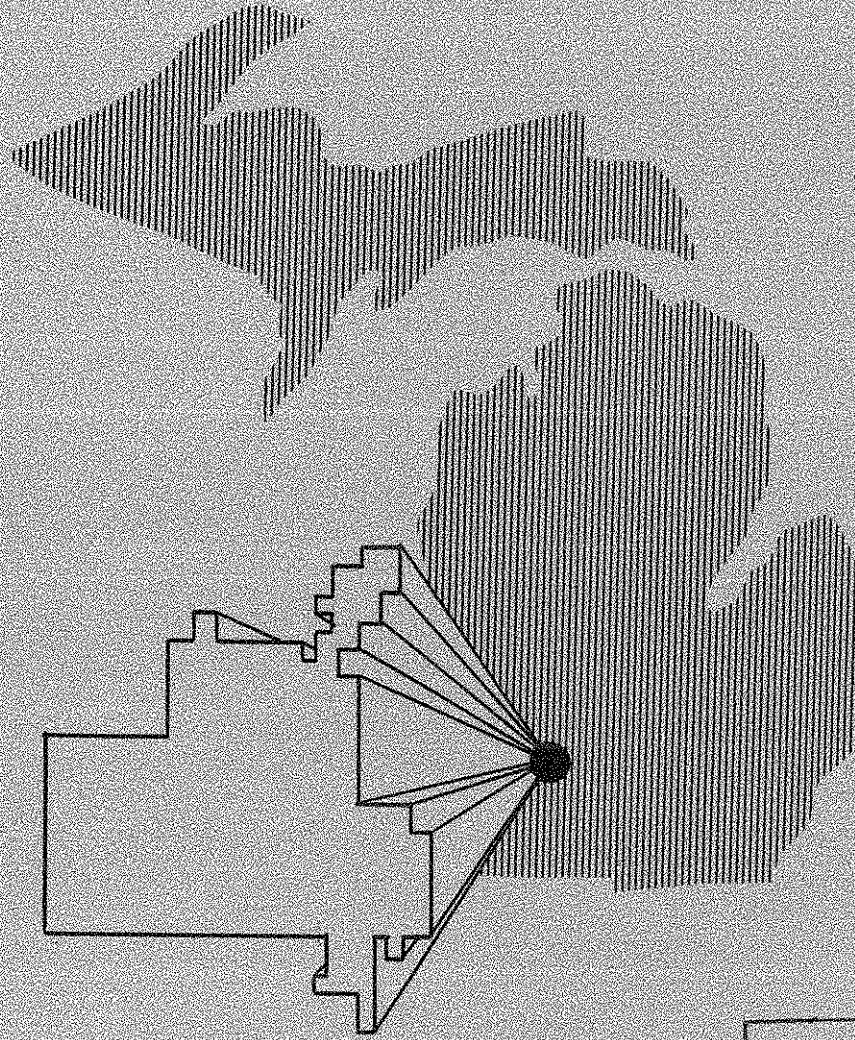


65-3233

TRUNKLINE PLAN



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FOR THE KALAMAZOO AREA

MICHIGAN STATE HIGHWAY DEPARTMENT
JOHN C. MACKIE, COMMISSIONER

MICHIGAN STATE HIGHWAY DEPARTMENT

LANSING, 26



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November 15, 1960

Mr. J.D. Cruise
Chief Planning Engineer
Michigan State Highway Department
Lansing, Michigan.


Dear Mr. Cruise:

Attached is the "City of Kalamazoo Trunkline Plan". This plan has been devised through the cooperate efforts of the Planning Division of the Michigan State Highway Department and the Planning Department of the city of Kalamazoo. It represents the level of agreement which has been reached by the two planning agencies in arriving at a mutually acceptable proposal for the development of the city's trunkline system.

Although it would be difficult to establish a definite life expectancy period for the proposed Kalamazoo Trunkline Plan because of the many uncertain factors involved in such a projection, it is anticipated that the plan will be in effect for many years. At some future date when additional trunkline capacity is required for the city, a revision of the internal trunkline network may be required to be compatible with the third stage of the city's downtown development plan. This plan is not expected to be effectuated for approximately twenty years and is detailed in Victor Gruen and Associates plan "Kalamazoo, 1980".

We recommend that Route Location be requested to make engineering feasibility studies of the proposed routes.

Respectfully submitted,


Robert F. Van Hoef, Director
Planning Division
Office of Planning

RFV:JCV:pp
Att.

