

KATS News

2030 Transportation Plan Special Edition

Focusing on Transportation Planning Activities in Kalamazoo County

Spring 2007

2030 Transportation Plan Draft Available

The staff of Kalamazoo Area Transportation Study, along with representatives from the cities of Kalamazoo and Portage, the Kalamazoo County Road Commission, the Michigan Department of Transportation, and local citizens have been actively developing the 2030 Transportation Plan for the Kalamazoo Metropolitan Area over the past three years. Thanks to their efforts, the 2030 Transportation Plan is now available for public comment and review. This edition of the *KATS News* brings you highlights of the 200+ page document. The full document is available for review on the KATS website at www.KATSmpo.org or by contacting the Kalamazoo Area Transportation Study at (269) 343-0766.

Public Hearing Information

The Kalamazoo Area Transportation Study Policy Committee will be holding a public hearing on the 2030 Transportation Plan on May 29 at 7:00 p.m. at the Kalamazoo Public Library, 315 South Rose Street in the Van Deusen Room. Starting at 5:30 p.m., representatives from the various road and transit agencies in Kalamazoo County and the Michigan Department of Transportation will be available to answer questions prior to the public hearing. If you are unable to attend the public hearing, comments can be submitted in writing prior to the meeting to the Kalamazoo Area Transportation Study. Should you require special assistance, please notify the Kalamazoo Area Transportation Study at (269) 343-0766.

What's in the 2030 Transportation Plan?

Chapter 1: Introduction

The Introduction outlines why a 2030 Transportation Plan is needed for the Kalamazoo metropolitan area and identifies who is on the KATS Technical Committee and Policy Committee.

Chapter 2: Goals and Objectives

The Goals and Objectives were defined by the Technical Committee, Policy Committee, and Citizens Advisory Committee to outline what Kalamazoo's transportation goals are and how they could be obtained.

Chapter 3: Existing Transportation System Facilities

This chapter identifies the existing federal aid street network, what public transportation providers are available to the area, and the non-motorized network. A discussion on airport, rail, and other modes of transportation is included..

Chapter 4: Projected Transportation Demand

The projected transportation demand is developed using information from the Census and guidance from the local jurisdictions. Data, such as employment, population, vehicles per household, and network characteristics are examined to determine where growth may occur in Kalamazoo County through 2030.

Chapter 5: Travel Demand Model

The Travel Demand Model is run by the Michigan Department of Transportation. It takes the network, population, and employment data and develops vehicle hours of travel and miles of travel. Once the model is run, road segments that operate above acceptable levels were identified and discussions were held with local road and transit agencies to identify potential road and transit projects that would alleviate the identified capacity issues.

Chapter 6: Operational and Management Strategies

Several operational and management strategies are used by the Kalamazoo Area Transportation Study to assist with relieving road congestion without widening roadways. Systems such as Pavement Management, Safety Management, Access Management and Congestion Management, involve data that local agencies use to make signal, driveway, road preservation, and safety improvements to the road network in Kalamazoo.

Chapter 7: Public Participation and Consultation

During the development of the 2030 Transportation Plan, KATS involved the Citizens Advisory Committee and several township and city groups in discussions regarding projects proposed for the document. The Citizens Advisory Committee has been instrumental in providing feedback to KATS staff on the proposed improvements. Areas in Kalamazoo County that were identified as low income or have high minority populations were also encouraged to be involved in the development of the 2030 Transportation Plan.

Chapter 8: Environmental Consultation

The Environmental Consultation process was identified in the new transportation legislation (SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) and required KATS to contact federal, state, and local agencies that would have information and feedback on areas that contain wetlands, well fields, parks, cemeteries, schools, and rare species. Maps were developed for the 2030 Transportation Plan that assisted the local agencies during their review of potential capacity and preservation projects.

Chapter 9: Non-Motorized Review

The Non-Motorized Review was an extensive process of looking at the current bike path, bike lane, and sidewalk locations in Kalamazoo County and identifying where new non-motorized facilities could be located in the future along the federal aid system.

Chapter 10: Financial Plan

The Financial Plan takes a look at past revenues available to road and transit agencies and makes an estimate of funding through 2030. The estimate needs to be more than the anticipated project costs for road and transit improvements and preservation of the transportation network. Project costs are determined using 2006 dollar estimates.

