

Chapter 15

FUTURE TRANSPORTATION SYSTEM FACILITIES

This chapter discusses the 2035 Transportation Plan's future transportation facilities. Specific projects are included if they are currently planned or are road capacity improvement projects. Otherwise, dollar figures are included for road preservation projects, public transportation operation and capital projects, and congestion mitigation air quality, local safety, and enhancement projects. Non-motorized, freight, rail, and airport future facilities, where known, are included in this chapter.

The 2035 Transportation Plan is heavily weighted toward preserving or maintaining the existing transportation system, not expanding road capacity. Eighty-two (82) percent of the road project funds are identified for preservation and other non-capacity building projects. If operating and capital funds for public transportation (represented by Metro Transit and other street operations and maintenance activities) are included in the total amount of funding, the operating and maintaining the system utilizes eighty-nine (89) percent of the identified 2035 Transportation Plan expenditures.

This section identifies the future transportation facilities that have resulted from the review, analysis, evaluation, consideration of the data, consultation, and public participation that have been conducted during the development of the 2035 Transportation Plan.

The future transportation system facilities are discussed in the same order as they were presented in Chapter 3: Existing Transportation System Facilities. Other mode considerations are identified as well in Chapter 3.

The 2035 Transportation Plan is presented by a series of projects and programs to be implemented over a 25-year period. The Plan considers all modes of transportation that the Kalamazoo Area Transportation Study directly deals with forming one transportation system. As such all applicable modes are covered by the Goals and Objectives discussed earlier. At this time, the Non-Motorized Review has proposals for additional non-motorized projects and shows the existing and proposed non-motorized system. It is expected that non-motorized facility improvements will be included with road projects where feasible and applicable and considering established non-motorized plans. The Plan proposals for the non-motorized, pedestrian, public transportation, and highways are presented in tables in the appropriate sections of this chapter. The first five years of the 2035 Transportation Plan is presented on a year-to-year basis. The remaining projects and programs are presented in increments that correspond to air quality testing target years. These tables are a complete representation of all known Plan proposals for public transportation, highways, and non-motorized modes of transportation in Kalamazoo County. Safety, Enhancement, Congestion Mitigation Air Quality (CMAQ), and other specific program projects are generally not known at the time of this Plan development. These projects, where known, are shown to best inform the public. As projects for these programs are developed in future years, they will be moved forward as funding becomes available. Any project that is a significant capacity improvement project as determined by the Interagency Work Group for the Kalamazoo-Calhoun-Van Buren county air quality planning area that is not included in this Plan will need to be amended into the Plan, resulting in the retesting for air quality conformity before the project can proceed.

FUTURE MAJOR ROADWAY FACILITIES

The Kalamazoo Area Transportation Study's primary study focus is the network of roads that are on the National Functional Classification (NFC) system and are classified as follows:

- Rural and Urban Interstate Highways
- Rural and Urban Other Freeways
- Rural and Urban Other Principal Arterials
- Rural and Urban Minor Arterials
- Urban Collectors
- Rural Major Collectors, and
- Rural Minor Collectors

The future Kalamazoo Area Transportation Study road network is shown on the following map. These roads have from two to seven lanes of traffic and many have adjacent bicycle or pedestrian facilities. The major road system carries private passenger vehicles, public transportation vehicles, intercity buses, bicyclists, pedestrians, and freight vehicles connecting the region to local properties and businesses.

The future road facilities plan, as developed and presented, is the result of model (deficiency) analysis and the transportation management systems including Safety Management. These system analysis tools were directly used in the project selection process and resulted in the selection of specific projects.

Alternative groups of potential capacity projects were developed and analyzed on the network level to determine the preferred alternative group of capacity projects for the 2035 Transportation Plan. Consultations with the Policy Committee, Technical Committee, and the Citizens Advisory Committee were conducted to develop the preferred alternative. The preferred alternative is the group of road projects that are discussed as the future road transportation facilities.

The Travel Demand Model chapter shows that the network performance improves between the condition of 2035 traffic assigned to the existing plus committed network and 2035 traffic on the Plan network by reducing total vehicle hours traveled despite increased vehicle mile traveled. More improvements were not shown due to the inability to identify revenue for several major projects, and the intentional omission of projects on facilities which while over capacity, have right-of-way and adjacent land use and community value issues that make it impractical to add lanes to reduce congestion.

The traffic assignment model identified road segments that have higher projected 24-hour traffic volumes than the segment's 24-hour estimated capacity. During the analysis of system deficiencies and the identifying of projects that would be included in the 2035 Transportation Plan, it was apparent that many deficiencies could not be realistically addressed by adding traffic lanes.

Segments show 2035 volume to capacity deficiencies but are not included in the 2035 Plan for expansion or improvement include:

DEFICIENT SEGMENTS ADDRESSED WITHOUT ADDED LANES

AGENCY	STREET	FROM	TO	PROPOSED ACTION	V/C
Kalamazoo	12th Street	KL Avenue	Michigan Avenue	Transportation System Management Actions	1.0 - 1.2
MDOT	M-43 (Gull Road)	28th Street	EF Avenue	Transportation System Management Actions	1.0 - 1.2
MDOT	M-43 (Gull Road)	Riverview Drive	Humphrey Street	Transportation System Management Actions, Right of Way restrictions	1.0 - 1.2
MDOT	M-43 (Kalamazoo Avenue)	M331 (Westnedge Avenue)	M331 (Park Street)	Transportation System Management Actions, Right of Way restrictions	1.0 - 1.2
MDOT	M-96	Augusta West Limit	Lincoln Street	Transportation System Management Actions, Right of Way restrictions	1.0 - 1.2
Road Commission	Mosel Avenue	Kalamazoo River	Commerce Lane	Transportation System Management Actions, Right of Way restrictions	1.0 - 1.2
Kalamazoo	Parkview Avenue	12th Street	Drake Road	Transportation System Management Actions	1.0 - 1.2
Kalamazoo	Parkview Avenue	Lowden Street	Oakland Drive	Transportation System Management Actions, Right of Way restrictions	1.0 - 1.2
Road Commission	Sprinkle Road	I-94 Westbound On Ramp	I-94 BL	Transportation System Management Actions, Right of Way restrictions	1.0 - 1.2
MDOT	I-94 Westbound to US-131 Northbound Off Ramp			Transportation System Management Actions, Right of Way restrictions	1.0 - 1.2
MDOT	M-43 (West Main)	10 th Street	US-131 Southbound to Westbound Off Ramp	Transportation System Management Actions, Right of Way restrictions	1.0 - 1.2
MDOT	M-43 (West Main)	US-131 Southbound to Westbound Off Ramp	Maple Hill Drive	Transportation System Management Actions, Right of Way restrictions	1.0 - 1.2

With these segments, the available right-of-way and roadside environment made it unlikely that additional lanes would be constructed. Therefore, systems management, operational improvements, public transit, non-motorized use, and Intelligent Transportation Systems (ITS) techniques must be used (in combination) to attempt to address these deficiencies.

There are deficiencies that existing currently or are anticipated in the future on many road segments. These road segments are not part of the proposed Transportation Plan because of financial limitations and the Transportation Plan's emphasis on preserving the existing system. Many of these projects are included in the Unfunded Transportation needs chapter.

The Transportation Plan includes many specific road, public transportation, and non-motorized projects as well as generic project types that indicate anticipated expenditures on projects that due to their type, are not specifically known for this entire plan period. Specific capacity altering projects are included for the entire Transportation Plan period because they need to be included for air quality conformity determination.

The Transportation Plan includes eighty (80) specific and generic road projects, public transportation projects, and non-motorized projects totaling over \$1,868,950,000 in year of construction costs. These projects include twenty-five (25) capacity changing road projects totaling over \$201,236,000, fifty-five (55) specific and generic road preservation projects totally \$855,350,000, and public transportation operating and capital projects totaling over \$719,845,000.

All road projects are expected to include adjacent non-motorized facilities where feasible and appropriate even if the project description does not specifically mention such facilities. The projects in the later years of the Transportation Plan are not advanced in design sufficiently to know all project specifics at this time. The open to traffic dates for road projects is the date the project is expected to be completed and corresponds to air quality conformity dates. As with all plans, unforeseen changes in conditions, funding, or other circumstances could advance or delay a project from its current spot in this Transportation Plan.

