

Jackson City ⊕ County Nonmotorized Plan



A plan for people who walk, bike and ride

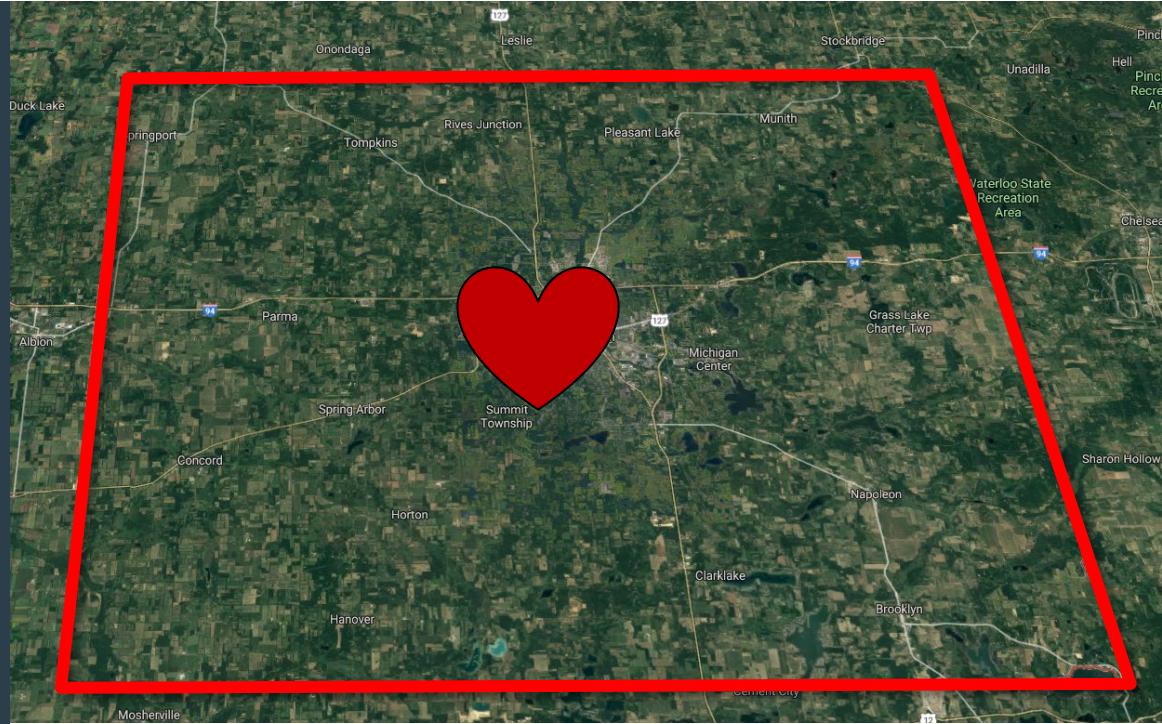
Columbia, Napoleon, and Norvall Townships and City of Brooklyn Outreach Meeting

Monday, May 6, 2019
2:30 pm – 4:30 pm
Columbia Township Hall



What 3 Things Make Jackson City and County Special?

- Special to YOU!
- Using one of the index cards, briefly note three things that make this place special to you, these could include:
 - People
 - Places
 - Things
 - Anything At All
- Make sure to leave your card on the table



Introduce yourself
and then,
tell us what's your top thing?



Safe Routes to School



Safe Routes to School



www.saferoutesmichigan.org

Program Goals

Encourage and enable all school children, to walk and bicycle to and from school when distance is reasonable and routes are safe

Make walking and bicycling routes to school safer

Promote lifelong habits of physical activity

Reduce traffic and pollution around schools



Safe Routes to Schools Grants



mini vs. MAJOR SAFE ROUTES TO SCHOOL GRANT

mini Grant:

A programming (non-infrastructure) only grant, administered by the Michigan Fitness Foundation. Funds available average up to \$5,000/school or up to \$25,000 for multiple schools within a district. Annual call for application proposals in January.

MAJOR Grant:

A federal grant, administered by the Michigan Department of Transportation. Generally, up to \$200,000/school in funds to help you build infrastructure (sidewalks, crosswalks, etc.) around your school plus up to \$8,000/school in programming funds. On-going rolling deadlines for applications.

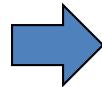


Tell Us About Yourself

- You should have received a survey – please answer the first question
- We will fill this out as we go along



Jackson City+County Nonmotorized Plan



Circle all that apply to you:



I WALK



I RIDE A BICYCLE



I RIDE THE BUS
AND/OR TRAIN



I DRIVE



Measuring Your Community's Quality of Life

- We all have different ways that we measure the quality of life
- Our perspectives change over time and with new circumstances
- For the plan to succeed, we need to take into consideration many perspectives
- Reach into the red cup and draw out a slip of paper – this is now your alter ego for the rest of the meeting



Share it with the folks around the table

Throughout the meeting as you consider ideas, please keep not only your own perspective in mind, but also how you think your alter ego would look at things



Project Scope – What's Included

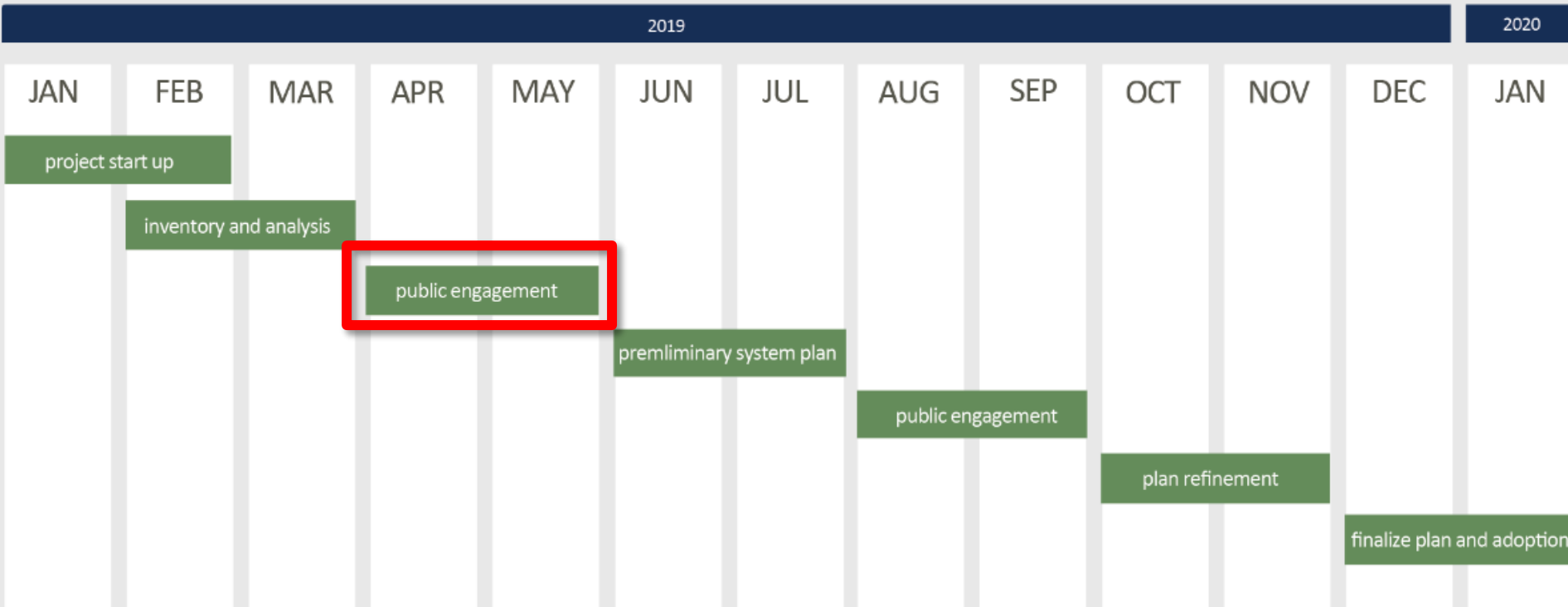
- Focus on the modes that have traditionally received less attention
- Streets and ROW's
- Off-road trails
- Not just infrastructure, also looking at:
 - Policies
 - Programs
 - Metrics
- Beyond a plan
 - Includes an implementation strategy



Will identify projects that can be implemented quickly and on a budget



Where Are We in the Process?



