

Chapter 10

ENVIRONMENTAL JUSTICE

“Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations, 1994

The Federal Highway Administration (FHWA) outlines three fundamental Environmental Justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.¹⁶

The Kalamazoo Area Transportation Study’s role in this process is to:

- Enhance analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with Title VI.
- Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Evaluate, and where necessary, improve the public involvement process to eliminate participation barriers and engage minority and low-income populations in transportation decision making.¹⁷

ENVIRONMENTAL JUSTICE PROCESS

Environmental Justice locations were identified to determine what neighborhoods could be impacted by capacity projects being proposed. In order to determine what areas are considered low income or minority in Kalamazoo County, Census 2000 data was reviewed using the average of the county, plus one standard deviation. This method was used to better differentiate those areas that are predominately low income or minority. Maps of the identified environmental justice areas, along with a summary table identifying what capacity projects are located in an Environmental Justice area are provided here.

¹⁶ “What is Environmental Justice?” <http://www.fhwa.dot.gov/environment/ej200.htm>

¹⁷ “MPO” <http://www.fhwa.dot.gov/environment/ej200.htm>

Contact was made to all known neighborhoods associations including those in the identified Environmental Justice areas. In addition to neighborhood associations, KATS consulted various local organizations that represent people within the Environmental Justice areas.

Throughout the construction process, KATS will encourage the local road agencies to inform residents of upcoming projects through various sources, including public meetings, newsletters, and website information. KATS will also encourage the local road agencies to maintain adequate non-motorized, vehicular, and transit related access to areas where there is construction.

KATS also reviewed the public transportation fixed route service to determine if adequate coverage of the populations are being serviced. Maps showing the fixed route bus routes and the Environmental Justice target areas are following. In addition to fixed route services, demand response public transportation access is available throughout the environmental justice areas and the entire county. Based on current fixed public transportation system, areas that are typically used by these identified populations have access to the public transportation system.

ENVIRONMENTAL JUSTICE FINDING SUMMARY

	Kalamazoo County	Federal Aid Urban Area	Urbanized Pop. Area	EJ Area	EJ Area as a Percent of Total County/Plan
Area (sq. mi.)	579.963	192.066	112.07	10.054	1.73
Population (2000 Census)	238,603	191,627	187,961	33,435	14.01
Transit Fixed Route Miles	205.5			24.6	11.97

ENVIRONMENTAL JUSTICE FINDING

The above information shows that the fixed route transit miles in the identified environmental justice areas that provide access to identified populations measured as a percentage of total fixed route miles is close to the percentage of identified populations to the county population. The mileage in the environmental justice areas does not include miles of separate routes that use the same road segments and so under counts the miles in the environmental justice areas.

