

Section C

PUBLIC INVOLVEMENT PROCESS

The Kalamazoo Area Transportation Study Public Involvement Process is addressed in this Plan in two parts:

- The identification of early actions and activities in soliciting involvement that have resulted in some measures of success; and
- The inclusion of the defined Public Involvement Process approved by the Kalamazoo Area Transportation Study Policy Committee.

As noted in the Public Involvement Process, KATS has a long history of formal public involvement in the transportation planning process. The initial KATS Citizen's Advisory Committee dates back to 1972, with the committee playing an active and constructive role in the development of the earlier Plan development process.

KATS PUBLIC INVOLVEMENT PROCESS ACTIVITIES

Meeting notices and postings have resulted in public involvement or participation in regularly scheduled Technical and Policy Committee meetings on only two occasions over the last year. Although some were of general interest, most had specific areas of interest or issues to discuss that included:

- R Avenue Safety Project
- Michigan Land Use Coalition

The most direct and effective public involvement has been KATS “outreach” activities where staff participates in regularly scheduled meetings of a special interest group. Groups where this has occurred include the Chamber of Commerce Transportation Committee, Downtown Kalamazoo Incorporated (DKI), TASK, the Northside Business Association, the

non-motorized community, rotary clubs, and to a lesser degree, some individual neighborhoods. Although meeting notices and agendas have been posted, public involvement in the Plan development process has been disappointingly limited.

A Non-Motorized Committee was established with membership from agencies and interested citizens to work on revising the non-motorized component of the 2025 Transportation Plan.

KATS PUBLIC INVOLVEMENT PROCESS¹

INTRODUCTION AND PURPOSE

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) has a requirement for public involvement as an integral part of the transportation planning process. The requirements are inclusive of all transportation plans and programs; however, the legislation emphasizes the development of the Long Range Transportation Plan. Relative to long range plans, Section 124 (g)4 of the legislation states:

“Before approving a long range plan, each metropolitan planning organization shall provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties with a reasonable opportunity to comment on the long range plan, in a manner that the Secretary deems appropriate . . .”

¹ Public Involvement Process approved by the Kalamazoo Area Transportation Study Policy Committee in May, 1994 (shown here on pages C-2 through C-12)

The “. . . manner the Secretary deems appropriate . . .” (Secretary of the U.S. Department of Transportation) has been identified in 23CFR Part 450, PLANNING ASSISTANCE AND STANDARDS (450.316 (b)1), covered in this public involvement process.

The purpose of the public involvement requirement is to insure that transportation plans and programs are responsive to public needs and to assure the public has the **opportunity** to participate in the transportation plan and program development process. In presentations, the Federal Highway Administration has identified five public involvement or public participation goals:

- Investment decisions reflect the preferences of the people.
- Production or development of better transportation plans, programs, and projects.
- Increased likelihood of implementation of plans, programs, and projects through early public involvement.
- An informed public generates support of plans, programs, and projects.
- Improved understandings and consensus building.

The purpose and goals of the public involvement process are fully supported by the Kalamazoo Area Transportation Study. To that end, the public involvement process endorses, encourages, and provides for a full and open process to all.

REQUIREMENTS AND CRITERIA

The requirements for a public involvement process are identified in CFR 450.316 (October 28, 1993) under the title *Metropolitan Transportation Planning Process: Elements*. Section 450.316 (b)1 addresses the specific requirements of the Public Involvement Process.

As one of the elements of the total metropolitan transportation planning process, this section mandates the development of a proactive public involvement process that:

- provides complete information;
- assures timely public notices;
- permits full public access to key decisions; and
- supports early and continuing public involvement.

The public involvement process must meet the following requirements and criteria:

- The Public Involvement Process (document) must be made available for public review for a comment period of 45 days before the adoption or action on future revision.
- The process must provide for timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested parties and segments of the community affected by the transportation plans, programs, or projects.
- There must be reasonable public access to technical and policy information used in the development of transportation plans and Transportation Improvement Programs (TIP).
- Open public meetings are required where matters that relate to Federal-Aid Highway and Transit programs are being considered.
- There is a requirement for “adequate public notice” of public involvement activities and a time for public review at key decision points to include, but not limited to, transportation plans and Transportation Improvement Programs.
- There must be a demonstration of explicit consideration and response to public input received during the planning and program development process.

- Actions must be taken to seek out and consider the needs of those traditionally underserved by existing transportation systems including, but not limited to, low-income and minority households.
- When significant oral or written comments are received on the draft transportation plan (including the financial plan) or the Transportation Improvement Program as a result of the public involvement process or interagency consultation process, a summary, analysis, and report on the disposition of comments shall be made part of the final plan or Transportation Improvement Program (TIP).
- If a final transportation plan or Transportation Improvement Program (TIP) differs significantly from the one which was made available for public comment by the Metropolitan Planning Organization (MPO), an additional opportunity for public comment shall be made available.
- The public involvement process shall be periodically reviewed by the MPO in terms of effectiveness in assuring the process provides full and open access **opportunities**.
- To assure that full and open access is provided to MPO's decision making processes, the procedures will be periodically reviewed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).
- The Kalamazoo Area Transportation Study Public Involvement Process shall be coordinated with the statewide public involvement process wherever possible.

Regulatory emphasis is placed on the **opportunity** to participate. This **opportunity** will be provided through public notices, access to information, and open meetings.

HISTORY OF PUBLIC INVOLVEMENT IN THE KALAMAZOO AREA

The Kalamazoo Area Transportation Study has recognized the importance of public involvement and participation in the transportation planning process since near the Study's

inception. The formal organization of a Citizen's Advisory Committee (CAC) was completed in 1972. Although a range of diverse groups and representatives were specifically invited to participate, the CAC had a policy of open membership. The CAC chairperson, as selected by the group to present and represent their position, was a member of both the Technical and Policy Committees.

The CAC was active and instrumental in providing input for the development of the initial Long Range Transportation Plan published in 1980. During the initial period of Plan development, a CAC Executive Committee held periodic meetings, varying in frequency from 6 - 15 meetings per year. To stimulate more widespread input, the CAC developed a newsletter (*TRANS-ACTION*) featuring articles by its members and information articles developed by individuals in the transportation field. The information articles ranged from highway-, transit-, and airport-related, and neighborhood protection to environmental concerns. At the peak, over 400 individuals and agencies were on the newsletter mailing list, and an additional 500 - 1,000 newsletters were distributed by placing them for easy access in libraries and government offices. Over this extended Plan development period, approximately 20 such newsletters were developed.

Although not by design, two basic groups emerged as the Plan development partners in this process: individuals representing the interest of neighborhoods and those representing environmental interests. The process proceeded openly and was never reduced to an adversarial relationship.

Until completion, the development of the Long Range Transportation Plan was the major focus of many of the meetings; however, Plan development participation was not the CAC's exclusive activity. Review of the Unified Work Programs (UWP), Transportation Improvement Programs (TIP), and individual projects and programs were included in the process.

A benchmark in the process was the presentation of the Transportation Plan through a series of public information meetings and a public hearing. There were two areawide **Public Information** meetings in addition to presentations to individual groups. These public information meetings occurred prior to the Technical Committee and Policy Committee

selection of a recommended Plan to present at the public hearing. The public information meetings presented the alternatives considered and a comparative evaluation of these alternatives. Participation at the two areawide meetings exceeded 200 citizens, and approximately 150 individuals had input opportunity at the special interest group meetings.

The **Public Hearing** was held in the auditorium at Portage Northern High School, selected as a centralized location. Participation was promoted by newspaper and radio announcements. The format of the presentation included a neutral moderator, numerous large scale graphics and maps, and three key presenters. A transcript of both the presentation and comments was accomplished by the services of a certified court recorder.

The public hearing was well attended with 261 registered participants, resulting in transcription of over 140 pages of comment. After comments were summarized and evaluated, there were responsive modifications to the Plan. This was followed by formal adoption of a Long Range Plan by the Kalamazoo Area Transportation Study Policy Committee.

After the completion of the Plan, the Citizen's Advisory Committee (CAC) continued as an active group. Without the widespread participation that was stimulated by the Long Range Plan development process, the meeting attendance reduced sharply; however, a core group, acting as the CAC Executive Committee, continued to meet. Their directed focus turned to the review of the Unified Work Program and Transportation Improvement Program, in addition to providing the Technical Committee and Policy Committee position statements on key projects. The CAC developed a proactive stance by collectively identifying what they felt were key transportation issues and potential solutions to addressing areawide transportation problems. The principal result of this action was some broad reaching major project proposals. In addition, they reviewed and prepared positions on a number of key transportation proposals and issues that surfaced in the Kalamazoo area. A proposed rail consolidation concept was one example of this.

With apparent diminishing public interest, the CAC meetings became increasingly infrequent and participation more limited. Several key long time participants shifted from the group to address problems of their specific points of interest and concern. Until 1991,

the CAC structure remained in place, but activity was reduced to one or two meetings a year. Limited mailings currently continue, but active participation is near negligible.

