



The Metropolitan Planning Organization for the Greater Kalamazoo Area

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TO: Kalamazoo Area Transportation Study Technical Committee
FROM: Steve Stepek, AICP, Executive Director
DATE: August 6, 2020
SUBJECT: TECHNICAL COMMITTEE MEETING
THURSDAY, AUGUST 13, 2020 - 9:00 A.M.
REMOTE

The Kalamazoo Area Transportation Study Technical Committee will be meeting on Thursday, August 13, 2020 at 9:00 a.m. The following materials are included in your meeting packet:

1. Agenda for the August 13, 2020 Meeting
2. Draft Minutes of the June 11, 2020 Meeting
3. FY 20-23 Transportation Improvement Program Amendments
4. Metropolitan Transportation Plan Survey Results
5. Goals and Objectives for Metropolitan Transportation Plan

Please provide a **written status report** for your agency regarding road and/or planning updates.

Please remember that time sheets are due by the 15th of each month.

KALAMAZOO AREA TRANSPORTATION STUDY

TECHNICAL COMMITTEE MEETING
AUGUST 13, 2020 - 9:00 A.M.

REMOTE DIAL IN

Dial-in Number: 1-947-207-1273
Conference ID: 441 454 949#

AGENDA

Please limit public comments to 4 minutes.

1. CALL TO ORDER
2. ROLL CALL (Sign-in Sheet Circulated)
3. CHANGES OR ADDITIONS TO THE AGENDA
4. APPROVAL OF THE AGENDA **(ACTION)**
5. MINUTES FROM THE JUNE 11, 2020 MEETING **(ENCLOSURE) (ACTION)**
6. POLICY COMMITTEE REPORT
7. PUBLIC COMMENTS (Non-agenda Items)
8. FY 20-23 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS **(ENCLOSURE) (ACTION)**
9. KATS NON-MOTORIZED SUBCOMMITTEE UPDATES
10. METROPOLITAN TRANSPORTATION PLAN SURVEY RESULTS **(ENCLOSURE)**
11. GOALS AND OBJECTIVES FOR METROPOLITAN TRANSPORTATION PLAN **(ENCLOSURE)**
12. PUBLIC TRANSPORTATION UPDATES
13. STATUS REPORTS
 - a. ROADS - Questions on written status reports. Verbal reports will be limited to 4 minutes per agency.
 - b. LAND USE/PLANNING AND ZONING - Questions on written status reports. Verbal reports will be limited to 4 minutes per agency.
14. NEW BUSINESS
15. PUBLIC COMMENTS
16. ADJOURNMENT

The next meeting of the Kalamazoo Area Transportation Study Technical Committee will be held on Thursday, September 10, 2020 at 9:00 a.m.

KALAMAZOO AREA TRANSPORTATION STUDY

TECHNICAL COMMITTEE MEETING
DRAFT MINUTES JUNE 11, 2020 - 9:00 A.M.

CALL TO ORDER

The June 11, 2020 Technical Committee Meeting was called to order remotely at 9:00 a.m. by Chair Kathy Schultz.

ROLL CALL

Remote meeting attendance was recorded on the sign-in sheet.

MEMBERS PRESENT

Muhammad Arif	City of Portage
Mickey Bittner	Village of Paw Paw
Kendra Gwin	City of Portage
Jim Hoekstra	Road Commission of Kalamazoo County
Joel Hoort	Van Buren County Road Commission
Lotta Jarnefelt	Kalamazoo County
Anthony Ladd	City of Kalamazoo
Iris Luppert	Oshtemo Township
Robert Mafeo	Michigan Department of Transportation, Statewide Urban
Jim Mallery	Village of Vicksburg
Ryan Minkus, Vice-Chair	Road Commission of Kalamazoo County
Jesse Okeley	City of Kalamazoo
Michelle O'Neill	Michigan Department of Transportation, TSC
Katie Reilly	City of Kalamazoo
Ryan Russell	Village of Schoolcraft
Brian Sanada	Michigan Department of Transportation, Region
Kathy Schultz, Chair	Central County Transportation Authority
Joe Stark	City of Kalamazoo
Jodi Stefforia	Comstock Township
Nancy Stoddard	City of Parchment
Greg Vliestra	Kalamazoo County Transportation Authority
Mike West	City of Portage
Tim Woodhams	Village of Mattawan

OTHERS PRESENT

Lawrence Hummel	Hubbell, Roth and Clark, Inc.
Megan Mickelson	Kalamazoo Area Transportation Study
Fred Nagler	Kalamazoo Area Transportation Study
Elizabeth Rumick	Kalamazoo Area Transportation Study
Steve Stepek	Kalamazoo Area Transportation Study

CHANGES OR ADDITIONS TO THE AGENDA

No changes or additions to the agenda were made.