2035 TRANSPORTATION PLAN PROJECTS (2010 - 2035)

2035 PLAN ID	PROJECT NAME	FROM/TO	DESCRIPTION	OPEN TO TRAFFIC	2010 COST (\$000)	YEAR OF EXPENDITURE COST (\$000)	AGENCY	PROJECT TYPE
	March Street	Miller Road to Stockbridge Avenue	Mill and resurface	2010	\$174	\$174	Kalamazoo	System Preservation
	Davis Street	Wheaton Avenue to Lovell Street	Mill and resurface	2010	\$350	\$350	Kalamazoo	System Preservation
	38th Street	MN Avenue to Climax Drive	Reconstruct to All Season Standards	2010	\$450	\$450	Road Commission	System Preservation
	Stadium Drive	4th Street to 6th Street	Widen from 2 to 3 lanes	2010	\$809	\$809	Road Commission	Capacity
	35th Street	I-94 Westbound Off Ramp to Kalamazoo River Bridge	Reconstruct and add lanes from 2 to 5 lanes. Relocate Miller Drive	2010	\$1,433	\$1,433	Road Commission	Capacity
	40th Street	MN Avenue to L Avenue	Overlay	2010	\$728	\$728	Road Commission	System Preservation
	42nd Street	Z Avenue to South Fulton Limits	Overlay	2010	\$624	\$624	Road Commission	System Preservation
	4th Street	Stadium Drive to M Avenue	Overlay	2010	\$125	\$125	Road Commission	System Preservation
	Almena Drive	Vankal Avenue to 2nd Street	Overlay	2010	\$208	\$208	Road Commission	System Preservation
	Barney Road	0.65 mile west of Douglas Avenue to Douglas Avenue	Overlay	2010	\$156	\$156	Road Commission	System Preservation
	Miller Drive	.2 mile east of 35th Street to 38th Street	Overlay	2010	\$520	\$520	Road Commission	System Preservation
	MN Avenue	28th Street to 29th Street	Reconstruct	2010	\$468	\$468	Road Commission	System Preservation
	Q Avenue	29th Street to 34th Street	Reconstruct to All Season Standards	2010	\$1,352	\$1,352	Road Commission	System Preservation
	S Avenue	29th Street to 36th Street	Resurface	2010	\$208	\$208	Road Commission	System Preservation
	Y Avenue	Portage Road to 24th Street	Resurface	2010	\$624	\$624	Road Commission	System Preservation

2035 PLAN ID	PROJECT NAME	FROM/TO	DESCRIPTION	OPEN TO TRAFFIC	2010 COST (\$000)	YEAR OF EXPENDITURE COST (\$000)	AGENCY	PROJECT TYPE
	29th Street	N Avenue to MN Avenue	Reconstruct	2010	\$468	\$468	Road Commission	System Preservation
	West Milham Avenue	Angling Road to South 12th Street	Widen from 2 to 3 lanes	2010	\$1,961	\$1,961	Portage	Capacity
	General Major Streets		Preservation Projects	2010	\$13,401	\$13,401	All Agencies	System Preservation
	Equipment Acquisition	Small Tools	Capital	2010	\$5	\$5	Public Transit	Public Transportation
	Equipment Acquisition	Heavy Equipment	Capital	2010	\$28	\$28	Public Transit	Public Transportation
	CY-2010 Operating Assistance	01-01-10 Through 12-31-10	Operating	2010	\$7,818	\$7,818	Public Transit	Public Transportation
	CY-2010 Operating Assistance	01-01-10 Through 12-31-10	Operating	2010	\$7,477	\$7,477	Public Transit	Public Transportation
	Vehicle Purchase	Community Service Van	Capital	2010	\$35	\$35	Public Transit	Public Transportation
	Vehicle Purchase	3 Vans (ADA)	Capital	2010	\$96	\$96	Public Transit	Public Transportation
	CY-2010 Operating Assistance	01-01-10 Through 12-31-10	Operating	2010	\$92	\$92	Public Transit	Public Transportation
	Balch St	Park St to Burdick St	Reconstruct	2011	\$444	\$460	Kalamazoo	System Preservation
46	Douglas Ave	Kalamazoo Ave to N City Limit	Convert from 4 lane to 3 lane	2011	\$459	\$475	Kalamazoo	Capacity
	12th Street	C Avenue to Baseline	Reconstruct to All Season Standards	2011	\$1,174	\$1,215	Road Commission	System Preservation
	12th Street	at Texas Drive/Milham Avenue	Construct roundabout	2011	\$580	\$600	Road Commission	System Preservation
	12th Street	C Ave to north county line	Reconstruct to All Season standards	2011	\$1,174	\$1,215	Road Commission	System Preservation
	E VW Ave	18th St to Portage Rd	Reconstruct and widen shoulders	2011	\$401	\$415	Road Commission	System Preservation
	Kalamazoo River Valley Trail	Sprinkle Rd (Kalamazoo) to 35th St (Galesburg)	New Non-motorized path	2011	\$1,741	\$1,802	Road Commission	Non-motorized

2035 PLAN ID	PROJECT NAME	FROM/TO	DESCRIPTION	OPEN TO TRAFFIC	2010 COST (\$000)	YEAR OF EXPENDITURE COST (\$000)	AGENCY	PROJECT TYPE
	Kalamazoo River Valley Trailway	Mayor's Riverfront Park to Sprinkle Road	New Non-motorized path	2011	\$1,213	\$1,255	Road Commission	Non-motorized
24	S Sprinkle Rd	S Ave to Zylman Ave	Widen from 2 to 3 lanes from Zylman to 2,000' south (Long Lake Drive). Rehabilitate the rest of the section.	2011	\$1,418	\$1,468	Road Commission	Capacity
	US-131	Milham Road north to M-43	Mill and resurface	2011	\$2,872	\$2,973	MDOT	System Preservation
	I-94	Eastbound only, ML Avenue easterly to 40th Street	Mill and resurface	2011	\$1,562	\$1,617	MDOT	System Preservation
	M-96	Michigan Avenue to 35th Street	resurface with intersection widening	2011	\$3,976	\$4,115	MDOT	System Preservation
4	I-94	East of Oakland to east of Lovers Lane	Widen from 4 to 6 lanes; Intersection at Westnedge Avenue	2011	\$68,000	\$70,380	MDOT	Capacity
	S Westnedge Ave	Centre Ave to 800' S of Melody Ln	Reconstruct	2011	\$324	\$335	Portage	System Preservation
	Oakland Dr	Shaver Rd to Katie Ct	Restore & rehabilitate	2011	\$650	\$673	Portage	System Preservation
	Portage Rd	Lakeview Dr to Osterhout Ave	Reconstruct and add a short left turn lane between Weatherby and Bacon	2011	\$673	\$697	Portage	System Preservation
	General Major Streets		Preservation Projects	2011	\$1,256	\$1,300	All Agencies	System Preservation
	CY-2011 Operating Assistance	01-01-11 Through 12-31-11	Transit operations	2011	\$11,308	\$11,647	Public Transit	Public Transportation
	CY-2011 Operating Assistance	01-01-11 Through 12-31-11	Transit operations	2011	\$2,316	\$2,385	Public Transit	Public Transportation

2035 PLAN ID	PROJECT NAME	FROM/TO	DESCRIPTION	OPEN TO TRAFFIC	2010 COST (\$000)	YEAR OF EXPENDITURE COST (\$000)	AGENCY	PROJECT TYPE
	CY-2011 Operating Assistance	01-01-11 Through 12-31-11	Transit operations	2011	\$48	\$50	Public Transit	Public Transportation
	Facility Renovation	Administration Offices	Transit facility	2011	\$117	\$120	Public Transit	Public Transportation
	Facility Renovation	Administration Offices	Transit facility	2011	\$175	\$180	Public Transit	Public Transportation
	Facility Renovation	Administration Offices	Transit facility	2011	\$175	\$180	Public Transit	Public Transportation
	Vehicle Purchase	Community Service Van	Transit vehicle additions/replacements	2011	\$35	\$36	Public Transit	Public Transportation
	Vehicle Replacement	For Demand Response Program	Transit vehicle additions/replacements	2011	\$127	\$131	Public Transit	Public Transportation
	Community Ridesharing	01-01-11 through 12-31-11	Transit operations	2011	\$40	\$41	Public Transit	Public Transportation
	Burdick St	Kilgore Rd to Cork St	Mill and resurface	2012	\$638	\$683	Kalamazoo	System Preservation
	Millcork St	Cork St to Miller Rd	Mill and resurface	2012	\$411	\$440	Kalamazoo	System Preservation
	9th St	KL Ave to M-43	Mill and resurface	2012	\$842	\$902	Road Commission	System Preservation
	Drake Rd	Grand Prairie Ave to Ravine Rd	Resurface	2012	\$361	\$387	Road Commission	System Preservation
	River St	Over Kalamazoo River, Kalamazoo Co (Structure 4640)	Bridge replacement	2012	\$2,592	\$2,777	Road Commission	System Preservation
	US-131	M-43 (Main Street) over US-131 in Kalamazoo	Repair and overlay	2012	\$2,071	\$2,218	MDOT	System Preservation
5	River Reach Road	Riverview Drive to G Avenue	New 2 lane Connection	2012	\$1,525	\$1,578	Parchment	Capacity
	Romence Rd	Constitution Blvd to S Westnedge Ave	Reconstruct	2012	\$518	\$555	Portage	System Preservation

