

## **APPENDIX A**

### Public Participation Documentation



# Region 2 Planning Commission



## Jackson Area Comprehensive Transportation Study

**To:** Member of the 2045 Long Range Transportation Plan Steering Committee

Carl Rice, Jr., Region 2 Planning Commission, Chair  
(Alt. John Polaczyk, Region 2 Planning Commission)  
Steve Shotwell, JACTS Policy Committee, Chair  
(Alt. Pete Jancek, JACTS Policy Committee, Vice Chair)  
Angela Kline, Jackson County Department of Transportation, Director of Engineering  
Jon Dowling, City of Jackson, City Engineer  
Mike Brown, Jackson Area Transportation Authority, Executive Director  
(Alt. Lane Masoud, Jackson Area Transportation Authority)  
Marce Wandell, Jackson County Department on Aging, Director  
Parrish Stahl, Disability Connections, Community Outreach & ADA Specialist  
Joe Evans, Traffic Safety Committee, Chair  
Laurel Mauldin, Walkable Communities Coalition, Chair  
Rick Fowler, MDOT, Program Manager  
Tyler Kent, MDOT

### Other Interested Jurisdictions

**From:** Tanya DeOliveira, Principal Transportation Planner  
**Date:** Wednesday, July 12, 2017  
**Subject:** 2045 Long Range Transportation Plan – Steering Committee Kickoff Meeting

Staff is starting on the development of the 2045 Long Range Transportation Plan. This is the official transportation plan for the Jackson Metropolitan Planning Organization (MPO), and forms the basis for future transportation funding decisions. The plan identifies transportation-related projects and policies, and is for all transportation modes and facilities – transit, rail, pedestrians, bicycles, freight, roads and vehicles, etc. The last plan was completed 5 years ago, and federal law requires an updated plan every 5 years.

A Steering Committee has been identified to provide input into the plan and help guide the effort. **The 2045 Long Range Transportation Plan Steering Committee Kickoff Meeting** will take place on **Thursday, July 20, 2017 at 1:30 p.m.** at the **Jackson County Tower Building**, 120 West Michigan Avenue, Jackson, Michigan 49201 on the **17<sup>th</sup> floor**. Please see the meeting agenda for more information.

The Steering Committee meeting is open to the public. JACTS and R2PC committees are invited to participate in this process, and will ultimately approve and adopt the final 2045 Long Range Transportation Plan. JACTS and R2PC committees will have dedicated opportunities to review plan documents, receive project updates, and provide input to the process during regularly scheduled monthly meetings. **Please contact Tanya DeOliveira with questions or for more information at [tdeoliveira@co.jackson.mi.us](mailto:tdeoliveira@co.jackson.mi.us) or 517.745.9041.**

# Region 2 Planning Commission



## Jackson Area Comprehensive Transportation Study

**To:** Interested Agencies, Parties, & Stakeholders of the 2045 Long Range Transportation Plan

**From:** Tanya DeOliveira, Principal Transportation Planner

**Date:** Wednesday, August 16, 2017

**Subject:** 2045 Long Range Transportation Plan – Public Kickoff Meeting - August 29, 2017

The Region 2 Planning Commission staff has begun the development of the 2045 Long Range Transportation Plan. This is the official transportation plan for the Jackson Metropolitan Planning Organization (MPO), and forms the basis for future transportation funding decisions. The plan identifies transportation-related projects and policies, and is for all transportation modes and facilities – transit/bus system, the railroads, pedestrians, bicycles, freight, roads and vehicles, etc. The last plan was completed 5 years ago, and federal law requires an updated plan every 5 years.

A Public Kickoff Meeting will be held to provide an overview of the project and an opportunity to gather input that will shape the priorities of the plan. **The 2045 Long Range Transportation Plan Public Kickoff Meeting** will take place on **Tuesday, August 29, 2017** from **6:00 – 7:00 p.m.** at the **Jackson County Tower Building**, 120 West Michigan Avenue, Jackson, Michigan 49201 on the **17<sup>th</sup> floor**.

Since the Jackson MPO's geographical boundaries align with Jackson County's boundaries, the project will be focusing on the transportation system within Jackson County. The mandate for the plan comes from the federal transportation bill Fixing America's Surface Transportation Act, also called the FAST Act. The plan will ensure that the Jackson MPO is eligible for future federal funding. The final plan will be approved and adopted by the Region 2 Planning Commission in late spring of 2018.

Please contact Tanya DeOliveira, Principal Transportation Planner, with questions or for more information at [tdeoliveira@co.jackson.mi.us](mailto:tdeoliveira@co.jackson.mi.us) or 517.745.9041 or see the project website: <http://www.region2planning.com/long-range-transportation-plan/>. If your contact information need updating and/or you prefer to receive future notices by email instead of by mail, please contact Ms. DeOliveira.

# Region 2 Planning Commission



## MEMORANDUM

**To:** JACTS Technical, JACTS Policy & Region 2 Planning Commission Committees Members

**From:** Tanya DeOliveira

**Date:** September 1, 2017

**Subject:** **2045 Long Range Transportation Plan update – Transportation Participation Plan Draft – Available for Review**

Staff from the Region 2 Planning Commission has completed the Transportation Participation Plan draft for the 2045 Long Range Transportation Plan. The draft plan outlines how the public can expect participation to unfold for the 2045 Long Range Transportation project.

The Region 2 Planning Commission must provide the public with a reasonable opportunity to comment on the 2045 Long Range Transportation Plan, according to federal guidelines.

Please take an opportunity to review the plan, and contact Tanya DeOliveira with comments, edits and/or questions at [tdeoliveira@co.jackson.mi.us](mailto:tdeoliveira@co.jackson.mi.us) or at 517.745.9041. A copy of the plan is enclosed in the packet and is also available on the project website: <http://www.region2planning.com/wp-content/uploads/2017/08/Transportation-Participation-Plan.pdf>. Printed copies can also be made available upon request.

# Region 2

## Planning Commission

### JACTS MEMORANDUM



**To:** Kari Martin, MDOT- University Region  
Jon Dowling, City of Jackson Engineering  
Angela Kline, Jackson Department of Transportation

**From:** Tanya DeOliveira, AICP, Principal Transportation Planner

**Date:** October 25, 2017

**Subject: Reviewing 2040 Project List for 2045 Long Range Transportation Plan**

MDOT has recently released the initial results of the Travel Demand Model. These results were reviewed at the October JACTS Technical, JACTS Policy, Region 2 Planning Commission, and 2045 Long Range Transportation Plan Steering Committee meetings. The Region 2 Planning Commission staff is asking that your agency consider any projects that it would like tested in this model for the purposes of the 2045 Long Range Transportation Plan. At the writing of this memo, there are no projects that we are considering beyond the 2017 – 2020 Transportation Improvement Program (TIP).

Furthermore, please review the list of projects for the 2040 Plan and also included in this memo. Please let Region 2 Planning Commission staff know if you would like to consider these projects to be run through the Travel Demand Model for inclusion in the 2045 plan.

**Chapter 12****Roadway Transportation Deficiencies  
and Recommended Projects****JACTS****Table 12-4  
Proposed Improve & Expand Projects**

KEY	PROJECT	LIMITS	LENGTH (Miles)	DESCRIPTION	TOTAL COST	RESPONSIBLE AGENCY	YEAR
1	West Avenue	Bloomfield Street to High Street	0.27	Add SB Right Turn Lane at Kibby Road	\$630,400	City of Jackson	2015
2	Interstate 94 (I-94)	Cooper Street Interchange	0.16	Bridge Replacement & Associated Road Work	\$14,077,201	MDOT	2016
3	Interstate 94 (I-94)	Over ConRail and Grand River	0.40	Realign and Replace Structure	\$20,177,000	MDOT	2016
4	Interstate 94 (I-94)	Lansing Road to Elm Road	1.52	Reconstruction and Realignment	\$20,000,000	MDOT	2016
5	County Farm Road	Airport Road to Blackman Road	1.50	Widen to 3 Lanes	\$1,518,000	JCDOT	2020
6	Lansing Avenue	Ganson Street to Steward Avenue	0.30	Widen to 3 Lanes for 2-Way Conversion	\$817,000	City of Jackson	2020
7	Blackstone Street	Louis Glick High- way to Trail Street	0.21	Widen to 3 Lanes for 2-Way Conversion	\$1,275,000	City of Jackson	2020
8	West Avenue	Glenwood Street to Franklin Street	0.45	Widen to 3 Lanes	\$1,287,000	City of Jackson	2020
9	Airport Road	Wayland Drive to Springport Road	0.40	Add 5 <sup>th</sup> Lane	\$500,000	JCDOT	2024
10	Fourth Street	Horton Road to West Avenue	0.36	Widen to 3 Lanes with Roundabout at Hickory Street	\$1,623,000	City of Jackson	2025
11	Springport Road	County Farm Road to Rives Junction Road	0.90	Widen to 3 Lanes	\$1,481,000	JCDOT	2026
	<b>GRAND TOTAL</b>				<b>\$63,385,601</b>		

MDOT – Michigan Department of Transportation  
JCDOT – Jackson County Department of Transportation

# Region 2 Planning Commission



## MEMORANDUM

**To:** JACTS Technical Committee, JACTS Policy Committee, Region 2 Planning Commission Committees members & Other Interested Parties

**From:** Tanya DeOliveira

**Date:** November 16, 2017

**Subject:** **2045 Long Range Transportation Plan update – Existing Conditions Chapter Draft – Available for Review**

Staff from the Region 2 Planning Commission has completed the Existing Conditions Chapter draft for the 2045 Long Range Transportation Plan. The draft chapter is an overview of the transportation system, and an important part of the plan.

The Region 2 Planning Commission must provide the public with a reasonable opportunity to comment on the 2045 Long Range Transportation Plan, according to federal guidelines. The public comment period will close on Friday, December 15, 2017.

Please take an opportunity to review the plan and let your constituents know that the public comment period is open. Contact Tanya DeOliveira with comments, edits and/or questions at [tdeoliveira@co.jackson.mi.us](mailto:tdeoliveira@co.jackson.mi.us) or at 517.745.9041.

**A copy of the draft chapter is available on the project website:**  
<http://www.region2planning.com/wp-content/uploads/2017/08/Transportation-Participation-Plan.pdf>. Printed copies are also available upon request.

# Region 2 Planning Commission



## MEMORANDUM

**To:** JACTS Technical Committee, JACTS Policy Committee, Region 2 Planning Commission Committees members & Other Interested Parties

**From:** Tanya DeOliveira

**Date:** December 14, 2017

**Subject:** **2045 Long Range Transportation Plan update – Socio Economic Conditions Chapter Draft – Available for Review**

Staff from the Region 2 Planning Commission has completed the Socio Economic Conditions Chapter draft for the 2045 Long Range Transportation Plan. The draft chapter is a narrative on the local demographics and employment data used in the development of the Travel Demand Model.

The Region 2 Planning Commission must provide the public with a reasonable opportunity to comment on the 2045 Long Range Transportation Plan, according to federal guidelines. The public comment period will close on Tuesday, January 20, 2017.

Please take an opportunity to review the draft chapter and let your constituents know that the public comment period is open. Contact Tanya DeOliveira with comments, edits and/or questions at [tdeoliveira@co.jackson.mi.us](mailto:tdeoliveira@co.jackson.mi.us) or at 517.745.9041.

**A copy of the draft chapter is available on the project website:**

<http://www.region2planning.com/long-range-transportation-plan/>. Printed copies are also available upon request.

# Region 2 Planning Commission



## MEMORANDUM

**To:** JACTS Technical Committee, JACTS Policy Committee, Region 2 Planning Commission Committees members & Other Interested Parties

**From:** Tanya DeOliveira

**Date:** December 27, 2017

**Subject:** **2045 Long Range Transportation Plan update – Coordination with the State Local Transportation Plans Chapter Draft – Available for Review**

Staff from the Region 2 Planning Commission has completed the Coordination with the State and Local Transportation Plans Chapter draft for the 2045 Long Range Transportation Plan. The draft chapter is an overview of how local transportation plans align with state plans, meeting federal requirements.

The Region 2 Planning Commission must provide the public with a reasonable opportunity to comment on the 2045 Long Range Transportation Plan, according to federal guidelines. The public comment period will close on Friday, January 26, 2017.

Please take an opportunity to review the draft chapter and let your constituents know that the public comment period is open. Contact Tanya DeOliveira with comments, edits and/or questions at [tdeoliveira@co.jackson.mi.us](mailto:tdeoliveira@co.jackson.mi.us) or at 517.745.9041.

**A copy of the draft chapter is available on the project website:**  
<http://www.region2planning.com/long-range-transportation-plan/>. Printed copies are also available upon request.

# Region 2 Planning Commission



## MEMORANDUM

**To:** JACTS Technical Committee, JACTS Policy Committee, Region 2 Planning Commission Committees members & Other Interested Parties

**From:** Tanya DeOliveira

**Date:** January 10, 2018

**Subject:** **2045 Long Range Transportation Plan update – Environmental Mitigation draft chapter and Travel Demand Modeling and Forecasting draft chapter – Available for Review**

Two separate draft chapters are available for public comment. Staff from the Region 2 Planning Commission has completed the Environmental Mitigation Chapter draft. The chapter addresses the ways that the transportation planning processes addresses and acknowledges the natural environment, storm water mitigation, air quality and other related topics. Staff from the Michigan Department of Transportation (MDOT) has completed the Travel Demand Modeling and Forecasting draft chapter, addressing the raw data, public engagement process, and background information that went into the development of the travel demand model for Jackson. (The Travel Demand Model results will be discussed in another chapter that has yet to be completed and open to public comment.)

The Region 2 Planning Commission must provide the public with a reasonable opportunity to comment on the 2045 Long Range Transportation Plan, according to federal guidelines. The public comment period for both draft chapters will close on Monday, February 12, 2018.

Please take an opportunity to review the draft chapters and let your constituents know that the public comment period is open. Contact Tanya DeOliveira with comments, edits and/or questions at [tdeoliveira@co.jackson.mi.us](mailto:tdeoliveira@co.jackson.mi.us) or at 517.745.9041.

**A copy of the draft chapter is available on the project website:**

<http://www.region2planning.com/long-range-transportation-plan/>. Printed copies are also available upon request.

# Region 2 Planning Commission



## MEMORANDUM

**To:** JACTS Technical Committee, JACTS Policy Committee, Region 2 Planning Commission Committees members & Other Interested Parties

**From:** Tanya DeOliveira

**Date:** January 23, 2018

**Subject:** **2045 Long Range Transportation Plan update –Emergency Management, Natural Disasters, and the Transportation System draft chapter and Operational and Management Strategies draft chapter – Available for Review**

Two separate draft chapters are available for public comment. Staff from the Region 2 Planning Commission has completed two more draft chapters of the 2045 Long Range Transportation Plan. The Emergency Management, Natural Disasters and the Transportation System draft chapter addresses how state, regional and local agencies are reducing the vulnerability of the transportation infrastructure to natural disasters. The Operational and Management Strategies draft chapter identifies the operational and management strategies used to improve the performance of the transportation system.

The Region 2 Planning Commission must provide the public with a reasonable opportunity to comment on the 2045 Long Range Transportation Plan, according to federal guidelines. The public comment period for both draft chapters will close on Friday, February 23, 2018.

Please take an opportunity to review the draft chapters and let your constituents know that the public comment period is open. Contact Tanya DeOliveira with comments, edits and/or questions at [tdeoliveira@co.jackson.mi.us](mailto:tdeoliveira@co.jackson.mi.us) or at 517.745.9041.

**A copy of the draft chapter is available on the project website:**  
<http://www.region2planning.com/long-range-transportation-plan/>. Printed copies are also available upon request.

# Region 2 Planning Commission



## MEMORANDUM

**To:** JACTS Technical & JACTS Policy Committee members

**From:** Tanya DeOliveira

**Date:** February 2, 2018

**Subject:** **2045 Long Range Transportation Plan**

An exercise to discuss the 2045 Long Range Transportation Plan's vision, goals, and objectives will take place during the February JACTS meetings. The vision, goals, and objectives are used to guide the metropolitan transportation planning process over the life of the plan, and can be used to determine the success of plan implementation. The vision, goals, and objectives also reflect the values and principles of the community, measuring the expectations for the quality of life, and can help determine if future projects align with the long-term vision for Jackson.

The discussion will start with an exercise asking participants to envision what the ideal transportation system within the Jackson MPO looks like. Following that, participants will be asked to complete a short exercise reviewing the attached goals and objectives that are based on the 2040/previous Long Range Transportation Plan.

Please come to the meeting ready to share your ideas.

Project website: <http://www.region2planning.com/wp-content/uploads/2017/08/Transportation-Participation-Plan.pdf>



**The following goals and objectives will be reviewed during the February JACTS meetings.**

**GOAL 1.** Increase the safety and security of the transportation system for motorized and non-motorized users.

**Objectives**

- 1.1 Reduce vehicular crashes and eliminate hazardous locations.
- 1.2 Utilize standard traffic control devices to increase efficiency and safety.
- 1.3 Minimize rail/auto/transit conflicts and commercial/non-commercial vehicle conflicts.
- 1.4 Minimize motorized/non-motorized conflicts.
- 1.5 Maximize the safety and security of its patrons.
- 1.6 Increase access to crash incidences and/or disabled vehicles.
- 1.7 Utilize state-of-the-art measures to increase pedestrian safety.
- 1.8 Contribute to the reduction of traffic volumes.
- 1.9 Improve the handling of hazardous materials movement.
- 1.10 Continue to administer funding through the Jackson Traffic Safety Program to improve all aspects of safety on the transportation system in Jackson County.

**GOAL 2.** Increase the accessibility and mobility options available to both people and freight.

**Objectives**

- 2.1 Minimize transportation barriers which put at a disadvantage the physically challenged, senior citizens, and persons who do not have automobiles available, or have limited economic means.
- 2.2 Provide appropriate access, via motorized or non-motorized transportation, to and from major land uses and activity centers within Jackson County.
- 2.3 Provide all travelers in the community with reasonable access to important destinations, such as residences, employment, recreation, community facilities, and commercial centers.
- 2.4 Provide enhanced, new capacity, or new accessibility to the transportation system to move freight and enhance the range of freight service options available.

- 2.5 Enhance or increase bike lanes and sidewalks.
- 2.6 Design the transportation system to operate at the highest level-of-service which can be reasonably provided.

**GOAL 3.** Emphasize the preservation of the existing transportation system.

**Objectives**

- 3.1 Preserve and maintain the existing transportation infrastructure at the highest possible level – based on the policies and goals of all implementing jurisdictions.
- 3.2 Implement management systems which foster preservation and coordinate at all levels within Jackson County. Use the outputs in the needs identification component of the planning process.
- 3.3 Contribute to better system maintenance.
- 3.4 Emphasize system rehabilitation rather than expansion, except for the provisions of the I-94 Modernization Study.
- 3.5 Incorporate new technologies.

**GOAL 4.** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

**Objectives**

- 4.1 Minimize interference of the transportation system with existing households and disruption of neighborhoods to ensure transportation projects do not disproportionately affect low-income and minority populations.
- 4.2 Minimize negative effects on commercial and industrial facilities as well as recreational, cultural, religious, and educational activities as transportation improvements are made.
- 4.3 Preserve historic sites and districts and ensure minimal impact if necessary.
- 4.4 Conserve prime agricultural resources and open spaces.

- 4.5 Reduce vehicle emissions and noise, including greenhouse gases and air pollutant concentrations.
- 4.6 Minimize energy resources consumed for transportation.
- 4.7 Add to the convenience and/or efficiency of the system.
- 4.8 Minimize disruption to wetlands and/or other natural habitats.
- 4.9 Enhance the development of brownfields.
- 4.10 Encourage the use of alternative fuels.
- 4.11 Maximize quality and minimize quantity of storm water run-off.
- 4.12 Actively pursue techniques aimed at multiple-occupant vehicle use and spreading travel demand to non-critical times of the day.

**GOAL 5.** Enhance the integration and connectivity of the transportation system across and between modes for people and freight.

### **Objectives**

- 5.1 Develop transportation services consistent with area land use, housing, water quality management, recreation/open space, and other relevant plans, as well as economic development initiatives.
- 5.2 Ensure the transportation system is multi-modal and intermodal in character and provides a smooth interface among different modes.
- 5.3 Encourage local land use policies and practices and appropriate access management and right-of-way preservation to meet the future needs of the transportation system.
- 5.4 Improve intermodal connectivity for all people.
- 5.5 Improve intermodal connectivity for freight.
- 5.6 Enhance the information/telecommunication networks that integrate freight and people.

**GOAL 6.** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

**Objectives**

- 6.1 Encourage job employment retention, attraction, and expansion in Jackson County by providing the most efficient transportation system possible.
- 6.2 Ensure transportation improvements are cost-effective and maximize the long term benefits by considering the overall life cycle costs.
- 6.3 Minimize capital and operating costs for all modes.
- 6.4 Ensure the scale and character of transportation improvements is consistent with the ability to finance such improvements.
- 6.5 Encourage transportation system investments from the private sector.
- 6.6 Promote general economic development.
- 6.7 Improve and/or enhance the movement of freight and services.
- 6.8 Improve and/or enhance the movement of workers.
- 6.9 Improve economic productivity and competitiveness throughout the system.

**GOAL 7.** Promote efficient system management and operation.

**Objectives**

- 7.1 Promote transportation projects which reduce distance and time spent traveling.
- 7.2 Improve on-road operating efficiency through the use of transportation management techniques where possible, including Intelligent Transportation Systems (ITS).
- 7.3 Encourage increased vehicle occupancy for all motorized modes.
- 7.4 Coordinate the movement of goods and persons for maximum efficiency.
- 7.5 Encourage the multiple use of transportation rights-of-way by different modes, including pedestrian and non-motorized.
- 7.6 Reduce transportation system costs.

