

Appendix C - Agency Coordination

Kalamazoo Planning and Environmental Linkage (PEL)			
JN 131203/200244			
Stadium Drive and M-43 (Michigan Avenue and Kalamazoo Avenue)			
Administrative Team (Primary)			
Primary Contacts	Contact	Title	E-Mail
MDOT	Michele Fedorowicz	Project Manager	FedorowiczM@michigan.gov
MDOT - SW Region	Dee Parker	Region Engineer	parkerd9@michigan.gov
MDOT - Environmental	Margaret Barondess	Supervisor	BarondessM@michigan.gov
MDOT - SW Region	Amy Lipset	Region Planner	LipsetA@michigan.gov
MDOT - Kzoo TSC	Michelle O'Neill	Operations Eng.	oneillm@michigan.gov
MDOT - Office of Rail	Rob Lippert	Manager	lippert@michigan.gov
City of Kalamazoo	Jeff Chamberlain	Dep. City Manager	chamberlainj@kalamazoo-city.org
City of Kalamazoo	Jim Hoekstra	Traffic Engineer	hokstra@kalamazoo-city.org
City of Kalamazoo	Jim Ritsema	City Manager	ritsemaj@kalamazoo-city.org
City of Kalamazoo	James Baker	Public Services Director	bakerj@kalamazoo-city.org
City of Kalamazoo - Community Planning & Development Dept.	Rebekah Kik	Director	kikr@kalamazoo-city.org
Kalamazoo County - Office of Emergency Management	Michael Corfman	Director	macorf@kalamazoo-county.com
Downtown Kalamazoo Incorporated (DKI)	Andrew Haan		ahaan@dki.org
FHWA	Dominic Drdla	Area Engineer	dominic.drdla@dot.gov
Kalamazoo Area Transportation Study (KATS)	Jonathan Start	Executive Director	jstart@katsmpo.org
Kalamazoo Area Transportation Study (KATS)	Steve Stepek	Senior Planner	sstepek@katsmpo.org
WMU - Office of Community Outreach	Bob Miller	Assoc. VP	bob.miller@wmich.edu
WMU - Office of Govt. Affairs	Greg Rosine	VP	greg.rosine@wmich.edu
Administrative Team (Technical) -			
Primary Contacts	Contact	Title	E-Mail
MDOT - Environmental	Sigrid Bergland	Historian	berlands@michigan.gov
MDOT - Environmental	Sheila Upton	NEPA	uptons@michigan.gov
MDOT - Kzoo TSC	Pete Pfeiffer	TSC Manager	pfeifferp@michigan.gov
MDOT - Kzoo TSC	Athira Jayadevan	Traffic & Safety Eng.	jayadevana@michigan.gov
MDOT - SW Region	Kitty Rothwell	Assoc. Region Eng.	rothwellk@michigan.gov
MDOT - Geometrics	Bill Taylor	Geometrics	taylorw@michigan.gov
MDOT - Signals	Erik Smalley	Signals	smalleye@michigan.gov
MDOT - Communications	Nick Schirripa	Region Communications	schirripa@michigan.gov
WMU - Facilities Management	David Dakin	Director of Planning	david.dakin@wmich.edu

**Kalamazoo Planning and Environmental Linkage (PEL)
 JN 131203/200244
 Stadium Drive and M-43 (Michigan Avenue and Kalamazoo Avenue)**

Local Advisory Group (LAG) - Includes local agencies

Organization	Contact	Title	E-Mail
Academia			
Kalamazoo College	Susan Lindemann	Director Facilities Mgmt	susan.lindemann@kzoo.edu
Kalamazoo Valley Community College (KVCC)	Mike Collins		mcollins@kvcc.edu
Kalamazoo Valley Community College (KVCC) Arcadia Commons Campus			
Businesses/Freight Companies			
Kalamazoo Institute of Arts	Belina Tate	Executive Director	museum@kiarts.org
Southwest Michigan First	Ron Kitchens	Chief Executive Officer	rkitchens@southwestmichiganfirst.com
ARVCO Container Corporation			
Graphic Packaging International			
City			
City of Kalamazoo Historic District Commission (HDC)	Sharon Ferraro	Historic Preservation Coordinator	ferraros@kalamazoo-city.org
City of Kalamazoo Historic Preservation Commission (HPC)	Joshua Koening	Chair	joshua.koenig@wmich.edu
City of Kalamazoo Parks and Recreation	Sean Fletcher	Director	fletchers@kalamazoo-city.org
Complete Streets Coalition of Kalamazoo	Jim Fenner	Director	jim.fenner@gmail.com
Kalamazoo Metro Transit	Sean McBride	Transportation Director	mcbrides@kmetro.com
City of Kalamazoo Planning Commission	Kathy Schultz	Metro Transit	kschultz@kmetro.com
Kalamazoo Regional Chamber of Commerce			
Clubs/Groups/Advocacy			
Bike Friendly Kalamazoo (BFK)	Paul Selden		pselden@aol.com
Kalamazoo Bicycle Club	Renee Mitchell	President	president@kalamazoo-bicycleclub.org
Disability Network of Southwest Michigan	Joel Cooper	President	Cooperj@dnswm.org
Discover! Kalamazoo	Greg Ayers	President	ayers@discoverkalamazoo.com
Congregations			
First Baptist Church	Marcy Mein	Office Manager	office@fbckzoo.org
First Congregational Church	Polly Blowers	Church Secretary	info@kzoo1st.org
St. Augustine Cathedral and School	Laurie Tichon		info@stakalamazoo.org
County			
9th Judicial Circuit Court for Kalamazoo County			
Kalamazoo County - Administration	Lotta M. Jarnfelt	Courty Planner	lmjarn@kalamazoo-county.com
Kalamazoo River Valley Trail - Parks Foundation of Kalamazoo County	Toni Thompson		t54-toni@gmail.com
Kalamazoo Community Foundation	Joni Frick	Receptionist	frick@kalfound.org , info@kalfound.org
Kalamazoo County Brownfield Authority	Joe Agostinelli	Chair	raerov@kalamazoo-county.com
Central County Transportation Authority (CCTA)	Kevin Wordelman	Commissioner	
Federal			
Federal Courthouse	Dan Fenner	GSA	dan.fenner@gsa.gov
Healthcare Facilities			
Bronson Healthcare	Greg Milliken		milliken@bronsonhg.org
Neighborhood Associations			
Douglas Neighborhood Association (DNA)	Jim Pridgeon	Douglas Neighborhood	douglasneighbors@gmail.com
Eastside Neighborhood Association (KENA)	Pat Taylor	Director	kenadirector@gmail.com
Edison Neighborhood Association	Tammy Taylor	Executive Director	edison@chartermi.net

**Kalamazoo Planning and Environmental Linkage (PEL)
 JN 131203/200244
 Stadium Drive and M-43 (Michigan Avenue and Kalamazoo Avenue)**

Local Advisory Group (LAG) - Includes local agencies

Organization	Contact	Title	E-Mail
Northside Association for Community Development	Mattie Jordan-Woods	Executive Director	raod@sborglobal.net
Stuart Area Restoration Association	Valarie Bader	Executive Director	Valariebader@gmail.com
Vine Neighborhood Association	Steve Walsh	Executive Director	info@vineneighborhood.org
West Main Hill Neighborhood Association	Rachel Bair	President	rachel.chadderdan@gmail.com
West Main Hill Neighborhood Association/representative	Tala Davison	LAG rep	tala.davison@gmail.com
Gateway Coalition [South Street Historic District group]	Kim Cummings/Bill Snyder	Co-Chairs	cummings@kzoop.edu / williamsnyder@att.net
Oakland Drive - Winchell Neighborhood Association	Peter Kushner	President	odwnanews@winchellneighborhood.org
State			
Michigan Department of Environmental Quality	Jim Watling		watlingj@michigan.gov
Michigan State Historic Preservation Office (SHPO)	Brian Conway	State Historic Preservation Officer	conwayb1@michigan.gov
State of Michigan Office of Urban and Metropolitan Initiatives	Harvey Hollins III	Director	hollins@michigan.gov

Administrative Team Meeting #1

January 13, 2016 @ 1:30 pm

Introductions of attendees

Brief overview of the Planning and Environmental Linkages (PEL) process (Gerri Ayers)

Proposed study limits – discussion of suggested revision

Study Kick off & Data Collection

Purpose and Need

Road Safety Audit

Alternatives Development/Evaluation

PEL Checklist/Final Report

Public and Stakeholder Engagement

- Administrative Team, discussion of roles and membership
- Local Agency Committee (LAC), discussion of draft list
- Public Meetings

General discussion of schedule/milestones

Discussion of information needed from other agency partners

Discussion of next steps

The Administrative Team committed to

- Review the proposed Study Area limits (*heard no comments following the meeting so revised map is attached*)
- List the needs/problems/issues in the Study Area which need to be addressed (*no additional needs received, MDOT needs attached*)
- Review Local Advisory Committee and Administrative Team lists (*hearing no additional comments following the meeting, revised lists are attached*)
- Provide any mast plans, development plans, access management plans, non-motorized plans, transit plans, traffic studies, parking studies/plans, and any approved projects within the study area and the timeframe for construction/implementation. (*No further information provided following the meeting*)



U.S. Department
of Transportation
Federal Highway
Administration



PLANNING & ENVIRONMENT LINKAGES (PEL)



Planning & Environment Linkages (PEL)

Overview

An approach to transportation decision-making that helps State DOTs, MPOs, and local agencies consider environmental issues early in the transportation planning process and use information and analysis conducted in planning in the NEPA process.

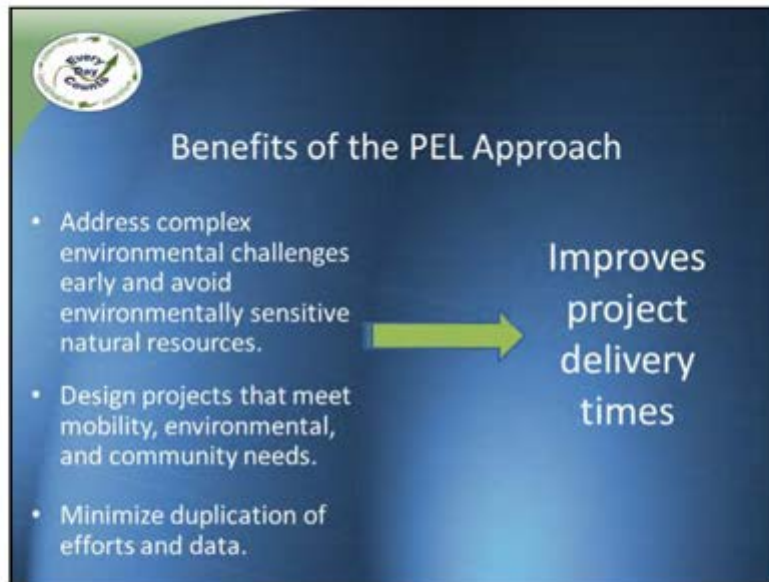
PEL is an FHWA initiative that:

- Considers environmental issues in the transportation planning process and
- Uses information and analysis conducted in planning in the NEPA process.

Linking planning and NEPA seeks to:

- Link the analysis and decisions made at the system level, during transportation planning, with the project-level decisions made during the environmental review process.

For example: The development of purpose and need should take place in the planning process, so that it can be included in the Notice of Intent when the NOI is published.



Integrated planning enables planners and the public to:

- Analyze data and consider the costs and benefits of decisions in a comprehensive way.
- Be better able to form programs and projects that serve the community's transportation and environmental needs effectively.
- Avoid and minimize impact on natural resources.

Linking planning and NEPA can:

- Gain a clearer and more comprehensive idea of the vision or "purpose and need" for the project.
- Eliminate potential duplication of planning and NEPA processes, creating one cohesive flow.

The EDC initiative on shortening project delivery is focused on cutting the time to deliver a major project.

- PEL supports EDC goals by improving project delivery times.



When is a PEL Study Done?

- When you need help define problems
- When you need to identify potential projects to include in future long-range plans.
- When funding is limited.
- When you need to make decisions as to what improvements can be made in a timely and affordable manner.

For projects or needs that have been identified in the long-range transportation plan, a PEL study can be used to better refine the project or need. The results can then feed back into the plan and smaller, affordable projects identified from the PEL study can be programmed in the TIP.

A PEL study can also be useful to help define problems or identify potential projects to include in future long-range plans. The PEL study can assist when funding is limited and good decisions can occur as to what improvements can be made in a timely and affordable manner.

A PEL study is advised if the project is a complex project. If the project -

- Regionally significant
- Environmental constraints
- Costly
- Controversial
- Potential for many alternatives that could be indistinct and confusing
- Risk and uncertainty

A PEL study can build trust and relationships, and promote transparency between stakeholders that will benefit the project later on after NEPA begins and through construction. Increased communication and information sharing early on will lead to better decisionmaking throughout the project development process.



Overview of the PEL Questionnaire

Purpose

- Guides the PEL Study project team
- Provides a summary of the planning process
- Provides documentation to transition from planning to NEPA analysis

The PEL questionnaire is a tool that state DOTs and MPOs can use:

- To ensure that planning information and decisions are documented so that they can inform the environmental review process.
- For any type of planning study including corridor studies, safety studies, feasibility studies, etc.
- Information from multiple studies on one area can be relied upon to complete the questionnaire (for example if a corridor study and a separate safety study were conducted for one area).

The questionnaire was originally developed by the Colorado DOT and the Colorado Division Office. The original questionnaire that Colorado developed was adapted for national application.



Questionnaire Sections

1. Background
2. Methodology used
3. Agency coordination
4. Public coordination
5. Purpose and need
6. Range of alternatives
7. Planning assumptions and analytical methods
8. Environmental resources
9. Cumulative impacts
10. Potential strategies for mitigation

The questions included in the questionnaire address 10 major areas.



FHWA's Involvement

- FHWA's involvement in PEL is comparable to that in NEPA.
- FHWA, at the end of the PEL process, issues a letter acknowledges:
 - The study was conducted in a manner consistent with PEL
 - Highlights study strengths and areas not addressed at all or in limited fashion

- When a planning study is submitted to FHWA for review, the completed questionnaire will be included with the submittal.
- FHWA will use this questionnaire to assist in determining if an effective PEL process has been applied before NEPA processes are authorized to begin.

Since there is no formal FHWA approval of PEL studies, the Acknowledgement Letter gives a conclusion to the PEL process.

KALAMAZOO PEL KICK-OFF Mtg 1-13-16

Name	Org	Tel	email
Tom Haut	MDOT	517-241-2445	hautt@michigan.gov
Matt Johnson	City of Kalamazoo	269-337-8717	johnsonm22@cityofkalamazoo.com
Jason Latham	MDOT	269-217-6354	Lathamj@michigan.gov
Ruth Hepfer	AHWA	571/702-1847	ruth.hepfer@dot.gov
Kim Avery	MDOT	269-491-7279	averyk@michigan.gov
Steve Deister	DKI	269-344-0795	sdeister@dki.org
Rebekah Kirk	COK	269-337-8893	kkirk@kalamazoo-city.org
Bob Miller	WmU	(269) 387-2073	Bob.Miller@WMUICH.EDU
Jeff Chamberlain	COK	269-332-8047	chamberlainje@kalamazoo-city.org
Jim Hocksta	COK	269-337-8612	hockstaj@kalamazoo-city.org
Darrell Harden	MDOT	269-337-3134	Harden.D1@michigan.gov
ANDREA Wilcox	MDOT	269-337-3931	WILCOXAZ@MICHIGAN.GOV
Jon START	KATS	269-343-0766	JRSTART@KATSMPO.ORG

Planning and Environmental Linkage (PEL) Study
Local Advisory Group (LAG) Meeting #1
MDOT Southwest Region Office
March 14, 2016

The map of the study area for the PEL was discussed. The study area has expanded since the charrette to include Douglas and Kalamazoo Avenues, the Arcadia area, both bounds of Michigan Avenue and extended down Stadium Drive to Howard Street. Mr. Kushner suggested extending the limits down Stadium Drive to Rambling Road where he stated left turns are problematic. Mr. Ferner suggested extending the limits on W. Main to Dartmouth suggesting a road diet (reducing the present configuration to two travel lanes, a turn lane and two bicycle lanes), and adding a left turn lane and traffic signal at W. Main and Dartmouth. Another suggestion was to make Douglas Avenue a two way street. **Responses to these are added at the end of these notes.**

Gerri presented PowerPoint slides briefly describing the PEL process. A PEL is a collaborative approach to transportation decision-making that helps State DOTs, MPOs, and local agencies consider environmental issues early in the transportation planning process and use information and analysis conducted in planning in the NEPA process. Major environmental concerns are reviewed and the results can be used in a future NEPA document. This shortens the NEPA timeline by having previously analyzed the key environmental factors. Examples of factors of high concern being studied for this PEL include historic district and properties, possible parkland concerns, contamination, and roadway operations. The final deliverable is a document which includes the completed FHWA PEL checklist, recommended projects or concepts that may lead to a subsequent NEPA study. NOTE: the study does not indicate that there is any funding for any improvements identified in the study.

Gerri defined the roles of the different groups:

Michigan Department of Transportation (MDOT): MDOT is leading this effort and guides the study through the PEL process. MDOT is responsible to keep the Administrative Team and Local Advisory Group (LAG) informed on the PEL progress; facilitate discussion and information sharing; and the scheduling and conducting of public meetings.

Federal Highway Administration (FHWA): FHWA's involvement in PEL is comparable to that in NEPA. FHWA, at the end of the PEL process, signs the PEL recommendation, along with the other Administrative team organizations that have a role in implementing or collaborating to seek funding for elements of the proposals. They also

assure the study was conducted in a manner consistent with PEL process so that the work and conclusions can be carried forward into NEPA.

Administrative Team: In general, this is a body of administrative organizations that have jurisdiction and policy control over specific governmental areas and infrastructure. This group has the authority to implement recommendations identified through the PEL process, can help collaborate to seek funding opportunities to move forward and to act on other policy, planning and approvals in a coordinated fashion.

