

Jackson City ⊕ County Nonmotorized Plan

Steering Committee Meeting

Date: Friday, August 23, 2019
Time: 9:30 am to 11:30 am
Location: 1 Jackson Square

The purpose of the meeting was to review the proposed preliminary plan and discuss the upcoming public outreach meetings.

Meeting Notes

Below is a summary of key points from the meeting.

Springport

- Old railroad depot owned by village, add connection to it along road. Look into other connections going north.

Parma

- School is crazy with drop-off and pick-up, no place to walk. Kids walk in street with cars parked.
- JCDOT works with schools on SRTS
- Plans for Michigan Ave bridge reconstruction in Winter 2020

Spring Arbor

- County looking at resurfacing roads -
 - King under construction with gravel shoulder – option to add paved shoulder later, need funding
 - McCain reconstructed soon

Concord

- Kick-off meeting in next few weeks for feasibility on connection to Homer/Calhoun County

Hanover

- Add crosswalk in Hanover on Main Street for sidewalk

Blackman Township

- Just partnered with county to have study done on County Farm Road and Springport road
- Meijer property is very hilly
- Sewer easement follows line behind Meijer property
- Grand River path very feasible, sewer easement behind all of the neighborhoods
- Remove trail connection along north side of consumers across river
- Cross-county team runs between schools on Lansing to School on Van Horn
- There is currently interim approval from Federal Highway on Bicycle head and signal use, but not by the State – local agencies need to write letter to get permission of use
 - State is supportive but on a case-by-case
- MDOT has new sidepath document

- Michigan Ave – no counts recently, no one has talked about a study (similar to Michigan Ave in Lansing)
 - MDOT stance - conversion must be locally driven, can't participate financially in all improvements, can do analysis- for example if the City wants protected bike lane, MDOT will not participate in the cost of curbing
 - 3 Jurisdiction and 5 agencies involved– the plan should provide a vision, talk about need for further plan and talk about what is possible
 - Benefit of study for current and future funding – feasibility options help with grant applications
 - Use “POTENTIAL” in plan – helpful to get funds to do feasibility study
 - Corridor could become TIFF district – recent street revival with new businesses going in; DDA extends to Hospital
 - On the meeting map label Michigan Ave as “further study” - discuss ideas in report
 - Put links in report on safety about conversion

Grass Lake

- Railroad crossings – notes in report or on map
- List Mount Hop Road as priority in plan so MDOT can build into future plans
- Add connection from Wolf Lake to detail map

Brooklyn

- Want to reassemble abandoned railroad to Watkins Lake
- Sportsman Club amenable to trail through property
- National Parks moral support for Watkins Lake connection - underground railroad ties

Roles and Responsibilities

- Summit Township Trails – Day-to-day Maintenance Agreements with City and County to maintain
- Blackman – County lead on trail
- County recently pass parks and rec millage – tax payers want county to oversee parks and trails
- MDOT and County – when moving earth, they can spread it along future trail if in the area
- How do county departments work on trails?
 - Road agency does not maintain any trails; they plow paved shoulders
 - Agreements require townships to maintain life of path
 - In the future agreements could go to county with funding from townships
 - Maybe sidewalk under city/township – partner with county option
 - Long off-road trail under parks
- Consumers
 - Trail management addressed in contract with Consumers
 - There are a lot of private contracts with consumers
 - In Jackson, Trail North to Monroe – consumers annual fee \$1000 per mile

Outreach Meetings

- Next week TGC will send out info to stakeholders to spread the word across the county

Jackson City ⊕ County Nonmotorized Plan



A plan for people who walk, bike and ride

Steering Committee Meeting

Friday, August 23, 2019

9:30 am – 11:30 am

1 Jackson Square Building

11th Floor Conference Room



The Greenway
Collaborative, Inc.





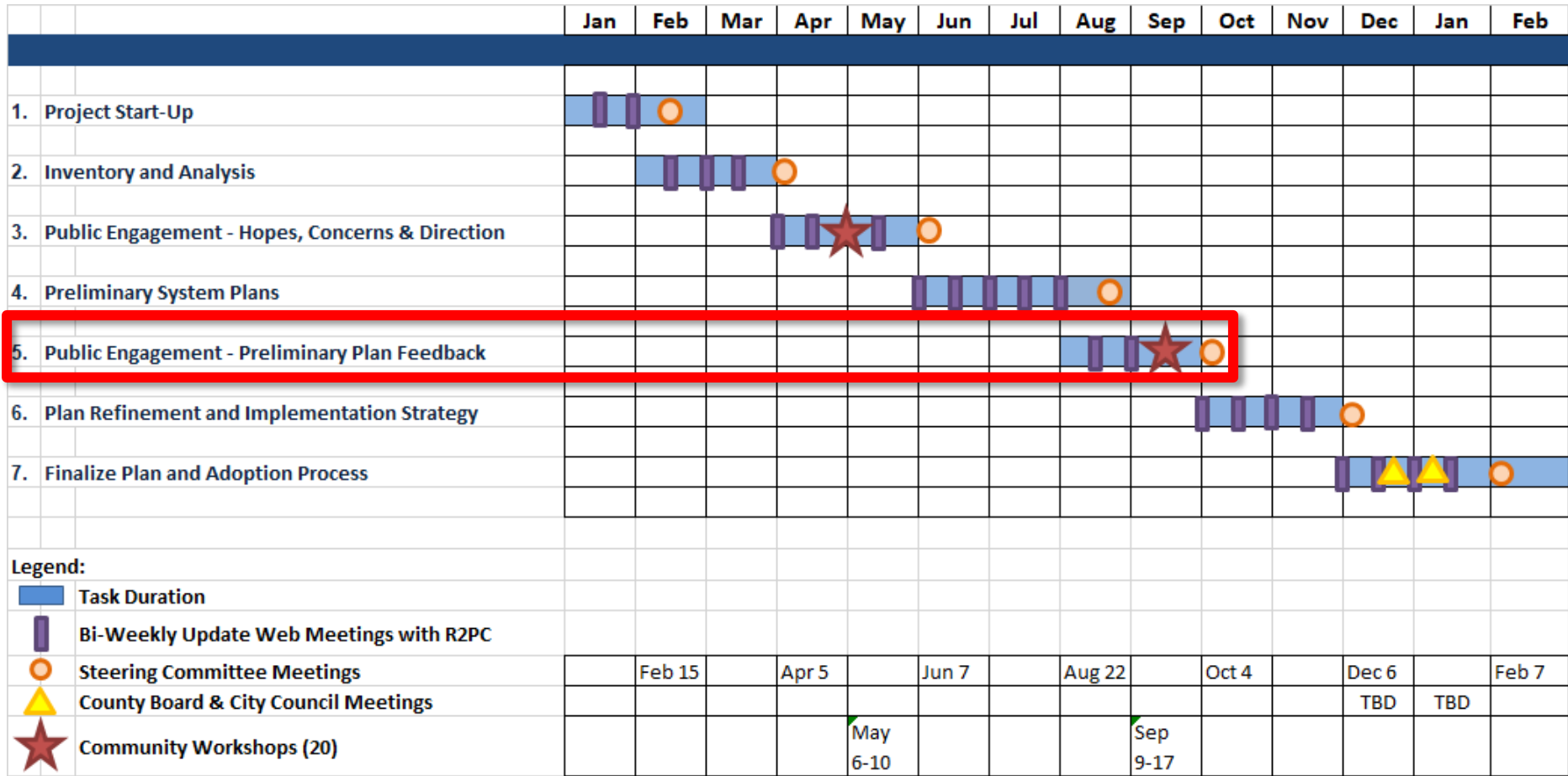
Agenda

1. Introductions
2. County Connectors
 - Overview
 - First pass priorities
3. Community Plans
 - Overview
 - First pass priorities
4. Early thoughts on roles and responsibilities
5. Preliminary Plan Public Outreach Meetings
6. Next Steps





Where Are We in the Process?



Today is about a 90% complete preliminary plan

We will be refining the plans & graphics prior to the public meetings



Responding to the Community Values

- Linking the parks, recreation areas, and small towns
- Highlighting lakes and water features
- Establishing family friendly routes
- Building on the success of the falling waters trail to create a countywide trail network
- Highlighting and maintaining the character of rural areas
- A pragmatic vision that can be implemented

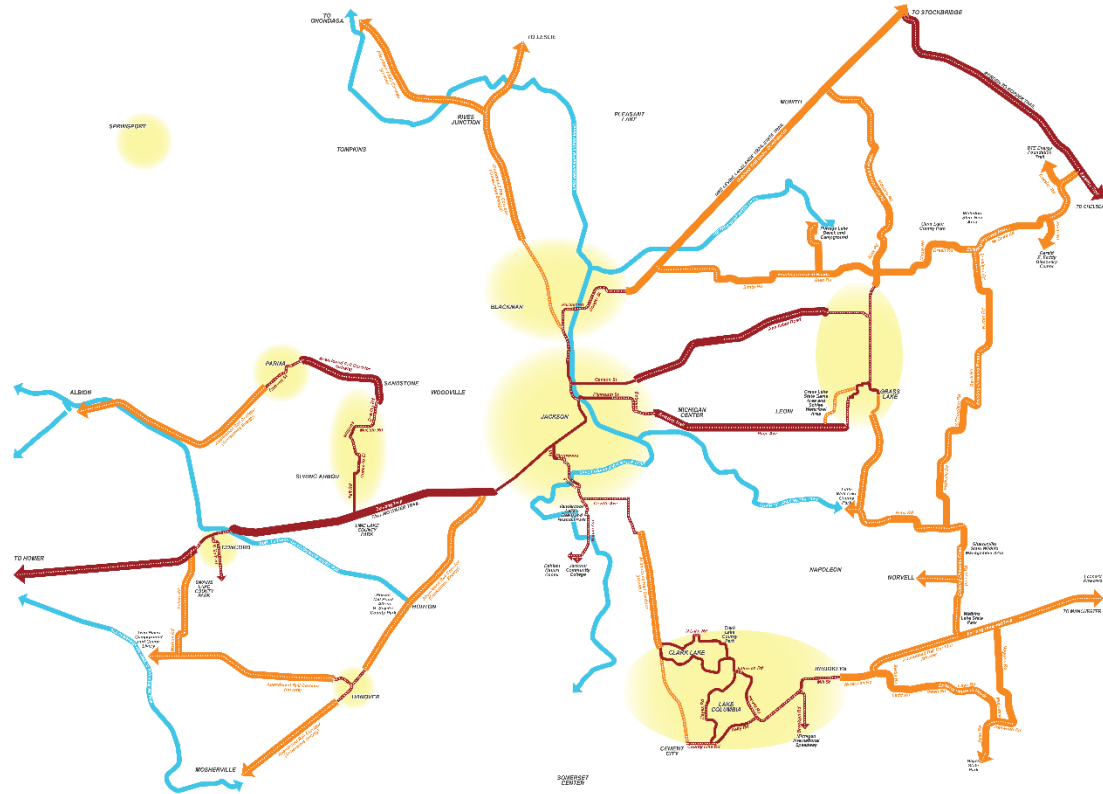


A plan guided by public input, feasibility analysis, and return on investment



Major County Connectors

- Fitness and recreational trips are paramount for county connectors
- Focus on trails and low stress/scenic bike routes
- Mix of paved and gravel routes
- Some routes depend on working with private landowners to secure easements
- Some of the routes may need be closed for deer hunting season



The glaring gap in the family friendly network is the NW Quadrant – feasible and fundable options do not exist. This area will rely on wide paved shoulders

Proposed Trails & Bike Routes

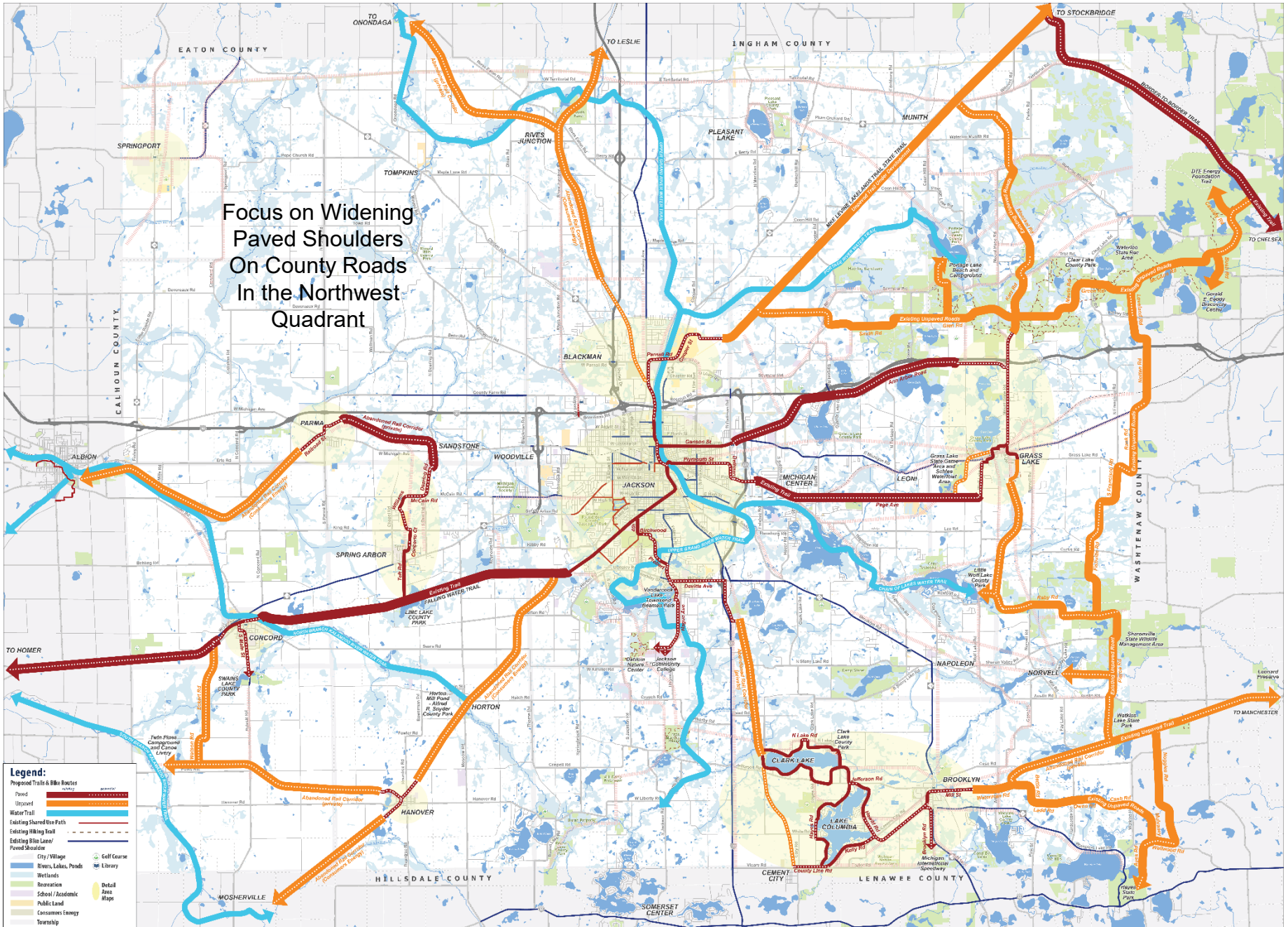
existing *potential*

Paved

Unpaved

Water Trail

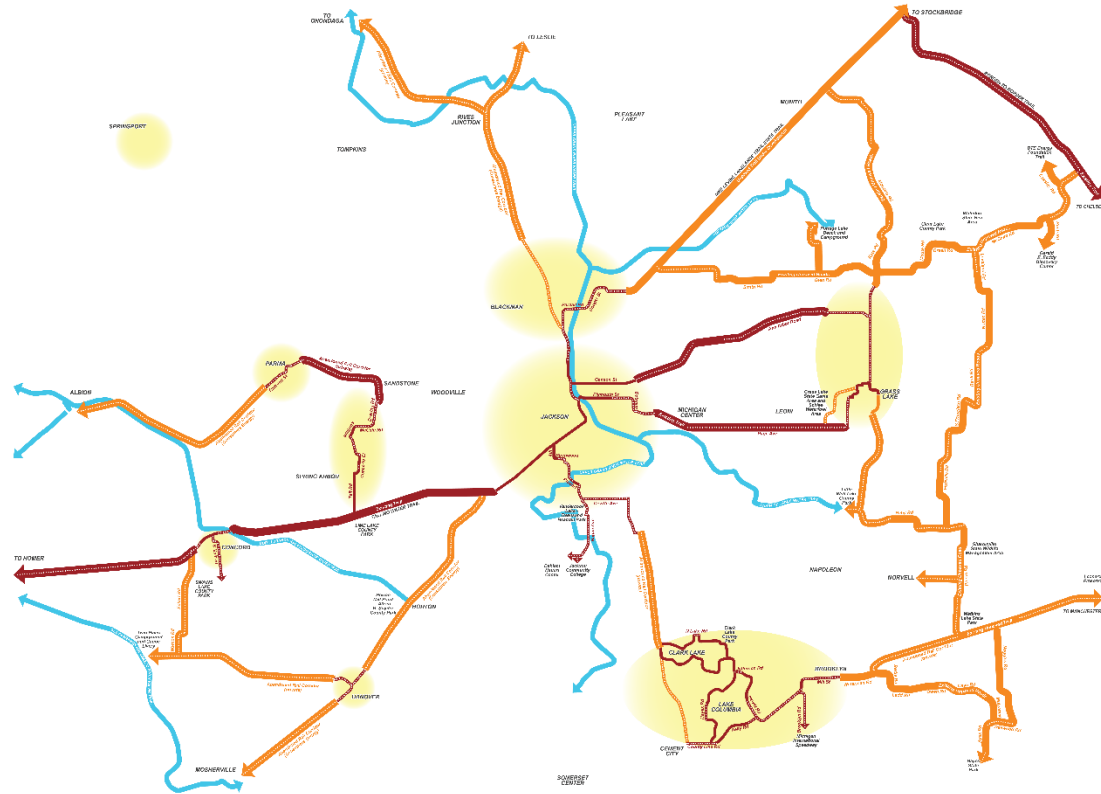
Focus on Widening Paved Shoulders On County Roads In the Northwest Quadrant





