

# Jackson City ⊕ County

## Nonmotorized Plan

### Steering Committee Meeting

**Date:** Friday, February 15, 2019  
**Time:** 9:00 am to 11:00 am  
**Location:** Jackson County Tower Building  
Commission Chambers Room

*The purpose of the meeting is to introduce the Steering Committee to the project and for the Steering Committee to provide guidance on the key issues the project should address.*

### Agenda

- **Introductions** **9:00 – 9:10**
- **Project Background** **9:10 – 9:20**
  - Role of the Advisory Committee
- **Key Project Considerations** **9:20 – 10:00**
  - Scope
  - Health
  - Safety
  - Place
  - Community
  - Cost
  - Additional Thoughts
- **Establishing a Common Language** **10:10 – 10:20**
- **Break** **10:20 – 10:30**
- **Previous Planning Efforts** **10:30 – 10:40**
- **Your Hopes and Concerns** **10:40 – 11:10**
- **Preliminary Schedule** **11:10 – 11:20**
- **Next Steps** **11:20 – 11:30**
  - Project website
  - Public Engagement

# Steering Committee Meeting Notes

FEBRUARY 15, 2019

*Below is a summary of key points from the meeting.*

- **Initial thoughts about the plan and project scope:**
  - County overall strategic plan
  - Joint City and County 5 year plan and recreation plan completed in 2015 – both plans will be redone in 2019
  - Falling Water Trail / MLK Trail and Lakelands Trails are part of 2 statewide trails; provides opportunities to build a true non-motorized network
  - Comprehensive plan will help to get funding on future projects
  - Feedback from MDOT Tap – Jackson already given lots of money, but only in a few distinct projects, a comprehensive plan will help to expand on what we have now
  - The cheapest way to build the non-motorized network is when you build upgrade the road; this plan will provide the framework for those upgrades
  - The two biggest sources of funding come from MDOT and MDNR; need to account for mobility and recreation in the plan
  - Consumers Energy is excited to be getting involved early in the process
- **What else should be driving factors for this project?**
  - Some people walk or bike because they have to, we need to make sure there needs are met
  - Helping to establish an identity for Jacksons
  - Chronic disease prevention – an increase in recreation helps lower diseases
  - Public involvement and engagement is key – Who uses the system now and who is interested in using it? Need prove for why we should invest in this
  - Keep tax payer perspective in mind – need to identify long range connected plan to make sure money is spent well and efficiently
  - Public engagement – inward thinking can be a challenge in the planning process; it is not about today, it is about the future; millennials want quality of life; trails and access to recreation important; non-motorized plan plays a huge role in Jackson becoming a place to live or leave; need to make this plan about our kids and grandkids
  - Connect people to parks and trail systems, including waterways

- Plan for where non-motorized routes will be; make them engaging and into quality facilities that people want to use; connect destinations; include public art; non-motorized system needs to be engaging and enjoyable
  - Connections from county to Grass Lake and from Grass Lake to county park; provide traffic calming in downtown; truck traffic heavy
  - Plan is a tool to help win grants
  - The plan needs to addressing community needs – look at all environmental impacts (trees, wetlands, stormwater)
  - Quantify economic impact of the proposed facilities – this doesn't have to be precise
  - Trail connections in the Irish Hills – make connections to parks and lakes, many communities are isolated with high-traffic and high-speed roads that are unsafe for walking and biking; want to quietly make improvements to the Nonmotorized network that are better than surround areas
  - Programming, events & awareness – need to get people to take advantage of what is in the plan
  - The most successful plans have Community buy-in and promote connectivity; community members need to be involved from the forefront
  - Need both on-road and off-road Nonmotorized network
  - The planning process has momentum outside of this room; Jackson County already has a lot of enthusiasm and knowledge about the benefits of trails; in 2018 millage for infrastructure, trails were identified as #1 priority; Jackson does not lack enthusiasm
  - This study is the vehicle to help go out and get money
  - The goals of the plan should go beyond making connections, look at using the places they connect to
- **Previous Planning Efforts – Is there anything that you would like to be reconsidered? Anything that you are uncomfortable with? Any omissions we should know about?**
    - Need to coordinate with Consumers Energy as a first step; they have a process where they run the trail plan through all other groups and partners involved in the process
    - Monetary value for property on consumers is the same as MDOT requirements; there is an application process; some third parties have license to properties
    - Pathways need to meet width standards for federal money; don't use just minimum trail widths, need easement with of around 20 feet