Local Advisory Group (LAG): This is a group consisting of organizations that represent different cultural, environmental, economic and social interests within the study area. It is a representative form of public involvement. This group's roles and responsibilities include:

- Attend all LAG meetings
- Commit to actively participate in this process to identify mutually agreeable solutions.
- Provide an independent perspective to the project.
- Facilitate two-way communications with the entity that you represent.
- Provide accurate input to the process on key issues.
- Strive to avoid sidetracking, personality conflicts, and hidden agendas.
- Review and evaluate draft documents and reports in a timely manner.
- Provide feedback on public meeting format and content.

Gerri requested information on contacts for the County Court House, (227 W Michigan Avenue), and the Federal Building, (141 E Michigan Avenue). A county contact was identified following the meeting.

The draft PEL schedule shared indicates a potential September 2017 completion date.

Public outreach and involvement is an essential element of the PEL process. Gerri stated that a date and a downtown accessible location is needed for the first public meeting in April. A few suggestions were identified as possible locations. **(The meeting will be Wednesday, April 20th at the Metro Transit Station, 530 N Rose St. We have the room reserved from 3-8 but the meeting time will be 4-7.)**

MDOT will host a website to share the PEL information with the public and gather their input. Mr. Haan suggested using Google Maps/Earth where member of the public could place a pin with a suggestion or comment directly on a map. MDOT hasn't used this technique before but will see if we can.

LAG members will be provided with information to share in their communications with their constituents. MDOT needs to be aware of publication deadlines for the timely dispersal of meeting notifications; for instance, Mr. Tibbets stated that their deadline to announce an April meeting was March 15.

The group provided other questions and comments related to public involvement and some of which will require further investigation. These questions and comments included:

- How do we include low income, minority and homeless populations without the access to computers? The individual group members are the primary conduit of communications for their constituents as mentioned in the list of LAG roles and responsibilities. The LAG can provide suggestions on how to reach disconnected as well.
- Spanish translators may be needed at public meetings. MDOT includes language in press releases to offer assistance to requests 7 days in advance of public meetings. If LAG members can help us identify needs that will help too.
- Can local design elements be incorporated or taken into consideration even though no Federal or State funds are available...are there any constraints or anything out-of-bounds as to what can be proposed? The response was that in the early phase of the PEL everything within legal and safety bounds is acceptable, however there are some facility constraints that may apply, (NHS route classification example was mentioned.)
- Traffic operation of local and through traffic is the focus of the PEL study. Kalamazoo and Michigan Avenues are both National Highway System (NHS) routes. The earlier charrette only focused on one bound of Michigan Avenue and the PEL will cover both bounds along with expanded Arcadia area shown in the PEL study area map.
- The revision of the City Master plan is in its early stages and expect to have all the public input completed by Fall, 2016, and completion in a year. The city suggested using "Meeting in a Box" to aid in the public involvement with a 1 – 2 page questionnaire. The City is using this method because it did not have the funds to hire a consultant and to get more focused public input. MDOT will look at this tool.
- It was suggested that MDOT reach out to the railroads, both freight and passenger? MDOT to follow up on this.

The PEL study process was positively received by the attendees and all looked forward to participating in the study.

Follow Up on Study Area Questions

1. M-43 road diet. It was asked if MDOT would consider a road diet between Dartmouth and Douglas.
 - a. The 2014 ADT on M-43 in this area is 25,287. This far exceeds the acceptable volumes that can be handled by a road diet. A road diet is not an option here.
 - b. If M-43 west were added the whole stretch to US-131 would need to be added to fully study operations. The scope of this study is the downtown area.
2. M-43 and Dartmouth intersection. It was asked if MDOT would consider adding a left turn lane and traffic signal at M-43 and Dartmouth.
 - a. The right of way at this location is 66 feet total. Adding a left turn lane would impact the adjacent commercial properties by taking away parking and affecting commercial business signage.
 - b. Dartmouth has a lower crash rate than other intersections on the corridor and is not shown to warrant a dedicated turn lane for safety reasons.
 - c. The volumes on Dartmouth are not high enough to warrant a traffic signal at this time.
3. M-43, Douglas Avenue. It was asked if MDOT would convert Douglas to two way traffic. Douglas is in the limits of the study area so if this alternative meets the purpose and need it will be reviewed.
 - a. This has previously been reviewed for geometrics and operational concerns and issues with turning radii for commercial vehicles were identified. Radii in this residential area would have to be expanded which might result in historic impacts.
 - b. There is a concern about the level of service that this configuration would provide. The ADT of southbound Douglas in 2014 was 14,211. Based on this ADT of one bound, engineering judgement would indicate that future volumes (likely higher) would not be at an acceptable level of service.
4. I-94BL, Stadium. It was asked if MDOT would extend the PEL study limits to Rambling Rd.
 - a. The current PEL study limits end at Howard Street which is the edge of the WMU campus. Extending the limits further makes it

difficult to find a logical stopping point without continuing all the way to US-131. MDOT has learned from experience that if the limits are extended too far, the study area will become simply too large to manage. Thus while the suggestion is appreciated, for the purposes of this PEL study the limits will continue to end at Howard. There is a proposed project at Stadium and Howard that will review this area in more detail.

Division Street PEL

LAC Roles and Responsibilities



- Please attend all meetings.
- Commit to actively participate in this process to identify mutually agreeable solutions.
- Provide an independent perspective to the project.
- Facilitate two-way communications with your entity that you represent.
- Provide accurate input to the process on key issues.
- Strive to avoid sidetracking, personality conflicts, and hidden agendas.
- Review and evaluate draft documents and reports in a timely manner.
- Provide feedback on public meeting format and content.



CITY OF KALAMAZOO PLANNING AND ENVIRONMENTAL LINKAGE (PEL) STUDY

Name	Organization	Telephone	E-Mail
1 Max Tibbitts	STUART Area Neighbors ASSN.	269-585-6222	maxtibbitts@me.com
2 ANDREA Wilcox	MOOT-SWA DESIGN	269-337-3931	WILCOXAZ@MICHIGAN.GOV
3 Jack Urban	City of Kalamazoo (Commissioner)	269-381-2285	jackurb@me.com
4 Tala Davidson	West Main Hill Neighborhood	269-903-9180	tala.j.davidson@gmail.com
5 Peter Kushnee	OAKLAND DR.-WINCHELL NEIGHBORHOOD ASSN.	269-501-5190	PJKUSH@CHARTERMI.NET
6 Jim Ferner	COMPLETE STREETS COALITION OF KALAMAZOO	269-382-4460	jim.ferner@gmail.com
7 Michele McGowan	Dischility Network SWMI	345-1516x116	mcgowanm@dnswm.org
8 Kathy Schultz	MetroTransit	337-8233	kschultz@kalamazoo.org
9 MIKE COLLINS	KVCC	488-4255	micollins@kvcc.edu
10 Andra Zimmers	St. Augustine Cathedral School	349-1945	azimmers@stakzoo.org
11 Laurie Tichvon	St. Augustine Cathedral Parish	345-5147	info@stakalamazoo.org
12 Jason Latham	MDOT	217-6354	Lathamj@michigan.gov
13 Ruth Hepler	FWA	517/902-1847	ruth.hepler@dot.gov
14 Amy Birdsall	Douglas Neighborhood Assoc	269-3299323	BirdsallBMS@gmail.com
15 Jim Pridgeon	Douglas Neighborhood ASSN	269-388-7095	Jim75433@yahoo.com
16 Paul Manstrom	KALAMAZOO COLLEGE	269-217-9649	manstrom@kzo.edu
17 Pat Taylor	Kal. Eastside Neigh. ASSOC	269-381-0700	kennedirecta@gmail.com
18 Lotta Jarnofelt	Kalamazoo County - Planning	269-394-8115	LMJARN@kalcounty.com
19 Greg Milliken	Bronson Health Care Group	269-391-7044	milliken@bronsongh.org
20 Andrew Haan	Mayor's office	269-303-1967	haana2@michigan.gov

AGENDA

Kalamazoo PEL Update Meeting

Date: May 30, 2017

Time: 1:30a

Location/Call in Details: City of Kalamazoo

Project Name: Kalamazoo PEL

Meeting Objective: Intro MDOT/Consultant PEL Team/ Discuss Latest Developments

Item:

1. Introductions
2. Our PEL Team/Approach
 - a. Project Overview/Study Area
 - b. "First 100 Days"
 - c. Admin Team/Technical Advisory Group
 - i. Roles & Responsibilities
3. MDOT Work Completed to Date
 - a. RSA, P&N, etc.
4. Previous Studies Assessment
5. Current/Anticipated City Initiatives
6. Data Needs from City/KATS
7. Next Steps/Action Items
8. Wrap up/Questions?

MEETING MINUTES

Kalamazoo PEL Update Meeting

Date: May 30, 2017

Time: 1:30 pm

Location: City of Kalamazoo

Project Name: Kalamazoo PEL

Attendees: See attached

Meeting Objective:

Introduce MDOT/Consultant PEL Team to City and Discuss Latest Developments

- The PEL Team met with the City of Kalamazoo to discuss the project scope and schedule, and upcoming roadway or development projects. This document summarizes the key points of discussion and action items are in **bold**.

PEL Process/Alternatives

- The final alternative needs to look different to the many other studies and resolve the issues deemed most important to the community.
- Alternatives that convert 1-way to 2-way streets are desirable, however 1-way options are open if they include all modes and address key issues.
 - 2-way streets may improve response times for emergency vehicles
- The key to a successful Preferred Alternative is to get everyone on board, and to make sure the alternative is achievable within a reasonable timeframe.
 - Don't consider options that can't be done
- The City has 6 streets that should be considered for 2-way conversions:
 - Kalamazoo & Michigan Streets
 - South & Lovell Streets (tight ROW requires creativity)
 - Center lanes, or bike lanes may not be needed, instead consider sharrows
 - Switching flow of 1-way system would improve configuration
 - Westnedge & Park Streets
- The intersection at Michigan, Lovell, Oakland, and Stadium is referred to as the "Spaghetti Bowl" and requires attention.
 - Investigate intersection options utilizing boulevard section
- CDM Smith will create map showing current and proposed MDOT and city projects, and private developments
 - **City will provide project list (roadway and development) with sketch map**
 - Upon receipt, the PEL team's priority is to code projects in or impacting the study area into the TDM.
- The PEL team will utilize a more complete network by opening up restricted movements, or punching through streets where needed.



- Original street design restricted movements to allow better 1- way operations
- Coordinate alternatives with the Imagine Kalamazoo Masterplan and the city's Strategic Vision, which is currently in draft form
- The City is okay with worse than LOS D for traffic analysis, however state routes may require stricter criteria
 - The City would like MDOT to vacate state routes passing through the city but agreed this doesn't need to be resolved in the PEL process
 - The PEL team will discuss LOS triggers that would justify switching ownership
- CDM Smith will complete sensitivity analysis to provide threshold traffic volumes for alternative failure points. This will provide the City with a mode shift target.
- Alternatives can move curbs and there is no setback requirement within the city.
- Two previous studies looked at 2-way conversions
 - The PEL team is currently developing a summary document of previous studies
 - The City will look for old 2-way conversion studies to forward
- Administrative Team and Local Advisory Group meetings are being scheduled and agendas will be coordinated with the city.

Roadway Projects and Developments

- The City will provide a preliminary list of roadway projects and developments, which they will formalize and send to the PEL Team. The list will include projects and developments that are programmed, close to programmed, or planned in the future.
 - Base No-Build conditions will include programmed projects or likely to be programmed
 - If desired, future plans will be analyzed by CDM Smith (not in current PEL scope of services)
 - CDM Smith will prepare a scope and fee, once the list of projects is received from the City.
 - Transit Routes - The City wants to get rid of hub & spoke system, and implement transit centers.

Requested documents

- Kalamazoo Complete Streets policy
- Bike routes
- City will provide old PB and AECOM lane conversion studies if they can find them
- To gain full access to KATS online data, Jason will send a letter requesting access to KATS

Stakeholders (Include in LAG invites)

- Freight Stakeholders (ARMCO and Graphic Packaging)
- Regional Economic Development Corporation (REDC)
- Brownfield not on Advisory team but should be
- Add Kalamazoo County to LAG
- Tracie Mord - County representative should be included
- Kalamazoo Community Organization
- SW Michigan First
 - Policy meeting - Thursday
- DKI should be kept informed. Suggest adding to Admin Team.

- Schedule Admin Team meetings on Tuesdays or Fridays

Public Meetings

- Wednesdays or Thursdays are best public meeting days
- PIM location options
 - Back room at Bells
 - KVCC Auditorium – the City will help secure this location
 - Library (Van Deusen Meeting Room)
 - Epic Theatre
- First PIM needs a formal presentation with a Q& A session afterward
 - Tie to 2014 Charrette.
 - Explain PEL Process in steps, where we are, and end goal.
- The public perceives a lot of meetings so far
 - Explain what has been going on behind the scenes so they understand the delay
- Include frequent updates
- Need to reach broad audience; computers, business, transit, pedestrians, bicyclists, freight
- Community Engagement will be a lot of tradeoffs which need to be made clear

Next Steps

- The PEL team will revisit the schedule to prioritize the Admin Team and LAG meetings.
- Upon receipt of project list, base mapping will be completed with projects and submitted to city for review.

I-94BL/M-43 Kalamazoo PEL Update Meeting
 JN(S): 131203 CS(S): 39041
 May 30, 2017, 1:30 p

Name	Agency/ Company	E-mail Address	Phone
Matt Hunter	CDM Smith	hunterm@cdmsmith.com	517.312.3663
Jeff Chamberlain	City of Kalamazoo	chamberl@kalamazoo.org	269-722-5934
MAR WENDLING	CDM Smith	wendlingm@cdmsmith.com	517.318.3674
BRAD STAPPEL	MKSK	bstapfel@mkskstudios.com	488.887.8992
Rebekah Kik	City of Kalamazoo	kikr@kalamazoo.org	269.357.8893
Steve Stapel	KATS	sstapel@katsmpo.org	269-543-0766
MARA MARRICKE	KATS	marricke@katsmpo.org	810-217-3647
Jason Latham	MOOT	Lathamj@michigan.gov	269.217.6354



AGENDA

Kalamazoo PEL Update Meeting

Date: May 30, 2017

Time: 1:30a

Location/Call in Details: City of Kalamazoo

Project Name: Kalamazoo PEL

Meeting Objective: Intro MDOT/Consultant PEL Team/ Discuss Latest Developments

Item:

1. Introductions
2. Our PEL Team/Approach
 - a. Project Overview/Study Area
 - b. "First 100 Days"
 - c. Admin Team/Technical Advisory Group
 - i. Roles & Responsibilities
3. MDOT Work Completed to Date
 - a. RSA, P&N, etc.
4. Previous Studies Assessment
5. Current/Anticipated City Initiatives
6. Data Needs from City/KATS
7. Next Steps/Action Items
8. Wrap up/Questions?

MEETING MINUTES

City of Kalamazoo Update Meeting

Date: August 21, 2017
Location: Team Call
Prepared by: Brad Strader
Project Name: Kalamazoo PEL

Detailed Notes:

Expectations:

- The City and DKI generally believe that the best or only solution is to convert one-way streets to two-way. If some one-way streets are retained, the city expects to see a highly “complete street” improvement in terms of pedestrians and bicycles.

Data and Existing/Planned Conditions

- The City has a number of new plans and policies on progress that should be considered
- The City noted that the east end is “unsafe for pedestrians” citing for example the lack of a protected pedestrian crossing at Michigan/Portage with the curve onto southbound Portage Street.
- The City is planning to extend the Portage Street road diet to the south
- The City is still planning to convert Lovell, South and other one-way streets to two-way.
- The City identified several new developments that should be considered in the modeling. They want to see a map or write-up on what CDM Smith has assumed in the modeling.
- Metro Transit is in the early stages of exploring BRT and potential BRT-like operations such as exclusive lanes, premium stops.
- “Pop-up” bike lanes being tried on Water Street.
- Police cited difficulties with enforcement downtown – due to confusing one-ways and lack of safe places to pull people over without creating dangerous conditions for officers and congestion.
- The separated bikeway along the north side of Kalamazoo should ideally be extended to connect with the Kalamazoo trail at the northwest end of the downtown.
- The Western Michigan University facility/building at the SW corner of the spaghetti bowl is not in their long-term planning.
- Edwards is one-way for one block between Kalamazoo and Ransom – odd but may be due to cost of installing additional rail crossing signals.

Evaluation Criteria:

- Evaluation criteria should emphasize safety and travel convenience for all modes, economic development implications, emergency response times and public safety.
- The Public Safety department maintains that one-way streets impede emergency response; also cause important police efforts to be distracted by ticketing, collisions and enforcement issues related to confusion caused by the one-way streets. That should be a factor in the criteria.
- The impact on on-street parking is an important factor, especially along the east end of Michigan Ave.

- Connections between the campuses and the neighborhoods with the downtown is very important.
- One goal is to reduce the amount of through trucks going through the core of the downtown.
- Other key goals – ease of wayfinding, “access to opportunity”, an alternative that increases bicycling use, streets that are more attractive to retail and outdoor dining i.e. less truck traffic, noise and vibration).
- Priority to serve downtown businesses and residents, commuters and trucks through town are much less important to the city.
- The consequences of traffic shift onto residential streets.
- The impact on curbside use for loading, unloading etc.

Fatal Flaws:

- The loss of key on-street parking
- Excessively long left turn lanes
- Bery long delays outside of the 15-30 min peaks (more tolerant of delays during short periods)
- Congestion at such a recurring level that it would stifle economic development
A noticeable shift of traffic onto local streets, especially residential ones
- An alternative that does not improve walkability especially at the east end

Alternatives the City has considered:

- Broad alternatives the city has considered include all streets as two-way, a major road diet on Michigan (per the charrette), removal of Michikal.
- The City wants the consulting team to consider “restoring the grid” streets as one of the options considered; noting that even new streets through the current large super blocks should be on the table.

