Jackson Road Corridor Study

Existing Conditions Technical Memo

Prepared By

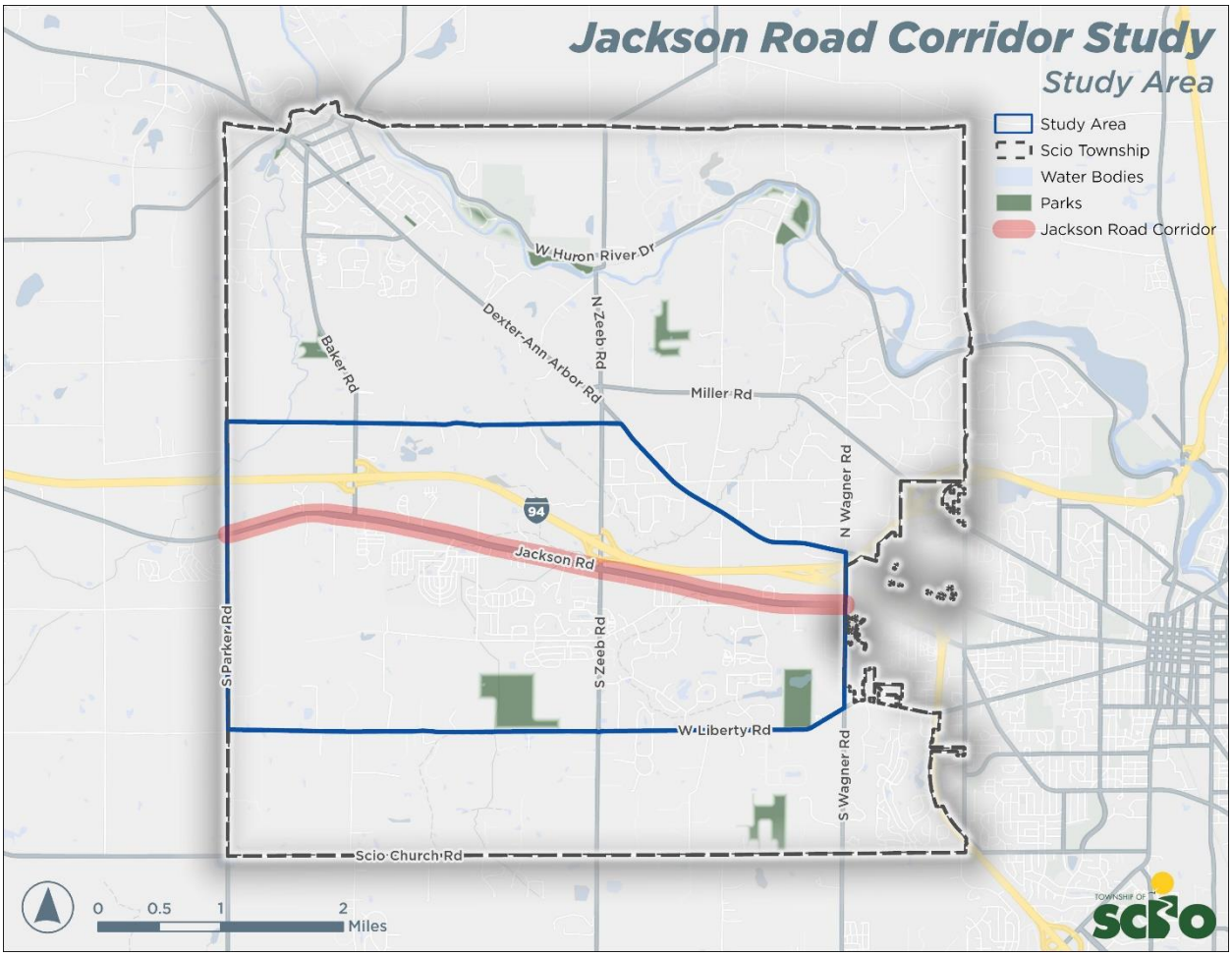
OHM Advancing Communities

1.0 Introduction

Jackson Road is a major east/west oriented roadway that extends from Downtown Ann Arbor west to Chelsea through the center of Scio Township. The majority of the Township's retail and commercial amenities are located along the Jackson Road Corridor, beginning at the Township's border with Ann Arbor at Wagner Road and ending at Parker Road, roughly 5.1 miles to the west. Over the past decade, development has moved from Ann Arbor and into Scio Township following a mostly auto-oriented land use pattern. Scio Township, through the Jackson Road Corridor Study, is looking to develop a holistic and unified vision for the corridor that addresses the transportation, land use, environmental, safety, and economic development needs for the area.

The Jackson Road Corridor study area is located south of Interstate 94 (I-94) and travels across the length of Scio Township. The presence of I-94 acts as a major barrier to mobility as the existing crossing locations are spaced roughly two miles apart. These limited crossing areas make traveling north or south of the highway difficult for those in a car and almost impossible on foot or by bike given the available non-motorized facilities.

Much of the development in the Township has been concentrated on or near Jackson Road, with many larger commercial buildings, "big box" stores, auto dealerships, and office spaces located on either side of the road. Most of the larger residential housing developments have been constructed just south of the corridor.



The Existing Conditions Analysis and Technical Memo will explore the current demographic, socioeconomic, mobility, and land use conditions along Jackson Road and within the project study area. The goal of this analysis is to thoroughly understand the opportunities and constraints along the corridor that will inform the development of the study's recommendations.

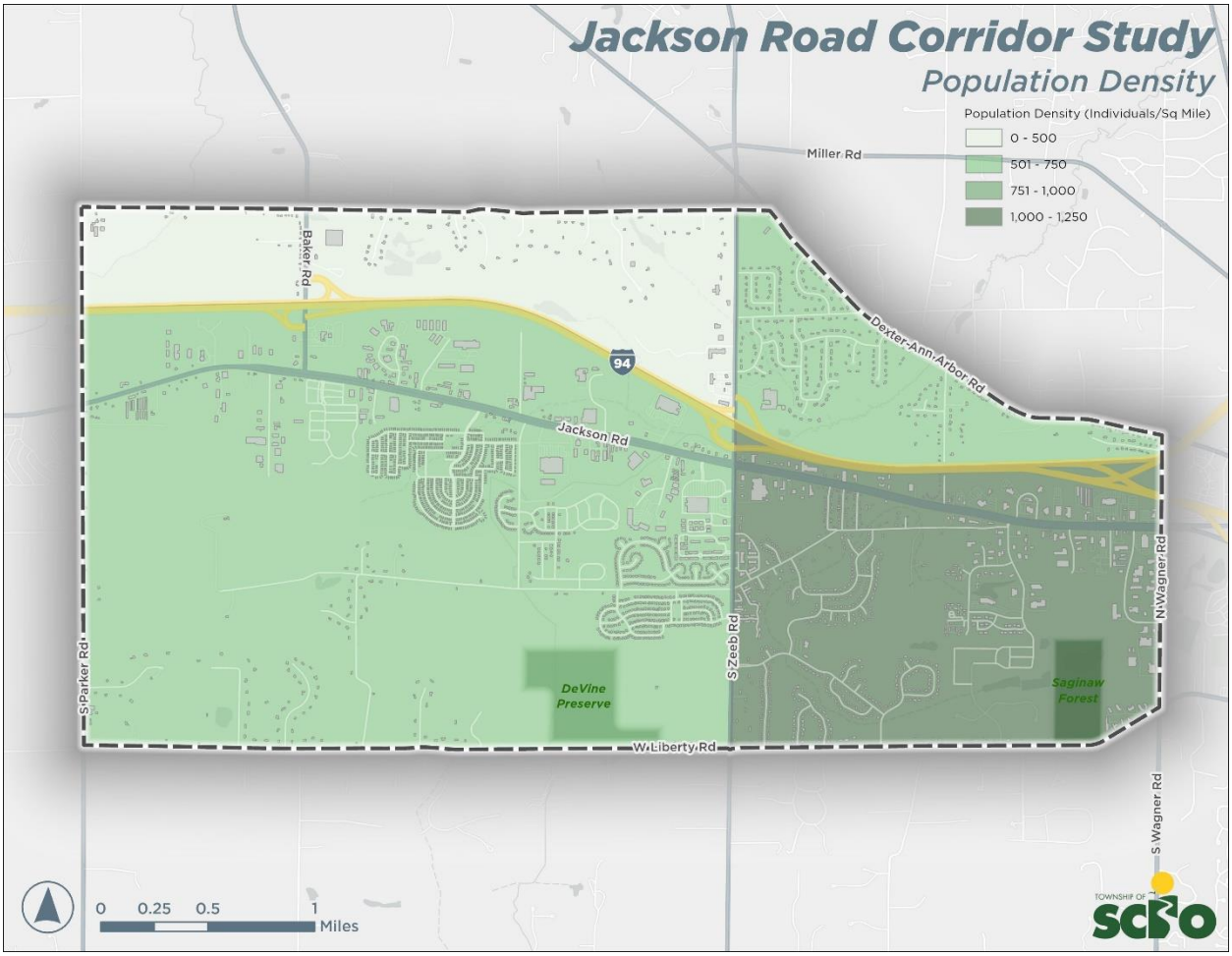
The Jackson Road Corridor Study will provide recommendations within the following Focus Areas:

- Roadway Safety
- Development Nodes and Land Use
- Non-Motorized Access and Connectivity
- Transit Access
- Roadway Improvements
- Environmental Enhancement

2.0 Existing Conditions Analysis

The existing conditions analysis reviews the demographic, socioeconomic, mobility, and environmental conditions in the project Study Area with the goal of identifying the issues, opportunities, and constraints in the area. The findings from the Existing Conditions Analysis will inform the development of recommendations in the next phase of the Study.

