



The Metropolitan Planning Organization for the Greater Kalamazoo Area

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TO: Kalamazoo Area Transportation Study Technical Committee
FROM: Steve Stepek, AICP, Executive Director
DATE: May 2, 2024
SUBJECT: TECHNICAL COMMITTEE MEETING
THURSDAY, MAY 9, 2024 - 9:30 A.M.
METRO
530 N. ROSE STREET, KALAMAZOO

The Kalamazoo Area Transportation Study Technical Committee will be meeting on Thursday, May 9, 2024 at 9:30 a.m. at Metro. The following materials are included in your meeting packet:

1. Agenda for the May 9, 2024 Meeting
2. Draft Minutes of the April 11, 2024 Meeting
3. Transportation Improvement Program Amendments
4. FY 2025 Unified Planning Work Program Draft Link
5. West Michigan Trails Regional Wayfinding Guide Presentation Link
6. Complete Streets Implementation Plan Draft
7. Contributed Services Fiscal Year-to-Date

Please provide a **written status report** for your agency regarding road and/or planning updates.

Please remember that time sheets are due by the 15th of each month.

**KALAMAZOO AREA TRANSPORTATION STUDY
TECHNICAL COMMITTEE MEETING
MAY 9, 2024 - 9:30 A.M.**

AGENDA

Please limit public comments to 4 minutes.

1. CALL TO ORDER
2. ROLL CALL
3. CHANGES OR ADDITIONS TO THE AGENDA
4. APPROVAL OF THE AGENDA **(ACTION)**
5. MINUTES FROM THE APRIL 11, 2024, MEETING **(ENCLOSURE) (ACTION)**
6. POLICY COMMITTEE REPORT
7. PUBLIC COMMENTS (Non-agenda Items)
8. FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS **(ENCLOSURE) (ACTION)**
9. FY 2025 UNIFIED PLANNING WORK PROGRAM DRAFT **(LINK) (ACTION)**
10. WEST MICHIGAN TRAILS REGIONAL WAYFINDING GUIDE PRESENTATION **(LINK)**
11. COMPLETE STREETS IMPLEMENTATION PLAN DRAFT **(ENCLOSURE)**
12. CONTRIBUTED SERVICES FISCAL YEAR TO DATE **(ENCLOSURE)**
13. SUBCOMMITTEE UPDATES
 - a. NON-MOTORIZED SUBCOMMITTEE
 - b. COMPLETE STREETS IMPLEMENTATION PLAN
 - c. TRAFFIC SIGNAL COORDINATION (NEXT MEETING AUGUST)
 - d. PRIORITIZATION SUBCOMMITTEE
14. PUBLIC TRANSPORTATION UPDATES
15. STATUS REPORTS
 - a. ROADS - Questions on **written status** reports. Verbal reports will be limited to 4 minutes per agency.
 - b. LAND USE/PLANNING AND ZONING - Questions on **written status** reports. Verbal reports will be limited to 4 minutes per agency.
16. NEW BUSINESS
17. PUBLIC COMMENTS
18. ADJOURNMENT

The next meeting of the Kalamazoo Area Transportation Study Technical Committee will be held on Thursday, June 13, 2024 at 9:30 a.m.

KALAMAZOO AREA TRANSPORTATION STUDY

TECHNICAL COMMITTEE MEETING
DRAFT MINUTES APRIL 11, 2024 - 9:30 A.M.

CALL TO ORDER

The April 11, 2024 Technical Committee Meeting was called to order at 9:30 a.m. at the Road Commission of Kalamazoo County (RCKC), by Chairperson Stefforia. Stefforia thanked RCKC for hosting the meeting.

ROLL CALL

Meeting attendance was recorded on the sign-in sheet. Introductions were made by all present.

