

ENVIRONMENTAL JUSTICE

Under an Executive Order, federal agencies “*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.*”² The Kalamazoo Area Transportation Study, being the Metropolitan Planning Organization for Kalamazoo County, is required through this order to identify projects that may impact minority and/or low-income populations and make efforts to inform them of any project impacts.

There are three fundamental principles at the core of environmental justice³:

1. 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.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

During the development of the 2025 Transportation Plan, KATS worked with the local agencies in identifying projects that may impact minority and/or low-income populations in Kalamazoo County. Data taken from the 1990 census was used to determine these areas and

² Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994.

³ U.S. Department of Transportation, Transportation and Environmental Justice: December, 2000, Publication No. FHWA-EP-01-010, p. ii.

improve/expand projects listed in this document (Section K) were analyzed to develop an action plan for distributing information to the communities. KATS will primarily be relying on the local agencies to meet with neighborhoods during the project development process to ensure that public input is received. The cities of Kalamazoo and Portage, along with the Kalamazoo County Road Commission, have public information policies that are followed when a project is being constructed.

The Kalamazoo Area Transportation Study and its member agencies are supportive of environmental justice. Even before the recent emphasis, transportation projects have been completed generally uniformly throughout the urban area. For the purposes of environmental justice, areas in Kalamazoo County with significant minority or low income populations exist according to 1990 Census Tract information and needed to be identified. For the purposes of identifying areas where significant minority or low income populations exist, areas where 1990 Census data showed that the percent of minority or poverty level population was greater than or equal to the Kalamazoo County averages were selected. Figure C-4 shows the identified minority population area with road projects, while Figure C-6 shows the low income population areas with road projects for the county. Figure C-5 and C-7 show these areas in a larger scale. The road projects shown on these figures are completed projects from 1995 through 2001 (represented by a solid line), identified Plan preserve projects (represented by a dotted line), and identified Plan improve/expand projects (represented by a dotted and dashed line).

The identified minority population area is within the City of Kalamazoo. The identified low income area includes portions of Oshtemo and Comstock Townships, as well as portions of the City of Kalamazoo and the City of Galesburg.

The public information meeting on the 2025 Transportation Plan Alternatives was held at the office of the Northside Association of Community Development on June 6, 2002 (which is located at Burdick and Paterson, within the identified minority and low income population areas) in an attempt to encourage comment from these population groups.

The figures indicate that the road projects completed since 1995 combined with the 2025 Plan preserve and improve/expand projects are fairly evenly distributed without a concentration or lack of road project activity in the identified areas.

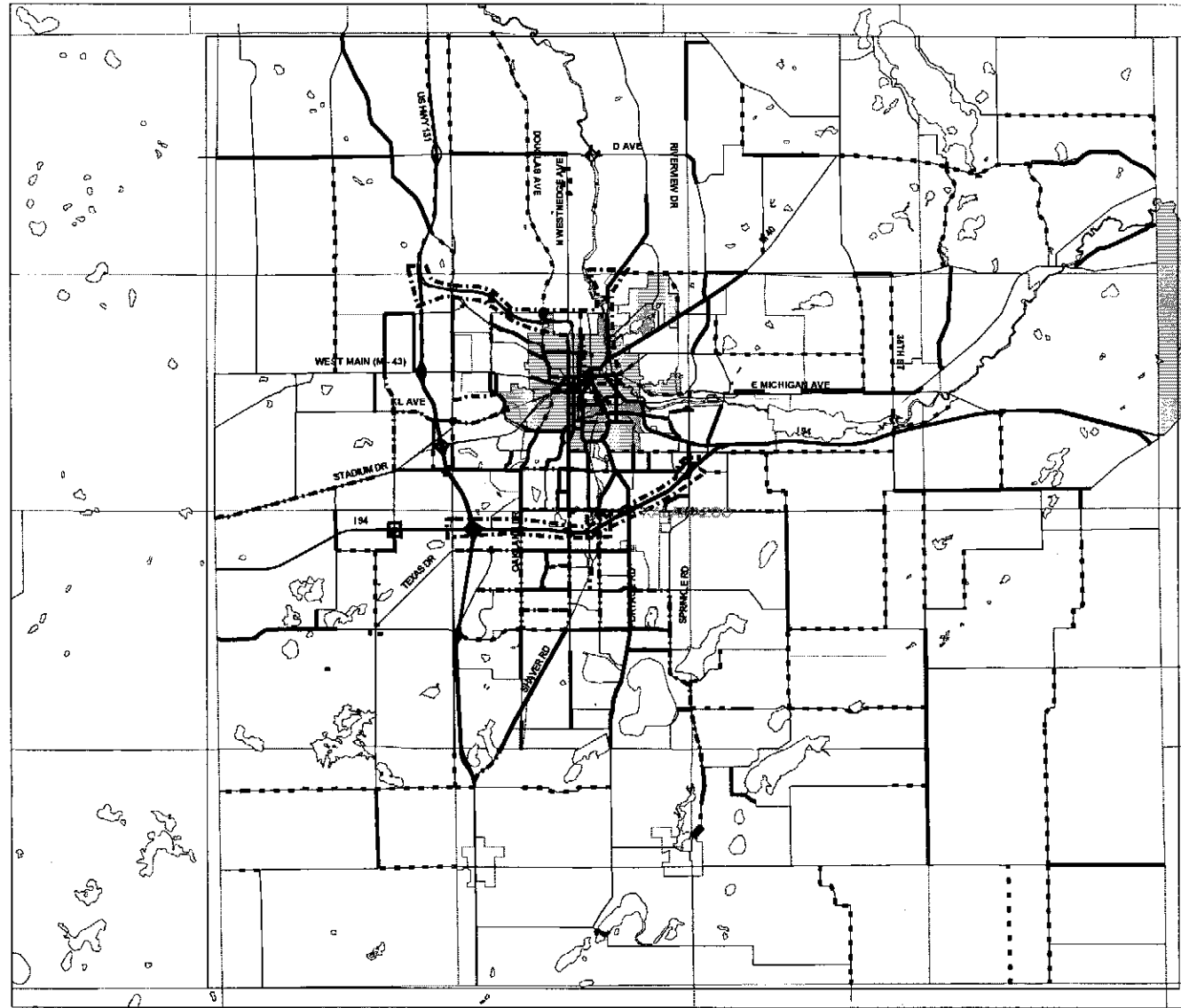


Figure C - 4

Road Plan Component
Identified Minority Population Areas

Legend

- 1995 - 2002 Projects
- - - - - Plan Improve/Expand Projects
- · · · · 2002 - 2005 Preservation and Other Projects

