

Chapter 13

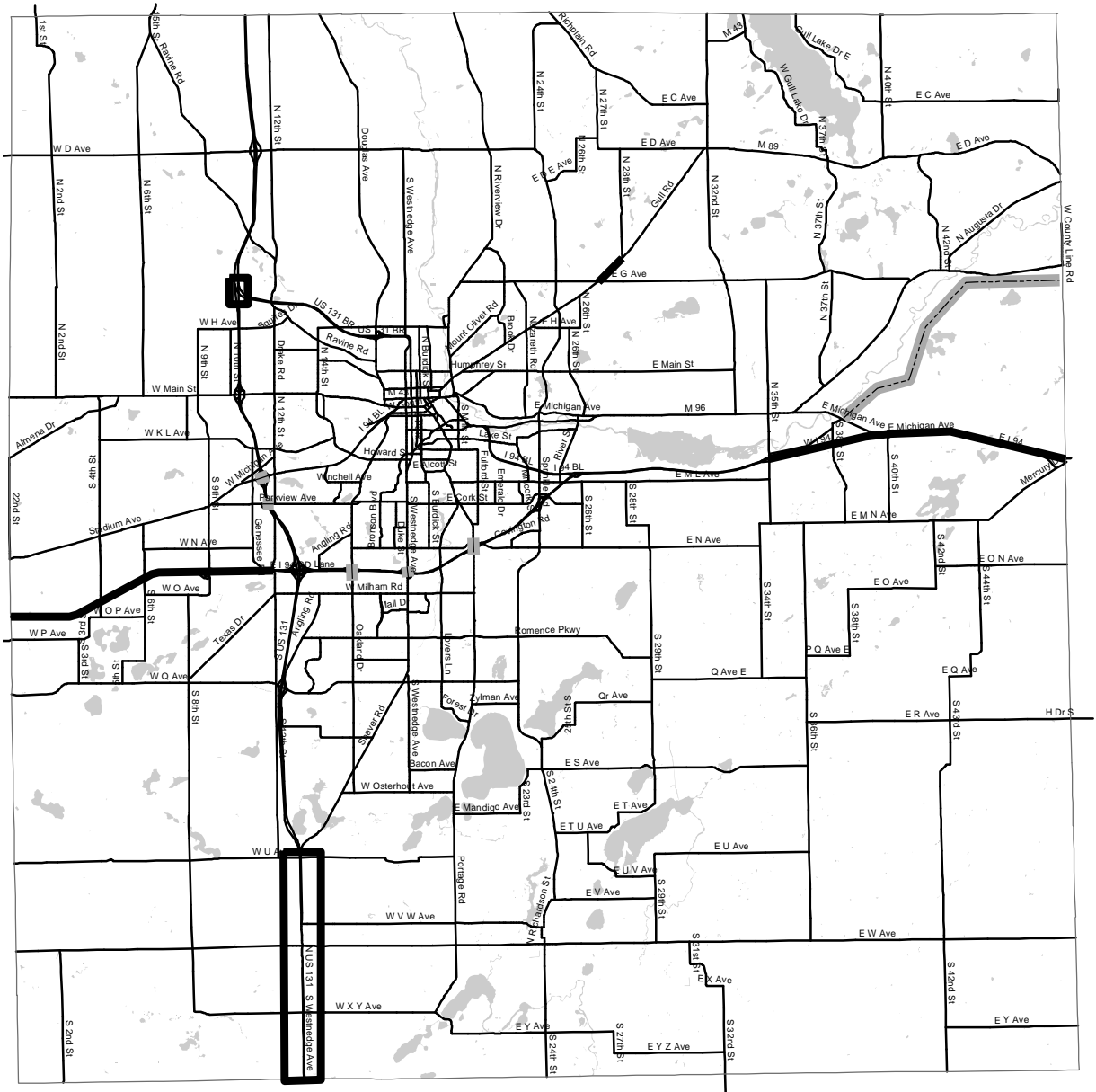
UNFUNDED TRANSPORTATION PROJECTS AND NEEDS

Limiting projects and programs that can be included in the Transportation Plan to known and “reasonably expected” sources of revenues (financial constraint) causes the Transportation Plan to be a reasonable projection of the future transportation system. It also limits the ability to include transportation projects that are larger and are believed to be important to the community to address transportation needs. With the assumptions made in projecting reasonable revenues for the Transportation Plan and the projects identified within the Plan (in keeping with the goals and objectives), there are significant improve/expand projects that the community has identified as being needed but that do not have revenues reasonably projected for them. These unfunded, or unmet needs, are included in this chapter as illustrative projects.

