to the Texas Township border. This trail would support area residents with both recreation needs and connections to important destinations like Flesher Field and Oshtemo Village.