
Ann Arbor Roadway Rightsizing Overview and Methodology

Ann Arbor Transportation Commission

Wednesday, May 20

Project Purpose

Evaluate ten (10) of the City's multi-lane roads to consider road reconfigurations that can:

- Reduce speeds and adopt target speeds
- Better organize traffic
- Address systemic safety issues for all road users
- Incorporate future planned transit and bicycle infrastructure

R-23-415

Resolution to Accelerate Safety Improvements on Multilane Roads

(Adopted November 6, 2023)

RESOLVED, City Council directs the City Administrator to partner with the Ann Arbor Transportation Authority and the University of Michigan to prioritize road projects that facilitate the **integration of bus lanes, transit priority measures, and/or nonmotorized improvements, such as floating bus stops to protect and enhance bicycle connectivity and pedestrian safety, along busy transit corridors;**

R-25-120

Resolution to Align City Operations with Vision Zero and 2030 VMT Reduction Targets

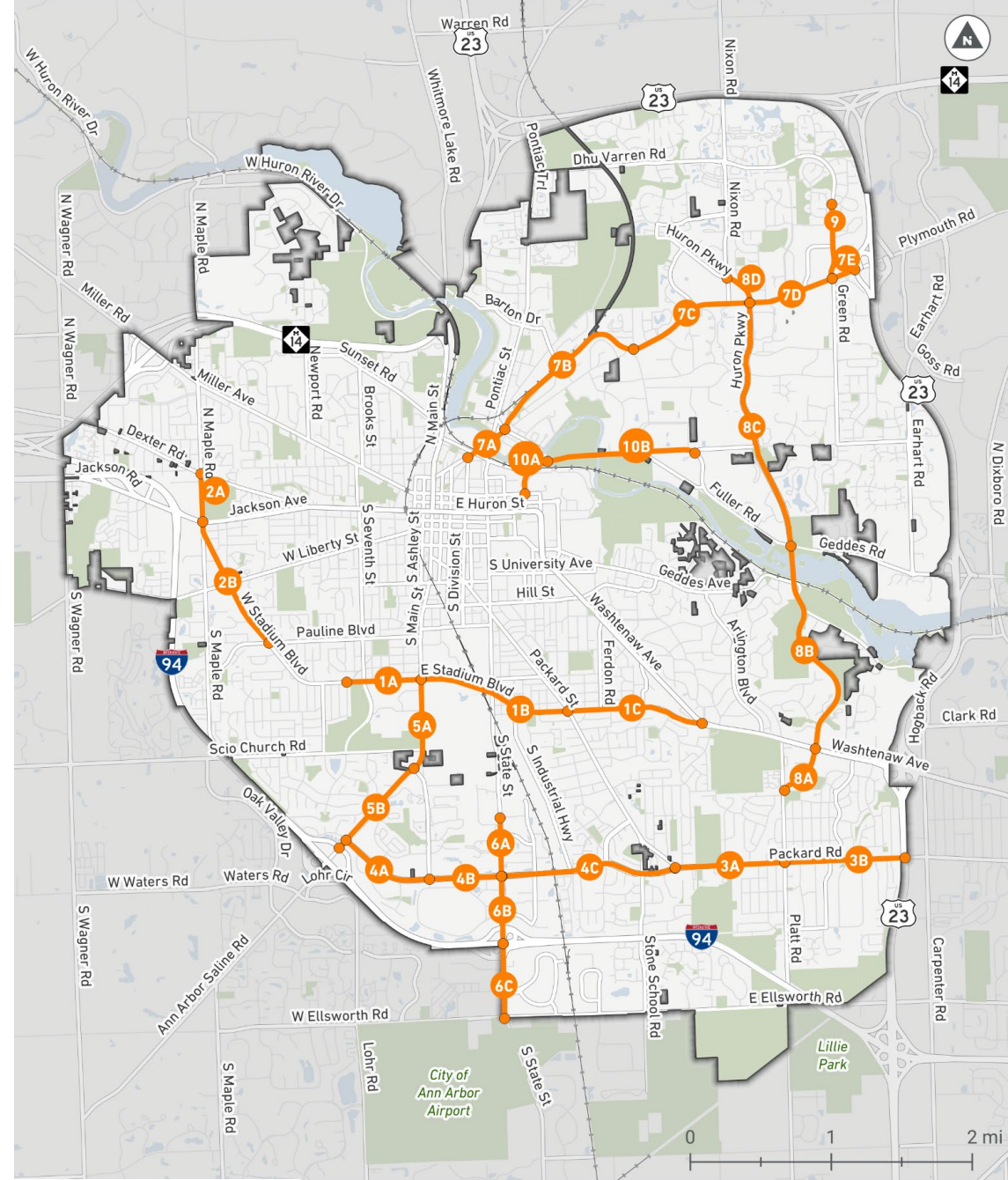
(Adopted April 7, 2025)

RESOLVED, That Ann Arbor City Council directs the City Administrator to align city operations, project prioritization, interdepartmental coordination, and partnerships with outside agencies and institutions with the goals of Vision Zero and A2ZERO;

RESOLVED, That City Council directs the City Administrator to report back to Council with recommendations for organizational, operational, and policy changes needed to better align City practices with these adopted goals.

Study Corridors

- 1) Stadium Blvd
- 2) North Maple/East Stadium Blvd
- 3) Packard St
- 4) Eisenhower Pkwy
- 5) Main St/Ann Arbor Saline Rd
- 6) State St
- 7) Broadway/Plymouth Rd
- 8) Huron Pkwy
- 9) Green Rd
- 10) Fuller Rd



Legend

— A2R2 Traffic Count Segments

Project Schedule Overview

Project Team Efforts



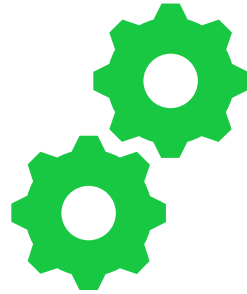
Community Engagement Efforts



OUR APPROACH TO LANE CONVERSION



Screening



Mitigation



Concept Design

Applying the Roadway Cross-Section Reallocation Guide

Conventional Approach:

Motor vehicle traffic operations are the primary metric

Evaluate conditions during the peak hour or peak 15 minutes

Establish space for motor vehicles first, use all “leftover” space for sidewalks, bike lanes, streetscaping

Our Approach:

Focus on **safety** and **community goals** and considers the negative consequences car-centric design

