



City of Jackson

Nonmotorized Network Overview

The City of Jackson is the hub of the county and of the county's trail system. The city has a lively walkable downtown, mostly complete sidewalk network, and an extensive trail system to build on.

The City of Jackson has made tremendous strides in becoming a more walkable community in the past ten years. Building on this success, this plans primary focus is creating a network of pedestrian and bicycle routes through the city that are comfortable to use by all ages.

To the right is an overview of the proposed nonmotorized network for the City of Jackson. The following pages breakdown the network as follows:

-  **Trails**
-  **Family Friendly Bike Routes**
-  **Sidewalks & Crosswalks**
-  **Michigan Ave Corridor Study**

Priorities

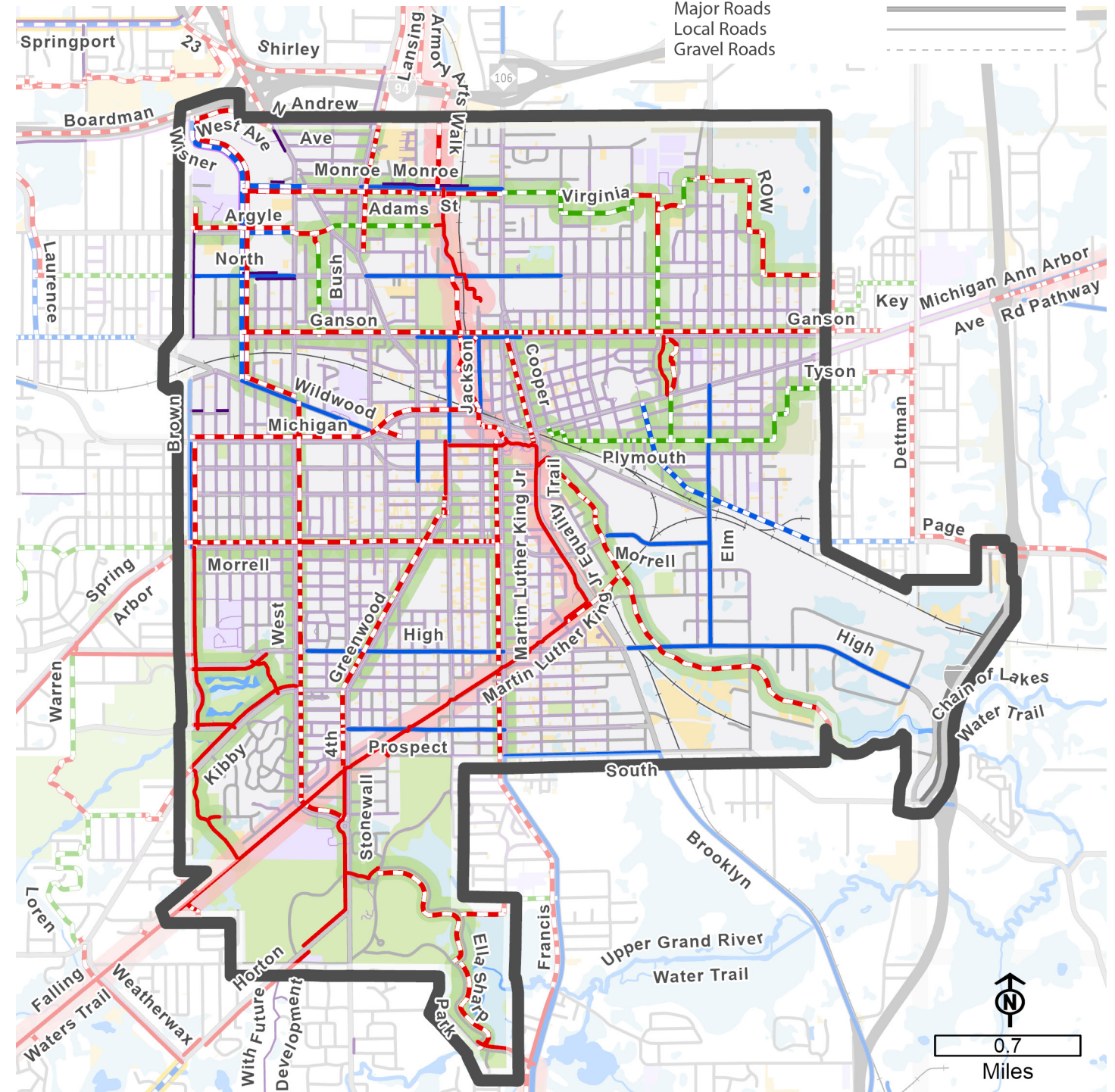
- Completing the Iron Belle Trail thorough the city
- Creating better access to the commercial areas in the northwest part of the city
- Extending the off-road trail system in the southside of the city
- Establishing a family friendly network of bike routes and trails throughout the city

