



Appendix A:

Review of Recent Plans and Studies

Connecting Jackson County

Review of Recent Studies and Plans



June 2017



REGION 2
PLANNING COMMISSION

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1. Introduction

Great transportation is an essential part of a vibrant community. The Jackson Area Transportation Authority (JATA) desires to ensure easy access to transportation options for the community. With a service area of 58 square miles and which includes just over 90,000 residents this endeavor is no small task. JATA has been serving the Jackson area for more than 50 years. It was initially formed through a partnership between the Chamber of Commerce and local merchants after a private transportation provider discontinued service in the area. From there it grew, gained new funding sources, and became an authority under Michigan's Public Act 196 in 1986. JATA now operates nine fixed routes and demand response service seven days a week in the City of Jackson and three days a week in the rest of Jackson County.

In order to have the most efficient mobility system possible in Jackson County, we must understand how different modes of transportation function and how they complement each other. Public transit is a great service to citizens but without proper access it becomes difficult or even impossible to use. Whether you drive a car or utilize public transit, everyone is a pedestrian first to one degree or another. Allowing pedestrians to access each mode of transportation in their trip and allowing all modes of travel to utilize transit are ideal ways to reduce congestion, minimize the region's carbon footprint, and improve quality of life. To solve these issues we must focus on "Connecting Jackson County". This plan will serve as a tool for JATA to realize ways to achieve better efficiencies in both existing services and capturing new riders.



2. Project Purpose and Need Summary

In an effort to identify opportunities to better serve the Jackson Area community, JATA worked with its Metropolitan Planning Organization, Region 2 Planning Commission, to complete a market research study. The study, completed in 2015 by a third party, sought to gather business, community, and rider input regarding regional service priorities through various surveys. Based on the results of this study JATA has determined that the following project objectives and needs should be accomplished in this project to best serve its users for the future.

The primary objectives of this study are:

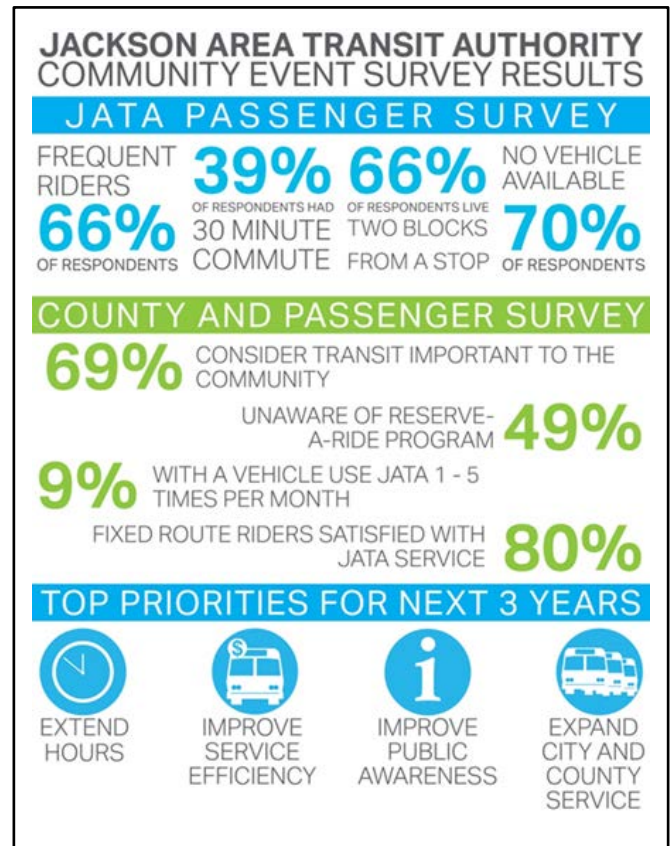
- Evaluate the existing public transportation system's ability to provide effective transport for Jackson area residents to get to basic services such as employment, school, medical facilities, retail, etc.
- Develop implementable solutions to overcome barriers and eliminate inefficiencies.

To best accomplish these objectives the project tasks include:

- Review existing planning documents
- Inventory existing services provided by JATA
- Quantify demand to assess future needs
- Identify gaps in both service and infrastructure
- Create an implementable plan to address unmet needs
- Develop a final report
- Educate JATA staff and customers about potential changes

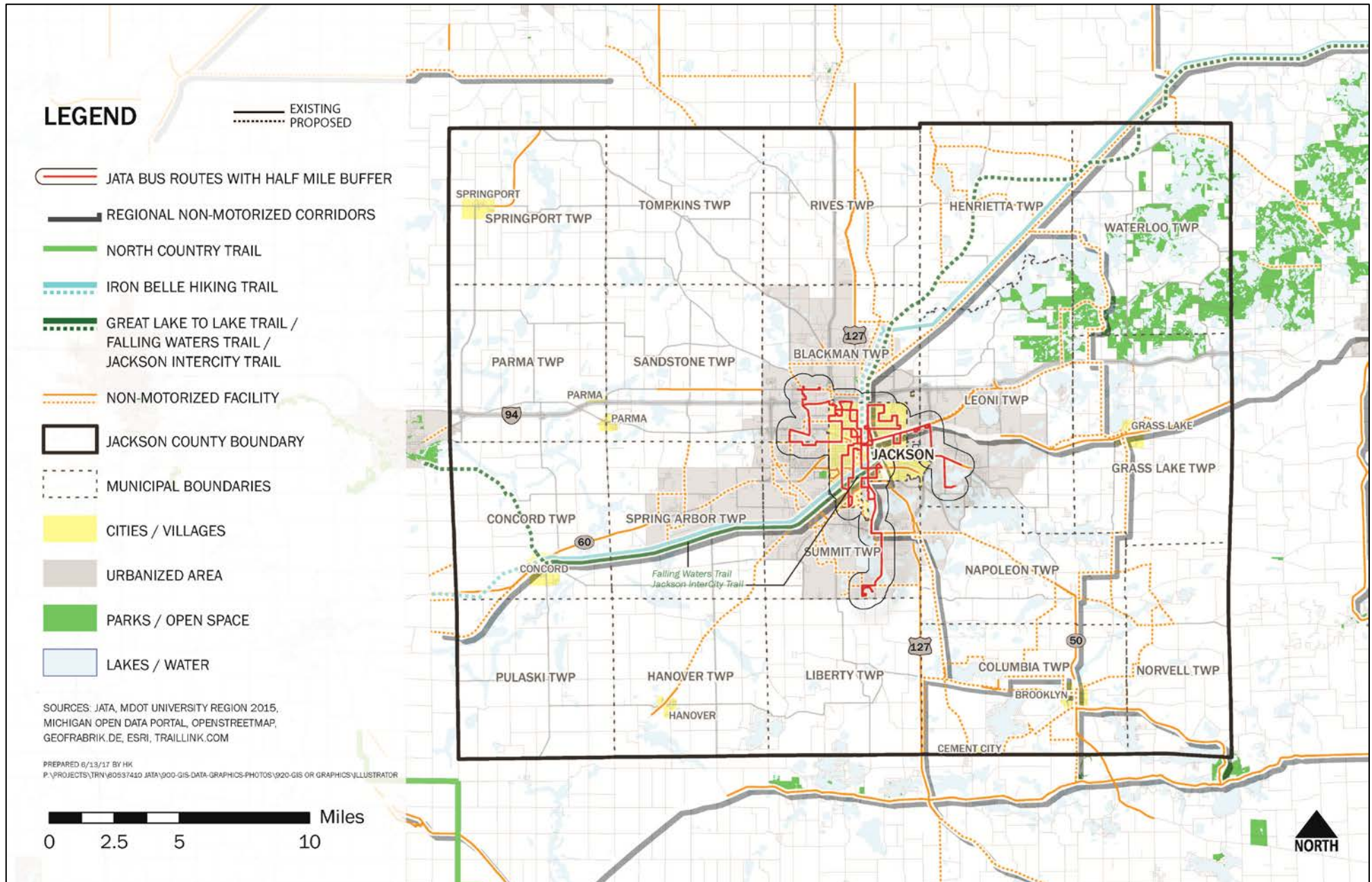
A thorough review of previous planning work from the Jackson area was completed in an attempt to understand the makeup of Jackson County and how the transit system fits in with communities, employers, and other stakeholders.

Plans and studies were collected from a variety of sources, including: the Region 2 Planning Commission, MDOT, Cities, Villages, and Townships within the County. Documents were reviewed to determine their relationship to the transit and non-motorized environment to assess each plan's desires for transit and its connections to other modes of travel. Each document reviewed is summarized below.