What's “Driving” this Project?

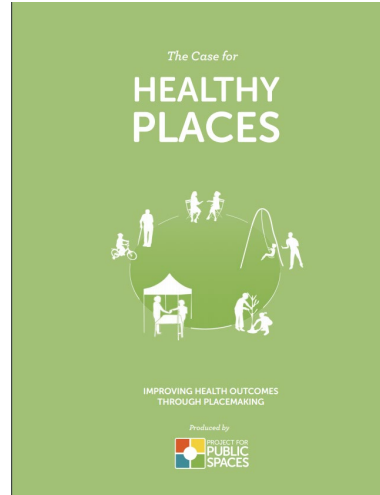


Jackson City + County
Nonmotorized Plan



Heath – Active Transportation Perspective

- The first 22 minutes of moderately vigorous physical activity each day reduces many chronic diseases by up to 50%
 - There is not a pill that can do that!
- The best way to integrate more physical activity into your life is to integrate it into your typical daily activities
 - Walk to work
 - Bike to the store



- Social Support & Integration
- **Play & Active Recreation**
- **Green & Natural Environments**
- Healthy Food
- **Walking & Bicycling**



The quality of the walking and bicycling experience is key

To obtain the benefits we must remove the barriers and establish an system that attracts people

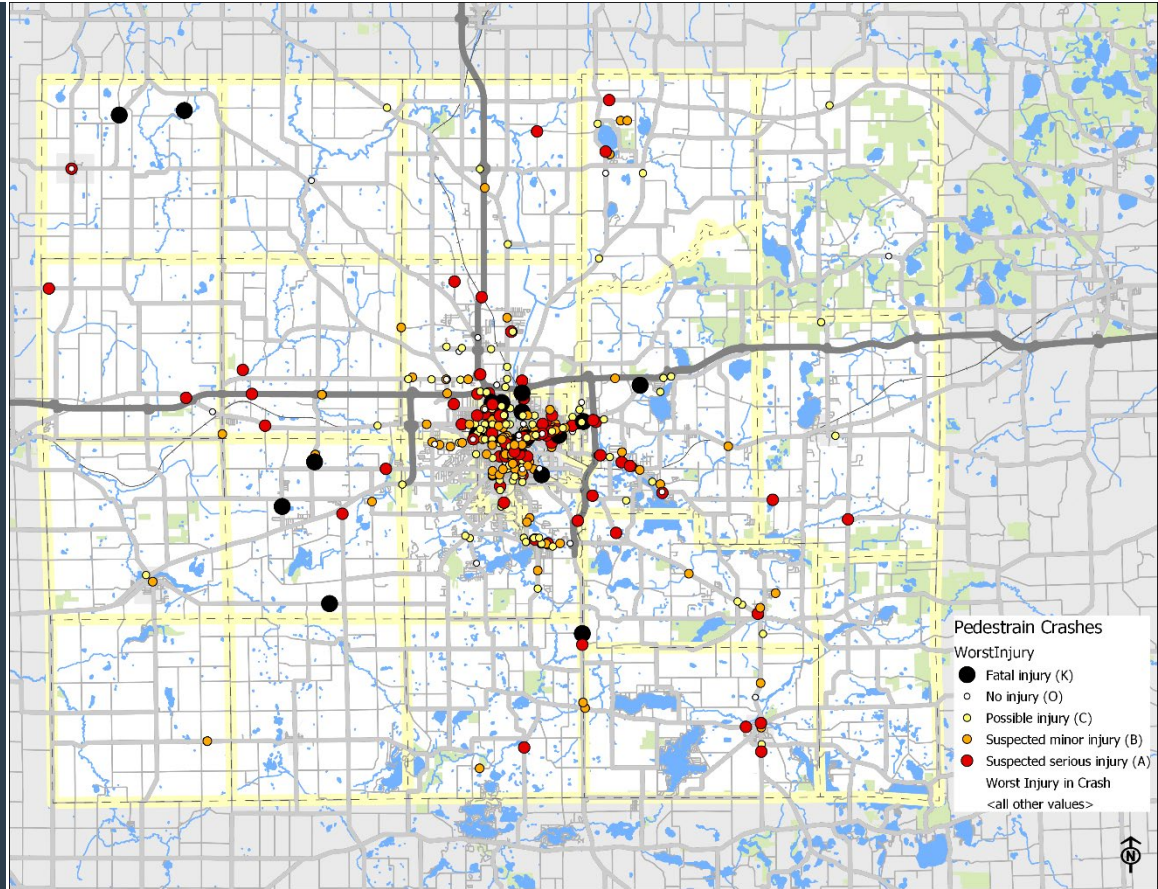


Safety – People Who Walk

- 304 crashes over the past 10 years
- This represents only <1% of all crashes, but...
 - 8% of all fatal crashes
 - 7% of serious crashes

Each year

- Economic Cost:
 - \$2.7 million
 - Productivity, medical, emergency and cost to employers
- Comprehensive Cost
 - \$17.1 million
 - Economic cost plus quality of life valuations