The list of illustrative projects is not intended to be comprehensive. It is limited to those programs or projects that were identified as significant needs or deficiencies in the transportation planning process and could not be included in the 2030 Transportation Plan due to financial constraint. The list of unfunded projects is skewed toward Michigan Department of Transportation projects. This does not mean that all local agency projects are funded. It is a result of the revenue projection process and the project identification process.

STREET/HIGHWAY SYSTEM ILLUSTRATIVE PROJECTS




Street	From	To	Project	Agency
I-94	West County Line	west of US-131	Widen from 4 to 6 lanes	MDOT
I-94	35 th Street	East County Line	Widen from 4 to 6 lanes	MDOT
US-131	US-131BR		Rebuild Interchange to provide access to all 4 directions	MDOT/ Road Commission
US-131	South County Line	Shaver Road	Study and design new limited access freeway	MDOT
Gull Road	G Avenue	28 th Street	Access Management and new lanes	MDOT



Unfunded Transportation Projects and Needs



Legend

-  Federal Aid Roads
- Type of Project**
-  Non-motorized
-  Motorized



KALAMAZOO AREA TRANSPORTATION STUDY

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Data Source: MCGI, KATS

PUBLIC TRANSPORTATION SYSTEM ILLUSTRATIVE PROJECTS

The public transportation system included in the Plan maintains current plus committed service areas, and service levels only. It does not expand the level of service provided in terms of frequency, hours of operation or improved capacity. The public transportation system illustrative projects all improve the level of service provided. These illustrative service level improvements include:

- Operate the county wide demand response system during the same hours and days as the fixed route system.
- Add Sunday service.
- Increase the capacity of the system to increase the number of riders that can be accommodated.
- Decrease the headways on the fixed route system to make public transportation a more attractive mode choice.

ILLUSTRATIVE NON-MOTORIZED FACILITIES

There are two new federal funding programs for non-motorized facilities, Recreational Trailways and Safe Routes to School. Even with these new programs non-motorized facilities tend to be implemented when general funds or specific grants become available, or as part of roadway improvements. Restrictions on what different agencies can do with non-motorized facilities also impacts their development. The projects previously listed in the Plan either have funding reasonably identified or are projects that can be included in roadway improvements.

The following list shows illustrative projects that KATS believes should be included within the 2030 Transportation Plan. This list shows projects that have a regional significance but will require a funding source beyond those available to road agencies. This list is strictly for illustrative use and does not mean there is funding available for these projects.

- ***Completion of Kalamazoo River Valley Trail to Battle Creek.*** Plans call for a 30 mile multipurpose trailway to link Kalamazoo and Battle Creek. With connection to the Kal-Haven trail, this would allow a user to connect to the lake shore in South Haven. Private fundraising is underway to complete the project.
- ***Provide additional linkages for non-motorized movement across barriers.*** Currently the Kalamazoo River, US-131, and I-94 all act as barriers to non-motorized movement. Recent efforts have increased the number of crossings. However, these natural and man made barriers still pose a problem to a thoroughly integrated non-motorized network.
- ***Infill of sidewalk gaps.*** Within the urbanized area, there are several small segments of missing sidewalk. Sidewalks are not always included in road reconstruction or maintenance. Funding to infill these missing gaps will lead to a more extensive and usable pedestrian system.

- ***Complete a north-south connector trail.*** Linking the Kalamazoo area with the greater Grand Rapids area via a trail through Allegan County would tie the two metropolitan areas together. A north-south connector would allow users in Kalamazoo to travel as far north as Cadillac via existing trailways.

SUMMARY OF ILLUSTRATIVE NEEDS

The basic intent of the list of illustrative projects is to clearly report there are unmet needs or deficiencies of a significant scale. These needs and deficiencies are not included in the 2030 Transportation Plan and have an impact on the efficient operation of the transportation system. This impact will be recognized by the traveling public in terms of limitation reduction of service (transit), levels of congestion, and comfort and safety of travel.

Many of the deficiencies in funding for transportation needs may be addressed in future State user fee decisions. Other funding schemes may be advanced that could include innovative private/public partnerships, development impacts, and other revenue generating schemes to address these unmet needs. Other deficiencies will appropriately be considered based on review, evaluation, and modification of the Transportation Plan on a 4-year cycle.