

APPENDIX A

PUBLIC HEARING NOTICE

The Kalamazoo Area Transportation Study (KATS) hereby gives notice of opportunity for public involvement review and/or comment and input from all interested parties on the draft 2035 Metropolitan Transportation Plan for all of Kalamazoo County. The 2035 Metropolitan Transportation Plan addresses the requirement of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) federal transportation legislation and identifies projected major roadway projects, transit operational and capital expenditures, and non-motorized projects between the years 2008 and 2035. It also includes an analysis demonstrating that the proposed transportation projects and programs are in conformity with the federal legislation.

A public hearing on the 2035 Metropolitan Transportation Plan will be held on Wednesday, May 25 at 9:00 a.m. at the Kalamazoo County Road Commission, 3801 East Kilgore Road.

Comments and questions can be made regarding the 2035 Transportation Plan by:

Submitting them in writing prior to May 25 to the Kalamazoo Area Transportation Study, 3801 East Kilgore Road, Kalamazoo, MI 49001 or e-mail at info@KATSmpo.org.

Attending the public hearing on May 25.

Please direct any questions or inquiries to: Kalamazoo Area Transportation Study (269) 343-0766 or by e-mail at info@KATSmpo.org.

Printed in the Kalamazoo Gazette – May 1, 2011

APPENDIX B



KALAMAZOO AREA TRANSPORTATION STUDY

3801 East Kilgore Road • Kalamazoo, MI 49001-5534 • (269) 343-0766 • Fax (269) 381-1760 • Email: info@katsmpo.org • www.katsmpo.org

RESOLUTION

APPROVING THE 2035 METROPOLITAN TRANSPORTATION PLAN

WHEREAS, the Kalamazoo Area Transportation Study (KATS) is the designated Metropolitan Planning Organization (MPO) for the Kalamazoo area; and

WHEREAS, the development of a 2035 Metropolitan Transportation Plan is a requirement of both the Federal Highway Administration and Federal Transit Administration; and

WHEREAS, the KATS 2035 Metropolitan Transportation Plan has been developed pursuant to USC 23 Section 134 as amended by the Transportation Equity Act for the 21st Century (TEA-21) with a planning horizon that exceeds 20 years; and

WHEREAS, the KATS 2035 Metropolitan Transportation Plan identifies transportation facilities that should function as an integrated metropolitan transportation system; and

WHEREAS, the KATS 2035 Metropolitan Transportation Plan includes a financial analysis that demonstrates how the projects that have been identified will be funded and indicates the resources that are reasonably expected to be made available to carry out the Plan; and

WHEREAS, the KATS 2035 Metropolitan Transportation Plan includes investment strategies and other measures necessary to ensure the preservation of the existing transportation system and includes projects that will enhance the efficiency of the existing transportation system to relieve vehicular congestion and improve the mobility of people and goods; and

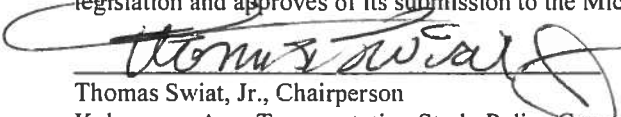
WHEREAS, the KATS 2035 Metropolitan Transportation Plan was developed through a process that included input from private citizens, affected public agencies, private providers of transportation and other interested parties; and

WHEREAS, the KATS 2035 Metropolitan Transportation Plan was analyzed as a part of the Kalamazoo - Battle Creek MI Maintenance Area and has been shown to conform with the State Implementation Plan (SIP) for air quality; and

WHEREAS, this Plan can be amended periodically upon request with the appropriate documentation supporting such a request.

NOW THEREFORE BE IT RESOLVED That the Policy Committee of the Kalamazoo Area Transportation Study finds the 2035 Metropolitan Transportation Plan conforming to the State Implementation Plan for the State of Michigan; and

BE IT FURTHER RESOLVED That the Policy Committee of the Kalamazoo Area Transportation Study finds the 2035 Metropolitan Transportation Plan to be compliant with current transportation legislation and approves of its submission to the Michigan Department of Transportation.


Thomas Swiat, Jr., Chairperson
Kalamazoo Area Transportation Study Policy Committee

6.29.11
Date

This resolution was adopted by the Kalamazoo Area Transportation Study Policy Committee on June 29, 2011.

