

ANN ARBOR AREA TRANSPORTATION AUTHORITY

YPSILANTI TRANSIT CENTER

PASSENGER TERMINAL NEEDS ASSESSMENT

December 2018

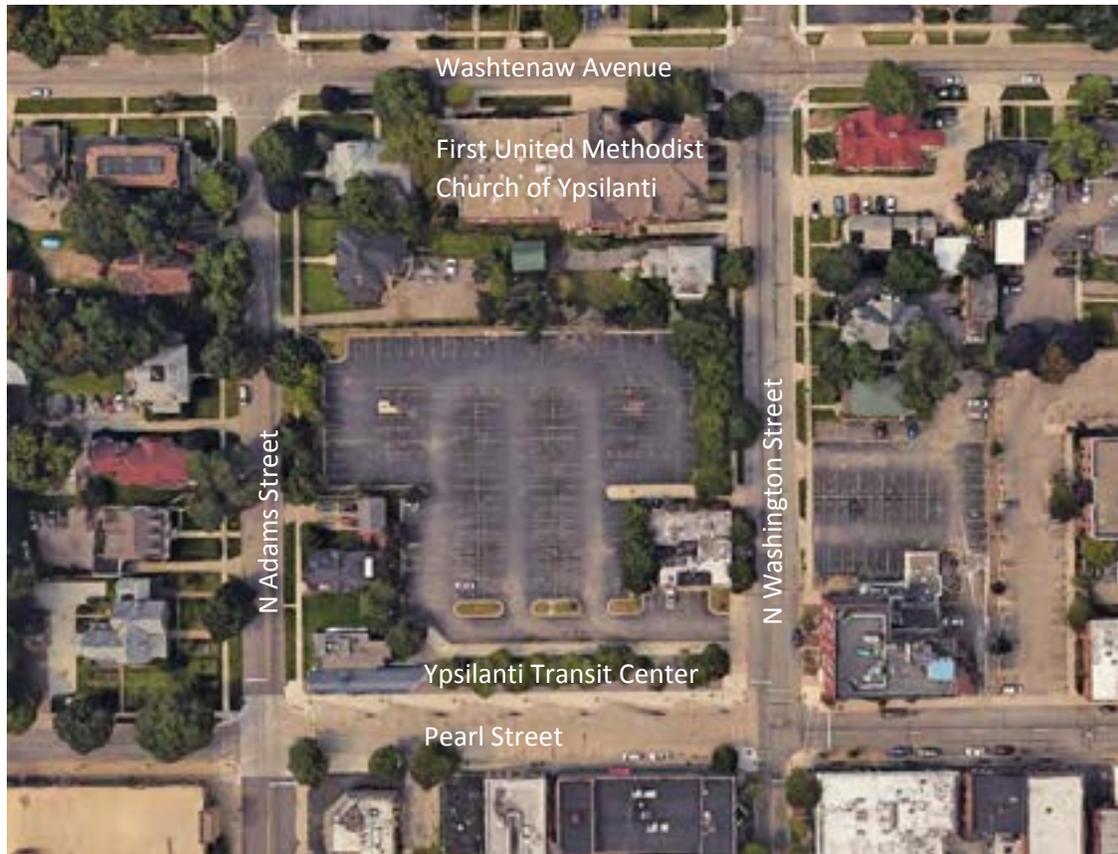
FINAL



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EXECUTIVE SUMMARY

In the fall of 2017, the Ann Arbor Area Transportation Authority (AAATA), in accordance with their strategic policy objectives retained Wendel to perform a Passenger Terminal Needs Assessment for the Ypsilanti Transit Center (YTC) in Ypsilanti, MI. The transit center operations occupies approximately half a city block north of Pearl Street between N Adams and N Washington Streets.



Existing Site Aerial Photo

The YTC was constructed in 1993 in partnership between the City of Ypsilanti, Eastern Michigan University and the AAATA. The current facility has indoor and outdoor waiting areas, driver facilities, office area, and six bus stop bays. Lay-by buses and shuttles also use on street spaces on N Washington Street. AAATA owns the parcels on the southeast and southwest corners of the site. The City owns the land between the corner parcels and the surface parking lot to the north of the transit center.

In 2016, the AAATA implemented a significant expansion of the local and regional transit service including service to and from the City of Ypsilanti and the Ypsilanti Township. This service increase included an expansion of service to the rural service area. The YTC has reached its limits in terms of physical space to meet the current routes and riders. It's anticipated that the continuing growth will continue to enhance the stressors to the facility and impact the overall experience to the public use of the YTC.

Although the facility is well maintained, it has exceeded its useful life and will require significant investment in order to support continued operations at the site. Further, the facility is undersized and in need of updating to meet the needs of current users and operators. The six (6) on street bus slips will not be adequate for future ridership needs.



As part of the initial project kick off, the consultant team hosted a public meeting and engaged key stakeholders in discussion relative to their vision and thoughts regarding the current transit center. To further ensure adequate input from the public, the consultant team also developed and distributed ridership surveys in hard copy and with on-line access for ease of use. To ensure the survey reached all riders in the area, the consultant team provided on-board surveys and hosted the surveys in person at the transit center during peak hours of operations.

The feedback and information received from the various meetings, discussions and survey comments were used by the consultant team to inform the basis of the program and design alternatives. Issues such as safety, connectivity, accessibility and location were consistent between the individual riders and stakeholders.

INDUSTRY STANDARDS

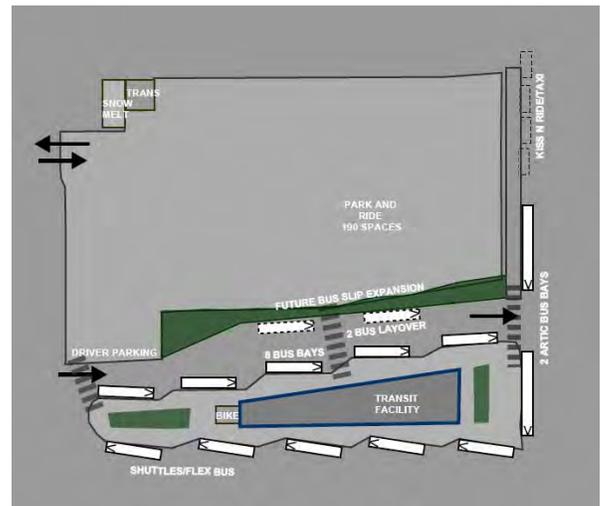
The proposed transit center design is based on modern industry standards and best practices in which we integrated the AAATA operational needs and priorities with the comments and

information we received from the public and which, find a balanced approach to address safety and efficient bus operations. Some of the best practices which were considered include:

- Separation between pedestrians and vehicles
- Separation between vehicles and busses
- Travel distances between facilities and bus slips
- Clear and unobstructed site lines for passengers and drivers
- Accessibility for persons with disabilities (ADA)
- The number of passengers in the facility at one time

PROPOSED FACILITY DESIGN

Passenger safety is of paramount importance to AAATA for their new facilities. Accordingly, center platform options were studied extensively. AAATA identified their preference for saw-tooth bus slip configurations with no need to back up buses, as well as options that included on-site and on-street bus slip configurations. The following program balances these concerns with the public outreach comments and provides for appropriate future growth. These principals are evident in the final design alternatives.



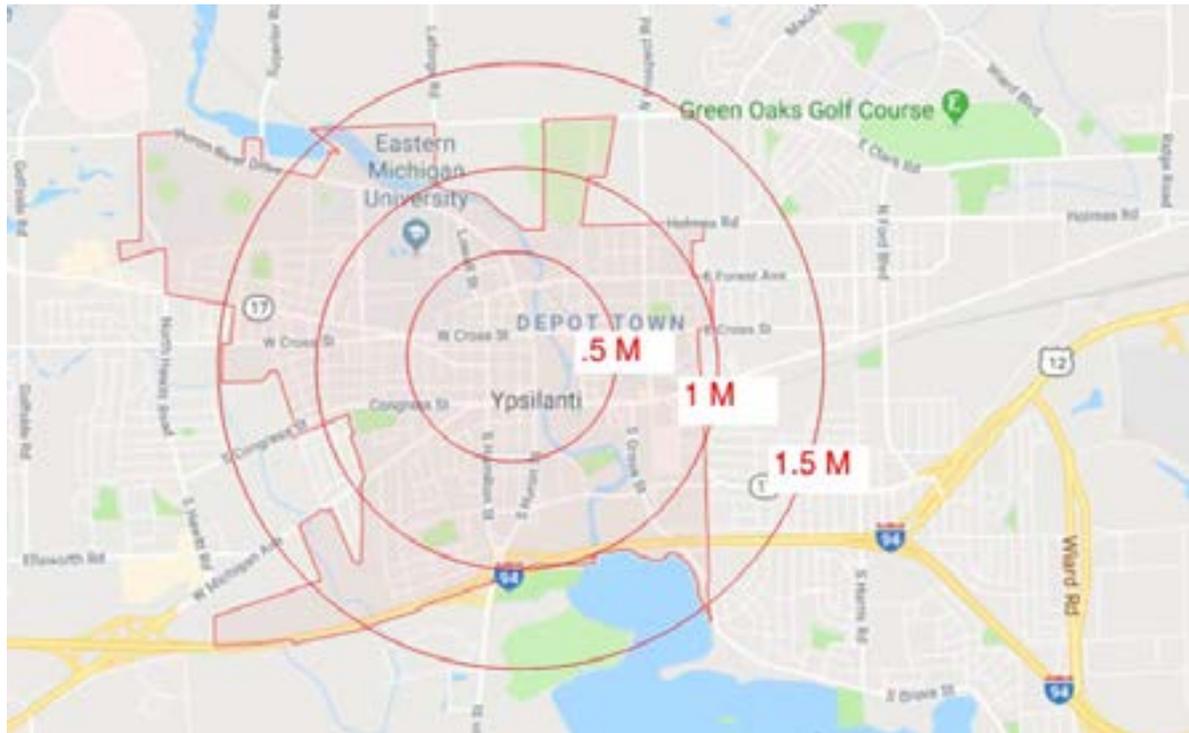
The proposed transit center program yields a 6,500 square foot facility on a 1.93 acre site (say 2 acres) and includes the following minimum program elements:

- 13 Bus and Shuttle Slips
- Kiss and Ride and taxi/ride share drop off area
- Safe pedestrian circulation.
- Covered Platforms
- Green Space

DESIGN ALTERNATIVES & SITE SELECTION

The goal of the site selection process is to identify potential sites that will meet the requirements of the new facility both in size and location.

Nine (9) sites within a 1 mile radius of the existing facility met the minimum requirements for a new facility.



Each site was evaluated based on a well-defined set of scoring criteria that set forth the priorities and importance of the AAATA and the community. This selection criteria was used to evaluate, rank and select each potential site. Each criteria was well defined to provide a high level of clarity among each member during the scoring process. The full criteria can be found in the final report but represent as an example, issues such as:

- Onsite Transit Operations/Vehicle Access
- Pedestrian Access & Safety
- Environmental Impacts
- Environmental Justice

After further investigation and study, three (3) sites met the minimum requirements for the new facilities. Site 1, Site 4 and Site 9.

These three (3) sites were advanced to the test fit stage of the study and were presented to both the public and the AAATA for further review and consideration.