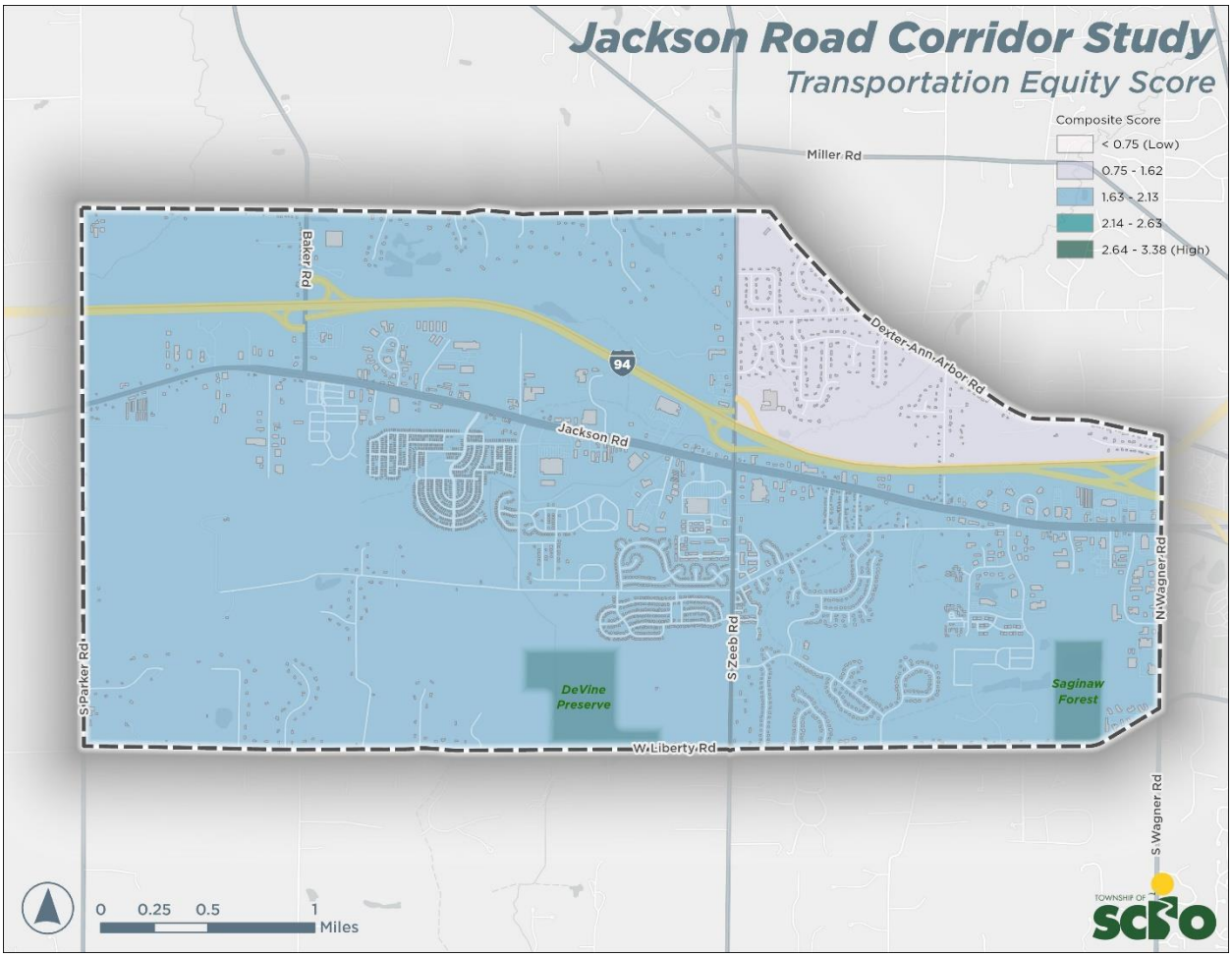
2.1 Population Density



Throughout the study area, the population density varies slightly. The most populated section of the corridor is the Southeastern portion bordering Wagner Rd, where there is a greater diversity of housing types: single-family, apartments, and cohousing. The Northwestern portion of the corridor is the least populated with fewer than 500 residents.

In 2022, the total population within the study area was nearly 8,600, which is nearly 50% of Scio Township's total population of roughly 17,500. Since 2020, the population within the study area has been slowly declining. However, considering the hundreds of housing units under construction, the Township will see an increase in population. Relatively few housing units are vacant, making up only 4% of the housing supply. With 400+ new multifamily units on the western portion of the corridor, it is expected that the Township's population will increase; a pattern that will continue as pending and underway developments are completed.

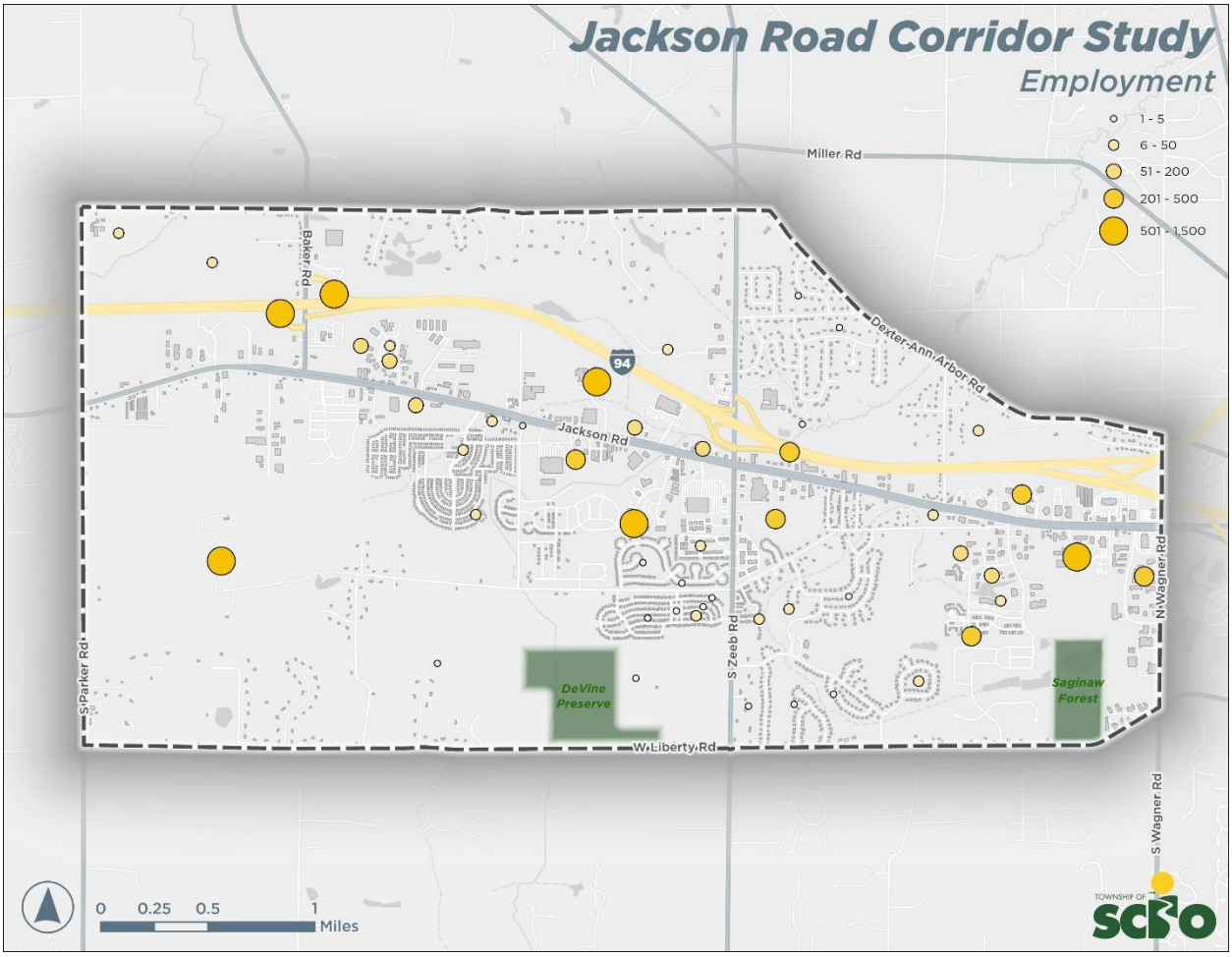
2.2 Equity Demand Areas



Each year, the Southeast Michigan Council of Governments (SEMCOG) analyzes the region to better understand areas with high and moderate concentrations of equity populations. Using U.S. Census demographic data, SEMCOG maps current socioeconomic indicators to provide insights into the community's needs. This analysis highlights the locations of five specific socioeconomic groups that typically depend more on walking and biking: children, transit-dependent households, low-income households, minority populations, and senior citizens. SEMCOG then calculates a cumulative score across these five indicators to classify areas of Very High, High, Moderate, and Low concentrations of equity populations.

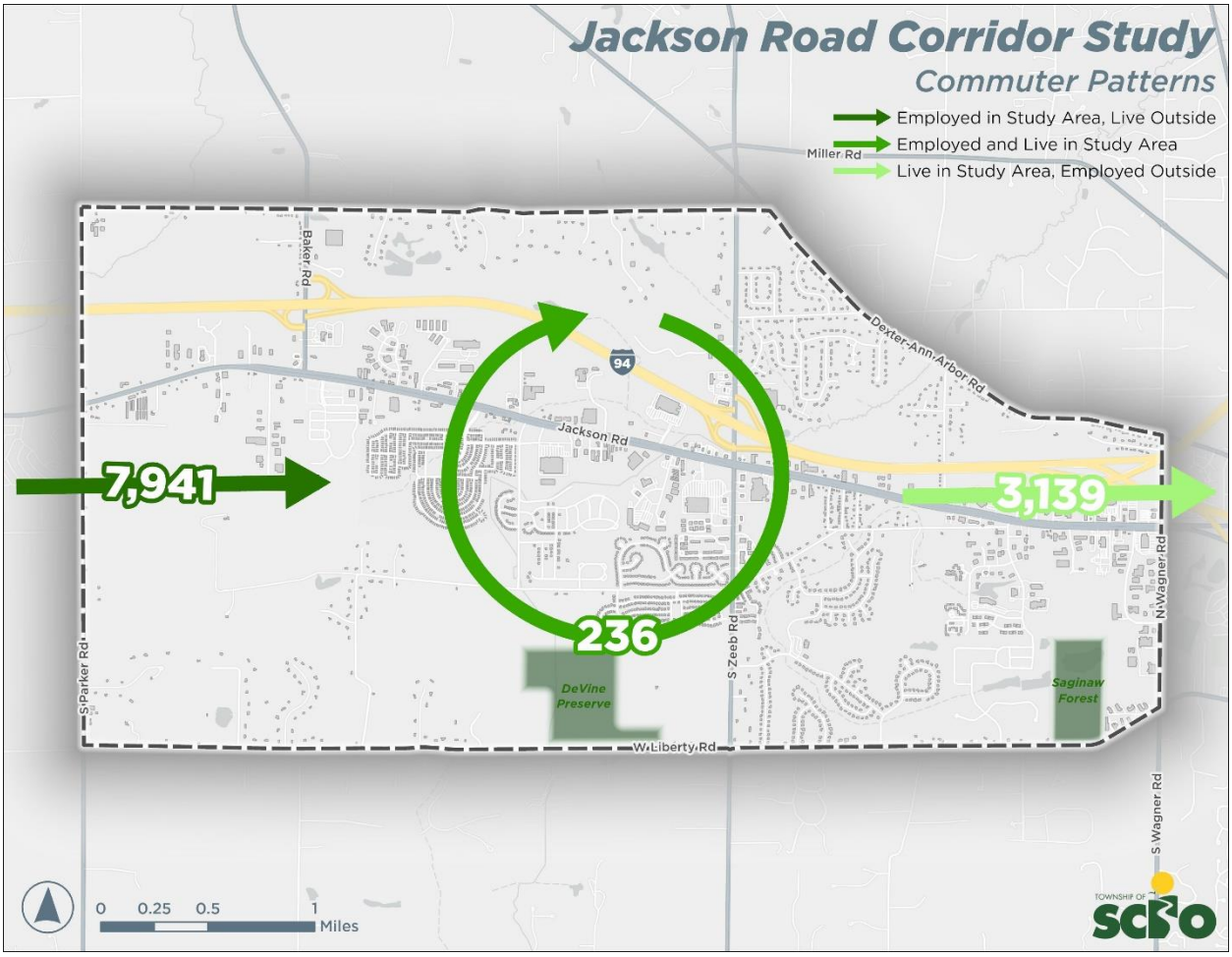
Throughout the Jackson Road corridor, most areas have a moderate concentration of equity populations. The only area that has a low equity concentration area is the northeastern edge.