APPENDIX C



KALAMAZOO AREA TRANSPORTATION STUDY

3801 East Kilgore Road • Kalamazoo, MI 49001-5534 • (269) 343-0766 • Fax (269) 381-1760

NOTICE OF PUBLIC COMMENT REGARDING

Kalamazoo Area Air Quality Conformity Demonstration
For the 2035 Metropolitan Transportation Plan for the Kalamazoo Area

Results from the air quality conformity demonstration for the 2035 Metropolitan Transportation Plan for the Kalamazoo Area are now available for viewing and comment at the following locations:

Kalamazoo County Road Commission, 3801 East Kilgore Road, Kalamazoo, MI

Kalamazoo Metro Transit, 530 North Rose Street, Kalamazoo, MI

City of Portage Transportation & Utilities, 7719 S. Westnedge Avenue, Kalamazoo, MI

Online at www.KATSmpo.org

The Kalamazoo Air Quality Conformity Demonstration for the 2035 Metropolitan Transportation Plan is based on the proposed capacity projects for Kalamazoo, Battle Creek and Van Buren counties through 2035. The Michigan Department of Transportation modeled air quality impacts using MOBILE 6 and tested for Hydrocarbon compounds (HC/VOC) and Nitrogen Oxides (NO_x). The summary results are available for public comment. Final adoption of the 2035 Metropolitan Transportation Plan will be held shortly after the 30-day comment period for the air quality conformity demonstration.

Written comments regarding the Kalamazoo Nonattainment Area Conformity Demonstration can be sent to the Kalamazoo Area Transportation Study (KATS), 3801 East Kilgore Road, Kalamazoo, MI 49001-5534; Fax: (269) 381-1760; e-mail at info@KATSmpo.org by Tuesday, May 24 at 5:00 p.m. For further information or to view the conformity demonstration in another format, please call (269) 343-0766.

Printed May 1, 2011 in the Kalamazoo Gazette

APPENDIX D


KALAMAZOO AREA TRANSPORTATION STUDY

 3801 East Kilgore Road • Kalamazoo, MI 49001-5534 • (269) 343-0766 • Fax (269) 381-1760



Public Information Meeting

2035 Metropolitan Transportation Plan

For the Kalamazoo Urbanized Area, including the entirety of Kalamazoo County, Michigan

Wednesday, February 23, 2011

5:30 - 7:30 p.m.

Kalamazoo Public Library - Van Deusen Room
315 South Rose Street

A draft of the 2035 Metropolitan Transportation Plan for the Kalamazoo Urbanized Area will be presented for public comment on Wednesday, February 23, 2011 at the Kalamazoo Public Library, Van Deusen Room. The meeting will be held from 5:30 - 7:30 p.m.

The Kalamazoo Area Transportation Study, the Metropolitan Planning Organization for the Kalamazoo County, along with the Michigan Department of Transportation, local cities, townships, villages, and the Kalamazoo County Road Commission have drafted the 2035 Transportation Plan. This federally required document outlines proposed transportation funding and expenditures over a 25-year period.

The 2035 Transportation Plan contains street, public transportation, and non-motorized projects. Specifically, 25 capacity (adding or changing lanes) projects are proposed with a estimated cost of \$201,236,730. An estimated \$855,350,000 is planned for preservation of the existing street system in Kalamazoo County.

Eight proposed non-motorized trail improvements are identified in the Transportation Plan. Some of the proposed improvements include the construction of the Kalamazoo River Valley Trailway from Kalamazoo to Galesburg and the construction of a pathway from Western Michigan University to downtown Kalamazoo.

The public transportation's proposed expenditures of \$719,845,844 is outlined in the document as well. These expenditures include operating expenses as well as the purchase of new buses.

The 2035 Transportation Plan is available online for viewing at www.KATSmpo.org under 2035 Plan or by visiting the Kalamazoo Area Transportation Study offices at 3801 East Kilgore Road, Kalamazoo, MI. Questions regarding the document can be directed to KATS at (269) 343-0766. The document is anticipated to be adopted in the spring, 2011.

APPENDIX E

We Want Your Opinion!



Go to www.KATSmpo.org and provide us with your opinions regarding transportation in Kalamazoo County!

Your input will develop Kalamazoo County's transportation plan for the future and identify needs for spending federal, state and local funding on roads, transit, and non-motorized projects in your community. Survey results will be available in August, 2010.

www.KATSmpo.org

Contact us if you have difficulty accessing the survey.



Kalamazoo Area Transportation Study
 3801 East Kilgore Road - Kalamazoo MI 49001
 (269) 343-0766 - info@KATSmpo.org



We Want Your Opinion

2035 Metropolitan Transportation Plan for Kalamazoo County

The 2035 Metropolitan Transportation Plan for Kalamazoo County is now available online for viewing at:

www.KATSmpo.org

The 2035 Metropolitan Transportation Plan identifies proposed road and transit projects through 2035. The Plan also identifies proposed future funding, non-motorized projects, and unfunded projects for Kalamazoo County. The document is proposed for approval at the June 29, 2011 Policy Committee meeting. Please submit your comments by **JUNE 17** using the following:

Email: info@KATSmpo.org Phone: (269) 343-0766 Kalamazoo Area Transportation Study
 Fax: (269) 381-1760 3801 East Kilgore Road
 Kalamazoo, MI 49001



Should you need additional accommodations to view these materials, please call (269) 343-0766

KATS KALAMAZOO AREA TRANSPORTATION STUDY



APPENDIX F

KATS Kalamazoo Area Transportation Study

The Metropolitan Planning Organization for Kalamazoo County



- Home
- TIP
- 2035 Plan
- Approved Plan
- Asset Management
- Nonmotorized
- Traffic Counts
- Policy Committee
- Technical Committee
- Citizen Advisor
- Get Involved
- Maps
- Newsletter
- Links
- Acronyms
- Who We Are
- Contact Us

Transportation Plan

Project Development

September 27, 2010

KATS is currently soliciting comment from agencies and groups on the proposed capacity projects for the 2035 Transportation Plan. The projects as they are listed are PROPOSED at this time. Final details, such as right-of-way and design details, are not known to date. If you would like to comment on the proposed list, please contact KATS staff.