Local Plans Overview

- Focus on accommodating daily trips to visit friends, stores, restaurants, errands, etc.
 - Biking to work becomes important in Jackson
- Addressing gaps in local sidewalk system
- Improving safety of road crossing



Detailed plans were prepared for nine areas: Springport, Parma, Spring Arbor, Concord, Hanover, Blackman Township, City of Jackson, Grass Lake, and Brooklyn / Clark Lake/Lake Columbia



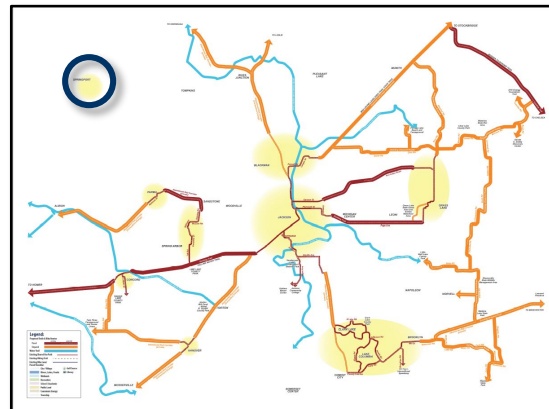
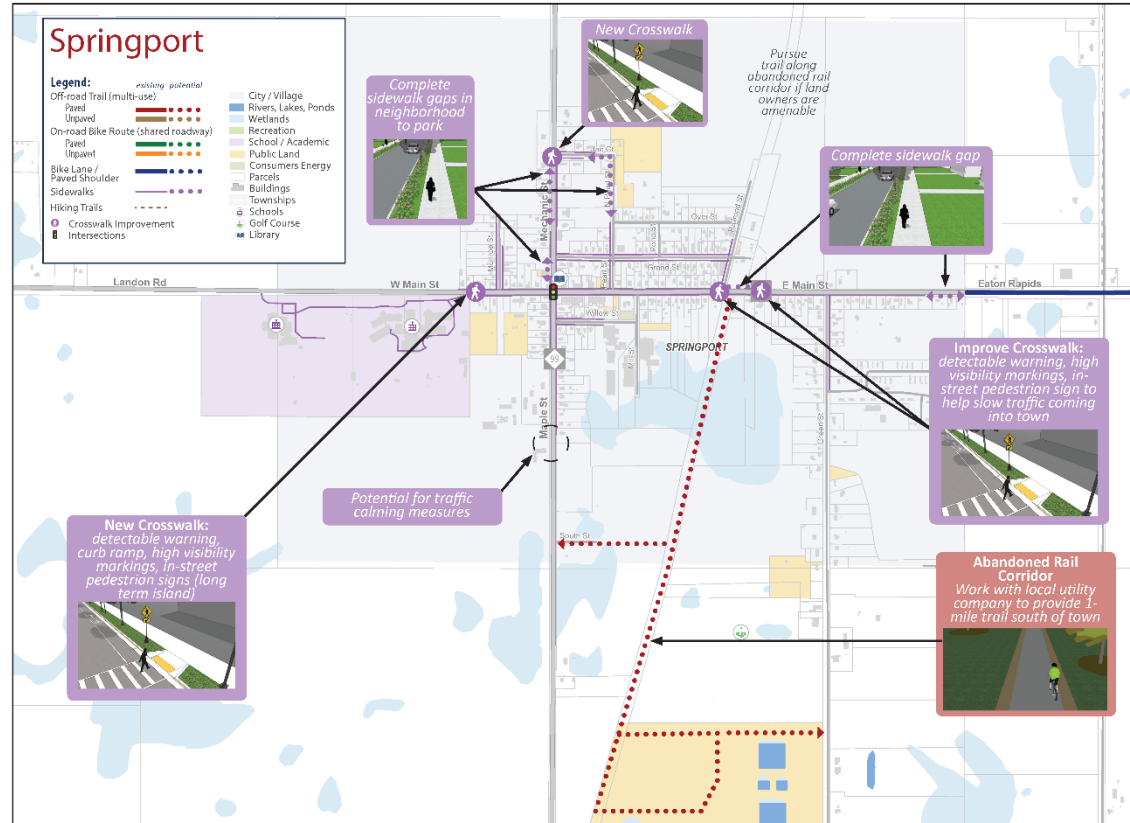
Springport Area Preliminary Plan

Local Priorities:

1. Sidewalk Gaps
2. Rail-trail to City property on south end of town
3. New and improved crosswalks

Issues:

- Sidewalk access in-front of Springport Elevator property
- Springport Elevator property prohibits access to potential rail-trail to the north



Springport

Legend:

- | | | |
|-------------------------------------|---------------------------|----------------------|
| Off-road Trail (multi-use) | <i>existing potential</i> | City / Village |
| Paved | | Rivers, Lakes, Ponds |
| Unpaved | | Wetlands |
| On-road Bike Route (shared roadway) | | Recreation |
| Paved | | School / Academic |
| Unpaved | | Public Land |
| Bike Lane / Paved Shoulder | | Consumers Energy |
| Sidewalks | | Parcels |
| Hiking Trails | | Buildings |
| | | Townships |
| | Crosswalk Improvement | Schools |
| | Intersections | Golf Course |
| | | Library |

Complete sidewalk gaps in neighborhood to park



New Crosswalk



Pursue trail along abandoned rail corridor if land owners are amenable

Complete sidewalk gap



Improve Crosswalk: detectable warning, high visibility markings, in-street pedestrian sign to help slow traffic coming into town

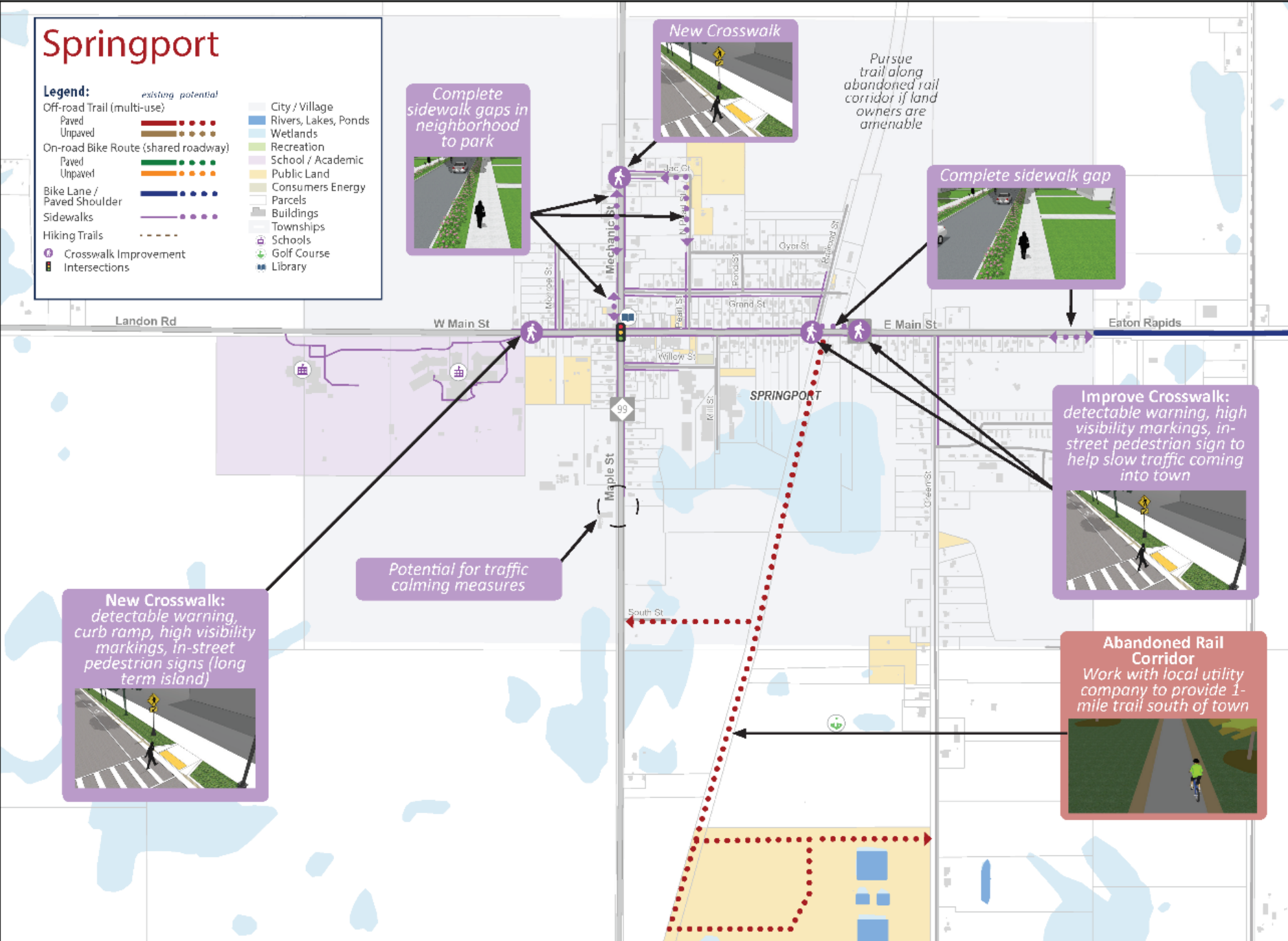


Abandoned Rail Corridor
Work with local utility company to provide 1-mile trail south of town



Potential for traffic calming measures

New Crosswalk: detectable warning, curb ramp, high visibility markings, in-street pedestrian signs (long term island)





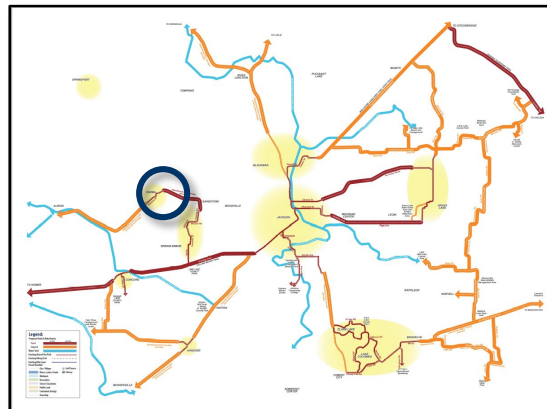
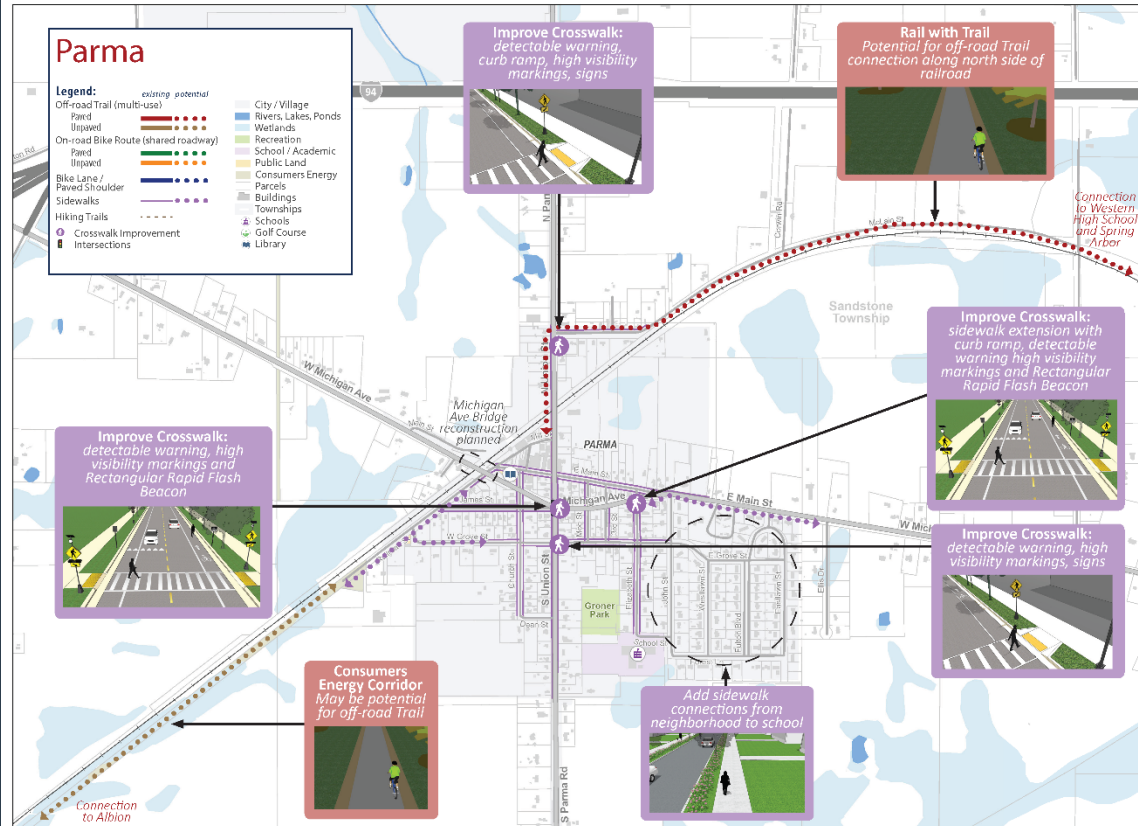
Parma Area Preliminary Plan

Local Priorities:

1. Improved Michigan Ave crosswalks
2. Sidewalk access from business district to neighborhood on east of town
3. Sidewalk access from neighborhood to elementary school

Issues:

- Major sidewalk infrastructure project for a small town



Parma

Legend:

Off-road Trail (multi-use)	existing potential	City / Village
Paved		Rivers, Lakes, Ponds
Unpaved		Wetlands
On-road Bike Route (shared roadway)		Recreation
Paved		School / Academic
Unpaved		Public Land
Bike Lane / Paved Shoulder		Consumers Energy
Sidewalks		Parcels
Hiking Trails		Buildings
		Townships
	Crosswalk Improvement	Schools
	Intersections	Golf Course
		Library

Improve Crosswalk:
detectable warning,
curb ramp, high visibility
markings, signs



Rail with Trail
Potential for off-road Trail
connection along north side of
railroad



Connection to Western
High School
and Spring
Arbor

Improve Crosswalk:
sidewalk extension with
curb ramp, detectable
warning high visibility
markings and Rectangular
Rapid Flash Beacon



Improve Crosswalk:
detectable warning, high
visibility markings and
Rectangular Rapid Flash
Beacon