A review of that process suggests the following constructive points:

- Once public participation reduces exclusively to project issues, only directly affected groups or individuals remain active, and then only until resolution of the issues on that project.
- Positive responsiveness to citizens' concerns can result in diminishing, reduced future involvement, and retaining an active and continuing program, except on new or controversial projects, becomes difficult.
- Available staff time to stimulate the process had become more limited and was a (unintentional) factor leading to decreased participation.
- A major reduction in news media coverage of Study activities limited public awareness of programs, projects, and key decision making forums.
- The development of focus meetings for a diverse range of interest groups on a frequent, if not periodic basis, was met with increasing difficulty in encouraging attendance and participation.

The early program, measured by participation, was an unqualified success that was continued over an extended period of time. Selected components of the program should be emulated. Overall, participant or citizen partners in the process were aware they were contributing to the Plan development specifically and the transportation decision making process in general. As a group, they were also aware that they were not the decision makers in the unilateral sense; however, their input was meaningful and appropriately influenced decisions.

A new process being developed, encouraged by the direction included in the recent federal regulations (TEA21), must address the evident strengths recognized and avoid the evident

weaknesses. The simple focus of a public involvement process must be to provide open and honest **opportunities** for public participation.

PUBLIC INVOLVEMENT PROCESS

The development of a sound public involvement process was initiated by examining three questions:

1. Who is the public that is expected to or be encouraged to participate?
2. At what points in a relatively extensive process should direct participation (public information meetings, public hearings) be solicited?
3. What are the logical or most effective mechanisms or forums to engender active participation on an ongoing basis?

Identifying the Public

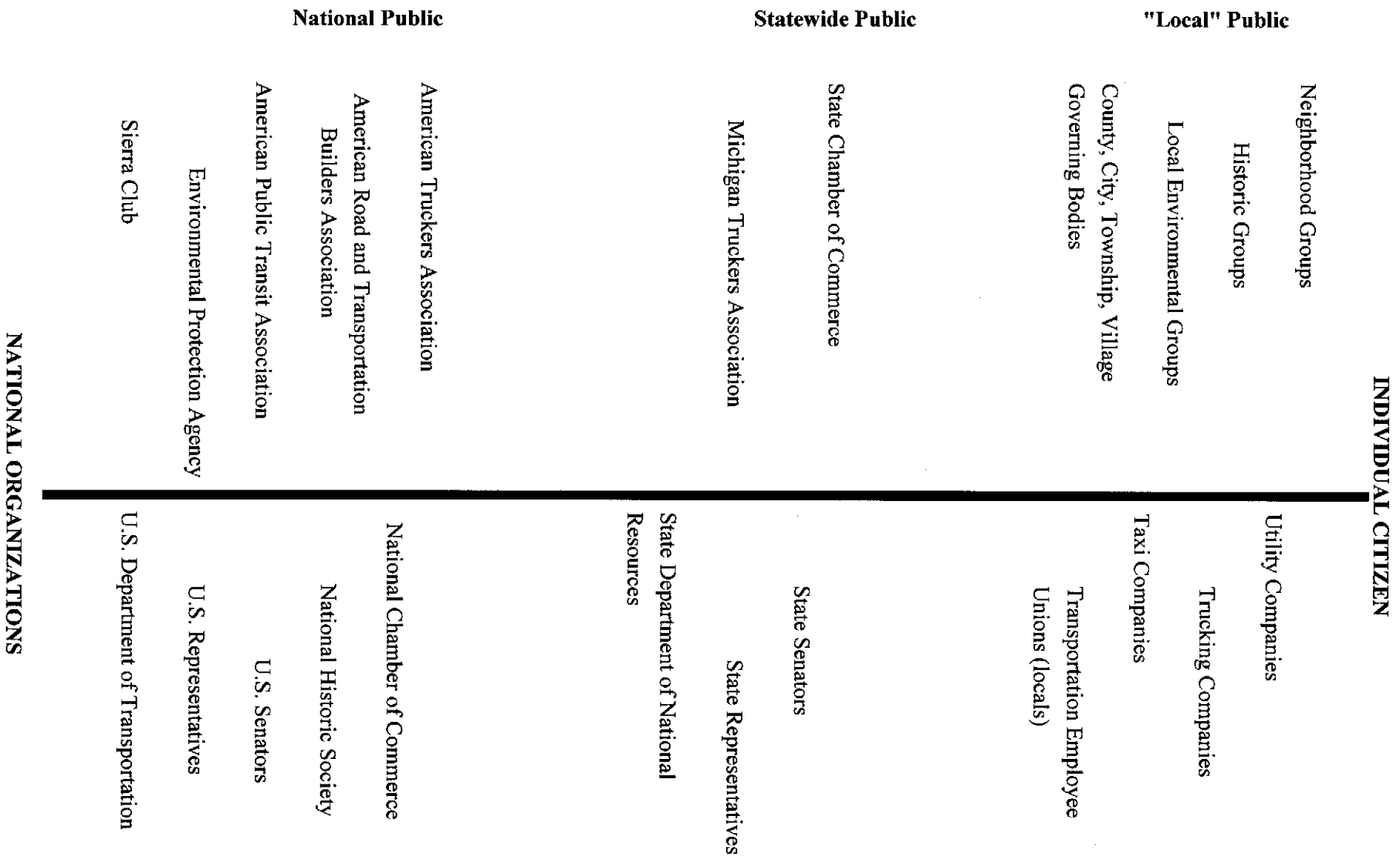
The regulations are neither prescriptive or extensively descriptive in defining the public. In describing the audience to be addressed as “the public,” Section 450.316 (b)2 references “citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties, and segments of the community affected by transportation plans, programs, and projects.” Only one thing is clear by that listing: there is an intention that no one shall be left out.

Perhaps a more clarifying “example” was provided by a Federal Highway Administration official when defining the public involvement process. He suggested that the public includes a large range of individuals and groups varying from the individual citizen to local, state, and national interest groups. A graphic was used to develop his point. Figure C-1 is a modification of that graphic developed to show the diversity and range of interest.

The identification of interests presented in Figure C-1 is not meant to be comprehensive: only to provide illustrative examples.

There will be no designed attempt to achieve individual contact with each and every interest group. In addition to being questionably effective, such approach would be cost and time prohibitive. ***Emphasis will be at the local level*** (Kalamazoo Metropolitan Area). While participation by state or national interest organizations is encouraged, the approach will depend on the “trickle-up” theory with local chapters, sections, interest groups, members, or individual citizens appropriately advising special interest organizations at the state or national level.

Figure C-1
PUBLIC SPECTRUM



Solicitation of Direct Involvement

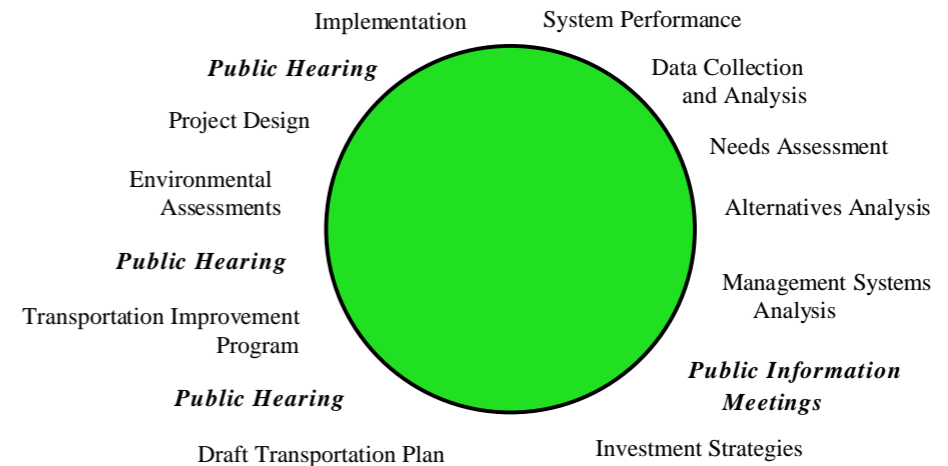
Previous reference identified the Transportation Plan development process as extensive. It was initially driven by extensive data and information, forecast of socio-economic factors for the area, and existing transportation system information, all combined in an analytical process commonly referred to as “modeling.”

The modeling component permitted the analysis of alternative improvements and their ability to meet projected travel demand. The process considered demand satisfaction on a multimodal basis. Provision of public transportation service (transit), programs to increase vehicle occupancy (ridesharing), and bikeways for transportation purposes are considered as options or alternatives to roadway improvements.

The variables that influence travel demand estimating, including employment, vehicle ownership, and number of dwelling units, are themselves driven by more subtle factors, such as the economy, population relocations, growth in commerce and industry, and similar factors. Although both mathematical and empiric processes exist to assist in these projections and forecasts, they are fragile at the best. The key to the success of the process is the dynamics of the process. It is not a one-time effort that governs transportation improvements over the next 20 years or until 2025. To assure the consideration of such dynamics, the current regulations require the redevelopment of forecast and demand estimating on a periodic basis, no less frequent than every five years.