MEMBERS PRESENT

Christina Anderson	City of Kalamazoo
Barry Anttila	Van Buren County Road Commission
Muhammad Arif	City of Portage
Mickey Bittner	Village of Paw Paw
Heather Bowden	Michigan Department of Transportation, Statewide Planning
Brenda Burdick	Michigan Department of Transportation, Transportation Service Center
Josh Grab	Michigan Department of Transportation, Region
Rachael Grover	Kalamazoo County
Kendra Gwin	City of Portage
Todd Hackenberg	Village of Lawton
Robert Henderson	Van Buren Public Transit
Jeff Heppler	Village of Augusta
Scott Hess	Comstock Township
Jim Hoekstra	Road Commission of Kalamazoo County
Anna Horner	Oshtemo Township
Alex Johnson	City of Portage
Anthony Ladd	City of Kalamazoo
Lisa McNees	City of Galesburg
Ryan Minkus	Road Commission of Kalamazoo County
Tom Palumbo	City of Kalamazoo
Whitney Pizzala	Village of Mattawan
Ryan Russell	Village of Schoolcraft
Kathy Schultz	Central County Transportation Authority
Clayton Sigmann	Michigan Department of Transportation, Statewide Planning
Paul Sotherland	Citizens' Advisory Committee
Jodi Stefforia	Comstock Township
Nancy Stoddard	City of Parchment
Greg Vlietstra	Kalamazoo County Transportation Authority
George Waring	City of Kalamazoo
Mark Worden	Road Commission of Kalamazoo County

OTHERS PRESENT

David Clift	Van Buren County Road Commission
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Phil Doorlag	Wightman
Jamie Harmon	City of Portage
Linda Marble	City of Galesburg
Lisa McNees	City of Galesburg
Megan Mickelson	Kalamazoo Area Transportation Study
Fred Nagler	Kalamazoo Area Transportation Study
Elizabeth Rumick	Kalamazoo Area Transportation Study
Hailey Savola	ROWE
Steve Stepek	Kalamazoo Area Transportation Study
Ali Townsend	Kalamazoo Area Transportation Study

CHANGES OR ADDITIONS TO THE AGENDA

There were no changes or additions to the agenda.

APPROVAL OF THE AGENDA

Hoekstra moved, and it was duly seconded by Heppler, ***“to approve the agenda of the April 11, 2024 Technical Committee Meeting.”*** MOTION CARRIED.

MINUTES FROM THE MARCH 14, 2024 MEETING

Heppler moved, and it was duly seconded by Hoekstra, ***“to approve the minutes from the March 14, 2024 Technical Committee Meeting.”*** MOTION CARRIED.

POLICY COMMITTEE REPORT

Steppek reported on behalf of the Policy Committee who met at the end of March. The Technical Committee recommended Title VI plan and Transportation Improvement Program Amendments were approved. The Title VI plan will be posted on the katsmpo.org website soon. The Memorandum of Understanding (MOU) with Michigan Department of Transportation, Kalamazoo Area Transportation Study, and Transit was approved. The MOU will be available on the katsmpo.org website once it is fully signed.

PUBLIC COMMENTS

No public comments were made.

KALAMAZOO COMMUTER CHALLENGE AND LOVE TO RIDE PRESENTATION

Referring to the flyer he passed out, Sotherland provided information on the Kalamazoo Commuter Challenge program and app. The challenge will run from May 17, 2024 through May 30, 2024. All residents of Kalamazoo County are encouraged to participate using the free Love to Ride app available for download via the QR code on the flyer or the Love to Ride Kalamazoo County (lovetoride.net) website. The program encourages cycling to shop, dine, and commute to work. Any length of ride will be tracked via the app and contribute to an anonymized heatmap of rides over the entire county. Data can be shared with municipalities and be used to assist with future nonmotorized planning. Waring provided more detailed information on the Love to Ride app. There are currently 185 users on the platform. Anderson stated the app is funded for the first year from the City of Kalamazoo and some fundraising. Further public outreach will be available on social media. Attendees are encouraged to share the information to increase participation.

FY 2025 UNIFIELD PLANNING WORK PROGRAM DRAFT

A link to the document was provided in the meeting materials. Steppek highlighted the \$100 thousand-dollar joint funding for Metro’s study of its microtransit program implementation. Please let Kalamazoo Area Transportation Study Staff know of any comments you have.

SUBCOMMITTEE UPDATES

NON-MOTORIZED SUBCOMMITTEE- No updates to report.

COMPLETE STREETS IMPLEMENTATION PLAN- Mickelson stated updated scoring methodology was sent out to the committee. Please submit all comments to Mickelson by Friday. A Complete Streets Implementation Plan draft is planned to be presented in May.