Source: 2015 Countywide Survey

Figure 1: Jackson County Non-motorized Network and JATA Fixed Route Service



3. Review of Existing Plans

3.1 Transportation Plans

Jackson Area Transportation Authority (JATA) Countywide Survey (2015)

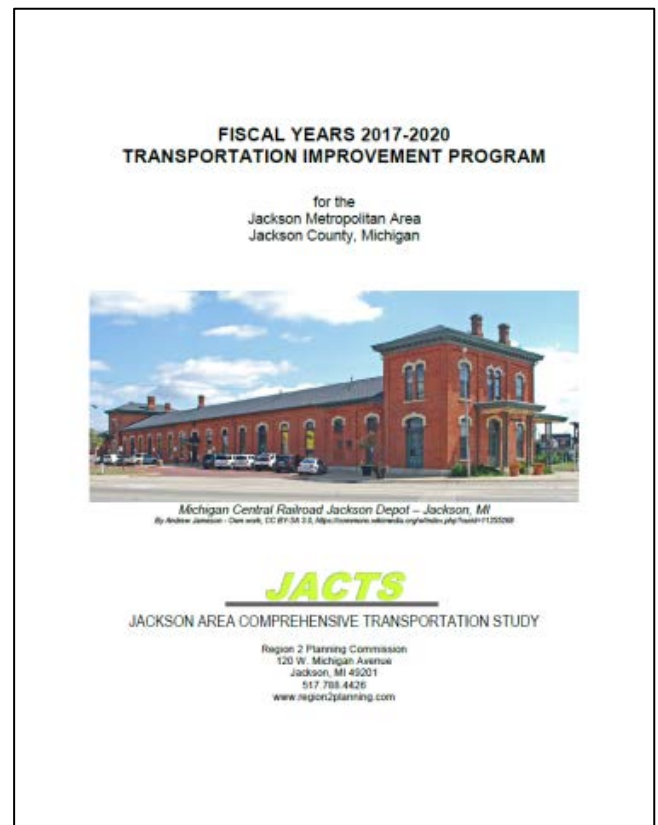
This 2015 countywide survey conducted customer and community market research in Jackson County. The purpose was to gather household and business input on the needs and prioritization of needs of past, current and future JATA users and county residents. The horizon for the needs prioritization was 10 years – to 2025. The survey findings, drawing from 911 completed interviews, showed that many people in the county were unaware of JATA services and how to access information about them. From the survey report:

“...one-half of the sample did not know if the hours of service are convenient, if the days of service are convenient, if the bus schedules are easy to read, or if bus fares are reasonable. This indicates that one-half of the county has probably not even considered public transportation using JATA services.”

The survey process revealed that priorities for the next three years should include expanding JATA's service offerings throughout Jackson County and improving public awareness of and support for current services.

Jackson Area Comprehensive Transportation Study (JACTS) Transportation Improvement Program (TIP) for Fiscal Years 2017-2020 (2017)

The JACTS FY 2017-2020 TIP was prepared by the Region 2 Planning Commission (R2PC) in coordination with MDOT, Jackson County Department of Transportation, JATA, and local jurisdictions. R2PC is the state-designated Metropolitan Planning Organization (MPO) for the Jackson urbanized area and adopted the TIP in July 2016. The TIP is consistent with the JACTS Long-Range Transportation Plan (LRTP) and identifies programming during a four-year period. The TIP identifies \$23.5 million for transit service during the four-year period, the vast majority of which is for operations (\$22.2 million). Total TIP programming is roughly \$152 million. The TIP's environmental justice analysis concluded that the proposed projects do not result in violations of Executive Order 12898.



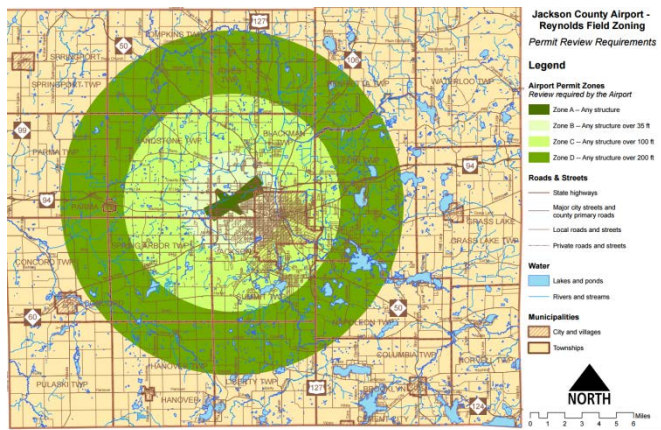
Jackson County–Reynolds Field Airport, Draft Business Plan

The Jackson County Airport is directly served by JATA Route #7 – Ganson / Blackman.

According to the Draft Business Plan for the Airport, it

“generates revenue, has tenants, owns rental structures, competes with other area airports for business, has approximately 75 private sector employees located on the premises, is critical to the success of many area private sector businesses and has a significant economic impact on the region.”

According to the Draft Plan, the Airport is utilized extensively for training, as a home airport for over 100 based aircraft and has based corporate aircraft coupled with corporations flying here to conduct business.



JACTS FY 2017 Urban Transportation Planning Unified Work Program (2016)

The Unified Work Program realizes an unfunded element of the Long Range Transportation Plan. It describes all budgeted transportation and associated planning activities to be performed by JACTS in the 2017 Fiscal Year, which are selected according to performance-based planning and programming.

Elements supporting transit service operation include:

- Implementing a Transportation Data Management System for JATA operations, ridership and financial data; some resulting products include status and data monitoring reports, transit GIS layers and a safety profile
- Assisting JATA in analyzing expansion of existing routes / fleet to address growth-driven transit needs, as well as evaluating route performance, unmet transit needs, and demand for service. Products would include LRTP elements, transit studies and ridership surveys
- Performing travel demand modeling
- Identifying some corridors for higher-performance transit enhancements
- Priority treatments at strategic locations
- Access enhancements
- Special marketing
- Coordinating transit infrastructure investments with non-motorized improvements
- Developing strategies for “livability, sustainability, climate change, and greenhouse gas reduction,” which could include prioritizing efficient public transit service delivery
- Working with service providers to identify gaps in cross-county, cross-system trip making
- Identifying underrepresented populations and their transportation needs
- Prioritizing transportation enhancements within the TIP

JACTS 2040 Long Range Transportation Plan (2013)

The current LRTP was completed in June 2013.

Chapter 8 addresses Transit, Intercity Bus and Taxi and describes JATA's existing fixed route, ADA and demand response operation. It also provides proposed capital and operating expenditures through 2014, valued at over \$246 million. Unfunded LRTP items include:

- Continuation of medical, educational, and human service transportation at or above 2013 levels
- Maintenance of non-profit, agency-owned vehicles
- Expansion of fixed-route and countywide demand response service
- Introduction of new intercity corridor service to Lansing, Ann Arbor and Battle Creek (Greyhound served the east-west market in 2013 but no north-south service between Jackson and Lansing was available)
- Coordination of public transit and passenger transportation operators in the JACTS region through a Unified Work Program
- Implementation of multi-modal transportation center at the existing Amtrak station
- Implementation of a training facility for JATA, school bus operators and other transportation service providers

The LRTP identified two taxi service companies registered in Jackson and several limousine, shuttle and car rental providers in the region. The plan makes no mention of existing rideshare providers, such as Uber and Lyft.

Moving Michigan Forward: 2040 State Long-Range Transportation Plan (LRTP)(2016)

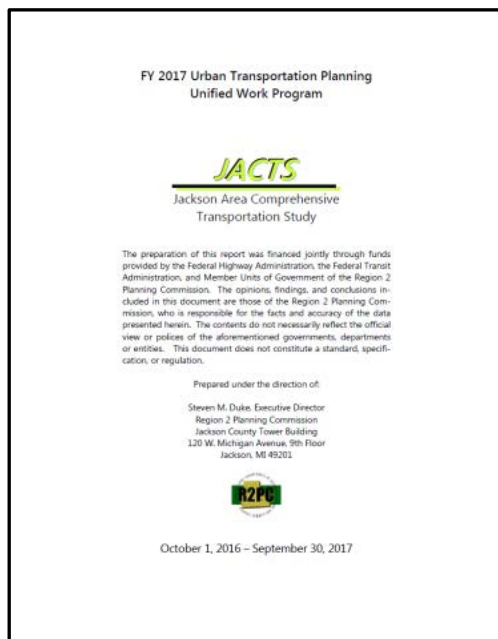
The four goals of the 2040 Michigan Department of Transportation (MDOT) LRTP are as follows:

- System Improvements
- Efficient and Effective Operations
- Safety and Security
- Stewardship

The State's long-range transportation plan included input received from stakeholders and the public. The highest priority response given by stakeholders was "maintain/preserve the existing transportation system," followed by "better integration of transit services into the transportation system." A number of the State's transportation goals relate directly to transit:

Public Transit

Transit is recognized in the SLRP as an integral part of the state's transportation system and economy. The Plan suggests that although hours of service are increasing overall for public transit agencies, without additional revenue funding ridership may continue to drop. This is in part because state funding is not planned to increase alongside rising costs to agencies. The Plan notes that vanpooling is increasing both in number of riders and vans. A demonstration project providing vanpools to Department of Health and Human Services clients was started in 2014 and continues to date.



Trends in the state point to increased momentum for rapid transit projects, and increases in the use of intelligent transportation systems to enhance public transit. Notable, too, is the evolution of transit agencies from service providers to mobility managers. The Plan notes that mobility managers are particularly helpful in filling gaps for cross-county trips and between neighboring transit systems.

Intercity Bus Service

Greyhound Lines, Inc. and Indian Trails, Inc. are the state's two principal intercity bus carriers. In response to carrier service reductions, some subsidized bus service has emerged. The above-mentioned carriers provide service on five contracted routes that the marketplace had abandoned. The state's objective in subsidizing these routes is to maintain community access to the national intercity bus network. These two carriers, through a combination of contracted services and subsidized capital, provide the majority of intercity bus service in Michigan.

The contracted services and subsidized capital work together to form the intercity bus network in Michigan. Several of the intercity bus routes also serve as thruway connections to the nation's intercity passenger rail system. Ridership along contracted routes has decreased by about 10 percent from 2012 to 2015. Decreased ridership increases the subsidy required to operate the routes. Funding requirements increased from \$1.7 million in 2012 to \$2 million in 2015.

Passenger Rail

Michigan is served by one principal intercity passenger rail service provided by Amtrak (National Railroad Passenger Corp.), established by Congress with the passage of the National Railway Passenger Service Act of 1970. Amtrak operates a nationwide rail network that serves more than 500 destinations in 46 states, on about 21,000 miles of routes. It is both a business and a public enterprise that relies on funding from Congress. Amtrak initiated service in Michigan in 1971 as part of its nationwide system. The Amtrak Wolverine line passes through Jackson. Michigan is not currently served by long distance train corridors, but three state-funded Amtrak lines. Amtrak's Wolverine line provides thrice-daily service between Chicago, Detroit and Pontiac, with a station in Jackson. In recent years, MDOT and

the Federal Rail Administration (FRA) have partnered with the states of Illinois and Indiana on service enhancements and planned service increases in the corridor.