24- or 16-Hour Evaluation Framework

Define ideal space needed for every mode based on the community’s vision

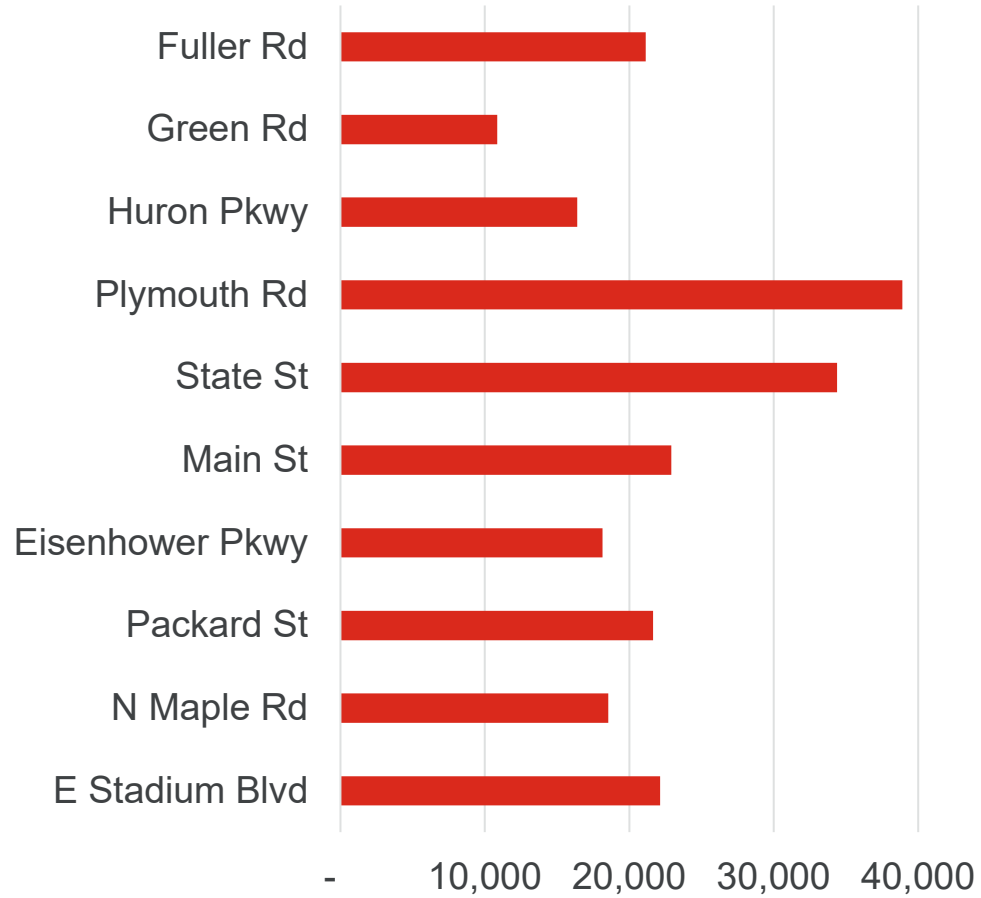


Screening

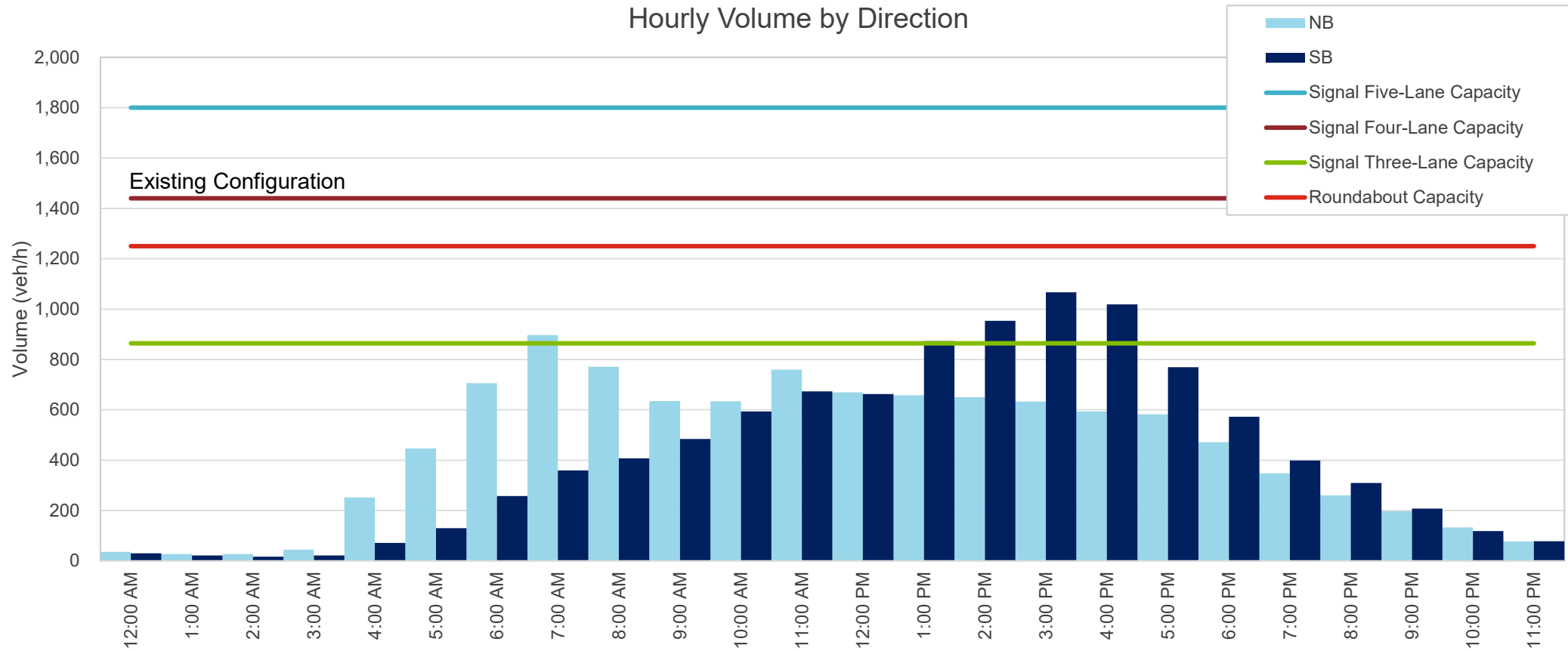
Where are the opportunities for reconfiguration?