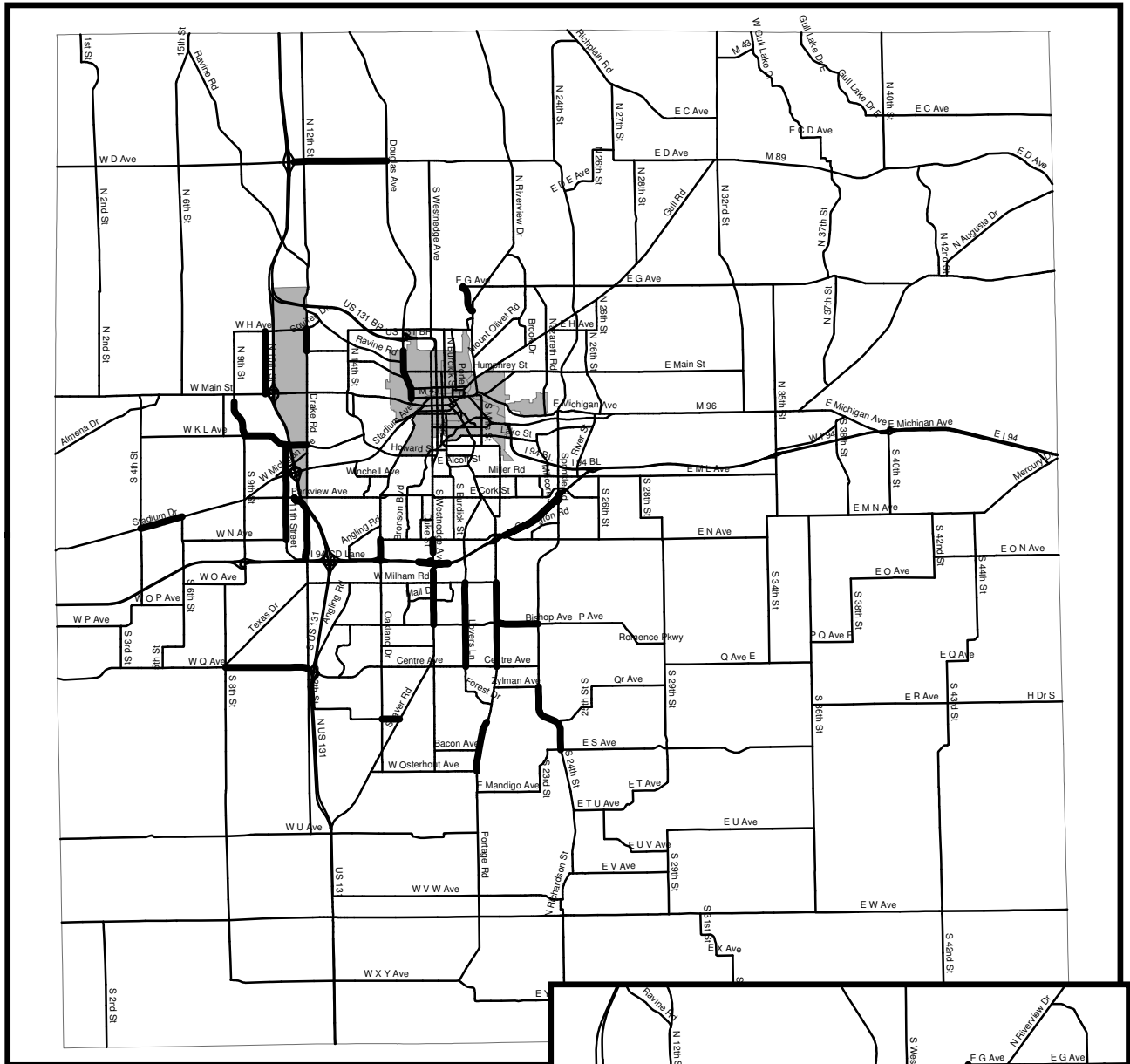
The road projects included in the 2035 Transportation Plan include specific capacity improvement projects, specific preservation projects identified through 2014, and lump sum dollars for preservation projects that are not identifiable at this time. It is therefore difficult to compare the number of projects or cost of projects that will be completed under this 2035 Transportation Plan within the environmental justice area as a percentage of the total Plan.

It can also be said that the 2035 Transportation Plan capacity projects in the environmental justice area will be completed within existing right-of-way. There will be no property acquisition or relocations needed for these projects. Preservation projects have been and are expected to continue to be completed in the environmental justice areas.

The 2035 Transportation Plan expenditure on transit operations and capital will directly benefit the environmental justice areas. There have been no negative comments received from the environmental justice areas or others on the 2035 Transportation Plan impact on the target population areas. This 2035 Transportation Plan does not disproportionately impact the environmental justice areas and satisfies the environmental justice requirements.

