

Section D INTERMODAL CONSIDERATIONS

The TEA-21 legislation requires all metropolitan planning organizations to include both long-range and short-range strategies and actions in the planning process that lead to an integrated intermodal transportation system. The process must consider, to the extent they exist within the Study area, access to airports, intermodal transportation facilities, and major freight distribution routes. Intermodal planning efforts must also reflect the connectivity between transportation modes (transfers of people or freight), choices of transportation options to facilitate trip making, and coordination and cooperation among transportation providers. The intent of the planning process is to provide the widest possible consideration of modal options to efficiently and effectively serve the mobility needs of the metropolitan area.

The following provides a brief overview of the facilities, services, and status of air, rail, trucking, transit, and non-motorized transportation elements in the study area.

TRUCKING

There are a number of heavy trucking firms based in the urban area. Several truck facilities, including Alvan and Graff, are located on the east side of the urban area near the Sprinkle Road interchange. Federal Express has located a terminal facility south of I-94 off Sprinkle Road. Truck terminal facilities, including a major warehouse and truck facility, are also located along 9th Street, north of I-94, in Texas Township. Most of these companies offer less than truck load (LTL) cartage, primarily serving as delivery destinations for the larger over the roadway carriers.

Access routes: Commercial access corridors are available on all urban area roadways with functional classifications of urban (major) collector and above. These roadways

provide a network to access all major retail, industrial, and commercial locations in the urban area.

Major commercial routes in the rural area include M-43, M-89, US-131, and I-94. In addition to these, the Kalamazoo County Road Commission is developing a network of all-season roadways to facilitate truck movement in agricultural areas. Although the network is not complete, the road commission annually schedules a number of all-season road reconstruction projects using available funding sources (Category D and local funding) to upgrade the connectivity of the all-season transportation network.

Transportation Improvement Projects: Recently completed transportation improvements to commercial corridors include the addition of weave lanes to I-94 between Westnedge Avenue and Oakland Drive, resurfacing of portions of US-131 and I-94, along with Sprinkle Road, I-94BL, and M-96 (King Highway).

Transportation projects identified in the Long Range Plan include:

- Sprinkle Road, I-94 Business Loop to Cork Street: Widen to 6 lanes to accommodate high demand turning movements on southbound Sprinkle Road corridor.

AIRPORT

Kalamazoo/Battle Creek International Airport

Located on Portage Road, south of I-94 in the east central urban area, the Kalamazoo/Battle Creek International Airport provides both commercial (5 airlines) and

general aviation services to the metropolitan and southwestern Michigan areas. The airport facilities are owned and operated by Kalamazoo County. In addition to scheduled commercial passenger services, the airport facilities support a broad range of aviation activities, including instructional flight schools, corporate aircraft facilities, flying clubs, the Kalamazoo Air Zoo, military operations, and charter and air ambulance services.

Land use surrounding the airport facility is primarily dedicated to commercial/retail and industrial purposes. A trailer park is located adjacent to the northeastern edge of the airfield. The industrial and commercial areas serve as a buffer between airfield activities and larger residential areas located north of I-94, west of Portage Road, and east of Sprinkle Road.

The airport is accessible by major transportation corridors linking to Portage Road from I-94, Kilgore Road, Milham Avenue, and Centre Avenue. Intermodal services linking to the facility include several taxi companies, limousine services, a variety of specialized transportation providers and two public transportation providers, Care-A-Van, and the Metro Transit bus system. Metro Transit maintains a fixed route bus stop at the airport providing interconnected bus service from all routes within their service area during normal operating hours.

In 1991, Kalamazoo/Battle Creek Airport completed a Noise Compatibility Study, which directed air traffic over the industrial area east of the Milwood neighborhood. The Airport Master Plan and the Federal Aviation Report, Part 150 Noise Compatibility Study, were jointly financed by the Federal Aviation Administration (FAA) and the Michigan Department of Transportation. The approved 1999 Airport Master Plan, which incorporated capital improvement recommendations from the Noise Compatibility Program, provides short and long term project recommendations to meet projected aviation demands.

Current Operations and Aviation Forecast

The Kalamazoo/Battle Creek International Airport experienced continued growth in passenger enplanements and aviation operations during the 1990's. Total passenger enplanements rose from 250,048 in 1990 to 257,039 in 1995. Projections by the airport predict that by 2016, an estimated 461,354 enplanements will take place at the airport.¹ Table D-1 (Aviation Forecast Summary) shows recent airport operational activity and the 2016 forecast.