AADT Volumes - Fall 2025

Daily Volume



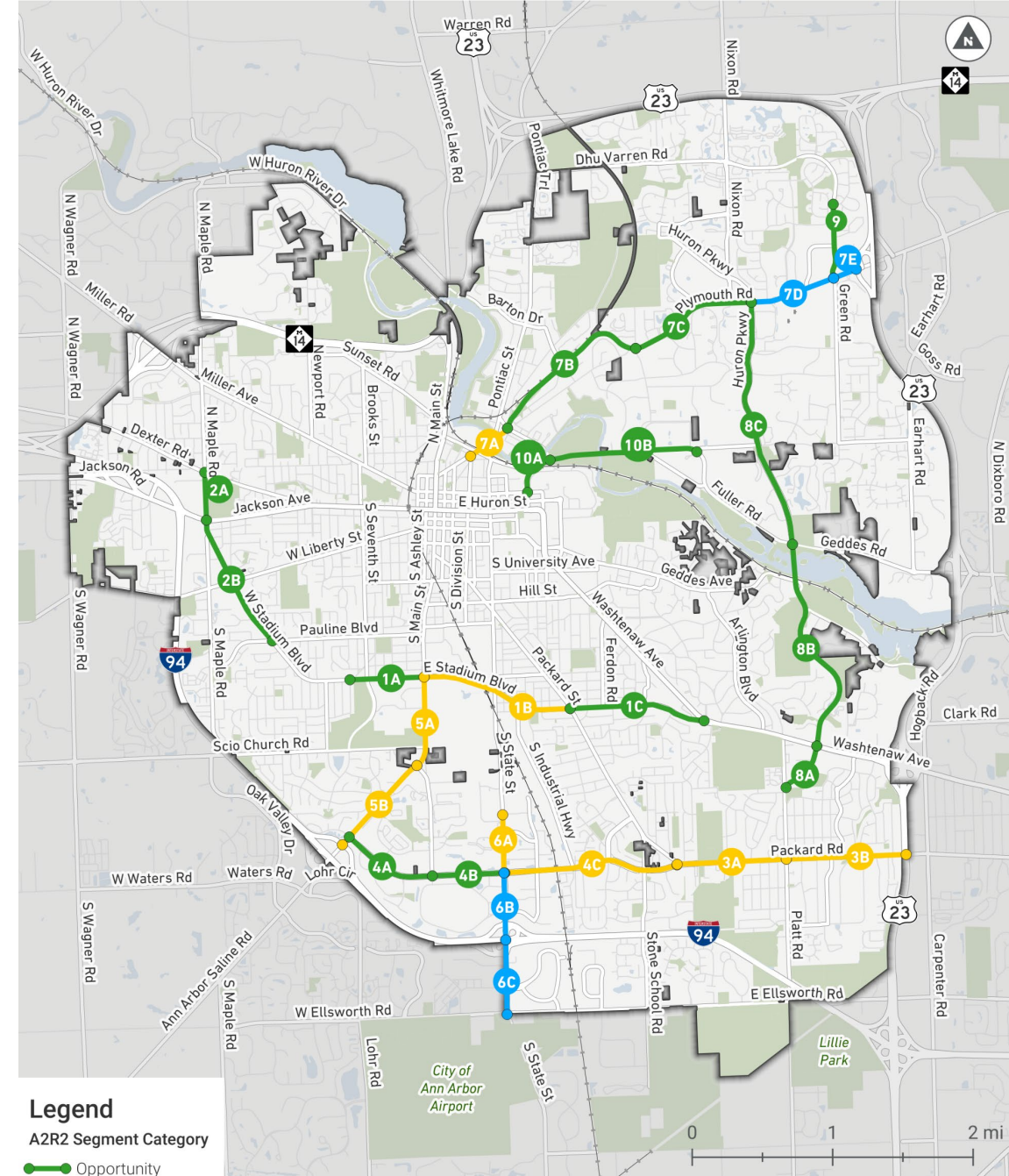
Screening based on hourly volumes – Ann Arbor Saline Road



Intersection Control	Signal – Five Lanes	Signal – Three Lanes	Single Lane Roundabout
Hours Below Capacity	0	4	0

Three Vehicle Volume-Based Tiers

- **Opportunity** – Hourly volumes do not exceed theoretical capacity of three lane roadway (12 miles)
- **Potential** – 1 to 5 hours exceeding theoretical capacity of three lane roadway (6 miles)
- **Challenge** – 10 or more hours exceeding theoretical capacity of three lane roadway (2 miles)