2.3 Employment



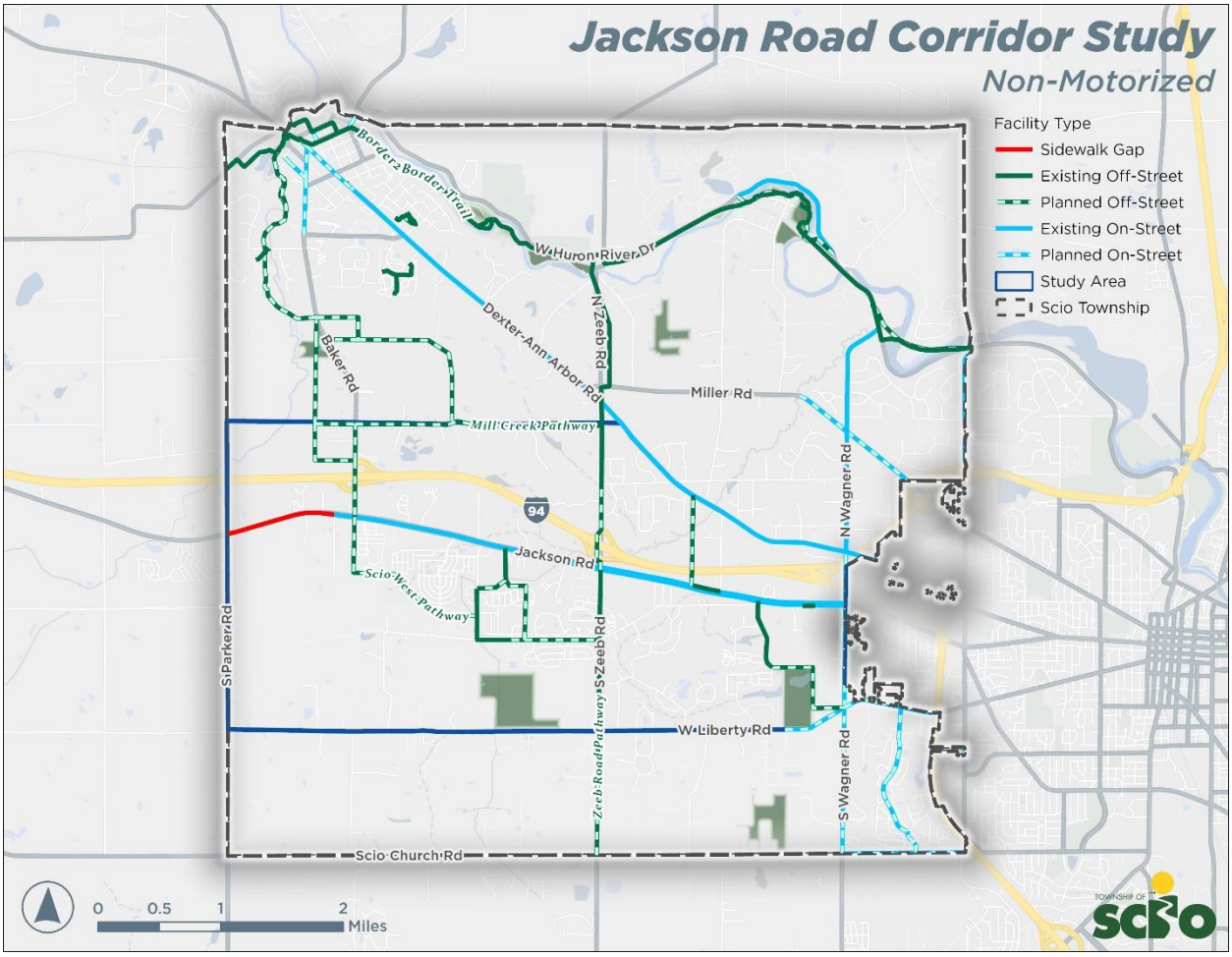
There are several businesses throughout the study area, including retail, restaurants, and recreational and service-based businesses. There is low unemployment (2.3%) among study area residents, and roughly 75% of residents work white-collar jobs.

2.4 Commuter Patterns



To better understand the commuting patterns into and out of the study area, an analysis of worker travel patterns was conducted. Based on 2021 data from the Longitudinal Employer Household Dynamics (LEHD) dataset from the US Census Bureau, the study area had a total of 8,177 employees in 2021. About 97% of these jobs are held by residents living in other communities, meaning roughly 8,000 people are commuting into the study area daily. According to the employment figure, it is evident that most of the employers are located along Jackson Road, meaning that the commuters are likely to use Jackson Road to arrive at their destination.

2.5 Non-Motorized Facilities



Most of the Jackson Road corridor has dedicated non-motorized facilities for both bicycles and pedestrians. There are sidewalks and striped bike lanes on both sides of Jackson Road from Wagner Road to Dino Drive, where they end. Jackson Road connects residents to recreation areas such as the Parkland Plaza Walkway, West Scio Preserve, Divine Preserve and Saginaw Forest, all of which are accessible south of the corridor. The Scio Township 2023-2027 Parks, Recreation, & Open Space Master Plan outlines additional future planned recreation spaces in Scio Township including an expansion of the Zeeb Road Pathway south of Jackson Road, Scio West Pathway, Mill Creek Pathway, and potential priority future linkages on Wagner Road and Baker Road.

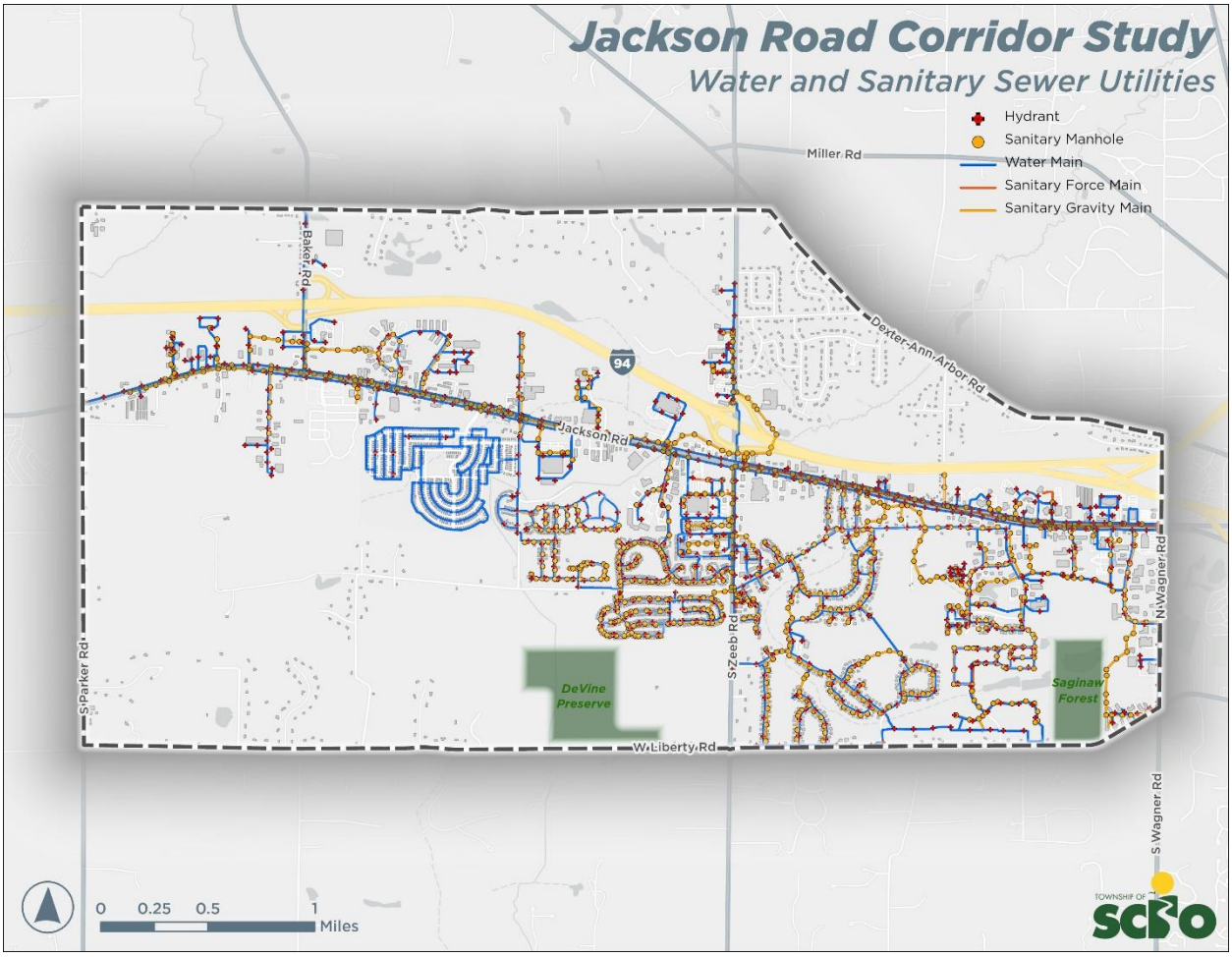
There are also gaps along the non-motorized facilities on Jackson Road there, notably from Dino Drive west of Parker Road there are no bike lanes or sidewalks. There is also a gap in the westbound bike lanes east of Zeeb Road where the bike lanes end to accommodate a right turn lane. These gaps in the non-motorized network create challenges for users that rely on Jackson Road to connect to health care facilities, places of business, recreation, and work.