- 7.7 Contribute to more accurate vehicle and commercial traffic counts.
- 7.8 Enhance administrative productivity/efficiency.
- 7.9 Minimize capital and operating costs for all modes.
- 7.10 Ensure the scale and character of transportation improvements is consistent with the ability to finance such improvements.

**GOAL 8.** Encourage the public to become involved in the planning and development of transportation facilities and services.

**Objectives**

- 8.1 Provide opportunities for the involvement of all segments of the community in the development of JACTS plans and programs through multiple outlets.
- 8.2 Allow for timely public review and comment at key decision points in the planning and project development process.
- 8.3 Look for ways to include traditionally under-represented communities, especially minority and low-income populations.
- 8.4 Promote a balanced transportation system through directed investment in improvements across modes.
- 8.5 Enhance intergovernmental coordination and cooperation for improving multimodal transportation planning.

**GOAL 9.** Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

**Objective**

- 9.1 Maximize quality and minimize quantity of storm water run-off.
- 9.2 Support the development, integration, and use of local, regional, and state storm water mitigation plans and policies.
- 9.3 Consider the impact to the Upper Grand River watershed for any transportation project.
- 9.4 Consider the impact to local floodplains and wetlands for any transportation project.

- 9.5 Consider the impacts extreme weather events to storm water mitigation on the transportation system.
- 9.6 Encourage projects and programs that use low-polluting fuels and technologies in vehicles.
- 9.7 Develop the transportation system to minimize the disruption of existing neighborhoods, households, prime farmlands, natural habitats and open spaces.

**GOAL 10.** Enhance travel and tourism.

**Objectives**

- 10.1 Support cultural travel, tourism and our regional transportation history.
- 10.2 Minimize negative effects of improvements to the transportation system on historic sites and recreational, cultural, religious and educational activities.
- 10.3 Emphasize context-sensitive designs that preserve historic character.
- 10.4 Provide and maintain economical non-motorized facilities in rural, suburban and urban areas that may transform the region into a non-motorized travel destination.
- 10.5 Integrate water trails into the transportation framework as a means for promoting travel and tourism in the region

# Region 2 Planning Commission



## MEMORANDUM

**To:** Region 2 Planning Commission members

**From:** Tanya DeOliveira

**Date:** March 1, 2018

**Subject:** **2045 Long Range Transportation Plan**

During the month of February, staff facilitated a workshop for the 2045 Long Range Transportation Plan vision, goals and objectives at three different public meetings: the Project Steering Committee meeting, the JACTS Technical Committee Meeting, and the JACTS Policy Committee meeting. The vision, goals, and objectives are used to guide the metropolitan transportation planning process over the life of the plan, and can be used to determine the success of plan implementation. The vision, goals, and objectives also reflect the values and principles of the community, measure the expectations for the quality of life, and can help to determine if future projects align with the long-term vision for Jackson.

A high-level summary of the data collected at the meetings has been collected and summarized in the attached sheets. The **JACTS 2045 Long Range Transportation Plan Visioning Exercise Summary Sheet** is a summary of the statements participants shared when they were asked to reflect on the following statement: "What does the ideal transportation system look like to you? Consider the needs, issues, concerns, challenges and opportunities for the Jackson MPO, including the City of Jackson, Jackson County and the local townships." The **JACTS 2045 Long Range Transportation Plan Objectives Exercise Summary Sheet** are the results of participants reflecting on what objectives from the 2040 plan are still relevant (or not) for the 2045 plan.

These results will be used to develop the vision, goals and objectives for the 2045 Long Range Transportation Plan. The opportunity to review and provide edits on these items will be during the 30 day public comment period which will follow soon.

Comments on the attached results will be welcomed during the March Region 2 Planning Commission meeting.

Project website: <http://www.region2planning.com/wp-content/uploads/2017/08/Transportation-Participation-Plan.pdf>

# JACTS 2045 Long Range Transportation Plan Visioning Exercise Summary Sheet

Feb-18

Summary from the the JACTS Technical, JACTS Policy and Project Steering Committee meetings.

1 means that the group mentioned this topic.

Modal Transportation Topic (General Support for...)	Steering Committee		JACTS Technical		JACTS Policy		Total	Priority^	Imporant^^
	Group 1	Group 2	Group 1	Group 2	Group 1	Group 2			
<b>Roads</b>	1	1	1	1	1	1	6		All groups mentioned road system.
Lane serapation on highway	1						1		
Better exit/entrance ramps	1	1					2		
Safe for all modes	1	1				1	3		*
Eliminate all one-way roads			1			1	2		
Safer Roads	1	1				1	3		*
Good level of service		1					1		
Modernize roadway network, intersections, etc.			1	1	1	1	4	*	
Still a need for a southern connector??					1		1		
Maitenance mode only for pavement	1	1	1	1	1		5	*	
<b>Bike/ped</b>	1	1	1	1	1		5		Most groups mentioned non-motorized system.
Safety	1		1				2		
Recreation & transportation	1						1		
Something like KalHaven Trail	1						1		
Better design between I94 & 127		1					1		
Bike share		1					1		
Better connectivity		1					1		
Sidewalks everywhere in City			1	1	1		3		*
Better education for all users			1				1		
Improved lighting			1				1		
Give pedestrians legal ROW							0		
No regional boundaries							0		
<b>Transit</b>	1	1	1		1		4		Most groups mentioned transit system
Explore funding opportunities for transt	1						1		
Important for aging population	1	1					2		
Well used but not well funded	1						1		
Younger population looking for options	1						1		
Greyhound runs out of JATA, but has decreased	1						1		
Improved regional transit	1		1				2		
Bus shelters		1					1		
Efficient service		1					1		
Dial a ride service 7 days a week			1		1		2		
Fixed route service in urban townships			1				1		
<b>Rail</b>	1		1	1		1	4		Most groups mentioned rail system.

## JACTS 2045 Long Range Transportation Plan Visioning Exercise Summary Sheet

Feb-18

Summary from the the JACTS Technical, JACTS Policy and Project Steering Committee meetings.

1 means that the group mentioned this topic.

Modal Transportation Topic (General Support for...)	Steering Committee		JACTS Technical		JACTS Policy		Total	Priority^	Imporant^^
	Group 1	Group 2	Group 1	Group 2	Group 1	Group 2			
Econmic and safe for freight and passengers	1		1			1	3		*
High speed rail				1			1		
Have rail/car grade separation						1	1		
<b>Freight</b>						1	1		One group mentioned needs for freight.
Restricted hours for freight						1	1		
Separate roadways for freight trucks						1	1		
							0		
<b>Complete Streets</b>		1	1	1	1	1	5		Most groups supported some aspect of completed streets.
Making sure there's enough funding		1					1		
Better connections between communities for all modes	1	1	1	1	1		5		*
Road Diet				1			1		
Balace between traffic flow and accessibility				1			1		
<b>Connected and Automated Vehicles</b>		1				1	2		Two groups mentioned CAVs.
							0		
<b>Ride Share</b>		1			1		2		Two groups mentioned ride share as an option for Jackson.
<b>Non-Modal Transportation Topics</b>									
<b>Funding</b>	1			1	1	1	4		Most groups mentioned better funding mechancisms.
Equal distribution and determination of funding				1			1		
Freedom to move money for local needs					1		1		
Sustainable funding sources						1	1		
Funding to support local roads	1						1		
							0		
<b>Signage</b>	1						1		One group mentioned signs.
Easier to read	1						1		
Easier to see at night	1						1		
							0		
Keeping commutes who drive through Jackson in mind	1						1		
Solar panel roadway						1	1		

^ Statements where more than half of the groups mentioned the topic

^^Statements where half of the groups mentioned the topic

# JACTS 2045 Long Range Transportation Plan Objectives Exercise Summary Sheet

Feb-18

Summary from the the JACTS Technical, JACTS Policy and Project Steering Committee meetings.

Green are the number of dots in support of the objective.

Red are the number of dots that don't support the objective.

Green	are the number of dots in support of the objective.		JACTS Policy		JACTS Technical		Steering Committee			
Red	are the number of dots that don't support the objective.		Green (Support)	Red (Oppose)	Green (Support)	Red (Oppose)	Green (Support)	Red (Oppose)	Total Green (Support)	Total Red (Oppose)
GOAL 1. Increase the safety and security of the transportation system for motorized and non-motorized users.										
1.1 Reduce vehicular crashes and eliminate hazardous locations.			11		8		9		28	0
1.2 Utilize standard traffic control devices to increase efficiency and safety.			2		4		5		11	0
1.3 Minimize rail/auto/transit conflicts and commercial/non-commercial vehicle conflicts.			3			1			3	1
1.4 Minimize motorized/non-motorized conflicts.			10		6		4		20	0
1.5 Maximize the safety and security of its patrons.			4		2		2		8	0
1.6 Increase access to crash incidences and/or disabled vehicles.				3		1			0	4
1.7 Utilize state-of-the-art measures to increase pedestrian safety.				2	4				4	2
1.8 Contribute to the reduction of traffic volumes.					1	3	2	2	3	5
1.9 Improve the handling of hazardous materials movement.									0	0
1.10 Continue to administer funding through the Jackson Traffic Safety Program to improve all aspects of safety on the transportation system in Jackson County.										
						2	4		4	2
Goal 2 Increase the accessibility and mobility options available to both people and freight.										
2.1 Minimize transportation barriers which put at a disadvantage the physically challenged, senior citizens, and persons who do not have automobiles available, or have limited economic means.			11		7		9		27	0
2.2 Provide appropriate access, via motorized or non-motorized transportation, to and from major land uses and activity centers within Jackson County.			11		4		5		20	0
2.3 Provide all travelers in the community with reasonable access to important destinations, such as residences, employment, recreation, community facilities, and commercial centers.			1		2	1	2		5	1
2.4 Provide enhanced, new capacity, or new accessibility to the transportation system to move freight and enhance the range of freight service options available.			1	3	6			1	7	4
2.5 Enhance or increase bike lanes and sidewalks.			6	3	9		8		23	3
2.6 Design the transportation system to operate at the highest level-of-service which can be reasonably provided.			8			1	4	1	12	2
Goal 3 Emphasize the preservation of the existing transportation system.										
3.1 Preserve and maintain the existing transportation infrastructure at the highest possible level – based on the policies and goals of all implementing jurisdictions.			2	2	8		10		20	2
3.2 Implement management systems which foster preservation and coordinate at all levels within Jackson County. Use the outputs in the needs identification component of the planning process.			1	5	1	3			2	8
3.3 Contribute to better system maintenance.			10		8		4		22	0
3.4 Emphasize system rehabilitation rather than expansion, except for the provisions of the I-94 Modernization Study.			12		8		4		24	0
3.5 Incorporate new technologies.			13		1		7		21	0
Goal 4 Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development.										

# JACTS 2045 Long Range Transportation Plan Objectives Exercise Summary Sheet

Feb-18

Summary from the the JACTS Technical, JACTS Policy and Project Steering Committee meetings.

Green are the number of dots in support of the objective.

Red are the number of dots that don't support the objective.

	JACTS Policy		JACTS Technical		Steering Committee			
	Green (Support)	Red (Oppose)	Green (Support)	Red (Oppose)	Green (Support)	Red (Oppose)	Total Green (Support)	Total Red (Oppose)
<b>development patterns.</b>								
4.1 Minimize interference of the transportation system with existing households and disruption of neighborhoods to ensure transportation projects do not disproportionately affect low-income and minority populations.	6	1	6		1		13	1
4.2 Minimize negative effects on commercial and industrial facilities as well as recreational, cultural, religious, and educational activities as transportation improvements are made.	1				3		4	0
4.3 Preserve historic sites and districts and ensure minimal impact if necessary.	7		2		4		13	0
4.4 Conserve prime agricultural resources and open spaces.	3	1	4				7	1
4.5 Reduce vehicle emissions and noise, including greenhouse gases and air pollutant concentrations.	4			1	4		8	1
4.6 Minimize energy resources consumed for transportation.	4				4		8	0
4.7 Add to the convenience and/or efficiency of the system.	2	2	4		3		9	2
4.8 Minimize disruption to wetlands and/or other natural habitats.	11		3		1		15	0
4.9 Enhance the development of brownfields.	4		2		3		9	0
4.10 Encourage the use of alternative fuels.		1		6	1		1	7
4.11 Maximize quality and minimize quantity of storm water run-off.	1	1	2		3		6	1
4.12 Actively pursue techniques aimed at multiple-occupant vehicle use and spreading travel demand to non-critical times of the day.		1	1				1	1
<b>Goal 5 Enhance the integration and connectivity of the transportation system across and between modes for people and freight.</b>								
5.1 Develop transportation services consistent with area land use, housing, water quality management, recreation/open space, and other relevant plans, as well as economic development initiatives.	6		10		7		23	0
5.2 Ensure the transportation system is multi-modal and intermodal in character and provides a smooth interface among different modes.	13		4		6		23	0
5.3 Encourage local land use policies and practices and appropriate access management and right-of-way preservation to meet the future needs of the transportation system.	10		7		2		19	0
5.4 Improve intermodal connectivity for all people.	6			1	8		14	1
5.5 Improve intermodal connectivity for freight.	2		1	2	1		4	2
5.6 Enhance the information/telecommunication networks that integrate freight and people.		9	4		1		5	9

# JACTS 2045 Long Range Transportation Plan Objectives Exercise Summary Sheet

Feb-18

Summary from the the JACTS Technical, JACTS Policy and Project Steering Committee meetings.

Green are the number of dots in support of the objective.

Red are the number of dots that don't support the objective.

	JACTS Policy		JACTS Technical		Steering Committee		Total Green (Support)	Total Red (Oppose)
	Green (Support)	Red (Oppose)	Green (Support)	Red (Oppose)	Green (Support)	Red (Oppose)		
<b>Goal 6 Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.</b>								
6.1 Encourage job employment retention, attraction, and expansion in Jackson County by providing the most efficient transportation system possible.	13		7		9		29	0
6.2 Ensure transportation improvements are cost-effective and maximize the long term benefits by considering the overall life cycle costs.	4		5		7		16	0
6.3 Minimize capital and operating costs for all modes.				2	2		2	2
6.4 Ensure the scale and character of transportation improvements is consistent with the ability to finance such improvements.	3				1		4	0
6.5 Encourage transportation system investments from the private sector.	1	7	5		1		7	7
6.6 Promote general economic development.	6		1	3			7	3
6.7 Improve and/or enhance the movement of freight and services.	1	2			2		3	2
6.8 Improve and/or enhance the movement of workers.	8		3				11	0
6.9 Improve economic productivity and competitiveness throughout the system.	3	1	3		2		8	1
<b>Goal 7 Promote efficient system management and operation.</b>								
7.1 Promote transportation projects which reduce distance and time spent traveling.	6		6		3		15	0
7.2 Improve on-road operating efficiency through the use of transportation management techniques where possible, including Intelligent Transportation Systems (ITS).	12		3		4		19	0
7.3 Encourage increased vehicle occupancy for all motorized modes.	2		1		2		5	0
7.4 Coordinate the movement of goods and persons for maximum efficiency.	3		4				7	0
7.5 Encourage the multiple use of transportation rights-of-way by different modes, including pedestrian and non-r	1		3		7		11	0
7.6 Reduce transportation system costs.	9			1			9	1
7.7 Contribute to more accurate vehicle and commercial traffic counts.		4					0	4
7.8 Enhance administrative productivity/efficiency.		3	4				4	3
7.9 Minimize capital and operating costs for all modes.	2			2	5		7	2
7.10 Ensure the scale and character of transportation improvements is consistent with the ability to finance such improvements.	2		1		6		9	0

# JACTS 2045 Long Range Transportation Plan Objectives Exercise Summary Sheet

Feb-18

Summary from the the JACTS Technical, JACTS Policy and Project Steering Committee meetings.

Green are the number of dots in support of the objective.

Red are the number of dots that don't support the objective.

	JACTS Policy		JACTS Technical		Steering Committee		Total Green (Support)	Total Red (Oppose)
	Green (Support)	Red (Oppose)	Green (Support)	Red (Oppose)	Green (Support)	Red (Oppose)		
<b>Goal 8 Encourage the public to become involved in the planning and development of transportation facilities and services.</b>								
8.1 Provide opportunities for the involvement of all segments of the community in the development of JACTS plans and programs through multiple outlets.	12		5		3		20	0
8.2 8.2 Allow for timely public review and comment at key decision points in the planning and project development process.	10		2		6		18	0
8.3 Look for ways to include traditionally under-represented communities, especially minority and low-income populations.	7	2	2		8		17	2
8.4 8.4 Promote a balanced transportation system through directed investment in improvements across modes.		8	5	1		1	5	10
8.5 8.5 Enhance intergovernmental coordination and cooperation for improving multimodal transportation planning.	11		5		8		24	0
<b>Goal 9 Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.</b>								
9.1 Maximize quality and minimize quantity of storm water run-off.	10		6		2		18	0
9.2 Support the development, integration, and use of local, regional, and state storm water mitigation plans and policies.	8		4		7		19	0
9.3 Consider the impact to the Upper Grand River watershed for any transportation project.	1	1	1	1	1		3	2
9.4 Consider the impact to local floodplains and wetlands for any transportation project.	5		3		2		10	0
9.5 Consider the impacts extreme weather events to storm water mitigation on the transportation system.	1	1	2	1	4		7	2
9.6 Encourage projects and programs that use low-polluting fuels and technologies in vehicles.	4	4			3		7	4
9.7 Develop the transportation system to minimize the disruption of existing neighborhoods, households, prime farmlands, natural habitats and open spaces.	12	1	9		5		26	1
<b>Goal 10 Enhance travel and tourism.</b>								
10.1 Support cultural travel, tourism and our regional transportation history.	2	6		2	3		5	8
10.2 Minimize negative effects of improvements to the transportation system on historic sites and recreational, cultural, religious and educational activities.	10		5		6		21	0
10.3 Emphasize context-sensitive designs that preserve historic character.	12		6		9		27	0
10.4 Provide and maintain economical non-motorized facilities in rural, suburban and urban areas that may transform the region into a non-motorized travel destination.	4		9		5		18	0
10.5 Integrate water trails into the transportation framework as a means for promoting travel & tourism in the region.	11	1	5		7		23	1

# Region 2 Planning Commission



## MEMORANDUM

**To:** JACTS Policy committee members

**From:** Tanya DeOliveira

**Date:** March 8, 2018

**Subject:** **2045 Long Range Transportation Plan**

During the month of February, staff facilitated a workshop for the 2045 Long Range Transportation Plan vision, goals and objectives at three different public meetings: the Project Steering Committee meeting, the JACTS Technical Committee Meeting, and the JACTS Policy Committee meeting. The vision, goals, and objectives are used to guide the metropolitan transportation planning process over the life of the plan, and can be used to determine the success of plan implementation. The vision, goals, and objectives also reflect the values and principles of the community, measure the expectations for the quality of life, and can help to determine if future projects align with the long-term vision for Jackson.

A high-level summary of the data collected at the meetings has been collected and summarized in the attached sheets. The **JACTS 2045 Long Range Transportation Plan Visioning Exercise Summary Sheet** is a summary of the statements participants shared when they were asked to reflect on the following statement: "What does the ideal transportation system look like to you? Consider the needs, issues, concerns, challenges and opportunities for the Jackson MPO, including the City of Jackson, Jackson County and the local townships." The **JACTS 2045 Long Range Transportation Plan Objectives Exercise Summary Sheet** are the results of participants reflecting on what objectives from the 2040 plan are still relevant (or not) for the 2045 plan.

These results are being used develop the vision, goals and objectives for the 2045 Long Range Transportation Plan. The opportunity to review and provide edits on these items will be during the 30 day public comment period which will follow soon.

Project website: <http://www.region2planning.com/wp-content/uploads/2017/08/Transportation-Participation-Plan.pdf>

# JACTS 2045 Long Range Transportation Plan Visioning Exercise Summary Sheet

Feb-18

Summary from the the JACTS Technical, JACTS Policy and Project Steering Committee meetings.

1 means that the group mentioned this topic.

Modal Transportation Topic (General Support for...)	Steering Committee		JACTS Technical		JACTS Policy		Total	Priority^	Imporant^^
	Group 1	Group 2	Group 1	Group 2	Group 1	Group 2			
<b>Roads</b>	1	1	1	1	1	1	6		All groups mentioned road system.
Lane serapation on highway	1						1		
Better exit/entrance ramps	1	1					2		
Safe for all modes	1	1				1	3		*
Eliminate all one-way roads			1			1	2		
Safer Roads	1	1				1	3		*
Good level of service		1					1		
Modernize roadway network, intersections, etc.			1	1	1	1	4	*	
Still a need for a southern connector??					1		1		
Maitenance mode only for pavement	1	1	1	1	1		5	*	
<b>Bike/ped</b>	1	1	1	1	1		5		Most groups mentioned non-motorized system.
Safety	1		1				2		
Recreation & transportation	1						1		
Something like KalHaven Trail	1						1		
Better design between I94 & 127		1					1		
Bike share		1					1		
Better connectivity		1					1		
Sidewalks everywhere in City			1	1	1		3		*
Better education for all users			1				1		
Improved lighting			1				1		
Give pedestrians legal ROW							0		
No regional boundaries							0		
<b>Transit</b>	1	1	1		1		4		Most groups mentioned transit system
Explore funding opportunities for transt	1						1		
Important for aging population	1	1					2		
Well used but not well funded	1						1		
Younger population looking for options	1						1		
Greyhound runs out of JATA, but has decreased	1						1		
Improved regional transit	1		1				2		
Bus shelters		1					1		
Efficient service		1					1		
Dial a ride service 7 days a week			1		1		2		
Fixed route service in urban townships			1				1		
<b>Rail</b>	1		1	1		1	4		Most groups mentioned rail system.

## JACTS 2045 Long Range Transportation Plan Visioning Exercise Summary Sheet

Feb-18

Summary from the the JACTS Technical, JACTS Policy and Project Steering Committee meetings.

