

Chapter 3: Existing Transportation System Facilities

The transportation system in the Metropolitan Area is an integrated multi-modal system. On or adjacent to the road network, passenger vehicles, public transportation, freight haulers, bicyclists, and pedestrians, move and interact. Other modes of transportation, including intercity buses, trucks, freight and passenger rail, and the airport, connect the Metropolitan Area to the rest of the regional and worldwide transportation system.

Existing Major Roadways

The Kalamazoo Area Transportation Study's primary study focus is the network of roads that are on the National Functional Classification (NFC) system and are classified as following:

- Rural and Urban Interstate Highways;
- Rural and Urban Other Freeways;
- Rural and Urban Other Principal Arterials;
- Rural and Urban Minor Arterials;
- Rural and Urban Major Collectors;
- Rural and Urban Minor Collectors.

Roads classified as local or private/non-classified roads are not typically studied.

The current Kalamazoo Area Transportation Study road network is shown on the map on the next page. These roads have from two to seven lanes of traffic and many have adjacent bicycle or pedestrian facilities. The major road system carries private passenger and public transportation vehicles, intercity buses, bicyclists, pedestrians and freight vehicles, connecting the region to local properties and businesses.

National Functional Classification for the KATS MPO Boundary

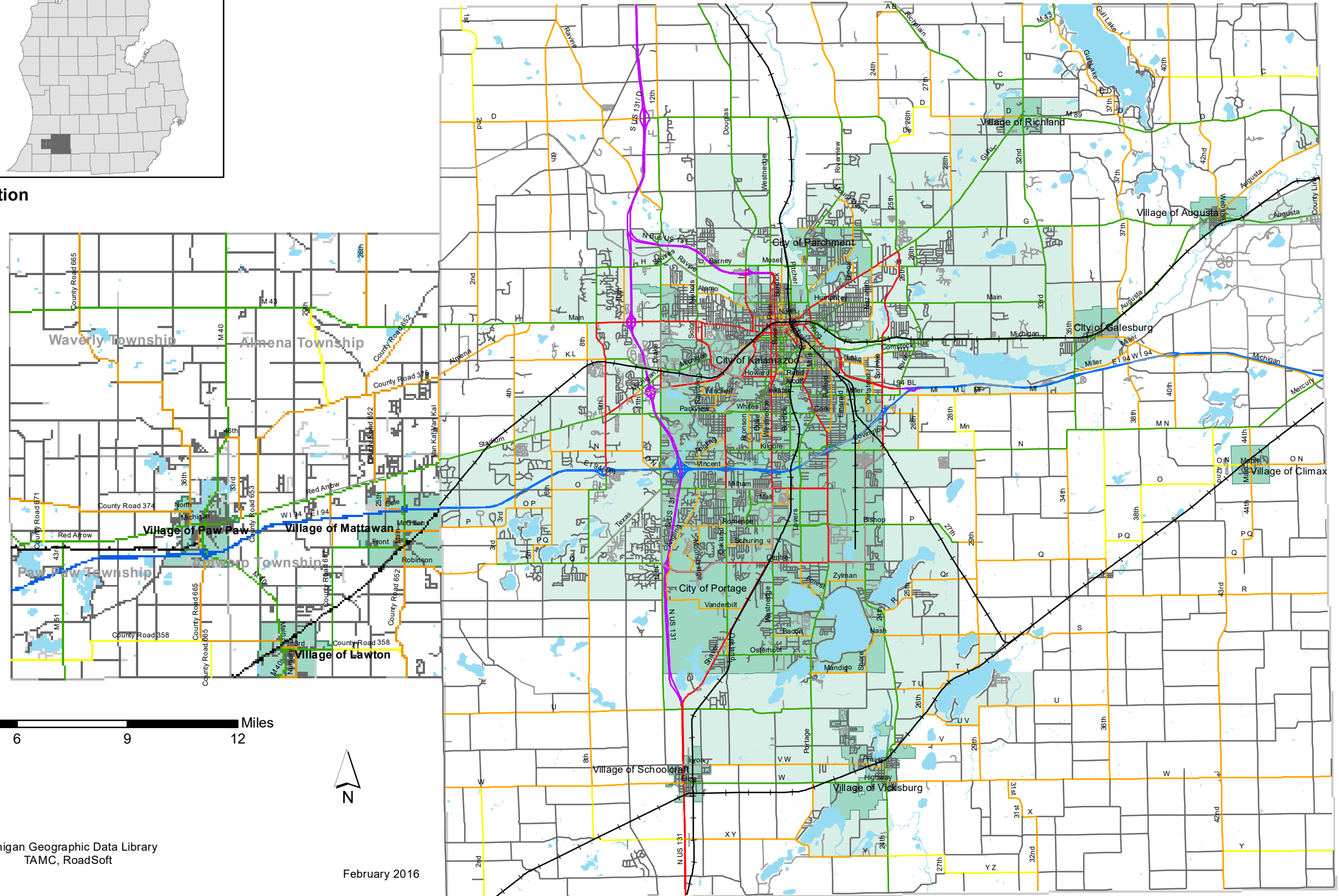


Legend

—+— Railroad

National Functional Classification (NFC)

- 0 = Non-Certified
- 1 = Interstate
- 2 = Other Freeway
- 3 = Other Principal Arterial
- 4 = Minor Arterial
- 5 = Major Collector
- 6 = Minor Collector
- 7 = NFC Local
- Water Features
- City
- ACUB
- County