[Proposed Capacity Projects September 2010](#)

Chapters to be included in the final document will be available soon for comment.

August 16, 2010

[2035 Transportation Plan Survey](#)

KATS recently completed an on-line survey asking participants about their views of transportation in Kalamazoo County. The results of that survey are now available [here](#). If you have any questions regarding the survey, please contact KATS at (269) 343-0766 or e-mail us at info@katsmpo.org.

Added 10/8/2010

Proposed Capacity Projects Now Available [Click Here for the List as of 10/8/2010](#)
 Deficiency Segments [Click Here for the List as of 10/8/10](#)

Added 2/16/2011

[2035 Proposed Capacity Projects - List](#)
[2035 Proposed Capacity Projects - Map](#)

[2035 Proposed Non-Motorized Projects - List](#)
[2035 Proposed Non-Motorized Projects - Map](#)

Added 4/29/2011

[Notice for Air Quality Analysis and Findings](#)
[2035 Air Quality Finding Summary Table](#)
[Findings for Kalamazoo County](#)
[Findings for Calhoun County](#)
[Findings for Van Buren County](#)

Draft Chapters of the 2035 Transportation Plan

(NOTE: THESE ARE DRAFT DOCUMENTS)

- Chapter 1: [Introduction](#)
- Chapter 2: [Goals and Objectives](#)
- Chapter 3: [Existing Transportation System Facilities](#)
- Chapter 4: [Freight](#)
- Chapter 5: [Projected Transportation Demand](#)
- Chapter 6: [Travel Demand Model](#)
- Chapter 7: [Deficiencies](#)
- Chapter 8: [Operational and Management Strategies](#)
- Chapter 9: [Public Participation](#)
- Chapter 10: [Environmental Justice](#)
- Chapter 11: [Consultation](#)
- Chapter 12: [Environmental Mitigation](#)
- Chapter 13: [Non-Motorized](#)
- Chapter 14: [Financial Plan](#)
- Chapter 15: [Future Transportation System Facilities](#)
- Chapter 16: [Air Quality Analysis and Findings](#)
- Chapter 17: [Unfunded Transportation Projects and Needs](#)
- Chapter 18: [Future Metropolitan Planning Area](#)

To view the approved 2030 Metropolitan Transportation Plan adopted September 19, 2007, [click here](#).



APPENDIX G



2035 Metropolitan Transportation Plan

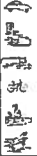

Presented February 23 2011
Kalamazoo Public Library

Kalamazoo Area Transportation Study



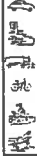


Overview of Presentation

- What is KATS?
- What is Transportation Planning?
- Summary of 2035 Transportation Plan Projects
- Funding and Financial Constraint
- Unfunded Needs



What is KATS?

- The Kalamazoo Area Transportation Study (KATS) is the Metropolitan Planning Organization for Kalamazoo County
- Federally Required for Urbanized Areas Over 50,000 in population
- Made up of a Policy Committee and Technical Committee

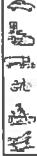

Local Levels of Government within KATS Metropolitan Area Boundary

Legend

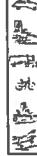

The MPO ...

- Is the required "forum for cooperative transportation decisionmaking for the metropolitan area" 23 CFR 450.104
- Is the engine driving regional collaboration and coordination
- Must meet regional transportation needs while being responsive to community interests and local policies







What is Transportation?

Transportation is
different modes,
working as a system,
for the safe, efficient movement
of people and goods



More than just roads ...

What is Transportation Planning?



Transportation planning provides the information, tools, and public involvement needed for improving transportation system performance

Transportation planning is a continuous process that requires monitoring of the system's performance and condition



What Decisions are Influenced by Transportation Planning?

- Policies
- Choices among alternative strategies
- Priorities
- Funding allocations


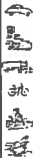




Regional Transportation Planning is Essential

- Regions face shared challenges in relation to transportation mobility, safety, and security
- Transportation initiatives can involve major financial investments with long life spans






Regional planning involves many contributors



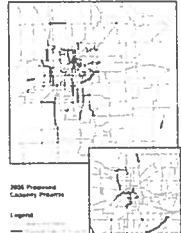


2035 Transportation Plan

- Describes vision for the region, and policies, operational strategies, and projects to achieve it
- Covers the next 24 years
- Leads to an intermodal system
- Reflects public involvement
- Contains a financial plan and is fiscally constrained
- Is updated every 3-5 years