APPROVAL OF THE AGENDA

MOTION by Minkus, SECOND by Mallery, ***“to approve the June 11, 2020 Technical Committee Agenda.”*** MOTION APPROVED.

MINUTES FROM THE MAY 14, 2020 MEETING

MOTION by Stefforia, SECOND by West, ***“to approve the minutes from the May 14, 2020 Technical Committee Meeting.”*** MOTION APPROVED.

POLICY COMMITTEE REPORT

Steppek reported the Kalamazoo Area Transportation Study Policy Committee held a successful online May meeting. Action items included the KATS Consultation Plan, FY 2020-2023 Transportation Improvement Program Amendments, FY 2021 Unified Planning Work Program, Michigan Department of Transportation Master Agreement. Items not on the Technical Committee May agenda included a Letter of Support for Western Michigan University (WMU) and the Federal Highway Administration Cost Based Amendment proposal because they were received after the meeting. The Policy Committee authorized Kalamazoo Area Transportation Study to sign the WMU Letter of Support for the Transportation Research Center for Livable Community grant application. The Policy Committee approved all action items and followed all Technical Committee recommendations. Minkus asked for clarification on which agencies within the region were eligible for the grant WMU applied for. Steppek replied only designated Transportation Research Centers were eligible for the grant. WMU is the only Transportation Research Center in the region.

PUBLIC COMMENTS

No public comments were made.

FEDERAL HIGHWAY ADMINISTRATION COST BASED AMENDMENT DISCUSSION

Referring to the Federal Highway Administration (FHWA) Cost Based Amendment white paper in the meeting packet, Steppek explained FHWA is proposing changes to the current cost-based amendment of a 25% change (plus or minus) of the total phase cost. After analyzing current practices, FHWA concludes too many amendments result, so propose changes and are soliciting feedback. Kalamazoo Area Transportation Study (KATS) staff response on the white paper is included in meeting enclosures. Steppek expressed gratitude for additional comments from agencies which will be incorporated into the KATS response. KATS comments on the proposal state the current policy of a 25% change (plus or minus) of the total phase cost is preferred and appropriate. KATS opines the FHWA tiered proposal will create confusion within local agencies and the public. Metropolitan Planning Organizations (MPOs) and Michigan Department of Transportation (MDOT) can better implement federal regulations by defining cost based STIP/TIP amendments. Steppek gave the example that if the road commission wanted to pave an extra mile with local funds, they would be able to add it on and it would not cause a TIP Amendment. Steppek explained total phase cost is only total eligible cost which excludes water or sewer non-participating costs. City of Portage questioned how water and sewer costs impacted total phase cost. Agencies can add limitless non-participating cost without triggering a TIP Amendment. While Michigan Department of Transportation (MDOT) shared KATS opinion regarding the FHWA proposed tiered cost amendment, MDOT would not be opposed to a 25 percent additional change to total project cost. Schultz inquired whether this has been discussed with Michigan Transportation Planning Association Agency groups. Steppek responded the majority of MPO's in the state agree with KATS leaving thresholds the same. Minkus shared that statewide MPOs came up with the process and now FHWA states there are too many amendments. Due to data analysis, the number of amendments the process created should have been known before the practices were implemented. Possibly the process is flawed, or it is not being followed, or there is another issue. Steppek agreed noting the improved, streamlined online JobNet process where FHWA and Federal Transit approve amendments within 24 hours. MPO's see no problem with the current amendment process. Schultz expressed concerns with transparency to the public on higher cost projects and accountability for both agencies and the public that monitor where dollars are spent in the community. Steppek pointed out KATS surprise that this is strictly a Federal Highway proposal excluding Federal Transit which goes against standard procedure to involve both Federal partners in decisions. Arif inquired if the public is currently notified and offered a comment period when making a change to a project. Steppek answered yes, it goes through KATS posting processes and comments are solicited. KATS plans to add comments received from MDOT and any

other agencies and will present to the Policy Committee at next month's meeting before submitting to FHWA.