Connected and Automated Vehicles:

MDOT is currently testing Vehicle-to-Infrastructure communication technology. This and other emerging connected vehicle technology has the potential to improve signal phase and timing for transit services throughout the state. Tests are limited to certain geographic areas but are expected to expand in the future.

Iron Belle Trail

The longest designated state trail in the nation, the Iron Belle Trail offers hiking and biking trails between Ironwood in Michigan's Upper Peninsula and Belle Isle Park in Detroit. The hiking route is 1,273 miles and 69% complete, and the bicycle route is 791 miles and 64% complete according to the Michigan Department of Natural Resources. The trail travels northeast to

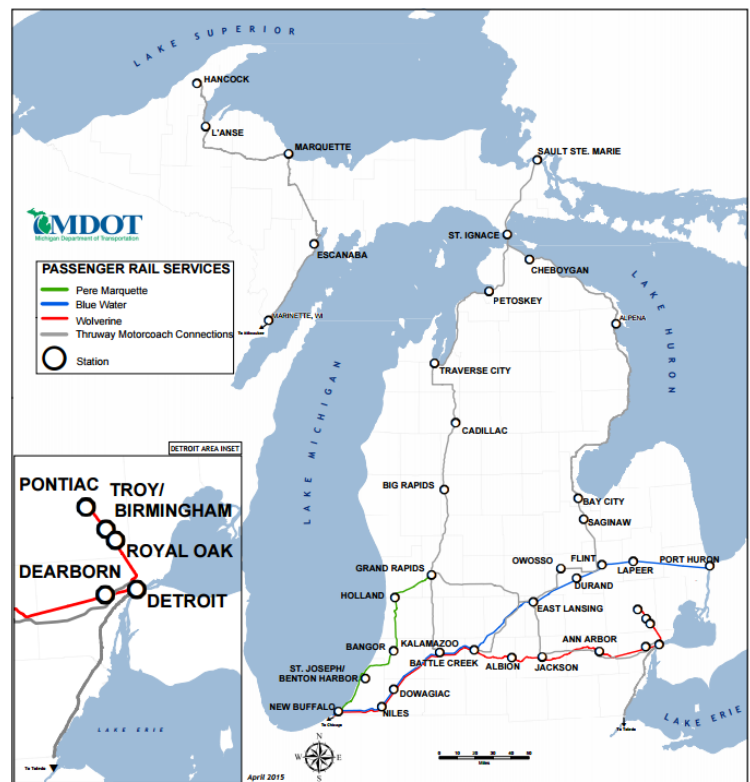


Figure 2: Michigan Passenger Rail Network (Source: MDOT LRTP)

southwest through Jackson, following the Lakeland, Inter-City and Falling Waters trails. The section connecting the Jackson Inter-City Trail to the Lakeland Trail has yet to be constructed.

MDOT University Region Non-Motorized Plan, 2015

The MDOT University Region is comprised of 10 counties in south central Lower Michigan: Clinton, Shiawassee, Eaton, Ingham, Livingston, Jackson, Washtenaw, Hillsdale, Lenawee and Monroe.

The Non-Motorized Plan, developed between July 2014 and July 2015, centered on the following goals:

- Document the existing and proposed network
- Identify opportunities to enhance non-motorized transportation
- Help prioritize non-motorized investment
- Foster cooperative planning across municipal/county boundaries and continue to coordinate these efforts

The plan explains that there are 104 miles of existing facilities in Jackson County, with another 224 miles of proposed shared use paths, including the Jackson to Lakeland Connector, mileage in and around Jackson, and a north-south connector between Henrietta Township and Brooklyn. The majority of existing facilities are paved shoulders 4' wide or greater (56 miles), followed by shared use paths (21 miles) and bike lanes (20 miles). Important paths in the County include the Falling Waters Trail, Jackson Inter-City Trail and Jackson to Lakeland Connector Trail.

Priorities in Jackson County identified in the plan are as follows:

1. Design and construct the MDNR owned Jackson to Lakeland Connector and ensure a connection into the Inter-City Jackson Trail. This is also part of the Great Lake-to-Lake Trail and the Iron Belle hiking Trail.
2. The Heart of the Lakes Recreation Commission Plan focuses on connecting communities to Brooklyn, Clark Lake, the Wamplers Lake area and north to Waterloo Recreation Area and the Jackson Lakeland Connector Trail.

3. Determine route to extend the Falling Waters Trail west through Concord and into Calhoun County.
4. There is interest in establishing a north/south route from the Lakeland Connector south to Brooklyn and the Irish Hills Area.
5. Facilities within and around the City of Jackson are a priority in order to improve the walkability and bikeability of the urban community. The City of Jackson and Jackson County recently completed plans detailing specific priorities within the community.
6. It is an on-going priority within the County to provide connections to and from the Falling Waters Trail and Lakeland Connector Trail Regional Corridors.
7. There is an extensive Grand River Water Trail led by the Grand River Environmental Action Team (GREAT). Coordinating and complementing the water trail and the emerging non-motorized network is a priority.
8. Additional planning efforts are needed to coordinate with various agencies and stakeholders to determine routes and connections toward Leslie, Springport and Eaton County.

A map of the above priorities is shown below in Figure 3.

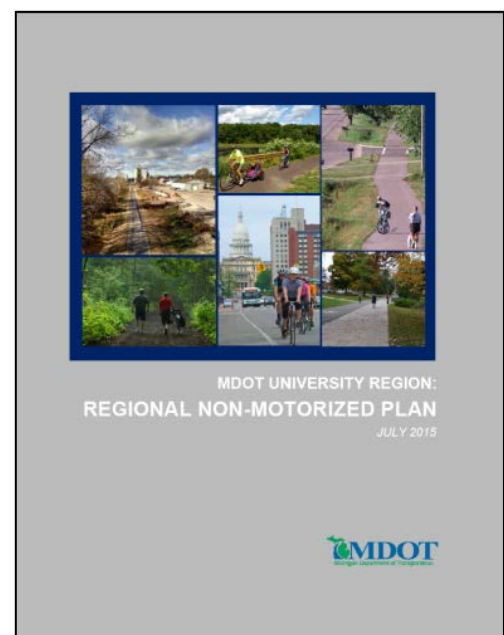
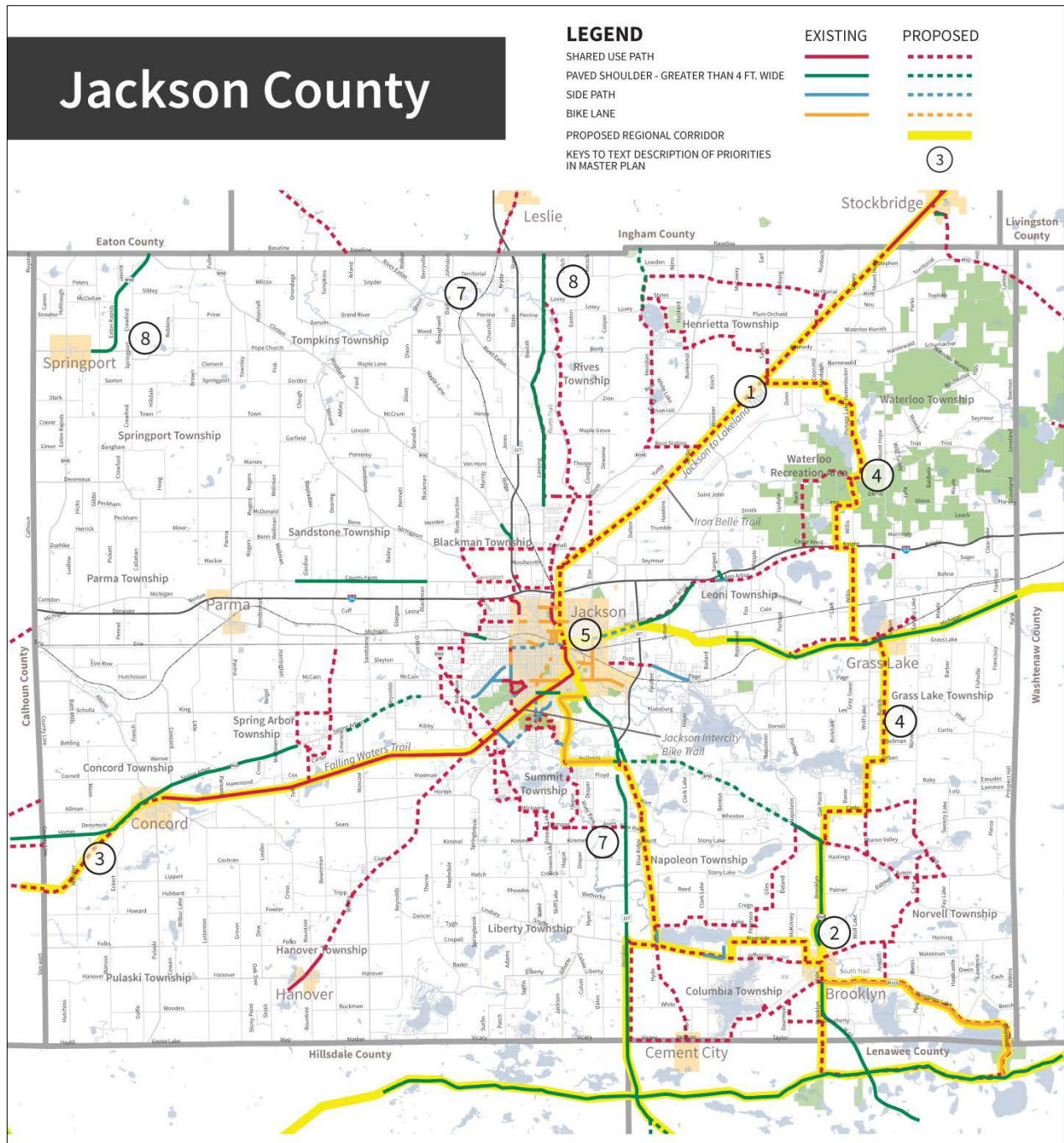