While Jackson Road has dedicated facilities for cyclists and pedestrians, there are barriers that prevent it from being a fully activated non-motorized transportation corridor. One major barrier is I-94 that runs east-west just north of the corridor. There have been discussions with MDOT to

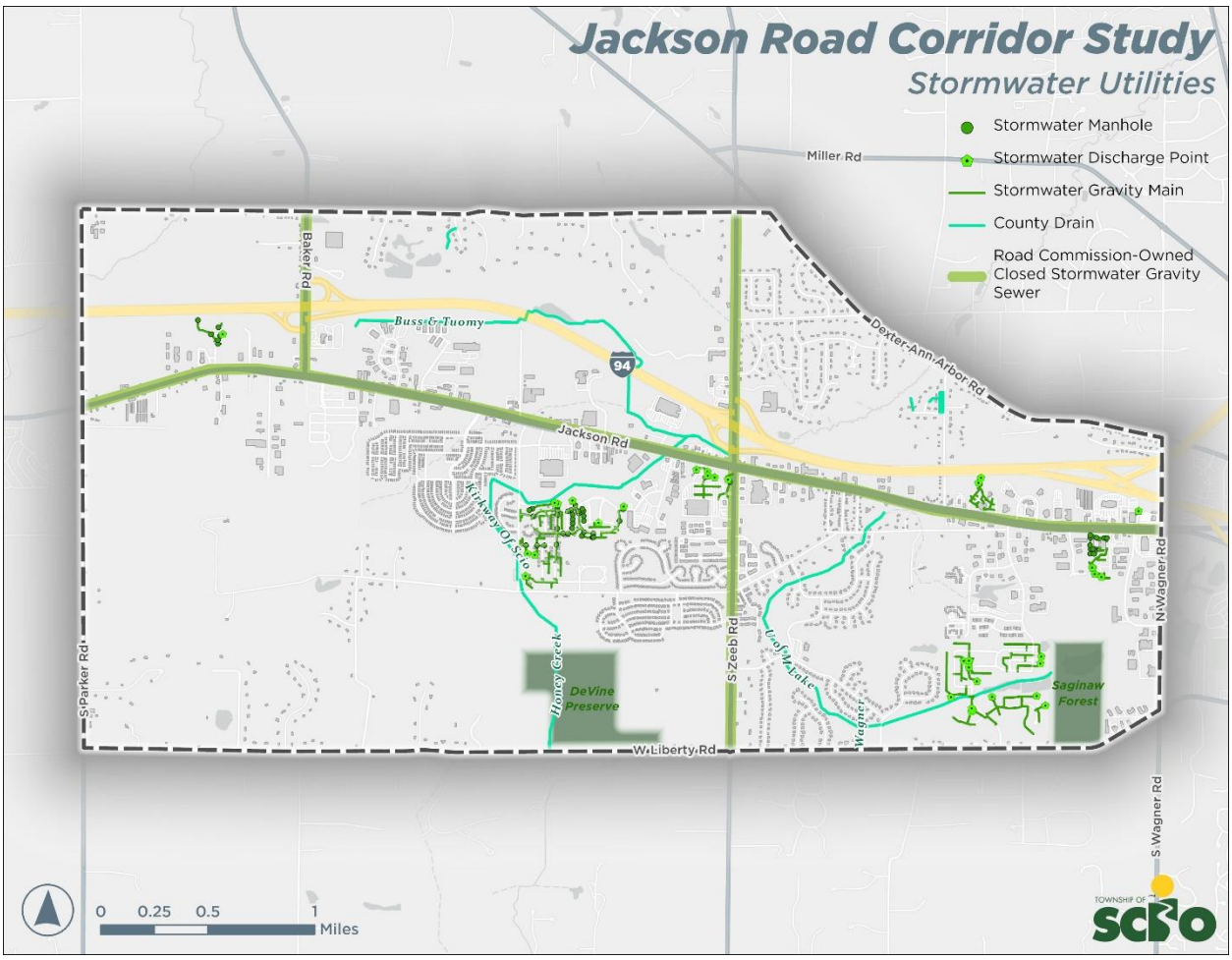
determine if the existing bridge over I-94 can accommodate bicycle traffic, but there is currently only a 5’ sidewalk for pedestrians to cross. The gap in the non-motorized network along Zeeb Road between Jackson Road and the Washtenaw County Offices is important because it would connect Jackson Road to the Zeeb Road Pathway and the Border-to-Border (B2B) Trail. The B2B trail is the backbone of the regional non-motorized system in Washtenaw County. Bridging this connection significantly increases connectivity for non-motorized users along Jackson Road and throughout the County and Township as a whole.

Another barrier to the non-motorized network is the lack of protection for cyclists using the striped bike lanes on Jackson Road. The current bicycle facility is a five feet wide striped bike lane in each direction. Referencing the FHWA Bikeway Selection Guide, for the existing speeds and vehicular volume, Jackson Road should have separate bike lanes or a shared-use path. Having an inadequate bicycle facility creates a barrier for cyclists who are interested in exploring multimodal transportation but have concerns about the safety of using such facilities. This can result in cyclists using the sidewalks and creating conflicts with pedestrians as well as vehicles as they are not expecting bicycles on the sidewalk as they enter or exit driveways along the corridor.

2.6 Utilities

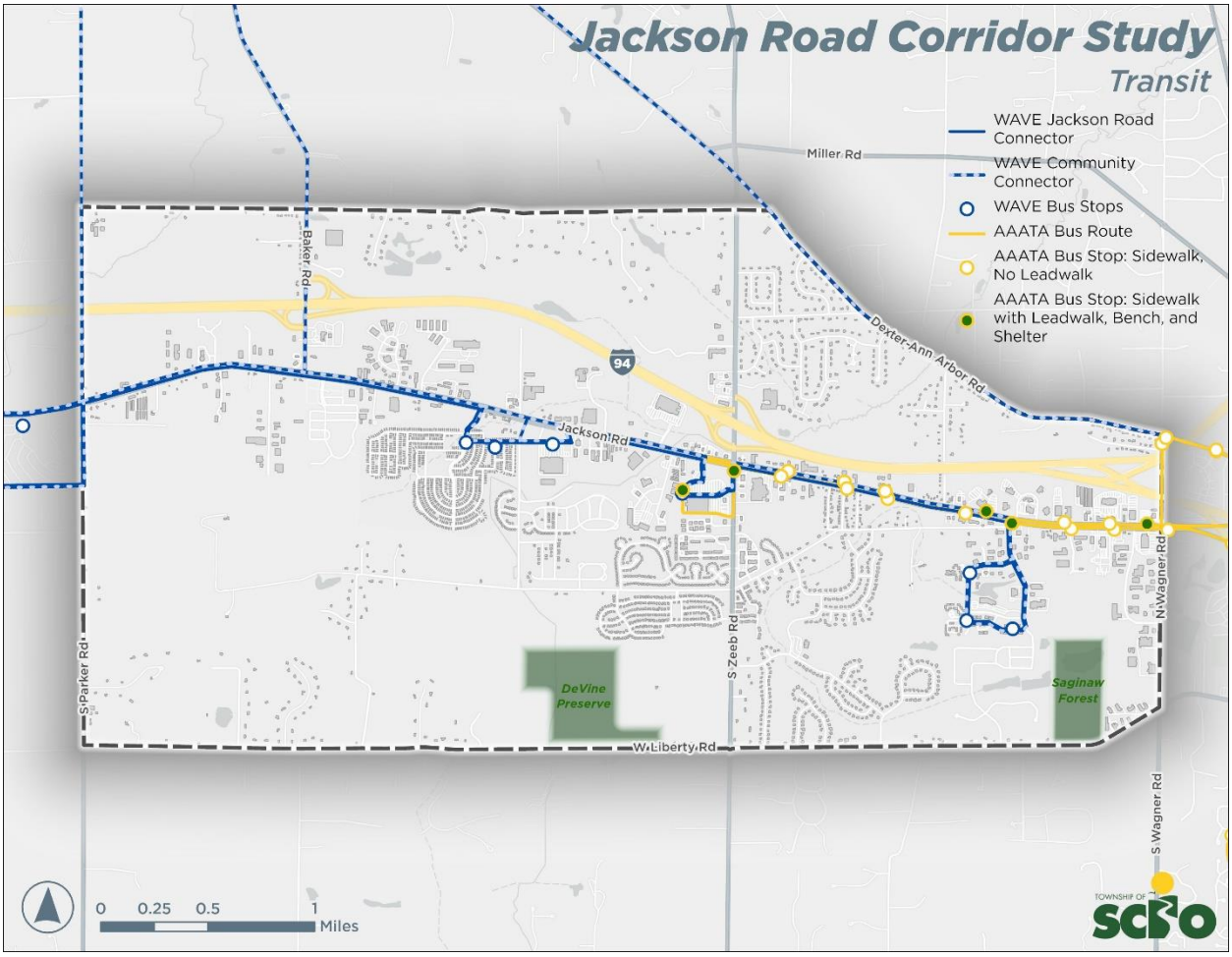


Within the study area, water mains, sanitary gravity mains, and sanitary force mains are widespread throughout. Along Jackson Road, there are sufficient water mains, hydrants, and sanitary mains serving the various residents and businesses along the corridor. Since water and sanitary utilities are present all around the study area, this poses opportunities for new developments to easily connect to existing infrastructure.



In addition to the presence of sanitary and water infrastructure, there is also stormwater infrastructure within the study area. County drains such as the Honey Creek, U of M Lake drain, and Buss and Tuomy drain are owned and managed by the county, helping to mitigate stormwater that runs off Jackson Road. Along Baker Road, Jackson Road, and Zeeb Road, there is existing in-ground infrastructure, but it is owned and managed by the Washtenaw County Road Commission, making it a separate entity from the water and sanitary sewer infrastructure.

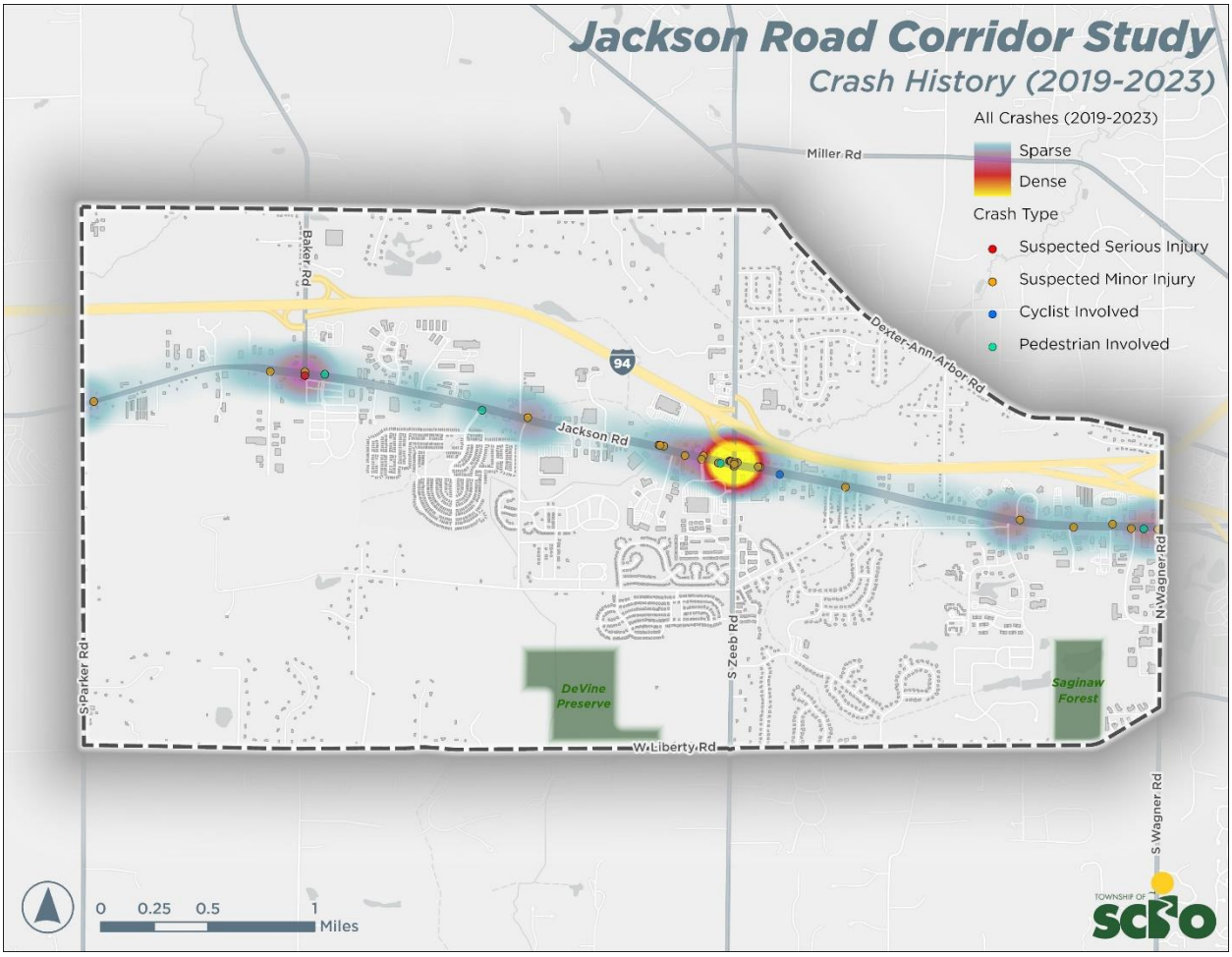
2.7 Transit



The Ann Arbor Area Transportation Authority (AAATA), also known as TheRide, operates the transit system for the Ann Arbor-Ypsilanti area. There is one bus route that touches the corridor, Route 30 – Jackson Road, serving roughly half of the study area. The entirety of the length is about 5.5 miles, starting at the Blake Transit Center in Downtown Ann Arbor and ending at Meijer at the corner of Jackson Road and S. Zeeb Road. The few bus stops within the study area vary noticeably in their look and function. Some stops have shelters, others just have benches, but most just consist of a bus stop sign with no lighting.