Process:

- Stakeholders will need some information to explain concepts such as auto trip reductions through mixed use and more walkable districts, the advantages of a grid street system . . .
- Question from KATS about the modeling and if multi-modal LoS will be used (answer was no because we don’t have data etc. so ped and bike comparative analysis will be more qualitative)

Tasks:

City

1. Provide documents to team including draft Complete Streets Policy, draft non-motorized plan, draft Master Plan, and Bob Gibbs Economic Study.

CDM Smith

2. Prepare a ROW map that illustrates the available ROW width on each of the roadways with labels for the width by segment (this needs to be a simple map the public can read, not an engineered map with faint ROW lines that are hard to see.
3. Create a map(s) that shows (jurisdiction which streets are MDOT and the City), direction, functional classification, including any on NHS, and segments with on-street parking.

4. Create a map to show the existing ADT, AM and PM (could include enlargements for key intersections). Brad suggests we also show historical counts on this as well (from old MDOT count maps or KATS reports)
5. Possibly a map that shows all the on-street parking (classified by metered or not, limits on use such as max hours), the use and turnover of on-street parking (see the DKI parking study or we may need to do some spot counts). The City noted at a meeting that parking meters are not consistent and want recommendations.
6. Show forecast counts too. (Future No-build counts, again AM, PM, and daily)
7. Generate an existing year Synchro model for PM peak hour with a full two-way street conversion of all streets (MDOT and City) to get a sense of how things would operate, where the congestion would be concentrated.
8. Create a map of parking garages and major parking lots, including their entrance and exit locations.
9. Create a map of Police/Fire stations with the one-way streets labeled on it.
10. Create a map showing proposed and recently built developments (we need to show which ones were specifically added to the model). Then have city review to be sure it's up to date.
11. Create a non-motorized map showing existing and proposed.
12. Prepare a write-up or map on the growth assumptions in the model – both the overall KATS growth factor and specific developments (so we can answer the question “did you consider x in your forecast”).
13. Add an existing conditions chapter to the report, most of the above should be included in it.

MKSK

14. Work with Brian to finalize the evaluation criteria based on the city input.
15. Finalize a draft of the design criteria. Since the city does not have a published set of standards, take a look at NACTO and draft something.

CDMS + MKSK

16. Develop three illustrative alternatives (overall plan view + some enlargements for representative segments by MKSK).
 - All streets converted to two-way with Kalamazoo staying in M-route.
 - Road diets along M-routes with city streets two-way
 - Hybrid such as Kalamazoo staying one-way, Michigan two-way but with two east bound lanes
 - An alternative with Michikal removed – this would include adding back in an east-west and/or north-south street connection (Elemor Street?)



Downtown Kalamazoo PEL Admin Meeting Notes

To: Michigan Department of Transportation

From: Sarah Binkowski

Date: September 15, 2017

Location: MDOT Southwest Region Office

The purpose of the meeting was to continue the PEL study that was initiated in 2016, get feedback on the draft alternative evaluation criteria, discuss the draft Illustrative Alternatives and present the upcoming project schedule. Details regarding each of these agenda items can be found below. The sign-in sheet can be found attached to these minutes.

Recap of Project to Date

Gerri Ayers summarized the project to date. She indicated that there have been two public meetings as well as some meetings with stakeholders. A consultant, CDM Smith, has been hired over the summer to continue the Planning and Environmental Linkages study. In addition, a cultural/historical review of the study area is currently being conducted. She introduced Sigrid Bergland as the MDOT project manager for that analysis. The report is still in process, and the final version will likely not be available until the fall of 2018. The presentation given at the meeting is attached to these minutes.

Recap of Purpose and Need

A handout was provided with the final Purpose and Need. Gerri indicated that the Purpose and Need had been developed prior to the last public meeting and a draft was presented at the last public meeting. Comments were received on the Purpose and Need and it was finalized after the last public meeting and it is attached to these meeting minutes.

List of Previous Studies

Jason Latham presented a slide summarizing the number of studies that have been reviewed as part of this study. There are over 20 studies that have been reviewed by the team. A summary is available and will be provided with the final report for the project. Generally, most studies either analyzed or commented on the need for a conversion of one-way to two-way roadways. Jason indicated that it is good to know about these studies as they will inform but not guide the process.

Jason then indicated that this study is different from the other studies in that it involves a process that is inclusive of all stakeholders in the community. Additionally, the study will look at all modes of transportation within the study area and not just focus on one mode (as some other studies did). The following comments were made:

September 15, 2017

Page 2

- A question was asked if the RSA study has been posted to the website. Gerri indicated that it has not been put on the website yet but the team is working with MDOT communications on posting a summary on the website.
- A comment was made that prior to meeting with the LAG and sharing the RSA results, that there should be before and after pictures showing the progress that MDOT has made. The TSC will provide the photos along with the items already implemented.
- A question was asked what the website address is for the study, it is: <http://www.michigan.gov/mdotstudies>, you can also google Kalamazoo PEL and it is the first website listed.
- A comment was made that the City and DKI generally believe that the best or only solution is to convert one-way streets to two-way. If some one-way streets are retained, the city expects to see a highly “complete street” improvement in terms of pedestrians and bicycles.
- The City commented that there are a number of new plans and policies that are in progress that should be considered. The City will provide these to the Study Team. This includes the following:
 - Draft Complete Streets Policy
 - Draft Non-motorized Plan
 - Draft Master Plan
 - Walkability Study
 - City Charette

Summary of Existing Conditions

Sarah Binkowski indicated that the team has almost finalized the existing conditions for the study and is working on finalizing this chapter for the report. New traffic counts were collected within the study area last Spring and the existing and future no-build traffic models are finalized. There are some 4(f) and possible 6(f) park properties that are still being reviewed. The following comments were made by attendees:

- The City noted that the intersection of Michigan and Kalamazoo is unsafe for pedestrians and there is also a lack of a protected pedestrian crossing at Michigan/Portage with the curve onto southbound Portage Street.
- The City is planning to extend the Portage Street road diet to the south.
- The City is still planning to convert Lovell and South streets from one-way to two-way. Sarah indicated that all alternatives being considered includes the conversion of South/Lovell to two-way
- The City identified several new developments that should be considered in the modeling. The City/KATS would like to see a map or write-up on what CDM Smith has assumed in the

September 15, 2017

Page 3

modeling. Sarah indicated that the team plans on having a call/meeting to discuss the traffic/modeling to go over assumptions.

- The City noted that “pop-up” bike lanes are being tried on Water Street.
- The City noted that Police have difficulties with enforcement officers following one-way streets within downtown and needing to meet the 4-minute response time. They occasionally will go the wrong way on a one-way street to meet the time.
- There is a separated bikeway along the north side of Kalamazoo that was just implemented.
- The Western Michigan University facility/building at the southwest corner of the spaghetti bowl is not in their long-term plan. The team should consider options in this area for improved circulation.
- Edwards is one-way for one block between Kalamazoo and Ransom, this is due to the railroad crossing and the need to install additional rail crossing arms to make it two-way.
- Bates Alley will soon be closed from Portage to Edwards for vehicular traffic and adjacent loading zones created for deliveries. Parklets are also proposed.

Evaluation Criteria

Sarah reviewed the draft evaluation criteria with the group and indicated that they were grouped into six different goal categories. Within each category, there are different evaluation criteria. The Admin Team agreed a week was sufficient to review the draft criteria and provide comments back to the Team. It was decided that the LAG or the public would see, a summary of the criteria that would be considered when evaluating the alternatives. The following comments were made on the evaluation criteria.

- The description wording should be reviewed so that it is not leading (i.e. favors one alternative over another).
- Rephrase “Improves ease of circulation” to “Improves ease of navigation and connectivity”, also change description to include “easy to use and understand”.
- Change/remove level of service criteria and change to use travel time or planned travel time. MDOT utilizes planned travel time, which could be used to evaluate the alternatives. RITIS is available to the team for use. The consensus of the team was to use some sort of travel time analysis instead of only using level of service.
- Add connectivity to “Maintains M-43, BL 1-94, US-131 routes” to state “Maintains M-43, I-94BL, and US-131 connectivity”
- Change “Impact to Neighborhood traffic” to remove cut through and include “adverse” or “Large increase to neighborhood traffic”
- Change Equitable Access to “Equitable Access / Complete Streets”
- For “Impact to Truck Mobility” need to consider delivery/access and should consider adding it to economic development as it impacts businesses downtown.

- There was discussion about adding in improving economic development through the addition of available land. MDOT indicated that any criteria involving economic development and land development cannot be considered since it is outside of the prevue of what MDOT can do.
- Emphasize safety and travel convenience for all modes, economic development implications, emergency response times and public safety.
- Public safety department maintains that one-way streets impede emergency response; also cause important police efforts to be distracted by ticketing, collisions and enforcement issues related to confusion caused by the one-way streets. That should be a factor in the criteria.
- Impact to on-street parking is an important factor, especially along the east end of Michigan Avenue.
- Connections between the campuses and the neighborhoods with the downtown are very important
- Reduce the amount of through trucks going in the core downtown area.
- The City views the main goal is to improve the ease of wayfinding and improve access to parcels along the one-way street system.
- Need evaluation criteria to increase bicycling use and to make streets more attractive to retail and outdoor dining (i.e. less truck traffic, noise and vibration).
- The City sees the top priority is to serve downtown businesses and residents. Commuters and through trucks traveling through downtown (not to/from) are much less important to the city.
- Some of the alternatives may result in the residential roadways experiencing an increase in traffic, and the alternatives analysis will need to study the level of increased traffic. There was some discussion about what constitutes a large increase and the City Master Plan outlines which roadways are available for specific uses, speed limits, etc., and this will be provided to the Study Team.
- Impact on curbside loading and unloading should be considered.
- There was concern about the overall wording of the evaluation criteria and ranking in comparison to the “No Build” alternative.

Illustrative Alternatives

Sarah presented the four main illustrative alternatives. She indicated that there are several variations with the removal of Michikal for some of the options. The last option reversed Michikal with a two-way conversion for other roadways. There are sample cross-sections for each of the alternatives for different roadways. Instead of showing bicycle lanes or widened sidewalks, the cross-sections show “flex space”. This allows for flexibility within each of the alternatives for a variety of options in the next phase of the study. This first phase will evaluate the high-level alternatives, which is one-way to two-way options. The next phase will further develop the alternatives with additional options of bicycle lanes, widened sidewalks, etc. Options for Stadium Drive and Riverview Drive are being considered in the next phase, since those options can be paired with any of these alternatives. The following comments were made on the alternatives:

September 15, 2017

Page 5

- The City made a comment that the goal of the study must be something that is different that is currently out there, or it will be unacceptable to the City. A No-Build option is not a viable option from the City's perspective. It must, however, always be considered as part of the NEPA process.
- A question was asked if there was going to be an alternative that looked at improvements to the No-Build or keeping all streets one-way but doing other improvements. Sarah indicated that Option 2 was an all one-way option with improvements and a road-diet.
- An alternative should not be thrown out due to funding because there may be funding available through other means other than state/federal such as private funding earmarked to keep the city sustainable.
- On-street parking typically hasn't been an issue outside of the traditional downtown. However, the opening of Hopcat has necessitated additional parking. Additionally, some on-street parking is being removed due to sight distance issues. The TSC will provide that information to the Study Team.
- Riverview needs to be reviewed near Mills since it is currently a right-turn only and close to a bridge. MDOT has looked at putting in a roundabout there and found out that the bridge is considered historic. There may be room for a roundabout. This route has been used as a detour.
- A roundabout should also be reviewed at Riverview and Michigan.
- DKI likes the Academy and Oakland 90-degree intersection alternative from the city charrette.
- Construction along Kalamazoo this summer reduced it to two lanes. With this reduction, there was a lot of congestion.
- A road diet should be looked at along Riverview.
- The City would like the team to consider "restoring the grid" streets as one of the options considered; noting that even new streets thru the current large super blocks should be on the table.
- A question was asked if Multi-Modal LOS will be considered. Sarah indicated that there is not enough information at this stage to do that type of analysis. This is typically a more detailed analysis done with more defined alternatives.
- As the alternative development process advances, the Synchro analysis will need to include accurate adjacent features since this impacts the capacity of the roadways.

Schedule and Next Steps

Gerri asked the group if they would like to have another Admin meeting before scheduling a LAG meeting. The consensus of the group was to update the presentation and evaluation criteria and have a phone call, then schedule the LAG meeting. The City did not see any fatal flaws in the alternatives that were presented, however, they will take it back to others at the City for additional comment. Gerri asked that comments on the alternatives and evaluation criteria be submitted within one week.

September 15, 2017

Page 6

cc: Gerri Ayers
File

KALAMAZOO PEL ADMIN MEETING SIGN-IN SHEET				
Meeting Date / Time: September 15, 2017 / 10:00 AM		Location: MDOT Southwest Region Office		
Name	Agency	Phone	E-Mail	
Jason Latham	MDOT	269-217-6354	Lathamj@michigan.gov	
Tom Hunt	KDOT	517-241-2445	hunttom@michigan.gov	
GERI AYERS	MDOT	517-373-2227	ayersg@michigan.gov	
Suzie Berland	MDOT	517-335-4229	berlandS@michigan.gov	
Brad Strader	MKSK	248-867-8942	strader@mkststudios.com	
Sarah Binkowski	CDM Smith	313-204-8200	binkowski.s@cdmsmith.com	
Matt Hunter	COM Smith	517-318-3663	huntm@cdmsmith.com	
Brian Smith	CDM Smith	517-318-0359	Smithbd@cdmsmith.com	
Kitty Rothwell	MDOT	269-317-1103	rothwillk@michigan.gov	
Jon STAAT	KATS	269-343-0766	JRSTART@KATSMPO.ORG	
Dee Parker	MDOT	269-337-3910	parkerd9@michigan.gov	
Rob Linnert	MDOT OFFICE OF RAIL	517-373-7709	LINNERT@MICHIGAN.GOV	
Jeff Chamberlain	City of Kalamazoo	269-337-8047	chamberj@kalamazoo-city.org	
Micrèlle O'Neill	MDOT - Kalamazoo BC	269-998-4044	oneill@michigan.gov	

Name	Agency	Phone	E-Mail
Andrew Haan	DownTown Kalamazoo INC, DownTown Partnership Activity	269-377-8535	ahaan@DKI.org
Rebekah Kik	City of Kalamazoo	269-337-8893	k.kr@kalamazoocty.org
Patrick Marchmon	FHWA	517-702-1820	patrick.marchmon@gmail.com
DOMINIC DRDLA	FHWA	517 702 1857	dominic.drdla@doh.gov

MDOT Kalamazoo Planning and Environmental Linkages (PEL) Project

September 15, 2017

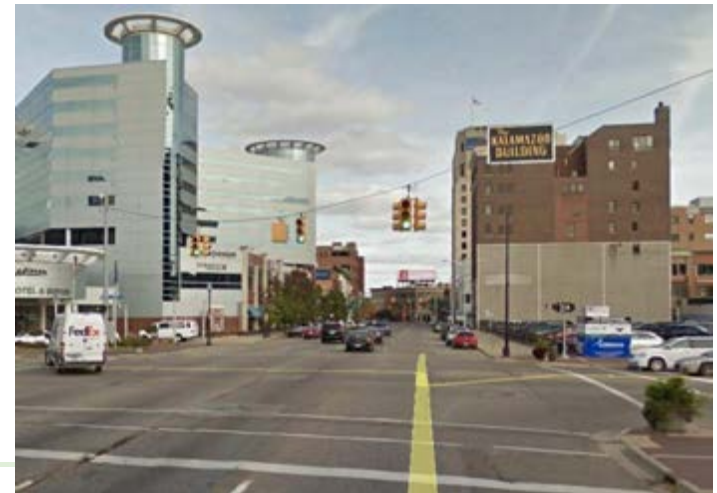


**CDM
Smith**

Admin Team Meeting

Agenda

- Welcome and Introductions
- Recap of Project to Date
- Recap of Purpose and Need
- List of Previous Studies
- Summary of Existing Conditions
- Evaluation Criteria
- Illustrative Alternatives
- Updates from Team Members
- Schedule and Next Steps



PEL Consultant Team



PM, Traffic & Safety, Stakeholder and Public Engagement, Alternatives Analysis, Document Prep



Stakeholder and Public Engagement, Access Management, Bike/Ped Accommodations, Document Prep



Survey

Project Status

- KATS/MDOT Charrette in 2014
- 2 Public Meetings
 - April 2016
 - October 2016
- Stakeholder Meetings
- Road Safety Audit
- Purpose and Need Developed
- PEL Consultant hired in Summer 2017



Summary of Road Safety Audit

- An RSA is a formal safety examination by an independent multi-disciplinary team, to review safety for all road users, and recommended mitigations.
- RSA was completed in the Kalamazoo Downtown area in 2016
- Some key mitigations
 - Pedestrian Safety
 - Install high visibility special emphasis crosswalk markings
 - Reduce crosswalk lengths with bulb-outs (i.e. Michigan and Church)
 - ADA ramps at all crosswalks
 - Bikes
 - Create city wide non-motorized master plan to promote connectivity
 - Signal Modernization
 - Upgrade box spans and add pedestrian countdown displays
 - Geometrics
 - Better delineate on street parking
 - Add warning signs at railroad crossing
 - Upgrades to signing and pavement markings, project wide

Short Term RSA Mitigation

RSA Recommendations	Implementation Timeline
Michikal/Lovell leading pedestrian phase	Complete
Reinforce Parking edge lines	Complete
Realign sidewalk on E Michigan Ave near Harrison Street	Complete
Relocate mailboxes off MDOT routes	Complete
Replace Guardrail approach terminal (Riverview Dr)	Complete
Add pavement marking guidance (W Michigan Ave, West Main and Michikal)	Complete
Install advance warning sign with flashing beacon, add low level signal heads, and realign south pedestrian crossing (E Michigan at Harrison)	Complete
Install high visibility special emphasis markings (multiple locations)	Summer 2017
Add turning guide pavement markings (Michigan and Stadium)	Summer 2017
Michikal/Lovell signing “yield to pedestrians”	Summer 2017
Reconstruct NE Kalamazoo Ave and Park St for heavy vehicles	Summer 2017
Multiple pavement marking and signing upgrades	Summer 2017

PEL Local Advisory Group (LAG)

PEL Admin Group plus...