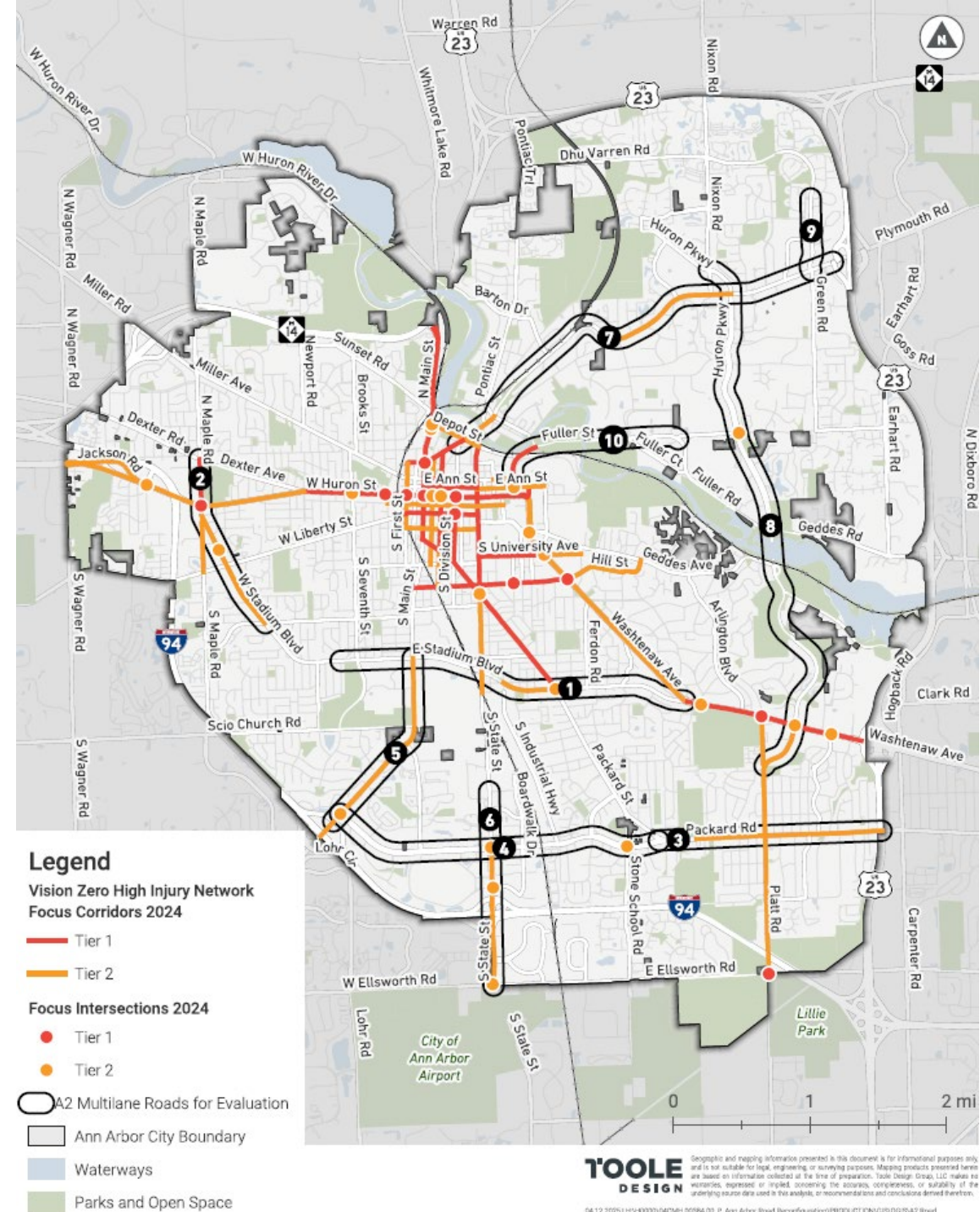


Recommendations for Future Conditions

What should each road be like in the future?

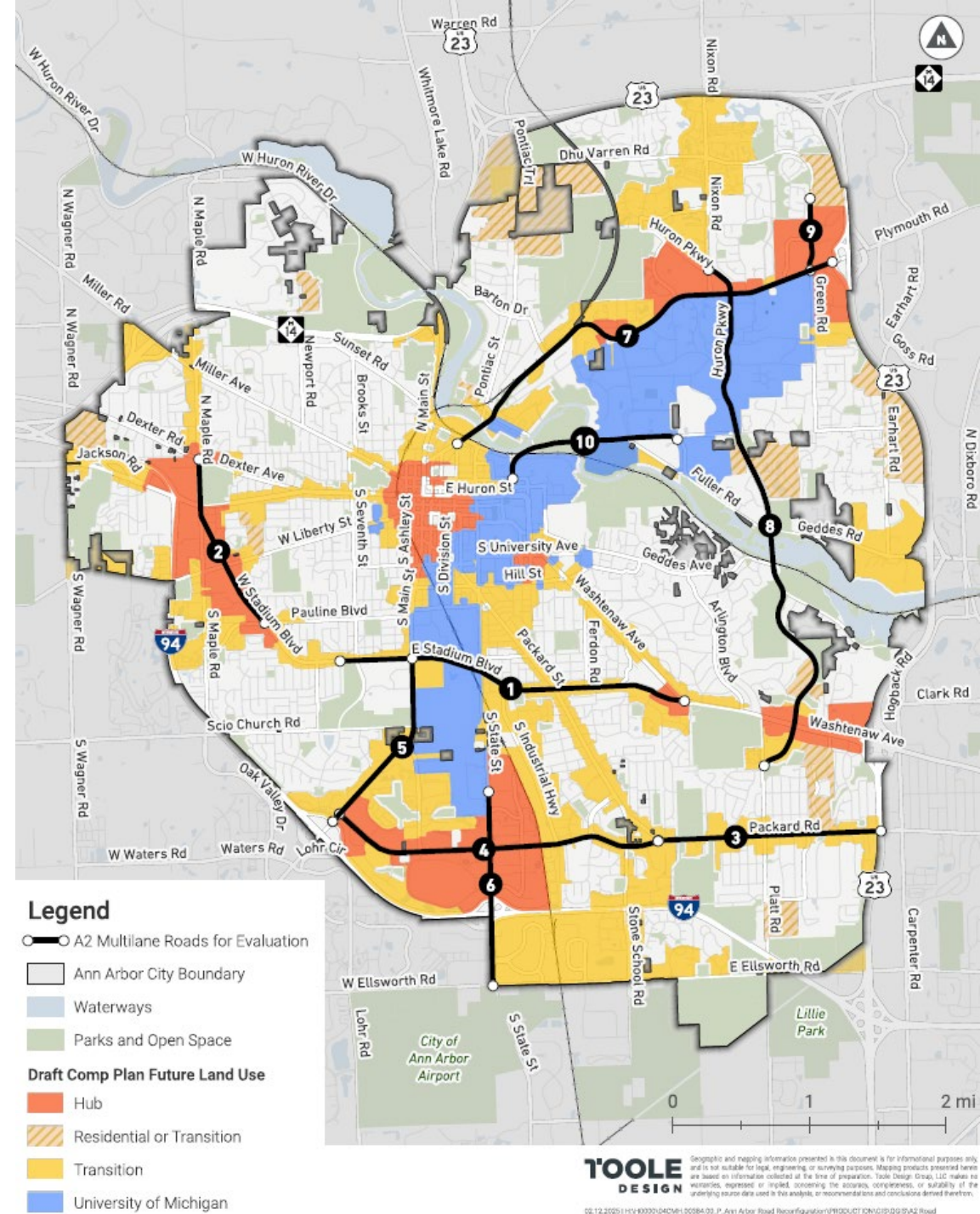
Inputs - Safety

- High priority to reduce speeds and address systemic safety on tier 1 and 2 corridors