PUBLIC TRANSPORTATION UPDATES

Schultz reported Central County Transportation Authority (CCTA) increased service hours on June 8, 2020 from 6:00 a.m. - 6:00 p.m. to 6:00 a.m. – 10:00 a.m. Monday through Saturday. Sunday fixed route service hours will begin June 14, 2020 running 9:00 a.m. to 5:00 p.m. Metro continues hourly bus service and is not fully operational with fewer staff and vehicles. Four routes are running every half-hour. Ridership is 25 percent of normal daily ridership for the fixed route system. Metro is not receiving complaints from the public. Passengers are required to use sanitizer and wear masks upon boarding the bus. Nightly cleanings of the entire fleet continue. CCTA continues to partner with the county health department monitoring cases and finding areas for improvement. Vliestra added permanent safety barriers for drivers will be installed. Schultz confirmed CCTA approved the purchase of plexiglass driver barriers for all fixed route fleets with estimated install in fall. Fares continue to be free while stressing to the public to ride for essential trips only. Youth Mobility program plans are on hold until Kalamazoo Public Schools decides what service will be offered in the fall. Western Michigan University fall service may also change due to the University's budget shortfall. O'Neill inquired whether Metro has considered sharing the successful Metro driver safety protocol with area school districts for school buses. Schultz responded school districts are unsure of fall plans. O'Neill suggested CCTA contact districts.

STATUS REPORTS

ROADS-

Gwin reported City of Portage Zylman Avenue project wrapped up and will open to traffic June 11, 2020 or June 12, 2020. Paving outside lane leveling courses at the East Centre Avenue project from Portage Road to Sprinkle Road will occur June 11, 2020 with project completion by July 4, 2020. The South Westnedge Avenue project from Trade Center Way to Kilgore Road is progressing with expected completion mid-July. South Westnedge Avenue and Shaver Road – West Centre Avenue to Romence Road project water main replacement is done. Project completion is expected mid-August. In July, traffic signal replacement will begin at Westnedge and Mall and Westnedge and Idaho. Portage is wrapping up plans for next year's East Milham Avenue project from South Westnedge Avenue to Portage Road.

O'Neill reported Michigan Department of Transportation (MDOT) I-94 widening project between Lovers Lane and Sprinkle started the week of June 8, 2020 with nighttime lane closures. Due to MDOT mandatory furlough days, O'Neill released to members-only, a 24-hour, 7 day-a-week emergency first responder phone number that may be used for immediate response. Normal contact protocol should be followed for non-emergency response.

Ladd updated City of Kalamazoo Cork Street and Oakland Drive projects are progressing. Local street paving has started with minor adjustments due to funding cuts. The radar speed monitoring program is underway. Speeds will be recorded and analyzed at 18 locations throughout the city.

Hoort reported Van Buren County Road Commission Red Arrow project from 26th – 28th will be finished next week, two weeks ahead of schedule. County Road 653 project from I-94 overpass north to Red Arrow Highway will be finished June 12, 2020 one month ahead of schedule.

Stoddard stated City of Parchment Commerce Lane between Mosel and Riverview project work will begin June 12, 2020 with estimated completion June 19, 2020.

Road Commission of Kalamazoo County Non-motorized:

FY	Job No.	Description	Status
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2019	202047	Drake Rd Trail – Green Meadow to W. Main.	Wrapping up.
2020	127385	Drake Rd Trail – KL Ave to Green Meadow	04/30/20 precon, Start date of 06/15/20 pushed back.
2020	205109	KRVT #6 – 35 th St to McCollum	Progressing well, waiting for some relos from Consumers.
2020	206301	Stadium Dr Sidewalk – Quail Run to 11 th St.	Scheduled for July letting.

Road Commission of Kalamazoo County Road Updates:

FY	Job No.	Description	Status
2019	120246	D Ave – Rolling Meadows to Douglas D Ave – 17 th St. to Riverview Dr.	Wrapping up, chip seal done.
2019	202857	8 th St. – S Ave. to R Ave.	06/15/20 tentative start.
2020	202433	Local Bridge Program (29 th St, 35 th St, 9 th St, Portage Rd) Preventive Maintenance	06/15/20 tentative start.
2020	130824	Drake Rd. – Parkview to W. Main	Underway with lane closures.
2020	207248	S Ave. – 34 th to 36 th St.	Anticipated completion end of June.
2020	130143	U Ave. – 29 th St. to 32 nd St.	Anticipated completion end of June.
2020	207188	Systemic Signs	Done.
2020	207249	G Ave. – 2 nd St. to 6 th St.	Started week of June 8, 2020.
2021	206265	Sprinkle Rd. – Milham to N Ave.	Preliminary plan development

RCKC Other Updates:

- Project information meetings happening virtually. Townships were sent notification. Information available on the “Projects” page of the RCKC website.

