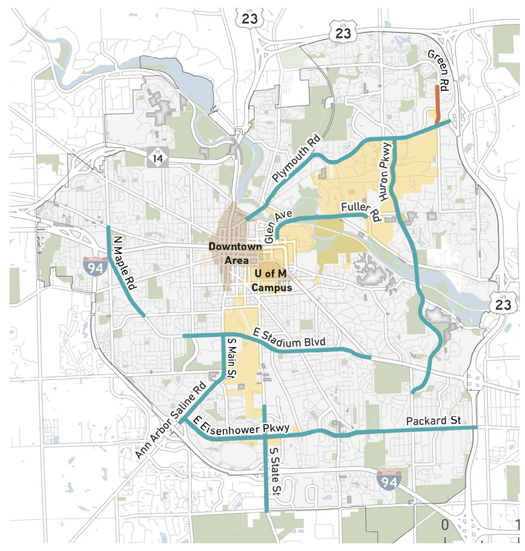
CORRIDOR RECOMMENDATIONS
9. GREEN ROAD

9: Burbank Dr to Plymouth Rd



CORRIDOR 9: GREEN RD

CORRIDOR CONTEXT

TRAFFIC AND SAFETY DATA

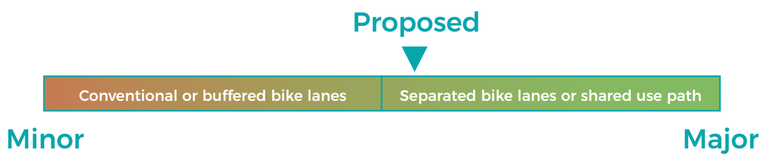
AVERAGE WEEKDAY CARS ON THE ROAD



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

- Concerns center on **speeding, wide roadway design, and confusing lane configurations**.
- **Bike lane gaps and sudden endings** undermine bicyclists' safety and predictability.
- **Mixed sentiment:** some see no problem, while others strongly advocate for right-sizing and calming.
- **Desire for better bike connectivity and safer crossings**, not necessarily full reconstruction.

NEXT STEPS

Implementation of the Green Road Quick Build is planned to begin in 2026, including restriping to the proposed three-lane configuration with buffered bike lanes.