- County Parks - Currently working to make trail connection across county; complete gap around prison; complete connection to Calhoun County; Lakeland
  - Trail to Jackson route – possible changes to Lansing Avenue, reconstructed in same timeframe; going forward with Spicer Routing; Mannik Smith Group doing feasibility for this route
  - Connection to Calhoun County – going to apply for TAP and trust fund grant; working design/engineering
  - Watkins Lake State Park – working on trail connection to Brooklyn
  - Spring Arbor Township DNR Grant – working on trail connection from Spring Arbor to Lime Lake/Falling Waters Trail; contact Todd Zeller at OHM
  - Upper Grand River Watershed Council Water Trail Plan; may be opportunity to share launch sites with trail heads
  - Pete Jancek from Blackman Township offered to show the consultant team around
  - The City of Jackson, Summit Township and Jackson County Parks have coordinated on 3 grant applications to make trail loops
  - A Community needs assessment was completed in 2017 that looked at health in Jackson; the results are used to help active planning; maybe opportunities for the Nonmotorized plan to utilize community engagement info; data available for use
  - Would be interesting in comparing proposed Nonmotorized routes with health facility and grocery store locations
  - I-94 interchanges under reconstruction; Cooper in 2019; Elm and Lansing just kicking off, looking at road diet to 2 lanes with bike lanes
  - Existing posted bike routes in Jackson are not desirable, they are along corridors where there is high conflict between bikes and cars
  - Preliminary plans for West Avenue include Nonmotorized routes to get across 127 and I-94; sidepath proposed
- **What hopes and concerns do you have for the project? At the end of this project what things do you want to make sure it addresses?**
    - Maintenance
    - MDOTs perspective: not all roads are equal; trunk lanes may not be desirable over parallel routes
    - Maintenance – debris in bike lanes, earmark funds
    - Maintenance – continuing battle; trees and vegetation
    - Accessibility – ADA access from parking lot to trail



- Access for emergency services on trails
  - Quality experiences on the trail
  - Cost of Implementation – from a realistic stand point
  - Have a plan – helpful for reconstruction; shows expectation of what community wants
  - Recommendations that are feasible
  - Maintenance
  - Remain in contact with Consumers Energy – the sooner the better to address issues
  - Activate the system that exists
  - Must be inclusive, all ages, all abilities, across socio-economic groups
  - Reach out to community – what do they need or want?
  - The plan! Trails are important – going to happen one way or another; Finish the spine from Concord to Stockbridge in the next two years
  - Availability of electricity – mobility issues, need to be able to recharge
- **Next Steps**
    - Friday morning are good meeting time
    - MDOT University Region Office and Blackman Township spaces available for steering committee meetings
    - TGC will put maps and meeting materials on website

Jackson City+County Nonmotorized Plan

# Steering Committee Meeting

## SIGN-IN SHEET

Date: 2/15/2019 Time: 9am - 11 am Location: Commission Chambers

☐ Angela Kline

☒ Bret Taylor

☒ Carolyn Prudhomme

☒ Christopher Bolt

☒ Cindy Hubbell

☒ Corey Clevenger

☒ David Trent

☒ Grant Bauman

☒ Jennie Lapp

☐ Jon Dowling

☐ Kelli Hoover

☒ Kyle Lewis

☒ Leah Groya

☒ Mike Davis

☒ Nikki Van Bloem

☐ Norm Cox

☒ Pete Jancek

☒ Robert Bourgeois

☒ Shaina Tinsey

☒ Tanya DeOliveira

☒ Terri Melchiori

☐

☐

☐

Please sign-in below if your name is not listed:

Sach McCloughan, Parks Supt.

