

Chapter 17

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 results in the Transportation Plan excluding some projects and programs to address identified needs that are important to the community. 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 several 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 needs or deficiencies in the transportation planning process and could not be included in the 2035 Transportation Plan due to financial constraint. In addition to these listed illustrative projects, with projected freight movement increases, additional work to add capacity or manage demand on facilities such as I-94 and US-131 is anticipated.

STREET/HIGHWAY SYSTEM ILLUSTRATIVE PROJECTS

NAME	FROM	DESCRIPTION	AGENCY
Osterhout Avenue	Shaver Road to Portage Road	Widen from 2 to 3 lanes with bike lanes	City of Portage
South Westnedge Avenue/Shaver Road	Romence Road to West Centre Avenue	Widen from 5 to 7 lanes	City of Portage
Shaver Road	Vanderbilt Avenue to South City Limits	Widen to 4 lanes with raised median	City of Portage
Bacon Avenue	South Westnedge Avenue to Portage Road	Widen from 2 to 3 lanes	City of Portage
Oakland Drive	West Centre Avenue to Shaver Road	Widen from 2 to 3 lanes	City of Portage
Zylman Avenue	Portage Road to Sprinkle Road	Widen from 2 lanes to 4 lane boulevard	City of Portage
Texas Drive	8th Street to 12th Street	Widen from 2 to 3 lanes	Road Commission
12th Street	Q Avenue to Texas Drive/Milham Avenue	Widen from 2 to 3 lanes	Road Commission

NAME	FROM	DESCRIPTION	AGENCY
Kilgore Road	Old Kilgore Road to Lovers Lane	Widen from 4 to 5 lanes	City of Portage
N Avenue	9th Street to 11th Street	Widen from 2 to 3 lanes	Road Commission
26th Street	H Avenue to Gull Road	Widen from 2 to 3 lanes	Road Commission
D Avenue	Ravine Road to US-131	Widen from 2 to 3 lanes	Road Commission
Parkview Avenue	Stadium Drive to 11th Street	Widen from 2 to 3 lanes	Road Commission
Q Avenue	3rd Street to 8th Street	Widen from 2 to 3 lanes	Road Commission
ON Avenue	N Avenue to 12th Street	Widen from 2 to 3 lanes	Road Commission
Lovell Street	Rose Street to Pitcher Street	Convert from one way to two way, Streetscape	City of Kalamazoo
South Street	Rose Street to Pitcher Street	Convert from one way to two way, Streetscape	City of Kalamazoo
US-131	US-131BR	Interchange Improvement	MDOT
Gull Road (M-43)	G Avenue to DE Avenue	Widen from 2 to 4 lanes	MDOT
Kalamazoo (M-43)	Westnedge (M331) to Michigan (M-43)	Convert from one way to two way	City of Kalamazoo
Michigan (M-43)	West Main (M-43) to Kalamazoo (M-43)	Convert from one way to two way	City of Kalamazoo

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:

- 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.
- Extended limited fixed route service to outlying areas.

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 2035 Transportation Plan. This list shows projects that have a regional significance but will require a funding source beyond those available to road agencies.

- ***Completion of Kalamazoo River Valley Trail to Battle Creek.*** Plans call for a 30 mile multipurpose trailway to link Kalamazoo and Battle Creek. With the 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 key missing 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 City of Portage's non-motorized network and 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 2035 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 of service (transit), levels of congestion, and limits on non-motorized movements.

This 2035 Transportation Plan was developed using reasonable projections of revenues based on existing Federal, State, and local resources. The reliance of primarily measuring use on fuel consumption and using a rate per gallon to generate revenue that hasn't changed in several years has combined to form a revenue generating system that increasingly is falling short of needs. Actions at the State and Federal level to develop a stable adequate revenue stream to better keep up with changes in vehicle fleets, use, and needs may allow currently unfunded needs to be addressed.