

Jackson Road CORRIDOR STUDY

Public Meeting

MAY 28, 2025
OHM ADVISORS



This is a hybrid meeting and is being presented to both a virtual and in-person audience.

Following the initial presentation, the in-person attendees will break to an open house style meeting, while those online will receive more detailed information about the plan.

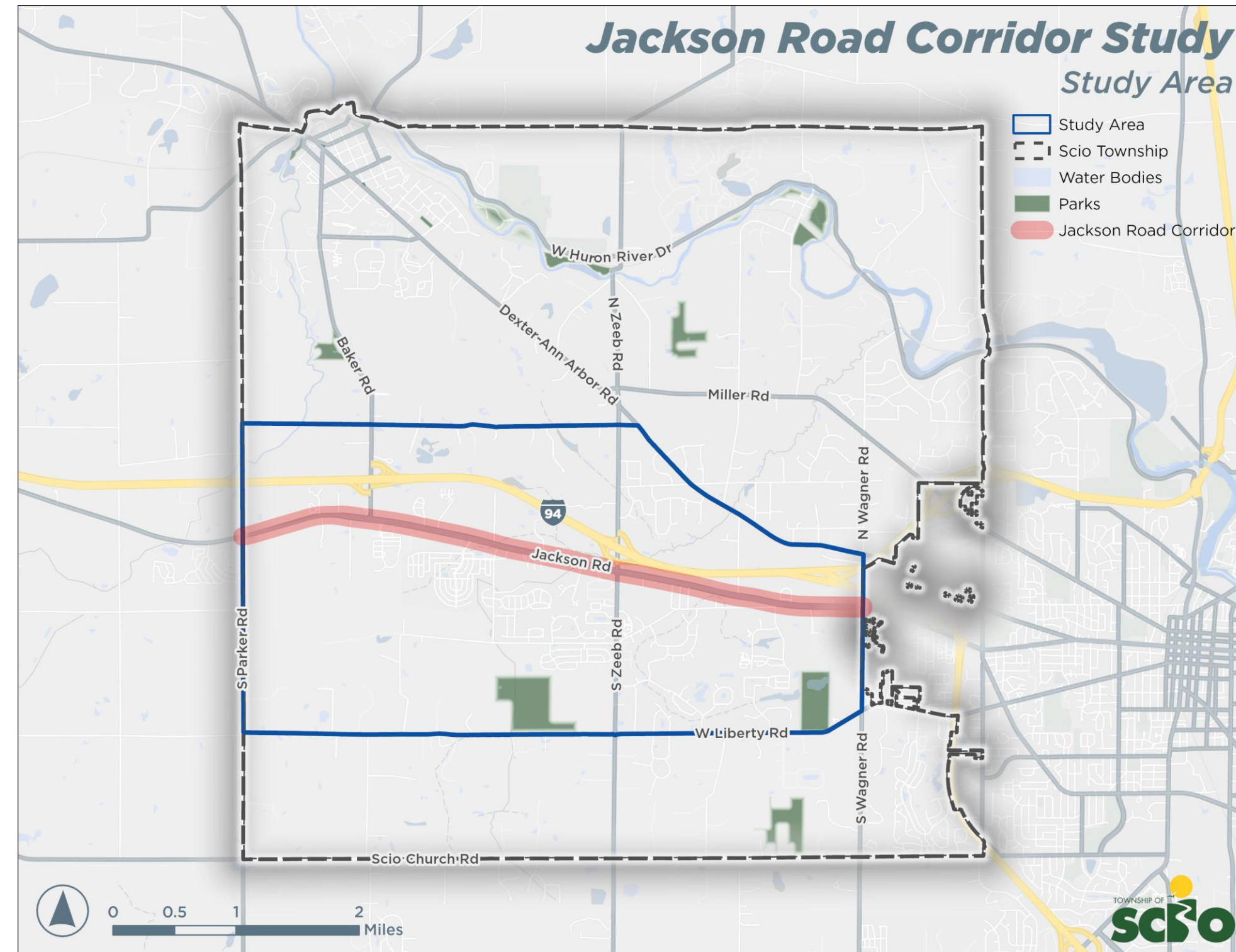
AGENDA

- 1. Project Overview**
- 2. Project Focus Areas**
- 3. Existing Conditions Key Findings**
- 4. Draft Corridor Recommendations**
- 5. Key Takeaways**

WHAT WE STUDIED

JACKSON ROAD CORRIDOR STUDY

- Jackson Road is the main commercial corridor in Scio Twp
- Over half of the Township's population lives within the project study area
- Corridor is growing fast
- Non-motorized safety, vehicle speeding, and overall comfort for users is lacking



CURRENT CONDITIONS

Jackson Road is a main commercial road that:

- Connects downtown Ann Arbor west to Chelsea
- Is challenging to maneuver for non-motorized and transit users
- Consists of a variety of land uses and destinations
- Lacks a cohesive, unique character



PROJECT GOALS

- Consolidate previous planning work
- Identify opportunities for non-motorized connectivity and safety
- Integrate natural elements into the streetscape
- Serve as a guiding framework for investment along Jackson Road



PROJECT PROCESS

Existing Conditions Analysis

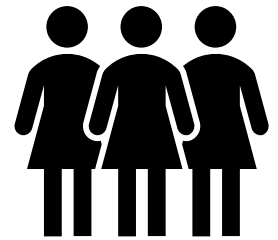
Corridor Goal Setting

Opportunities Framework

Draft Recommendations

Refined Final Recommendations

WHAT WE LEARNED



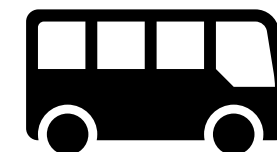
Population: Roughly half of Scio Twp residents live near Jackson Road



Pedestrian Safety: Inconsistent sidewalk quality and connectivity makes crossing dangerous



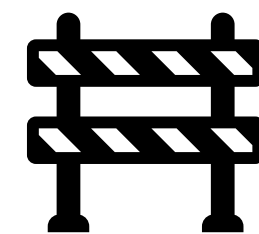
Employment: 8,000 workers work within the study area; 3,100 residents work outside the area



Public Transit: TheRide and WAVE service available

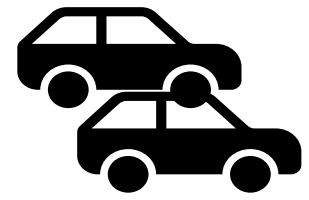


Land Use and Zoning: Auto-oriented commercial, office, and multi-family



Barriers: I-94 separates Township and is a barrier along the Zeeb Rd Recreation Corridor

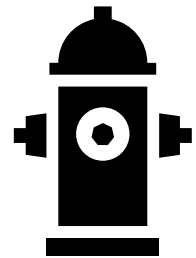
WHAT WE LEARNED



Traffic Volume: Volumes not high enough to cause significant congestion, but speeding is an issue.