Figure 3: MDOT University Region Non-motorized Plan within Jackson County (Source: MDOT University Region Non-Motorized Plan)



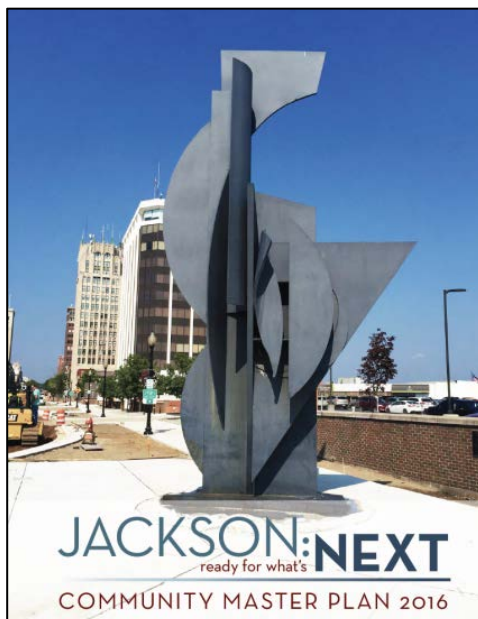
3.2 City, Township and Village Plans

City of Jackson “Jackson: Ready for What’s Next” Community Master Plan (2016)

The Jackson Community Master Plan is meant to provide a framework for redevelopment, community vitality, neighborhood stability, and preservation of core community assets. The plan is comprehensive, covering city-wide issues related to demographics, land use, economics, assets and other topics. Section 3 of the Plan discusses the City’s transportation network and aspirations. Although the current transportation network is described as biased toward automobiles, in 2006 the City of Jackson, Jackson County Planning Commission / Metropolitan Planning Organization, Jackson County Road Commission, and Region 2 Planning Commission adopted nearly identical Complete Streets resolutions. The resolutions called for including bicycling and walking in routine transportation planning, design, construction, maintenance, and operation.

Regarding transportation, the Plan proposes:

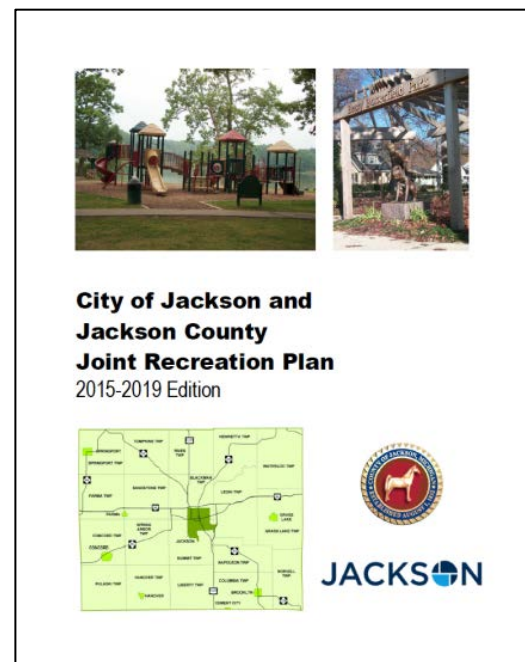
- Creating complete streets within the City to encourage non-motorized transportation. The plan offers a “Kit of Parts” with various street enhancement options to accomplish roadway improvements.
- Bridging network gaps, especially for pedestrians, bicyclists and transit users.



City of Jackson and Jackson County Joint Recreation Plan, 2015-2019 Edition

The Joint Recreation Plan includes “Nontraditional recreation opportunities such as historic districts/structures and shopping opportunities are catalogued, as well as traditional parks and recreation facilities.” The plan notes that, according to the Michigan Transportation Fund Act (Act 51), “a reasonable amount, but not less than 1% of” funds allocated to the state or a local jurisdiction “shall be expended for construction or improvement of non-motorized transportation services and facilities.” Identified traditional and non-traditional recreational opportunities can be accessed using JATA transit services. Identified non-motorized transportation services facilitate access and egress from the JATA system. The plan notes that most Jackson streets have sidewalks and identifies the downtown areas of Brooklyn, Concord, Grass Lake, Hanover, Jackson, Michigan Center, Napoleon, Parma, and Spring Arbor and non-traditional recreation areas for shopping and cultural activities.

The plan identifies destination-based bike routes in the city and county, as well as shared-use trails (existing and planned). These include existing trails noted in the 2002 Jackson County Regional Trailway Study:



- Lakelands Trail – 15.4 miles
- Henrietta Loop – 19.9 miles
- Portage Lake Trail – 6.5 miles
- North Trail – 7.6 miles
- Blackman Township Loop – 8.0 miles
- Inter-City Trail – 7.5 miles
- Airport Trail – 5.5 miles
- Falling Waters Trail – 11.5 miles (subsequently extended to meet the Inter-City Trail)
- Hanover Trail – 8.9 miles
- Summit Township Loop – 7.2 miles
- Ella Sharp Park Trail and Cascades Park – 4.4 miles
- South Trail – 19.5 miles, connection to existing trail on Page Avenue (0.3 miles)

Proposed trails identified include:

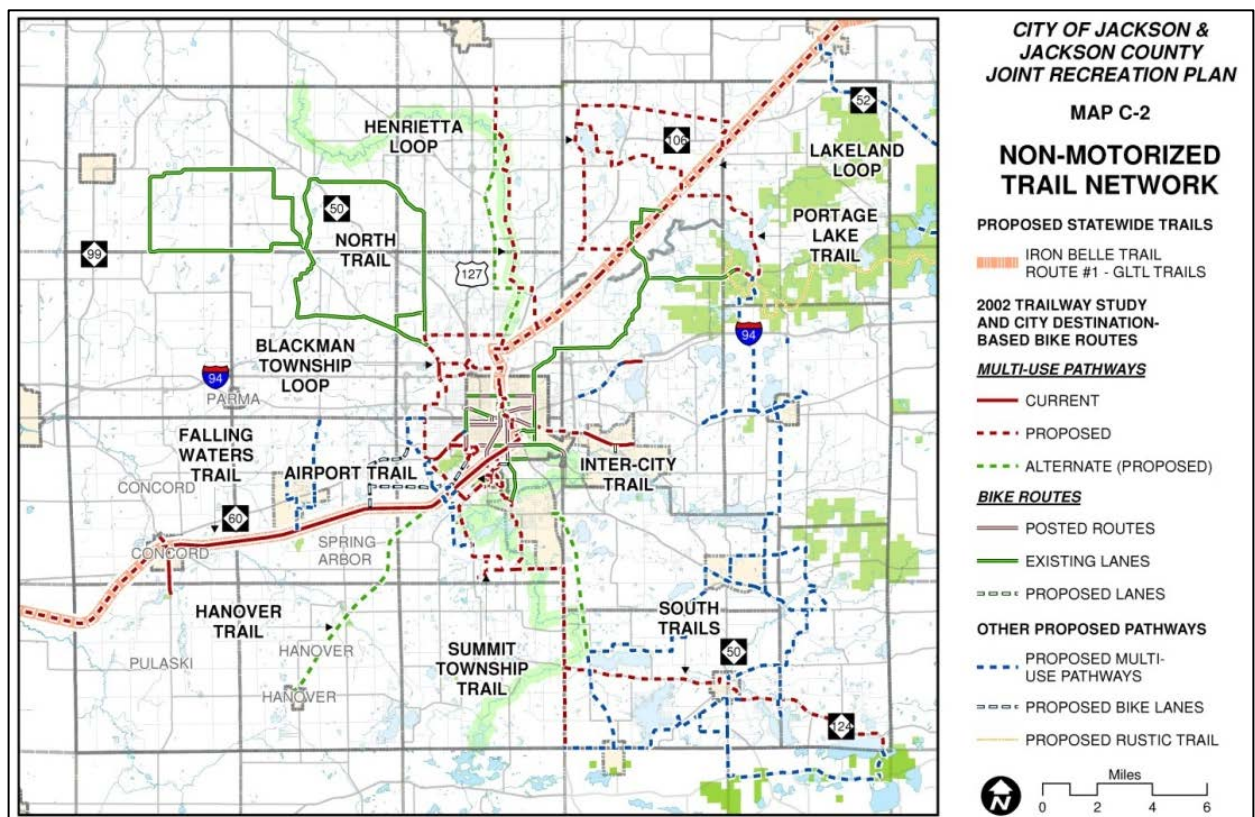
- Heart of the Lakes Area: non-motorized pathways designed to supplement the South Trail in the Village of Brooklyn and the townships of Columbia, Napoleon, and Norvell.
- Grass Lake Area: non-motorized pathways within Grass Lake Township and the Village of Grass Lake, with planned connections to Leoni Township, the Heart of the Lakes Area, and the other trails;

- Leoni Township: boardwalk/shared use path along Michigan Avenue extending to the Grass Lake Area and a shared-use path along Ann Arbor Road;
- Village of Concord: extension of the Falling Waters Trail westward to Norman Gottschalk Park and southward to Swains Lake County Park;
- Summit Township: connections between the existing trail network and the proposed the Falling Waters Trail; and
- Inter-City Trail/Falling Waters Trail corridor and proposed extension of the Lakeland Trail: segments of the proposed Great Lake-to-Lake Trails.

