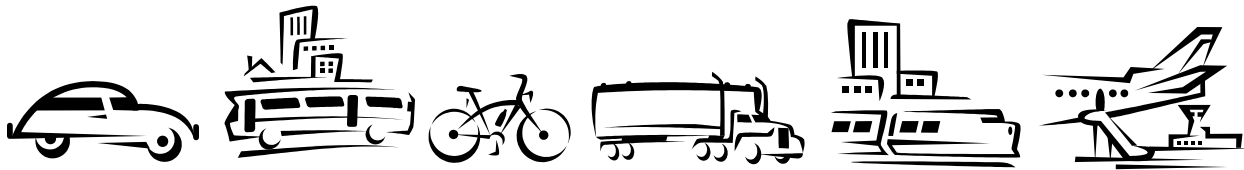


2030 Metropolitan Transportation Plan

*For the Kalamazoo Urbanized Area, including the entirety of Kalamazoo County, Michigan
Adopted September 19, 2007*



Kalamazoo Area Transportation Study
3801 East Kilgore Road
Kalamazoo, MI 49001
(269) 343-0766 Fax: (269) 381-1760
E-mail: info@katsmpo.org

www.KATSmpo.org

2030 Metropolitan Transportation Plan

for the Kalamazoo Area

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Kalamazoo Area Transportation Study 2030 Metropolitan Transportation Plan

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Executive Summary

The Kalamazoo Area Transportation Study's (KATS) 2030 Metropolitan Transportation Plan for Kalamazoo County is the result of a significant comprehensive process that followed the applicable regulations of the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) legislation and the guidance from the Federal Highway Administration (FHWA) and the Michigan Department of Transportation (MDOT). The plan includes:

Consultation

Contact was made with Federal, Indian, State, and local agencies and groups to share information and solicit comment on the Transportation Plan as it was developed. This gave an opportunity to see how the Transportation Plan meshes with other plans being developed outside of transportation.

Participation

Efforts were continually made with the public through updates to the KATS website, newsletters, mailings to known contacts, the Citizens Advisory Committee, a public hearing, contact with the local newspaper, and other open meetings to provide the public with information on the Transportation Plan and to solicit comment. Comments regarding the proposed projects are incorporated in the Plan.

Environmental Mitigation

Federal, State, Indian, and local agencies and groups were contacted to solicit feedback on potential Transportation Plan projects. Comments received were incorporated within the document. In addition, the Transportation Plan identifies potential environmental impacts associated with projects so that the responsible agency can investigate and mitigate any environmental impact found during project design and construction.

Environmental Justice

The Transportation Plan identifies target environmental justice population areas and discusses the potential impacts on these population areas. Contact with known neighborhood groups in these target areas was made. The 2030 Transportation Plan is found not to disproportionately adversely affect environmental justice population areas.

Transportation Demand

Socio-economic data was used to project trends in population, employment, and vehicle ownership. Historic trends were projected to continue as they have in the past but were modified in specific zones based on local municipality input. A transportation demand model and network assignment model was used to determine future network performance and identify deficiencies.

Project Identification

Road, public transportation, and non-motorized projects were identified in response to system deficiencies and based on local priorities.

Fiscal Constraint

Reasonably expected revenues and expenditures were projected for all Transportation Plan projects and for general maintenance and operation of the system. Constant dollars for all road and non-motorized projects, operations and maintenance were used. Public transportation revenues and costs were inflated for future changes. The total system revenues exceed the total expenditures, resulting in a fiscally constrained Transportation Plan.

Air Quality

Air emissions calculated based on the transportation system performance measures at target years are less than the budget emission amounts for the Calhoun-Kalamazoo-Van Buren County air quality maintenance area. The Transportation Plan satisfies air quality conformity.

Unmet Transportation Needs

The Plan identifies some road, public transportation, and non-motorized projects that are needed but cannot be included in the Transportation Plan due to fiscal constraint. These projects are illustrative projects.

PROJECT SUMMARY

The 2030 Metropolitan Transportation Plan contains street projects, as well as public transportation and non-motorized projects. Seventeen non-motorized projects are identified in the document. Specifically, 57 capacity improvement projects are proposed. Ninety-five projects are identified to preserve the existing road network, including non-motorized projects. This equates to 65% of the road funds budgeted in the Transportation Plan. Including public transportation's proposed expenditures of \$626,986,095, a total of 78% of the funds identified will be used for maintaining the transportation system in Kalamazoo County.

FUNDING HIGHLIGHTS

The 2030 Metropolitan Transportation Plan projects funding for preservation and capacity projects, as well as public transportation operations and capital needs and non-motorized and safety improvements. Over the life of the 2030 Transportation Plan:

■ Total Projected Revenue:	\$2,193,155,951
■ Total Operations and Maintenance (non-MDOT)	\$465,782,575
■ Total Transportation Plan Expenditures:	\$1,668,107,776
■ Projected Remaining Funds	\$59,266,600

Further information on the financial constraint of the 2030 Transportation Plan can be found in Chapter 10.

The Transportation Plan represents an integrated transportation system that includes road, public transportation, and non-motorized modes. It identifies intermodal connectivity. The 2030 Metropolitan Transportation Plan concentrates on preserving the system. More project costs are for non-capacity road projects than for capacity projects. The public transportation system is projected to be maintained at current service levels. This Transportation Plan operates and maintains the transportation system for Kalamazoo County.

The 2030 Metropolitan Transportation Plan will be reviewed and extended, modified, or redone in four years.

Acronyms

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
AMS	Asset Management System
BCATS	Battle Creek Area Transportation Study
CAAA	Clean Air Act Amendments of 1990
CBD	Central Business District
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CSS	Context Sensitive Solutions
DEQ	Michigan Department of Environmental Quality
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAUA	Federal Air Urban Areas
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information Systems
HPMS	Highway Performance Monitoring System
IAWG	Interagency Work Group
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
KATS	Kalamazoo Area Transportation Study
KTC	Kalamazoo Transportation Center
LTL	Less than Truckload
MAB	Metropolitan Area Boundary
MCGI	Michigan Center for Geographic Information
MDA	Michigan Department of Agriculture
MDOT	Michigan Department of Transportation
MDSHT	Michigan Department of State Highways and Transportation
MESC	Michigan Employment Security Commission
MPO	Metropolitan Planning Organization
MTF	Michigan Transportation Fund
NAAQS	National Ambient Air Quality Standards
NBIS	National Bridge Inventory Standards
NCRS	National Resources Conservation Service
NFC	National Functional Classification
NHS	National Highway System
NO _x	Oxides of Nitrogen
NPTS	National Personal Transportation Survey
OHSP	Office of Highway Safety Planning
PMS	Pavement Management System
PTMS	Public Transportation Management System
REMI	Regional Economic Models, Inc.
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEMCOG	Southeast Michigan Council of Governments
SHA	State Highway Agencies
SIP	State Implementation Plan
SOV	Single Occupant Vehicle

STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAZ	Traffic Analysis Zone
TCMs	Traffic Control Measures
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMS	Transportation Management Systems
USC	United States Code
USDOT	United States Department of Transportation
USEPA	United State Environmental Protection Agency
VHT	Vehicle Hours of Travel
VMT	Vehicle Miles of Travel
VOC	Volatile Organic Compounds