Each Year

30 crashes with more than one fatality

A huge emotional toll on the community

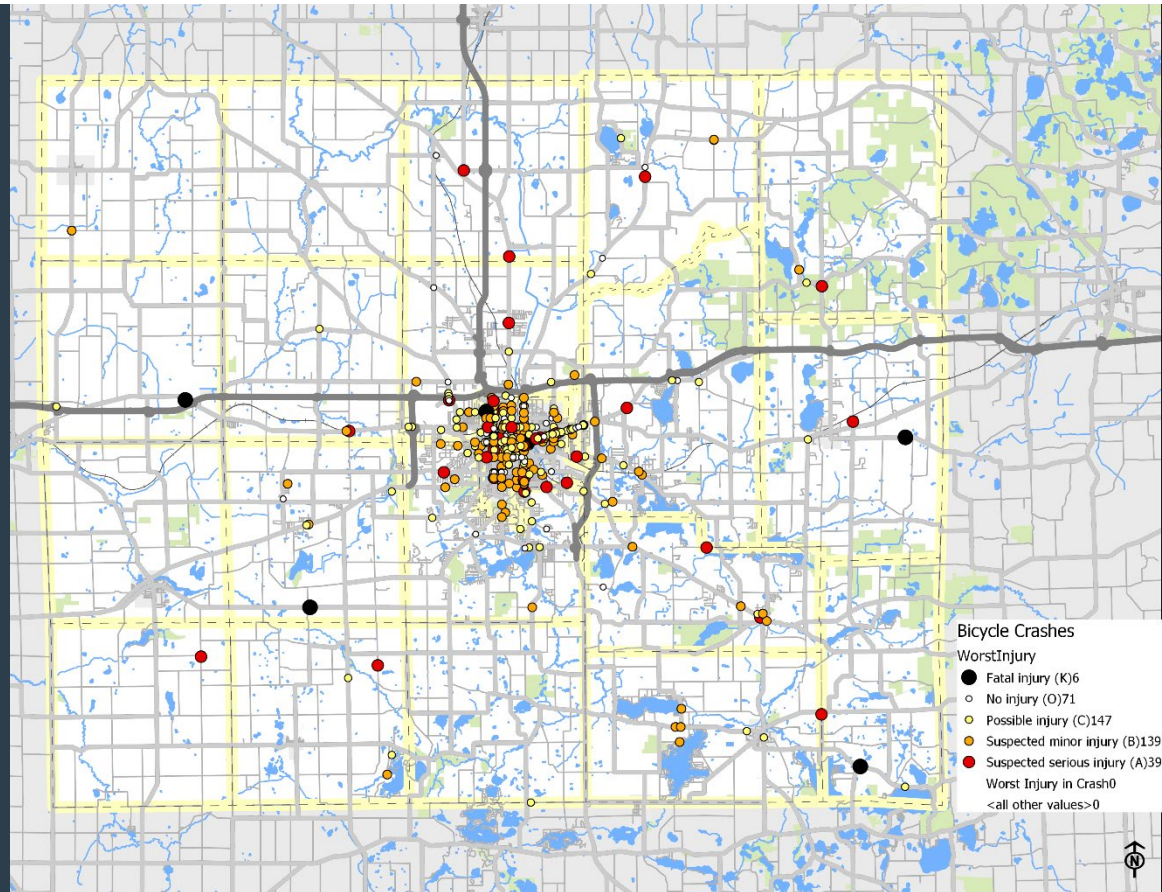


Safety – People Who Bike

- 269 crashes over the past 10 years
- This represents only 0.5% of all crashes, but...
 - 4% of all fatal crashes
 - 3% of serious crashes

Each year:

- Economic Cost
 - \$1.5 million
 - Productivity, medical, emergency and cost to employers
- Comprehensive Cost
 - \$10 million
 - Economic cost plus quality of life valuations



Each Year

27 crashes

Nearly 3 serious injury crashes



Economy – Attracting & Retaining People

More and more, people are choosing a place, then a job; this is especially the case for job creators

What do these job creators want?

- Vibrant downtowns
- Green infrastructure
- Pedestrian, bicycle, and transit linkages
- Recreation amenities
- Creative environment



Pedestrians and bicyclists are the indicator species of the economic health of a downtown



Placemaking – Rethinking Streets as Place

- People have come to view most streets as having a single purpose – to move cars and trucks
- Lost is the historical context of streets as a public forum
- People spend more recreation time on streets than in parks
- Streets define a community's character



Streets constitute a community's single most important public space in terms of size, visibility and use



Community – Why Focus on Bicycles and Pedestrians?

- Every person starts and ends their trip as a pedestrian
- The first-mile / last-mile of transit trips is typically done on foot or via bike
- The health benefits of “Active Transportation”
- They are the most vulnerable users
- Demand



We consistently see making a community more walkable or bikeable listed as top priorities in community surveys



Cost – The Cost of Doing Nothing

- Higher health care costs
- Lower productivity at school and work
- Limited mobility for elderly, young and those with disabilities
- Less attractive place to locate compared to other communities retooling to be more walkable and bikeable
- \$27 million a year in economic and societal impacts from pedestrian and bicycle crashes



The cost of doing nothing is in all likelihood greater than the cost of doing something about the problem

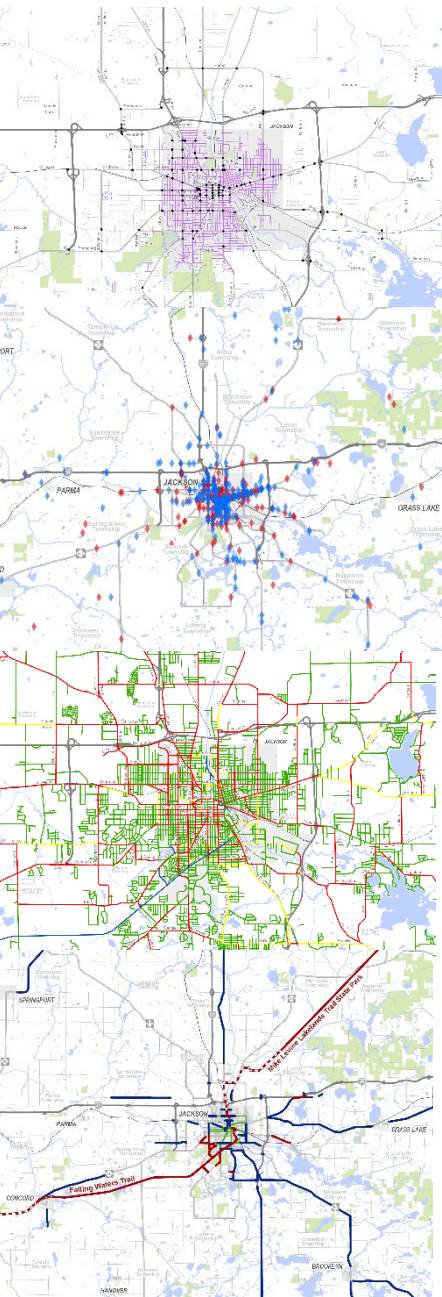
Developing the Plan



Jackson City ⊕ County Nonmotorized Plan



Inventory + Analysis



Regional Context & Plan Framework

Pedestrian Access + Mobility

Sidewalk gaps, Road crossing difficulty, Crosswalk spacing

Land Use + Travel Patterns

Commute to work, Directness of travel, Activity Generators

Community Health

Physical Activity, Chronic Diseases, Vulnerable Populations, Access to a Vehicle

Roadway Inventory

Speed, Volume, Width, Parking

Existing Plans + Initiatives

Bicycle Access + Mobility

Potential Trail Corridors, Bike Lane Opportunities, "Stress" Mapping

Transit Access

JATA Buses, Amtrak Train

Bicycle + Pedestrian Crash Patterns

Environmental Factors

Topography, Wetlands

City Focused Assessments

Jackson, Brooklyn, Concord, Grass Lake, Hanover, Parma, Springport



People who Walk

Types of Pedestrians

- Wide range of temporary and long-term physical abilities
- Various cognitive abilities
- Different degrees of “traffic tolerance”
- Some may be carrying or pushing cargo / kids



There is no required education program or licensing for pedestrians



Quality of the Pedestrian Experience

- Completeness of the system
- Quality of the environment
- Directness of travel
 - Most walking trips are about $\frac{1}{4}$ to $\frac{1}{2}$ mile or 5 to 10 minutes
 - Most people will not go out of there way more than 10% of the total trip distance



Are there other people out walking around?