City of Kalamazoo
Michigan
PLANNING COMMISSION
CITY HALL

Resolution of the City Planning Commission

City of Kalamazoo, Michigan

WHEREAS: The city of Kalamazoo has a (recognized) Planning Commission (duly constituted according to existing planning enabling legislation), which Planning Commission has been given the responsibility for the preparation of a Master Plan for the city, and;


WHEREAS: The Planning Commission, in persuance of this delegated responsibility, has caused to be made detailed and comprehensive studies of existing conditions and development trends, and on the basis of these studies, made projections of the future development of the community, part or parts of which have been adopted as elements of a Master Plan of community development, and;

WHEREAS: The Planning Division of the Office of Planning of the Michigan State Highway Department has been delegated the responsibility of preparing, in cooperation with local planners, a trunkline plan, which plan represents the level of agreement which has been reached on long-range planning objectives, and;

WHEREAS: The City Planning Commission and representatives of the Planning Division, through cooperative study, have prepared such a trunkline plan, now:

THEREFORE BE IT RESOLVED: That the plan entitled "State Trunkline Development Plan for the Kalamazoo Area", as presented, is consistent with and compatible to the planning and development objectives of the city of Kalamazoo, and;

BE IT FURTHER RESOLVED: That the said trunkline plan as cooperatively developed and presented herewith be approved for presentation to the State Highway Department for programming.



R. D. Maxwell, Chairman
Planning Commission

INTRODUCTION

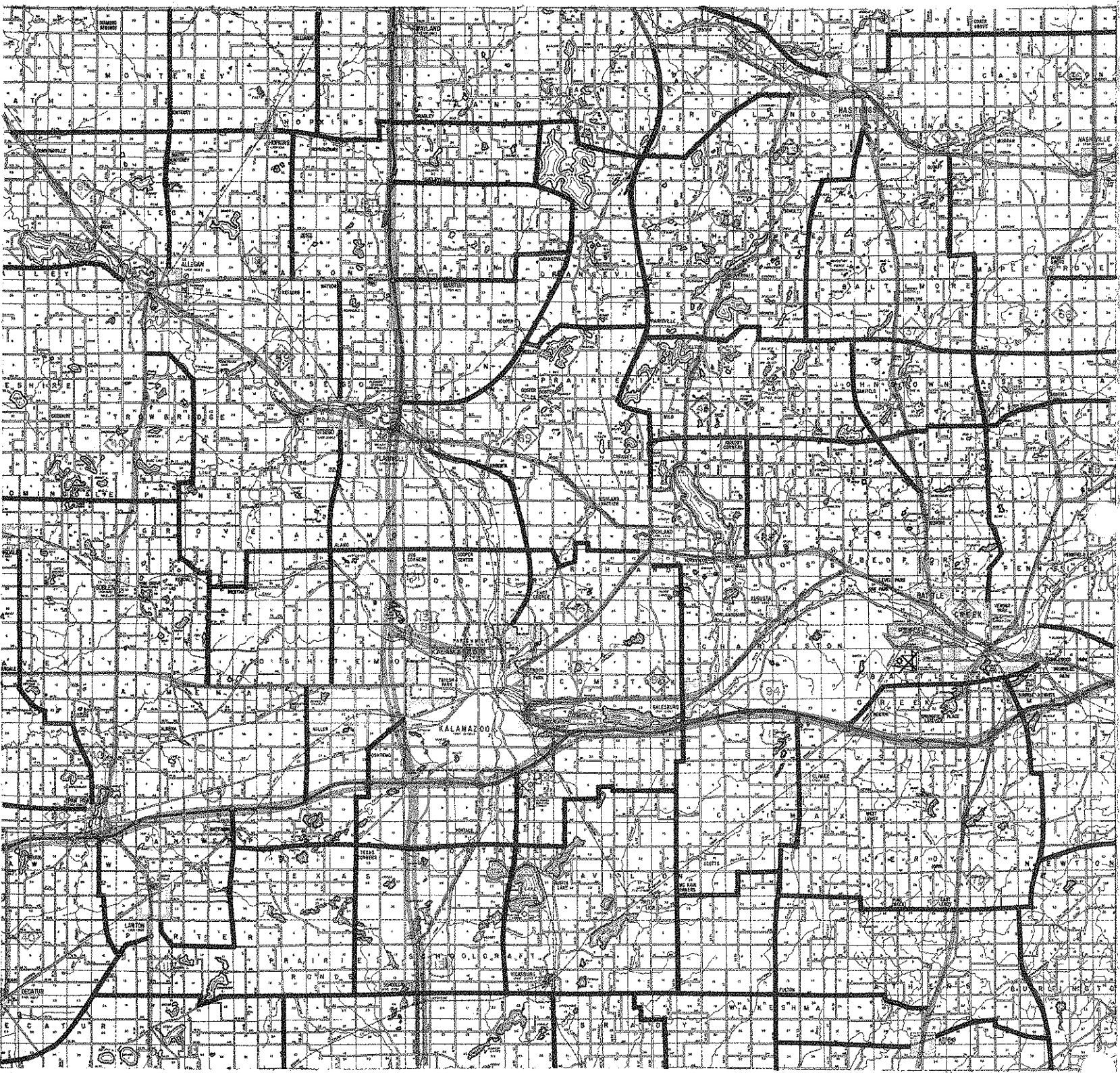
The extensive construction program which is currently in progress in Michigan has resulted in the relocation and expansion of many of the state's major trunklines. In a program of this nature, it is evident that various problems will be encountered and have to be solved prior to placing in operation the freeway system. Aside from the obvious engineering difficulties involved, other problems include revisions to the trunkline numbering system, the connecting of existing trunkline routes with the new freeways so as to maintain an integrated trunkline network, and the provision of trunkline connections to cities situated along the path of the new expressways. This latter problem is especially pertinent to the city of Kalamazoo which has two major trunkline relocations in its immediate vicinity included in Commissioner Mackie's first five-year construction program. The location of the routes (US-12 and US-131) had previously been determined by location studies and are either constructed or scheduled for construction in the near future as limited access highways. The final determination of these rural trunklines was imperative to the development of a State Trunkline Plan for Kalamazoo, due to the fact that their locations directly influence the selection of the internal trunkline system.