Crash Rates: Higher crash rates at major intersections, especially Zeeb Road



Utilities: Water, sanitary, and stormwater utilities are available for connections, but are limited in volume



Non-Motorized Improvements: More connections between residential areas to corridor, increased cyclist protection, and ensured regular maintenance



JACKSON ROAD OPPORTUNITIES FRAMEWORK

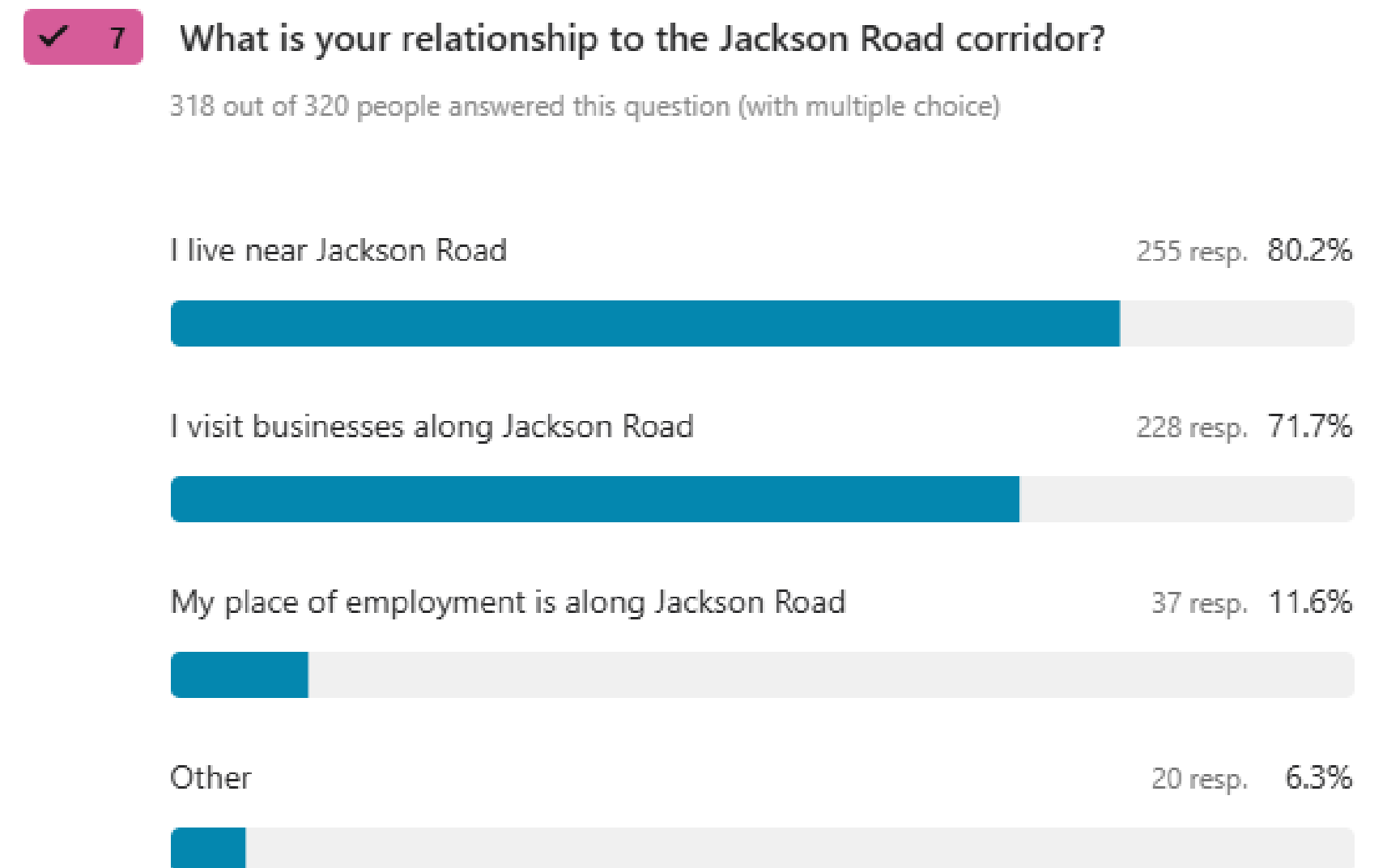
Key Opportunities Along Jackson Road

- Improve non-motorized safety along the corridor
- Increase safety for all users at major intersections
- Add midblock crossings to facilitate safe pedestrian movements
- Redefine roadway space dimensions to meet safety goals
- Connect existing and planned trail network
- Priority Development Nodes at Baker Road, Menards, Zeeb Road, and former Quality 16 Cinema
- Enhance the transit transfer hub between WAVE and TheRide
- Integrate development with naturalized areas

WHAT WE HEARD

WHO WE'VE HEARD FROM SO FAR

- Between two community pop-ups and a public survey, 330 comments were collected about Jackson Road
- Of the survey respondents:
 - 63% were middle-aged or older (45+)
 - 4/5 people live near Jackson Road, many of whom also patronize businesses along the corridor



WHAT WE'VE HEARD SO FAR

- Most survey respondents expressed a neutral opinion on how effectively Jackson Road meets the needs of residents, workers, and visitors.
- Looking ahead, respondents want to see better bike and transit options, more shops and businesses, and a more attractive, welcoming environment along Jackson Road.

