

Blackman Township

Nonmotorized Network Overview

Blackman Township Nonmotorized Network

Nonmotorized Network	
Trail (paved)	existing planned
Trail (unpaved/gravel)	
Bike Lane/Paved Shoulder	
Signed Bike Route	
Sidewalk	
Footpath/Hiking Trail	
Regional Connections	
Priority Paved Shoulders	
Unpaved Trails and Routes	
Paved Trails and Routes	
City of Jackson	
Family Friendly Routes	
Roads	
Major Roads	
Local Roads	
Gravel Roads	

Blackman Township surrounds Jackson to the north and includes the route of the Iron Belle Trail/Great Lake-to-Lake Trail Route One. The Township is challenging to walk and bike in due to the railroads, US-127, I-94 and Grand River.

The plan for Blackman Township focuses on linking disconnected neighborhoods to commercial areas, overcoming the obstacles presented by the freeways, and linking to the Iron Belle Trail / Great Lake-to-Lake Trail Route One. The following pages breakdown the network as follows:

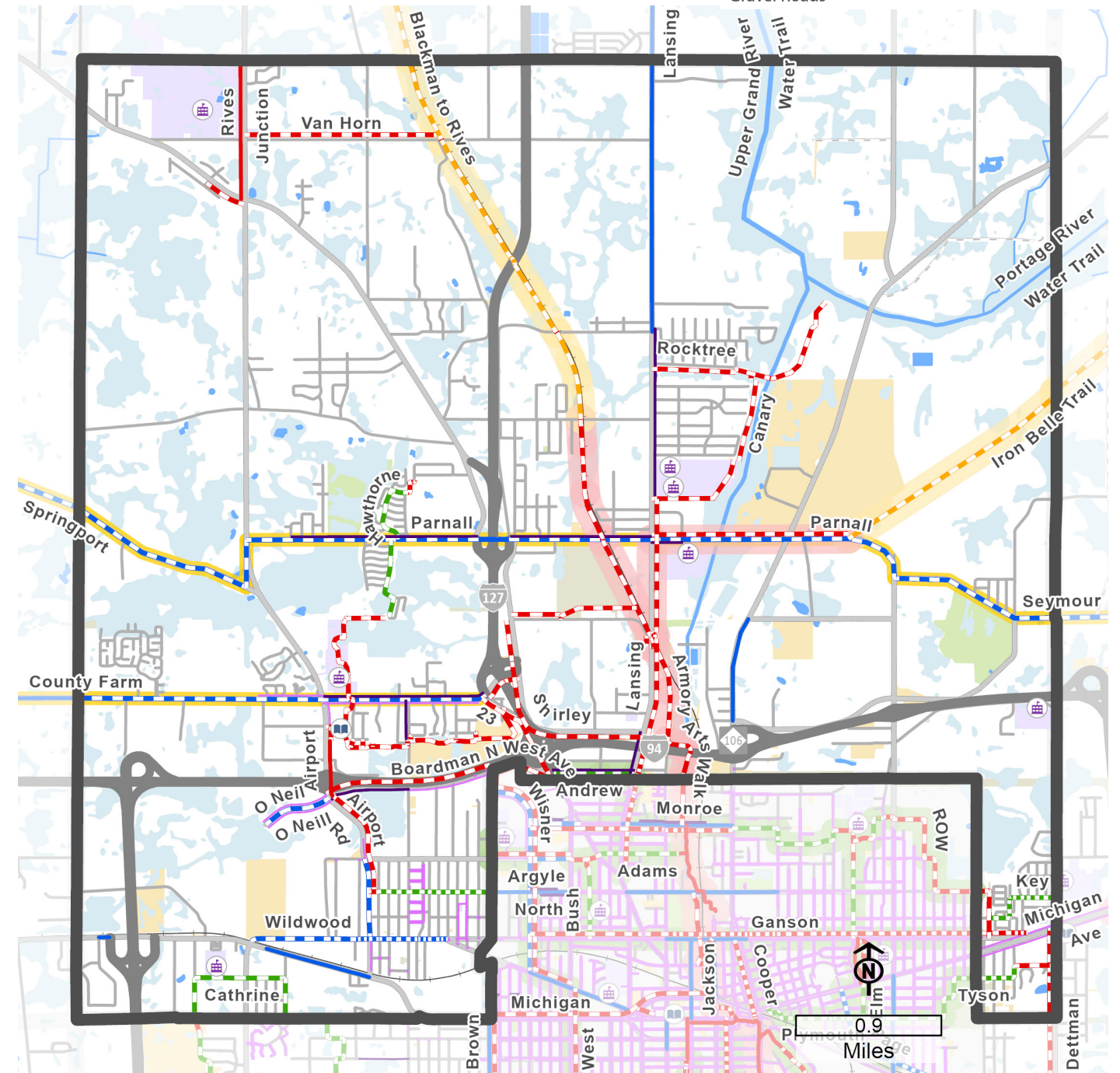
Priorities

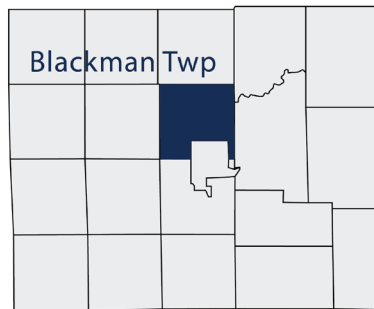
- Completing sidewalk gaps along key routes
- Improve crosswalks so they are compliant with the Americans with Disabilities Act and provide safe routes to schools
- Provide connections across expressways, rivers and bridges
- Connect to schools
- Connect to isolated neighbourhoods
- Complete the Iron Belle Trail / Great Lake-to-Lake Trail Route One

- Trails
- Bike Lanes & Paved Shoulders
- Sidewalks & Crosswalks
- Signed Bike Routes
- Detail Area



Township Hall on Parnall Road
Credit: Google Streetview





Blackman Township

Trails

There are a lot of opportunities for shared-use path connections in Blackman Township. The Township has already been busy working on the alignment of the future Iron Belle Trail/Great Lake-to-Lake Trail Route One that crosses Jackson County. Many of the other proposed routes utilize existing rights-of-way, public property, Consumers Energy property, or follow existing easements. The proposed pathways connect to isolated neighborhoods and schools.

Note: Rives Junction Road may be an alternative route if the abandoned rail-trail between Blackman and Rives is not feasible