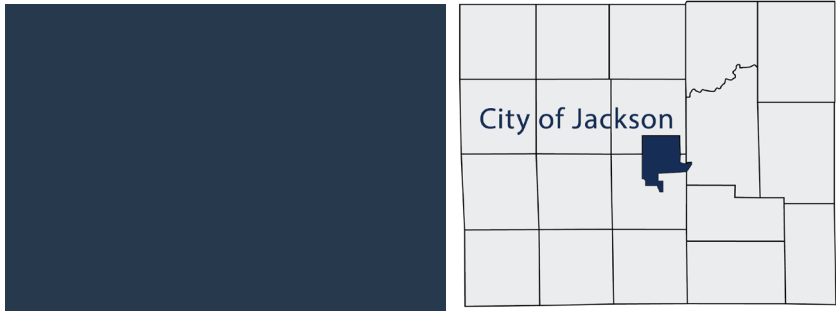


Downtown Jackson

City of Jackson Nonmotorized Network

- | | | |
|-----------------------------|-----------------|----------------|
| Nonmotorized Network | existing | planned |
| Trail (paved) | | |
| 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 | | |





City of Jackson

Family Friendly Bike Routes

The most significant proposal for the City of Jackson is establishing a network of family friendly bike routes. These routes primarily consist of separated bike lanes that have a planted buffer between the bike lane and the roadway. Most people would actually think of these as trails. Bicyclists would travel with the flow of the traffic (as with a standard bike lane) to improve safety at intersecting driveways and roadways.

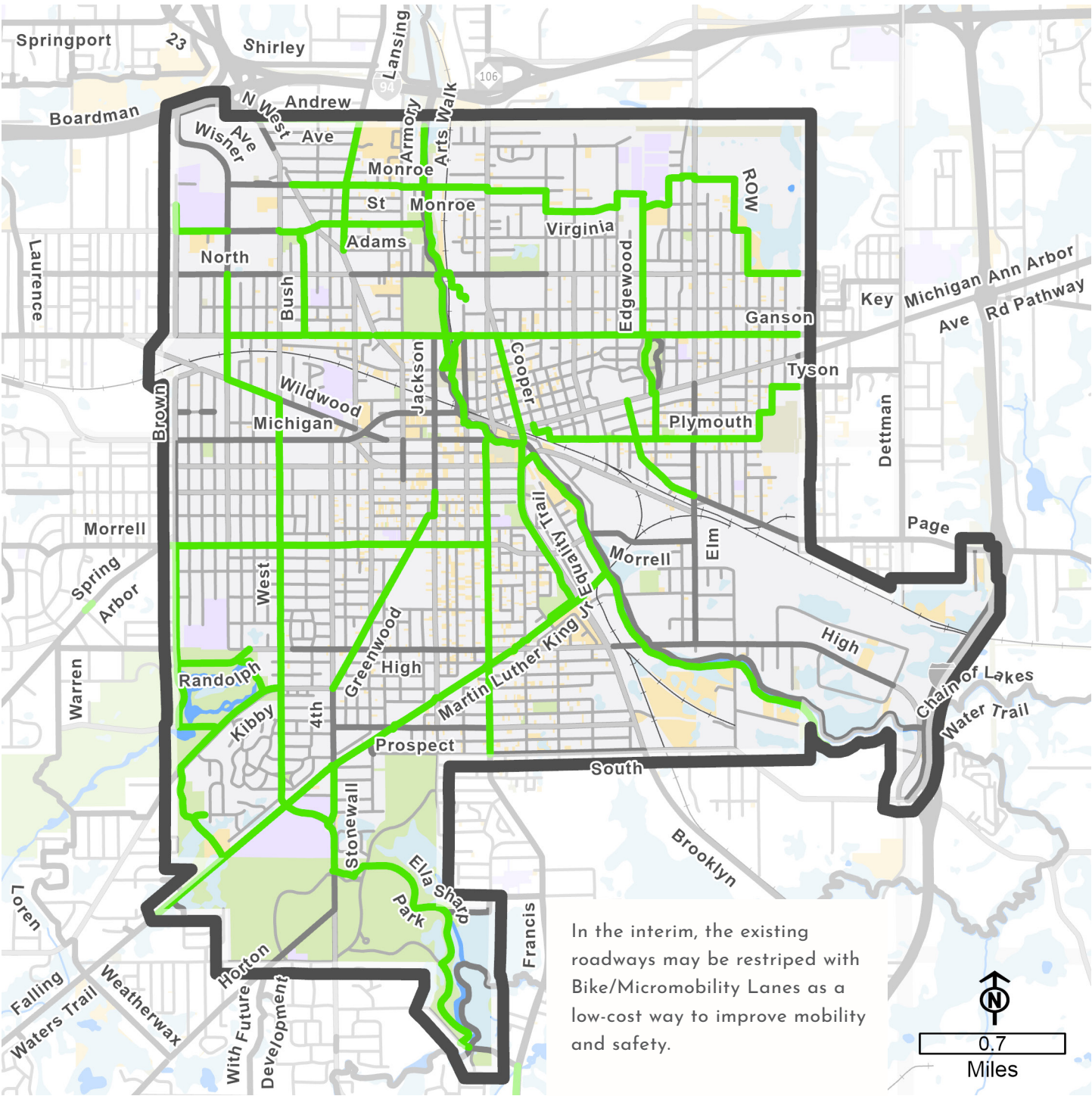
These routes become urban greenways where the emphasis is on the safe, comfortable, and convenient accommodations for bicyclists and pedestrians. A few links are provided by signed bike routes on very low volume residential streets.