Figure C-2 is a simple schematic of the process. The figure only includes the steps that are the skeleton to the transportation plan development process. Most significant is the fact that it is a cyclical process. This cycle assures the process dynamics and the ability to address modifications necessitated by trend changes, technology advancement, or more simply, the improvement or refinement of available demand estimating techniques.

Figure C-2
Public Involvement in Transportation



Key points of direct involvement are identified as:

- Project Program Alternatives - Public Information Meeting(s)
- Transportation Plan (draft) - Public Hearing
- Transportation Improvement Program - Public Hearing

The remainder of the process leading to project or program implementation is part of the required process undertaken by the responsible implementing agency. This part of the process is pursued on a project-by-project or program-by-program basis.

Mechanisms for Public Involvement

There are seven basic mechanisms to provide the public the opportunity to participate in the transportation systems planning process. These include:

- Committee Forums
- Public Hearings
- Public Information Meetings
- Direct Involvement of Transportation Interest Groups
- Public Access Television
- News Releases
- Presentations to Citizen Forums

Committee Forums

The Kalamazoo Area Transportation Study Policy Committee has the responsibility for the conduct of the Study. This responsibility includes budget, process, activities, and all final decisions for plans and programs advanced by the Study. The Technical Committee assists in the development of plans and programs and makes technical recommendations to the Policy Committee.

All meetings of the Policy Committee and Technical Committee are open to the public. A public comment agenda item is included on the agenda for both Committees.

Both the Policy and Technical Committees hold scheduled meetings, generally on a monthly basis. An annual meeting schedule is developed for the year, and meetings are “Noticed” on a monthly basis.

The meeting notices will also be provided to other area news media. In addition, meeting notices will be posted at the Kalamazoo Area Transportation Study office, governmental

offices throughout the metropolitan area (county, city, village, and township), and made available for posting at public libraries. Various news media also receive meeting materials.

Public Hearings

The Kalamazoo Area Transportation Study will hold public hearings required by the regulations. Public hearings will be held on the Long Range Transportation Plan and the Transportation Improvement Program.

Public hearings will be “Noticed” in the general circulation newspaper in Kalamazoo. The Public hearing notices will also be provided to all area news media. In addition, meeting notices will be posted at the Kalamazoo Area Transportation Study office, governmental offices throughout the metropolitan area (county, city, village, and township), and made available for posting at public libraries.

Public Information Meetings

As a part of the public involvement process, the Kalamazoo Area Transportation Study will provide for public information meetings at important benchmarks in the transportation planning process. At a minimum, public information meetings will be held for the:

- Public Involvement Process, including all revisions to the process once adopted;
- draft Transportation Plan, including the Financial Plan; and
- draft of the Transportation Improvement Program.

Additional public information meetings may be scheduled at other points in the process. Targets for additional meetings are:

- Plan alternatives analysis;
- Management Systems analysis findings; and
- Socio-economic data forecasting results.

Direct Involvement of Transportation Interest Groups

The direct involvement of Transportation Interest Groups is a major aspect of the Kalamazoo Area Transportation Study Public Involvement Process. This mechanism provides for extensive public input opportunities. There are basically two approaches to this direct involvement process:

- Provision for membership on the Technical Committee with participation in full and open discussion on committee deliberations.
- Periodic presentation of specific group-related transportation presentations to the entire membership or participants on that local interest group.

The Technical Committee Bylaws provide for membership of representatives from a number of interest groups:

- Kalamazoo/Battle Creek International Airport
- Trucking Industry Representative
- Kalamazoo County Sheriff's Department
- Western Michigan University
- Citizen's Committee Representative
- Chair, Chamber of Commerce Transportation Committee
- Representative(s) of Taxicab Service
- Representative(s) of Rail Freight
- Representative(s) of Passenger Rail
- Representative(s) of Environmental Concerns Council
- Representative(s) of Neighborhood Association
- Representative(s) of Farm Bureau
- Other groups with transportation related interest (identified at future date)

These interest group representatives are non-voting members of the Technical Committee. The bylaws state that “Non-voting members can and are encouraged to participate in all discussions. Non-voting members can recommend consideration of motions, however, may not specifically make a motion.”

This membership inclusion of interest groups permits active involvement in the process. The opportunity to suggest proposals, make comments, and identify positions pertains to the discussions on the entire agenda and is not limited to a single agenda item opportunity. The intent of this open participation mechanism is to encourage the interest groups to share their views and positions during the Plan development phases of the Study.

The bylaws of the Technical Committee provide for designation of other interest groups by simple majority vote at any Technical Committee meeting. The intent is to involve all transportation related interest groups possible.

Other opportunities for interest group participation are:

- KATS staff will frequently attend meetings of the interest groups (as appropriate to their agenda and permitted by time constraints). Staff will make subject presentations to interest groups based on the need to stimulate direct participation on a more extensive basis or on the request of their representative(s).
- Interest group representatives are encouraged to attend Policy Committee meetings. They have the opportunity to be well advised of actions pending by their participation on the Technical Committee.

A major advantage to working directly with a number of the interest groups is the potential of participation in part of their regular meetings. This approach provides for an interested and concerned public audience exchange without the burden (on group participants) of having to attend additional meetings.

Public Access Television

The Kalamazoo Area Transportation Study will utilize the opportunities provided through Public Access Television in Kalamazoo. Emphasis will be placed on programs directed at a review of the Long Range Transportation Plan and the Transportation Improvement Program. The typical limitation in program length does not permit public access television to be used as a substitute for public information meetings. These opportunities will be used to preview both the Long Range Transportation Plan and Transportation Improvement Program and encourage attendance at public hearings and/or public information meetings.

Any programs developed for/by the Kalamazoo Area Transportation Study will be structured to encourage public comment by providing frequent indications of the address where public comment or public input can be mailed.

Additional public access television programs will be developed to the degree practical. Time and budget constraints and system access opportunities will govern the extent of using public access television for additional public information and/or public involvement opportunities.

News Releases

The Kalamazoo Area Transportation Study will periodically prepare “News Releases” or “Press Releases” to transmit to local news media. Such releases will include briefs on upcoming meetings, public information opportunities, public hearings, or transportation project or program information. Notices of meetings provided through news or press releases are intended to compliment the formal notices published in the general circulation newspaper in Kalamazoo.

Presentations to Citizen Forums

Members or representatives of the Kalamazoo Area Transportation Study Policy Committee, Technical Committee, or staff will make transportation related presentations to interest

groups upon invitation. Typical of such groups would be neighborhood associations, service clubs, and similar organizations. The topic can relate to any aspect of transportation KATS is involved in and with that limitation, can be selected by the group.

Optional Mechanisms to be Examined

Additional public involvement mechanisms for public involvement will continue to be examined throughout the transportation planning and programming process. Potentially practical options currently recognized include:

- Citizen Surveys
- Direct Mailings
- Newsletters

Development of each alternative must logically consider the time and budget constraints of the entire process.

Figure C-3
2025 Transportation Plan Public Hearing Notice
As printed in Kalamazoo Gazette on Sunday, July 28 and Monday, July 29, 2002

The Kalamazoo Area Transportation Study (KATS) hereby gives notice of opportunity for public involvement review and/or comment and input from all interested parties on the draft 2025 Transportation Plan for all of Kalamazoo County. The draft document will be available for public review and comment beginning July 29 at the following locations:

Kalamazoo County Road Commission, 3801 E Kilgore Rd
Alamo Township Hall, 7901 North 6th Street
Climax Township Hall, 119 West Maple Street
Cooper Township Hall, 1590 West D Avenue
Prairie Ronde Township Hall, 8140 West W Avenue
Texas Township Hall, 7110 West Q Avenue
Wakeshma Township Hall, 13988 South 42nd Street
Kalamazoo Public Library
- Central Branch, 315 South Rose Street
- Eastwood Branch, 1112 Gayle
- Oshtemo Branch, 7265 West Main Street
- Powell Branch, 1000 West Paterson
- Washington Square Branch, 1244 Portage Street
Comstock Library, 6130 King Highway
Galesburg Memorial Library, 188 East Michigan
McKay Memorial Library, 105 South Webster
Parchment Community Library, 401 South Riverview Dr
Portage District Library, 300 Library Lane
Richland Community Library, 8951 Park Street
Schoolcraft Community Library, 330 North Centre
Vicksburg District Library, 215 South Michigan Avenue

The 2025 Transportation Plan addresses the requirement of the Transportation Equity Act for the 21st Century (TEA-21) and identifies all major roadway projects, transit operational and

capital expenditures, and non-motorized projects between the years 2003 and 2025. The Plan also includes an analysis demonstrating that the proposed transportation projects and programs are in conformity with the federal legislation.

A public hearing on the 2025 Transportation Plan will be held on Wednesday, August 28, 2002 at 7:00 p.m. at the City of Kalamazoo Commission Chambers, 241 West South Street, Kalamazoo, Michigan. Viewing of the maps (larger scale) contained in the document, as well as copies of the draft Transportation Plan, will be available prior to the meeting on August 28 from 5:30 to 6:45 p.m. in the Commission Chambers.