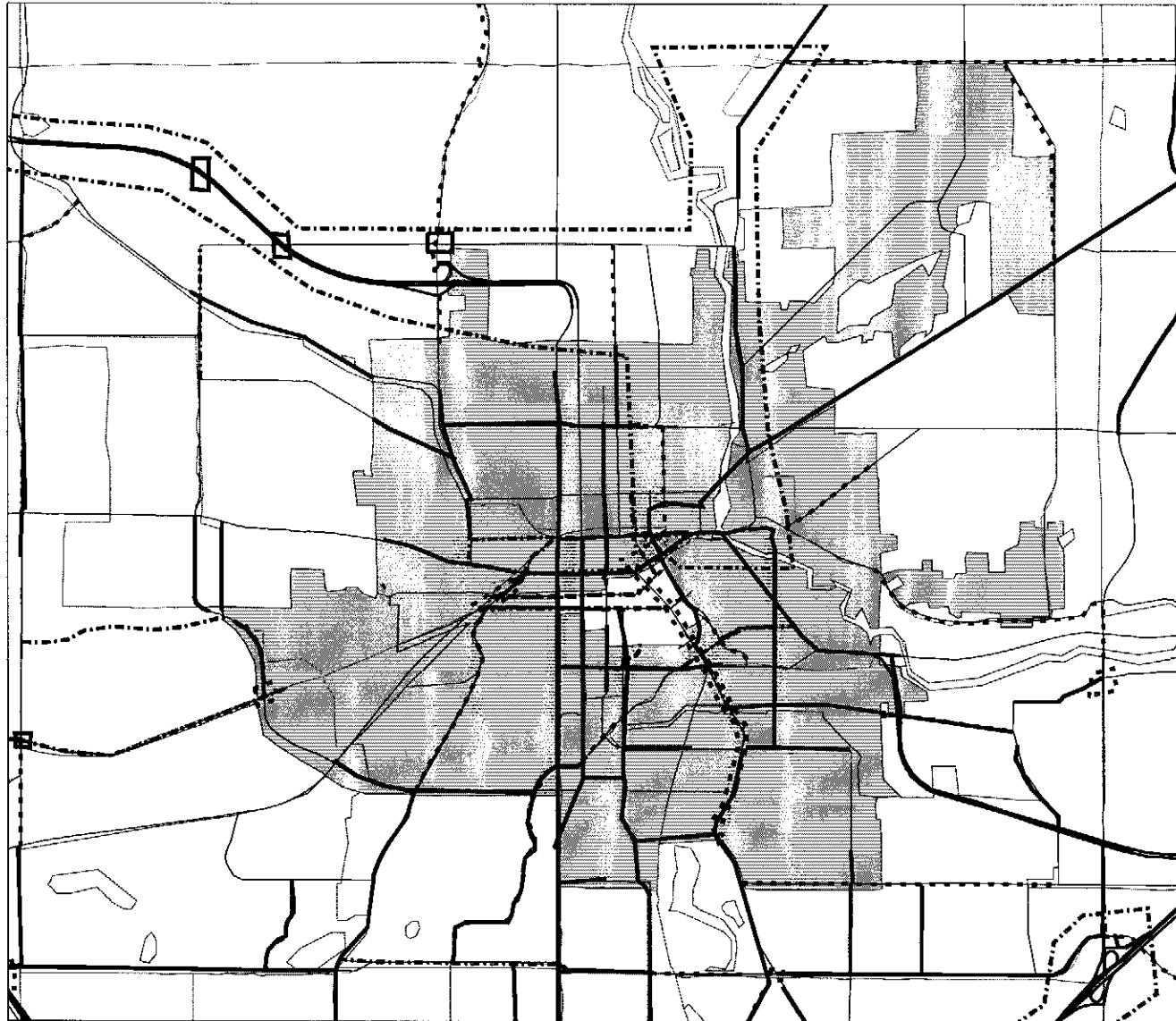


Figure C - 5

**Road Plan Component
Identified Minority Population Areas
Expanded Scale**

Legend

- 1995 - 2002 Projects
- - - - -** Plan Improve/Expand Projects
- · · · ·** 2002 - 2005 Preservation and Other Projects

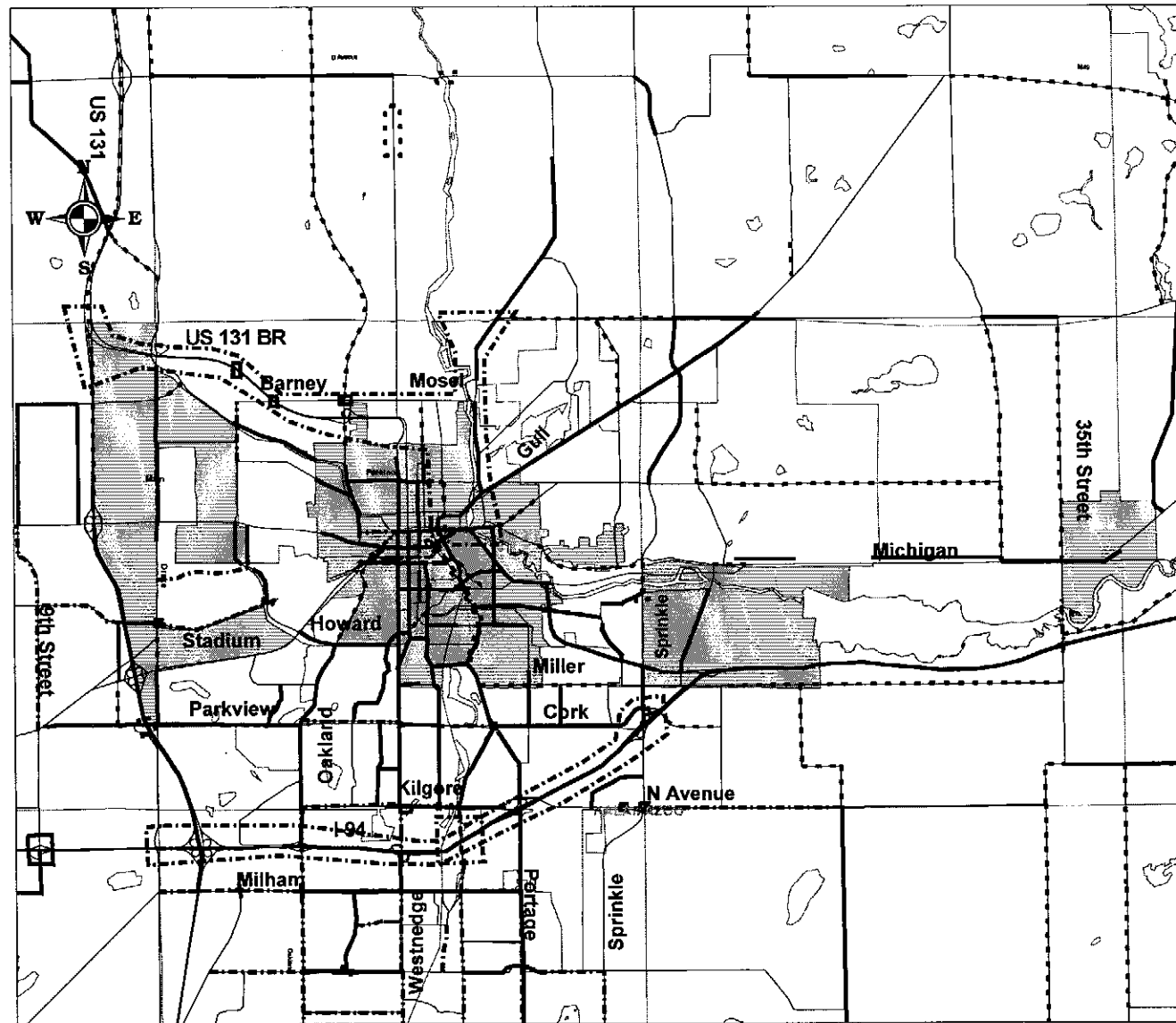


Figure C - 7

Road Plan Component
Identified Low Income Population Areas
Expanded Scale

Legend

- 1995 - 2002 Projects
- Plan Improve/Expand Projects
- - - 2002 - 2005 Preservation and Other Projects

The specific 2025 Transportation Plan road projects, description and potential impacts to the identified minority and/or low income populations are:

- *Oakland Drive from Howard Street to South Street:* This project is a mill and resurfacing of a deteriorated principal arterial. There will be no widening of the road so the curbs, sidewalk, and existing curblawn areas will not be changed. The road will be changed from a generally four lane cross section with no parking allowed to a three-lane section with no parking and bicycle lanes on both sides. There is currently parking on one side for a portion of one block between Grant and Austin, adjacent to the Kalamazoo Center for Medical Studies. The adjacent land is state and city property (a fire station and the Regional State Psychiatric Hospital), Western Michigan University, the Kalamazoo Center for Medical Studies, the Kennedy Center for the Blind Training Center, some small commercial properties, and very limited residential properties. The residential uses are limited to the east side between Grant and Austin and south of Lovell Street, off Oakland Drive. All of these residential areas are used as rental property for Western Michigan University students. The on-street parking is for daytime use only. There are available parking spaces on the Western Michigan University campus and at the residential units. The probable impact of this project will be a reduction in noise and vibration and improved non-motorized connectivity. This project will provide a continuous bicycle facility on Oakland Drive from the south city limit to South Street, feeding into downtown Kalamazoo. The negative impacts would be the loss of limited on-street parking and construction disruption.
- *Howard Street from Michigan Avenue to the north city limit:* This is a preserve project where the pavement is milled and resurfaced. There is no change in pavement width, sidewalks, curblawn area, or parking. There is currently no on-street parking allowed. There is no need for additional right-of-way. The abutting land uses are Western Michigan University, commercial, student apartments, and water well fields. There should be little adverse impact other than construction disruption; noise and vibration should decrease.
- *Paterson Street from Burdick Street to Pitcher Street:* This mill and resurfacing project is a preservation project that will not change the road width, sidewalks, or on-street parking. The adjacent land uses are commercial with a small section of residential. This project will not change any traffic operations, sidewalks, etc. The smoother road surface should reduce noise and vibration. There should be little negative impact other than construction disruption.
- *Burdick Street from the north city limit to Mosel Street:* This is a preservation project with the milling and resurfacing of the existing pavement surface. No changes in parking will occur with this project. Abutting land uses are commercial and industrial. Impacts should include less noise and vibration. Other than construction disruption, there should be little negative impact.
- *Porter Street from Kalamazoo Avenue to Paterson Street:* This is a mill and resurfacing project. The existing road has a brick base with a thin, deteriorated asphalt top surface. The abutting land uses are industrial. Positive impacts of this project should be less noise and vibration. Other than temporary construction disruption, little negative impact should occur.
- *East Main Street from Michigan Avenue to the east city limit:* This is a preservation project where the deteriorated road surface is milled and replaced. There will be no change in operations, available parking or road widths. Abutting land uses include commercial and residential. The main positive impact should be less noise and vibration with little negative impact of construction disruption.
- *Burdick/John Connector from Burdick Street at Vine Street to John Street at Walnut Street:* This project is an improvement project that will complete an improved connection between Burdick and John Streets. A temporary construction project started this connection but did not complete it. The project, when complete, would widen from two lanes to a three-lane two-way connection with a larger turn radius