Table D-1
Aviation Forecast Summary

	1995	1996	2001	2006	2011	2016
Air Carrier	23,800	24,722	27,011	28,451	29,472	30,372
General Aviation: Local	37,157	30,420	32,400	35,560	38,570	41,700
General Aviation: Itinerant	42,057	45,630	48,600	53,340	57,855	62,550
Total GA	79,214	76,050	81,000	88,900	96,425	104,250
Military	380	500	500	500	500	500
Total Operations	103,394	101,272	108,511	117,852	126,397	135,122
Passenger Enplanements	257,039	266,254	317,654	369,292	415,551	461,354
Based Aircraft	137	117	120	127	133	139

Source: Kalamazoo/Battle Creek International Airport Master Plan

¹ Kalamazoo/Battle Creek International Airport Master Plan, June 1999.

Future Airport Development Plans

Proposed airport development activities outlined in the Airport Master Plan include improvements to the airfield, airport terminal, and general aviation facilities. Funding sources for capital improvement projects will be provided, based on eligibility criteria, by the Federal Aviation Administration, the Michigan Department of Transportation, and local governments. Estimated figures for the various project improvement costs were included in the Master Plan.

The Long Range Plan has identified three transportation improvement projects to address future traffic demand on access roadways to the airport:

- Portage Road from Centre Avenue to Milham Avenue: Widen from 4 lanes to 5 lanes.
- Milham Avenue from Lovers Lane to Portage Road: Widen from 2 lanes to a 4 lane boulevard.
- I-94 from 12th Street to South Sprinkle Road: Preliminary engineering for widening from 4 lanes to 6 lanes.

RAIL

Rail Freight

Rail freight service to the Kalamazoo area is provided by two rail carriers. Norfolk Southern, operating on both north-south and east-west rail lines through the mid-section of the urban area, averages 12 freight movements a day between Detroit and northern Indiana (and points beyond). Norfolk Southern also maintains a switching yard near the

east side of the City of Kalamazoo central business district. Grand Trunk/CN North America operates 1 freight movement a day from 2 rail lines which serve Kalamazoo from the southwest, with continued service through Battle Creek and onto Detroit and Canada. A main line connects at the southern urban area which runs to Battle Creek. Grand Trunk maintains a switching yard near the central eastern urban area near South Sprinkle Road.

Small spur lines serve major industrial locations near the Pharmacia facilities east of Sprinkle Road and along the Fulford Street industrial area.

Rail Passenger Service

Rail passenger service is provided by AMTRAK using the east-west Conrail corridor between Detroit and Kalamazoo. The AMTRAK station is housed in the Intermodal Transportation Center located on the north side of the City of Kalamazoo central business district. Passenger departures to Chicago are scheduled four times a day, Monday through Sunday. Departures to Detroit are scheduled three times a day, Monday through Sunday. One departure to Port Huron is scheduled once a day, Monday through Sunday. High speed passenger rail service is being advanced for the Detroit-Chicago corridor. MDOT has aggressively promoted the development of this corridor and has completed work towards high speed train service including in-cab signaling and improved road crossings.

Details of passenger and freight rail planning activities are included in the State Long Range Transportation Plan.

The 2025 Plan has projects affecting Kalamazoo Avenue, Michigan Avenue, and Rose Street in the downtown Kalamazoo area that will impact access to the rail station, Intercity bus, and Kalamazoo Metro Transit.

PUBLIC TRANSIT

The Kalamazoo area is served by two public transit systems: Kalamazoo Metro Transit and Kalamazoo County Care-A-Van.

Metro Transit, operated by the City of Kalamazoo, maintains public transit service for the urban area. Fixed route line haul service is provided to the City of Kalamazoo, City of Portage, City of Parchment, Comstock Township, Cooper Township, Oshtemo Township, and Kalamazoo Township residents Monday through Saturday. Scheduled bus headways are 30 to 60 minutes on the 18 bus routes. Bus service is also provided on 4 routes to the campus of Western Michigan University from August to May. This service is primarily paid for by student fees through the University and allows students to ride the bus for free anywhere within the bus route system.

Transit operations are funded by passenger fares, federal and state grants, local millage, and service contracts with local jurisdictions in the service area. Special rates are available to senior and handicapped riders.

Metro Transit administrative, maintenance, and bus storage activities are housed in the Metro Transit facility located on Rose Street in the central business district of the City of Kalamazoo.