1 means that the group mentioned this topic.

Modal Transportation Topic (General Support for...)	Steering Committee		JACTS Technical		JACTS Policy		Total	Priority^	Imporant^^
	Group 1	Group 2	Group 1	Group 2	Group 1	Group 2			
Econmic and safe for freight and passengers	1		1			1	3		*
High speed rail				1			1		
Have rail/car grade separation						1	1		
<b>Freight</b>						1	1		One group mentioned needs for freight.
Restricted hours for freight						1	1		
Separate roadways for freight trucks						1	1		
							0		
<b>Complete Streets</b>		1	1	1	1	1	5		Most groups supported some aspect of completed streets.
Making sure there's enough funding		1					1		
Better connections between communities for all modes	1	1	1	1	1		5	*	
Road Diet				1			1		
Balace between traffic flow and accessibility				1			1		
<b>Connected and Automated Vehicles</b>		1				1	2		Two groups mentioned CAVs.
							0		
<b>Ride Share</b>		1			1		2		Two groups mentioned ride share as an option for Jackson.
<b>Non-Modal Transportation Topics</b>									
<b>Funding</b>	1			1	1	1	4		Most groups mentioned better funding mechancisms.
Equal distribution and determination of funding				1			1		
Freedom to move money for local needs					1		1		
Sustainable funding sources						1	1		
Funding to support local roads	1						1		
							0		
<b>Signage</b>	1						1		One group mentioned signs.
Easier to read	1						1		
Easier to see at night	1						1		
							0		
Keeping commutes who drive through Jackson in mind	1						1		
Solar panel roadway						1	1		

^ Statements where more than half of the groups mentioned the topic

^^Statements where half of the groups mentioned the topic

# JACTS 2045 Long Range Transportation Plan Objectives Exercise Summary Sheet

Feb-18

Summary from the the JACTS Technical, JACTS Policy and Project Steering Committee meetings.

Green are the number of dots in support of the objective.

Red are the number of dots that don't support the objective.

Green	are the number of dots in support of the objective.		JACTS Policy		JACTS Technical		Steering Committee			
Red	are the number of dots that don't support the objective.		Green (Support)	Red (Oppose)	Green (Support)	Red (Oppose)	Green (Support)	Red (Oppose)	Total Green (Support)	Total Red (Oppose)
GOAL 1. Increase the safety and security of the transportation system for motorized and non-motorized users.										
1.1 Reduce vehicular crashes and eliminate hazardous locations.			11		8		9		28	0
1.2 Utilize standard traffic control devices to increase efficiency and safety.			2		4		5		11	0
1.3 Minimize rail/auto/transit conflicts and commercial/non-commercial vehicle conflicts.			3			1			3	1
1.4 Minimize motorized/non-motorized conflicts.			10		6		4		20	0
1.5 Maximize the safety and security of its patrons.			4		2		2		8	0
1.6 Increase access to crash incidences and/or disabled vehicles.				3		1			0	4
1.7 Utilize state-of-the-art measures to increase pedestrian safety.				2	4				4	2
1.8 Contribute to the reduction of traffic volumes.					1	3	2	2	3	5
1.9 Improve the handling of hazardous materials movement.									0	0
1.10 Continue to administer funding through the Jackson Traffic Safety Program to improve all aspects of safety on the transportation system in Jackson County.						2	4		4	2
Goal 2 Increase the accessibility and mobility options available to both people and freight.										
2.1 Minimize transportation barriers which put at a disadvantage the physically challenged, senior citizens, and persons who do not have automobiles available, or have limited economic means.			11		7		9		27	0
2.2 Provide appropriate access, via motorized or non-motorized transportation, to and from major land uses and activity centers within Jackson County.			11		4		5		20	0
2.3 Provide all travelers in the community with reasonable access to important destinations, such as residences, employment, recreation, community facilities, and commercial centers.			1		2	1	2		5	1
2.4 Provide enhanced, new capacity, or new accessibility to the transportation system to move freight and enhance the range of freight service options available.			1	3	6			1	7	4
2.5 Enhance or increase bike lanes and sidewalks.			6	3	9		8		23	3
2.6 Design the transportation system to operate at the highest level-of-service which can be reasonably provided.			8			1	4	1	12	2
Goal 3 Emphasize the preservation of the existing transportation system.										
3.1 Preserve and maintain the existing transportation infrastructure at the highest possible level – based on the policies and goals of all implementing jurisdictions.			2	2	8		10		20	2
3.2 Implement management systems which foster preservation and coordinate at all levels within Jackson County. Use the outputs in the needs identification component of the planning process.			1	5	1	3			2	8
3.3 Contribute to better system maintenance.			10		8		4		22	0
3.4 Emphasize system rehabilitation rather than expansion, except for the provisions of the I-94 Modernization Study.			12		8		4		24	0
3.5 Incorporate new technologies.			13		1		7		21	0
Goal 4 Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development.										

# JACTS 2045 Long Range Transportation Plan Objectives Exercise Summary Sheet

Feb-18

Summary from the the JACTS Technical, JACTS Policy and Project Steering Committee meetings.

Green are the number of dots in support of the objective.

Red are the number of dots that don't support the objective.

	JACTS Policy		JACTS Technical		Steering Committee		Total Green (Support)	Total Red (Oppose)
	Green (Support)	Red (Oppose)	Green (Support)	Red (Oppose)	Green (Support)	Red (Oppose)		
<b>development patterns.</b>								
4.1 Minimize interference of the transportation system with existing households and disruption of neighborhoods to ensure transportation projects do not disproportionately affect low-income and minority populations.	6	1	6		1		13	1
4.2 Minimize negative effects on commercial and industrial facilities as well as recreational, cultural, religious, and educational activities as transportation improvements are made.	1				3		4	0
4.3 Preserve historic sites and districts and ensure minimal impact if necessary.	7		2		4		13	0
4.4 Conserve prime agricultural resources and open spaces.	3	1	4				7	1
4.5 Reduce vehicle emissions and noise, including greenhouse gases and air pollutant concentrations.	4			1	4		8	1
4.6 Minimize energy resources consumed for transportation.	4				4		8	0
4.7 Add to the convenience and/or efficiency of the system.	2	2	4		3		9	2
4.8 Minimize disruption to wetlands and/or other natural habitats.	11		3		1		15	0
4.9 Enhance the development of brownfields.	4		2		3		9	0
4.10 Encourage the use of alternative fuels.		1		6	1		1	7
4.11 Maximize quality and minimize quantity of storm water run-off.	1	1	2		3		6	1
4.12 Actively pursue techniques aimed at multiple-occupant vehicle use and spreading travel demand to non-critical times of the day.		1	1				1	1
<b>Goal 5 Enhance the integration and connectivity of the transportation system across and between modes for people and freight.</b>								
5.1 Develop transportation services consistent with area land use, housing, water quality management, recreation/open space, and other relevant plans, as well as economic development initiatives.	6		10		7		23	0
5.2 Ensure the transportation system is multi-modal and intermodal in character and provides a smooth interface among different modes.	13		4		6		23	0
5.3 Encourage local land use policies and practices and appropriate access management and right-of-way preservation to meet the future needs of the transportation system.	10		7		2		19	0
5.4 Improve intermodal connectivity for all people.	6			1	8		14	1
5.5 Improve intermodal connectivity for freight.	2		1	2	1		4	2
5.6 Enhance the information/telecommunication networks that integrate freight and people.		9	4		1		5	9

# JACTS 2045 Long Range Transportation Plan Objectives Exercise Summary Sheet

Feb-18

Summary from the the JACTS Technical, JACTS Policy and Project Steering Committee meetings.

Green are the number of dots in support of the objective.

Red are the number of dots that don't support the objective.

	JACTS Policy		JACTS Technical		Steering Committee		Total Green (Support)	Total Red (Oppose)
	Green (Support)	Red (Oppose)	Green (Support)	Red (Oppose)	Green (Support)	Red (Oppose)		
<b>Goal 6 Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.</b>								
6.1 Encourage job employment retention, attraction, and expansion in Jackson County by providing the most efficient transportation system possible.	13		7		9		29	0
6.2 Ensure transportation improvements are cost-effective and maximize the long term benefits by considering the overall life cycle costs.	4		5		7		16	0
6.3 Minimize capital and operating costs for all modes.				2	2		2	2
6.4 Ensure the scale and character of transportation improvements is consistent with the ability to finance such improvements.	3				1		4	0
6.5 Encourage transportation system investments from the private sector.	1	7	5		1		7	7
6.6 Promote general economic development.	6		1	3			7	3
6.7 Improve and/or enhance the movement of freight and services.	1	2			2		3	2
6.8 Improve and/or enhance the movement of workers.	8		3				11	0
6.9 Improve economic productivity and competitiveness throughout the system.	3	1	3		2		8	1
<b>Goal 7 Promote efficient system management and operation.</b>								
7.1 Promote transportation projects which reduce distance and time spent traveling.	6		6		3		15	0
7.2 Improve on-road operating efficiency through the use of transportation management techniques where possible, including Intelligent Transportation Systems (ITS).	12		3		4		19	0
7.3 Encourage increased vehicle occupancy for all motorized modes.	2		1		2		5	0
7.4 Coordinate the movement of goods and persons for maximum efficiency.	3		4				7	0
7.5 Encourage the multiple use of transportation rights-of-way by different modes, including pedestrian and non-r	1		3		7		11	0
7.6 Reduce transportation system costs.	9			1			9	1
7.7 Contribute to more accurate vehicle and commercial traffic counts.		4					0	4
7.8 Enhance administrative productivity/efficiency.		3	4				4	3
7.9 Minimize capital and operating costs for all modes.	2			2	5		7	2
7.10 Ensure the scale and character of transportation improvements is consistent with the ability to finance such improvements.	2		1		6		9	0

# JACTS 2045 Long Range Transportation Plan Objectives Exercise Summary Sheet

Feb-18

Summary from the the JACTS Technical, JACTS Policy and Project Steering Committee meetings.

Green are the number of dots in support of the objective.

Red are the number of dots that don't support the objective.

	JACTS Policy		JACTS Technical		Steering Committee		Total Green (Support)	Total Red (Oppose)
	Green (Support)	Red (Oppose)	Green (Support)	Red (Oppose)	Green (Support)	Red (Oppose)		
<b>Goal 8 Encourage the public to become involved in the planning and development of transportation facilities and services.</b>								
8.1 Provide opportunities for the involvement of all segments of the community in the development of JACTS plans and programs through multiple outlets.	12		5		3		20	0
8.2 8.2 Allow for timely public review and comment at key decision points in the planning and project development process.	10		2		6		18	0
8.3 Look for ways to include traditionally under-represented communities, especially minority and low-income populations.	7	2	2		8		17	2
8.4 8.4 Promote a balanced transportation system through directed investment in improvements across modes.		8	5	1		1	5	10
8.5 8.5 Enhance intergovernmental coordination and cooperation for improving multimodal transportation planning	11		5		8		24	0
<b>Goal 9 Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.</b>								
9.1 Maximize quality and minimize quantity of storm water run-off.	10		6		2		18	0
9.2 Support the development, integration, and use of local, regional, and state storm water mitigation plans and policies.	8		4		7		19	0
9.3 Consider the impact to the Upper Grand River watershed for any transportation project.	1	1	1	1	1		3	2
9.4 Consider the impact to local floodplains and wetlands for any transportation project.	5		3		2		10	0
9.5 Consider the impacts extreme weather events to storm water mitigation on the transportation system.	1	1	2	1	4		7	2
9.6 Encourage projects and programs that use low-polluting fuels and technologies in vehicles.	4	4			3		7	4
9.7 Develop the transportation system to minimize the disruption of existing neighborhoods, households, prime farmlands, natural habitats and open spaces.	12	1	9		5		26	1
<b>Goal 10 Enhance travel and tourism.</b>								
10.1 Support cultural travel, tourism and our regional transportation history.	2	6		2	3		5	8
10.2 Minimize negative effects of improvements to the transportation system on historic sites and recreational, cultural, religious and educational activities.	10		5		6		21	0
10.3 Emphasize context-sensitive designs that preserve historic character.	12		6		9		27	0
10.4 Provide and maintain economical non-motorized facilities in rural, suburban and urban areas that may transform the region into a non-motorized travel destination.	4		9		5		18	0
10.5 Integrate water trails into the transportation framework as a means for promoting travel & tourism in the region	11	1	5		7		23	1

# Region 2 Planning Commission



## MEMORANDUM

**To:** JACTS Technical Committee, JACTS Policy Committee, Region 2 Planning Commission Committees members & Other Interested Parties

**From:** Tanya DeOliveira

**Date:** March 12, 2018

**Subject:** **2045 Long Range Transportation Plan update – Vision, Goals, & Objectives; Environmental Justice; and Roadway Congestion, Deficiencies, & Recommended Projects draft chapters- Available for Review**

Staff from the Region 2 Planning Commission has completed three more draft chapters of the 2045 Long Range Transportation Plan, and are available for public comment. The three draft chapters are listed below:

1. The Vision, Goals, and Objectives draft chapter is meant to guide the long range transportation planning process over the life of the plan, and can be used as a benchmark to determine if future projects align the vision for Jackson.
2. The Environmental Justice draft chapter identifies and addresses any of the disproportionately high and adverse human health or environmental effects of the transportation program and policies on minority and low-income populations.
3. The Roadway Congestion, Deficiencies, and Recommended Projects draft chapter is the results of the travel demand modeling and forecasting process that was developed through public input in the fall of 2017.

The public comment period for the draft chapters will close on **April 10, 2018**.

Please take an opportunity to review the draft chapters and let your constituents know that the public comment period is open. Contact Tanya DeOliveira with comments, edits and/or questions at [tdeoliveira@co.jackson.mi.us](mailto:tdeoliveira@co.jackson.mi.us) or at 517.745.9041.

**A copy of the draft chapters are available on the project website:**

<http://www.region2planning.com/long-range-transportation-plan/>.

Printed copies are also available upon request.

**120 West Michigan Avenue • Jackson, Michigan 49201 • ☎ (517) 788-4426 • 📠 (517) 788-4635**

# Region 2 Planning Commission



## MEMORANDUM

**To:** Project Steering Committee & Other Interested Parties

**From:** Tanya DeOliveira

**Date:** March 22, 2018

**Subject:** **2045 Long Range Transportation Plan update – Performance Measures & Systems Performance Report and the Consultation draft chapters - Available for Review**

Staff from the Region 2 Planning Commission has completed two more draft chapters of the 2045 Long Range Transportation Plan that are available for public comment. The two draft chapters are listed below:

1. The Performance Measures & Systems Performance Report draft chapter has been completed as a part of the requirement of moving transportation planning at the federal, state, MPO and local level toward performance based planning. The chapter is meant to give an overview of what kinds of road and transit performance areas that MPO's will need to address within their work program. The need for the chapter comes from a new federal requirement based on guidance from the Federal Highway Administration (FHWA).
2. The Consultation draft chapter describes how the Region 2 Planning Commission has interacted with the public during the planning process and its consultation agencies. This draft chapter is complete, pending any updates that it might receive until the plan is complete.

The public comment period for the draft chapters will close on **April 20, 2018**.

Please take an opportunity to review the draft chapters and let your constituents know that the public comment period is open. Contact Tanya DeOliveira with comments, edits and/or questions at [tdeoliveira@co.jackson.mi.us](mailto:tdeoliveira@co.jackson.mi.us) or at 517.745.9041.

**A copy of the draft chapters are available on the project website:**

<http://www.region2planning.com/long-range-transportation-plan/>.

Printed copies are also available upon request.

# Region 2 Planning Commission



## MEMORANDUM

**To:** JACTS Technical Committee, JACTS Policy Committee, Region 2 Planning Commission Committees members & Other Interested Parties

**From:** Tanya DeOliveira

**Date:** March 22, 2018

**Subject:** **2045 Long Range Transportation Plan update – Performance Measures & Systems Performance Report and the Consultation draft chapters - Available for Review**

Staff from the Region 2 Planning Commission has completed two more draft chapters of the 2045 Long Range Transportation Plan that are available for public comment. The two draft chapters are listed below:

1. The Performance Measures & Systems Performance Report draft chapter has been completed as a part of the requirement of moving transportation planning at the federal, state, MPO and local level toward performance based planning. The chapter is meant to give an overview of what kinds of road and transit performance areas that MPO's will need to address within their work program. The need for the chapter comes from a new federal requirement based on guidance from the Federal Highway Administration (FHWA).
2. The Consultation draft chapter describes how the Region 2 Planning Commission has interacted with the public during the planning process and its consultation agencies. This draft chapter is complete, pending any updates that it might receive until the plan is complete.

The public comment period for the draft chapters will close on **April 20, 2018**.

Please take an opportunity to review the draft chapters and let your constituents know that the public comment period is open. Contact Tanya DeOliveira with comments, edits and/or questions at [tdeoliveira@co.jackson.mi.us](mailto:tdeoliveira@co.jackson.mi.us) or at 517.745.9041.

**A copy of the draft chapters are available on the project website:**

<http://www.region2planning.com/long-range-transportation-plan/>.

Printed copies are also available upon request.

# Region 2 Planning Commission



## MEMORANDUM

**To:** Project Steering Committee, JACTS Technical Committee, JACTS Policy Committee, Region 2 Planning Commission Committees members & Other Interested Parties

**From:** Tanya DeOliveira

**Date:** March 27, 2018

**Subject:** **2045 Long Range Transportation Plan update – Financial Analysis draft chapter available for review**

Staff from the Region 2 Planning Commission has completed the Financial Analysis draft chapter of the 2045 Long Range Transportation Plan, and is available for public comment. The Financial Analysis draft chapter shows how the plan is fiscally constrained by information provided by the local Act 51 Agencies (the City of Jackson and Jackson County) and MDOT, a requirement by the Federal Highways Administration. The public comment period for the draft chapter will close on **April 26, 2018**.

The next and final opportunity for public input into the project will be to review the complete 2045 Long Range Transportation Planning in final draft form, and will start in early May. This will be the final opportunity for public comment before the plan is approved and adopted by the Region 2 Planning Commission in mid-June. Another public notice will follow notifying you that the final public comment period has begun, when it will end, and other relevant information.

Please take an opportunity to review the draft chapter and let your constituents know that the public comment period is open. Contact Tanya DeOliveira with comments, edits and/or questions at [tdeoliveira@co.jackson.mi.us](mailto:tdeoliveira@co.jackson.mi.us) or at 517.745.9041.

**A copy of the draft chapters are available on the project website:**  
<http://www.region2planning.com/long-range-transportation-plan/>.  
Printed copies are also available upon request.

# Region 2 Planning Commission



## MEMORANDUM

**To:** Region 2 Planning Commission members

**From:** Tanya DeOliveira

**Date:** April 3, 2018

**Subject:** **2045 Long Range Transportation Plan update**

Staff is finalizing work on the JACTS 2045 Long Range Transportation Plan. Work began on the project in the summer of 2017, and the project is expected to be complete later this spring. To ensure that the Jackson MPO remains eligible for federal aid funding, staff is expecting that the plan will be recommended for approval and adoption by the JACTS Technical and Policy committees during their May 2018 meetings. **Staff would then be looking for the plan's formal approval and adoption by the Region 2 Planning Commission at the June 14, 2018 meeting.**

The final opportunity for public comment on the plan will start in late April and run through early June. A round of public meetings will kickoff the final 30 public comment period on the complete final draft of the plan document. The public meetings will be on:

**Monday, April 30**

**2:00p – 3:00p**

Grass Lake Township Hall  
373 Lakeside Dr  
Grass Lake, MI 49240

**Tuesday, May 1**

**1:30p – 2:30p**

Spring Arbor Township Hall  
107 Teft Road  
Spring Arbor, MI 49283

**Thursday, May 3**

**5:30p – 6:30p**

Jackson County Tower Building  
120 West Michigan Avenue,  
17th Floor  
Jackson, MI 49201

Friday, May 4 will open the final 30 day public comment period on the entire final draft planning document. The public comment period will close on Monday, June 4. The plan will be available on the project website. (Printed copies are available upon request.) Please consider notifying your constituents of the final opportunities for public comment. Please feel free to contact me with any questions or comments at [tdeoliveira@co.jackson.mi.us](mailto:tdeoliveira@co.jackson.mi.us) or 517.768.6703/517.745.9041.

Project website: <http://www.region2planning.com/wp-content/uploads/2017/08/Transportation-Participation-Plan.pdf>

# Region 2 Planning Commission



## MEMORANDUM

**To:** Project Steering Committee, JACTS Technical Committee, JACTS Policy Committee, Region 2 Planning Commission Committees members & Other Interested Parties

**From:** Tanya DeOliveira

**Date:** April 3, 2018

**Subject:** **2045 Long Range Transportation Plan update**

The JACTS 2045 Long Range Transportation Plan project is nearing completion. The project began in the summer of 2017, and is expected to wrap up in mid June with the plan's approval and adoption by the Region 2 Planning Commission.

The final opportunity for public comment on the plan will start in late April and run through early June. A round of public meetings will kickoff the final 30 day public comment period on the complete final draft of the plan document. The public meetings will be on:

**Monday, April 30**

**2:00p – 3:00p**

Grass Lake Township Hall  
373 Lakeside Dr  
Grass Lake, MI 49240

**Tuesday, May 1**

**1:30p – 2:30p**

Spring Arbor Township Hall  
107 Teft Road  
Spring Arbor, MI 49283

**Thursday, May 3**

**5:30p – 6:30p**

Jackson County Tower Building  
120 West Michigan Avenue,  
17th Floor  
Jackson, MI 49201

Friday, May 4 will open the final 30 day public comment period on the entire final draft planning document. The public comment period will close on Monday, June 4. The plan will be available on the project website. (Printed copies are available upon request.)