- 1 Sidewalk
- 2 Separated Bike Lane
- 3 Lighting roadway and sidewalk/bike lane
- 4 Narrow two-lane roadway
- 5 Planted lawn extension with rain garden



City of Jackson Family Friendly Bike Routes

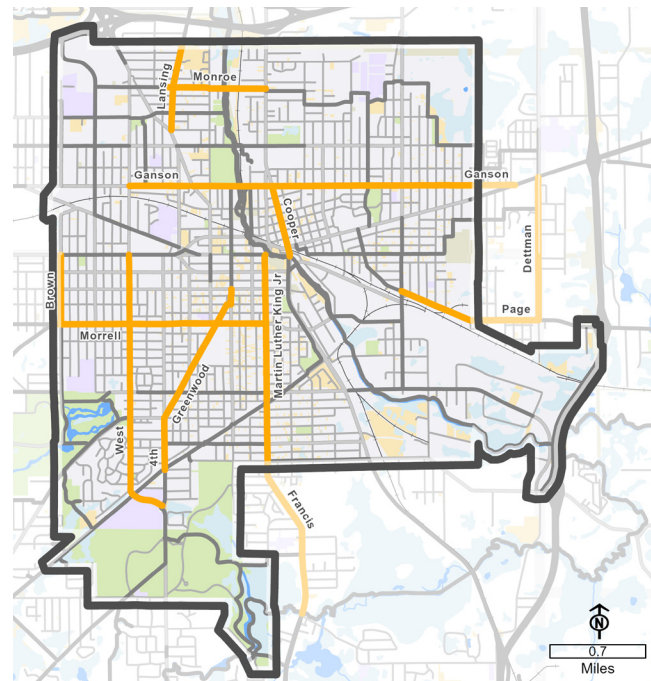
Family Friendly Bike Route





City of Jackson

Building the Family Friendly Network



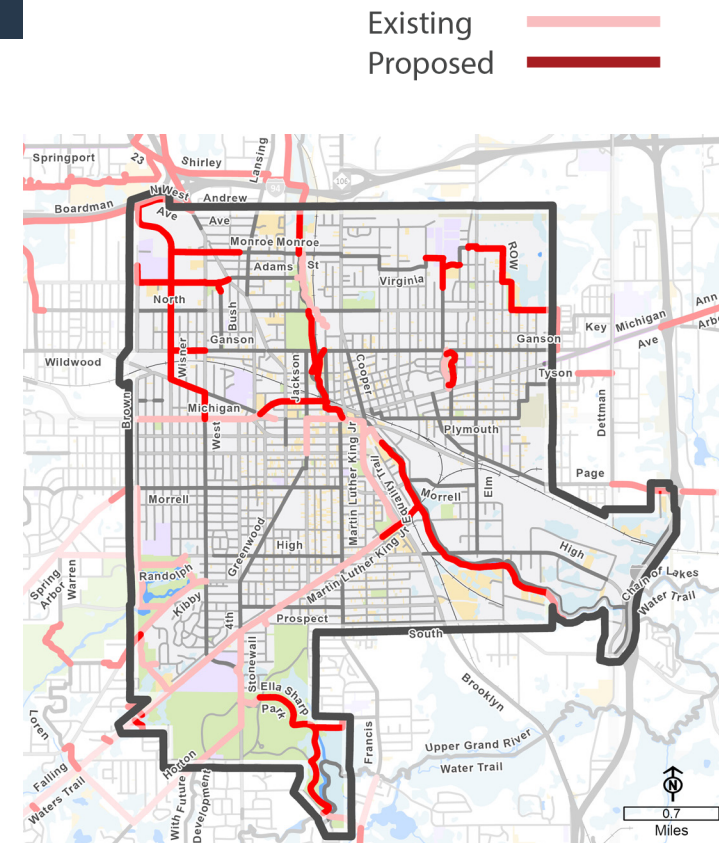
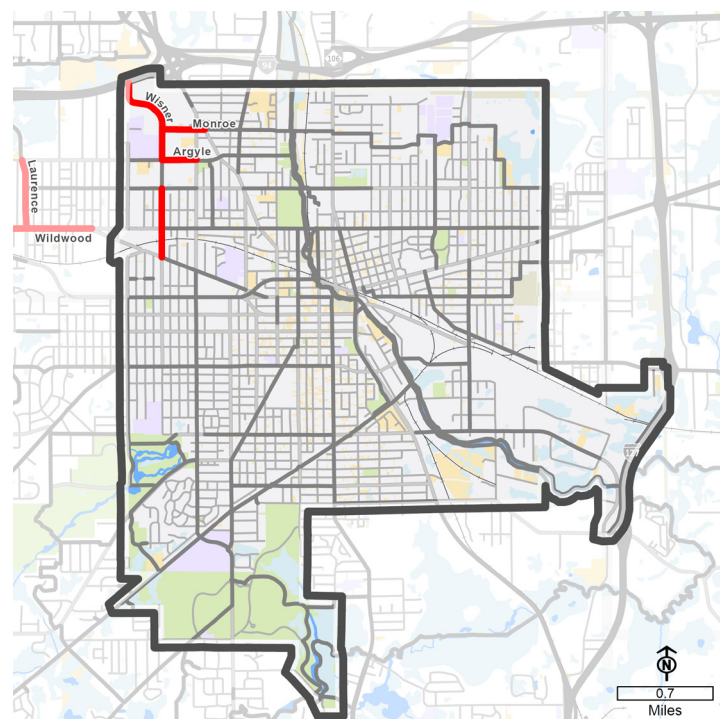
3- to 2-Lane Conversions

The bulk of the family friendly bike routes can be created by converting existing low speed (30 mph or less), low volume (less than 11,000 Average Daily Traffic Counts), mostly residential three lane roads to two lane roads. For the few signalized intersections where a designated left turn lane is warranted, the roadway can flair to three lanes.

At three and four-way stop intersections, raised crosswalks or raised intersections should be used. At signalized intersections, protected intersections should be used. See pages 36 and 37 for more information.

4- to 3-lane Conversions

There are a number of 4- to 3-lane conversions proposed in the northeast side of town on Wisner Street, Monroe Street and Argyle Street. These, in conjunction with shared-use pathways will extend bicycle access from the neighborhoods to the mall areas. More experienced bicyclists will opt for the bike lanes while less confident bicyclists choosing the pathways. The Federal Highway Administration lists 4- to 3-lane conversions are proven safety countermeasures as they improve safety not just for bicyclists, but also for motorists and pedestrians.