The Joint Recreation Plan vision includes extending the Lakelands Trail 10-12 miles to the Falling Waters/Inter-City Trail Corridor. It also proposes a “trail loop” in partnership with Summit Township, which would connect the Inter-City Trail with the Falling Waters Trail by way of the Weatherwax Trail.

Figure 4 shows the existing and proposed trail and bikeway networks in the county and city, respectively.

Figure 4: Jackson City and County Existing and Proposed Non-motorized Network (Source: City of Jackson and Jackson County Joint Recreation Plan)

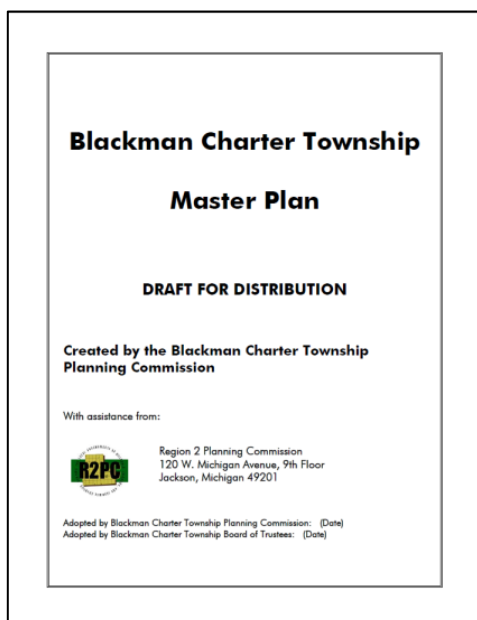


Blackman Township Draft Master Plan

Blackman Charter Township is located in the north-central portion of Jackson County. The Township is surrounded by Rives Township to the north, Sandstone Township to the west, Leoni and Henrietta townships to the east, and the City of Jackson and Summit Township to the south. Part of JATA Route #7 is subsidized by and runs through part of the Township.

The Township last updated their Master Plan in 2012. The existing master plan touches on non-motorized transportation and access considerations for pedestrians and older adults. The only reference to public transit is in the section discussing the growing age of the Township's population, and recognizing that transit and safe streets allow for aging in place, and the benefits of co-locating senior housing with transportation facilities.

The Plan's "Transportation Goals, Objectives, and Strategies," section references goals to "Ensure an efficient and safe transportation system" as well as partnering "with neighboring jurisdictions, the Jackson County Road Commission, and the Michigan Department of Transportation to work toward regional traffic management solutions." Emphasis is placed on comprehensive pedestrian access in new developments. A separate "Parks and Recreation" section discusses trail development for recreation as well as for transportation. Extension of the Lakelands Trail system and connections to trails from population centers in Blackman Township is discussed.



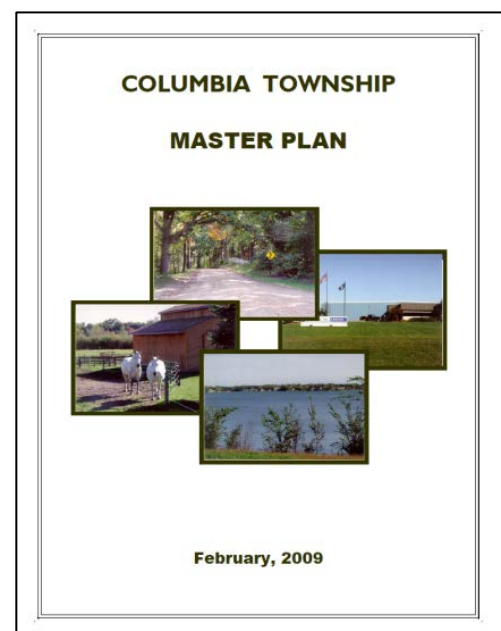
Columbia Township Master Plan (2009)

Columbia Township is located in the southeastern quarter of Jackson County. The Township is surrounded by the Napoleon Township to the north, Woodstock and Cambridge townships (Lenawee County) to the south, Liberty Township to the west, and Norvell Township to the east.

The Columbia Township Master Plan consists of policies that address future land use and development. The Plan is a flexible document that has been designed and intended to change as the community changes. The Township adopted its current Master Plan in early 2009. The existing plan references the transit and non-motorized network in the following ways:

In February, 2004 Columbia Township distributed an opinion survey to over 1,100 homes in the township. The primary purpose of the survey was to provide the Columbia Township Planning Commission with an understanding of public sentiment regarding quality of life and land use issues. However, the survey also served other purposes.

A question regarding the quality of roadways received the highest response rate - roads are a public feature that nearly all residents use. The lowest response rate went to public transportation facilities, which have seeming low utilization by township residents.

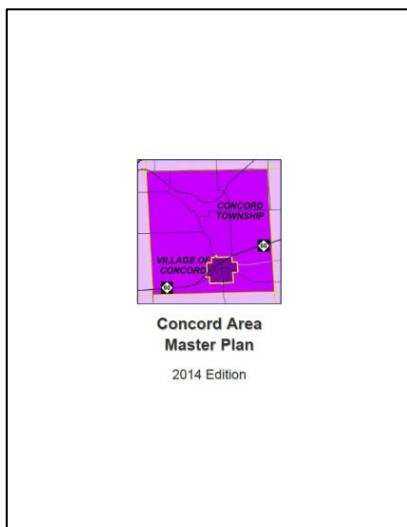


Concord Area Master Plan (2014)

Concord Township is located in the southwestern Jackson County, approximately nine miles southwest of the City of Jackson. The City of Albion is also situated nearby to the west. The Village of Concord is located in the south-central portion of the Township along Michigan Highway 60 (M-60). The Township is bordered on the north by Parma Township, on the east by Spring Arbor Township, on the south by Pulaski Township, and on the west by Albion Township. The population of Concord Township was 2,723 in 2010, according to the U.S. Census. Roughly one-third of this population lived within the Village of Concord (1,050) according to the same census. The Township adopted its current Master Plan in the spring of 2014.

The Plan dedicates a goal to “Create and Maintain an Integrated Transportation System,” and references improving facilities for vehicles, pedestrians and bicyclists; the Plan does not mention public transit. The document particularly mentions extending the Falling Waters Trail and the sidewalk and on-street non-motorized networks as ways to achieve further transportation integration. In a community planning survey associated with the Master Plan, 70% of Township residents responded positively to developing and improving non-motorized pathways.

Approximately seven (7) miles of the Norfolk Southern Railway dips into the northern third of Concord Township. The facility is utilized to transport freight. The railroad is also utilized as part of AMTRAK’s Wolverine Line, connecting the metropolitan areas of Detroit and Chicago as well as Jackson and other select communities along the way.

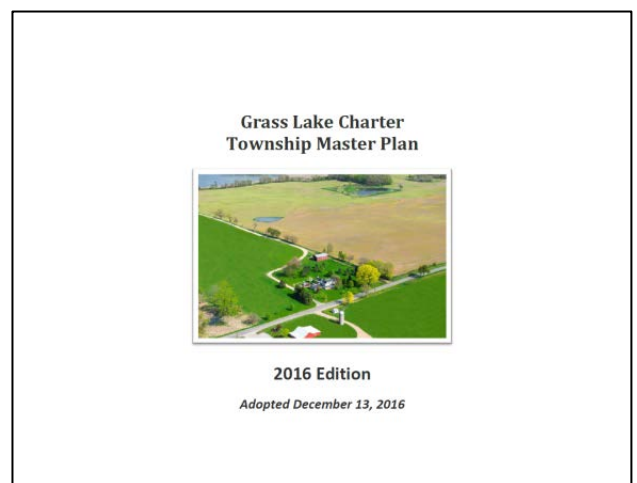


Grass Lake Charter Township Master Plan (2016)

Grass Lake Charter Township is located in eastern Jackson County. It is surrounded by Leoni Township to the west, Waterloo Township to the north, Norvell Township to the south, Napoleon Township to the southwest, and Washtenaw County to the east. The current Township Master Plan was adopted in December of 2016. Although the Plan does not discuss public transit, there is ample support for non-motorized transportation.

Grass Lake Township is working with Chelsea, Dexter, Manchester and Stockbridge, in partnership with the 5 Healthy Towns Foundation to create a wellness plan. The initiative is described as “A ground breaking, innovative project that involves planning and funding of a communitywide wellness plan. The goal of 5H is to create the healthiest five communities in the Midwest.” The planning and construction of the proposed Knight Wellness Fitness Center and a non-motorized trail to Chelsea are a result of this initiative.

An active railroad also traverses Grass Lake Township. The right-of-way is owned and maintained by the Michigan Department of Transportation (MDOT). Amtrak utilizes the railroad for passenger service between Detroit and Chicago. Norfolk Southern transports freight on the railroad.



The Grass Lake Charter Township Planning Commission sought input from the general public regarding the 2016 edition of the *Grass Lake Charter Township Master Plan* during the fall of 2015 and the winter of 2016. In asking about the best locations for non-motorized facilities, facilities to/from schools were identified by 83.2% of respondents. There was also support for non-motorized facilities in residential/commercial areas and along major roads. A non-motorized link between Grass Lake and Chelsea was identified by 46.4% of respondents. Additionally, a majority of respondents reported they would be willing to support a millage to further develop and maintain parks and trails.