- Kalamazoo College
- Kalamazoo Valley Community College
- Kalamazoo Institute of Arts
- Southwest Michigan First
- Complete Streets Coalition
- Kalamazoo Metro Transit
- Bike Friendly Kalamazoo
- Kalamazoo Bicycle Club
- Disability Network of Southwest Michigan
- Discover! Kalamazoo
- First Baptist Church
- First Congregational Church
- St. Augustine Cathedral and School
- 9th Judicial Circuit Court
- Bronson Healthcare
- Neighborhood Associations...
- MDEQ
- SHPO
- Others...

Some comments heard at Public Meetings...

Include non-motorized on all routes

Improve light here. Traffic backs up and is impossible to make left hand turn

Keep all users in mind – not just cars/trucks

Slow down traffic downtown: Kalamazoo, Michigan, Westnedge, Park

Visitors hate one-way streets!
(I hate one-way streets!)

Add parking spaces along Park Street

Previous Studies

- 20+ Studies/Plans reviewed over the past 60 years
- Many studies on one-way to two-way roadway conversions
- Most policy level documents endorse two-way streets, ***but*** the technical analysis conclusions varied

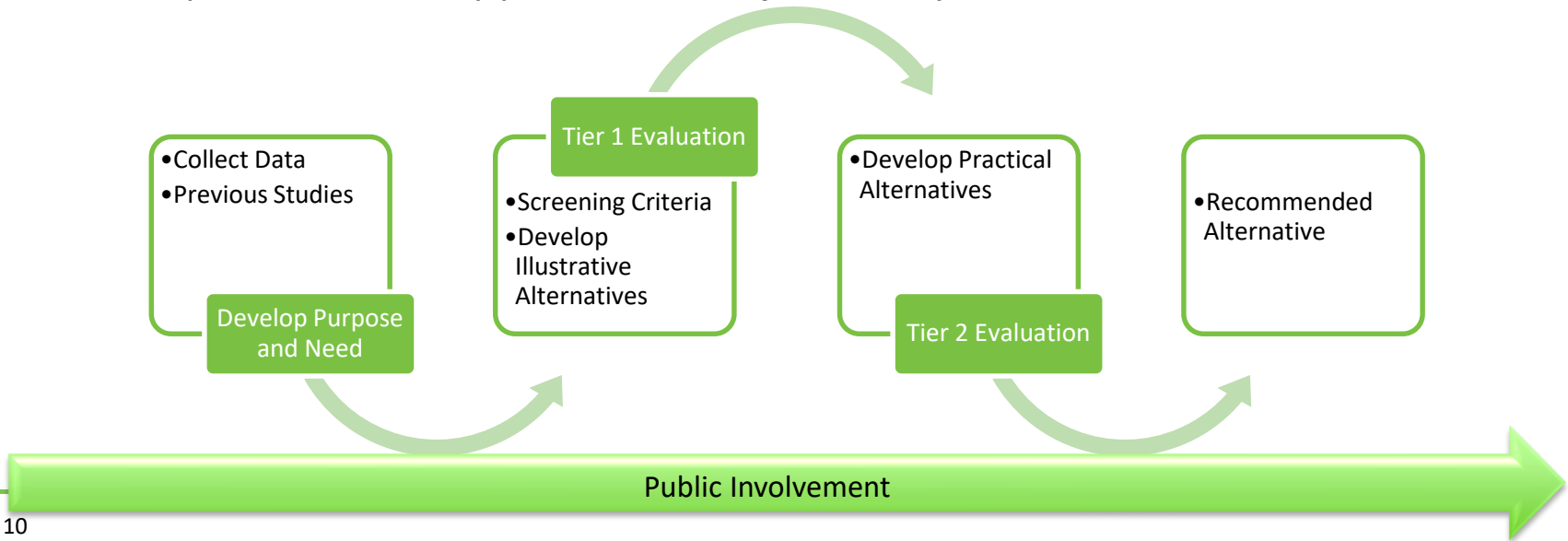
A sample of some of the studies:

- 1954 – A Downtown Traffic Plan for Kalamazoo Michigan
- 1972 – Study of the Operational Aspects of One-way and Two-way Streets
- 2002 – Central Business District Transportation Plan/Economic Impact Study
- 2004 – Central City’s Tomorrow Vision for Downtown Kalamazoo
- 2005 – Kalamazoo Two-Way Traffic Conversion (revised 2005 – original from 2003)
- 2006 – Riverfront Plan & Zoning Overlay District
- 2009 – Downtown Kalamazoo Comprehensive Plan
- 2010 – Kalamazoo Master Plan

.....

How is this study different?

- Key stakeholders working together
- PEL process is objective with no predetermined outcome
- New data and modeling tools
- Complete Streets approach – not just analysis of vehicular Level of Service



Evaluation Criteria

- Six different categories
 - System Ease of Use
 - Community Vitality
 - Environmental Responsibility
 - Safety
 - Economic Development
 - Equitable Access
- Criteria within each category
- Each alternative will be evaluated, as well as the No-Build
- 1-2-3 Scale
- Highest score(s) will move onto the Practical Alternatives

System Ease of Use

Criteria	Description
Improves ease of circulation	Does the project make the transportation system easier to use/understand?
Provides acceptable level of vehicle operations	Does the project increase travel time on Michigan and Kalamazoo?
Maintains M-43, BL I-94, and BL US-131 routes	Are the M-routes and Business Loops maintained?

Community Vitality

Criteria	Description
Impact to neighborhood traffic (cut throughs)	Does the project impact traffic volumes/vehicle speeds traveling through the neighborhood?
Improve placemaking opportunities	Does the project provide area for public space (landscaping, outdoor seating, etc.)?
Supports community future land use & planning	Is the project consistent with existing community plans and goals?

Environmental Responsibility

Criteria	Description
Minimizes Historic Properties/Districts Affected	Does the project impact Historic Properties/Districts and if so, to what level?
Minimizes Parkland Impacts	Does the project impact parkland and if so, to what level?
Impact to Environmental Justice communities	Does the project disproportionately affect minority or low income communities?
Minimizes Hydrologic Impacts (wetland, floodplain, creek)	Does the project impact waterways, decrease water quality or increase stormwater runoff?
Improves water quality and/or stormwater volume	Does the project improve water quality or decrease stormwater volume?
Minimizes ROW Impacts/Relocations	Does the project fit within existing ROW and if not, what is the extent of impacts?

Safety

Criteria	Description
Non-motorized safety impact	Does the project improve safety for non-motorized users?
Motorized safety impact	Does the project improve safety for motorized users?
Emergency response time	Does the project impact emergency response time?
Cost vs. safety improvement (Note - to be evaluated with Practical Alternatives)	What is the return (expected benefits) on investment (project cost)?

Economic Development

Criteria	Description
Impact to truck mobility	Does the project impact access and mobility for truck traffic?
Impact to on-street parking	Does the project impact on-street parking?

Equitable Access

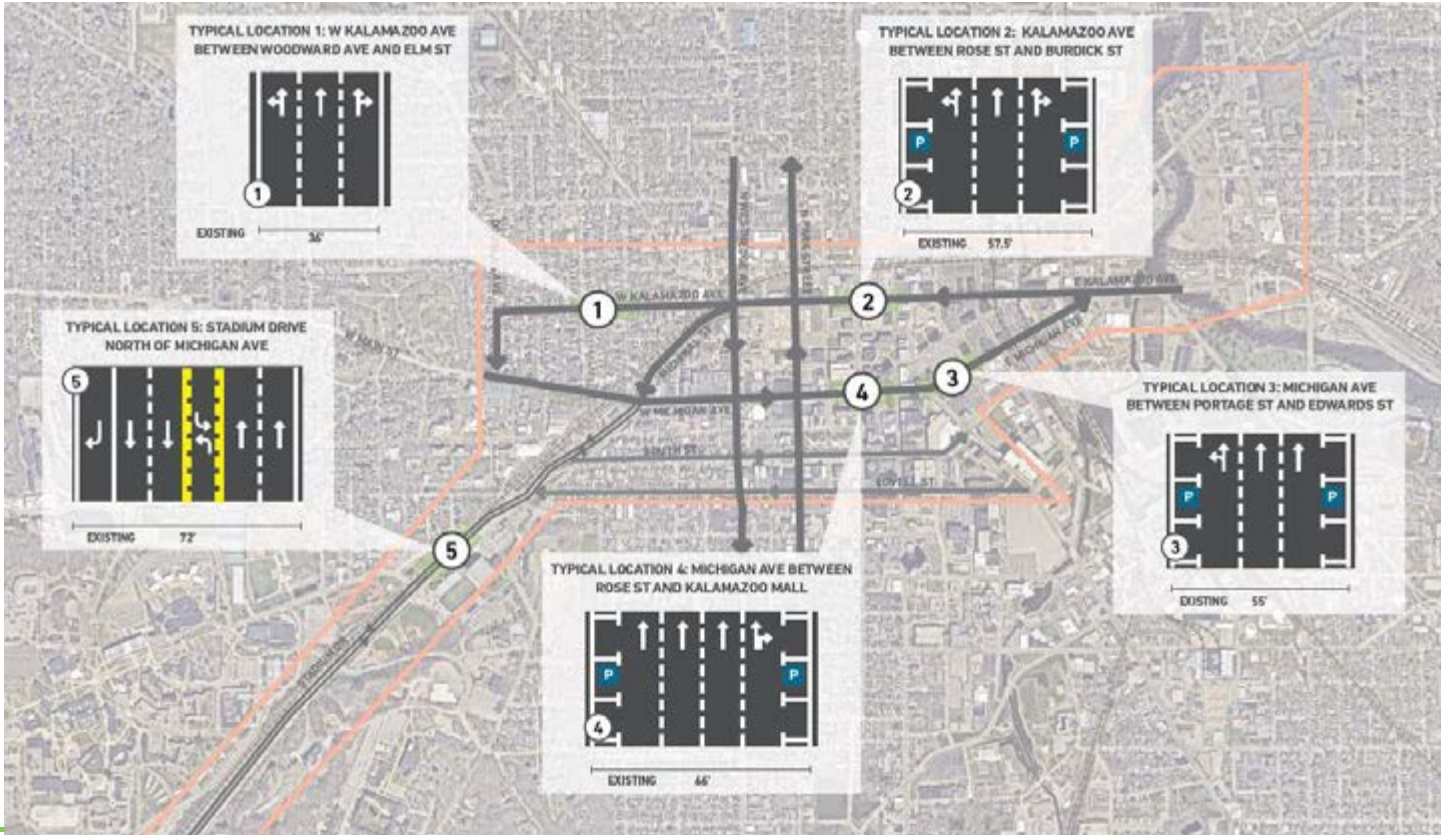
Criteria	Description
Improves Transit Mobility	Does the project provide opportunities for improved transit service?
Improves Bicyclist Mobility	Does the project improve connectivity for the bicycle network?
Improves Pedestrian Mobility	Does the project improve connectivity for the pedestrian network?

Illustrative Alternatives

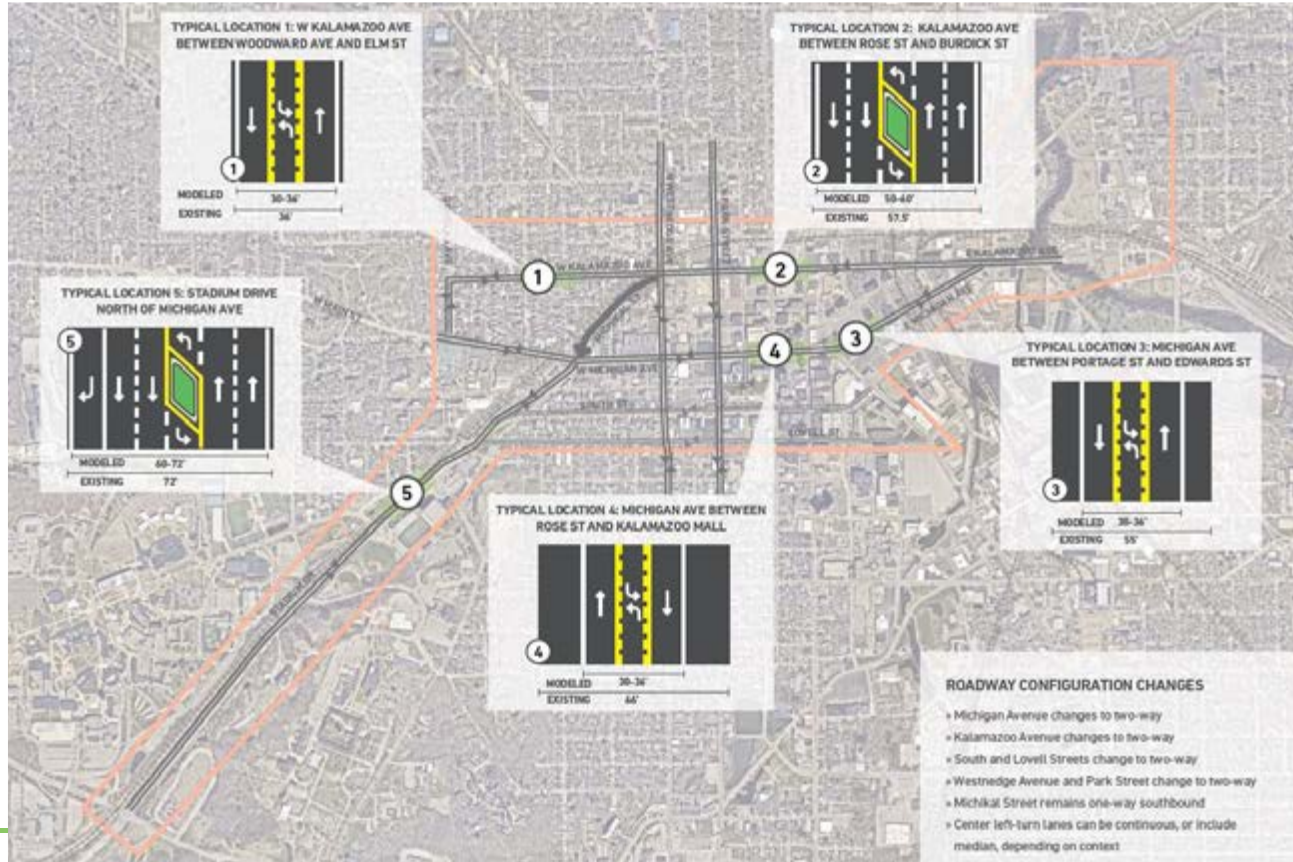
- 4 Main High-Level Alternatives
- Combination of One-way to Two-Way conversions and “Road-Diet” options
- Removal/Reversal of Michikal are also options