LAND USE/PLANNING AND ZONING-

Reilly reported the Oakhill Winchell Neighborhood Plan was amended to the Master Plan. Parkview Hills neighborhood plan will be presented to the Planning Commission in July. Downtown zoning amendments will begin the week of June 15, 2020.

West reported the City of Portage Planning Commission approved recommendation for a hotel development on Trade Centre Way with anticipated start in late summer. Portage Road public input sessions regarding corridor reconfiguration and redesign were postponed until summer.

Lotta reported Kalamazoo County is starting to open next week but residents are encouraged to conduct business on-line or over the phone. For in-person service, an appointment is required, and health checks will be performed. The County’s newly hired GIS Technician started June 1, 2020. Lotta reminded attendees to complete the census and the importance of the process. Efforts are underway to improve low census response rates in West Michigan University, Edison, and Southside areas. The census response deadline has been extended to October 31, 2020.

NEW BUSINESS

Steppek stated the July meeting is normally cancelled. Unless a large action item surfaces, plan on cancellation of the July meeting this year as well. The next Technical Committee meeting would be August 13, 2020.

PUBLIC COMMENTS

No public comments were made.

ADJOURNMENT

There being no other business, the June 11, 2020 Technical Committee Meeting was adjourned at 9:38 a.m.

The next meeting of the Kalamazoo Area Transportation Study Technical Committee will be held on Thursday, July 9, 2020 at 9:00 a.m.

DRAFT

What is the TIP?

The Transportation Improvement Program (TIP) is an outline of transportation projects programmed in the Kalamazoo Area Transportation Study (KATS) Planning Area for Fiscal Year (FY) 2020-23. This area includes all of Kalamazoo County and Almena Township, Antwerp Township, Paw Paw Township, Waverly Township, and the Villages of Paw Paw, Lawton, and Mattawan in Van Buren County.

The Metropolitan Planning Area

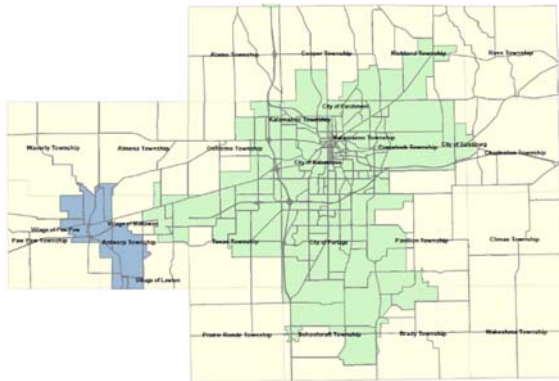


Figure 1: Map of KATS MPO and Urbanized Area

The TIP, as required by federal regulations, addresses all projects proposed to use federal transportation funding within the KATS area. Everyone who lives, works, attends school, visits, or travels through our region is affected by these projects. The TIP responds to the everchanging needs of all users and includes maintenance, public transit, bikeway, sidewalk, bridge, traffic signal, and other projects.

Development of the TIP

The TIP covers a four-year period but is updated every three years to ensure an efficient transition between programs. The program is developed using the continuing, cooperative, and comprehensive planning process with state and

federal transportation agencies, public transit agencies, local governments, and residents. To be included in the TIP, projects must have committed funding and provide project details.

Amending the TIP

KATS regularly amends the TIP to reflect new and changing projects. The KATS staff may approve minor changes, but certain modifications are more significant and require KATS to approve a formal amendment to the TIP. These modifications include:

- Cost changes that exceed percentage thresholds
- Major changes that affect project scope
- Additions and Deletions

