



Campus Plan 2050 is being developed through a year-long inclusive process designed to plan the future of the Ann Arbor campus. All information on this board is provided as a work in progress with the goal of capturing input from the community and informing the preferred direction for the campus. Your ideas and input will help ensure that Campus Plan 2050 evolves to provide the living, learning, and working environments necessary to fulfill Vision 2034, U-M's strategic plan.

WORK IN PROGRESS - FOR COMMENT

Introduction

Campus Plan 2050 prioritizes emerging mobility and parking strategies that shift toward perimeter parking connected to transit and non-motorized systems. The strategies maintain patient and limited visitor parking in core campus areas and promote sustainability by reducing the overall carbon footprint of transportation across campus.

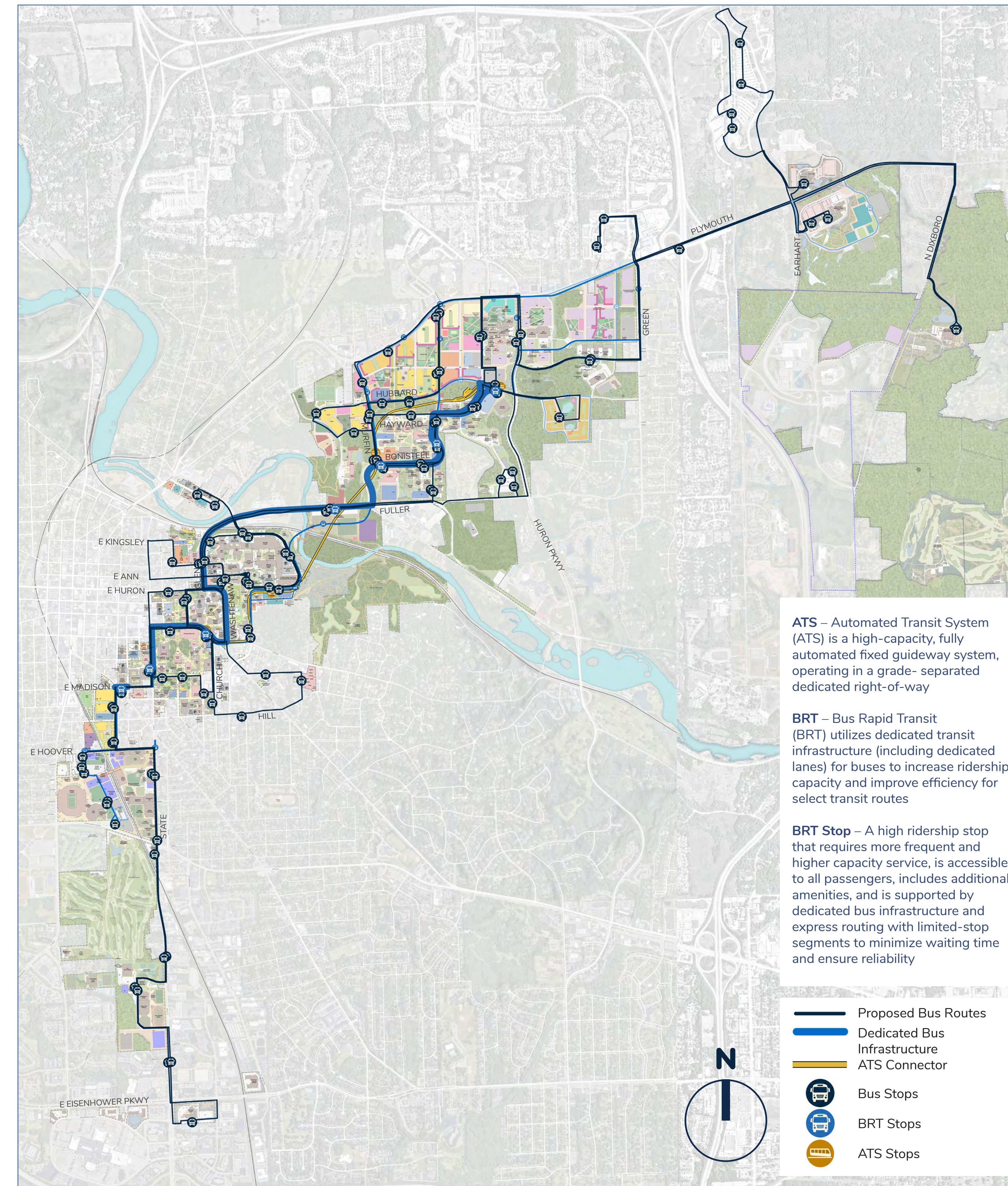
Objectives

- Strengthen the programmatic, functional and physical connectivity across campus and with the community at large
- Integrate accessible pathways, bicycle, transit, and vehicular networks