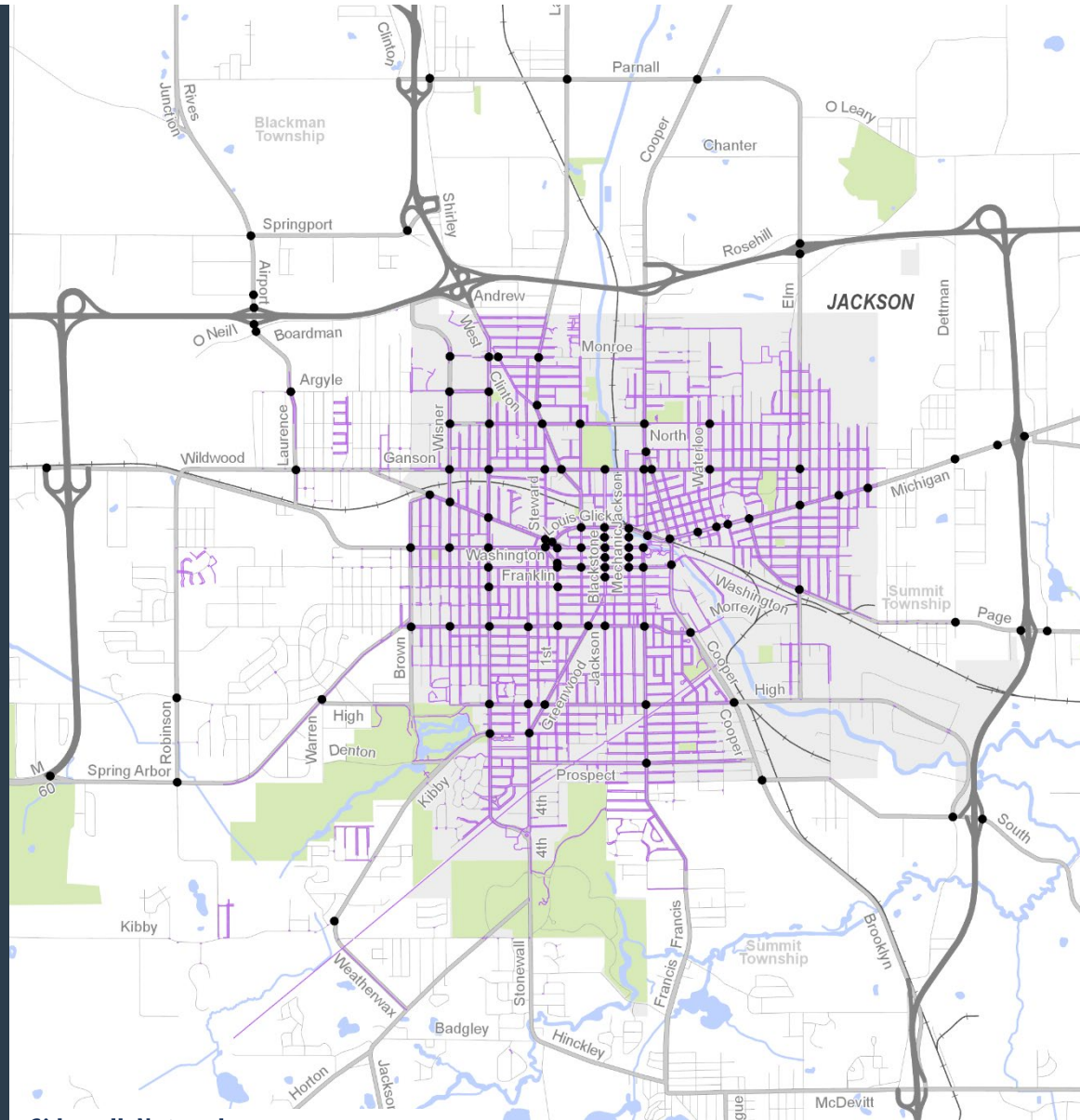


The Existing Pedestrian Network

- Majority of the City of Jackson has sidewalks on both sides of the street
- Satellite communities have some sidewalks

Where we see some issues:

- Existing crosswalk spacing is too far apart, people will not go that far out of their way to cross a road
- The number of lanes, speeds and traffic volumes make it difficult to cross many roadways
- Motorists are not expecting to see pedestrians in rural areas



Sidewalk Network

- Existing Crosswalk/Intersection
- Existing Sidewalk



Tell Us About Your Experience and Hopes for Walking



How would you rate your satisfaction with walking in Jackson County right now (circle one):



I am interested in **walking**:

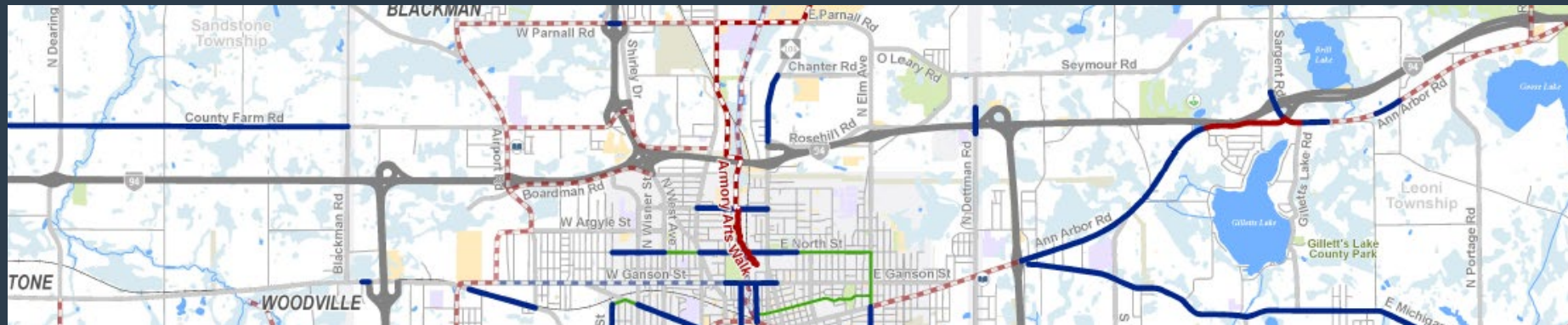
- ☐ to work
- ☐ to the store/errands
- ☐ for fitness/recreation
- ☐ to see family/friends
- ☐ to school
- ☐ other _____

*select all that apply

Is anything preventing you from walking to those destinations right now? How could we make the experience better?

people who walk

If there is a specific location you would like to tell about write on the map...





People who Bike

- No such thing as a “typical bicyclist”
- Many misconceptions on what is safe - sidewalk bicycling is often not safe for bicyclists or pedestrians
- Much of bicyclist safety boils down to visibility and expectations



Turns out that motorists like when bicyclists have their own space – fewer conflicts and avoidance maneuvers



How to Accommodate People Who Bike

- Need to provide a variety of options that work for commuters and recreational riders
- Provide nice and easy bikeways that appeal the majority of people who bike
- The busier the road – the greater degree of separation from motorized traffic
- Intersections are critical!