The TIP Process

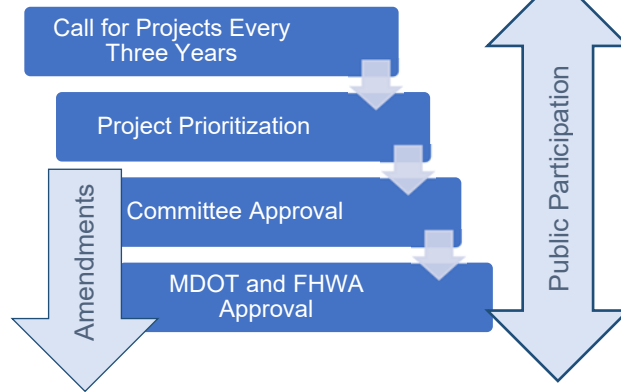
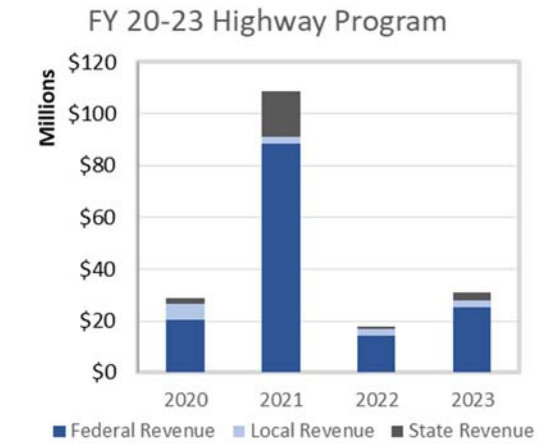
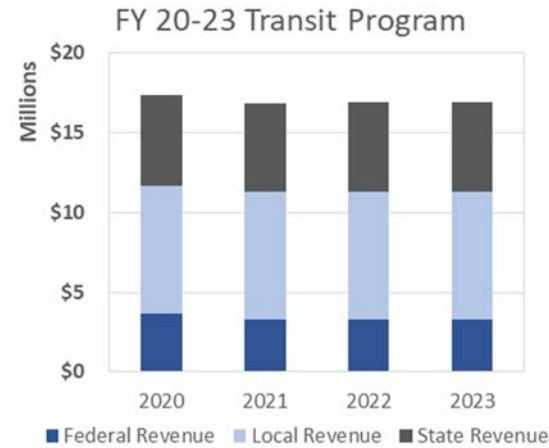


Figure 2: KATS Transportation Improvement Process

The Metropolitan Transportation Plan

The Kalamazoo Area Transportation Study also develops the region's long-term Metropolitan Transportation Plan (MTP). The MTP covers more than 20 years of planning efforts and must be updated every four years. The short-range projects included in the TIP must be consistent with the long-range planning efforts included in the MTP.



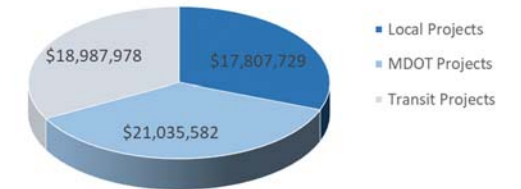
New bond program is not included in above charts.

For more information visit www.KATSmopo.org

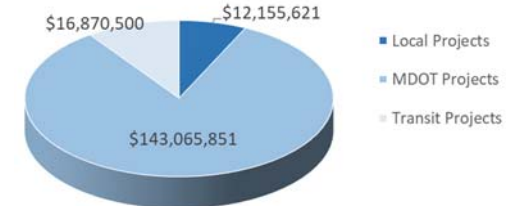
Public notice of public involvement activities and time established for public review and comments on the Transportation Improvement Program (TIP) will satisfy the Program of Projects (POP) requirements for the following grantees: The Kalamazoo County Transportation Authority, the Central County Transportation Authority and Van Buren Public Transit.

FY 2020-2023 TIP Fiscal Constraint (7-27-20)

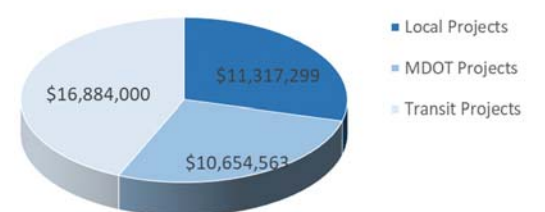
2020 Total Commitments



2021 Total Commitments



2022 Total Commitments



2023 Commitments

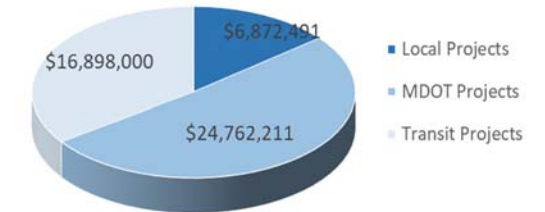


Figure 3: FY 2020-2023 Fiscal Constraint by Year

FY 2020-2023 Transportation Improvement Program

August 2020 Amendments (8/26/20)