between Burdick Street near Vine Street and John Street at Walnut Street. This connection would provide a more direct link to the central business district parking structures on Lovell and South Streets from the south. Fronting property uses include a hospital, commercial, and residential. Additional right-of-way would be required. Mature street trees may be removed. Adverse impacts would be minimized through engineering and alignment choices. The final cross section could include sufficient width to preserve the limited on street parking but that would possibly result in the replacement of more trees. The City of Kalamazoo would plant new street trees following their tree planting guidelines.

- *Michigan Avenue from the east Kalamazoo city limit to Sprinkle Road:* This project is an overlay preservation project. No changes in lanes will take place. Shoulders will be paved and available for bicycle use. Abutting land use is primarily industrial with a small area of residential. Reduced noise and vibration and non-motorized facilities should have positive results. Other than construction disruption, there should be little negative impact.
- *Miller Road from Portage Street to east of Fulford Avenue:* This is a combination mill and resurface and overlay preservation project. There are no changes in parking, lanes, or operations. The addition of bicycle lanes and paved shoulders may be feasible with this project. Abutting land uses are residential and commercial with the main post office located in the middle of this segment. Reduced noise and vibration, paved rather than gravel shoulders, and the addition of bicycle lanes are expected positive impacts. Negative impacts are expected to be limited to disruption during construction and possible shoulder grading issues for drainage.
- *Crosstown Parkway from Peeler Street to Burdick Street:* This preservation project will mill and resurface the existing pavement. The abutting land uses are commercial, a passive park, and an adult residential apartment complex. No changes in the number of lanes, parking, or operations will occur. Reduced noise and vibration are the expected positive impacts of this project. Negative impacts are expected to be limited to construction disruption.
- *Pitcher Street from Sheldon Street to Portage Creek:* This project is preservation project consisting of spot curb and gutter repair, milling and resurfacing the road surface, and improving approaches to a railroad crossing. Abutting land use is commercial. Reduced noise and vibration are expected positive impacts. Construction disruption is the only negative impact expected.
- *South Street from Michigan Avenue to Portage Street:* This is a mill and resurface project. Adjacent land uses are residential, institutional, and commercial. No changes in operations or parking is anticipated. This project might be superceded by an improvement project that would change the one-way operation to two-way. The potential two-way project will be discussed later in this section. The preservation project is not expected to have negative impacts other than construction disruption. Reduced noise and vibrations are expected positive impacts.
- *Water Street from the Kalamazoo Mall to Kalamazoo Avenue:* This is a mill and resurfacing project where no changes to parking, road width, or operations are anticipated. Reduced noise and vibration are expected positive impacts. Negative impacts should be limited to construction disruption only.
- *Portage Street Mainstreet Project:* This is an Enhancement Fund project where the City of Kalamazoo, Downtown Kalamazoo Incorporated, and the adjacent property owners and neighborhood are studying Portage Street from Alcott to Michigan Avenue to improve the streetscape, pedestrian amenities, and traffic operations along this key arterial feeding the central business district. The affected area is actively participating with data gathering and input. Expected positive impacts include improved streetscape and pedestrian amenities and possible private property improvements by others. Actual construction activities are not known at this time.

- *Drake Road from Stadium Drive to KL Avenue:* Mill and resurfacing project with minor increase in the center left turn lane. This project is a preservation project where the existing road surface will be milled and replaced. A short missing length of center turn lane will be built creating a continuous two-way center left turn lane from Stadium Drive to Michigan Avenue and points north. Adjacent land uses are primarily commercial with some residential. The residential property is set back and has limited access to Drake. This project should have benefits in moving left turning vehicles to a turn lane rather than a through lane, improving safety and capacity. In addition, side banks will be regraded to improve sight distance for vehicles entering Drake. Negative impacts are expected to be limited to construction disruption only.
- *Sprinkle Road bridge replacements over the Kalamazoo River, Norfolk Southern Railroad, and M-96:* These three structures are going to be rebuilt at the same time to limit construction disruptions. These bridges will continue to have the same number of lanes. Adjacent land use is commercial. The major negative impact will be during construction when South Sprinkle Road traffic is detoured. The traffic control plan includes significant public information before the start of the project so that motorists can select alternate routes, dispersing the impact over the entire network instead of the detour route alone. There will be increased traffic on other surrounding roads during this project. Replacing these structures at the same time will limit the construction exposure to a shorter time frame.
- *Michigan Avenue from River Street to M-96:* This is a preservation project that overlays the existing road surface. Adjacent land uses are residential and commercial. No changes in lanes, regulations, or operations are included. A smoother road surface with reduced noise and vibration, and paved shoulders are the expected positive benefits. Negative impacts should be limited to temporary construction disruption.
- *35th Street from M-96 to the north:* Overlay the existing surface to maintain the road's useful life with paved shoulders. Reduced noise and vibration should be positive impacts. Negative impacts should be limited to construction disruption. Land uses are agricultural with some residential.
- *ML Avenue from 26th Street to east of 28th Street:* This project is a preservation project overlaying the road surface and paving the shoulders. Land use is agricultural and residential. Positive impacts are expected to be improved road condition and extended pavement life. Negative impacts should be limited to construction disruption.
- *US-131 from West Main Street to the City of Plainwell:* This preserve project is the reconstruction of this segment of freeway. US-131 in this section is badly deteriorated. This project will reconstruct the existing road structure. There is no frontage access to this facility but some residential land uses parallel the route. Expected positive impacts will be less traffic noise due to a smoother ride surface. Negative impacts should be limited to construction noise.
- *Lovell Street from Rose Street to Pitcher Street:* This preserve project mills and resurfaces this downtown street. Adjacent land use is commercial and institutional. No change in parking or street width is anticipated. If the City of Kalamazoo proceeds with the conversion of one-way streets to two-way, this project will be superseded by the one discussed later in this Section converting Lovell Street to a two-way street. Positive impacts of this project include reduced noise and vibration and extended pavement life. Negative impacts expected are limited to construction disruption.
- *Squires Road from Drake Road to Ravine Road:* Overlay the road surface and pave shoulders. Adjacent land use is residential. This project extends the road useful life and should reduce noise and vibration and provides a non-motorized facility. Expected negative impacts should be limited to construction disruption.