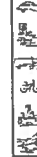

2035 Transportation Plan Summary of Projects

- More than 80 proposed road, public transportation and non-motorized projects identified
- 25 capacity changing projects
- 55 road preservation projects

2035 Transportation Plan Non-Motorized Trailways

Year	City of Kalamazoo	City of Albion
2010-2015	City of Kalamazoo Development	Woodsley Avenue to America to Kalamazoo River south of Hudson Street
2010-2015	Verberg Park to Kalamazoo River	Arbuckle Creek to Forest Avenue and Canterbury Lane
2011	Kalamazoo River Valley Trailway	Major Roadway Park to Sprinkle Road
2010-2015	Kalamazoo River Valley Trailway	BL 94 to H 96 to Sprinkle Road
2011	Kalamazoo River Valley Trailway	Sprinkle Road to Cambridge west city limit
2010-2015	Kalamazoo River Valley Trailway	Cambridge west city limit to H 96
2010-2015	Partridge Creek Trailway	Figueroa Road to Arbuckle Creek
2010-2015	WPKJ Connector Trail	WPKJ to Downtown Kalamazoo



2035 Transportation Plan Funding

Many types, including:

- Formula-based funding
- Transit
- Special programs, such as Congestion Mitigation and Air Quality (CMAQ)



Most come through the Michigan Department of Transportation (MDOT)

Nearly all Federal funding programs require matching funds from State or local sources

2035 Transportation Plan Funding



- Federal Road Funds:
 - Surface Transportation Funds (STP)
 - Congestion Mitigation and Air Quality (CMAQ)
 - National Highway System (NHS)
 - Safety Enhancement
- Transit Funds:
 - Sections 5307, 5309, 5311

2035 Transportation Plan Funding

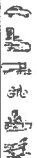

- Total Revenue = \$2,910,574,073 (Roads, Transit, Non-Motorized)
- Total Operations & Maintenance = \$1,005,684,968 (non-MDOT Sources)
- Total Plan Expenditures = \$1,868,950,519

Revenues – Expenditures = \$35,938,586



2035 Transportation Plan Funding

TRANSIT FUNDING	
Operating Program	\$643,737,154
Fleet Vehicle Replacement	\$47,976,834
Staff Vehicle Replacement	\$89,740
Equipment	\$1,598,012
Construction	\$257,000
Reserve Capital	\$5,347,103
PROJECTED EXPENSES	\$719,845,844
PROJECTED REVENUES	\$751,343,888



2035 Transportation Plan Unfunded Needs

- 21 Road Projects Identified
Ranging from widening from 2 to 3 lanes to converting one-way streets to two-way traffic
- Major Unfunded Projects Include:
US-131 at US-131 Business Route Interchange
Westridge Avenue from Ramona to West Center (median from 5 to 7 lanes)
Lowell Street, South Street, Kalamazoo Avenue, and Michigan Avenue (street conversion)

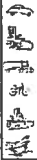

More Information

- Kalamazoo Area Transportation Study - www.kalamazooarea.org
- The Transportation Planning Capacity Building Program - www.fhwa.gov/capacity
- FHWA Resource Center - www.fhwa.gov/resourcecenter
- FHWA Division Offices - www.fhwa.gov/ohp/ohp/region4/region4divisions.cfm
- FTA Regional Offices - http://www.fta.gov/pressroom/FTA_RegionalOffices

Thank you!

Questions

APPENDIX H



KALAMAZOO AREA TRANSPORTATION STUDY

3801 East Kilgore Road • Kalamazoo, MI 49001-5534 • (269) 343-0766 • Fax (269) 381-1760

September 8, 2010

RE: Request for Consultation on 2035 Plan Candidate Projects

Dear Sir or Madam:

In order to foster cooperation while promoting communication within Federal, State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation; the Kalamazoo Area Transportation Study (KATS) is seeking input on it's 2035 Transportation Plan list of Proposed Projects.

Enclosed is a spreadsheet outlining the Proposed Projects for the Kalamazoo Metropolitan Area. These projects are for capacity increases only and are strictly in the developmental stage. This is only a draft list and inclusion does not guarantee construction. A map referencing the ID number from the spreadsheet is also included to aid your knowledge of the area.

Please look over the Proposed Projects and reference them to your organization. KATS would appreciate any comment or concern regarding these projects. Please contact us in writing or by email by **October 4, 2010**. Your comments are an important part of the planning process. Without appropriate feedback, it is difficult to foresee potential issues with the Proposed Projects. No comment will be viewed as having no concerns with the draft list.

More information on the development of the 2035 Transportation Plan can be found on our website at www.KATSmpo.org. We are anticipating the adoption of the document in December, 2010.

If you have any questions or comments, feel free to contact us. Thank you in advance for your comments and participation.

