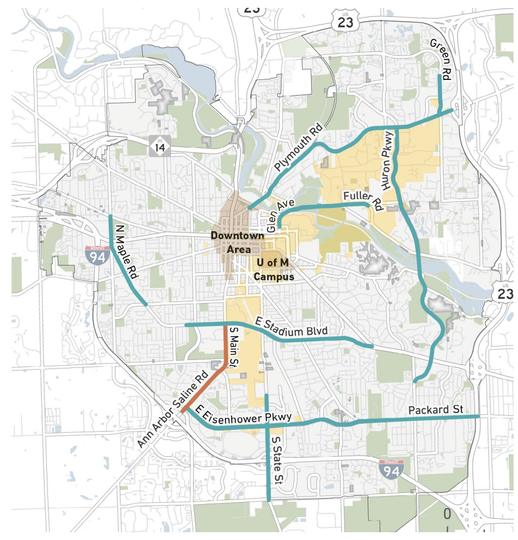
CORRIDOR RECOMMENDATIONS
5. S MAIN STREET/ ANN ARBOR-SALINE ROAD

- **5A:** Stadium Blvd to S Main St/Ann Arbor-Saline Rd
- **5B:** Ann Arbor-Saline Rd/S Main St to I-94

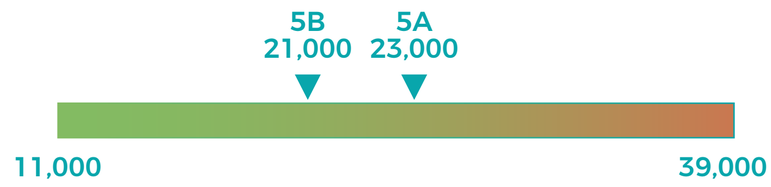


CORRIDOR 5: S MAIN ST/ ANN ARBOR-SALINE RD

CORRIDOR CONTEXT

TRAFFIC AND SAFETY DATA

AVERAGE WEEKDAY CARS ON THE ROAD



CRASH RATES

(fatal or serious injury crashes per mile per year)

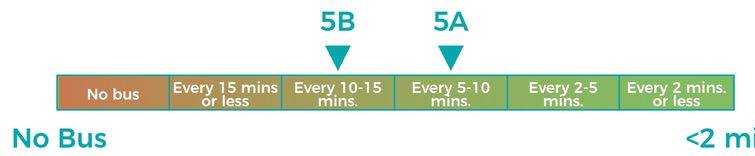
(2021-2025)



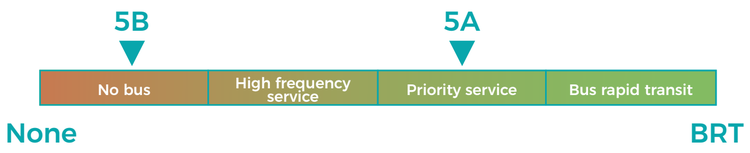
BIKE FACILITY TYPE



EXISTING WEEKDAY TRANSIT FREQUENCY



THE RIDE 2045 PROPOSED TRANSIT PRIORITY LEVEL



DRIVING SPEEDS



Target



5A: Posted



5B: Posted



Actual (85th percentile)

ENGAGEMENT THEMES

- Engagement feedback included **strong safety concerns and concerns about traffic operations associated with lane reductions.**
- Concerns about **speeding, unsafe turning movements, and unsafe pedestrian and bicyclist crossings** due to the high driving speeds.
- Hospital, school, and event traffic heighten concerns about **operations and emergency access**.

NEXT STEPS

Segment 5B, between I-94 and Main Street, is scheduled for resurfacing in 2029. A2R2 identifies this as a Potential segment for repurposing the outside travel lanes as buffered bike lanes. The resurfacing project will evaluate and refine this direction through detailed design and traffic analysis.