JEFF Horvath, Jackson Co Parks Director

# Jackson City ⊕ County Nonmotorized Plan

A plan for people who walk, bike and ride

## **Steering Committee Kick-off Meeting**

Friday, February 15, 2019

9:00 am – 11:00 am

Jackson County Tower Building  
Commission Chambers Room





# Agenda

1. Introductions
2. Project Background
3. Key Project Considerations
4. Establishing a Common Language
5. Break
6. Previous Planning Efforts
7. Your Hopes and Concerns
8. Preliminary Schedule
9. Next Steps



Purpose is to provide an introduction to the project and for you to provide guidance on the key things you feel the project should address



# Project Scope – What's Included

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



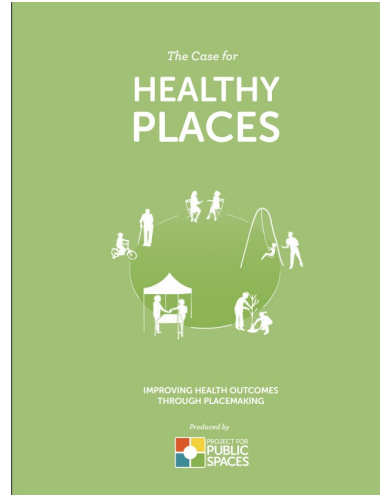
Will identify projects that can be implemented quickly and on a budget