CAPACITY PROJECTS WITHIN ENVIRONMENTAL JUSTICE AREAS

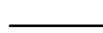


Project ID	Project	Limits	Description	Year
2	Drake Road	Grand Prairie Ave to Ravine Rd	Widen from 2 to 3 lanes	2025
3	KL Avenue	9 th St to Drake Rd	Widen from 2 to 3 lanes	2015
33	12 th Street	ON Avenue to Parkview Avenue	Widen from 2 to 3 lanes	2018
46	Douglas Avenue	Kalamazoo Ave to North City Limit	Convert from 4 lane to 3 lane	2011

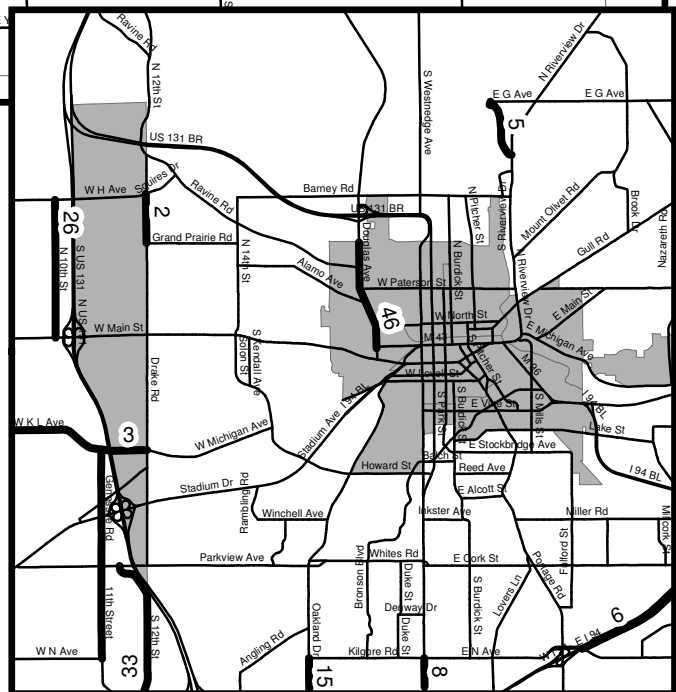


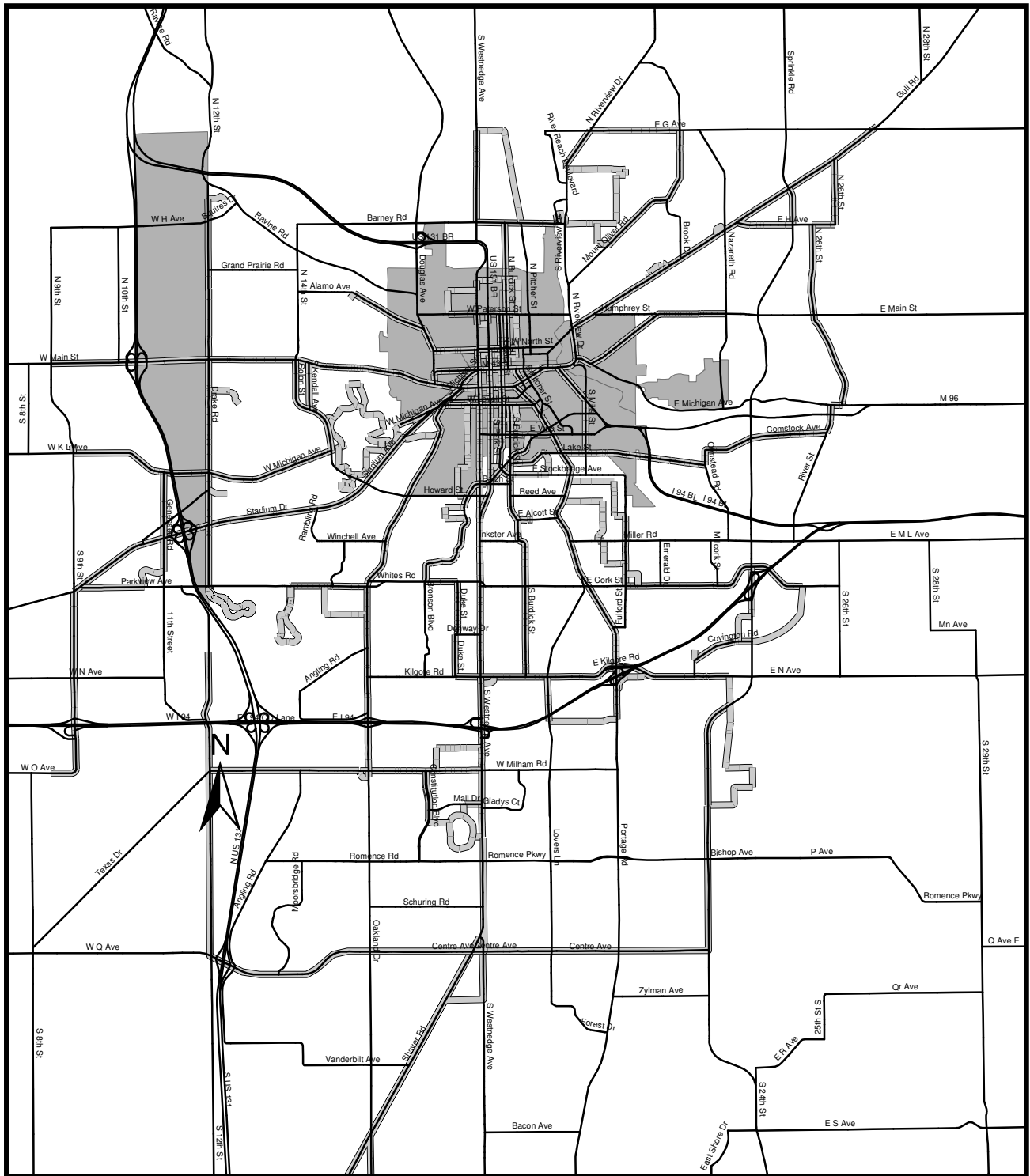
Capacity Projects and Low Income Populations