Sincerely,

Steve Stepek
Senior Transportation Planner

Enclosures

APPENDIX I



IN REPLY REFER TO:

United States Department of the Interior

FISH AND WILDLIFE SERVICE
East Lansing Field Office (ES)
2651 Coolidge Road, Suite 101
East Lansing, Michigan 48823-6316

September 24, 2010

Mr. Steve Stepek
Kalamazoo Area Transportation Study
3801 East Kilgore Road
Kalamazoo, Michigan 49001-5534

Re: Consultation for 2035 Transportation Plan Candidate Projects

Dear Mr. Stepek:

Thank you for your letter of September 8, 2010, for the above referenced project. We have reviewed the information you provided and offer the following comments.

Endangered Species

Section 7 of the Endangered Species Act of 1973, as amended (ESA) requires federal agencies, or their designees, to consider impacts to federally listed threatened and endangered species for all federally funded, constructed, permitted, or licensed projects. For additional information about the section 7 consultation process, please refer to our endangered species and technical assistance website, located at http://www.fws.gov/midwest/endangered/section7_index.htm.

Migratory Birds

Under the Migratory Bird Treaty Act of 1918, as amended, it is unlawful to take, capture, kill, or possess migratory birds, their nests, eggs, or young. For proposed projects that may contain habitat suitable for nesting by migratory bird species, we recommend you schedule construction activities or remove potential habitat or nesting structures before the initiation of spring nesting or after the end of the breeding season in order to avoid take of migratory birds, eggs, young, and/or active nests.

Wetlands

Pursuant to the federal Clean Water Act, the State of Michigan regulates certain activities in wetlands. Development that would impact wetlands may require a permit for which this office may have review authority. In the review of these permit applications, we may concur (with or without stipulations) or object to permit issuance depending whether the proposed work may impact public trust fish and wildlife resources. We encourage you to

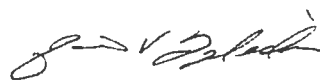
Mr. Steve Stepek

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avoid and minimize impacts to wetlands to the maximum extent feasible. For more information on the location of wetlands, please visit the National Wetland Inventory (NWI) wetland map website (National Map Viewer) at <http://nwmviewogc.cr.usgs.gov/viewer.htm>.

We appreciate the opportunity to provide these comments at this early stage of project planning. Please direct any questions to Barbara Hosler of this office at 517/351-6326.

Sincerely,



John V. Dingledine
Acting Field Supervisor



7275 West Main Street Kalamazoo, MI 49009

269.375.4260 phone 269.375.7180 fax

www.oshtemo.org

September 30, 2010

Steve Stepek, Senior Transportation Planner
Kalamazoo Area Transportation Study
3801 East Kilgore Road
Kalamazoo, MI 49001

Re: Comments on 2035 Transportation Plan Candidate Projects

Dear Steve:

Thank you for the list of candidate projects and this opportunity to submit comments on them to KATS as you finalize the 2035 Transportation Plan. Beyond my comments on projects in Oshtemo Township that are addressed in a separate letter, I would submit that the widening of Bacon Avenue in the City of Portage from two lanes to three lanes is unnecessary and should not be included in the 2035 Transportation Plan.

The land along Bacon Avenue is nearly all built upon, the street does not go anywhere as it just runs between South Westnedge Avenue and Portage Road, there is presently no capacity problem due to vehicles turning into the residential properties that abut the road or the residential streets that intersect with it. Within the last year I have heard Muhammad Arif himself state that widening of Bacon Avenue was not necessary for the same reasons I have listed. I personally travel this road at least twice a day and believe a widening will remain unnecessary, result in the loss of significant, mature trees, and a serve as a waste of road dollars.

Thank you again for the opportunity to comment. I hope the comments are well received.

Sincerely,

Jodi L. Stefforia

Jodi L. Stefforia, AICP
Planning Director
jsoshtwp@oshtemo.org

Kathy Schultz

From: Geoff Cripe [gcripe@swmlc.org]
Sent: Monday, October 04, 2010 11:18 AM
To: info@katsmpo.org
Subject: 2035 TP Candidate Projects

Thank you for the opportunity to comment, it does not appear that the proposed projects will have adverse impact on any of the conservation easements and preserves we hold throughout the Kalamazoo area. I am forwarding this along to Suzanne Flowers who is coordinating the 9 county trail plan for any feedback from her. Thanks again,

Geoffrey Cripe



7275 West Main Street Kalamazoo, MI 49009
269.375.4260 phone 269.375.7180 fax

www.oshtemo.org

October 4, 2010

Steve Stepek, Senior Transportation Planner
Kalamazoo Area Transportation Study
3801 East Kilgore Road
Kalamazoo, MI 49001

Re: Comments on 2035 Transportation Plan Candidate Projects

Dear Steve:

Thank you for the list of candidate projects and this opportunity to submit comments on them to KATS as you finalize the 2035 Transportation Plan. Township Supervisor Libby Heiny-Cogswell and I have reviewed the candidate projects in Oshtemo Township.

We submit that a reference to including non-motorized facilities should be included with most, if not all, the projects listed for KCRC construction; we note the City of Portage did include that type of detail when appropriate on their list of candidate projects. With the Complete Streets legislation and upcoming requirement for the KCRC to have a Complete Streets policy in place, it seems appropriate at this time when the long range plan is being created to include reference to non-motorized facilities along streets in communities where an adopted Non-Motorized Facilities Plan exists. Additionally, the opinion survey conducted as part of preparing the 2035 Transportation Plan revealed a strong public interest in non-motorized facilities.