# 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

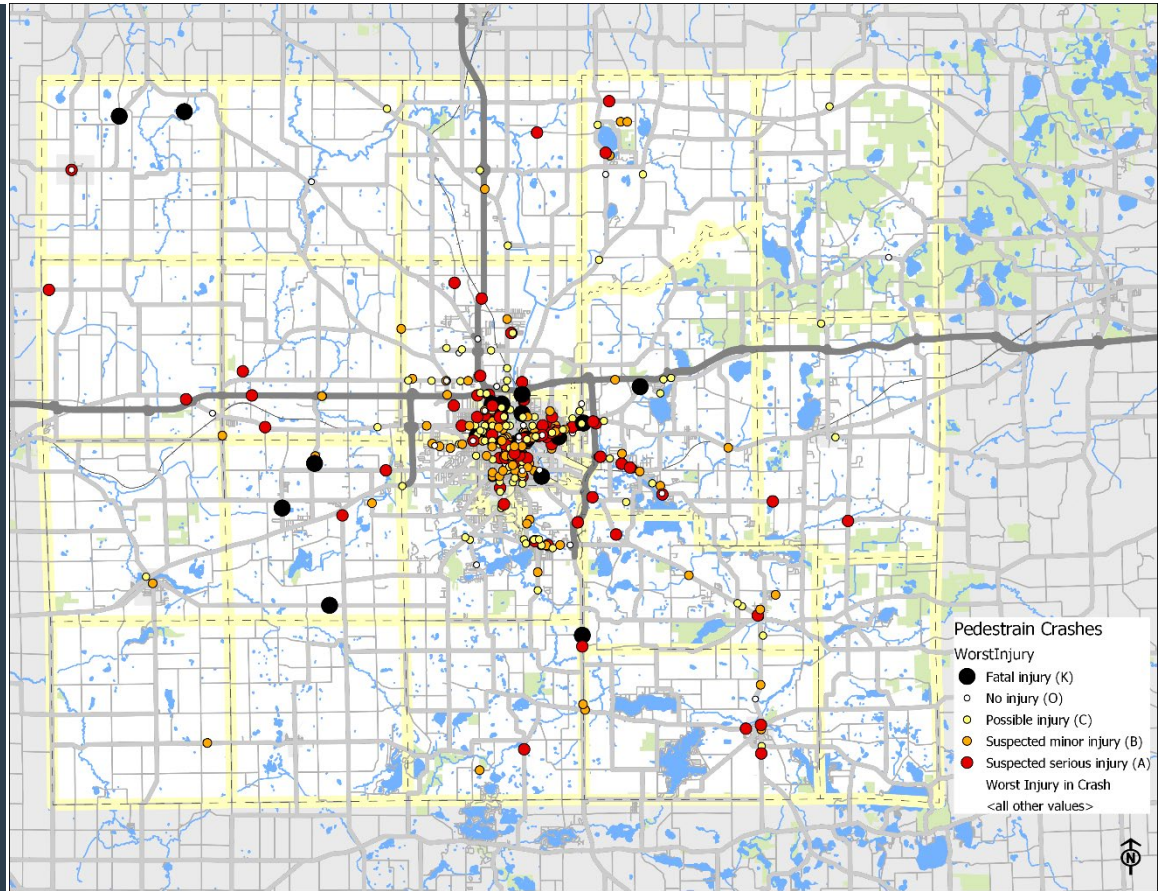


# Safety – People Who Walk

- 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

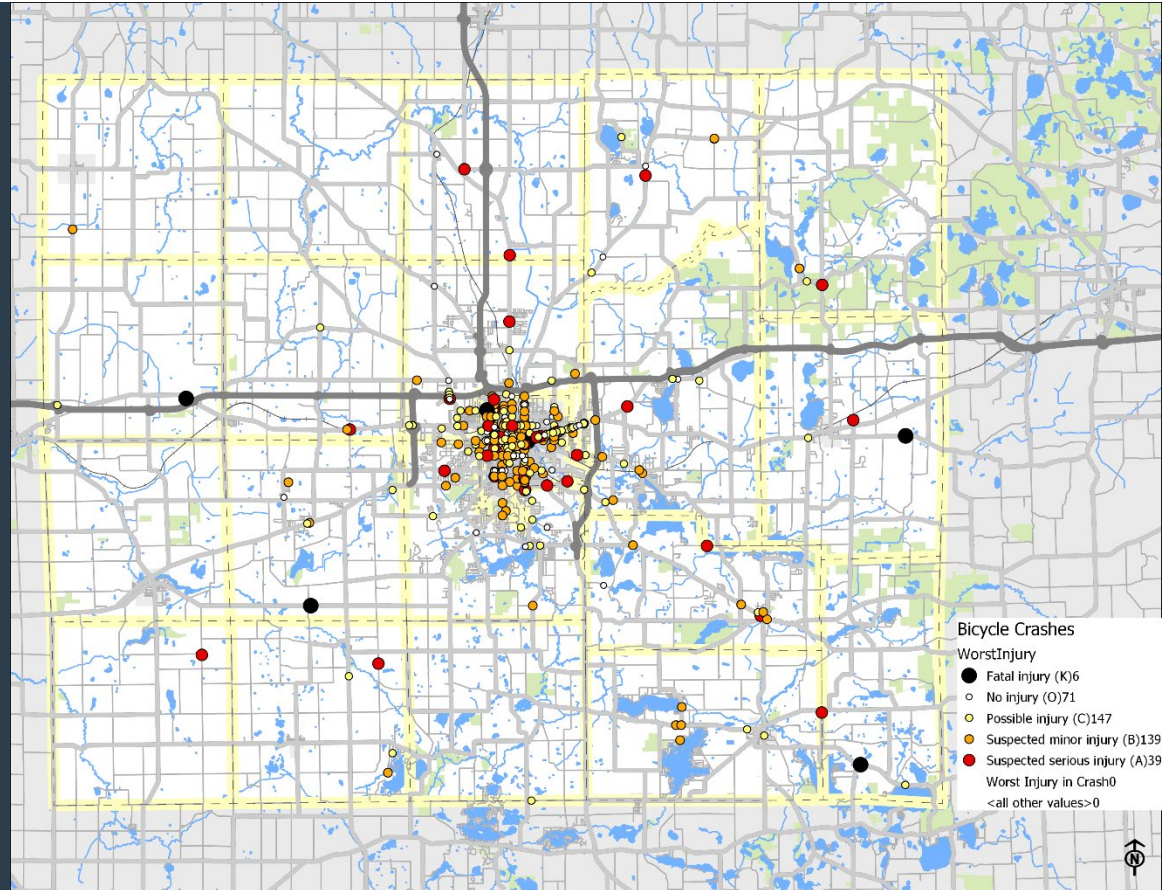


# Safety – People Who Bike

- 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





# Placemaking – Economic Development

- MSU's Land Policy Institute's Growth Study Found that some segments of the population are better than others when it comes to attracting economic development
  - Educated youth
  - High energy immigrants
  - Educated senior citizens
  - Entrepreneurs



