PROJECT PURPOSE AND SCOPE

WHAT IS THE SCOPE OF THIS PROJECT?

The Ann Arbor Roadway Rightsizing project (A2R2) is studying 10 of the City's multi-lane streets at the same time to evaluate the opportunity to redesign these streets in a way that reduces vehicle speeds, improves safety, and enhances connections for people walking, bicycling, and taking transit.

WHAT IS OUR PROJECT APPROACH

A2R2 evaluates 30 segments across ten corridors. **Safety** is the primary design objective. Traffic volumes help show how difficult it may be to reduce driving lanes and what additional work may be needed. These categories describe the difficulty of reducing driving lanes—not whether safety improvements are needed.

- **Opportunity segments:** Vehicle volumes can generally be served by a three-lane street throughout the day. **Lane reallocation can move forward while future design addresses other corridor needs.**
- **Potential segments:** Vehicle volumes exceed what a typical three-lane street can serve during a few busy hours. **Lane reallocation may still work, but more design and traffic analysis are needed.**
- **Challenge segments:** Vehicle volumes exceed what a typical three-lane street can serve for many hours. **Larger driving lane reductions are harder today, but near-term design should still improve safety and lower speeds while identifying what could make greater reallocation possible later.**

WHAT ARE OUR RECOMMENDATIONS?

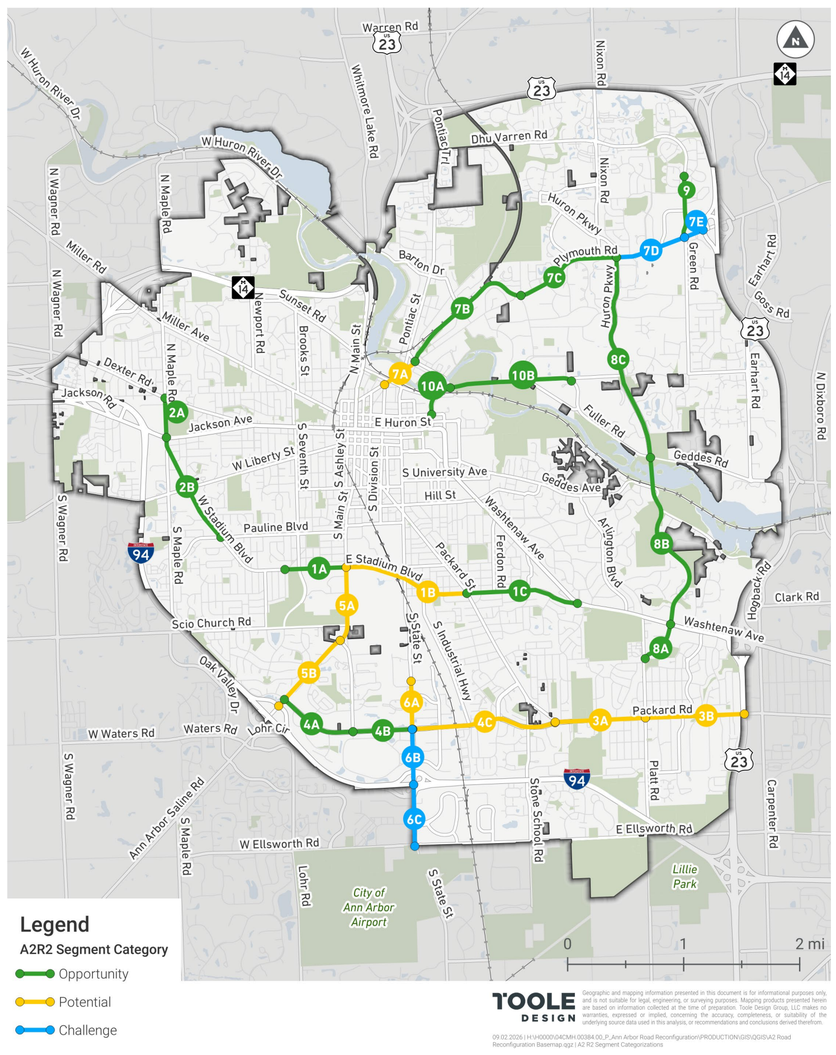
Where driving lanes can be reallocated, the map shows what that space is recommended to support—transit, bicycling, or both. Where larger lane reductions are not recommended now, the map identifies segments where future work should focus on intersection and roadway design changes to reduce speeds and conflicts.

HOW WILL THIS AFFECT THE CITY'S APPROACH TO RIGHTSIZING MOVING FORWARD?

