



Concept Plans

Concept plans were developed for four focus corridors and four focus intersections to represent examples of how the city can use many of the tools highlighted throughout this plan to create safer streets, enhance transit operations, and create a better experience for people walking and biking.

Select concepts are included in Section 5 of this report; all concept plans are included here.

Focus Corridors

1. Plymouth Road (Murfin Avenue to US-23)
2. Washtenaw Avenue (Stadium Boulevard to US-23)
3. Miller Avenue (Downtown to M-14)
4. Main Street (Huron Street to Ann Arbor-Saline Road)

Focus Intersections

1. Washtenaw Avenue and Hill Street
2. Liberty Street and Division Street
3. Ann Street and Glen Avenue
4. Packard Street and Platt Road

A

CONCEPT PLANS



Washtenaw Avenue & Hill Street

Objective: Enhance pedestrian and bicycle connectivity on Hill Street crossing Washtenaw Avenue

Current Conditions

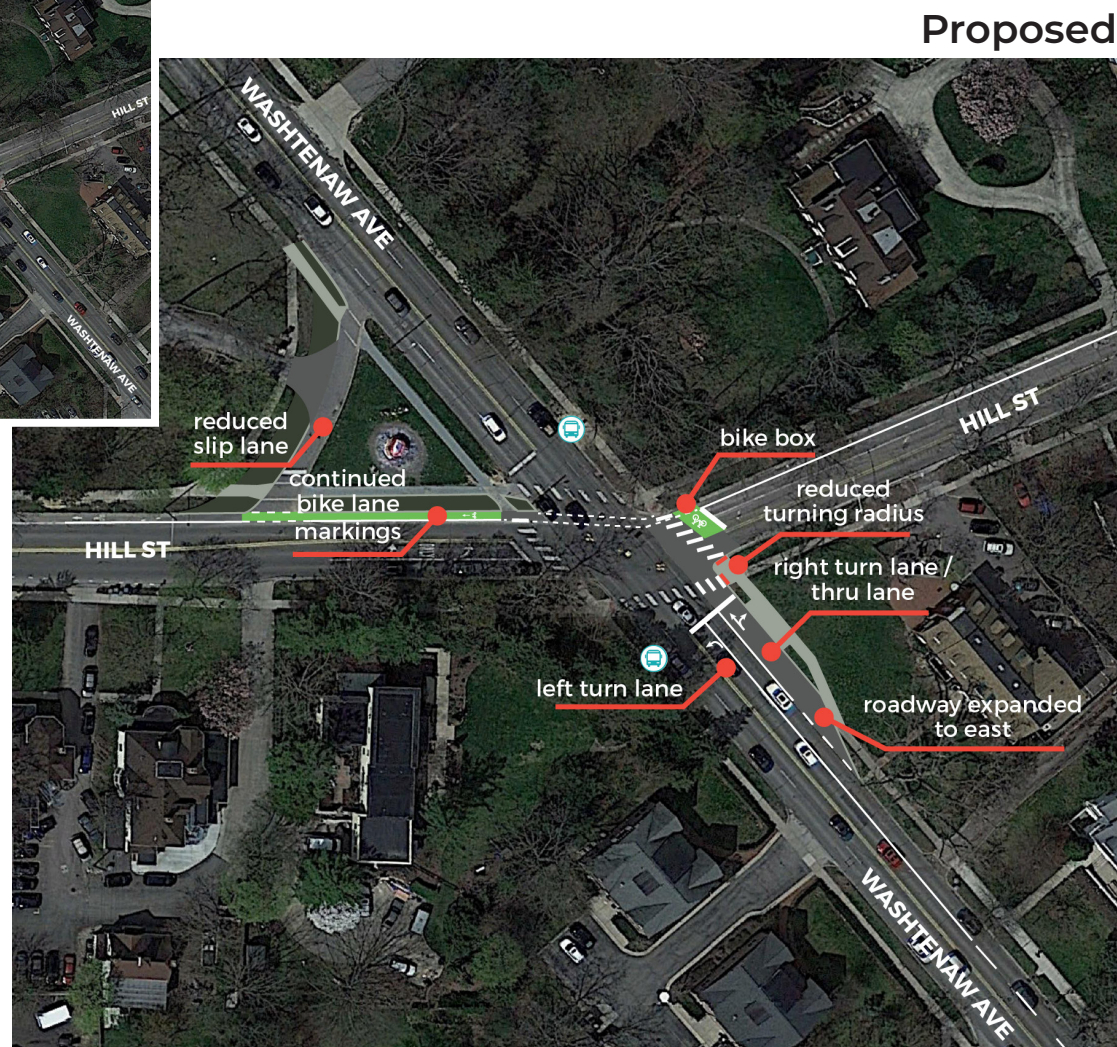
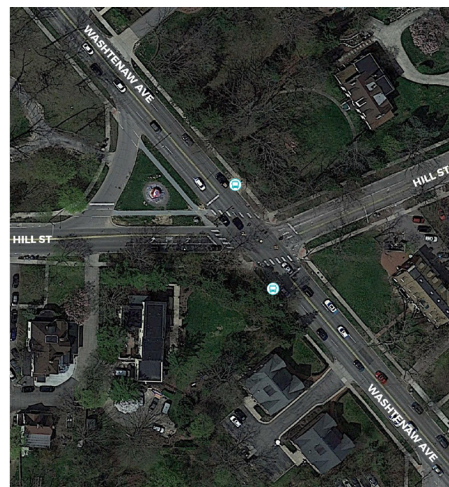
Crashes (2014-2018)

- » 148 crashes (3 involving pedestrians; 2 involving bicyclists)

Traffic Volumes

- » 900 pedestrians/day
- » 300 bicyclists/day
- » 16,051 vehicles/day

Existing



Liberty Street & Division Street

Objectives: Slow vehicle speeds; better accommodate bicyclists and pedestrians

Current Conditions

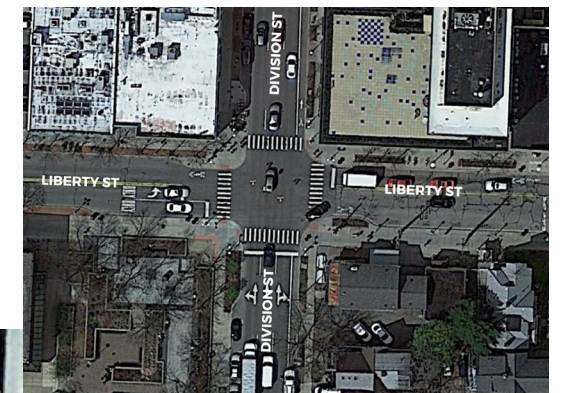
Crashes (2014-2018)

- » 76 crashes (4 involving pedestrians; 4 involving bicyclists)
- » Most common types: sideswipe-same direction (34%) and angle (26%)

