What is A2R2?

Ann Arbor Roadway Rightsizing (A2R2)

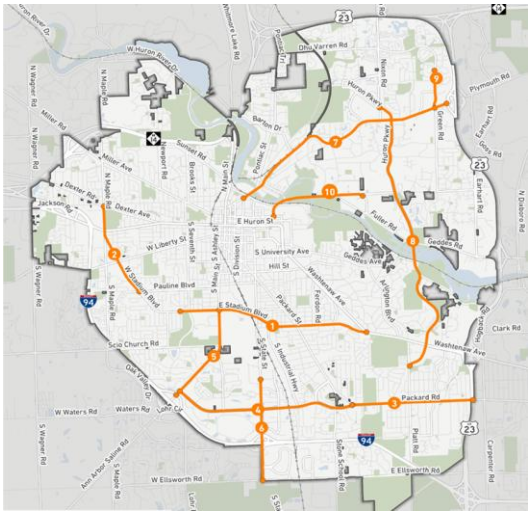
A consistent approach for evaluating roadway rightsizing opportunities on the City's multilane arterial streets.

Ann Arbor's transportation plans call for eliminating fatal and serious traffic injuries and making walking, bicycling, and transit practical transportation choices. In 2023, City Council directed staff to develop a plan to evaluate all City-owned multilane roads for possible reconfiguration by 2030. A2R2 carries out that direction by evaluating the City's ten multilane corridors together and establishing a consistent approach for future roadway-rightsizing decisions.

Multiple through lanes can support higher speeds and passing while making pedestrian crossings longer and more complex. Where feasible, A2R2 evaluates reducing or reallocating through lanes to address these safety risks and create space for walking, bicycling, and transit improvements.

What A2R2 is doing

- Evaluates **10 City-owned multilane corridors across 30 segments**.
- Puts **safety first**, while considering walking/accessibility, bicycling, transit, access, emergency services, and vehicle operations.
- Establishes **target speeds** and identifies design directions that support them.
- Provides a **consistent method** the City can use as future resurfacing, reconstruction, and corridor projects advance.



The A2R2 method

Safety + target speed
Adopted plans + corridor context
Traffic conditions + public input

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Opportunity / Potential / Challenge screening

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Recommended design direction

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Future project design and engagement

A2R2 provides

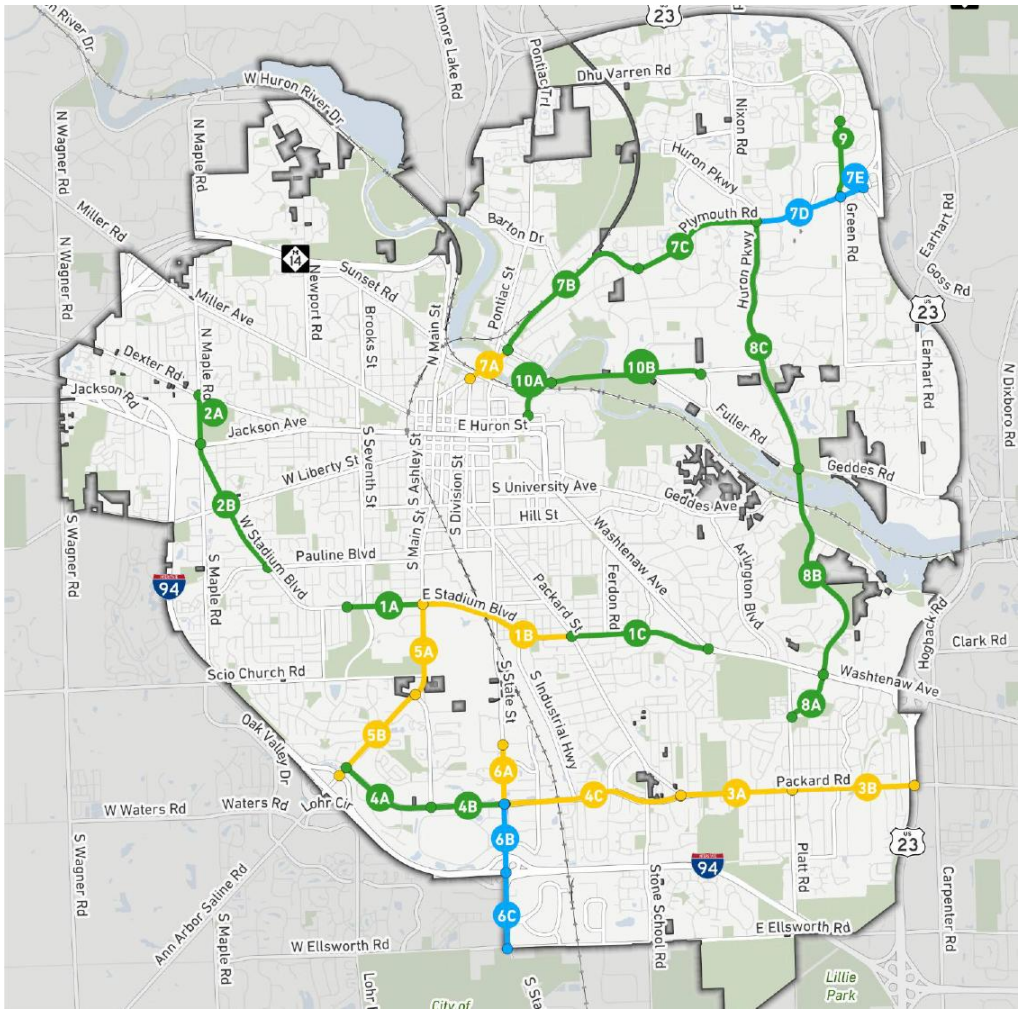
- a consistent evaluation method;
- a screening result for each segment
- a recommended design direction
- key intersections and issues for further study
- a starting point for future capital projects.

A2R2 does not complete final engineering design. Exact lane geometry, intersections, crossings, access, transit treatments, construction details, and implementation timing will be refined through future project design and project-specific engagement.

What the evaluation shows

The ten corridors do not have the same answer. Some segments can be reconfigured relatively easily. Others have clear safety and multimodal opportunities but require more work at busy intersections or peak periods. On the most constrained segments, A2R2 recommends targeted speed, crossing, intersection, bicycle, transit, or access improvements while identifying what would need to change before greater lane reallocation could occur.

- **Opportunity:** current traffic generally fits a three-lane street.
- **Potential:** a few busy hours or intersections need additional design and analysis.
- **Challenge:** larger lane reductions are difficult under current traffic conditions; near-term work should still address speeds, crossings, and conflicts.



A2R2 segment screening: **Opportunity** / **Potential** / **Challenge**

These categories describe how difficult lane reallocation may be—not whether safety improvements are needed.

What happens next?

Some A2R2 recommendations are already informing projects advancing toward design or construction in 2027–2029. Others will enter the Capital Improvements Plan, future corridor studies, or later resurfacing and reconstruction projects. Project-specific design and engagement will provide additional detail as each project advances.

Learn more and provide feedback:

A2R2 Engage page - https://engage.a2gov.org/a2r2

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