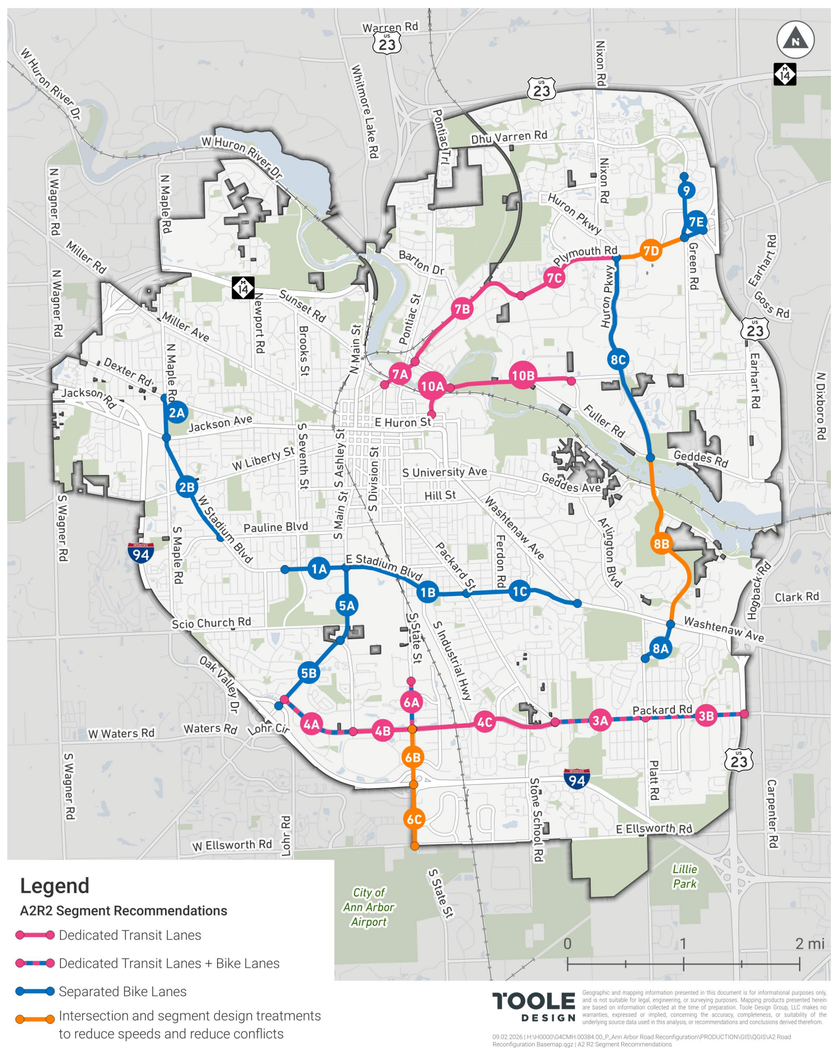
The study combines the screening results with safety needs, target speeds, adopted bicycle and transit plans, land-use context, and other corridor conditions to identify a recommended direction for each segment. Where motor vehicle travel lanes can be reallocated, the map shows a recommendation for repurposing that space for transit, bicycling, or both. Where lane repurposing is not recommended now, the map identifies segments where future work should focus on intersection and roadway design changes to reduce speeds and conflicts.

The City of Ann Arbor has a long history of roadway rightsizing projects including these examples from the last decade:

- **Liberty St** from Maple Rd to Stadium Blvd (2026)
- **Pauline Blvd** from S Seventh St to S Main St (2025)
- **S Fifth Ave** from E William St to E Madison St (2025)
- **Platt Rd** from Huron Pkwy to Packard St (2024)
- **Earhart Rd** from Glacier Hills Dr to Greenhills Rd (2023)
- **S Main St** from William St to Stadium Blvd (2022)
- **Packard Rd** from E Eisenhower Pkwy to US-23 (2022)
- **Miller Ave/Catherine St** from N First St to N Division St (2021)
- **S Industrial Hwy** from Stimson St to E Eisenhower Pkwy (2021)
- **Division St** from E William St to Catherine St (2021)
- **N Maple Rd** from Dexter Ave to M-14 (2017)
- **Jackson Ave** from N Maple Rd to W Huron St (2015)



MAP 1: SEGMENT CATEGORIZATION



MAP 2: SEGMENT RECOMMENDATION

Since the first city roadway rightsizing project in 2005, Ann Arbor's approach to roadway rightsizing has evolved from asking whether roadway space could be reallocated with little effect on peak-hour motor vehicle delay towards considering how the public right-of-way should be used to achieve our Vision Zero and Carbon Neutrality goals, while continuing to identify and manage locations where reduced vehicle capacity could create significant operational or safety problems.

The new roadway rightsizing evaluation method developed for this A2R2 study will continue to be used to evaluate roadway rightsizing opportunities in the future.