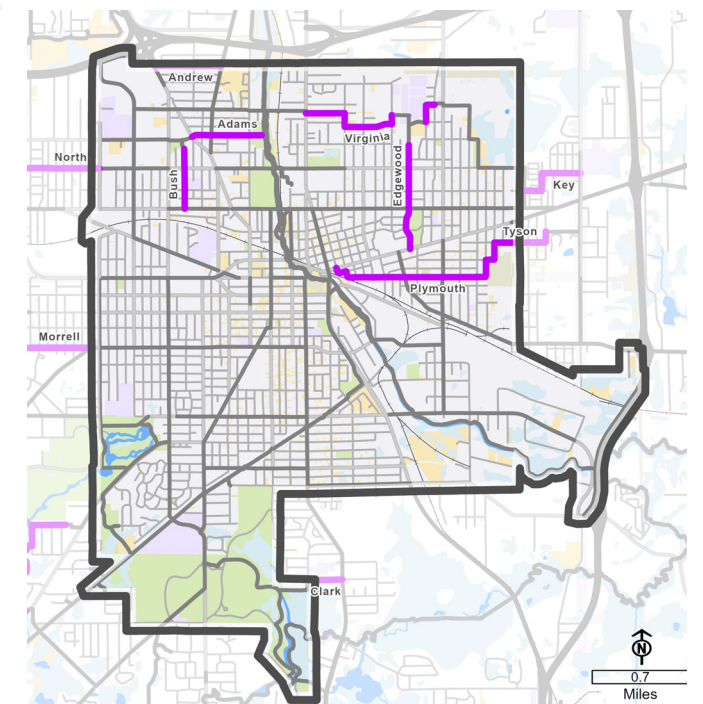
Trails

The City of Jackson has focused a lot of energy on completing the Iron Belle Trail/Great Lake-to-Lake Trail Route One through the City. There are only a few short segments left until the City of Jackson portion of the trail will be complete.

Many of the other proposed routes utilize existing rights-of-way and public property to make connections between neighborhoods, parks and schools. The proposed trails are all paved shared-use paths and sidepaths.

Signed Bike Route on Local Road

Some of the Family Friendly Bike Routes are on extremely low volume residential streets. These routes do not require any separated bicycle facilities. By providing wayfinding signs along local roads and crosswalks at major road crossings, signed bike routes can be very economical and provide a low-stress facility for people who bike.