2035 PLAN ID	PROJECT NAME	FROM/TO	DESCRIPTION	OPEN TO TRAFFIC	2010 COST (\$000)	YEAR OF EXPENDITURE COST (\$000)	AGENCY	PROJECT TYPE
	Romence Rd Pkwy	Lovers Ln to Sprinkle Rd	Reconstruct	2012	\$868	\$930	Portage	System Preservation
	General Major Streets		Preservation Projects	2012	\$14,746	\$15,796	All Agencies	System Preservation
	CY-2012 Operating Assistance	10-1-11 Through 9-30-12	Transit operations	2012	\$189	\$200	Public Transit	Public Transportation
	Vehicle Retrofit	For Demand Response Program	Transit vehicle rehabilitation	2012	\$29	\$31	Public Transit	Public Transportation
	CY-2012 Operating Assistance	01-01-12 Through 12-31-12	Transit operations	2012	\$2,480	\$2,631	Public Transit	Public Transportation
	CY-2012 Operating Assistance	01-01-12 Through 12-31-12	Transit operations	2012	\$12,108	\$12,845	Public Transit	Public Transportation
	CY-2012 Operating Assistance	01-01-12 Through 12-31-12	Transit operations	2012	\$47	\$50	Public Transit	Public Transportation
	Vehicle Purchase	Community Service Van	Transit vehicle additions/replacements	2012	\$35	\$37	Public Transit	Public Transportation
	Vehicle Replacement	For Demand Response Program	Transit vehicle additions/replacements	2012	\$188	\$199	Public Transit	Public Transportation
	Fulford St	Cork St to Stockbridge Ave	Mill and resurface	2013	\$461	\$511	Kalamazoo	System Preservation
	N Burdick St	RR Tracks to north city limits	Mill and resurface	2013	\$764	\$847	Kalamazoo	System Preservation
	G Ave	39th St to M-96	Reconstruct	2013	\$812	\$900	Road Commission	System Preservation
	S Sprinkle Rd	Cork St to Comstock Ave	Mill and resurface	2013	\$1,217	\$1,349	Road Commission	System Preservation
	Forest Dr	Lovers Ln to Portage Rd	Reconstruct	2013	\$404	\$448	Portage	System Preservation
	Mall Dr	Westnedge Ave to Constitution Blvd	Mill and resurface	2013	\$307	\$340	Portage	System Preservation
	Oakland Dr	I-94 to Kilgore Rd	Mill and resurface	2013	\$233	\$258	Portage	System Preservation

2035 PLAN ID	PROJECT NAME	FROM/TO	DESCRIPTION	OPEN TO TRAFFIC	2010 COST (\$000)	YEAR OF EXPENDITURE COST (\$000)	AGENCY	PROJECT TYPE
	Portage Rd	Byrd Dr to Milham Ave	Mill and resurface	2013	\$465	\$516	Portage	System Preservation
	General Major Streets		Preservation Projects	2013	\$18,666	\$20,696	All Agencies	System Preservation
	CY-2013 Operating Assistance	01-01-13 Through 12-31-13	Transit operations	2013	\$2,315	\$2,530	Public Transit	Public Transportation
	CY-2013 Operating Assistance	01-01-13 Through 12-31-13	Transit operations	2013	\$45	\$50	Public Transit	Public Transportation
	CY-2013 Operating Assistance	01-01-13 Through 12-31-13	Transit operations	2013	\$11,307	\$12,356	Public Transit	Public Transportation
	Facility Renovation	Transportation Offices	Transit facility	2013	\$45	\$50	Public Transit	Public Transportation
	Vehicle Purchase	Staff Vehicle	Transit vehicle additions/replacements	2013	\$24	\$26	Public Transit	Public Transportation
	Vehicle Purchase	Community Service Van	Transit vehicle additions/replacements	2013	\$36	\$39	Public Transit	Public Transportation
	Vehicle Replacement	For Demand Response Program	Transit vehicle additions/replacements	2013	\$179	\$196	Public Transit	Public Transportation
	Drake Rd	West Main St to Grand Prairie Ave	Mill and resurface and add a short left turn lane between Canterbury and Croyden	2014	\$921	\$1,057	Kalamazoo	System Preservation
	Howard St	W Michigan Ave to Kendall Ave	Mill and resurface	2014	\$309	\$355	Kalamazoo	System Preservation
	Michigan Ave	Kalamazoo city limits to Sprinkle Rd	Resurface	2014	\$619	\$710	Road Commission	System Preservation
	N Ave	9th St to 11th St	Reconstruct to All Season standards	2014	\$1,150	\$1,320	Road Commission	System Preservation
	I-94	under Sprinkle Road in Kalamazoo	Bridge replacement	2014	\$7,204	\$8,267	MDOT	System Preservation

2035 PLAN ID	PROJECT NAME	FROM/TO	DESCRIPTION	OPEN TO TRAFFIC	2010 COST (\$000)	YEAR OF EXPENDITURE COST (\$000)	AGENCY	PROJECT TYPE
	I-94	under Cork Street in Kalamazoo	Bridge replacement	2014	\$3,648	\$4,186	MDOT	System Preservation
	Portage Rd	Lakeview Dr to Centre St	Mill and resurface	2014	\$906	\$1,040	Portage	System Preservation
	S Westnedge Ave	Osterhout Ave to South Shore Dr	Mill and resurface	2014	\$656	\$753	Portage	System Preservation
	General Major Streets		Preservation Projects	2014	\$7,312	\$8,391	All Agencies	System Preservation
	CY-2014 Operating Assistance	01-01-14 Through 12-31-14	Transit operations	2014	\$2,315	\$2,606	Public Transit	Public Transportation
	CY-2014 Operating Assistance	01-01-14 Through 12-31-14	Transit operations	2014	\$44	\$50	Public Transit	Public Transportation
	CY-2014 Operating Assistance	01-01-14 Through 12-31-14	Transit operations	2014	\$11,308	\$12,727	Public Transit	Public Transportation
	Facility Renovation	Transportation Offices	Transit facility	2014	\$44	\$50	Public Transit	Public Transportation
	Vehicle Replacement	For Demand Response and Community Service Programs	Transit vehicle additions/replacements	2014	\$179	\$202	Public Transit	Public Transportation
3	KL Avenue	9th Street to Drake Road	Widen from 2 to 3 lanes	2015	\$1,435	\$1,704	Road Commission	Capacity
6	I-94	East of Lovers Lane to South Sprinkle Road	Widen from 4 to 6 lanes	2018	\$42,000	\$55,306	MDOT	Capacity
7	South Westnedge Avenue	Milham Avenue to Dawnlee Avenue	Widen northbound from 2 to 3 lanes	2018	\$1,135	\$1,495	Portage	Capacity
8	South Westnedge Avenue	Market Place to Kilgore Road	Widen from 5 to 6 lanes Boulevard (Partially Complete)	2018	\$2,500	\$3,292	Portage	Capacity
32	11th Street	Parkview Avenue to KL Avenue	Widen from 2 to 3 lanes	2018	\$1,121	\$1,476	Road Commission	Capacity