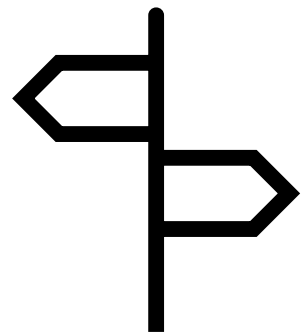
Respondents Ranked Project Goals



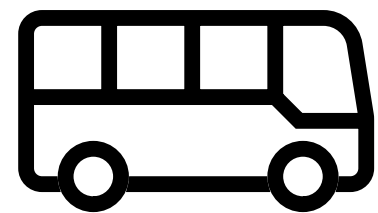
CORRIDOR-WIDE RECOMMENDATIONS

CORRIDOR-WIDE RECOMMENDATIONS

Recommendations are organized into the five project focus areas.



Development Nodes & Land Use



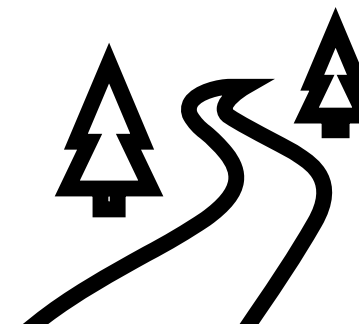
Transit Access



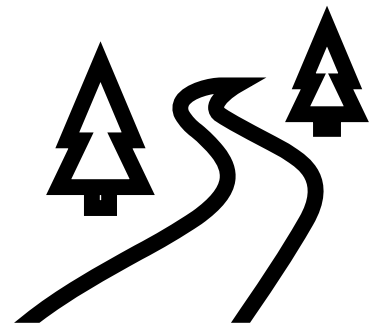
Environmental Restoration & Preservation



Non-Motorized Access & Connectivity



Roadway Safety Improvements



ROADWAY SAFETY IMPROVEMENTS

Goal: Improve safety and comfort for all users, especially most vulnerable roadway users.

Recommendations focused on the following:

- Slowing vehicle safe operating speeds
- Reducing conflict points
- Increasing visibility of non-motorized users
- Providing feedback on travel speeds



Example of increased turn radius at intersections

TRANSIT ACCESS

Goal: Enhance the functionality and comfort of the transit network serving Jackson Road.

Recommendations focused on the following:

- Establish a shared fare system between WAVE and AAATA
- Construct a park and ride ‘mobility hub’ on Meijer parking lot to foster transit connections
- Align midblock crossings with transit stops
- Continue to implement safe, comfortable waiting areas





NON-MOTORIZED ACCESS & CONNECTIVITY

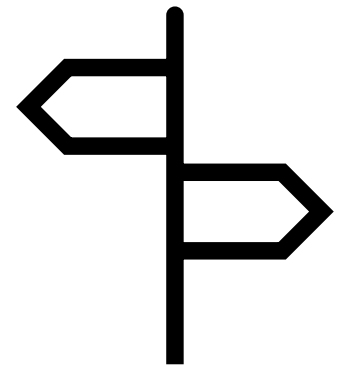
Goal: Improve options for walking and biking along Jackson Road and to the adjacent neighborhoods.

Recommendations focused on the following:

- Fill all sidewalk gaps and implement midblock crossings
- Introduce pedestrian scale lighting and landscaping
- Increase connectivity of non-motorized network along the corridor
- Replace sidewalks with shared use pathways



Midblock crossing with median refuge and signage



DEVELOPMENT NODES & LAND USE

Goal: Establish connected, walkable areas along the corridor with a mix of uses and amenities.

Recommendations focused on the following:

- Target four key areas along the corridor to focus development
- Establish urban design standards which promote walkability, placemaking, and local character
- Activate nodes through short term temporary activities
- Identify and support unique development anchors





ENVIRONMENTAL RESTORATION & PRESERVATION

Goal: Maintain Scio Twp's natural feel and character by incorporating nature into the corridor.

Recommendations focused on the following:

- Introduce street trees to both the median and sidewalk areas
- Add green stormwater infrastructure along roadway and within new development to limit burden on storm sewer
- Establish Jackson Road as a green corridor that connects with nearby conservation areas



Green stormwater infrastructure within the right of way

JACKSON ROAD CORRIDOR RECOMMENDATIONS

- This Plan is intended to help guide Scio Township in addressing near term and long-term goals for Jackson Road
- Each recommendation works on its own, but the impacts will build as nearby recommendations are implemented
- Co-locate improvements to build hubs of activity that spread outward
- Connectivity to Jackson Road and between neighborhoods is essential to fostering walkability and bikeability
- Maintain Scio's naturalized character and bring more natural elements to Jackson Road and new development



QUESTIONS?

BREAKOUT TO OPEN HOUSE PORTION

In-Person Attendees

Break from presentation to view the recommendations in more detail at each station around the room.

Online Attendees

Stay on Zoom for a more detailed look at the Plan recommendations.

Please provide your comments on the Focus Area recommendations using the online survey available by scanning the QR code here or on the project boards!

DETAILED STUDY RECOMMENDATIONS



ROADWAY SAFETY IMPROVEMENTS

ROADWAY SAFETY IMPROVEMENTS

- Narrow lane width to 11 feet to reduce speeds and reclaim space to add a bike lane buffer or protection elements
- Reduce the turn radii at minor intersections and driveways to slow drivers down before turning off the road
- Consolidate driveways along corridor to reduce potential conflict points



Example of increased turn radius at intersections

ROADWAY SAFETY IMPROVEMENTS

- Install crosswalks, stop signs, and stop bars across large driveways and at intersections
- Install leading pedestrian intervals on pedestrian signals at Zeeb Road and Wagner Road to increase visibility of pedestrians and cyclists
- Install speed feedback signage at key locations to reduce speeding



ROADWAY SAFETY IMPROVEMENTS



Speed indicator signs and street trees have been shown to reduce vehicle speeds along fast moving roadways



TRANSIT ACCESS

TRANSIT ACCESS OPPORTUNITIES

- Establish a County-wide fare system between WAVE and TheRide
- Establish a 'mobility hub' transit transfer hub at Meijer to facilitate connections between AAATA and WAVE
- Incorporate transit-oriented design standards for new development to facilitate connections to bus stops
- Continue to implement highly visible, safe and comfortable waiting areas for riders