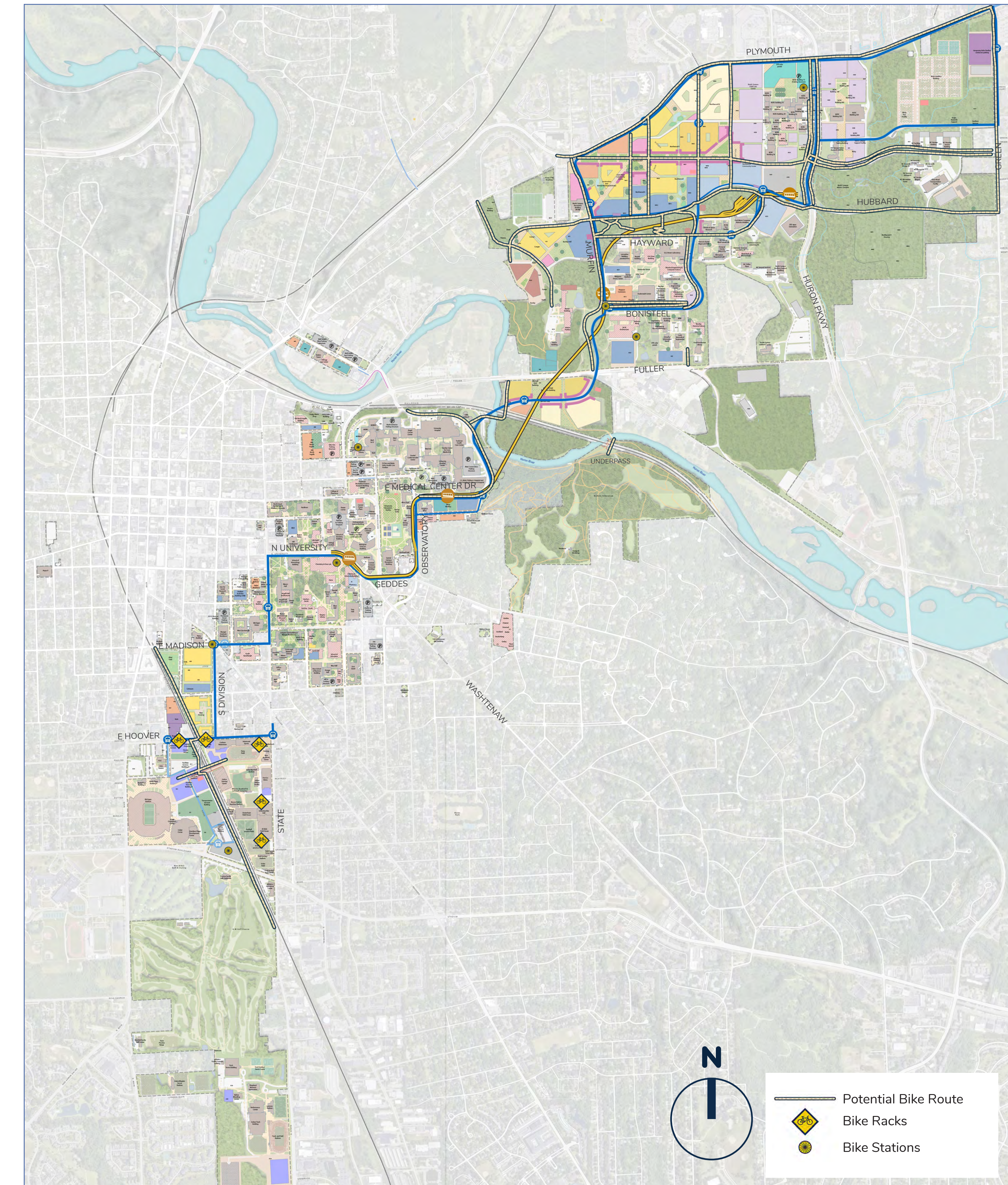
Proposed Approaches

- Develop a **frequent, reliable, and comfortable transit experience** with robust amenities and multi-modal connections
- **Address accessibility and equity concerns** for faculty, staff and students traveling the greatest distances
- Maintain current parking ratios for faculty and staff
- **Optimize pedestrian circulation and transit modes** creating new and improved connections across the Ann Arbor campus