TRAFFIC SIGNAL COORDINATION- Stepek reported the Traffic Signal Coordination Subcommittee met last month. The next meeting will most likely be in August. Arif pointed out the challenge on eastbound West Q Avenue from Texas Township into the City of Portage. Long backups are the norm on West Q Avenue at the intersections of South 12th Street and US-131. The Michigan Department of Transportation, Kalamazoo County, and the City of Portage will meet to discuss improvements.

PRIORITIZATION SUBCOMMITTEE- Stepek stated Townsend is working on a new application through ESRI's ArcGIS Survey 123. The new prioritization process is anticipated to be adopted in late spring or early summer. The Call for Projects for fiscal years 2027 - 2029 is expected to be in August or September.

PUBLIC TRANSPORTATION UPDATES

Schultz thanked attendees for the welcome back. Metro's new Microtransit program will be launched next week. Information will be posted on the kmetro.com website. This Metro Link service is an app-driven, on-demand rideshare service. After downloading the free app, riders will be able to choose their starting point and destination. The app will provide route details such as where to walk to pick up a ride. Minivan vehicles will be easily recognizable in red and white with clear Metro branding. Vehicles will not have bike racks. Relay any feedback on the program to Metro. On Tuesdays and Thursdays, Van Buren County Transit provides rides to the VA Hospital in Battle Creek for any veteran that lives in Van Buren County.

STATUS REPORTS

ROADS-

Hoekstra reported the Road Commission of Kalamazoo County (RCKC) W Avenue project is moving along with concrete and paving the next couple weeks. The Squires Drive project is ongoing. After school gets out, the intersection for the roundabout will begin. The Douglas Avenue project is planned to start in a couple of weeks. The MN and Mercury Drive project was let last Friday and came in 11 percent under estimates. The Hot Mix Asphalt (HMA) bid was accepted. Scheduling and local projects are being set up. RCKC is working on Safety Applications for the Safe Streets and Roads for All (SS4A) Grant Program through the federal government. 2025 projects are under design.

Heppler reported the Village of Augusta is partnering with the Michigan Department of Transportation for two projects this summer. The Washington Street bridge project will require road closure and a detour. The M-96 project will extend from the Village of Augusta limits to the bridge to Ft. Custer.

Anttila reported the Van Buren County Road Commission has a project planned on County Road 388. Opening bids are planned for May. The project will utilize American Rescue Plan Act (ARPA) funds.

Waring reported the City of Kalamazoo Whites and Westnedge projects are moving forward. Starting next week, the intersection at Whites Road and Duke Street will be closed for approximately two weeks for a water main project. No through traffic, but local traffic will remain open eastbound only. East and westbound traffic on Inkster will be affected by a water main project at the intersection of Inkster and Westnedge. The old Inkster Street bridge has been removed. The bridge reconstruction project is on schedule. Sidewalk and curb renewals have been completed on the east side of Riverview Drive. Work on the west side will begin next week and last through April. Mill and fill will follow. The Ransom Street project is on schedule. The Edwards intersection will be open soon. The

Safe Streets for All is going to the City Commission with plans to develop a safety action plan for the city. Local paving is expected to begin in early May.

Bittner reported that a lane will be shut down in each direction eastbound and westbound M-43 on April 22, 2024 between Pinehurst and Arlington for a water main project in Kalamazoo Township.

Burdick reported the Michigan Department of Transportation US-131 and KL Avenue project will start on Monday but may be delayed. KL Avenue will be closed through 2025. US-131 will stay open. The Schoolcraft US-131 project will restart Monday. Southbound US-131 traffic will be detoured. The M-40 rebuilding project in Van Buren County resumes Monday. The M-43 Winding Project and 131 Business Spur projects scheduled for next year are under design. The westbound I-94 to northbound US-131 ramp widening project has been extended to include an auxiliary lane to Stadium Drive. The project has been pushed out to 2026. A public meeting will be held this summer. A southbound sound wall is proposed.

Hackenberg stated the M-40 project is resuming on Monday in Lawton.

Harmon reported the City of Portage Portage Road project started last week. One lane of traffic is open in each direction from Milham to I-94. The project is expected to be complete in August. The Shaver Road project from South City Limits to Vanderbilt Avenue mill and resurfacing is scheduled for mid-July.