- *KL Avenue from 9th Street to Michigan Avenue:* This improve/expand project will widen from two lanes to five lanes west of Drake Road. Shoulders will be paved. From east of the current five lane section of KL Avenue east of Drake to Michigan, KL Avenue will be widened from four lanes to five lanes. Bicycle lanes will be added to both sides. KL Avenue has commercial and residential land uses. It has concentrations of Western Michigan University student housing and is a main access route to Western Michigan University. It also connects via 9th Street to Kalamazoo Valley Community College and Meijers. Grading and some tree removal would likely be involved with this project. The Road Commission offers two new trees for each one removed during the construction project to mitigate the loss of existing trees. Construction disruption would be another expected negative impact in addition to the replacement of more mature trees with new trees. Positive impacts expected include increased capacity on this growing corridor and bicycle facilities.
- *Michigan Avenue from KL Avenue to Knollwood Avenue:* This improve/expand project anticipates widening Michigan Avenue from four to five lanes and adding bicycle lanes. This project may be completed in stages. The abutting land uses are residential and commercial. This road is heavily used and is an access corridor to Western Michigan University and downtown Kalamazoo. Significant congestion is a common occurrence. Neighborhoods that must enter Michigan Avenue have difficulty doing so. Right-of-way will be needed to accommodate the traffic lanes, bicycle lanes, sidewalks, and curb lawn areas for this project. The City of Kalamazoo replaces trees removed following their forestry tree planting guidelines. Anticipated positive impacts of this project are reduced congestion, easier transit operations, easier entry from area developments, and a new bicycle facility. Negative impacts include purchase of right-of-way and replacement of some mature tree with newer ones, in addition to construction disruption.
- *Howard Street at Michigan Avenue Intersection Improvement:* This project will add a second left turn lane for northbound Howard Street to westbound Michigan Avenue. A northbound Howard Street to eastbound Michigan Avenue right turn lane will also be added. In addition, a second eastbound through lane will be added on Michigan. This project is intended to add capacity to the congested movements. Adjacent land uses are commercial and institutional. This project will tie into Western Michigan University's entry road changes and is intended to reduce congestion. Some right-of-way will need to be acquired. Potential positive impacts of this project includes reduced congestion. The City of Kalamazoo will explore methods that might be included to reduce pedestrian crossing issues at this intersection. One such option may be wider median islands for refuge. Additional right-of-way may be required to provide these wider medians. Potential negative impacts include construction disruption and mature tree removal. The City of Kalamazoo replaces removed trees following their forestry planting guidelines.
- *Drake Road from Canterbury Avenue to Grand Prairie Road:* This project widens Drake from two lanes to three lanes with paved shoulders for non-motorized use. Adjacent land use is primarily residential. No additional right-of-way would be needed for this project. Some grading and limited tree removal may be needed. The City of Kalamazoo plants trees to replace those removed following their forestry planting guidelines. Expected positive impacts include provision of a left turn lane to reduce conflicts and the provision of non-motorized facilities. Expected negative impacts include the replacement of more mature trees with newer trees and construction disruption.
- *Nichols Road from Alamo Street to Barney Road:* This improve/expand project will widen from two lanes to four lanes with paved shoulders, extending the existing four lane section north to Barney Road. Abutting land uses are institutional, some residential, and agricultural. Grading and some tree removal will be part of this project. The Kalamazoo County Road Commission offers two new trees for each tree removed due to construction. Potential positive impacts of this project include improved capacity on this volume deficient segment that connects residential concentrations to West Main Street and improved sight distance at Grand Prairie.

Potential negative impacts include the replacement of some mature trees with newer ones and construction disruption.

- *US-131/US-131 BR Corridor Improvement Study:* This project involves the study and design of road improvements to improve access to the industrialized manufacturing area in Kalamazoo Township and the cities of Parchment and Kalamazoo. Potential components of the project include improved access at US-131 and US-131BR either to the south only or to the local road system with a full interchange. Other portions of the project include improvements to the street network to encourage traffic to Mosel and then feed into the manufacturing areas north and south of Mosel. No funding other than to study and design this project has been identified. The construction improvements to the interchange and the Mosel/US-131BR improvements are included as an illustrative project in the 2025 Transportation Plan. The Northside Association for Community Development is interested in this project because they feel it will help relocate truck traffic away from the residential areas and improve access for business retention and redevelopment in this area. Similarly, the various governments and the Northside Business Association support construction of this project. This study does not include roadway construction but may be used to help justify future construction funding.
- *35th Street from I-94 to Battle Creek Road:* This improve project will widen from two lanes to four lanes with paved shoulders and a new structure over I-94. Land use is commercial, changing to residential and institutional. The project would add lanes in the heavily traveled commercial section and merge into the existing four lane section at the north end of the project. There would be some grading and limited tree removal necessary with this project. Potential positive benefits of this project include provision of a non-motorized facility crossing I-94, improved sight distance at the I-94 ramps, and improved capacity improving the level of service. Potential negative impacts of this project include construction disruption and some replacement of trees.

- *Sprinkle Road from Cork Street to Milham Avenue:* This improve project adds one southbound lane to Sprinkle Road in this heavily traveled corridor. Adjacent land use is commercial. There are no street trees to be impacted. Potential positive impacts of this project include reduced congestion. Negative impacts expected are limited to construction disruption.
- *City of Kalamazoo Downtown Traffic Alternatives:* The City of Kalamazoo is planning significant traffic operations changes in the downtown area, affecting several streets. The project involves converting existing one-way streets to two-way operation on:
 - # West Main Street from Douglas Avenue to Michigan Avenue
 - # Douglas Avenue from West Main Street to Kalamazoo Avenue
 - # Kalamazoo Avenue from Douglas Avenue to Michigan Avenue
 - # Michikal from West Main/Michigan to Kalamazoo/Westnedge
 - # Michigan Avenue from West Main Street to Kalamazoo Avenue
 - # Edwards Street from South Street to North Street
 - # South Street from Michigan Avenue to Portage Street
 - # Lovell Street from Michigan Avenue to Portage Street

This project is intended to improve circulation in the City of Kalamazoo downtown area and to alleviate the concern regarding the one-way system. The intent of any road improvements is to keep them within current curbs on most streets. West Main, Douglas, Michikal, Michigan (east of Westnedge), and Kalamazoo from Westnedge to Michigan may require some widening. Parking removal on Kalamazoo Avenue, portions of Lovell, Michigan, South, and Edwards will be needed. All streets, with the exception of West Main, Kalamazoo between Douglas and Westnedge, Douglas, and South and Lovell Streets (west of Park Street) are not residential. Impacts on street trees should generally be minimal and removed trees will be replaced in accordance with City of Kalamazoo tree planting guidelines. The trunkline will be taken from Michigan Avenue and moved to

Kalamazoo Avenue, east of Westnedge. The westbound section of M-43 will be moved from Kalamazoo Avenue (west of Westnedge and Douglas) to West Main and Michikal. There are older homes along West Main but they are set back from the road. Right-of-way will be required on West Main. Actual impacts will be determined after engineering of the new street operations is completed. Anticipated positive impacts include less adverse travel, easier navigation to destinations, and more pedestrian amenities. Relocation of westbound M-43 from Kalamazoo Avenue to West Main will shift cars from one street with residential land use to another shorter segment with residential land use. Nearby neighborhoods believe that such changes will reduce through traffic on residential streets. Potential negative impacts with these projects include loss of on-street parking, possible increased congestion, difficulty in mid-block pedestrian crossings, and replacement of some mature street trees with newer trees.

NON-MOTORIZED PLAN COMPONENT

There are several proposed non-motorized facilities contained in the 2025 Transportation Plan that are in the identified low income and/or minority population areas. Figures C-5 and C-6 show the Non-Motorized Plan component and the identified minority population areas for the county and at an expanded scale respectively. Figures C-7 and C-8 show the same information for identified low income population areas. No comments have been received from the identified minority or low income populations for the Non-Motorized Plan components.

In assessing the probable impacts of the proposed non-motorized projects to the target population, facility types will be addressed first to reduce the number of specific projects analyzed. Signed non-motorized routes are those that are on roads that have wider lanes, lower volumes, and speed limits. On these routes, guide signs are posted but there is no prohibition of parking or designation of a separate non-motorized facility. Negative impact associated with these signed routes are expected to be limited to sign installation and

potential visual clutter. Care should be taken to limit the number of signs installed to a minimum, showing required turns, etc. As with any sign installation, care should be taken so the installed signs do not block vision or other traffic signs. Signed routes that are in the identified population areas include:

- Mosel from Westnedge to Riverview
- Paterson from Douglas to Riverview
- Howard from Valley Drive to Kendall
- Grand Prairie from Drake to Nichols
- G Avenue from the City of Kalamazoo city limit to Nazareth
- Hotop from Gull to Charlotte
- Charlotte from Hotop to East Main
- South from Michigan to Edwards
- Lovell from Michigan to Portage
- Vine from Westnedge to Hatfield
- Stockbridge from Crosstown to Fulford
- Routes internal to Western Michigan University

Paved shoulders that can be used for non-motorized facilities also will have minimal negative impact, presuming that they are graded to provide for drainage. Paved shoulders are proposed for the following segments in the target areas:

- Nichols from Alamo to Ravine
- Nazareth from Michigan to G Avenue
- Michigan Avenue from Wallace to Sprinkle
- Mosel from Douglas to Westnedge