Transit Infrastructure Overview

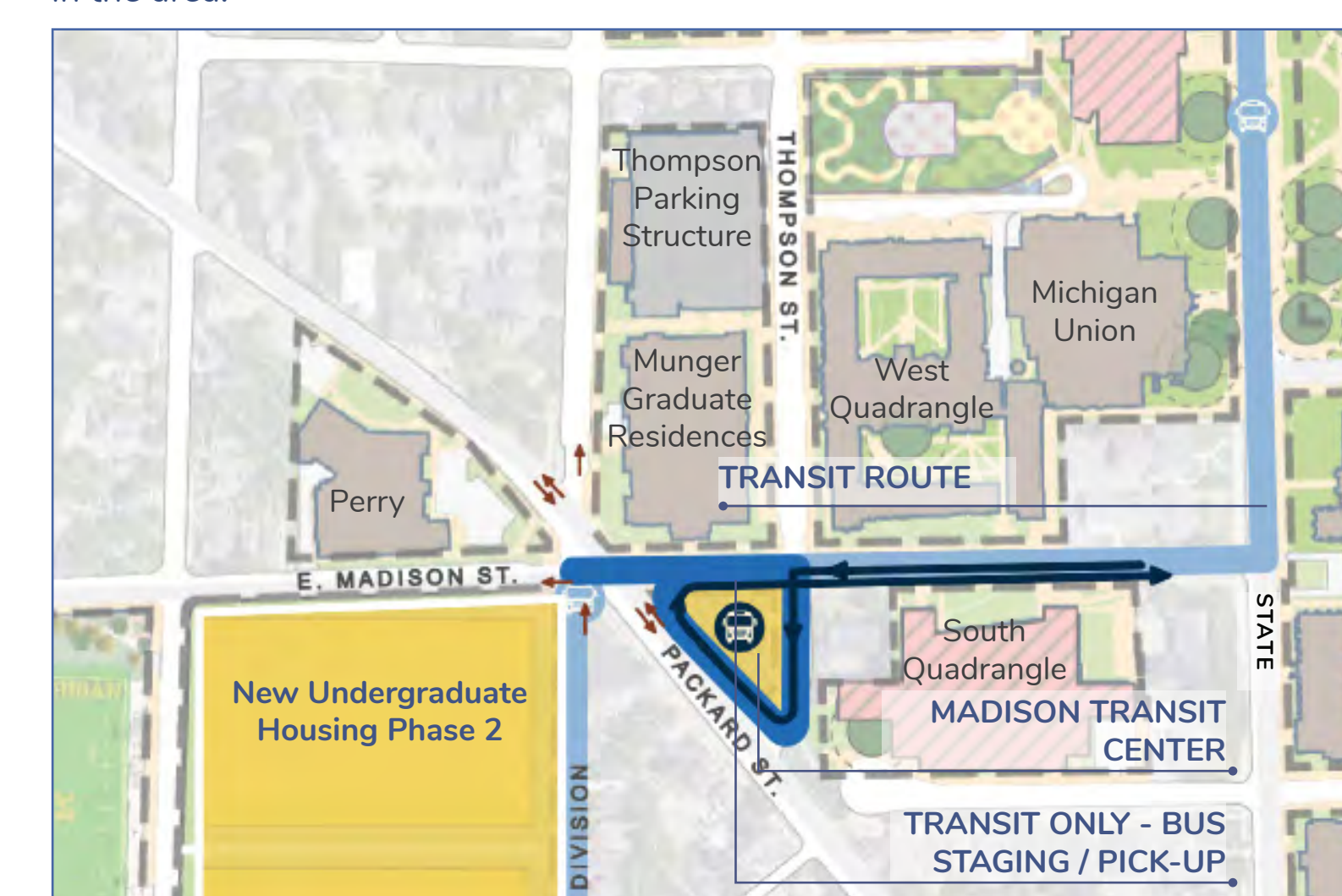


Multi-Modal Improvements



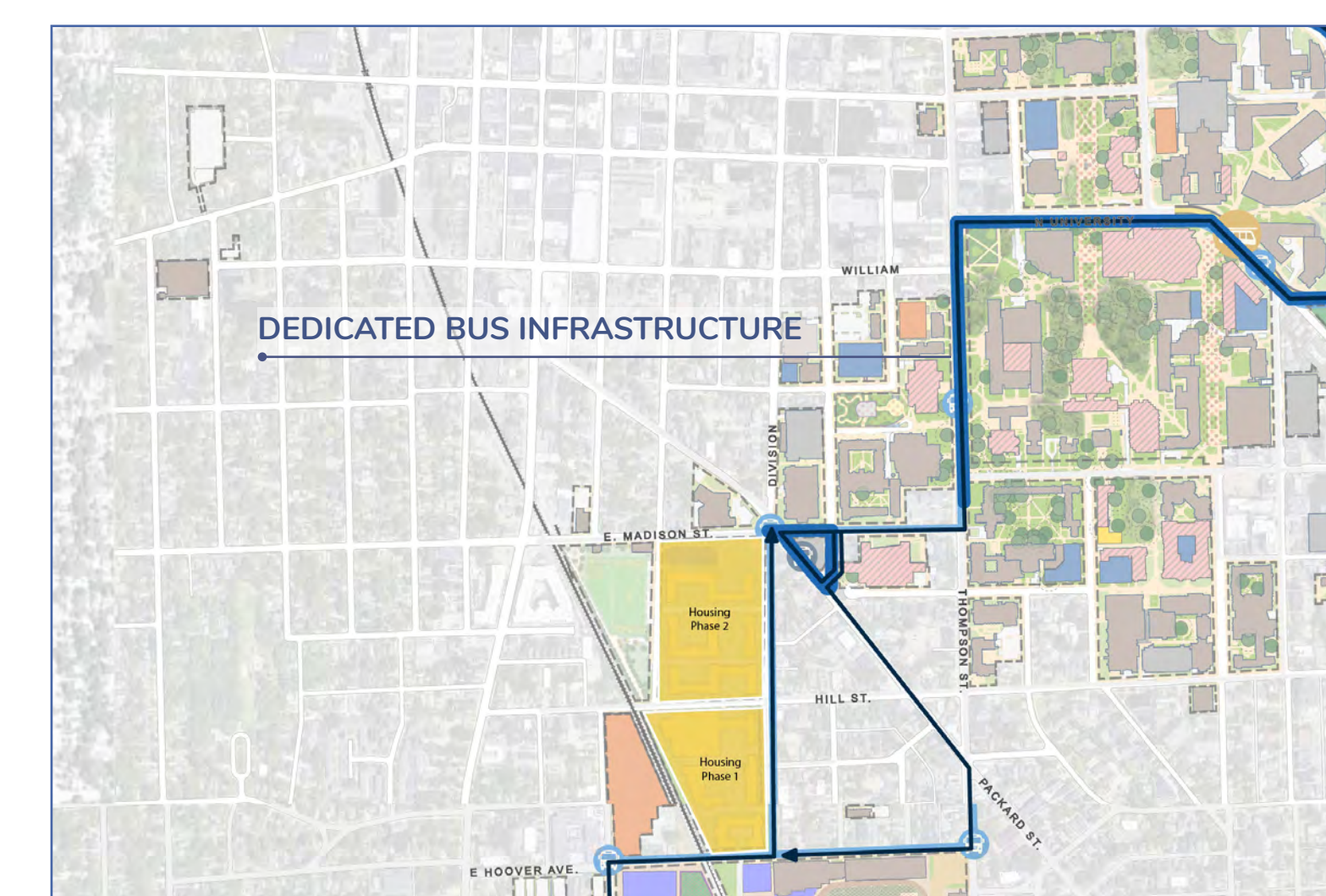
Madison Transit Center Idea

This idea utilizes an existing parking lot and reconfiguration of the Packard, Division, and Madison intersection to close Madison between Division and Thompson to create a new transit hub that supports existing and planned housing in the area.