Horner reported Oshtemo Township is working on design of a shared use path along H Avenue. On Tuesday, the board finalized the purchase of five acres behind a church on 9th Street north of the Meijer retention pond. The purchase was part of the master plan for a road to develop connectivity with the opportunity to add a housing development. Design is beginning with anticipated construction next year.

LAND USE/PLANNING AND ZONING-

Bowden introduced Clayton Sigmann, the new Michigan Department of Transportation Statewide Transportation Planner.

Heppler reported the Village of Augusta comprehensive zoning plan is underway. A survey collected valuable information.

Stefforia stated Oshtemo Township is starting to meet with stakeholder groups for its Master Plan.

NEW BUSINESS

As discussed at last month's meeting, Stefforia reiterated with her new position that the Committee's Chair and Vice-Chair are from the same agency. Members did not raise any concerns, nor did anyone volunteer for either position.

PUBLIC COMMENTS

No citizens' comments were made.

ADJOURNMENT

There being no further business, the meeting was adjourned at 10:22 a.m.

The next meeting of the Kalamazoo Area Transportation Study Technical Committee will be held on Thursday, May 9, 2024 at 9:30 a.m.

**KALAMAZOO AREA TRANSPORTATION STUDY
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM MAY 2024 AMENDMENTS**

What is the TIP?

The Transportation Improvement Program (TIP) is an outline of transportation projects programmed in the Kalamazoo Area Transportation Study (KATS) Planning Area for Fiscal Year (FY) 2023-26. This area includes all of Kalamazoo County and Almena Township, Antwerp Township, Paw Paw Township, Waverly Township, and the Villages of Paw Paw, Lawton, and Mattawan in Van Buren County.

The Metropolitan Planning Area

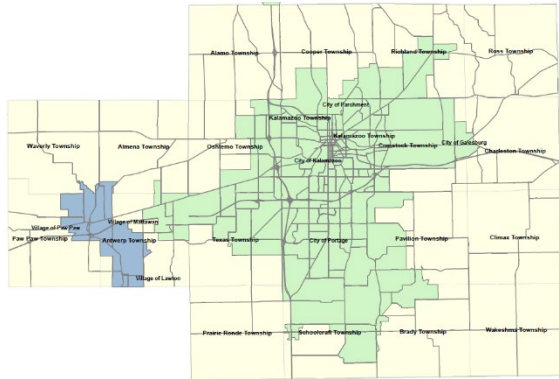


Figure 1: Map of KATS MPO and Urbanized Area

The TIP, as required by federal regulations, addresses all projects proposed to use federal transportation funding within the KATS area. Everyone who lives, works, attends school, visits, or travels through our region is affected by these projects. The TIP responds to the everchanging needs of all users and includes maintenance, public transit, bikeway, sidewalk, bridge, traffic signal, and other projects.

Development of the TIP

The TIP covers a four-year period but is updated every three years to ensure an efficient transition between programs. The program is developed using the continuing, cooperative, and comprehensive planning process with state and

federal transportation agencies, public transit agencies, local governments, and residents. To be included in the TIP, projects must have committed funding and provide project details.

Amending the TIP

KATS regularly amends the TIP to reflect new and changing projects. The KATS staff may approve minor changes, but certain modifications are more significant and require KATS to approve a formal amendment to the TIP. These modifications include:

- Cost changes that exceed percentage thresholds
- Major changes that affect project scope
- Additions and Deletions