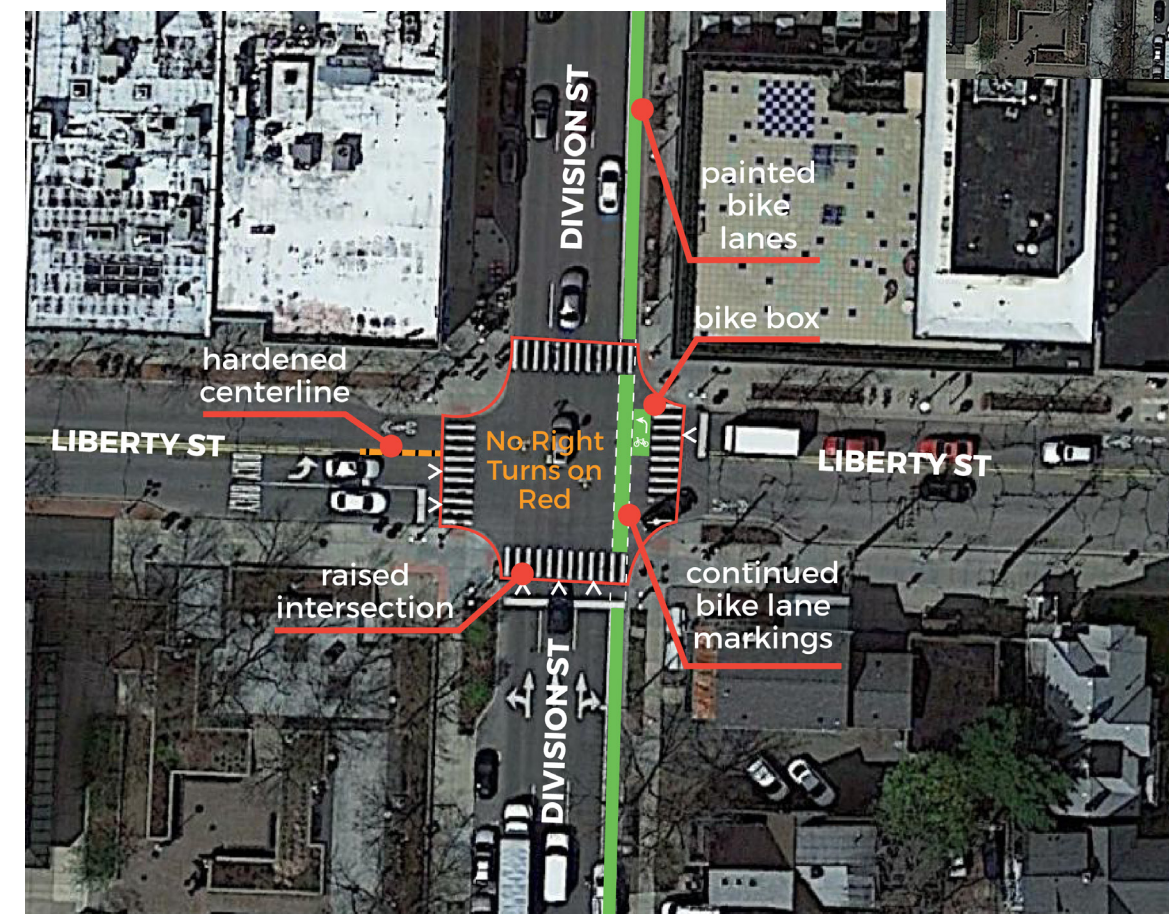
Traffic Volumes

- » 5,400 pedestrians/day
- » 400 bicyclists/day

Existing



Proposed



Ann Street & Glen Avenue

Objective: Slow vehicle speeds; better accommodate bicyclists and pedestrians

Current Conditions

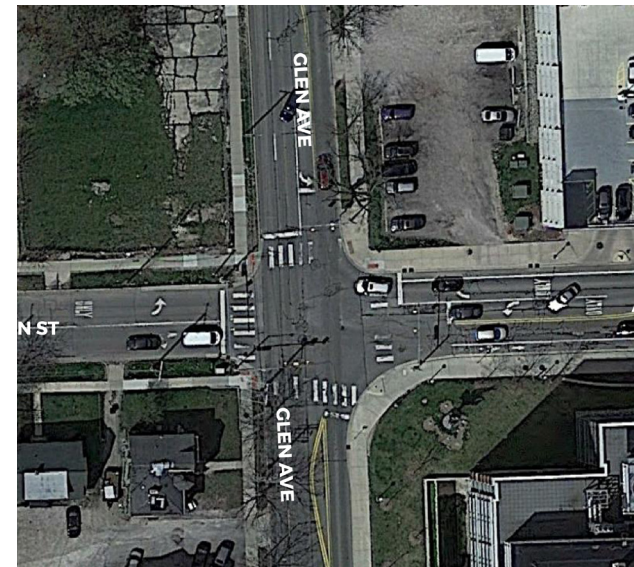
Crashes (2014-2018)

- » 60 crashes (6 involving pedestrians; 6 involving bicyclists)
- » 1 serious injury
- » Most common type: rear ends (30%)

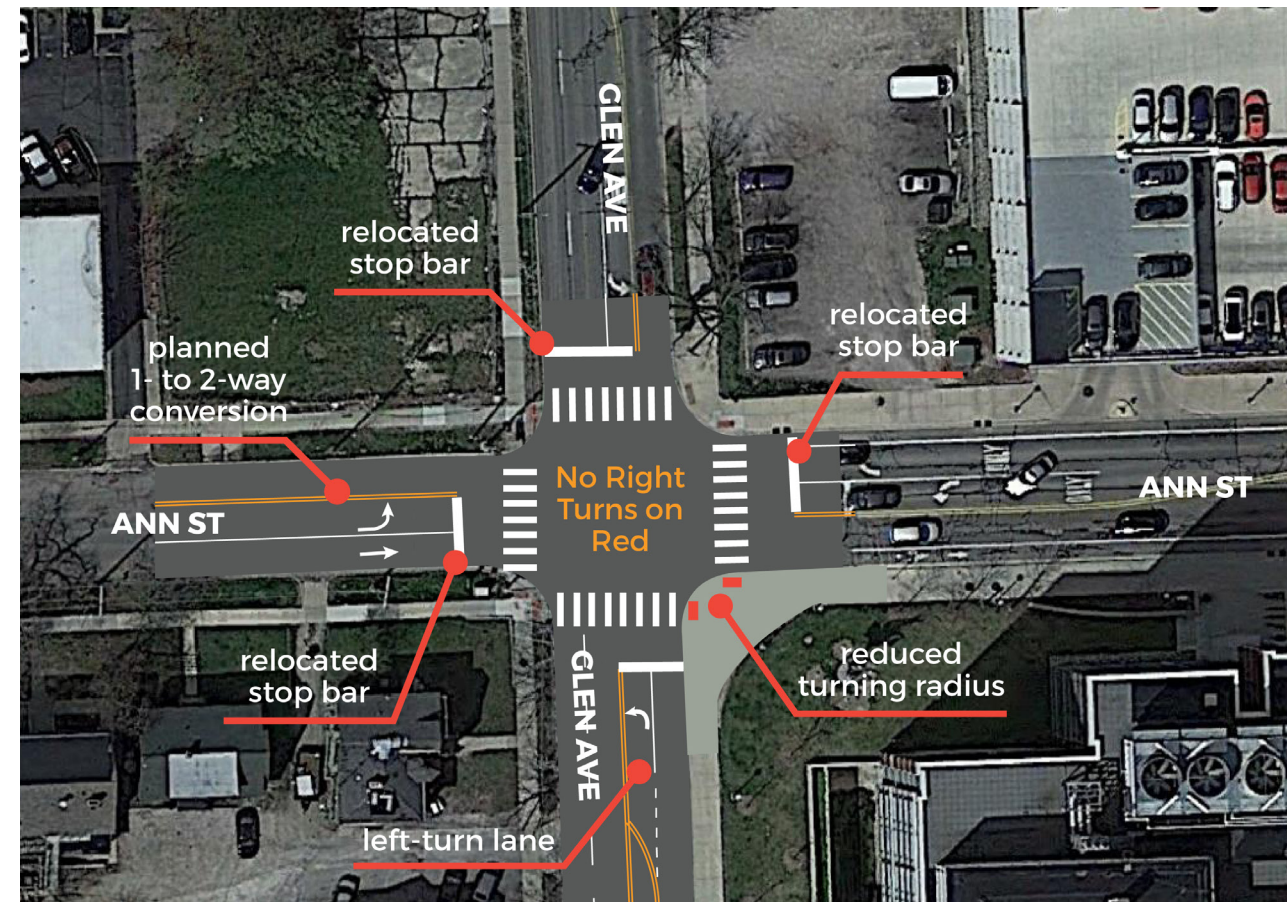
Traffic Volumes

- » 1,400 pedestrians/day
- » 500 bicyclists/day

Existing



Proposed



Packard Street & Platt Road

Objective: Simplify crossings; reduce conflict points; connect bikeway along Platt Road