Please consider notifying your constituents of the final opportunities for public comment. Please feel free to contact me with any questions or comments at [tdeoliveira@co.jackson.mi.us](mailto:tdeoliveira@co.jackson.mi.us) or 517.768.6703/517.745.9041.

Project website: <http://www.region2planning.com/wp-content/uploads/2017/08/Transportation-Participation-Plan.pdf>

**Ms. Amanda Kirkpatrick, Clerk**  
**Jackson County**  
**312 S. Jackson Street**  
**Jackson, MI 49201**

**Ms. Shelly Sercombe, Clerk**  
**Blackman Charter Twp.**  
**1990 W. Parnall Road**  
**Jackson, MI 49201**

**Mr. Barry Marsh, Clerk**  
**Columbia Township**  
**8500 Jefferson Road**  
**Brooklyn, MI 49230**

**Ms. Judy Clark, Clerk**  
**Concord Township**  
**P.O. Box 236**  
**Concord, MI 49237**

**Ms. Cathy Zenz, Clerk**  
**Grass Lake Charter Township**  
**P.O. Box 216**  
**Grass Lake, MI 49240**

**Ms. Rachel Heath, Clerk**  
**Hanover Township**  
**311 Farview Street, P.O. Box 40**  
**Horton, MI 49246**

**Ms. Sally Keene, Clerk**  
**Henrietta Township**  
**11732 Bunkerhill**  
**Pleasant Lake, MI 49272**

**Ms. Michele Manke, Clerk**  
**Leoni Township**  
**913 Fifth Street**  
**Michigan Center, MI 49254**

**Ms. Sharon Warblow, Clerk**  
**Liberty Township**  
**101 W. Liberty Road**  
**Clark Lake, MI 49234**

**Ms. Elizabeth Hampton, Clerk**  
**Napoleon Township**  
**P.O. Box 385**  
**Napoleon, MI 49261**

**Ms. Andrea Barnett, Clerk**  
**Norvell Township**  
**106 E. Commercial Street**  
**Norvell, MI 49263**

**Mr. Donald Spangler, Clerk**  
**Parma Township**  
**P.O. Box 51**  
**Albion, MI 49224**

**Ms. Kris Runyon, Clerk**  
**Pulaski Township**  
**12363 Folks Road**  
**Hanover, MI 49241**

**Ms. Judi McCord, Clerk**  
**Rives Township**  
**348 E. Main St.**  
**Rives Junction, MI 49277**

**Ms. Priscilla Sterrett, Clerk**  
**Sandstone Charter Twp.**  
**7940 County Farm Road**  
**Parma, MI 49269**

**Ms. Julia Stonestreet, Clerk**  
**Spring Arbor Township**  
**P.O. Box 250**  
**Spring Arbor, MI 49283**

**Ms. Jaclyn Riehle, Clerk**  
**Springport Township**  
**P.O. Box 174**  
**Springport, MI 49284**

**Ms. Meghan Dobben, Clerk**  
**Summit Township**  
**2121 Ferguson Road**  
**Jackson, MI 49203**

**Ms. Melanie Curran, Clerk**  
**Tompkins Township**  
**8211 Dixon Road**  
**Rives Junction, MI 49277**

**Ms. Janice Kitley, Clerk**  
**Waterloo Township**  
**11443 Waterloo Munith Rd.**  
**Munith, MI 49259**

**Mr. Mick Linderman, Clerk**  
**Village of Brooklyn**  
**P.O. Box 90**  
**Brooklyn, MI 49230**

**Ms. Carol Ladd, Clerk**  
**Village of Cement City**  
**135 Main Street**  
**Cement City, MI 49233**

**Ms. Judy Lefere, Clerk**  
**Village of Concord**  
**P.O. Box 306**  
**Concord, MI 49237**

**Ms. Star Mead, Clerk**  
**Village of Grass Lake**  
**P.O. Box 737**  
**Grass Lake, MI 49240**

**Ms. Sharla Schuette, Clerk**  
**Village of Hanover**  
**120 W. Main St.**  
**Hanover, MI 49241**

**Ms. Joanne Havican, Clerk**  
**Village of Parma**  
**P.O. Box 127**  
**Parma, MI 49269**

**Ms. Jennifer Naylor, Clerk**  
**Village of Springport**  
**P.O. Box 128**  
**Springport, MI 49284**

**Andrea Dewey**  
**Federal Highway Administration**  
**315 W. Allegan Street, Room 201**  
**Lansing, MI 48933**

**David DeVries**  
**Lewis Cass Building, 2<sup>nd</sup> Floor**  
**320 S. Walnut Street**  
**P.O. Box 30026**  
**Lansing, MI 48909**

**Christopher Bolt**  
**Jackson Co. Dept. of Transp.**  
**2400 N. Elm Road**  
**Jackson, MI 49204**

Mr. Mike Overton, Administrator  
Jackson County  
120 W. Michigan Ave.  
Jackson, MI 49201

Mr. Pete Jancek, Supv.  
Blackman Charter Twp.  
1990 W. Parnall Road  
Jackson, MI 49201

Mr. Robert Elrod, Supv.  
Columbia Township  
8500 Jefferson Road  
Brooklyn, MI 49230

Mr. Al Cavasin, Supv.  
Concord Township  
121 Grove Street, P.O. Box 236  
Concord, MI 49237

Mr. James Stormont, Supv.  
Grass Lake Charter Township  
P.O. Box 216  
Grass Lake, MI 49240

Mr. Marc Smith, Supv.  
Hanover Township  
P.O. Box 40  
Horton, MI 49246

Mr. Andrew Grimes, Supv.  
Henrietta Township  
11732 Bunkerhill  
Pleasant Lake, MI 49272

Mr. Howard Linnabary, Supv.  
Leoni Township  
913 Fifth Street  
Michigan Center, MI 49254

Mr. Jim Spink, Supv.  
Liberty Township  
101 W. Liberty Road  
Clarklake, MI 49234

Ms. Kimberly Gamez, Supv.  
Napoleon Township  
P.O. Box 385  
Napoleon, MI 49261

Mr. Eric Johnson, Supv.  
Norvell Township  
106 E. Commercial Street  
Norvell, MI 49263

Ms. Wendy Chamberlain, Supv.  
Parma Township  
P.O. Box 51  
Albion, MI 49224

Mr. Robert Jones, Supv.  
Pulaski Township  
12363 Folks Road  
Hanover, MI 49241

Mr. Jerald Adams, Supv.  
Rives Township  
348 E. Main St.  
Rives Junction, MI 49277

Mr. L. Keith Acker, Supv.  
Sandstone Charter Twp.  
7940 County Farm Road  
Parma, MI 49269

Mr. David Herlein, Supv.  
Spring Arbor Township  
P.O. Box 250  
Spring Arbor, MI 49283

Mr. Karl Schmidt, Supv.  
Springport Township  
P.O. Box 174  
Springport, MI 49284

Mr. Jim Dunn, Supv.  
Summit Township  
2121 Ferguson Road  
Jackson, MI 49203

Mr. John Tuttle, Sr., Supv.  
Tompkins Township  
9555 Minard Road  
Parma, MI 49269

Mr. Douglas Lance, Supv.  
Waterloo Township  
10899 Territorial Road  
Munith, MI 49259

Mr. J. B. DeJeu, President  
Village of Brooklyn  
P.O. Box 90  
Brooklyn, MI 49230

Mr. Mel Cure, President  
Village of Cement City  
135 Main Street  
Cement City, MI 49233

Mr. Jeremiah Bush, President  
Village of Concord  
P.O. Box 306  
Concord, MI 49237

Mr. Joe DeBoe, President  
Village of Grass Lake  
P.O. Box 737  
Grass Lake, MI 49240

Mr. Gary Gillett, President  
Village of Hanover  
120 W. Main St.  
Hanover, MI 49241

Mr. Jim Jenkins, President  
Village of Parma  
P.O. Box 127  
Parma, MI 49269

Mr. Gordon Webb, President  
Village of Springport  
P.O. Box 128  
Springport, MI 49284

Mr. Derek Dobies, Mayor  
City of Jackson

Mr. Patrick Burtch, Manager  
City of Jackson

Matt Shane  
1715 Lansing Ave  
Suite 257  
Jackson, MI 49202

Mr. Michael Trudell  
2993 Carleton Blvd.  
Jackson, MI 49203

Mr. Elwin Johnson  
316 Teft Road  
Spring Arbor, MI 49283

Mr. Howard Linnabary  
913 Fifth Street  
Michigan Center, MI 49254

Mr. Scott Hicks, Field Supv.  
Fish & Wildlife Service  
2651 Coolidge Road, Suite 101  
E. Lansing, MI 48823

Ms. Susan Hedman, Administrator  
Environmental Protection Agency  
Region 5  
77 W. Jackson Blvd.  
Chicago, IL 60604

Freddie Dancy  
Council Member, Ward 2  
1204 Hamlin Pl  
Jackson, MI 49201

Ric Steele, Chair  
Jackson Hist. Distr. Comm.  
City of Jackson  
161 W. Michigan Ave.  
Jackson, MI 49201

Vendela Collins  
Dev. Disability Council  
Dept. of Community Health  
201 Townsend Street  
Lansing, MI 48913

Jason Church, State Dir.  
USDA – Michigan State Off.  
3001 Coolidge Rd., Suite 200  
E. Lansing, MI 48823-6349

Tom Doyle, Program Dir.  
Heritage Routes  
Michigan Dept. of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Transportation Services  
Central Services Building  
570 Red Cedar Road Room 134  
East Lansing, MI 48824

Dean Anderson, Ph.D.  
State Archaeologist  
State Housing Dev. Auth.  
702 W. Kalamazoo St.  
Lansing, MI 48909-8240

Abigail Eaton, Resource Spec.  
Env. Stewardship Div.  
Dept. of Agriculture  
P.O. Box 30017  
Lansing, MI 48909

Leola Goodin  
Seventh Day Adventist  
Community Services  
3600 County Farm Road  
Jackson, MI 49201

Dr. Daniel Phelan, Pres.  
Jackson College  
2111 Emmons Road  
Jackson, MI 49201

Leola Goodin  
Seventh Day Adventist  
Community Services  
3600 County Farm Road  
Jackson, MI 49201

Nate Mack, Director  
Downtown Dev. Authority  
City of Jackson  
161 W. Michigan Ave.  
Jackson, MI 49201

Kirsanne McConnell, Mgr.  
Geo-Data Services  
Michigan Ctr. for  
Geographic Information  
111 S. Capital Ave., 10<sup>th</sup> Fl.  
Lansing, MI 48913

Lloyd Baldwin, Program Mgr.  
Historic Bridges  
Michigan Dept. of Transportation  
P.O. Box 30050  
Lansing, MI 48909

Jeff Mason, CEO  
Michigan Economic Dev. Corp.  
300 N. Washington Square  
Lansing, MI 48913

Kenneth Bauer, Pres./CEO  
Goodwill Industries  
617 N. Mechanic Street  
Jackson, MI 49202

Jackson Interfaith Shelter  
414 S. Blackstone St.  
Jackson, MI 49201

Julie Wetherby, Exec. Dir.  
Region 2 Area Agency on Aging  
102 N. Main Street  
Brooklyn, MI 49230

Kim Medlock, Comm. Consultant  
Jackson Co. ISD  
6700 Browns Lake Road  
Jackson, MI 49201

Kevin Oxley, Supt.  
Jackson Co. ISD  
6700 Browns Lake Road  
Jackson, MI 49201

Lesia Pikaart, Dir.  
DisAbility Connections  
409 Linden Ave.  
Jackson, MI 49203

Parrish Stahl  
DisAbility Connections  
409 Linden Ave.  
Jackson, MI 49203

Scott Ambs, Dir.  
Jackson Co. GIS  
120 W. Michigan Ave.  
Jackson, MI 49201

Marce Wandell, Dir.  
Jackson Co. Dept. on Aging  
1715 Lansing Ave., #672  
Jackson, MI 49202

Jerome Colwell, Dir.  
Michigan Dept. of Human Serv.  
301 Louis Glick Hwy.  
Jackson, MI 49201

D&M Cab Company  
3505 E Michigan Ave  
Jackson, MI 49202

Rick Wilson, CEO  
YMCA Jackson County  
127 W. Wesley Street  
Jackson, MI 49201

Maribeth Caldwell, CEO  
Lifeways  
1200 N. West Ave.  
Jackson, MI 49202

Eastside Neighborhood Resource Ctr.  
1207 Pringle Ave.  
Jackson, MI 49203

Great Jackson Habitat for Humanity  
251 W. Prospect St.  
Jackson, MI 49203

Davis Insurance Agency  
900 Horton Rd, Ste A  
Jackson, MI 49203

Jackson JTV Non-Profit  
Housing Corp.  
325 E. Morrell St.  
Jackson, MI 49201

Ken Toll  
The United Way of Jackson County  
536 N. Jackson St.  
Jackson, MI 49201

Matt Shane, Dist. Coord.  
Michigan State Univ. Exten.  
1715 Lansing Ave., Suite 257  
Jackson, MI 49202

Dr. Freddrick Murray, Interim Supt.  
Jackson Public Schools  
522 Wildood Ave.  
Jackson, MI 49202

Dr. Brent Ellis, Pres.  
Spring Arbor University  
106 E. Main St.  
Spring Arbor, MI 49283

Steven P. Rand  
Jackson County Sheriff  
212 W Wesley Street  
Jackson, MI 49201

Steven Simpson, President  
Baker College of Jackson  
2800 Springport Road  
Jackson, MI 49202

Jackson Co. Medical Care Fac.  
524 Lansing Ave.  
Jackson, MI 49201

Arlene Robinson  
Council Member, Ward1  
159 Randolph St.  
Jackson, MI 49201

Mindy Brandish-Orta, Pres. & CEO  
Greater Jackson Chamber of  
Commerce  
141 S. Jackson Street  
Jackson, MI 49201

Major Jason Pollom, Corps Officer  
The Salvation Army  
806 E. Pearl Street  
Jackson, MI 49201

Arlene Robinson, Pres.  
NAACP  
801 S. Mechanic Street  
Jackson, MI 49203

Bruce Hillblom, Station Mgr.  
AMTRAK, Jackson  
501 E. Michigan Ave.  
Jackson, MI 49201

John Willis, Neighborhood Outreach Coordinator  
Human Relations Commission  
City of Jackson  
161 W. Michigan Ave.  
Jackson, MI 49201

Mike Hamilton, Mgr.  
Greyhound Bus Service  
127 W. Cortland Street  
Jackson, MI 49201

Todd Zeller, President  
Friends of Falling Waters Trail  
c/o Jackson Co. Parks  
1992 Warren Ave.  
Jackson, MI 49203

Philip Moilanen, Commissioner  
Jackson Area Transp. Authority  
2350 E. High Street  
Jackson, MI 49203

Carl Lincoln, Jr.  
Transportation Director  
JCISD  
1161 Parnall Road,  
Jackson, MI 49201

Greyhound Lines, Inc.  
P.O. Box 660362  
Dallas, TX 75266

Kent Maurer, Manager  
Jackson County Airport  
3606 Wildwood Ave.  
Jackson, MI 49202

Andrew Valesquez, III, Regional Administrator  
Federal Emergency Mgmt.  
536 S. Clark St., 6<sup>th</sup> Floor  
Chicago, IL 60605

Environmental Coordinator  
National Park Service  
Midwest Regional Office  
610 Riverfront Drive  
Omaha, NB 68102-4226

Brian D. Conway  
State Historic Preservation Officer  
Michigan State Hous. Dev. Auth.  
702 W. Kalamazoo St.  
Lansing, MI 48909-8240

Gerald Fulcher, Jr., P.E.  
Chief Transportation & Flood Hazard Unit  
Land & Water Mgmt. Div.  
Dept. of Env.. Quality  
525 W. Allegan St.  
P.O. Boix 30458  
Lansing, MI 48909-7958

Mary Maupin, Acting Manager  
State Implementation Plan Unit  
Dept. of Environmental Quality  
525 W. Allegan Street  
P.O. Box 30458  
Lansing, MI 48909-7958

Sierra Club  
109 E. Grand River Ave.  
Lansing, MI 48906

Brad Flory, Reporter  
Jackson Citizen Patriot  
One Jackson Square  
100 e. Michigan Ave., Suite 100  
Jackson, MI 49201

G.A. Wade, Editor  
The Jackson Blazer  
P.O. Box 806  
Jackson, MI 49204

Congressman Tim Wahlberg  
2436 Rayburn HOB  
Washington, DC 20515

Andrew Frounfelker  
Council Member, Ward 5  
148 W. Michigan Ave.  
P.O. Box 111  
Jackson, MI 49201

Center for Women  
434 Wildwood Street  
Jackson, MI 49201

Colonial Cab  
500 Cooper St.  
Jackson, MI 49201

Jack Ripstra  
Ripstra-Scheppelman  
2535 Spring Arbor Road  
Jackson, MI 49203

Suzanne Haas  
Jackson Co. Health Dept.  
1715 Lansing Ave., Suite 221  
Jackson, MI 49202

Samuel Duncan, IV, Program Mgr.  
LWCF/Marine Safety/Recreation Passport  
Dept. of Nat. Resources  
P.O. Box 30028  
Lansing, MI 48909

Mike Trout, Admin.  
Aeronautics & Freight Divison  
Michigan Dept. of Transportation  
2700 Port Lansing Road  
Lansing, MI 48906-2160

Craig Pappin  
Council Member, Ward 4  
1104 W. Michigan Ave  
Jackson, MI 49201

Millie Meija, Editor  
American Legion  
3200 Lansing Ave.  
Jackson, MI 49202

Bart Hawley, President  
JTV 152 W. Michigan Ave.  
Jackson, MI 49201

Jeff Hovarter, Dir.  
Jackson County Parks  
1992 Warren Ave.  
Jackson, MI 49203

Kathleen Brockel, Exec. Dir.  
United Cerebral Palsy of Michigan  
3496 Lake Lansing Road, Ste. 170  
E. Lansing, MI 48823

Jill Yehl, Dir.  
Jackson County Food Bank  
5451 Wayne Rd.  
P.O. Box 408  
Battle Creek, MI 49016

Brad Thompson, Pres.  
Jackson County Legal News  
304 Francis Street  
Jackson, MI 49204

Kellie Underwood  
Car Seat Program  
Jackson County Health Dept.  
1715 Lansing Ave., Suite 221  
Jackson, MI 49202

Kellie Hoover, Dir.  
Jackson City Parks Dept.  
161 W. Michigan Ave.  
Jackson, MI 49201

David Pidgeon, Mgr.  
Public Relations  
Norfolk Southern Corp.  
4600 Deer Path Road  
Harrisburg, PA 17110

Ralph & Carole Rice, Publishers  
The County Press  
123 W. Main Street  
P.O. Box 279  
Parma, MI 49269

Colonial Transportation  
500 N. Francis St.  
Jackson, MI 49201

Bob Griffis  
Jackson Co. Dept. of Transp.  
2400 N. Elm Road  
Jackson, MI 49204

Jeff Steers, Editor  
Brooklyn Exponent  
160 S. Main Street.  
Brooklyn, MI 49230

Sarah Hartzler President  
South Central Michigan Works!  
21 Care Drive  
Hillsdale, MI 49242

Geoffrey Snyder, Drain Comm.  
Jackson County  
120 W. Michigan Ave.  
Jackson, MI 49201

Sara Tackett, Dir.  
Jackson District Library  
244 W. Michigan Ave.  
Jackson, MI 49201

Paul Adgegba, Region Admin.  
Michigan Dept. of Transp.  
University Region Office  
4701 W. Michigan Ave.  
Jackson, MI 49201

Rob Maffeo, Transp. Planner  
Michigan Dept. of Transp.  
P.O. Box 30050  
Lansing, MI 48909

Kathy Potts  
Jackson Citizens for Life  
317 W. Washington Ave.  
Jackson, MI 49201

Daniel P. Greer  
Council Member, Ward 3  
810 Loomis St.  
Jackson, MI 49201

Legal Services of South  
Central Michigan  
540 N. Jackson St.  
Jackson, MI 49201

Jackson City Cab Co  
706 Francis St.  
Jackson, MI 49203

## Members:

Alan Walker	alanlwalker2@hotmail.com
Angela Kline	akline@co.jackson.mi.us
aparshall@bbbsjackson.org	aparshall@bbbsjackson.org
Armory Bike Union	telcfb@hotmail.com
B2 Neighborhood Watch	b2watchers@hotmail.com
Bret Taylor	btaylor@co.jackson.mi.us
Carl Rice	CRice@co.jackson.mi.us
Cascades Cycling Club	Cascadescyclingclub@gmail.com
Chief Dave Luce	springportchief@yahoo.com
Chuck Ahronheim	cahronheim@comcast.net
Corey Clevenger	cclevenger@co.jackson.mi.us
Elizabeth Breed	breede@myjdl.com
Falling Waters	fallingwatersmi@gmail.com
Glenn Yamakawa	gtyamakawa1@gmail.com
Grant Bauman	gbauman@co.jackson.mi.us
Jason Fossitt	fossittj@michigan.gov
Jeanette Woodard	woodardarch@sbcglobal.net
Jeff Hovarter	JHovarter@co.jackson.mi.us
Jeffrey Wickman	Jeffrey.wickman@jacksontransit.com
Jennie Lapp	jennie@jacksonymca.org
Jeromy Bush (bushjeromy@yahoo.com)	bushjeromy@yahoo.com
Jim Stormont	jims@grasslakect.com
John Hopkins	johndhopkins1@gmail.com
John Reideman	johninmi@gmail.com
Jon Dowling	jdowling@cityofjackson.org
Jonathan Greene	jgreene@cityofjackson.org
Julie Weisbrod	JWeisbro@co.jackson.mi.us
Karen White	whitekj@myjdl.com
Kari Martin	martink5@michigan.gov
Kate Martin	kmartin515@sbcglobal.net
Katie Fall	fallkatiel@jccmi.edu
Kelby Wallace	wallacek@michigan.gov
Kellie Hoover	khoover@cityofjackson.org
Ken Mangus	mangusk@comcast.net
Kurt Rudolph	rudolphk@umich.edu
Kyle Lewis	KLewis@co.jackson.mi.us
Laurel Mauldin	lmauldin@lm-law.net
Martha York	Martha.York@r2aaa.net
Michael Brown	michael.brown@jacksontransit.com
Mike Davis	DavisM45@michigan.gov
Monica Day	daymon@anr.msu.edu
Nate Mack	nmack@cityofjackson.org
Oliver Lindsay	oliver.lindsay1961@gmail.com
On Two Wheels	ontwowheelsjackson@gmail.com
Parrish Stahl	parrish@disabilityconnect.org
Pat Feldpausch	ipatf@yahoo.com
Patrick Burtch	pburtch@cityofjackson.org
Patty Snoblen	snoblenpa@myjdl.com
Pete Jancek	pjancek@blackmantwp.com
Phil Preston	ppreston@blackmantwp.com
Rhonda Butler	butlerr@myjdl.com