Nine Sites were evaluated:

- Site 1: 220 Pearl Street (Current Site)
- Site 2A: 90 Maple Street (Private - Depot)
- Site 2B: 100 Market Street (Public – City Depot)
- Site 3: 985 Cross Street
- Site 4: 4 Water Street
- Site 5: 300 Harriett Street (Existing Building)
- Site 6: 126 Spring Street (Ford)
- Site 7: 1327 S. Huron Street (Golf Course)
- Site 8: 953 E. Michigan (Former Trailer Park)
- Site 9: 301 W. Michigan Ave (Key Bank)

Option 1A



Option 1B



Option 4



Option 9



SELECTION OF THE LOCALLY PREFERRED ALTERNATIVE

The consultant team facilitated a well-defined public engagement plan throughout the entire study process. Public and stakeholder meetings were held on a regular basis and at appropriate times to inform the decision making process. A second series of public and stakeholder meetings were held to present the alternatives. Option 1 received the most positive feedback and was the preferred option of the public and stakeholders.

Consistent with the public feedback, Site 1, received the highest overall score from the AAATA and consultant team and should be the locally preferred alternative.

The design team was charged with looking at two (2) additional options for Site 1 (existing site). These options will be referred to as Option 1C and Option 1D and are described as follows:

Option 1C - Position the Transit Center along the urban edge of the site

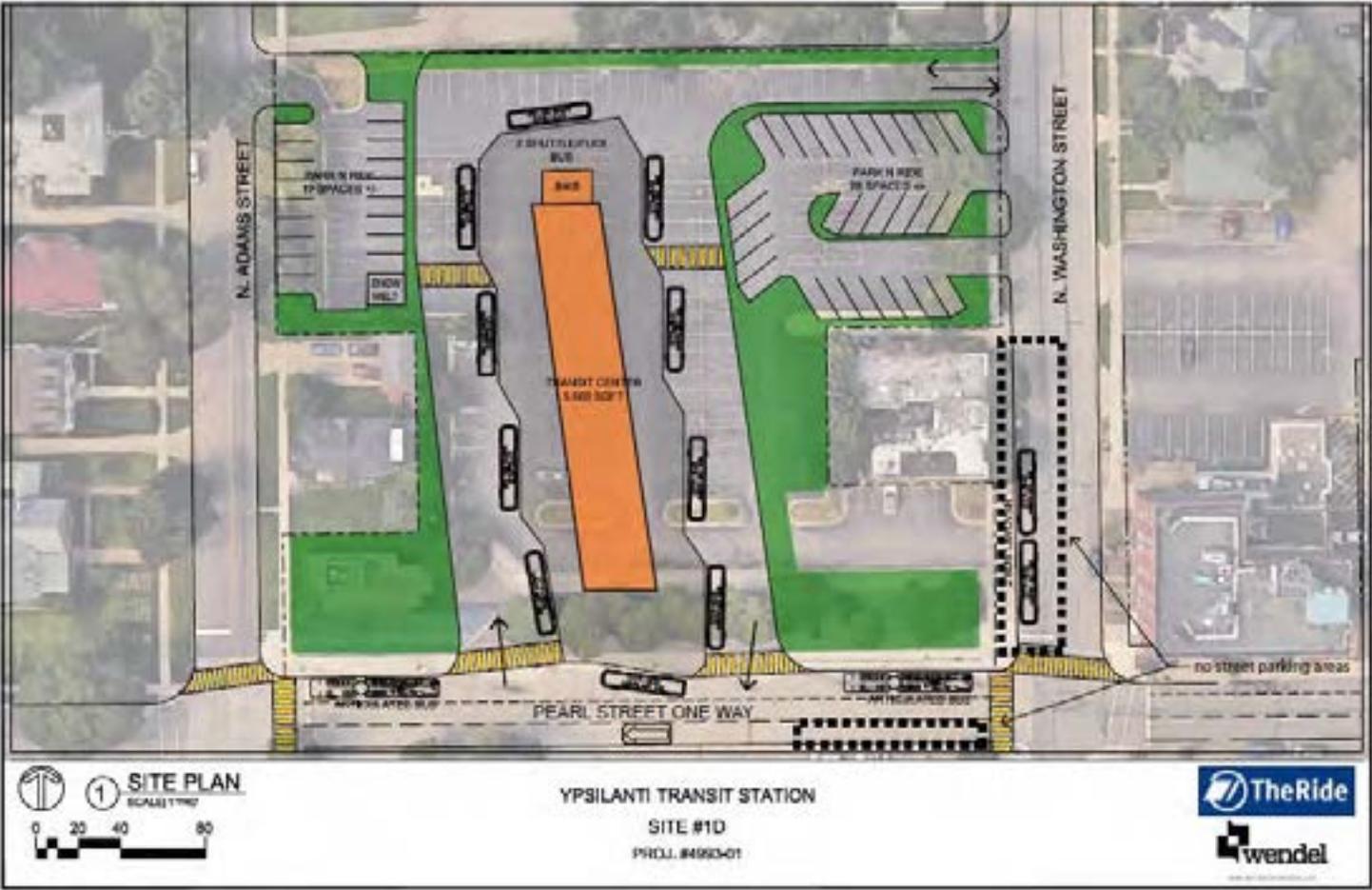
Option 1D - Position the Transit Center toward the center of the city block

These additional options address the AAATA's desire to mitigate the pros and cons of Options 1A and 1B and gain some flexibility in land acquisition and cost should the need arise.

Option 1C



Option 1D



ESTIMATE OF COST

The consultant team developed the following conceptual cost estimates for each option. The main difference in the cost of each option is directly related to the estimate of cost to acquire the private properties as identified on the conceptual design plans.

	Site 1C	Site 1D
	\$7,200,000	\$6,800,000
Building	\$1.4M	\$1.4M
Bus slip custom shelters	\$1.5M	\$1.5M
Site Development	\$1.0M	\$1.0M
Future BRT elevated station (future)	\$0.6M	\$0.6M
Subtotal	\$4.5M	\$4.5M
Professional Fees (ALL) (13%)	\$0.6M	\$0.6M
Site Acquisition	\$1.0M	\$0.6M
Contingency (15%)	\$0.7M	\$0.7M
Escalation (6%)	\$0.400	\$0.400

NEXT STEPS

The recommended locally preferred alternative is currently under review by the leadership of AAATA. The project should advance to detailed design and further evaluation. The AAATA will need to secure funding as well as Federal environmental approvals and local municipal support. Land acquisition approvals and agreements will need to be secured prior to the construction of the new facility.

FUNDING

The primary funding source for an intermodal transportation facility is primarily through the Federal Transit Administration (FTA) New Starts/Small Starts program which will fund up to 80% of the capital costs and the project may qualify for additional funding for the enhancement of service to rural communities. A high level analysis of the project benefits make it likely to qualify for other competitive Federal DOT funding programs. Coordination with the FTA, the RTA, the State of Michigan DOT and other local municipalities will also identify other sources of potential funding.

Throughout the course of the study the desire for Transit Oriented Development (TOD) was discussed. Additionally, the option for a public private partnership where the AAATA could leverage private investment to support Federal funding should be explored as well.

ENVIRONMENTAL AND COMMUNITY IMPACT ANALYSIS

All FTA funded projects are required to comply with the National Environmental Policy Act (NEPA) and most local projects will be required to comply with their corresponding State and Local environmental laws and regulations.

The AAATA will coordinate with the FTA to classify this project and define the level of environmental review necessary to meet the FTA regulations. Based upon the preliminary environmental document (included in Appendix G of the final report), Site Option 1 appears to have the least environmental impacts and concern. However, a focus of the NEPA study will likely be related to the acquisition of adjacent property, land use change, historic preservation. Coordination with the following agencies will be required: State of Michigan SHPO, Ypsilanti Historic District Commission, MDEQ and USFWS.

DETAILED DESIGN

Upon securing funding and environmental approvals, the project should advance to detailed design that would finalize and refine all of the details of the project, building, site and platforms. Throughout the process of design, public input should be encouraged. It is typical for this process to take six (6) to nine (9) months to complete.

INTRODUCTION AND HISTORY

In the fall of 2017, the Ann Arbor Area Transportation Authority (AAATA), in accordance with their strategic policy objectives of: 1.) Providing public transit access to all residents; 2.) enhancement of the area's natural environment; and 3.) the promotion of economic prosperity of the area, retained Wendel to perform a Passenger Terminal Needs Assessment for the Ypsilanti Transit Center (YTC) in Ypsilanti, MI. The transit center operations occupies approximately half a city block north of Pearl Street between N Adams and N Washington Streets.

The YTC was constructed in 1993 in partnership between the City of Ypsilanti, Eastern Michigan University and the AAATA. The current facility has indoor and outdoor waiting areas, driver facilities, office area, and six bus stop bays. Lay-by buses and shuttles also use on street spaces on N Washington Street. AAATA owns the parcels on the southeast and southwest corners of the site. The City owns the land between the corner parcels. The surface parking lot to the north of the transit center is owned by the City of Ypsilanti.

Since 2012, AAATA has significantly increased services between Ann Arbor and Ypsilanti and the use of the YTC has grown accordingly. In 2016, the AAATA implemented a significant expansion of the local and regional transit service including service to and from the City of Ypsilanti and the Ypsilanti Township.

In 2015, the Washtenaw County Office of Community and Economic Development published the Housing Affordability and Economic Equity Analysis for the greater Ann Arbor area. This study emphasized the importance of the connectivity between the Cities of Ypsilanti and Ann Arbor for workforce development as well as affordable housing options. The study notes, "that Ann Arbor housing costs are expected to increase, making the area of the county with the most jobs, educational opportunities and amenities unaffordable and unavailable to a majority of the county's population. As a result, lower income residents move to more affordable areas like Ypsilanti and Ypsilanti Township. In the case of low-income renters or owners, that results in a concentration of poverty in several neighborhoods in these communities."

As noted in the study, access to reliable transit services is a high priority for mitigating the economic impacts to the residents of Ypsilanti by providing opportunity for employment and education. The AAATA, in connection with Washtenaw Area Transportation Study and the Regional Transit Authority are undertaking a methodical approach to addressing these issues as part of their long term regional strategies for economic growth. As such, the YTC Study will address accessibility and environmental justice issues as part of the site selection process (Phase II).

As of 2017, the YTC has reached its limits in terms of physical space to meet the current routes and riders. It's anticipated that the continuing growth will enhance the stressors to the facility and therefore, AAATA has recognized this as the appropriate time to explore options for the YTC Facility. AAATA would also like to improve the public's overall experience in using the YTC.

The intent of this study is to allow the AAATA Staff, Board of Directors and the public to engage in the following activities:

1. Conduct a feasibility study to select a viable transit growth alternative for the YTC, including all appropriate levels of analysis.
2. Conduct an analysis outlining the future minimum operational facility requirements for AAATA within the City of Ypsilanti.
3. Work with stakeholders and community to understand aspirations, opportunities, and challenges.
4. Facilitate a public dialogue through engagement meetings about the different possible facility options that improve transit operations, efficiency and customer service within the Ypsilanti Area.
5. Develop a public feedback process regarding potential alternatives.
6. Maintain eligibility for the Federal Transit Administration (FTA) Construction Grant process.
7. Provide an informed recommendation about how to improve the YTC functionality as a multi-model facility.

The study itself is comprised of two phases of work:

- Phase I: Current State Identification of Needs and Alternative Concept Development;
- Phase II: Preliminary Design and Site Selection.

As part of the Phase 1 scope of work, the team was tasked with studying existing conditions (refer to Section 3) and assessing the spatial and operational needs (Section 4: Programming) at the YTC.

Throughout this process our team member, Power Marketing Research (PMR), led the public involvement component of the project by facilitating public engagement meetings, surveys, and development of informational materials to inform the public and foster open communication with stakeholders and the public.

IMMERSION AND PROGRAMMING

The immersion process is a series of condensed meetings and workshops administered by the Wendel team over a contiguous period of several days. The purpose of the Immersion Process is to gain an understanding of current facility challenges (physical, functional and operational) and to identify the vision, needs, goals and objectives for the project.