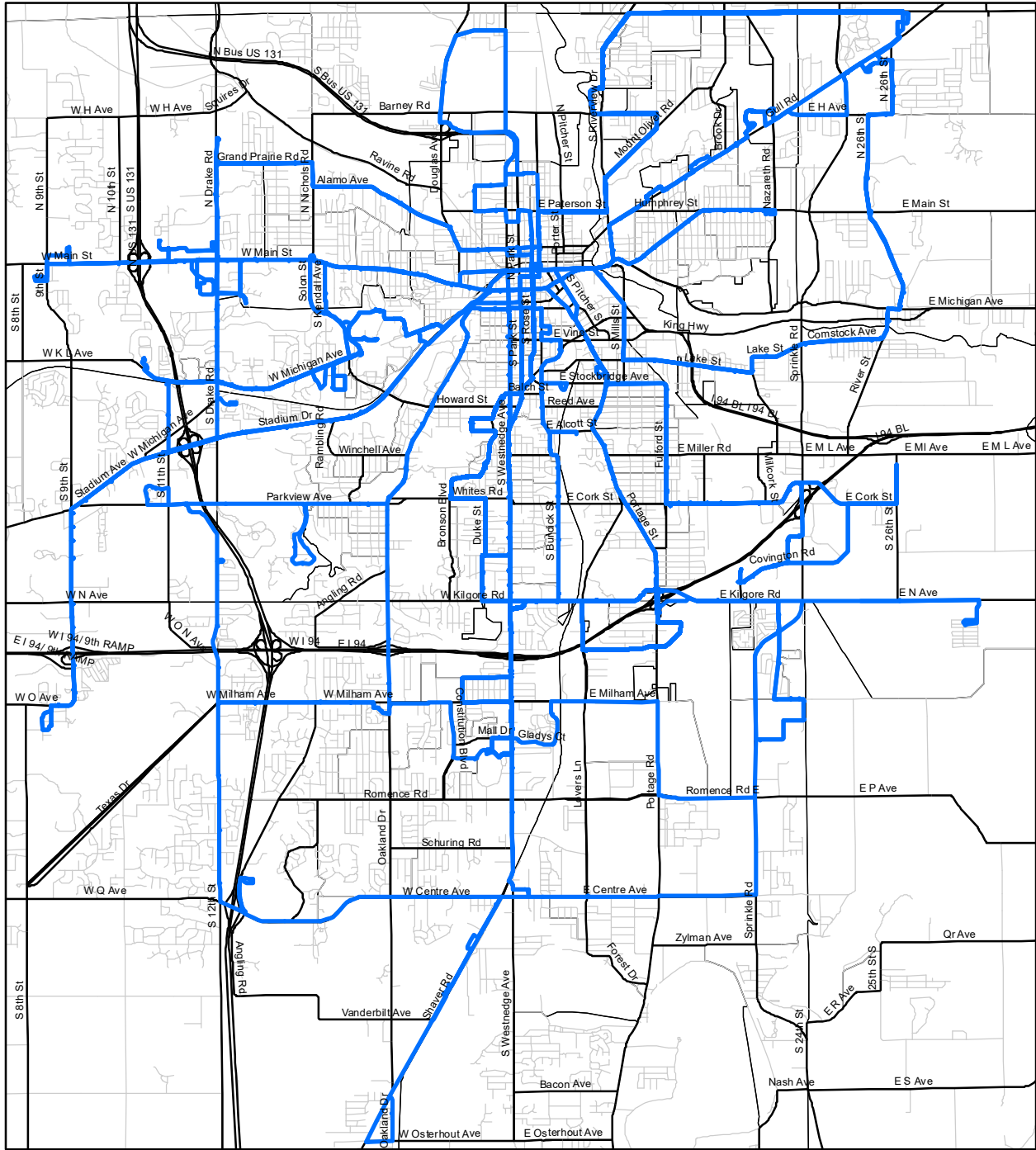


Michigan Geographic Data Library
TAMC, RoadSoft

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Transit Existing Routes



Legend

- Transit Routes
- Federal Aid Roads
- Non-Federal Aid Roads



Source: Metro Transit, KATS

Existing Bicycle and Pedestrian Facilities

The urban core of the Metropolitan Planning Area has extensive pedestrian facilities in the form of sidewalks, marked pedestrian road crossings, and pedestrian traffic signals. The Kalamazoo Area Transportation Study has inventoried existing pedestrian and bicycle facilities adjacent to streets on the KATS network. This inventory is not intended to be an exhaustive inventory of pedestrian facilities on all streets. Due to the emphasis placed on Non-motorized facilities from the Transportation Survey, and consequently the adopted Vision and Goals, KATS placed extra emphasis on the development of a Non-motorized Element while developing the 2045 Metropolitan Transportation Plan. The Non-motorized Element can be found in Appendix A of this document.

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 (3 airlines) and general aviation services to the metropolitan and southwestern Michigan areas. This airport primarily provides passenger services. The W.K. Kellogg Regional Airport in Battle Creek, Michigan, handles much of the air freight into and out of this region. The Kalamazoo/Battle Creek International Airport is one of 14 air carrier airports in Michigan and is classified by the Federal Aviation Administration as a Class 1 airport. 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, military operations, charter services, air freight, and air ambulance. A new terminal was recently opened at the airport.

Land use surrounding the airport facility is primarily dedicated to commercial/retail and industrial purposes. A mobile home 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 South Sprinkle Road.

Portage Road is the main link that connects the airport to the rest of the surface transportation system. The airport is accessible by major transportation corridors linking to Portage Road from I-94, Kilgore Road, East Milham Avenue, and East Centre Avenue. The airport has reconfigured its long and short term parking areas and its access/egress road to improve connections to the major street network. A new terminal building is under construction which, when complete, will improve airport customer service and airport operations. Intermodal services linking to the facility include several taxi companies, limousine services, a variety of specialized transportation providers and the public transportation providers with Metro County Connect and Metro Transit services. 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.

Current Operations and Aviation Forecast

The Kalamazoo Battle Creek International Airport does provide transportation services from training to commercial passenger service to air freight operations. The commercial passenger service is the largest part of the airport's operations.

