TRANSIT NETWORK

What was collected

The plans of the city's bus service providers - The Ride 2045 and U-M Campus Plan 2050 as a key foundation for considering reconfigurations. Also the draft Ann Arbor Comprehensive Land Use Plan (CLUP) to understand how public transportation may evolve to serve new land use patterns that will bring more intensive uses to several corridors.

What we learned

Through meeting with The Ride and U-M transit, we can coordinate the future designs for these corridors with bus needs.

Among the areas where work is needed includes:

Buses and Bicycles

- The interface between bicycle lanes and bus stops is a challenge that will need particular design attention.

Transit Signal Priority

- There are some promising options to improve bus travel times with signal operations which are currently being piloted in Ann Arbor.

Land Use

- Increases in housing outside of downtown will place new demands on buses. This could increase demand for cross-town trips not routing through downtown.

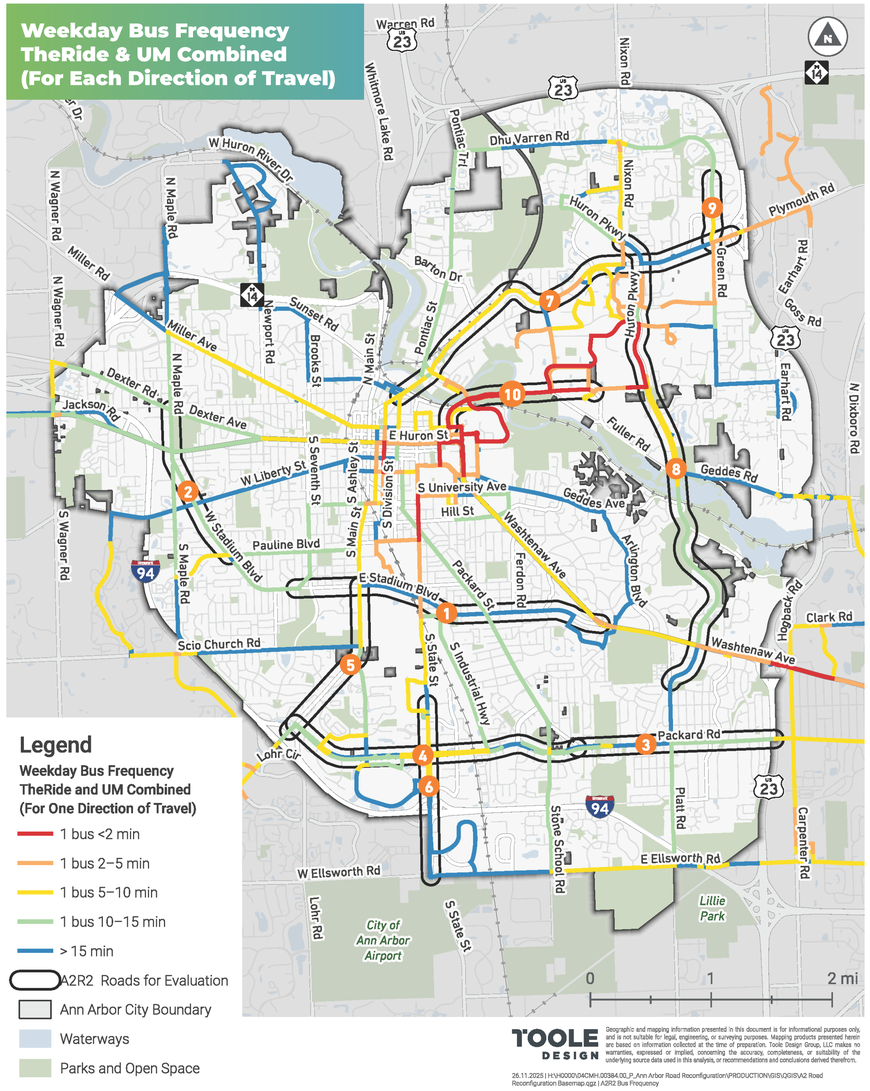
Pedestrian Environment

- Safe crosswalks near bus stops are part of the whole transit experience.