In September of 2017, the Wendel team and AAATA administration held a project kick off meeting and facilitated a three (3) day immersion on site at the YTC and the main offices of the AAATA. The Wendel staff



conducted on site workshops to determine the current and future projections for transit operations within the AAATA operational territory. Individual interviews were conducted with AAATA staff ranging from bus drivers to operational administrators. All key employees and staff were invited to participate and share their ideas and thoughts. Onsite inspections of the facility conditions took place and the existing conditions of the current facility were documented for further evaluation.

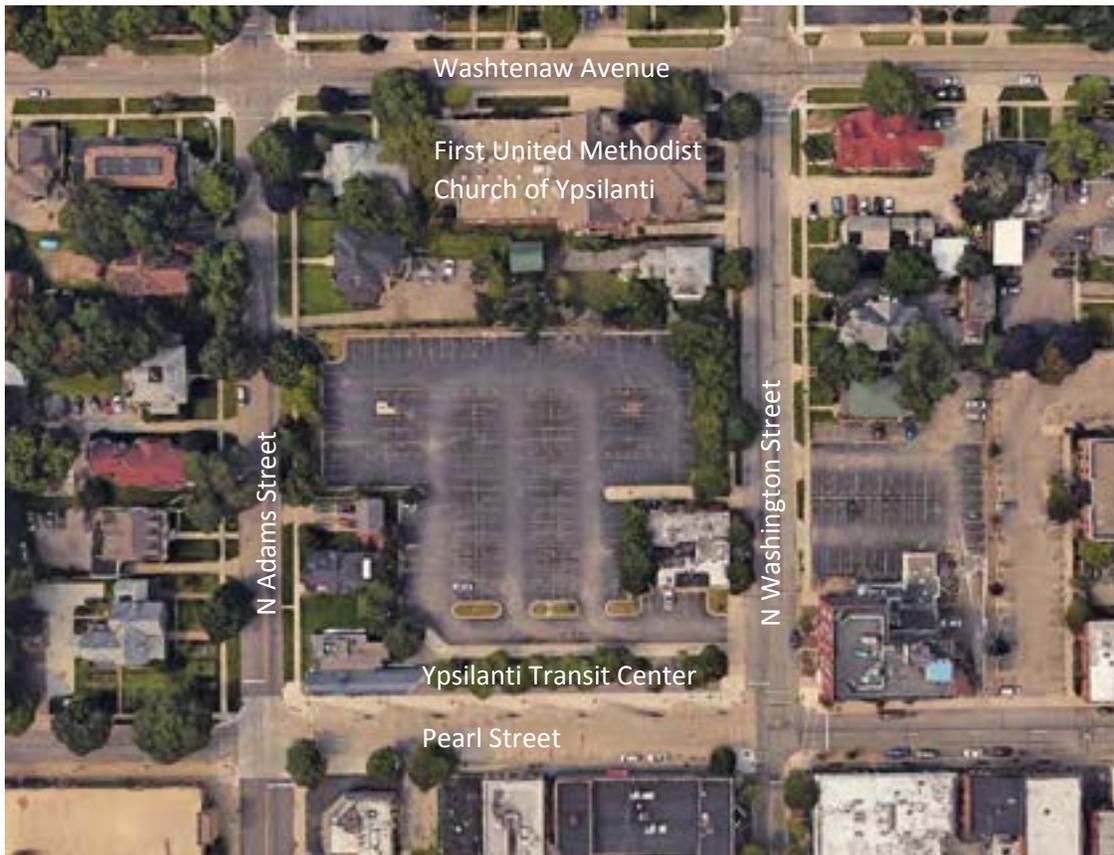
As part of the Immersion Process, Wendel team members spent a significant amount of time on site at the YTC observing the transit operations including the interaction between riders and the operations. Key observations are summarized and documented for further consideration below.

EXISTING FACILITY

The Ypsilanti Transit Center is located on Pearl Street between N Adams and N Washington Streets, and occupies the southern half of the city block bounded by Pearl Street, N Adams Street, N Washington Street, and Washtenaw Avenue. The Center's northern neighbors are a couple of residences and the First United Methodist Church of Ypsilanti. It shares the southern portion of this city block with a large surface parking lot, a small multi-family dwelling on N Adams Street and a street front commercial building on N Washington Street.



AAATA currently operates six (6) on street bus bays on the north side of Pearl Street. Lay-by buses and shuttles also use on street spaces on N Washington Street. AAATA owns the parcels on the southeast and southwest corners of the site. The City owns the land between the corner parcels. The surface parking lot to the north of the transit center is owned by the City of Ypsilanti. AAATA has several designated parking spaces for employees in the southwest corner of the surface parking lot as well as some park and ride parking spaces. The existing transit center is approximately 2,000 square feet with a waiting area, driver's room, toilet area, security office, mechanical room, and large canopy.



Based on the information received during the immersion process, we have identified the following observations and challenges at the existing facility:

- Waiting room is too small and the internal layout is inefficient.
- Drinking fountain does not work.
- Change machine is unreliable.
- There are no cell phone charging stations.
- Seating is insufficient.
- Real time information is not available.
- No ticket machine.
- Single unisex toilets lack supervision and increase wait times for passengers and drivers.
- The driver's room is too small and lacks amenities included at other facilities.
- No quiet room for layover drivers is provided.
- The number of Driver toilets is insufficient at this location. Ideally, the drivers would prefer separate men's and women's toilets.
- The mechanical and electrical room is too small for the existing equipment.
- There is not a secure area for security equipment.
- The security area is not right sized for its purposes and does not provide passenger ticketing. It is difficult to manage the toilet area from this area since there is no direct sight lines to the toilet room doors.
- Security system lacks coverage to all bus bays and bike parking.
- Facility finishes are dated and minor interior maintenance is needed.
- There are no canopies covering passenger access to bus slips.
- Passengers have no protection from foul weather.
- Sightlines are difficult for drivers and riders.
- Bus slips are not long enough to accommodate bike racks in the winter (snow accumulation).
- Plaza style seating encourages loitering.
- Site lighting is inadequate at the bus bays and parking lot areas.
- Travel distances between some bus bays and the facility is too far to allow for timely bus transfers.
- Passenger vehicles, pedestrians and buses are utilizing the same drive lanes.
- ADA accessibility is an issue in some conditions both at the entrance to the building and at the bus slips during winter months.





Although the facility has been maintained, it has exceeded its useful life and will require significant investment in order to support continued operations at the site. Further, the facility is undersized and in need of updating to meet the needs of current users and operators. The six (6) on street bus slips will not be adequate for future ridership needs.

INDUSTRY STANDARDS

The proposed transit center design is based on modern industry standards and best practices in which we integrated the AAATA operational needs and priorities with the comments and information we received from the public. These industry standards were the starting point for the site configurations as shown in Section 3 of this report.

The objective of the study is to find a balanced approach to address safety and efficient bus operations. Some of the best practices which were considered include:

- Separation between pedestrians and vehicles – minimizing the number of times pedestrians cross vehicle paths and driveways
- Separation between vehicles and busses
- Travel distances between facilities and bus slips
- Clear and unobstructed site lines for passengers and drivers
- Mitigation of impact on adjacent streets and intersections
- Avoid buses backing up
- Accessibility for persons with disabilities (ADA)
- The number and frequency of bus trips per hour
- The number of drivers at the facilities at one time
- The number of passengers in the facility at one time

Other technical best practices considered and applied to the operational layouts include:

- Adequate driveway widths that allow buses to clear their mirrors when moving around another bus.
- Bus slips that are geometrically configured so that a bus can be parallel and tight to the curb when loading and unloading passengers.
- Proper turning radii of curbs that allow buses to clear them without their back wheels “jumping” the curb creating a safety hazard.
- Providing passenger platforms of adequate width to accommodate “crush loads” (peak passenger periods). Typically a minimum width of eight (8) feet should be provided for

loading and unloading of passengers, with another eight (8) feed adjacent to that for passenger circulation between buses and/or the facility.

For the YTC, the quantity of buses, overall ridership and the number of bus trips per hour were significant considerations to the safe and efficient operations of vehicles on site. Based on these issues, the team determined that the YTC merits the use of easy-in-easy-out (sawtooth) bus slip configurations. The sawtooth configuration is ideal for the YTC operations as it accommodates the safest bus movements. While also providing for independent bus movements. Variations of the sawtooth bus slip configuration were studied extensively, both on-site and on-street (similar to the current site and operations). This configuration worked well with AAATA operational standards as passenger safety is of paramount importance and these configurations do not require buses to back up at any time.

PROPOSED FACILITY

Passenger safety is of paramount importance to AAATA so center platform options were studied extensively. As stated above, AAATA identified their preference for saw-tooth bus slip configurations with no need to back up buses, as well as options that included on-site and on-street bus slip configurations. The following program balances these AAATA concerns with the public outreach comments and provides for appropriate future growth.

The proposed transit center program that was generated below yields a 6,500 square foot facility on a 1.93 acre site (say 2 acres).

The program includes multi-modal program components such as thirteen bus and shuttle slips, a kiss and ride and taxi/ride share drop off area as well as room for bicycles, and safe pedestrian circulation. The new center will have passenger canopies at all bus platforms and afford general weather protection to and from the transit center. Green space was discussed as an important amenity. The main programming goals of the facility are:

- Safety of the operations.
- Larger and more comfortable waiting area.
- Public access to information, ticketing, and security.
- Separation of driver's break room, quiet room, and toilets from public areas.
- Multi-stall public toilets that are easily supervised.
- Provide clear wayfinding to all bus platforms.
- Canopy provided at bus platform.

PROPOSED MINIMUM PROGRAM

Based on the information as outlined above and throughout this report, the following is the proposed minimum space program for a new YTC. Additional amenities and opportunities will be explored as part of the Phase II Site Selection Process.

Ypsilanti Transit Center Space Program					
Org	AREAS	Quant.	SF	Total	COMMENTS
A	Facility				
FACILITIES					
	Interior Customer Waiting	30	18	540	30 Seats
	Information Booth/Security	1	75	75	4'x2' counter + 4'x5' behind counter + 4'x2' back counter
	Driver Pantry and Fridge	1	200	200	24' x 8' with clearance in front + table
	Driver Cubbies	12	5	60	12' x 18" x 5' with space in front.
	Public Toilets	2	96	192	2 Men, 2 Women
	Driver Vending	2	12	24	ADA accessible
	Lost and Found	1	100	100	
	Office Supply Storage	1	120	120	
	Janitor's Closet/Supply	1	200	200	Map Sink
	Driver Breakroom	1	800	800	Kitchenette, Tables, Chairs
	Driver Toilet Room	2	96	192	1 Men, 1 Women
	Change Machine	1	25	25	
	Drinking Fountain	2	8	16	Electric water cooler
	Quiet Room	2	250	500	Small table + 2 recliners.
	IT Room	1	120	120	computer desk
	Community Room	1	416	416	
	Police Sub station	1	300	300	CCTV hookup
	Snow melt system	1	500	500	
	Subtotal			4,380	
	+Circulation		10%	438	
	+Building factor		6%	263	
	+Mechanical Room		9%	394	
	Total			5,475	
Total Shared Facilities				5,475	
B	Site Requirements				
SITE					
	Bus Bays	8	3015	24,120	45' x 67' sawtooth for 45' buses
	Bus Platform	8	536	4,288	8' x 67'
	Articulated Bus Bay	2	3815	7,630	45' x 87' sawtooth
	Articulated Platform	2	698	1,392	8' x 87'
	Bus Layover Area	2	550	1,100	11' x 50'
	Shuttle Flex	1	495	495	11' x 45'
	Kiss-n-ride	2	756	1,512	2 spaces with 12' approach.
	Taxi	2	756	1,512	2 spaces with 12' approach. Taxi stand on street
	Maintenance and Shuttle Driver Parking	6	162	972	9' x 18' spaces
	Trash cans	3	4	12	2' x 2'
	Bike Racks	5	24	120	3' x 8' square
	Transformer	2	200	400	One for quick charge
	Flex Bus Bays	1	3015	3,015	45' x 67' sawtooth for 45' buses or two shuttles
	Flex Platform	1	536	536	8' x 67'
	60 Parking Spaces	60	300	18,000	9' x 18' spaces
	Electronic ticket kiosk	1	18	18	3'x2' kiosk + 3'x3' standing area
	Subtotal			65,322	
	+Green Space		10%	6,532	
	+Circulation		10%	6,532	
	Total			78,386	
C	Site Dependant Development				
	Food Truck Staging	0	2,160	0	4 trucks (8' x 22' each) + one way lane and pull in buffer (20' x 27' each)
	Retail	0	2,000	0	Storefront.
	Parking Garage	0		0	Site Dependant
	Zapp Share Parking	0	36	0	4' x 9' spaces.
	Bike Share	0	320	0	11 bike slots. Kiosk/Map display.
	Total Potential Development			0	
Total Site Requirements				78,386	
Project Totals (Gross)					
A	Facilities			5,475	
B	Site Requirements			78,386	
C	Site Dependant Development			0	
Total Project				83,861 SF	
				1.93 Acres	