Improve Crosswalk:
detectable warning, high
visibility markings, signs



**Consumers
Energy Corridor**
May be potential
for off-road Trail



**Add sidewalk
connections from
neighborhood to school**



Connection
to Albion

Sandstone
Township

Michigan
Ave Bridge
reconstruction
planned

PARMA

Grover Park

School St

S Parma Rd

94

N Parma

Crown Rd

McLain St

W Michigan Ave

W Main St

James St

W Grove St

Church St

Dean St

S Union St

Lock St

Elizabeth St

John St

Weslawn St

Fulton Blvd

Eastlawn St

Ellis Dr

E Grove St

W Mich

E Main St

W Mich



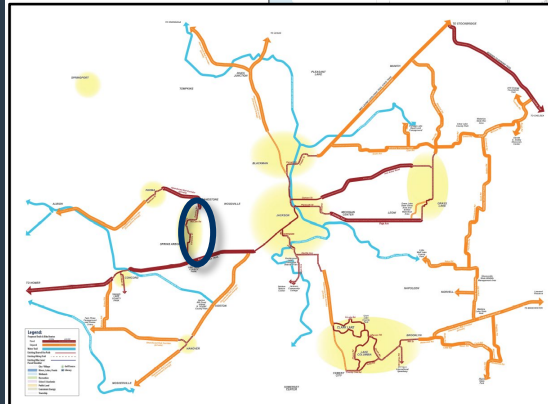
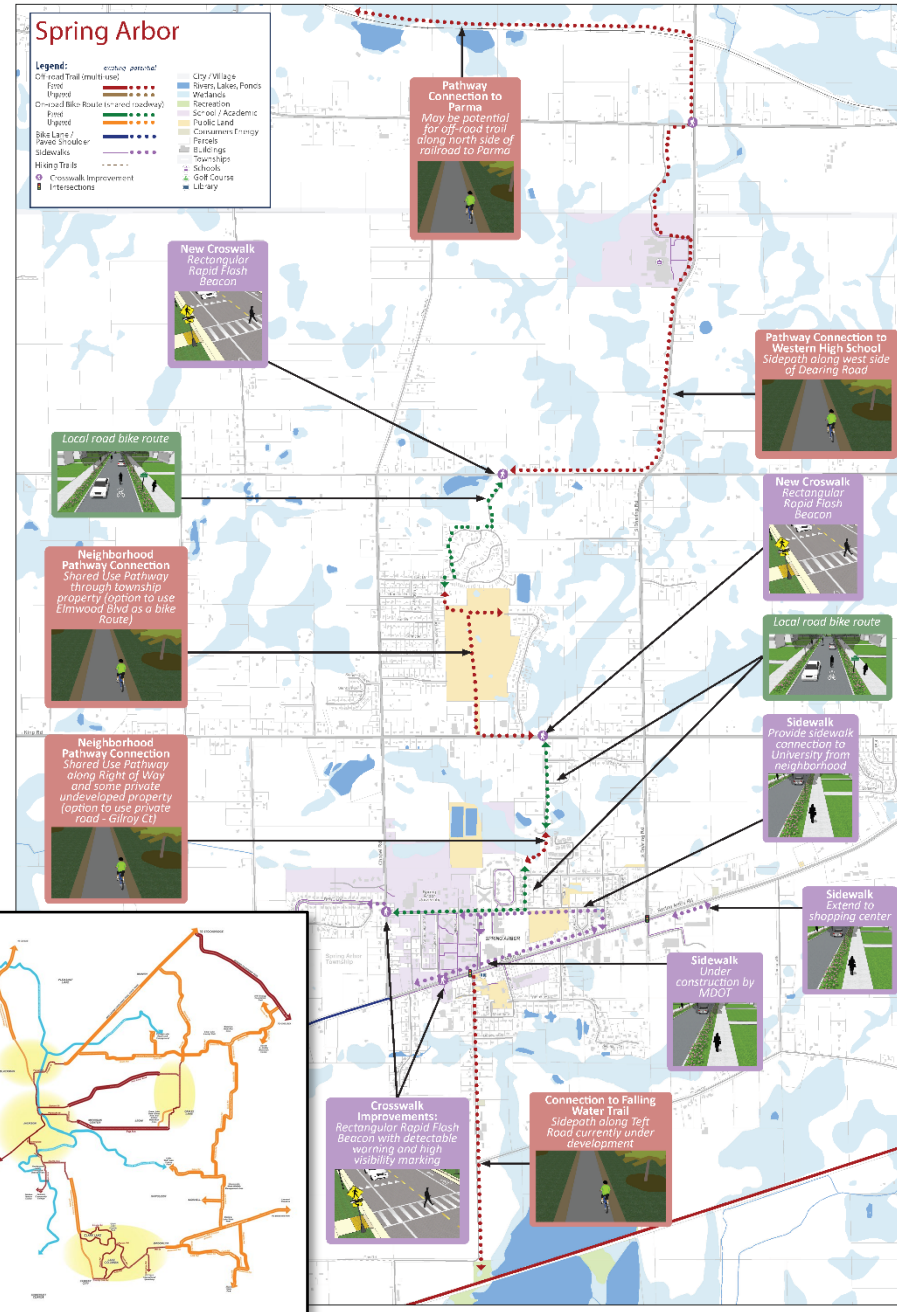
Spring Arbor Area Preliminary Plan

Local Priorities:

1. Connector path from Spring Arbor to Falling Waters Trail (in development)
2. Sidewalk access from residential areas to Spring Arbor campus
3. Pedestrian and bike access to Western High School

Opportunity:

- Combine local priorities with short extension to create new regional trail link



Spring Arbor


Legend:

existing	potential		City / Village
Off-road Trail (multi-use)			Rivers, Lakes, Ponds
Paved			Wetlands
Unpaved			Recreation
On-road Bike Route (shared roadway)			School / Academic
Paved			Public Land
Unpaved			Consumer Energy
Bike Lane / Paved Shoulder			Parcels
Sidewalks			Buildings
Hiking Trails			Townships
			Schools
			Golf Course
			Library


Pathway Connection to Parma
May be potential for off-road trail along north side of railroad to Parma



New Crosswalk
Rectangular Rapid Flash Beacon




Pathway Connection to Western High School
Sidepath along west side of Dearing Road




Local road bike route



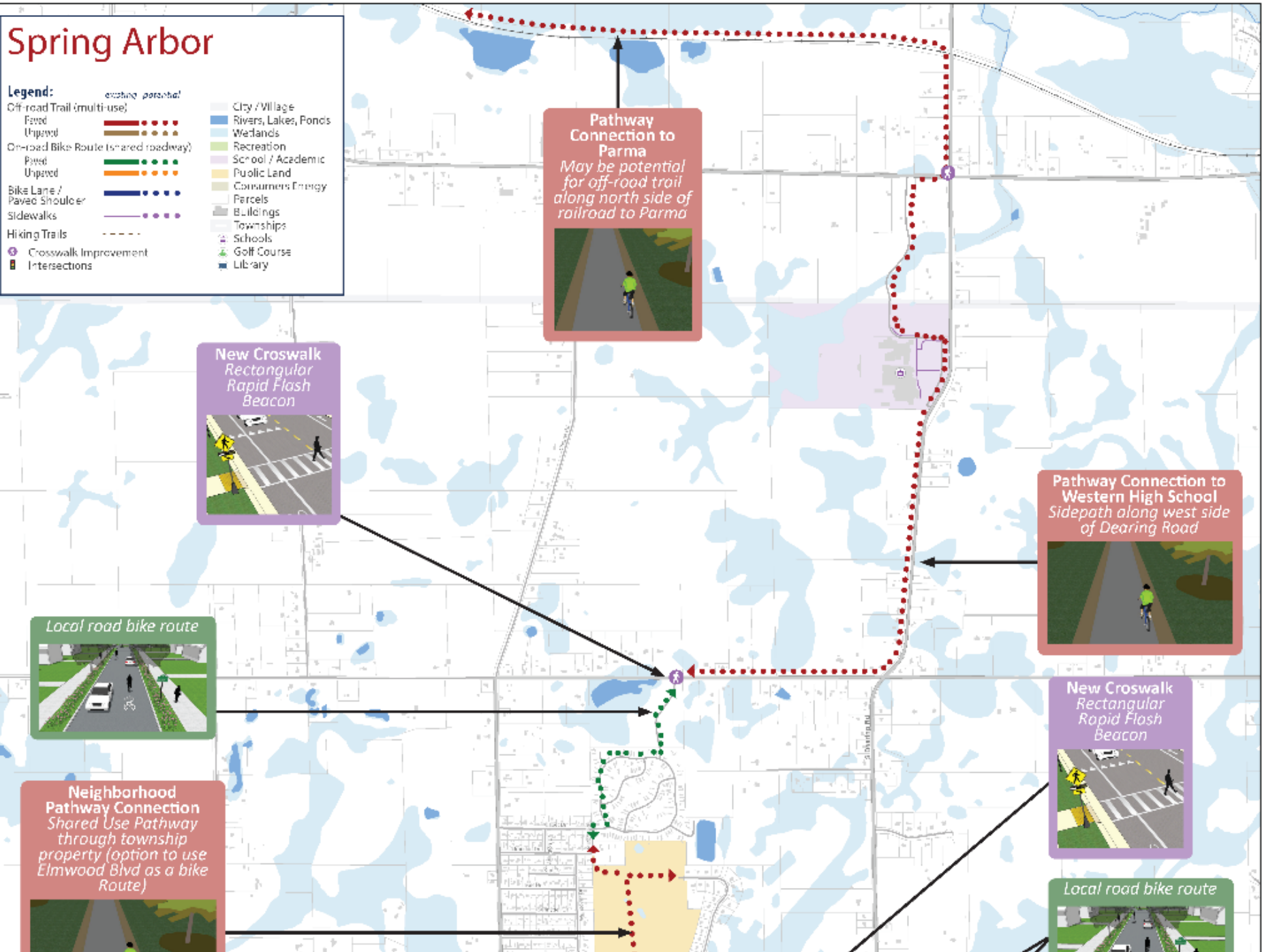
New Crosswalk
Rectangular Rapid Flash Beacon



Neighborhood Pathway Connection
Shared Use Pathway through township property (option to use Elmwood Blvd as a bike Route)



Local road bike route



Neighborhood Pathway Connection
 Shared Use Pathway along Right of Way and some private undeveloped property (option to use private road - Gilroy Ct)



Sidewalk
 Provide sidewalk connection to University from neighborhood



Sidewalk
 Extend to shopping center



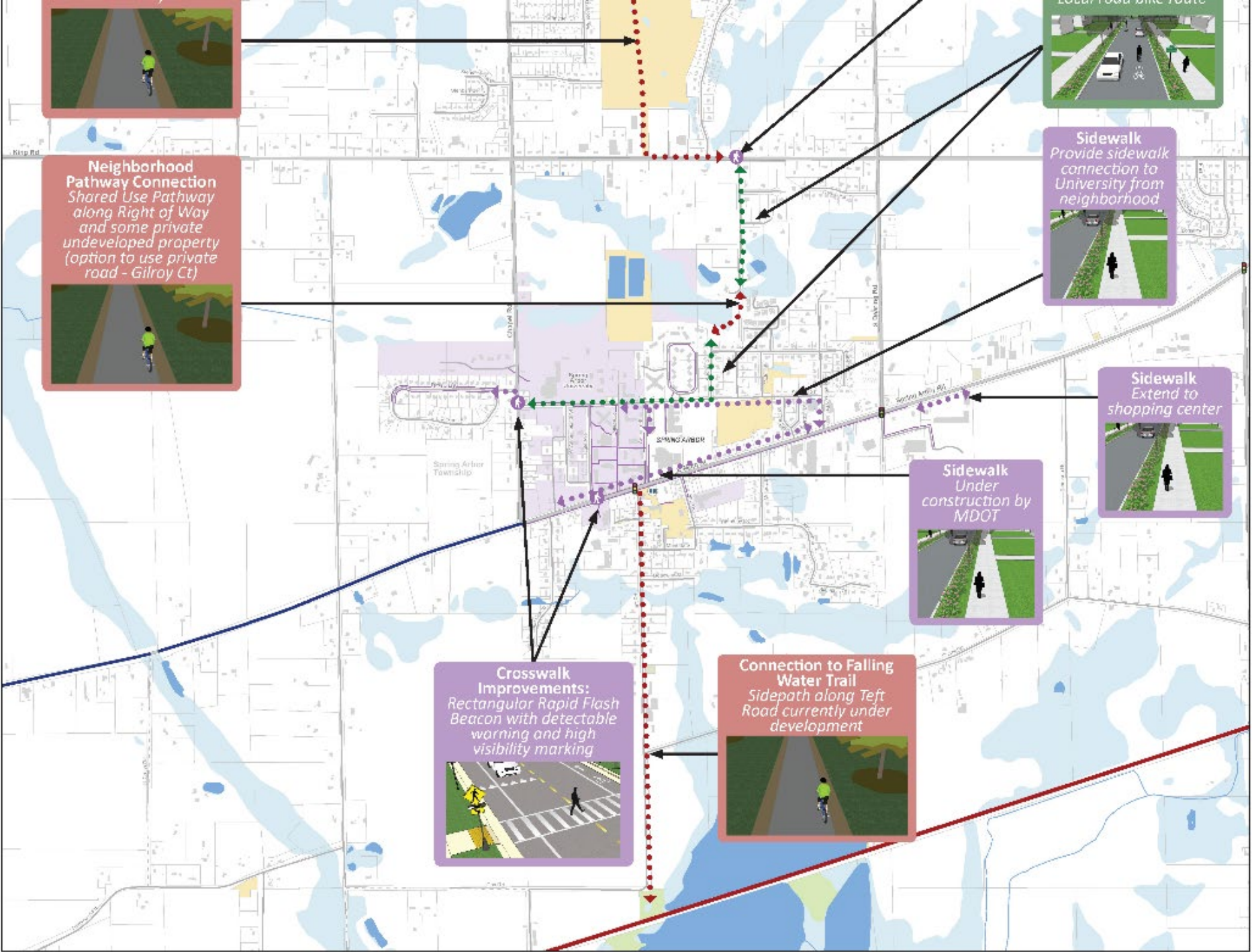
Sidewalk
 Under construction by MDOT



Crosswalk Improvements:
 Rectangular Rapid Flash Beacon with detectable warning and high visibility marking



Connection to Falling Water Trail
 Sidepath along Teft Road currently under development





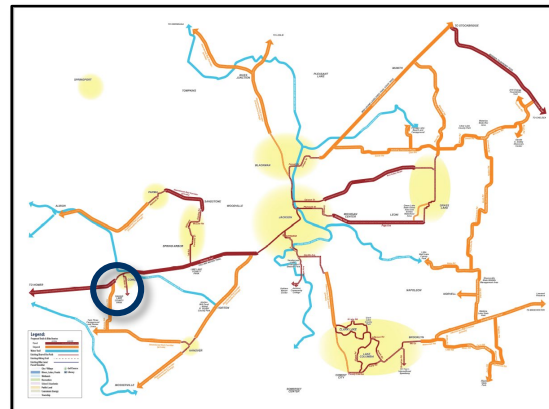
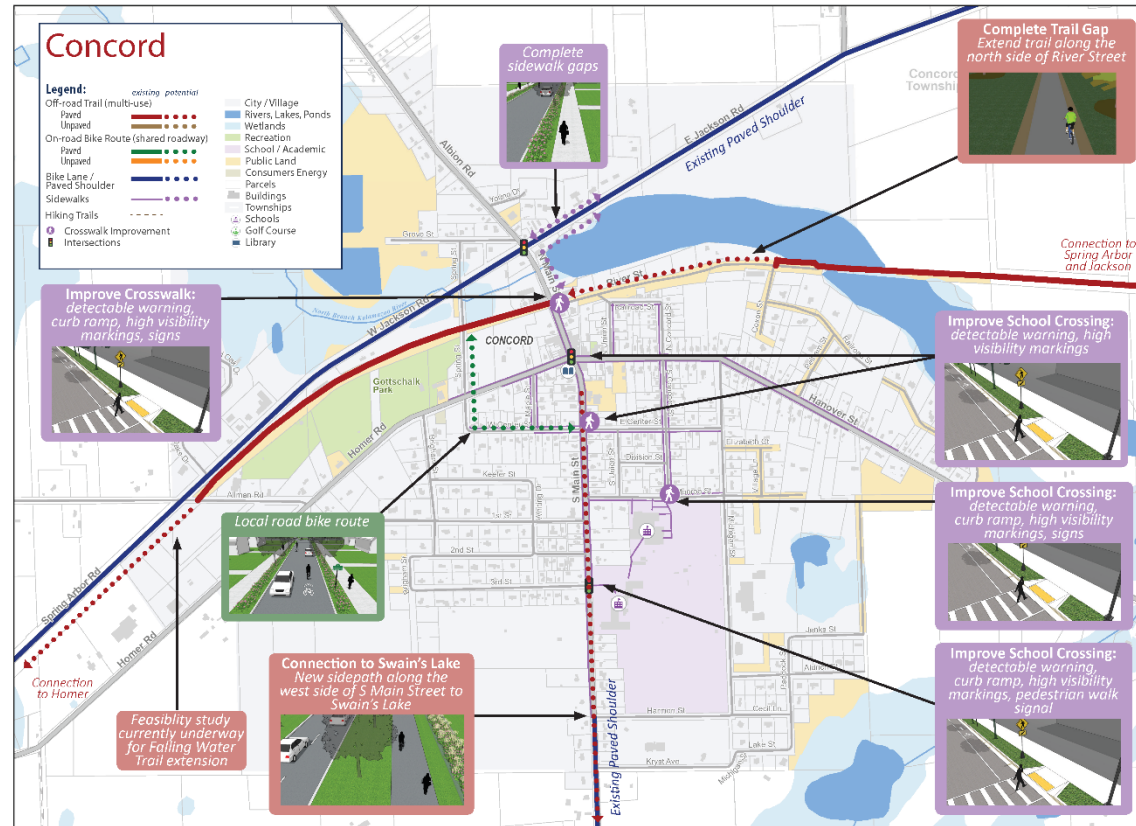
Concord Area Preliminary Plan

Local Priorities:

1. Better connection between Falling Waters Trail and Concord Trail (and proposed extension to Homer)
2. Sidewalk linkages between downtown and commercial areas along Jackson Road
3. Pathway between Concord and Swain's Lake County Park

Issues:

- Pathway to Swain's Lake is an expensive "spur"



Concord

Legend:

Off-road Trail (multi-use)	existing potential	City / Village
Paved		Rivers, Lakes, Ponds
Unpaved		Wetlands
On-road Bike Route (shared roadway)		Recreation
Paved		School / Academic
Unpaved		Public Land
Bike Lane / Paved Shoulder		Consumers Energy
Sidewalks		Parcels
Hiking Trails		Buildings
		Townships
	Crosswalk Improvement	Schools
	Intersections	Golf Course
		Library

Complete sidewalk gaps

Complete Trail Gap
Extend trail along the north side of River Street

Improve Crosswalk:
detectable warning, curb ramp, high visibility markings, signs

Improve School Crossing:
detectable warning, high visibility markings

Improve School Crossing:
detectable warning, curb ramp, high visibility markings, signs