In addition to affecting the selection of urban trunkline routes, the expressways will also "free-up" the internal trunkline movement and provide considerable relief to traffic congestion in the city. This relief will result from the elimination of the through traffic which has no desire to enter the city. However, elimination of the through traffic in itself will not solve the city's trunkline problem. Suitable connections from these relocated freeways must be found and the urban trunkline system expanded to facilitate the ever increasing traffic demands that a city such as Kalamazoo will generate.


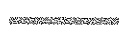
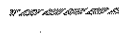
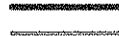

After careful and comprehensive study this trunkline plan was developed. It will meet the city's need for safe and efficient distribution of trunkline traffic as well as enhance the internal traffic movements within the city itself.

This trunkline plan, as well as previous planning recommendations in Kalamazoo, closely parallels the first stage of a plan developed by Victor Gruen Associates, entitled "Kalamazoo, 1980". Future expansion of this trunkline plan will be necessary as the city of Kalamazoo continues to develop the Gruen Plan. However, the enclosed plan represents the extent to which the Michigan State Highway Department can participate itself toward the development of the Gruen Plan at this time.

KALAMAZOO AREA TRUNKLINE PLAN



LEGEND

-  EXPRESSWAYS, DIVIDED HIGHWAYS & ONE-WAY STREETS
-  OTHER TRUNKLINES
-  TRUNKLINES TO BE DELETED FROM THE SYSTEM
-  MAJOR COUNTY PRIMARY ROADS
-  OTHER ROADS

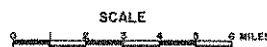


PLATE I

AREA TRUNKLINE PLAN

The Kalamazoo area has received prime consideration in the assignment of projects under Commissioner Mackie's first five-year program. Both of the major trunklines in the vicinity of Kalamazoo (US-12 and US-131) were included among those routes scheduled for relocation and conversion to multi-lane, limited access freeways. The expansion of these trunklines on new location will provide the Kalamazoo area with excellent trunkline facilities radiating in the four cardinal directions. US-12 (I-94), an east-west route which will be completed in the near future and which is already constructed in the Kalamazoo area, will traverse the entire southern part of the state. US-131, a north-south route, has been relocated and constructed from Three Rivers north to Schoolcraft and from Plainwell north to Grand Rapids. The uncompleted segment of the route in the Kalamazoo area between Schoolcraft and Plainwell is scheduled for construction during the 1961-63 program. Upon completion, this trunkline will provide excellent service to the north-south traffic movement.