Nice and Easy Bikeways

LOCAL BIKE ROUTE	
North Park	0.5 →
Library	1.3 →
← Downtown	2.1



Bikeways with Traffic



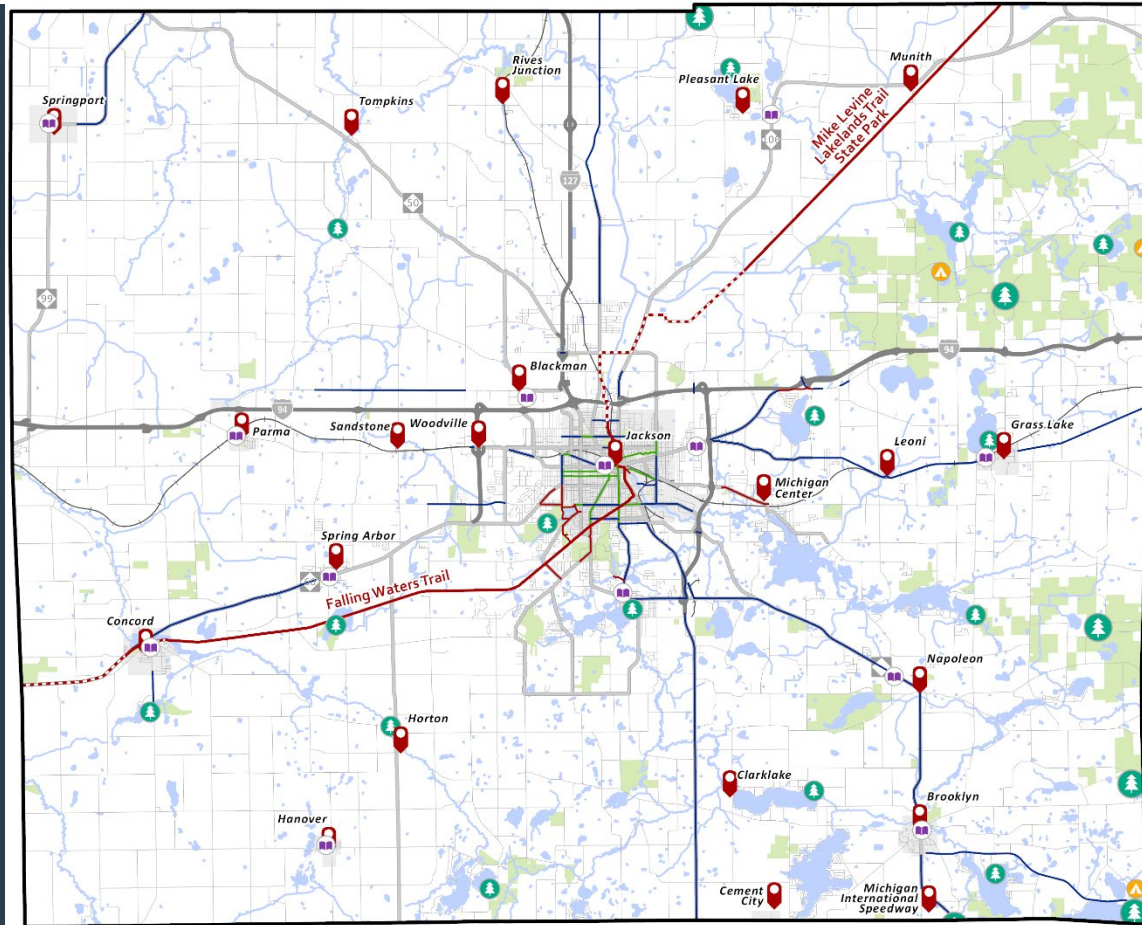


The Bikeway Network

- Falling Water Trail / Lakelands Trail almost complete across county
- Existing Paved shoulders connecting communities on the south east side of the county

Where we see some issues:

- May be difficult to add new trails and paved shoulders due to utilities, topography, drainage swales and wetlands



Points of Interest

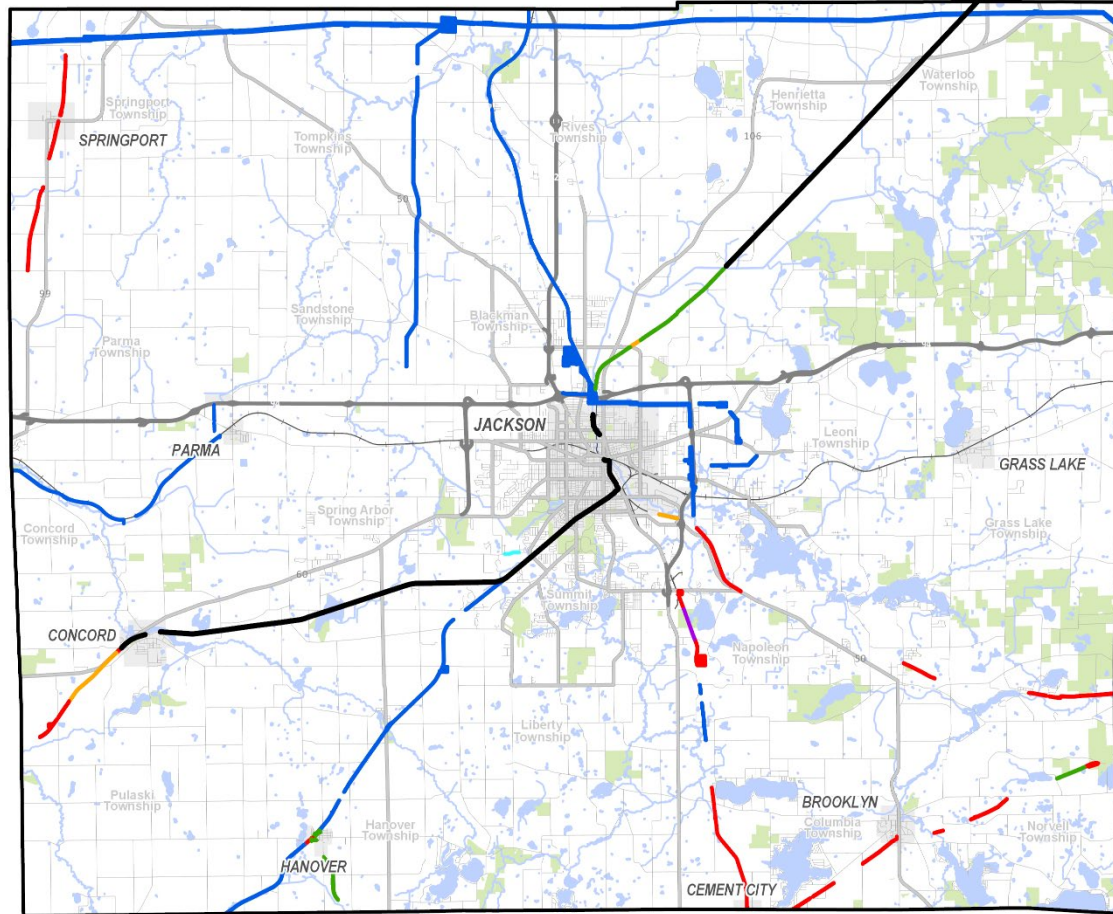
Jackson County

- Place
- Campground
- Library
- County Park
- State Lands



Potential Trail Corridors

- Many of the abandoned rail corridors identified in previous plans are in private ownership (red)
 - Fractured corridors
 - Some homes and businesses have been built on the former corridors
 - Difficult to implement
- May be opportunities with Consumers Energy
 - Unsure how feasible
 - Farmers may have easements to use the land