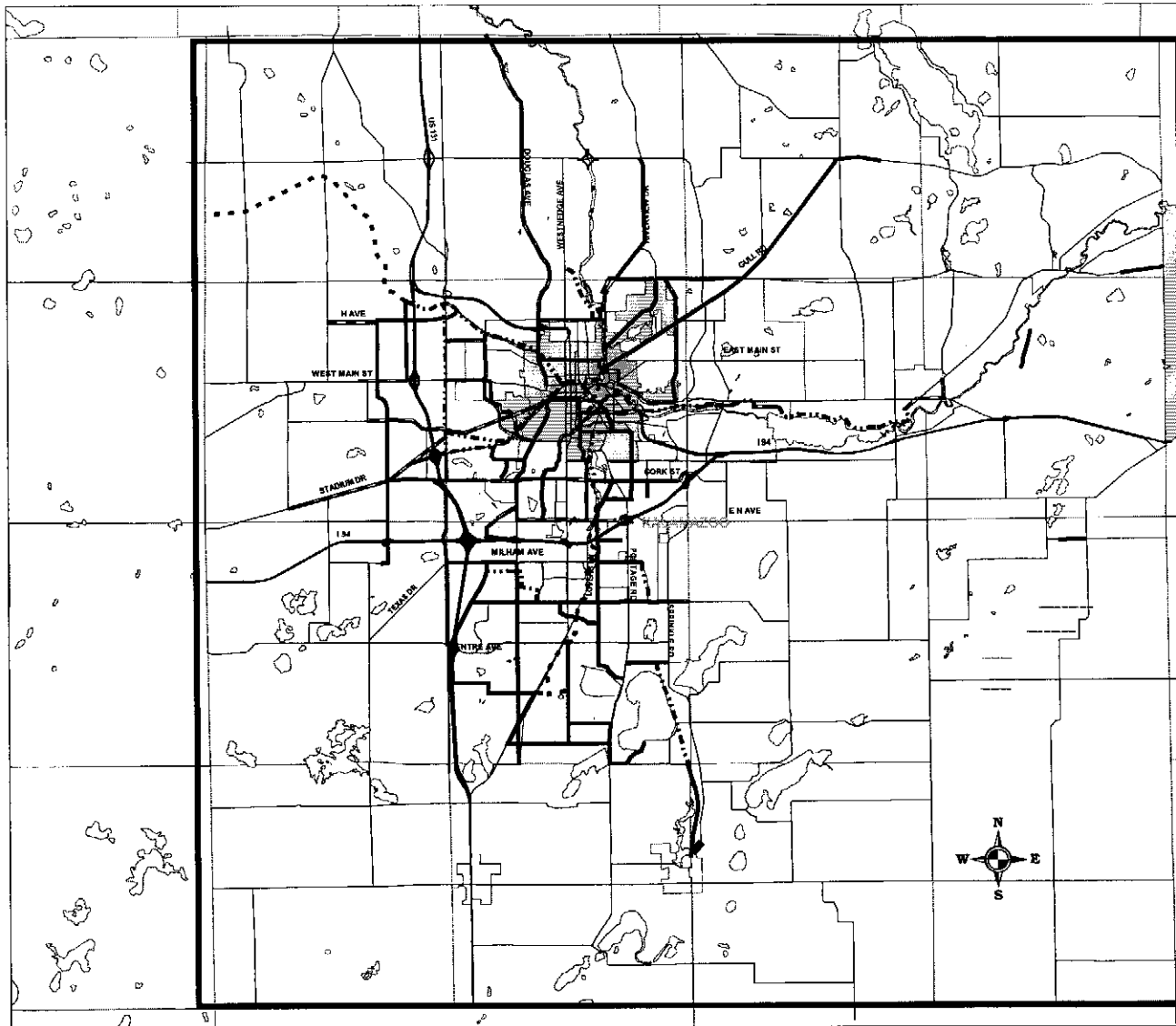


Figure C - 8

**Non-motorized Plan Component
Identified Minority Population Areas**

Legend

- Existing Bicycle Lane, Wide Lane, Paved Shoulder, Signed Route
- - - - Proposed Bicycle Lane, Wide Lane, Paved Shoulder, Signed Route
- Existing Separate Pathway
- · - · Proposed Separate Pathway

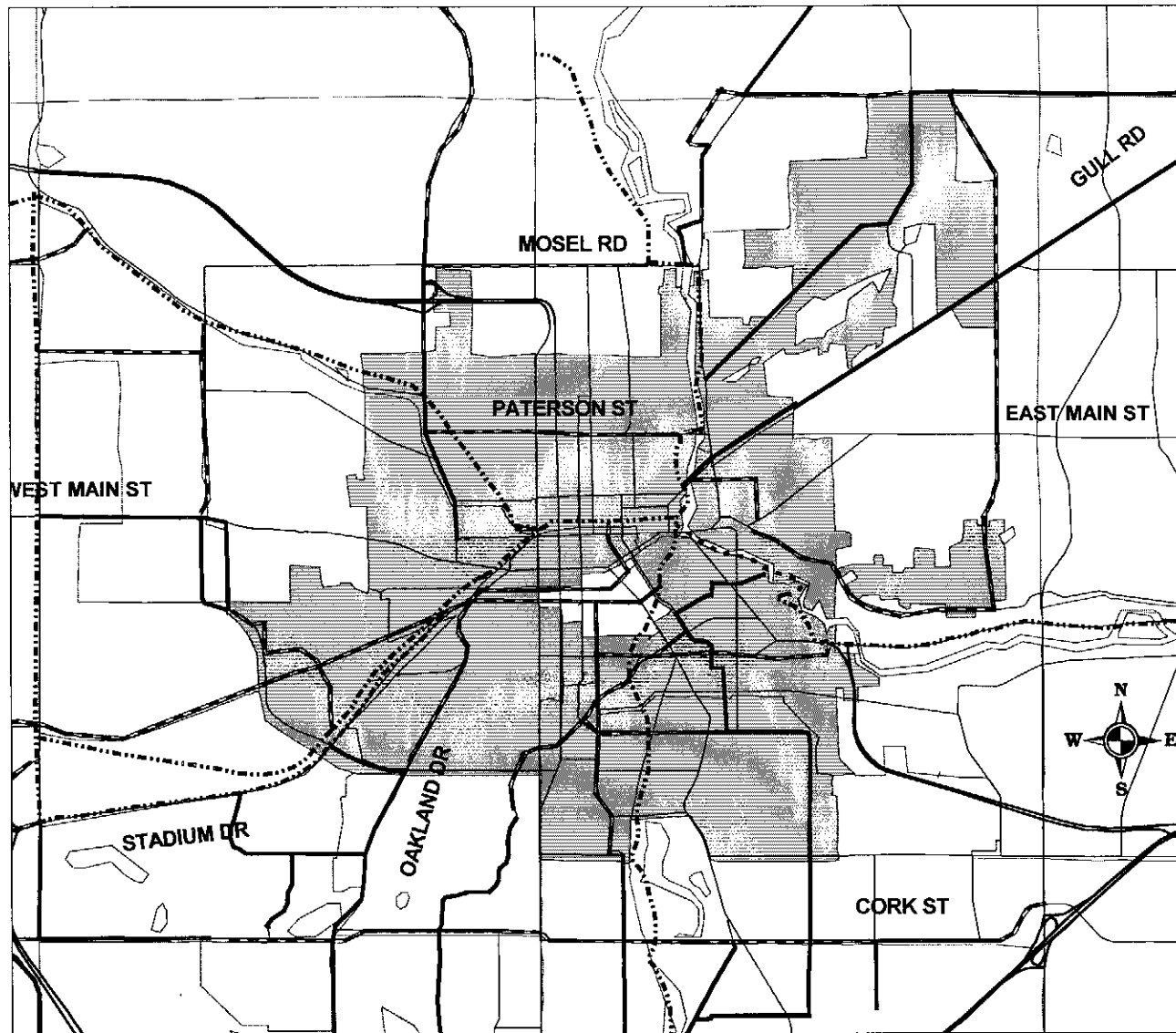






Figure C - 9

**Non-motorized Plan Component
Identified Minority Population Areas
Expanded Scale**

Legend

-  Existing Bicycle Lane, Wide Lane, Paved Shoulder, Signed Route
-  Proposed Bicycle Lane, Wide Lane, Paved Shoulder, Signed Route
-  Existing Separate Pathway
-  Proposed Separate Pathway