Legend

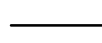


-  Federal Aid Roads
-  Identified EJ Area
-  Proposed Capacity Projects



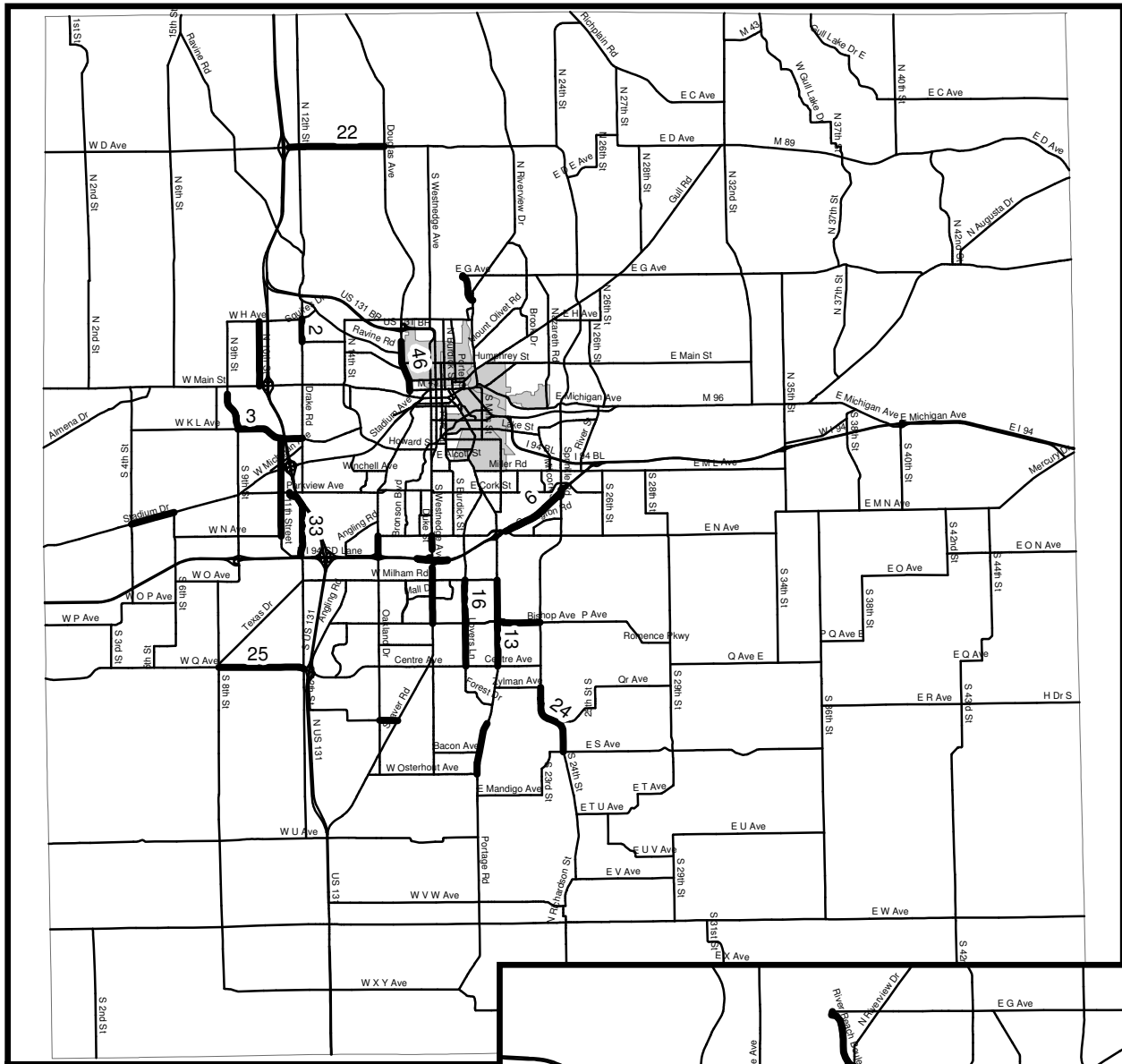


Low Income Populations and Kalamazoo Metro Fixed Route Service

Legend