The corridor offers limited opportunities to transfer to other routes. Transit users can transfer to Route 31 – Dexter Avenue at Wagner Road, or to the WAVE (Western Washtenaw Area Value Express) at Meijer. WAVE provides transportation services to all of Western-Washtenaw County, offering fixed Community Connector routes, group trips and shuttle bus services. The Community Connector West runs from Chelsea through Dexter to Ann Arbor. The East route follows Jackson Road, offering deviations up to ¾ mile.

2.8 Traffic and Safety

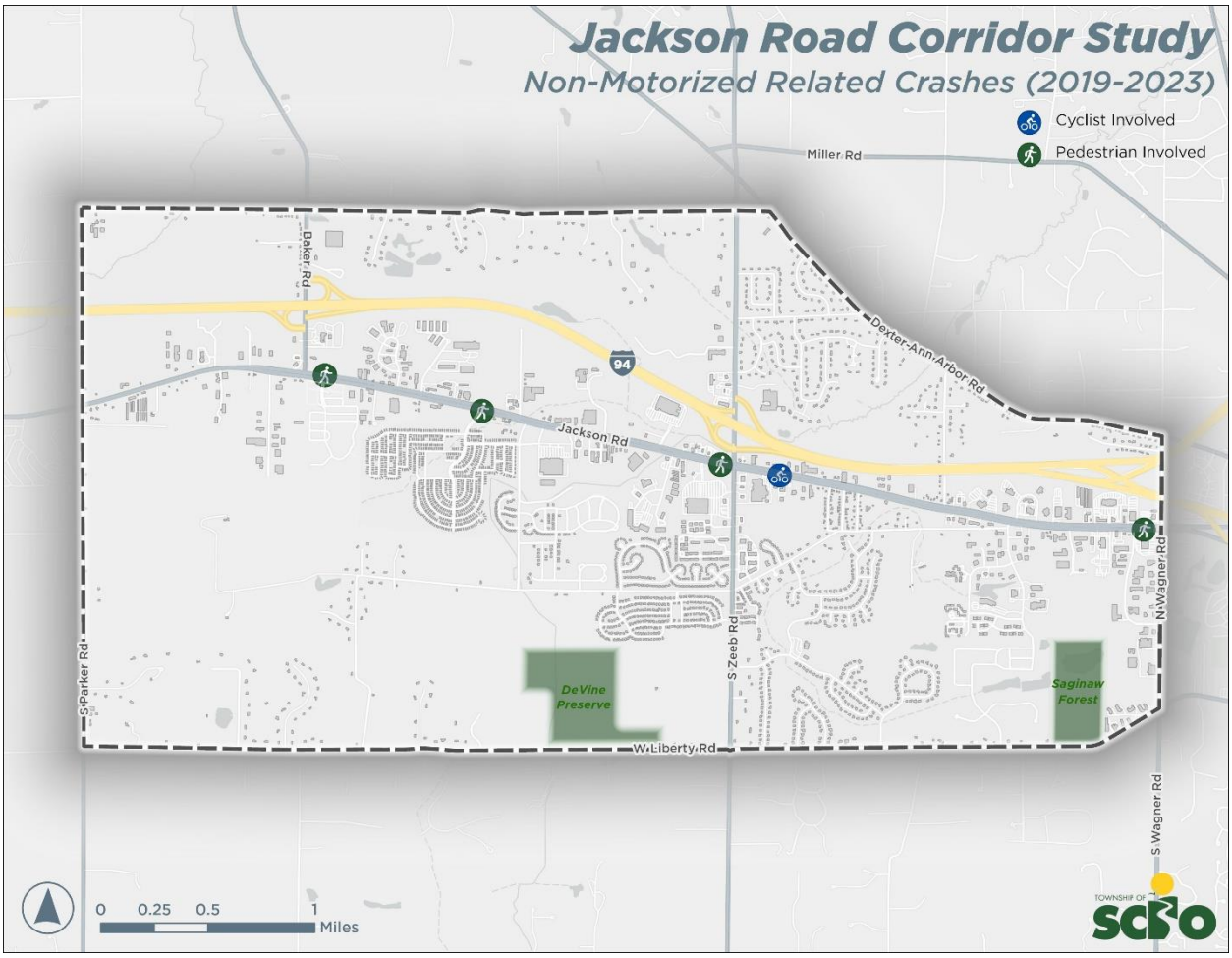


A crash history heat map is displayed in the figure above using data available from SEMCOG from 2019-2023 to display locations of high crash rates. Complete crash history including detailed reports were obtained and reviewed from the Traffic Improvement Association's (TIA) Crash Analysis Tool (TCAT) for complete analysis of the previous five years. From 2020 – 2024 there were 742 crashes along the segment of Jackson Road including one fatal crash which occurred just south of Jackson Road on Zeeb Road and five serious injury crashes along the corridor.

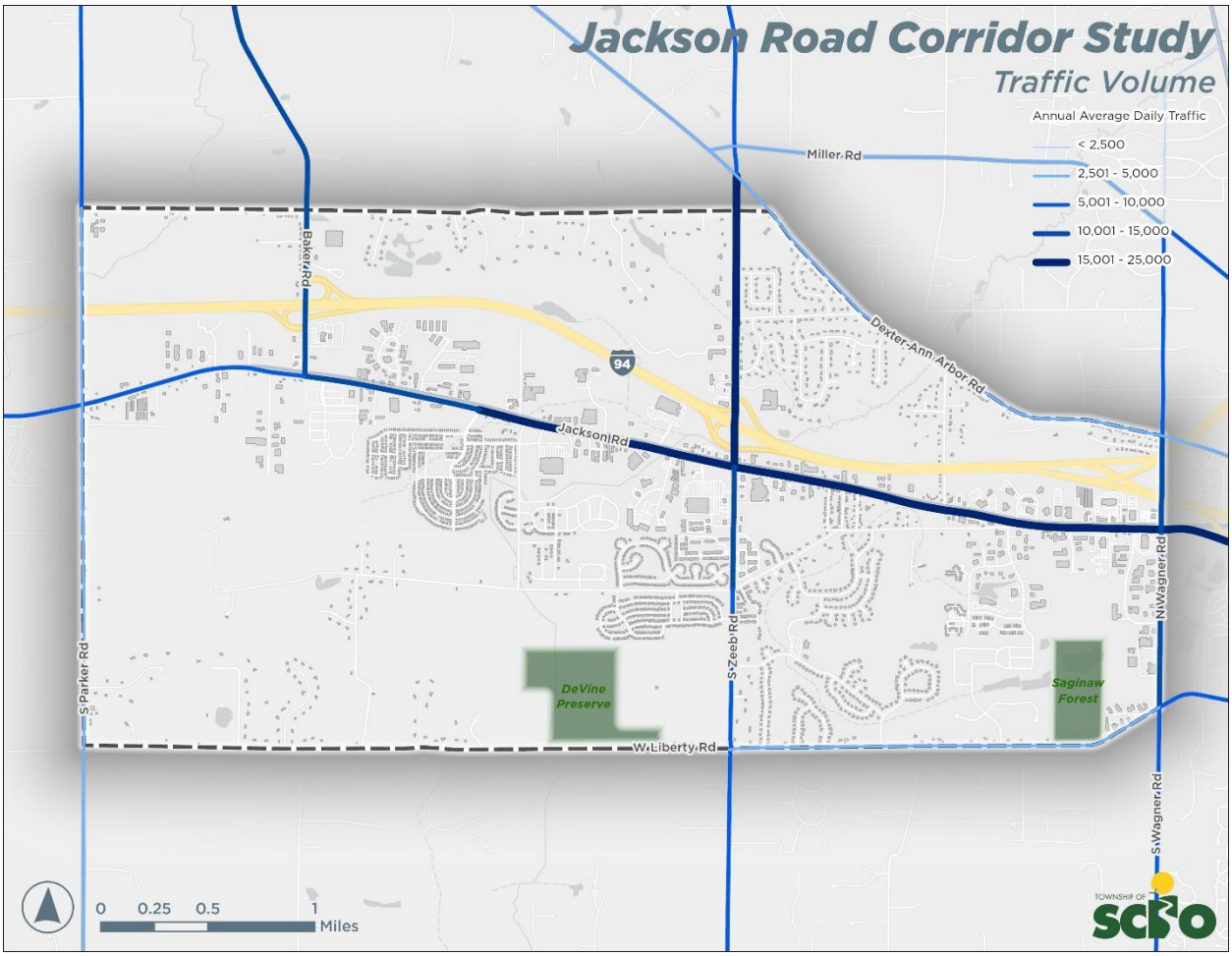
The intersection with the greatest crash rate is the intersection of Jackson Road and Zeeb Road, which had 188 crashes over the past five years within a 250' buffer around the intersection. While a higher crash rate is expected at this intersection due to the intersection being the highest volume intersection along the segment, the crash rate indicates that there are safety concerns for all users at this intersection. The leading crash types at this intersection are sideswipes, rear end and angle crashes. While rear end and sideswipe crashes can be common at signalized intersections, the number of angle crashes indicates an underlying safety issue at the intersection. Based on a review of crash reports from the angle crashes, there is a pattern of red light running at this intersection, particularly for the east-west Jackson Road movements. Further study is needed to address the underlying cause, but possible countermeasures include

supplemental warning signs, reviewing the yellow change intervals, installing reflective back plates to the signal heads, and addressing any obstructions to sight distance.

The Baker Road and Wagner Road intersections were the next two intersections with the highest crash rates.

