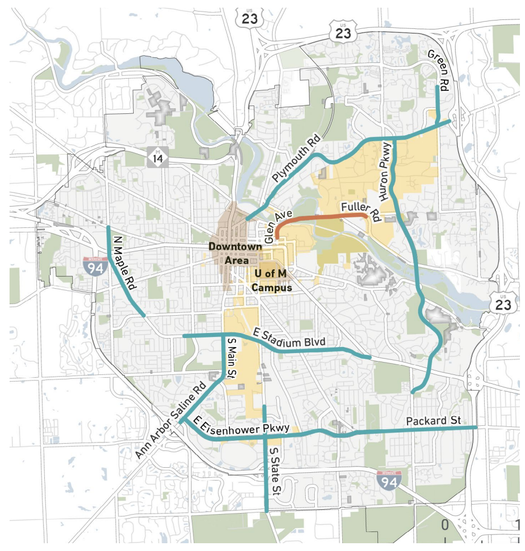
CORRIDOR RECOMMENDATIONS
10. GLEN AVENUE / FULLER ROAD

- **10A:** Catherine St to Maiden Ln
- **10B:** Maiden Ln to Glazier Way



CORRIDOR 10: GLEN AVE/FULLER RD

CORRIDOR CONTEXT

TRAFFIC AND SAFETY DATA

AVERAGE WEEKDAY CARS ON THE ROAD

10A - 10B
21,000

11,000 — 39,000

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

10A - 10B
0.15

0 — 1.5

BIKE FACILITY TYPE

Proposed

Conventional or buffered bike lanes | Separated bike lanes or shared use path

Minor — Major

EXISTING WEEKDAY TRANSIT FREQUENCY

10A - 10B

No bus | Every 15 mins or less | Every 10-15 mins. | Every 5-10 mins. | Every 2-5 mins. | Every 2 mins. or less

No Bus — <2 min.

THE RIDE 2045 PROPOSED TRANSIT PRIORITY LEVEL

10A - 10B

No bus | High frequency service | Priority service | Bus rapid transit

None — BRT

DRIVING SPEEDS



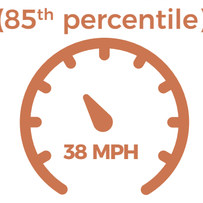
Target



Posted



10A: Actual (85th percentile)



10B: Actual (85th percentile)

ENGAGEMENT THEMES

- A top identified **safety problem area**, especially for pedestrians and cyclists.
- **Extremely high pedestrian demand** tied to hospitals, transit, and the B2B Trail.
- **Frequent conflicts with drivers** turning right on red not yielding to pedestrians or bicyclists in the crosswalk, wide crossings, speeding, and poor yielding.
- **Strong tension** between safety needs and concerns about congestion, transit, and emergency access.
- Desire for **protected crossings, bike infrastructure, and better operations** with desire to not compromise emergency response times.

NEXT STEPS

The City will collaborate with the University of Michigan on designs to improve transit reliability and safety along the corridor. A2R2 findings will help guide that future design work.

CORRIDOR RECOMMENDATIONS

OBJECTIVES

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

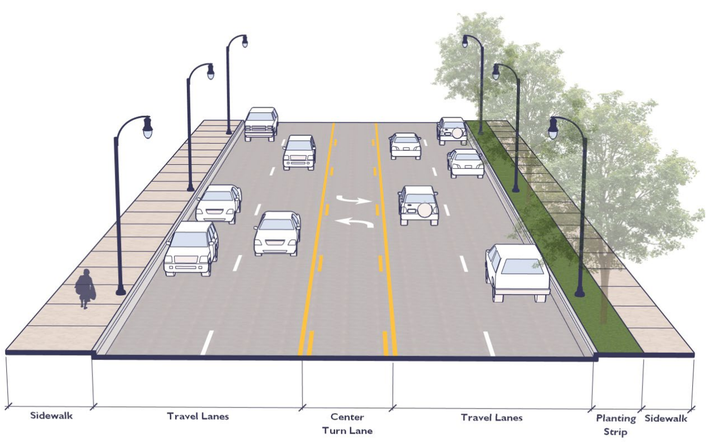
RATIONALE

CURRENT CONDITIONS

Glen/Fuller is a major walking and transit corridor linking U-M's Central, Medical, and North campuses. 10A has relatively low operating speeds but very high pedestrian activity, frequent turning conflicts, and recurring transit delay. In 10B, faster traffic reaches about 38 mph on a 35 mph street. Emergency access and hospital operations are important throughout the corridor.