ALTERNATIVES

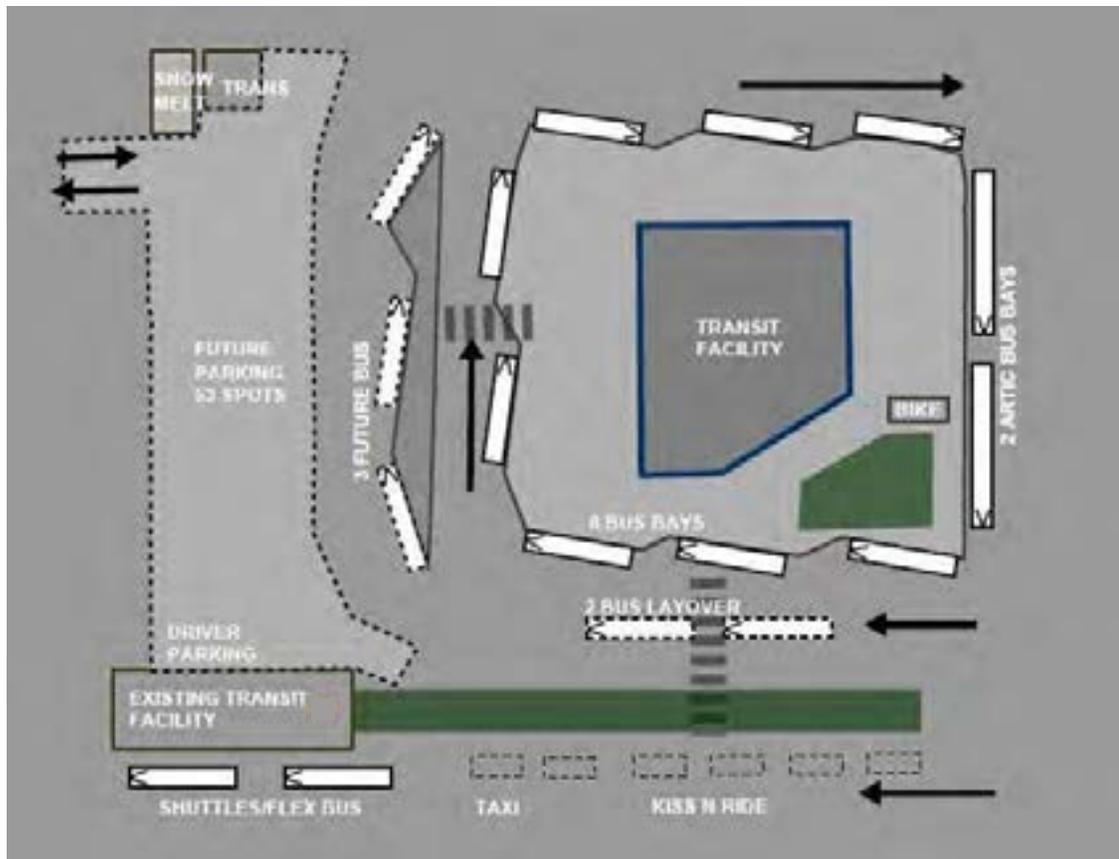
SITE PLAN DESCRIPTIONS

The Options shown in this section of the report were developed from information compiled in numerous programming interviews with AAATA, on-site passenger surveys, and a public meeting facilitated in October 2017. The program and Options reflect AAATA's expanded operational requirements for the next 15 years. The options reflect the program layout in relation to a typical Ypsilanti city block, further site selection and a final recommended location are part of Phase 2 of this study. Each option shown is meant to be looked at as a range of ideas to garner AAATA commentary and discussion. Also note that a snow melt boiler and transformer are shown on the plans as a placeholder but should not be considered a final location.

The design team produced multiple Options which are located in Appendix C. After extensive review of options, the AAATA has selected the four (4) Options below as the most feasible options related to their short and long term goals with passenger safety and operational efficiencies being of the highest priority.

The naming convention for each of the following Options is based on the description of the island followed by the location of the transit center. All options are centered on a northerly layout with north being the top of the page. So Option 1 - Central Island East would mean it is a center island with the transit center located to the east side of the site.

Option 1- Central Island East

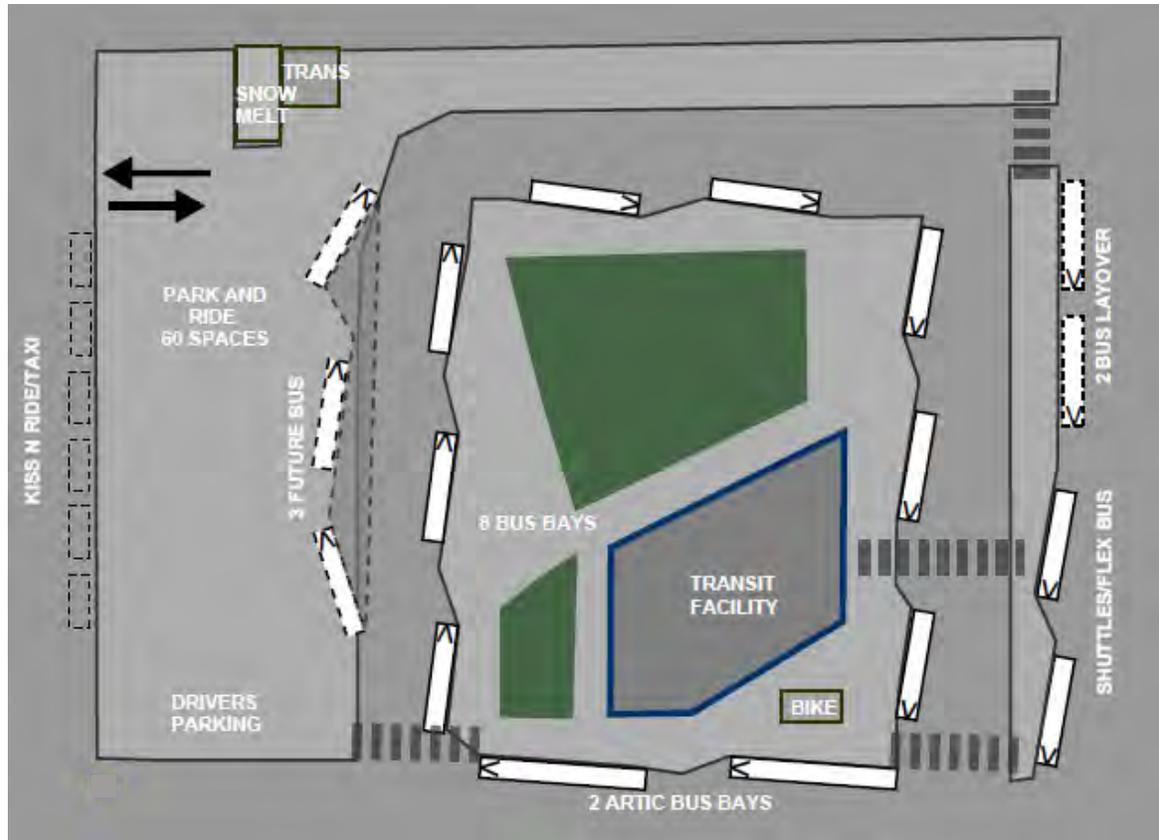


In this option, AAATA would require control of the majority of a typical city block. This Option would allow easy expansion of other programs to this site now or in the future as shown west of the main bus platform. This option places the Center closer to the east side of the city block. Clockwise, one-way bus movements through the site as well as easy-in/easy-out sawtooth bus slips will ease congestion on the site. A park and ride lot is located to the west, keeping auto traffic separate from bus traffic. The shuttle and flex bus areas utilize the existing City street to the south. This area could also be used as a future Bus Rapid Transit station. Kiss and Ride and taxi is located on the street to the west.

Summary Points of Consideration – Option 1

- Requires a large area to accommodate transit functions.
- The central bus platform design allows for safe, on-site passenger transfers.
- Pedestrian access to platform from flex bus/shuttles, park and ride lot, taxi and kiss and ride requires crossing bus lanes.
- Park and ride lot could also accommodate Transit Oriented Development (TOD) or small pocket parks/green space.
- Future BRT can be located on street.
- One-way clockwise bus movements.
- Future bus routes are accommodated.
- Passengers can see all local buses from facility.
- Future Bus Platform can be accommodated as shown but will reduce automobile parking.