The TIP Process

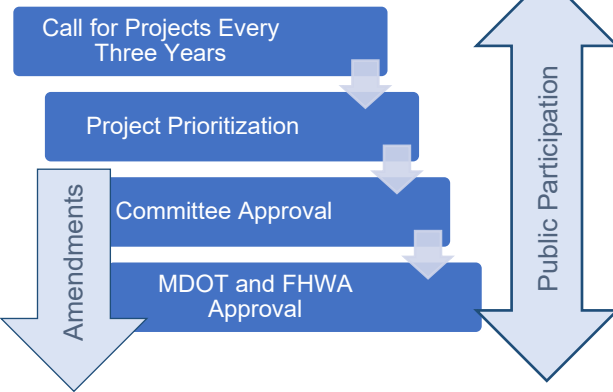
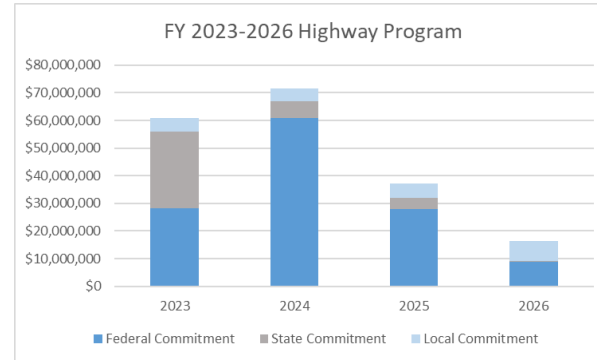
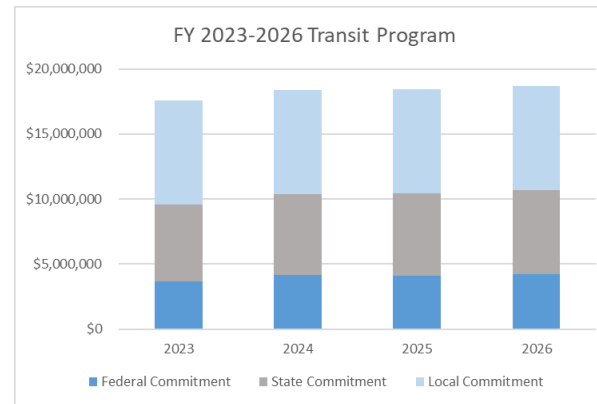


Figure 2: KATS Transportation Improvement Process

The Metropolitan Transportation Plan

The Kalamazoo Area Transportation Study also develops the region's long-term Metropolitan Transportation Plan (MTP). The MTP covers more than 20 years of planning efforts and must be updated every four years. The short-range projects included in the TIP must be consistent with the long-range planning efforts included in the MTP.



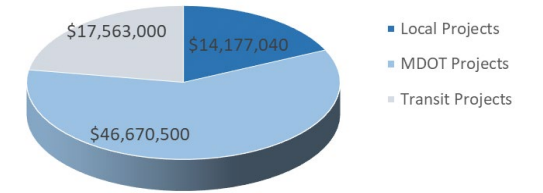
Charts above represent funding at TIP adoption.

For more information visit www.KATSmpo.org

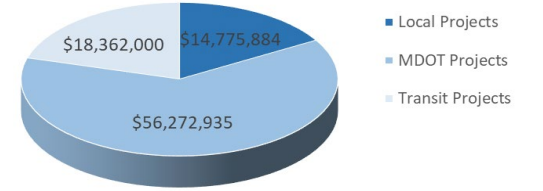
Public notice of public involvement activities and time established for public review and comments on the Transportation Improvement Program (TIP) will satisfy the Program of Projects (POP) requirements for the following grantees: The Kalamazoo County Transportation Authority, the Central County Transportation Authority and Van Buren Public Transit.

FY 2023-2026 TIP Fiscal Constraint

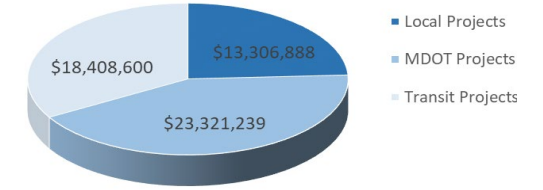
2023 Total Commitments



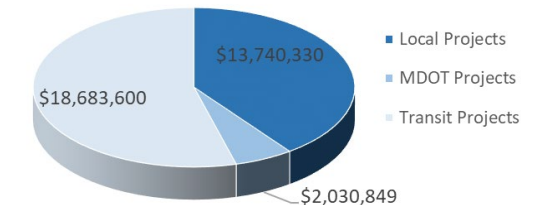
2024 Total Commitments



2025 Total Commitments



2026 Total Commitments



Kalamazoo Area Transportation Study
 FY 2023-2026 Transportation Improvement Program
May 2024 Amendments (5/29/24)

Fiscal Year	Job Number	Phase	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Federal Cost	State Cost	Local Cost	Total Phase Cost	Amendment Type	Comments	Total Project Cost
2025	215566	CON	Kalamazoo	W Kalamazoo Ave	Douglas St to Harrison St	Road Rehabilitation	Resurface, One-way conversion, pedestrian, signal and transit upgrades	\$8,194,000	\$0	\$2,306,000	\$13,500,000	Budget over 24%		\$16,125,000
2025	210812	CON	MDOT	I-94 W/ US-131 N Ramp	I-94 Westbound ramp to US-131 Northbound	Minor Widening	Widening for additional ramp lane	\$13,505,250	\$2,994,750	\$0	\$16,500,000	Scope Construction Length Change		\$17,852,000