City of Jackson

Sidewalks + Crosswalks

In general, the City of Jackson has fairly good sidewalk coverage with sidewalks on both sides of the street throughout the majority of the City. Where it lacks is around the shopping malls at the northwest corner of the City.

Having a complete sidewalk network is a great start, but as the City moves forward, it needs to make sure that all sidewalks and crosswalks are compliant with the Americans with Disabilities Act (ADA). Every existing signalized intersection should include a pedestrian crossing that is ADA compliant.

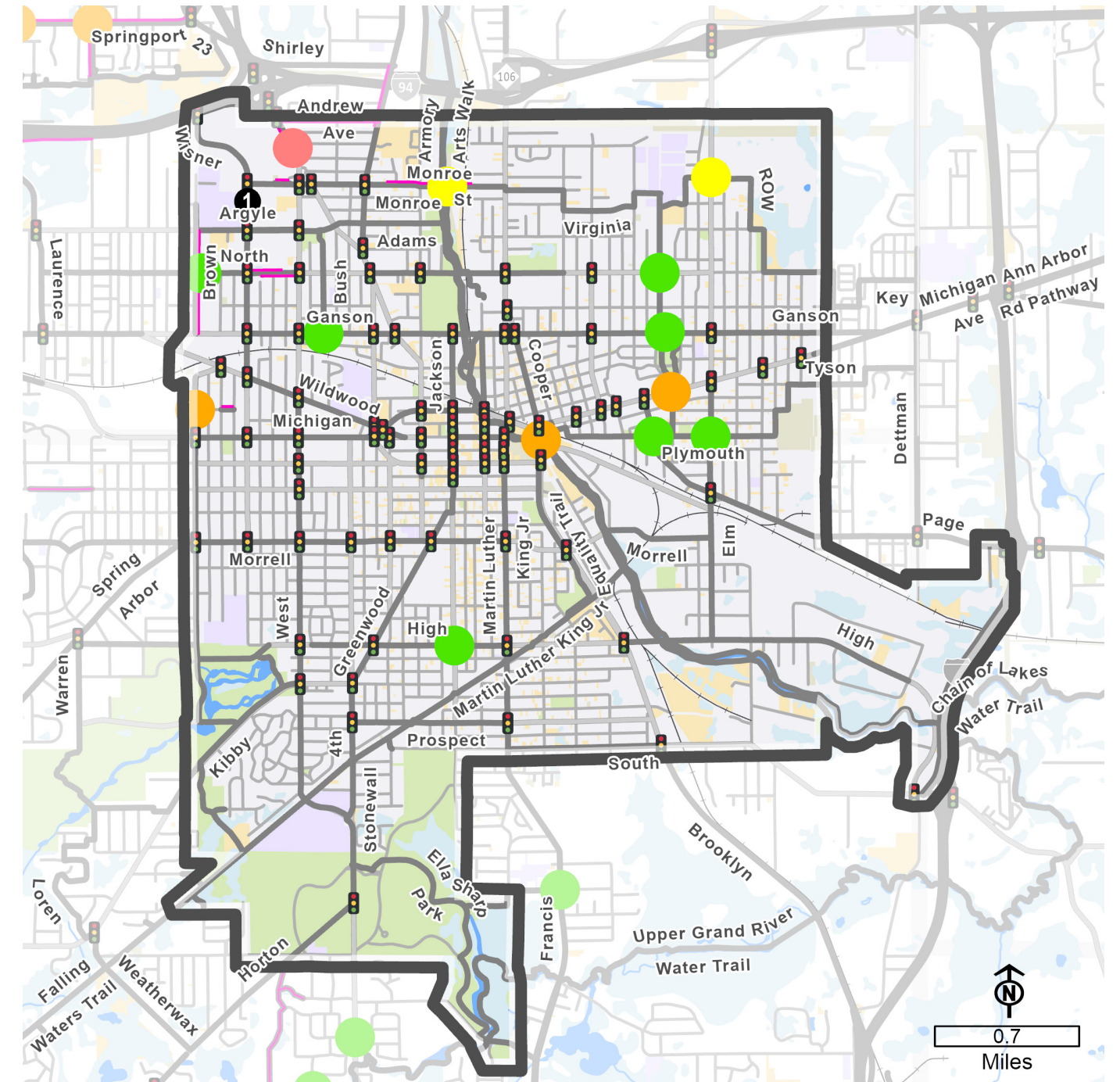
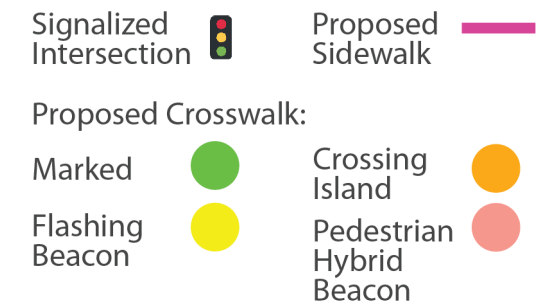
An issue that was identified in the inventory and analysis were long stretches of roadways without a crosswalk. The map marks proposed crosswalk locations that correspond with the Family Friendly Bike Routes.