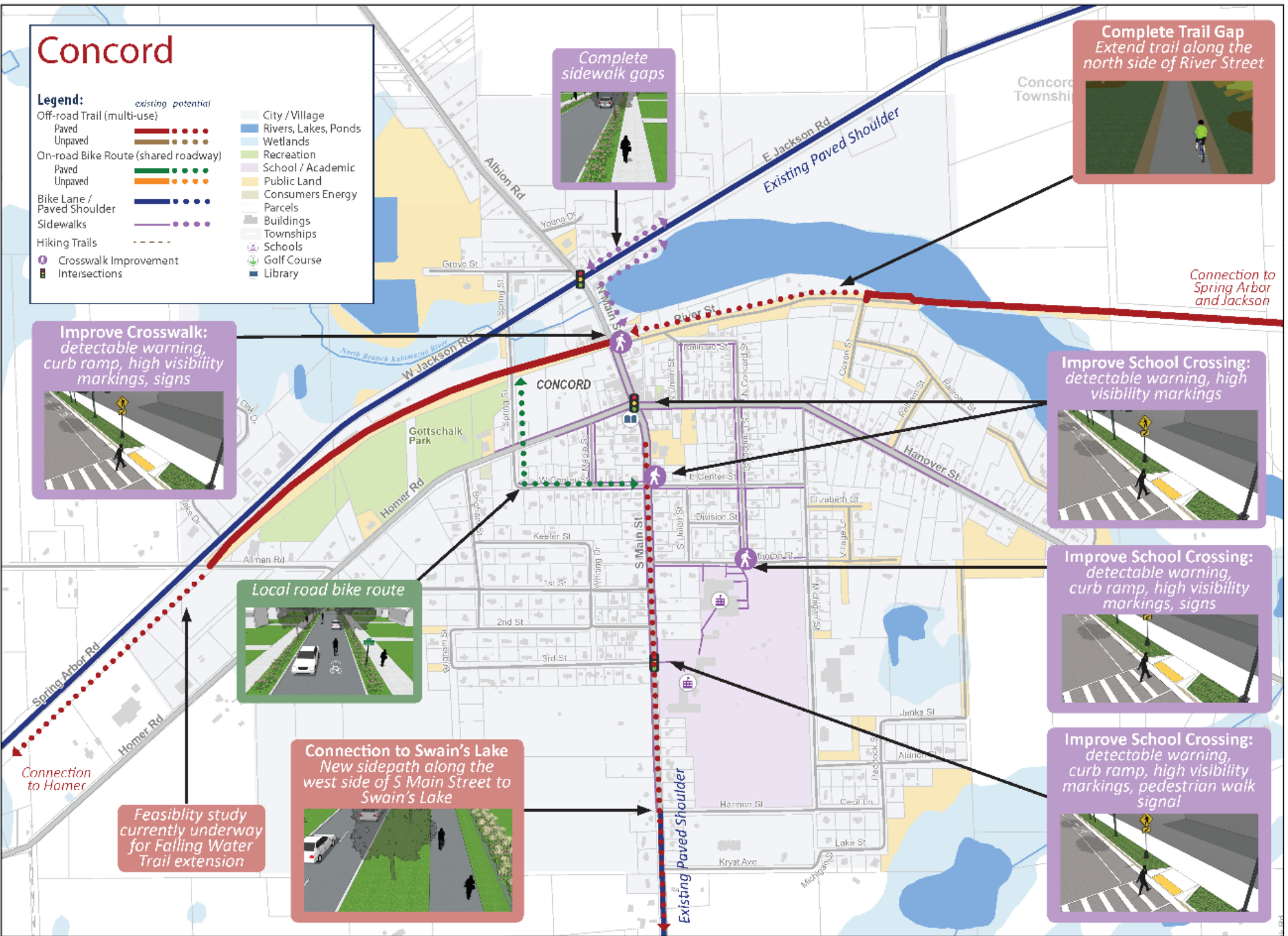
Improve School Crossing:
detectable warning, curb ramp, high visibility markings, pedestrian walk signal

Local road bike route

Connection to Swain's Lake
New sidepath along the west side of S Main Street to Swain's Lake

Feasibility study currently underway for Falling Water Trail extension

Connection to Spring Arbor and Jackson





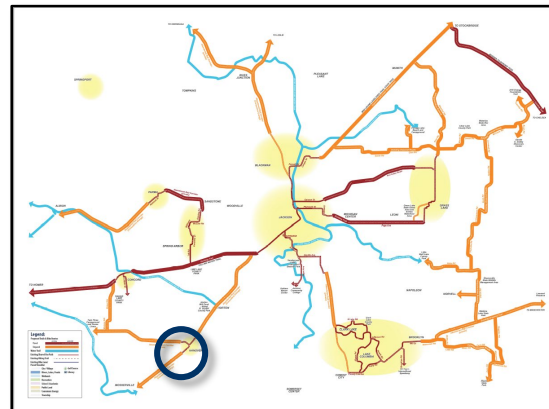
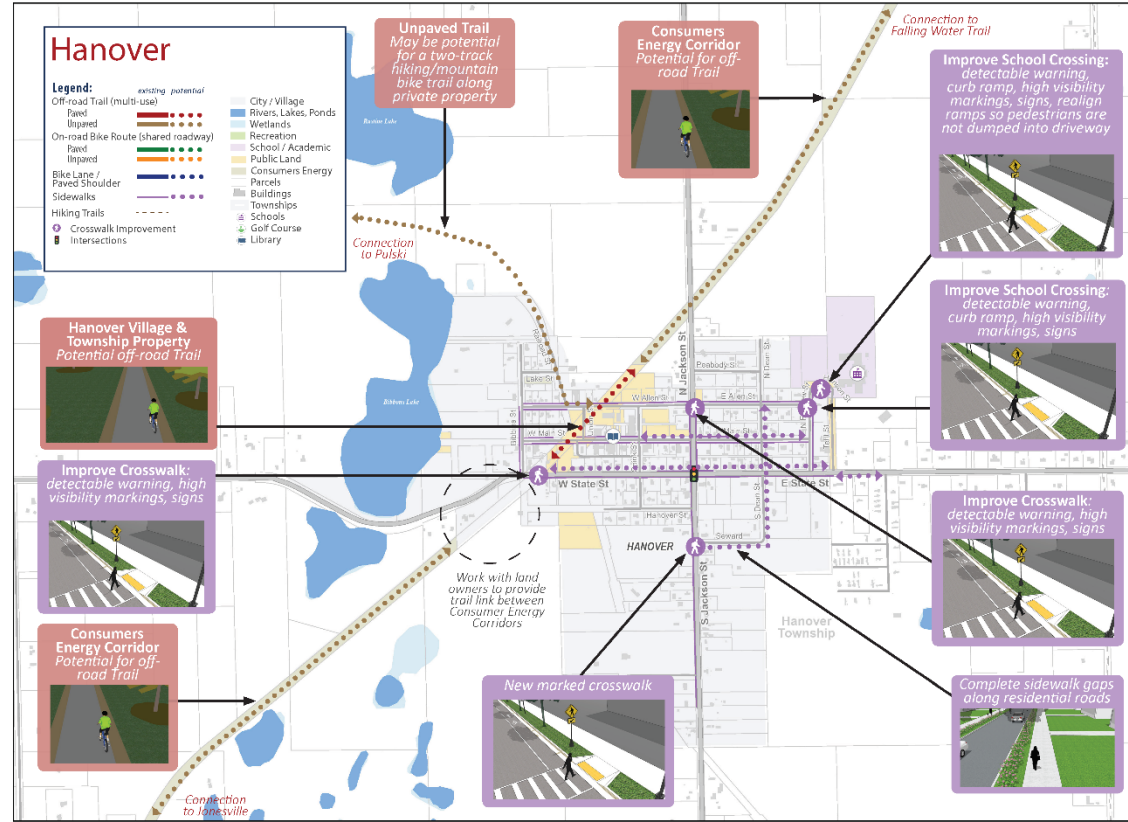
Hanover Area Preliminary Plan

Local Priorities:

1. Many sidewalk gaps
2. Improved school crosswalks

Issues:

- How to address gap in Consumers Power ownership of abandoned railroad corridor



Hanover

Legend:

Off-road Trail (multi-use)	<i>existing potential</i>	City / Village
Paved		Rivers, Lakes, Ponds
Unpaved		Wetlands
On-road Bike Route (shared roadway)		Recreation
Paved		School / Academic
Unpaved		Public Land
Bike Lane / Paved Shoulder		Consumers Energy
Sidewalks		Parcels
Hiking Trails		Buildings
	Crosswalk Improvement	Townships
	Intersections	Schools
		Golf Course
		Library

Unpaved Trail
May be potential for a two-track hiking/mountain bike trail along private property

Consumers Energy Corridor
Potential for off-road Trail

Connection to Falling Water Trail

Improve School Crossing:
detectable warning, curb ramp, high visibility markings, signs, realign ramps so pedestrians are not dumped into driveway



Improve School Crossing:
detectable warning, curb ramp, high visibility markings, signs



Improve Crosswalk:
detectable warning, high visibility markings, signs



Complete sidewalk gaps
along residential roads



Connection to Pulski

Hanover Village & Township Property
Potential off-road Trail



Improve Crosswalk:
detectable warning, high visibility markings, signs



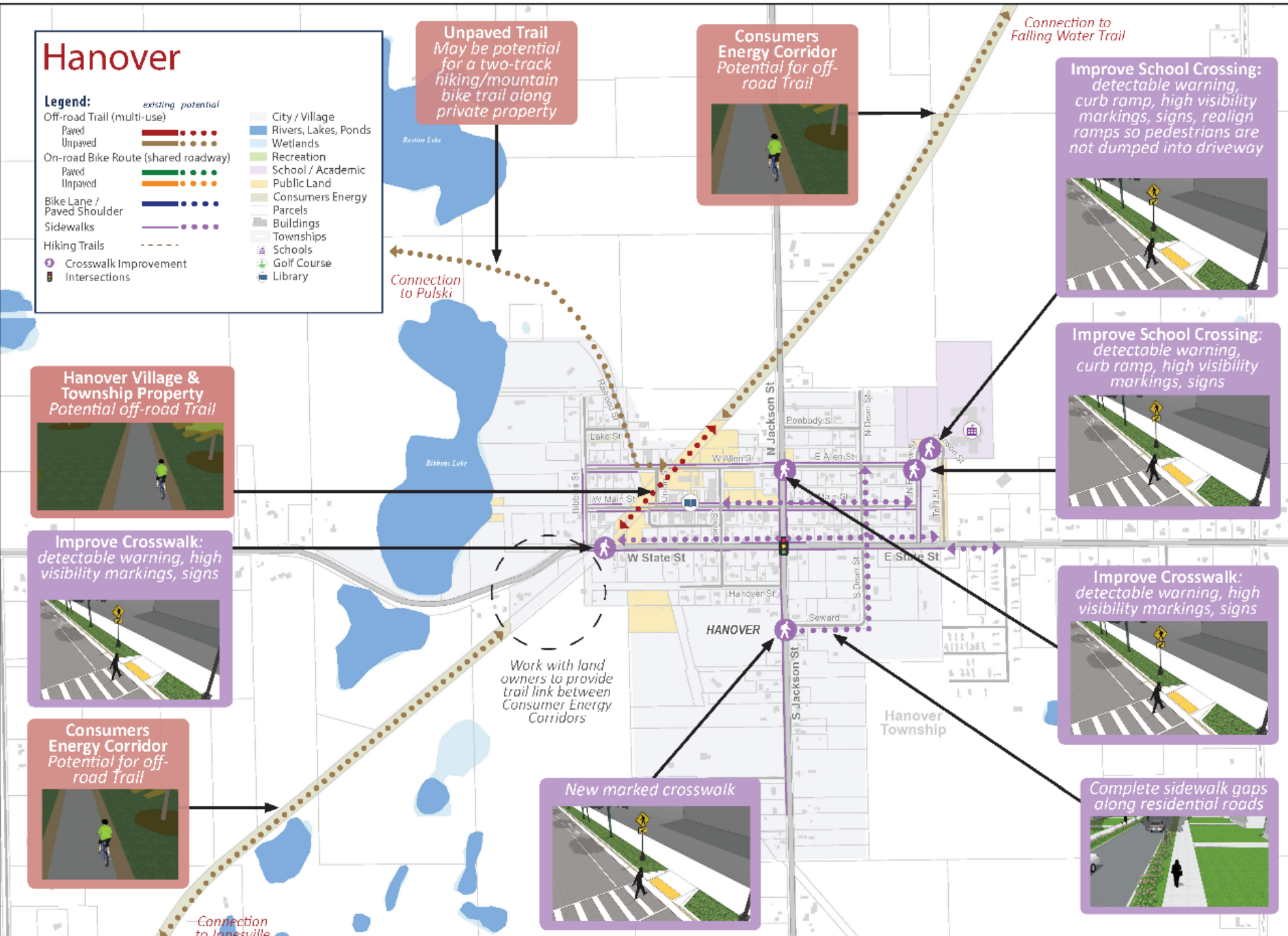
Consumers Energy Corridor
Potential for off-road Trail



Connection to Jonesville

Work with land owners to provide trail link between Consumer Energy Corridors

New marked crosswalk





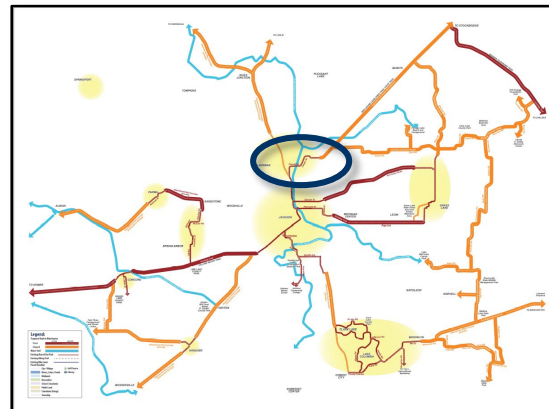
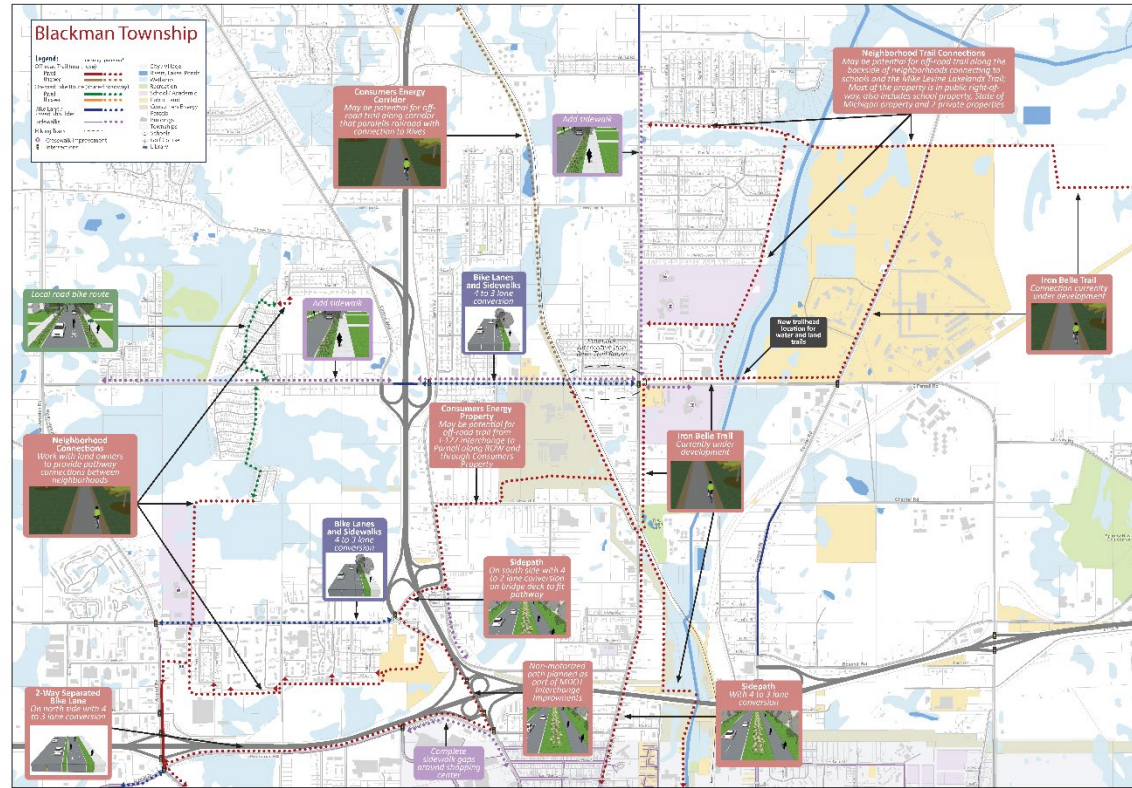
Blackman Township Area Preliminary Plan

Local Priorities:

1. Connecting isolated neighborhoods
2. Linking into the Iron Belle Trail

Issues:

1. Getting across freeway



Blackman Township

Legend:

- Off-road Trail (multi-use)
 - Paved
 - Unpaved
- On-road Bike Route (shared roadway)
 - Paved
 - Unpaved
- Bike Lane / Paved Shoulder
- Sidewalk
- Hiking Trails
- Crosswalk Improvement
- Intersections

- City / Village
- Rivers, Lakes, Ponds
- Wetlands
- Recreation
- School / Academic
- Public Land
- Consumers Energy
- Parcels
- Buildings
- Townships
- Schools
- Golf Course
- Library

Consumers Energy Corridor
 May be potential for off-road trail along corridor that parallels railroad with connection to Rives



Add sidewalk



Neighborhood Trail Connections
 May be potential for off-road trail along the backside of neighborhoods connecting to schools and the Mike Levine Lakelands Trail; Most of the property is in public right-of-way, also includes school property, State of Michigan property and 2 private properties


Local road bike route



Add sidewalk



Bike Lanes and Sidewalks 4 to 3 lane conversion



New trailhead location for water and land trails

Iron Belle Trail Connection currently under development



Neighborhood Connections
 Work with land owners to provide pathway connections between neighborhoods



Consumers Energy Property
 May be potential for off-road trail from I-127 interchange to Parnell along ROW and through Consumers Property

Iron Belle Trail Currently under development



Bike Lanes and Sidewalks 4 to 3 lane conversion



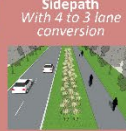
Sidewalk
 On south side with 4 to 2 lane conversion on bridge deck to fit pathway