COMPLETE STREETS IMPLEMENTATION PLAN

Kalamazoo Area Transportation Study

*Draft
May 2024*

Complete Streets Implementation Plan

OVERVIEW:

The Complete Streets Implementation Plan was created to implement the goals of the 2050 Metropolitan Transportation Plan (MTP), which seeks to plan a well maintained, safe and secure transportation system that is accessible to all users. The Complete Streets Implementation Plan also builds on the project prioritization in the Transportation Improvement Plan (TIP) to create a shorter-term project list for complete streets implementation.

The Plan was created by KATS staff, working with a Complete Streets Subcommittee, to outline the process for how and when the Complete Streets Implementation Plan will be used, a prioritized project list, and updated project map. The Complete Streets Implementation Plan outlines the process with which the KATS will be engaging with the public and using the plan to fund projects.

PURPOSE:

Prioritize a specific list of Complete Streets projects within the TIP to improve the safety, mobility, or accessibility of a street.

GOALS & OBJECTIVES

1. Complete the Streets in the KATS MPO
 - a. Inventory of the roads and non-motorized facilities.
2. Approve and follow the Complete Streets Implementation Plan
 - a. Majority approval of the Complete Streets Implementation Plan
 - b. Agreement from local agencies to follow the prioritized project list.
3. Evaluate and select projects that fits the Complete Streets Implementation Plan
 - a. Utilize the Complete Streets Implementation Plan for Long Range Transportation Plan (LRTP) and Transportation Improvement Plan (TIP) projects.
4. Education for local officials and agencies
 - a. Provide resources to educate others on complete streets by following statewide and national trends and providing technical assistance to road agencies when needed.
 - b. Document and publicize success stories about implementation of complete streets.

Complete Streets Background

Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street. Complete Streets is a way of looking at the public rights-of-way in the community as not just a place for cars to travel but a place for people to travel. A Complete Street is a safe, comfortable, and convenient street for travel via automobile, foot, bicycle, and transit. There is not one best practice for Complete Streets since every community will have its own unique needs. Complete Streets is a way of considering all the possible users of a street and accommodating them in the best

way possible. Remember, every trip you take in an automobile begins and ends with another mode (i.e. walking).

Some design elements of a complete street may include:

- Sidewalks
- Bike lanes
- Non-motorized paths
- ADA Accessible crosswalks and ramps
- ADA Accessible bus stops and shelters
- Dedicated Bus Lanes
- Pedestrian crossings at signalized intersections
- Bridges with non-motorized access
- On-street parking
- Road Diets

Things you may find on a Complete Street:

- People of all ages and abilities walking or bicycling
- Outside dining areas
- Busy downtown pedestrian areas
- Transit-Oriented Design

Complete Streets work well with other types of transportation projects including:

- Traffic Safety Improvement Projects
- Safe Routes to School Initiatives
- Regional Trails and Greenway Systems
- Downtown Development Projects
- Corridor Improvement Projects
- Streetscape Projects
- Transit Projects

Benefits of Complete Streets

The Complete Streets movement is growing in popularity because projects have potential benefits for all users of a street. In contrast, projects such road widening might have benefits for motorists, but that often comes with negative impacts on non-motorized transportation. Complete Streets projects can have positive impacts for everyone:

Pedestrians and Bicyclists

- Improved safety and comfort due to signalized pedestrian crossings, wider sidewalks.
- Better accessibility for pedestrians means people have a better ability to lead a healthy lifestyle and walk or bike to more places.
- Bike Lanes can allow bicyclists to safely share the road with other vehicles.
- Children are given a safer way to walk or bike to school, helping them stay physically active and gain independence.

Elderly and Mobility Challenged

- Road diets can provide narrower streets that are less intimidating to cross for people who move more slowly.
- Complete Street designs offer wider sidewalks, ramps, and transit stops that are accessible by everyone. Sidewalk bulb-outs, refuge medians, and audible crossing signals for the visually impaired are just a few complete street designs that can make pedestrian crossings easier.
- People with limited mobility will have better access to fixed transit routes, decreasing the need for specialized paratransit services.