Rhonda Rudolph  
Sara Tackett  
Scott TenBrink  
Shaina Tinsey  
Shawna Corser  
Stephen Hannon  
Steve Duke  
Steven Duke  
Ted Hilleary  
Thomas Hess  
Todd Knepper  
Warren D'Souza

RRudolph@co.jackson.mi.us  
tackettse@myjdl.com  
scott@pedalsong.net  
Shaina.Tinsey@allegiancehealth.org  
scorser1@yahoo.com  
stevehannon@gmail.com  
sduke@co.jackson.mi.us  
SDuke@co.jackson.mi.us  
theohilleary9@hotmail.com  
thomas@pentarstamping.com  
tknepper@cityofjackson.org  
dsouzaw@michigan.gov

## Members:

Alan Beeker	abeeker@cityofhillsdale.org
Angie Kline	akline@co.jackson.mi.us
Bob Knoblauch	knoblauch.bob@gmail.com
Bobbie Wilson	bobbiewilson@yahoo.com
Bretney Taylor	btaylor@co.jackson.mi.us
Bruce Grabert	bgrabert.twp@gmail.com
Carl Rice, Jr.	crice@co.jackson.mi.us
Chris Wittenbach	cwittenbach@hotmail.com
Christopher Bolt	cbolt@co.jackson.mi.us
Corey Clevenger	cclevenger@co.jackson.mi.us
Daniel Mahoney	DMahoney@co.jackson.mi.us
Dave Herlein	dherlein@springarbor.org
David Rohr	drohr@adrianmi.gov
Dawn Bales	comm.bales@lenawee.mi.us
Derek Dobies	derekdobies@gmail.com
Dlaine Armstrong	DArmstro@co.jackson.mi.us
Doug Terry	manager@cityoflitchfield.org
Fred Gallagher	fgalla2@comcast.net
Grant Bauman	gbauman@co.jackson.mi.us
Jae Guetschow	manager@villageofbrooklyn.com
James Jenkins	parmavillage@wowway.biz
James Wonacott	administrator@blissfieldmichigan.gov
Jeff Gray	manager@jonesville.org
Jerry Drake	tripod54@comcast.net
Jim Koehn	jkoehn@adriantownship.com
Jim Shotwell	JShotwel@co.jackson.mi.us
Jim Stormont	jims@grasslakect.com
Jon Dowling	jdowling@cityofjackson.org
Jon Williams	jwilliams2@co.jackson.mi.us
Judi McCord	clerk@rivestwp.org
Kari Martin	martink5@michigan.gov
Kevin Brownlow	kevin.brownlow@icloud.com
Larry Gould	ljg@tc3net.com
Lori Stack	lstack@leonitownship.com
Matt Swartzlander	swartz22@gmail.com
Michael Brown	michael.brown@jacksontransit.com
Michael Sessions	michael.sessions@cityofmorenci.org
Mike Davis (davism45@michigan.gov)	davism45@michigan.gov
Mike Overton	moverton@co.jackson.mi.us
Patrick Burtch	pburtch@cityofjackson.org
Paul Seegert	p_seegert@yahoo.com
Pete Jancek	pjancek@blackmantwp.com
R.J. Laukitis	rj.laukitis@mail.house.gov
Rebecca Borton	Rebecca.Borton@lenawee.mi.us
Rick Fowler	fowlerr@michigan.gov
Rick Richardson	rick@cambridgetownship.net
Robert Elrod	relrod@twp.columbia.mi.us
Robert Welsh	robertswelsh@aol.com
Ron Hayes	rhayes417@sbcglobal.net
Sara Scott	sscott2@mlive.com
Sharon Hasen	shasen@cityofjackson.org

Steve Duke  
Susan Richardson  
Tanya DeOliveira  
Tyler Kent  
Wendy Chamberlain

sduke@co.jackson.mi.us  
SRichard@co.jackson.mi.us  
tdeoliveira@co.jackson.mi.us  
kentt@michigan.gov  
parmatwp@core.com

**Members:**

Amy Torres

Blaine Armstrong

Jared Vickers

Jennifer Morris

Jim Videto

Michelle Alexander

Mike Overton

Nancy Hawley

Ted Hilleary

Tim Burns

atorres@enterprisegroup.org

DArmstro@co.jackson.mi.us

jaredvickers@hotmail.com

jmorris@cityofjackson.org

jcvideto@gmail.com

malexander@enterprisegroup.org

moverton@co.jackson.mi.us

hcrlt@yahoo.com

TheoHilleary9@hotmail.com

tburns49230@yahoo.com

## Members:

Amy Torres	atorres@enterprisegroup.org
Andy Pickard	andy.pickard@dot.gov
bigev45@yahoo.com	bigev45@yahoo.com
Bretney Taylor	btaylor@co.jackson.mi.us
Bruce Crews	bcrews@co.jackson.mi.us
Carl Rice, Jr.	crice@co.jackson.mi.us
Christopher Bolt	cbolt@co.jackson.mi.us
Corey Clevenger	cclevenger@co.jackson.mi.us
franklinj1@michigan.gov	franklinj1@michigan.gov
Jack Ripstra	jack@ripstra-scheppelman.com
Jason Pittman	pittmanj@michigan.gov
Jill Liogghio	jliogghi@co.jackson.mi.us
johnhdhopkins1@gmail.com	johnhdhopkins1@gmail.com
Jon Dowling	jdowling@cityofjackson.org
Juan Zapata	jzapata@co.jackson.mi.us
Kari Martin	martink5@michigan.gov
Kelby Wallace	wallacek@michigan.gov
Laura Dwyer Schlecte	laura@7803800.com
maffeor@michigan.gov	maffeor@michigan.gov
Michael Brown	michael.brown@jacksontransit.com
Michelle Alexander	malexander@enterprisegroup.org
Mike Davis (davism45@michigan.gov)	davism45@michigan.gov
Mike Rand	mrاند@co.jackson.mi.us
Oliver Lindsay	oliver.lindsay1961@gmail.com
Rick Fowler	fowlerr@michigan.gov
Sara Scott	sscott2@mlive.com
sharlowb@michigan.gov	sharlowb@michigan.gov
Shelly Allard	sallard@cityofjackson.org
Steve Duke	sduke@co.jackson.mi.us
Susan Richardson	SRichard@co.jackson.mi.us
Tanya DeOliveira	TDeOliveira@co.jackson.mi.us
Todd Knepper	tknepper@cityofjackson.org
Troy White	twhite@cityofjackson.org
Tyler Kent	kentt@michigan.gov

**Members:**

Andy Pickard	andy.pickard@dot.gov
Bob Griffis	bgriffis@jcrc-roads.org
Bretney Taylor	btaylor@co.jackson.mi.us
Bruce Crews	bcrews@co.jackson.mi.us
Christopher Bolt	cbolt@co.jackson.mi.us
Cliff Herl	herlcliff@gmail.com
Corey Clevenger	cclevenger@co.jackson.mi.us
Dave Herlein	dherlein@springarbor.org
David Elwell	delwell@co.jackson.mi.us
Debra Kubitskey	dkubitskey@co.jackson.mi.us
Dlaine Armstrong	DArmstro@co.jackson.mi.us
franklinj1@michigan.gov	franklinj1@michigan.gov
jdowling@cityofjackson.org	jdowling@cityofjackson.org
Jeff Reid	REIDJ@michigan.gov
Jennifer Morris	jmorris@cityofjackson.org
Jill Liogghio	jliogghi@co.jackson.mi.us
John Feldvary	t6flier@gmail.com
John Lanum	lanumj@michigan.gov
johndhopkins1@gmail.com	johndhopkins1@gmail.com
JShotwel	JShotwel@co.jackson.mi.us
Judy Southworth	judyso182@yahoo.com
Kari Martin	martink5@michigan.gov
Keith Acker	lkacker1@gmail.com
Kelby Wallace	wallacek@michigan.gov
Kent Maurer	KMaurer@co.jackson.mi.us
Laura Dwyer Schlecte	laura@7803800.com
Michael Brown	michael.brown@jacksontransit.com
Michelle Manke	mmanke@leonitownship.com
Mike Davis (davism45@michigan.gov)	davism45@michigan.gov
Mike Overton	moverton@co.jackson.mi.us
Mike Rand	mrاند@co.jackson.mi.us
mtru55@yahoo.com	mtru55@yahoo.com
Oliver Lindsay	oliver.lindsay1961@gmail.com
Patrick Burtch	pburtch@cityofjackson.org
Pete Jancek	pjancek@blackmantwp.com
Phil Moilanen	moilanen@dmci.net
Rick Fowler	fowlerr@michigan.gov
SDuke	SDuke@co.jackson.mi.us
Sharon Hasen	shasen@cityofjackson.org
SRichard	SRichard@co.jackson.mi.us
sscott2@mlive.com	sscott2@mlive.com
Supervisor	supervisor@summittwp.com
Supervisor	Supervisor@napoleontownship.us
Tanya DeOliveira	TDeOliveira@co.jackson.mi.us
Tyler Kent	kentt@michigan.gov

**Members:**

Carl Rice  
Daniel Mahoney  
David Elwell  
Jim Shotwell  
Philip Duckham  
Rodney Walz  
Sarah Lightner

CRice@co.jackson.mi.us  
DMahoney@co.jackson.mi.us  
delwell@twp.columbia.mi.us  
JShotwel@co.jackson.mi.us  
PDuckham@co.jackson.mi.us  
RWalz@co.jackson.mi.us  
SLightner@co.jackson.mi.us

**Members:**

Andrew Frounfelker  
Arlene Robinson  
Craig Pappin  
Derek Dobies  
Freddie Dancy  
Patrick Burtch

arfrounfelker@yahoo.com  
a.robinson\_ward1@sbcglobal.net  
cpappin@cityofjackson.org  
derekdobies@gmail.com  
f\_dancy@hotmail.com  
pburtch@cityofjackson.org

Chris Hammond  
Jennifer White  
Joe Evans  
John Lanum  
Krishina Welch  
Lesia  
Margaret O'Malley  
Marty Fortress

[parmatres@wowway.biz](mailto:parmatres@wowway.biz)  
[jwhite@co.jackson.mi.us](mailto:jwhite@co.jackson.mi.us)  
[Evans624@comcast.net](mailto:Evans624@comcast.net)  
[lanumj@michigan.gov](mailto:lanumj@michigan.gov)  
[Krishina.welch@dot.gov](mailto:Krishina.welch@dot.gov)  
[Lesia@disabilityconnect.org](mailto:Lesia@disabilityconnect.org)  
[Margaret.omalley@r2aaa.net](mailto:Margaret.omalley@r2aaa.net)  
[Marty.Fortress@arbor.edu](mailto:Marty.Fortress@arbor.edu)

## Tanya DeOliveira

---

**From:** Marce Wandell  
**Sent:** Thursday, July 20, 2017 4:28 PM  
**To:** Tanya DeOliveira; Steven Duke  
**Subject:** Long Range Transportation Plan

Tanya and Steve,

You did a nice job at today's Steering Committee meeting explaining to us non-transportation people the scope of the long range transportation plan. I agree with what Parrish Stahl from DisAbility Connections said, but I realize the focus of this group is not all-encompassing with regard to transportation issues. Today's explanation helps me better understand expectations for committee members.

I'll see you at the next meeting.

Marce

Marce Wandell, Director  
Jackson County Department on Aging  
517 768-8651



Dec. 3, 2017

From: James M. Franzen

517 784-6083

[JimFz@aol.com](mailto:JimFz@aol.com)

To: Tanya DeOliveira,

Region II Panning Commission

Re: 2045 Draft

Comments on 2045 Long Range Plan.

Jackson Transit Trivia:

» From the beginning federal and state operating funds have come to the Urbanized Area. If it wasn't for the Urbanized Area Jackson would not have been eligible for direct funding which gives greater control over that funding source. [ Ref. FTA C900.1E & NTDB JATA Profile ].

New tactic. Instead of going to the townships begging for money have them sign a waiver and recognize what has been done for years they give up their right on how the funds are used and leave it to JATA.

» What is now Reserve-a-Ride [ RaR ] was started so we would not have to put lifts / ramps on the fixed-route buses. Because it was considered an alternative to those that could not use the buses the requirements of use were liberal and low fare. As I recall in Battle Creek to use their service you almost had to have a note from a doctor. It has become a taxi service.

I was at the meetings with the owners of Checker and Trolz cab companies and they had no objection as long as there was a 24 hr advance reservation.

» Source of funding = " Internal Asset Redistribution ". Long ago RaR should have been changed. See below.

### Taxicab Service

Taxi service in Jackson needs to be studied. Except when a ramp is needed RaR takes business from the taxis and at a higher cost to society, 2016 NTDB JATA Profile, Demand Response = \$45.70 per trip. User side taxi subsidies have been mixed. Elkhart, IN has had one for many years but Kokomo, IN ended theirs, I think over reimbursement to the taxi company.

In 1958 when Jackson City Lines ended bus service to Michigan Center the cab companies did want to take runs out there. One of the companies did try a shared ride program that only a few months. That was replaced by a shuttle using a station wagon that didn't last long either.

Page 2

Dec. 3, 2017

From: Franzen

To: DeOliveira

### Inter-modal Ground Transportation

If Region II Planning does not have an understanding of the ground transportation options in Jackson in 2017 that is a big problem.

» "Getting Around the Western U.P." is something that is simple to produce. Avoid slick brochures that you print thousands for a reasonable unit cost but in months can be obsolete and you just have re-cycle material.

» Greyhound stopped issuing printed schedules years ago and Amtrak recently national and just have regional. I kept at and found a Greyhound printed schedule on line.

» Just looking at the schedules you would think the only way to get from Jackson to Grand Rapids is by Greyhound. You can take Amtrak at 8:00 a.m. and 7:55 p.m. to Kalamazoo and the Thruway bus to GR, cost more and longer, but increases your travel options.

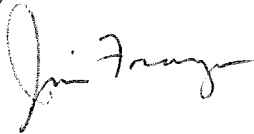
### Veterans Transportation

I have personal experience with this. The Soper Line is useless. Note the Get Around ... brochure includes veterans transportation. We also have DAV and VTS to the Ann Arbor VA. I not sure what is worse dealing with the VA or any transportation provider. The DAV van will pick up at the transfer center by request at about 7:30 a.m. and the VTS has a trip from the East Meijer about 7:05 a.m. One time I was on one van and both arrived at Ann Arbor VA at the same time. For the DAV if I have too I take the bus the transfer center, but Meijer is find someone to drive me or cab. I took a cab last Spring and that is an experience I don't want to do again.

One last thing. Can the " Connecting Jackson County Study 2017 " be downloaded? I have the 2015 Study and have been trying reconcile data with the "1975-80 TDP ", " ATE Jackson, Mich. Marketing Study - 1977 " and American Fact Finder Table B08101.

Also enclosed is a short history of public transit in Jackson.

I hope you find this information helpful.



## 2 Choices Offered in Bus Crisis

DEC 12 1956

What to do about Jackson's bus crisis has simmered down to this choice: Ownership and operation of a bus system by the city government or private enterprise.

The public transportation study committee gave the bus situation a thorough going over at a dinner meeting at the Country club Wednesday night, working toward a decision. The committee agreed that bus service is essential to the growth and prosperity of the Jackson metropolitan area.

Ralph E. James of Chicago, executive vice president of the National City Lines, parent company of the Jackson City Lines, sent to the committee Wednesday, details on how the Jackson bus system would be offered for sale and how it could be taken over.

### CITY OWNERSHIP.

The proposal basically recommends city ownership. The city would issue revenue bonds, to be purchased by the National City Lines and retired from bus system income. The system would be operated by a non-political transit authority and managed by the present bus company, or another transit firm, on a percentage basis.

Intent of the proposal is to eliminate the payment of local, state and federal taxes, which amount to between \$25,000 and \$30,000 a year, through municipal ownership.

Attorney J. Adrian Rosenburg told the committee Wednesday that he is "frankly dubious" whether taxes would be eliminated through operation of the lines by a transit authority. He called the method a "tax gimmick," adding that elimination of taxes would be more certain if the city purchased and operated the system outright.

Some committee members, however, oppose city ownership and believe the bus service here could be operated profitably by private enterprise. They say that city ownership would lead to subsidization with city tax funds.

## 2 Choices Offered In City Bus Crisis

5-10-1956p1

MAY 10 1956

(Continued from Page 1.)

ever, oppose city ownership and believe the bus service here could be operated profitably by private enterprise. They say that city ownership would lead to subsidization with city tax funds.

### SIX POINTS STRESSED.

The purpose of public transportation is to provide quick, efficient service to the masses, not for the relatively few persons who do not have automobiles, according to a report by a subcommittee headed by Wayne Dressel. His group made the following observations:

1. Present routes now are too complicated and do not provide good service. "There are too many loops in the routes — riders have

to travel 44 blocks to go 10 blocks to their destination."

2. Buses should run every 15 minutes during peak hours and every 20 minutes between 9 a. m. and 3 p. m., with one hour service to Michigan Center and half hour service to Vandercook Lake. "Evening, Sunday and holiday service is not essential to adequate mass transportation."

3. The present 15-cent fare should be retained temporarily, but it should be reduced as soon as possible to encourage more patronage.

4. A committee of business men, industrialists and city officials would study means of relieving traffic congestion in the downtown area to allow buses to make their rounds faster. Serious consideration should be given to such measures as prohibiting curb parking on certain downtown streets during peak bus hours.

5. Smaller and faster buses should replace the present 37-passenger coaches.

6. Education of the public is needed to increase the use of mass transit and the system should be promoted. "We feel that this is one of the areas where the Jackson City Lines has fallen down."

Mr. Dressel's group said it feels the service now provided by the Jackson City Lines is inadequate for the Jackson metropolitan area.

Clifford R. Miller, chairman of the public transportation study committee, called another session for 7 p. m. May 28 in the city commission chamber.

## Bribe Case id Scene inted

former Pinker-  
ified Thursday  
itholz, being  
ribing state  
feared he  
an extor-

tie di-  
te of  
tant  
of  
ve

12-3-2017

Not much has changed  
in 60 yrs - except the  
\* target riders.  
gmt

But Legal Victory May Be Too Late

4-2-1959 p.1

# Jackson Wins Long Struggle Over Bus Line Lease Plan

Jackson has won its 15-month battle with the state over the "Jackson lease plan" of bus line operation.

An opinion by Ingham Circuit Judge Sam Street Hughes, delivered Thursday, upholds city lease of the National City Lines facilities as valid, thereby saving Jackson more than \$10,000 in fuel and weight taxes.

However, the legal victory may be too late to save private-enterprise operation of the buses. Last fall Jackson citizens in an advisory vote authorized the city council to prepare a public-ownership plan.

This will be submitted to voters

in September, Mayor Harold D. Miller commented, and it bears a \$250,000 price tag for purchase of the Jackson bus facilities.

Despite the court ruling to allow state gasoline and weight tax exemptions, the city lease with the Jackson City Lines in effect since December, 1957, is not working out according to anticipation, according to Jackson officials.

**\$22,491 DEFICIT.**

The bus firm receives 5 per cent of revenues for operating the system and under the agreement was to have been paid 10 per cent of the gross take as payment for use of its equipment.

However, the 10 per cent payments have fallen far short of what the bus firm says it has coming. The lease obligation deficit so far is \$22,491.

The bus company thus far has realized a net profit of \$41,597 under the lease agreement. Money left over after lease obligations and taxes were paid was to have gone into a joint city-bus firm transit account for expansion of service. But this has not worked out under the lease.

**LACKS PRECEDENT.**

The city of Kalamazoo has a similar lease system to avoid payment of fuel and weight taxes to bolster a shaky bus line financial position. Like Jackson, Kalamazoo deposited money in escrow to get 50-cent license plates in 1958 and 1959. Kalamazoo was an intervenor in the case settled by Judge Hughes' opinion.

Judge Hughes commented there is little precedent for the case in any court in the nation.

The state attorney general contended that the Jackson lease plan was a "legal subterfuge" to escape taxes, but in reality control of the bus operation rested with National City Lines. However, the city handles cash receipts and purchases supplies, including fuel, for the buses.

Judge Hughes' four-page opinion noted that "the transit corporation carries on business in almost exactly the same manner it did as under a permit from the city for several years prior to the agreement in question."

**'VIEW SOUND.'**

But he cited the argument of Jackson City Attorney Guy Christian: "A city cannot operate anything except through the people it engages to do so. Whether it

engages a person or a company or corporation would seem to make little difference."

Judge Hughes said, "This view seems sound to this court."

The judge's opinion comes at a year of effort to help ailing city bus lines. In the winter of 1957 the secretary of state attempted to collect diesel fuel taxes from

Jackson, and this led to a conference of mayors with Gov. G. Mennen Williams.