2035 PLAN ID	PROJECT NAME	FROM/TO	DESCRIPTION	OPEN TO TRAFFIC	2010 COST (\$000)	YEAR OF EXPENDITURE COST (\$000)	AGENCY	PROJECT TYPE
39	11th Street	N Avenue to Parkview Avenue	Widen from 2 to 3 lanes	2018	\$897	\$1,181	Road Commission	Capacity
	General Major Streets		Preservation Projects	2015 - 2018	\$33,676	\$42,059	All Agencies	System Preservation
	Operations	Public Transit	Operations	2015 - 2018	\$68,680	\$85,777	Public Transit	Public Transportation
	Fleet (fixed route, ADA, demand response, and community service)	Public Transit	Transit vehicle additions/replacements	2015 - 2018	\$5,566	\$6,951	Public Transit	Public Transportation
	Fleet (Staff)	Public Transit	Vehicle additions/replacements	2015 - 2018	\$86	\$107	Public Transit	Public Transportation
	Equipment	Public Transit	Equipment	2015 - 2018	\$380	\$475	Public Transit	Public Transportation
	Routine Capital	Public Transit	Routine Capital	2015 - 2018	\$801	\$1,000	Public Transit	Public Transportation
13	Portage Road	East Milham Avenue to East Centre Avenue	Widen from 4 to 5 lanes with raised median	2025	\$2,800	\$4,691	Portage	Capacity
14	Romence Road	Portage Road to Sprinkle Road	Widen from 2 and 3 lanes to 4 Lane Boulevard	2025	\$2,900	\$4,859	Portage	Capacity
16	Lovers Lane	East Milham Avenue to East Centre Avenue	Widen from 4 to 5 lanes	2025	\$3,325	\$5,571	Portage	Capacity
19	Vanderbilt Avenue	Oakland Drive to Shaver Road	Widen from 2 to 3 lanes	2025	\$440	\$737	Portage	Capacity
29	Portage Road	Lakeview Drive to Osterhout Avenue	Widen from 4 to 5 lanes with bike lanes	2025	\$2,000	\$3,351	Portage	Capacity
1	Stadium Drive	4th Street to 6th Street	Reconstruct and widen from 2 lanes to 3 lanes	2025	\$1,950	\$3,267	Road Commission	Capacity
21	9th Street	KL Avenue to Seeco	Widen from 2 to 3 lanes	2025	\$1,265	\$2,119	Road Commission	Capacity

2035 PLAN ID	PROJECT NAME	FROM/TO	DESCRIPTION	OPEN TO TRAFFIC	2010 COST (\$000)	YEAR OF EXPENDITURE COST (\$000)	AGENCY	PROJECT TYPE
22	D Avenue	US-131 to Douglas Avenue	Widen from 2 to 3 lanes	2025	\$2,153	\$3,607	Road Commission	Capacity
24	South Sprinkle	Zylman Avenue to S Avenue	Widen from 2 to 3 lanes	2035	\$1,525	\$2,555	Road Commission	Capacity
25	Q Avenue	8th Street to 12th Street	Widen from 2 to 3 lanes	2025	\$1,705	\$2,856	Road Commission	Capacity
26	10th Street	M-43 (West Main) to H Avenue	Widen from 2 to 3 lanes	2025	\$1,256	\$2,104	Road Commission	Capacity
33	12th Street	ON Avenue to Parkview Avenue	Widen from 2 to 3 lanes	2025	\$1,346	\$2,255	Road Commission	Capacity
2	Drake Road	Grand Prairie Avenue to Ravine Road	Widen from 2 to 3 lanes	2025	\$825	\$1,382	Road Commission	Capacity
	General Major Streets		Preservation Projects	2019 - 2025	\$116,030	\$174,400	All Agencies	System Preservation
	Operations	Public Transit	Operations	2019 - 2025	\$19,273	\$179,272	Public Transit	Public Transportation
	Fleet (fixed route, ADA, demand response, and community service)	Public Transit	Transit vehicle additions/replacements	2019 - 2025	\$9,602	\$14,433	Public Transit	Public Transportation
	Fleet (Staff)	Public Transit	Vehicle additions/replacements	2019 - 2025	\$135	\$203	Public Transit	Public Transportation
	Equipment	Public Transit	Equipment	2019 - 2025	\$450	\$676	Public Transit	Public Transportation
	Routine Capital	Public Transit	Routine Capital	2019 - 2025	\$1,164	\$1,750	Public Transit	Public Transportation
42	I-94 Interchange	At Exit 80	Sprinkle Road Interchange Improvements	2030	\$5,000	\$9,949	MDOT	Capacity
10	South Westnedge Avenue	Romence Road to Milham Avenue	Widen northbound from 2 to 3 lanes	2035	\$1,600	\$3,781	Portage	Capacity

2035 PLAN ID	PROJECT NAME	FROM/TO	DESCRIPTION	OPEN TO TRAFFIC	2010 COST (\$000)	YEAR OF EXPENDITURE COST (\$000)	AGENCY	PROJECT TYPE
15	Oakland Drive	I-94 to Kilgore Road	Widen from 4 to 5 lanes from I-94 to Kilgore, add bike lanes	2035	\$1,700	\$4,018	Portage	Capacity
	General Major Streets		Preservation Projects	2026 - 2035	\$262,511	\$ 525,100	All Agencies	System Preservation
	Operations	Public Transit	Operations	2026 - 2035	\$161,958	\$323,964	Public Transit	Public Transportation
	Fleet (fixed route, ADA, demand response, and community service)	Public Transit	Transit vehicle additions/replacements	2026 - 2035	\$12,918	\$25,840	Public Transit	Public Transportation
	Fleet (Staff)	Public Transit	Vehicle additions/replacements	2026 - 2035	\$169	\$338	Public Transit	Public Transportation
	Equipment	Public Transit	Equipment	2026 - 2035	\$44	\$87	Public Transit	Public Transportation
	Routine Capital	Public Transit	Routine Capital	2026 - 2035	\$1,308	\$2,617	Public Transit	Public Transportation

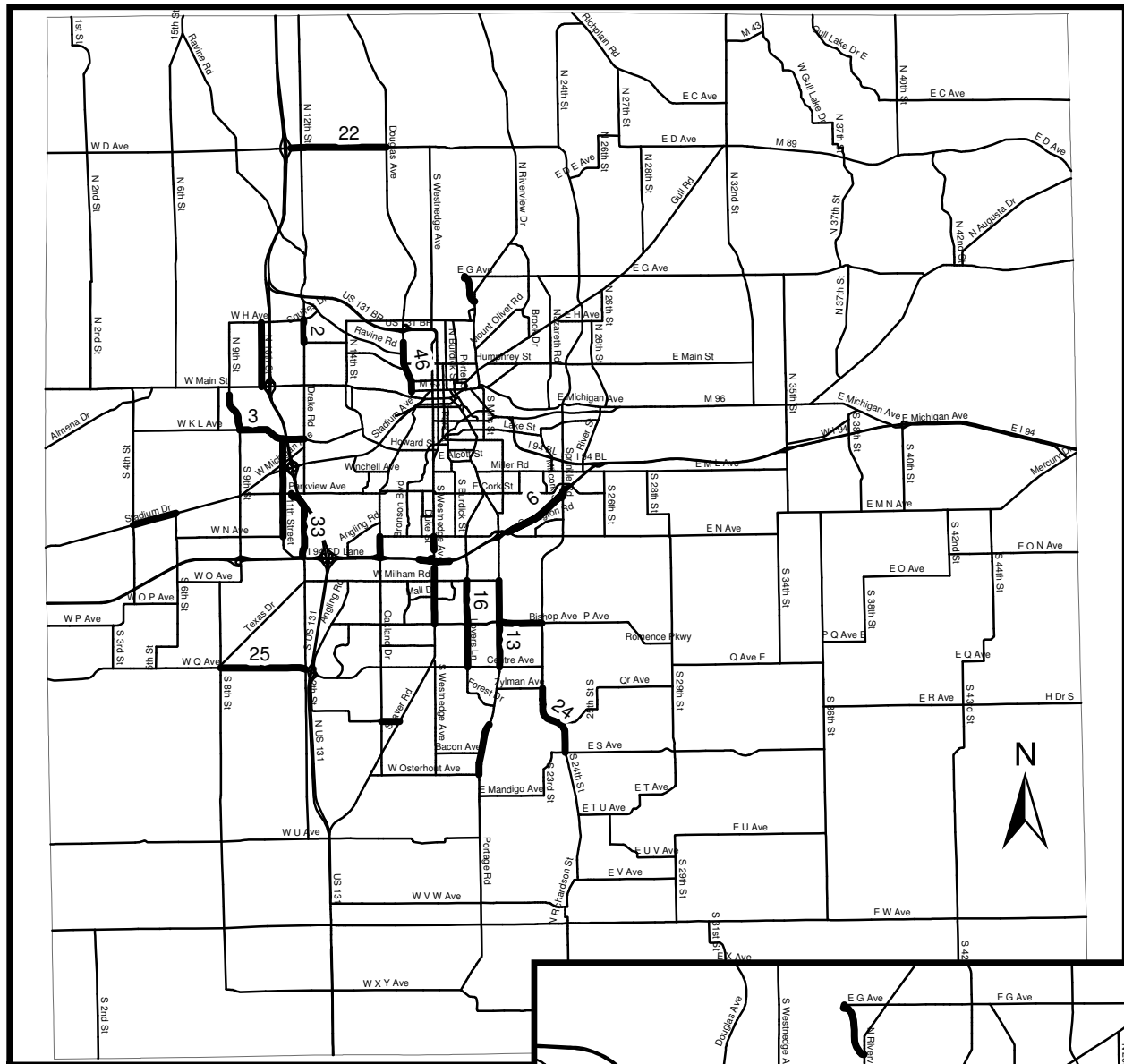
EXPAND PROJECTS

While system emphasis is on Preserve and Safety/Operations expenditures, that does not diminish the importance of solutions to network locations where there are capacity limitations and/or current or expected congestion problems. The expand projects represent those plan proposals that will add capacity to the transportation system by the addition of travel lanes.