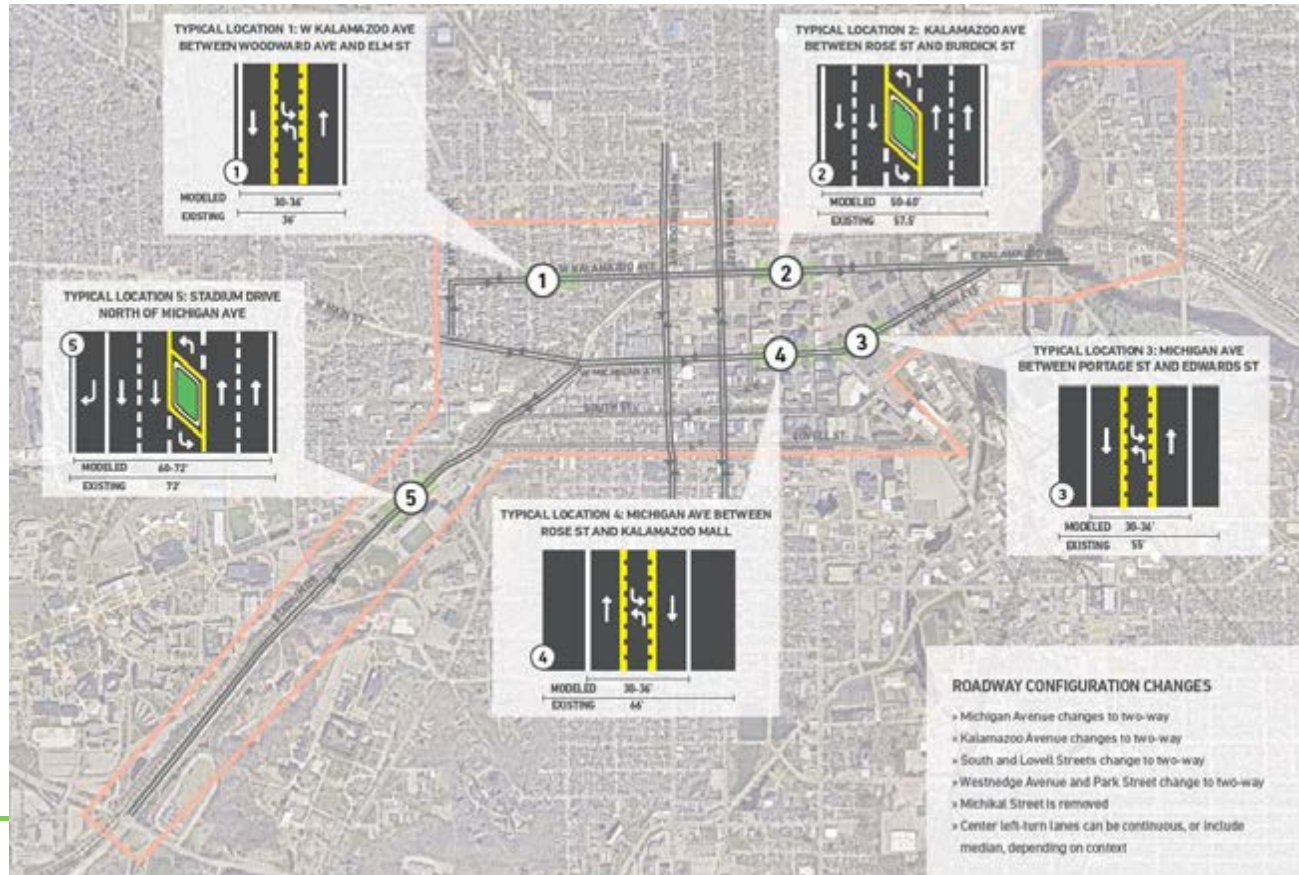
Existing Conditions



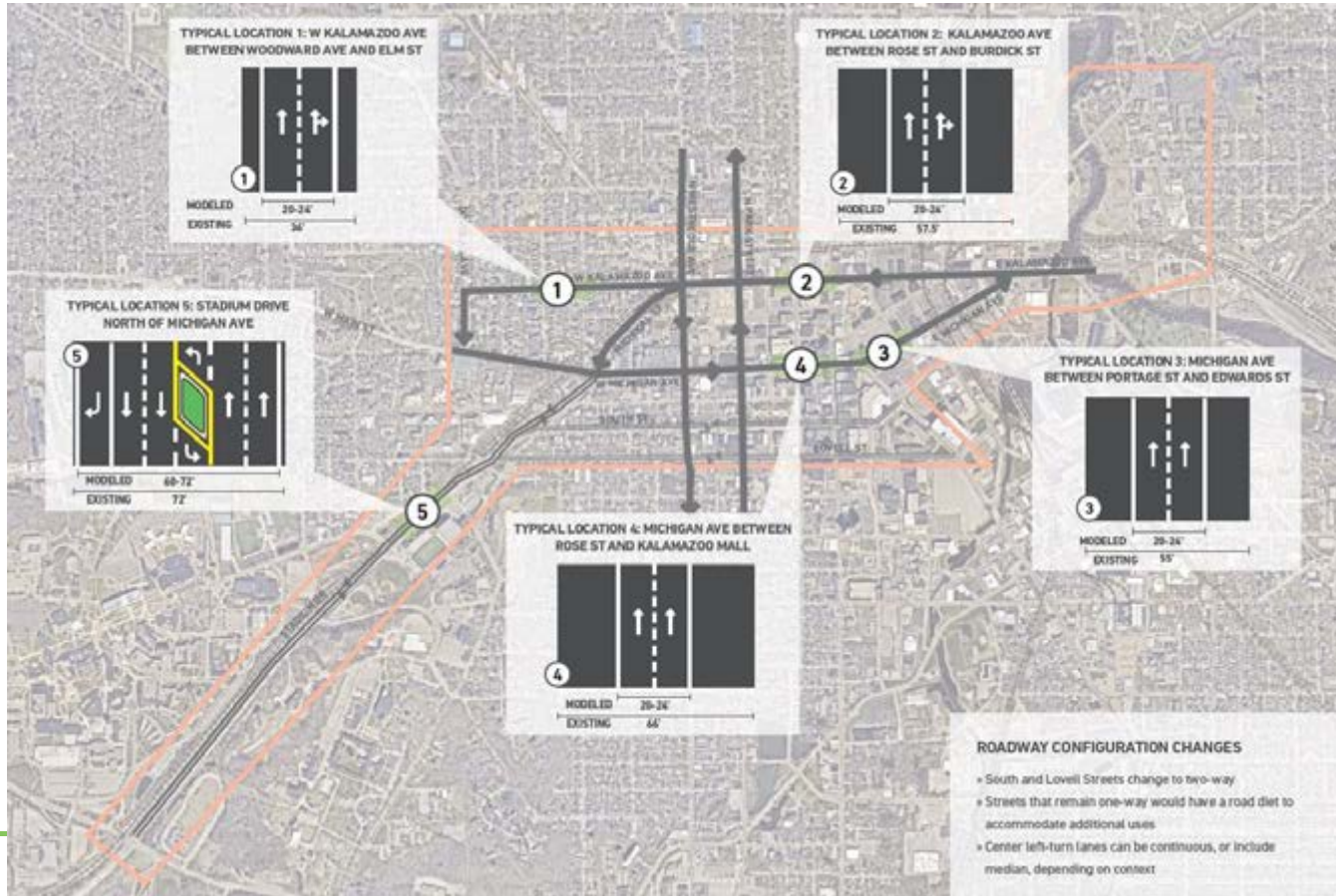
Scenario 1A: Two-Way Conversion with Michikal



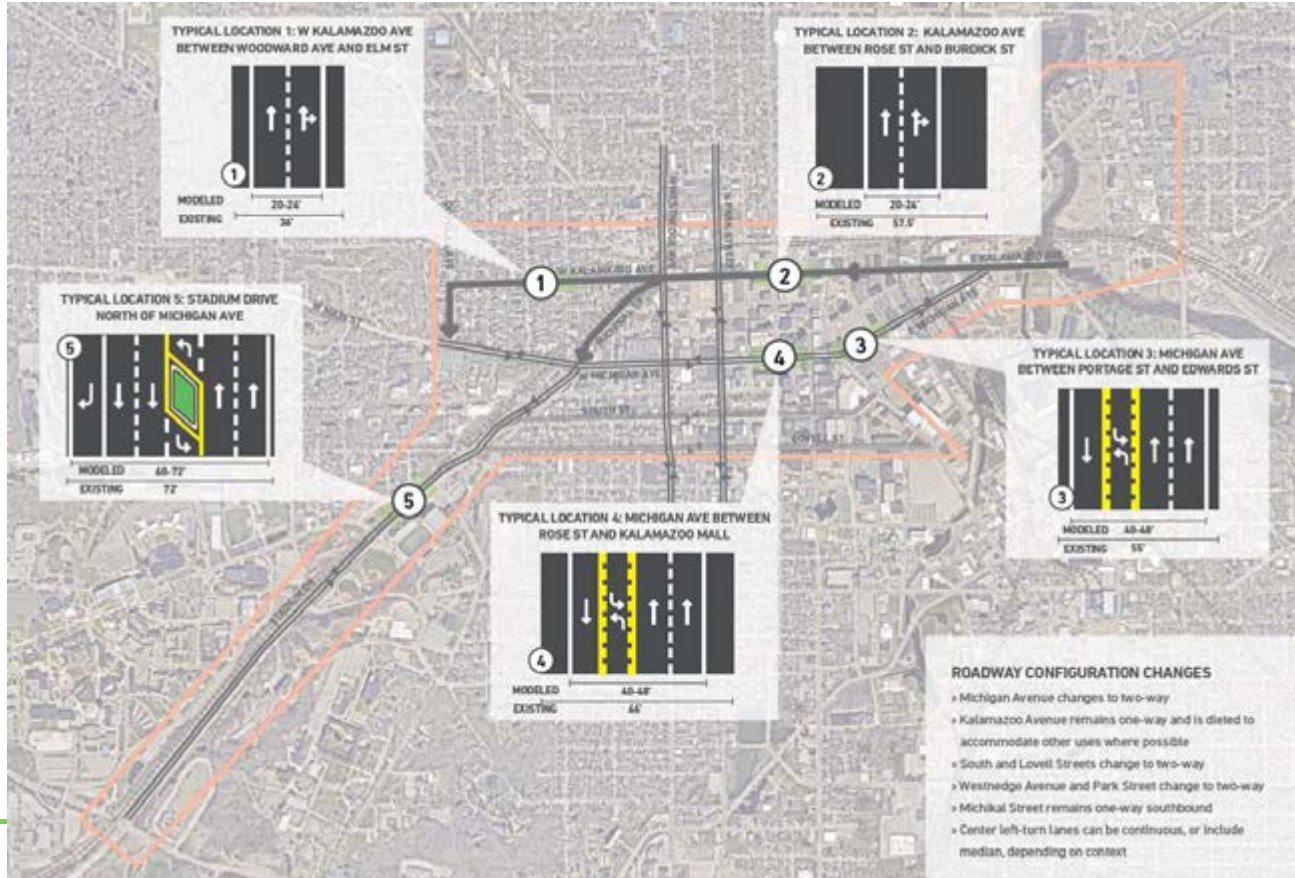
Scenario 1B: Two-Way Conversion w/o Michikal