CORRIDOR RECOMMENDATIONS

OBJECTIVES

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

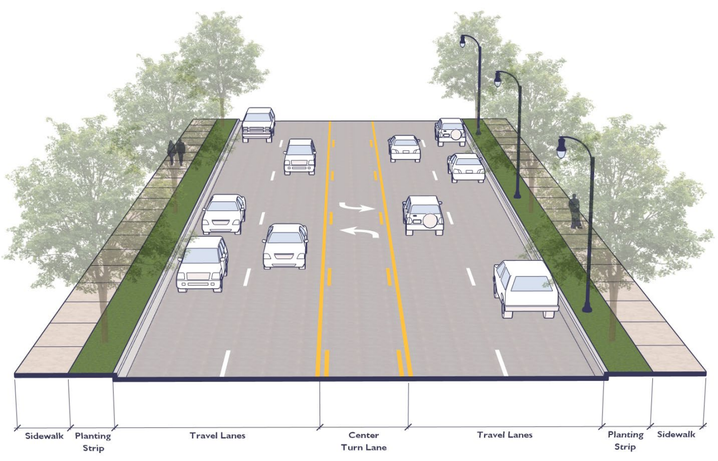
RATIONALE

CURRENT CONDITIONS

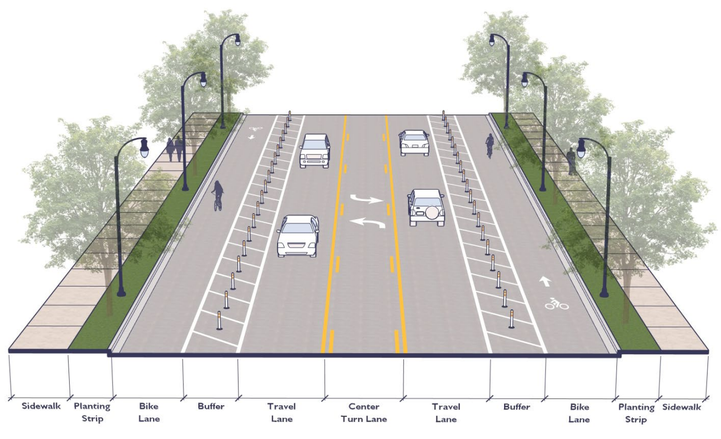
Green Rd has relatively low traffic volumes and a better recent safety record than many A2R2 corridors, but the four-lane layout creates passing opportunities and supports operating speeds above the 35 mph limit for some drivers. Bicycle space is also inconsistent.

WHAT THIS DESIGN ACHIEVES

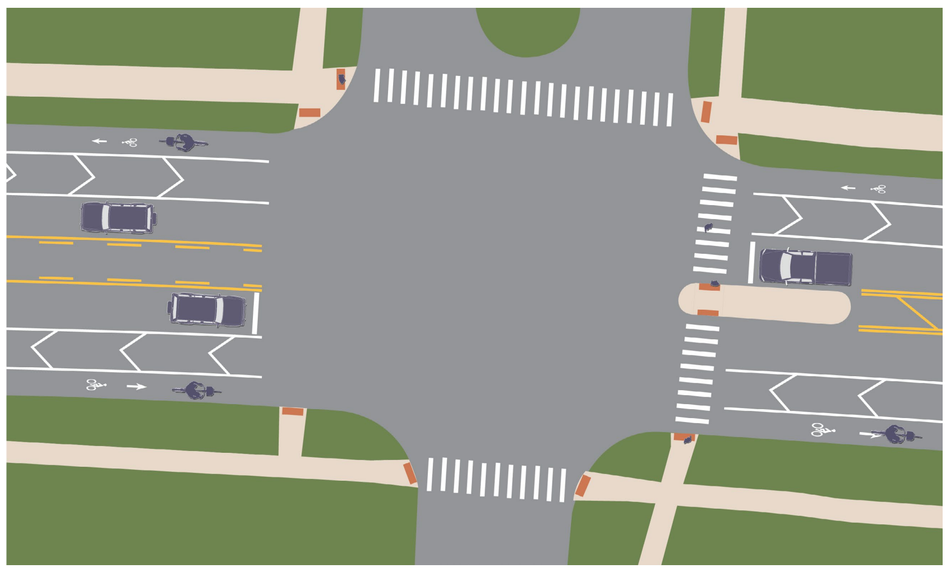
A three-lane configuration can better organize traffic, reduce passing opportunities, and encourage more consistent, lower operating speeds—particularly among faster drivers—while adding buffered bike lanes and simplifying the Plymouth Rd intersection.



