

Provide Input for Future CATA Services!

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CATA's Road Ahead is about shaping transit service that moves with our community. Using data and community input, two early service concepts have been created for CATA's Road Ahead. They are starting points, not final plans. Input from this survey will help shape how these concepts evolve to better serve the region.

Of the two concepts, **Concept A** is a more modest update of the existing network, while **Concept B** introduces more substantial changes, including more cross-town service that bypasses downtown Lansing and more CATA Rydz service in place of fixed-route service. Overall, the two concepts propose alignment changes to nearly every route in the system, as well as the addition of some new CATA Rydz microtransit zones and the elimination of others. These modifications are meant to address the strengths, weaknesses, and opportunities identified through a comprehensive assessment of each current route and the markets it serves. The specific changes proposed in each concept are described by route and service in the accompanying scenario description table (below).

Routes/Services	Concept A	Concept B
1	The alignment of Route 1 would remain largely unchanged, except in downtown Lansing, where the route would be restructured from operating as a large one-way loop, to providing bi-directional service linking LCC, the Capitol, and the CTC, via Walnut Street.	Same as in Concept A.
2	In downtown Lansing, Route 2 would be simplified by ending the route at the CTC. Frequent service to the Capitol and other downtown destinations would be available on connecting routes. On the outer end of Route 2, the end of the line would shift from neighborhoods west of Waverly Road to Lansing Technical High School, allowing for new connection opportunities. Coverage west of Waverly Road would be picked up by the proposed Route 11. See Route 11.	In downtown Lansing, Route 2 would be simplified by ending the route at the CTC. Frequent service to the Capitol and other downtown destinations would be available on connecting routes. On the outer end of Route 2, the end of the line would shift from neighborhoods west of Waverly Road to Lansing Technical High School, via Jolly and Waverly Road, allowing for new connection opportunities. Coverage west of Waverly Road would be picked up by the proposed Route 11. See Route 11.
3	In downtown Lansing, Route 3 would be simplified by operating bi-directionally along Capitol Avenue. North of Shiawassee Street, service would shift from Pine and Walnut Street to Capitol and Grand River Avenue to take advantage of the traffic signal at Willow and Grand River. On the outer end of Route 3, the route would be extended from the Lansing Mall area to LCC West Campus via Snow Road, allowing for new connection opportunities.	Route 3 would be merged into proposed Route 15, which would provide cross-town service linking the Capital Area Multimodal Gateway, MSU, Frandor Shopping Center, Meijer and Walmart near Lake Lansing Road, Cristo Ray Community Center, and the Lansing Mall area. See Route 15.
5	The alignment of Route 5 would remain largely unchanged between downtown Lansing and Meijer on Miller Road. Deviations to Everett High School would be eliminated, with coverage to the high school picked up by proposed routes 6 and 18. On the outer end of Route 5, service along Edgewood Boulevard would be eliminated and picked up by proposed Route 9. See routes 6, 9, and 18.	The alignment of Route 5 would remain largely unchanged between downtown Lansing and Jolly Road, where the route would shift east to Pennsylvania Avenue to pick up coverage to Ingham County Human Services from Route 6. Deviations to Everett High School would be eliminated, with coverage to the high school picked up by proposed Route 18. On the outer end of Route 5, service along Edgewood Boulevard would be eliminated and picked up by proposed Route 11. See routes 6, 11, and 18.
6	Route 6 would be anchored at Meijer on Miller Road, allowing for new connection opportunities. The route would also be restructured so that buses can remain on public streets at all times and still have doors open towards key destinations including Ingham County Human Services, the CATA offices, Everett High School, Newcomer Center, and the Social Security Administration.	Route 6 would be eliminated to focus resources on other routes. The route's coverage would be picked up by other routes including proposed routes 5 and 20, and the proposed Southeast Lansing Rydz zone. See routes 5 and 20.
