



June 16, 2022

To the Kalamazoo City Commission;

As president of the Oakland Drive/Winchell Neighborhood Association (ODWNA), I would like to provide you additional information regarding the "why" the bike lanes on Winchell Ave. came about, and why they are integral to the long-term vision of our neighborhood.

The ODWN Neighborhood Plan was approved by the City Commission in June 2020; it was a 2+ year culmination of meeting, talking, and surveying hundreds and hundreds of our neighbors, as well as the work of five committees comprised of over 50 neighborhood residents. It is officially a part of the City's Master Plan. **The highest priority issues identified, neighborhood-wide, were traffic calming and increasing safe, non-motorized networks**, both within the neighborhood and to connect us to other neighborhoods.

As outlined in the City Planner's June 9, 2022, correspondence sent to and received by the ALPA board and the Asylum Lake Preserve Management Council (ALPMC), I will briefly reiterate the reasoning behind these bike lanes, *which the ODWNA board fully supports*:

- 1) Fully aligns with the "Connected Neighborhood" and "Connected City" sections of our **Neighborhood Plan**
  - a. Specifies as a goal/action "create safe non-motorized spaces such as sidewalks or buffered multi-use paths in the Right-of-Way of key streets to create a comprehensive pedestrian network" (p.37). "Winchell Ave (toward Asylum Lake)" is on our list of five key streets to address.
- 2) Parking will interfere with our planned **W-A-L-K Urban Nature Route** (our "Quick Win" project), making it unsafe for users to walk or bike the final stretch of the Route. It would force bicyclists/walkers to enter the roadway to move around parked cars.
- 3) Aligns with the values of the **Kalamazoo Community Sustainability Plan** (draft), which calls for seeking zero carbon emissions by 2050. A corresponding goal/action is to "design a greener transportation network that easily and safely connects all users to places they need to go" (p. 20). The north Preserve entrance remains fully accessible to walkers and bicyclists.
- 4) Aligns with the **Safe Routes to School** project the City, KPS, and ODWNA are working on for Winchell Elementary.
- 5) Parking would **disproportionately impact Winchell Way Apartment residents** who want to use the bike lane.
- 6) Parking was **not adequately supported by the city-led Winchell Ave. Survey** (Q1, 2022) results:
  - a. Only 14 of 186 neighborhood resident responses called for adding parking back
- 7) Adding parking there would disrupt the flow of the bike lane and **force bikers back into the road** in front of the entrance.
- 8) Adding parking there would not benefit those needing ADA access as **that entrance is not ADA accessible.**
- 9) **Legal, public, on-street parking is still available** on Sycamore Ln., 900 ft. east of that Preserve entrance.
- 10) There are **two other entrances to the preserve** (off Parkview Ave. and Drake Rd.) within two miles of the Winchell entrance that have dedicated parking lots with ADA access.
  - a. The ODWNA is actively working with ALPMC (we hold one seat on the Council) to have them increase their existing parking capacity.

As stated in the City's Master Plan, "Neighborhood Plans will allow residents to focus on issues important to their neighborhood, while also creating the opportunity to achieve City-wide Strategic Vision and Master Plan goals. Neighborhood plans are the road map to help residents and neighborhood leaders identify where the neighborhoods should go in the future."

Our board understands not every resident will agree with every decision that is made, or action implemented. **We believe the main responsibility of the ODWNA board is to serve the greater goals of the neighborhood (as identified through our Neighborhood Plan) and we believe these bike lanes satisfy this responsibility.**

Respectfully,

A handwritten signature in black ink, appearing to read "Peter Kushner".

Peter Kushner, President  
Oakland Drive/Winchell Neighborhood Association  
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