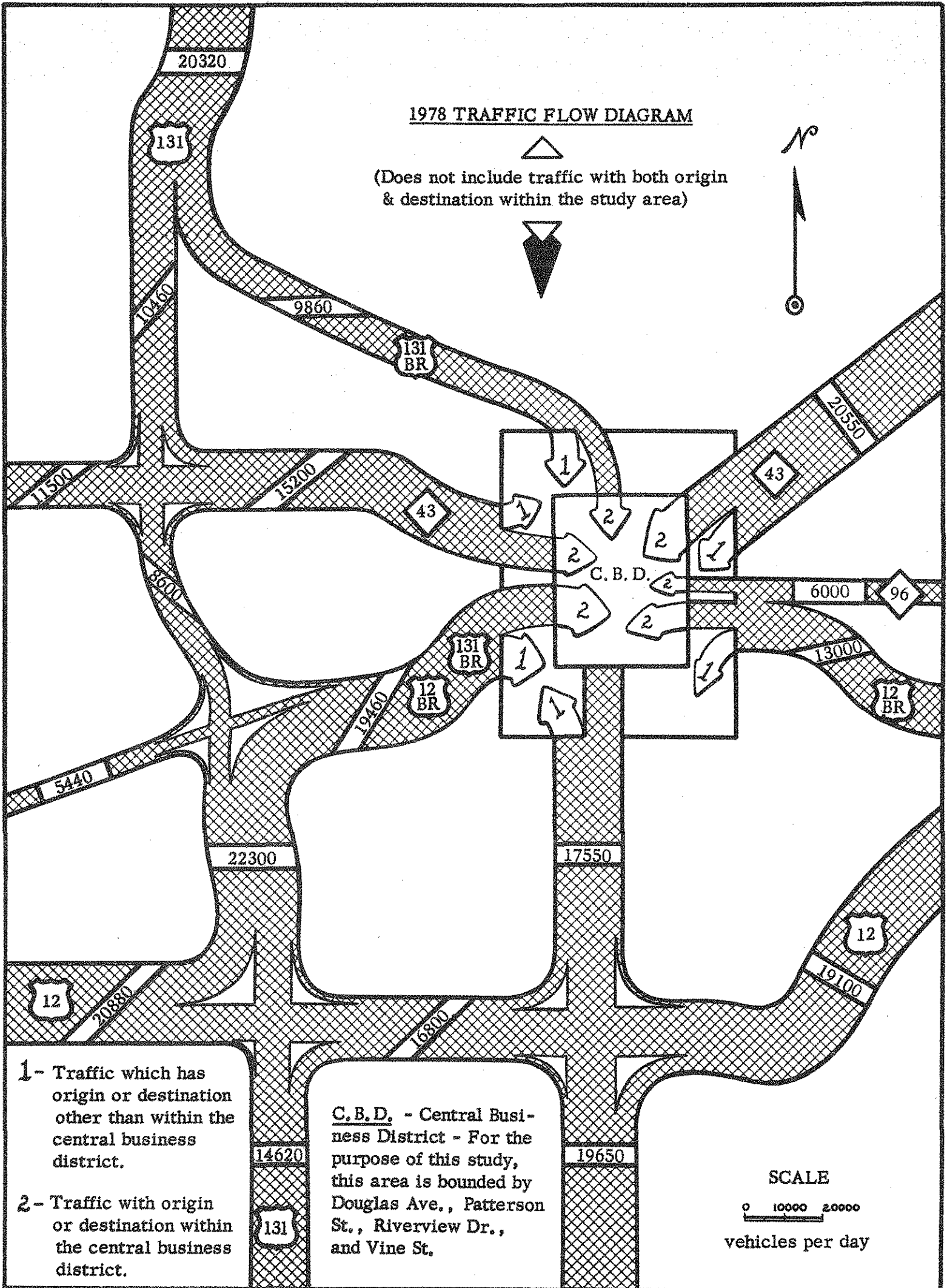
Augmenting this system of expressway routes are the other trunklines in the area. M-96 serves as a regional traffic artery between Kalamazoo and Battle Creek and provides trunkline service to these two major industrial and commercial centers. M-43 is an east-west trunkline through the western half of the southern portion of the lower peninsula. As such, it serves the many smaller communities along its path and provides an excellent facility for the shorter trunkline trips.

The combination of all trunklines in the area provides a network of highways capable of carrying traffic in an expeditious manner to all corners of the state. Further augmenting this trunkline network are the county primary routes whose major function is the servicing of local traffic needs. In addition, they also serve as a collector-distributor system for the network of state and U.S. trunklines in the area.

The availability of these extensive and high-type roadways makes the city of Kalamazoo readily accessible to out-county traffic and provides excellent facilities for an economical, safe and efficient mode of transportation from which to serve the city's motoring needs. The various industrial, commercial, social and recreational concerns of the city will all benefit by this improved transportation network.

1978 TRAFFIC FLOW DIAGRAM

(Does not include traffic with both origin & destination within the study area)



- 1 - Traffic which has origin or destination other than within the central business district.
- 2 - Traffic with origin or destination within the central business district.

C.B.D. - Central Business District - For the purpose of this study, this area is bounded by Douglas Ave., Patterson St., Riverview Dr., and Vine St.