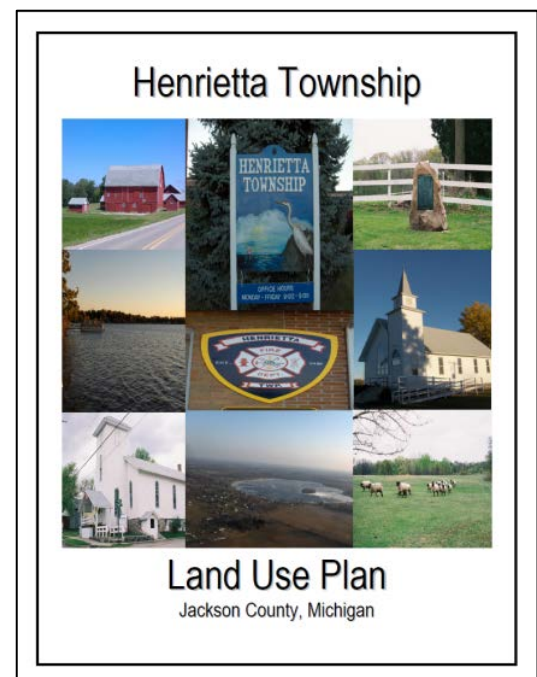
When prompted for additional issues the Township should address, some respondents mentioned aging in place and availability of public transit, as evidenced in the following survey comments:

- “I would like to have public transportation available in Grass Lake, in particular that would connect with locations in Washtenaw County.”
- “Can't emphasize enough the need for senior housing. Currently (I for one) am contemplating moving out of area because of no senior housing facilities with access to transportation within township when I will no longer be driving a vehicle.”

Henrietta Township Master Plan

Henrietta Township is located in the very northern and central portion of Jackson County. It is surrounded by Waterloo Township to the east, Leoni Township to the south, Blackman Township to the southwest, Rives Township to the west, and Ingham County to the north. The current Township Master Plan was adopted in 2014.

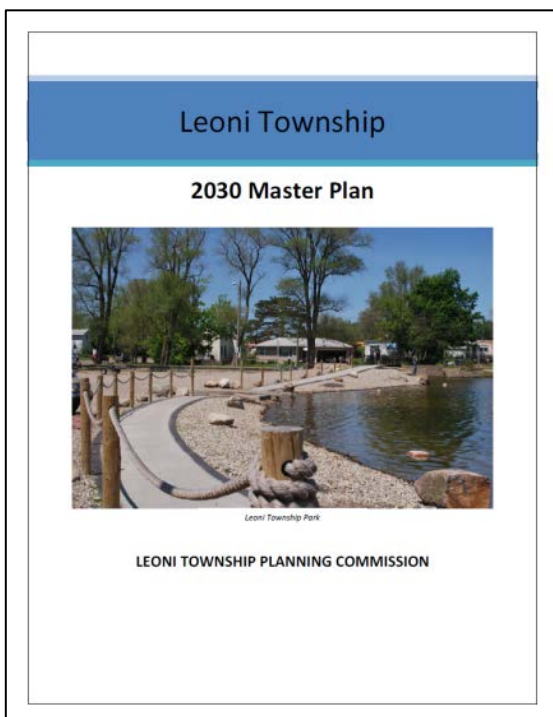
While the Plan references a goal to “Create a transportation network which facilitates safe, efficient movement of vehicles and pedestrians while protecting and preserving sensitive environmental areas throughout the Township,” it does not specifically mention public transportation. Support for this and other Plan goals suggest promoting non-motorized transportation through “rural bikeway routes” and “along public right-of-ways.” A section on “Community Recreation” recognizes the need for strengthening neighborhoods through walkable commercial areas and parks.



Leoni Township Master Plan (2012)

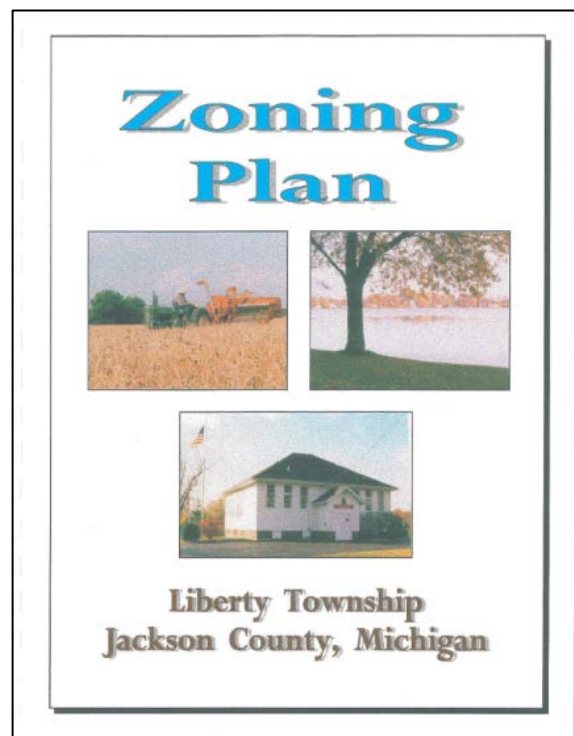
Leoni Township is located in east-central Jackson County in south central Lower Michigan. The township abuts Henrietta Township which is located to the north, Napoleon Township to the south, Grass Lake and Waterloo townships to the east, and the City of Jackson, Summit and Blackman townships to the west. At 49.1 square miles, or approximately 31,400 acres, Leoni Township is the largest local unit of government in Jackson County. The existing Township Master Plan was adopted by the Township Board in December of 2012.

The Plan emphasizes safe street conditions and improvements to pedestrian and bicycle infrastructure without specifically mentioning public transit. In a community survey distributed as part of the planning process, 86% of respondents felt that sidewalks should be mandatory in new developments. The Plan does mention the importance and growth of Amtrak services, as well as the proximity and increasing relevance of the Jackson Amtrak Station.



Liberty Zoning Plan (1996)

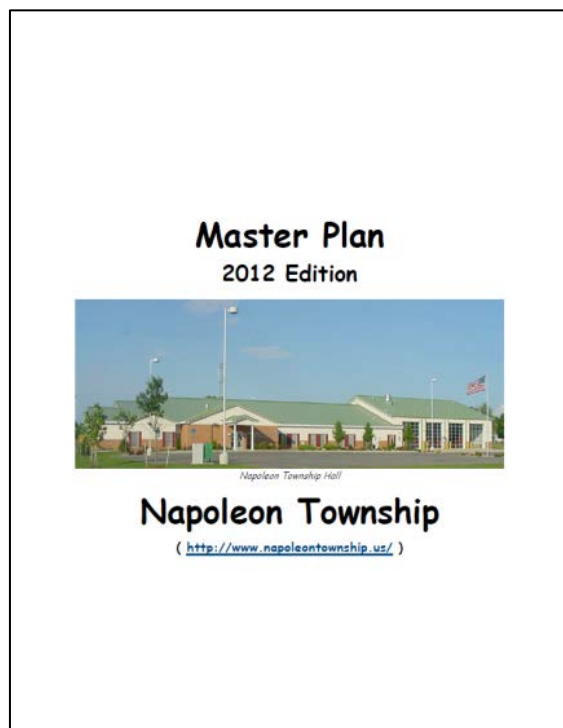
Liberty Township is located in south central Jackson County. It is bordered on the east by Columbia Township, Napoleon Township on the northeast, Summit Township to the North, and Hanover Township to the west and is bordered by Hillsdale County on the south. The original plan for Liberty Township was developed in 1975 and was last updated in 1996. The existing plan does not reference the transit and non-motorized network in any significant way.



Napoleon Township Master Plan (2012)

Napoleon Township is located in southeastern Jackson County. It is bordered on the east by Norvell Township, to the northeast is Grass Lake Township, Leoni Township to the north, Summit Township to the west, Liberty Township to the Southwest, and Columbia Township is situated just south of Napoleon Township. The Jackson Urbanized Area (as defined by the 2010 US Census) extends into the northwestern portion of the township. The “village” of Napoleon, although unincorporated, was and is the core of Napoleon Township. The existing Master Plan was adopted in 2012 by both the Township Board and the Planning Commission.

The Plan supports non-motorized transportation and the addition of new non-motorized trails and sidewalks, as well as complete streets. Other than supporting a complete streets goal, the Plan does not specifically mention public transit.

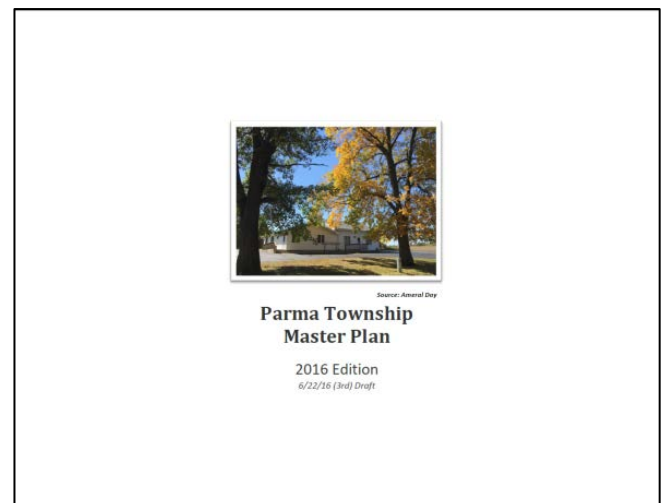


Parma Township Master Plan (2016)

Parma Township is located in northwestern Jackson County, west of the City of Jackson. Parma Township is just south of Springport Township, just east of Calhoun County, directly north of Concord Township, and west of Sandstone Township. Parma Township formerly known as Groveland, includes the Village of Parma. The current Master Plan is in draft form as of 2016.

While the Plan’s “Transportation and Roads” goal mentions efficient and safe vehicular travel and opportunities for walking and bicycling, it does not specifically mention public transportation.

A railroad traverses the southeast corner of the Township, including the Village of Parma. The right-of-way is owned by the Michigan Department of Transportation. Norfolk Southern runs freight on the railroad and Amtrak provides passenger service.