Comments and questions can be made regarding the 2025 Transportation Plan by:

1. Submitting them in writing prior to August 28, 2002 to the Kalamazoo Area Transportation Study, 3801 East Kilgore Road, Kalamazoo, MI 49001 or e-mail at KATSMPO@AOL.COM
2. Attending the public hearing on August 28, 2002. Comments may be recorded during the map viewing period (5:30 - 6:45 p.m.) and read into the public hearing starting at 7:00 p.m. or made directly during the public comment period of the public hearing.

ACTION: At the conclusion of the August 28, 2002 public hearing on the 2025 Transportation Plan, the Kalamazoo Area Transportation Study Policy Committee, acting as the metropolitan planning organization for Kalamazoo County, will take action on the Plan document.

Please direct any questions or inquiries to:

Kalamazoo Area Transportation Study, 3801 East Kilgore Road, Kalamazoo, MI 49001, (269) 343-0766

PUBLIC PARTICIPATION DURING THE 2025 TRANSPORTATION PLAN DEVELOPMENT

Besides providing opportunities for public comment at monthly Technical and Policy Committee meetings, a public information open house was held on June 6, 2002 from 4:00 to 7:00 p.m. at the offices of the Northside Association for Community Development to present the projects identified for the 2025 Transportation Plan and to solicit comment. The intent was to obtain comment early enough that any comments received could be included in the discussion for the Plan document. The open house format was selected to allow citizens more flexibility on when they could arrive and discuss the Plan with local agency staffs. The open house was attended by 26 people, 10 of whom were from the Kalamazoo Area Transportation Study or local agency staffs. The remaining 16 people were citizens and representatives from the Kalamazoo Environmental Concerns Committee, the Kalamazoo River Valley Trailway, the Northside Association for Community Development, the Transportation Action Strategy for Kalamazoo County (TASK), Western Michigan University Student Association, the Northside Business Association, and the Kalamazoo Bicycle Club.

In addition, a presentation of the 2025 Transportation Plan projects was made during the Kalamazoo Chamber of Commerce's Transportation meeting on June 14, 2002. Members were encouraged to make comments regarding the projects in the document.

The public was encouraged to make their comments on the Transportation Plan following the Public Information Meeting on June 6th by June 15 in order to address the comments in the Plan draft document. In fact, comments were still accepted by KATS through July 12, 2002. In addition, a 30-day public advertisement period prior to the final 2025 Transportation Plan public hearing was available.

Comments Received Regarding the 2025 Transportation Plan

Comments were received during the public information meeting and via letters, comment cards, and e-mail. A total of nine people made written comments. Comments made during the two meetings involved pedestrian crossings at intersections, improved maintenance of sidewalks, and changes to the non-motorized system map. Comments also focused on the I-94 expansion and its funding.

Common themes were identified in the comments received, with summaries identified:

- There was appreciation that non-motorized and public transportation projects were part of the 2025 Transportation Plan.
- Pedestrian safety (particularly at major traffic intersections) was a concern. Motorists turn without looking for pedestrians, and some intersections, such as Michigan Avenue at Howard Street and Howard Street at Stadium Drive, have heavy traffic volumes with long crossing areas.
- Need for better maintenance of non-motorized facilities.
- Several felt commuter bicyclists will not use "recreation" paths as an avenue of transportation.
- Oakland Drive between Kilgore Road and Milham Avenue was requested as a possible crossing over I-94 within the City of Portage. This is one of several "missing" segments commented on for the Non-Motorized Plan (Section J).
- Emphasis on improve/expand projects by local agencies needs to be reduced, instead having a focus on preservation of the existing system.
- Public transit is underfunded.

- Land use and transportation system changes must occur to reduce urban sprawl.
- Traffic operation improvements should be better utilized throughout the county.

Response to Comments

KATS will be continuing to work towards a balanced transportation system between private vehicle, bicycle, pedestrian, public transportation and freight modes. What constitutes that balance is not universally agreed upon but will be examined.

Project funding for road capacity expansion represents only 19% of the projected funds for the life of the Plan. While it is true that over 40 identified capacity expansion projects are part of the Plan, there are also over 40 non-motorized facility projects. Many of the identified expansion projects include provisions for non-motorized facilities.

There still seems to be a desire with the general public for lower residential density. Development continues to move away from the core urban area and existing neighborhoods. This general desire makes the goal for improved public transportation and less urban sprawl more difficult to achieve. Work will continue to improve the non-motorized and public transit system as resources permit in order to encourage alternative modes of transportation in the urban area.

With the demand for vehicle transportation exceeding road capacities at specific locations, increased congestion and fuel consumption, along with a diversion of traffic from arterial roadways onto neighborhood streets, occurs. Adding capacity, when needed, can contribute to better fuel efficiency and improved neighborhood quality of life.

Sources of public transportation funding will continue to be examined. Until increases are achieved, public transportation will need to work towards a more efficient alternative mode of transportation. The Kalamazoo Area Transportation Study has had a past practice of

flexing federal road funds to both Care-A-Van and Metro Transit to assist in obtaining equipment or replacement vehicles.

Safety of the motoring public, pedestrians, and non-motorized users will continue to be improved on the road network in Kalamazoo County. Safety funds will be directed towards those projects that will have the greatest impact.

The Continuation of Public Participation

During the preparation of the 2025 Transportation Plan, it became apparent that further activities were needed to improve the quality of public participation. Activities that were suggested by the various townships, villages, and cities included:

- Re-establishing the Citizen’s Advisory Committee;
- Developing an information newsletter that contained the status of projects, items of interest to various organizations, and current efforts by KATS;
- Meetings with various organizations/groups to discuss transportation issues in Kalamazoo County;
- Making more use of the public involvement activities of the member agencies who have some form of public participation process for road and transit projects; and
- Encouraging existing Technical Committee non-voting members of interest groups to identify a contact person who would participate more frequently in meeting discussions.

The Kalamazoo Area Transportation Study’s Policy Committee has made a commitment to continue to improve the public information and involvement process for the Study.

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.