**Public Transportation Projected
2006-2030 Operating and Capital Funds
Projected Total: \$626,986,093**

2006-2011	\$119,289,345
2012-2018	\$154,763,860
2019-2025	\$196,376,777
2026-2030	\$156,556,111

2006 - 2030 Proposed Capacity Projects

Project Name	Project Limits	Proposed Improvement	Proposed Year
Kilgore Road	Lovers Lane to Portage Road	Reconstruct and widen from 2 lanes to 3 lanes	2007
Nichols Road	Ravine Road to Barney Road	Reconstruct and widen from 2 lanes to 3 lanes	2007
35th Street	I-94 westbound off ramp to Battle Creek Street	Widen from 2 to 5 lanes	2008
35th Street Bridge	Over the Kalamazoo River	Widen from 2 to 5 lanes	2008
9th Street	North of Stadium Drive to KL Avenue	Reconstruct and widen from 2 lanes to 3 lanes	2008
9th Street Bridge	Over Amtrak Railroad	Reconstruct and widen bridge from 2 lanes to 5 lanes	2008
Parkview (M) Avenue Bridge	Over US-131	Bridge replacement and widen from 2 to 3 lanes	2008
River Street	ML Avenue to I-94BL	Widen to 3 lanes	2008
Romence Road	Oakland Drive to Angling Road	Widen from 2 to 3 lanes with bike lanes	2008
South Westnedge Avenue	Trade Center Way to 500 ft North of Andy Street/Market Street	Reconstruct and widen from 5 lanes to 7 lanes	2008
Stadium Drive	4th Street to 6th Street	Reconstruct and widen from 2 lanes to 3 lanes	2008
West Milham Avenue	Oakland Drive to Angling Road	Widen from 2 to 3 lanes with bike lanes	2009
West Milham Avenue	Angling Road to 12th Street	Widen from 2 to 3 lanes with bike lanes	2010
Drake Road	Canterbury Avenue to Grand Prairie Road	Widen to 3 or 4 lanes	2011
Drake Road	Grand Prairie Road to Ravine Road	Widen from 2 to 3 lanes	2011
East West Connection	Drake Road to Howard/Kendall	New 2 lane connection	2011
KL Avenue	9th Street to Drake Road	Widen from 2 to 3 lanes	2011
Mall Drive	Constitution Boulevard to JCPenney Drive	Widen from 3 to 5 lanes	2011
10th Street	M-43 (West Main) to H Avenue	Widen from 2 to 3 lanes	2012-2018
12th Street	Q Avenue to Texas Drive/ Milham Avenue	Widen from 2 to 3 lanes	2012-2018
9th Street	KL Avenue to M-43	Widen from 2 to 5 lanes	2012-2018
9th Street	Stadium Drive to KL Avenue	Widen from 3 to 5 lanes	2012-2018
Commerce Road/G Avenue	Mosel Street to Riverview Drive	New 2 lane connection	2012-2018
D Avenue	Douglas Avenue to North Sprinkle Road	Widen from 2 to 3 lanes	2012-2018
D Avenue	US-131 to Douglas Avenue	Widen from 2 to 3 lanes	2012-2018
I-94	East of Oakland to South Sprinkle Road	Widen from 4 to 6 lanes	2012-2018
Osterhout Avenue	Shaver Road to Portage Road	Widen from 2 to 3 lanes with bike lanes	2012-2018
Portage Road	East Milham Avenue to East Centre Avenue	Widen from 4 to 5 lanes with raised median	2012-2018

2006 - 2030 Proposed Capacity Projects Continued. . .

Project Name	Project Limits	Proposed Improvement	Proposed Year
Q Avenue	8th Street to 12th Street	Widen from 2 to 3 lanes	2012-2018
Shaver Road	Vanderbilt Avenue to South City Limits	Widen to 4 lanes with raised median	2012-2018
South Sprinkle	Zylman Avenue to S Avenue	Widen from 2 to 3 lanes	2012-2018
South Westnedge Avenue	Market Place to Kilgore Road	Widen from 5 to 7 lanes	2012-2018
South Westnedge Avenue	Romence Road to Dawnlee Avenue	Widen northbound from 2 to 3 lanes	2012-2018
South Westnedge Avenue	Milham Avenue to Dawnlee Avenue	Widen from 5 to 7 lanes	2012-2018
South Westnedge Avenue/ Shaver Road	Romence Road to West Centre Avenue	Widen from 5 to 7 lanes	2012-2018
Texas Drive	8th Street to 12th Street	Widen from 2 to 3 lanes	2012-2018
11th Street	Parkview Avenue to KL Avenue	Widen from 2 to 3 lanes	2019-2025
11th Street	N Avenue to Parkview Avenue	Widen from 2 to 3 lanes	2019-2025
12th Street	ON Avenue to Parkview Avenue	Widen from 2 to 3 lanes	2019-2025
26th Street	H Avenue to Gull Road	Widen from 2 to 3 lanes	2019-2025
D Avenue	US-131 to Douglas Avenue	Widen from 3 to 5 lanes	2019-2025
D Avenue	Ravine Road to US-131	Widen from 2 to 3 lanes	2019-2025
G Avenue	Riverview Drive to Gull Road	Widen from 2 to 3 lanes	2019-2025
Kilgore Road	Old Kilgore Road to Lovers Lane	Widen from 4 to 5 lanes	2019-2025
N Avenue	9th Street to 11th Street	Widen from 2 to 3 lanes	2019-2025
ON Avenue	N Avenue to 12th Street	Widen from 2 to 3 lanes	2019-2025
Parkview Avenue	Stadium Drive to 11th Street	Widen from 2 to 3 lanes	2019-2025
Portage Road	Lakeview Drive to Osterhout Avenue	Widen from 4 to 5 lanes with bike lanes	2019-2025
Q Avenue	3rd Street to 8th Street	Widen from 2 to 3 lanes	2019-2025
Q Avenue	8th Street to 12th Street	Widen from 3 to 5 lanes	2019-2025
Zylman Avenue	Portage Road to South Sprinkle Road	Widen from 2 to 4 lanes with raised median	2019-2025
Edwards Street	South Street to North Street	Convert from one way north to two way	2026-2030
I-94	South Sprinkle Road to 35th Street	Widen from 4 to 6 lanes	2026-2030
I-94 Interchange	At Exit 85	Improve interchange	2026-2030
I-94 Interchange	At Exit 81	Build westbound on ramp	2026-2030
Lovell Street	Rose Street to Pitcher Street	Convert from one way to two way, Streetscape	2026-2030
South Street	Rose Street to Pitcher Street	Convert from one way to two way, Streetscape	2026-2030