CORRIDOR RECOMMENDATIONS

OBJECTIVES

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

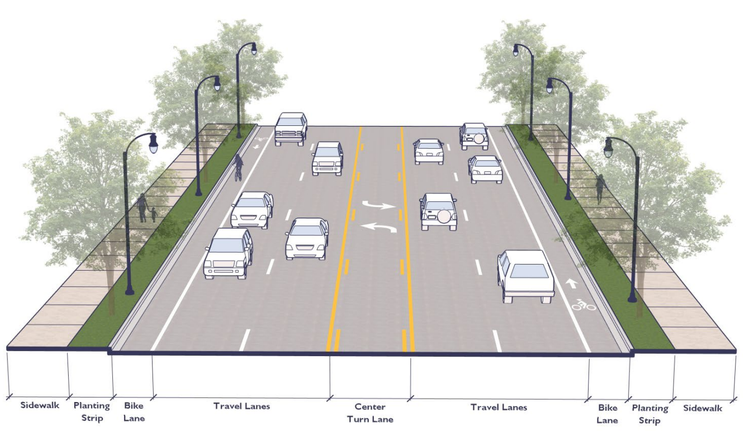
RATIONALE

CURRENT CONDITIONS

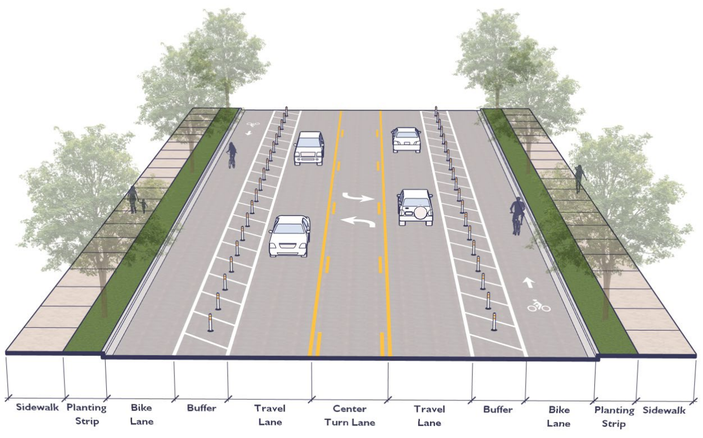
High vehicle speeds, long crossings, and multiple through lanes create safety concerns along the corridor. School, event, hospital, transit, and emergency traffic also create unusual peak demands. Both segments are Potential, meaning lane reallocation may work but requires additional design and traffic analysis.

WHAT THIS DESIGN ACHIEVES

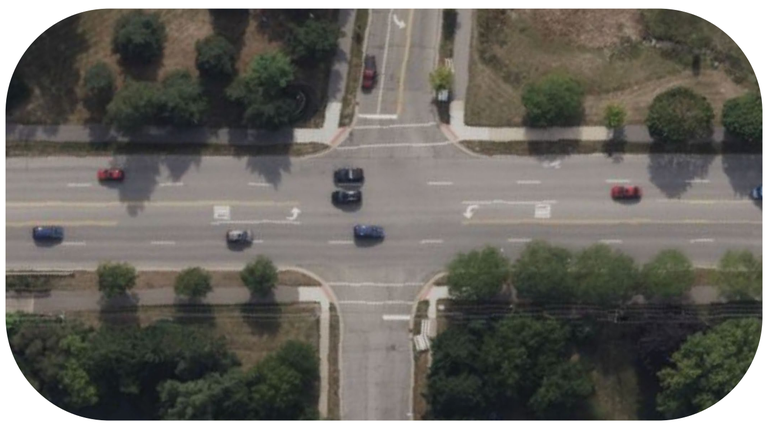
Reallocating outside through lanes can reduce passing opportunities, support lower speeds, simplify crossings, and create space for buffered bicycle lanes. A center turn lane can better organize turning movements while future design addresses peak traffic, event conditions, and emergency access.



ANN ARBOR-SALINE RD: EXISTING



ANN ARBOR-SALINE RD: PROPOSED



ANN ARBOR-SALINE RD & W OAKBROOK DR: EXISTING



ANN ARBOR-SALINE RD OAKBROOK DR & : PROPOSED