Option 1B- Central Island South

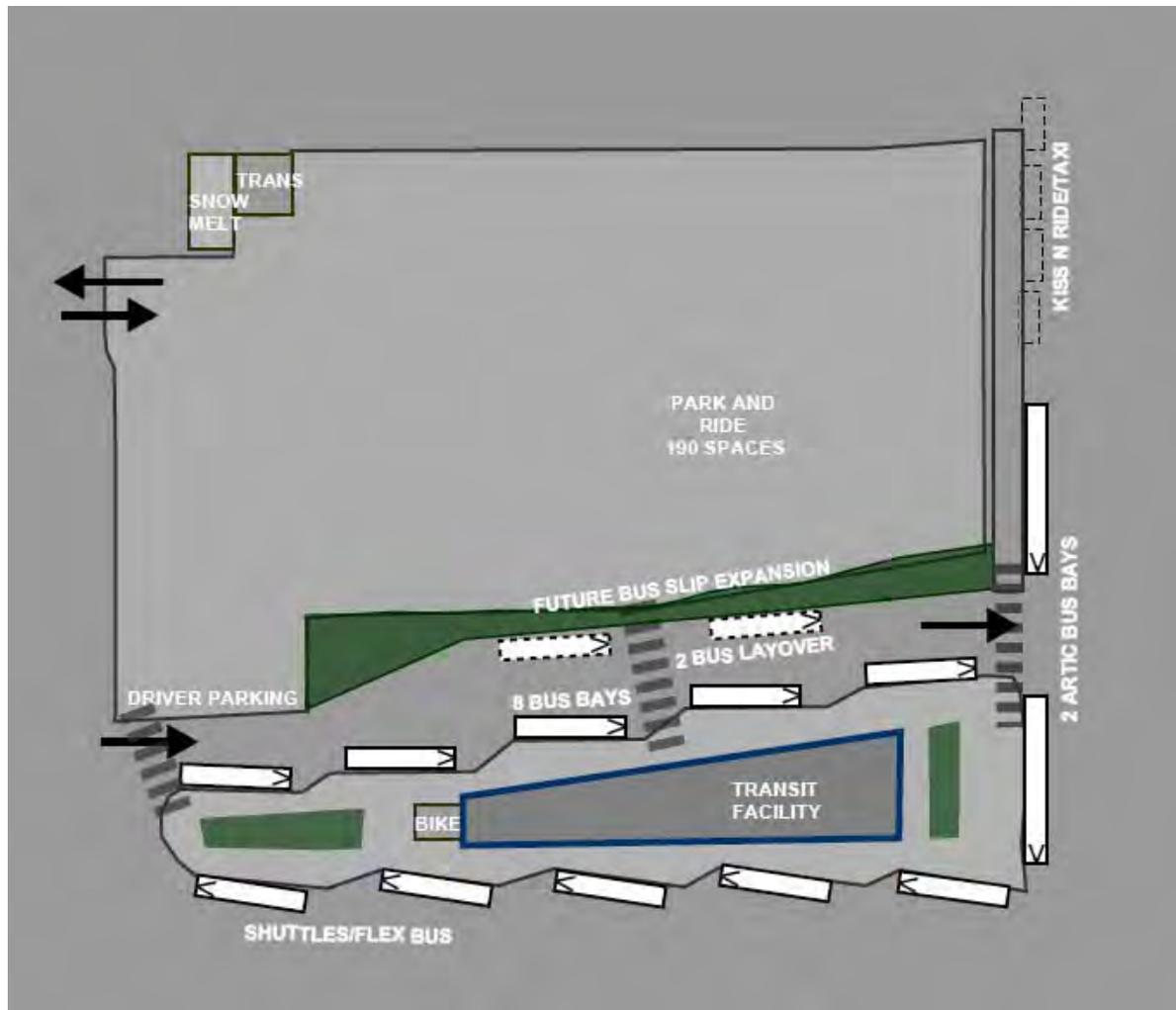


In this option, AAATA would again require control of the majority of a typical city block. This option places the Center closer to the south in the center of the city block. Clockwise, one-way bus movements through the site as well as easy-in/easy-out sawtooth bus slips will ease congestion on the site. A park and ride lot is located to the west, keeping auto traffic separate from bus traffic. Future bus operational expansion would require removal of most of the park and ride lot located to the west to accommodate a new platform. The layover bus location could also become two future bus slips if needed; however, this would require the layover buses to relocate to other city streets. The shuttle and flex bus areas will utilize the existing City street to the east and future BRT can be located on the street to the south. Kiss and Ride and taxi is located on the street to the west.

Summary Points of Consideration – Option 1B

- Requires a large area to accommodate transit functions.
- The central bus platform design allows for safe, on-site passenger transfers.
- Pedestrian access to platform from flex bus/shuttles, park and ride lot, taxi and kiss and ride requires crossing bus lanes.
- Park and ride lot could also accommodate Transit Oriented Development (TOD) or small pocket parks/green space.
- Future BRT can be located on street.
- One-way clockwise bus movements.
- Passengers can see all local buses from facility.
- Future Bus Platform area can be accommodated in the surface parking lot to the west or dislocate the layover on street buses.

Option 3A- Long Diagonal Island South

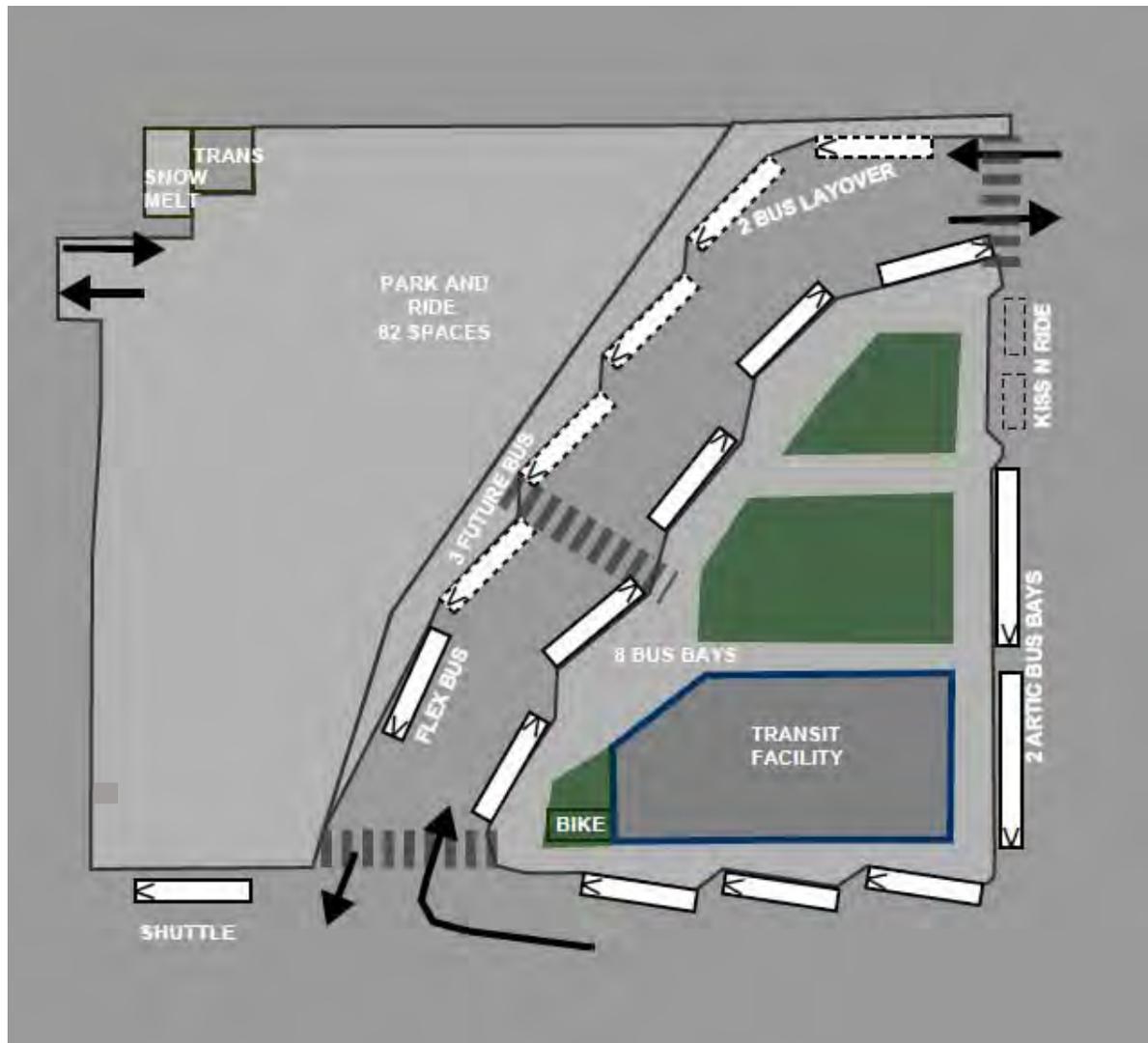


In this Option, AAATA could acquire a smaller parcel of land since this heavily utilizes existing city streets as bus slips. A large triangular island with one-way, clockwise bus circulation with easy-in/easy-out sawtooth bus slips sets the transit center to the south. Narrowing the island creates a larger potential park and ride lot to the north and more building street frontage to the south. A future platform can be added on the south side of the park and ride lot separating the parking lot from the transit station. This option anchors the building on the south side with adding the potential to incorporate the downtown presence into the site. Shuttle, Flex Bus and Kiss and Ride would be located on streets. Future BRT would be located on streets as well. Simplistic design allows for natural pedestrian paths between the platform islands and around the triangular island.

Summary Points of Consideration – Option 3A

- Requires a smaller area to accommodate transit functions.
- The central bus platform design allows for safe, on-site passenger transfers.
- Pedestrian access to platform from park and ride lot, taxi and kiss and ride requires crossing bus lanes.
- Park and ride lot could also accommodate Transit Oriented Development (TOD) or small pocket parks/green space.
- Future BRT can be located on street.
- One-way clockwise bus movements.
- Passengers can see all local buses from facility.
- Future Bus Platform can be accommodated but will reduce automobile parking.
- The bus entrance to the west is a tight turn and would require additional study and conversations with the city.

Option 3B- Diagonal Island Southeast



In this option, AAATA would again require control of the majority of a typical city block. A large triangular island with two-way bus circulation and easy-in/easy-out sawtooth bus slips sets the transit center to the southeast corner. The diagonal configuration of the bus slips allows for safe entering and exiting of the fleet. A moderate sized surface parking lot would be located to the northwest. A future platform can be added on the south side of the park and ride lot separating the parking lot from the transit station. This option anchors the building on the south east corner of the block with potential to continue the downtown presence into the site. Shuttle and Flex Buses would be located to the southwest. Kiss and Ride would be located on street and layover buses would be located on site. Future BRT would be located on streets as well.

Summary Points of Consideration – Option 3B

- Requires a moderate area to accommodate transit functions.
- The central bus platform design allows for safe, on-site passenger transfers.
- Pedestrian access to platform from Flex Bus, Shuttle and park and ride lot requires crossing bus lanes.
- Park and ride lot could also accommodate Transit Oriented Development (TOD) or small pocket parks/green space.
- Future BRT can be located on street.
- Two-way bus movements.
- Passengers can see all local buses from facility.
- Future Bus Platform can be accommodated on site as shown.

SITE SELECTION PROCESS

Following the completion of Phase One of this project, Wendel and the AAATA Team held the first of two (2) planned workshops to kick off the Phase II scope of work consisting of site selection, public outreach and preliminary design. The initial workshop was intended to evaluate and select a minimum of three (3) locally preferred alternative sites which would then be more thoroughly evaluated during a second two (2) day workshop at which the AAATA would select the locally preferred alternative. The site selection process consisted of the following steps:

Workshop #1 – Identification of Sites

1. Identification of available sites.
2. Site Selection Criteria & Process.
3. Evaluation of the sites & windshield survey.
4. Short list to three (3) preferable sites.
5. Test Fits of three (3) preferable sites.

Workshop #2 – Selection of the Preferred Alternative

6. Public & Stakeholder Meetings.
7. Evaluation of a preferred alternative.
8. Preliminary design & cost estimating.

IDENTIFICATION OF AVAILABLE SITES

As the first step in the site selection process, the Team in collaboration with the AAATA staff identified nineteen (19) sites within a 1 mile radius of the existing facility which met some or all the requirements for a new facility and after further review, nine (9) sites were identified for further evaluation. An overall site map as well as individual maps of each site are located in Appendix D.