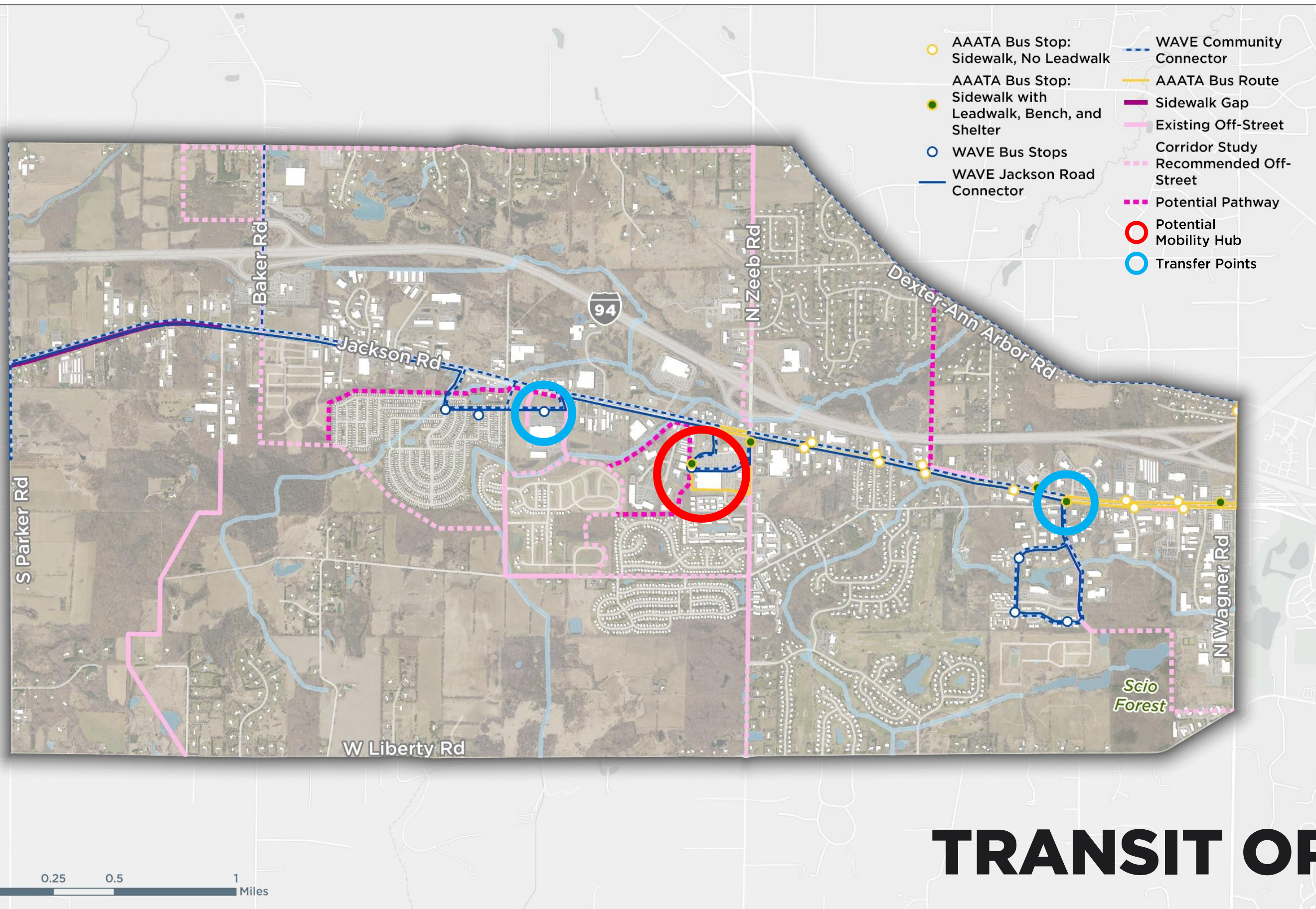


TheRide's Plymouth Road Park & Ride/Mobility Hub

MEIJER TRANSIT HUB

- Move stop and shelter to east side of building near Zeeb Rd
- Increase visibility of stop with signage and amenities
- Dedicate parking for potential park and ride users
- Include multi-modal connections including bike racks and lockers
- Add wayfinding signage from Jackson and Zeeb Roads