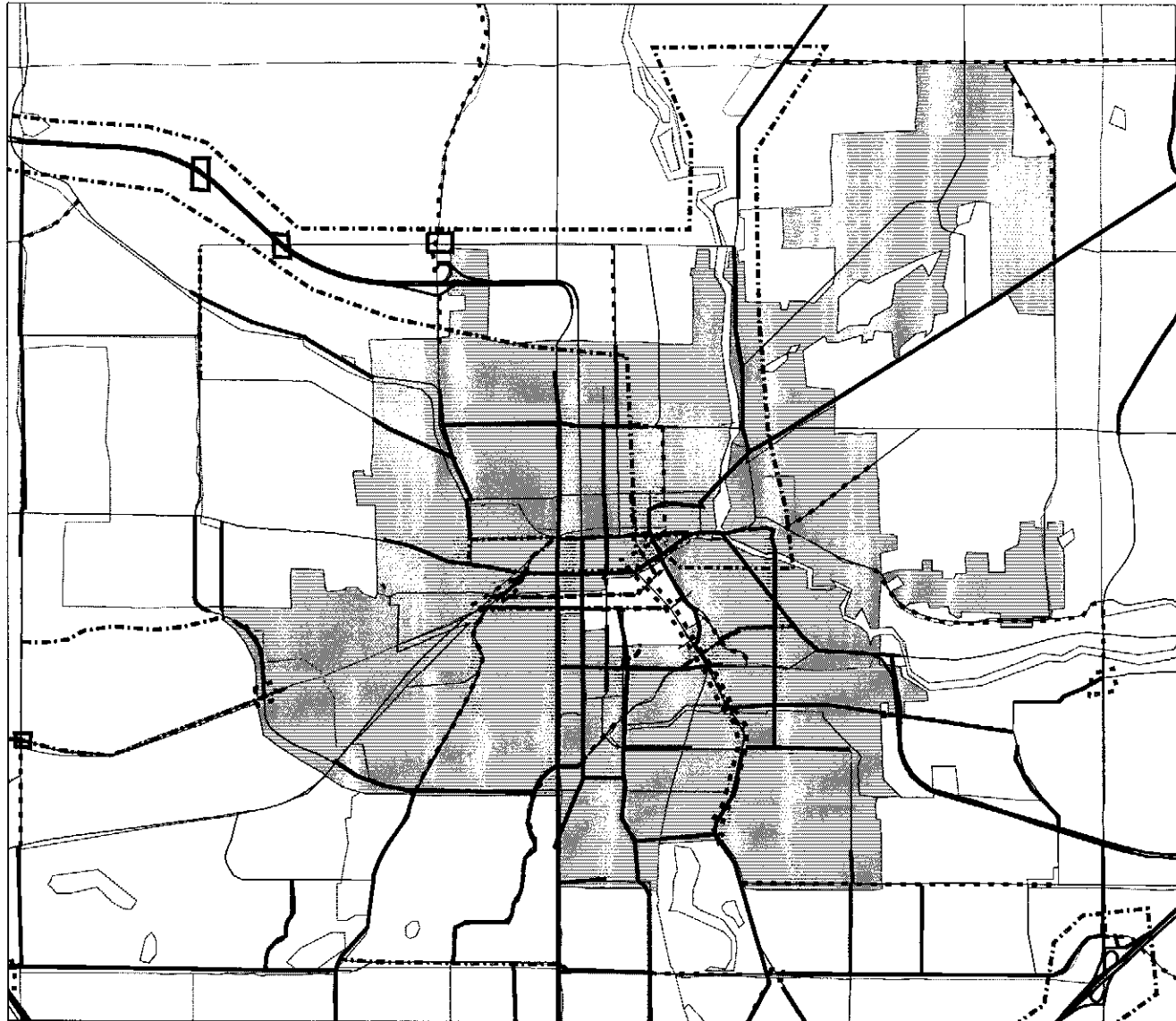


Figure C - 5

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

Legend

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

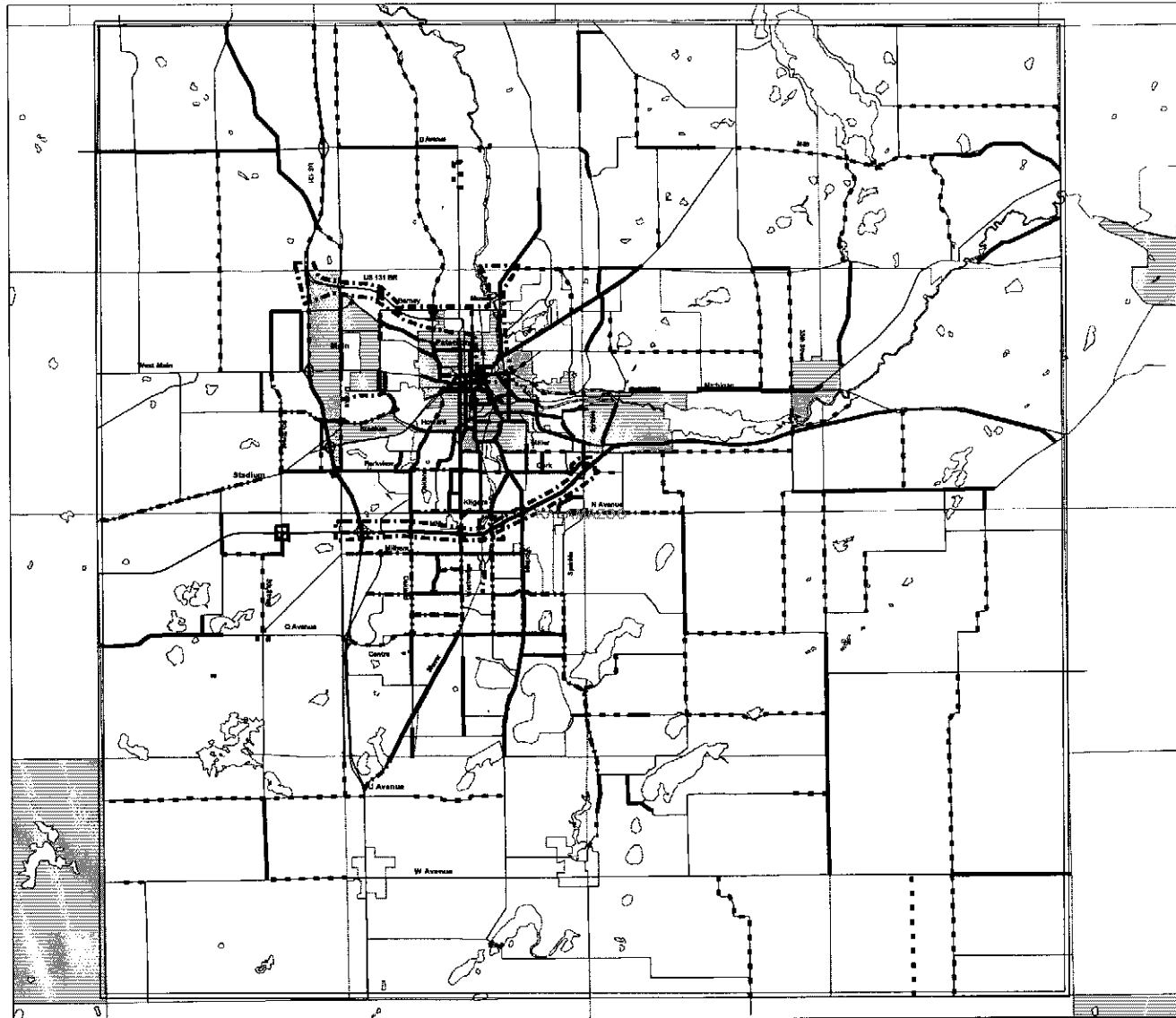


Figure C - 6

**Road Plan Component
Identified Low Income Population Areas**

Legend

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