GREEN RD: EXISTING



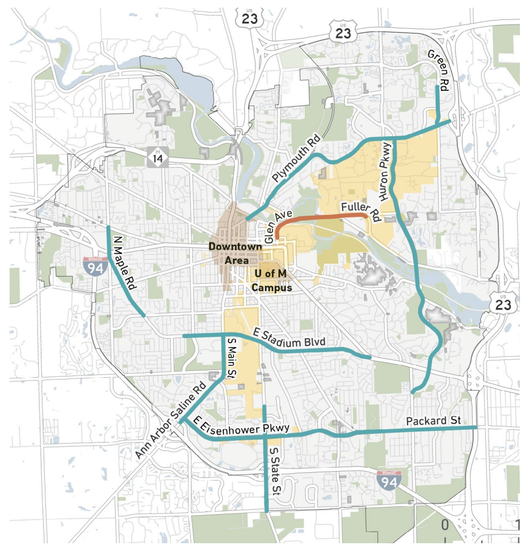
GREEN RD: PROPOSED



GREEN RD & BURBANK DR: PROPOSED

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



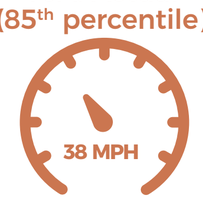
Target



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

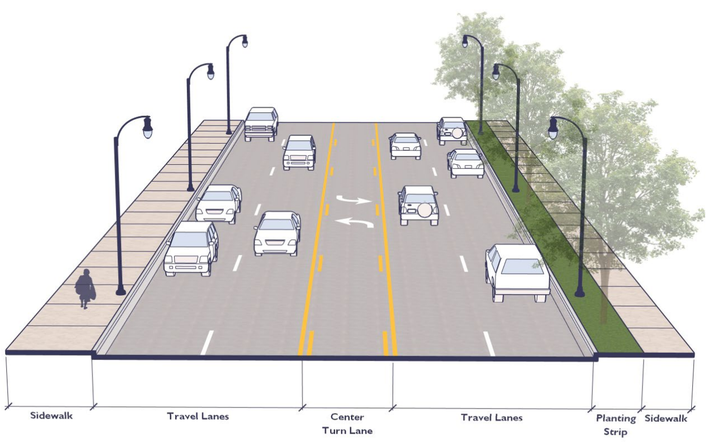
RATIONALE

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

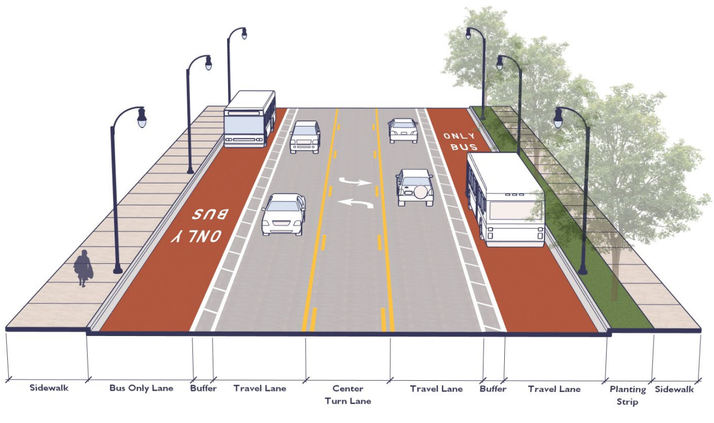
The design can improve bus reliability, simplify turning movements, and provide safer pedestrian and bicycle crossings while supporting lower and more consistent vehicle speeds. Transit-priority treatments would be developed with U-M and designed to maintain emergency access.



