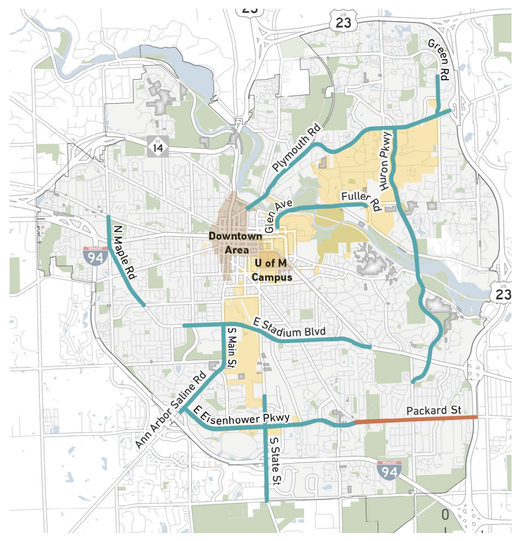
CORRIDOR RECOMMENDATIONS
3. PACKARD STREET

- **3A:** E Eisenhower Pkwy to Platt Rd
- **3B:** Platt Rd to US-23/City Limits

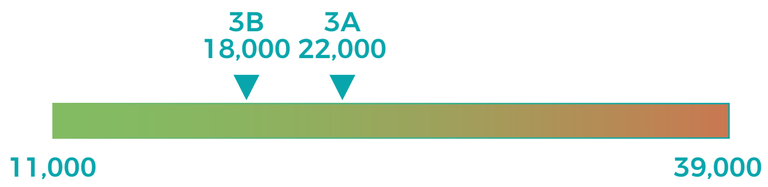


CORRIDOR 3: PACKARD ST

CORRIDOR CONTEXT

TRAFFIC AND SAFETY DATA

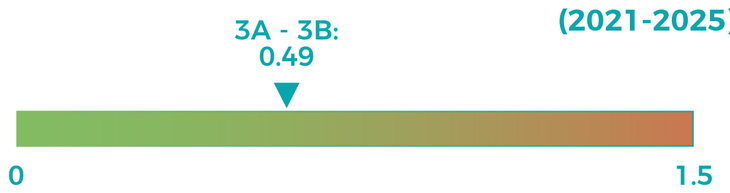
AVERAGE WEEKDAY CARS ON THE ROAD



CRASH RATES

(fatal or serious injury crashes per mile per year)

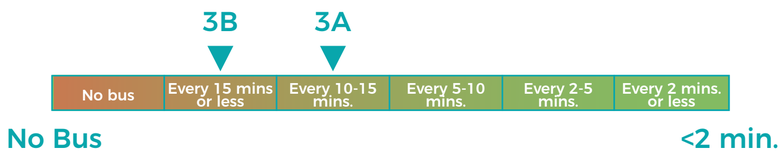
(2021-2025)



BIKE FACILITY TYPE



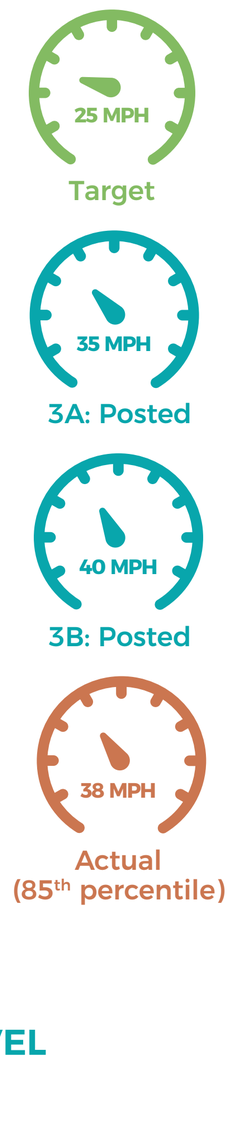
EXISTING WEEKDAY TRANSIT FREQUENCY



THE RIDE 2045 PROPOSED TRANSIT PRIORITY LEVEL



DRIVING SPEEDS



ENGAGEMENT THEMES

- **Major safety concerns for pedestrians and bicyclists**, especially near schools and high-activity areas.
- Frequent comments about **missing sidewalks, missing bike lanes, and unsafe crossings**.
- Strong desire for **traffic calming and road narrowing**, balanced against peak-hour congestion concerns.

NEXT STEPS

Packard St is scheduled for resurfacing in 2027, including a new mid-block crossing, localized bicycle improvements, and signal work. A larger roadway reconfiguration would follow as a future design project after nearby construction on US-23 and Washtenaw Ave is complete. A2R2 findings will provide the starting direction for that future work.