We submit the following comments in the order that the projects were listed in the table you distributed for comment:

- Stadium Drive, ID 1 – in agreement on this widening; please include reference to non-motorized facilities in the project description as the Township’s Non-Motorized Facilities Plan calls for a bike path along this stretch of Stadium Drive.
- Drake Road, ID 2 – we note that the 2030 Plan called for this widening to occur in 2011 and know that is listed as an overly project in 2012 in the current TIP. We are concerned that the widening is now being proposed for 2035 and may be needed sooner. The Township’s Non-

Motorized Facilities Map calls for a bike path along this stretch of Drake Road; the project description should include reference to a non-motorized facility.

- KL Avenue, ID 3 – we note that the length of the project, a widening from two lanes to three, has increased to extend west to 4th Street where in the 2030 Plan the limit is Drake Road to 9th Street. We feel widening to three lanes, in 2015, all the way to 4th Street is unnecessary given land uses existing and planned in the area west of 9th Street. The widening limit should stop at 9th Street with work west of that focused on improving any deficiencies at intersections, also include at least a bike lane with the project description.
- 9th Street, ID 21 – we observe that the 2030 Plan called for a widening from two to three lanes to occur between 2012-2018 and now the project has been pulled back to just a resurfacing planned for 2012. Therefore, it seems premature to plan to widen from two lanes to five lanes in 2025. Perhaps a widening from two lanes to three lanes should be included in the 2035 Plan but the Township has long opposed widening this stretch of 9th Street to five lanes. If included, the widening from two to three lanes should have provision for non-motorized facilities in the description as the Township's plan calls for a bike path from H Avenue to just north of Stadium Drive along 9th Street.
- 9th Street, ID 23 – because the project is shown for 2035, we are not terribly concerned about the widening from three lanes to five lanes, however, the project description should include non-motorized facilities. The value of the project being in the plan can be addressed at a future mandated update to the plan.
- 10th Street, ID 26 – given that the 2014 Deficiency Map did not identify 10th Street as having a capacity problem, we submit that the widening from two lanes to three lanes should be moved back from 2018 to 2035. Also, please add non-motorized facilities to the project description. As you know, the Township Park Committee is currently studying the most appropriate type of and location for a facility along/near 10th Street to connect between West Main Street path and the Kal-Haven Trail.
- N Avenue, 11th Street and 12th Street, IDs 31, 32, and 33 – please include a bike lane in each project description pursuant to the Township's Plan.
- Parkview Avenue, ID 36 – please add to project description sidewalks as this project limit enters the village area of Oshtemo where extensive planning and design has taken place. Also note that any road work should be planned and designed with township input for the same reasons. KATS, KCRC and Township DDA are about to undertake a circulation study that may result in a new role being played by Parkview Avenue in this area as well.
- 11th Street, ID 39 – as you know, there was public comment at the recent Genesee Prairie design workshop that 11th Street is a busy road and that is difficult to get into and out of the neighborhood along 11th Street during the a.m. and p.m. peak. And it is believed that 11th Street carries a lot of through traffic from Texas Township and Portage. Additionally, further development is envisioned for this area. Therefore, we believe the widening of 11th Street from two lanes to three lanes should be moved up from the year indicated in the plan (2025). The project description should include bike lanes, too.

Thank you again for this opportunity to submit written comments, please let us know if you have any questions.

Sincerely,

Jodi L. Stefforia

Jodi L. Stefforia, AICP
Planning Director
jsoshtwp@oshtemo.org

C: Township Board



**Community Planning and Development
Historic Preservation Coordinator**

Development Center
445 West Michigan
Kalamazoo, MI 49007
Telephone: (269) 337-8804
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ferraros@kalamazoo-city.org

October 4, 2010

Kalamazoo Area Transportation Study
Attn: Steve Stepek
3801 East Kilgore Road
Kalamazoo, MI 49001-5534

Re: Request for comment on 2035 Transportation Plan Candidate Projects

Mr. Stepek,

Thank you for including historic preservation in the city of Kalamazoo for comments on the 2035 Transportation Plan Candidate Projects.

For 2011 in the City of Kalamazoo:

Project ID #46 Douglas Avenue - Convert from four lanes to three lanes - West Kalamazoo Avenue to the city limits.

Douglas Avenue, from West Main to West North Street runs through the Stuart Area Local Historic District. This change in the number of lanes, if there is no road and curb rebuilding, should have No Effect on the local historic district character. In fact, the slower traffic will probably calm the street, returning it to its earlier historic character.

Once plans are complete, if there is any part of the project between Kalamazoo Avenue and North Street that requires disturbing the curb, please contact me for review.

DETERMINATION OF EFFECT: Since there is no curb lawn or sidewalk activity this project will have NO ADVERSE EFFECT on designated or potential historic resources.