Non-motorized path planned as part of MDOT Interchange Improvements



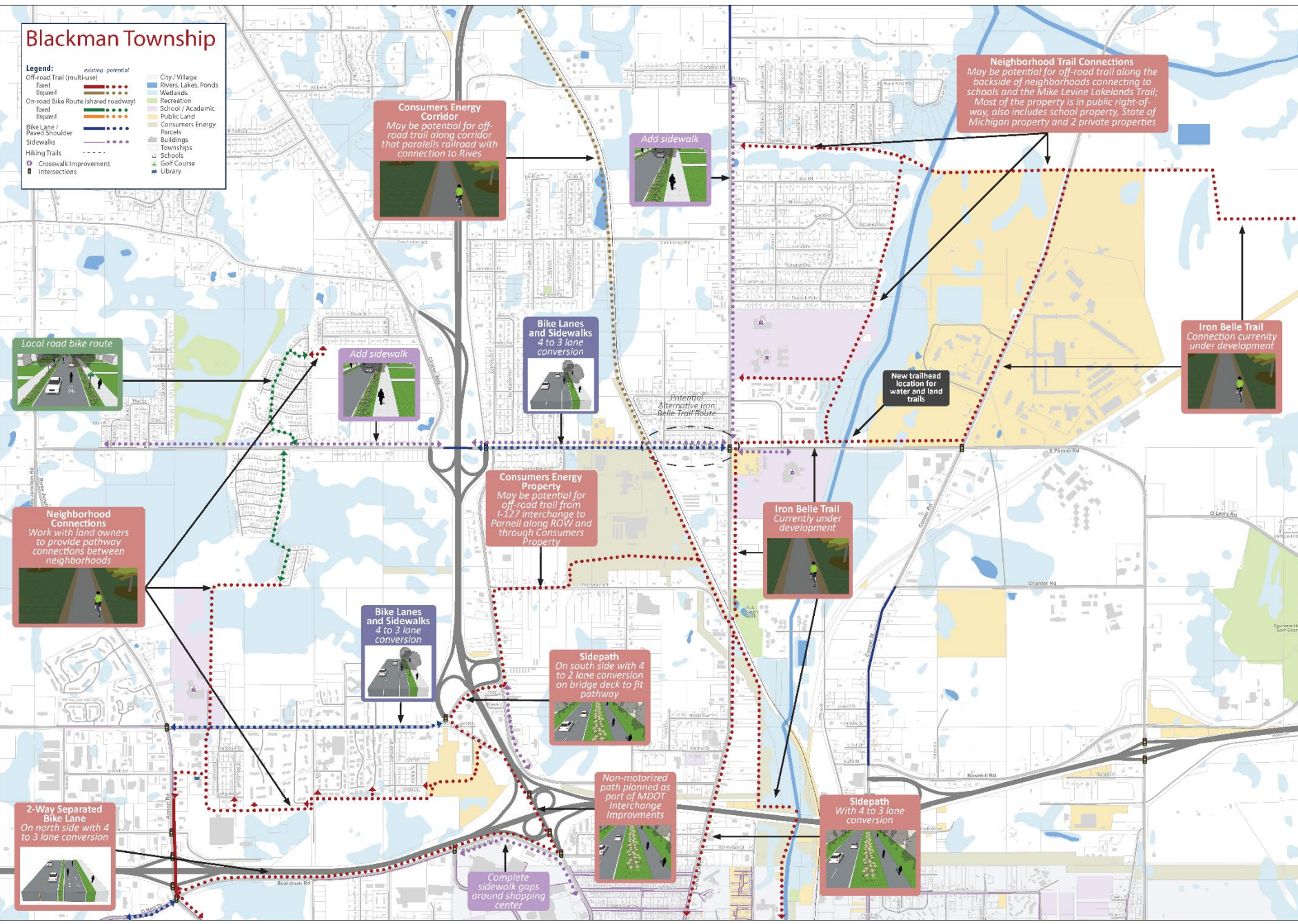
Sidewalk With 4 to 3 lane conversion



2-Way Separated Bike Lane
 On north side with 4 to 3 lane conversion



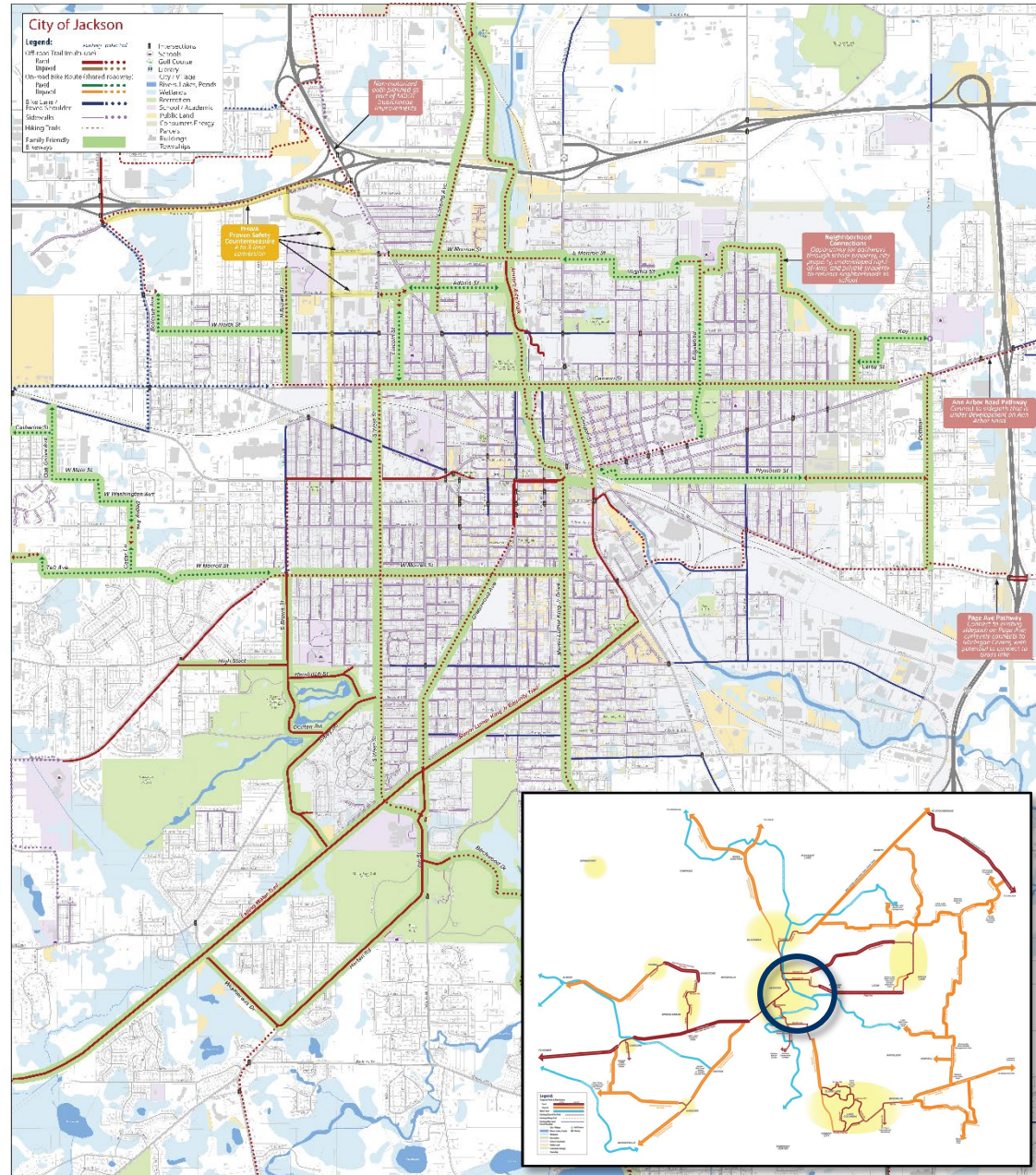
Complete sidewalk gaps around shopping center





City of Jackson Preliminary Plan

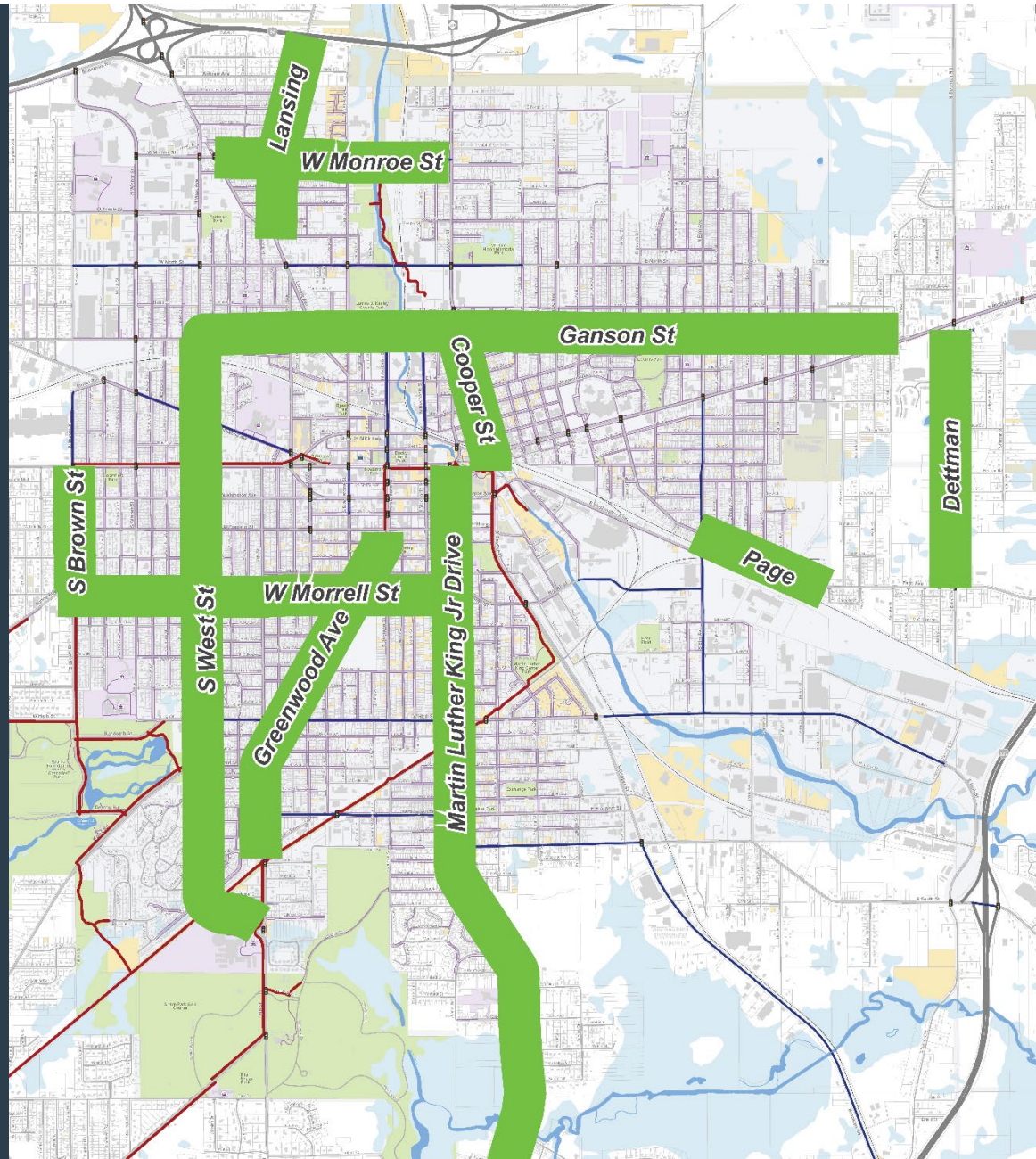
- Focus is on creating a network of family friendly routes throughout city
- Prefer off-road bicycle facilities to on-street bike lanes
 - Feel bike lanes are not safe
 - Already adding off-road facilities when roads are reconstructed
- Proposing a “toolbox” of near and long-term options to achieve the objective of separated facilities



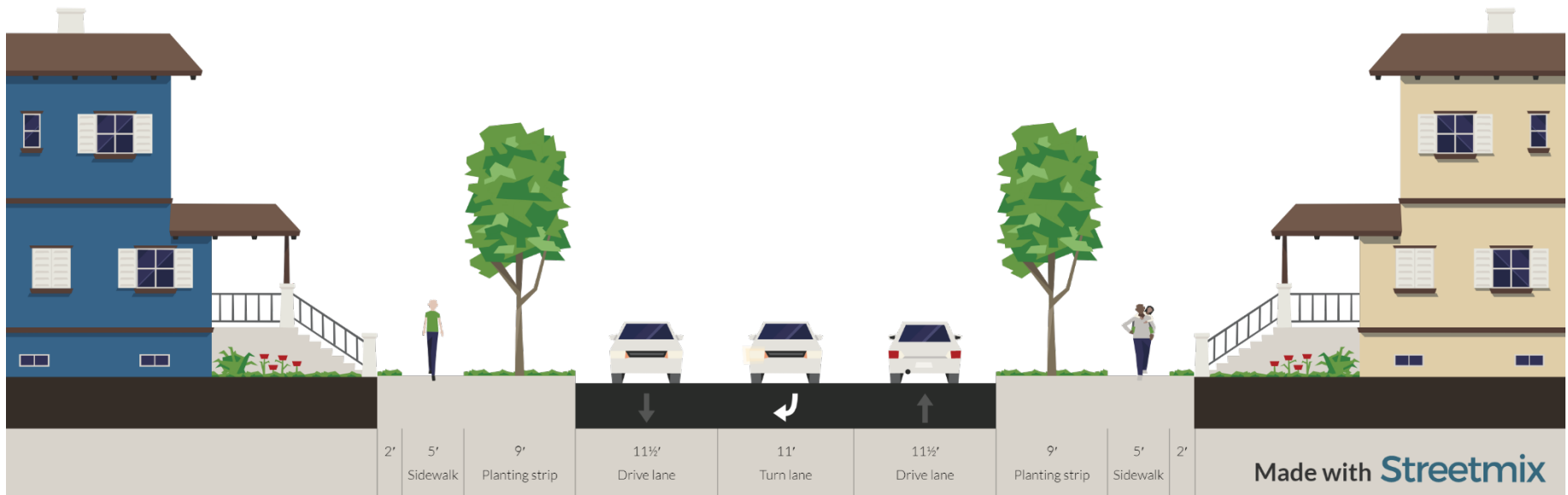


Road Conversions – Foundation for the Network

- The City has a network of roads that share many characteristics
 - Primarily 3 lanes and about 34' wide
 - About 11,000 vehicles a day or less
 - 30 mile per hour or less speed limits
 - Mostly residential
- Don't need a continuous left-turn lanes
 - Will want left-turn lanes as most signalized intersections
 - Existing precedents for 3 to 2 lane conversions



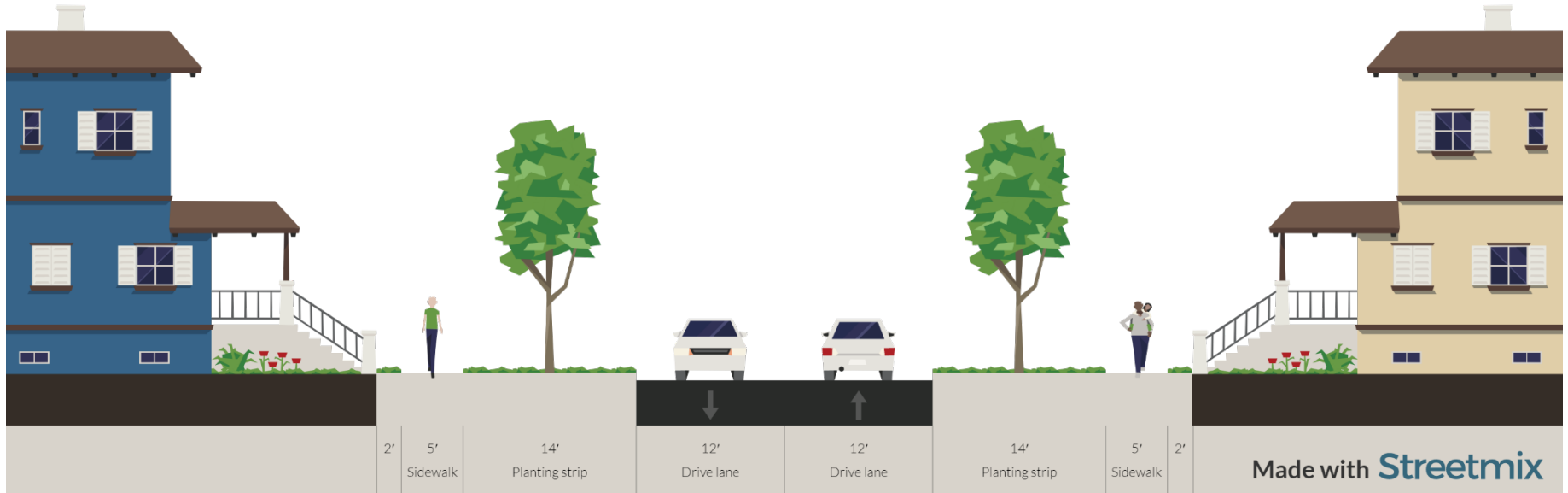
Typical Three Lane Road Conversion Candidates



- Existing cross section encourages higher than desired speeds through residential areas
- Continuous left-turn lane is not warranted
- Many of these streets are likely to be reconstructed



