PROJECT INTRODUCTION

WHAT'S HAPPENING?

The Ann Arbor Roadway Rightsizing (A2R2) project is developing and applying an approach for **evaluating rightsizing opportunities on arterial streets**. Rightsizing means matching the design and allocation of street space to safety, community goals, and the transportation needs of each corridor. This may include reallocating general-purpose vehicle lanes for walking, bicycling or transit, or making other changes to reduce speeds and improve safety while retaining existing through lanes. In pursuit of the City's Vision Zero and Carbon Neutralilty goals, the City recognizes that:

1. **Vehicle speed** is a major factor for how likely and how severe a traffic crash will be.
2. People **walking and bicycling** are involved in an outsize proportion of severe crashes.
3. People need to feel **safe and confident** walking, bicycling, and using transit in order to meet these goals.

The City of Ann Arbor Moving Together Towards Vision Zero Transportation Plan recognizes that a disproportionate number of severe crashes occur on **higher speed, wide arterial streets and intersections.**

Understanding this, in November 2023, City Council passed Resolution R-23-415: Resolution to Accelerate Safety Improvements on Multilane Roads. This resolution directed the City Administrator and City Staff to **develop a plan for evaluation of rightsizing all existing multilane roads under the City's jurisdiction by 2030.**

WHY NOW?

In 2021, the City of Ann Arbor adopted the Moving Together Towards Vision Zero Comprehensive Transportation Plan, which is organized around achieving two big goals:

VISION ZERO

Vision Zero:
No one dies or is seriously injured on Ann Arbor's streets

CO_2 NEUTRAL

Carbon Neutrality:
Through reduced car dependence and electrification

What guides this study:

Adopted City goals for safety, walking, accessibility, bicycling, transit, climate, and transportation.

What A2R2 is providing:

A consistent way to evaluate the corridors, recommendations for each segment, and early design ideas to guide future projects.

What future projects will decide:

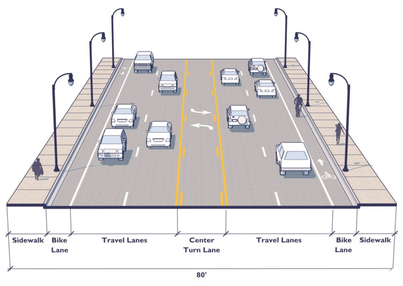
The exact design of lanes, intersections, crossings, access, transit and bicycle facilities, traffic management, and construction timing.

WHAT IS ROADWAY RIGHTSIZING?

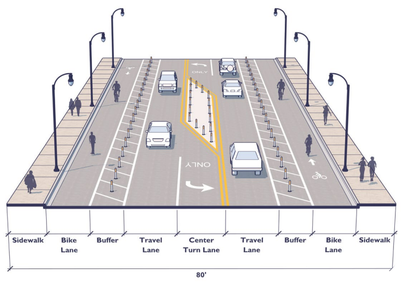
Rightsizing refers to repurposing motor vehicle travel lanes where under-used lane capacity allows drivers to speed and make risky maneuvers. Roadway rightsizing has many **benefits**, including:

- Reducing vehicle speeds
- Adding dedicated space for bicycling
- Adding dedicated space for buses which reduces bus travel times
- Reducing the length of pedestrian and bicyclist crossings
- Better organizing motor vehicle traffic flow
- Creating better visibility between people driving, walking, and bicycling which reduces the risk of crashes at intersections
- Eliminating the possibility of "multiple threat" type crashes at midblock crosswalks where one driver stops for the person walking crossing the street but the driver in the next lane does not stop and strikes the person walking as they are crossing the street.

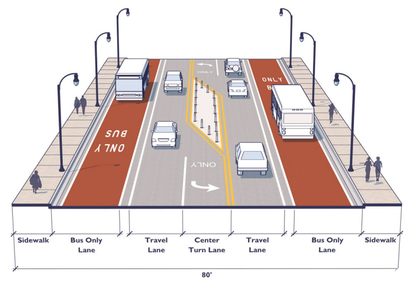
The A2R2 study is repurposing space within the existing curbs so the designs can be built faster and at a lower cost than reconstructing the roadway and moving the curbs. Two common examples of potential roadway rightsizing scenarios are shown below.



Existing 5-lane street



Rightsized street with 3 lanes and separated bike lanes



Rightsized street with 3 lanes and dedicated bus lanes

TIMELINE

Summer '25
Project Kick-off

Fall '25
Community Engagement Phase I

Winter - Spring '26
Roadway Rightsizing Analysis & Concept Development

We are here!

Fall '26
Community Engagement Phase II

Winter '26
Final Report