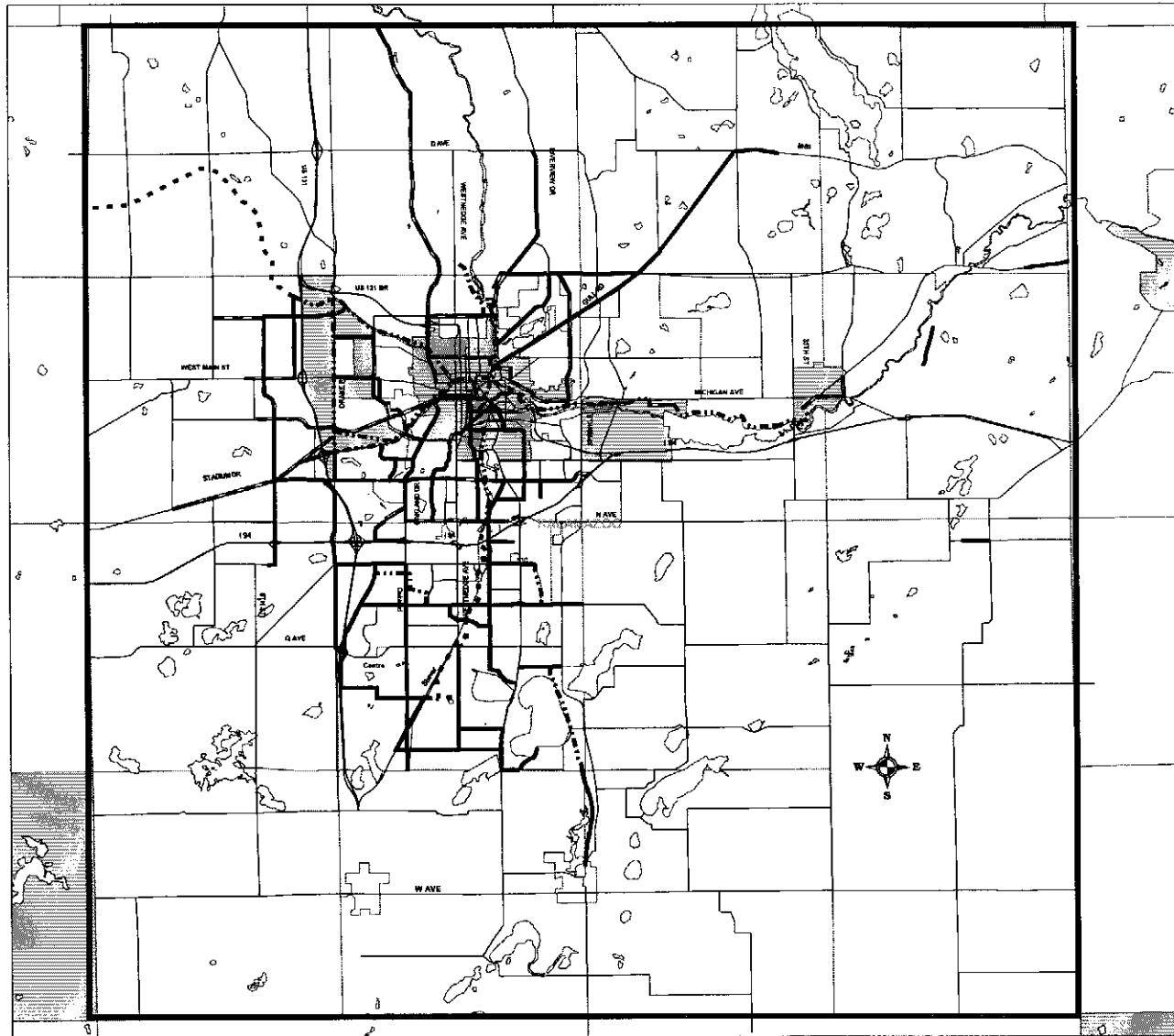






Figure C - 10

**Non-motorized Plan Component
Identified Low Income Population Areas**

Legend

-  Existing Bicycle Lane, Wide Lane, Paved Shoulder, Signed Route
-  Proposed Bicycle Lane, Wide Lane, Paved Shoulder, Signed Route
-  Existing Separate Pathway
-  Proposed Separate Pathway

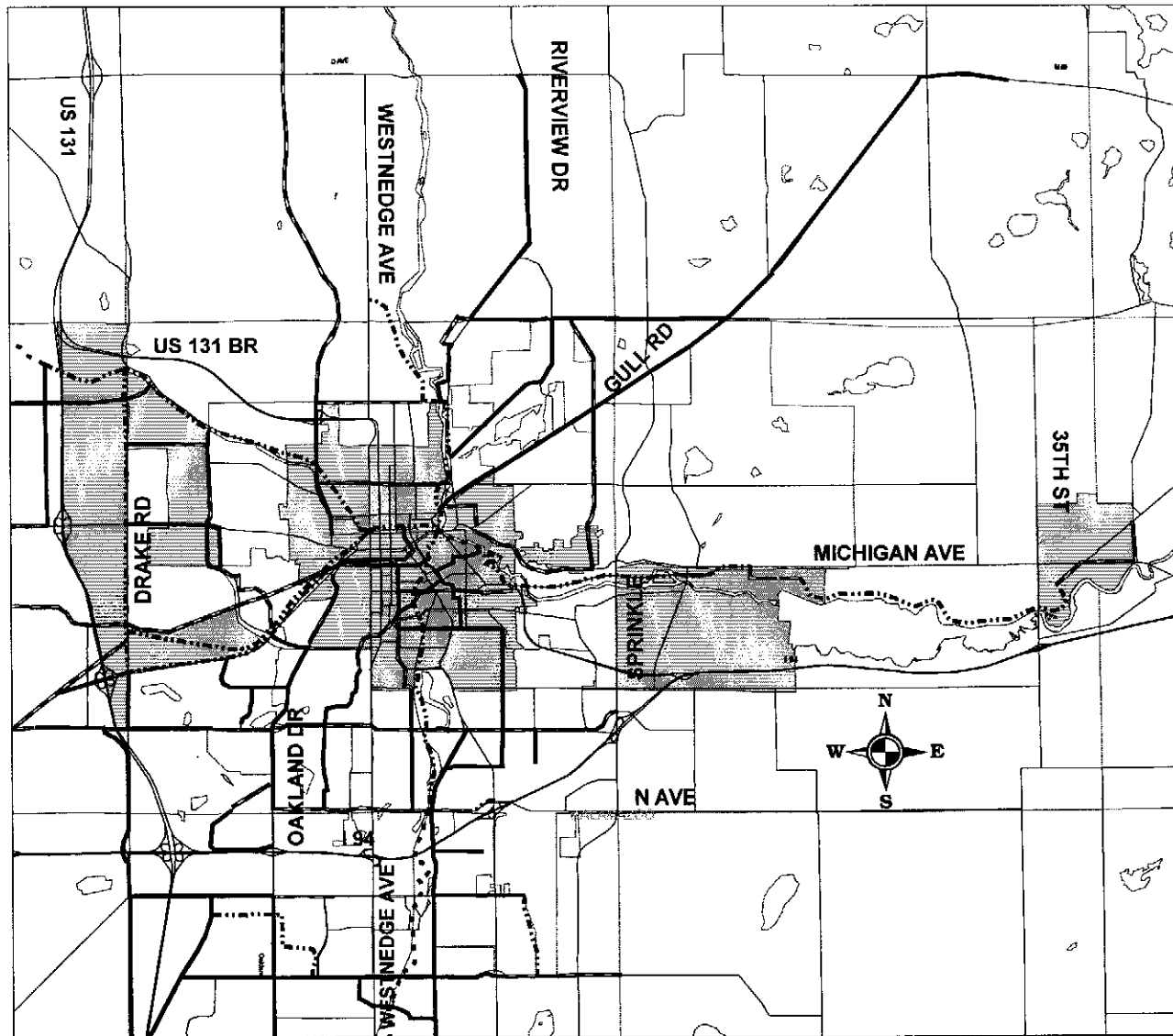






Figure C - 11

**Non-motorized Plan Component
Identified Low Income Population Areas
Expanded Scale**

Legend

-  Existing Bicycle Lane, Wide Lane, Paved Shoulder, Signed Route
-  Proposed Bicycle Lane, Wide Lane, Paved Shoulder, Signed Route
-  Existing Separate Pathway
-  Proposed Separate Pathway

Bicycle lanes are proposed for several segments in the identified areas. These facilities must share the road surface and compete with traffic lanes, curb lawns, and sidewalks for available right-of-way. Parking will either be prohibited or the road will have to be wide enough to accommodate a wider bicycle lane adjacent to the parking. Compromises may be necessary when designing a project between the desired number of traffic lanes, bicycle lanes, and wide curb lawns. Possible negative impacts of these bicycle lanes could include loss of on-street parking, reduction in the capacity of the roadway, and possible removal of some mature trees, with replacement with newer trees. Potential positive impacts are improved non-motorized use, reduced non-motorized and motor vehicle conflicts, and possible reduced motor vehicle traffic. Bicycle lanes are proposed on the following routes in the target population areas:

- KL/Michigan from 11th Street to Knollwood
- Michigan from Stadium to Drake
- Michigan from Western Michigan University campus to South Street
- Edwards from South to Ransom
- Michigan from East Main to Wallace
- Crosstown from Bronson to Pitcher
- Oakland from Howard to South
- Burdick from Inkster to Lovell
- Squires from Drake to Ravine
- Nichols from West Main to Alamo
- Battle Creek Street from Galesburg High School to Michigan Avenue
- Michigan Avenue from Battle Creek Street to McCollum
- McCollum from Michigan to M-96

The last group of non-motorized projects are separate paths or trails. These facilities in the Transportation Plan are generally on separate right-of-ways, in parks, and along creeks. These facilities can be used for transportation purposes but are generally used by recreational and less experienced riders. These projects could provide more recreational and non-motorized facilities. These facilities are generally planned to fit in with natural elements. The potential negative impacts of these projects could include maintenance costs,

police safety presence, and light pollution from the trail. Proposed trails that follow railroad or creek/park property in the target population areas include:

- Kalamazoo/Kal Haven path connecting the Kal Haven trail to the downtown path near Westnedge Avenue
- Downtown path from near Westnedge to east of Harrison
- Kalamazoo Riverfront path from Mayor's Riverfront Park to M-96
- Verburg Park path from downtown path along the Kalamazoo River to Mosel
- Comstock Township path from M-96 and Amvet Memorial Highway to Galesburg
- Portage Creek trailway from Kilgore near Lovers Lane to Rose Park
- Amtrak railroad from Drake to the downtown path near Westnedge

There are two other proposed separate path facilities in the Non-Motorized Plan. These paths follow road right-of-way. Final design may change some parts of these paths to bicycle lanes or paved shoulders. It is preferred that non-motorized facilities be provided on both sides of the roads. These two facilities are:

- Drake Road from Stadium Drive to Ravine Road: There are right-of-way and grading issues to be resolved for this facility. Tree removal and replacement may be needed at the north end of the job. Potential positive impacts would include a non-motorized facility along this busy segment of road connecting residential, commercial, and institutional uses. Potential negative impacts could include grading, right-of-way acquisition and replacement of trees with newer trees.
- Stadium Drive from Drake Road to Michigan Avenue (east of Drake): This project goes through commercial, institutional, and isolated residential uses. Fronting properties are commercial or institutional. The path is on a heavily traveled road segment. The design of the path is funded but not yet completed. If the path is developed, it is recommended that it be on both sides of the roadway for greatest utility. Few trees would be affected by this project. Possible positive impacts of this project include the provision of a non-motorized facility along this heavily traveled road and definition of public right-of-way in some portion of the segment. Potential

negative impacts include maintenance and possible low levels of use if the path is separated from the roadway.

PUBLIC TRANSPORTATION

Care-A-Van operates a demand response service throughout Kalamazoo County. As such it provides transportation service to people within the identified minority and low income population areas. Impact to the identified minority and low income population areas is positive since it provides transportation service to those who need it. The vehicles used are mid-size so maneuvering should not be an issue. Negative impacts are probably limited to the limitation on service provided caused by available resources and the eligibility requirements.

Metro Transit operates a line haul bus service, ADA service, and provides transportation matching service for Project Zero. Metro Transit's line haul route system is concentrated in the urban area. The bus routes service the Cities of Kalamazoo, Parchment, and Portage as well as portions of Kalamazoo, Oshtemo, Texas, and Comstock Townships. The fixed routes cover all identified minority and low income population areas except for a portion of Comstock Township and the Village of Galesburg, which are outside of the line haul and ADA service area. Other than those two areas, the fixed route Metro Transit system provides transportation service fairly uniformly in the urban area connecting identified minority and low income population areas to the areas shopping, educational, and employment areas.

Metro Transit has provided increased service for students and others going to Western Michigan University from student population areas during the eight months of the year when university operations are highest. This gives students and others another transportation choice in addition to walking, bicycling, and private vehicle to reach campus.

The work effort with Project Zero does cover the entire county of Kalamazoo providing transportation matching service with taxicab companies etc to people who meet Project Zero

requirements. This Project Zero transportation matching service is available to the identified low income population areas of eastern Comstock Township and the Village of Galesburg.

Positive impacts to the identified minority and low income population areas from Metro Transit operations include access to transportation for anyone wishing or needing to use it. Potential negative impacts could include longer headways and a limited service area. The operational limitations are a result of funding limitations.

THE FUTURE OF ENVIRONMENTAL JUSTICE

The Kalamazoo Area Transportation Study is in its' infancy with Environmental Justice. Input from the target population groups was very slight over the past few years and basically concerned one project (the US-131/US-131BR access study). During the upcoming years and as part of increased efforts in public involvement, more attempts to engage these populations earlier and more productively will be pursued.

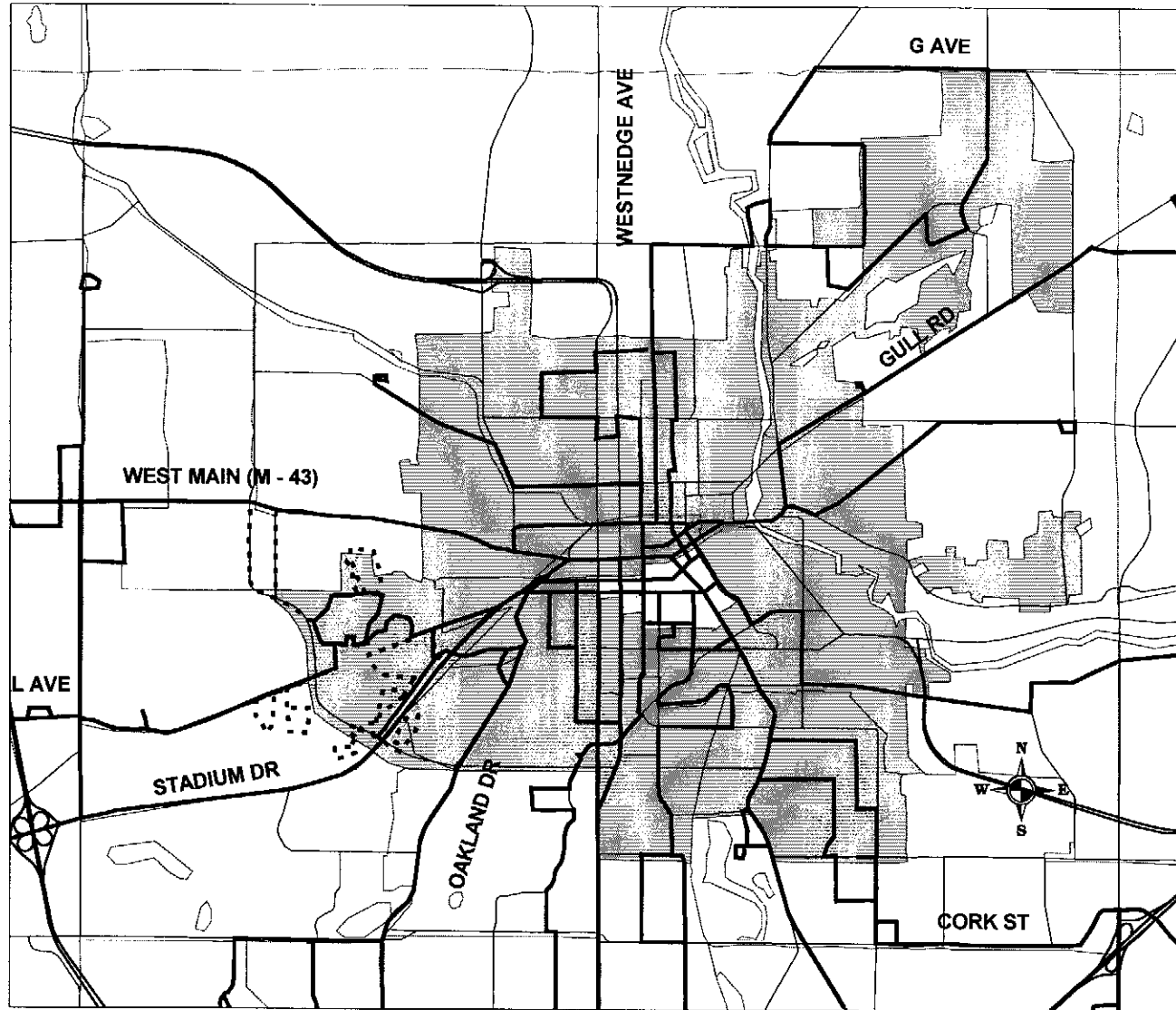


Figure C - 13

**Metro Transit Fixed Routes
Identified Minority Population Areas
Expanded Scale**

Legend

- Year Round Routes
- - - - - Eight Month Routes (Western Michigan University)