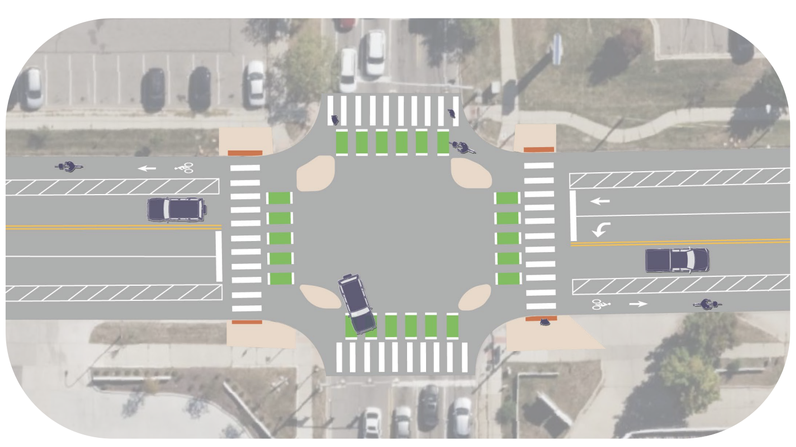
CORRIDOR RECOMMENDATIONS

OBJECTIVES

- Safer crossings for pedestrians and bicyclists
- Safer bicycle facilities
- Reduced vehicle speeds
- Improved transit service



PACKARD ST & PLATT RD: EXISTING



PACKARD ST & PLATT RD: PROPOSED

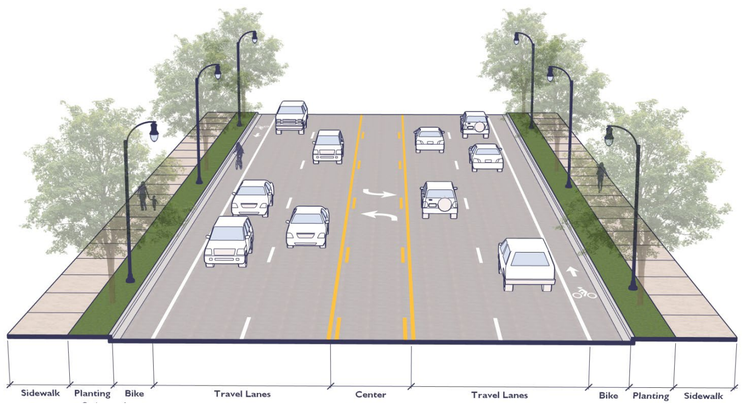
RATIONALE

CURRENT CONDITIONS

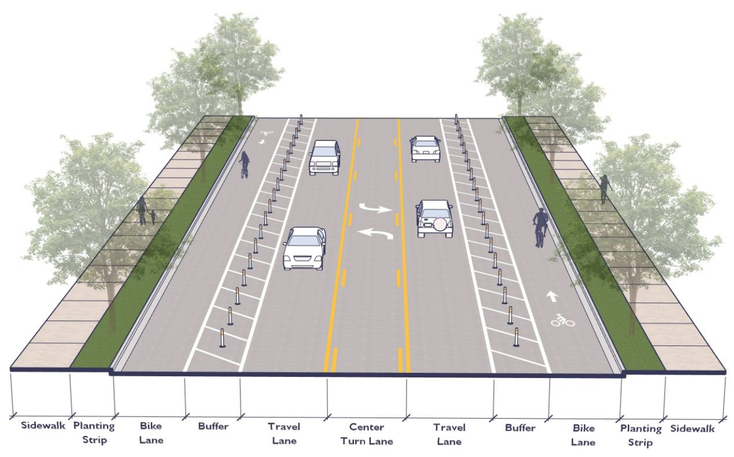
Both segments are on the High Injury Network. Existing speeds are about 37–38 mph compared with a 25 mph target. The corridor has conventional bike lanes now but a higher-comfort bicycle connection is planned. There are frequent pedestrian crossings to the many destinations along the corridor and transit service provides important connections. Coordination with neighboring jurisdictions will be needed to connect the bicycle facility beyond the city limits. Current traffic exceeds the planning-level three-lane screening capacity during a few hours of the day.

WHAT THIS DESIGN ACHIEVES

Where lane reallocation can be achieved, use the reclaimed space for separated bicycle facilities and a street design that reinforces lower speeds and safer crossings. Future design should also address bus reliability at major intersections and other locations where transit delay is concentrated.



PACKARD ST: EXISTING



PACKARD ST: PROPOSED

Design direction: One through lane in each direction can reduce passing opportunities and support lower speeds. This configuration also shortens and simplifies pedestrian crossings, allows for continuous protected bicycle movements and slower vehicle turning movements. Intersection operations still require detailed design and analysis.

Future design should address: Packard/Platt operations, school and park crossings, transit stops, driveway and business access, bicycle continuity, recurring peak-hour conditions, and potential changes in travel routes on nearby streets.