

Ann Arbor City Council Regular Session: May 18, 2026
Email Redactions List Pursuant to Council Resolution R-09-386

Sent Time	TO	From	CC	Redactions	Reason for Redaction
8:33 PM	City Council All	Tim Hull		Personal Contact Information	Privacy

From: [Tim Hull](#)
To: [City Council](#)
Subject: Construction and its impact on bus detours...
Date: Monday, May 18, 2026 8:33:37 PM

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Hi,

Sorry for wasting your time with the technical difficulties - my mic mysteriously didn't work even when unmuted, and I figured it out too late.

This is what I was going to say:

As of March 30th, Nixon Rd was closed at Traver Blvd, and AAATA decided to use a detour that skipped that area entirely, with no bus service between Plymouth Mall and Green Rd, including on Huron Parkway/Teubingen/Traver by the Traverwood Library and Traver Ridge.

For those of us living in that area, this can mean up to a mile walk in each direction, and with none of the map/tracking tools updated to reflect the detour and buses regularly running delayed. This makes using TheRide increasingly an option of last resort. For those of us who can't drive/bike, we're forced to rely on Uber/Lyft (increasingly unreliable and expensive with gas prices), perhaps get a temporary A-Ride card (complex application and difficult if you aren't flexible on time/can't plan ahead). On top of that, this is going to last over 3 months in total, with the final phase lasting potentially another 3 months.

When I sent a complaint to AAATA, I was told that their Detours Committee had determined that this was the best they could do given funding. With that said, the Detours Committee seems to be an opaque internal body (no references to it appear in any of the board agenda/minutes). While the city did keep AAATA in the loop during the planning phase according to the response I got from planners, it is not clear that the impacts on transit riders were factored into the staging decisions on the Nixon construction project.

Anyway, what I see is a clear failure with respect to mitigating this project's impact on bus riders. While some of this may be the fault of AAATA (and I do plan on addressing their board regarding that), some of this may lay on the city in how the project planning impacts what AAATA can do. The City and AAATA need to look at making this less disruptive the next time such a major construction project happens, and also in increasing the amount of transparency regarding how the decisions impact bus riders.

Tim Hull
Ward 1