Potential Trail Corridors

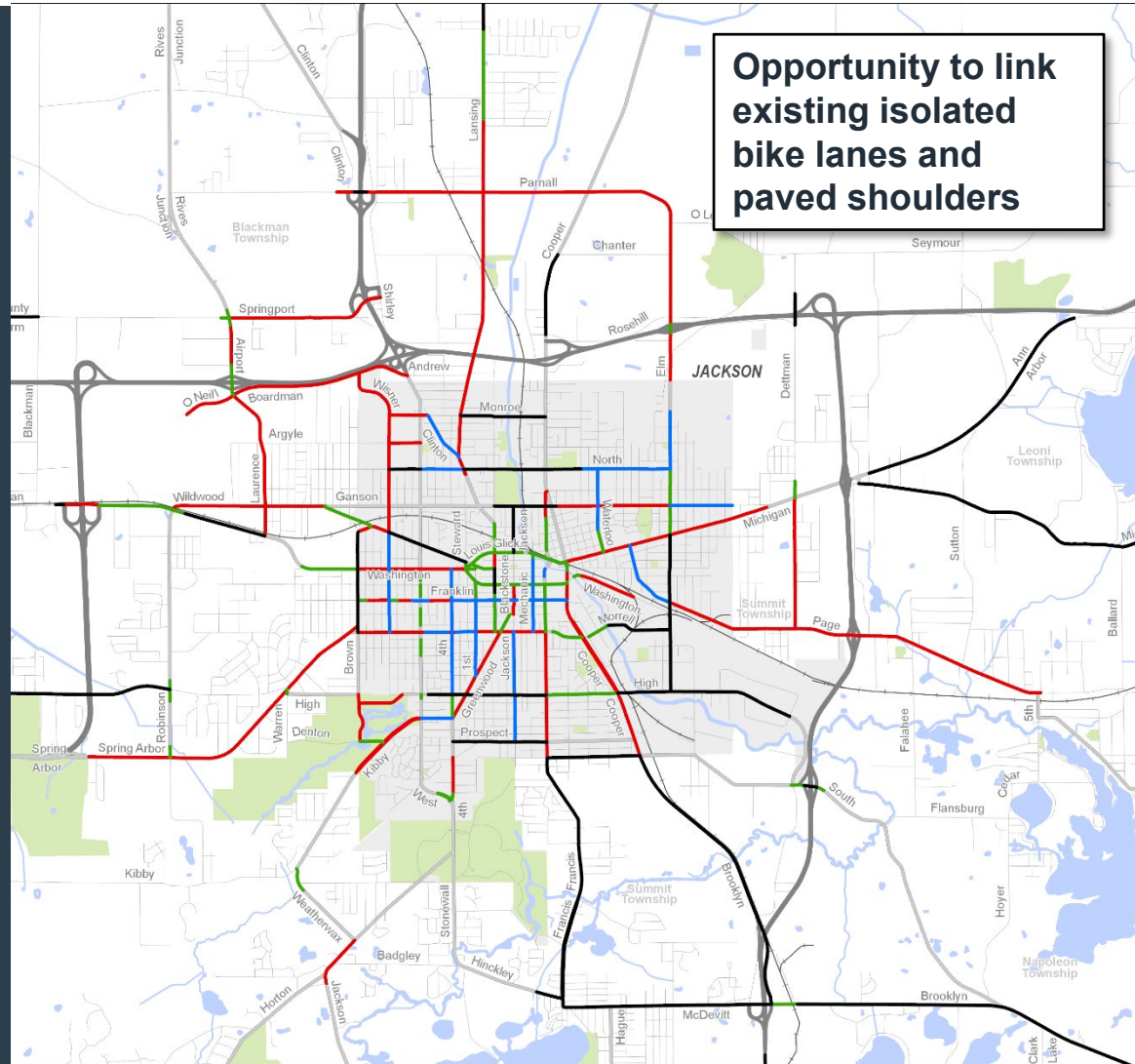
Property Owner

- Public Land
- Consumers Energy
- Railroad
- Jackson County Outdoor Club
- Private
- Existing Trail Corridors



Potential for Near Term Bike Lanes

- A lot of roads appear to have excess lane capacity in and around the City of Jackson
- 4 to 3 lane conversions are a FHWA Proven Safety Countermeasure for all modes
 - They also make pedestrian road crossings much easier



Potential Near Term Bike Lanes

Can be implemented with existing curb structure

- Existing Bike Lanes / Paved Shoulder
- Road Diet (remove a lane)
- Remove On-street Parking
- Lane Narrowing



Tell Us About Your Experience and Hopes for Biking



How would you rate your satisfaction with riding a bicycle in Jackson County right now (circle one):



I am interested in riding a **bike**:

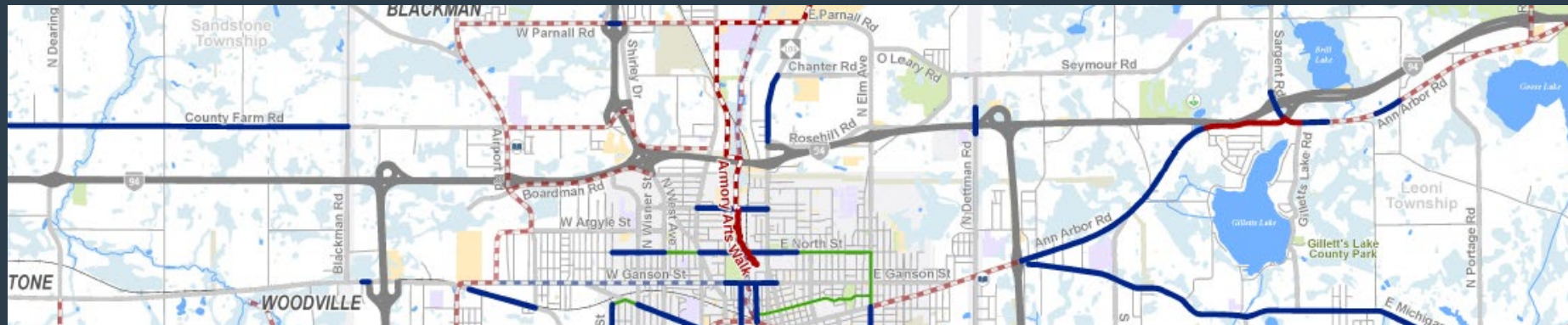
- ☐ to work
- ☐ to the store/errands
- ☐ for fitness/recreation
- ☐ to see family/friends
- ☐ to school
- ☐ other _____

*select all that apply

Is anything preventing you from bicycling to those destinations right now? How could we make the experience better?

people who bike

If there is a specific location you would like to tell about write it on the map...





Taking Transit

- Users depend on existing sidewalks, crosswalks and bikeways to get to and from their stop
- The more amenities at a stop the further the draw area (shelters, benches, lighting)
- Not always convenient - traveling by transit can require a significant amount of planning