SCALE
0 10000 20000
vehicles per day

TRAFFIC ANALYSIS

Exhibit II of this report indicates the traffic volumes which are anticipated on the trunkline system in and around the city of Kalamazoo for the year 1978. These traffic projections were based on data concerned solely with trunkline trips and do not include trips which have both an origin and destination in the study area.

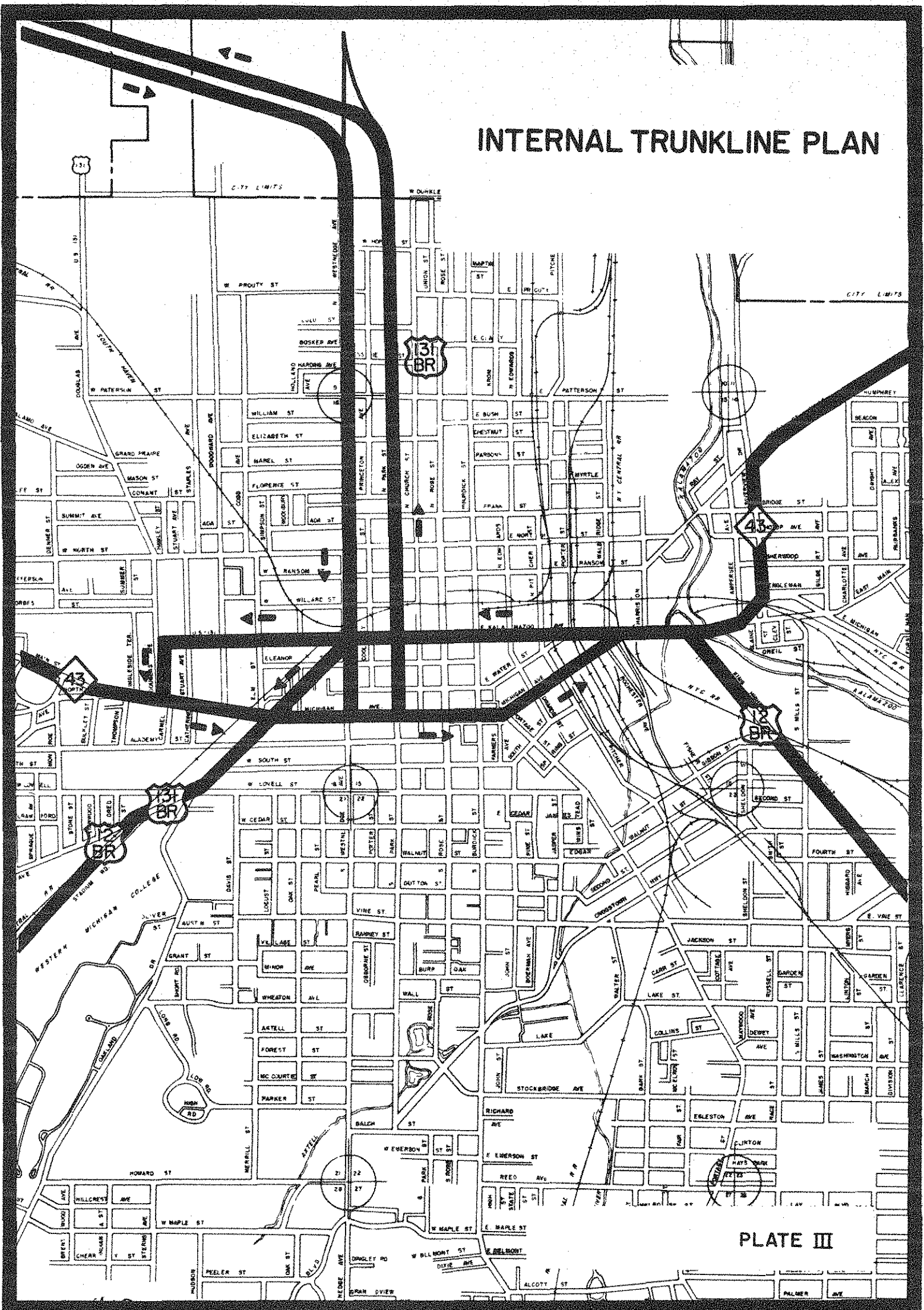
The major point of origin or destination for a large majority of terminal trunkline trips in Kalamazoo is the central business district and its immediate environs. Past traffic studies, i.e., "Kalamazoo Metropolitan Area Traffic Study", as well as future traffic projections indicate that approximately 50% of trunkline traffic in the city has either an origin or destination in this general area. Converting this percentage figure to actual traffic volumes results in an average daily total of approximately 50,000 external trunkline trips entering or leaving this vital section of the city. As the trunkline routes extend into the city, these external traffic volumes will be expanded by the addition of local traffic which also utilizes the trunkline facilities. As a general rule, this local traffic "build-up" is relatively low near the outskirts of the city and progressively increases as the trunklines approach the downtown area. At this point (in the vicinity of the central business district) it is not uncommon for traffic on the trunklines to increase twofold over those volumes recorded near the bypass outlets. Therefore, it is not unlikely that the overall average traffic movement on the internal trunkline routes in Kalamazoo may approach a figure of 200,000 vehicles per day in the year 1978.

