LOW TARGET SPEEDS - DESIGNING FOR SAFETY

Target Speeds

Road designs influence driver perception. Wide roads with many lanes make higher speeds feel comfortable. Narrower road deigns with buses, bicycling, and pedestrian features constrain vehicle speeds, reducing the kinetic energy that causes severe crashes. The A2R2 project will set target speeds and design the roadway within the existing curbs to meet the lowered target speed and advance Vision zero goals.

What is a target speed

The target speed is the speed at which drivers should operate on a roadway given the intended safety, context, and function of that street — not necessarily the speed limit. It represents the desired operating speed that aligns with the street's purpose, surrounding land uses, and safety goals for all users.

How to set the target speed

The most important determinant of a target speed is the context. The City's Comprehensive Land Use Plan (CLUP) envisions the transformation of many of these corridors into walkable streets that serve residents and local businesses.

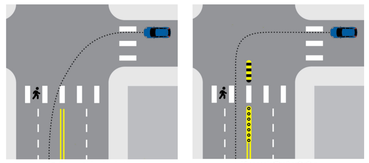
How to achieve the target speed

Reinforcing the target speed needs to be a primary intent of street design projects. Target speeds can be reinforced using a variety of tools, depending on the street's role and function in the network.

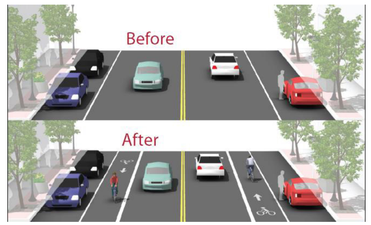
- **Roundabouts**
- **Narrower lane widths**
- **Protected intersections**
- **Hardened centerlines**
- **Medians**
- **Signal timing progression to reinforce target speed**
- **On-street parking**
- **Streetscape design that reinforces an urban, walkable context**
- **Repurpose travel lanes for bicycle, pedestrians and bus uses**

Roadway Safety Toolkit

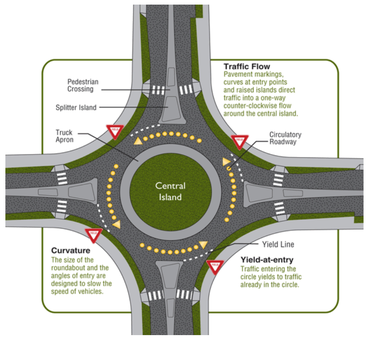
Hardened Center Lines



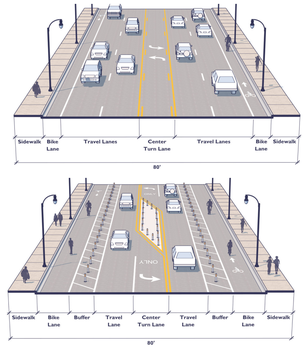
Narrow Lanes



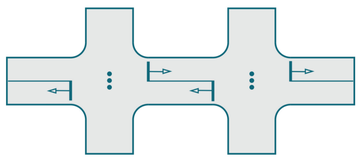
Roundabouts



Fewer Travel Lanes



Signal Progression for Target Speed

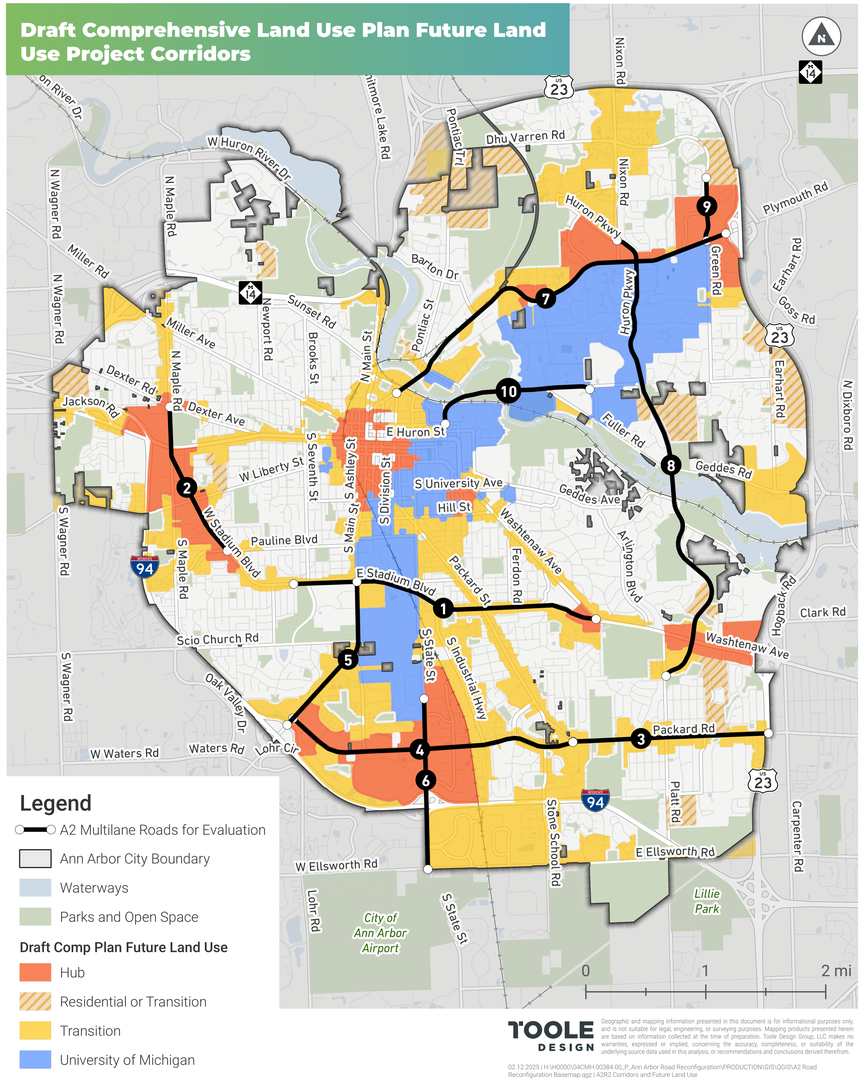


Signals timed to a street's target speed can create lower speeds along a corridor.

Pedestrian Median Refuge Islands



Draft Comprehensive Land Use Plan Future Land Use Project Corridors



Legend

- A2 Multilane Roads for Evaluation
- Ann Arbor City Boundary
- Waterways
- Parks and Open Space

Draft Comp Plan Future Land Use

- Hub
- Residential or Transition
- Transition
- University of Michigan

TOOLE DESIGN

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02.12.2025 | H:\40000\04CMH.00384.00_P_Ann Arbor Road Reconfiguration\PRODUCTION\GIS\QGIS\A2 Road Reconfiguration Basemap.qgz | A2R2 Corridors and Future Land Use

Speed, capacity and throughput

Traffic moves most efficiently at a slow, steady speed. Speeds interrupted by stopping at signals,is less efficient for accommodating high traffic flows and more likely to lead to crashes. Safe and efficient vehicle movement should be a priority in establishing a target speed.

Draft Comprehensive Land Use Plan Conceptual Land Use Transect

Hub	Transition	Transition	Residential
Scale and intensity of use: **Large-scale, high-rise**	Scale and intensity of use: **Medium-scale, 3 stories to high-rise depending on context**	Scale and intensity of use: **Medium-scale, 3 stories to high-rise depending on context**	Scale and intensity of use: **Small-scale, 3 stories and under**



Low target and design speeds mean everyone can get home safe.