One new roadway is included in the 2035 Plan:

- River Reach Boulevard/G Avenue connection within the City of Parchment. The roadway would service a brownfield location currently being redeveloped.

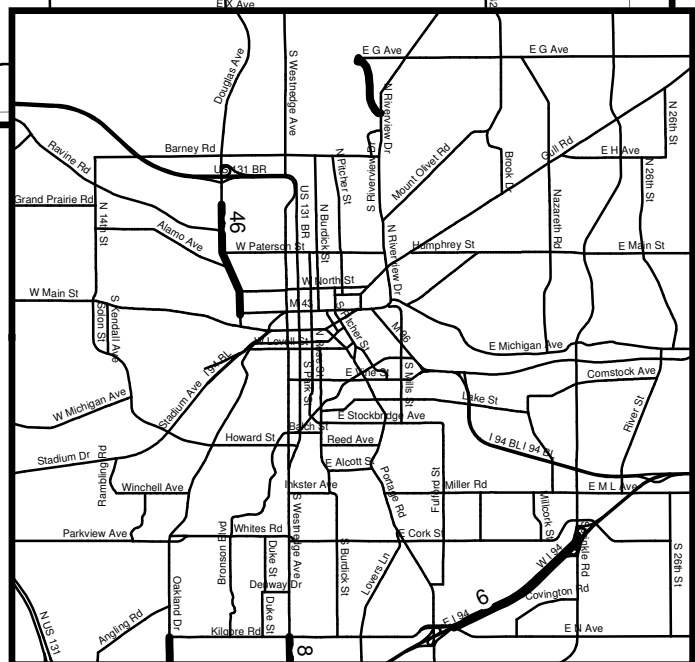
The remainder of the projects propose the addition of lanes to existing facilities to achieve the needed capacity. These projects are expected to include provisions for non-motorized facilities where feasible and appropriate with consideration of established non-motorized plans in addition to their added capacity. Based on their relative system importance, these projects are detailed further in the 2035 Transportation Plan document. The specifics of each project is presented separately (narrative and graphically) in the following pages.



2035 Proposed Capacity Projects

Legend

- Federal Aid Roads
- Proposed Capacity Projects



2035 TRANSPORTATION PLAN CAPACITY PROJECTS - KALAMAZOO COUNTY

ID	Name	From	Description	Year Open to Traffic	2010 Adopted (\$000)	Year of Expenditure (2010 Base) (\$000)	Agency
1	Stadium Drive	4th Street to 6th Street	Reconstruct and widen from 2 lanes to 3 lanes	2025	\$1,950	\$3,267	Road Commission
2	Drake Road	Grand Prairie Avenue to Ravine Road	Widen from 2 to 3 lanes	2025	\$825	\$1,382	Road Commission
3	KL Avenue	9th Street to Drake Road	Widen from 2 to 3 lanes	2015	\$1,435	\$1,704	Road Commission
4	I-94	East of Oakland to east of Lovers Lane	Widen from 4 to 6 lanes; Intersection at Westnedge Avenue	2011	\$68,000	\$70,380	MDOT
5	River Reach Road	Riverview Drive to G Avenue	New 2 lane Connection	2012	\$1,200	\$1,242	Parchment
6	I-94	East of Lovers Lane to South Sprinkle Road	Widen from 4 to 6 lanes	2018	\$42,000	\$55,306	MDOT
7	South Westnedge Avenue	Milham Avenue to Dawnlee Avenue	Widen northbound from 2 to 3 lanes	2018	\$1,135	\$1,495	Portage
8	South Westnedge Avenue	Market Place to Kilgore Road	Widen from 5 to 6 lanes Boulevard (Partially Complete)	2018	\$2,500	\$3,292	Portage
10	South Westnedge Avenue	Romence Road to Milham Avenue	Widen northbound from 2 to 3 lanes	2035	\$1,600	\$3,781	Portage
13	Portage Road	East Milham Avenue to East Centre Avenue	Widen from 4 to 5 lanes with raised median	2025	\$2,800	\$4,691	Portage
14	Romence Road	Portage Road to Sprinkle Road	Widen from 2 and 3 lanes to 4 Lane Boulevard	2025	\$2,900	\$4,859	Portage
15	Oakland Drive	I-94 to Kilgore Road	Widen from 4 to 5 lanes from I-94 to Kilgore, add bike lanes	2035	\$1,700	\$4,018	Portage
16	Lovers Lane	East Milham Avenue to East Centre Avenue	Widen from 4 to 5 lanes	2025	\$3,325	\$5,571	Portage
19	Vanderbilt Avenue	Oakland Drive to Shaver Road	Widen from 2 to 3 lanes	2025	\$440	\$737	Portage
21	9th Street	KL Avenue to Seeco	Widen from 2 to 3 lanes	2025	\$1,265	\$2,119	Road Commission
22	D Avenue	US-131 to Douglas Avenue	Widen from 2 to 3 lanes	2025	\$2,153	\$3,607	Road Commission
24	South Sprinkle	Zylman Avenue to S Avenue	Widen from 2 to 3 lanes	2025	\$1,525	\$2,555	Road Commission
25	Q Avenue	8th Street to 12th Street	Widen from 2 to 3 lanes	2025	\$1,705	\$2,856	Road Commission
26	10th Street	M-43 (West Main) to H Avenue	Widen from 2 to 3 lanes	2025	\$1,256	\$2,104	Road Commission

ID	Name	From	Description	Year Open to Traffic	2010 Adopted (\$000)	Year of Expenditure (2010 Base) (\$000)	Agency
29	Portage Road	Lakeview Drive to Osterhout Avenue	Widen from 4 to 5 lanes with bike lanes	2025	\$2,000	\$3,351	Portage
32	11th Street	Parkview Avenue to KL Avenue	Widen from 2 to 3 lanes	2018	\$1,121	\$1,476	Road Commission
33	12th Street	ON Avenue to Parkview Avenue	Widen from 2 to 3 lanes	2025	\$1,346	\$2,255	Road Commission
39	11th Street	N Avenue to Parkview Avenue	Widen from 2 to 3 lanes	2018	\$897	\$1,181	Road Commission
42	I-94 Interchange	At Exit 80	Sprinkle Road Interchange Improvements	2030	\$5,000	\$9,949	MDOT
46	Douglas Ave	Kalamazoo Ave to N City Limit	Convert from 4 lane to 3 lane	2011	\$475	\$475	Kalamazoo

Summaries by project type clearly show the metropolitan area emphasis on preservation of the existing system (81% of total Highway Plan cost).

In addition to the emphasis on Preserve projects, each of the major road agencies directs a significant portion of their non-maintenance budgets to safety and operations projects.

Preservation projects are only identified for the early years where they are known. Not all road agencies develop capital programs longer than 5 years in total. Place holders of funds identified to preserve the system for later years are included in the Plan. These projects are expected to include provisions for non-motorized facilities where feasible and appropriate after consideration of established non-motorized plans even if the description does not specifically call for these facilities.

FUTURE PUBLIC TRANSPORTATION

The Kalamazoo area is working toward merging the two existing public transit authorities into one authority. The future public transportation system will include fixed route service, ADA demand response service associated with the fixed route system, and county wide demand response service. Future public transportation is expected to be the same as the current plus committed service. Currently the operation of all public transportation service in Kalamazoo County is performed by Kalamazoo Metro Transit. The Kalamazoo County Transportation Authority (KCTA) is contracting for service outside the City of Kalamazoo with Metro Transit. Metro Transit is providing fixed route service inside the City of Kalamazoo directly through its authority board.

Transit operations are expected to continue with funding from passenger fares, federal and state grants, a countywide millage, and service contracts in the service area. Maintenance and accessibility of bus stops are important factors for the use of the public transportation system.

A list of Metro Transit's 25-year capital improvements and operational funding projects is included in the Financial Plan and the 2035 Transportation Plan. A map of the current system is located in Chapter 3.

There are funding differences and significant year-to-year variability in cost for capital projects. The capital expense projections are based on scheduled equipment replacements. As currently financed, the vast majority of capital funding comes from federal and state grants and programs. State funding limitations could impact the amount of local funds needed to match federal capital funds. It is important to emphasize that often capital costs can be deferred when faced with financial limitations. Operating cost cannot be deferred or reduced because both will result in service changes or reductions.