These traffic figures are presented to illustrate the need for an extensive network of trunklines in the city which will be capable of carrying the anticipated traffic volumes in both a safe and expeditious manner. If these improved trunkline facilities are not provided, it is certain that before too long severe traffic congestion will result and the industrial, commercial and social concerns of the city will be adversely affected.

TRAFFIC REVIEW

The Traffic Division of the Michigan State Highway Department has reviewed the traffic operational aspects of the Kalamazoo Trunkline Plan and is in complete agreement with the plan as set forth in this report.

INTERNAL TRUNKLINE PLAN



INTERNAL TRUNKLINE PLAN

The volumes of traffic anticipated on the trunkline system in Kalamazoo, as previously set forth, graphically portray the need for a network of trunklines in the city which will be capable of carrying and distributing these aforementioned traffic volumes to areas of major attraction.

The internal trunkline plan as herein proposed achieves this goal through the utilization and expansion of existing streets. By establishing a series of one-way streets, which is the most practical method of moving high traffic volumes in an urbanized area, both sufficient capacity and sound operational features are incorporated into the trunkline system.

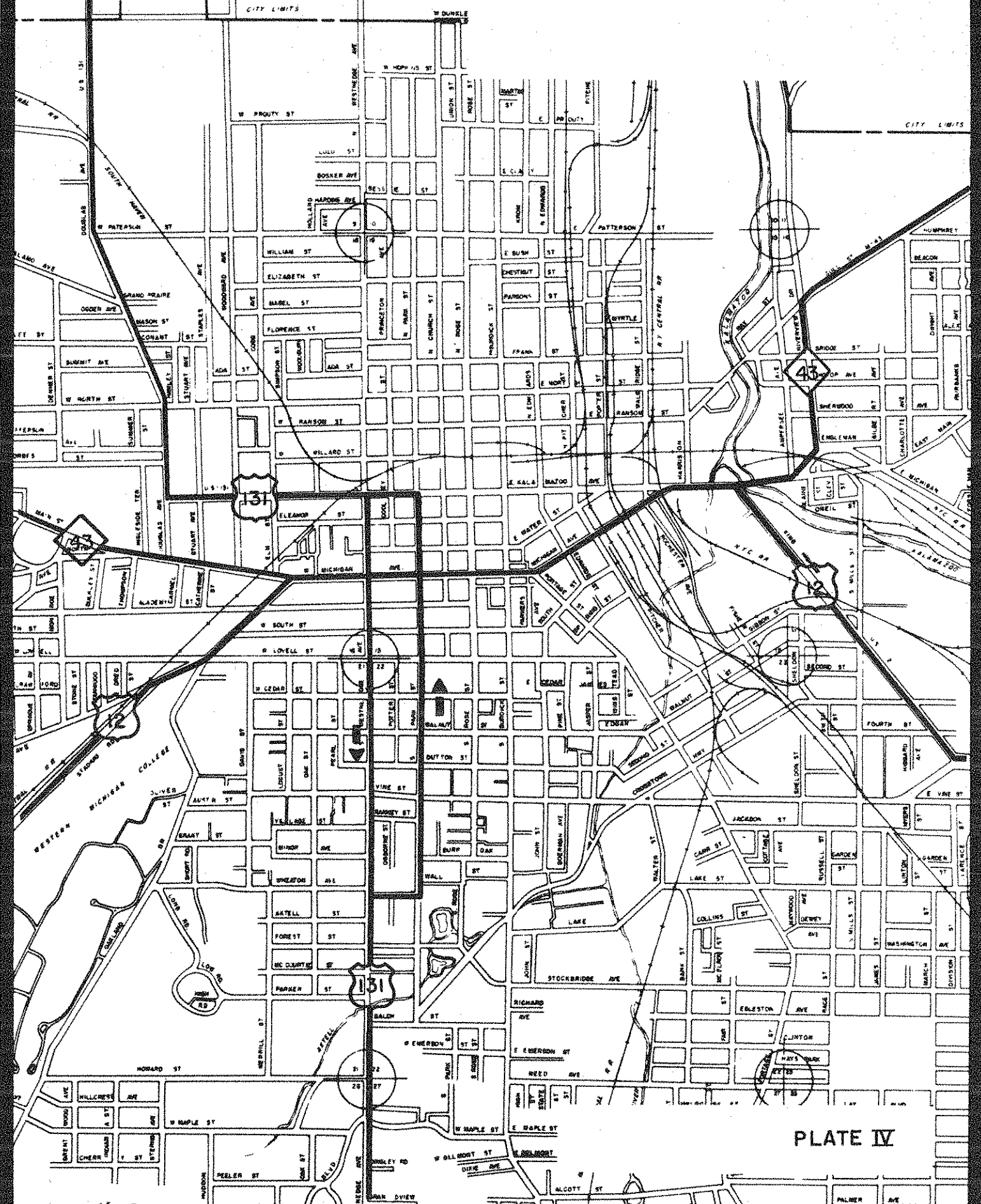
The east-west traffic movement will be carried on Michigan Avenue and Kalamazoo Streets, with these facilities being placed into one-way operation. Likewise, the north-south traffic movement will be served by Park and Westnedge Streets which will continue as a one-way pair. Prior to incorporating this plan, however, both of these facilities (Westnedge and Park) will have to be widened or reconstructed to provide the needed traffic capacity.

