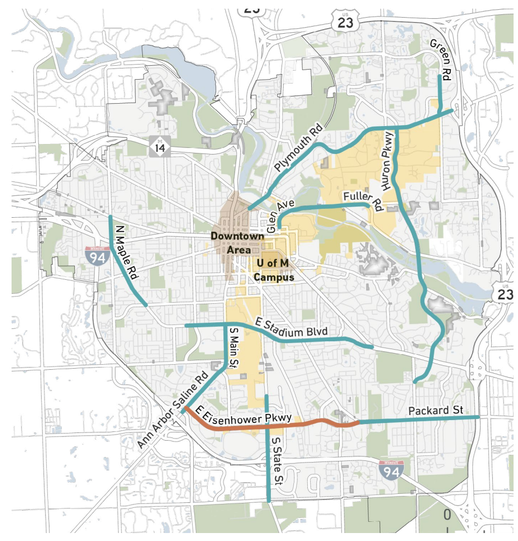
CORRIDOR RECOMMENDATIONS
4. EISENHOWER PARKWAY

- **4A:** Ann Arbor-Saline Rd to S Main St
- **4B:** S Main St to State St
- **4C:** State St to Packard St



CORRIDOR 4: EISENHOWER PKWY

CORRIDOR CONTEXT

TRAFFIC AND SAFETY DATA

AVERAGE WEEKDAY CARS ON THE ROAD



CRASH RATES
(fatal or serious injury crashes per mile per year)
(2021-2025)



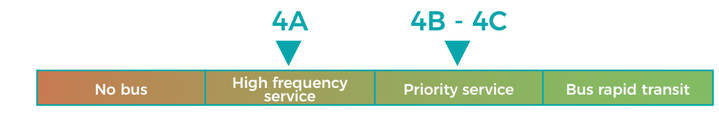
BIKE FACILITY TYPE



EXISTING WEEKDAY TRANSIT FREQUENCY



THE RIDE 2045 PROPOSED TRANSIT PRIORITY LEVEL

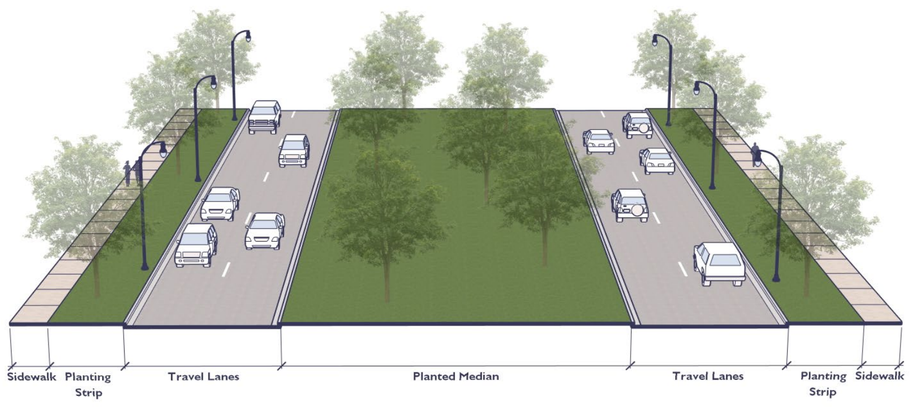


DRIVING SPEEDS



ENGAGEMENT THEMES

- The corridor **functions as a high-speed arterial**. Existing sidepaths along 4A and 4B provide separation from vehicles, but driveway and intersection crossings can still be uncomfortable and difficult.
- Concerns about **crosswalk compliance issues and long pedestrian delays** at intersections.
- Calls for **better bike facilities, safer intersections and speed reduction**, with less comments about transit compared to other corridors.