The governor and the attorney general outlined what kind of a lease plan they would accept; it was written into bill form for legislative approval, and the bill passed the house then died in conference committee on the last day of the regular 1958 legislative session.

(Continued on Page 2, Column 1.)



Note city seal under bus number 2942. This was a GMC diesel built in 1949 and transferred from Saginaw City lines in 1962 when National City Lines closed down that property. [ Bill Evans Photo, Mar. 15, 1962 ]

## Jackson Wins Bus Lease Fight

(Continued from Page 1.)

Other cities were interested in the "Jackson plan" to save tax costs on bus lines. But since last spring the Bay City bus line went out of business and the Lansing bus line announced it will do so this May.

The bill to give state sanction to the bus lease plan was introduced by Rep. Wilfred G. Bassett (R., Jackson) and was considered a way to prevent the state from forcing collection of fuel and weight taxes. Assistant Attorney General Russell A. Searl had predicted the state would win the case in Judge Hughes' court.

Mayor Miller of Jackson said the judge's decision "is great news," but added the future of the Jackson bus line is now up to the people, and he did not think the court decision would make any basic change in the situation.

Bus revenues in Jackson, Lansing and other cities have declined over the past several years. Legislators who opposed the Jackson lease bill predicted municipal ownership will be the outcome, anyway.

# WOLVERINE SERVICE, BLUE WATER and PERE MARQUETTE

Wolverine Service	Wolverine Service	Blue Water	Wolverine Service	Pere Marquette	Thruway	Train Name	Pere Marquette	Wolverine Service	Blue Water	Wolverine Service	Wolverine Service	Thruway
350	352	364	354	370	8356	Train Number	371	351	365	353	355	8651
Daily	Daily	Daily	Daily	Daily	Daily	Normal Days of Operation	Daily	Daily	Daily	Daily	Daily	Daily
						On Board Service						
8364/8150			8354			Connecting Thruway Number		8465		8353	8555	
Read Down						Mile	Read Up					
7 20A	12 50P	4 00P	6 00P	6 30P	10 35P	0	CHICAGO, IL					
							Union Station					
7 46A	1 16P					16	Hammond-Whiting, IN					
	1 58P		7 01P			52	Michigan City, IN					
				9 15P		89	St. Joseph-Benton Harbor, MI					
				9 51P		116	Bangor, MI					
				10 34P		151	Holland, MI					
9 37A	3 09P	6 10P	8 12P			62	New Buffalo, MI					
10 07A	3 33P	6 33P	8 35P			89	Niles, MI					
10 17A		6 43P				102	Dowagiac, MI					
10 52A	4 08P	7 12P	9 10P			138	Kalamazoo, MI					
						176	Traverse City, St. Ignace—see back					
						160	GRAND RAPIDS, MI					
						208	Battle Creek, MI					
						249	East Lansing, MI					
						238	Owosso, MI					
						256	Durand, MI					
						274	Flint, MI					
						319	Lapeer, MI					
						184	PORT HURON, MI					
						208	Albion, MI					
						243	Jackson, MI					
						271	Ann Arbor, MI					
						281	Dearborn, MI					
						292	DETROIT, MI					
						296	Amtrak Station					
						304	Royal Oak, MI					
							Troy, MI					
							PONTIAC, MI					
							Windsor, ON—Greyhound Station					
							London, ON					
							TORONTO, ON					
							Greyhound Station					

SCHEDULES EFFECTIVE 6/26/17

## Service on Wolverine®, Blue Water™ and Pere Marquette®

- Coaches:** Reservations required.
- Business class:** Ticket price includes non-alcoholic beverage and newspaper, and access to the Amtrak Metropolitan Lounge in Chicago.
- Cafe:** Sandwiches, snacks and beverages.
- Wi-Fi available.
- Amtrak Quiet Car (Monday-Friday only).
- Bicycles:** A limited number of spaces are available to transport standard bicycles to/from most Blue Water and Pere Marquette stations. Reservations are required; nominal charges apply; passenger assists with loading and unloading as carry-on baggage on the Blue Water and checked trainside on the Pere Marquette. Visit [Amtrak.com/bikes](http://Amtrak.com/bikes) for more information.
- Greyhound Lines Thruway connection at Chicago Union Station. Amtrak tickets are sold only when purchasing a connecting or return Amtrak train ticket. Otherwise, buy ticket directly from Greyhound.
- Greyhound Lines Thruway connection at Dearborn.
- Indian Trails Thruway connection at Battle Creek.
- Indian Trails Thruway connection at Kalamazoo. For Thruway connection from Grand Rapids to Trains 350 and 354, and from Train 351 to Grand Rapids, see back.

**Golf Bags:** A limited number of spaces are available to transport golf bags to/from all stations. Reservations are required; nominal charges apply; passenger assists with loading, stowing and unloading.

All Amtrak services and stations are non-smoking.

**Trails and Rails Program:** In cooperation with the National Park Service, volunteer rangers provide on board narratives between May and October on selected days on parts of these routes. Visit [nps.gov/trailsandrails](http://nps.gov/trailsandrails) and [amtrakparks.com](http://amtrakparks.com).

The Wolverine Service, Blue Water and Pere Marquette are financed primarily through funds made available by the Michigan State Department of Transportation.

## Possible Michigan Service Delays

Wolverine and Blue Water schedules may be affected by major ongoing track work being performed between Kalamazoo and Dearborn. Visit [Amtrak.com](http://Amtrak.com) or call 1-800-USA-RAIL to confirm schedules for your anticipated travel period.



## WOLVERINE SERVICE, BLUE WATER and PERE MARQUETTE ROUTE MAP and SYMBOLS



### SYMBOLS KEY

- Stops to receive and discharge passengers; train may leave before time shown.
- Stops only to receive passengers.
- Thruway Bus stop
- Ferry connection
- Quik-Trak self-serve ticketing kiosk
- Unstaffed station
- Staffed Station with ticket office; may or may not be open for all train departures.
- Station wheelchair accessible; no barriers between station and train.
- Station wheelchair accessible; not all station facilities accessible.

### SHADING KEY

Daytime train Thruway and connecting services

## Thruway Connections

### Toledo • Detroit • East Lansing (Trinity Transportation)

29/49	Connecting Train Number					30/48
6049	Mile		Thruway Number	Symbol	6048	
6 30A	0	Dp	Toledo, OH—Amtrak Station (ET)	● & Ar	10 35P	
7 35A	61	Ar	Detroit, MI—Amtrak Station	● & Qr	9 30P	
7 50A	70		Dearborn, MI—Amtrak Station	● & Qr	9 10P	
8 40A	106		Ann Arbor, MI—Amtrak Station	● & Qr	8 25P	
9 25A	143		Jackson, MI—Amtrak Station	● & Qr	7 40P	
10 05A	182	Ar	East Lansing, MI—Amtrak Sta. (ET)	● & Qr Dp	7 00P	

### Battle Creek/Kalamazoo • Flint • Saginaw • Bay City • Cheboygan • St. Ignace (Indian Trails)

8150	8354	Thruway Number				8353	8555	
Daily	Daily	Mile	▼	Days of Operation	Symbol	▲	Daily	Daily
	10 00P	0	Dp	Kalamazoo, MI —Amtrak Station	● & Qr	Ar		8 40P
	11 00P	29	↓	Grand Rapids, MI	○ & Qr	↑		7 30P
11 50A		51		Battle Creek, MI	● & Qr		9 40A	
1 25P	12 25A	79		East Lansing, MI	● & Qr		8 25A	6 00P
2 10P		111		Owosso, MI	○ & Qr			
3 45P	1 25A	132		Flint, MI	● & Qr		7 20A	3 50P
4 40P		163		Saginaw, MI	○ & Qr			2 20P
5 05P		176		Bay City, MI	○ & Qr			1 45P
6 35P		218		Tawas City, MI	○ & Qr			12 10P
8 38P		268		Alpena, MI	○ & Qr			10 20A
10 14P		345		Cheboygan, MI	○ & Qr			8 40A
10 35P		350	Mackinaw City, MI	○ & Qr		8 10A		
10 50P		357	Ar	St. Ignace, MI (ET)	○ & Qr	Dp		7 55A

NOTE—Through passengers change buses at Flint, MI on buses 8150 and 8555.

### Kalamazoo • Grand Rapids (Indian Trails)

8351	8364	Thruway Number				8465	8365	8555	
Daily	Daily	Mile	🏠	Days of Operation	Symbol	🏠	Daily	Daily	Daily
8 35A	2 15P	0	Dp	Kalamazoo, MI (ET) —Amtrak Station	🚗🏠	Ar	9 00A	5 35P	8 40P
9 40A	3 10P	50	Ar	Grand Rapids, MI (ET) —Amtrak Station	🚗🏠	Dp	7 23A	4 33P	7 30P

### Kalamazoo • Traverse City • Sault Ste. Marie (Indian Trails)

8364	Thruway Number					8365
Daily	Mile		Days of Operation	Symbol		Daily
2 15P	0	Dp	Kalamazoo, MI—Amtrak Sta. (ET)	● & Qr	Ar	5 35P
3 10P	29		Grand Rapids, MI	○ & Qr		4 30P
4 50P	64		Rockford, MI	○ & Qr		3 40P
5 18P	85		Howard City, MI	○ & Qr		3 05P
5 40P	106		Big Rapids, MI	○ & Qr		2 40P
6 25P	130		Reed City, MI	○ & Qr		2 10P
7 01P	147		Cadillac, MI	○ & Qr		1 08P
7 15P	176		Manton, MI	○ & Qr		12 46P
7 40P	168		Kingsley, MI	○ & Qr		12 23P
8 15P	192		Traverse City, MI	○ & Qr		11 53A
9 22P	253		Charlevoix, MI	○ & Qr		10 38A
9 50P	270		Petoskey, MI	○ & Qr		10 00A
10 10P	279		Alanson, MI	○ & Qr		9 33A
10 18P	288		Pellston, MI	○ & Qr		9 25A
10 51P	305		Mackinaw City, MI	○ & Qr		9 00A
11 15P	312		St. Ignace, MI	○ & Qr		8 45A
12 15A	363	Ar	Sault Ste. Marie, MI (ET)	○ & Qr	Dp	6 45A

NOTE—Through passengers change buses at the Grand Rapids Bus Station on buses 8364 and 8365.

### Michigan Straits Route (Indian Trails)

350	Connecting Train Number					355
8650	Thruway Number					8855
Daily	Mile		Days of Operation	Symbol		Daily
	0		Kalamazoo, MI—Amtrak Sta. (ET)	● & Qr	Ar	8 40P
11 50A	27	Dp	Battle Creek, MI	○ & Qr		
3 50P	127	Ar	Alma, MI (DART terminal)		Dp	5 00P
4 26P	146		Mt Pleasant, MI	○ &		4 30P
5 15P	165		Clare, MI	○ &		3 45P
5 50P	201		Houghton Lake, MI	○ &		2 30P
6 25P	226		Grayling, MI	○ &		2 00P
6 55P	254	Ar	Gaylord, MI (ET)	○ &	Dp	1 20P
















NOTE—change of buses required en route at Lansing

## Thruway Connections

### Hancock • L'Anse • Marquette • Milwaukee • Chicago (Indian Trails)

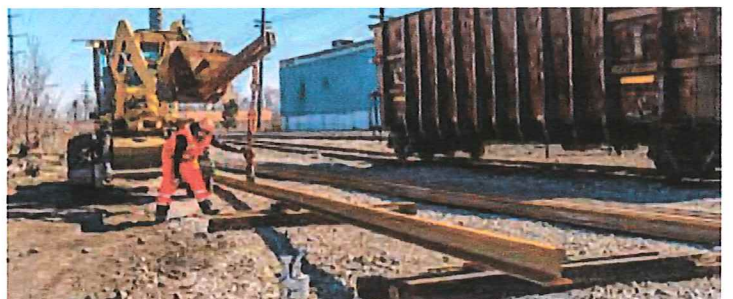
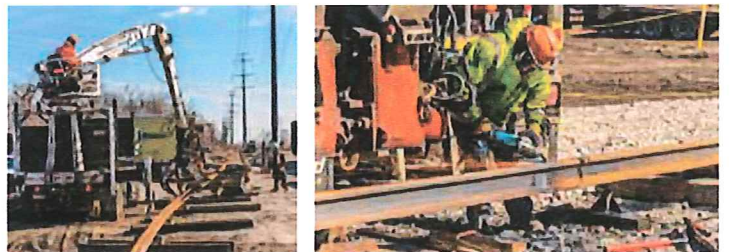
8532	Thruway Number						8539
Daily	Mile		Days of Operation		Symbol		Daily
10 55P	0	Dp	Hancock, MI	(CT)	○	Ar	7 54A
11 02P	1		Houghton, MI		○		7 47A
12 01A	34		L'Anse, MI		○		6 52A
1 35A	102		Marquette, MI		○		5 20A
4 10A	160		Escanaba, MI		○		3 50A
4 50A	182		Marinette, MI		○	Ar	12 54A
5 24A	195		Oconto, MI		○		11 55P
6 15A	212		Green Bay, WI		○		11 15P
6 55A	253		Manitowoc, WI		○		10 35P
7 30A	276		Sheboygan, WI		○		10 00P
8 45A	328	Ar	Milwaukee, WI—Amtrak Sta.	(CT)	● & Q	Dp	9 00P
334	Connecting Train at Milwaukee						339
11 00A	0	Dp	Milwaukee, WI—Amtrak Sta.	(CT)	● & Q	Ar	6 45P
11 10A	8		Milwaukee Airport Rail Sta., WI	✈	○ & Q		6 28P
11 23A	23		Sturtevant, WI		○ & Q		6 14P
12 01P	68		Glenview, IL		● & Q		5 32P
12 29P	86	Ar	Chicago, IL—Union Station	(CT)	● & Q	Dp	5 08P

### Port Huron • Detroit (Hoosier Ride)

350	Connecting Train Number							355
8170	8168	Thruway Number					8471	8469
Daily	Daily	Mile		Days of Operation	Symbol		Daily	Daily
3 10P	8 10A	0	Dp	Detroit, MI (CT) —Amtrak Station	 	Ar	6 55P	12 55P
3 40P	8 40A	18	Ar	Roseville, MI			6 45P	12 45P
3 55P	8 55A	26		Mt. Clemens, MI			6 30P	12 30P
4 15P	9 15A	40		New Baltimore, MI			6 10P	12 10P
4 45P	9 45A	63		Marysville, MI		Ar	5 40P	11 40A
5 00P	10 00A	69	Ar	Port Huron, MI (CT) —Amtrak Station		Dp	5 25P	11 25A



Amtrak and the Michigan Department of Transportation have modified *Wolverine Service* schedules to accommodate track and signal work to result in improved reliability, a smoother ride and an expansion of the Midwest's first 110 mph Amtrak service. Photos courtesy of MDOT.



See other side for Route Map, Services, Symbols and Shading Key.

Indian Trails  
Amtrak numbers

8555 8365 8461 8465? GRAND RAPIDS-KALAMAZOO 8351 8352 8364 8354

READ DOWN				SCHEDULE NUMBER				READ UP			
33	83	79	87	1487				88	86	78	82
Flint Chicago (1482)				10-20-17							Chicago Flint (1482)
Ⓜ	Ⓜ	Ⓜ	Ⓜ	FREQUENCY				Ⓜ	Ⓜ	Ⓜ	Ⓜ
.....	3 10	.....	.....	Lv Muskegon, MI	(242) GL	Ar	.....	12 40	.....	5 45	.....
.....	4 00	.....	.....	Ar Grand Rapids, MI		Lv	.....	11 55	.....	4 55	.....
.....	8 45	.....	.....	Lv St. Ignace, MI	(1484) IT (EST)	Ar	.....	.....	.....	11 05	.....
.....	9 33	.....	.....	Lv Alanson, MI		Lv	.....	.....	.....	10 10	.....
.....	10 00	.....	.....	Lv Petoskey, MI		Lv	.....	.....	.....	9 50	.....
.....	11 53	.....	.....	Lv Traverse City, MI		Lv	.....	.....	.....	8 15	.....
.....	1 08	.....	.....	Lv Cadillac, MI		Lv	.....	.....	.....	7 01	.....
.....	4 25	.....	.....	Ar Grand Rapids, MI		Lv	.....	.....	.....	4 30	.....
7 40	4 30	12 40	7 20	Lv ▲ GRAND RAPIDS, MI (Grey. Term.)		Ar	7 05	9 40	12 30	3 15	11 00
7 30 *	4 33	12 43	7 23	Ar Grand Rapids, MI (Amtrak)		Lv	↑	D 9 35	D 12 27	D 3 10	10 55
8 40	5 35	1 45	8 25	Ar ▲ KALAMAZOO, MI (Bus/Amtrak)		Lv	6 05	8 35	11 25	2 15	10 00
8 45	.....	.....	.....	Lv Kalamazoo, MI	(1482) IT (EST)	Ar	.....	.....	10 05	.....	9 35
9 45	.....	.....	.....	Ar Benton Harbor, MI	(EST)	Lv	.....	.....	9 05	.....	8 10
D 11 10	.....	.....	.....	Ar Chicago, IL	(CT)	Lv	.....	.....	6 05	.....	4 25
10 00	.....	.....	10 20	Lv Kalamazoo, MI	(1482) IT	Ar	.....	.....	10 55	.....	.....
12 10	.....	.....	12 55	Ar Lansing, MI		Lv	.....	.....	8 45	.....	.....
D 1 25	.....	.....	2 55	Ar Flint, MI		Lv	.....	.....	7 20	.....	.....
9 45	.....	2 40	10 35	Lv Kalamazoo, MI	(290) GLI	Ar	.....	.....	10 50	.....	9 25
11 20	.....	4 15	12 40	Ar Ann Arbor, MI		Lv	.....	.....	8 55	.....	7 50
12 30	.....	5 20	1 30	Ar Detroit, MI		Lv	.....	.....	7 50	.....	6 45

\* Stops at Amtrak before bus terminal

AM - Light Print  
PM - Bold Print  
GL - Greyhound Lines  
OC - On Call, passengers must call 24 hours in advance of pick up to (800) 292-3831  
D - Discharge Only  
▲ - Full Service Station  
X - Meal Stop  
Ⓜ - Rest Stop  
Ⓜ - Wheelchair Accessible

\* Amtrak has AR 900am

# DETROIT - MUSKEGON

Table  
242  
Westbound  
as of 06/21/17

## Frequency

## Schedules

	4588 GLI DETROIT MUSKEGON eff. 01/21/17	4590 GLI DETROIT MUSKEGON eff. 05/22/13	4592 GLI DETROIT GRAND RAPIDS eff. 05/19/15
DETROIT, MI (EST)	8:00 Lv	12:10 Lv	8:15 Lv
SOUTHFIELD, MI	8:25	12:40	8:45
ANN ARBOR, MI		1:20	
JACKSON, MI		2:10	
EAST LANSING, MI	9:55	2:55	10:10
LANSING, MI	10:15 Ar 10:25 Lv	3:05 Ar 3:25 Lv	10:20 Ar 10:30 Lv
GRAND RAPIDS, MI	11:35 Ar 11:55 Lv	4:35 Ar 4:55 Lv	11:40
MUSKEGON, MI	12:40	5:45	.....

1 - MONDAY 2 - TUESDAY 3 - WEDNESDAY 4 - THURSDAY 5 - FRIDAY 6 - SATURDAY 7 - SUNDAY X - EXCEPT H - HOLIDAY  
All schedules operate daily unless otherwise noted.

AM - Light Face Figures. PM - Bold Face Figures.

 - Rest Stop  
 - Meal or Lunch Stop  
 - Package Express Pickup + Delivery  
 - Change Buses  
 - Discharge Only  
 - Flag Stop  
 - Highway Stop  
 - Lock Box  
 - By Connection

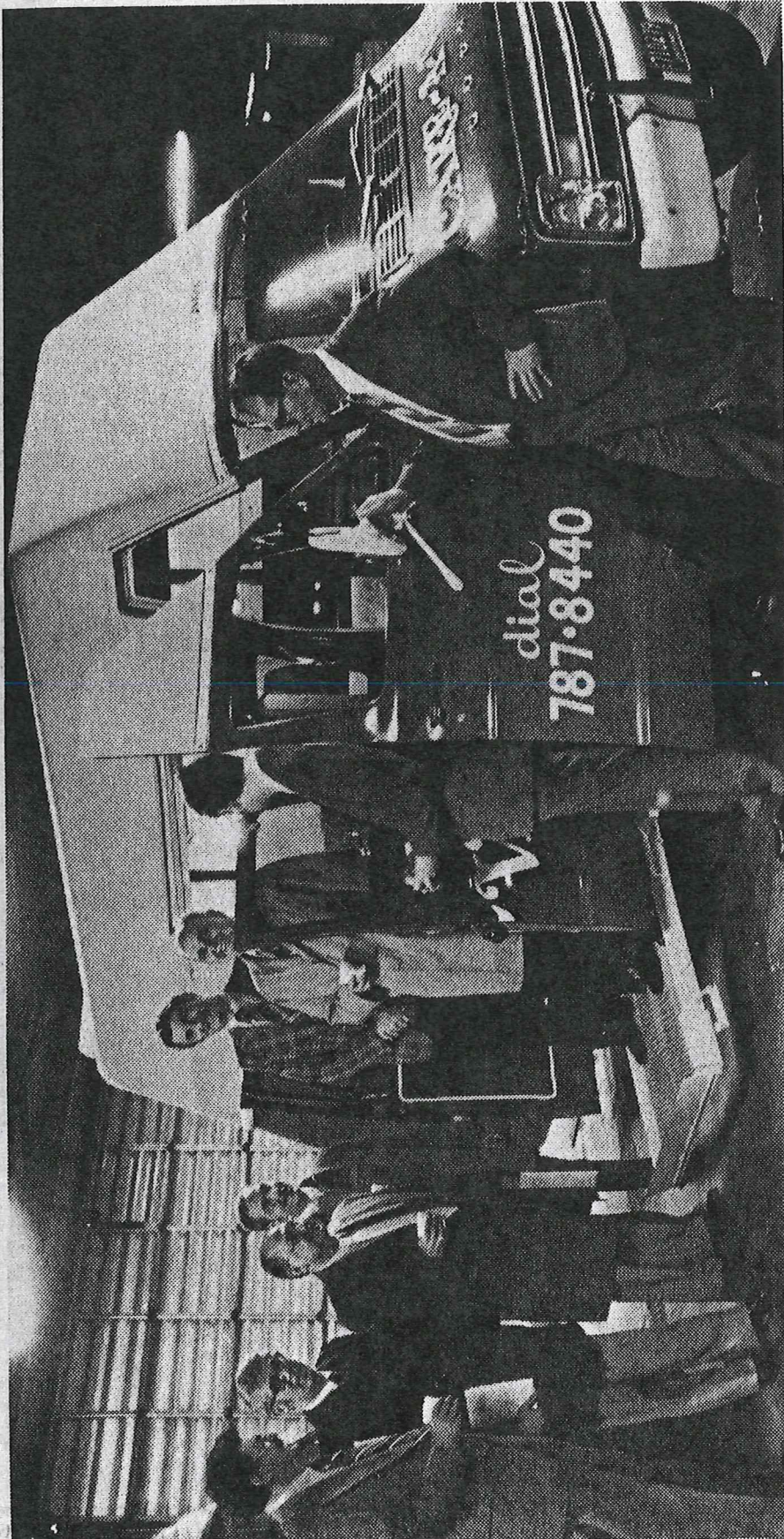
© 2017 Transcor Inc. All Rights Reserved.