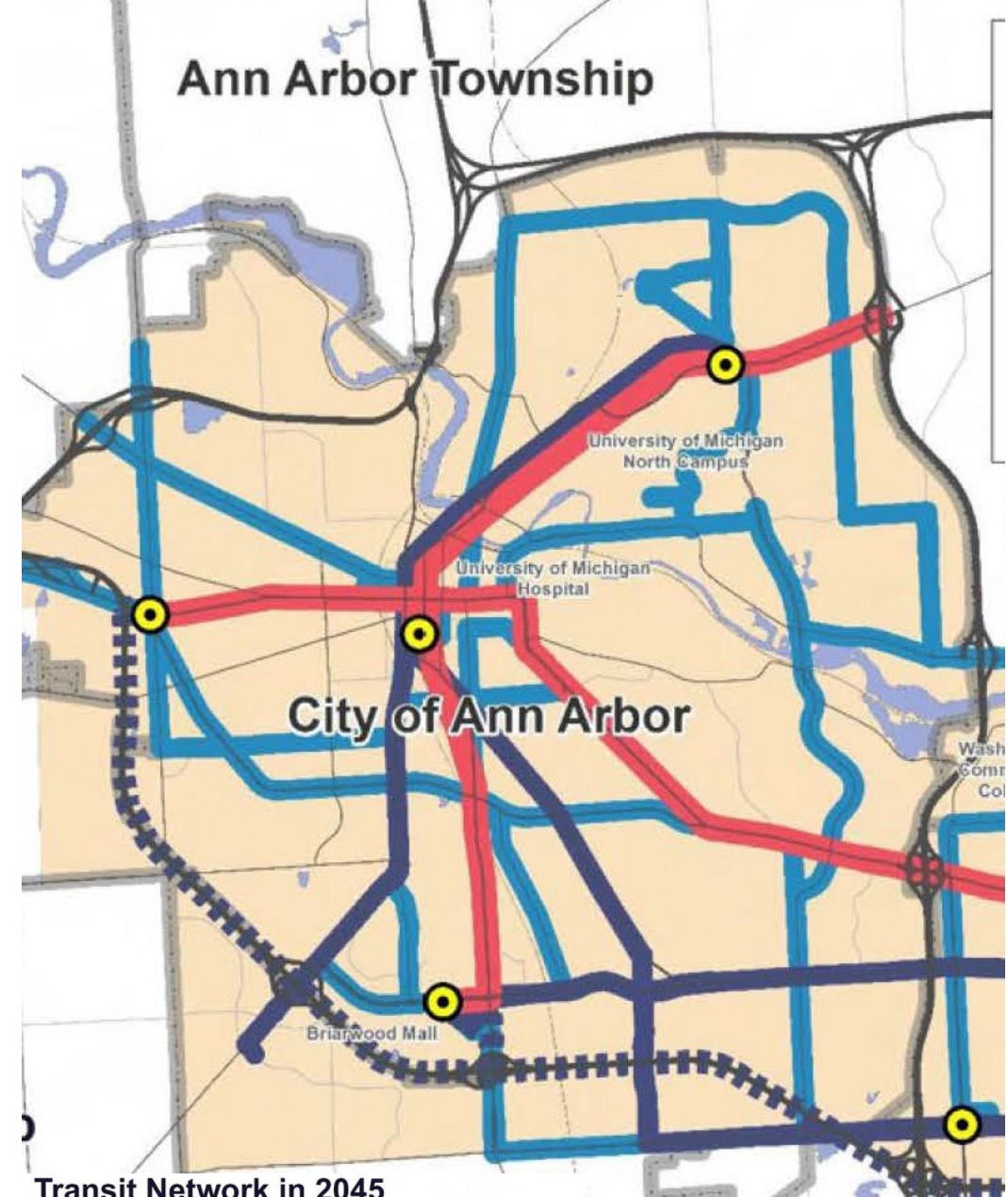
Inputs - Future Land Use Context

- Walkable development patterns that can be served by transit are envisioned on most of the length of the study corridors.

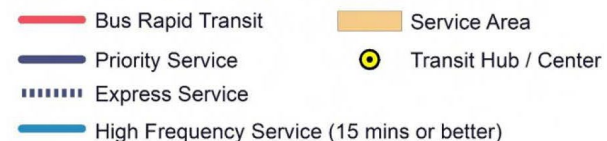


Inputs - Combined Transit Frequency

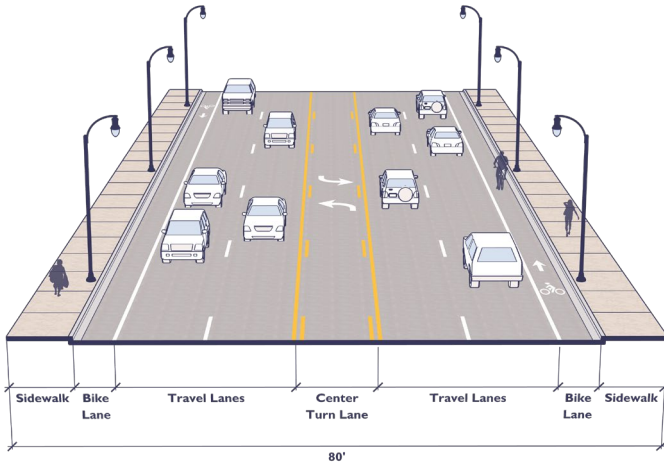
- Look for where exclusive bus lanes or queue jump lanes will have the greatest benefit.
- BRT service on State Street and Plymouth Road,
- Priority service on Packard and Eisenhower and Main, and
- High frequency service on the remaining corridors.
- Fuller has the most frequent service with UM transit



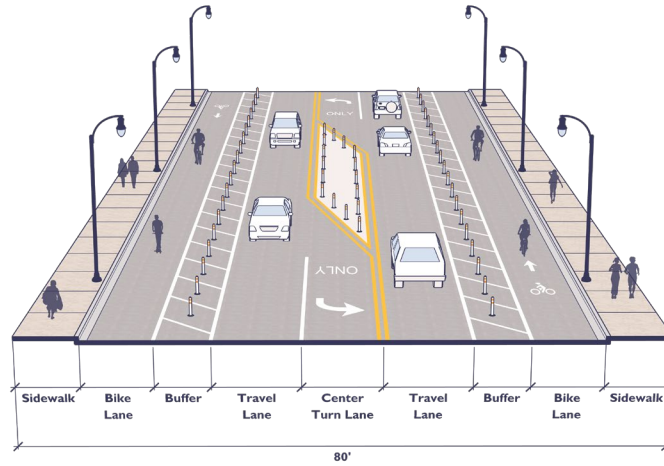
Transit Network in 2045



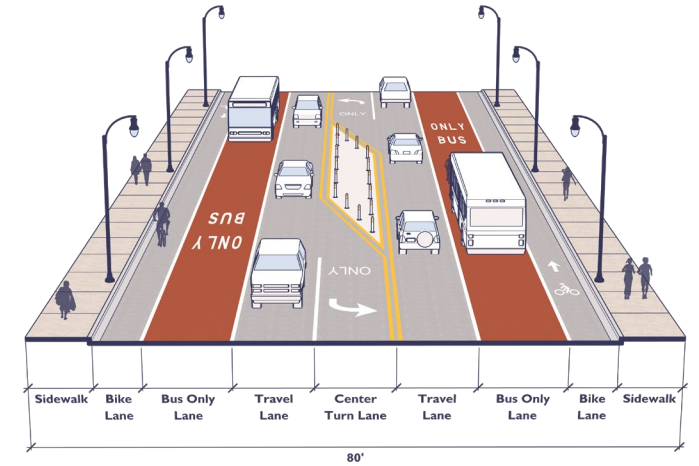
Develop Future Cross Sections in response to future vision