Fiscal Year	Job Number	Phase	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Federal Cost	State Cost	Local Cost	Total Phase Cost	Amendment Type	Comments	Total Project Cost
2021	105885	CON	MDOT	I-94	East of Lovers Lane to East of Portage Road	Major Widening	Road Reconstruction and Widen	\$56,520,568	\$12,533,272	\$0	\$69,053,840	Budget over 24%		\$72,503,840
2023	202037	CON	Kalamazoo	S Drake Rd	S Drake Rd, Stadium Dr (I-94BL) to KL Ave, Oshtemo Township	New Facilities	Construct S. Drake Road Shared-Use Pathway	\$217,050	\$0	\$144,694	\$361,744	Addition	Programmed per Grant no. TA2014022.01	\$361,744
2021	210862	CON	Paw Paw	E Michigan Ave	Michigan Avenue, Gremps to N. Lagrave, Village of Paw Paw	Roadside Facilities - Improve	Michigan Avenue Pedestrian Safety Improvements Project	\$426,921	\$0	\$915,796	\$1,652,967	Addition		\$1,652,967
2020	105886	UTL	MDOT	I-94	Portage Road to Sprinkle Road	Major Widening	Road and Bridge Reconstruction	\$306,938	\$68,063	\$0	\$375,000	Addition		\$34,250,000
2022	210812	PE	MDOT	I-94 W/ US-131 N Ramp	I-94 Westbound ramp to US-131 Northbound	Minor Widening	Widening for additional ramp lane	\$799,675	\$177,326	\$0	\$977,000	Addition		\$10,269,000
2023	210813	PE	MDOT	M-43	West Main between 10th Street and Drake Road Oshtemo Township, Kalamazoo Co	Minor Widening	Widening for turn lanes, intersection and interchange ramp improvements	\$753,020	\$146,107	\$20,873	\$920,000	Addition		\$7,520,000
2021	129068	UTL	MDOT	M-43	M-43 at G Avenue, Comstock and Richland Townships, Kalamazoo Co.	Traffic Safety	Construct Roundabout	\$32,740	\$7,260	\$0	\$40,000	Addition		\$4,980,000

2050 Metropolitan Transportation Plan (MTP) Transportation Survey Summary

Question 1: How satisfied are you with the condition of roads and bridges in the planning area?

Responses: 217

Very Satisfied	Satisfied	Somewhat satisfied	Neither satisfied nor dissatisfied	Somewhat dissatisfied	Dissatisfied	Very dissatisfied
2	13	56	17	83	32	14

Question 2: Which four components of the region's transportation system should be the top priorities for improvement over the next 5-10 years?

Responses: 217

Pavement and bridge preservation	Safety improvements	Bicycle and pedestrian facilities	Environment	Traffic congestion	Transit improvements	Advanced technology	Freight Movement
179	134	120	81	76	68	53	43

Question 3: Which four components of the region's transportation system should be the top priorities for improvement over the next 1-5 years?

Responses: 217

Pavement and bridge preservation	Safety improvements	Bicycle and pedestrian facilities	Traffic congestion	Environment	Transit improvements	Freight Movement	Advanced technology
182	145	126	89	79	75	41	37

Question 4: Rank the following in terms of importance with the most important aspect at the top.

Responses: 217

	1	2	3	Score
Minimizing water pollution	83	93	41	2.19
Minimizing flooding on roads	92	40	85	2.03
Minimizing air pollution	42	84	91	1.71

Question 5: How should concerns of safety and mobility for the area's aging population be addressed? (select one option)

Responses: 217

Develop innovative mobility services	81
Improve coordination of land use development with transportation planning	63
Improve public transit	59
Other (please specify)	14

Other (please specify)
I'm old. Please don't force me to ride a bike or walk everywhere
Work with private/non-profit sectors on shuttles and other demand response systems
More pathways for non-motorized commuters, and incentives to use
Coordinated effort with existing all services.
I would look to private sectorsolutions. Uber, Lyft, etc
have no thoughts on this
Improve safety of the roads
Clearly, all of the above. We should always be using every tool at our disposal to address the needs of our community.
not sure.
Improved transit and coordination of land use and transportatuon are BOTH super important, but I wanted to clarify; we need to make available denser housing closer to services in urban and regional centers. Transit is a lifeline for longer trips, but we should foster livable communities that allow elderly people to walk or roll a few short blocks for 90 percent of their needs.
not
N
improve communication of existing services
Ability for those that are old and unable to ride a bike to have motorized vehicle options and roadways that allow for safe movement of these vehicles

Question 6: Do you use transit services?