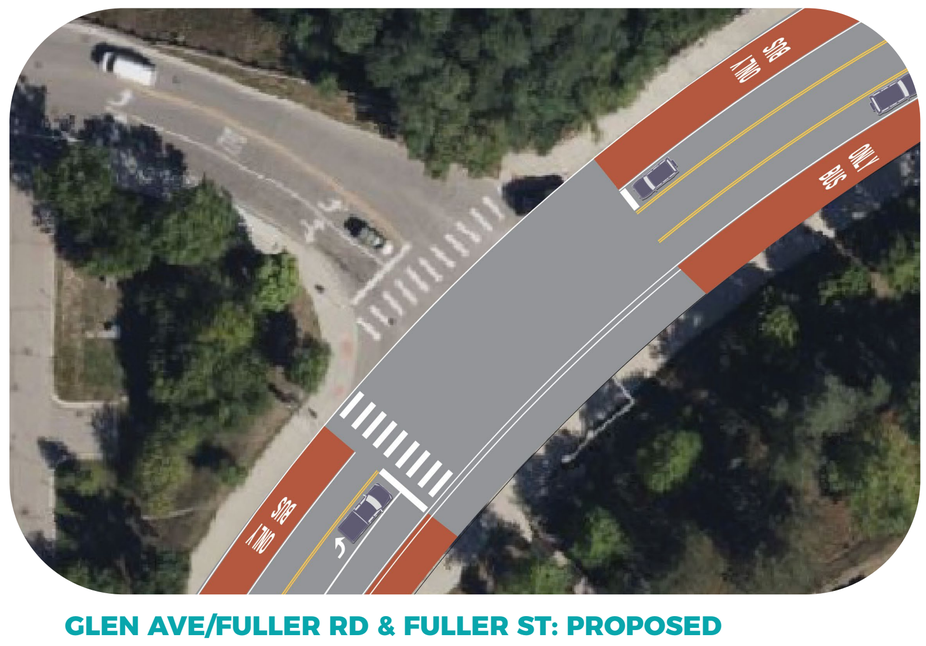
FULLER RD: EXISTING



GLEN AVE/FULLER RD & FULLER ST: EXISTING

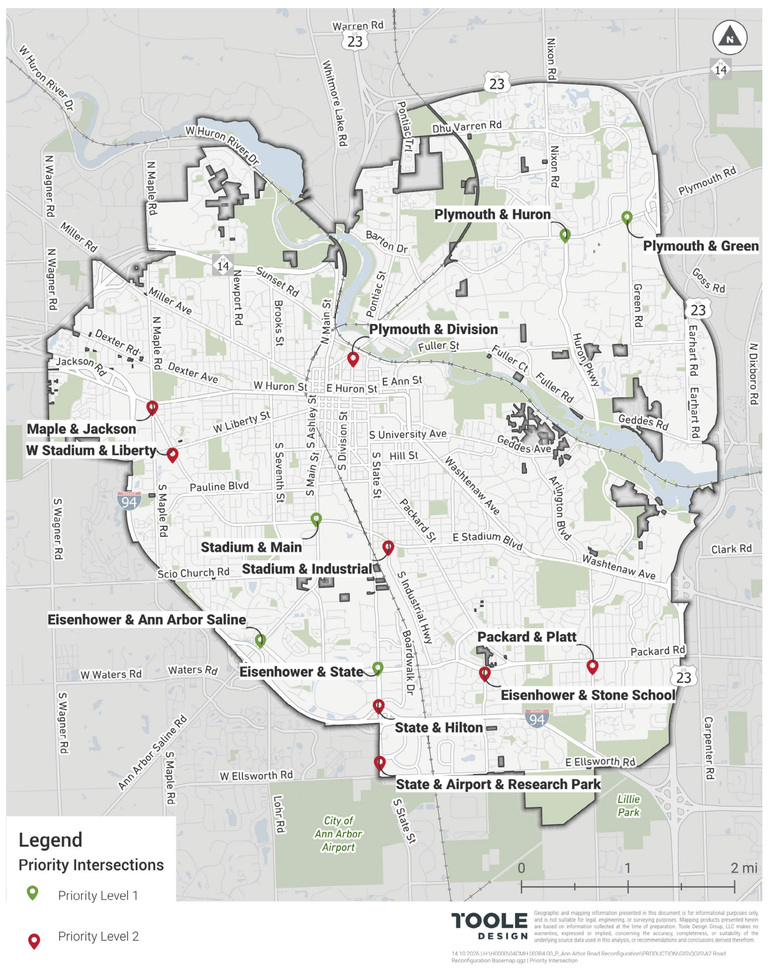


FULLER RD: PROPOSED



GLEN AVE/FULLER RD & FULLER ST: PROPOSED

PRIORITY INTERSECTIONS



MAP 1: PRIORITY INTERSECTIONS

When a roadway reconfiguration is being considered, the major intersections along the corridor are often the most important locations for several reasons:

Safety Intersections are the sites of most crashes, especially for those involving vulnerable travelers (people walking and bicycling). These are the locations where reconfiguration can make the most difference in achieving Vision Zero.

Capacity Intersections along a major arterial corridor, such as those being evaluated in this study, are the places that constrain or limit the amount of traffic a roadway can handle during peak hour (see map). The capacity of a traffic signal on a major roadway to handle peak hour traffic depends on both the number of lanes and the amount of time that a traffic signal is green. Our approach for this project is to not focus solely on an intersection's capacity to handle peak hour traffic, but to consider the negative consequences of excess capacity that affects speeds and safety throughout the day.