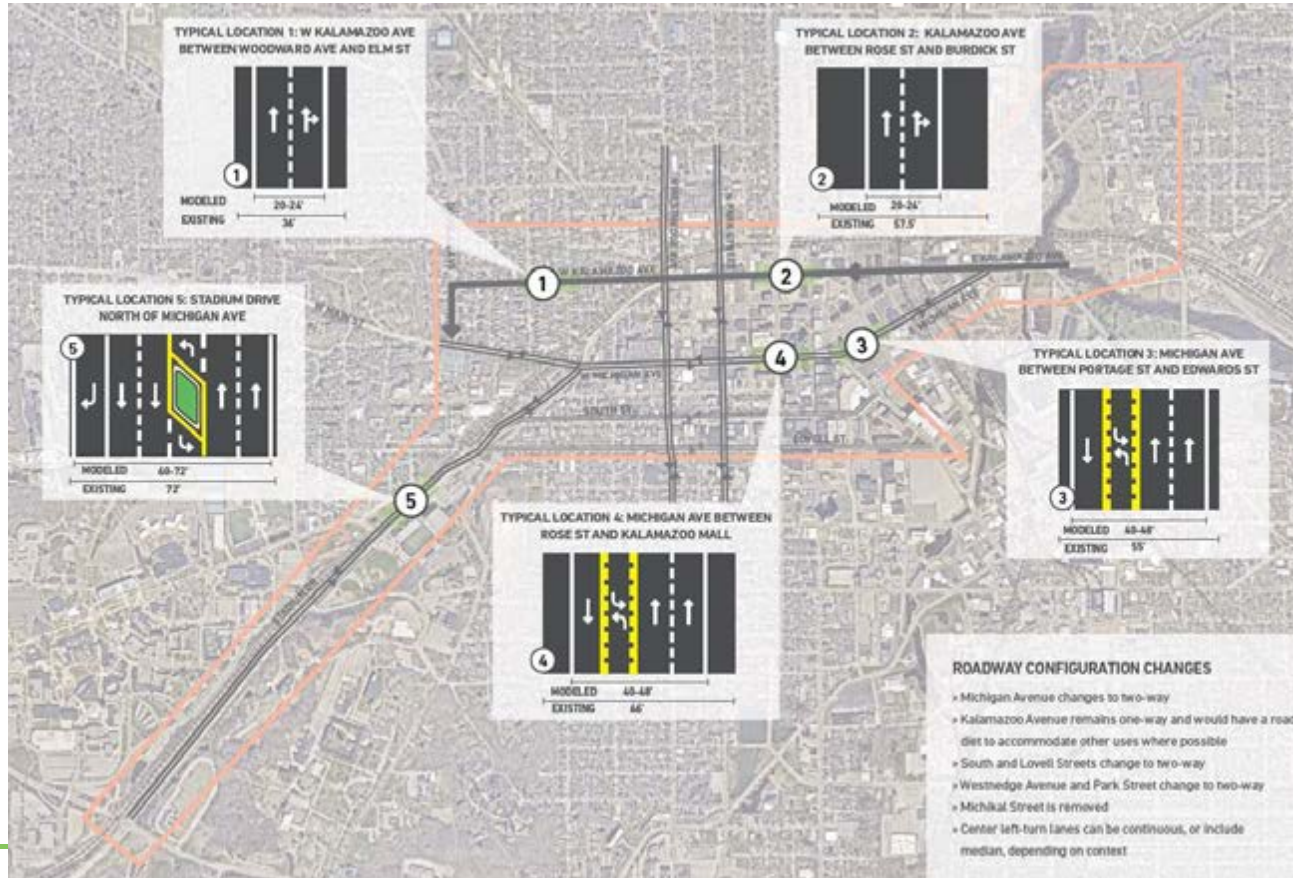
Scenario 2: One-Way Road Diet



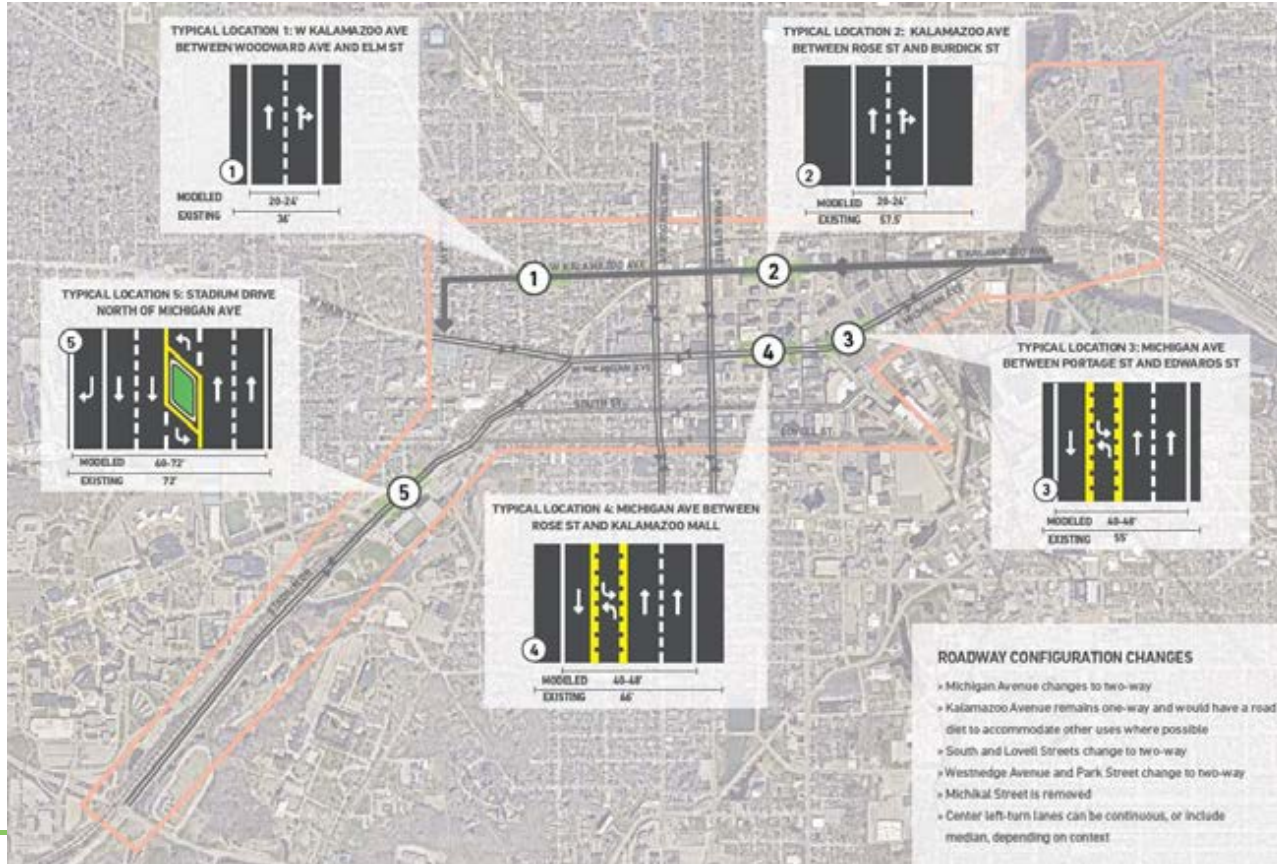
Scenario 3A: Hybrid with Michikal



Scenario 3B: Hybrid without Michikal

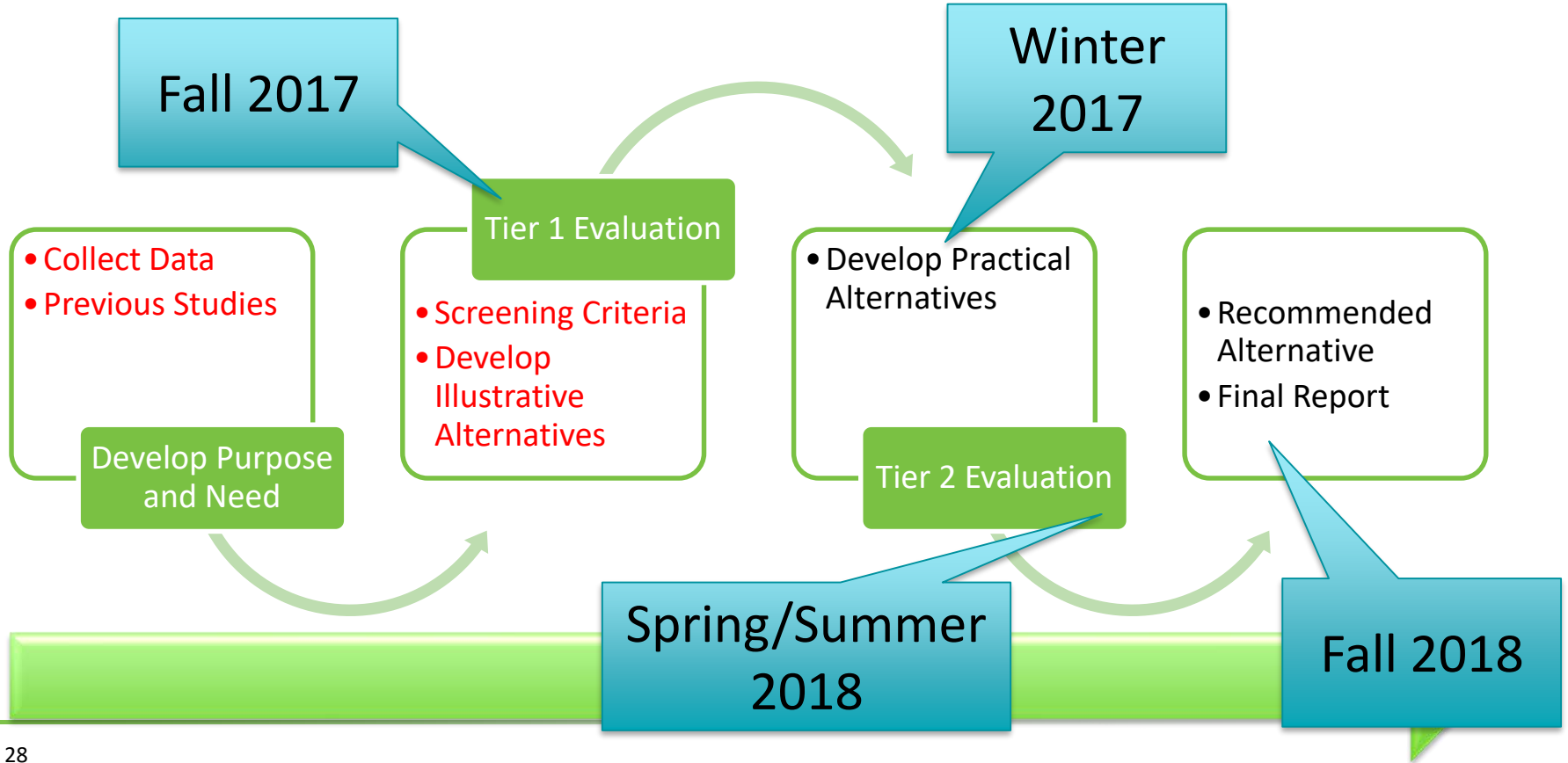


Scenario 4: Two-Way with Michikal Reversed



Updates from Team Members

Future Project Schedule



Next Steps

- Schedule LAG Meeting
- Schedule next Admin Meeting
- Schedule Public Meeting

KALAMAZOO PEL ADMIN MEETING SIGN-IN SHEET

Meeting Date / Time: September 15, 2017 / 10:00 AM

Location: MDOT Southwest Region Office

Name	Agency	Phone	E-Mail
Jason Latham	MDOT	269-217-6354	Lathamj@michigan.gov
Tom Hant	MDOT	517-241-2445	hantfr@michigan.gov
GERRI AYERS	MDOT	517-373-2227	ayersg@michigan.gov
Sigrid Berglund	MDOT	517-335-4229	berglunds@michigan.gov
Brad Strader	MKSK	248-867-8942	strader@mkskstudios.com
Sarah Binkowski	CDM Smith	313-204-8200	binkowski.se@cdmsmith.com
Matt Hunter	CDM Smith	517-318-3663	hunterms@cdmsmith.com
Brian Smith	CDM Smith	517-318-0359	Smithbd@cdmsmith.com
Kitty Rothwell	MDOT	269-317-1103	rothwellk@michigan.gov
Jon STAAT	KATS	269-343-0766	JRSTAAT@KATSMTO.ORG
Dee Parker	MDOT	269-337-3910	parkerd9@michigan.gov
Rob Lippert	MDOT OFFICE OF RAIL	517-373-7709	LIPPERT@MICHIGAN.GOV
Jeff Chamberlin	City of Kalamazoo	269-337-8047	chamberlin@kalamazoo-city.org
Micrille O'Neill	MDOT - Kalamazoo TSC	269-998-4044	oneillm@michigan.gov

Name	Agency	Phone	E-Mail
Andrew Haan	Downkoun Kalamazoo inc. Downkoun Development Activity	269-377-8535	ahaan@DKI.org
Rebekah Kik	City of Kalamazoo	269-337-8893	kikr@kalamazoo-city.org
Patrick Marchman	FHWA	517-702-1820	patrick.marchman@gmail.com
DOMINIC DEDLA	FHWA	517 702 1857	dominic.della@dot.gov

MEETING MINUTES

Kalamazoo Downtown Streets PEL LAG Meeting

Date: October 9, 2018
Time: 12:00 noon
Location: MDOT Southwest Region Office

Project Name: Kalamazoo Downtown Streets PEL

Attendees: See attached Sign-in Sheet

Meeting Objective: To update the Local Advisory Group on the status of the study, the potential jurisdictional transfer and City of Kalamazoo's plan moving forward.

Meeting Summary:

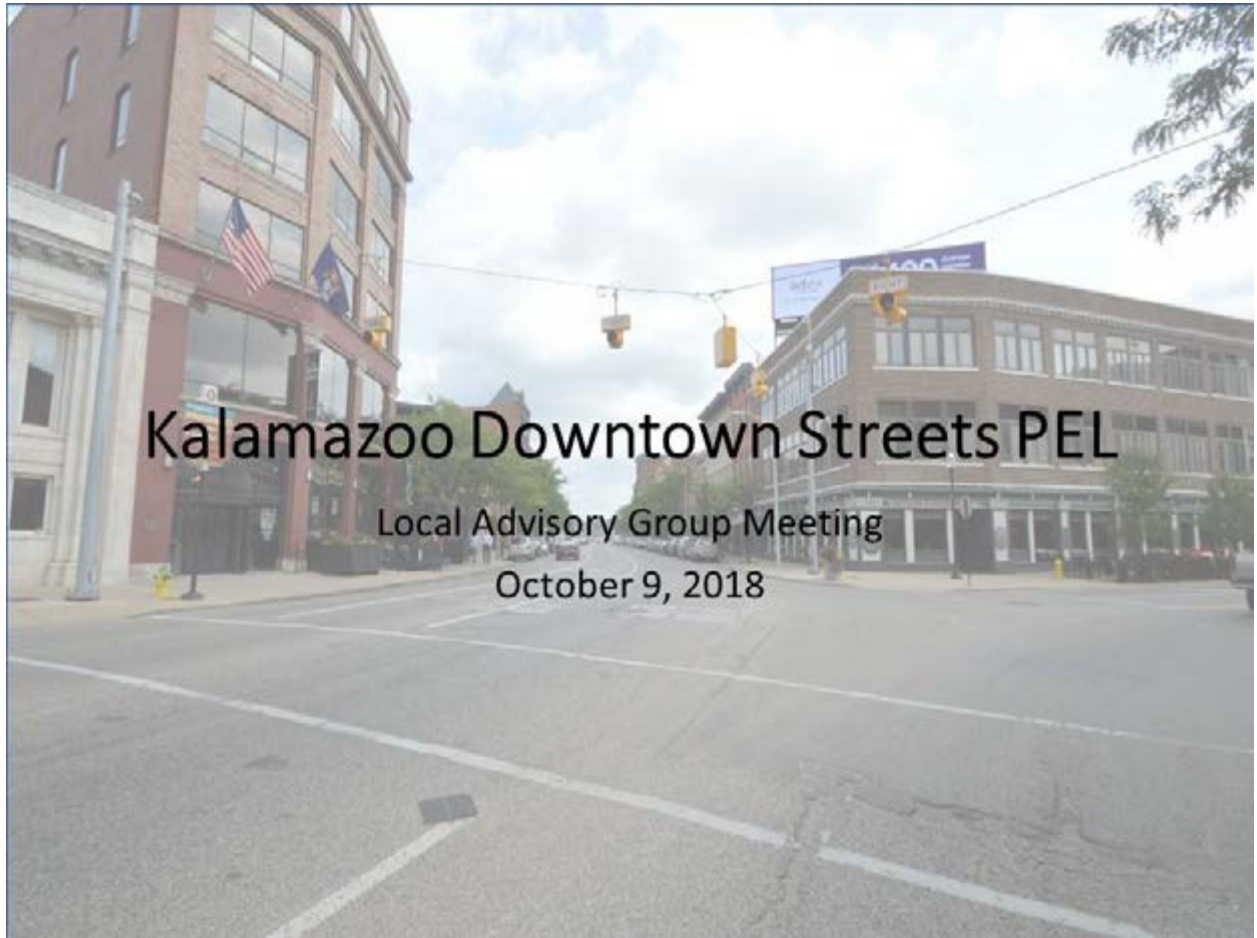
Brian Smith (CDM Smith PM) began with an overview of the PEL process, the status of the study, work completed, and coordination undertaken thus far. Dee Parker (MDOT Southwest Region Engineer) provided a presentation on the jurisdictional transfer, identifying the roads under review and the M-43 re-designation including the expected change in travel times. Rebekah Kik (City of Kalamazoo Community Planning & Development Director) discussed the next steps in the process and their desire to minimize any study and/or planning fatigue in the community. They solicited feedback from meeting participants for future public meetings and expressed the need to reach an agreement on funding long-term maintenance costs.

Detailed Notes:

- Rebekah does not want to go back to the Public asking broad questions about what they want for the downtown since feel this has occurred sufficiently.
- The Master Plan has set the goals for two-way conversions and traffic calming improvements.
- Rebekah asked the group what they would like to see for the next Public Meeting content:
 - o Past finding, present status and concepts, something new?
 - o Previous info did not include bike improvements, new technology, current trends/thinking
- Rebekah suggested that we validate what we know and focus on critical items.
- Rebekah suggested that we validate the already collected public comments/input, and then:
 - o Conduct a design workshop
 - o Establish a budget
 - o Examine federal grant possibilities and associated timelines
- Rebekah stated downtown streets make up 25% of our public space & need to be designed with residents in mind.
- Lotta Jarnefelt of Kalamazoo County asked how long-term maintenance costs would be funded.
 - o If MDOT turns streets back, who pays the maintenance costs?
 - The group suggested PA 51 funds would provide some additional State formula revenue funding since the City's roadway mileage would increase.

- The City will have higher future construction and maintenance costs as a result of the turn-back.
 - Deputy City Manager Jeff Chamberlain stated that the anticipated growth in economic development, improved safety and sense of place would be an investment, but the City believes it will pay off, that the long-term benefits to the City justify the additional costs.
- Question about how the M-43 re-route impacts traffic, specifically trucks, on the new route?
 - The group stated that the max increase for trips on the new route is 1.8% per state traffic demand model and as low as 0.3%.
 - Dee Parker stated that this increase will be communicated to stakeholders.
- Andrew Haan stated that there was a lot of excitement about the changes proposed, particularly the “behind the curb” improvements.
- Paul Selden from Bike Friendly Kalamazoo comments:
 - Increases in travel time due to the M-43 re-route are not significant, could potentially be improved with traffic calming improvements
 - Stated that he was excited by the collaboration, synergy, improvements, and new vibrancy in downtown
 - Asked what happens to crime rates with traffic calming complete streets?
 - Studies from Louisville and South Bend both show decrease
- Timeline
 - Jurisdictional transfer will likely happen within 2018 and is the critical item for the city study to progress
 - AASHTO approval is required and support is in place
 - Rebekah stated that she believed it was reasonable to assume that construction of improvements could begin within 3 years
 - BUILD grant application and award process takes one year
- The group discussed the topic of public understanding and knowledge of the jurisdictional transfer.
 - The public knows about the conversion of one-ways but in general is not aware of the turnback.
 - The group posed the question if this should be messaged, and what should the communications be?
 - Dee asked what messaging should be utilized to get the word out to the public?
 - Greg Ayers (Discover Kalamazoo) stated the City could utilize their newsletter to share the information, particularly important is how it will affect their pocketbooks.
 - 2025 plan – use the constituent groups to disseminate information to
 - Greg suggested a time for the public to comment and ask questions.
 - Toni Thompson (Kalamazoo River Valley Trail) stated she thought the message should be disseminated regionally, as the plan and improvements have regional impacts, not just within the city.
 - Education is important (education on the transfer, design and operations, etc....)
- The group discussed the sequencing of projects:
 - Dee stated that as project engineering and preliminary design is completed, the projects can be scoped, priced, and prioritized.
 - A phasing plan can be developed.
- Mike Collins (Kalamazoo Valley Community College) stated that he saw the transfer as positive, exciting.

- He suggested that the process not be delayed.
- Greg Milliken (Bronson Healthcare) stated that he agreed that the turnback is positive, that he likes the plan for converting one-ways.
 - Greg further stated that Bronson receives 12 calls a day from lost patients trying to navigate to their facilities.
- Rachel Bair (West Main Hill Neighborhood Association) stated that her group would be curious why the western limit of the study area was Douglas? She stated this would be a good thing to explain.
- Paul Sotherland (Complete Streets Coalition of Kalamazoo) asked would the re-routed traffic from M-43 be mostly trucks?
 - The group responded that is likely the case and a desired benefit of the re-route
- Joshua Koenig (Kalamazoo Historic Preservation Society/WMU) asked the group what the impacts to historical properties would be from the plan and improvements.
 - Sigrid Bergland (MDOT Historian) stated that that would depend on what projects the City selects for implementation.
- Police and Fire support the one-way conversions as it will likely decrease response times
- Elections do not occur for City Council this year so current support will likely remain



Kalamazoo Downtown Streets PEL

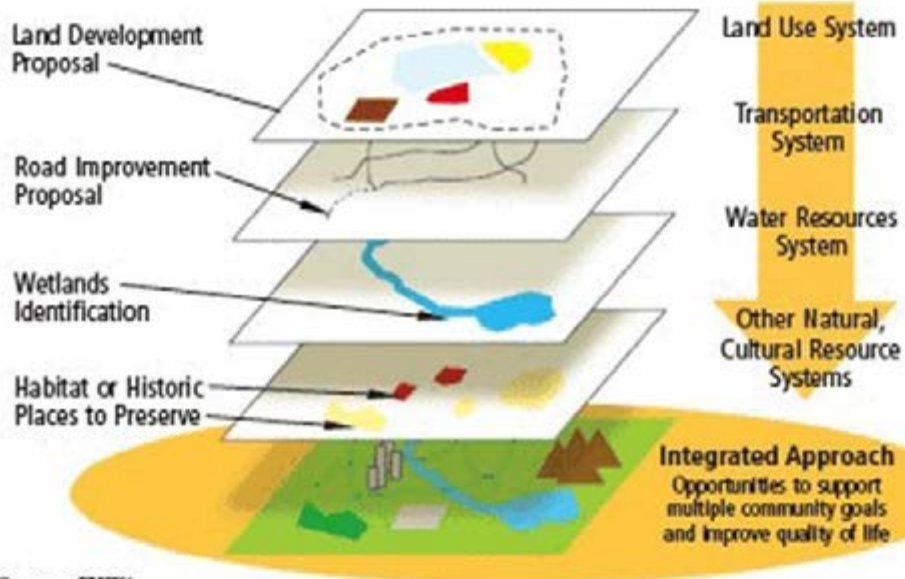
Local Advisory Group Meeting

October 9, 2018

THE PEL PROCESS

- Planning & Environmental Linkages (PEL) is an FHWA tool that offers a collaborative approach to transportation decision-making that helps State DOTs, MPOs, and local agencies:
 - consider environmental and community goals early in the transportation planning process
 - carries forward the information and analysis developed during planning into the environmental review process.

PEL's Integrated Approach

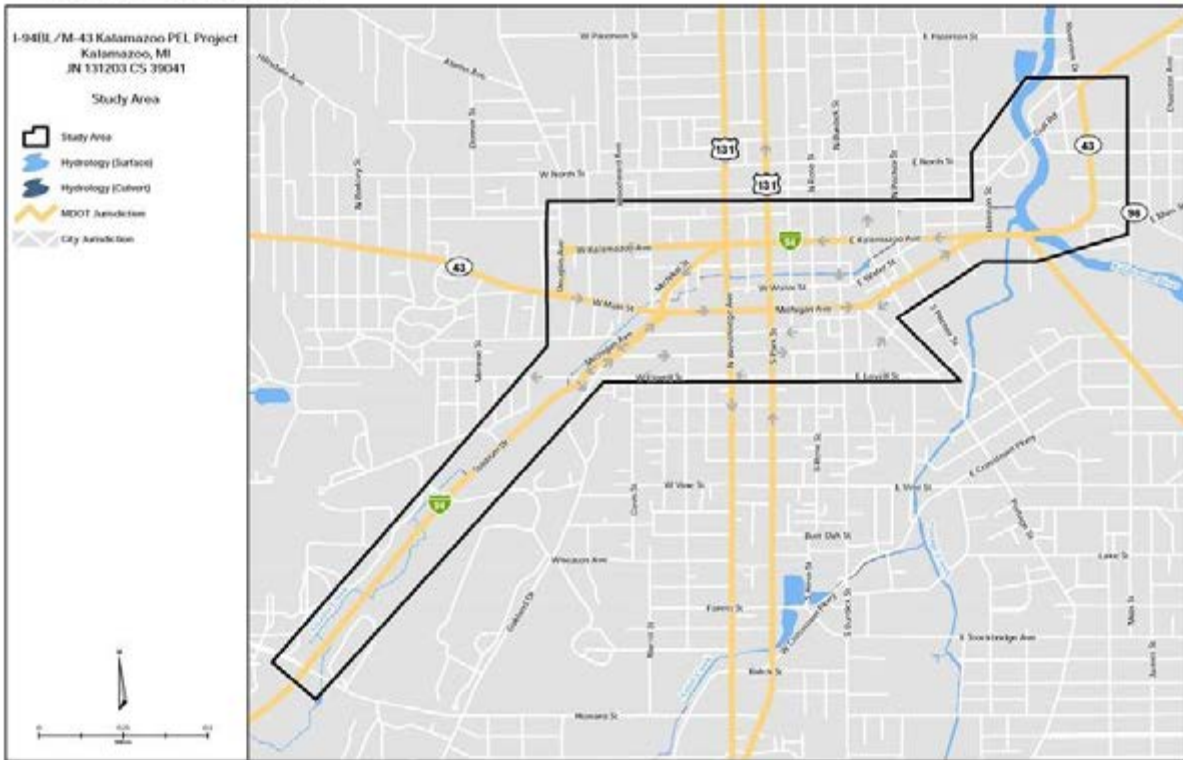


Source: FHWA.