Crosswalk at Mechanic Street in Downtown Jackson

City of Jackson

Sidewalks and Crosswalks





City of Jackson

Michigan Avenue Proposed Corridor Study

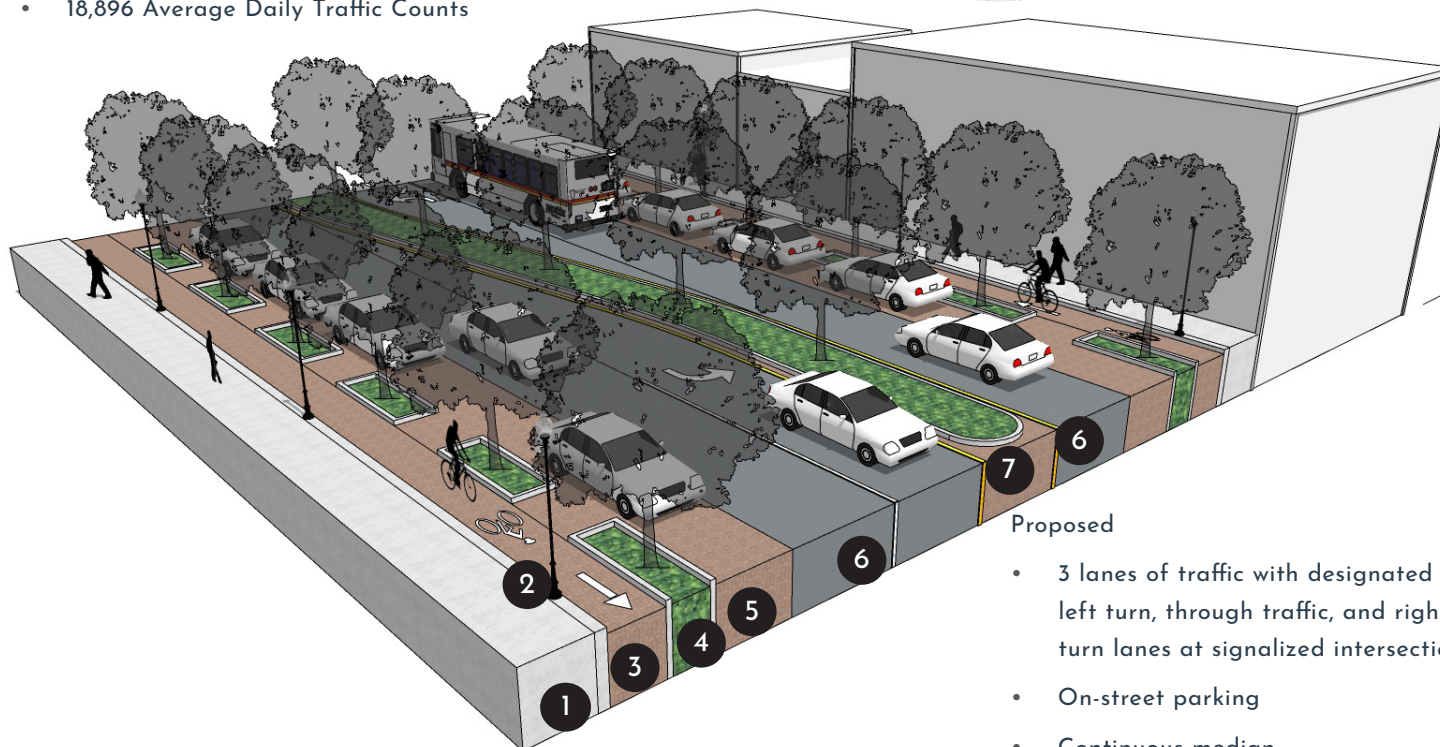
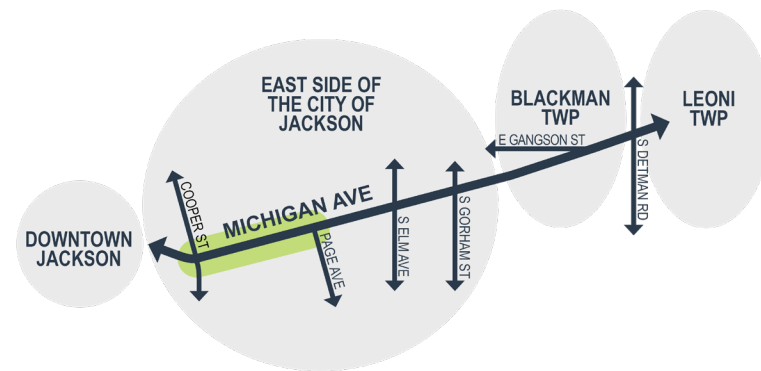
Michigan Avenue from Cooper Street to Ganson is an important commercial corridor in the County and a gateway to the City of Jackson. Currently, commercial development is intermittent along the corridor and the building setbacks vary. Planning and zoning efforts call for a more uniform building frontage to the right-of-way line to help establish a better pedestrian environment and more of a main-street feel.

While detailed recommendations for Michigan Avenue are beyond the scope of this study, an initial evaluation of traffic indicates that the section between Cooper Street and Ganson may function better than it currently does as a three lane road. This would allow the introduction of separated bike/micromobility lanes and medians. The following are a couple of illustrations of what may be possible.

Michigan Avenue Cooper Street to Page Ave

Existing Conditions

- 100' wide right-of-way
- 5 lanes of traffic
- Some on street parking
- 18,896 Average Daily Traffic Counts