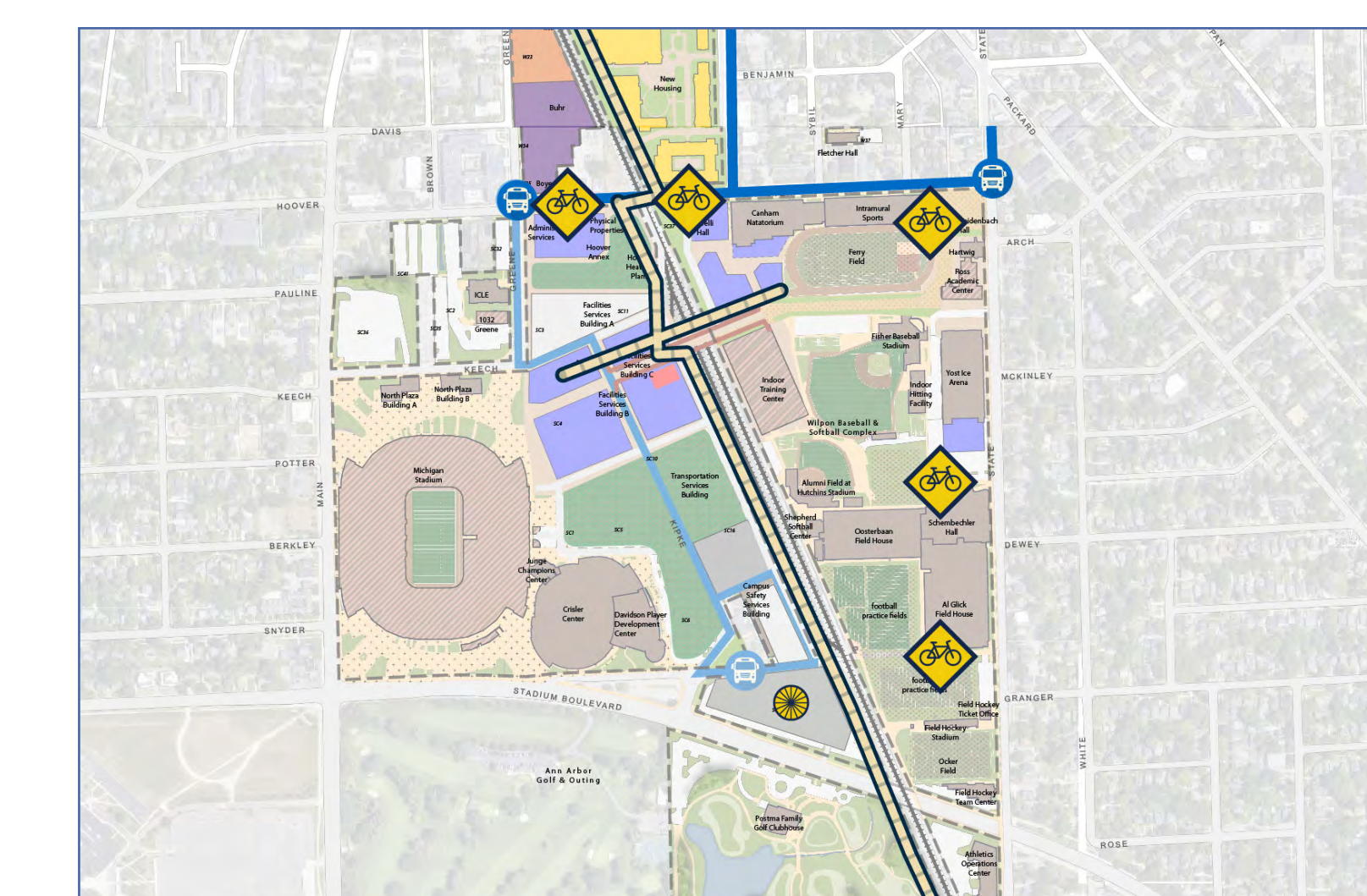
State Street BRT Lane Idea

This idea utilizes dedicated transit infrastructure to support more efficient movement of buses through the State Street corridor, North University and Central Campus Transit Center.



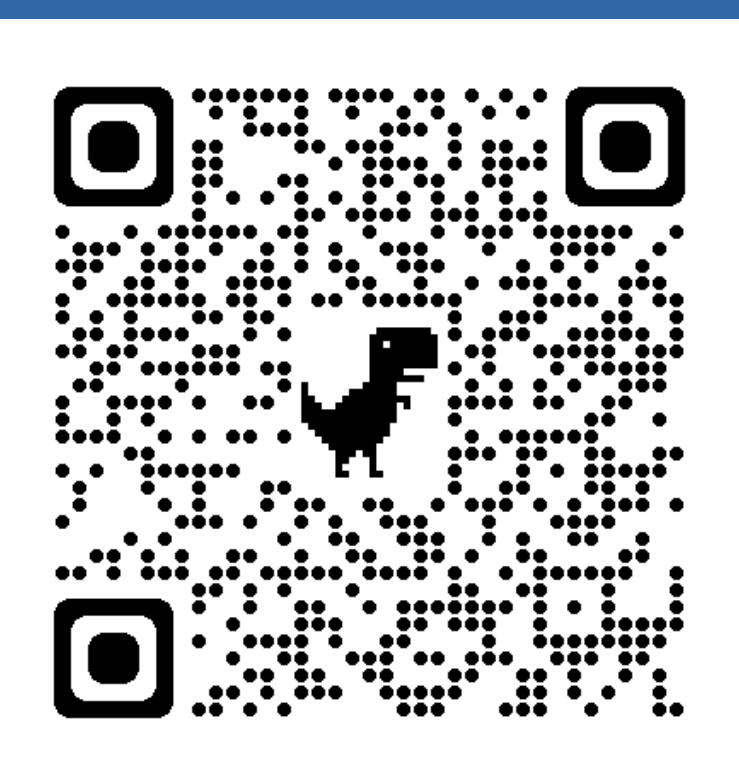
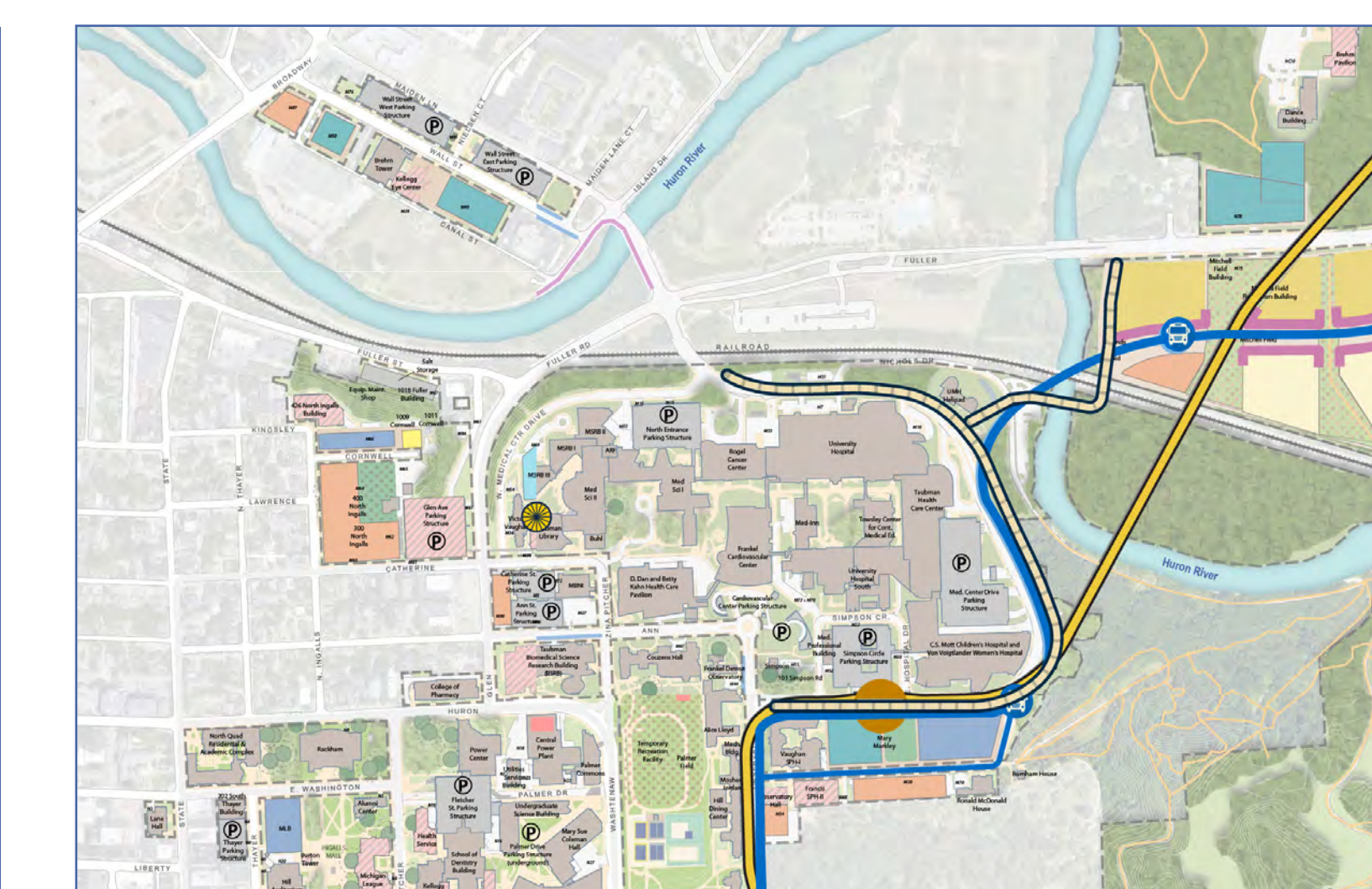
Ross Athletic Campus Active Transportation