Responses: 217

Yes	42
No	175

2050 Metropolitan Transportation Plan (MTP) Transportation Survey for the Greater Kalamazoo Area

Question 7: How satisfied are you with the transit access to jobs and important services, such as healthcare, food and education? (skip if answered "no" to question 6)

Responses: 97

Score	0-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	91-100
Votes	10	5	10	7	37	9	7	6	2	4

Question 8: Which future transportation investments are most important to you? Put the most important investment at the top.

Responses: 216

	1	2	3	4	5	6	Score
Road conditions	116	49	24	20	5	3	5.12
Traffic safety	33	80	62	28	12	2	4.41
Bike and pedestrian facilities	45	36	45	25	21	45	3.65
Public transit	18	22	32	55	63	27	3.06
Congestion reduction	5	23	44	37	71	37	2.82
Freight movement	0	7	10	52	45	103	1.95

Question 9: Which mode of transportation do you use most often?

Responses: 217

	Never	Rarely	Occasionally	Frequently	Weighted Average
Personal Motor Vehicle	4	2	17	153	3.81
Walking	0	44	64	29	2.89
Bicycle	18	25	59	26	2.73
Rail (Amtrak)	34	64	9	0	1.77
Transit	88	16	6	2	1.3

Other (please specify)
I walk occasionally when I'm at work in Portage but I cannot select that option if another one is selected.
I cannot select options for more than four categories? I use all of them, auto most often, then walk, transit, train, and bike (rarely). Is there general comment area on this?
I use and support Amtrak but cannot select the option without another category being erased.
walk in the neighborhood daily and sometimes to the downtown
This questions would not allow me to pick the same frequency twice. I would have selected frequently for bicycle and motor vehicle, and walking. I would have oucked occasionally for Amtrak.
It would only allow for me to choose one option for Never, rarely, etc. So I tanked my top 4 in order.
Comment - this doesn't allow a check mark for every item
Transit, bicycle and rail are all never.
This question is broken. I can select three items and it bounces around. I've slected one, as the question indicates I should, but I use all the other modes to some degree.
Uber/Lyft
Questions won't allow duplicate answers. For Rail, I would choose "Rarely".
Options for this question aren't operational as intended.
airplane
I use both personal motor vehicle and my bike equally because there isnt the proper infrastructure to bike in the off season - or to certain parts of town.
Carpool from another town twice a week

Question 10: How would you prioritize transportation funding for the following? (Put the highest priority at the top (#1)).






Responses: 216

	1	2	3	4	5	6	Score
Rehabilitation of roads and bridges	122	24	16	18	19	13	4.82
Safety improvements	22	69	40	34	34	13	3.87
Expansion of bicycle facilities	42	37	32	27	23	58	3.54
Expansion of pedestrian facilities	6	43	37	39	69	15	3.2
Enhancing transit	18	21	39	55	35	42	3.08
Technology (traffic signal, pedestrian counters, etc.)	6	19	48	36	27	77	2.64

2050 Goals & Objectives

Goals

The creation of a performance framework for the transportation plan allows us to better understand how different projects and policies might affect our region's future. The goals listed below were formulated to represent our community's vision and the desired state for our region's transportation system. These five goals are the foundation for performance measures, performance targets, recommended policy, and project implementation actions described in later chapters of this MTP.

	Safety – a safe and secure transportation system for all users.
	System Preservation - a well maintained transportation system.
	Multimodal Mobility & Accessibility – an accessible, equitable, and integrated transportation system.
	Partnership & Funding – regional collaboration in transportation planning, funding, and implementation.
	Environmental Stewardship – a transportation system that protects and enhances the natural, cultural, and built environment.

Goal 1: a safe and secure transportation system for all users.

Objectives:

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote a balanced transportation system that stimulates and supports long-term economic vitality, travel and tourism, global competitiveness, productivity, and efficiency through directed investments across modes.
- Implement strategies to promote efficient and reliable system management and operation that result in the reliable and safe movement of people and freight.
- Increase security of the transportation system by incorporating applicable emergency relief and disaster preparedness plans, strategies and policies that support homeland security, as appropriate, to safeguard the security of all motorized and nonmotorized users.

Measures:

- 5 year rolling average of the total number of fatal and incapacitating injuries for the number of serious car crashes.
- 5 year rolling average of the total number of fatal or incapacitating bicycle and pedestrian crashes for the number of serious nonmotorized crashes.

Goal 2: a well-maintained transportation system.**Objectives:**

- Apply transportation asset management principles and techniques to identify, assess, and maintain existing transportation infrastructure in support of federal performance measures.
- Support the State of Good Repair federal performance measures and the priorities established by local transit agencies.
- Identify strategies and recommend investments that preserve and enhance regional transit systems.