To implement this proposed one-way trunkline network, it will be first necessary to construct a trunkline connection between Kalamazoo and Michigan Avenues. This "cut-over" will facilitate the southbound US-131 BR and US-12BR traffic movement by providing a direct link between Westnedge Street and Stadium Road. Without this connection it would be operationally impossible for Michigan Avenue to function as a one-way street west of Westnedge. Thus, the construction of this "cut-over" is essential to the successful establishment of the trunkline system in Kalamazoo as proposed in this report.

Westnedge Street, south of Michigan Avenue, will be deleted from the trunkline system, thus making it available for strictly local usage. One of the reasons for not retaining this segment of Westnedge Street on the trunkline system is the difficulty which would be encountered in expanding the route sufficiently to serve anticipated traffic volumes. Hence, if both local and trunkline traffic were routed over this facility, unbearable congestion would soon result with a subsequent operational breakdown of the route. As presented in this plan, south Westnedge Street will provide optimum service to the community by its reversion to local jurisdiction. Furthermore, Stadium Road offers the same service to US-131 BR traffic as does Westnedge and can be expanded to meet any anticipated traffic demands realized in conjunction with US-12BR.

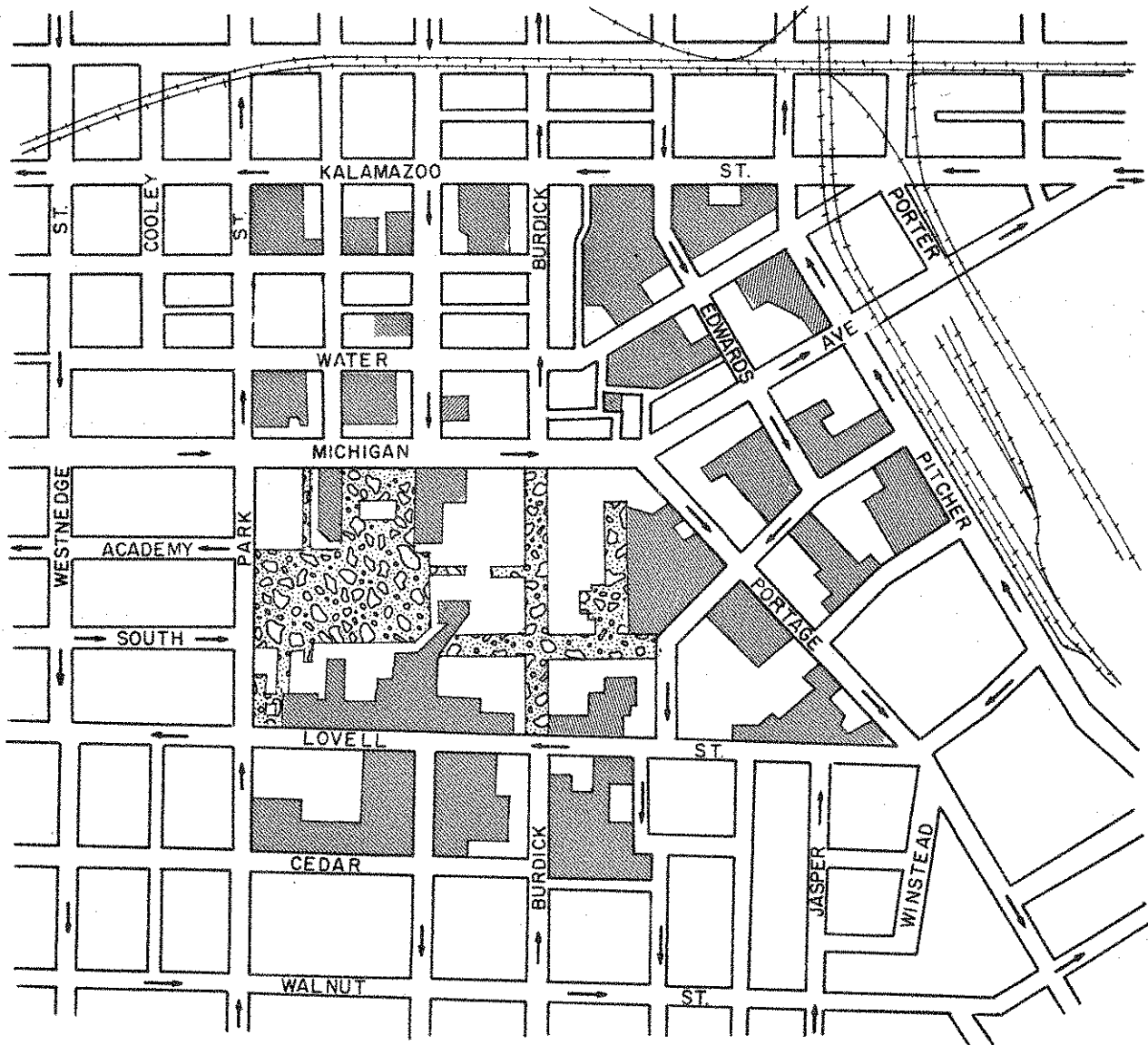
Although this internal trunkline plan will greatly enhance the movement of traffic in Kalamazoo, it should not be construed as a panacea to the city's traffic problems. If the downtown area is to grow in scope and vitality it must not be bogged down by undue traffic congestion. Extensive and continued efforts must be extended by the city to insure that the local street system is utilized to maximum efficiency. Only through a complete integration of the local street network, the establishment of a logical system of local one-way streets, and the efficient use of traffic control devices can the city hope to maintain a downtown area free from excessive traffic congestion. The previous record of local officials in preparing and implementing plans for an orderly and systematic development of the downtown area assures that these traffic needs of the city will be provided for.