Existing Conditions

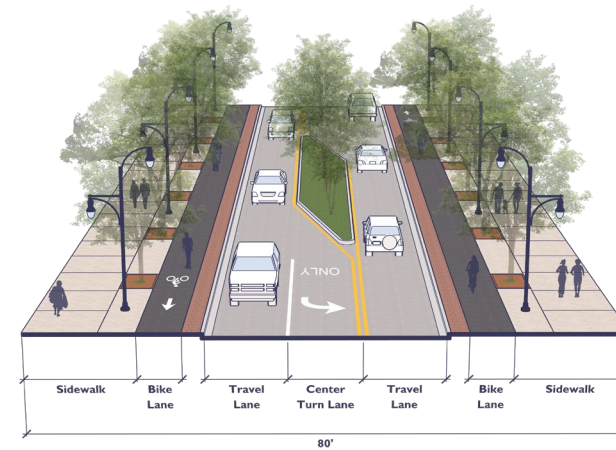


Separated bike lanes



Bus and bike lanes

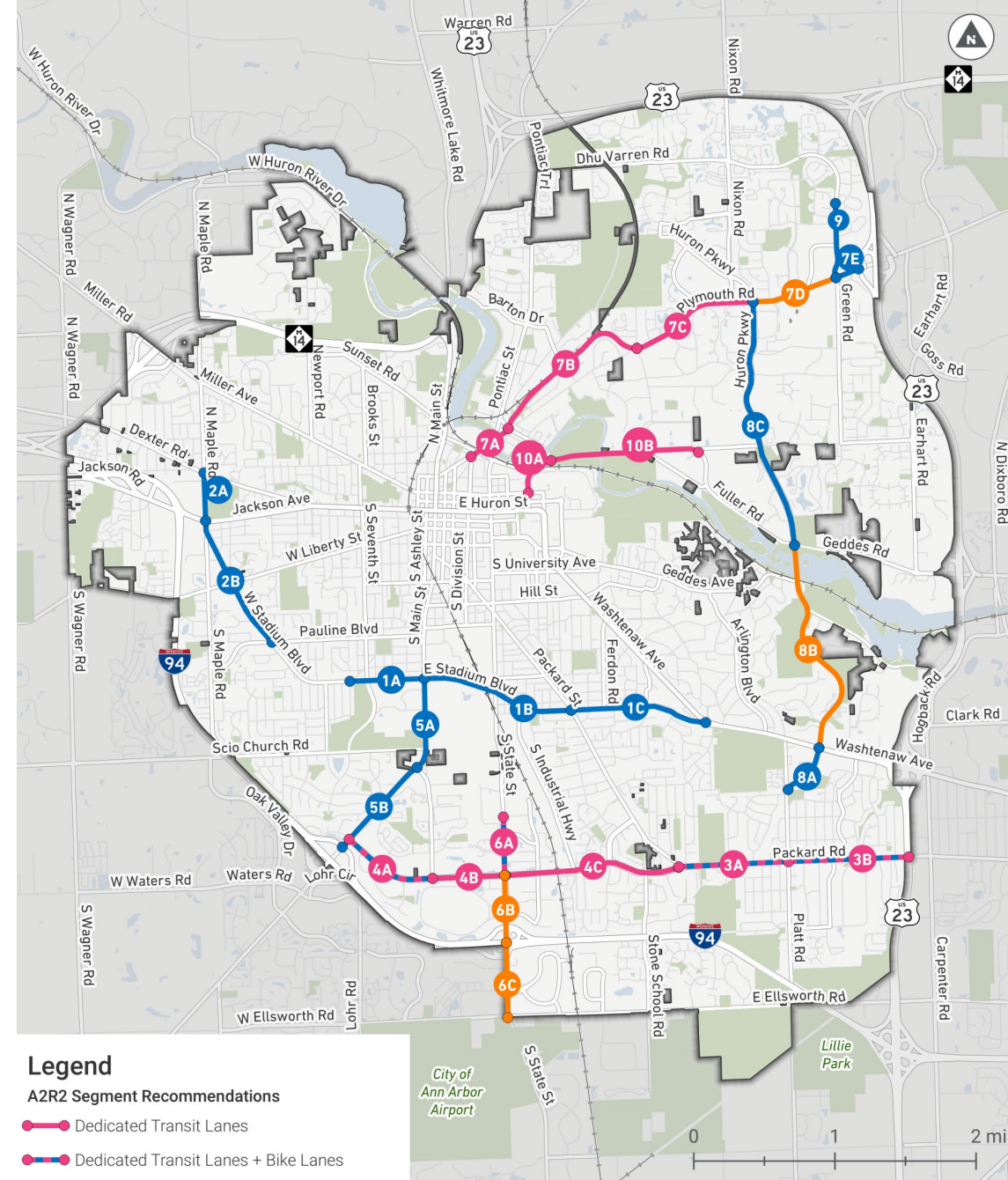
For now, paint-and-post concepts will be prioritized for a rapid response to the City's Vision Zero goals. In the long term, roadway reconstruction can create sidewalk level bike lanes, enhanced transit stops, on-street parking and more.



Proposed Future Conditions

- Recommendations for each segment are proposed
 - Quick Build implementation where projects are underway or upcoming
 - Long term vision to guide transformations of corridors

Recommendation	Miles
Separated Bike Lanes	8.1
Dedicated Transit Lanes	5.6
Design treatments to reduce speeds and reduce conflicts	3.4
Dedicated Transit Lanes + Bike Lanes	2.7



Legend

- A2R2 Segment Recommendations
- Dedicated Transit Lanes
 - Dedicated Transit Lanes + Bike Lanes
 - Separated Bike Lanes
 - Intersection and segment design treatments to reduce speeds and reduce conflicts