PEL GOALS

- Helps to further define a problem and explore solutions.
- Actively engages the community in decision-making process.
- Reaches a transportation solution that improve safety, operations, and mobility for various transportation modes.
- To obtain federal construction funding, environmental clearance is necessary under the National Environmental Policy Act or NEPA. The PEL does not result in this clearance but provides a head-start on environmental clearance.
- Assists in developing costs to help pursue funding.

STUDY AREA





STUDY TEAM

- Michigan Department of Transportation
- City of Kalamazoo
- CDM Smith - Prime Consultant
- MKSK Studios - Sub Consultant

PEL STUDY COORDINATION



- Admin Team Meeting
- Local Advisory Group Meeting
- Public Meeting #1
- Public Meeting #2

- Consultant Kickoff Meeting, (City/KATS/MDOT)
- Progress Meeting (City/MDOT)
- Progress Meeting (City/DKI/MDOT)
- Admin Team Meeting

- Progress Meeting (City/MDOT)
- Local Advisory Group Meeting

PURPOSE AND NEED

■ Purpose

- Improve safety and operations for all transportation modes
- Provide a quality integrated transportation network for economic benefit and quality of life

■ Need

- Reduce the crash rate
- Implement context sensitive solutions to address operation concerns
- Upgrade / optimize intersection operations for all modes
- Coordinate future transportation and land use decisions for consistency with PEL results and community plans
- Minimize impact to historic features and natural resources

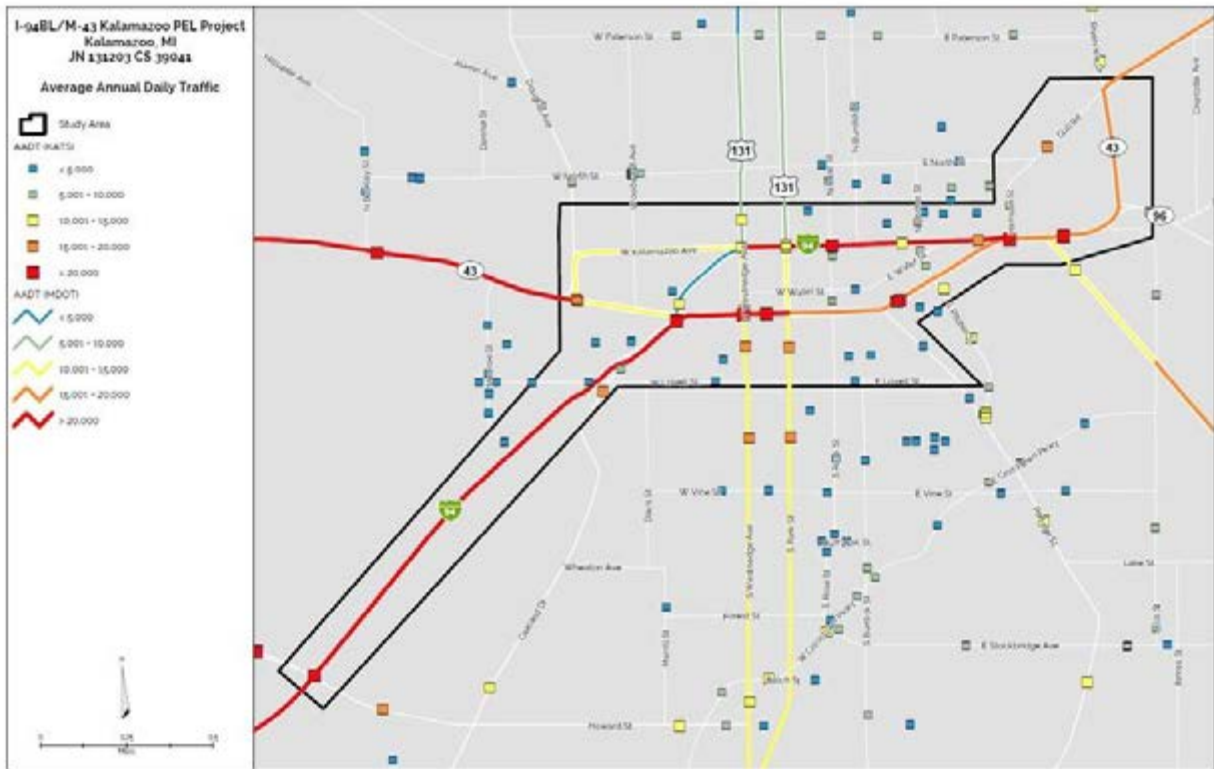
DATA COLLECTED

- **Traffic**
- **Crashes**
- **Historic Properties**
- Current and Future Land Use
- **Parking**
- Transit Ridership
- Recent and Ongoing Development
- Previous Studies
- Natural Resources
- Emergency Services
- Population Growth
- **Road Safety Audit**

PRELIMINARY ANALYSIS

- Traffic
- Crash
- Historic Property Survey
- Parking
- Draft Illustrative Alternatives

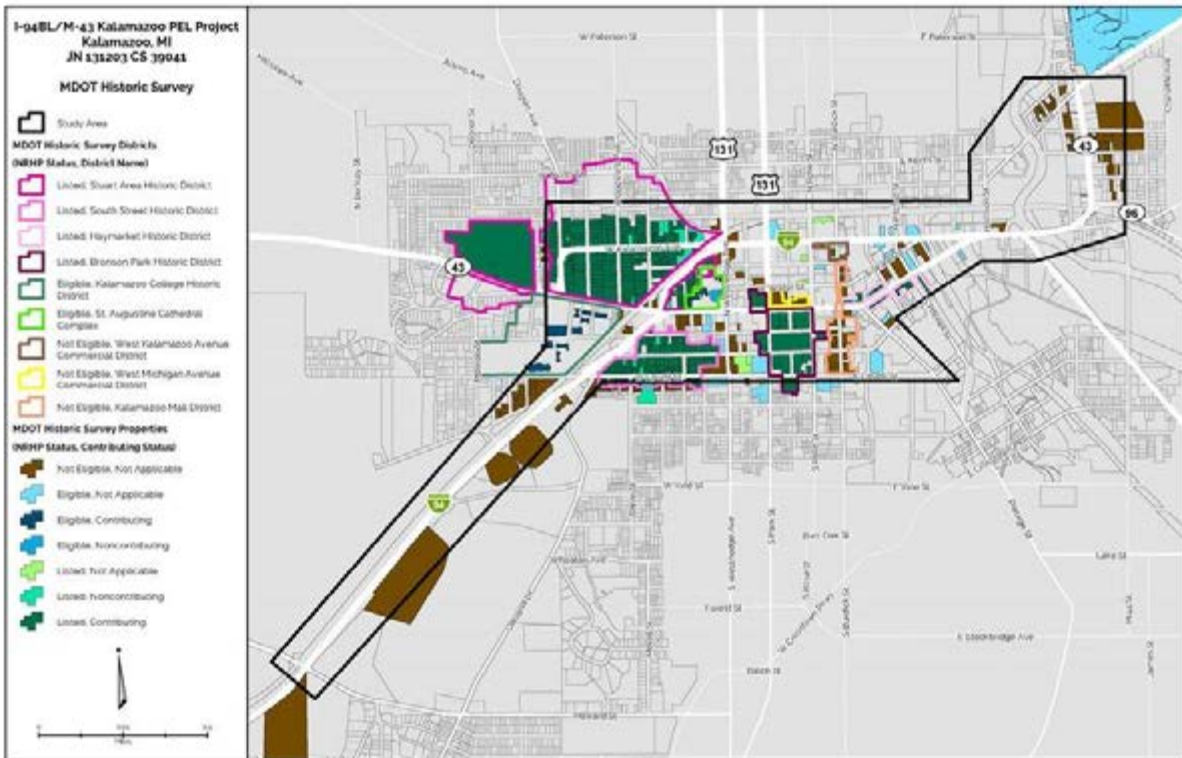
EXISTING 2017 DAILY TRAFFIC VOLUMES



INTERSECTION CRASH MAP



HISTORIC SURVEY



DOWNTOWN PARKING

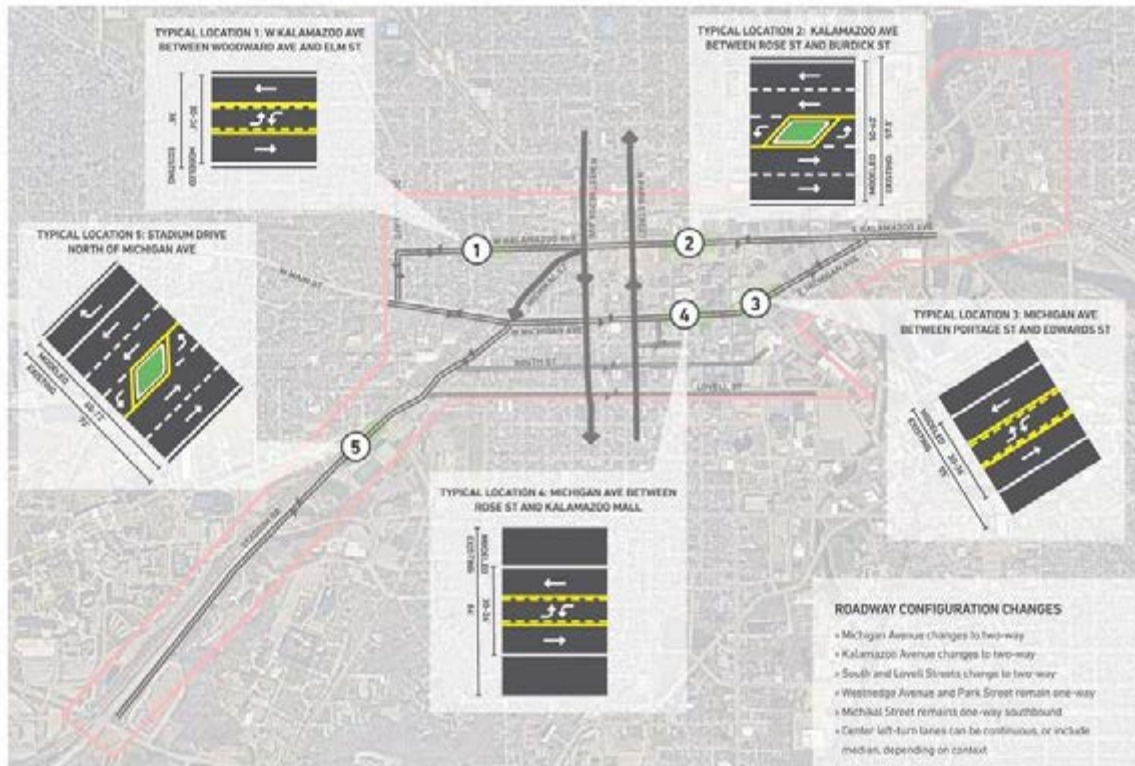




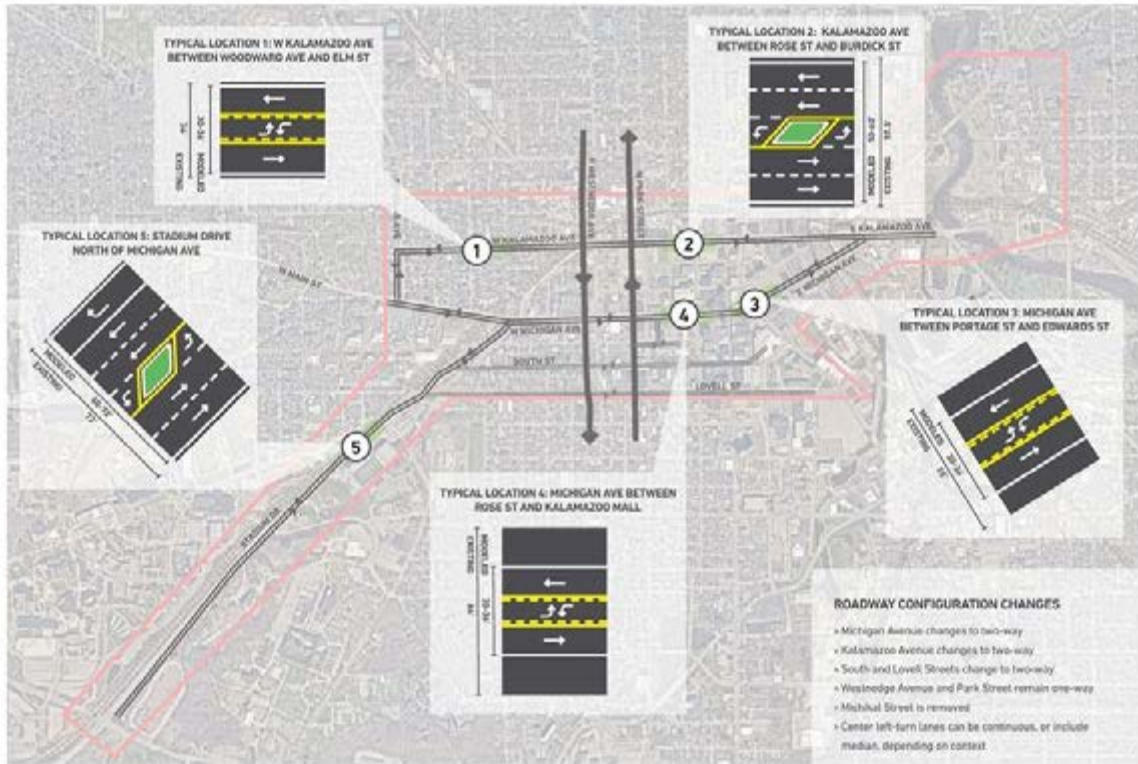
DRAFT ILLUSTRATIVE ALTERNATIVES



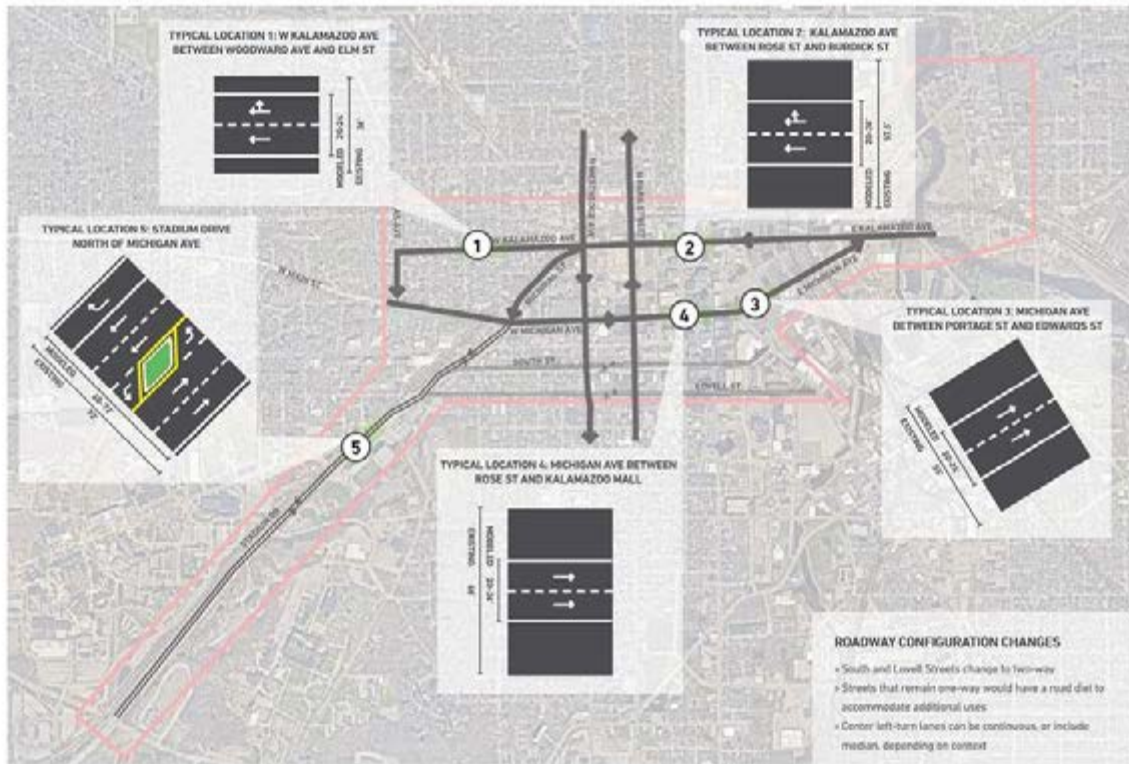
TWO-WAY CONVERSION WITH MICHIGAL ONE-WAY