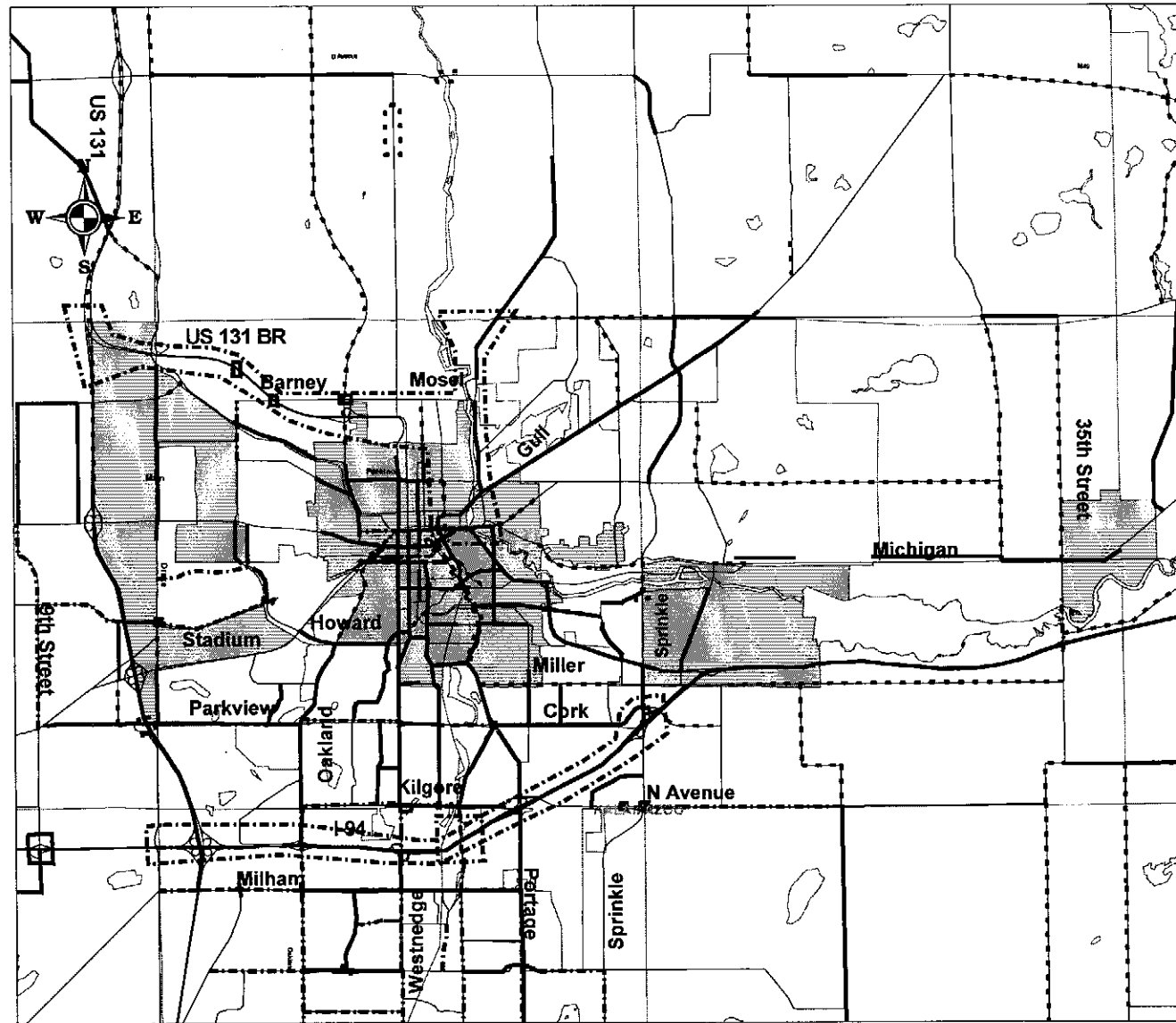


Figure C - 7

**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

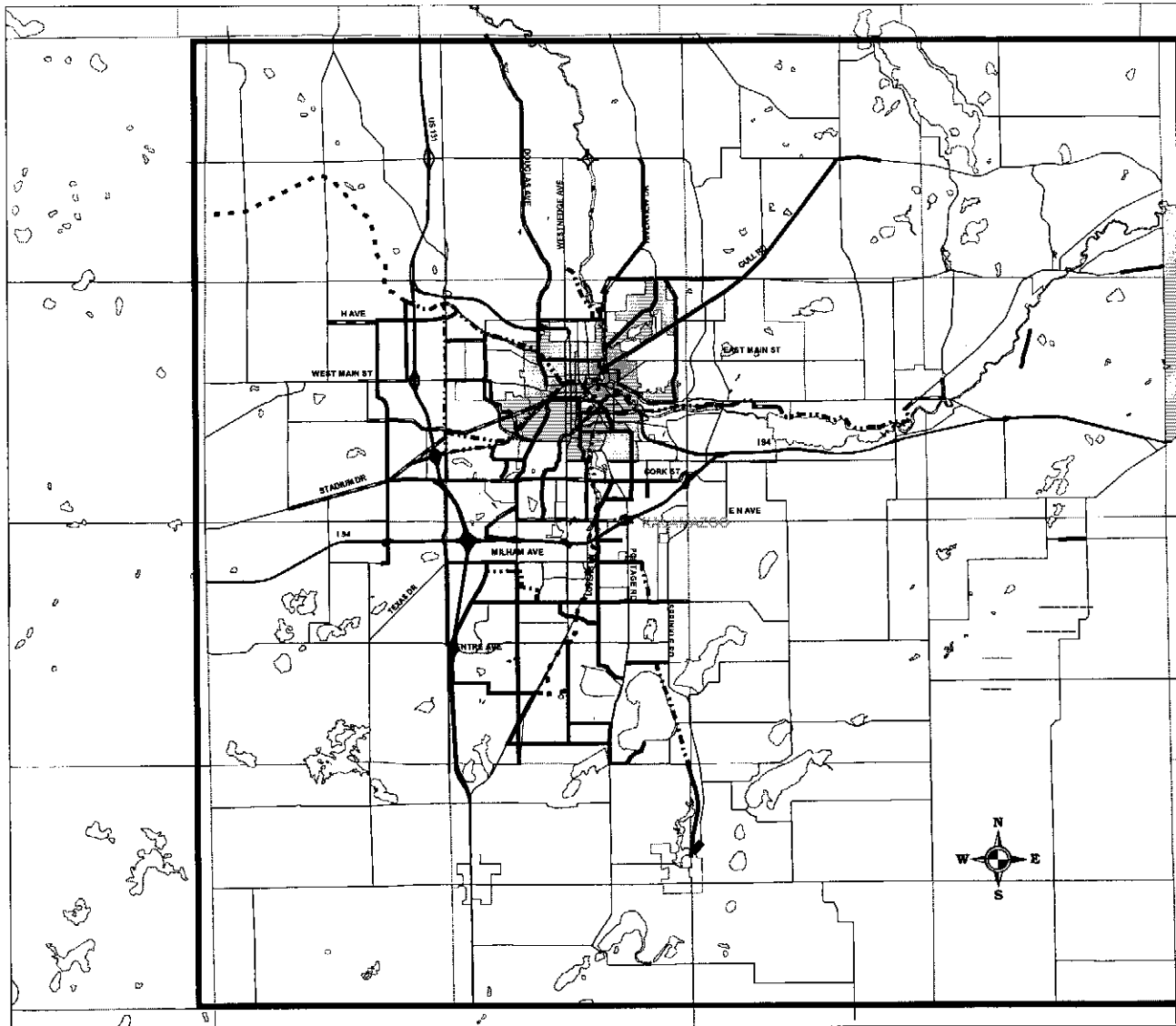


Figure C - 8

**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

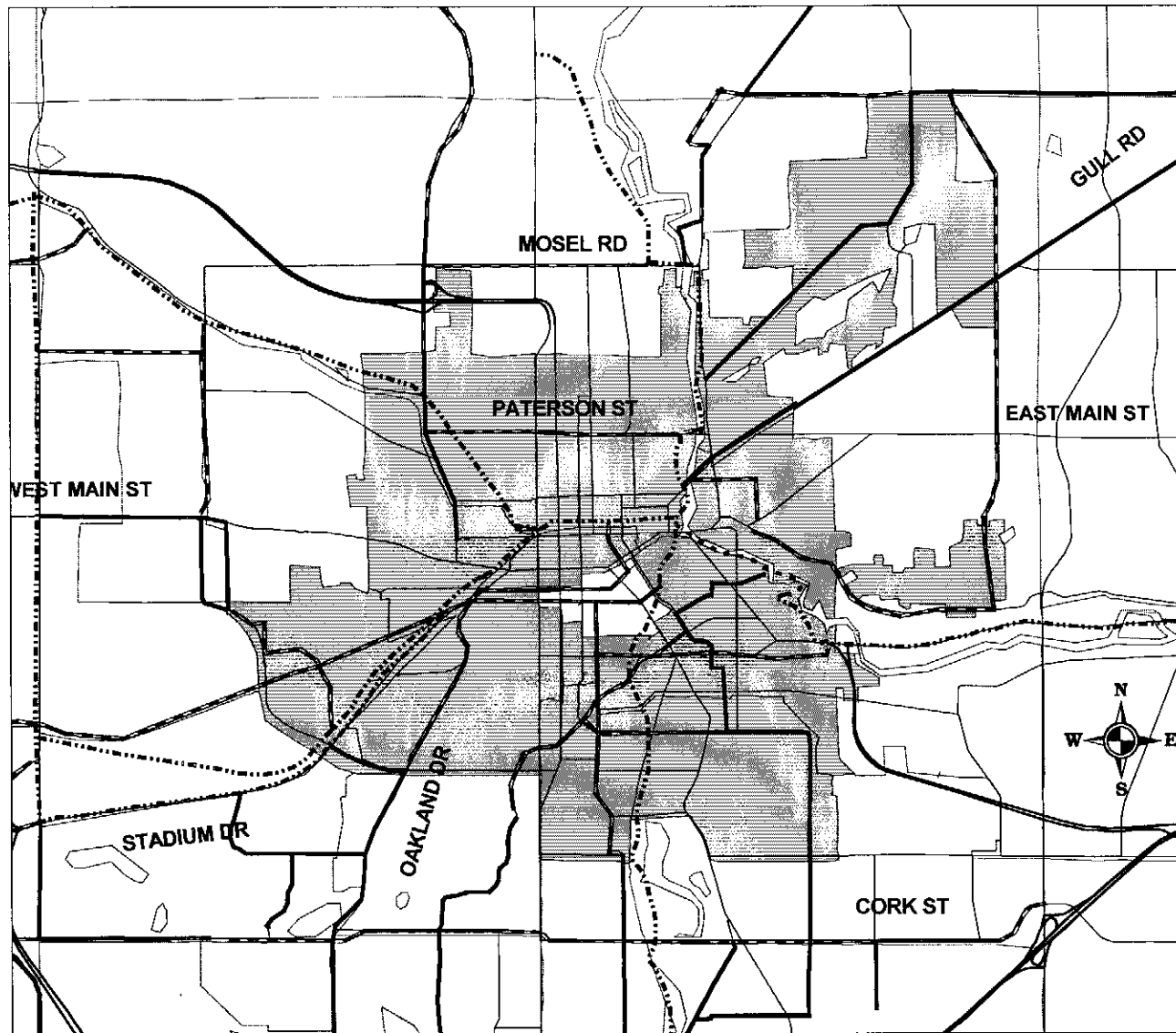


Figure C - 9

**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

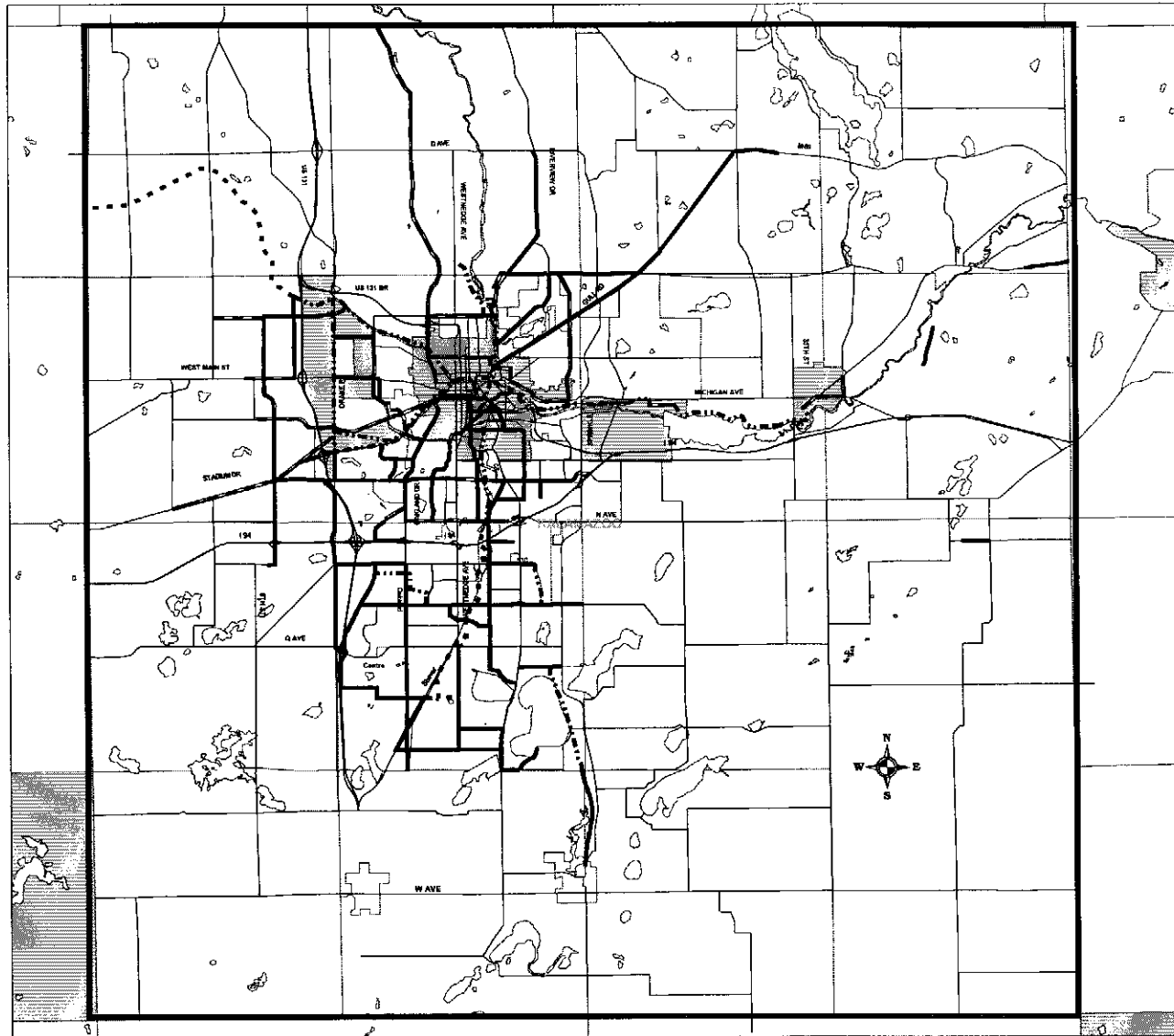