The nine (9) sites reviewed are as follows:

Site 1: 220 Pearl Street (Current Site)

Site 2A: 90 Maple Street (Private - Depot)

Site 2B: 100 Market Street (Public - City)

Site 3: 985 Cross Street

Site 4: 4 Water Street

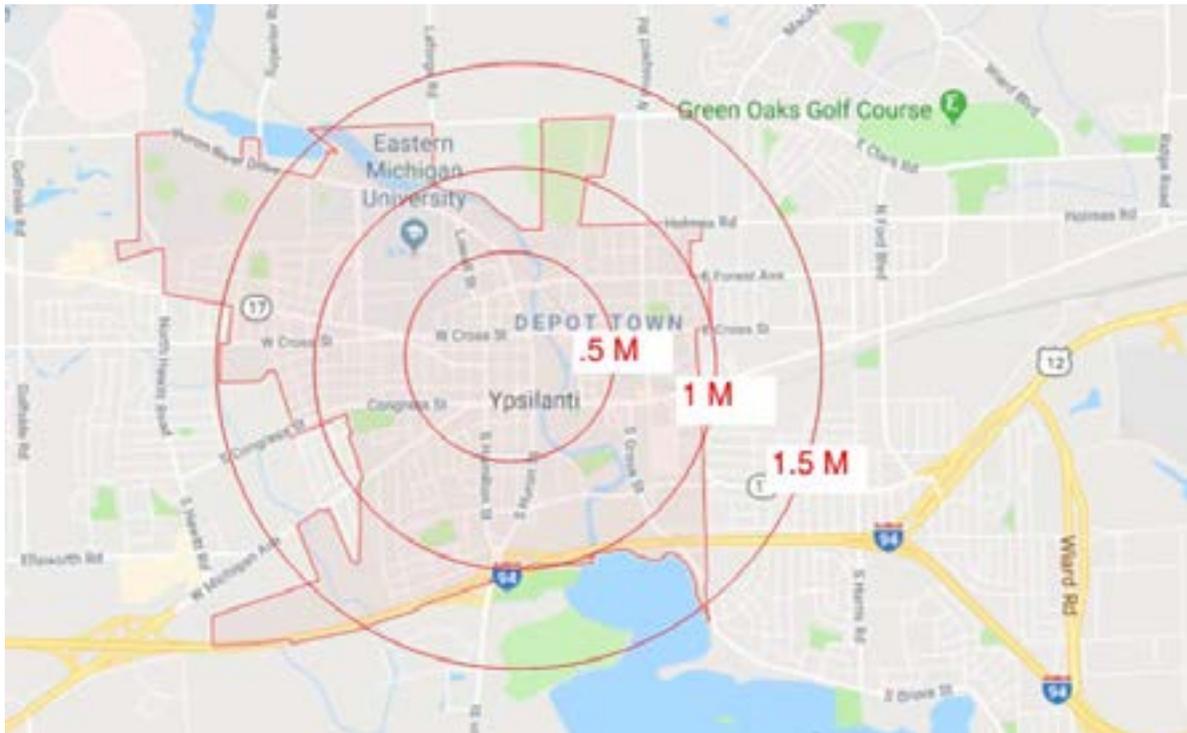
Site 5: 300 Harriett Street (Existing Building)

Site 6: 126 Spring Street (Ford)

Site 7: 1327 S. Huron Street (Golf Course)

Site 8: 953 E. Michigan (Former Trailer Park)

Site 9: 301 W. Michigan Ave (Key Bank)



EVALUATION CRITERIA FOR SITE SELECTION

The Team presented to the AAATA a set of standard evaluation criteria for review and consideration. The selection criteria would be utilized to rank and select each potential site. The committee discussed each item that is critical to both the AAATA and the community. Each criteria was well defined to provide a high level of clarity among each member during the scoring process.

The following criteria and definitions were identified by the Team and AAATA staff:

1. On-site Transit Operations/Vehicle Access

- ✓ Appropriate site size, shape and topographic characteristics
- ✓ Allows for future growth and expansion
- ✓ Provides minimum of two ingress/egress points, each one onto different streets (sites with access to two or more separate streets would typically score higher and sites with multiple access points to the same street would typically score lower)
- ✓ Allows space for separation of circulation patterns for different types of transportation modes, particularly buses from cars
- ✓ Optimal / safe bus movements maximizing pulse operations
- ✓ Adequate Kiss and Ride / Ride and Kiss function

2. Route Restructuring/Off-Site Operations

- ✓ Minimizes impact to reconfiguring existing AAATA service route structure
- ✓ Minimizes impact to AAATA operational costs such as safety, security, deadhead miles

3. Pedestrian Access and Safety

- ✓ Allows for safe and accessible pedestrian circulation patterns on-site and off-site
- ✓ Safe access to the site from the surrounding community, including accessible sidewalks, crosswalks and signalized intersections where appropriate
- ✓ Minimizes the number of pedestrian crossings of bus / shuttle circulation paths
- ✓ Clear and unobstructed pedestrian lines of sight

4. Environmental Impacts (Hazardous Materials, NEPA, NREPA)

- ✓ Site is free from hazardous materials including petroleum products, asbestos containing materials, PCBs, unsuitable fill, etc.
- ✓ Site is compatible with environmental requirements identified in the NEPA process and/or can provide necessary mitigation measures in order to comply
- ✓ Site is not in a flood zone
- ✓ No impact to existing historic resources (sites part of or immediately adjacent to historic resources typically score lower than sites not in the Area of Potential Effect APE)
- ✓ Allows for incorporation of sustainable and resiliency design principles

5. Cost

- ✓ Acquisition costs fit within the budget constraints
- ✓ The site is reasonably 'shovel ready' with no major demolition of existing structures, major site work including cut and fill, nor major environmental issues
- ✓ Impact on local tax structure

6. Environmental Justice

- ✓ Positive or negative impact on Title 6 issues
- ✓ Positive or negative impact on Environmental Justice populations in regard to human health or environmental effects

7. Intermodal Connectivity

- ✓ Accommodates and encourages multiple modes of transportation in addition to local buses, including intercity buses and coaches, shuttles, bikes, scooters and taxi's
- ✓ Allows for accommodation of future modes yet to be defined
- ✓ Safe and accessible sidewalk connectivity off-site to the surrounding / adjacent community

- ✓ Safe pedestrian circulation patterns on-site
- ✓ Accommodates bike and car share programs, as well as facilities for alternative fueled transportation, such as electric vehicles and charging stations, and CNG

8. Traffic Impact

- ✓ Minimal overall impact on existing traffic capacity and patterns
- ✓ Adequate capacity of adjacent intersections
- ✓ Can accommodate mitigation measures required to mitigate any potential traffic impacts (mitigation examples include removing on-street parking, signal coordination, conversion of one lane streets)
- ✓ Access points and adjacency to arterial streets (access to arterial streets would typically score higher while access to collector and secondary streets would typically score lower)

9. Community Impact/Compatibility/ Planning/Land Use/Future Development Impact

- ✓ Transit use is compatible with surrounding neighborhoods and community context
- ✓ The surrounding context encourages community use of public transportation
- ✓ Provides opportunity to upgrade surrounding streets to “Complete Streets”
- ✓ Can accommodate future service growth and aligns with AAATAs strategic plans
- ✓ Compatible with local economic development and municipal strategic plans
- ✓ Site is appropriately zoned for transit use and does not require significant rezoning or variance effort
- ✓ Will promote economic and transit oriented development opportunities
- ✓ Good proximity to major activity and employment centers
- ✓ Good proximity to current and future transit users
- ✓ Will promote transit ridership
- ✓ Allows for potential revenue generation to support transit operation
- ✓ Will provide for appropriate green space

10. Site Availability/Ownership

- ✓ Ownership facilities acquisition (sites owned by public entities typically will score higher and privately owned sites typically score lower unless there is a known willing seller)
- ✓ Willing seller versus eminent domain potential
- ✓ Impact of any existing on-site businesses and/or tenants
- ✓ **Viable Infrastructure (utilities and parking)**
 - Adequate access to roads, streets and bridges
 - Availability of adequately sized utilities, including water, sewer, storm, gas, electric and communications
 - Provides adequate parking for users/riders of AAATA
 - Provides adequate parking for drivers and AAATA staff non-revenue vehicles

SITE EVALUATIONS

Once the criteria was established, the consultant team, led by Swisher Commercial, Inc., along with AAATA representatives (the “group”) performed a “windshield” survey of each of the nine (9) sites. The sites were evaluated on a PASS/FAIL basis in accordance with the established selection criteria. A copy of the scoring matrix is located in Appendix E.

The windshield level site inspection helps to provide necessary clarity for each location that can't be ascertained by reviewing an aerial image and/or photography. This is done by examining the available access (ingress and egress potential) to the site and the accessibility of the transit vehicles. Once arriving at the site the team members walk the entire area of each site to determine if other factors are present which were not evident in the site photos and areal maps. This process helps to inform the viability of each site as it relates to the established scoring criteria.

Following the site visits, the group reconvened to rank each site based upon the established scoring criteria and ultimately determine the top three (3) sites that would be further evaluated. The scores were to be from 0-2, with 0 indicating a Fatal Flaw, 1 indicating Fail and 2 indicating a Pass. Where an element of criteria was inconclusive, it was highlighted in yellow. Each criteria was evaluated for each site and the final ranking was reached collaboratively.

After a thorough discussion and review of each site, sites one (1), four (4) and (9) were identified as the top three sites. These three (3) sites were advanced to the test fit stage of design in which the transit architects develop a conceptual design for each site based upon the previously developed proto type alternatives (see Section 3). Concurrent with the development

of the site design, the consultant team performed a more in depth investigation of each site relative to the National Environmental Policy Act (NEPA), availability for acquisition and impact of development. Copies of the test fits as well as the real estate and environmental evaluation are located in Appendices F and G.



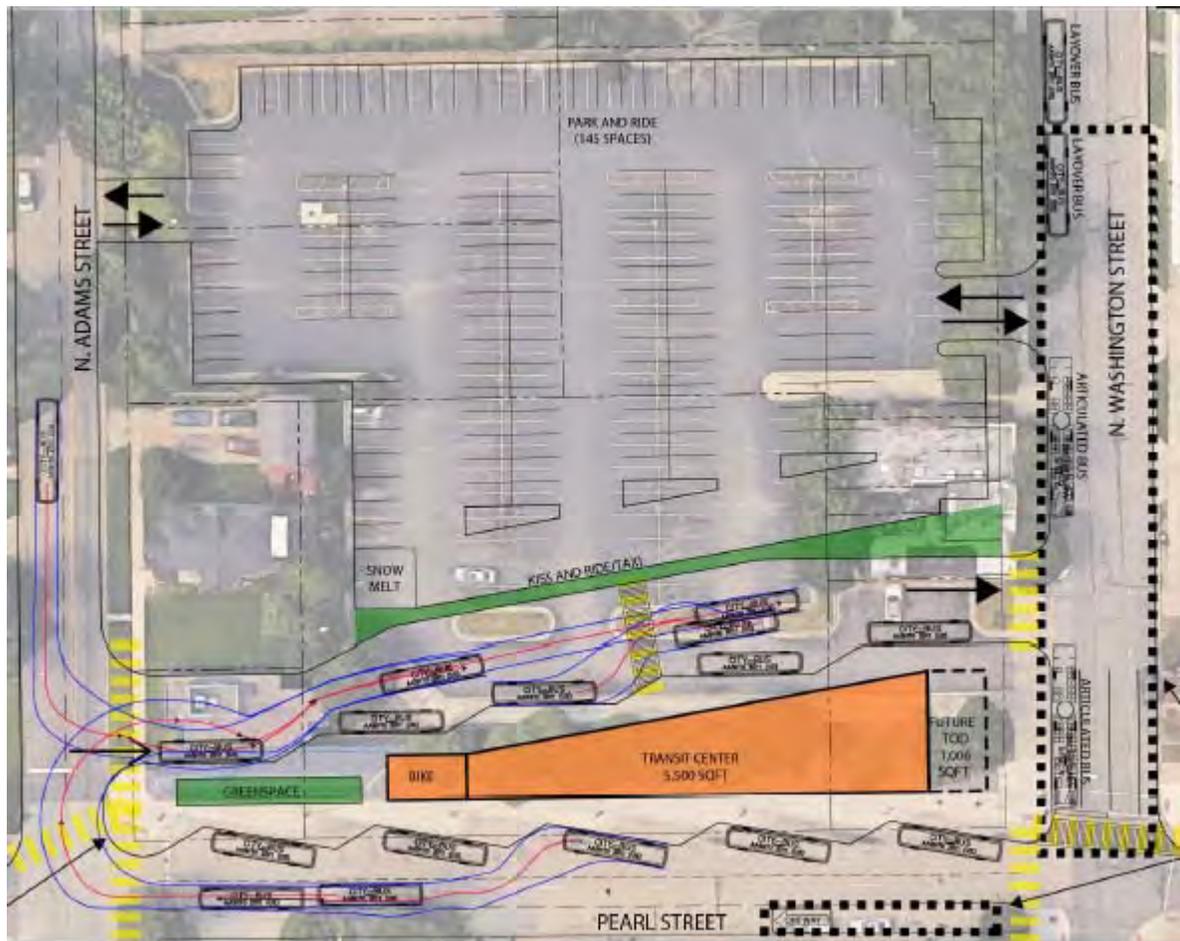
EVALUATION OF ALTERNATIVES

Following the completion of workshop #1, the group reconvened on August 29th and 30th, 2018 to complete the final selection of the locally preferred alternative. As previously stated, Workshop #2 included meetings with the public as well as stakeholders and a series of meetings between the consultant team and AAATA leadership to review and score the alternatives based on the most recent public input as well as the more in-depth analysis completed for each site.