Spring Arbor Township Master Plan (2012)

Spring Arbor Township is located in the southwestern Jackson County, approximately seven miles southwest of the City of Jackson. The unincorporated village of Spring Arbor is located west of the center of the Township along Michigan Highway 60 (M-60). The Township is bordered on the north by Sandstone Township, on the east by Summit Township, on the south by Hanover Township, and on the west by Concord Township. The population of Spring Arbor Township was 8,267 in 2010, according to the U.S. Census. It is estimated that approximately 32% of township residents were enrolled in school in between 2006 and 2010. Of the 2,616 students, 39% were enrolled in college or graduate school. Many of them were undoubtedly Spring Arbor University students. The Township's existing Master Plan was adopted in September of 2012. The existing plan references to the Falling Waters Trail as well as non-motorized pathways and sidewalks:

Falling Waters Trail

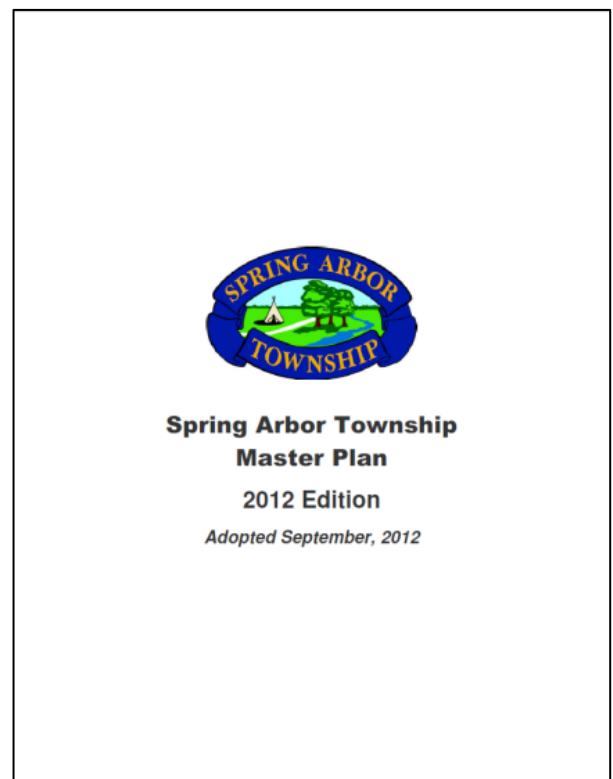
Located on the old Michigan Central Railroad bed, the 10.5 mile non-motorized linear park runs eastward from the Village of Concord and connects with Jackson's Inter-City Trail. In time, the Falling Waters Trail will be a segment of Route 1 of the Great Lake-to-Lake Trails. Trailhead parking and a restroom are adjacent to the Lime Lake County Park.

Non-motorized pathways and sidewalks

Many college students and other residents also walk, run and/or bicycle along Township roadways. Currently the number of streets with sidewalks is inadequate. Accordingly, improved pedestrian and bicycle access to local schools and parks is needed, as promoted in the current editions of the Jackson County Regional Trailway Study and the City of Jackson and Jackson County Joint Recreation Plan. The Township shall encourage sidewalks, bike lanes, and off-road non-motorized pathways in all appropriate areas of the municipality, including the development of a pathway to link the Falling Waters Trail with M-60. These projects will require that the Township collaborate with Spring Arbor University, the Western School District, and Jackson County. Safe pedestrian crossings across M-60 should also be considered.

Livability and natural resource protection oriented goals are supported by Plan objectives that include development of pedestrian and bike paths, creation of sidewalks for safe walking, and compact/clustered residential housing to preserve the natural environment.

Another goal to encourage improved commercial uses states an objective to adequately buffer conflicting uses, such as road right-of-way and sidewalks or bike paths.



Summit Township Master Plan (2016)

Summit Township is located in central Jackson County. The Jackson Urbanized Area extends into the Township as do the Jackson City limits. Summit Township is surrounded by Blackman Township to the north, Spring Arbor Township to the west, Liberty Township to the south and both Napoleon and Leoni Townships to the east. The current Master Plan was in draft form as of 2016. The Plan references bus service, the airport as well as non-motorized travel:

Bus Service

Route #8 of the Jackson Area Transportation Authority extends into Summit Township. The route extends along Francis Street, taking a jog to the east along McDevitt Street and the extending southward along Hague Avenue. The route terminates on the main campus of Jackson College, providing a needed link between the College and the City of Jackson. This bus service provides essential transportation primarily to lower income people such as the elderly, the underemployed, students, and the handicapped.

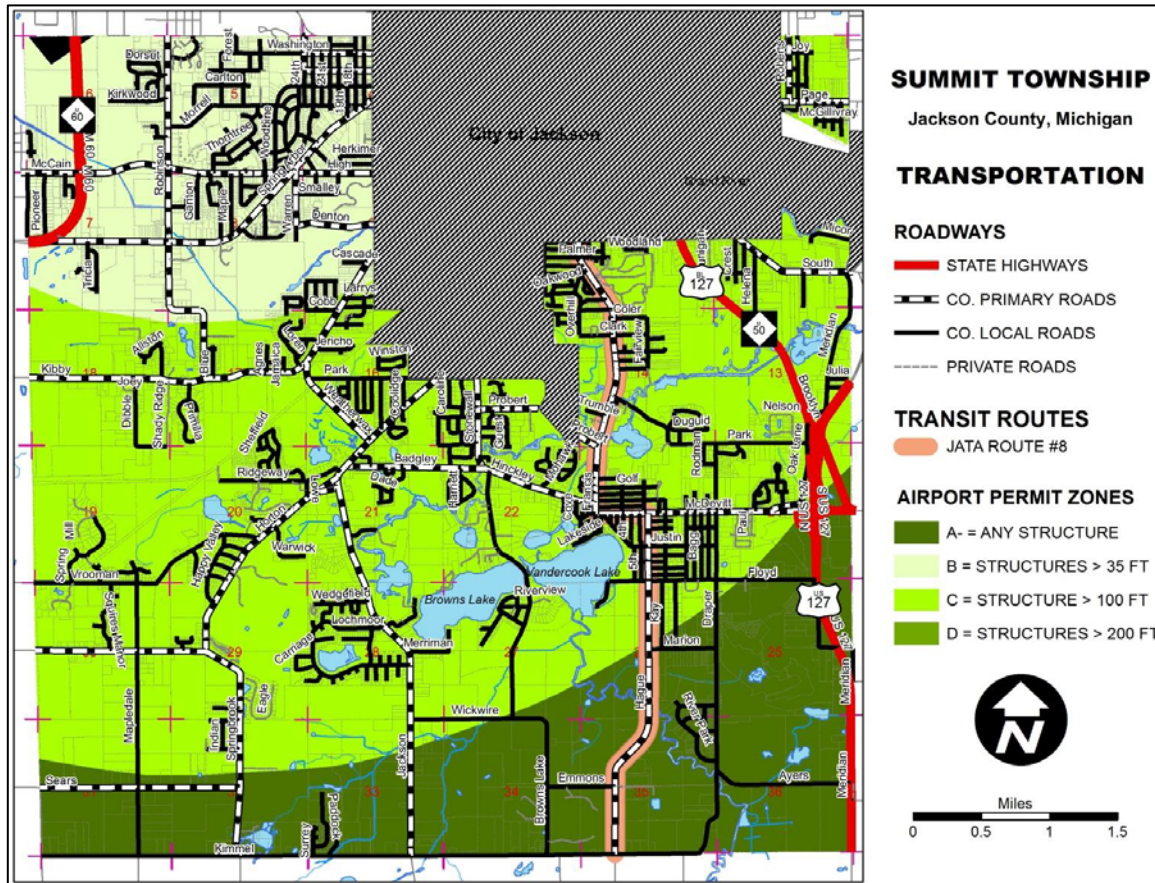
Airport

Jackson County Airport (Reynold's Field) extends into the northwest corner of Summit Township, limiting the height of buildings and other structures throughout the Township. Any building or other structure within the airport must receive a permit. Any building or other structure higher than 35 feet in Zone B requires a permit. Any building or other structure higher than 100 feet in Zone C requires a permit. Finally, any building or structure higher than 200 feet in Zone D requires a permit. Having height restrictions could prevent the construction of buildings that would provide density that would justify transit needs.

Non-Motorized Travel

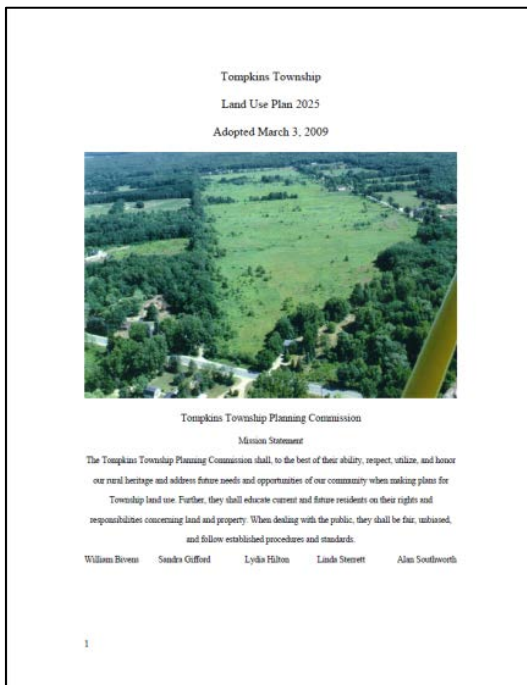
The Falling Waters Trail and the Dr. Martin Luther King, JR., Equity Trail provides a non-motorized connection to the Village of Concord, the City of Jackson, and other destinations.