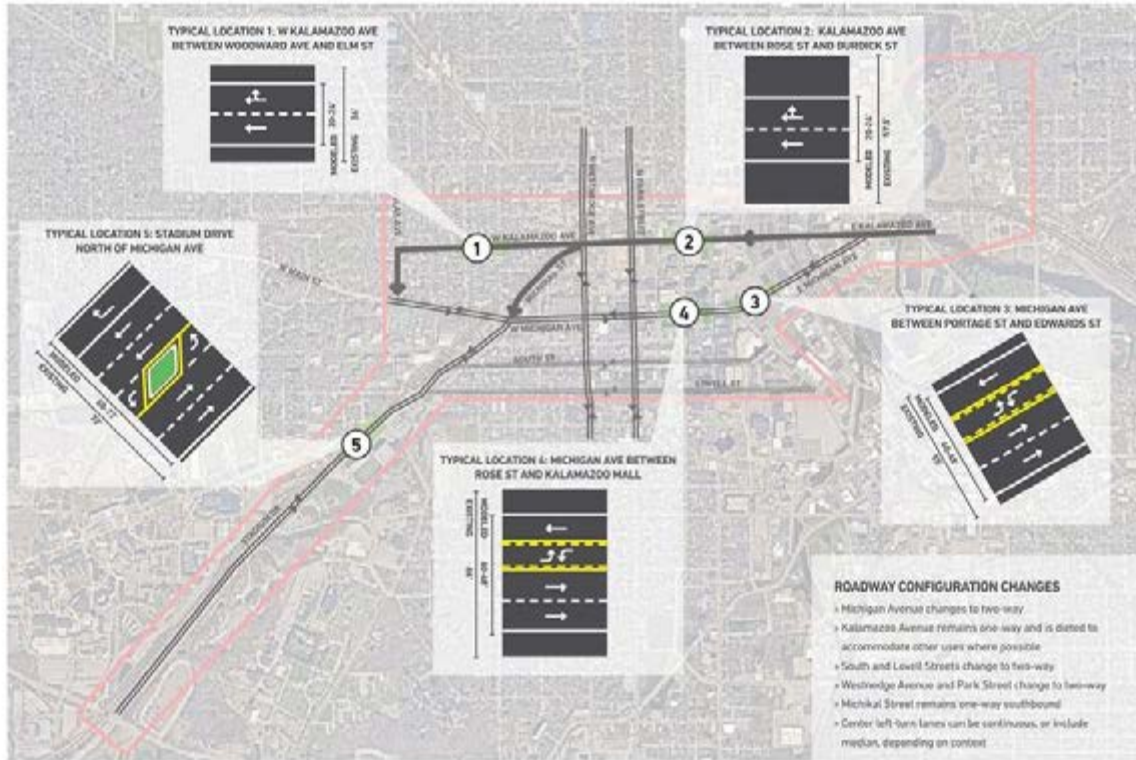
TWO-WAY CONVERSION WITHOUT MICHIKAL



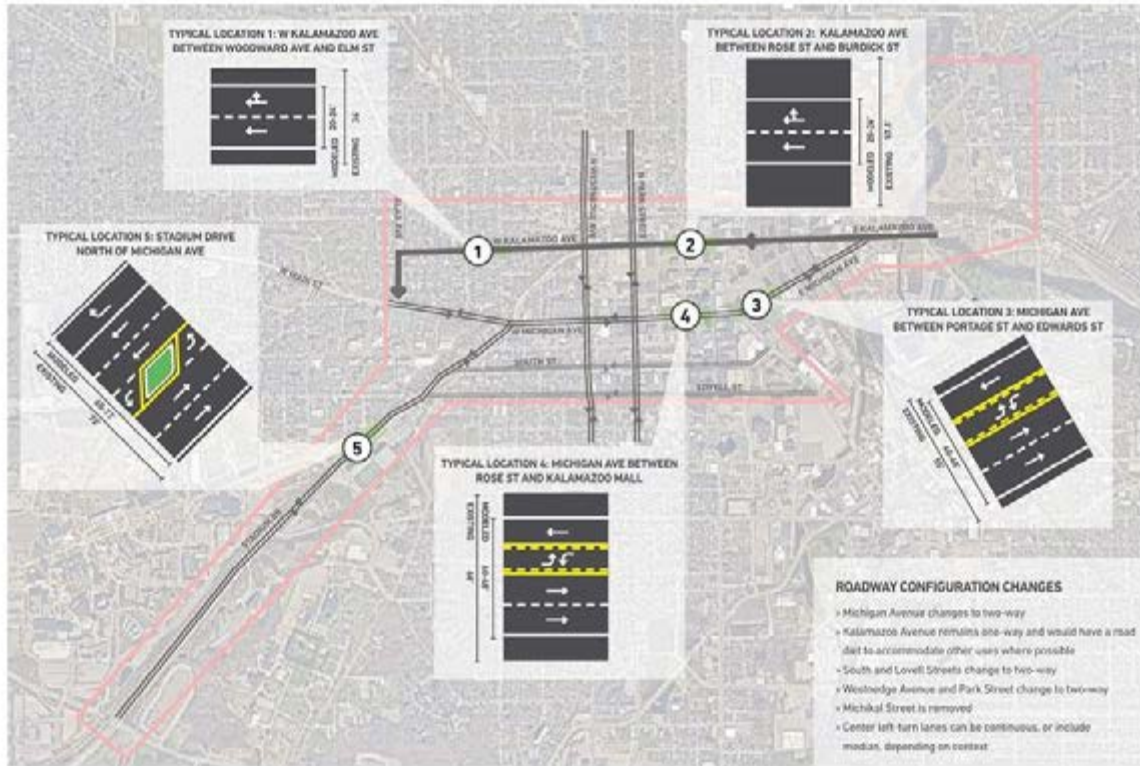
ONE-WAY ROAD DIET



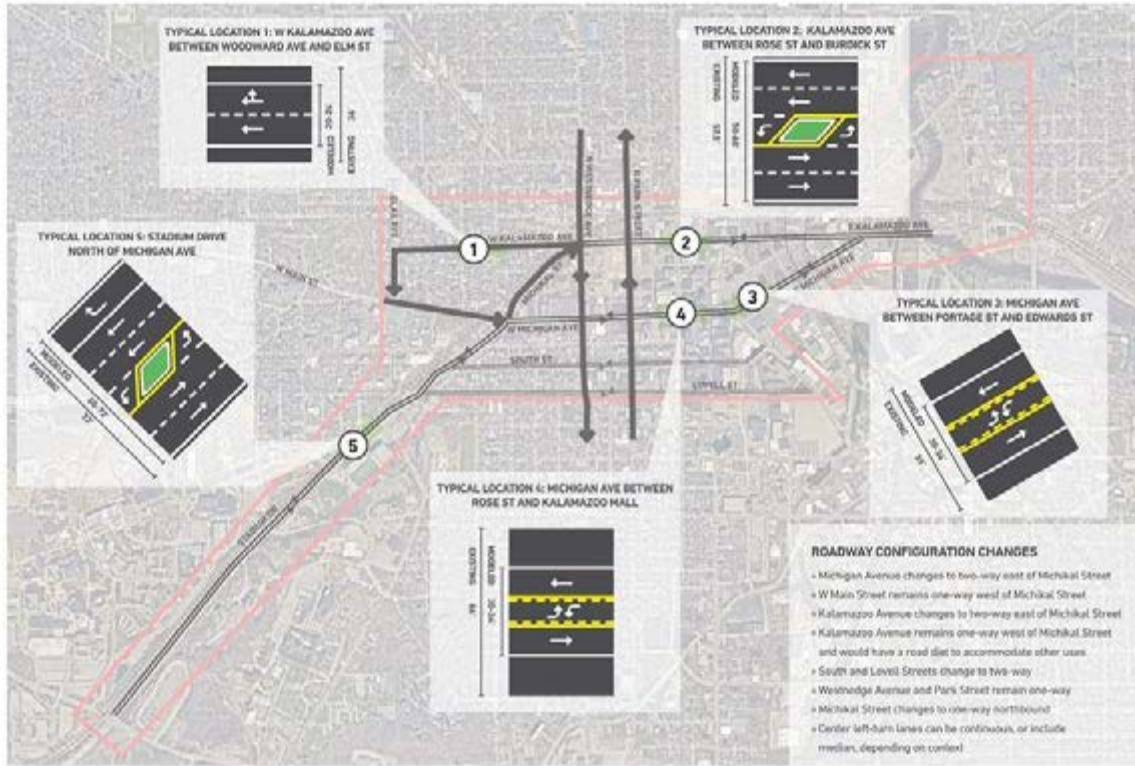
HYBRID SYSTEM WITH MICHIKAL ONE-WAY



HYBRID SYSTEM WITHOUT MICHIKAL



TWO-WAY CONVERSION WITH MICHIGAL REVERSED





JURISDICTIONAL TRANSFER



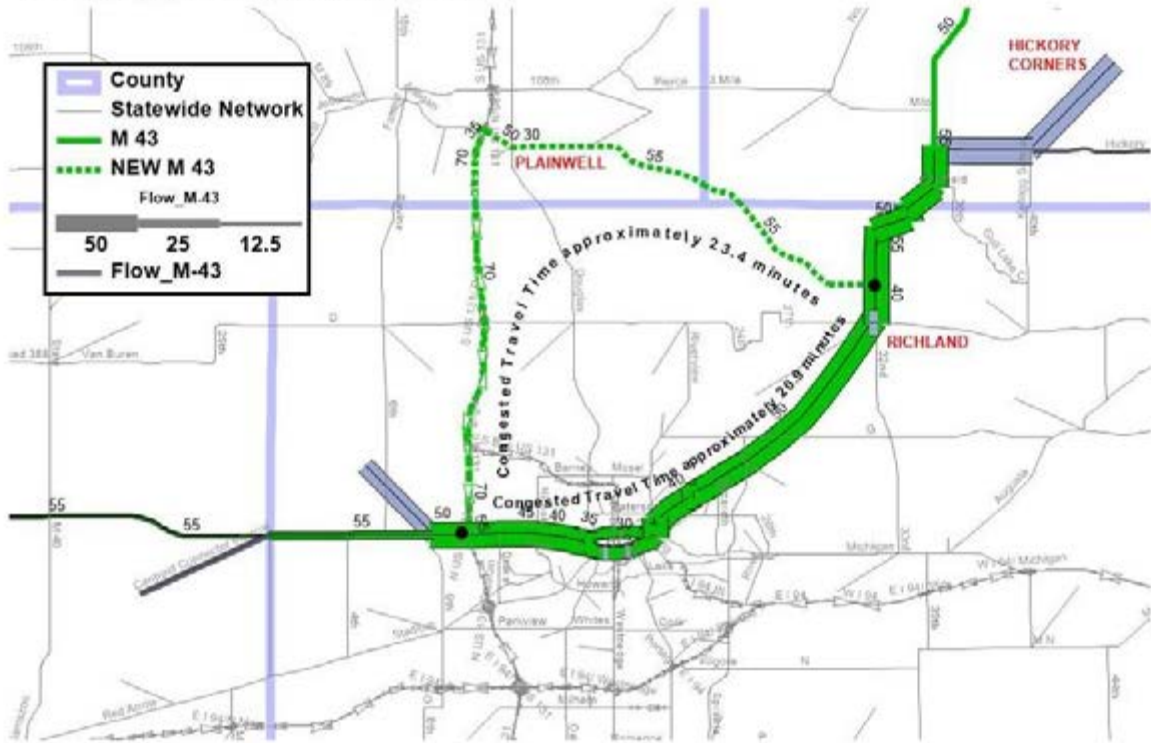
LIMITS



DRAFT
October 2, 2018



M-43 RE-DESIGNATION





CITY NEXT STEPS



CITY COORDINATION

- Transfer of the streets allows for flexibility of design
- Aligns with Connected City strategy in 2025 IK Master Plan
- Future Public Meeting Schedule to be developed
 - Would like your feedback on what to cover
 - Do previous discussions still apply
 - Validate what we know, Focus on the critical items

FUTURE CITY PUBLIC PARTICIPATION

- Public Participation
 - Validate goals
 - Design workshops to create plans for critical areas and connections between neighborhoods and Downtown Budget Timeline
 - New BUILD grant timeline

CITY OF KALAMAZOO TRANSPORTATION PROJECTS

- Downtown Economic Growth Authority
 - 2025 Master Plan – Downtown Life, Connected City Chapters
 - Support Downtown projects and traffic calming
 - Streetscaping
 - Sidewalk Improvements
 - Street Improvements
 - Non-motorized improvements
 - Inviting public places, Connected city, Safe Community

CITY OF KALAMAZOO TRANSPORTATION PROJECTS

■ Complete Street Policy

COMMITTEES

- Establishes Internal Complete Street Committee
- Establishes Advisory Committee

Advisory committee will provide guidance on project prioritization, lead outreach and engagement, and make up-to-date recommendations on best practices to the Complete Street Committee.

METRICS

Policy establishes measures to track effectiveness of street designs and track overall progress in complete street implementation city-wide

ALIGNMENT

- Policy creates a project checklist to ensure all factors are considered in projects and alignment with Master Plan and Strategic Vision

- Policy uses street typologies from Master Plan

- Policy explains alignment with Strategic Vision.

IMPLEMENTATION

- Site Plan Review
- Maintenance Activities
- Incorporating into relevant planning documents

EQUITY

Policy puts equity at the forefront and disproportionate impacts of “incomplete” streets on people of color, older adults, children, and low-income individuals.

ENGAGEMENT

Policy requires at least one public meeting but encourages a minimum of two.

Engagement should include understanding context, explaining options, and communicating timelines

CITY OF KALAMAZOO TRANSPORTATION PROJECTS

■ Ordinance Update

- Requiring Vehicles to Stop for Pedestrians in the Crosswalk
- Based on the Ordinance Language used in Ann Arbor
- Timeline
 - Presented plan to stakeholders
 - October – Distribute information to residents at bike related events
 - November – Present to Commission for their review and vote



QUESTIONS AND INPUT

Brian Smith (CDM Smith): smithbd@cdmsmith.com



<u>Name:</u>	<u>Organization:</u>	<u>E-Mail:</u>
Lindsay Mari	CDM Smith	Maxille.cdmsmith.com
Greg Auer	Discover Kalamazoo	gjaeger@DiscoverKalamazoo.com
Pat Taylor	Eastside Neigh. Assoc.	pat.taylor@eastside.org
Bob Miller	WSMU	Bob.Miller@WUchic-er24
Jeff Chamberlain	City	chamberlainj@kalamazoo.gov
Sean Fletcher	"	FLETCHERS@KALAMAZOOCITY.ORG
Joshua Koenig	Kalamazoo Historic Preservation Commission/WMU	joshua.koenig@wmu.edu
Lotta Jarnfelt	Kalamazoo County	LMJARN@kalamazoo.org
Rachel Bair	West Main Hill NA	rachel.chadderda@gmail.com
DAN FENNER	G.S.A.	DAN.FENNER@gsa.gov
Paul Sothenland	Comp Str Coal. Kal/KBC	paulsoth@k200.edu
Pete Pfeiffer	MDOT - Kalamazoo TX	pfeifferp@mi.gov
Kelsey Kellis	Kalamazoo Community Foundation	kkellis@kalamazoo.org
Dee Parker	MDOT - SWR	parkerd9@midstate.gov
GARY WARK		warkenterprises@aol.com
Derek Notz	Southwest MI First	dnotz@southwestmi1st.com
Ryan Mitchell	CDM Smith	
Brian Smith	"	
BRAD SALVADER	MKSK	
Andrew Haan	K-Zoo Downtown Partnership	
Sigrid Berglund	MDOT Historian	
Amy Lipsch	MDOT SW Region Planner	
Rebekah Kirk	CoK Planning Director	
Margaret Barndorff	MDOT Planning	
Michèle Fedorowicz	MDOT Planning	

<u>Name:</u>	<u>Organization:</u>	<u>E-mail:</u>
Greg Miller	Branson Healthcare	millkg@branson-hg.org
MIKE COLLINS	KUCC	mcollins@kucc.edu
PAUL SELDEN	BFK	pselden@aol.com
Steve Stepek	KATS	sstepek@katsmgo.org
Michelle O'Neill	MDOT	oneillm@mi.gov
HALEY WOLFE	MKSK	hwolfe@mkskstudio.com
Jim Ritsema	COK	ritsema.j@kalamazoo-city.org
TONI THOMPSON	KRUT	1944-toni@gmail.com
Kathy Schultz	Metro	schultz.k@kmetro.com
Kate Reilly	city	reillyke@kalamazoo-city.org
Kitty Rothwell	MDOT	rothwellk@mi.gov

<u>Name:</u>	<u>Organization:</u>	<u>E-Mail:</u>
Lindsay Maci	CDM Smith	Macille.cdmsmith.com
Greg Myers	Discover Kalamazoo	gmyers@DiscoverKalamazoo.com
Pat Feyler	Eastside Neigh. Assoc.	kalamazooeast@gmail.com
Bob Miller	WSM	Bob.Miller@wsmit.com
Jeff Chamberlain	City	chamberlainje@kalamazoo.org
SEAN FLETCHER	"	FLETCHERS@KALAMAZOOCITY.ORG
Joshua Koenig	Kalamazoo Historic Preservation Commission/WHU	joshua.koenig@whu.edu
Lotta Jarnfelt	Kalamazoo County	LMJARN@kalamazoo.org
Rachel Bair	West Main Hill NA	rachel.chadderstone@gmail.com
DAN FENNER	G.S.A.	DAN.FENNER@gsa.gov
Paul Sothenland	Comp Str Coal. Kal/KBC	paulsoth@kzoo.edu
Pete Pfeiffer	MDOT - Kalamazoo TSC	pfeifferp@mi.gov
Kelsey Kellis	Kalamazoo Community Foundation	KKellis@kalamazoo.org
Dee Parker	MDOT - SWR	parkerd9@michigan.gov
GARY WARK		warkinter@uscc.edu
Derek Notz	Southwest MI First	dnotz@southwestmifirst.com
RUAN MITCHELL	CDM Smith	
BRIAN SMITH	"	
BRAD SAWYER	MKSK	
Andrew Haan	K-Zoo Downtown Partnership	
Sigrid Bengtson	MDOT Historian	
Amy Lipsch	MDOT SW Region Planner	
Rebekah Kirk	CoK Planning Director	
Margaret Barondos	MDOT Planning	
Michele Fedorowicz	MDOT Planning	

<u>Name:</u>	<u>Organization:</u>	<u>E-mail:</u>
Greg Milliken	Branson Healthcare	milliken@bransonhosp.org
MIKE COLLINS	KUCV	mcollins@kucv.edu
PAUL SELDEN	BFK	pselden@aol.com
Steve Stepek	KATS	sstepek@katsmp.org
Michelle O'Neill	MDOT	oneillon@mi.gov
HALEY WOLFE	UKSK	hwolfe@ukskstudio.com
Jim Ritsema	CUK	ritsoma.j@kalamazoo-city.org
TONI THOMPSON	KEUT	1944-toni@gmail.com
Kathy Schultz	Metro	schultz.k@kmetro.com
Kate Reilly	city	reilly.k@kalamazoo-city.org
Kitty Rothwell	MDOT	rothwellk@mi.gov