



ANN ARBOR
MOVING
TOGETHER

TOWARDS VISION ZERO



Multi-lane Road Reconfiguration Evaluation: Proposed Work

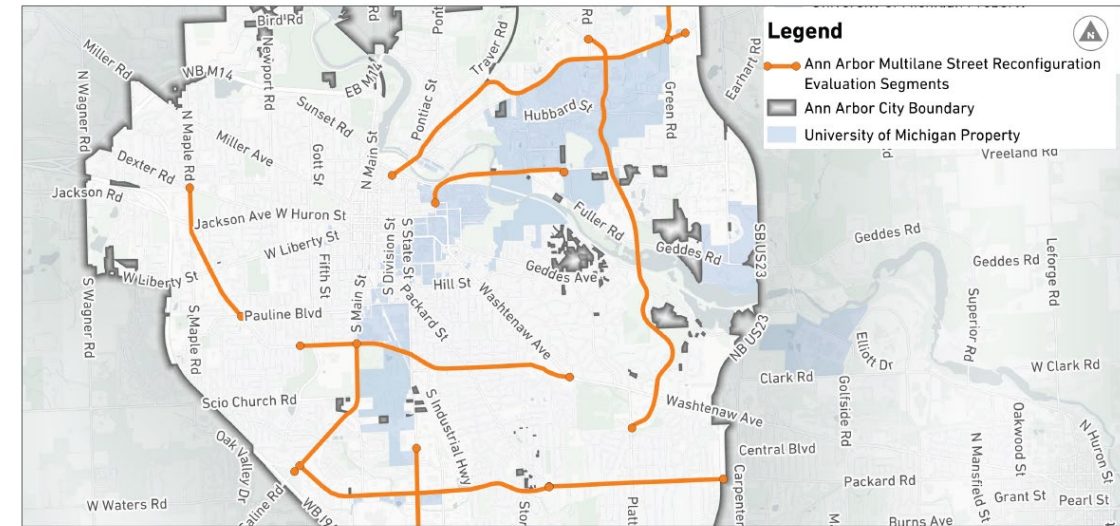
Transportation Commission
March 19, 2025

Purpose

- Evaluate all city-owned multi-lane roads for potential roadway reconfigurations to advance MTTVZ goals
 - safety,
 - lower vehicle speeds,
 - Improve transit operations,
 - Comfortable walking and biking

Why Multi-Lane Roads in Ann Arbor?

- Speed
 - Access
 - Safety
- } Pick Two
- Crash frequency and severity
 - Speed management
 - Other beneficial uses of ROW
 - Transit
 - Separated, networked cycling routes
 - Placemaking



Multi-lane street reconfiguration evaluation segments.

How does this fit with Speed Management?

- Speed Management Initiatives (Local to Corridor)
 - Filing Traffic Complaint Questionnaire
 - Neighborhood Traffic Calming Petition
 - School Traffic Calming Toolkit
 - Capital Projects
 - Traffic Safety Corridor
 - **Major Street Screening Process**

Major Street Implementation

Two general statements:

Transportation features are integrated into all city work

Transportation features do not have internal resources to lead major project work

A. Capital Projects

- Example: Miller Ave
- Led by utilities or pavement needs

B. Development Agreements

- Example: Arbor South
- Limited reach

C. Grant Funding

- Example Safe Streets For All
- Adds complexity and time

Resolution to Accelerate Safety Improvements on Multi-lane Roads

Council Resolution R-23-415

- Reaffirm Vision Zero and A²ZERO goals
- Look for opportunities for lane reductions in city projects
- Develop a plan for evaluation of all multi-lane city roads for reconfiguration
- Partner with transit providers to integrate bus operation features into evaluation on priority routes

Possible Approaches

A. Individual studies, a few at a time

- Project-level engagement
- Detailed engineering design
- A few studies at a time

B. City-wide Traffic Modeling

- Evaluate all major roads as a system
- Data intensive; models not sensitive to transit, walking, cycling
- Informs on spillover effects of lowering capacity on a corridor

C. Planning-level Corridor Evaluations

- Evaluate all multi-lane corridors at once
- Less detailed; search for present-day opportunities
- Focus study analysis on intersecting corridors

Proposed Work Plan

Five Elements:

1. Safety

- These are the high severity crash corridors

2. Workforce Mobility

- Safe and reliable

3. Transit

- Design space for future transit features

4. Cycling

- Multi-lane corridors have high Level of Stress and are proposed AAA bike routes

5. Traffic Volumes

- Where are lane reductions feasible according to guidance?

Analysis Method Development

- Center City Goals – Safety and Mode Shift
- Recognize Benefits and Tradeoffs
- Each corridor - evaluate options based on mode priority and tradeoffs
- Proposed Metrics
 - Person-throughput (peak hour capacity)
 - Vehicular Volume/Capacity
 - Crash reduction anticipated
 - Ped and Cycle Level of Stress
 - Transit Service Enhancement

Corridor Categories

- **Opportunity corridors:** Best opportunities with fewest complications.
- **Challenging corridors:** Due to higher peak-hour traffic volumes and capacity constraints at key intersections, a roadway reconfiguration that reduces travel lanes is likely to result in traffic diversion. These segments may require additional consideration of strategies to mitigate traffic diversion or reduce peak-hour trips.
- **Transit corridors:** Corridors with priority for high level transit infrastructure that can best be achieved with travel lane reassignment

Final Deliverables

- Concept designs
 - Typical cross-sections for **Opportunity** corridors
 - More analysis and alternative options for **Challenging** corridors
 - More attention to transit stop and pedestrian access for **Transit** corridors
- Planning-level cost estimates

Timeline

Council – April 7, 2025

Proposed one year of work (Spring 2025 to Spring 2026)

- Spring 2025 - Data collection
- Summer 2025 – Analysis method and analysis
- Summer to Winter 2025 – Concept development and public engagement
- Winter to Spring 2026 – Final concepts and reports

Contact

Trevor Brydon
Transportation Program Manager
City of Ann Arbor
Email: TBrydon@a2gov.org