Existing 2 Lane Example with Sidewalks – 4th Street

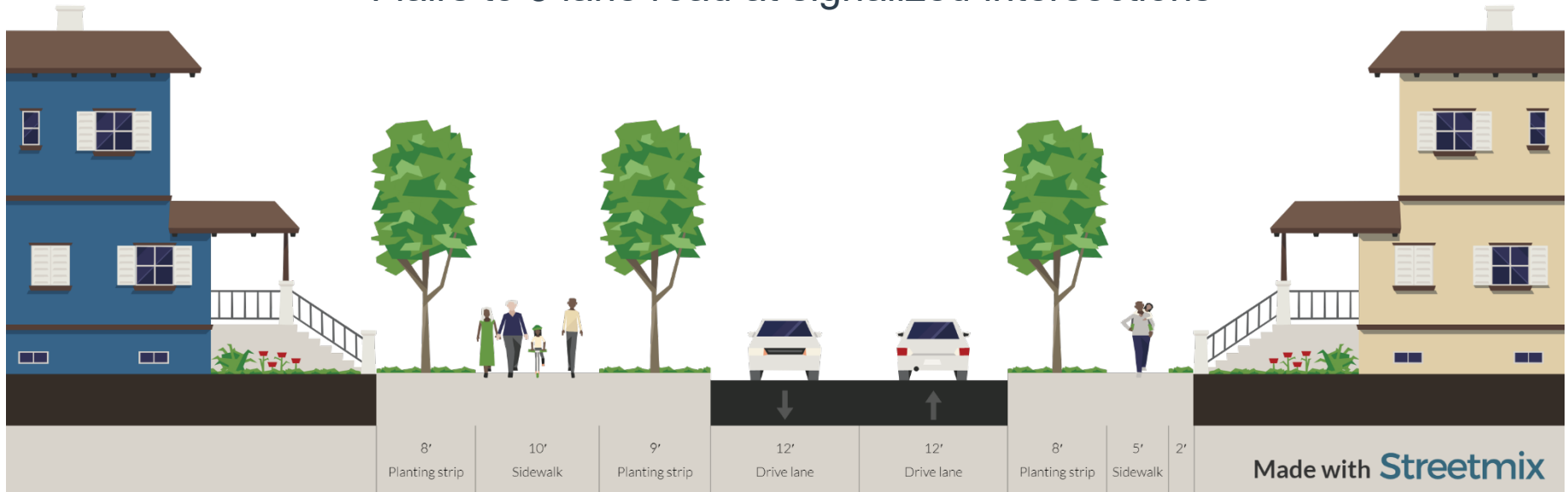


- Sidewalks both sides
- Generous lawn extension



Existing 2 Lane Example with Path – Brown Street

Flairs to 3 lane road at signalized intersections



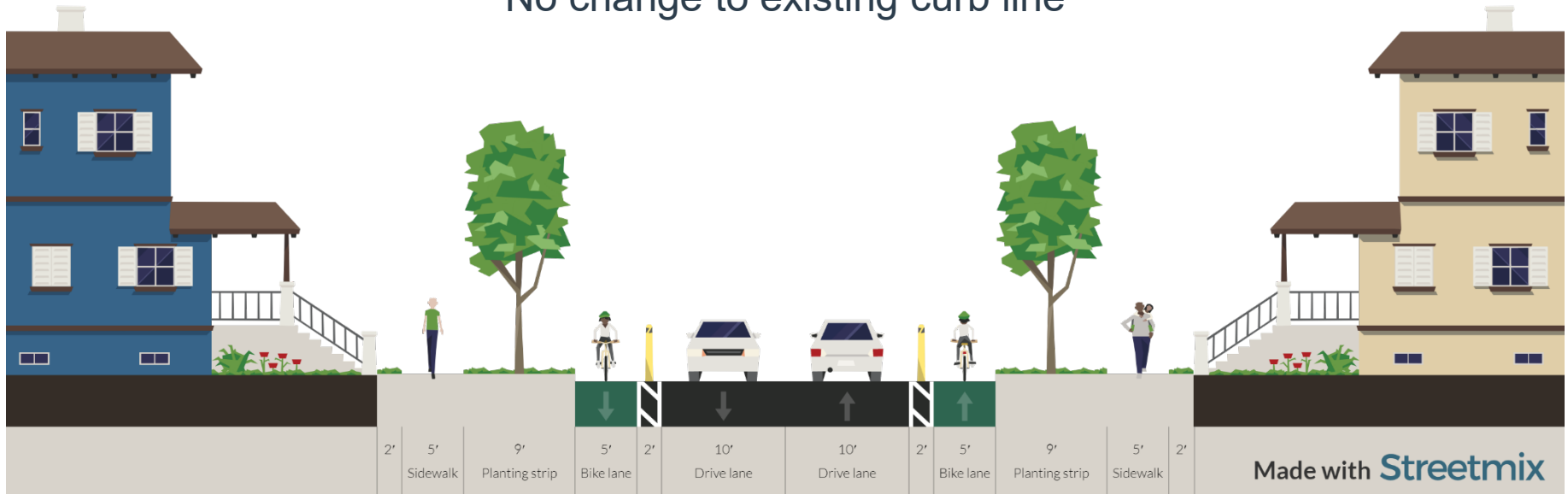
Potential path and street intersections safety improvements:

- Speed tables at crosswalks with green paint as an interim solution
- Turning vehicles must yield to bikes & peds. signage at stop signs
- Bicycle signals and restricted motor vehicle turning movements at signalized intersections



Potential Near-term Separated Bike Lanes

No change to existing curb line



Potential enhancements over typical bike lanes:

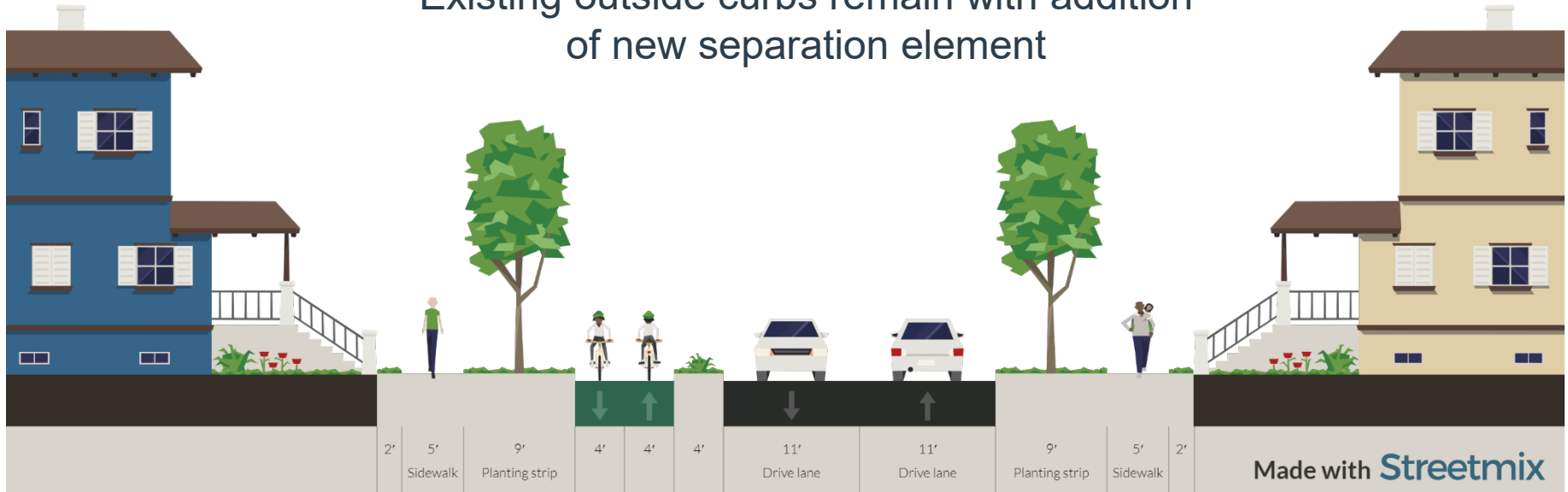
- Add green paint at conflict points
- Delineator posts and/or curb at the beginning and the end of blocks
- Add gateway treatments at at crosswalks
- City concerned about cost/benefit of near-term separation





Potential Near-term Two-way Cycle Track

Existing outside curbs remain with addition of new separation element

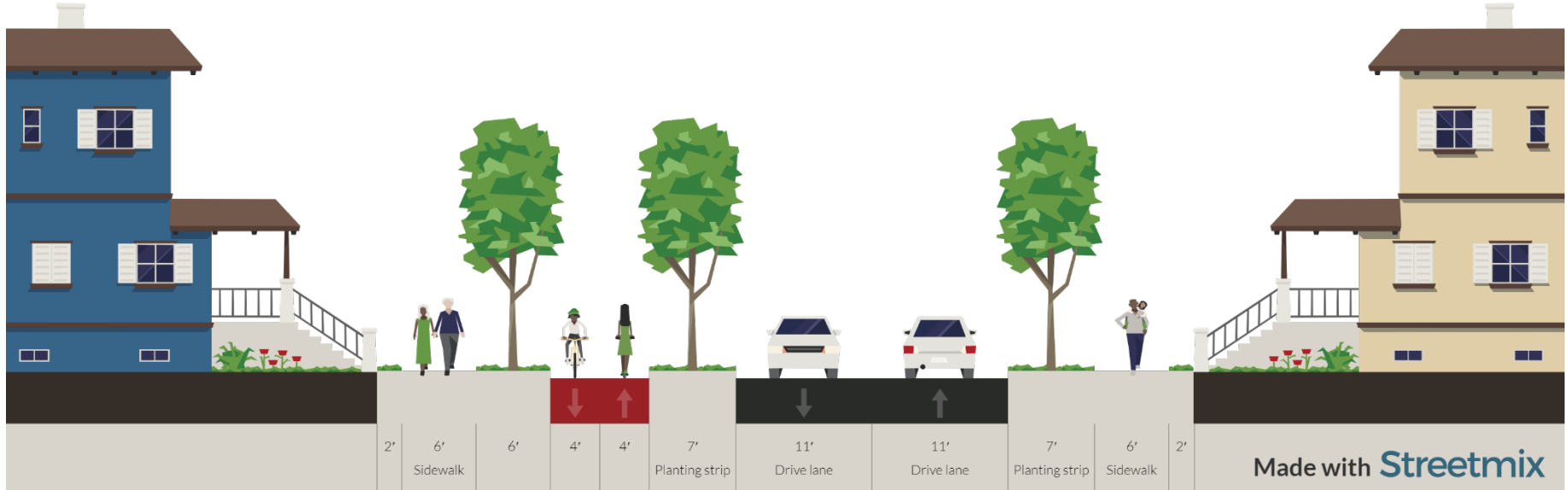


Proposed safety elements at intersections include:

- Speed tables at crosswalks with green paint as an interim solution
- Turning vehicles must yield to bike & ped. signage at stop control intersections
- Bicycle signals with restricted motor vehicle turning movements at signalized intersections



Potential Long-term Two-way Micro-mobility Lanes

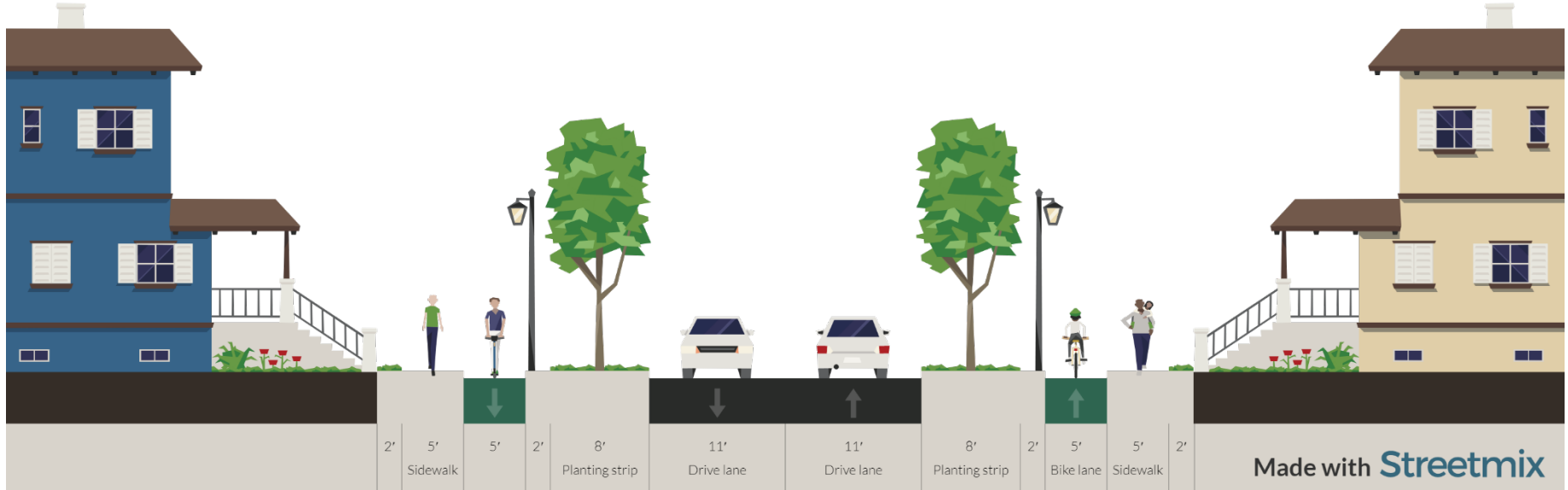


Similar to last slide, but with a more substantial buffer:

- Room for street trees adjacent to the roadway – better traffic calming
- Potential rain-garden in buffer
- Likely requires moving utilities



Potential Long-term One-way Micromobility Lanes



Bike lanes separated from the roadway:

- Room for street trees adjacent to the roadway – better traffic calming
- Potential rain-garden in buffer
- Likely requires moving utilities
- Where road flairs to add left turn lane at intersections bike lane is closer to roadway and more visible

City of Jackson

Legend:	
Off-road Trail (multi-use)	existing potential
Paved	●●●●●
Unpaved	○●○●○
On-road Bike Route (shared roadway)	—●—●—●—
Paved	—●—●—●—
Unpaved	○●○●○
Bike Lane / Paved Shoulder	—●—●—●—
Sidewalks	—●—●—●—
Hiking Trails	—●—●—●—
Family Friendly Bikeways	—●—●—●—
Intersections	■
Schools	■
Golf Course	■
Library	■
City / Village	■
Rivers, Lakes, Ponds	■
Wetlands	■
Recreation	■
School / Academic	■
Public Land	■
Consumers Energy	■
Parcels	■
Buildings	■
Townships	■

Potential 4 to 3 lane conversions
Countermeasure
(Proven Safety Countermeasure)

Improve Intersections

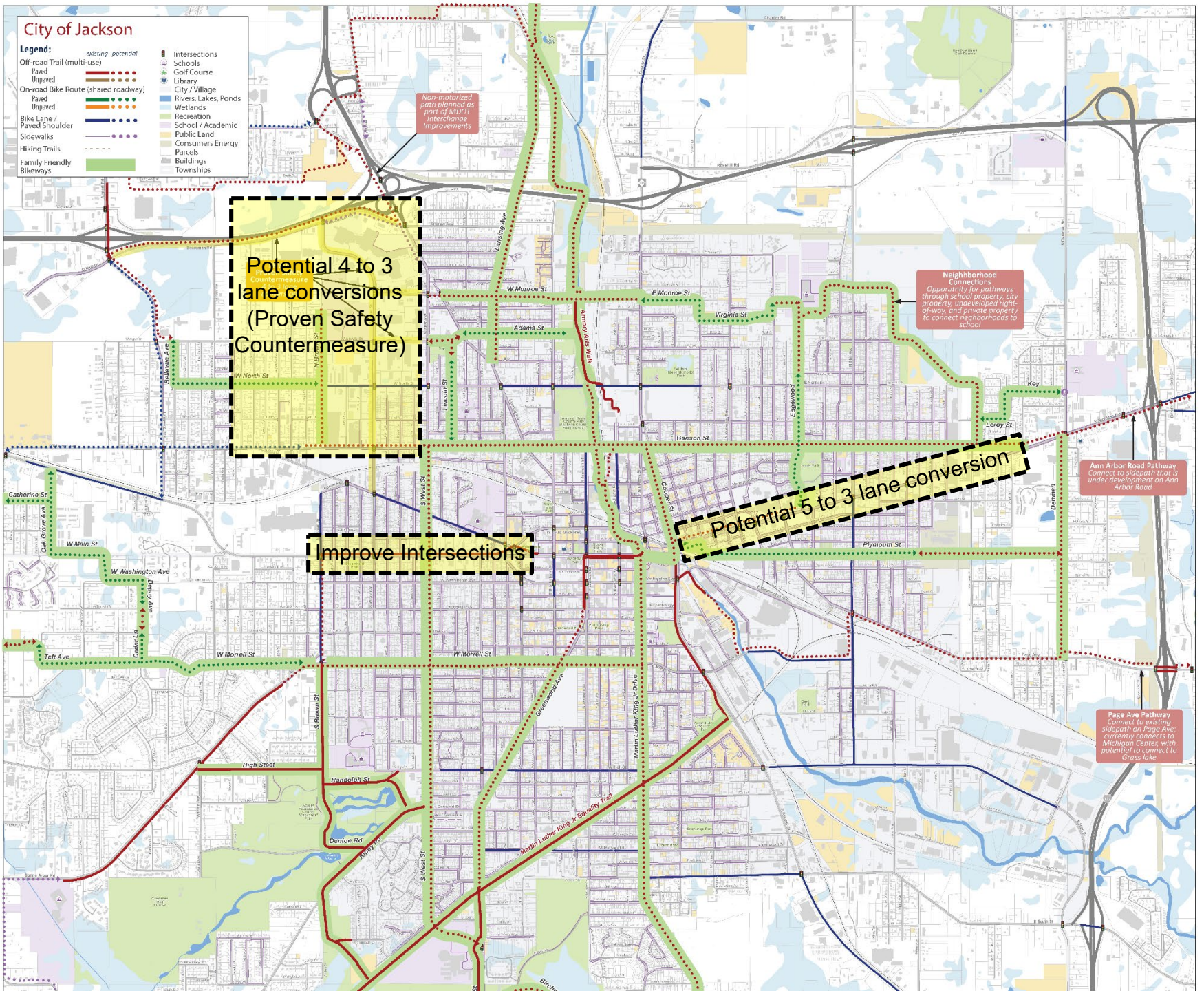
Potential 5 to 3 lane conversion

Non-motorized path planned as part of MDOT interchange improvements

Neighborhood Connections
Opportunity for pathways through school property, city property, undeveloped right-of-way, and private property to connect neighborhoods to school