The capital, operating costs and revenue projections used were provided by the public transportation service provider. These operating and capital costs cover the fixed route system, the associated ADA demand response system, and the countywide demand response system. Cost projections are based on 2010 dollars and are increased by 3% per year. The costs are for continuation of the existing plus committed public transportation service in Kalamazoo County.

The Capital Program: Equipment and Facilities

The public transportation system's equipment and maintenance capital program is based on fleet replacement schedules and programs. The replacement cycles represent the replacement policies, in terms of age and miles, as established by the Federal Transit Administration (FTA) for specific vehicle types.

Since the countywide demand response system currently provides service by contract with a private provider, many of the typical capital costs are embodied in the service contract. Provision of fleet storage, bus servicing, equipment repair, and a host of similar capital costs are included in the per hour service rates. That arrangement leaves vehicle replacement as the single major capital cost item for the countywide system.

System Operations Proposals

The public transportation system proposes to continue to operate at their current (April 2010) levels of service. This does not imply the absence of service enhancement, service delivery changes, and similar changes in the future.

The following table shows the projected operating and capital expenses for the 2035 Plan for public transportation. Projected revenues are discussed in Chapter 14: Financial Plan. The public transportation system has a high level of dependence on state funding and some degree of reliance on the continuation of the federal operating programs.

**2035 TRANSPORTATION PLAN PROJECTED EXPENSES AND REVENUES
PUBLIC TRANSPORTATION**

	Total Budgeted Expense
Operating Program	\$663,757,156
Fleet Vehicle Replacement	\$47,976,834
Staff Vehicle Replacement	\$889,740
Equipment	\$1,598,012
Construction	\$257,000
Routine Capital	\$5,367,102
PROJECTED EXPENSES	\$719,845,844
PROJECTED REVENUES	\$751,363,868

PUBLIC TRANSPORTATION 2035 TRANSPORTATION PLAN PROJECTS

Project Category	Total Budgeted Expense
Year 2010 = \$16,008,000	
Paratransit Vehicle Replacement Van	\$35,000
Facility Renovation	\$37,000
Operating	\$15,748,000
Specialized Services	\$92,000
Staff/ADA van replacement	\$96,000
Year 2011 = \$14,729,000	
IT and Audio/Visual Equipment	\$180,000
Furniture and Equipment	\$180,000
Paratransit Vehicle Replacement Van	\$131,000
Facility Renovation	\$120,000
Operating	\$14,032,000

Project Category	Total Budgeted Expense
Specialized Services	\$50,000
Staff/ADA van replacement	\$36,000
Year 2012 = \$14,740,000	
Paratransit Vehicle Replacement Van	\$200,000
Operating	\$14,453,000
Specialized Services	\$50,000
Staff/ADA van replacement	\$37,000
Year 2013 = \$15,255,000	
Paratransit Vehicle Replacement Van	\$196,000
Facility Renovation	\$50,000
Operating	\$14,887,000
Specialized Services	\$50,000
Staff/ADA van replacement	\$39,000
Staff car replacement	\$33,000
Year 2014 = \$15,635,000	
Paratransit Vehicle Replacement Van	\$201,000
Facility Renovation	\$50,000
Operating	\$15,334,000
Specialized Services	\$50,000
Years 2015 to 2018 = \$94,308,991	
Operating Program	\$85,775,753
Fleet Vehicle Replacement	\$6,951,011
Staff Vehicle Replacement	\$107,226
Equipment	\$475,000
Routine Capital	\$1,000,000
Years 2019 to 2025 = \$196,333,732	
Operating Program	\$179,271,901
Fleet Vehicle Replacement	\$14,433,031
Staff Vehicle Replacement	\$203,129

Project Category	Total Budgeted Expense
Equipment	\$675,670
Routine Capital	\$1,750,000
Years 2026 to 2035 = \$352,836,121	
Operating Program	\$323,963,501
Fleet Vehicle Replacement	\$25,829,791
Staff Vehicle Replacement	\$338,384
Equipment	\$87,342
Routine Capital	\$2,617,102

FUTURE NON-MOTORIZED FACILITIES AND PLANNING EFFORTS

The KATS Long Range Plan Survey identified completion of missing sidewalk gaps and widening shoulders or adding bike lanes to roadways as the number one and number two non-motorized priorities, respectively. KATS has always emphasized the importance of integrating non-motorized and pedestrian facilities in roadway development. In the future, KATS will be placing an even larger emphasis on the incorporation of non-motorized facilities in future roadway projects.

The Kalamazoo Area Transportation Study participates with the Southwest Michigan Planning Commission (SWMPC) through the Southwest Michigan Alliance Recreation Trails (SMART) group. This group works at identifying regionally significant non-motorized corridors across the nine county MDOT Southwest Michigan Region. In the near future, SMART will be creating a regional plan with a prioritized list of major trailways across the nine county region. KATS will continue its participation with SMART to incorporate updates within the Kalamazoo Metropolitan Area. Priorities within Kalamazoo County are the completion of the planned Kalamazoo River Valley Trailway and the continuing development of a north-south corridor to link with Allegan County and St. Joseph County.

During the review of the non-motorized section for the 2035 Transportation Plan, deficiencies caused by missing segments were identified. These missing segments are not included in the list of specific plan projects at this time but should be analyzed, with the deficiency addressed when possible. The identified deficiencies include:

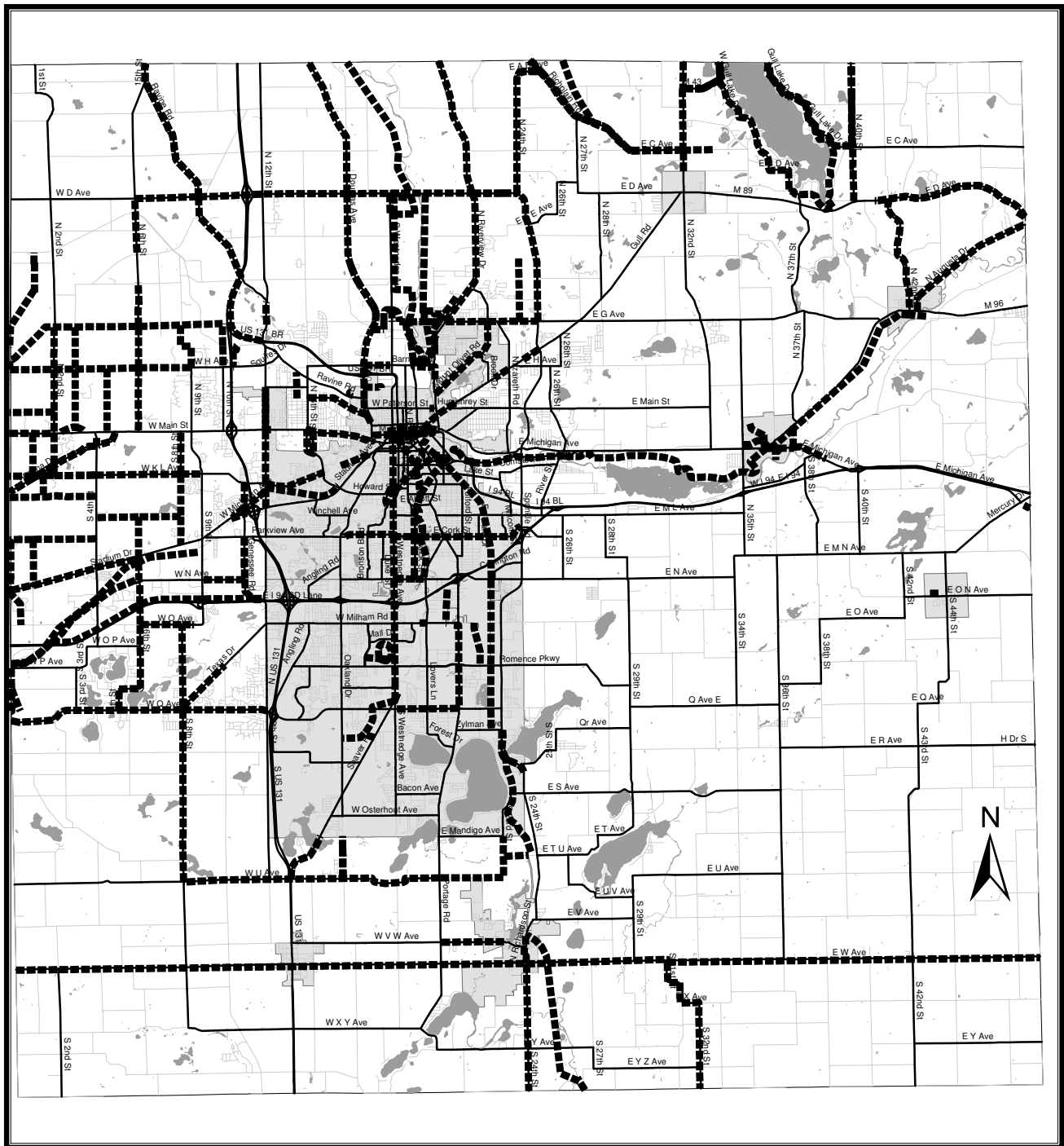
- Development of the Kalamazoo River Valley Trailway, to link Kalamazoo to Battle Creek as well as linking to the north and south.
- Development of smaller local trails to link populations to the Kalamazoo River Valley Trailway.
- In-fill development of important missing links in the pedestrian network.