EXISTING TRUNKLINE SYSTEM



PROPOSED REDEVELOPMENT OF THE CENTRAL BUSINESS DISTRICT

CITY OF KALAMAZOO



-  **PARKING**
EXISTING & PROPOSED
-  **PEDESTRIAN AREA**

NOTE: This plan is the first stage
of the redevelopment of the
C.B.D. as proposed by Victor
Gruen Associates.

REDEVELOPMENT OF THE
CENTRAL BUSINESS AREA

Many of the larger cities in Michigan as well as the nation, are experiencing a gradual deterioration and decay of their central business districts with a resultant decrease in business activity and dwindling of a major source of tax revenue. The city officials of Kalamazoo are fully aware of this problem and have undertaken definite measures to cope with it. Exhibiting both enthusiasm and progressiveness, the city has determined a long range plan for the development and rehabilitation of the central core of the community. The final achievement of this plan is to be accomplished through a series of intermediate improvements, the first of which was the conversion of Burdick Street between South and Water Streets, to a pedestrian mall. The establishment of this mall in the downtown district was greeted enthusiastically by the local populace and has enhanced both the appearance and functional operation of the Central Business District.

If the central core of Kalamazoo is to grow and continue to be the center of the city's business, cultural and social activity, two prime requisites must be fulfilled. Adequate off-street parking must be provided and a system of streets established which will provide safe and efficient traffic operation into and around the downtown area:

Parking - This vital aspect of the downtown plan is being provided for by the expansion of city owned, commercial and private parking lots. These off-street parking areas will be within easy reach of the business establishments and will result in a minimum of adverse walking distances being imposed on shoppers in the area. The locating of these parking lots adjacent to the major arteries also holds to a minimum internal traffic congestion and unnecessary delays. In addition to the off-street parking lots there is also extensive on-street metered parking available to the public.

Traffic Circulation - The safe and efficient circulation of traffic in the downtown area is to be accomplished through a series of one-way streets. These streets will provide both optimum capacity and freedom from conflicting turning movements. Exhibit VI indicates the proposed one-way system for Stage I of the Kalamazoo central business district plan which is entirely compatible with the State Trunkline Plan as herein set forth.

Although the third stage of the Gruen Plan for Kalamazoo is still a distant goal, the very fact that one has been established portends a logical and systematic development of the vital central business district of the city. When effected, this plan will provide Kalamazoo with a superior downtown business district which will be both physically attractive and functionally sound.