DETROIT - MUSKEGON		Schedules		
Table 242 Eastbound as of 06/21/17		4595 GLI MUSKEGON DETROIT eff. 06/20/12	4591 GLI GRAND RAPIDS DETROIT eff. 06/27/16	4593 GLI MUSKEGON DETROIT eff. 05/22/13
Frequency				
MUSKEGON, MI (EST)		6:05 LV	.....	3:10 LV
GRAND RAPIDS, MI		6:55 Ar 7:15 LV	1:30 LV	4:00 Ar 4:20 LV
LANSING, MI		8:30 Ar 8:40 LV	2:45 Ar 3:00 LV	5:35 Ar 5:45 LV
EAST LANSING, MI		8:50	3:10	5:55
JACKSON, MI		9:35		
ANN ARBOR, MI		10:20		
SOUTHFIELD, MI		11:00	4:35	7:20
DETROIT, MI		11:25	5:00	7:40
1 - MONDAY 2 - TUESDAY 3 - WEDNESDAY 4 - THURSDAY 5 - FRIDAY 6 - SATURDAY 7 - SUNDAY X - EXCEPT H - HOLIDAY All schedules operate daily unless otherwise noted.				
AM - Light Face Figures. PM - Bold Face Figures.				
<div><div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div></div></div></div></div></div>				

City	Arrive	Depart	Schedule	Carrier
DETROIT, MI		01:45pm	0355	MRT
YPSILANTI (E), MI	02:20pm	02:20pm	0355	MRT
ANN ARBOR, MI	02:45pm	02:45pm	0355	MRT
JACKSON, MI	03:35pm	03:40pm	0355	MRT
ALBION, MI	04:05pm	04:05pm	0355	MRT
BATTLE CREEK, MI	04:50pm	04:50pm	0355	MRT
KALAMAZOO, MI	05:25pm	06:00pm	0355	MRT
ELKHART (E), IN	07:25pm	07:25pm	0355	MRT
SOUTH BEND, IN	07:55pm	08:10pm	0355	MRT
PLYMOUTH (E), IN	08:45pm	08:45pm	0355	MRT
ROCHESTER (E), IN	09:10pm	09:10pm	0355	MRT
PERU (E), IN	09:35pm	09:35pm	0355	MRT
KOKOMO, IN	10:00pm	10:10pm	0355	MRT
INDIANAPOLIS, IN	11:40pm		0355	MRT
Carrier Legend				
MRT - MILLER TRANSPORTATION/HOOSIER RIDE				



City	Arrive	Depart	Schedule	Carrier
INDIANAPOLIS, IN		04:00pm	0354	MRT
KOKOMO, IN	05:30pm	05:40pm	0354	MRT
PERU (E), IN	06:00pm	06:00pm	0354	MRT
ROCHESTER (E), IN	06:30pm	06:30pm	0354	MRT
PLYMOUTH (E), IN	07:00pm	07:00pm	0354	MRT
SOUTH BEND, IN	07:40pm	07:55pm	0354	MRT
ELKHART (E), IN	08:25pm	08:25pm	0354	MRT
KALAMAZOO, MI	09:40pm	10:00pm	0354	MRT
BATTLE CREEK, MI	10:45pm	10:45pm	0354	MRT
ALBION, MI	11:10pm	11:10pm	0354	MRT
JACKSON, MI	11:30pm	11:30pm	0354	MRT
ANN ARBOR, MI	12:15am	12:15am	0354	MRT
DETROIT, MI	01:15am		0354	MRT
Carrier Legend				
MRT - MILLER TRANSPORTATION/HOOSIER RIDE				



**BUS COMPANY GETS LIFT** — City commissioners and others looked at the new Care-A-Vans Tuesday in the bus garage. On the left are Donald Falk, president of the L. H. Field

Co., left, and City Com. Philip O'Connell, right. Operating the lift is James Franzen, project manager. (Citizen Patriot photo by Garrett Cope)

# Vans geared to handicapped

The Jackson Public Transit Co.

today put into service two new vans equipped with a power lift for passengers using wheelchairs and walkers.

Another of the \$12,095 vehicles, called Care-A-Vans, will serve as backup.

Riders are asked to request the service 24 hours in advance by

calling 787-8440.

Service is available to areas in the city limits and some outlying areas like Robinson Road residential developments and the Consumers Power Co. Parnall Road office.

Seats are available for those accompanying the handicapped. Drivers will be able to help riders

get into and out of the van. They cannot go into buildings or leave the van unattended.

To obtain Care-A-Van service call from 8 a.m. to 5 p.m. Monday through Friday with the following information:

—Your name, and telephone number.

—The type of handicap appliance you have, such as a whe-

lchair or walker.

—The day, time and location of pickup.

—Where you want to go, the time you have to be there and time of return.

Charge for the handicapped, senior citizens and those accompanying them is 50 cents each way. Others will pay \$1.



## A SHORT HISTORY OF PUBLIC TRANSPORTATION IN JACKSON, MICHIGAN

By James M. Franzen

May 27, 1872. "Greenwood Avenue" omnibus line. From the Fort Wayne Railroad depot at Fourth Street to the prison, changed in November 1872 to go out East Main Street [Michigan Ave.] to the Deyo Farm. Stables on Fourth Street at the railroad tracks. Fare, five cents, 25 tickets/\$1. Went out of business around 1876.

November 5, 1873. "Main Street and Air Line Junction Omnibus Line" began operation. From West Avenue and Main Street to the Junction [Elm & Page Aves.?]. May have been out of business by the end of December.

Late 1881. Herdic Coaches [Named for their inventor, Peter Herdic] Operated eight and ten passenger coaches and some fitted with runners for winter use. Out of business late 1882? Some of the routes:

West Main to Air Line Junction  
Wildwood & Main out East Main  
Summitville to the prison  
Mechanic, Franklin, Morrell to Mt. Evergreen Cemetery

May 20, 1882. The "Jackson City Railway Co." began operations with horsecars. Fare five cents. The first line was from Morrell Street up First Street to Main Street to Forbes Street. A line up Mechanic Street to the prison over to Cooper, ending at North Street. This was to have been extended to the coal mines around Porter Street, but I have nothing indicating it was. The car line was built by Hiram Smith and sons, Henry and Dwight.

October 12, 1889. The "Purifier Line" opened [West Ganson Street, transfer and destination sign name in later years, "Jackson Street"]. Called Purifier line because its construction was prompted by the building of the George T. Smith Middling Purifier Co. plant at Ganson and Wisner Streets. This line was also called the "Moody Hill Line". The East Main line was extended to Horton Street at this time.

The first horsecar barn was on the south side of East Main at the head of Edgewood Street. This building burned down in 1884 and new barns were built on the south side of East Main at Dwight Street [The barns were built over South Dwight Street]. These barns continued in use through the electric cars until the new car barn was built on East Wesley Street in 1911. In 1919 the city of Jackson took title of the property to extend South Dwight Street through to East Main.

September 20, 1891. The electric cars began operation by the "Jackson Street Railway Co." [Still owned by the Smith family]. The line had been completely rebuilt. The First Street line was extended to Greenwood Avenue. In 1892 it was extended to Griswold Street. The Mechanic Street line track was taken up.

March 8, 1894. Cars began operating on the Francis Street line from Main to High Street. Plans were begun to extend the line to Vandercook Lake.

June 26, 1897. The Jackson Street Railway Co. goes into receivership. W.A. Foote is appointed receiver. Who under takes a complete rebuilding of the line, including rebuilding the cars with enclosed platforms. Two open car bodies are purchased in 1898. In 1897 metal tokens are used for the first time, six for twenty-five cents. Before this a book of 125 tickets for five dollars was sold.

September 1900. The Jackson Street Railway is sold to a new company "Jackson and Suburban Traction Co.", formed by W.A. Boland.

February 11, 1901. A new line out Page Avenue to the Junction was opened.

May 4, 1901. Page Avenue extended to Michigan Center and on June 29, 1901 to Grass Lake.

April 1902. Conductors and motormen organized as part of the Amalgamated Association of Street Car Conductors and Motormen, Division 245 [Now Amalgamated Transit Union].

1903. Local service on West Main Street to the city limits became available when the Jackson and Battle Creek Traction Co. began operations.

April 1904. Jackson and Suburban Traction Co. became part of the "Jackson Consolidated Traction Co.".

Summer 1905. Service began to Vandercook Lake. At first passengers had to take a Francis Street car to High Street and get off and walk across the Michigan Central tracks to the Vandercook Lake car. The Vandercook car was kept on the other side of the tracks and was only brought across for repairs. This continued until an agreement was reached for the streetcars to cross the railroad tracks. About this time service began on the Cooper Street line.

May 1907. The Jackson Consolidated Traction Co. was sold to the Michigan United Railways.

1908. The Lansing Avenue line was opened.

January 1911. New car barn opened on East Wesley Street. A new interurban station opened at the corner of Francis and Washington.

April 1912. M.U.R. leased to the Michigan Railway Co., operating under the name, "Michigan United Traction Co."

August 15, 1913. The Leroy Street line is opened. The last major car line built in Jackson

March 1915. Jitneys first appear on Jackson streets.

October 1915. The First Street line extended to Prospect and Fourth to serve the new Essex Heights sub-division

April 24, 1918. The streetcar fare had been five cents cash since 1882, it went to six cents cash, five tickets for twenty-seven cents. Starting March 10, 1919 students 5-14 years old could buy ten tickets for thirty cents at the company or interurban offices. [The company office was on South Mechanic Street in the old gas company office building, now Alan's Printing].

June 1920. Fares went to ten cents cash, four tickets for thirty cents, children 5-12 years, five cents.

September 5, 1921. After a short trial of reduced fares, passengers up, total revenue down; fares were set at ten cents cash, four rides for 25¢, children 5-12 years, five cents.

March 31, 1922. The first bus began operating in Jackson. Michigan Railway bus operated from The Otsego Hotel to the Reynolds Spring Co. plant on Water Street. In July the bus was used for runs from downtown to Ella Sharp Park.

December 1922. M.U.R. in receivership. Effective January 1, 1916 the leased streetcar companies were assigned to Michigan Railway Co. and the local operation was referred to as both the M.U.R. and Michigan Railway.

June 1923. The M.U.R. [which also included local cars in Battle Creek, Kalamazoo, Lansing and the interurban lines] were reorganized as the "Michigan Electric Railway Co.". April 25, 1924, papers filed in Lansing to dissolve the M.U.R.

April 22, 1927. Tokens went to three for 25¢.

June 1928. M.E.R. in the hands of a receiver.

March 1929. The local car lines of the M.E.R. reorganized. The lines in Jackson called the "Jackson Transportation Co."

March 1932. A proposal was placed before city council to replace the streetcars with buses. Because the city would have accepted bids from anyone wanting to operate buses in Jackson the proposal was dropped.

October 1932. Operators went on strike. Streetcar operator wages had gone from 51¢ an hour, after two years, in June 1930 to 31¢ an hour on October 1, 1932. The distinction between under and over two years was dropped because of the high unemployment during the Depression, there were no employees with less than two years seniority.

January 1933. The Southern Michigan Transportation Co. was in the hands of a receiver. S.M.T.C. had been formed in 1925 to operate buses and trucks to supplement the interurban lines. With the decline of a transportation system that had covered all of southern Michigan, in a number of moves on paper, J.T.C. became legally part of S.M.T.C., but still operated under the name Jackson Transportation Co. As a legal entity J.T.C. was dissolved in February 1934.

March 5, 1935. The operating assets of J.T.C. were sold at auction to the employees for \$5,001. The company was now called "Jackson Rapid Transportation Co.", the cars continued to carry the monogram of J.T.C.

November 28, 1935. A Yellow Coach model 715 bus replaced the car on the Michigan Center line.

May 19, 1936. J.R.T.C. was in the hands of a receiver. In the final accounting the principal of the 1904 mortgage of \$790,000 and accrued interest from November 1, 1924 of \$494,009.73 were owed; the only property available were the car barn and some real estate, which sold for about \$30,000.

June 27, 1936. Streetcar service ends in Jackson. The next day twenty buses with Ford chassis and model 35x Fitzjohn bodies take over. The city fare was five cents, with convenience tokens available. The fare to Michigan Center and Vandercook Lake was ten cents or five cents and a 2½¢ token. The 2½¢ tokens were sold on the buses at four for ten cents. The new company, "Jackson City Lines, Inc.", was a wholly owned subsidiary of National City Lines, Inc.

September 1, 1936. The first new bus route, "Merriman Street" begins operation.

December 13, 1939. A trial route, "Franklin and 21st", was operated to the 21st and Morrell area. The half hour morning and afternoon service ended March 9, 1940.

January 1941. Jackson City Lines moves into a new garage at 119 Clinton Street [Now Glick Highway].

October 1, 1948. Fares went to ten cents cash, two tokens for 15¢, students and children, five cents.

April 4, 1949. Service to the Foote Grove Manor area was tried again. The five trips a day ended May 6th.

November 1, 1950. Trial route to Losey and South Street area. Three morning and three afternoon trips discontinued December 29, 1950.

November 1951. National City Lines offers to sell Jackson City Lines to the city.

July 3, 1955. Route changes included the ending of the Merriman and South Jackson Street routes.

December 1, 1956. The city enters a lease agreement with National City Lines. The company would receive 10% of gross revenues for the use of its equipment and 5% for operating the system.

December 14, 1957. Service on Sundays, holidays and evenings, except Monday nights, ends.

August 9, 1958. Service to Michigan Center ends.

September 9, 1963. The five J.C.L. routes were combined into three. Service to Vandercook Lake ended.

October 21, 1963. Mrs. Charles Lobdell begins jitney service to Vandercook, ends April 15, 1966.

September 1, 1964. The "Jackson Public Transportation Co., Inc." begins operation. City Lines had given the city notice in February it was terminating the agreement. JPTC sponsored by the Greater Jackson Chamber of Commerce, working capital provided by a stock subscription of local businesses, buses leased from Art Moehn Chevrolet and garage leased from City Lines.

June 1972. Eight General Motors TDH 3302A's in service, federal, state and local funds were used. Called "Easy Riders" and the name "Jackson Transit System" used [Name not legally changed].

January 6, 1975. Monday and Friday night trips for downtown store workers end.

February 23, 1976. Service to Vandercook Lake and Michigan Center restored. With the opening of the Jackson Community College campus in Summit Township JPTC had operated service for JCC students. This service was discontinued after the end of the spring semester in 1969, due to low ridership. The service was started again September 5, 1972 and in 1973 the general public along the route could use the service. The new route started at Paka Plaza, but soon cut back to starting from the downtown transfer point. The Michigan Center route was expanded to serve the Gilletts Lake area on December 17, 1979, and discontinued July 1, 1981.

March 27, 1978. "Springport Road Shuttle" started, half hour service between the Airport Road Meijers and Paka Plaza. Changed June 26, 1978 to an hourly service serving Parnell Road/Lansing Avenue area, renamed "Northwest Loop". First bus route not to originate downtown. Cut back to original route and combined with West Ganson 1981.

April 1, 1980. Route started to Spring Arbor/Robinson Roads area. Service ended Jan. 3, 1983.

December 15, 1980. Jackson Area Transportation Council formed to operate county wide transportation system. State demonstration grant with goal of combining all transit services, including schools, into one agency. Failed to pass countywide millage.

June 1981. Operations moved to a new garage at 2350 E. High Street.  
Summer 1986. City of Jackson Transportation Authority formed.

#### REFERENCES

Primary source microfilm of Jackson daily newspapers since 1873.

Moody's Investors Manuals, Various years.

Bankruptcies. Early bankruptcy cases were handled in Jackson county courts and those records are at the Jackson County clerk's office. Later cases held in federal courts and those records are at the National Archives Branch in Chicago.

Revised Oct. 1, 2014

## Veterans Transportation

Medical transportation to the Iron Mtn. V.A. Medical Center

- Disabled American Veterans and Veterans Transportation Service  
Serve entire region; Call 774-3300
- Houghton County, Call 482-0102
- Gogebic County, Call 667-1110
- Ontonagon County, Call 884-4320



## Long-Distance Medical Transportation

Non-emergency transportation to distant medical facilities

- Baragoland Senior Citizens  
Serves Baraga County; Call 524-6922
- Gogebic-Ontonagon Community Action Agency  
Serves Gogebic County; strictly limited funds for seniors 60+ to destinations outside Gogebic County; Call 667-0283
- Little Brothers—Friends of the Elderly  
Serves seniors 60+ in Houghton & Keweenaw Counties; local and long-distance (*Marquette only*) available; Call 482-6944
- Northwoods Airline  
Serves entire region; provides *urgent transportation* to those with *high level of need* for transplants, chronic care, etc. in the Upper Midwest; Call 800-311-1760
- Ontonagon County Commission on Aging  
Serves Ontonagon County; strictly limited funding for seniors 60+; local and long-distance available; Call 575-3461



## Intercity Bus Service—Indian Trails

- U.S. 41 Route: Hancock, Houghton, Baraga, L'Anse
- U.S. 2 Route: Ironwood, Wakefield, Watersmeet, Iron River, Crystal Falls
- Fares vary widely; discounts for seniors 62+, college students, advance purchase
- Call 800-292-3831



## What's on the Web?

### Transit—

Fares, hours, routes, service areas, contact information, and more for...

- Public transit agencies
- Other public agencies
- Nonprofit organizations
- Taxis and other private companies



"How to ride" tips, history, & sustainability

### Carpooling—

- Regional rideshare matching tool
- Map of park-and-ride lots
- Making connections with transit



### Non-Motorized Transportation—

- Countywide trail descriptions and maps
- Multi-modal trail connections
- Trail events and organizations



If you would like to see other content  
give us your input!

### GET AROUND THE WESTERN U.P.

AN INFORMATION SERVICE OF THE  
WESTERN UPPER PENINSULA PLANNING  
AND DEVELOPMENT REGION (WUPPDR)

WUPPDR  
393 E. Lakeshore Drive  
P.O. Box 365  
Houghton, MI 49931



Local Phone: 906-482-7205, ext. 319  
Toll-Free in U.P.: 800-562-7614, ext. 319  
E-mail: [jwuorenmaa@wuppdr.org](mailto:jwuorenmaa@wuppdr.org)  
On the Web: [www.wuppdr.org](http://www.wuppdr.org)

DEVELOPED WITH ASSISTANCE FROM PARTNER  
AGENCIES AND THE MICHIGAN DEPARTMENT OF  
TRANSPORTATION (MDOT). THANK YOU!



Transportation Resources for the  
Western Upper Peninsula of Michigan  
[www.getaroundwup.org](http://www.getaroundwup.org)

## Transit Provider Information

for Baraga, Gogebic,  
Houghton, Iron,  
Keweenaw, and  
Ontonagon Counties



Get educated!

Get active!

Save money!