Motorists

- Complete streets can have a traffic calming effect which reduces vehicle crashes.
- Complete streets encourage more walking and biking, leading to less traffic and congestion on the road.

Increased Transit Ridership

- Cut-out transit stops allow buses to safely stop without interrupting traffic.
- Shelters give transit riders a safe place to wait.
- Sidewalks and curb ramps connected to them make transit more accessible.
- A network of bike lanes and transit routes creates a harmonious complete streets system.

Economic Benefits

- A balanced transportation system can create economic growth by providing accessible connections between residences, public transportation, offices and retail destinations.
- Better pedestrian facilities allow more people to access businesses, especially people who lack access to transportation.
- Complete streets can raise property values, as people are willing to pay more to live in walkable communities.

Context Sensitive Solutions (CSS)

Context Sensitive Solutions is an approach to transportation projects that involves all community stakeholders in the planning process. Defining the context of a project is important to ensure transportation facilities meet the needs of a community. These needs can vary greatly depending on the character and landscape of the location. Complete Streets projects are a good example of this. A complete street with pedestrian facilities might be very compatible in an urban area where stakeholders would welcome such changes. However, the same project would not be compatible on a rural highway where pedestrian facilities are not needed.

Program Objectives

Multi-Modal Support

- Projects will be scored based on proximity to existing fixed route transit service, rail or airport. Points will also be awarded based on the number of annual boardings and alightings at bus stops within the project limits.

Non-Motorized Safety

- Points will be awarded based on safety factors for pedestrians and bicyclists, including crashes within the project area and opportunities for pedestrian crossings. Points will only be awarded for non-motorized marked or signalized crossings to organizations adding new non-motorized marked or signalized crossings.
- Pedestrian and bicyclist crashes are based on the most recent 5-year history and will include all injury types.

Non-Motorized Demand

- Based on existing and proposed non-motorized facilities map hosted on KATS' website. Analysis includes identifying gaps in the non-motorized network and proposing a project to complete gap(s) using the best practice facility type.

Non-Motorized Integration

- Points award for project(s) located on a corridor identified in the KATS Pedestrian, Greenways and Transit Plan as well as maintenance to improve current facilities.

Roadway Lanes

- This category takes into account the number of roadway lanes on the Federal-Aid Network that may have the potential to better accommodate transit and non-motorized modes of travel.

Activity Centers

- Based on project(s) located within or near an activity center. Activity centers include education facilities, medical facilities, parks (including regional trailheads), and public libraries.

Equity

- Based on Environmental Justice (EJ) areas identified in KATS TIP document. Analysis includes project location within or directly adjacent (¼ mile) to an EJ area.

Scoring

Points awarded will be divided by the total number of points to receive a percentage. Based on the percentage of points, projects can receive up to 5 points in the Transportation Improvement Program prioritization. 80-100% - 5 points. 60-79% - 4 points. 40-59% - 3 points. 20-39% - 2 points. < 20% - 0 points.