New bike stations and bike racks will complement a proposed pedestrian bridge, shared use path, and other multi-modal infrastructure to provide safe and convenient access to facilities in the area.



Medical Campus Active Transportation

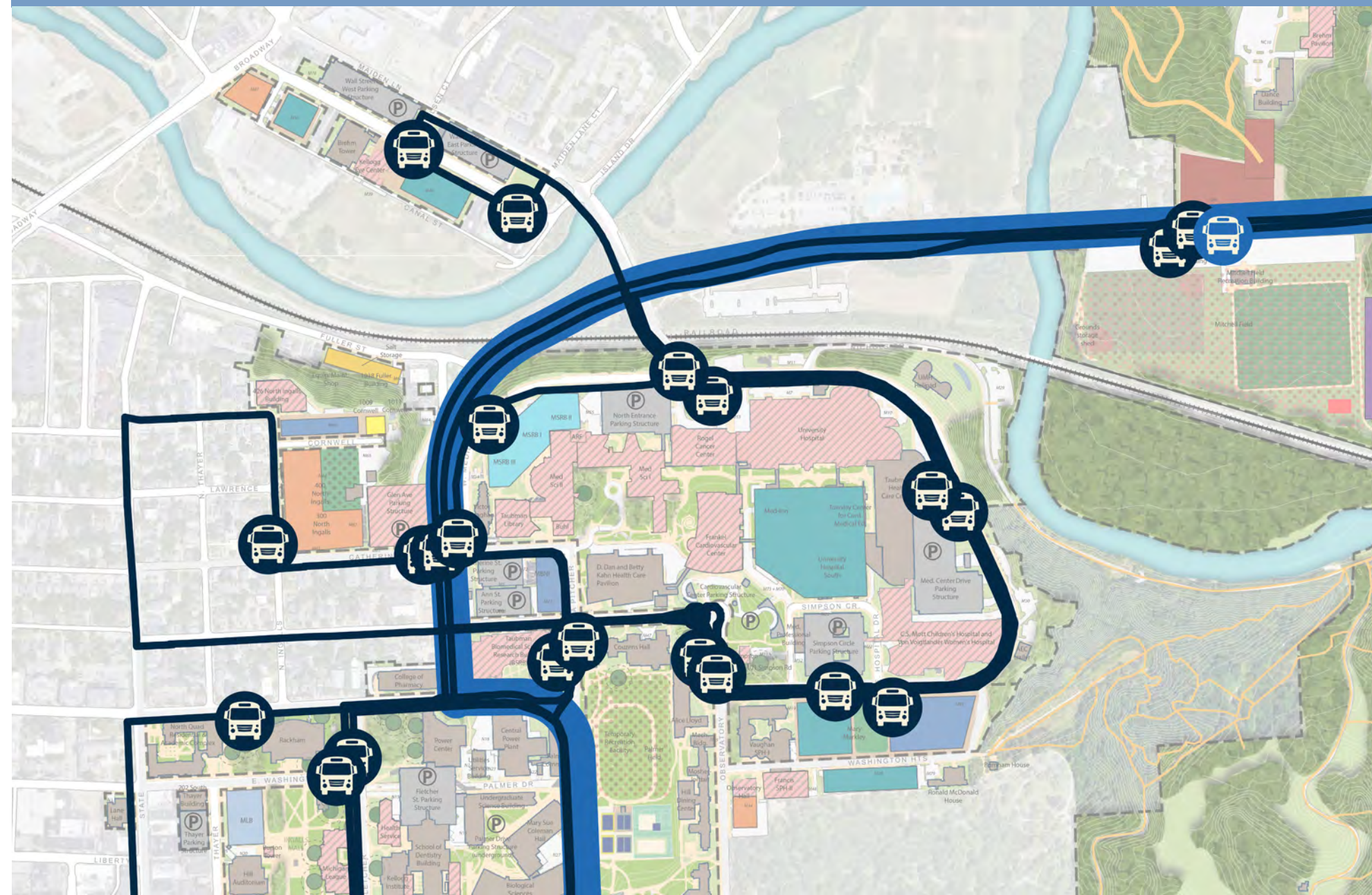
New multi-modal infrastructure will connect with existing shared-use paths to expand walkability around the Medical Center Campus and connect to North Campus with a new pedestrian bridge.