7	Route 7 would be restructured to focus service on corridors with the highest ridership potential and eliminate unproductive stops. East of downtown, service would shift from I-496 to Kalamazoo Street. North of Mt. Hope Avenue, service would shift from Aurelius Road to Pennsylvania Avenue. South of Jolly Road, service would shift from English Oak Drive to Belle Chase Boulevard.	Route 7 would be eliminated to focus resources on other routes. The route's coverage would be picked up by other routes including proposed routes 18 and 20 and the proposed Southeast Lansing Rydz zone. See routes 18 and 20.
8	Route 8 would be restructured to operate between Meijer on Miller Road and Holt only. Service along Pennsylvania Avenue is partially picked up by proposed routes 6 and 7. Service in Holt is simplified and shifted away from smaller residential streets and private drives onto public arterial roadways. See routes 6 and 7.	Route 8 would be restructured to operate between downtown Lansing and Meijer on Miller Road only. Service to Holt would be picked up by the proposed Holt/Delhi Rydz zone. In downtown Lansing, Route 8 would be simplified by ending the route at the CTC. Frequent service to the Capitol and other downtown destinations would be available on connecting routes.

Routes/Services	Concept A	Concept B
9	In downtown Lansing, Route 9 would be simplified by ending the route at the CTC. Frequent service to the Capitol, LCC, and other downtown destinations would be available on connecting routes. South of Jolly Road, service would shift from Waverly Road to Wise Road to more directly serve Lansing Technical High School. Waverly Road coverage would be picked up by proposed Route 11. Service would also be shifted from Miller Road to Edgewood Boulevard where there is higher ridership potential. See Route 11.	In downtown Lansing, Route 9 would be simplified by ending the route at the CTC. Frequent service to the Capitol, LCC, and other downtown destinations would be available on connecting routes. South of Jolly Road, service would shift from Waverly Road to Haag Road, Georgetown Boulevard, and Pleasant Grove Road to more directly serve Lansing Technical High School. Waverly Road coverage would be picked up by proposed Route 2. Service to Meijer along Miller Road would be picked up by proposed Route 11. See routes 2 and 11.
10	In downtown Lansing, Route 10 would be simplified by operating bi-directionally along Grand Avenue. North of Shiawassee Street, service would shift to the west side of the Grand River until Cesar Chavez Avenue to provide more direct service to Turner Road and Sheridan Road. Coverage west of the river would still be provided by Routes 13 and 16. From East Street, Route 10 would be extended east to service Walmart and Meijer via Lake Lansing Road to provide direct access to groceries and create new connection opportunities. See routes 13 and 16.	Same as in Concept A.
11	In downtown Lansing, Route 11 would be simplified by operating bi-directionally along Grand Avenue. From Waverly Road, the route would continue south of Holmes Road to serve Seaway Drive, Miller Road, and the Lansing Technical High School, allowing for new connection opportunities.	In downtown Lansing, Route 11 would be simplified by operating bi-directionally along Grand Avenue. From Waverly Road, the route would continue south of Holmes Road to serve Seaway Drive, Miller Road, and the Lansing Technical High School, allowing for new connection opportunities. From Lansing Technical High School, the route would continue to Meijer on Miller Road via Edgewood Boulevard.
12	In downtown Lansing, Route 12 service would shift from Grand and Capitol Avenue to providing bi-directional service along Walnut Street. From Waverly Road, the route would serve LCC West Campus via Mt. Hope Highway instead of St. Joseph and Snow Road to provide closer access to industrial employers along the Mt. Hope Highway corridor.	In downtown Lansing, Route 12 service would shift from Grand and Capitol Avenue to providing bi-directional service along Walnut Street. From Waverly Road, the route would continue to Mt. Hope Highway, Canal Road, Guinea Road, and Davis Highway to provide closer access to industrial employers including GM, Amazon, Meijer, and LG.