Figure 5: Summit Township Transportation Features (Source: Township Master Plan)



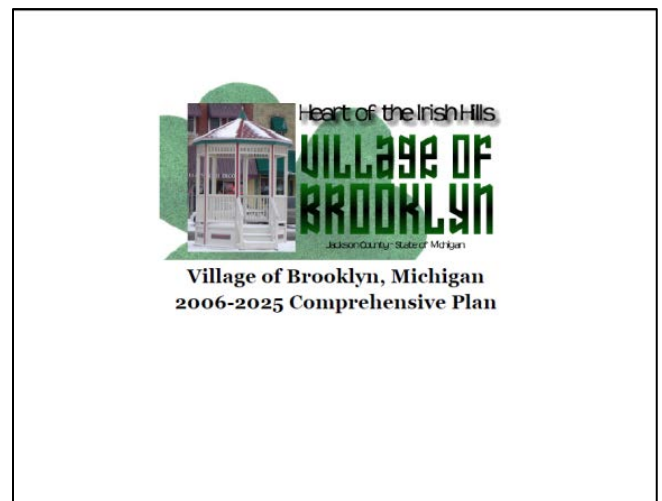
Tompkins Township Land Use Plan

Tompkins Township is located in the northwestern portion of Jackson County. The Township is bordered on the west by Springport Township, on the north by Onondaga Township in Ingham County, on the east by Rives Township, and on the south by Sandstone Township. The current Land Use Plan was adopted in March of 2009. The Township's Land Use Plan references a goal to preserve "lands which have significant impact on ground water recharge, rare and endangered species, or rural character and aesthetics" in order to provide "a safe and adequate water supply, natural appreciation, and a pleasant and uncongested environment for future generations." The strategy for accomplishing the goal is investigating "intergovernmental cooperation to create linkages among recreation sites."



Village of Brooklyn 2006-2025 Comprehensive Plan (2006)

The Village of Brooklyn is part of Columbia Township which is located within Jackson County. This part of Jackson County, along with northwestern Lenawee County and northeastern Hillsdale County, is commonly known as the Irish Hills. Brooklyn has a historic downtown that embraces its founding as a village in 1836. Since that time, the Village has developed and redeveloped as the population has grown. A few structures date back to these early decades and many still remain from the late 1800's and early 1900's. The Village adopted its current Comprehensive Plan in August of 2006.



The Village's Comprehensive Plan references a "Quality of Life Goal" to "Maintain and enhance the quality of life found in the Village of Brooklyn and its relationship to the Heart of the Lakes Area." The plan specifically points out Transportation as an objective of this goal, making mention of facilitating "intergovernmental cooperation in the provision of a multimodal transportation system." Actions related to this objective include:

- Action 9: Actively participate on the Jackson Area Comprehensive Transportation Study (JACTS), the Metropolitan Planning Organization for Greater Jackson and Jackson County.
- Action 12: Explore the establishment of a carpool matching service or other community service by the 3rd quarter of fiscal year 2008-2009.
- Action 13: Develop a Non-motorized plan by the end of the 2nd quarter of fiscal year 2008-2009. The Plan will:

- Upgrade the sidewalk system by making repairs, filling in gaps, providing new facilities, making it ADA accessible, and reviewing village policy.
- Explore the establishment of a regional trail network that augments the Village's sidewalk system (i.e., MIS trail and other possible trails.)

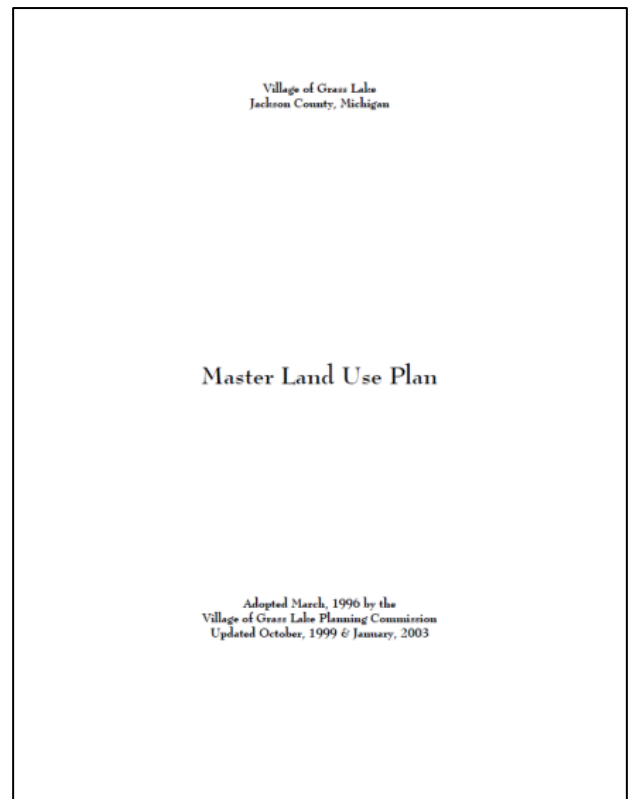
The Plan additionally notes that the Village is served by an incomplete sidewalk network. Many destinations within the Village can only be accessed by foot if the pedestrian is very determined and does not mind walking cross-country or in the street.

When asked what kind of recreational facilities residents wanted as part of the Plan process, the largest number of respondents wanted hiking and biking trails.

Village of Grass Lake Master Plan (2003)

Located in eastern Jackson County within Grass Lake Township, the Village of Grass Lake is surrounded by Leoni Township to the west, Waterloo Township to the north, Norvell Township to the south, Napoleon Township to the southwest, and Washtenaw County to the east.

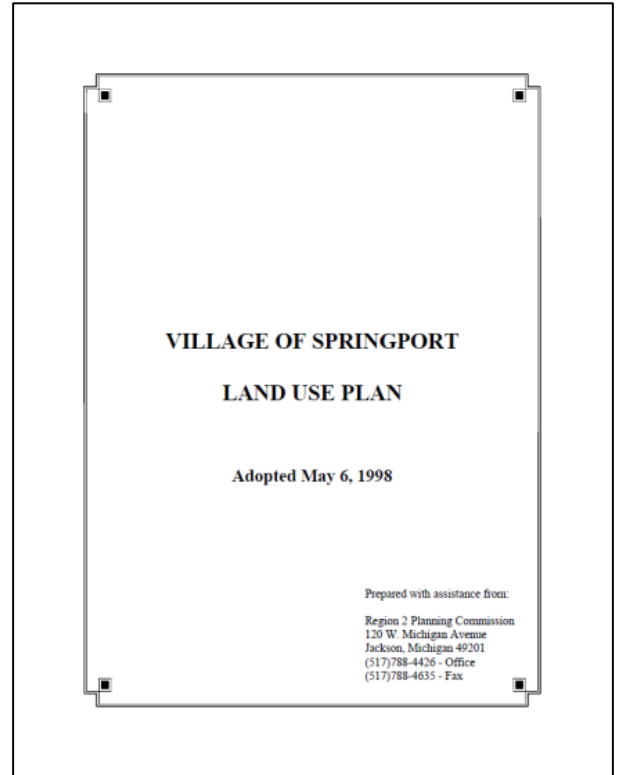
The existing Village Master Plan was originally adopted in 1996 and was updated most recently in 2003. Although there are limited references to public transportation, Amtrak service and train travel is referenced briefly in the plan, saying "Amtrak provides access to its trains at its Jackson and Ann Arbor stations. This railway gives access to cities along the line to Detroit and Chicago, with connections to other destinations from these stations."



Village of Springport Land Use Plan (1998)

The Village of Springport is located in Springport Township which is in the northwest corner of Jackson County. It borders Ingham County to the north, Calhoun County to the west, Parma Township to the south and Tompkins Township to the east.

The current plan was adopted in May of 1998. The existing plan references a goal of “Cooperative sharing of municipal facilities and services,” with the objective of identifying services, facilities or programs where “joint administration and expenditures are feasible and desirable.” The plan also references a “Circulation” goal, with the objective of accommodating “alternative means of transportation (public, bicycle, pedestrian).”



4. Conclusion

Public transit has a long and successful history in Jackson. Recent urban development patterns suggest that central Jackson is positioned to grow, and this pattern supports robust public transit and other passenger transportation services. City, county, MPO and MDOT resolutions supporting complete streets help to create an environment that supports urban redevelopment and efficient transit. Within the expansive JATA service area, urban development pockets offer the greatest opportunity for transit service growth.

As with most US communities, roadway enhancements in Jackson during the past 75 years have far outweighed capital investments in public transit. Outlying areas present challenges for cost-effective service delivery. Transit service innovations and partnerships will be necessary to provide transportation choices in these areas and compete with emerging transportation options such as rideshare networks. Transit authority partnerships with rideshare providers are increasingly common in US urban edge areas.

Although the Jackson Area plans reviewed in this report almost universally support non-motorized trails, aging in place, and safe transportation infrastructure, they largely leave out issues of public transportation. For whatever reasons, community planning in the region is not prioritizing this important aspect of sustainable growth and multi-generational mobility. Public

comments on existing plans reflect a demand for expanded service options. As the urban core grows, this demand can be expected to grow with it. Burgeoning employment and educational opportunities in nearby metropolitan regions present fresh demand for intercity passenger transportation.

In determining the best ways to meet unmet transit needs throughout the County, and connecting to other counties, it will be helpful to work with area municipalities on shared goals identified in many of these plans. These goals may include connecting area trip attractors with a variety of transportation choices, assisting with aging in place, and supporting compact, higher-density development. These and matching goals support urban infill development, placemaking and multimodal streetscape investments. In turn, they create an urban environment supporting fixed-route transit and complimentary transit services.

JATA's ridership base will continue be the fixed-route network within the City of Jackson. In that sense, the city's land use and complete streets initiatives rival any regional planning elements in their importance. Transit authorities in other urban regions have established development density and cost sharing thresholds for communities requesting transit service. These thresholds establish precedent for JATA to review its existing agreements with service area jurisdictions and push for transit-supportive plans and policies.