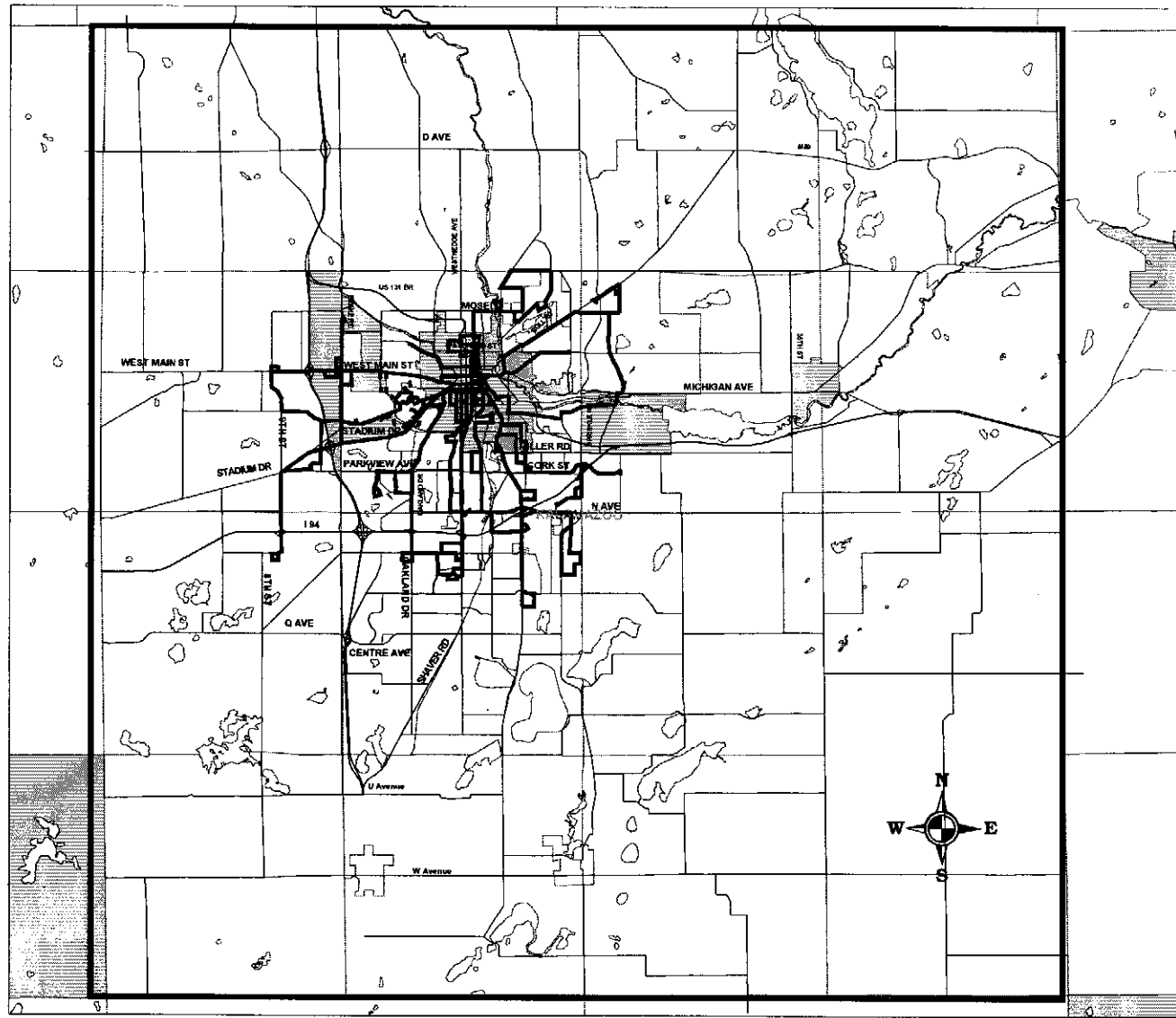


Figure C - 14

**Metro Transit Fixed Routes
Identified Low Income Population Areas**

Legend

- Year Round Routes
- - - - Eight Month Routes (Western Michigan University)

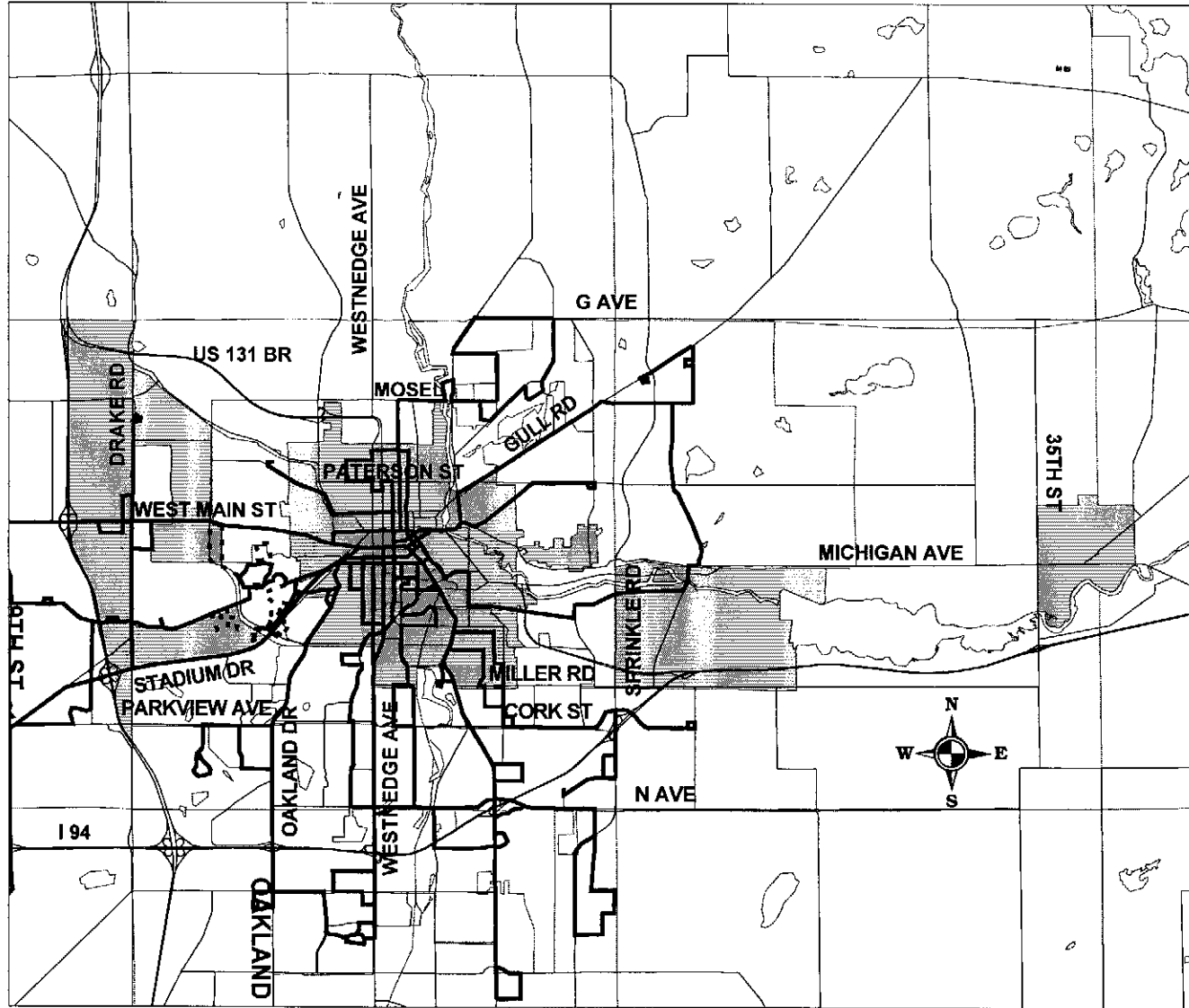


Figure C - 15

Metro Transit Fixed Routes
Identified Low Income Population Areas
Expanded Scale

Legend

- Year Round Routes
- - - Eight Month Routes (Western Michigan University)