EISENHOWER PKWY: EXISTING

CORRIDOR RECOMMENDATIONS

OBJECTIVES

- Safer crossings for pedestrians and bicyclists
- Safer bicycle and transit facilities
- Reduced vehicle speeds
- Expanding multimodal access
- Support future land-use changes

Greenway Concepts and Redevelopment Concept would require separate land-use, infrastructure, access, and community planning beyond A2R2.

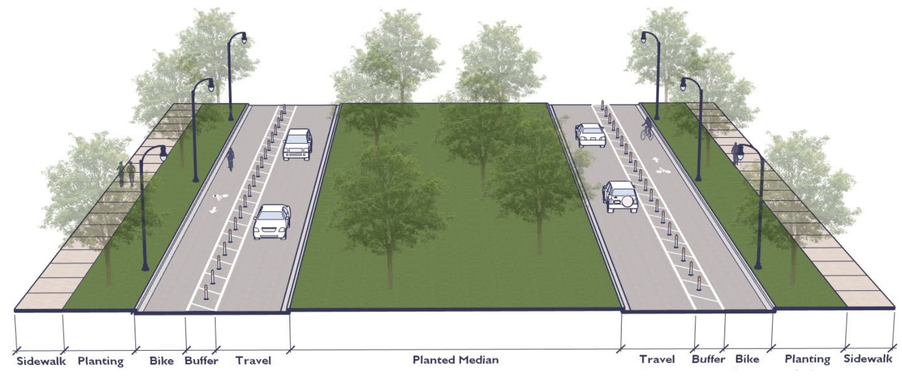
RATIONALE

CURRENT CONDITIONS

Current Conditions: Eisenhower has relatively controlled access and continuous sidewalks or sidepaths, providing more separation from traffic than many other A2R2 corridors. However, operating speeds remain well above the 25 mph target, bicycle facilities are inconsistent, and major intersections involve long or complex crossings. As surrounding land uses redevelop, the wide multilane design may become more challenging as walking, bicycling, transit, and cross-street activity increase. Segment 4C has sections that lack bike facilities.

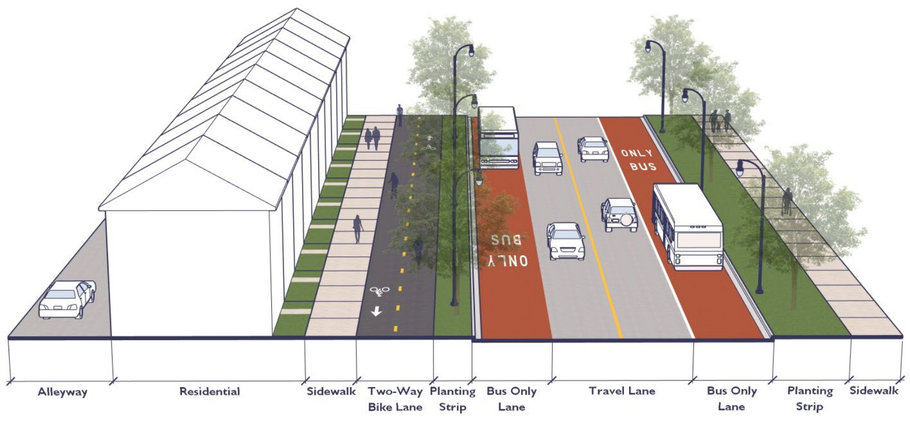
WHAT THIS DESIGN ACHIEVES

What this design achieves: Reallocating outside through lanes can reduce passing opportunities, reinforce lower speeds, simplify crossings, and create space for a more continuous bicycle facility. The existing sidepaths provide a basis for improvement. Transit priority can be added at major intersections or other locations where bus delay warrants it. In 4A and 4B, current traffic volumes make lane reallocation comparatively straightforward; 4C will require additional peak-hour and intersection design work.



EISENHOWER PKWY: A2R2 DESIGN DIRECTION (MEDIAN RETAINED)

EISENHOWER PKWY: GREENWAY CONCEPT



EISENHOWER PKWY: REDEVELOPMENT CONCEPT