Current Conditions

Crashes (2014-2018)

- » 167 crashes (4 involving pedestrians; 1 involving bicyclists)
- » 1 serious injury
- » Most common type: rear ends (45%)

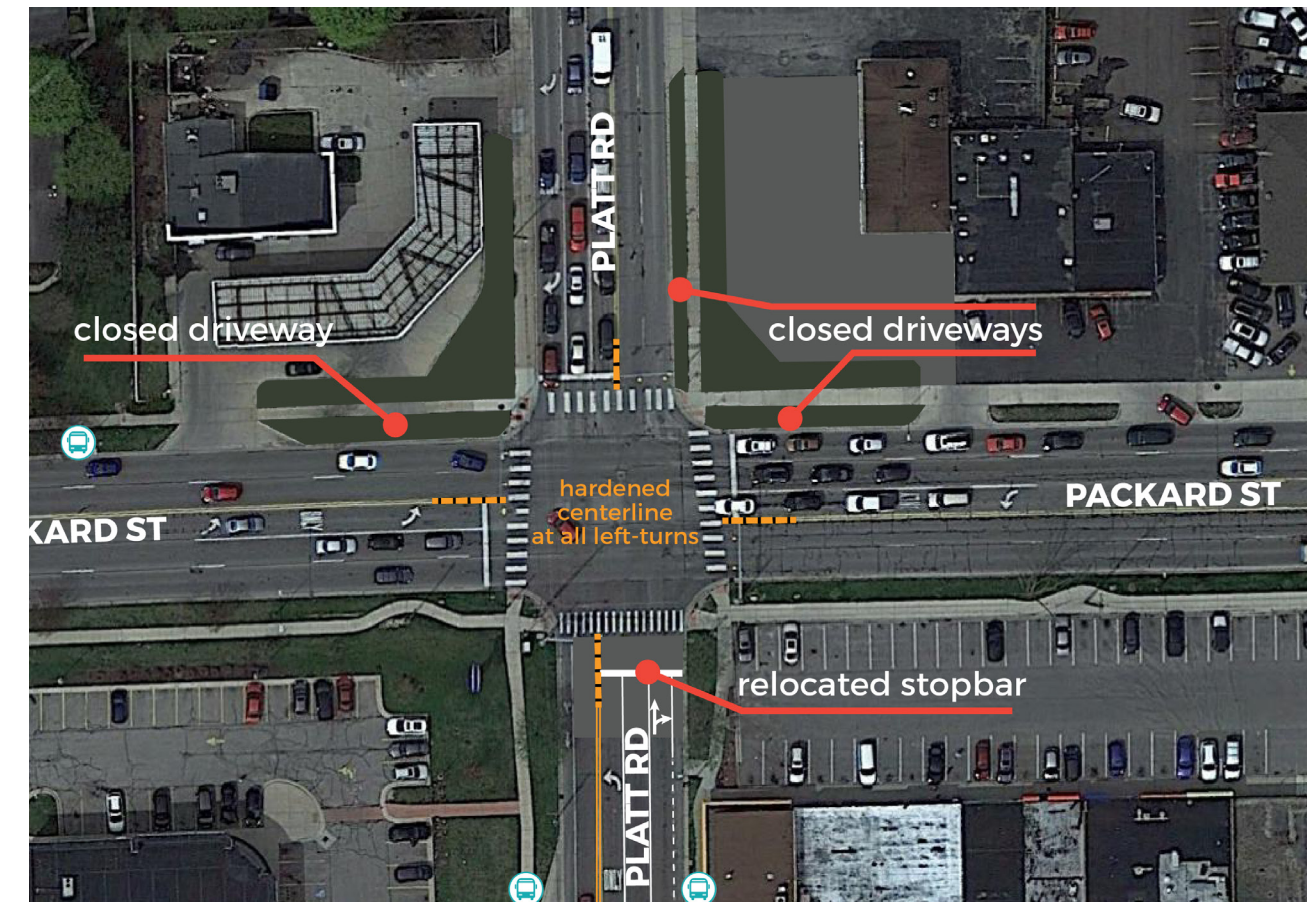
Traffic Volumes

- » 400 pedestrians/day
- » 200 bicyclists/day

Existing



Proposed



Miller Avenue *Downtown to M-14*

Objective: Reinforce Miller as a lower-speed, low-stress bike route

Current Conditions

Crashes (2014-2018)

- » 258 total crashes
- » 2 pedestrian or bicyclist serious injuries
- » 1 pedestrian or bicyclist fatality

Transit Service

- » 2 AAATA Routes (32 A/B/C and 60)

Bicycle and Pedestrian Accommodation

- » Bike lane and/or shared lane; LTS 2-4
- » Sidewalks throughout

Traffic Volumes

- » 8,672 vehicles/day at Wines Drive

Existing (Miller Avenue at 7th Street)



Existing (Miller Avenue at midblock crossing)



Proposed (Miller Avenue at 7th Street)



Proposed (Miller Avenue at midblock crossing)



Washtenaw Avenue

Stadium Boulevard to US-23

Objectives:

- » Address safety incidents at intersection and non-intersection locations
- » Incorporate transit priority elements
- » Facilitate crossings and alleviate short vehicle trips where possible

Current Conditions

Crashes (2014-2018)

- » 1,056 total crashes
- » 3 pedestrian or bicyclist serious injuries

Transit Service

- » 3 AAATA Routes (24, 4A/B, 66)