The non-motorized review contained in the 2035 Transportation Plan is based on the adopted non-motorized plans and other plans that are sufficiently advanced to have facilities identified. The order of project listing is arbitrary and does not reflect any priority. Construction of any project will be dependent on available funds, physical limitations, and scheduling of the adjacent road project by the responsible agency.

2010 - 2035 IDENTIFIED NON-MOTORIZED PATHWAY PROJECTS

Year	Trailway	Limits
2010-2035	City of Kalamazoo Downtown	Westnedge Avenue at Amtrak to Kalamazoo River south of Ransom Street
2010-2035	Verberg Park/ Kalamazoo River	Arcadia Creek to Mosel Avenue and Commerce Lane
2011	Kalamazoo River Valley Trailway	Mayor Riverfront Park to Sprinkle Road
2010-2035	Kalamazoo River Valley Trailway	BL-94 at M-96 to Sprinkle Road
2011	Kalamazoo River Valley Trailway	Sprinkle Road to Galesburg west city limit
2010-2035	Kalamazoo River Valley Trailway	Galesburg west city limit to M-96
2010-2035	Portage Creek Trailway	Kilgore Road to Arcadia Creek
2010-2035	WMU Connector Trail	WMU to Downtown Kalamazoo

The following map shows proposed non-motorized throughout the county. This map was developed collaboratively with SMART using public information meetings that included local stakeholders.



Proposed Non-motorized Facilities

Legend

- Federal Aid Roads
- Proposed Non-motorized Facilities

Data Source: MCGI, KATS, SMART

FUTURE PEDESTRIAN FACILITIES

The urban core of Kalamazoo County has extensive pedestrian facilities in the form of sidewalks, marked pedestrian road crossings, and pedestrian traffic signals. The City of Kalamazoo has instituted a new standard for its pedestrian traffic signals including the installation of audible pedestrian signals with count down timers for the flashing “Don’t Walk” pedestrian clearance intervals. The Kalamazoo Area Transportation Study has inventoried existing pedestrian facilities that are either separate facilities or are sidewalks adjacent to streets on the KATS network. This inventory is not intended to be exhaustive. Existing sidewalk facilities that are on non-federal aid eligible roads are not included in the inventory.

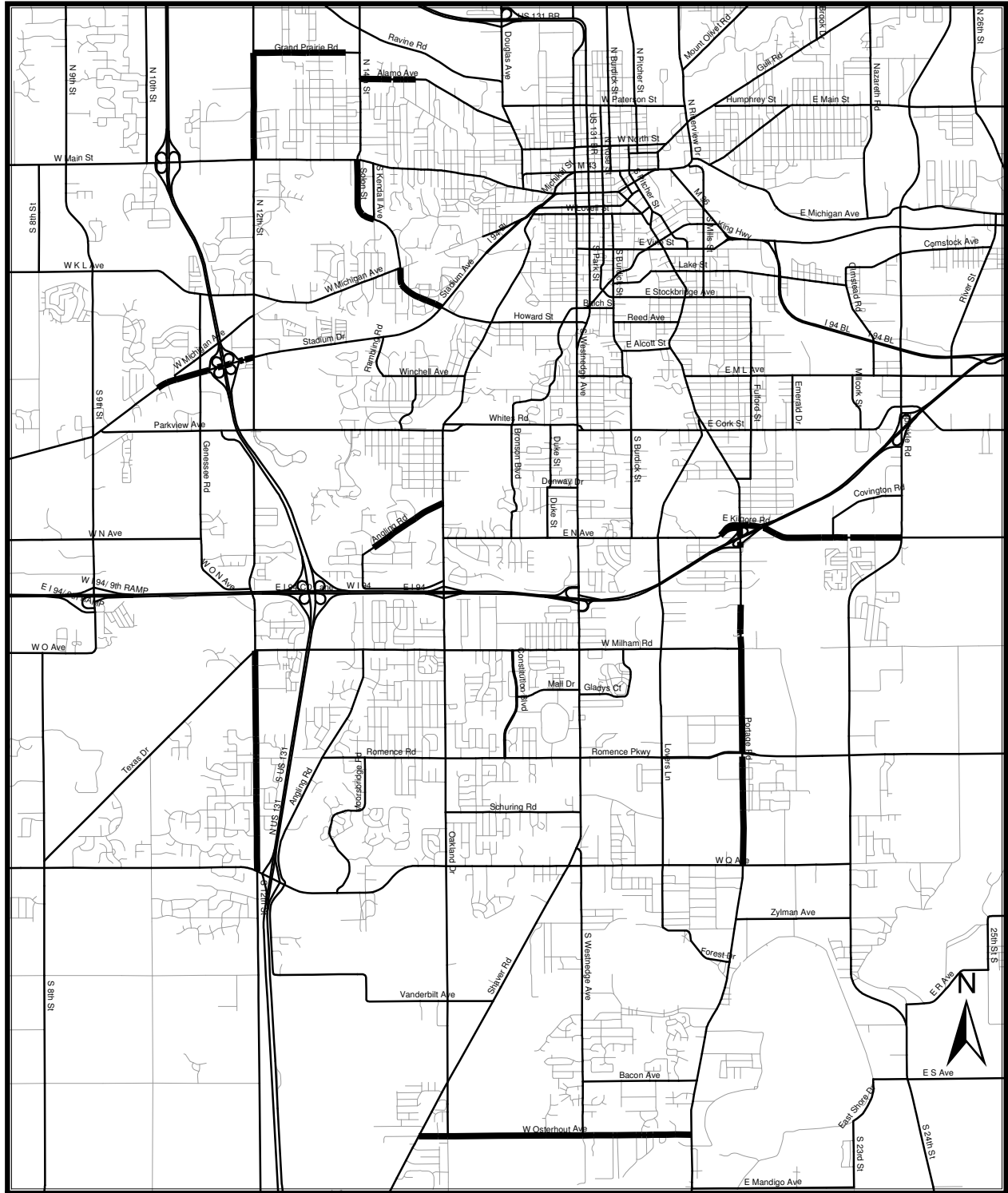
The facilities available for pedestrian use are also an important part of the transportation system. Every transportation trip includes some sort of pedestrian component. Existing sidewalks are available in the older sections of the City of Kalamazoo and Kalamazoo Township on both sides of most streets. Sidewalks are also available in most area of the City of Parchment. The City of Portage has a walkway plan that has many existing sidewalks, with the city continuing to build missing sections of that plan. The City of Kalamazoo is addressing areas of missing walk paths with various methods. It intends to require sidewalk installation for new developments as a part of its zoning ordinances, which are currently being revised. The City of Kalamazoo also has identified major streets that do not have sidewalks and is working to construct new walk paths along one side of the street.

The pedestrian portion of the KATS Plan has looked at where sidewalk facilities exist along the KATS network of federal aid eligible streets in order to identify future needs. Twelve key segments are identified where the appropriate agency should consider adding sidewalk to improve access. The projects were identified due to, in part, proximity to schools, residential development, and likelihood of pedestrian demand.