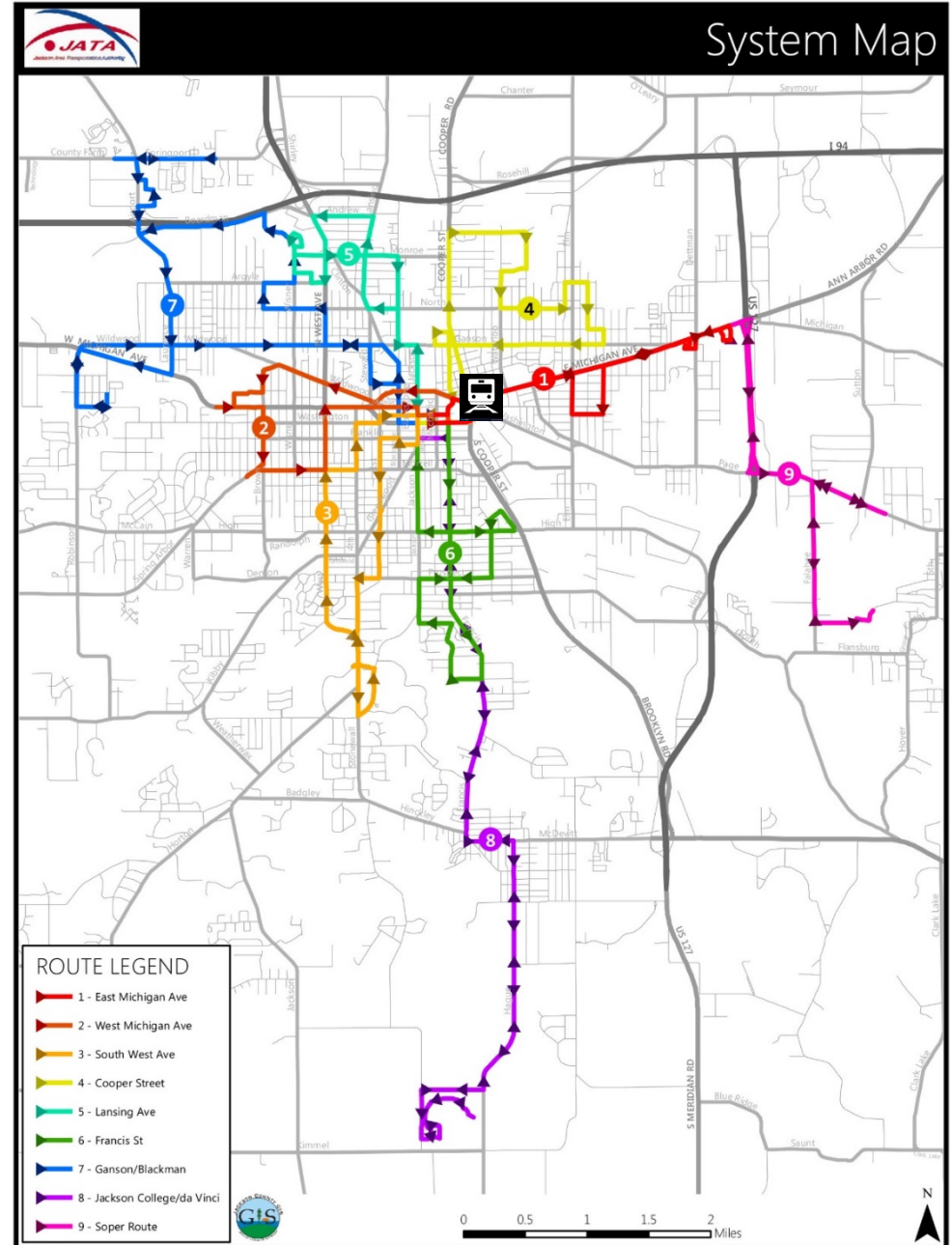


Limited service hours mean that many people may not be able to take the bus even if they wanted to



Public Transit

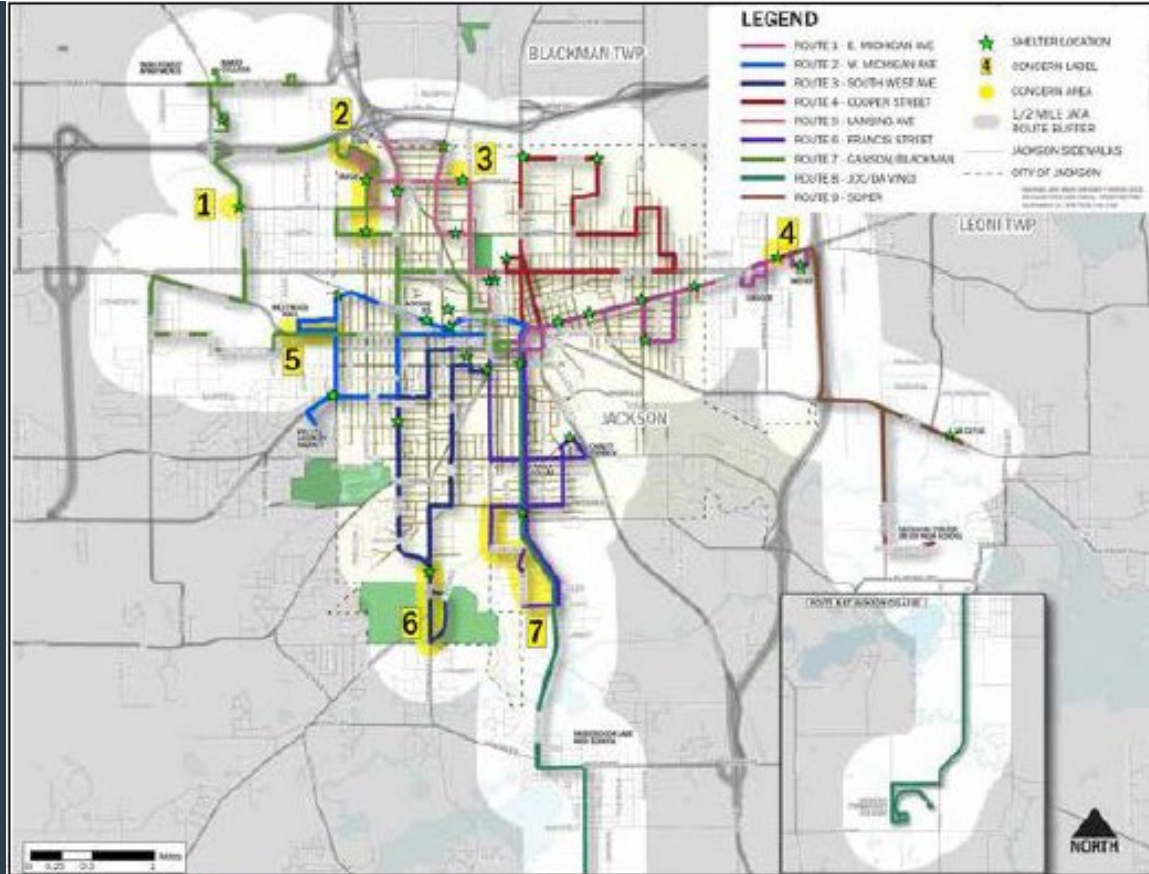
- Amtrak Train
 - Improve connection from Train Depot to downtown
- JATA Buses
 - Need basic information at all bus stops including route map and schedule
 - Basic facilities should include accessible concrete pad between sidewalk and curb at stops
 - Need to provide sidewalk connections to stops and crosswalks adjacent to them





Connecting Jackson County JATA 2018 Master Plan

- Outlined seven areas of concern
 - Primarily difficult to access the bus stops
- Identified a number of general issues including:
 - Accessibility of stops
 - Safety
 - Lack of crosswalks associated with stops
- No specifics on the condition of all of the individual stops





Tell Us About Your Experience and Hopes for Transit



How would you rate your satisfaction with riding the bus and/or train in Jackson County right now (circle one):



I am interested in riding the **bus and/or train**:

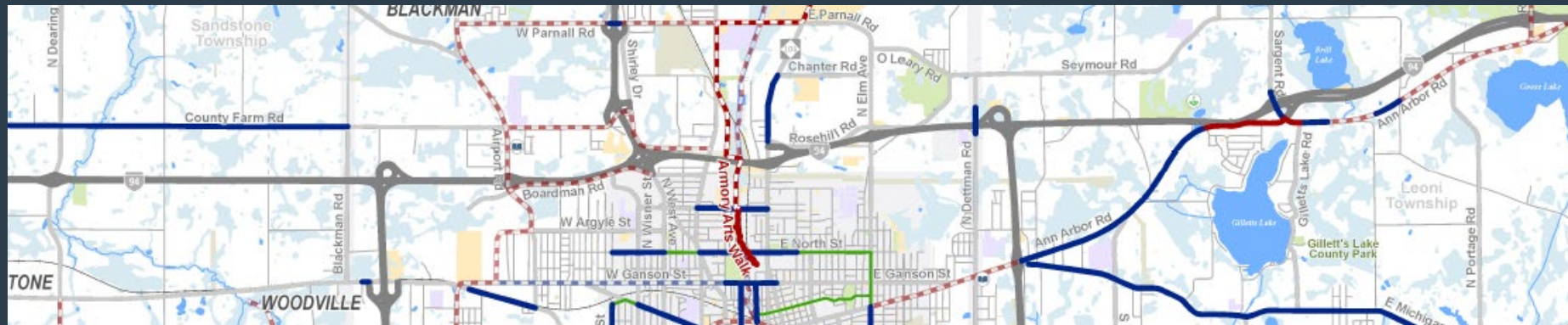
- ☐ to work
- ☐ to the store/errands
- ☐ for fitness/recreation
- ☐ to see family/friends
- ☐ to school
- ☐ other _____

*select all that apply

Is anything preventing you from riding the bus or train to those destinations right now? How could we make the experience better?

people who ride

If there is a specific location you would like to tell about write on the map...