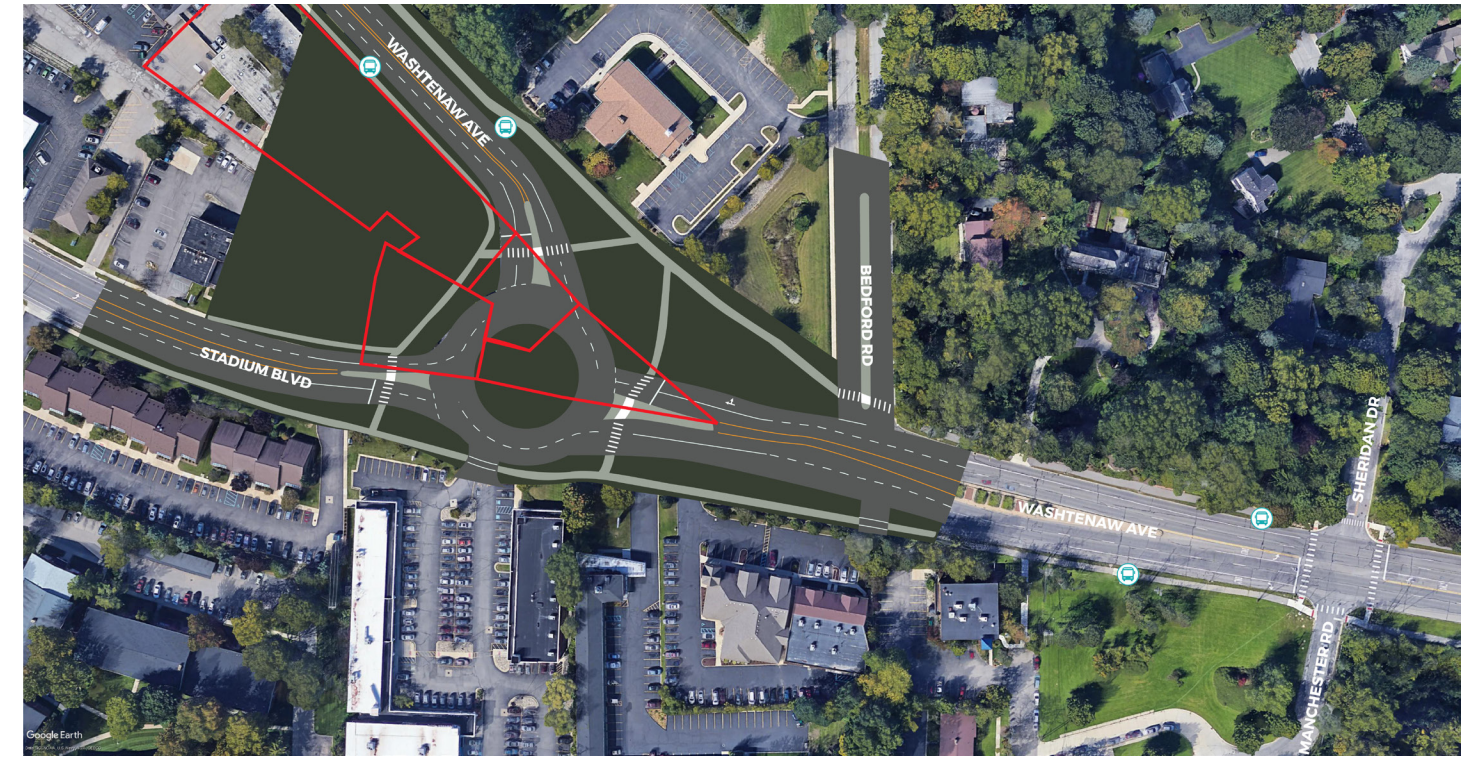
Bicycle and Pedestrian Accommodation

- » LTS 3
- » Sidewalks throughout

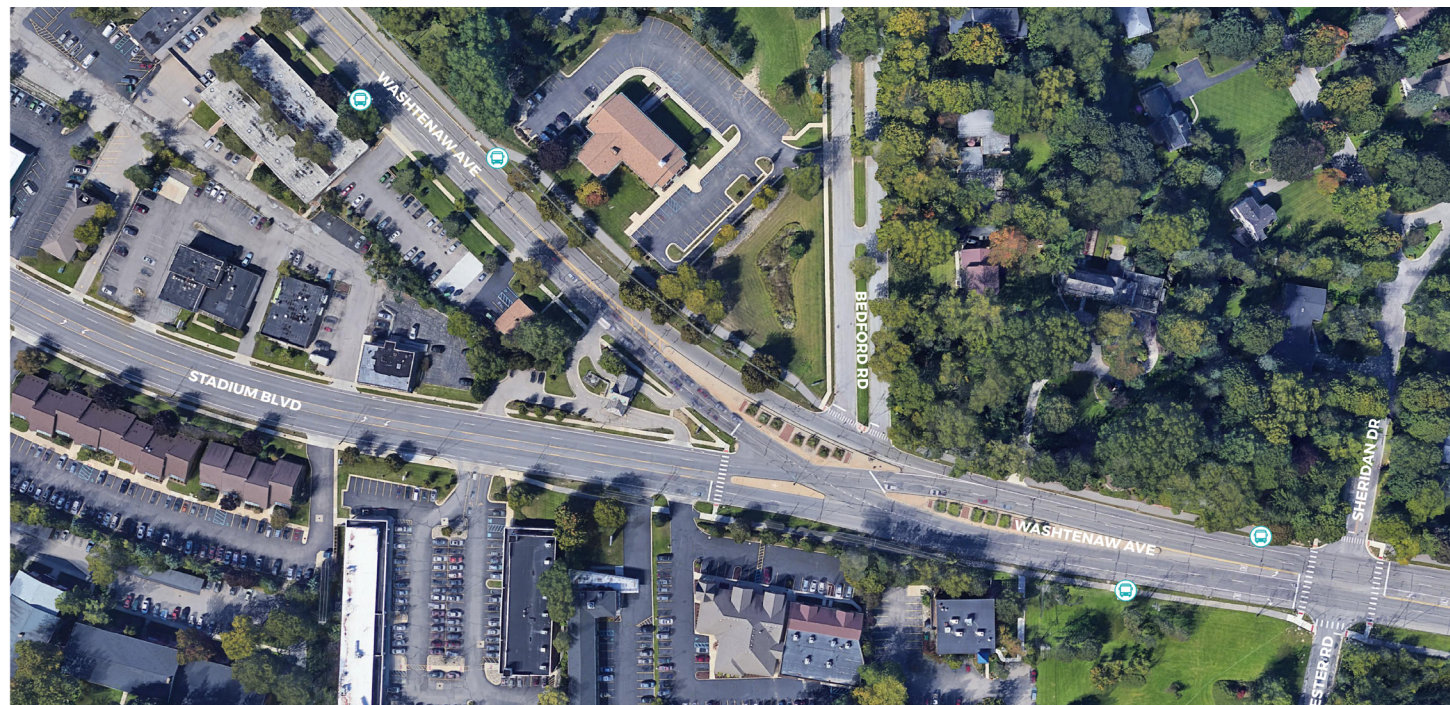
Traffic Volumes

- » 15,000 - 31,600 vehicles/day

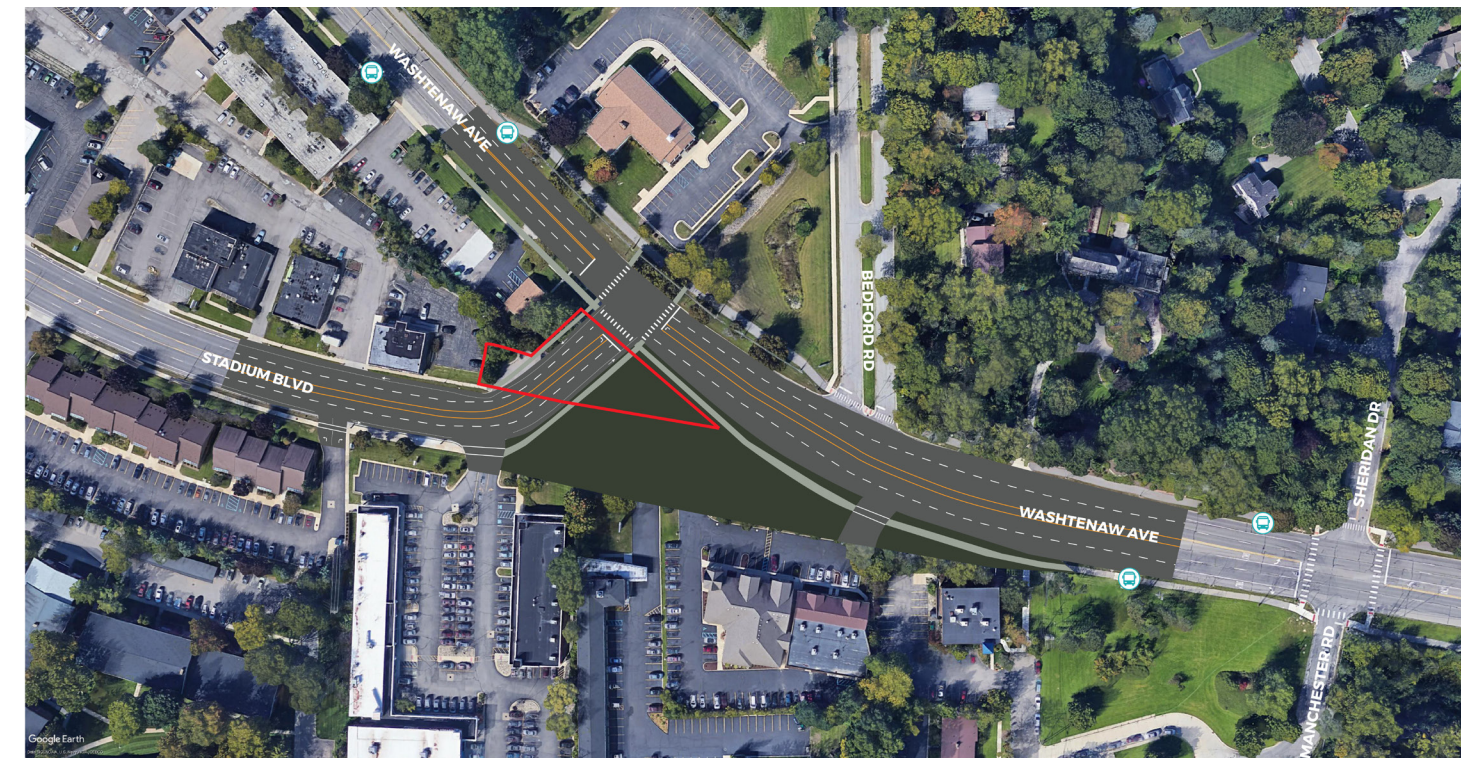
Proposed Roundabout Option (Washtenaw Avenue & Stadium Boulevard)