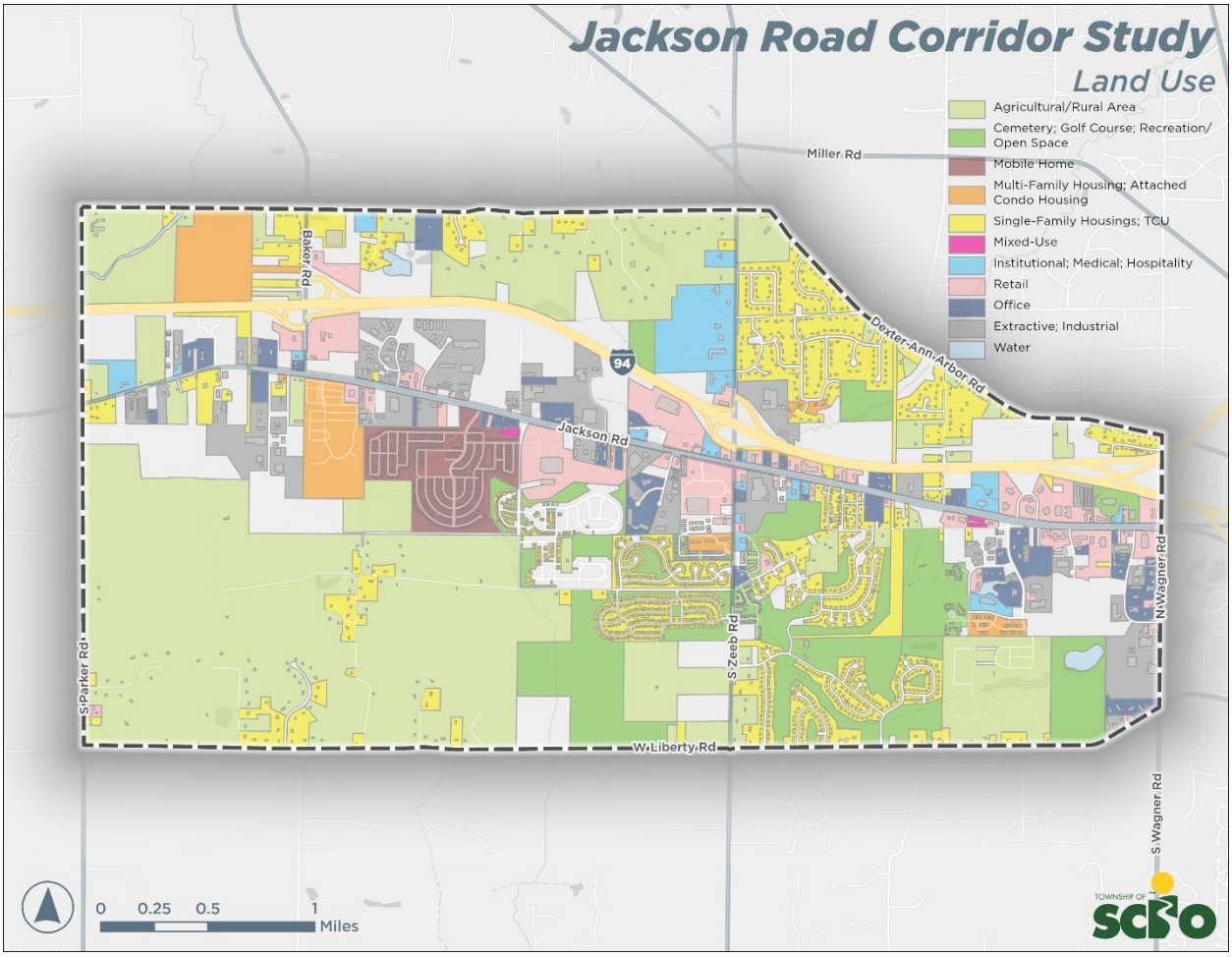


From 2019 – 2023, there were five crashes that involved bicycles or pedestrians. After reviewing the crash reports, there is no clear pattern causing these crashes. One notable crash occurred in 2021 when a cyclist in the bike lane was struck from behind by a vehicle resulting in serious injuries. This type of crash highlights the need for physical separation between vehicles and cyclists on high-speed roadways. Not only are cyclists uncomfortable riding adjacent to vehicles at these speeds, but this crash also indicates the safety risk caused by a lack of separation and protection between vehicles and cyclists. Jackson Road is not a comfortable place for cyclists to ride and some may feel inclined to utilize sidewalks, creating a different set of safety concerns for pedestrians and cyclists.



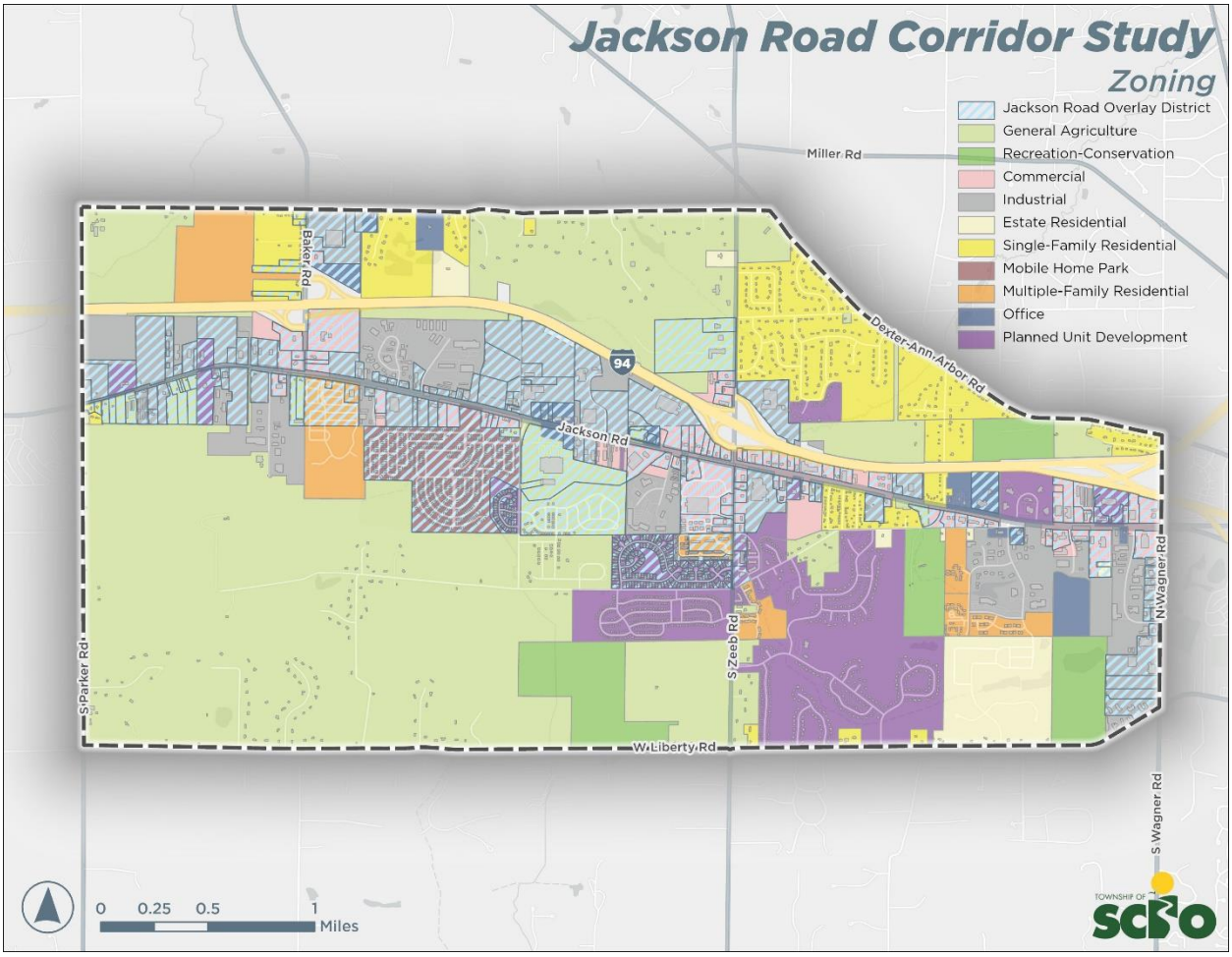
Jackson Road between Parker Road and Wagner Road is classified as a minor-arterial based on the National Functional Classification (NFC) system. The annual average daily traffic (AADT) is the number of vehicle trips along a segment of road annually divided by 365 to obtain the average daily traffic. The AADT of Jackson Road east of Zeeb Road is roughly 18,000 vehicles per day while Jackson Road west of Zeeb Road is roughly 20,100 vehicles per day. West of Baker Road, volumes decrease to roughly 9,100 vehicles per day. The section of Zeeb Road that exits vehicles off I-94 and connects to Jackson Road has an AADT of nearly 17,000 vehicles per day.

2.9 Land Use



Adjacent to Jackson Road, the majority of land uses are retail and office. However, the corridor is surrounded largely by single-family housing and agricultural/rural areas, with a few pockets of multi-family housing including the Scio Farms mobile home park, Heritage Woods senior living, and Woodview Commons Condos. The proximity of these land uses presents an opportunity to improve the physical connections between uses for nonmotorized travel and multimodal connection.