DRAFT

Prioritization Methodology

Program Objectives	Scoring Criteria	Maximum Points
<p>MULTIMODAL SUPPORT <i>Projects located on or within a half-mile of an existing fixed route transit service, rail, or airport.</i></p>	<p>MULTIMODAL Support Located on route: 3 points Located within ½ mile: 2 points > 10K annual boardings and alightings: 2 points < 10K annual boardings and alightings: 1 point</p>	5
<p>NON-MOTORIZED SAFETY <i>Based on safety factors for pedestrians and bicyclists, including serious injury and fatal crashes within the project area and opportunities for pedestrian crossings.</i> <i>*crashes are based on the most recent 5 year history.</i></p>	<p>Ped/Bike Crash History Fatal Injuries: 5 points Incapacitating Injury: 3 points Non-Incapacitating Injury: 2 points Possible Injury: 1 point *must be addressing the safety concern to earn points.</p> <p>Non-Motorized Marked or Signalized Crossings < 2 existing per mile: 1 point 2-3 existing per mile: 2 points 4+ existing per mile: 3 points *points will only be awarded to organizations adding or upgrading non-motorized marked or signalized crossings.</p>	8
<p>NON-MOTORIZED DEMAND <i>Based on existing and proposed non-motorized facilities map hosted by KATS. Analysis includes identify a gap in the non-motorized network and proposing a project to complete the gap using the best practice facility type.</i></p>	<p>Non-Motorized Demand Completes gap(s) in non-motorized network: 4 points Maintenance to Existing Facility: 2 points No gap(s) completed: 0 points</p>	4
<p>NON-MOTORIZED INTEGRATION <i>Project located on a corridor identified in the KATS Metropolitan Transportation Plan or Pedestrian, Greenways and Transit Plan.</i></p>	<p>Designated Facility Type Shared-Use Trail, Protected Bike Lane: 5 points Bike Lanes, Sidewalks: 3 points Sharrow/Signed Bike Route: 1 point</p>	5
<p>ROADWAY LANES <i>This category is based on the number of roadway lanes on the Federal-Aid Network that may help determine the appropriate non-motorized facility type.</i></p>	<p>Travel Lanes > 4 Lanes: 3 points 4 Lanes: 1 point 2-3 Lanes: 0 points</p>	3
<p>ACTIVITY CENTERS <i>Project located within or near an activity center. Activity centers include education facilities, medical facilities, parks, and public libraries.</i></p>	<p>Identified as Target Area Project corridor within ¼ mile of activity centers: 3 points Project corridor within ½ mile of activity centers: 2 points Project corridor outside proximity of activity centers: 1 point</p>	3
<p>EQUITY Based on Environmental Justice (EJ) areas identified in KATS TIP document. Analysis includes project location within or directly adjacent (¼ mile) to an EJ area.</p>	<p>EJ Rank Project is located within EJ area: 4 points Project located within ¼ mile of EJ area: 3 points Project located within ½ mile of EJ area: 2 points. Project not located within or adjacent to EJ area: 0 points</p>	4
		Total: 32

Third Party Contribution

Including Traffic Count and Consultant Invoices

KATS FYTD April 2024 (41.67% of Fiscal Year Remaining)

Agency	Agreement	YTD 4/30/24	% Remaining
City of Kalamazoo	\$22,000.00	10,920.09	50.4%
City of Portage	\$22,000.00	12,362.73	43.8%
Road Commission of Kalamazoo County	\$22,000.00	33,238.40	-51.1%
Van Buren County Road Commission	\$10,000.00	1,500.30	85.0%
Kalamazoo County	\$6,000.00	-	100.0%
Western Michigan University	\$6,000.00	-	100.0%
Comstock Township	\$2,000.00	854.63	57.3%
Kalamazoo Township	\$2,000.00	-	100.0%
Oshtemo Township	\$2,000.00	917.88	54.1%
Texas Township	\$2,000.00	722.88	63.9%
City of Galesburg	\$1,200.00	-	100.0%
City of Parchment	\$1,200.00	-	100.0%
Village of Augusta	\$1,200.00	-	100.0%
Village of Climax	\$1,200.00	-	100.0%
Village of Lawton	\$1,200.00	-	100.0%
Village of Mattawan	\$1,200.00	-	100.0%
Village of Paw Paw	\$1,200.00	-	100.0%
Village of Richland	\$1,200.00	-	100.0%
Village of Schoolcraft	\$1,200.00	47.25	96.1%
Village of Vicksburg	\$1,200.00	101.25	91.6%
Alamo Township		870.50	0.0%
Almena Township	\$100.00	-	100.0%
Antwerp Township	\$100.00	-	100.0%
Brady Township	\$100.00	446.88	-346.9%
Charleston Township	\$100.00	148.50	-48.5%
Climax Township		324.63	0.0%
Cooper Township	\$100.00	1,056.50	-956.5%
Pavilion Township	\$100.00	833.63	-733.6%
Paw Paw Township	\$100.00	-	100.0%
Prairie Ronde Township	\$100.00	968.13	-868.1%
Richland Township	\$100.00	1,337.50	-1237.5%
Ross Township	\$100.00	1,028.88	-928.9%
Schoolcraft Township	\$100.00	148.50	-48.5%
Wakeshma Township	\$100.00	114.75	-14.8%
Metro/CCTA	\$20,660.00	56,918.10	-175.5%
Van Buren County Public Transit	\$2,295.00	6,631.15	-188.9%
Totals	\$132,155.00	131,493.06	0.5%