Existing (Washtenaw Avenue & Stadium Boulevard)

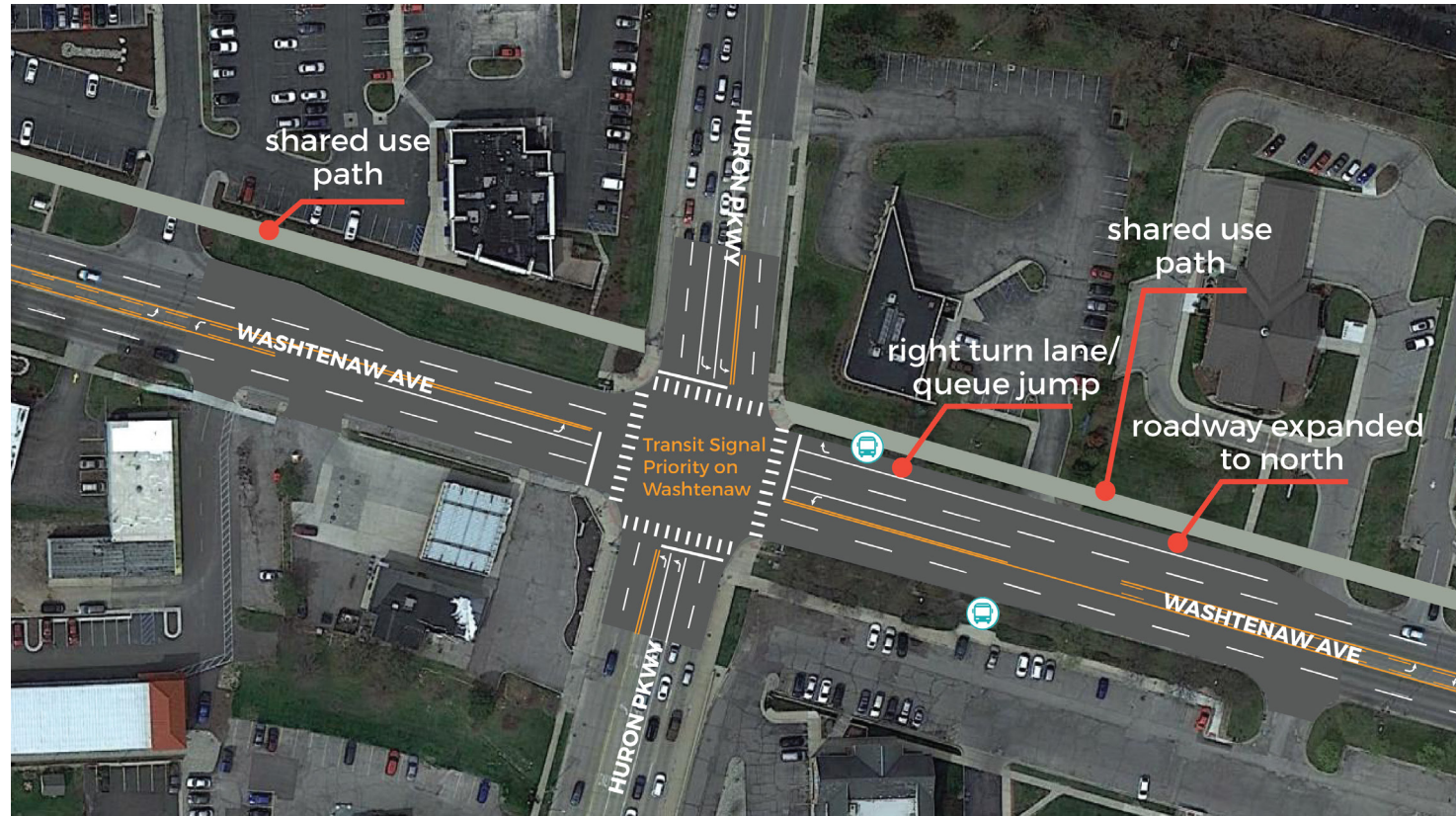


Proposed T-intersection Option (Washtenaw Avenue & Stadium Boulevard)

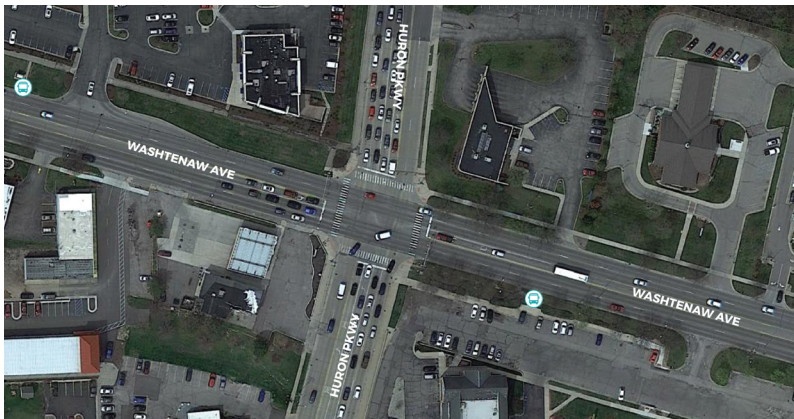


Washtenaw Avenue Stadium Boulevard to US-23

Proposed (Washtenaw Avenue & Huron Parkway)