13	In downtown Lansing, Route 13 would be restructured from operating as a large one-way loop, to providing bi-directional service along Grand Avenue between LCC and the CTC. Frequent service to the Capitol and other downtown destinations would be available on connecting routes. Near Frandor, the route would shift from Coolidge Road to Homer Street to create a similar alignment in the inbound and outbound direction. Near Lake Lansing Road, service would be extended to the Walmart and Eastwood Town Center.	In downtown Lansing, Route 13 would be restructured from operating as a large one-way loop, to providing bi-directional service along Grand Avenue between LCC and the CTC. Frequent service to the Capitol and other downtown destinations would be available on connecting routes. Near Frandor, the route would shift from Coolidge Road to Homer Street to create a more similar alignment in the inbound and outbound direction.
14	In downtown Lansing, Route 14 would be simplified by operating bi-directionally along Capitol Avenue. Service to Grand River Avenue would also be streamlined by using the Grand River Avenue bridge instead of Cesar Chavez and Turner Road. Turner Road coverage would be picked up by proposed Route 10. On the outer end of Route 14, the route would be restructured from operating as a large one-way loop to providing bi-directional service along Delta River Drive and Waverly Road to simplify travel between these corridors and the airport. See Route 10.	Same as in Concept A.
15	South of Michigan Avenue, the end-of-the line for Route 15 would be shifted from downtown Lansing to the Capital Area Multimodal Gateway due to low ridership on Kalamazoo Street and to provide more access and connection opportunities to MSU.	Route 15 would combine parts of the current routes 3, 15, and 16 to provide cross-town service linking the Capital Area Multimodal Gateway, MSU, Frandor Shopping Center, Meijer and Walmart near Lake Lansing Road, Cristo Ray Community Center, and the Lansing Mall area. Connections to downtown Lansing could be made along Ceaser Chavez Avenue via proposed routes 10 and 14. See routes 10 and 14.
16	The alignment of Route 16 would remain largely unchanged, except in downtown Lansing, where the route would be simplified by operating bi-directionally along Capitol Avenue.	Route 16 would be merged into proposed Route 15, which would provide cross-town service linking the Capital Area Multimodal Gateway, MSU, Frandor Shopping Center, Meijer and Walmart near Lake Lansing Road, Cristo Ray Community Center, and the Lansing Mall area. Connections to downtown Lansing could be made along Ceaser Chavez Avenue via proposed routes 10 and 14. See routes 10 and 14.

Routes/Services	Concept A	Concept B
18	Route 18 would continue to provide cross-town service but would be substantially restructured due to its poor performance. From Harrison Road, the route would terminate at the Capital Area Multimodal Gateway rather than circulating around MSU campus. MSU connections would be available via proposed routes 15 and 20. East of MLK Jr. Boulevard, service would shift from Hope Avenue to Cavanaugh Road to serve more destinations like Kroger and Everett High School. West of MLK Jr. Boulevard, Route 18 would extend further west to serve industrial employers including GM Lansing, Amazon, and Meijer distribution centers. See routes 15 and 20.	Route 18 would continue to provide cross-town service but would be substantially restructured due to its poor performance. From Harrison Road, the route would terminate at the Capital Area Multimodal Gateway rather than circulating around MSU campus. MSU connections would be available via proposed routes 15 and 20. East of MLK Jr. Boulevard, service would shift from Hope Avenue to Cavanaugh Road to serve more destinations like Kroger and Everett High School. West of MLK Jr. Boulevard, Route 18 would extend further west to serve industrial employers, LCC West Campus, and the Lansing Mall Area. See routes 15 and 20.
20	On the north end, Route 20 service would be simplified to serve MSU via Shaw Lane and the MSU-CTC, where there are many connection opportunities. On the south end, the route would be extended from Jolly Road to Meijer on Miller Road, via Pennsylvania Avenue, to provide direct access to groceries and create new connection opportunities.	On the north end, Route 20 service would be simplified to serve MSU via Shaw Lane and the MSU-CTC, where there are many connection opportunities. On the south end, the route would be extended from Jolly Road to Meijer on Miller Road, via Cedar Street, to provide direct access to Ingham County Human Services, groceries, and new connection opportunities.