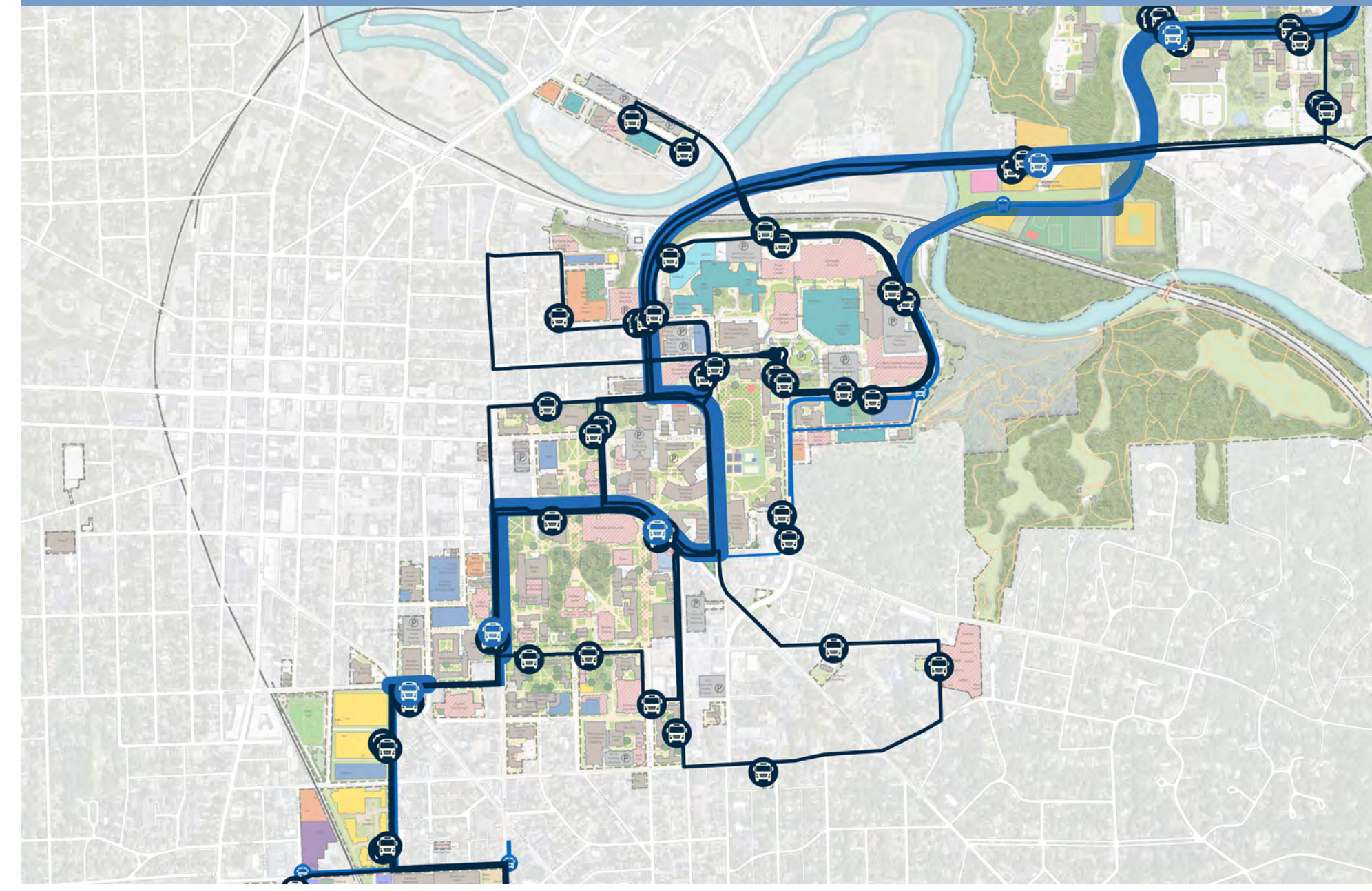
Welcome to the Fall Open House!
 The fall open houses are an opportunity to participate in the development of Campus Plan 2050.
 Please utilize the QR code to access the Campus Plan 2050 website.