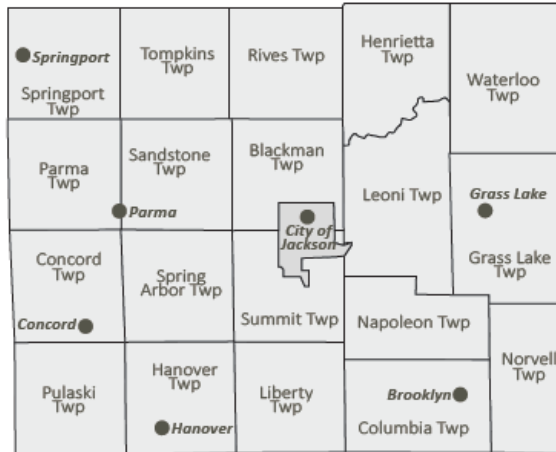




Anything else on your mind?



Please circle the area of the county you **live in** or are **most familiar** with:



Other (please specify): _____



Tell us anything else you feel is important:



If you would like **project updates**, please provide your email below:

FEEL FREE TO ADD MORE COMMENTS TO THE MAP



- Project updates
- Web version of the paper survey you took today
- Crowdsourcing map
- Meeting schedule
- Project downloads
- Other resources

Jackson City+County Nonmotorized Plan

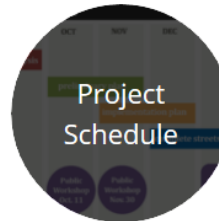
[Home](#) | [Schedule](#) | [Public Input](#) | [Resources](#)

How satisfied are you with **walking**, **biking**, and taking **transit** in Jackson County?



[Click here to tell us what changes you would like to see!](#) ➔

The City of Jackson, Jackson County and Region 2 Planning Commission, are developing a joint **Nonmotorized Plan**. The plan will look at **near-term and long-term** opportunities for people who **walk and bike**. The plan will build upon the many efforts that have taken place over the years to craft a compelling and **implementable vision** that reflects the community consensus. **To make this a successful plan we need your input!**

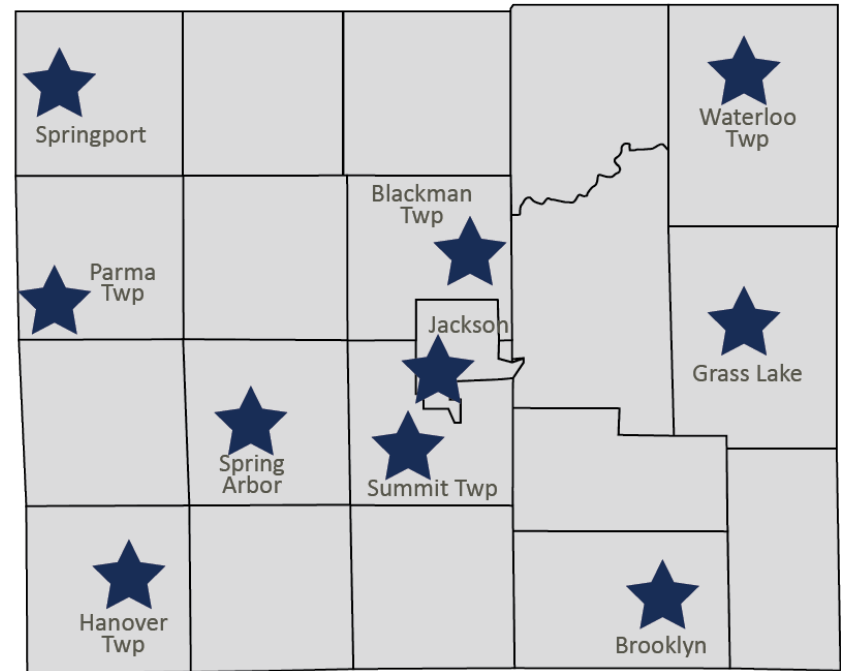




Next Steps

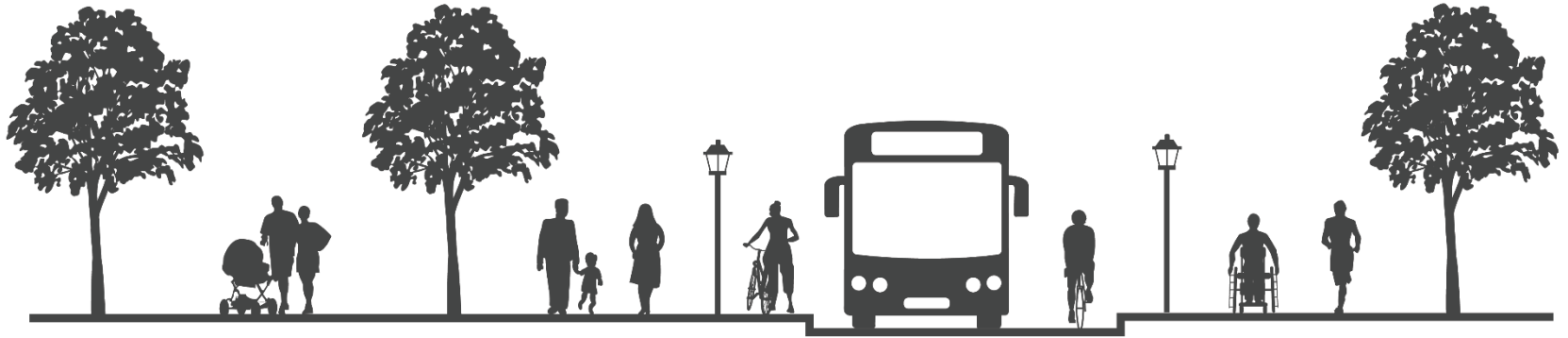
- Encourage others to come to a meeting or provide input through the website
- We will keep the survey open through Memorial Day
- We plan on coming back and meeting with you in September to review the Preliminary Plan

www.WalkBike.info/Jackson



MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
MAY 6	MAY 7	MAY 8	MAY 9	MAY 10
9:30 am - 11:30 am Blackman Twp Hall 1990 W Parnall Rd Jackson, MI 49201		9:30 am - 11:30 am Pulaski Twp Hall 12363 Folks Rd Hanover, MI 49241		9:30 am - 11:30 am Springport Twp Hall 101 W Main St Springport, MI 49284
2:30 pm - 4:30 pm Columbia Twp Hall 8500 Jefferson Rd Brooklyn, MI 49230	2:00 pm - 4:00 pm Poling Center at Spring Arbor University 133 Ogle Ave Spring Arbor, MI 49283	2:30 pm - 4:30 pm Waterloo Twp Hall 9773 Mt Hope Rd Munith, MI 49259	1:00 pm - 3:00 pm Parma Twp Hall 2388 Eaton Rapids Rd Albion, MI 49224	2:30 pm - 4:30 pm Summit Twp Hall 2121 Ferguson Rd Jackson, MI 49203
	6:00 pm - 8:00 pm Middle School at Parkside - Library 2400 4th St Jackson, MI 49203		6:00 pm - 8:00 pm Whistle Stop Depot 210 E Michigan Ave Grass Lake, MI 49240	

Jackson City + County Nonmotorized Plan



www.WalkBike.info/Jackson

Thank You!