Rail

Rail Freight

Rail freight service to the Kalamazoo area is provided by three rail carriers. Norfolk Southern, operating on both north-south and east-west rail lines through the mid-section of the urban area, provides freight movements between Detroit and northern Indiana (and points beyond). Norfolk Southern also maintains a switching yard near the east side of the City of Kalamazoo's central business district. Grand Trunk/CN North America operates freight movement from two 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 South Sprinkle Road. Grand Elk Railroad also leases north/south track rights from Norfolk Southern Railroad and provides freight service along this corridor between Elkhart, Indiana and Grand Rapids, Michigan. Small spur lines serve major industrial locations near the Pfizer facilities east of Portage Road and along the Fulford Street industrial area.

Rail Passenger Service

Rail passenger service is provided by Amtrak using the east-west Amtrak/Norfolk Southern corridor between Detroit and Kalamazoo. The Amtrak station is housed in the Kalamazoo Transportation Center located on the north side of the City of Kalamazoo's central business district. Passengers can reach numerous national destinations using the Amtrak Wolverine and Blue Water routes that pass through Kalamazoo.

In 2012, The Michigan Department of Transportation (MDOT), Federal Railroad Administration (FRA) and Norfolk Southern Railway Co. (NS) signed a sales agreement that transferred ownership of 135 miles of NS railroad to MDOT for \$140 million. The line is part of Amtrak's Wolverine and Blue Water passenger rail services between Kalamazoo and Dearborn.

This purchase was one step in a multi-step process that will pave the way for track improvements designed to accommodate passenger train speeds up to 110 mph. This will reduce travel time between Detroit and Chicago, reducing the overall trip time between the two cities to about five hours. The Michigan Department of Transportation 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 between Kalamazoo and the state line west of Kalamazoo. Details of passenger and freight rail planning activities are included in MDOT's MI Transportation Plan which is available from the Michigan Department of Transportation.

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 Kalamazoo Transportation Center.

Charter bus service is provided by approximately seven local companies.

Taxicab/Limousine Services

The Kalamazoo area is served by several 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. Due to its more rural nature, taxicab service is limited within Van Buren County.

Ridesharing

Kalamazoo Metro Transit serves as the community ridesharing office 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 community ridesharing program 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 several carpool lots in the metropolitan area.

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.

Kalamazoo Transportation Center

The Kalamazoo Transportation Center is located on Kalamazoo Avenue between North Burdick Street and Rose Street and houses Kalamazoo Metro Transit bus service, Amtrak, and intercity bus passenger services. The facility is the downtown transfer center for Metro Transit's fixed route bus system and has a space for food and convenience purchases. Dedicated taxicab pick-up spaces are provided near the building. Sidewalk connections provide pedestrian access. The Kalamazoo Transportation Center is currently owned and operated by the City of Kalamazoo.

Van Buren Transit does not operate fixed route service and therefore does not have a transfer center.

Identification of Existing Intermodal Connections

The existing transportation system in the Metropolitan Area has numerous existing intermodal connections that facilitate the movement of people and goods between modes of transportation. These connections include:

Sidewalks connecting pedestrians to:

- cars parked in off and on street parking facilities;
- public transportation service;
- rail and intercity passenger service at the Kalamazoo Transportation Center; and
- bicycle facilities.

Bicycle facilities connect to:

- pedestrian facilities;
- public transportation through bicycle racks on the fixed route buses; and
- to intercity bus and rail passenger service at the Kalamazoo Transportation Center (future direct trail).

Road system that connects people and freight using passenger vehicles and commercial vehicles to:

- residences, recreation, education, employment, and other sites;
- the airport; and
- intercity and passenger rail services at the Kalamazoo Transportation Center.

Public transportation service connecting to:

- the airport;
- intercity bus and passenger rail service at the Kalamazoo Transportation Center;
- bicycle users; and
- pedestrians.

Existing Multimodal Transportation System

The transportation system in the Metropolitan Planning Area is clearly a multi-modal system consisting of air, rail, freight, pedestrian, bicycle, and passenger vehicle transportation modes. All are connected to provide transportation to move people and goods and are included in the Kalamazoo Area Transportation Study's continuing transportation planning process. Based on the available data and amount of transportation levels provided, the amount of emphasis spent on these modes may vary in the transportation plan, but all are important aspects of the total transportation system and will be considered in the planning process.