# Major Transit Providers

All phone numbers in 906 area code unless otherwise noted

## Baraga-Houghton-Keweenaw Community Action Agency

### Primarily serves seniors & persons with disabilities

- **Door-to-Door, Northern Houghton County**  
9 am-4 pm Tues. & Thurs., \$4-6 round trip
- **Door-to-Door, Central Houghton County**  
9 am-4 pm Mon. & Thurs., \$4-8 round trip
- **Mohawk-Houghton**, One round trip 10 am-3 pm Wed., \$6-8
- Call 482-5528; all services are weather-permitting

## Barageland Senior Citizens

### Serves Baraga County seniors & persons with disabilities

- **Door-to-Door** in Baraga, L'Anse, & surrounding communities  
8-10 times/month; \$2 L'Anse, \$3 Baraga, \$3-4 others
- **Distant Routes** to Houghton, Iron Mtn., Marquette, & Watersmeet 1-2 times/month; \$8 round trip
- 8 am-4 pm Tuesday-Friday; Call 524-6922

## Dickinson-Iron Community Services Agency

### Primarily serves Iron County seniors & persons with disabilities

- **Door-to-Door**, Crystal Falls Thur. 8-9 am; \$2 seniors 60+ only; Call 875-6709
- **Door-to-Door**, Iron River (five-mile radius from city)  
8 am-3:30 pm Mon.-Thurs.; \$2 seniors 60+/persons with disabilities, \$3 wheelchair, \$2.50 others; Call 265-6134
- **Iron River-Iron Mountain 3rd Wednesday** of Month starting 1 pm, \$10 round trip; Call 265-6134



## Ontonagon County Transit (On-Transit)

- **Door-to-Door** throughout county, \$1.50-3.50 general public; half price for seniors 62+, disabled, & students under 13; 6 am-6 pm Mon.-Fri.
- **Ontonagon-Houghton**, one round trip, 9 am-3 pm 2nd Wednesday of Month, \$7; Call (for all services) 884-2006

## Gogebic County Transit Authority

- **Door-to-Door** in Ironwood, Bessemer, & Wakefield, 6 am-6 pm Mon.-Fri.; in Watersmeet, 10:45 am-2:15 pm Fri.
- **Ironwood-Wakefield Route** 6 am-6 pm Mon.-Fri.
- **Ironwood-Watersmeet Route** 2 round trips on Thurs., 8:15 am-3:30 pm; 1 round trip on Fri., 9:30 am-3:30 pm
- **Routes** \$2-3, Door-to-Door \$2.50
- **Half off fares** for seniors 62+, persons w/disabilities, all students, children under 12
- Call 932-2523

## Hancock Public Transit



- **Door-to-Door**, 7 am-5 pm Mon.-Fri. in Hancock & Houghton, \$5 general public; \$3 students
- **Half off regular fare** for seniors 55+, persons with disabilities, children under 12
- **Student Pass** \$30 for 10 rides plus 2 free
- **Senior/Disability Pass** \$40 for 16 rides plus 2 free
- Call 482-3450; after hours: 369-3450

## Houghton Public Transit

- **Door-to-Door** 7 am-5 pm (Houghton) / 4 pm (Hancock) Mon.-Fri.; Houghton \$5, Hancock \$6; \$3-4 students
- **Michigan Tech Routes** 7 am-1 pm (within Tech) & 1:15-7:15 pm (within Tech and around Houghton), both Mon.-Fri., free for students, staff, and faculty; otherwise \$2
- **Downtown Route** in Houghton 10 am-2 pm Mon.-Fri., \$2



- **Half off regular fares** for seniors 55+, persons w/disabilities, children under 12, students on Downtown
- **Pass** \$20 for that value of fares plus 2 free rides
- Call 482-6092

# Taxi/Private Providers

## B&B Wheelchair Transportation, Hancock

- Hours: 24 hours a day, 365 days a year

- Fares: \$30 2-way in Houghton/Hancock area, \$50 2-way Houghton/Hancock to Calumet/Laurium; others \$1.50/mi
- Call 482-6147 or 281-7202; e-mail [dobruho@yahoo.com](mailto:dobruho@yahoo.com)



## Copper Country Limo & Taxi, Hancock

- Hours: 5:30 am-5:30 pm daily; service to airport outside usual hours with one day's notice
- Fares variable; \$15-20 Hancock/Houghton to Airport
- Flexible Discount available for students
- Call 370-4761

## Neil's Taxi, Stands in Hancock & Laurium

- Hours: Hancock: 4:30 am-2:30 am Mon.-Sat.; until 12 am Sun. night; daily except Christmas
- Hours: Laurium: 7 am-2:30 am Mon.-Sat.; until 12 am Sun. night; any time of day w/ advance notice; daily exc. Christmas
- Fares, Hancock: \$2.50 within Hancock, \$3-5 within Houghton & between Hancock & Houghton; call for others
- Fares, Hancock: \$3 within Calumet & Laurium, higher in outlying areas, \$7 Calumet/Laurium to Kearsarge; call for others
- Call 482-5515 for Hancock, 337-1800 for Laurium

## Paula's Taxi, Baraga

- Hours: 24 hours a day, 365 days a year
- Fares: \$5-12 most Baraga County communities; \$1/mile distant
- Call 337-1800

## Twin City Cab, Ironwood

- Hours: 24 hours a day, 365 days a year (weather-permitting)
- Fares: \$1.50/mile long-distance, \$1.75/mile airport; call for others; delivery is available for regular fare + \$4 fee
- Discounts: \$1 off for seniors 55+, persons with disabilities, students; call about special fares for housing complex residents
- Call 932-0711

## Tanya DeOliveira

---

**From:** John A Tuttle <tompkinsupervisor@gmail.com>  
**Sent:** Wednesday, January 24, 2018 9:31 AM  
**To:** Tanya DeOliveira  
**Subject:** Re: Long Range Transportation Plan

OK, got it now, I did not upgrade the link from what was in the original letter! Thanks, John

John A Tuttle Sr  
Tompkins Township Supervisor  
Office/Home (517) 569-3263  
Mobile (517) 206-5540  
9555 Minard Rd  
Parma Mi 49269

On Wed, Jan 24, 2018 at 9:08 AM, Tanya DeOliveira <[TDeOliveira@co.jackson.mi.us](mailto:TDeOliveira@co.jackson.mi.us)> wrote:

John,

If you would just like a copy of the draft Environmental Mitigation chapter, please find it attached. It is also can be found on the project website under the "Environmental Mitigation Chapter Available for Public Comment" section. The draft can be downloaded by clicking on the large green button that reads "Draft Environmental Mitigation."

Please let me know if you have further questions.

Tanya DeOliveira, AICP

Principal Transportation Planner

Region 2 Planning Commission  
120 W. Michigan Avenue - 9th Floor

Jackson, MI 49201

[517.768.6703](tel:517.768.6703)

[517.745.9041](tel:517.745.9041)

**From:** John A Tuttle [mailto:[tompkinsupervisor@gmail.com](mailto:tompkinsupervisor@gmail.com)]  
**Sent:** Wednesday, January 24, 2018 8:56 AM  
**To:** Tanya DeOliveira  
**Subject:** Long Range Transportation Plan

Good Morning Tanya

I wanted to review the plan chapters that have been completed this morning and cannot find how to access the chapter 2, Environmental Mitigation Chapter draft. Can you give me an assist?

I want to send this out by email to our township residents but want to make sure that it works before doing so.

Thanks,John

John A Tuttle Sr

Tompkins Township Supervisor

Office/Home [\(517\) 569-3263](tel:(517)569-3263)

Mobile [\(517\) 206-5540](tel:(517)206-5540)

9555 Minard Rd

Parma Mi 49269

## Tanya DeOliveira

---

**From:** Martha York <Martha.York@r2aaa.net>  
**Sent:** Wednesday, January 24, 2018 12:09 PM  
**To:** Tanya DeOliveira  
**Subject:** Re: Region 2 Planning Commission 2045 plan feedback and comment

Awesome- thank you, Tanya!

Sent from my iPhone

On Jan 24, 2018, at 12:07 PM, Tanya DeOliveira <[TDeOliveira@co.jackson.mi.us](mailto:TDeOliveira@co.jackson.mi.us)> wrote:

Martha,

I appreciate your feedback on this topic. This is a great comment, and this will be addressed in the plan. The nature of your comment aligns with the reasoning as to why we need to improve the various parts of our transportation system, which is something that is covered in the plan. The issues you raise are timely, and it's great that you are drawing attention to them. Thanks for taking the time to comment.

Also, to let you know, a consultant that has been working with JATA is working on a study called "Connecting Jackson County" that will be up on the Region 2 Planning Commission website later this year that also addresses these issues. Stay tune to the website in the coming months, and you'll be able to read the study when it's complete.

Tanya DeOliveira, AICP  
Principal Transportation Planner  
Region 2 Planning Commission  
120 W. Michigan Avenue - 9th Floor  
Jackson, MI 49201  
517.768.6703  
517.745.9041

---

**From:** Martha York [<mailto:Martha.York@r2aaa.net>]  
**Sent:** Wednesday, January 24, 2018 10:51 AM  
**To:** Tanya DeOliveira  
**Cc:** Margaret Omalley; Kara Lorenz; Julie Wetherby  
**Subject:** Region 2 Planning Commission 2045 plan feedback and comment

Hi, Tanya

It's very exciting to see the plan taking shape, and especially seeing the Trail extension in its projected state of completion! I appreciate and value your input into the Walkable Communities Coalition. You have been a great addition!

For the seniors and persons with disabilities that we serve through Region 2 Area Agency on Aging, the biggest hurdle we have is lack of public transportation outside of Jackson City limits. We serve people in all of the outlying villages and cities that very much need access to transportation for medical care, shopping, and socialization. There are issues including increased hospital emergency room visits because people are not able to receive easier access to routine medical care. Being socially isolated and

dependent on others for transportation leads to feelings of hopelessness and increase in depression, and there is an increase in the rate of substance use, opioid use, and suicide in older adults. I'm not sure if this fits, but I thought this needs to be added to the Jackson Area Plan under the following:

## Emergency Management, Natural Disasters and the Transportation System Chapter

The Region 2 Planning Commission is looking for comments, edits and/or questions on the draft of The Emergency Management, Natural Disasters and the Transportation System chapter of the 2045 Long Range Transportation Plan. The chapter addresses how state, regional and local agencies are reducing the vulnerability of the transportation infrastructure to natural disasters.

*Martha York, LBSW*

Community Education Coordinator

Quality Coordinator, DSMT/ MNT

Master Trainer: Chronic Disease Self-Management Programs, Matter of Balance

Trainer: Creating Confident Caregivers

Advanced Care Planning Facilitator

Cell: 517-395-7891

Fax: 517-592-1975

[www.martha.york@r2aaa.net](mailto:www.martha.york@r2aaa.net)

<image001.jpg>

**Region 2 Area Agency on Aging**

102 N Main St - PO Box 189

Brooklyn, MI 49230

517-592-1974 ext. 1931

***"Region 2 Area Agency on Aging now has open enrollment for the Medicaid Waiver and Care Management Programs. Please contact us at 1-800-335-7881 and ask for Intake and Referral Specialists."***

This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please contact the sender at [517-592-1974](tel:517-592-1974) and destroy/delete all copies of the original message. E-mail is not a secure form of communication and should not be used for storage or transmission of Protected Health Information (PHI).

## Tanya DeOliveira

---

**From:** Tanya DeOliveira  
**Sent:** Friday, January 26, 2018 9:12 AM  
**To:** 'rayandjanbradley@frontier.com'  
**Subject:** RE: Blackman Road

Mr. Bradley,

Thank you for your comment on the 2045 Long Range Transportation Plan. Public comment has supported the continued need for maintenance and preservation of the existing system as opposed to building new roads or expanding them and putting more stress, just like you are stating. We take a look at the road network across Jackson County and City of Jackson to see if we need to build new roads, and the data and public comment has come back to say the focus needs to be on improving what we have. This means that the City of Jackson, Jackson County, and MDOT are committed to putting their resources to improving the transportation system, including roads.

Your comment will be shared with the Jackson County Department of Transportation, as they are the agency responsible for the care and maintenance of the roads in Blackman Township.

Thank you,

Tanya DeOliveira, AICP  
Principal Transportation Planner  
Region 2 Planning Commission  
120 W. Michigan Avenue - 9th Floor  
Jackson, MI 49201  
517.768.6703  
517.745.9041

**From:** [rayandjanbradley@frontier.com](mailto:rayandjanbradley@frontier.com) [<mailto:rayandjanbradley@frontier.com>]  
**Sent:** Wednesday, January 24, 2018 2:31 PM  
**To:** Tanya DeOliveira  
**Subject:** Blackman Road

Does your plan include improving Blackman Road by actually paving it rather than just plugging holes? It is a main road going north out of Jackson, and to my knowledge it has not been improved beyond plugging holes and pouring gravel on hot tar since it was laid as a gravel on tar project many years ago. It needs ASPHALT PAVEMENT not just more tar and gravel.

Ray Bradley  
Rives Junction

[Sent from Yahoo7 Mail on Android](#)

## Tanya DeOliveira

---

**From:** Marce Wandell  
**Sent:** Tuesday, March 13, 2018 9:05 AM  
**To:** Tanya DeOliveira  
**Subject:** RE: 2045 Long Range Transportation Plan - Three New Draft Chapters Available to Review

Hi Tanya,  
Minor edit for Chapter 2, Vision, Goals, & Objectives, Goal 8. Public Involvement (page 5): 8.2 and 8.3 are the same. It's an important objective, so maybe that's why it's listed twice :^)

Have a good week, and don't put your car snow scraper away yet.  
Marce

Marce Wandell, Director  
Jackson County Department on Aging  
517 768-8651

---

**From:** Tanya DeOliveira  
**Sent:** Monday, March 12, 2018 3:23 PM  
**To:** Jim Shotwell; Pete Jancek; Angela Kline; Jon Dowling; Michael Brown; Marce Wandell; Parrish Stahl; Laurel and Clyde Mauldin; Fowler, Richard (MDOT); Kent, Tyler (MDOT); [Evans624@comcast.net](mailto:Evans624@comcast.net); Jeffrey Wickman  
**Cc:** Steven Duke; Wallace, Kelby (MDOT); Mike Overton; [jmorris@cityofjackson.org](mailto:jmorris@cityofjackson.org); [andy.pickard@dot.gov](mailto:andy.pickard@dot.gov); Lanum, John (MDOT); [FranklinJ1@michigan.gov](mailto:FranklinJ1@michigan.gov); Corey Clevenger; Bret Taylor; [ssykes@cityofjackson.org](mailto:ssykes@cityofjackson.org); Mike Davis; Krishina Welch; Habba, Maria (MDOT)  
**Subject:** 2045 Long Range Transportation Plan - Three New Draft Chapters Available to Review

To: Members of the 2045 Long Range Transportation Plan Steering Committee & Other Interested Parties  
From: Tanya DeOliveira  
Re: **2045 Long Range Transportation Plan update – Three New Draft Chapters Available for Public Comment**

Attached is a memo regarding the opportunity for public review, comment, edits, and questions on three draft chapters of the 2045 Long Range Transportation Plan. They are:

- Vision, Goals and Objectives draft chapter
- Environmental Justice draft chapter
- Roadway Congestion, Deficiencies, and Recommended Projects draft chapter

The public comment period will end April 10, 2018. The draft chapters are available to download on the project website: <http://www.region2planning.com/long-range-transportation-plan/>.

Please contact me with any questions, comments or edits.  
Thank you,

Tanya DeOliveira, AICP  
Principal Transportation Planner  
Region 2 Planning Commission  
120 W. Michigan Avenue - 9th Floor  
Jackson, MI 49201  
517.768.6703

## Tanya DeOliveira

---

**From:** Tanya DeOliveira  
**Sent:** Monday, April 09, 2018 4:12 PM  
**To:** 'Theo Hilleary'  
**Subject:** RE: 2045 Long Range Transportation Plan Update

That would be question for the Jackson County Department of Transportation, as they oversee the funding and maintenance of county roads. The plan is just meant to report on what Act 51 Agencies (Jackson County being one of the Act 51 Agencies for the Jackson MPO) are expecting to spend/expense over the plan's horizon. Any rationale behind the numbers would be best addressed by the given agency.

Tanya DeOliveira, AICP  
Principal Transportation Planner  
Region 2 Planning Commission  
120 W. Michigan Avenue - 9th Floor  
Jackson, MI 49201  
517.768.6703  
517.745.9041

---

**From:** Theo Hilleary [<mailto:theohilleary9@hotmail.com>]  
**Sent:** Monday, April 09, 2018 4:00 PM  
**To:** Tanya DeOliveira  
**Subject:** Re: 2045 Long Range Transportation Plan Update

Reviewing the revenue in the plan I wonder at the sufficiency to recover from the extensive road damage in the county. Continued patching or some modified resurfacing to smooth out our ride?

On Mar 12, 2018, at 2:00 PM, Jill Liogghio <[jliogghi@co.jackson.mi.us](mailto:jliogghi@co.jackson.mi.us)> wrote:

TO: JACTS Technical Committee, JACTS Policy Committee, Region 2 Planning Commission Committees, Other Interested Parties

FROM: Tanya DeOliveira

DATE: March 12, 2018

SUBJECT: 2045 Long Range Transportation Plan Update – Vision, Goals, & Objectives; Environmental Justice; and Roadway Congestion, Deficiencies, & Recommended Projects draft chapters – Available For Review

Staff from the Region 2 Planning Commission has completed three more draft chapters of the 2045 Long Range Transportation Plan, and are available for public comment. The three draft chapters are listed below:

1. The Vision, Goals, and Objectives draft chapter is meant to guide the long range transportation planning process over the life of the plan, and can be used a benchmark to determine if future projects align the vision for Jackson.

# Jackson County future coming into focus

By Brad Flory

What sounds like the far-off future is already coming into focus in planning a transportation network for the next generation of Jackson County residents.

Work began in August to gather public input for the 2045

Long-Range Transportation Plan, which will shape federal funding decisions for Jackson County roads and other modes of transportation for 28 years.

Anticipating needs for the year 2045 is not easy, and the task requires some educated

guesswork.

"We have a better understanding of five or 10 years into the future," said Tanya DeOliveira, principal planner for the Region 2 Planning Commission, which is overseeing development of the plan. "Any

longer than that is more difficult."

Federal law requires an update of the Long-Range Transportation Plan every five years. The county's last plan, stretching to 2040, was completed five years ago. A new plan is scheduled to be approved

by June.

After considerable number-crunching to forecast travel demands, the plan will recommend projects for major roads eligible for federal funding.

Goals include: increased safety, security, accessibility, and mobility; support for economic vitality and efficiency; better integration of an overall transportation system; and "positive impacts" for the local community and environment.

Region 2 is working to encourage participation from local civic leaders and anyone else with opinions on Jackson County transportation needs. A public "kick-off meeting" was Aug. 29.

Much of the long-range planning work will be done at the state level by experts who use statistical modeling of population and economic trends to predict which roads will be busiest in coming decades. However, guidance from local voices is a federal requirement.

"There is more nuance to the process than just numbers," DeOliveira said.

One key decision is whether the county's network of major roads is sufficient, thus mostly requiring maintenance of existing routes, or if it needs to be expanded.

"In the past, this community has tended to focus on maintaining existing roads," DeOliveira said.

The plan will also address future needs for bus service, railroads, air transportation, walking and biking trails, and freight centers.

Some of the difficulty of planning for 2045 was pointed out by Jackson County Administrator Michael Overton, who urged Region 2 to consider how the emergence of driverless vehicles will affect transportation.

"Driverless vehicles are coming, and personally I predict a huge paradigm shift in how we drive and how we go from point A to point B," Overton told DeOliveira at a county meeting.

DeOliveira said the impact of automated and connected vehicles – and drones, too – is still largely unknown but some attempt will be made to address those trends in the Long-Range Transportation Plan. As answers become clearer in the future, the plan can be updated, she said.

She urged anyone interested in the plan to follow its development online at <http://www.region2planning.com/long-range-transportation-plan/>. Members of the public can also be put on an email list to be notified of future meetings and other significant steps, she said.

## Free breakfast, bus tour to Great Lakes National Cemetery

Borek Jennings Funeral Homes is again hosting a free breakfast and bus tour for all U.S. veterans, their spouses and family members to the Great Lakes National Cemetery on Wednesday, Sept. 20 at 8:30 a.m. Breakfast and coffee will be served from 8:30 to 9:30 a.m.; buses will depart at 9:30 a.m. from Borek Jennings Funeral Home located at 137 S. Main St. in Brooklyn. To make a reservation, call 517-295-0705 as seating is limited.

# Fall Open House

ALL 2017'S ARE CLEARANCE PRICED  
AND NEW 2018'S ARE ARRIVING DAILY  
WITH MFG. INCENTIVES!

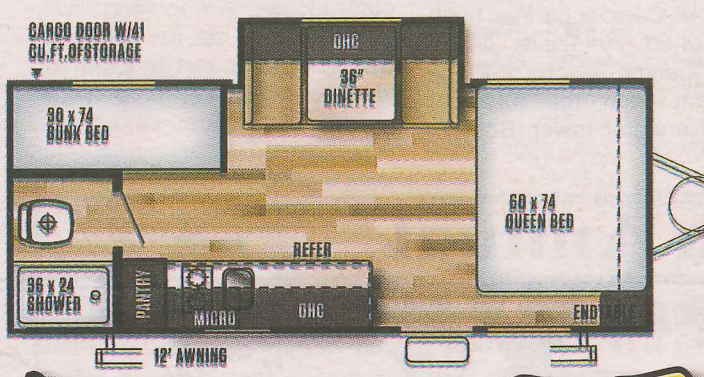
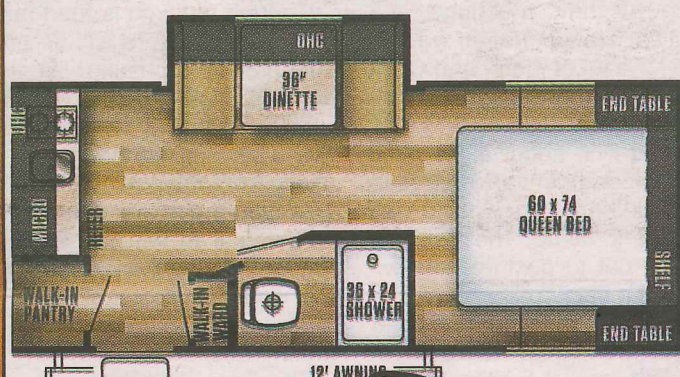
## 200RK

Single Axle + Slide



## 207BH

Single Axle + Slide



# \$169

per month

# \$12,995

RV & Wheel Covers... 25% OFF

Winterization Special - \$69

(Save \$30 and prepay to lock in your price)

Storage Packages Starting at \$199

Stock-Up & Save All Parts & Accessories 10-25% OFF

Furrion Wireless Backup Observation System \$100 OFF

Propane Tank Refill... 20lb tanks \$10... 30lb tanks \$15

# LARRY'S

## RV CENTER

Providing Hometown  
Values, Prices & Service  
for 40 years!

2501 Lansing Ave.,  
Jackson



517-787-3830

[www.larrysrvservice.com](http://www.larrysrvservice.com)