Figure C - 10

**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

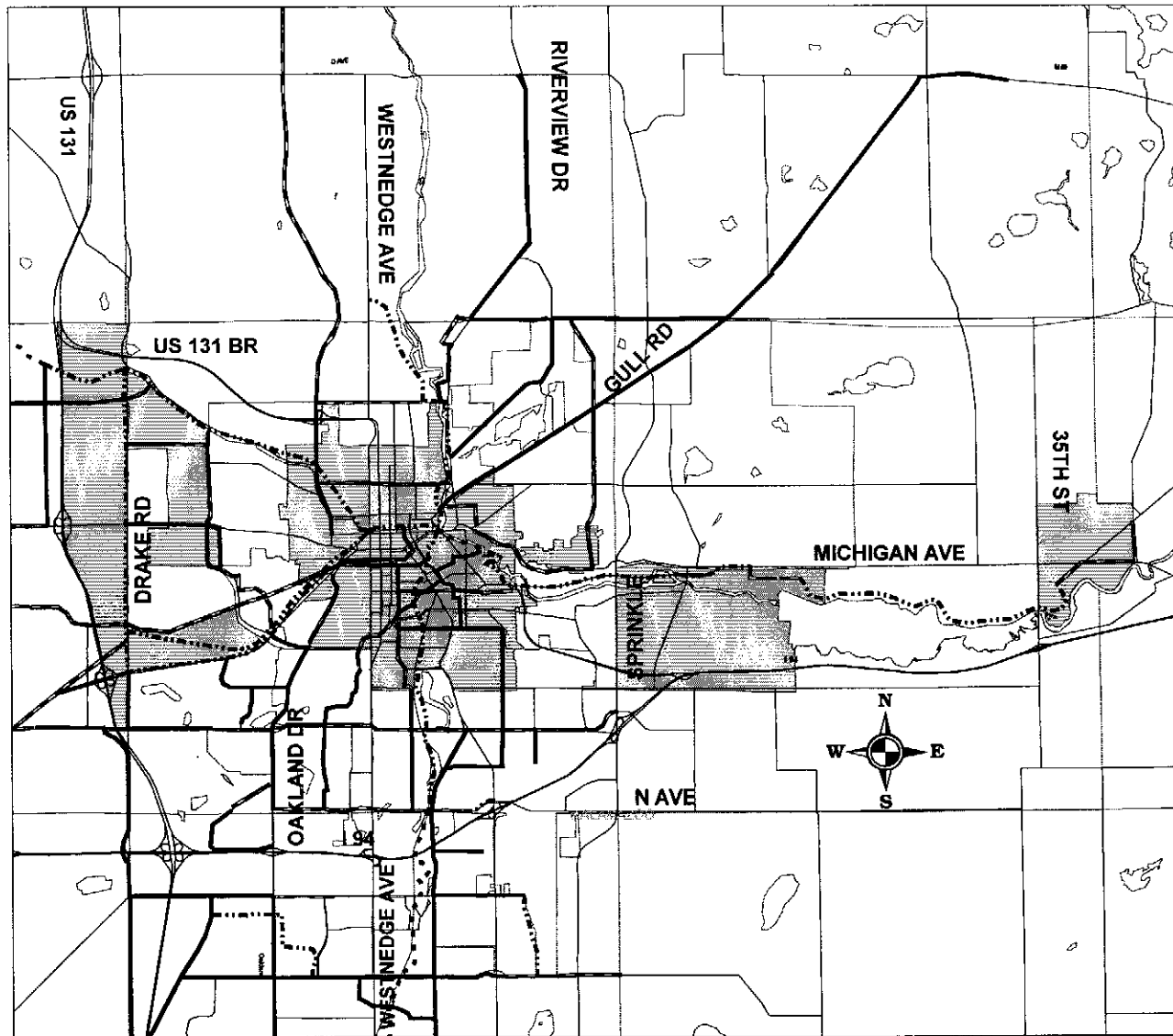






Figure C - 11

**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.

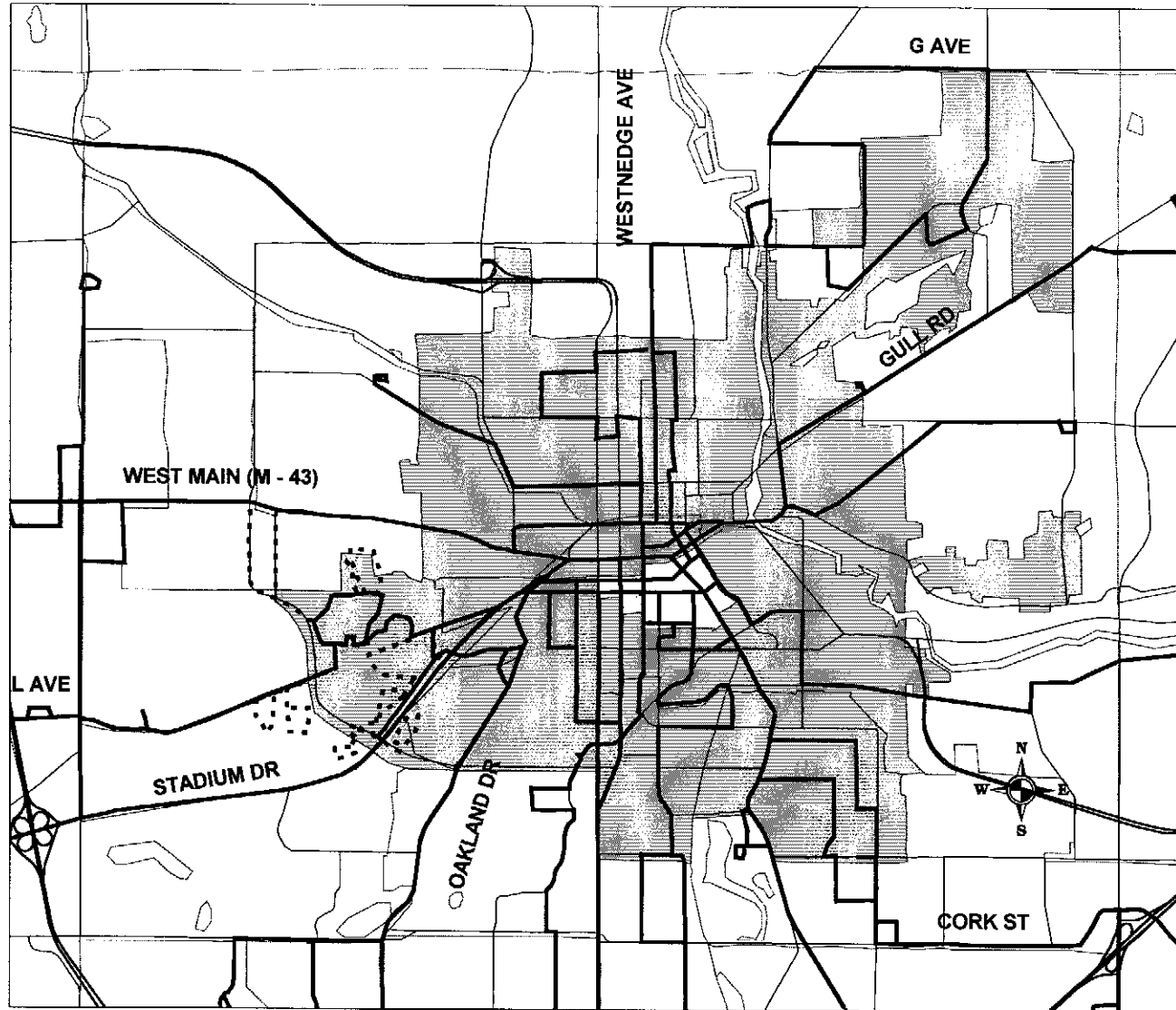


Figure C - 13

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

Legend

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