KEY MISSING SIDEWALK SEGMENTS ON FEDERAL AID SYSTEM

Segment	Jurisdiction	Limits
Angling Road	City of Kalamazoo/Portage	From Oakland Drive to Vincent Drive
Drake Road	City of Kalamazoo	From West Main Street to Grand Prairie Avenue
Howard Street	City of Kalamazoo	From Stadium Drive to West Michigan Avenue
12 th Street	Kalamazoo County Road Commission/ City of Portage	From Centre Avenue to Milham Road
Kilgore Road	City of Portage/Kalamazoo	From Lovers Lane to Sprinkle Road
Osterhout Avenue	City of Portage	From Portage Road to South Westnedge Avenue
Portage Road	City of Portage	From Kilgore Road to Centre Avenue (fill in gaps)




Segment	Jurisdiction	Limits
Grand Prairie	Kalamazoo County Road Commission	From Drake Road to Nichols Road
Solon Street	City of Kalamazoo	From West Main Street to Kendall Avenue
Stadium Avenue	Kalamazoo County Road Commission	From Drake Road to Quail Run
Alamo Avenue	Kalamazoo County Road Commission	From Nichols Road to Climax Avenue
Vincent Drive	City of Portage	From Angling Road to Oakland Drive



Key Missing Sidewalk Segments on Federal Aid System

Data Source: KATS, MCGI

Legend

-  Key Missing Segment
-  Federal Aid Roads
-  Local Roads

These roads have no sidewalks. KATS also considered the issue of having sidewalks on one side of the street. Having sidewalks on only one side of the street is also a hindrance to pedestrian movement by requiring the pedestrian to cross the roadway at some point.

Regardless of whether the non-motorized facility is a sidewalk or bicycle facility, maintenance is essential for reasonably safe use. Pot holes, standing water, debris, and snow or ice accumulations reduce the attractiveness of the non-motorized facility. Lack of maintenance can affect a persons ability to make use of public transit to complete their trips because the bus stop becomes inaccessible.

OTHER FUTURE INTER-MODAL TRANSPORTATION FACILITIES

Intermodal considerations stress the importance of including the transportation safety needs of non-motorized and pedestrian transportation in the planning process.

FREIGHT

Freight will continue to be a major user of the future transportation system to deliver goods and support services. The future transportation system must continue to work to build collaboration between the trucking industry, the railroad agencies, and the businesses that rely on them, and the municipalities and agencies that maintain the transportation system that the freight movers use. The Kalamazoo Area Transportation Study will continue to try to include the freight industry in its planning process. Projections call for a dramatic increase in the volume of freight that must be accommodated in our area, primarily by streets and the railroad.

Major commercial routes in the rural area will continue to include M-43, M-89, M-96, US-131, and I-94. Kalamazoo County is astride this major truck freight route which connects Canada with the rest of the United States. In addition to these, the Kalamazoo County Road Commission will continue developing a network of all-season roadways to facilitate truck movement in agricultural areas.

Congestion along major corridors is expected to increase as volume of freight movement increases.

Current Issues and Future Needs

While the overall Kalamazoo Metropolitan Area is well connected via state trunklines and the interstate system, there are areas for improvement:

- Access to the north side of Kalamazoo is limited by the interchange configuration at US-131 and the US-131 Business Route and the older road network. Kalamazoo Township, Parchment, and the City of Kalamazoo have older industrial areas that could benefit from a full interchange.
- The I-94 Business Loop, entering on the east side of Kalamazoo, has access management issues. Freight movement from I-94 runs into delay due to traffic conflicts upon entering Kalamazoo. A joint corridor plan started the review of this corridor in order to address these issues, but little construction has been completed to date.

- As the Kalamazoo urban area expands, freight traffic is expanding into the suburban areas. With projected increases in freight volumes, future deficiencies on roads such as I-94 and US-131 are expected. While trucking is a necessity in our daily lives, freight movement can conflict with local land uses and the livability of an area.

AIRPORT

Kalamazoo/Battle Creek International Airport

The Kalamazoo/Battle Creek International Airport will continue to provide both commercial and general aviation services to the metropolitan and southwestern Michigan areas. The airport facilities are owned and operated by Kalamazoo County. In addition to scheduled commercial passenger services, the airport facilities will support a broad range of aviation activities, including instructional flight schools, corporate aircraft facilities, flying clubs, the Kalamazoo Air Zoo, military operations, and charter and air ambulance services. Use is expected to grow at a small to moderate rate.

The airport will continue to be accessible by major transportation corridors such as I-94, Kilgore Road, Milham Avenue, and Centre Avenue via Portage Road. Intermodal services will continue to link the facility including several taxi companies, limousine services, a variety of specialized transportation providers and the public transportation services provided by the Kalamazoo County Transportation Authority Board and the Transit Authority Board. The public transportation services will include a fixed route bus stop at the airport, providing interconnected bus service from all routes within the service area during normal operating hours and demand response service.

The approved 1999 Airport Master Plan, which incorporates capital improvement recommendations from the Noise Compatibility Program, provides short and long term project recommendations to meet projected aviation demands. The terminal facilities at the airport are being renovated and improved. A new larger control tower will be constructed on the airport property. The Airport Master Plan is being updated. Several alternatives for physical improvements are being considered. Further information regarding the Master Plan can be obtained from the Kalamazoo/Battle Creek International Airport.

RAIL

Rail Freight

Rail freight service to the Kalamazoo area is expected to continue and grow in volume. Small spur lines serve major industrial locations in the Kalamazoo area. Intermodal connections between the freight rail services and vehicle transportation will continue to be addressed as issues develop. The volume of freight is expected to grow which could cause congestion where streets cross active rail lines.

Rail Passenger Service

Rail passenger service is anticipated to continue to be available. The passenger station is housed in the Kalamazoo Transportation Center located on the north side of the city of Kalamazoo's central business district. Passenger departures are expected to continue to connect to various locations via

Detroit, Chicago, and Port Huron. Rail passenger service is well used through Kalamazoo. If some trains had their origin in the Kalamazoo area, rail service would be a more attractive alternative for day business trips to Detroit and Chicago.

High speed passenger rail service is being advanced for the Detroit-Chicago corridor. MDOT has aggressively promoted the development of this corridor and has completed work towards high speed train service including in-cab signaling and improved road crossings. Work between Kalamazoo to the west state line is substantially complete for high speed rail service. The State of Michigan is an active partner with other midwest states in developing and improving the provision of a high speed rail system in the midwest.

Details of passenger and freight rail planning activities are included in the State's Transportation Plan which is available from the Michigan Department of Transportation.

INTERCITY AND CHARTER BUS SERVICES

Two intercity bus companies operate regularly scheduled passenger services in and out of the metropolitan area. This Plan continues to expect that inter-city bus service will continue to be needed and will exist. The inter-city bus service connects to the rest of the transportation system at the Kalamazoo Transportation Center.

Charter bus service is expected to continue to be available.

TAXICAB/LIMOUSINE SERVICES

The Kalamazoo area will continue to be served by locally based, independently owned taxi companies and limousine services.

RIDESHARING

The City of Kalamazoo Metro Transit or the Kalamazoo County Transportation Authority Board will serve as the community ridesharing office for Kalamazoo, Barry, Branch, Calhoun, and St. Joseph counties. The office coordinates and provides updated names and address information for people requesting ridesharing information to locations within and out of the county area.

Other activities the community ridesharing program will continue to assist with include contacts with local employers to set up carpool/vanpool programs within their companies and surveys and interviews with users of the carpool lots in the Kalamazoo area.

OTHER TRANSPORTATION PROVIDERS

Several organizations, including church groups, senior care centers, and special interest providers maintain small scale transportation services for their members or clients. KATS will encourage, where necessary, the continuation of these additional providers to the community.

IDENTIFICATION OF FUTURE INTERMODAL CONNECTIONS

The future transportation system in Kalamazoo County will continue to have numerous intermodal connections that facilitate the movement of people and goods between modes of transportation. These connections will include:

- Sidewalks connecting pedestrians to:
 - cars parked in off and on street parking facilities;
 - public transportation service;
 - rail and intercity passenger service at the Kalamazoo Transportation Center; and
 - bicycle facilities.

- Bicycle facilities connect to:
 - pedestrian facilities;
 - public transportation through bicycle racks on the fixed route buses; and
 - to intercity bus and rail passenger service at the Kalamazoo Transportation Center (future direct trail).

- Road system that connects people and freight using passenger vehicles and commercial vehicles to:
 - residences, recreation, education, employment, and other sites;
 - the airport; and
 - intercity and passenger rail services at the Kalamazoo Transportation Center.

- Public transportation service connecting to:
 - the airport;
 - intercity bus and passenger rail service at the Transportation Center;
 - bicycle users; and
 - pedestrians.

FUTURE MULTIMODAL TRANSPORTATION SYSTEM

The transportation system in Kalamazoo County will continue to be clearly a multi-modal system consisting of air, rail, freight, pedestrian, bicycle, and passenger vehicle transportation modes. All are connected to provide transportation to move people and goods and are included in the Kalamazoo Area Transportation Study's continuing transportation planning process. Based on the available data and amount of transportation levels provided, the amount of emphasis spent on these modes may vary in the transportation plan, but all are important aspects of the total transportation system and will be considered in the planning process.