

Executive Summary

Four prominent corridors within the City of Ann Arbor, N Main Street, Jackson Avenue, Huron Street, and Washtenaw Avenue, are owned and controlled by the Michigan Department of Transportation (MDOT). These state-owned roads (trunklines) serve important transportation functions, connecting the downtown and civic center to residential neighborhoods as well as the interstate system and neighboring communities. They serve everyday needs for local neighborhoods and define people's experiences in those places while also serving as essential routes for emergency services, truck traffic and deliveries, and transit.

City agencies and, more broadly, the community, have little control over how the state trunklines are designed and operated. Each corridor is currently designed primarily to move vehicles efficiently and with limited attention to access and comfort of other users including pedestrians, bicyclists, and transit users. The City's lack of control over key decisions about the design and operations of these roadways limits their ability to achieve a transportation system that is supportive of the community's bold ambitions to achieve carbon neutrality by 2030 and Vision Zero by 2025.

This report summarizes a comprehensive study to evaluate the benefits and the costs of taking jurisdiction over these roadways, the process of such a transfer, and information required to begin conversations with the Michigan Department of Transportation (MDOT). The outcomes of the study will assist the City in making an informed decision about the future of these roadways.

The Study conducts a benefit cost analysis of each corridor based on conceptual improvements that the City of Ann Arbor could achieve with a jurisdictional transfer. A benefit cost analysis assigns monetary values to benefits based on national research and USDOT guidance, however, the majority of the benefits will not lead directly to monetary capture or savings by the City. Many benefits are in the form of improved health, economic development opportunities, cost savings for residents, and increased mobility, which may lead to indirect monetary value to the City. The costs reflect all costs incurred by the City to own and operate the roadway, which includes the cost to the City for making the conceptual improvements to the roadways, routine maintenance costs (such as snow plowing), and the annualized capital costs to keep the roads in a state of good repair.

The benefit cost analysis results in a benefit cost ratio, which are summarized below for each corridor. Benefit cost ratios above 1 mean that the benefits outweigh the costs. A range is given for each benefit cost ratio to reflect a high- and low-cost estimate for each segment. The majority of the corridor segments yield a benefit cost ratio above 1.0 for a low-cost scenario, but only half show a positive benefit at the high-cost scenarios.

Segment	Benefit-Cost Ratio Range
<i>N Main St (M-14 – Huron)</i>	0.78 - 0.98
Jackson Ave (I-94 – Huron)	0.01 - 0.02
Huron St (Jackson – 1 st)	1.50 - 1.88
Huron St (1 st – Washtenaw)	1.61 - 2.03
Washtenaw Ave (Huron – E Stadium)	1.23 - 1.55
Washtenaw Ave (E Stadium – US-23)	0.97 - 1.23

Benefit-Cost Analysis Summary

While the quantifiable benefits of assuming ownership of each segment may not consistently outweigh the costs, the direct and ancillary benefits of being able to make decisions about these roadways should also be considered when deciding whether to pursue a jurisdictional transfer. The principal benefit of a jurisdictional transfer is that the city has complete control over the design, maintenance, operations, and function of the roadway. With control over the roadway, there is far greater potential to make improvements to the roadways that align with the city's existing plans and goals, such as Ann Arbor's Climate Change Plan, Vehicle Miles Travelled (VMT) reduction goal, and Vision Zero goal.

Should Ann Arbor decide to pursue a jurisdictional transfer they will need to approach MDOT with a proposal. The work of this study can serve as a starting point for that proposal and for negotiations with MDOT. Historically, the jurisdictional transfer process takes years, and many details must be agreed upon before a transfer can take place. A Memorandum Of Understanding (MOU) signed by both parties will document the agreement.