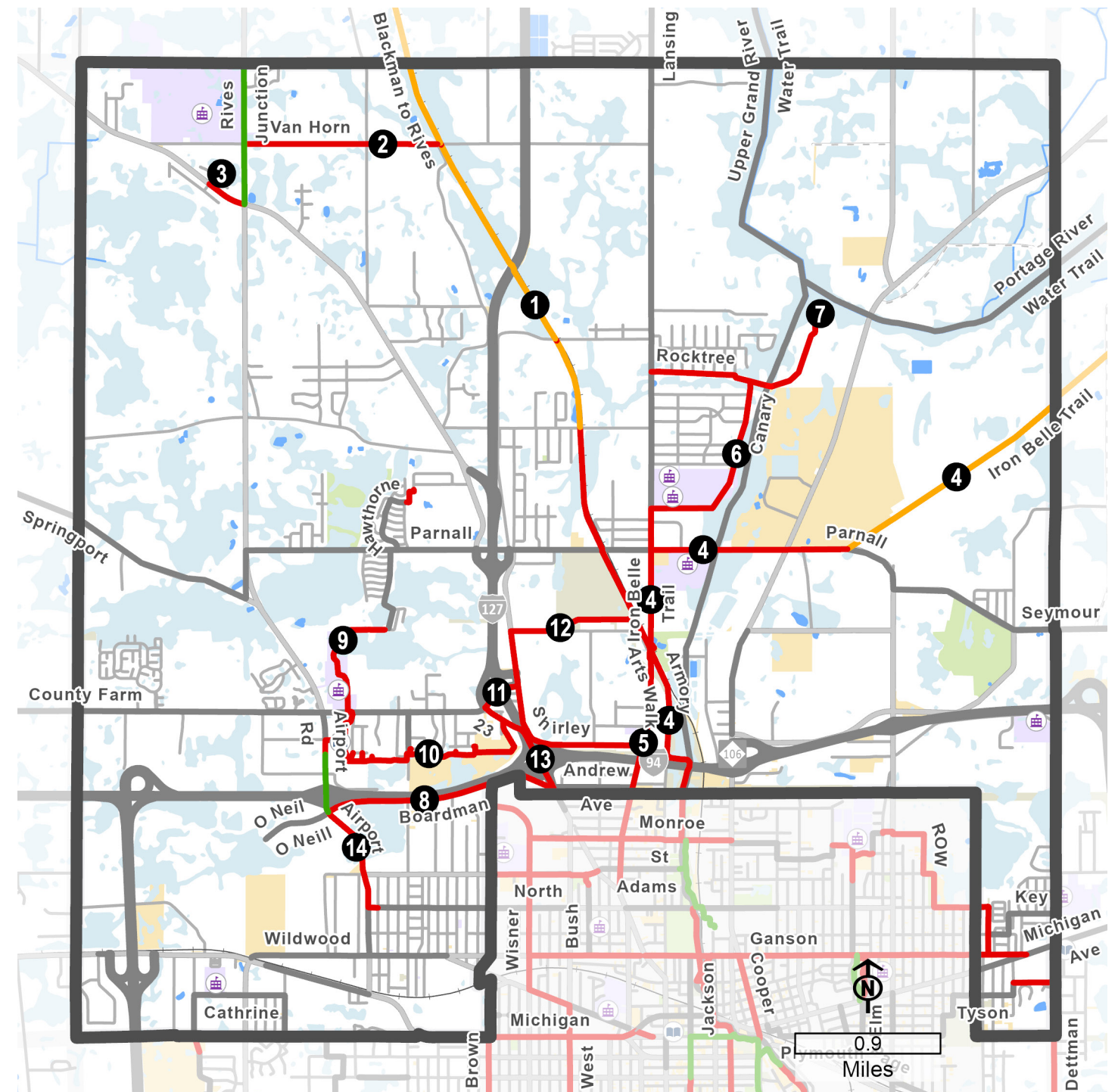


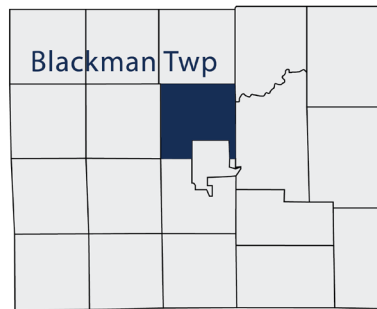
Apartments along Springport Road

- 1 Unpaved trail connection following Consumers Energy corridor to Rives
- 2 Connection to existing pathway at Northwest High School campus
- 3 Connect neighborhoods to existing pathway to school campus
- 4 Planned Iron Belle Trail extension
- 5 Add pathway to east side of Lansing Road with 4- to 3-lane conversion
- 6 Provide pathway connection behind neighborhoods along sewer easement
- 7 Potential to connect to planned water trailhead, bridge over river required
- 8 Add pathway along north side of Boardman with 4- to 3-lane conversion
- 9 Trail connection through private property to connect to isolated neighborhoods
- 10 Trail connection along the backside of neighborhoods south of Springport Road
- 11 Add pathway to overpass by reducing lanes on bridge deck from 4 to 2 lanes
- 12 Add pathway along east side of Shirley, north side of Woodworth Road and through Consumers Energy property
- 13 MDOT planning to reconfigure interchange to a diverging diamond with nonmotorized trail
- 14 Continue pathway down west side of Airport Road