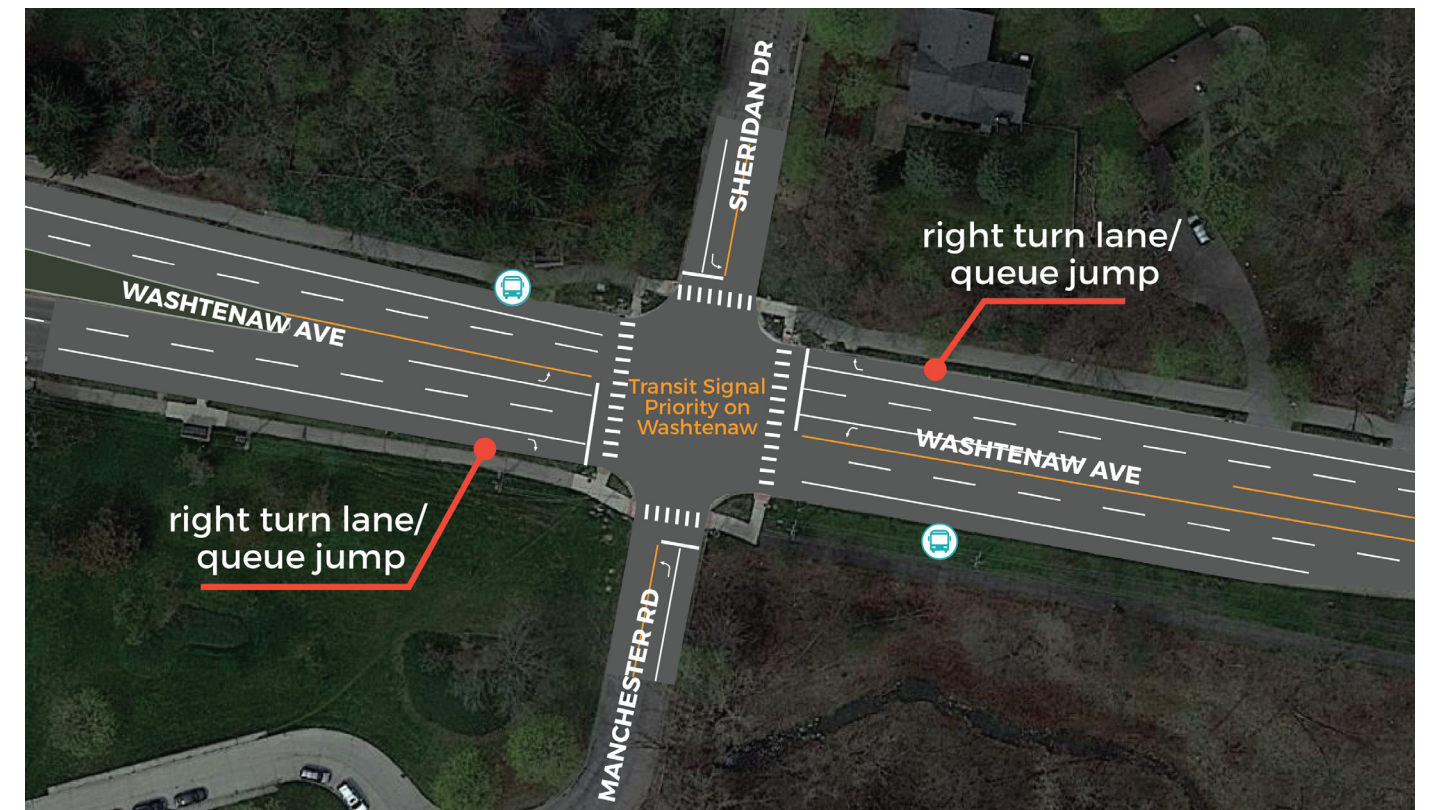
Existing (Washtenaw Avenue & Huron Parkway)



Existing (Washtenaw Avenue & Manchester Road)



Proposed (Washtenaw Avenue & Manchester Road)



Plymouth Road

Murfin Avenue to US-23

Primary objectives:

- » Provide a continuous and more comfortable bike route
- » Provide safer and more comfortable connections for pedestrians across Plymouth
- » Improve transit accommodations

Current Conditions

Crashes (2014-2018)

- » 707 total crashes
- » 4 pedestrian or bicyclist serious injuries

Transit Service

- » 3 AAATA Routes (22, 23A/B, 65)

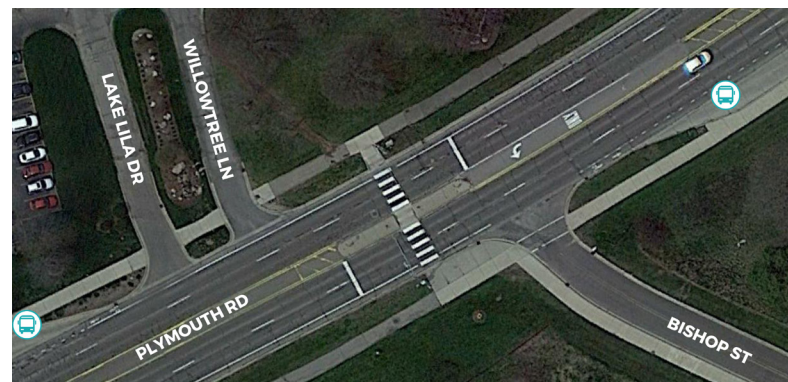
Bicycle and Pedestrian Accommodation

- » Bike lane and/or sidepath
- » Sidewalks
- » Bike Level of Traffic Stress (LTS) 3-4

Traffic Volumes

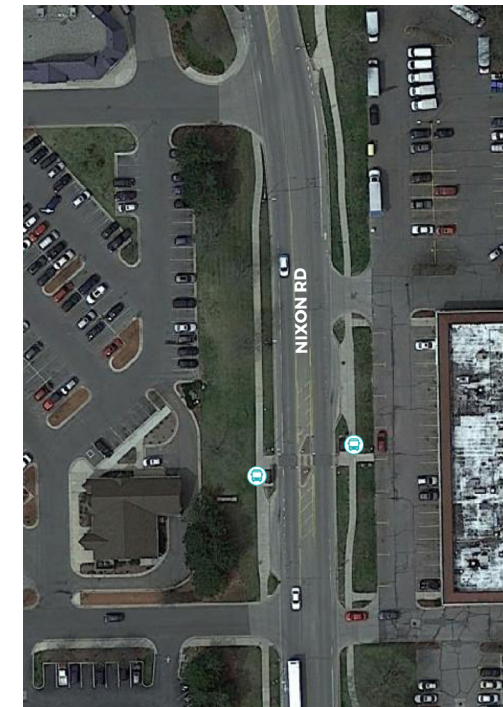
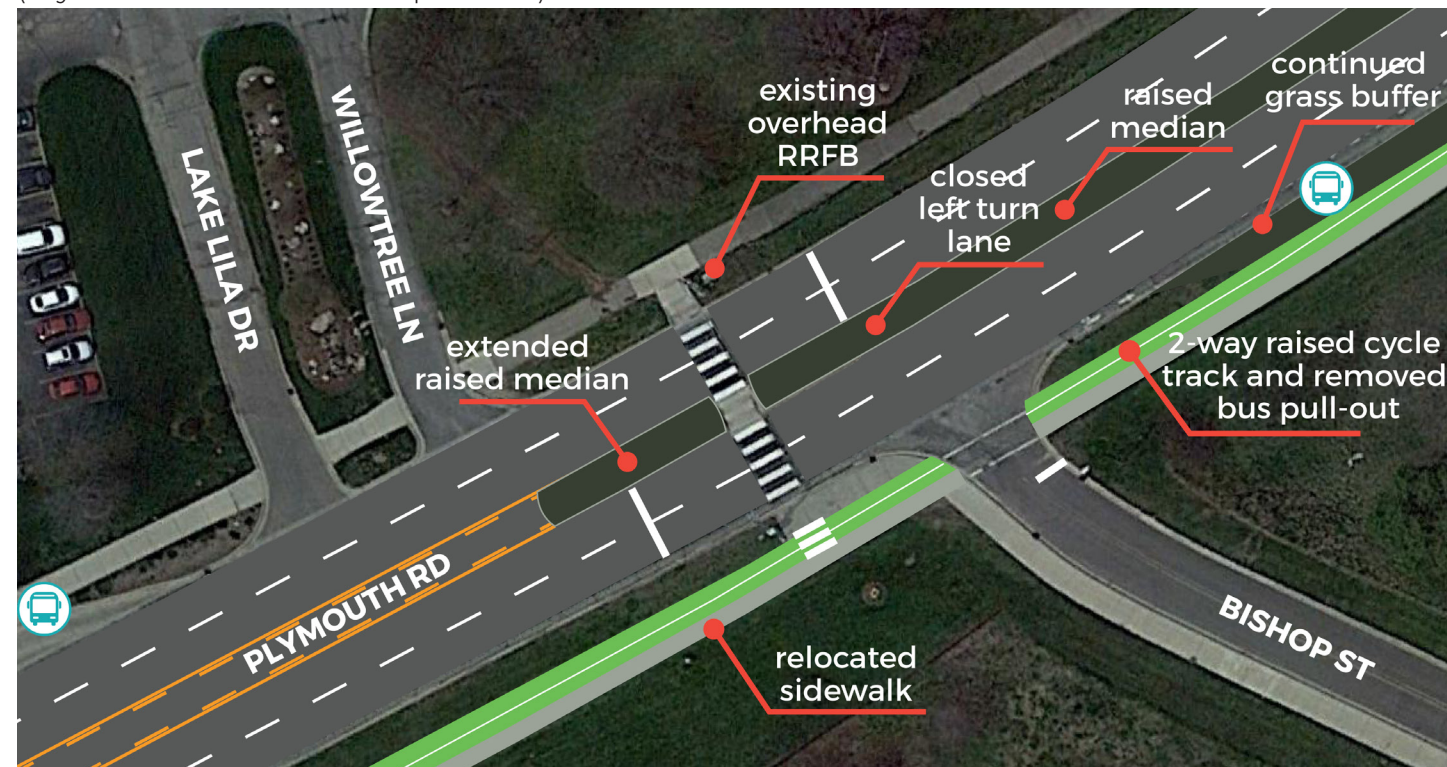
- » Pedestrian counts range from ~700/day at Murfin Avenue to ~500/day between Nixon to Huron Parkway to ~60/day at Green Road
- » 25,000 - 27,000 vehicles/day