Providing a high quality of life is the key to attracting the people that make the economy thrive

# Placemaking – Attracting & Retaining People

What do these job creators want?

- Vibrant downtowns
- Green infrastructure
- Pedestrian and bicycle linkages
- Transit
- Diversity of housing options
- Recreation amenities such a water, hunting and fishing
- Creative entrepreneurial 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



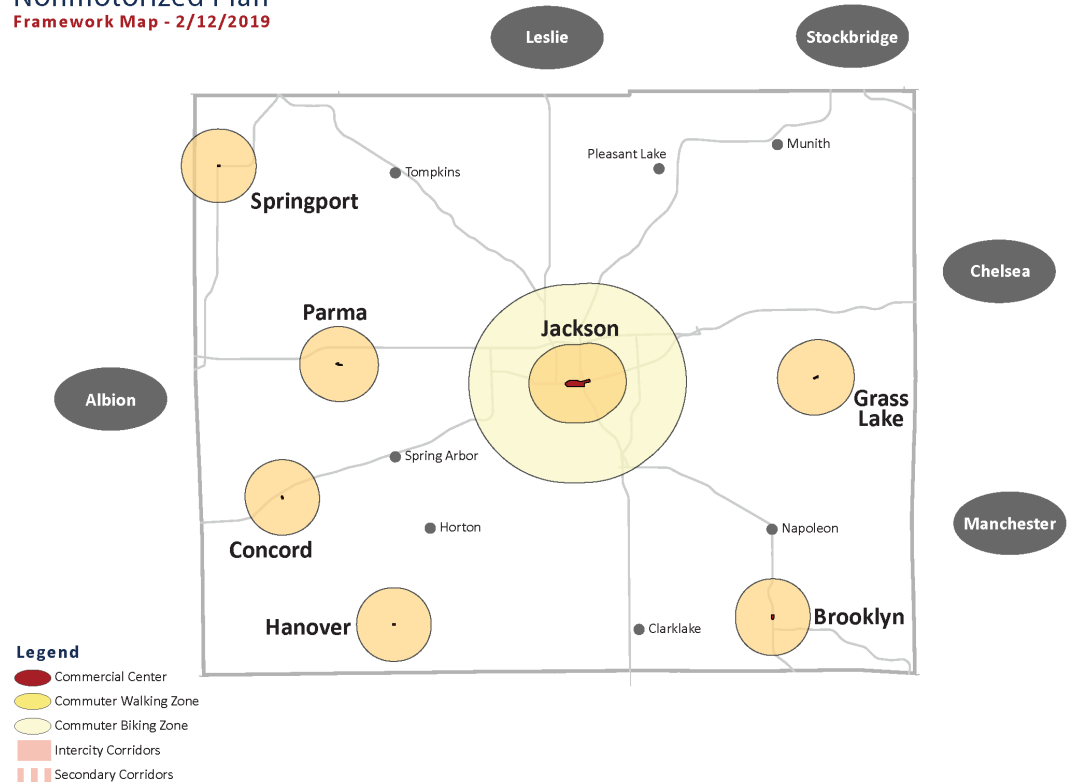
Streets constitute a community's single most important public space in terms of size, visibility and use



# Placemaking – The Opportunity

- Setting up a framework of expectations for different contexts
  - Central City
  - Small Towns
  - Hamlets
  - Connections
- How are daily commuters by foot or bicycle accommodated in different contexts