After the conclusion of workshop #1, the three (3) alternatives were further developed and the pros and cons of each were studied. This comprehensive site evaluation information is located in Appendix F. This further study resulted in the development of four (4) conceptual layout options. These four (4) options were prepared and presented to the public for comment.

A summary of each option is as follows:

Site 1 - Option 1A



Pros

- Utilizes existing site, so less change for riders.
- No long term impact to bus operation costs.
- Good proximity to downtown; walkable area.
- Minimal new impact on residents
- Most in-service buses on platform.

Cons

- Requires additional land acquisition and building demolition.
- Construction phase will temporarily disrupt bus service and increase operating costs.
- Some on-street parking eliminated.
- Not all in-service buses can fit in terminal; some on-street space needed.

Site 1 - Option 1B



Pros

- Utilizes existing site, so less change for riders.
- No long term impact to bus operation costs.
- Good proximity to downtown; walkable area.
- Minimal new impact on residents.
- Most in-service buses on platform.

Cons

- Requires additional land acquisition and building demolition.
- Construction phase will temporarily disrupt bus service and increase operating costs.
- Some on-street parking eliminated.
- Not all in-service buses can fit in terminal; some on-street space needed.

Site 4- Option 1



Pros

- Vacant property requires no demolition. High degree of control of site.
- No construction impact on residences.
- Minimal new impact on residences.
- May help Water Street redevelopment. Site could become more transit-friendly.

Cons

- Requires additional land acquisition. Known site contamination issues.
- Isolated. Not in proximity to pedestrian destinations. Poor walking connectivity.
- Considerable increase in bus operating costs to reach further distance to new terminal.
- Change will confuse some passengers.
- Reduces space for Water Street redevelopment.
- May require traffic engineering to Michigan Ave., traffic calming, new signal, etc.

Site 9- Option 1



Pros

- Vacant property requires no demolition. Could develop in phases.
- No construction impacts to service or passengers.
- Good proximity to downtown; walkable area.
- Single platform is safer for all bus-to-bus transfers, with no pedestrian/bus interactions.

Cons

- Requires additional land acquisition.
- Change will confuse some passengers.
- Some on-street parking eliminated.
- Impacts to nearby residences and offices.
- Limited parking. May require parking structure.

PUBLIC ENGAGEMENT IN EVALUATION OF ALTERNATIVES

On August 29, 2018, the AAATA hosted a community public meeting at the location of the current Ypsilanti Transit Center. The four (4) options above were presented to the public in an open forum setting allowing the public to engage with the design and planning professionals and provide direct feedback in real time. The attendance was strong with both public officials and riders and community members in attendance over the four (4) hour period. At the meeting, there was overall public consensus that Site 1 would best serve AAATA customers. Comments in general were favorable to location, flow, accessibility, familiarity and convenience. See Section 5 of this report for more detailed information.

Following the public meeting, the AAATA leadership along with the design team attended a meeting with local stakeholders to again, present the four (4) design alternatives to seek input and feedback on the proposed options.

SITE SCORING AND SELECTION OF THE LOCALLY PREFERRED ALTERNATIVE

On day two (2) of the workshop, the group met to present the overall findings from both the public meeting as well as the stakeholder meeting and to perform the final scoring of the three (3) sites. The team used the previously refined scoring criteria and a weighted scoring system of 1-5. With 5 = very good and 1= very bad. Four (4) members of AAATA management team along with one (1) member of the design team undertook the scoring under the facilitation of the design team.

		AAATA Ypsilanti Transit Center SCREENING MATRIX			
				5= Very Good; 4=Good; 3=Fair; 2=Poor; 1 =Very Poor	
Weight *		Site Evaluation Criteria	Site 1 (Existing)	Site 4 (Water St.)	Site 9 (W. Michigan-Key Bank)
			1	Onsite Transit Operations/Vehicle Access	
		Matt	5	3	3
		Ron	5	3	3
		Bill	5	4	5
		Brian	4	2	3
		Wendel	5	4	4
		SITE TOTAL	24	16	18

5.0		SITE TOTAL X WEIGHT	120	80	90
	2	Route Restructuring/Off-Site Operations			
		Matt	5	1	3
		Ron	5	1	3
		Bill	5	3	1
		Brian	5	1	4
		Wendel	5	3	4
		SITE TOTAL	25	9	15
5.0		SITE TOTAL X WEIGHT	125	45	75
	3	Pedestrian Access and Safety			
		Matt	5	1	2
		Ron	4	2	3
		Bill	4	3	2
		Brian	4	1	2
		Wendel	4	2	3
		SITE TOTAL	21	9	12
2.5		SITE TOTAL X WEIGHT	53	23	30
	4	Environmental Impacts (Haz Mat, NEPA, etc.)			
		Matt	5	1	3
		Ron	5	1	1
		Bill	4	3	1
		Brian	4	3	1
		Wendel	4	1	3
		SITE TOTAL	22	9	9
2.5		SITE TOTAL X WEIGHT	55	23	23
	5	Cost			
		Matt	5	2	2
		Ron	5	1	2
		Bill	4	2	1
		Brian	4	1	2
		Wendel	4	3	2
		SITE TOTAL	22	9	9
2.5		SITE TOTAL X WEIGHT	55	23	23
	6	Environmental Justice			
		Matt	5	4	1
		Ron	4	2	3
		Bill	4	3	2
		Brian	5	4	1
		Wendel	5	3	2
		SITE TOTAL	23	16	9
2.5		SITE TOTAL X WEIGHT	58	40	23
	7	Intermodal Connectivity			
		Matt	5	1	4
		Ron	4	2	3
		Bill	3	3	1

1.3		Brian	4	1	3
		Wendel	5	2	4
		SITE TOTAL	21	9	15
		SITE TOTAL X WEIGHT	26	11	19
	8	Traffic Impact			
1.3		Matt	5	1	4
		Ron	4	1	2
		Bill	4	2	2
		Brian	5	2	4
		Wendel	5	3	4
		SITE TOTAL	23	9	16
		SITE TOTAL X WEIGHT	29	11	20
		9	Community Impact/Compatibility/Planning/Land Use/Future Development Impact		
1.3		Matt	5	1	4
		Ron	4	1	3
		Bill	4	4	2
		Brian	5	3	2
		Wendel	5	4	3
		SITE TOTAL	23	13	14
		SITE TOTAL X WEIGHT	29	16	18
		10	Site Availability/Ownership/Viable Infrastructure		
1.3		Matt	5	3	4
		Ron	5	1	2
		Bill	3	3	2
		Brian	4	1	3
		Wendel	5	3	4
		SITE TOTAL	22	11	15
		SITE TOTAL X WEIGHT	28	14	19
	25.0		Weighted Score *	#1	#3
			576	285	338

Consistent with the public feedback, Site 1, received the highest overall score and was selected by the AAATA as the locally preferred alternative.

Now that there was consensus on the location, the design team was charged with looking at two (2) additional options for Site 1 (existing site). These options will be referred to as Option 1C and Option 1D and are described as follows:

- Option 1C - Position the Transit Center along the urban edge of the site
- Option 1D - Position the Transit Center toward the center of the city block

These additional options address the AAATA's desire to mitigate the pros and cons of Options 1A and 1B and gain some flexibility in land acquisition and cost should the need arise.

PRELIMINARY DESIGN & ESTIMATE OF COST

The design team's early efforts identified three (3) distinct program areas of the Transit Center; Site, and Site Dependent Development. The program was developed and approved as part of the earlier phase of this study. The Transit Center contains 5,475 sf of programmatic area. The site will accommodate eight (8) 40' bus bays, two (2) articulated bus bays, one (1) flex bus bay and one (1) shuttle bus bay. Two more lay over spaces are accommodated on the street. The Site Dependent Development was part of the earlier study but not implemented as part of the baseline Transit Center project. The detailed space program is located in Section 2 of this report.

Option 1C

This plan puts emphasis on minimizing the Transit Center's overall footprint on site, leaving more room for future development or commuter park-n-ride (PNR) parking. This is achieved by moving the transit center to the northern edge of Pearl Street, utilizing the street itself for bus slips and circulation, similar to how the Center functions today. This configuration uses the streets for fleet circulation rather than internal city block acreage. The existing structures on N Washington Street would have to be purchased and razed to build the Transit Center.

Bus Circulation

Buses can access the site from any compass point and has ultimate flexibility for AAATA's routing structure. Local 40' buses are arranged in a sawtooth (easy in, easy out) configuration eastbound internal to the site and west bound on Pearl Street, with the Transit Center located in a center island. Both layover buses will stage southbound, north of the site on North Washington Street. Articulated buses are located southbound on North Washington Street.

Pedestrian Circulation

Pedestrian access to the site is achieved from all compass points utilizing existing crosswalks. New crosswalks have been added midblock at North Adams and North Washington Street as well as onsite from the PNR to the Transit Center island.

Automobile Circulation

Automobile access is anticipated from North Adams and North Washington Street toward the northern part of the site. It is anticipated this would be for PNR users as well as shared with the city for other parking or development purposes.



Pros

- Compact design/limited future private development impact/high PNR parking counts
- Limited site acquisition
- Good route Flexibility
- High visibility of Center on Pearl Street, urban edge context and store front continuity
- Good pedestrian/modal connectivity to site

Cons

- Half of bus fleet turns out into traffic
- Too similar in orientation to existing building and therefore not exhibiting enough “new feel” for users
- More complicated phasing and required demolition
- Articulated buses somewhat disjointed from facility

Option 1D

This plan puts emphasis on maximizing user safety. This is achieved by moving the majority of the bus slips interior to the site so that only one bus slip is on the street. However this plan occupies the majority of the site, limiting potential future on-site development. Existing buildings on this city block are not affected.