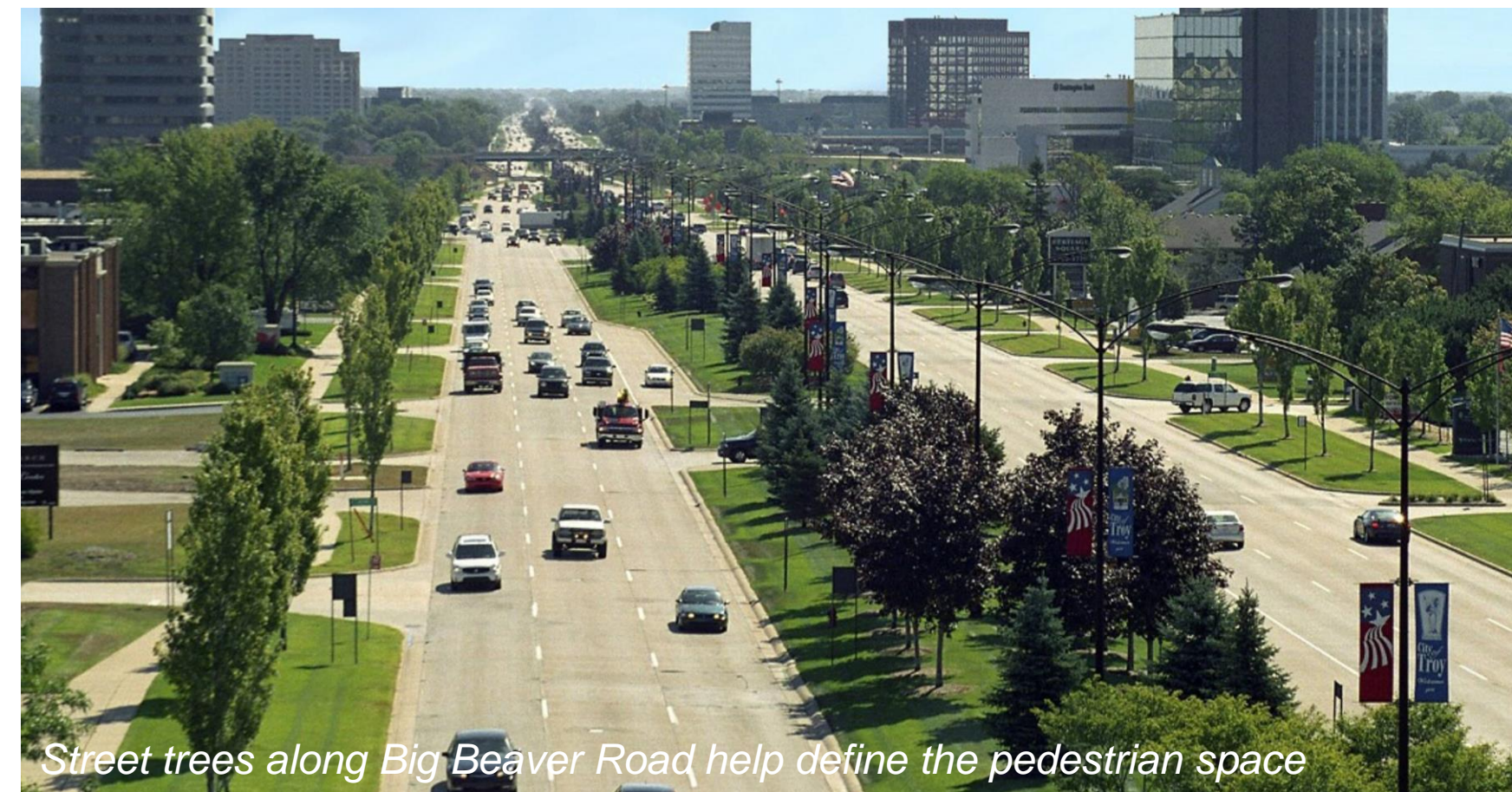
TRANSIT OPPORTUNITIES



NON-MOTORIZED ACCESS AND CONNECTIVITY

PEDESTRIAN FACILITIES

- Implement midblock crossings at Jackson Plaza, Cardia Dr, and Chestnut Blvd. and at current transit stops
- Add RRFB signals and high visibility crosswalks to existing midblock crossings
- Add pedestrian scale street lighting
- Plant street trees and landscaping to buffer pedestrians, add shade, and soften corridor
- Fill gaps in sidewalk from Dino Drive to Parker Road.
- Implement a winter sidewalk maintenance and snow removal policy



BICYCLE FACILITIES

- Transition existing sidewalks along Jackson Road to 12-foot shared use pathways
- Remove on-street bicycle lanes in favor of shared use paths
- Add crosswalk markings and signage at intersections and major driveways
- As shared use paths replace sidewalks, include raised crossings across high volume driveways.
- Establish an interconnected pathway network to the areas near Jackson Road
- Construct a pathway connection over I-94 at Zeeb Road