Improve Central Campus-North Campus Connection

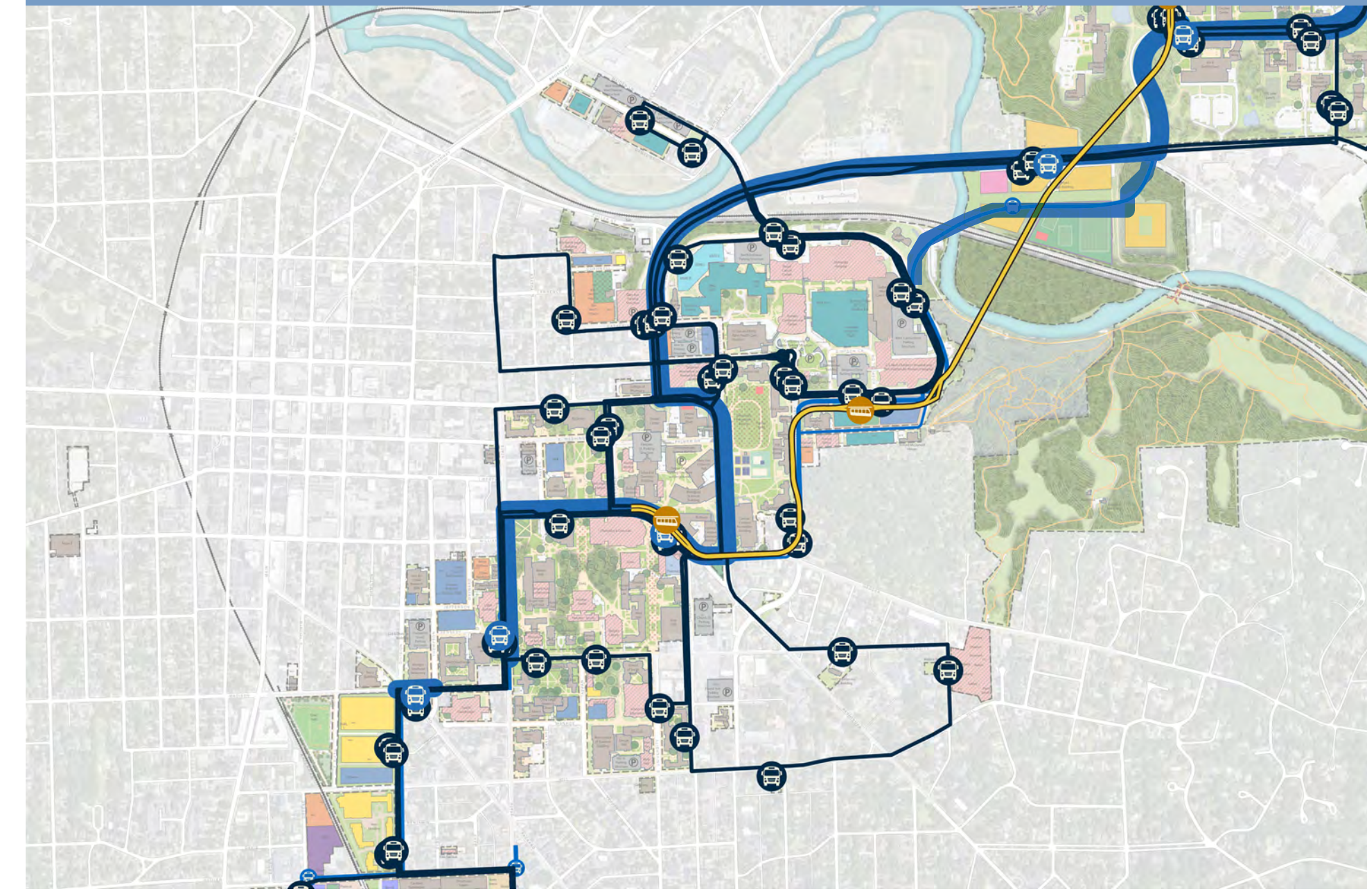
Idea A
Transit Routes Using Fuller Road Corridor



