A2 R2 ANN ARBOR ROADWAY RIGHTSIZING PROJECT

PROJECT BACKGROUND

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 – No one dies or is seriously injured on Ann Arbor's streets
- Carbon Neutrality – through reduced car dependence and electrification

In pursuit of these goals, the City recognizes that:

- Vehicle speed is a major factor for how likely and how severe a traffic crash will be,
- People walking and bicycling make up an outsize proportion of severe crashes, and
- People need to feel confident and capable to move outside of a large vehicle in order to meet these goals.

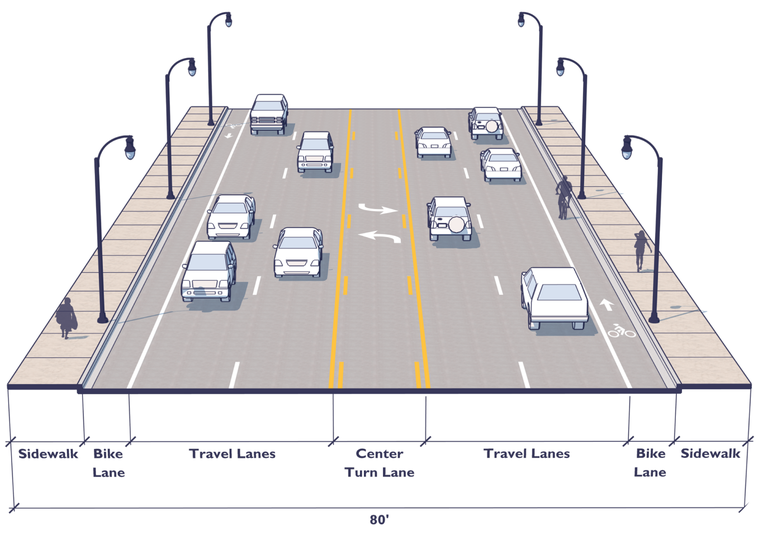
PROJECT DETAILS

The Roadway Rightsizing Project will evaluate the feasibility of "rightsizing" arterial streets to make them safer. Rightsizing refers to reconfiguring traffic lanes where under-used lane capacity enables risky driving behavior. Roadway rightsizing reduces vehicle speeds, increasing safety for all. In addition to safety, the space can be used for bus lanes, separated bicycle lanes, and shorter pedestrian crossings.

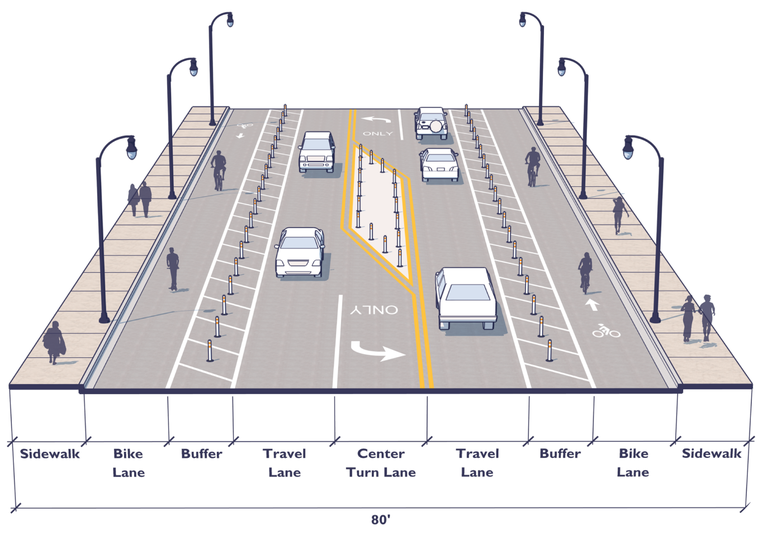
ROADWAY RECONFIGURATION EXAMPLE

The example below shows how a typical multilane roadway in Ann Arbor could be adapted to achieve different city goals.

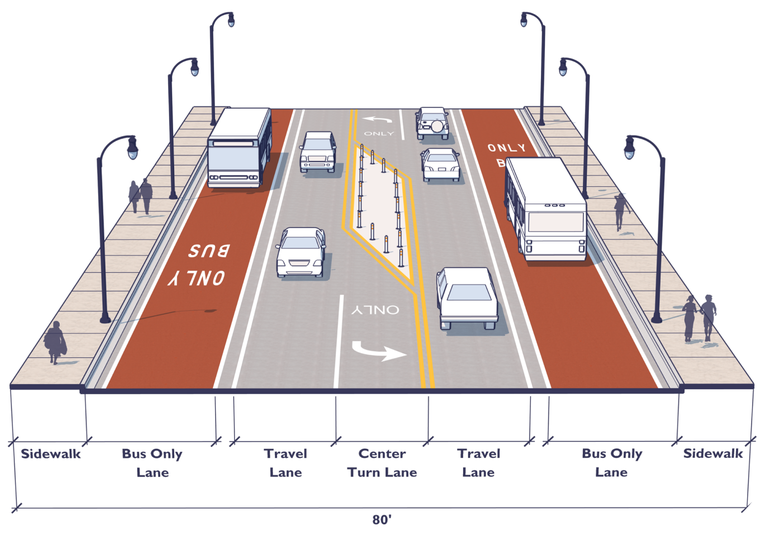
- **Vision Zero Safety**: By reducing the vehicle lanes from 2 in each direction to 1 in each direction, speeds are reduced and safety is substantially improved.
- **Protected Bicycle Lanes:** By providing high comfort bicycle lanes, an appealing bicycle network can be established.
- **Transit Performance:** By providing bus lanes where the frequency and ridership is high, the efficiency and experience can be greatly improved.
- **Within Curbs:** A2R2 will design new road uses within the existing curbs so that the design can be built faster and with less expense than changing curb widths.



EXISTING



PROTECTED BICYCLE LANES



DEDICATED BUS LANES

TIMELINE

Summer '25

Project Kick-off

Fall '25

Community Engagement Phase I

Winter - Spring '26

Roadway Rightsizing Analysis & Concept Development

Spring '26

Community Engagement Phase II

Summer '26

Final Report