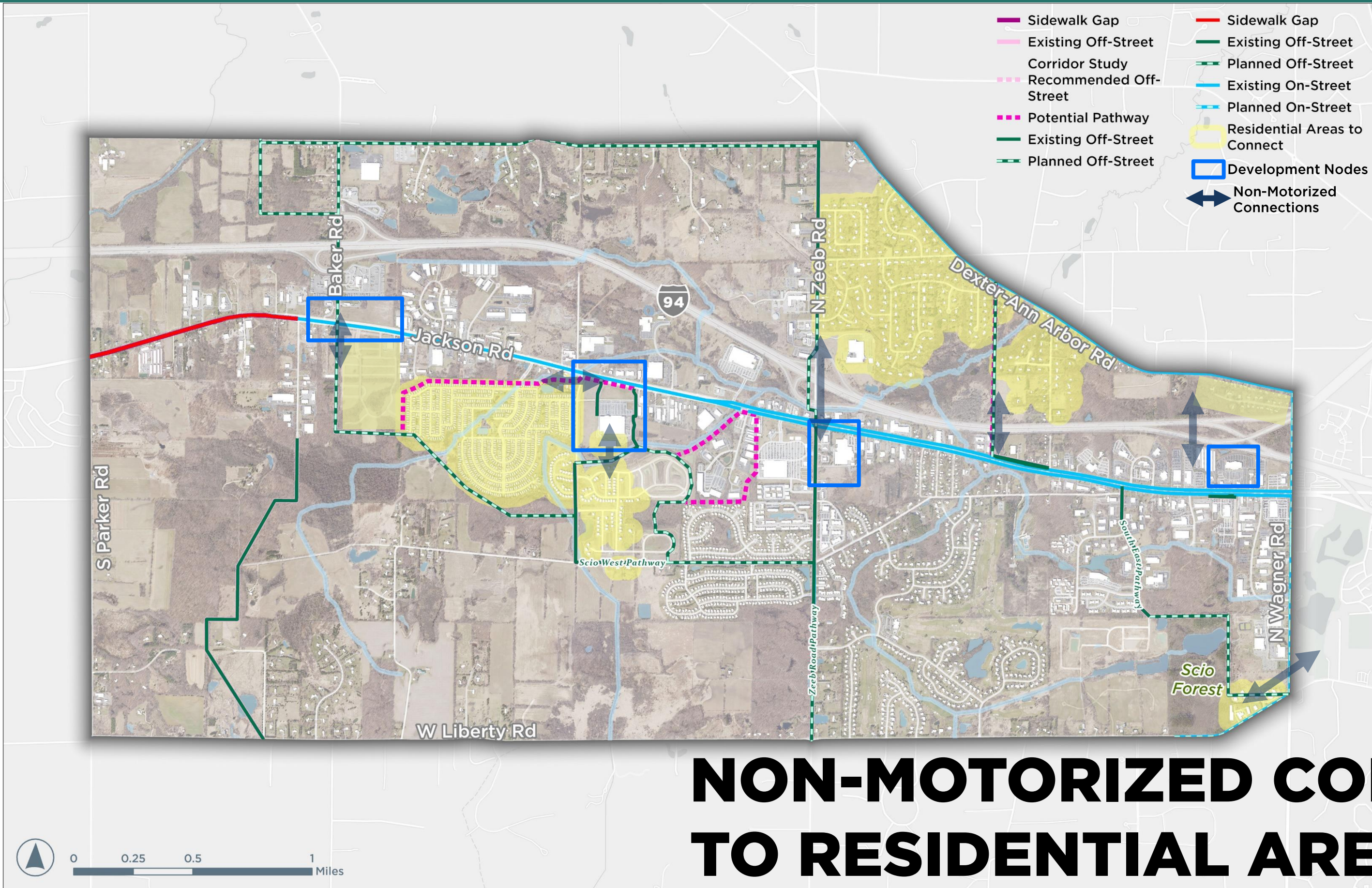


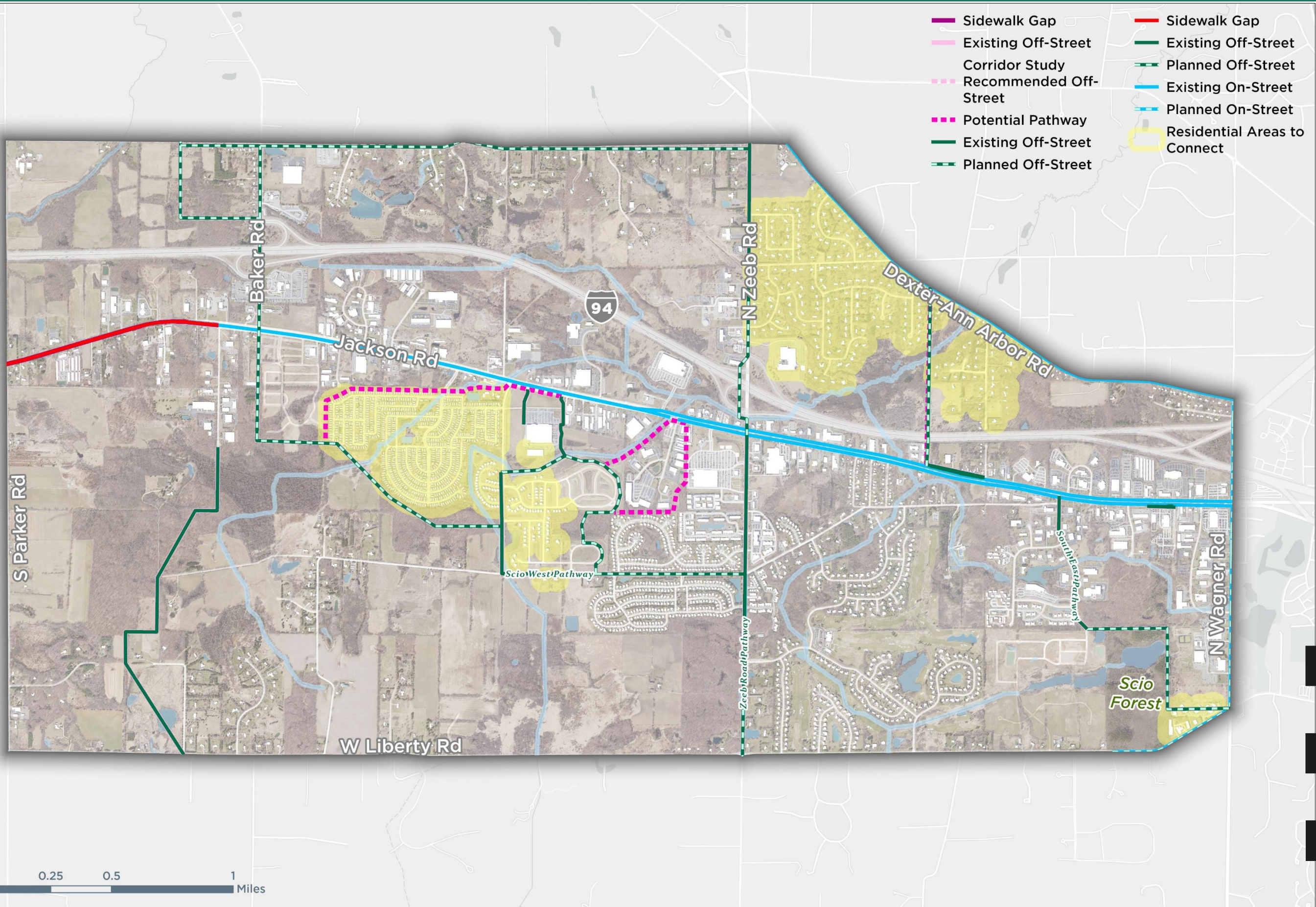
Boardwalk attached to overpass



Shared-use path for cyclists and pedestrians

NON-MOTORIZED CONNECTIONS TO RESIDENTIAL AREAS





BICYCLE AND PEDESTRIAN IMPROVEMENTS

JACKSON ROAD - EXISTING



- Existing Jackson Road design feels wide open and fast with few comfortable places to walk and bike

JACKSON ROAD – NEAR TERM IMPROVEMENTS



- Adjusting travel lane widths to 11' can free up enough space to add a buffer to the on-street bike lane
- Street trees should be planted to help reduce speeds, keep pedestrians comfortable, and introduce more natural elements to the corridor