Traffic Operations Major or complex intersections often determine how much traffic a corridor can serve during the busiest hours. Their performance depends on lane configuration, signal timing, turning movements, and other conditions. A2R2 considers these busy periods while also looking at how the roadway design affects speeds and safety throughout the rest of the day.

INTERSECTION TOOLBOX

Intersections can be improved to make them safer and work better for everyone.

Short Term

- **Signal timing and phasing changes** to improve safety and efficiency
- **Shorter cycle lengths** can reduce how long people wait to cross or receive a green light
- **Lane reassignments** for more efficient operations, such as changing a shared through-left turn lane to a left-turn-only lane.
- **Protected Intersections** provide shorter, more protected crossings and reduce turning conflicts

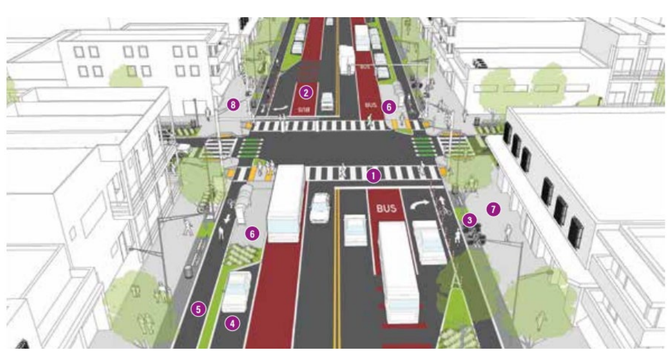
Medium Term

- **Curb extensions** to reduce crossing distance for pedestrians and maintain shorter signal cycle lengths
- **Roundabouts** single lane or flared entry (when a single lane flares out to two lanes at the roundabout) can reduce conflict severity and maintain efficient traffic flow; entry lanes can be tailored to demand

OPTIONS TO PRIORITIZE TRANSIT AT INTERSECTIONS

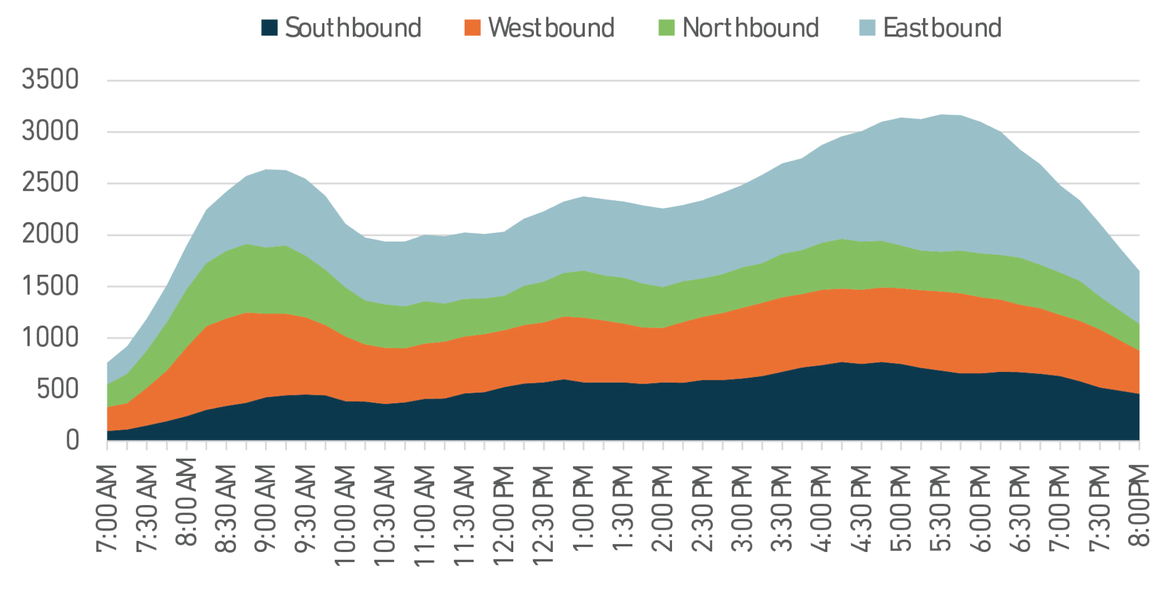
Intersections can be a big source of delay for bus transit. For corridors with frequent transit service, or where higher frequency service is planned, there are several ways to reduce delays to transit vehicles so that it becomes competitive with driving, and leads to the City's zero emission goal.