Blackman Township Trails

Existing —
Proposed (Paved) —
Proposed (Unpaved) —





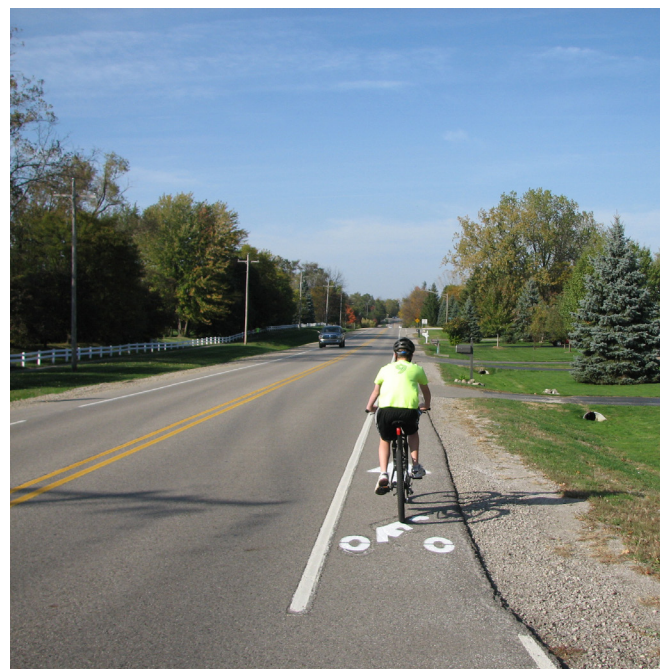
Blackman Township

Bike Lanes and Paved Shoulders

There are opportunities to add bike lanes through 4- to 3-lane conversions on a few roads in Blackman Township. 4- to 3-lane conversions are a proven safety countermeasure by the Federal Highway Administration. By restriping the roadway, they provide a low-cost solution that leads to a reduction in crashes and allows for a designated bike lane.

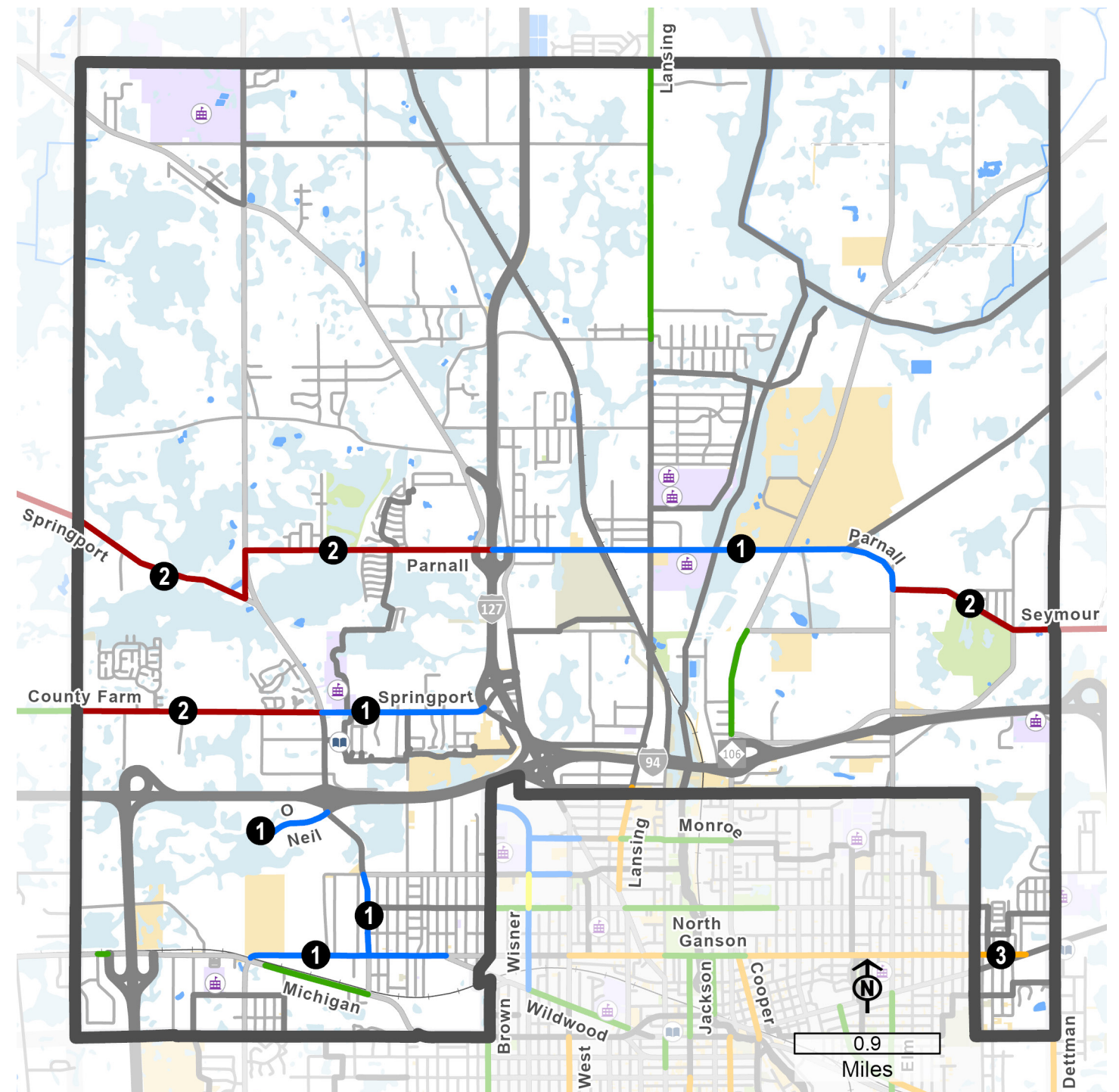
Adding paved shoulders to a roadway takes a little more effort. The most cost-effective way is to coordinate with an upcoming road reconstruction project.