-  Federal Aid Roads
-  Metro Fixed Route
-  Low Income Populations

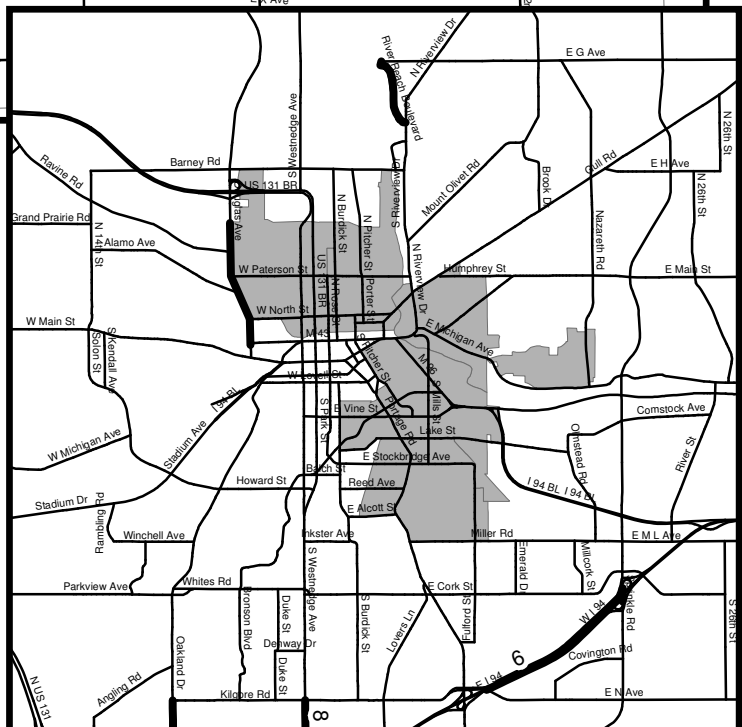
Data Source: 2000 Census, MCGI, KATS

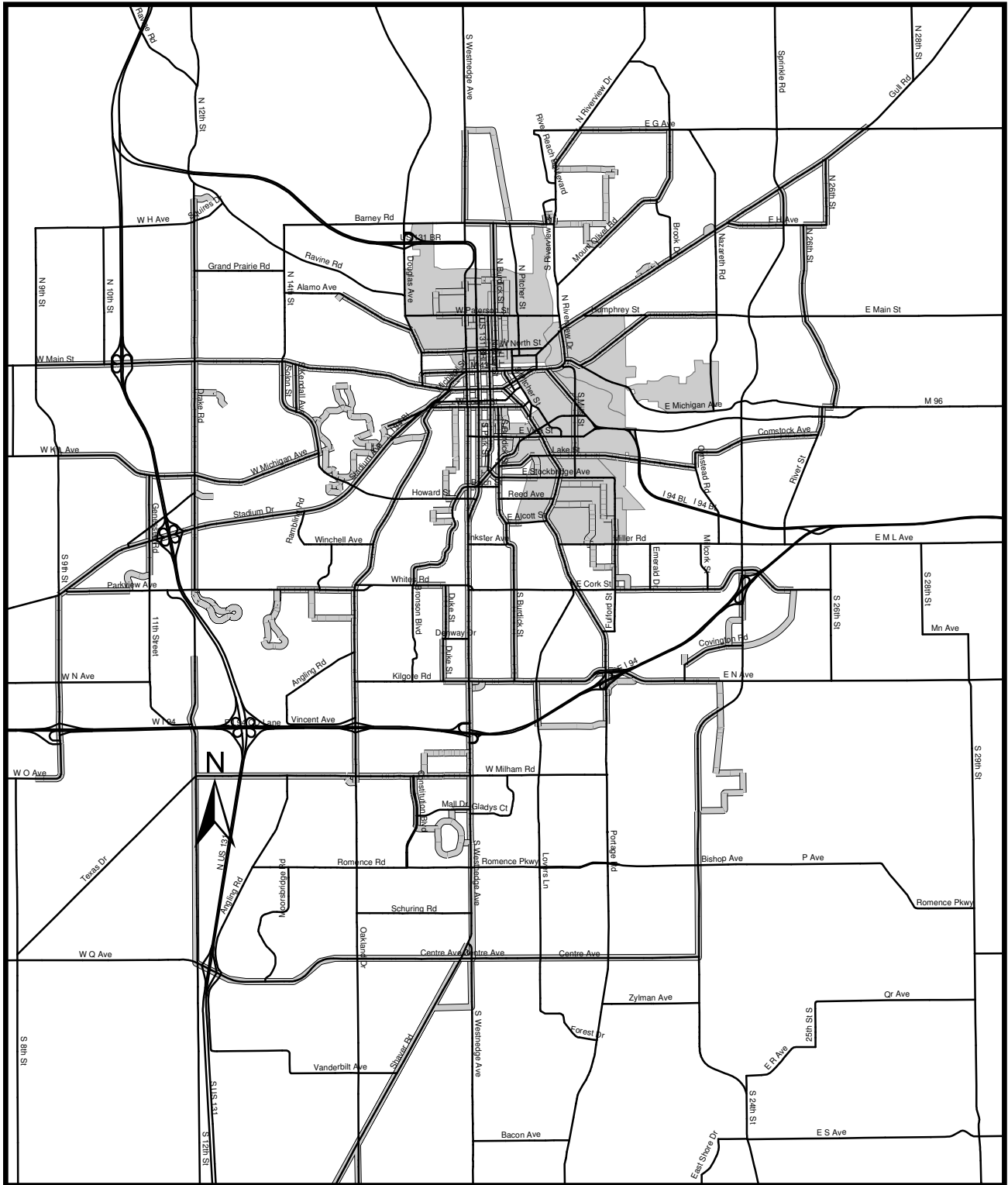


Capacity Projects and Minority Populations

Legend

-  Federal Aid Roads
-  Minority Populations
-  Proposed Capacity Projects





Minority Populations and Kalamazoo Metro Fixed Route Service

Legend

- Federal Aid Roads
- Metro Fixed Route
- Minority Populations

Data Source: 2000 Census, MCGI, KATS