Why is this important

Achieving a zero-emission transportation network will depend on efficient, comfortable and connected public transportation.

Weekday Bus Frequency TheRide & UM Combined (For Each Direction of Travel)



Legend

Weekday Bus Frequency TheRide & UM Combined (For One Direction of Travel)

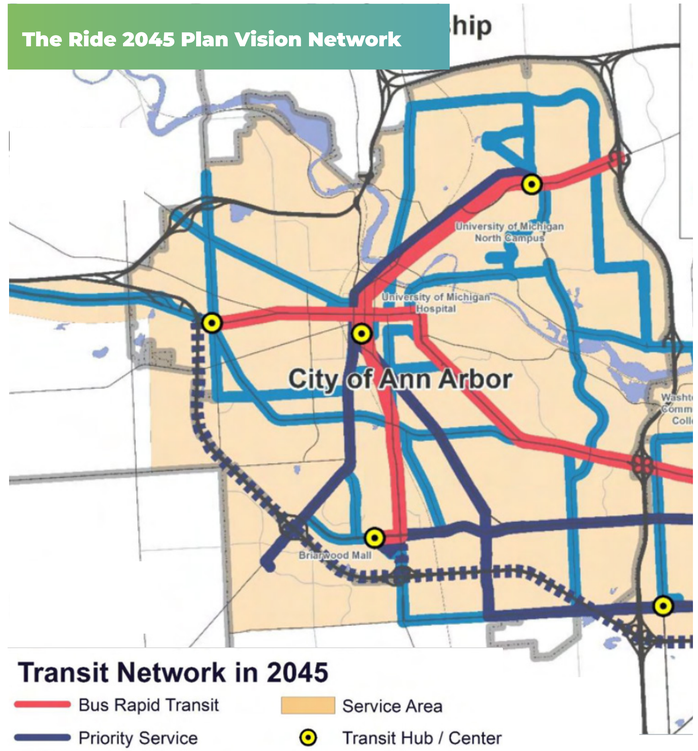
- 1 bus <2 min
- 1 bus 2–5 min
- 1 bus 5–10 min
- 1 bus 10–15 min
- > 15 min
- A2R2 Roads for Evaluation
- Ann Arbor City Boundary
- Waterways
- Parks and Open Space

TOOLE DESIGN

Geographic and mapping information presented in this document is for informational purposes only, and is not suitable for legal, engineering, or surveying purposes. Mapping products presented herein are based on information collected at the time of preparation. Toole Design Group, LLC makes no warranties, expressed or implied, concerning the accuracy, completeness, or suitability of the underlying source data used in this analysis, or recommendations and conclusions derived therefrom.

26.11.2025 | H:\#OOD\040MH.00384.00_P_Ann Arbor Road Reconfiguration\PRODUCTION\GIS\2GIS\V2 Road Reconfiguration Basemap.qgz | A2R2 Bus Frequency

The Ride 2045 Plan Vision Network



Transit Network in 2045

- Bus Rapid Transit
- Priority Service
- Express Service
- High Frequency Service (15 mins or better)
- Service Area
- Transit Hub / Center

Transit is most successful when streets are safe and comfortable for walking, with low speeds.

There are many tools and techniques to make streets safer and comfortable for bus riders.

Dedicated Transit Lanes

Dedicated transit lanes are travel lanes that are marked for full-time or part-time exclusive use by transit vehicles (buses).

Queue Jump Lanes

Queue jump lanes are short sections of dedicated transit lanes in advance of a traffic signal that allow buses to pass (jump) the traffic queue stopped at an intersection. They must be paired with active transit signal priority or a leading bus interval (where the bus gets a green phase briefly before all other traffic gets a green phase). The city recently installed a queue jump lane for northbound bus traffic on State Street between South University and William Street.

Transit Signal Priority

Transit signal priority is when approaching buses communicate with the traffic signal to extend a green phrase longer until the bus is able to get through the intersection, avoiding the delay of waiting at a red phase.