Further details on Metro Transit operations may be found in the publication, "An Overview of the Kalamazoo Metro Transit System," available at the Metro Transit office.

A list of the Metro Transit's 24-year capital improvements and operational funding projects is included in Section J (Financial Plan) and Section K (2025 Transportation Plan).

ADA Paratransit Service: Metro Transit also provides demand response paratransit service under the provisions of the Americans with Disabilities Act. The paratransit operations, provided under a private service contract uses a fleet of 6 lift-equipped vans. The Metro Transit ADA Plan Update provides a detailed description of the ADA Paratransit services. Copies of the annually updated plan are available from Metro Transit. Metro Transit also provides demand response service on Western Michigan University's campus using one vehicle.

Kalamazoo County Care-A-Van is a county-wide demand response service offering curb to curb transportation on a shared ride basis. Care-A-Van provides advance reservation service Monday through Friday from 7 a.m to 6 p.m. with lift equipped medium duty buses. Care-A-Van specializes in service for seniors, and individuals with physical, mental, and emotional challenges, as well as individuals with economic challenges. Service, however, is offered to all individuals without restriction on trip purpose.

Care-A-Van is funded through State and Federal dollars that are matched by local farebox revenues. They receive funding from the State Specialized Services Program as well as Local Bus Operating Assistance. The combined programs recent average funding percentages are 10% Federal, 42% State and 48% Local.

In addition, Kalamazoo County is the fiduciary for a nine county Regional Program, which allows for cross County Line Transit services, for medical, social/recreational, and educational purposes. This service is controlled and operated by the transit providers in the originating counties and is subsidized through State funding.

A list of the Care-A-Van 24-year capital improvement and operational funding projects is included in Section J (Financial Plan) and Section K (Transportation Plan).

Other Transportation Providers

Several organizations, including church groups, senior care centers, and special interest providers maintain small scale transportation services for their members or clients.

Intercity and Charter Bus Services

Two intercity bus companies operate regularly scheduled passenger services in and out of the metropolitan area. Greyhound Bus Lines and Indian Trails Motorcoach are both stationed at the Intermodal Transportation Center.

Charter bus service is provided by locally based B & W Charters. Approximately seven other charter companies offer services to the area.

Taxicab/Limousine Services

The Kalamazoo area is served by 11 locally based, independently owned taxi companies and one limousine service. Rides are available on an on-call basis, seven days a week, 24 hours a day for most taxi services.

Ridesharing

The Kalamazoo Area Transportation Study serves as the Local Ridesharing Office (LRO) for Kalamazoo, Barry, Branch, Calhoun, and St. Joseph counties. The office coordinates and provides updated names and address information for people requesting ridesharing information to locations within and out of the county area.

Other activities of the LRO include contacts with local employers to set up carpool/vanpool programs within their companies and surveys and interviews with users of the carpool lots in the Kalamazoo area. MDOT maintains four carpool lots in the metropolitan area. They are located at the MDOT Southwest Region office on Kilgore Road, Centre Avenue at US-131, Oakland Drive at I-94, and D Avenue at US-131.

Intermodal Transportation Center

Located between Burdick Street and Rose Street in downtown Kalamazoo in the former train depot building, the Intermodal Center houses rail passenger and intercity bus passenger services. The facility also houses a police substation, providing additional security for the facility and its passengers, and a space for restaurant facilities. Dedicated taxicab pick-up spaces are provided along the front of the building. The Intermodal Center is owned and operated by the City of Kalamazoo.

The cities of Portage and Kalamazoo also maintain a bikeway plan with designated bike routes along specific roads. Oshtemo Township is also developing a bikeway plan that will connect with the surrounding area's plans.

NON-MOTORIZED/PEDESTRIAN

Intermodal considerations stress the importance of including the transportation safety needs of non-motorized and pedestrian transportation in the planning process. The Kalamazoo Area Transportation Study completed a Bikeway Plan in 1980. A discussion of the Kalamazoo Area Transportation Study Non-Motorized Plan can be found in Section K (Transportation Plan). This plan contains over 40 proposed bicycle and non-motorized projects.

Although KATS is primarily concerned with the transportation aspects of non-motorized travel needs, it does review and consider recreational needs as they relate to the transportation network.

Other Improvement Projects

Pedestrian movement and safety issues, such as timing of crosswalk signals, ramped curbsways, adequate sidewalk facilities, shoulder widths, and pedestrian crossing signals are common considerations during the development of roadway projects.