22	Instead of providing clockwise and counter-clockwise service along the same loop, Route 22 and 23 would be restructured so that Route 22 provides bi-directional service along the southern half of the loop and Route 23 provides bi-directional service along the northern half of the loop. See Route 23.	Instead of providing clockwise and counter-clockwise service along the same loop, Route 22 and 23 would be restructured so that Route 22 provides bi-directional service between MSU's Ramp 5 and Meijer near Grand River Avenue, via Mt. Hope Road and Okemos Road. Coverage south of Mt Hope Road would be picked up by the proposed Meridian Rydz zone. Route 23 would provide bi-directional service along the northern half of the current Route 22 loop. See Route 23.
23	Instead of providing clockwise and counter-clockwise service along the same loop, Route 22 and 23 would be restructured so that Route 22 provides bi-directional service along the southern half of the loop and Route 23 provides bi-directional service along the northern half of the loop. Route 23 service would also be shifted from Lac Du Mont Drive to Okemos Road, and from Farm Lane to Bogue Street to streamline the route. See Route 22.	Instead of providing clockwise and counter-clockwise service along the same loop, Route 22 and 23 would be restructured so that Route 23 provides bi-directional service along the northern half of the loop. Route 23 service would be shifted from Lac Du Mont Drive to Okemos Road, and from Hagadorn Road to Alton Road, Burcham Drive, and M.A.C Avenue to pick up coverage from proposed Route 24. Proposed Route 23 and the proposed Meridian Rydz zone would pick up the southern half of the current Route 23 loop. See routes 22 and 24.
24	The alignment of Route 24 would remain largely unchanged, except in the vicinity of MSU, where the route would shift from M.A.C. Avenue to Abbot Road to avoid difficult turns. The route would also terminate with an end-of-line loop along Circle Drive instead of serving Ramp 5.	South of Saginaw Highway, Route 24 would be streamlined to operate along Hagadorn Road and Shaw Lane to the MSU-CTC. Coverage along Alton Road, Burcham Drive, M.A.C Avenue, and Farm Lane would be picked up by proposed Route 23. See Route 23.
25	Route 25 would be streamlined by eliminating the deviation from Red Cedar Road to Farm Lane and by providing direct service to Meijer from Harrison Road rather than serving Chandler Crossings first. The proposed Route 26 would serve both Farm Lane and Chandler Crossings. Routes 25 and 26 could also be interlined to allow for one-seat rides to destinations on both routes without the need to transfer from one bus to another. See Route 26.	Route 25 would be streamlined by eliminating the deviation from Red Cedar Road to Farm Lane and by providing direct service to Meijer from Harrison Road before continuing to serve Chandler Crossings. The proposed Route 26 would serve Farm Lane. Routes 25 and 26 could also be interlined to allow for one-seat rides to destinations on both routes without the need to transfer from one bus to another. See Route 26.
26	Route 26 service would be extended to Meijer from Chandler Crossings to provide direct access to groceries and to facilitate an interline with Route 25. Service would also shift from M.A.C. Avenue to Abbot Road to avoid difficult turns and would be extended to Ramp 5 to create new connection opportunities. See Route 25.	Route 26 service would be extended to Ramp 5 to create an interline opportunity with proposed Route 25. Service would also shift from M.A.C. Avenue to Abbot Road to avoid difficult turns. See Route 25.
30	Route 30 is unchanged.	Same as in Concept A.
31	Route 31 would be restructured to reduce one-way service segments, which contribute to overcrowding and reduce the utility of the route. North of the Red Cedar River, the route would operate bi-directionally except for an end-of-line loop around W. Circle Drive. South of the river, service would shift from Wilson Road to S. Shaw Lane to create bi-directional service except for an end-of-line loop around the East Neighborhood. Route 31 would contribute to a simplification of service at the MSU-CTC and throughout campus, as routes would serve more predictable patterns.	Route 31 would be restructured to maximize the utility of the route. North of the Red Cedar River, the route would serve Farm Lane and E. Circle Drive before completing an end-of-line figure-8 along W. Circle Drive, Beal Street, Kalamazoo Street, Harrison Road, Michigan Avenue, Beal Street, and W. Circle Drive. South of the river, the route would serve Farm Lane and Shaw Lane before completing an end-of-line loop along Hagadorn Road, Service Road, Bogue Street, Wilson Road, and Conrad Road. Route 31 would provide regular service to the College of Nursing and would contribute to a simplification of service at the MSU-CTC and throughout campus, as routes would serve more predictable patterns.