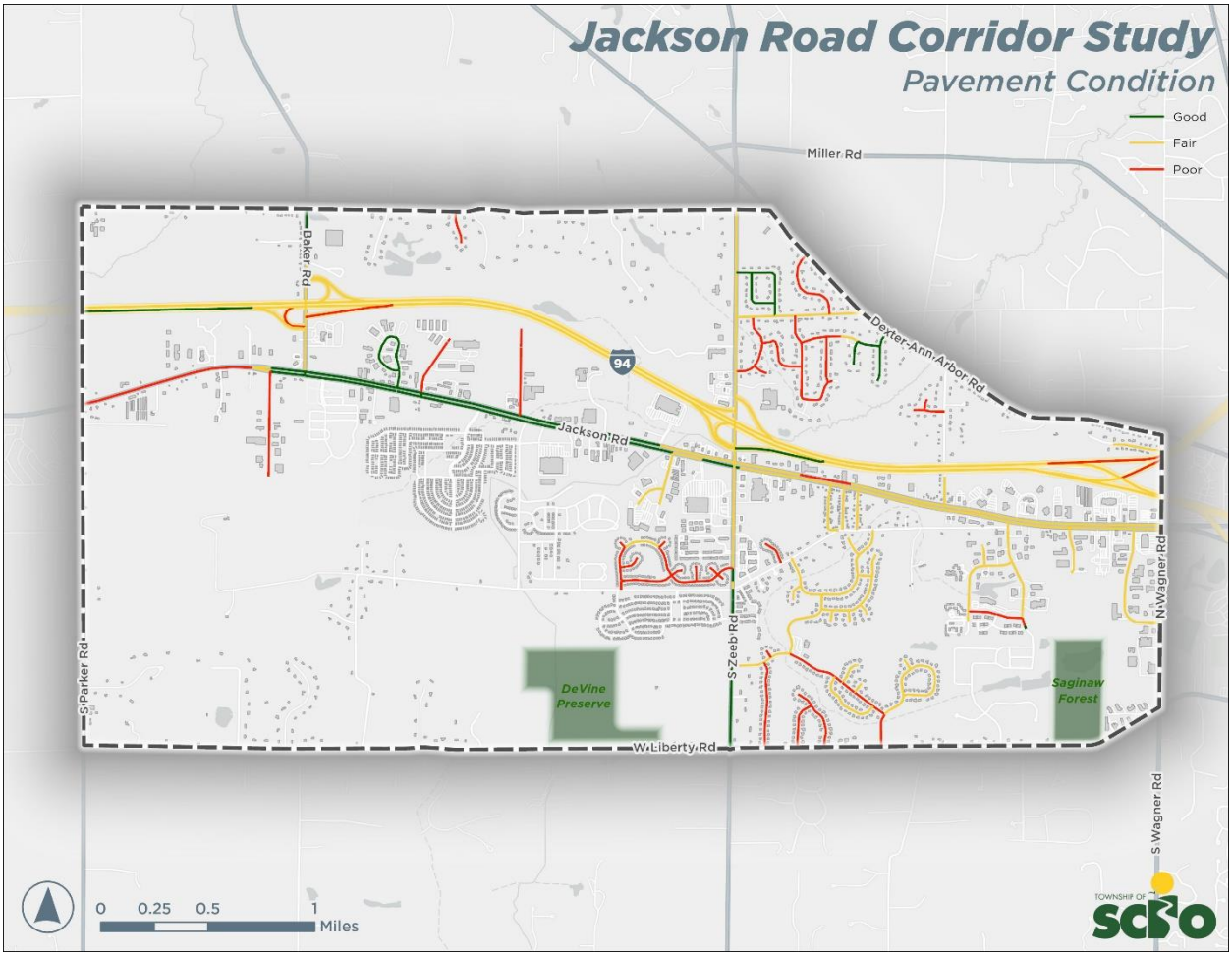
2.10 Zoning



In the above map, related zoning districts were collapsed into one to simplify zoning information. For instance, C-1 through C-4 became simply "commercial" zoning.

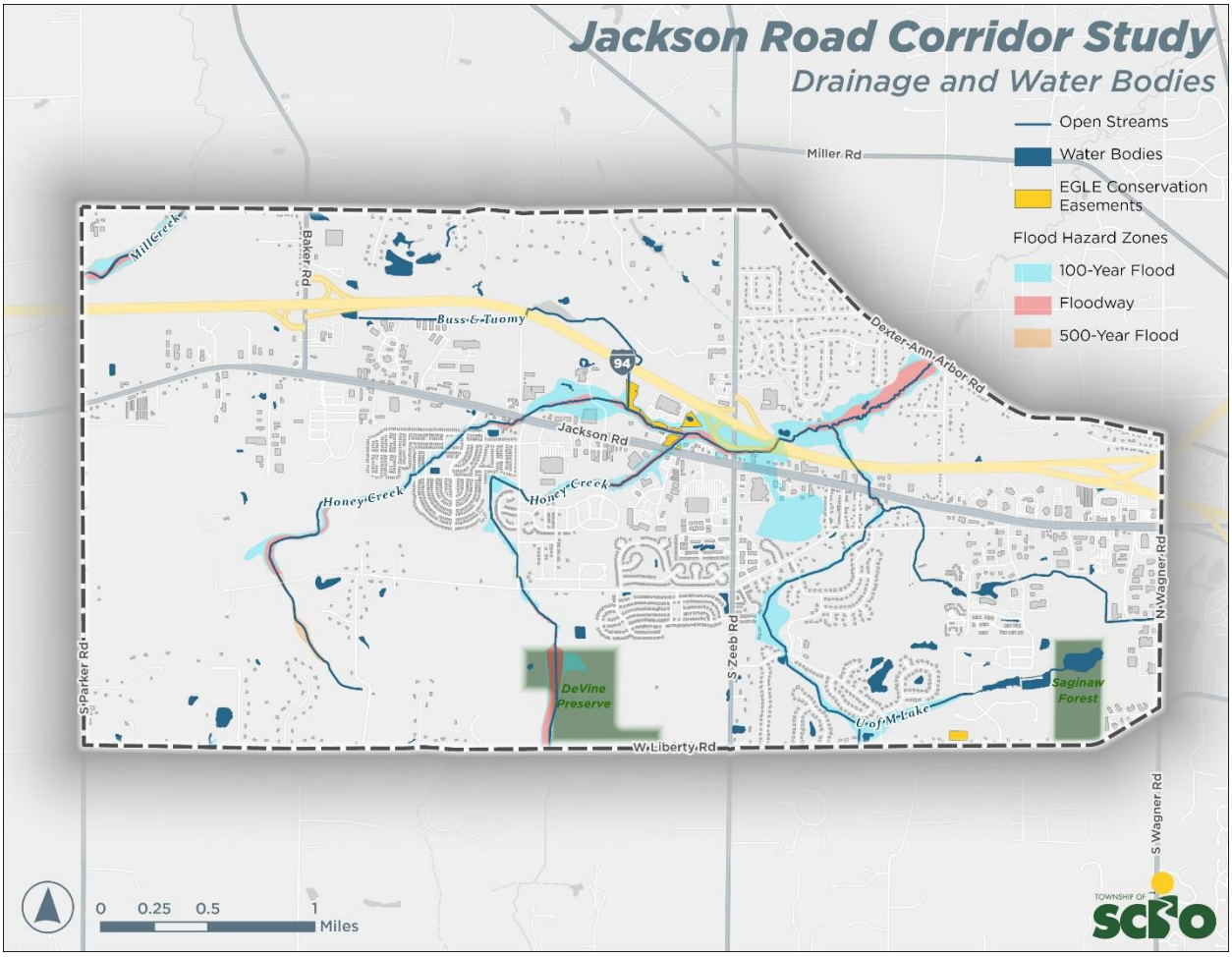
Along Jackson Road, there is a mix of land designated primarily for industrial, commercial, and office space use. Current zoning allows and encourages Jackson Road to be the core of economic development in Scio Township given its proximity to I-94 and its connections to the heart of the Township's sewer district. In 2013, the Jackson Road Overlay District was created with specific guidelines for future development. These guidelines focus on promoting a variety of land uses, enhancing pedestrian features, and incorporating high-quality architecture and landscaping. The district outlines the desired character and image the Township aims to project along the corridor, emphasizing a mix of land uses, shared parking, increased pedestrian amenities, improved landscaping, high-quality building designs, and other factors like lighting and stormwater management.

2.11 Pavement Conditions



SEMCOG provides an inventory of pavement conditions across the region based on Pavement Surface Evaluation and Rating (PASER) scoring. PASER ratings are based on visual inspections of the pavement surface conditions and score roadways on a 1-10 scale with 10 being brand new pavement and 1 being a failed pavement. Based on PASER ratings, the pavement conditions from Baker Road to Wagner Road are in fair to good condition. The segment of Jackson Road from Baker Road to Parker Road is in poor condition but is scheduled to be repaved in 2025. This repaving project presents an opportunity to extend the sidewalks and bike lanes and eliminate the gap in the non-motorized network.

2.12 Environmental



Jackson Road intersects two sections of the Honey Creek which are branches of the nearby Huron River. There are wetlands and floodplains associated with this creek that intersect Jackson Road, especially east of the Zeeb Road intersection. Even though this area is considered a FEMA flood zone, it will not infringe on current and future developments. In addition to the 100-year flood zone near the corridor, EGLE conservation easements are located on the northwest corner of the Jackson Road and Zeeb Road intersection, which are protected natural resources and prohibit further development.

3.0 Previous Planning Review

A review of the existing relevant plans for Scio Township and Washtenaw County was completed to better understand the goals and needs of the community located along and adjacent to Jackson Road.

3.1 Scio Township

Zeeb Road Pathway Schematic Design

- The Zeeb Road Pathway, first identified in the 2010 *Non-Motorized Transportation Facilities: Shared-Use Pathways Final Report*, has completed four of its six phases. Once finished, it will provide a seamless non-motorized connection from Jackson Road to the B2B and Iron Belle Trails. The pathway aims to link key destinations, including neighborhoods, commercial areas, and parks along the Jackson Road corridor. The plan emphasizes the importance of safe pedestrian crossings and bike-friendly infrastructure to ensure accessibility. However, I-94 presents a significant challenge, acting as a barrier to connecting the shared-use path to Jackson Road.

Parks, Recreation, & Open Space Master Plan 2023 – 2027

- Adopted in January 2023, the Parks, Recreation, & Open Space (PROS) Master Plan serves as the township's key guide for recreational planning. The plan outlines two primary goals: (1) enhancing public awareness and understanding of available recreation opportunities, and (2) assessing organizational efficiency to ensure departmental priorities, budgets, and resources are effectively aligned.

Scio Township Project Map (2024)

- At the time of publication (August 2024) there were 21 projects in development, one third of which were residential projects. Considering the low vacancy rate in the study area, additional housing units would be beneficial to the corridor. As of August 2024, all residential projects were in the pre-construction phase. Many of the remaining projects are either commercial/retail or office. The upcoming projects echo what is currently there car dealerships and car maintenance, and will not contribute to a walkable, multimodal Jackson Road.

Scio Township Master Land Use Plan (2021)

- The Master Land Use Plan identifies Jackson Road as a mixed-use corridor where residential, commercial, and office spaces coexist. The plan prioritizes strategic zoning to support compact, walkable developments while preserving open spaces nearby. It also identifies Jackson Road as a transportation hub, suggesting multimodal improvements to accommodate cars, cyclists, pedestrians and transit usage.

Scio Township Downtown Development and Tax Increment Financing Plan (2006)

- The Master Land Use Plan designates Jackson Road as a mixed-use corridor, integrating residential, commercial, and office spaces. It emphasizes strategic zoning to promote compact, walkable developments while maintaining nearby open spaces. Additionally, the plan identifies Jackson Road as a key transportation hub, recommending multimodal enhancements to support cars, cyclists, pedestrians, and transit users alike.

Scio Township Environmental Sustainability & Climate Action Plan (2023)

- This plan sets out to foster regional cooperation and community engagement in meeting climate and sustainability goals, specifically as it relates to the implementation of Resilient Washtenaw, with other municipalities within the county. Focus areas of the plan include:
    - Energy, Buildings & Infrastructure
    - Regenerative Agriculture & Local Food Systems
    - Transportation & Mobility
    - Water Resources Protection & Health
    - Green Infrastructure & Natural Ecosystem Health
    - Materials, Waste & The Circular Economy
    - Resilience & Emergency Preparedness

3.2 Regional Studies

Resilient Washtenaw (2022)

- The Resilient Washtenaw plan outlines ambitious yet achievable strategies, principles, goals, and actions to guide Washtenaw County toward carbon neutrality—by 2030 for county operations and by 2035 for the broader community. The plan's key objectives include:
    - **Carbon Neutrality:** Attaining carbon neutrality for County operations by 2030 and across the entire county by 2035.
    - **Climate Resilience:** Strengthening resilience in the most vulnerable communities to safeguard them from climate-related impacts.
    - **Community Engagement:** Cultivating strong partnerships and community participation to ensure inclusive and effective climate initiatives.
    - **Sustainable Growth:** Implementing strategies that embed climate action into all facets of County governance and community development.