WHAT THIS DESIGN ACHIEVES

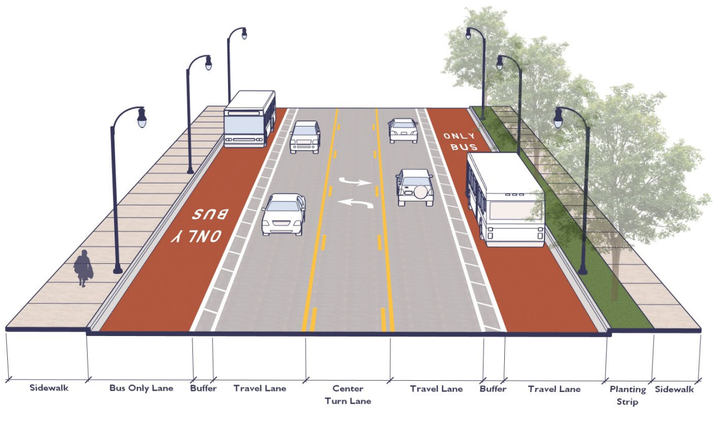
The design can improve bus reliability, simplify turning movements, and provide safer pedestrian and bicycle crossings while supporting lower and more consistent vehicle speeds. Transit-priority treatments would be developed with U-M and designed to maintain emergency access.



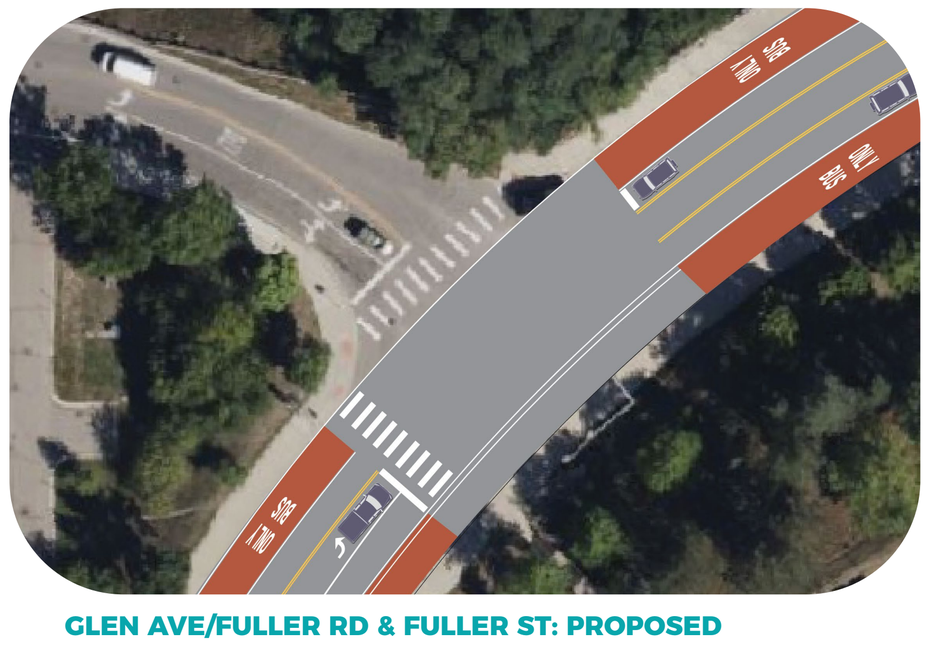
FULLER RD: EXISTING



GLEN AVE/FULLER RD & FULLER ST: EXISTING



FULLER RD: PROPOSED



GLEN AVE/FULLER RD & FULLER ST: PROPOSED