Proposed Future Conditions

Separated Bike Lanes

W Stadium Blvd | 7th to Main

E Stadium Blvd | Main to Washtenaw

N Maple Rd | Dexter to Jackson

W Stadium Blvd | Jackson to Pauline

Main St | Stadium to Main

Ann Arbor Saline | Main to Eisenhower

Huron Pkwy | Packard to Washtenaw

Huron Pkwy | Huron River Nixon

Green Rd | Burbank to Plymouth

Transit + Bike Lanes

Packard St | Eisenhower to US-23

Eisenhower | Ann Arbor Saline to Main

State St | Track to Eisenhower

Dedicated Transit Lanes

Eisenhower Pkwy | Main to Packard

Plymouth Rd | Division Huron

Fuller Rd | Catherine Glazier

Design for Reduced Speeds and Conflicts

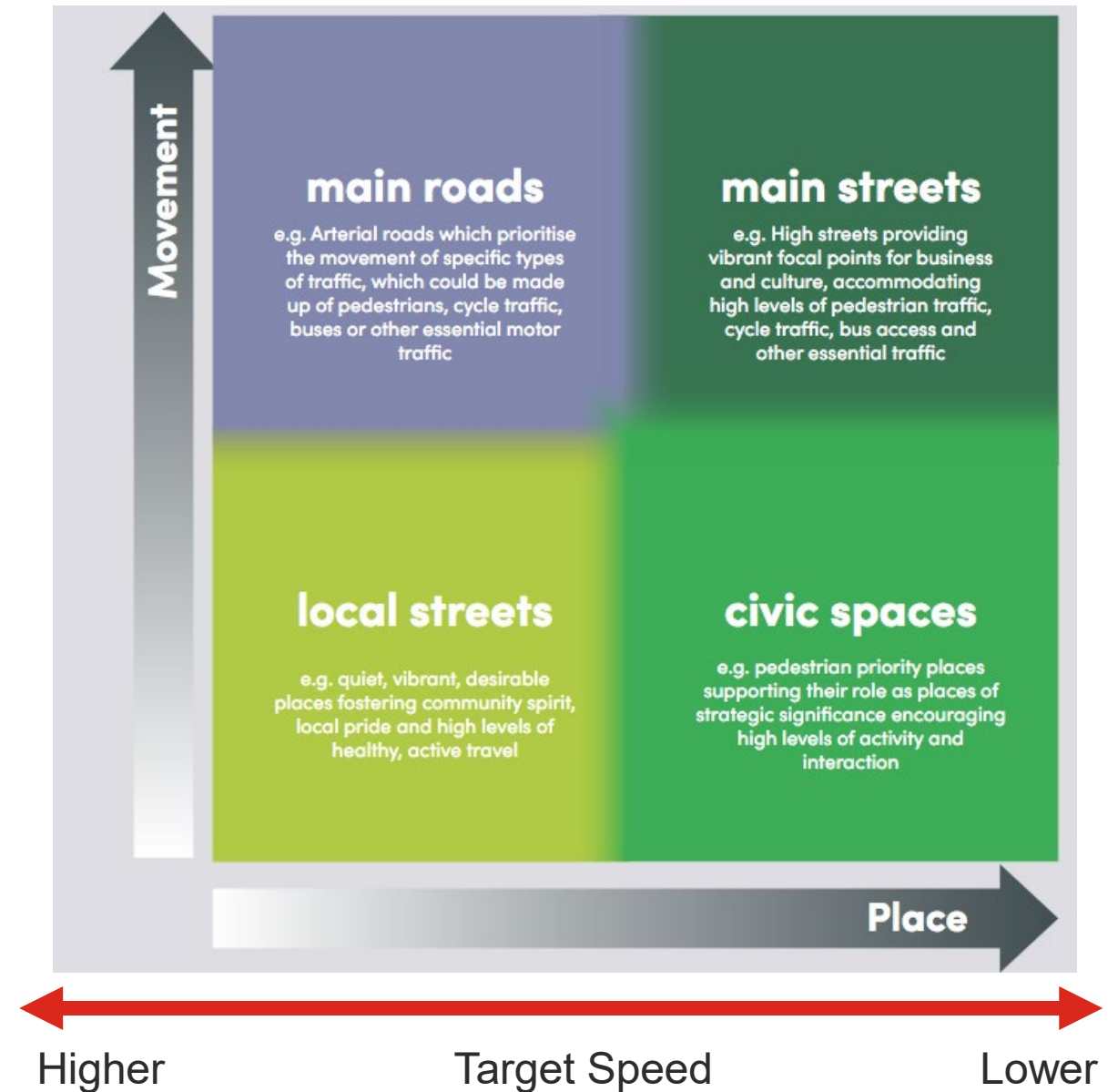
State St | Eisenhower to Ellsworth

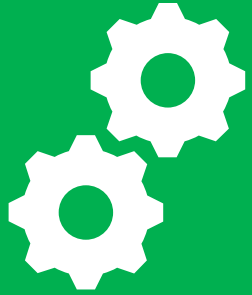
Plymouth Rd | Huron to US-23

Huron Pkwy | Washtenaw to Huron River

Target Speeds - Guided by long term vision of context

- Focus on Place more than Movement
- Start low based on City's modal priority and place type
- But be realistic on changes that can be achieved in the near term without complete redevelopment