Washtenaw County Parks and Recreation 5 Year Plan (2025 – 2029)

- This Parks and Recreation Master Plan responds to the population, demographic, recreational trends, and establishment of new park facilities that have occurred within the county. The goals of the plan are to:
    - Provide a comprehensive parks and recreation system
    - Offer recreational opportunities for all
    - Protect natural and cultural resources
    - Enhance connectivity through trails and greenways
    - Strengthen partnerships

- Achieve net zero operations by 2030

Washtenaw Area Transportation Study 2050 Long Range Plan (2024)

- This document provides a roadmap for the future of transportation in the region by identifying goals, performance measures, a list of projects, and policy guidance. The plan also outlines priorities for infrastructure improvements, multimodal and transit connectivity, and provides a roadmap for sustainable development across Washtenaw County. Jackson Road is identified as a key corridor that is critical to mobility, economic growth, and future development. Included on the list of transportation projects for the county are projects on or adjacent to the Jackson Road Corridor, including Phase 4 of the Jackson Road corridor project, Baker Road repaving, and improvements near the I-94 interchanges. Transit funding for AAATA service expansion and improvements to the overall transit operations in the area noted in the plan would incorporate Jackson Road.

Washtenaw Area Transportation Study Non-Motorized Transportation Plan (2018)

- The Non-Motorized Plan focuses on expanding and improving connected infrastructure for cyclists, pedestrians, and transit users across Washtenaw County. Jackson Road was identified by the Non-Motorized Transportation Steering Committee as a high priority corridor where projects should be implemented to improve safety, access and mobility, protect the environment, and address equity concerns within the county. Completion of remaining B2B Trail and Iron Belle Trail segments are recognized as the highest regional non-motorized trail priorities. Recommended improvements across the county included filling sidewalk gaps, expanding the separated bike facility network, reducing speeds, and creating safe connections to the existing trail network.

2024 Regional Transit Master Plan Update

- The Regional Transit Master Plan created by the Regional Transit Authority of Southeast Michigan calls for better public transit along Jackson Road, including more frequent bus service, upgraded stops with shelters, and potential park-and-ride facilities to serve commuters. Jackson Road is noted as a critical link in the regional transit network, connecting Scio Township to Ann Arbor and beyond.

TheRide 2045 (2022)

- TheRide 2045 is the long-range plan for transit in the Ann Arbor-Ypsilanti area. The plan focuses on improving affordable transportation, supporting a stronger economy by connecting people and businesses, and creating a transit system that will grow ridership and improve the communities that TheRide serves. Plans for Jackson Road include a bus rapid transit route on Jackson Road shown in stage four of the implementation plan which is targeted for 2039-2045. The bus rapid transit route would connect downtown Ypsilanti to Scio Township, with the route ending at Wagner Road and continuing along Jackson Road via a high frequency service route. East of the study area, a new transit hub is planned at Jackson Road and Maple Road that will create better connectivity and comfort for riders at locations where multiple routes intersect.

4.0 Case Studies

Communities across the metro Detroit area and beyond are calling for streets that improve mobility at all levels. The following case studies demonstrate streetscape projects of different scales across several geographies that improve not only the functionality of the corridor but also the overall experience of the public realm.

- **Woodward Avenue – Royal Oak/Berkely/Ferndale, Michigan**
  - Near the northern edge of Detroit, Woodward Avenue widens into a boulevard. Currently, the City of Ferndale, the City of Pleasant Ridge, the Southeast Michigan Council of Governments (SEMCOG), and the Michigan Department of Transportation (MDOT) are collaborating to increase Ferndale's mobility, safety, and inclusivity through a partnership called Woodward Moves. This program not only includes resurfacing Woodward, but also suggests safety improvements, fosters economic prosperity for the entire community, and provides diverse and accessible opportunities for people to explore Ferndale and Pleasant Ridge.

- **Big Beaver Road – Troy, Michigan**
  - In 2006, the City of Troy set the goal of transforming Big Beaver Road from a traffic-dominant highway into a mixed-use, pedestrian-friendly urban center, thus creating a downtown for the city. Zoning code changes have been made to implement elements that would allow the corridor to become a "world-class boulevard".

- **Second Street – Rochester, Minnesota**
  - The City of Rochester redeveloped about half (1.5 miles) of the Second Street corridor in 2015. A comprehensive placemaking plan, including lane reductions, bike lane build-outs, landscaped medians, ADA-compliant pedestrian crossings, bus shelters, public art, among other elements, made the corridor safer for all user types. These design improvements not only boosted the economic growth and development of the corridor, but also increased safety by dropping vehicle speeds from 45-50 MPH to 30 MPH.

- **Aurora Avenue North – Shoreline, Washington**
  - Shoreline, just a few miles north of Seattle, sought to redevelop Aurora, a four-lane, high-traffic, car-centric highway. The three-mile project was a long-term commitment for the city, taking approximately 18 years to complete. The redesigned corridor included numerous improvements such as sidewalks, colored and scored crosswalks, landscaped medians, lighting, and underground utilities. This project also included improvements to the city's three-mile section of the 24-mile Interurban Trail, creating a seamless cycling trail with a bridge crossing over Aurora. The corridor is now Shoreline's main street.

5.0 Corridor Tour

To better understand the existing conditions of Jackson Road, the Consultant went on a corridor tour to observe the functionality and conditions of the roadway. Observation points included planned development sites, major intersections, locations identified for possible safety improvements, bicycle/pedestrian/transit rider conditions and connections, and stormwater/environmental needs. The following locations were visited:

- Goodrich Theatre Development Site
- Wagner Road and Jackson Road Intersection
- Parkland Plaza Walkway
- Suburban Lithia Development
- Residential node east of Zeeb Road
- Zeeb Road and Jackson Road Intersection
- Zeeb Road Pathway Connection
- WAVE/AAATA Connection Point in Meijer Parking Lot
- Woodview Commons Development
- Baker Road and Jackson Road Intersection
- Jackson Road and Dino Drive Intersection
- Parker Road and Jackson Road

While navigating Jackson Road, it is evident that the corridor is autocentric, leaving minimal facilities for pedestrians, cyclists, or transit users. Furthermore, Jackson Road is a primary arterial for truck travel, especially near Baker Road where large semi-trucks dominate this section of the corridor. However, multiple bus stops throughout the corridor offer an opportunity to create a better experience for transit users and thus improve pedestrian infrastructure. While the boulevard roadway design is intended to control speeding and reduce crashes, Jackson Road's multiple travel lanes and relatively low traffic contribute to higher speeds than expected. The center median acts as a barrier to pedestrians and limits safe crossing points for pedestrians traveling along the corridor.

With new retail developments and over 800 new housing units coming online in this portion of the corridor, it will be imperative to prioritize placemaking. The Woodview Commons

development presents a chance to create a pedestrian-centric pocket on the autocentric corridor that can serve as “proof of concept” for the community.

Non-motorized connections are also lacking between abutting residential uses and the commercial heart of Jackson Road, especially in the neighborhood in between Zeeb Road and Wagner Road on the North side of Jackson Road. Both bridges along Zeeb Road and Baker Road crossing over I-94 are unsafe and not intended for pedestrian crossing. The existing bridges do not have the integrity for a safe pathway to be built, meaning that there will have to be a standalone structure to allow pedestrians to travel safely over I-94. The absence of direct, accessible connections to residential areas results in zero-car households having limited interaction with the corridor and its amenities, including shopping areas, entertainment, and parks in the area.

Jackson Road is currently fragmented, and lacking a clear, consistent identity; however, transformation is possible with several pockets of new development, including breweries,

coworking spaces, and mixed-use multifamily housing. Building on recent corridor activity, there are upcoming opportunities to increase corridor cohesion and mobility options with new or upgraded pedestrian and biking infrastructure, infill, and placemaking efforts to better meet community needs.

Landscaping along the corridor includes street trees in the right-of-way and mature vegetation within the median. These trees provide stormwater management, air quality benefits, noise control, visual appeal, and more. Since Jackson Road is near the Huron River, Honey Creek, Mill Creek, and some protected wetland areas, there are even more opportunities beyond tree plantings to implement green stormwater infrastructure, especially with the rise of developments like Meijer and Menards with large parking lots that will divert stormwater.

While Jackson Road is an essential connector between Western Washtenaw County and Ann Arbor, the corridor lacks the identity and sense of place required to attract residents and visitors for non-essential trips. Placemaking elements such as signage, wayfinding, lighting are limited. However, the corridor has potential to provide connections for residents to the corridor via transit and bicycle facilities, infill some fragmented developments to create destinations for residents, enhance existing vegetation to better manage stormwater runoff, and develop a sense of identity and placemaking.

6.0 Key Findings

- The south side of Jackson Road is more densely populated than the north side due to the types of housing available. With 456 new, luxury housing units under construction near Jackson Road and Baker Road, the population will continue to swell.
- The corridor is somewhat split into three distinct sections that are largely characterized by the businesses present: car dealerships, big box, and service-based businesses.
- The corridor attracts over 8,000 workers daily, while 3,100 residents work outside of the study area.
- The presence and quality of sidewalks vary throughout the corridor, presenting challenges to people who maneuver Jackson Road by foot. The seasonal maintenance of sidewalks and sidewalk crossings is inconsistent, highlighting accessibility concerns especially in winter months.
- Limited fixed route public transit is available in the corridor. The bus stop locations and available amenities present an opportunity to make improvements that will increase the accessibility and usability of the system.
- There are a mix of land uses throughout the corridor, but almost all of them are auto-oriented with limited multimodal connectivity between developments.
- With traffic volumes around 20,000, Jackson Road meets the eligibility criteria for a road diet that could reduce lanes and reallocate space for cyclists, pedestrians, or transit users. However, as a divided roadway, further study is required to determine if the level of service would fall below an acceptable range for the corridor.
- Crash rates were higher at major Jackson Road intersections, with the highest crash rate being at Zeeb Road. At Zeeb Road there was a pattern of red light running that can be addressed with a suite of countermeasures. There were also five crashes involving cyclists and pedestrians along Jackson Road that indicates a need to improve safety and visibility for these vulnerable road users.
- Water, sanitary, and stormwater utilities are present throughout the corridor, allowing new developments to easily connect to existing infrastructure.
- Improvements can be made to the non-motorized environment by filling gaps in the sidewalk network, increasing protection for cyclists, and ensuring that non-motorized facilities are maintained routinely. Pedestrian scale lighting for sidewalks and bus stops would increase comfort and safety along Jackson Road.
- The major intersections have wide crossings that unduly expose pedestrians to vehicles. Introducing traffic calming elements and refuge islands would notify drivers that this is an active transportation corridor and increase visibility for vulnerable road users.
- The current zoning of Jackson Road sets the corridor up as the core of economic development in Scio Township. The Overlay District provides specific guidelines for future development that incorporate a mixture of land uses, improvements to the pedestrian environment, and the inclusion of green stormwater infrastructure in developments.