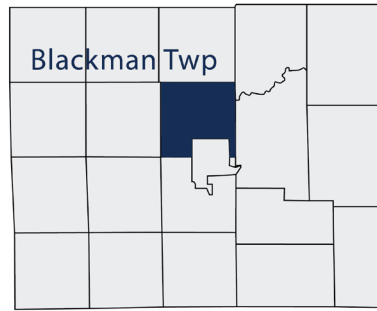
- 1 Add bike lanes through 4- to 3-lane conversions on Parnall, Springport Road, O'Neil Road, Wildwood Road and Laurence Road
- 2 Add paved shoulders to Springport, Parnall, Seymour, and County Farm
- 3 Coordinate 3- to 2-lane conversion on Ganson with the City of Jackson



Blackman Township Bike Lanes and Paved Shoulders

- Bike Lane (3 to 2 conversion) —
- Bike Lane (4 to 3 conversion) —
- Paved Shoulder —
- Existing Paved Shoulder —



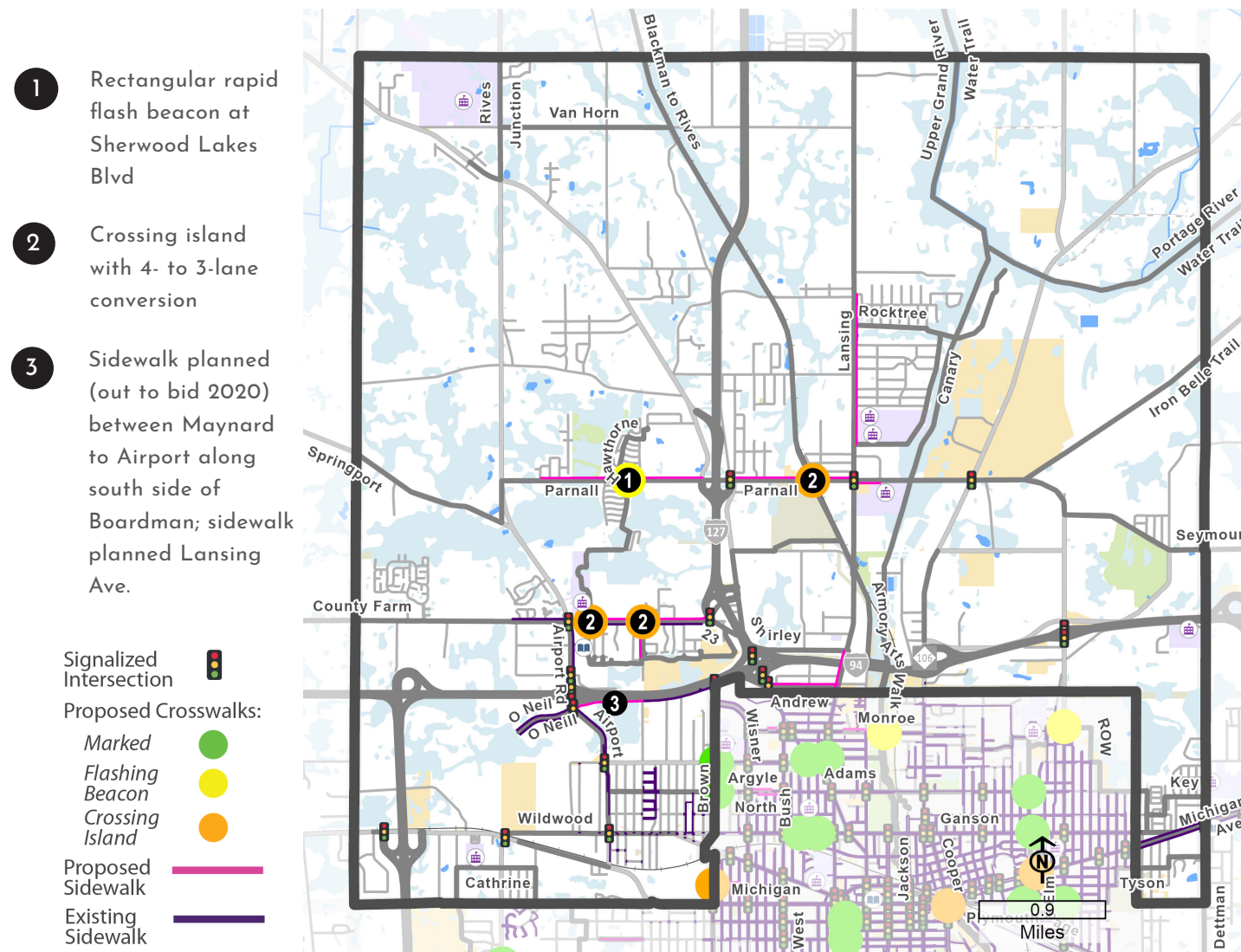


Blackman Township

Sidewalks + Crosswalks Signed Bike Routes

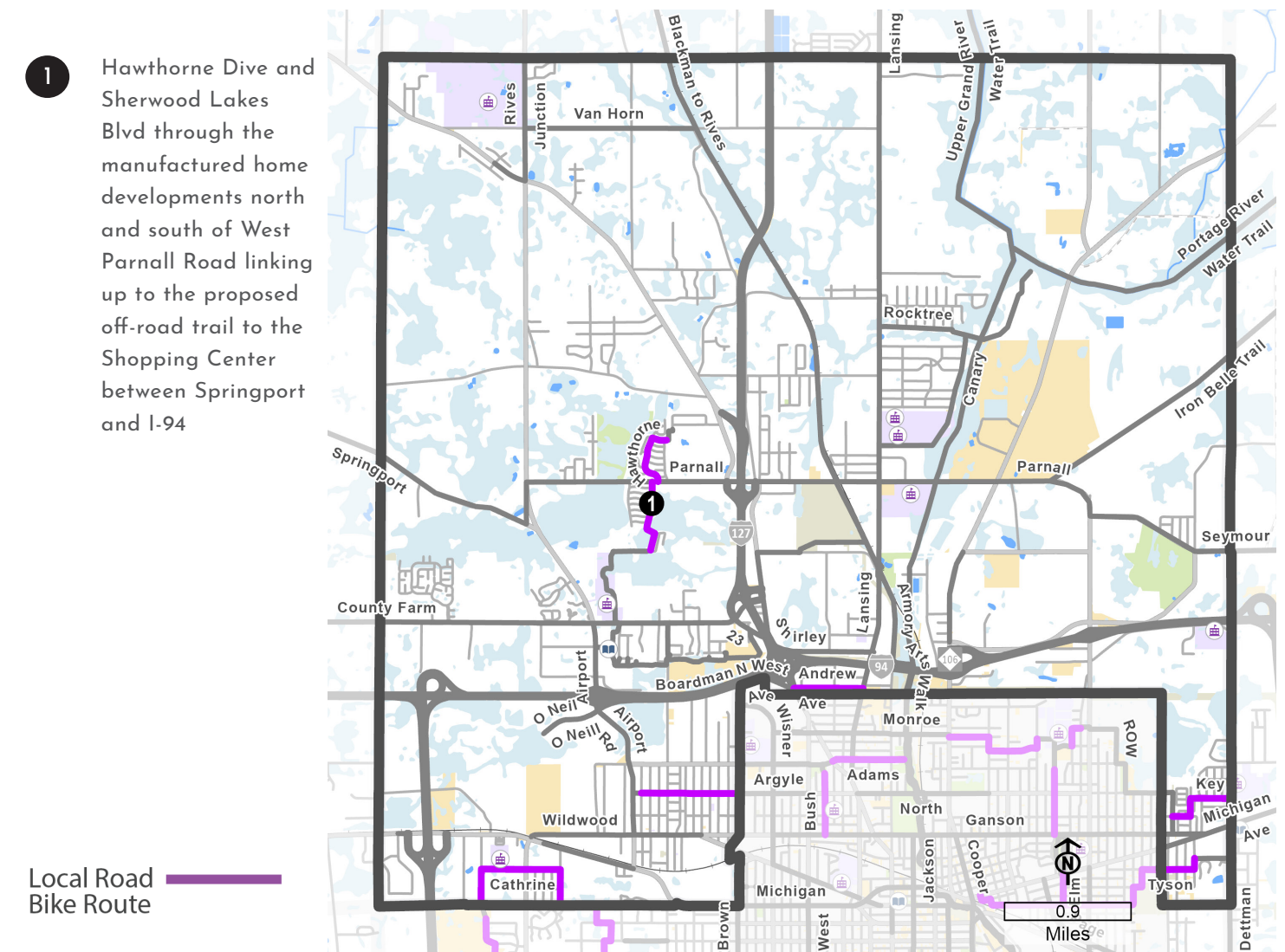
Blackman Township Sidewalks + Crosswalks