JACKSON ROAD – LONG TERM IMPROVEMENTS

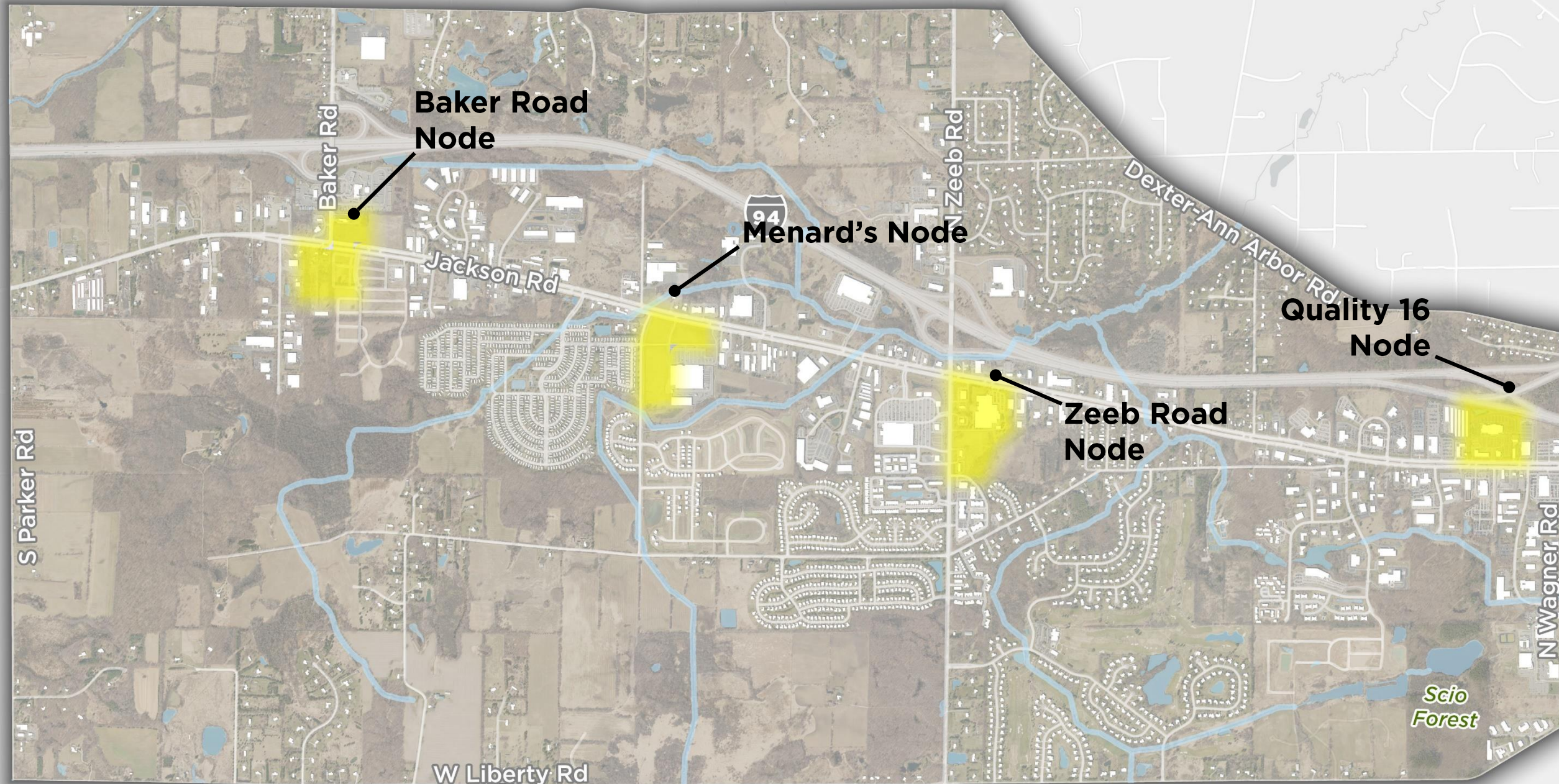


- Ultimately bikes should be removed from the roadway and moved to shared use pathways
- Continue to maintain and support street growth
- Add shelters to any bus stop adjacent to new development without one
- New development should be sited near the lot line to encourage walkability



DEVELOPMENT NODES AND LAND USE

DEVELOPMENT NODES



- Focus development energy at key locations along Jackson Road
- Build on existing activity and recent development
- Coordinate land use improvements with transportation and corridor infrastructure
- Establish walkable urban design framework that helps establish unique, active places

URBAN DESIGN STANDARDS

- Allow for a mix of restaurants, retail, commercial, residential, and public spaces
- Limit building heights to 3 stories in most cases
- Introduce interior road networks with on-street parking. Parking lots should be located to the side or behind buildings
- Incorporate development into natural surroundings



Zona Rosa mixed use village in Kansas City, MO

URBAN DESIGN STANDARDS



DESIGN WITH NATURE

New development should integrate and allow for easy interaction with the surrounding natural spaces in Scio Twp.