Jackson City ⊕ County  
Nonmotorized Plan  
Framework Map - 2/12/2019





# Placemaking – The Opportunity

- Define what we want the places to be like
- Then determine what needs to be accomplished



*The **Commercial Centers** are the hubs of the regional transportation system. They contain a mix of business, retail, office, government, residential and cultural uses. Jackson's commercial center support public transportation and are regional hot spots for pedestrian activity.*

#### **Goals for Pedestrian Environment:**

- 8 to 10' wide sidewalks on both sides of the street
- Crosswalks every 330 feet
- Pedestrian scaled street lights
- Benches, trash receptacles and wayfinding signage
- Street trees and/or on-street parking providing a physical barrier between the sidewalks and the roadway

#### **Goals for Bicycle Environment:**

- Conventional bike lanes or shared lane markings on primary roads
- Bicycle boulevard network on local roads
- Bicycle route wayfinding signs
- Bicycle parking racks on every block where there is retail
- Covered and secured bicycle parking near employment centers



*The **Commuter Walking Zone** is located within 1.5 miles, or about a half-hour walk of the Commercial Center. This area are primarily a grid block street pattern providing fairly direct travel for pedestrians. The Commuter Walking Zones are predominantly single-family residential with businesses located along the main streets and corner stores.*

#### **Goals for Pedestrian Environment:**

- 6 to 8' wide sidewalks on both sides of the streets along major roads
- 5 to 6' sidewalks on both sides of the street in neighborhoods
- Crosswalks connecting neighborhoods and crosswalks at commercial, institutional and recreational activity hubs
- Park and walk lots for commercial center employees

#### **Goals for Bicycle Environment:**

- Buffered bike lanes on arterial roads
- Conventional bike lanes on collector roads
- Bicycle boulevard network on local roads
- Bicycle parking racks at businesses, schools and parks



*The **Commuter Biking Zone** is located between 1.5 and 4 miles, about a 1/2 hour ride, around the Commercial Center in Jackson. This area tends to consist of low-density, single-family residential typically along country roads or detached subdivisions surrounded by agricultural and park land. This area is generally auto-dependent with limited transit and pedestrian activity.*

#### **Goals for Pedestrian Environment:**

- 6 to 8' wide sidewalks on at least one-side of a major roads
- Road Crossings at key locations where there is demand to cross the road (schools, parks, subdivisions, commercial)

#### **Goals for Bicycle Environment:**

- Buffered bike lanes on arterial roads
- Conventional bike lanes on collector roads
- Paved shoulder on rural arterial roads
- Signed bike routes on rural collector roads
- Signed bike routes on key local roads
- Park and bike / ride lots commercial center employees



***Intercity Corridors** provide the main connection between communities in a regional transportation system. Due to the scale of a regional system these corridors focus on bicycle connections.*

***Secondary Corridors** provide connections to areas that have a smaller draw but are still important destinations in the region. The majority of these corridors pass through rural areas that consist of large tracks of agricultural and park land with very low-density housing along country roads.*

#### **Goals for Bicycle Environment:**

- Paved shoulders along primary roads
- Off-road trail where opportunity exists (usually along a railroad corridor, waterway, or utility corridor)
- Signed bike routes (on secondary corridors)





# Community – Cohesion

- You engage with others when you are walking and bicycling
  - Not isolated as in a car
- At a slower speed, you notice more
  - More likely to want to change things
- You see people as people
  - Not defined by their vehicle
- Your “neighborhood” expands
  - You become aware of the daily patterns of life



By walking or bicycling people build their social capital via the minutia of daily interpersonal interactions



# 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”
- Autonomous vehicle conundrum – they will both compete and generate walking and bicycling trips
- 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





# Additional Thoughts

- What else should be driving factors for this project?
- Go around the table and list one thought
- We will go around the table multiple time to get everyone's ideas



There are no wrong answers and  
please refrain from debating  
anyone's input



# Establishing a Common Language

- Before we delve into discussing specifics, it is helpful if we are all using the same terms
- Today, we want to focus on five basic terms:
  - Bike Route
  - Bike Lane
  - Paved Shoulder
  - Shared Use Path
  - Side Path