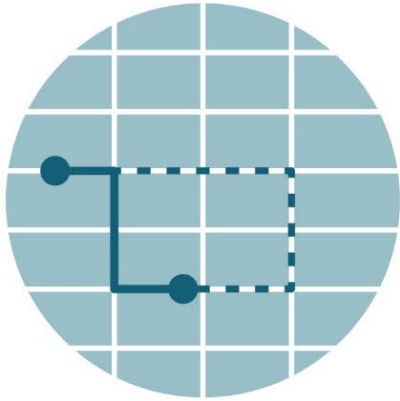




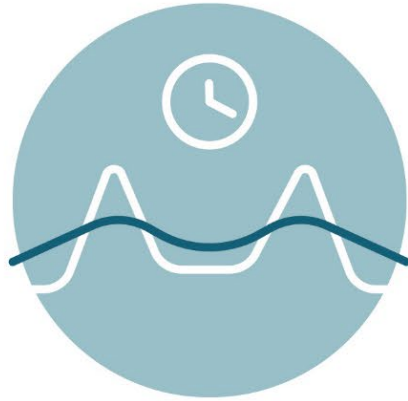
Mitigation

Analysis of Tradeoffs and Benefits

ASSESS POTENTIAL ADAPTATION TO REDUCED ROADWAY CAPACITY



Route Change



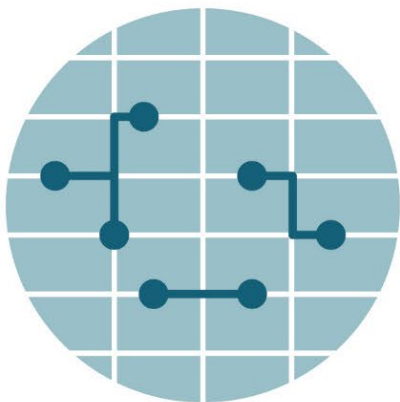
Time Shift



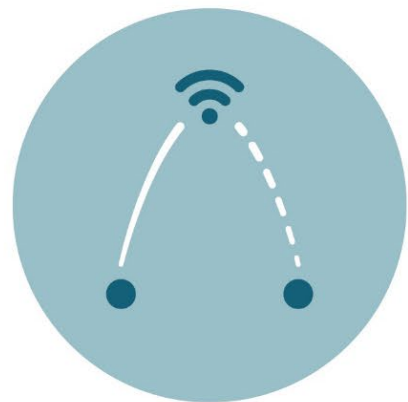
Proximity Shift



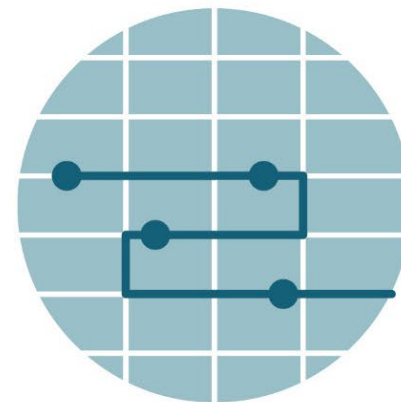
Mode Change



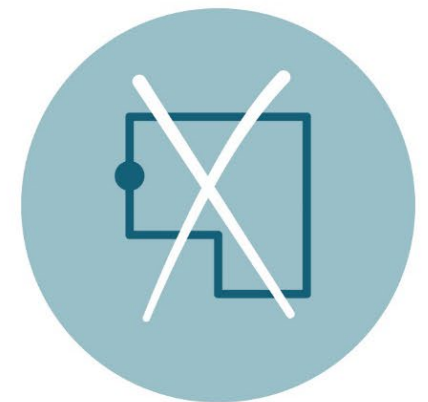
Trip Length Change



Trip Substitution



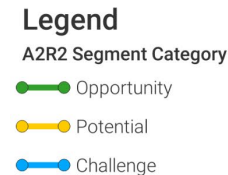
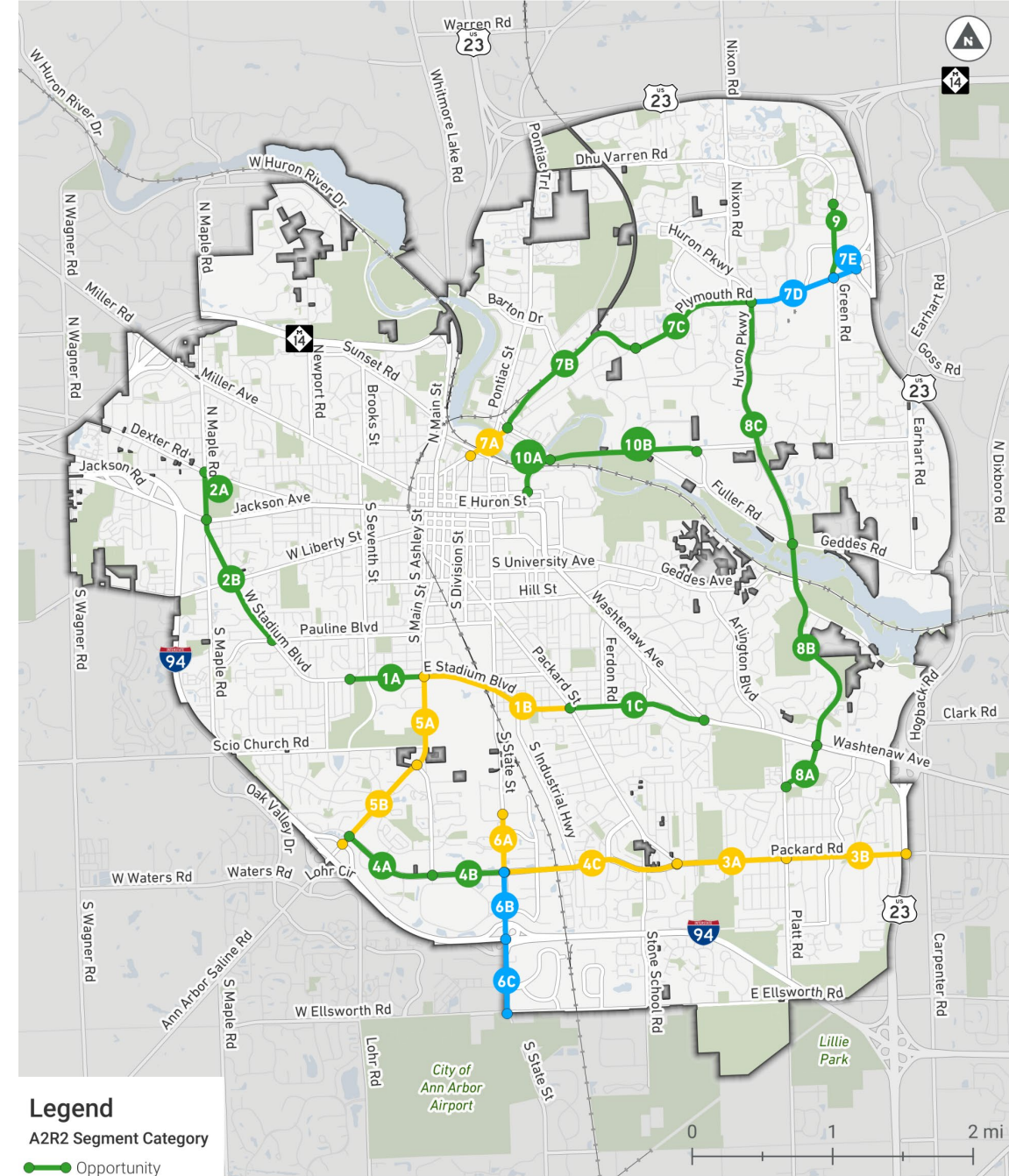
Trip Chaining



Trip Elimination

Mitigation Segments

Site	Corridor	Segment	Hours over 3-lane capacity
7E	Plymouth Rd	Green to US-23	14
6B	State St	Eisenhower to I-94	12
6C	State St	I-94 to Ellsworth	12
7D	Plymouth Rd	Huron to Green	10
3A	Packard St	Eisenhower to Platt	4
5A	Main St	Stadium to Main	4
1B	Stadium Blvd	Main to Packard	3
3B	Packard St	Platt to US-23	3
6A	State St	Track to Eisenhower	3
4C	Eisenhower Pkwy	State to Packard	2
5B	Ann Arbor Saline	Main to Eisenhower	2
7A	Plymouth Rd	Division to Maiden	2



Mitigation Segments

Site	Corridor	Segment	Hours over 3-lane capacity
7E	Plymouth Rd	Green to US-23	14
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6C	State St	I-94 to Ellsworth	12
7D	Plymouth Rd	Huron to Green	10
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5A	Main St	Stadium to Main	4
1B	Stadium Blvd	Main to Packard	3
3B	Packard St	Platt to US-23	3
6A	State St	Track to Eisenhower	3
4C	Eisenhower Pkwy	State to Packard	2
5B	Ann Arbor Saline	Main to Eisenhower	2
7A	Plymouth Rd	Division to Maiden	2



● Challenge



Concept Design

Identify Critical Locations and Develop Concept Plans

- Early Action Opportunities
 - Advise on options to consider for ongoing City projects (Maple, Stadium, Green/Plymouth)
- Develop and refine concept drawings for selected priority locations
 - Focus on key intersections along potential and challenging corridors with mitigation assessment

Next Steps

What's Next

- Concept plan development
- Consult on near term projects
- Open House – Fall 2026
- Final report – Winter 2026

Thank You!