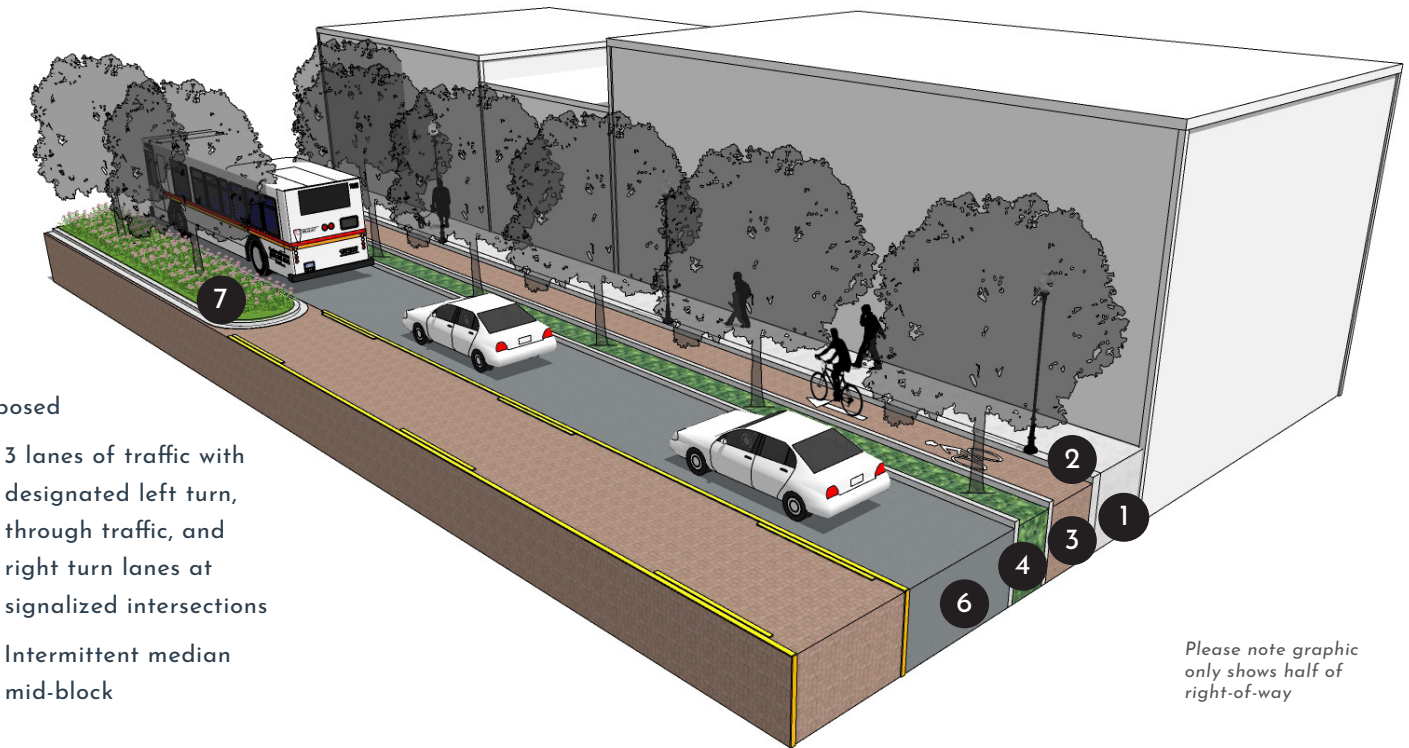
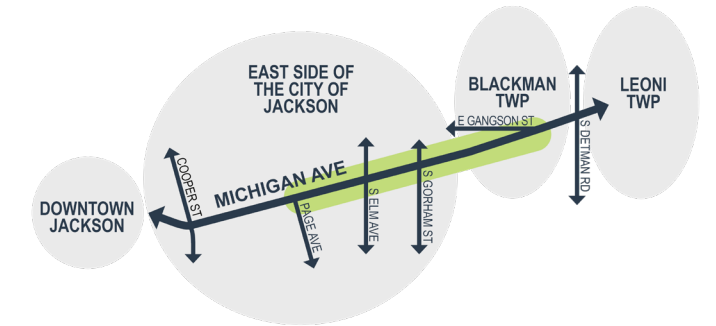
Proposed

- 3 lanes of traffic with designated left turn, through traffic, and right turn lanes at signalized intersections
- On-street parking
- Continuous median

Michigan Avenue Page Ave to Ganson

Existing Conditions

- 66' wide right-of-way
- 4 lanes of traffic
- No on-street parking
- 13,269 to 14,041 Average Daily Traffic Counts



Please note graphic only shows half of right-of-way

Proposed

- 3 lanes of traffic with designated left turn, through traffic, and right turn lanes at signalized intersections
- Intermittent median mid-block

Conceptual Design Elements

- 1 Sidewalk
- 2 Pedestrian scale lighting
- 3 Separated bike lane on permeable pavement
- 4 Street trees and rain gardens
- 5 Parking on permeable pavers
- 6 Travel Lanes
- 7 Landscaped Median

Proposed Next Steps

Reconfiguring a state trunkline, especially one with a MDOT rail corridor crossing, is a formal process where the local agency would be required to perform a safety and operations analysis and engage the citizens and businesses in a planning process. The Jackson Anchor Initiative is about to embark on a new East Michigan Avenue study that includes a portion of proposed corridor area from the downtown east to Henry Ford Allegiance Health Campus and beyond. This could serve to introduce the concepts and gauge if there is interest in pursuing them further. If so, it is recommended that the City of Jackson, Jackson Anchor Initiative, Jackson DDA, Blackman Township, Jackson Department of Transportation, and MDOT collaborate on corridor study.