“Greenscape” pedestrian pathways and seating areas



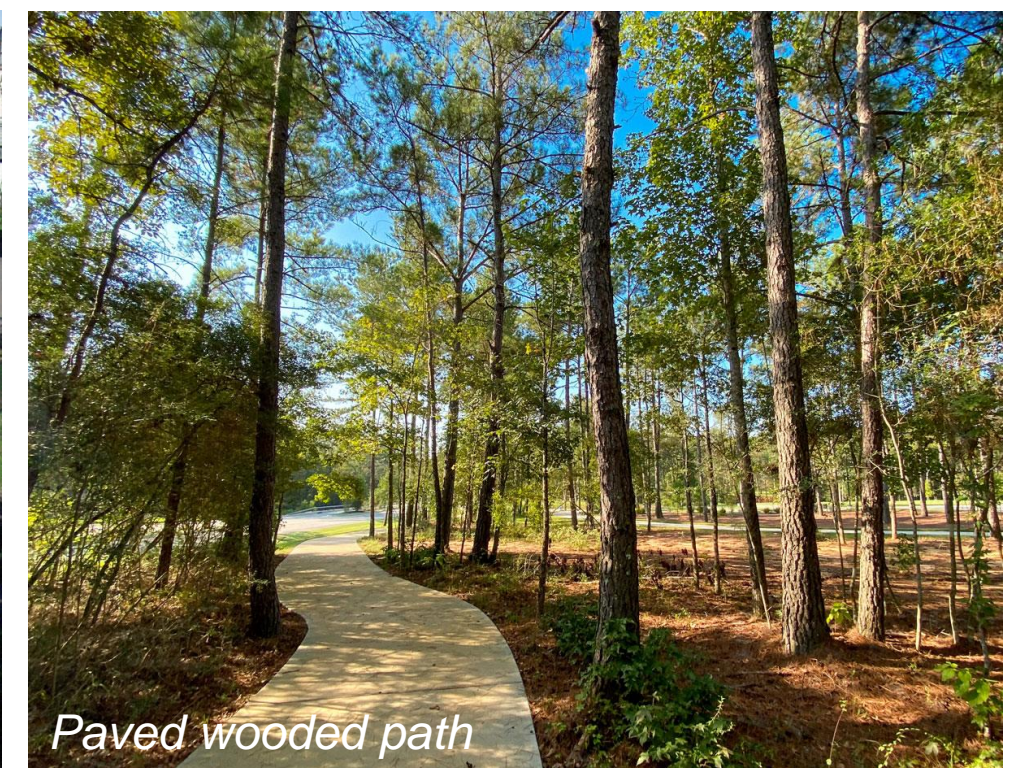
Nature-oriented plan view rendering



Natural landscaping near outdoor dining space



Naturalized plantings and walkways near shared-use path



Paved wooded path

ECONOMIC DEVELOPMENT AND NODE ACTIVATION

Key to the success of future development nodes is creating activated spaces

- Co-locate infrastructure improvements with development nodes
- Temporary space activation through pop-ups, farmer's markets, festivals, and other events
- Introduce regional attractions to support future development, such as paid recreation
- Incorporate unique district branding to nodes





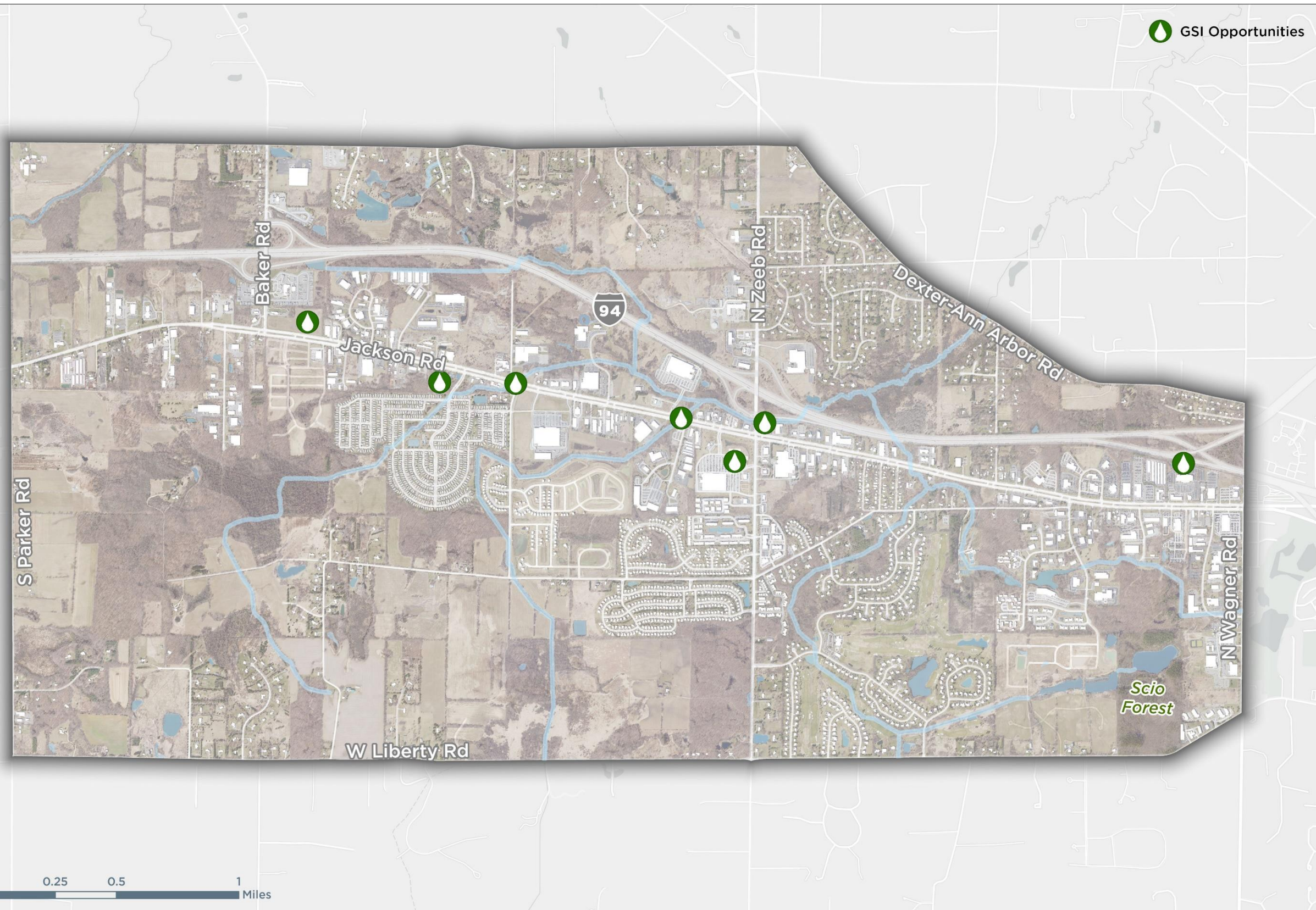
ENVIRONMENTAL RESTORATION & PRESERVATION

INTEGRATING NATURE INTO JACKSON ROAD

- Prioritize tree plantings and landscaping at sidewalk edges and pedestrian crossings for comfortability and protection
- Consider adding pockets of green infrastructure within the median, but review placement of existing utilities to help choose optimal areas for infiltration
- Integrate green stormwater infrastructure in areas where there are large impervious surfaces, such as the Meijer parking lot and in the “front yard” of establishments along the roadway
- Incorporate adjacent preserves and natural areas into fabric of Jackson Road



GSI LOCATION RECOMMENDATIONS



JACKSON ROAD AS A PARKWAY

- Transition from standard arterial street to a landscaped parkway
- Emulate the naturalized areas along either side of the corridor
- Extend and connect into nearby conservation areas, development nodes
- Extending the naturalized area to Jackson Road through a parkway will give the corridor a unique identity



NEXT STEPS

NEXT STEPS

- Refine recommendations based on feedback from today
- Public meeting – May 28th from 7 – 8:30 pm at Township Hall
- Compile project content into final report document