Existing (Plymouth Road at Bishop Street)

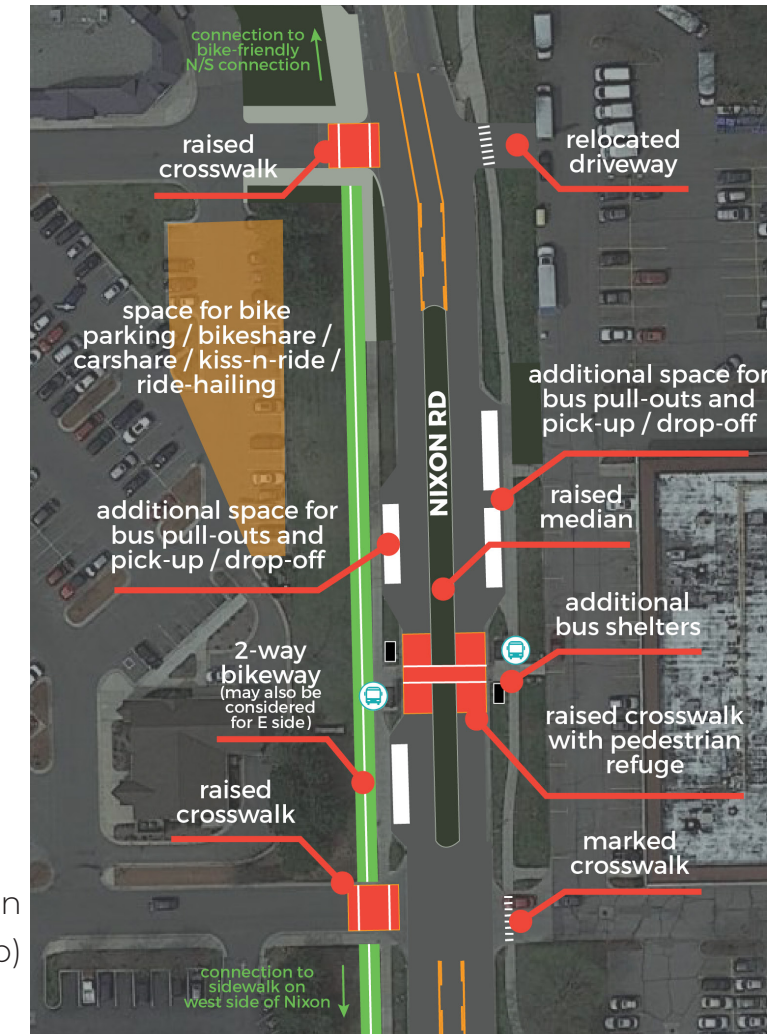


Proposed (Plymouth Road at Bishop Street)

(Plymouth Road at Bishop Street)

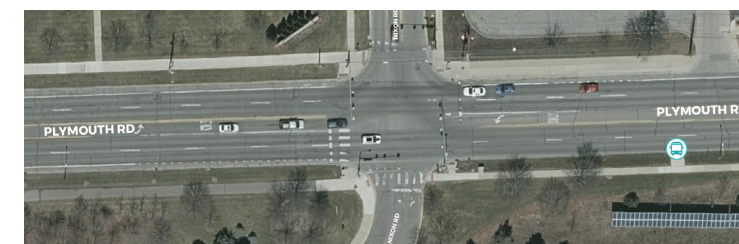


Existing (Nixon Road Bus Stop)

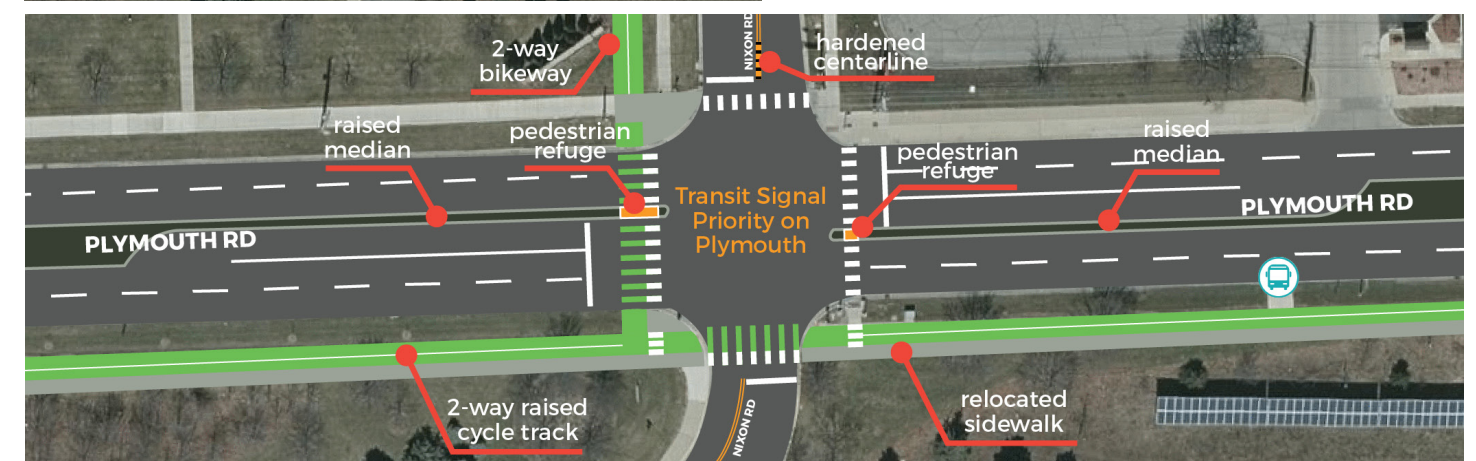


Proposed (Nixon Road Mobility Hub)

Existing (Plymouth Road at Nixon Road)



Proposed (Plymouth Road at Nixon Road)



S. Main Street

Huron Street to Ann Arbor-Saline Road

Objective: Prioritize completing a bike route and improving pedestrian safety and comfort

Current Conditions

Crashes (2014-2018)