- **Bus Lanes at signals** - Buses have an exclusive lane
- **Queue Jump Lanes at signals** - Buses have a separate lane as they approach an intersection so that they can get around vehicles waiting at the signal.
- **Bus Lanes at roundabouts** - Buses have their own lane along most of the corridor, but merge into the general purpose traffic lane as they approach the roundabout.



1. High-Visibility Crosswalk
2. Dedicated Bus Lane
3. Furnishing Zone
4. On-Street Parking
5. Separated Bike Lane
6. Curbside Bus Stop
7. Sidewalk Zone
8. Intersection Lighting

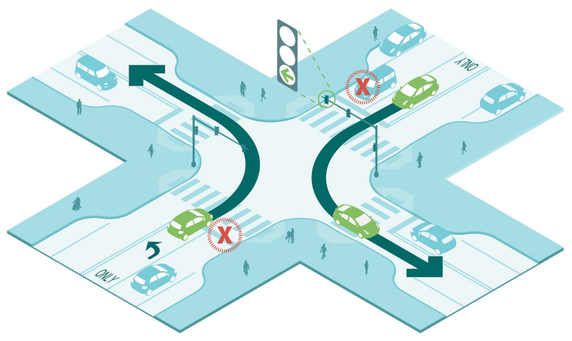
Hourly Traffic Volumes at Packard St & Platt Rd



What this chart tell us: Traffic demand is concentrated in a limited number of peak hours; intersection design can help address those periods without allowing them alone to determine the street design for the full day."

INTERSECTION TOOLBOX VISUAL GUIDE

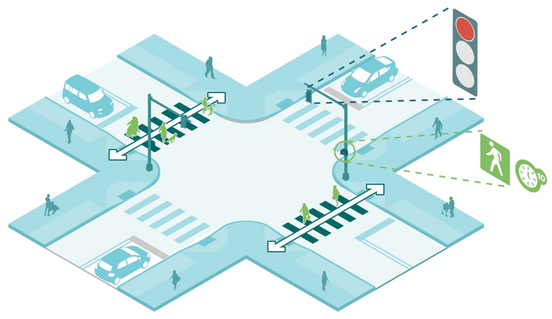
SHORT TERM



Protected Left Turn Phase to reduce conflicts



Reduce Pedestrian Crossing Distance

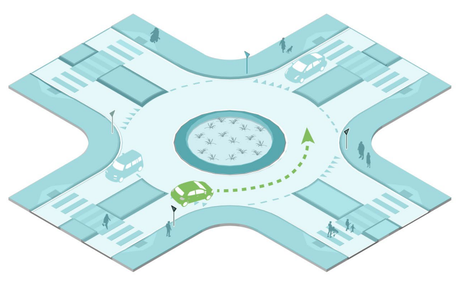


Short Cycle lengths

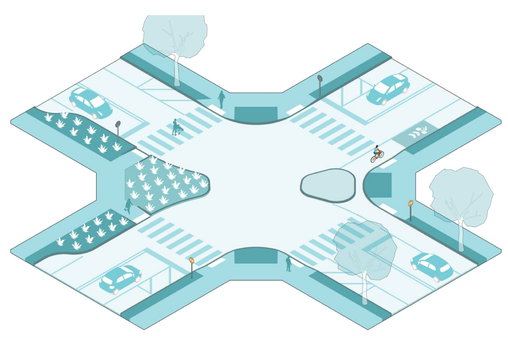


Lane Reassignment

MEDIUM TERM



Single Lane Roundabout



Protected Intersection