Ann Arbor Road Pathway
Connect to sidewalk that is under development on Ann Arbor Road

Page Ave Pathway
Connect to existing sidewalk on Page Ave currently connects to Michigan Center, with potential to connect to Cross Lake





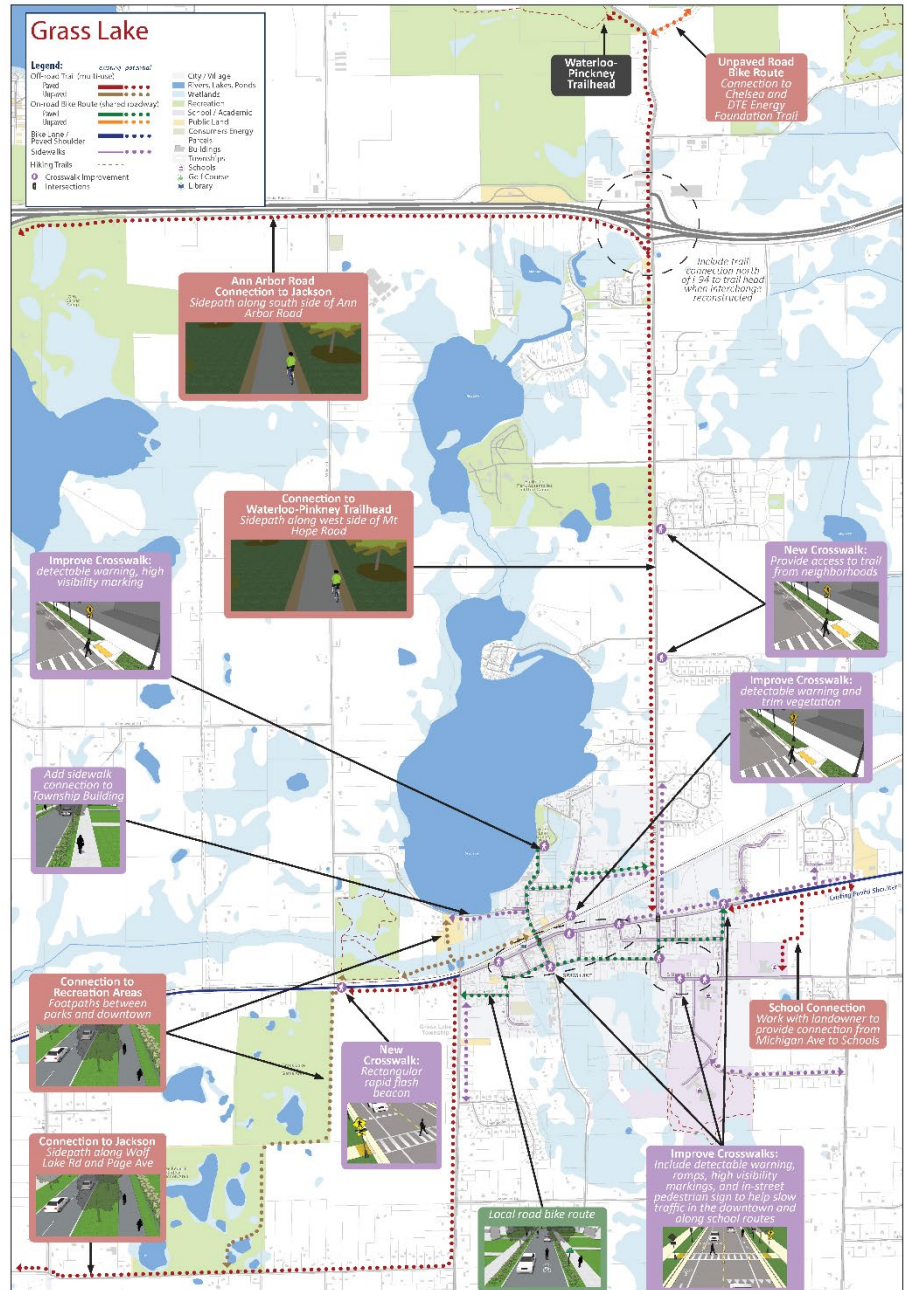
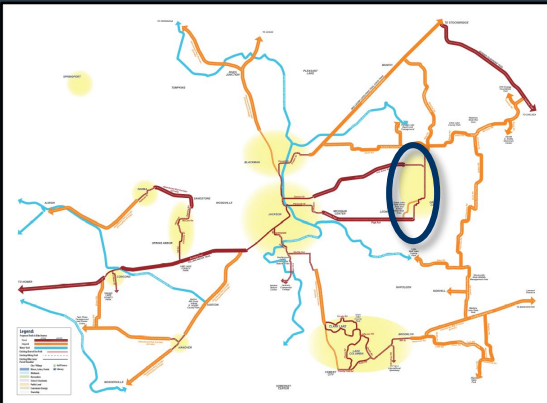
Grass Lake Area Preliminary Plan

Local Priorities:

1. Access from downtown to neighborhoods along Mt. Hope Road
2. Numerous crosswalk enhancements
3. Improved access to the high school

Issues:

- RR pedestrian crossings



Grass Lake

Legend:

	existing	proposed
Off-road Trail (multi-use)		
Paved		
Unpaved		
On-road Bike Route (shared roadway)		
Paved		
Unpaved		
Bike Lane / Paved Shoulder		
Sidewalks		
Hiking Trails		
Crosswalk Improvement		
Intersections		
City / Village		
Rivers, Lakes, Ponds		
Wetlands		
Recreation		
School / Academic		
Public Land		
Consumers Energy Parcels		
Buildings		
Townships		
Schools		
Golf Course		
Library		

Waterloo-Pinkney Trailhead

Unpaved Road Bike Route Connection to Chelsea and DTE Energy Foundation Trail

Ann Arbor Road Connection to Jackson
Sidepath along south side of Ann Arbor Road



Connection to Waterloo-Pinkney Trailhead
Sidepath along west side of Mt Hope Road



Include trail connection north of I 94 to trail head when interchange reconstructed

Improve Crosswalk:
detectable warning, high visibility marking



New Crosswalk:
Provide access to trail from neighborhoods





Add sidewalk connection to Township Building



Improve Crosswalk: detectable warning and trim vegetation



Connection to Recreation Areas
Footpaths between parks and downtown



New Crosswalk: Rectangular rapid flash beacon



School Connection
Work with landowner to provide connection from Michigan Ave to Schools

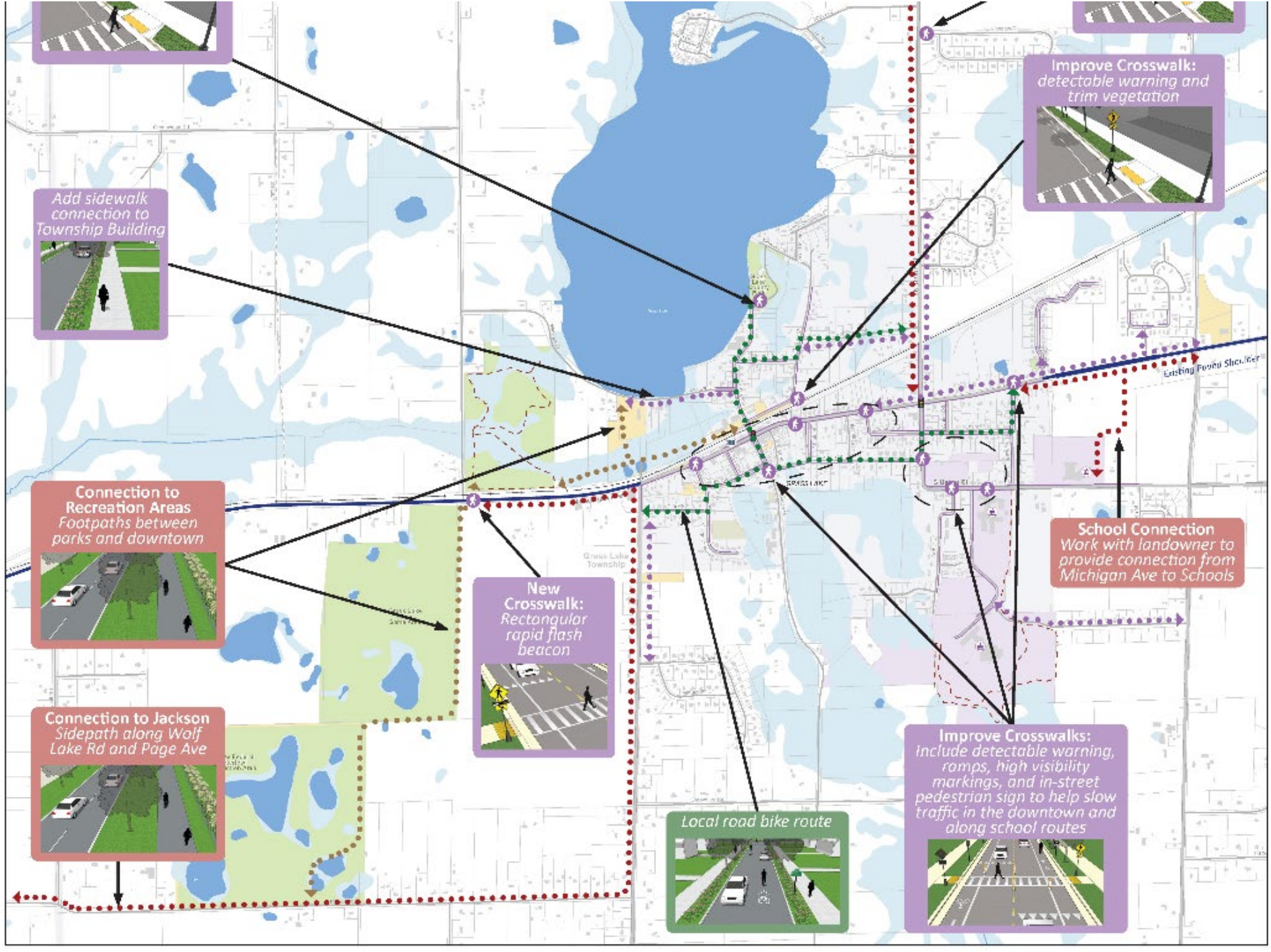
Connection to Jackson
Sidepath along Wolf Lake Rd and Page Ave



Improve Crosswalks:
Include detectable warning, ramps, high visibility markings, and in-street pedestrian sign to help slow traffic in the downtown and along school routes



Local road bike route





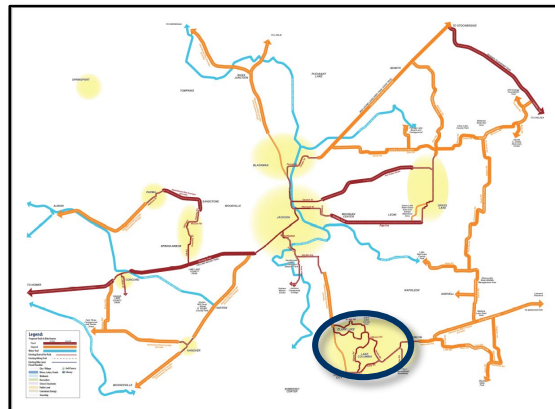
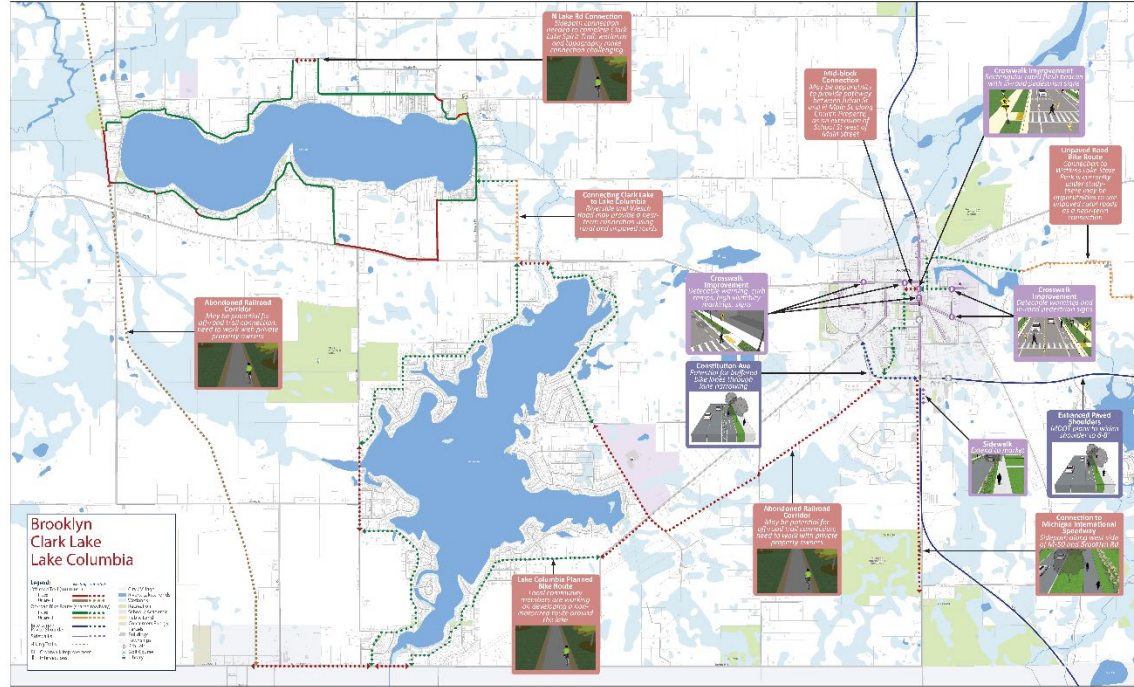
Brooklyn, Clark Lake, & Lake Columbia Preliminary Plan

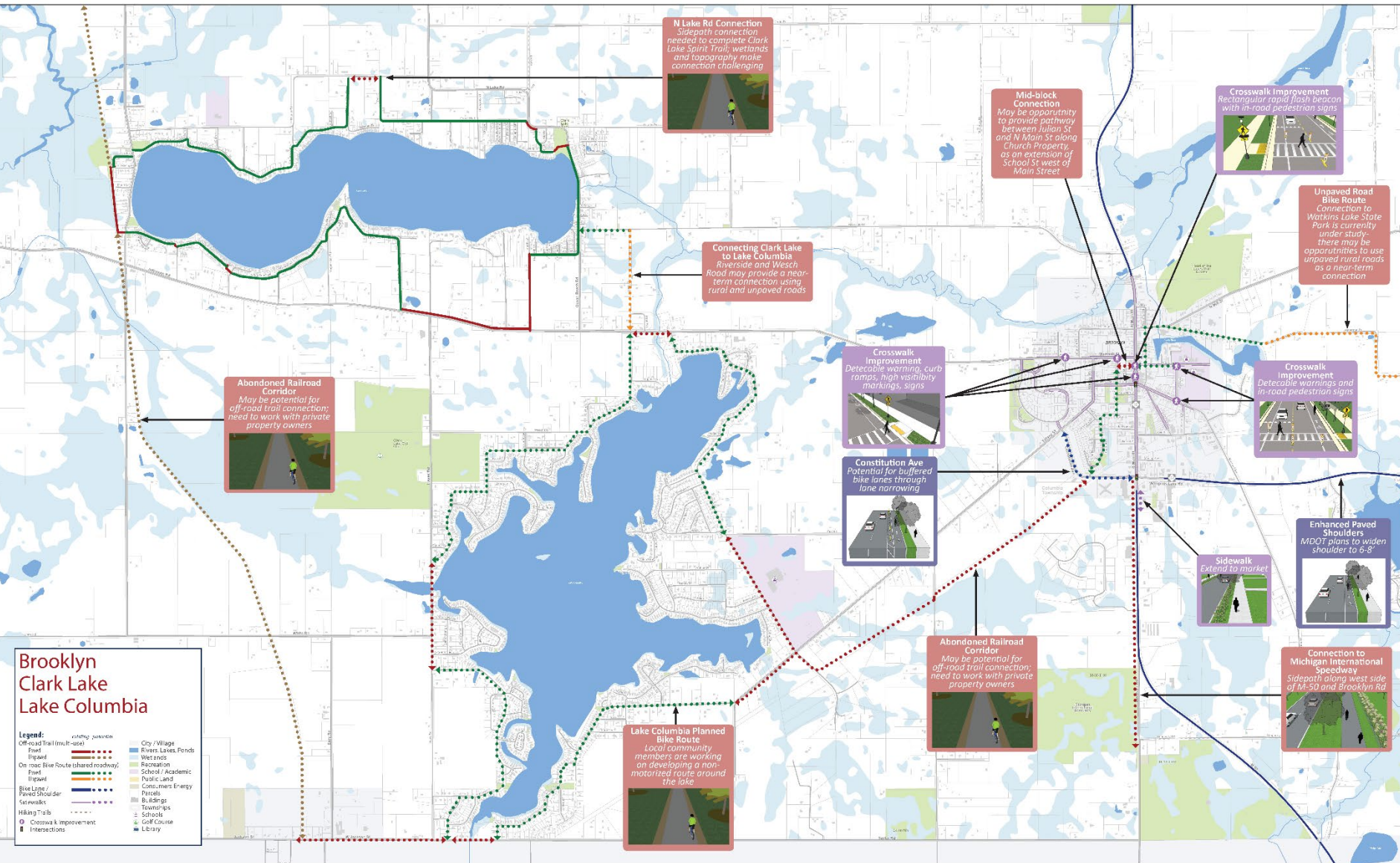
Local Priorities:

1. Numerous crosswalk improvements in Brooklyn
2. Gaps in lake loops
3. Link between Clark Lake and Lake Columbia
4. Linked between Brooklyn and Lake Columbia

Issues:

- Private ownership of railroad corridor





N Lake Rd Connection
 Sidewalk connection needed to complete Clark Lake Spirit Trail; wetlands and topography make connection challenging

Mid-block Connection
 May be opportunity to provide pathway between Julian St and N Main St along Church Property, as an extension of School St west of Main Street

Crosswalk Improvement
 Rectangular rapid flash beacon with in-road pedestrian signs

Unpaved Road Bike Route
 Connection to Watkins Lake State Park is currently under study; there may be opportunities to use unpaved rural roads as a near-term connection

Connecting Clark Lake to Lake Columbia
 Riverside and Wesch Road may provide a near-term connection using rural and unpaved roads

Abandoned Railroad Corridor
 May be potential for off-road trail connection; need to work with private property owners

Crosswalk Improvement
 Detectable warning, curb ramps, high visibility markings, signs

Crosswalk Improvement
 Detectable warnings and in-road pedestrian signs

Constitution Ave
 Potential for buffered bike lanes through lane narrowing

Enhanced Paved Shoulders
 MDOT plans to widen shoulder to 6-8'

Sidewalk
 Extend to market

Abandoned Railroad Corridor
 May be potential for off-road trail connection; need to work with private property owners

Connection to Michigan International Speedway
 Sidewalk along west side of M-50 and Brooklyn Rd

Lake Columbia Planned Bike Route
 Local community members are working on developing a non-motorized route around the lake

Brooklyn Clark Lake Lake Columbia

Legend:

- Off-road Trail (multi-use)
 - Paved
 - Unpaved
- On road Bike Route (shared roadway)
 - Paved
 - Unpaved
- Bike Lane / Paved Shoulder
- Sidewalk
- Hiking Trails
- Crosswalk improvement
- Intersections

- City / Village
- Rivers, Lakes, Ponds
- Wetlands
- Recreation
- School / Academic
- Public Land
- Consumer Energy
- Parcels
- Buildings
- Townships
- Schools
- Golf Course
- Library



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 Rectangular rapid flash beacon with in-road pedestrian signs



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Crosswalk Improvement
 Detectable warnings and in-road pedestrian signs



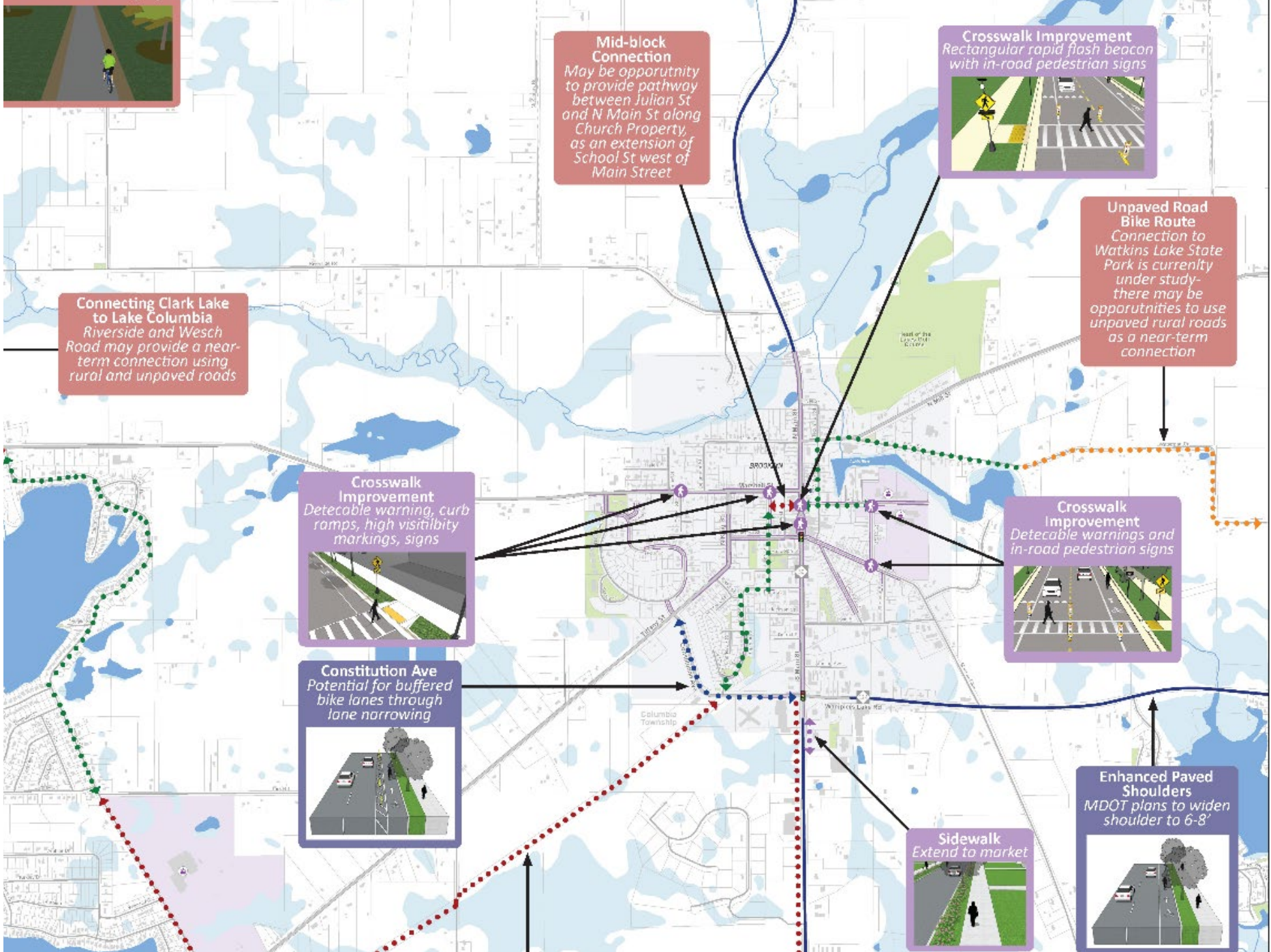
Constitution Ave
 Potential for buffered bike lanes through lane narrowing



Enhanced Paved Shoulders
 MDOT plans to widen shoulder to 6-8'



Sidewalk
 Extend to market





Preliminary Local Community Rolls & Responsibilities

- Sidewalk and Bicycle Facility Maintenance
 - Gravel
 - Snow
 - Vegetation
 - Pavement Condition
- Lighting
 - Personal Safety
 - Traffic Safety
- Facilities
 - Bike Parking
 - ADA Compliance
 - Local Pathways





Preliminary Regional Roles and Responsibilities

- MDOT
 - Freeway overpasses
 - Trunklines
 - Railroad crossings
- Region 2
 - Grant assistance
 - Education and promotion programs
 - Planning assistance
- Jackson County
 - Paved shoulders
 - Crosswalk program
 - SR2S Assistance
 - Trail management



Private:

- Land acquisition and easement negotiations
- Fund raising



Preliminary Plan Outreach Meetings

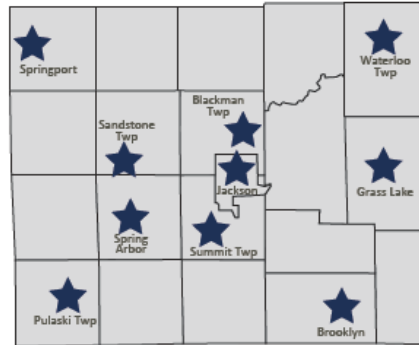
- Held during the 2nd and 3rd week in September (two weeks out)
- Mostly the same locations as the first round of meetings
- Meeting Goals:
 - Review Plan
 - Identify County and Local Priorities

Jackson City + County Nonmotorized Plan

Preliminary Plan Outreach Meetings

Please join us to provide your thoughts on the preliminary nonmotorized plan. The draft recommendations are based on the input we received in May from workshops, surveys, and online. Your input is critical and will help guide future investments.

Can't attend your local meeting? No problem, you can provide input for any place at any meeting. Online input options will be also available starting September 9th.



Accommodations can be made for persons with disabilities and limited English-speaking ability. Please email tdeoliveira@mijackson.org or call 517.768.6703 to indicate needs. / La Comisión podrá hacer adaptaciones para las personas discapacitadas y para aquellos con capacidad de hablar inglés limitada. Por favor, envíe un correo electrónico a tdeoliveira@mijackson.org o llame al 517.768.6703 para indicar sus necesidades.

For more information visit www.WalkBike.info/Jackson



SEPTEMBER 9

MONDAY

9:30 am - 11:30 am
Blackman Twp Hall
 1990 W Parnall Rd
 Jackson, MI 49201

2:30 pm - 4:30 pm
Springport Twp Hall
 101 W Main St
 Springport, MI 49284

SEPTEMBER 10

TUESDAY

1:30 pm - 3:30 pm
Columbia Twp Hall
 8500 Jefferson Rd
 Brooklyn, MI 49230

6:00 pm - 8:00 pm
Whistle Stop Depot
 210 E Michigan Ave
 Grass Lake, MI 49240

SEPTEMBER 11

WEDNESDAY

2:00 pm - 4:00 pm
Waterloo Twp Hall
 9773 Mt Hope Rd
 Munith, MI 49259

6:00 pm - 8:00 pm
County Tower Building
 120 W. Michigan Ave
 Jackson, MI 49201
 5th Floor
 Commission Chambers

SEPTEMBER 13

FRIDAY

2:00 pm - 4:00 pm
Summit Twp Hall
 2121 Ferguson Rd
 Jackson, MI 49203



SEPTEMBER 16

MONDAY

9:30 am - 11:30 am
Pulaski Twp Hall
 12363 Folks Rd
 Hanover, MI 49241

2:00 pm - 4:00 pm
Poling Center at Spring Arbor University
 133 Ogle Ave
 Spring Arbor, MI 49283

SEPTEMBER 18

WEDNESDAY

1:30 pm - 3:30 pm
Sandstone Twp Hall
 7940 County Farm Rd
 Parma, MI 49269





Proposed Meeting Format

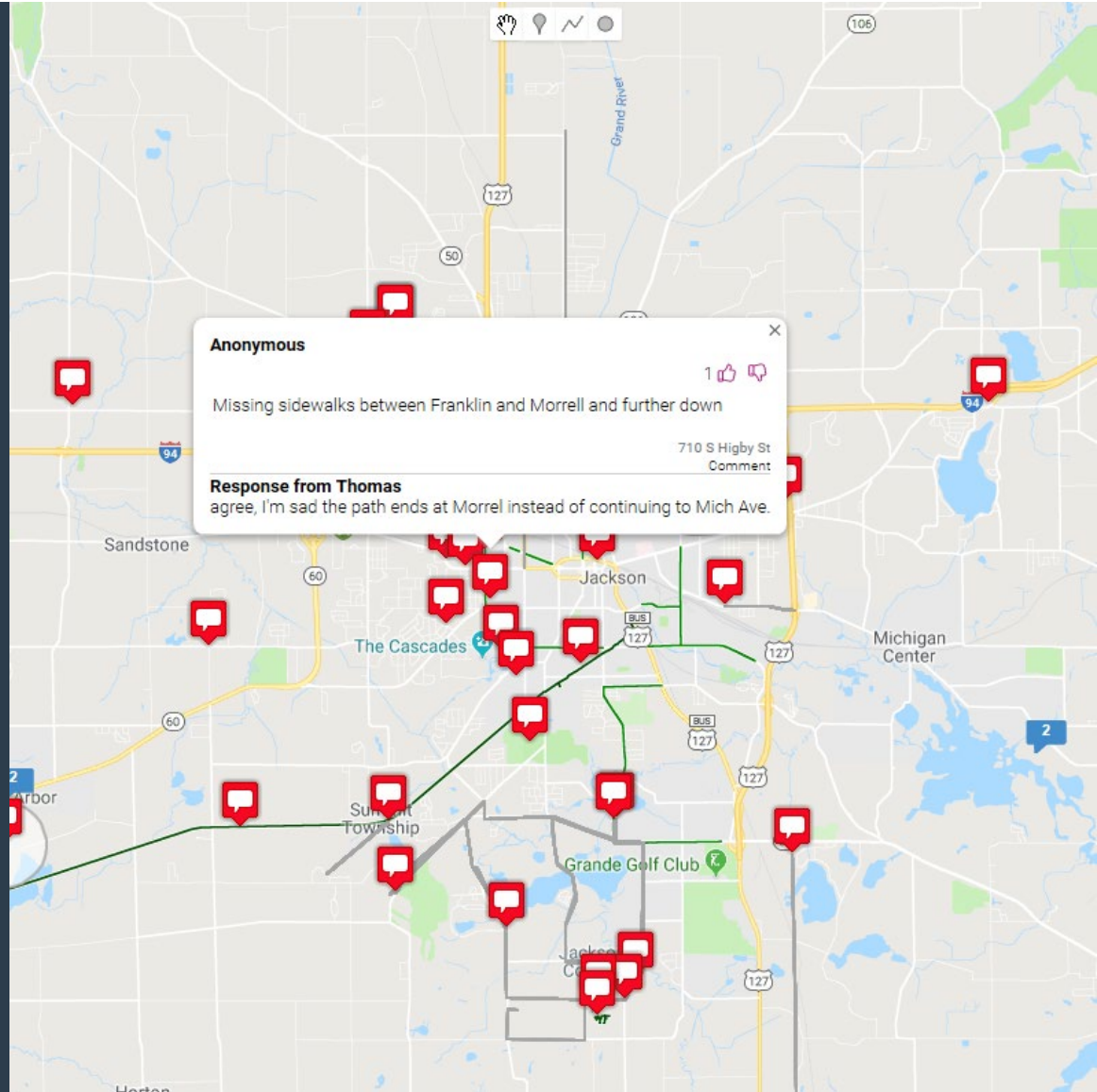
- Start out with a quick review of what we heard during the first round of public input
- County Connectors
 - Presentation
 - Group Discussion
 - Group Prioritization exercise
- Local Plans
 - Presentation the plans relevant to the group
 - Small Group discussion and review
 - Individual prioritization worksheet





Online Input Options

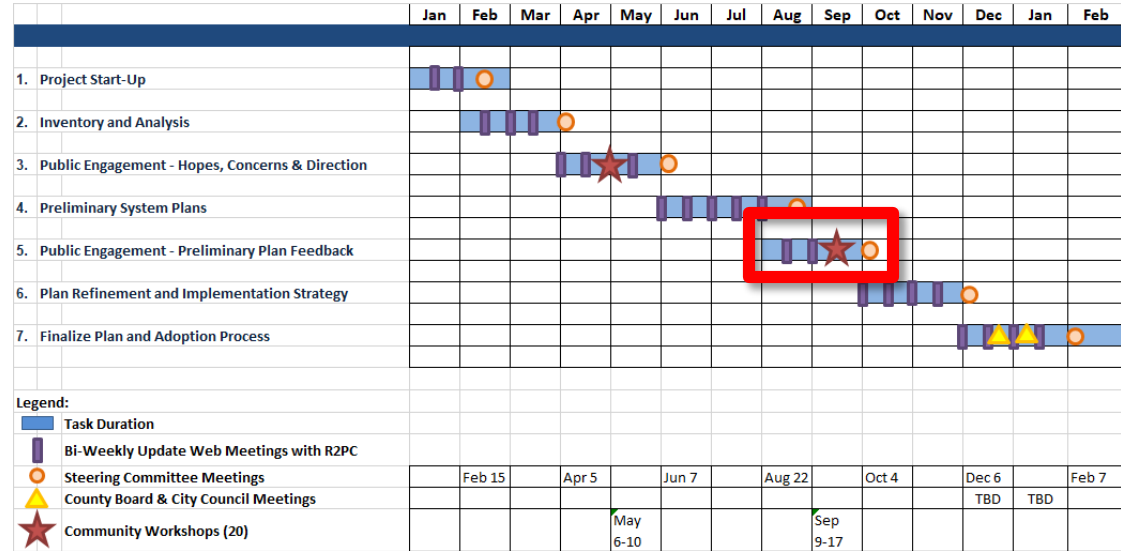
- Will focus interactive map input on County Connectors
- For each local plan will provide a way to comment and prioritize





Next Steps

- Workshops the second and third week of September
- Online input wrapping up by end of September
- Next Steering Committee Meeting on Friday, October 4th at 9:30 am to review preliminary plan feedback



Any Questions or Additional Thoughts?

Jackson City ⊕ County Nonmotorized Plan



A plan for people who walk, bike and ride

Thank You!