- » 837 total crashes
- » 2 pedestrian or bicyclist serious injuries

Transit Service

- » 5 AAATA Routes (24, 25, 26, 28A/B, 64)

Bicycle and Pedestrian Accommodation

- » Bicycle LTS 3-4
- » Sidewalks throughout

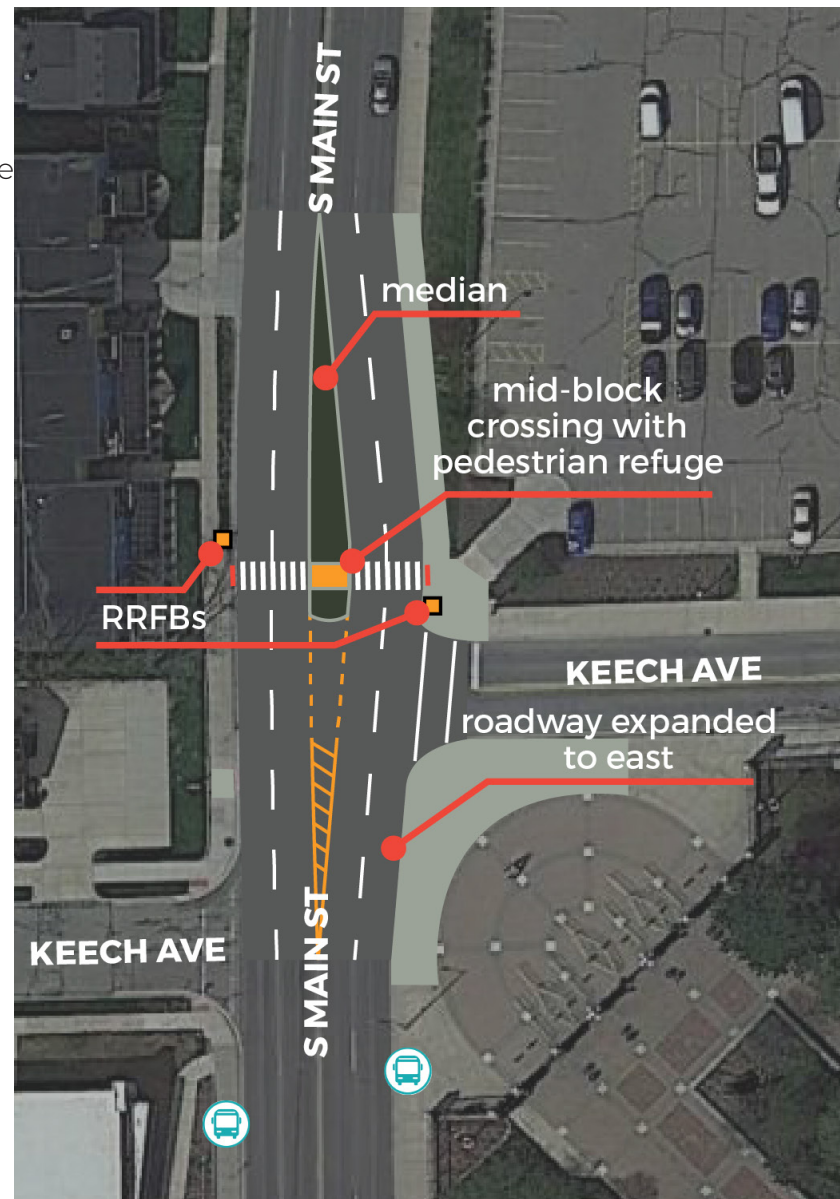
Traffic Volumes

- » 26,948 vehicles/day at Ann Arbor-Saline Road
- » 23,531 at Stadium Boulevard
- » 11,506 at William Street

Existing (Main Street at Keech Avenue)



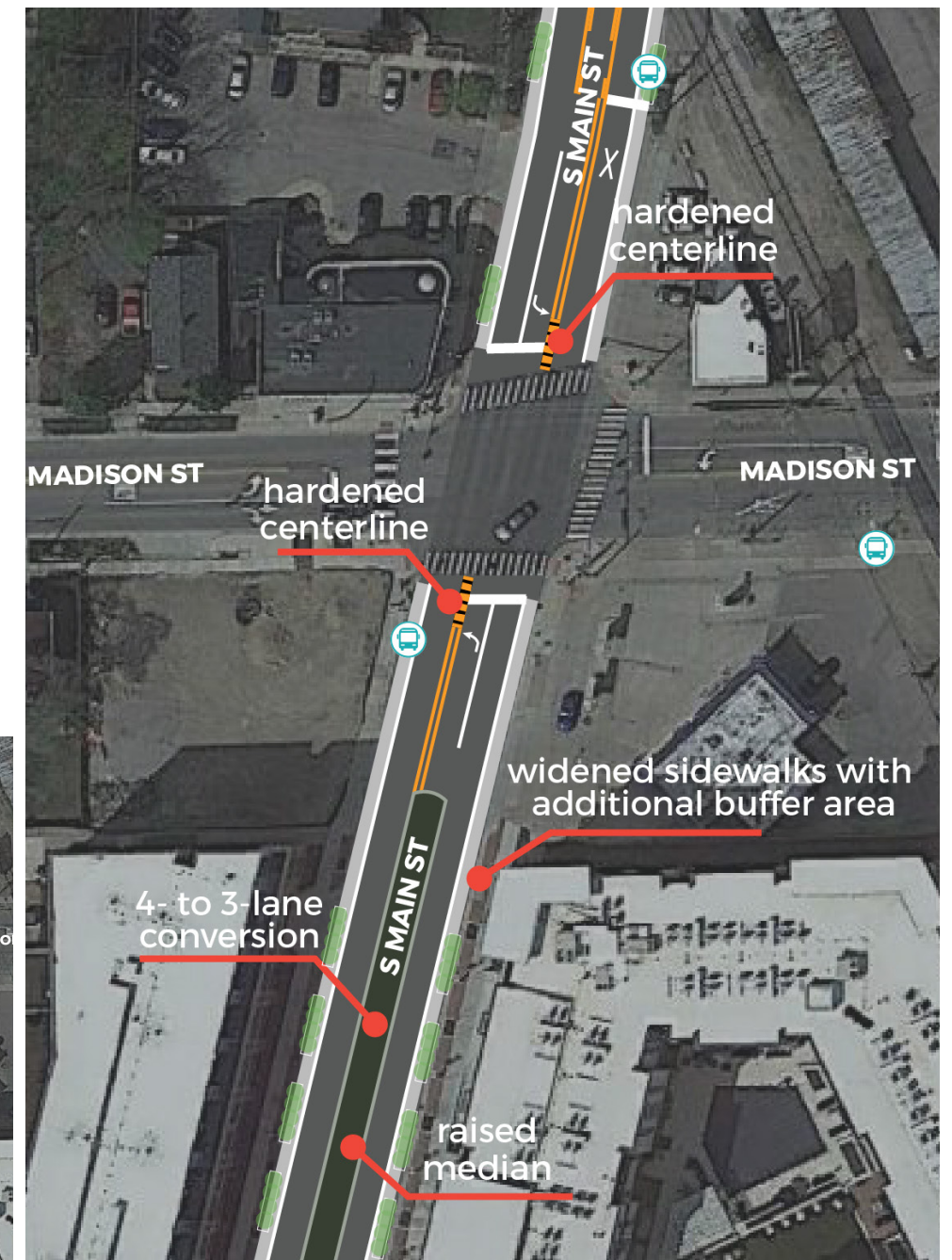
Proposed (Main Street at Keech Avenue)



Existing (Main Street at Madison Street)



Proposed (Main Street at Madison Street)



S. Main Street

Huron Street to Ann Arbor-Saline

Proposed

(Main Street at William Street)



Existing (Main Street at William Street)