## Bicycle and Pedestrian Terminology



Published: March 2014

These are the terms that are used in grants when communicating with MDOT



# Bike Route

- It is designation, not a facility
- Typically signed
- Ideally tells you where the route is going
- There can be overlapping national, state, regional, and local designations



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



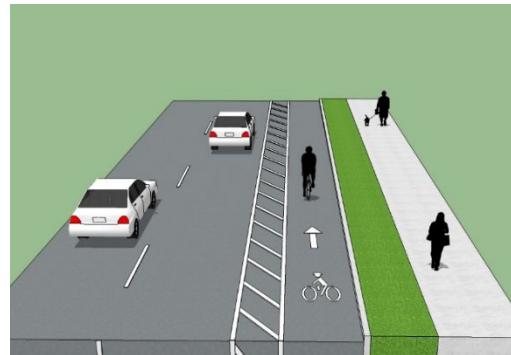


# Bike Lane

- An area within a roadway specifically designated for bicycle use
- May be buffered or separated from moving vehicles
- Generally found in urban and suburban contexts



**Buffered**



**Separated**





# Paved Shoulder

- Bicyclists travel with the flow of traffic
- Pedestrians opposite the flow of traffic
- 4' of pavement minimum
- More if there are rumble strips







# Shared Use Path

- Pedestrians and bicyclists share a single pathways
- Two-way traffic for all modes
- 10' or wider





## Side Paths

- A shared-use path separate from the road but still within a road ROW







# Ten Minute Break

- Reminder to move cars if needed

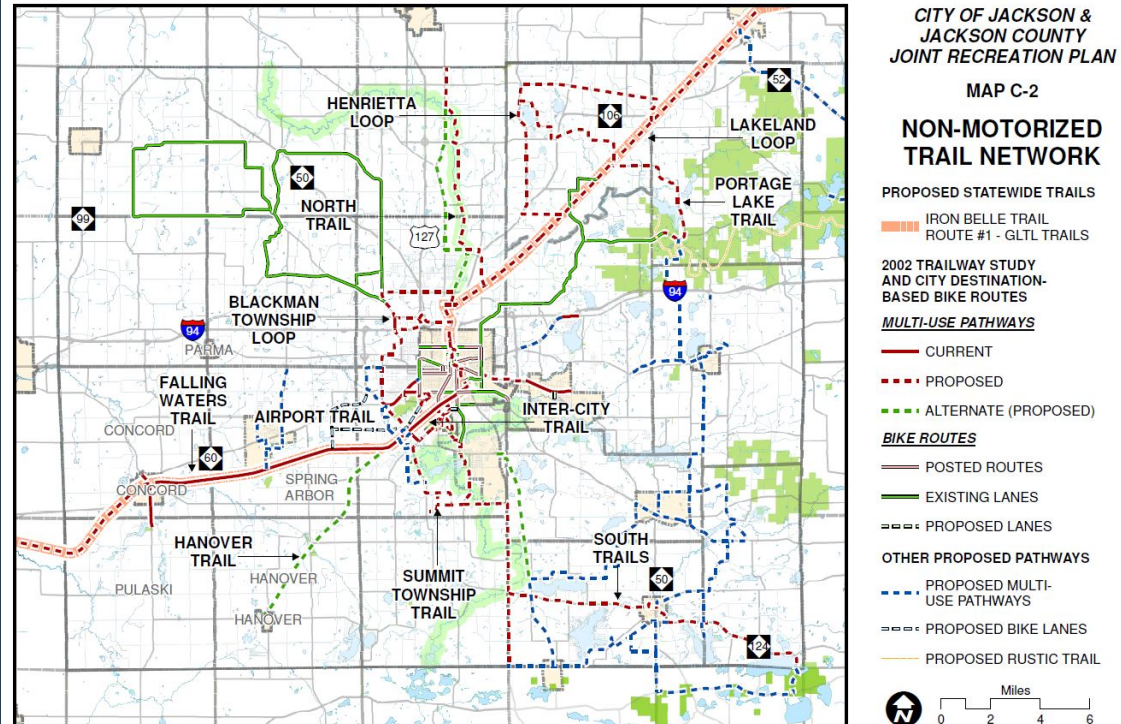






# Previous Planning Efforts

- Is there anything that you would like to be reconsidered?
- Anything that you are uncomfortable with?
- Any omissions we should know about?