Projected Road Project Costs (in \$ Thousands)

	2006 - 2011	2012 - 2018	2019 - 2025	2026 - 2030	Plan Total
MDOT	\$176,036	\$205,000	\$195,000	\$156,500	\$732,536
City of Kalamazoo	\$18,337	\$21,204	\$21,300	\$15,000	\$75,841
City of Portage	\$34,561	\$41,015	\$40,900	\$29,000	\$145,476
Road Commission	\$67,069	\$77,435	\$77,480	\$55,000	\$276,983
Total	\$296,003	\$344,654	\$334,680	\$255,500	\$1,230,836

Chapter 11: 2030 Transportation Plan Projects

The projects that will widen (increase capacity) or preserve the existing road system, as well as transit and non-motorized improvements, are identified in the 2030 Transportation Plan Projects chapter. Thirty-two capacity projects are described in the document as information items. These descriptions are subject to change due to changes in design, project costs, and other factors.

Transit improvements, including bus purchases, are identified. Non-motorized segments that could potentially be funded when roadways are improved are outlined, as are missing sidewalk sections that would improve the pedestrian facilities in Kalamazoo County once built.

Chapter 12: Air Quality Analysis

The completion of the air quality analysis has not been done due to a delay in the Battle Creek area's 2030 Transportation Plan. Since Kalamazoo County is tied in with Van Buren and Calhoun counties for air quality testing, the KATS 2030 Transportation Plan can not be tested for air quality conformity. Once the information is available and modeled by the Michigan Department of Transportation, it will be available for public comment and review, and the KATS 2030 Transportation Plan can be formally adopted.

Chapter 13: Illustrative Projects

Even with projected revenues being identified for Kalamazoo County, there is not enough funding coming to Kalamazoo for projects that have been deemed important to the area. These projects include the continuation of the widening of I-94 from Oakland Drive east to Calhoun County and the completion of a full interchange at US-131 and US-131 Business Route. Public transportation service level improvements and non-motorized barriers to movement are identified as illustrative project. They are identified in the 2030 Transportation Plan as a way for KATS to show there are needs to the community that out way the funding available.

Maps for the 2030 Transportation Plan

A number of maps are in the 2030 Transportation Plan identifying future capacity projects, as well as where potential environmental impacts may need to be addressed during the design and construction of the various projects. An updated Non-Motorized Network Map is also available. If you are unable to view the maps on-line at the KATS website (www.KATSmpo.org), copies are available at the Kalamazoo Area Transportation Study office at 3801 East Kilgore Road or by contacting (269) 343-0766.

Submit your comments regarding the 2030 Transportation Plan by:

- Mail: 3801 East Kilgore Road, Kalamazoo, MI 49001
- Fax: (269) 381-1760
- E-Mail: info@KATSmpo.org
- On-Line: www.KATSmpo.org

Upcoming Newsletters

KATS will be working on the development of a periodic newsletter during the year, with topics relating to transportation issues being addressed, along with the progress of studies and other activities of the local transportation agencies. If there are topics you would like to see addressed in this newsletter, please contact Jon Start or Kathy Schultz at (269) 343-0766 or info@KATSmpo.org .

We are also interested in sharing this newsletter with groups and organizations that have an interest in transportation issues occurring in Kalamazoo County. Contact KATS with address and phone information.

Upcoming Newsletter Topics:
2008 - 2010 Transportation Improvement Program

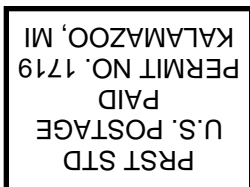
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