Idea B
Transit Network Using Bus Bridge

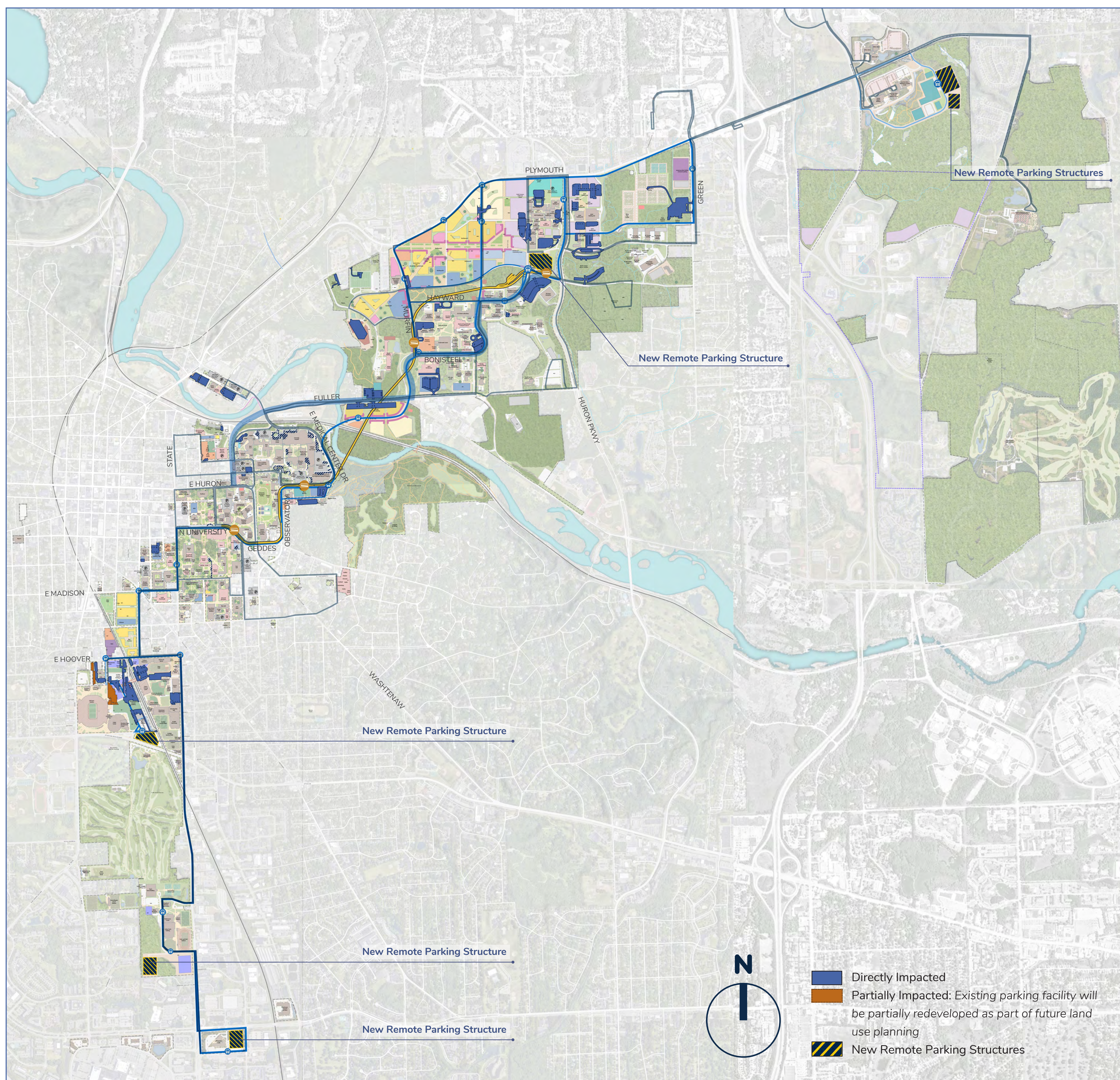


Idea C
Transit Network with ATS*



* ATS, or Automated Transit System, is a high-capacity, fully automated fixed guideway system, operating in a grade-separated dedicated right-of-way

Parking Impacted by Land Use Ideas



Reducing Vehicle Trips and Promoting Sustainability:

U-M is committed to developing a robust bus system that optimizes existing routing while introducing a **Bus Rapid Transit (BRT)** system to align with sustainability goals and DEIA principles.

Mass transit via an **Automated Transit System (ATS)** is a focus of the plan for its inclusivity, year-round travel convenience, and potential to reduce vehicle trips by moving more people faster and over greater distances.

Micromobility including improvements to pedestrian and cycling networks will complement the transit strategy by facilitating direct access to transit hubs through improved multi-modal infrastructure across campus, further supporting mobility and sustainability goals.

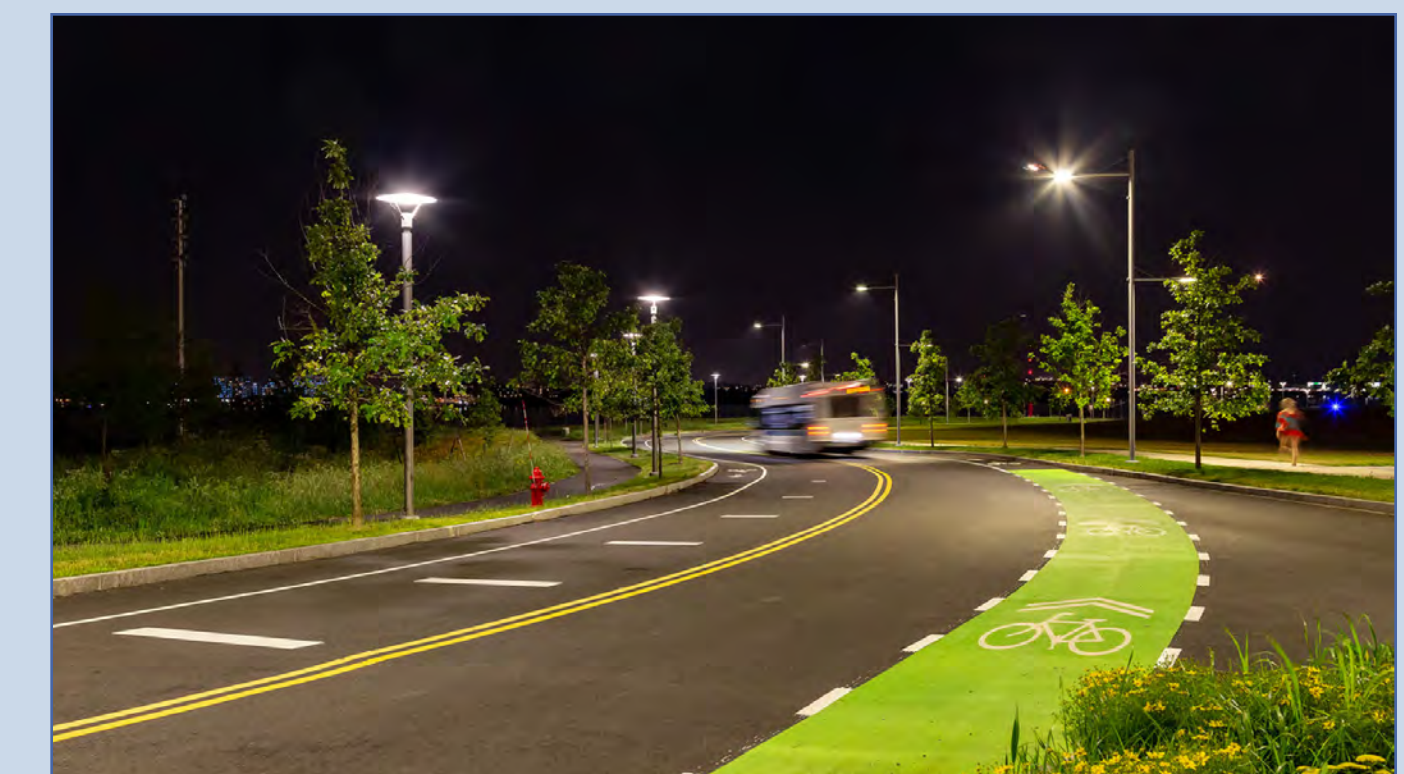
Parking on campus will transform to accommodate growth and new development in support of the U-M mission. The intent is to provide surface and above grade structured parking on the perimeter of the Ann Arbor campuses that is well-connected to enhanced transit. Above grade structured parking will also be integrated into select new buildings.

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Dedicated Bike Lane



Integrated Bike Lane



Dedicated Bus Lane



BRT Bus Stop



Transit Hub



ATS