For 2030 in the City of Kalamazoo:

Project ID #43 Lovell Street – Rose to Pitcher

This project area includes the National Register eligible Kalamazoo Gazette Building, built in 1925 and designed by architect Albert Kahn and the National Register eligible State Theater building, completed in 1927.

DETERMINATION OF EFFECT: Unless there is curb lawn or sidewalk activity this project will have NO ADVERSE EFFECT on designated or potential historic resources.

NOTE: New historic surveys between 2010 and 2030, may recommend designation of buildings that are currently not considered historic, such as the AT&T Building on the southeast corner of South Rose and West Lovell. The DETERMINATION OF EFFECT should not change unless the sidewalks and curbs are altered.

Project ID #44 South Street – Rose to Pitcher

This project area includes these National Register eligible buildings:

- Boudeman Buildings in the northwest corner of West South and the Kalamazoo Mall
- International Hotel building on the northeast corner.
- The former Congregation of Moses temple, now the Bullard School of Dance, at 431 East South Street.

DETERMINATION OF EFFECT: Unless there is curb lawn or sidewalk activity this project will have NO ADVERSE EFFECT on designated or potential historic resources.

NOTE: New historic surveys between 2010 and 2030, may recommend designation of buildings that are currently not considered historic, such as the Burnham Flower building at 315 South Kalamazoo Mall, built in 1975, with the concave mirrored glass facade on the southeast corner of South Kalamazoo Mall and West South. The DETERMINATION OF EFFECT should not change unless the sidewalks and curbs are altered.

Please do not hesitate to call me if you have any questions or if I can participate in project planning for any of the projects specified above.



Sharon Ferraro
Historic Preservation Coordinator



7275 West Main Street Kalamazoo, MI 49009
269.375.4260 phone 269.375.7180 fax

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January 11, 2011

Steve Stepek, Transportation Planner
Kalamazoo Area Transportation Study
3801 East Kilgore Road
Kalamazoo, MI 49001

via email: sstepek@katsmpo.org

Re: Comments on draft Chapter 3, Freight in the 2035 Long Range Plan

Dear Steve:

Thank you for meeting with the Township Supervisor and me along with Jon Start last week to discuss the draft 2035 Transportation Plan chapter regarding freight. During this meeting, you noted that this chapter is the first attempt to include freight in the long range transportation planning process for KATS. You noted that KATS is ahead of most other MPOs in this respect, even MDOT.

In my review of the chapter, I found it to be lacking in terms of planning. My comments are limited to truck freight but obviously rail and air freight are included in the chapter. The draft chapter contains data from outside sources, which we agreed has many errors in the database, and other stats but no real planning language was included. If the Transportation Plan is to set some goals for planning for freight needs in the future, should not those goals be spoken to in this chapter? Such as – and this has been mentioned numerous times over the years at both Technical Committee and Policy Committee – identifying freight needs for the region and preparing a skeleton network of roads needed for the integrated network the draft chapter says is so important. Beyond the skeleton, local units of government could determine the appropriate roads to include in the network to adequately serve their freight-focused industries as well as respect existing and planned land uses in the community.

The chapter concludes with a section titled 'Current Issues and Future Needs.' We believe this section should identify the next steps and say freight planning will be done in the future as part of identifying issues and planning for future needs. Jon Start indicated that completion of the draft 2035 Transportation Plan cannot be delayed to conduct an extensive freight study but it could be a future amendment that KATS works toward. We all agreed that the 2035 Transportation Plan could be the basis to move toward better data as well given the obvious shortcomings in the data source used to date. The 2035 Transportation Plan could speak to local units working together to refine the database

as part of the freight study. While such a study is not included in the current work program, it could be programmed for fiscal year 2012.

I have other minor suggested tweaks to the draft that I am including – see the enclosure with my notes in the margin of the draft. Thank you again for meeting with us last week, we look forward to your thoughtful consideration of our comments and to reading the final draft of the 2035 Transportation Plan in the near future.

Sincerely,

Jodi L. Stefforia

Jodi L. Stefforia, AICP

Planning Director

jsoshtwp@oshtemo.org

Encl: Freight Chapter – handwritten comments

Cc: Township Board

Technical Committee

From: Rondel [<mailto:rondelyarbro@yahoo.com>]
Sent: Tuesday, May 31, 2011 1:52 PM
To: Info@KATSmpo.org
Subject: Eastside Projects?

Good Afternoon,

My name is Rondel D Yarbrough. I live and work on the Eastside of Kalamazoo. I have just examined the 2035 Metropolitan Transportation Plan for Kalamazoo County. As an Eastside resident I am very outraged and very distressed regarding what I have read. There is an enormous and obvious gap in services rendered. There are no projects slated for the Eastside of Kalamazoo. The projects seem to magically skip over my neighborhood. I don't understand how this could have happened without intental design.