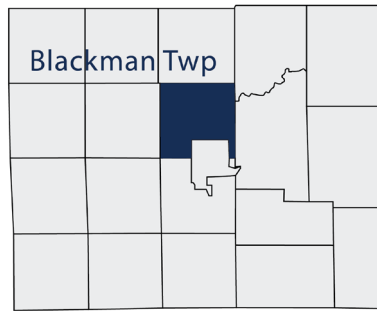
Blackman Township should make it a priority to complete sidewalk gaps along major roads that connect neighborhoods, schools and commercial areas. Crossing islands and rectangular rapid flash beacons are recommended on roadways in more rural areas where bicycles and pedestrians may not be expected.



Blackman Township Signed Bike Routes

Signed bike routes on local roads can be very economical and provide a low-stress facility for people who bike. There are a few areas in Blackman Township where a bike route on a local road can provide more connectivity within the nonmotorized network.





Blackman Township

Detail Area

The central part of Blackman Township has some of the most densely populated areas of the county. This detail area illustrates how trails are proposed to link population centers with commercial areas and institutions.

The plan also proposes trails through the US-127 freeway interchanges which present the most imposing barriers to access in this area. The interchange at Springport Road may be modified to include a trail without impacting operations. The I-94 interchange is in the early planning stages for a new design that would incorporate a nonmotorized pathway.



Existing foot trail to shopping center from neighborhoods south of Springport Road

- 1 Add bike lane through 4- to 3-lane conversion in Blackman Twp to segments of Parnall Road, Springport Road, O'Neil Road, Wildwood Road and Laurence Road
- 2 Trail connection along the backside of neighborhoods south of Springport Road
- 3 Opportunity for signed bike routes on low-speed, low-volume neighborhood roads
- 4 Add pathway to overpass by reducing lanes on Springport Road bridge deck from 4 to 2 lanes
- 5 Add pathway along east side of Shirley Road, north side of Woodworth Road and through Consumers Energy property.
- 6 Michigan Department of Transportation evaluating reconfiguring interchange to a Diverging Diamond configuration
- 7 Complete sidewalk connections around shopping center
- 8 4- to 3-lane conversion proposed for segments of North Wisner, Adams, Monroe, and Boardman as a Federal Highway Administration proven safety countermeasure

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