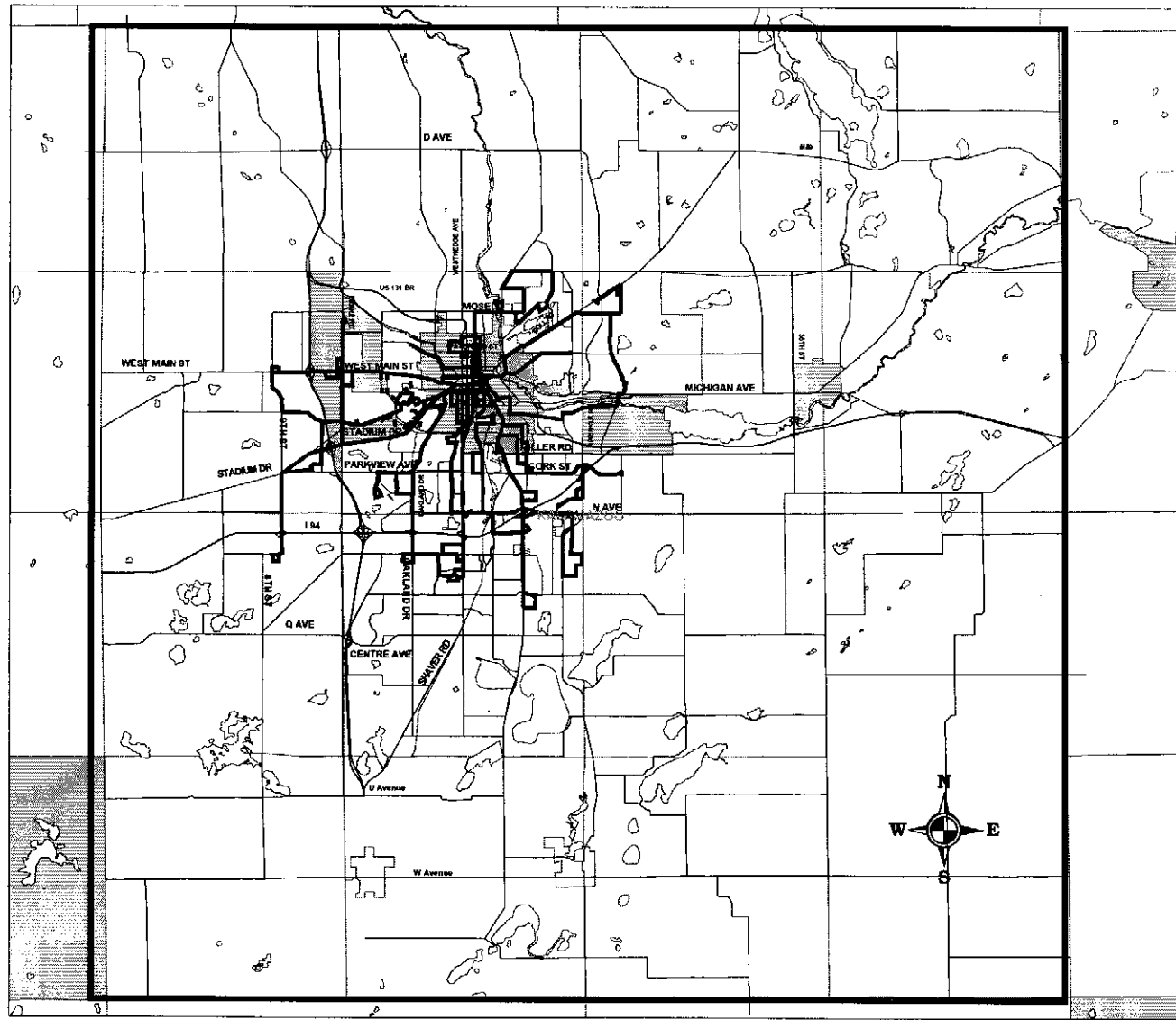


Figure C - 14

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

Legend

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

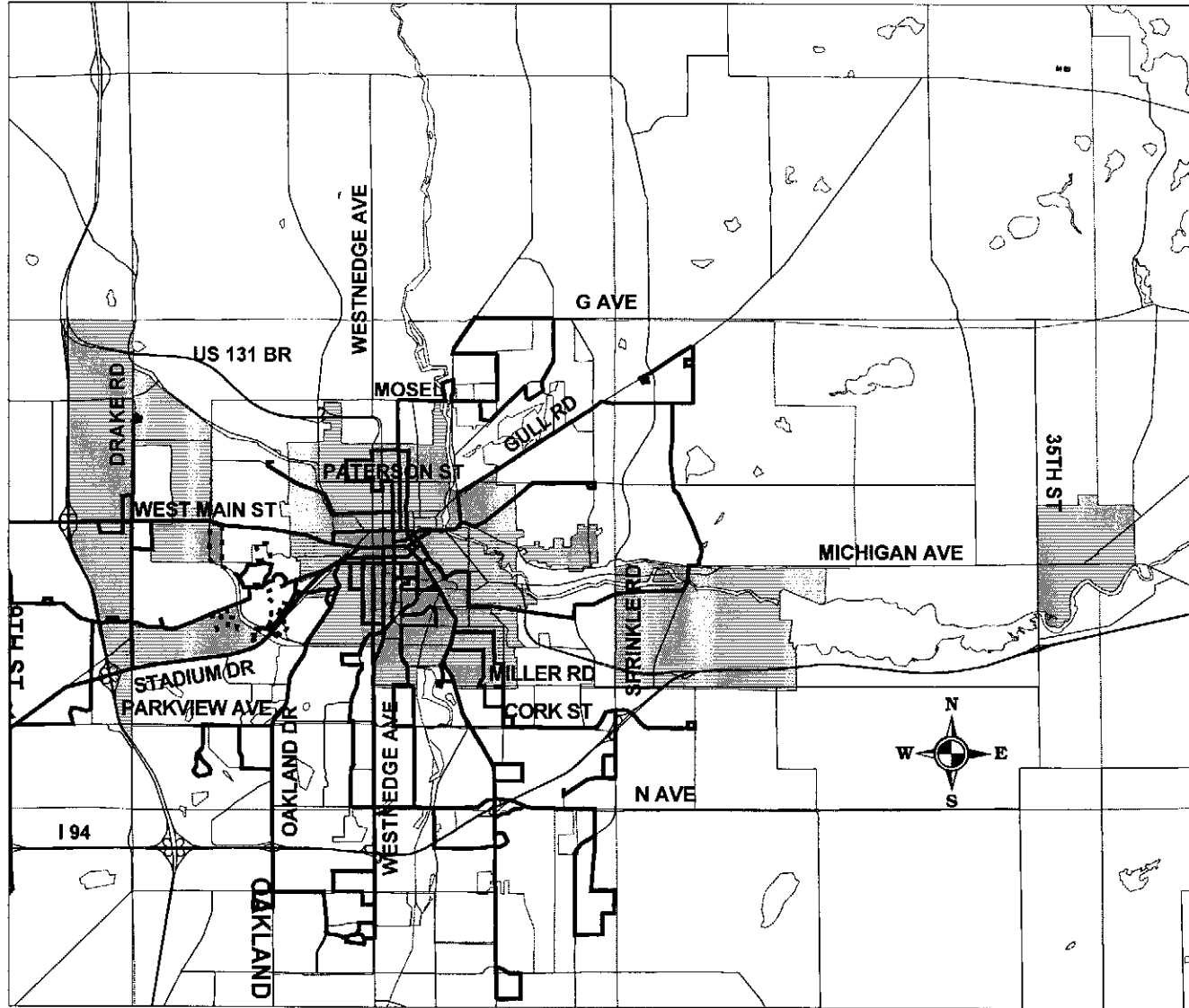


Figure C - 15

Metro Transit Fixed Routes
Identified Low Income Population Areas
Expanded Scale

Legend

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