We, the Eastside residents of Kalamazoo have no safe nonmotorized passage to downtown Kalamazoo. We have no safe passage to the Kalamazoo River Valley Trail. We have no recognizable corsswalks on Eastmain or Rivervirew. This list goes on and on. No affordable health care. No Kalamazoo Public School presence.....We are citizens of Kalamazoo County and are yet left out of the equation of equality. Please explain to me what you are doing as servants of Kalamazoo County to fill this obvious gap in services.

Rondel D Yarbrough

From: Disability Network SWMI

2693450229

06/13/2011 15:29

#606 P.002/004

June 13, 2011



Kalamazoo Area
 Transportation Study (KATS)
 Policy Committee
 3801 E. Kilgore Road
 Kalamazoo, MI 49001

To: Policy Committee

This letter serves as Public Comment to the Kalamazoo Area Transportation Study (KATS) 2035 Transportation Plan and addresses a deficiency in the Plan which has been an oversight in the recognition and implementation of corrective measures in accessibility for many years.

Within our Public Transportation System there are a number of components that make the programs and services it supplies accessible to the public. These would include, but are not limited to, fixed route transit, curb ramps, pedestrian pathways, complementary para-transit services, and bus stops. Fixed route bus service access has largely been addressed through the purchase and upkeep of buses with lifts and kneeling busses with ramps. Most of our cities have addressed the inaccessibility of street corners by installation of curb ramps and detectable warnings. If a person is unable to use the fixed route service that individual can access the para-transit service. However, if the para-transit service is being used to avoid upgrading bus stops to meet Americans with Disabilities Act (ADA) compliance standards this is a misuse of the public funds and lacks the understanding of the intent of the ADA in mandating the reasonable accommodation to programs and services to become accessible.

In regards to bus stop improvements, in the course of events, it is apparent that transit agencies and local public services have difficulty defining whose responsibility is it to upgrade and maintain facilities such as public transit stops. Due to this lack of clarity, many of the bus stops and access routes have suffered by continuing to remain out-of-compliance and inaccessible.

Our hope is that local municipalities and transit authorities will conduct an inventory of transit stops and associated pedestrian access routes to grasp the scope of transportation access problems. Once the inventory is completed the municipalities and transit authorities would initiate a Transition Plan to rectify and upgrade bus stops to create greater access for all and to assist in decreasing much more expensive Para-transit service.

The following is an excerpt from "[NCHRP Project Number 20-7 \(232\) ADA Transition Plans: A Guide to Best Management Practices](#)" pg. 3 & 4:



Kalamazoo: 517 E. Crosstown Parkway, Kalamazoo, MI 49001 (269) 345-1516
 Berrien/Cass: 2900 Lakeview Avenue, St. Joseph, MI 49085 (269) 985-0111
 Toll Free: 877-674-5209 www.dnswm.org

From: Disability Network SWMI

2693450229

06/13/2011 15:29

#606 P.003/004

"The ADA (Americans with Disabilities Act) applies to all facilities, including both facilities built before and after 1990. As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities or agencies are required to perform self-evaluations of their current facilities, relative the accessibility requirements of the ADA. The agencies are then required to develop a Program Access Plan, which can be called a Transition Plan, to address any deficiencies. The Plan is intended to achieve the following:

- (1) Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities,
- (2) describe the methods to be used to make the facilities accessible,
- (3) provide a schedule for making the access modifications, and
- (4) identify the public officials responsible for implementation of the Transition Plan.

The Plan is required to be updated periodically until all accessibility barriers are removed.

APPLICABILITY TO STATE DEPARTMENTS OF TRANSPORTATION

The requirements of the ADA apply to all public entities or agencies, no matter the size. The transition plan formal procedures as outlined in 28 C.F.R. section 35.150 only govern those public entities with more than 50 employees. The obligation to have some planning method to make facilities ADA-accessible is required for all public entities. This includes State Departments of Transportation (hereinafter referred to as Departments) and the extensive public transportation systems that they manage. The development or updating of a Transition Plan is now an ongoing activity or a goal at many Departments. A principal challenge of this activity to the Departments, as opposed to other government agencies that manage public facilities, is the need to cope with the overall size and geographic extent of the public facilities that a Department of Transportation manages. These public facilities can involve thousands of miles of public rights-of-way.

FOCUS

ADA Transition Plans are required from all Departments to cover all facilities under their control. This includes rights-of-way, but also the buildings that may be owned by the Department such as district offices, welcome centers, rest stops, airport terminals, and other types of buildings associated with transportation activities. The focus of this request is solely on Department managed pedestrian facilities in public rights-of-way. This typically includes sidewalks, pedestrian paths, curb ramps, street crossings, driveway crossings, crosswalks, median crossings, **public transit stops**, and pedestrian activated signal systems. The accessibility of pedestrian facilities in the public right-of-way

From: Disability Network SWMI

2693450229

06/13/2011 15:30

#606 P.004/004

is only one aspect for providing equal access to state government programs, services, and activities – but it is an aspect that affects many citizens in their daily activities.”

If you have any questions please feel free to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Paul Ecklund".

Paul D. Ecklund
Disability Rights Advocate