We have inventoried regional, local transportation, recreation and trail plans



# Hopes and Concerns

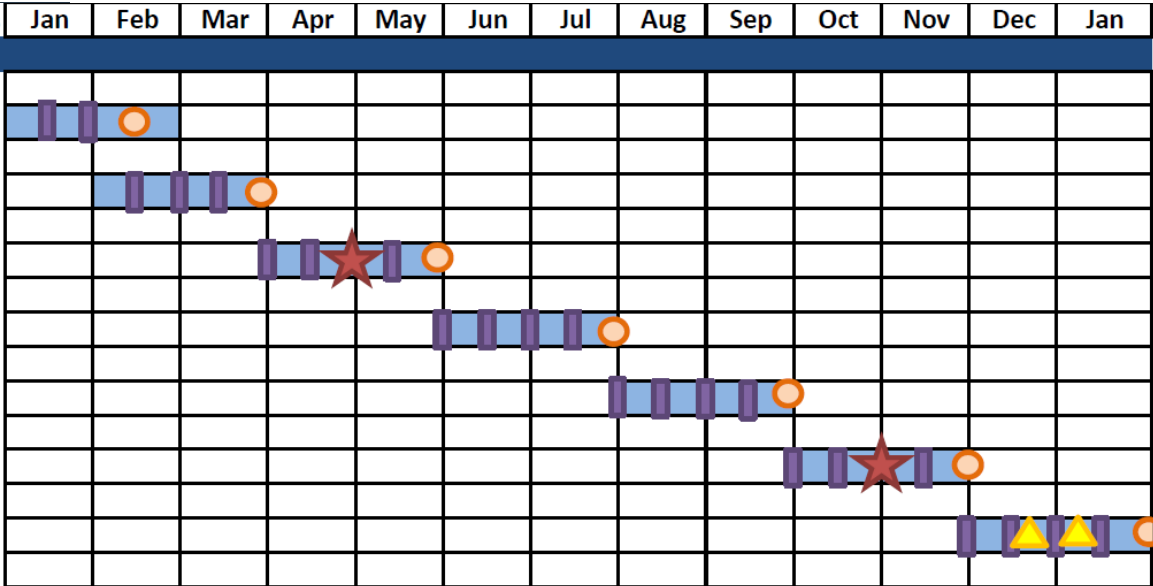
- Please take a moment and write down three succinct hopes and or concerns you have for this project
- At the end of this project, what things do you want to make sure it addresses?
- We will take one answer at a time going around the table
- Same ground rules as before





# Schedule

Timeframe in Months



## Legend:

- Task Duration
- Bi-Weekly Update Web Meetings with R2PC
- Steering Committee Meetings (7)
- County Board & City Council Meetings (2)
- Community Workshops (20)

## Preliminary List of Workshop Locations:

- 1 Blackman and Rives Township
- 2 Brooklyn & Napoleon, Norvell, and Columbia Twps
- 3 City of Jackson
- 4 Concord & Concord, and Spring Arbor Twps
- 5 Grass Lake & Grass Lake and Waterloo Townships
- 6 Hanover & Pulaski, Hanover, and Liberty Townships
- 7 Leoni and Henrietta Townships
- 8 Parma & Parma and Sandstone Townships
- 9 Springport & Springport and Tompkins Townships
- 10 Summit Township





## Next Steps

- Review of the inventory and analysis findings in late March / early April
- Soft launch the project website
- Set up meeting locations
- Promote community workshops and crowdsourcing input map



# Jackson City ⊕ County Nonmotorized Plan

A plan for people who walk, bike and ride

# Thank You!