Measures:

- Percent of National Highway System bridge deck areas in “good” and “poor” condition.
- Percent of interstate pavement in “good” and “poor” condition.
- Percent of non-interstate pavement in “good” and “poor” condition.
- Increase the percentage of transit vehicles operating within their remaining service life.

Goal 3: an accessible, equitable, and integrated transportation system.**Objectives:**

- Provide access to employment, education, medical facilities, housing, services, neighborhoods, recreation and fresh food for all people, regardless of age, ability, or economic status.
- Foster Environmental Justice through the maintenance of a planning process that does not unfairly affect any one segment of our community.
- Implement improvements for all transportation system users that foster increased accessibility, economic development and vitality.

Measures:

- Percentage of population within walking distance of fixed route transit. Updated with changes to fixed route transit systems.
- Increase in annual transit ridership.
- Level of travel time reliability of the interstate, non-interstate and freight on the interstate.

Goal 4: regional collaboration in transportation planning, funding, and implementation.**Objectives:**

- Provide continual and transparent opportunities for stakeholders and the public to actively participate in the transportation decision making process.

- Employ the Congestion Management Process to systematically monitor, measure, diagnose, and recommend travel management alternatives for current and future congestion on our region’s multimodal transportation system.
- Encourage agencies to plan and coordinate projects to maximize funding opportunities and reduce overall project costs.

Measures:

- Record the number of views across social media platforms to show public engagement success.
- Percent of funding spent on roads, transit and non-motorized transportation.
- Record the number of projects that are tied with other infrastructure work.

Relating Planning Factors to MTP Goals

The table below shows how the goals and objectives for the 2050 MTP support FAST Act planning factors.

FAST Act Planning Factors	Related MTP Goal(s)	Incorporation of FAST Act Planning Factors
1). Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	Goal 1 Goal 2 Goal 3 Goal 4	The projects contained in this plan preserve and enhance access by all modes to employment centers.
2). Increase the safety of the transportation system for all users	Goal 1	In support of federal performance measures, safety improvements for all modes are encouraged in this plan.
3). Increase the security of the transportation system or all users	Goal 1	Employ strategies and collaborate with other agencies to increase the security of the transportation system.
4). Increase the accessibility and mobility of people and freight	Goal 1 Goal 2 Goal 3 Goal 4	Mobility options for nonmotorized, transit, and roadway users are increased under this plan. Accessibility is improved, but it is also recognized that additional activities should be considered to increase the accessibility of the transportation system for all users.
5). Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State	Goal 1 Goal 2 Goal 3 Goal 4	The MTP seeks to minimize any negative environmental impacts as a result of programs/projects. The implementation of the programs/projects contained in this plan will reduce gaps in the system and a reduction in the number of congested miles. Consistency is achieved by

<p>and local planned growth and economic development patterns.</p>		<p>developing the MTP in conjunction with KATS members, road agencies, Metro, and MDOT, and by increasing the accuracy of socio-economic data input into the Transportation Model.</p>
<p>6). Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</p>	<p>Goal 1 Goal 2 Goal 3</p>	<p>The programs/projects in the plan seek to enhance connectivity and integration between modes, for example transit and nonmotorized.</p>
<p>7). Promote efficient system management and operation</p>	<p>Goal 2 Goal 3 Goal 4</p>	<p>The programs/projects in this plan were developed with KATS members, state and local transportation providers, and the general public. Such input helps ensure that the system is efficiently managed and operated and the projects proposed support the continuation of a system that is efficiently managed and operated.</p>
<p>8). Emphasize the preservation of the existing transportation system</p>	<p>Goal 2</p>	<p>The MTP considered preservation of the existing transportation system through the financial analysis; maintaining the system in a state of good repair is a federal performance measure and a high priority for our members.</p>
<p>9). Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation</p>	<p>Goal 1 Goal 2 Goal 3</p>	<p>System reliability is a federal performance measure and therefore a high priority. Reduce congestion through the congestion management process, and the projects in this plan must be congestion-deficient to be eligible for federal funding.</p>
<p>10). Enhance travel and tourism</p>	<p>Goal 1 Goal 2 Goal 3 Goal 4</p>	<p>Enhancing and preserving the system, including our environmental resources, leads to a much more appealing travel destination. Strengthening land use and transportation decisions with the economy and tourism in mind can increase the desirability of our area as a must visit location.</p>