Routes/Services	Concept A	Concept B
32	On its southern end, Route 32 would be simplified by eliminating the southbound deviation along Service Road. Service Road coverage would be picked up by proposed Route 39. The norther end of Route 32 would be extended to University Village via Grand River Avenue, Michigan Avenue, and Harrison Road to provide fast, frequent, and bi-directional connections between University Village and Brody Square, and the Farm Lane corridor.	Same as in Concept A.
33	Route 33 would be restructured to reduce one-way service segments, which contribute to overcrowding and reduce the utility of the route. North of the Red Cedar River, the route would operate bi-directionally except for an end-of-line loop around W. Circle Drive. South of the river, service would shift from Wilson Road to S. Shaw Lane, Red Cedar, and Chestnut Road to create bi-directional service except for an end-of-line loop around the South Neighborhood. Route 33 would contribute to a simplification of service at the MSU-CTC and throughout campus, as routes would serve more predictable patterns.	Route 33 would be restructured to maximize the utility of the route. North of the Red Cedar River, the route would serve Farm Lane and E. Circle Drive before completing an end-of-line figure-8 along W. Circle Drive, Beal Street, Kalamazoo Street, Harrison Road, Michigan Avenue, Beal Street, and W. Circle Drive. South of the river, service would shift from Wilson Road to S. Shaw Lane, Red Cedar, and Chestnut Road to create bi-directional service except for an end-of-line loop around the South Neighborhood. Route 33 would contribute to a simplification of service at the MSU-CTC and throughout campus, as routes would serve more predictable patterns.
39	Route 39 would be restructured to operate as a cross-campus shuttle linking key destinations including Lot 89, the College of Nursing, East Neighborhood, MSU-CTC, South Neighborhood, and University Village.	Route 39 would be eliminated to focus resources on other routes.
46	Route 46 would be eliminated to focus resources on other routes such as the alternative service, especially for Williamston/Webberville.	Same as in Concept A.
48	Route 48 would be eliminated to focus resources on other routes such as the alternative service, especially for Williamston/Webberville.	Same as in Concept A.
CATA Rydz Lansing	CATA Rydz Lansing would be eliminated to focus resources on other services. Bi-directional fixed-route service in the downtown area would allow for more direct trips and reduce the need for Rydz service downtown.	Same as in Concept A.
CATA Rydz Delta	The Delta zone would expand to include parts of southwest Lansing that would lose fixed-route service coverage with the proposed streamlining of routes 2 and 11.	The Delta zone would be eliminated, with coverage in the area picked up by proposed Route 12. See Route 12.
CATA Rydz Airport	A downtown Lansing zone would be added to the airport Rydz service.	Same as in Concept A.
MSU Night Rydz	This would be a new CATA Rydz service covering the MSU campus and combining the function of the Night Owl and Lot Link services.	Same as in Concept A.
CATA Rydz Southwest Lansing	See CATA Rydz Delta.	This would be a new CATA Rydz service covering parts of southwest Lansing that would lose fixed-route service coverage with the proposed streamlining of routes 2 and 11.
CATA Rydz Southeast Lansing	Not included in Concept A.	This would be a new CATA Rydz service covering parts of southeast Lansing that would lose fixed-route service with the proposed elimination of routes 6 and 7.
CATA Rydz Meridian	This would be a conversion of the Meridian Redi-Ride service into a CATA Rydz microtransit service.	Same as in Concept A.
CATA Rydz Holt	This would be a conversion of the Holt Redi-Ride service into a CATA Rydz microtransit service.	Same as in Concept A.
CATA Rydz Mason	This would be a conversion of the Mason Redi-Ride service into a CATA Rydz microtransit service.	Same as in Concept A.