Bus Circulation

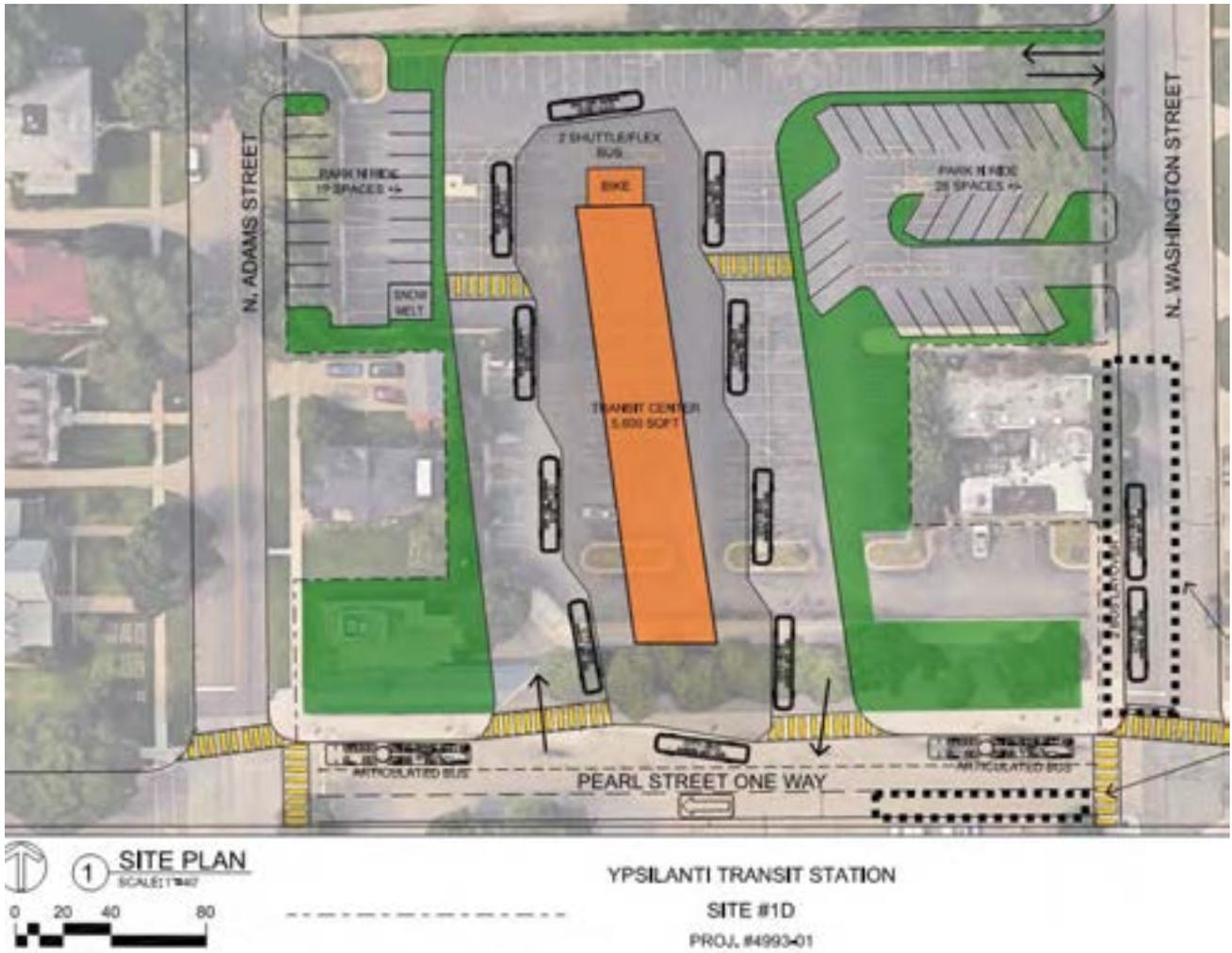
Buses can access the site from N Washington and Pearl Street. N Adams access was abandoned for PNR spaces although this design still has decent flexibility for AAATA routing structure. Local 40' buses are arranged in a sawtooth (easy in, easy out) configuration and clockwise circulation with the Transit Center located in the center island. Both layover buses will stage southbound on N Washington Street. Articulated buses are westbound on Pearl Street.

Pedestrian Circulation

Pedestrian access to the site is achieved from all compass points utilizing existing crosswalks. New on-site pedestrian crosswalks have been added to promote safe pedestrian circulation from both PNR lots to the Transit Center island. Two new crosswalks have been added along Pearl Street to traverse the new bus site entrances/exit curb cuts.

Automobile Circulation

There are two small park and ride lots in this design accessed from N Adams and N Washington Street. These lots are not contiguous with each other and much smaller than Option 1C.



Pros

- Mostly on-site bus circulation
- Preserve existing on-site structures
- Different orientation/location and “new feel” for users
- Good route flexibility
- Good pedestrian/multi-modal connectivity to site
- Less property acquisition than Option 1C

Cons

- Less future development opportunities
- PNR lots are not contiguous which presents wayfinding confusion
- Lack of urban edge context and store front continuity

FUTURE CONSIDERATIONS

There are opportunities moving forward on subsequent design phases. Rather than an expansive overhead canopy system, AAATA had asked that the design team look into individual canopies/waiting “pods” at each bus slip for user protection against inclement weather. These will be designed in future phases of this project. This modern transit center will have both comfortable seating and standing areas incorporated into the waiting area. Vending was discussed as an amenity as well as a modern hydration station. This will be a bike friendly facility for commuters. FTA will fund shell space construction for attracting future tenants as Transit Oriented Development (TOD) space. Wendel has been successful in past projects in providing shell space for future build-outs that have included restaurants, dry cleaners, daycares and credit unions to name a few.

Green space and landscaping will be a key part of the development for storm water management, beautification and aiding in passenger wayfinding around the site. Ideally, if the site can be activated in a positive way, appealing to more than just riders and improve the overall quality of the urban space, this typically increases visibility, reduces crime and improves the overall passenger experience. This has been successful at Kalamazoo, MI and Petersburg, VA stations where they are both transit centers and high quality, multi-use, urban spaces. Other development areas that were discussed included food truck staging, retail, parking garage, Zap Car type shared parking and an on-site bike share program. It is also understood that the design moving forward will need to be informed by the Ypsilanti Historic guidelines.

ESTIMATE OF COST

	Site 1C	Site 1D
	\$7,200,000	\$6,800,000
Building	\$1.4M	\$1.4M
Bus slip custom shelters	\$1.5M	\$1.5M
Site Development	\$1.0M	\$1.0M
Future BRT elevated station (future)	\$0.6M	\$0.6M
Subtotal	\$4.5M	\$4.5M
Professional Fees (ALL) (13%)	\$0.6M	\$0.6M
Site Acquisition	\$1.0M	\$0.6M
Contingency (15%)	\$0.7M	\$0.7M
Escalation (6%)	\$0.400	\$0.400



PUBLIC OUTREACH AND STAKEHOLDER COORDINATION

PUBLIC OUTREACH

In order to facilitate public engagement, a robust Public Engagement Plan (PEP) was developed for both Phases of the project, a copy of the plans are included in the appendix A. The plan included a high-level goal:

To learn how an AAATA rider, businesses, and community members perceive the Ypsilanti Transit Center as their transit center.

And

Seek public feedback on the proposed design and site location for the new facility.

The PEP outlined a series of engagement techniques including development of fact sheets, press releases, social media posts, and public meetings. The plan also included a stakeholder grid to ensure that all local stakeholders were engaged throughout the process. A stakeholder database was created to ensure that relevant community members were also informed about the project.

As part of the engagement process, a survey was designed in order to gather data from the public about the Ypsilanti Transit Center. The survey addressed respondents' travel patterns, recommendations for improvements at the YTC, and demographic information. Open-ended comments were also allowed to give respondents an opportunity to voice their opinions. A total of 181 surveys were received, 137 online and 44 in-person at the Ypsilanti Transit Center. This represents 8.2% of the average daily ridership at the YTC.

As part of Phase I, A public meeting was also held on Monday, October 23, 2017 at the Eastern Michigan University College of Business, which is adjacent to the YTC. Nine members of the public attended the event and were all very engaged in a robust conversation about the current state of the YTC and future improvements.

The public comments were very consistent both in the face to face discussions as well as through the survey. In summary, the public feedback included issues such as:

- Continue to provide expanded service in the Ypsilanti area.
- Safety & Security need to be high priorities.
- The bus slips are too far away from the transit center.
- There are no ticket machines.
- The facility needs more restrooms.
- The waiting room is too small.

- YTC should be more like the Ann Arbor transit center.
- Should the new station connect to the Amtrak Station?
- Provide phone charging and WiFi.
- Provide amenities & vending machines.
- A new facility should include public art. Engage the local community.

As part of the Phase II PEP, on August 29, 2018, a second public meeting was held at the location of the YTC. The four (4) options above were presented to the public in an open forum setting allowing the public to engage with the design and planning professionals and provide direct feedback in real time. The attendance was strong with both public officials and riders and community members in attendance over the four (4) hour period. At the meeting, there was overall public consensus that Site 1 would best serve AAATA customers. Comments in general were favorable to location, flow, accessibility, familiarity and convenience. See Appendix A for additional details.

STAKEHOLDER COORDINATION

Stakeholder management is a critical component to the successful delivery of any project. For the sake of this project, a stakeholder is any individual, group or organization that can affect, be affected by, or perceive itself to be affected by the project. Stakeholder management creates positive outcomes and community buy in for the project through open dialogue and communication.

As part of the initial planning for this project, a draft stakeholder list was developed which identified individuals and agencies who may have a vested interest in the outcome of this project and/or would have key information that would be valuable to the project team in the planning an programming evaluation of the needs for a future transit center.

The feedback received from the stakeholder group was diverse and informative. In summary, the issues raised by the stakeholders were as follows:

- Transit is essential to the continued growth of the Ypsilanti area.
- Transit is essential to providing employment access between Ypsilanti and the Ann Arbor Area.
- The new YTC should be accessible.
- A new YTC is part of the SEMCOG and WATS regional plans.
- Should accommodate articulated busses and future BRT/LRT.
- The design should balance budget and need.
- The design should consider future changes in vehicles (Uber).
- Safety is a high priority.
- Take advantage of development opportunities.
- Pay attention to gentrification perceptions.

- Future expansion of connectivity between Washtenaw and Wayne Counties.
- Provide amenities – WiFi, Vending, Charging Stations, etc.

The following stakeholders were interviewed as part of Phase 1 of the project:

- Matt Carpenter – Ann Arbor Area Transportation Authority (AAATA)
- Bryan Smith – Ann Arbor Area Transportation Authority (AAATA)
- William DeGroot – Ann Arbor Area Transportation Authority (AAATA)
- Reggie Whitlow- Ann Arbor Area Transportation Authority (AAATA)
- Forest Yang - Ann Arbor Area Transportation Authority (AAATA)
- Mark Allen- Ann Arbor Area Transportation Authority (AAATA)
- Jen Black- Ann Arbor Area Transportation Authority (AAATA)
- Mary Stasiak- Ann Arbor Area Transportation Authority (AAATA)
- Ron Copland - Ann Arbor Area Transportation Authority (AAATA)
- Ryan Buck – Washtenaw Area Transportation Study (WATS)
- Nick Sapkiewicz – Washtenaw Area Transportation Study (WATS)
- Mark Ferrall – Washtenaw Area Transportation Study (WATS)
- Andy LaBarre – Washtenaw County Board of Commissioners
- Carmine Palombo – Southeast Michigan Council of Governments (SEMCOG)
- Dieter Otto – Eastern Michigan University (EMU)
- Carolyn Grawi – Center for Independent Living (CIL)
- Beth Ernat – City of Ypsilanti
- Bonnie Wessler – City of Ypsilanti
- Tony DeGiusti – City of Ypsilanti
- Joe Myers – City of Ypsilanti

Following the Phase II public meeting, the AAATA leadership along with the consultant team attended a meeting with local stakeholders to, present the four (4) design alternatives and to seek input and feedback on the proposed options. Representatives of the City, Eastern Michigan University and the Historic District Commission were in attendance. Similar to the public feedback, there was overall consensus that Site 1 would best serve the customers of AAATA and the community. Details related to the urban design as well as the specific objectives of the City, EMU and the Historic Preservation Committee were identified and noted for incorporation into future design and planning.

APPENDIX A

PUBLIC ENGAGEMENT

INTRODUCTION

The Public Engagement Plan (PEP) for the Passenger Terminal Needs Assessment for the Ypsilanti Transit Center (YTC) project is the fundamental structure for ensuring that the public is informed about and engaged with the project. Key stakeholders, community leaders, and the general public will be invited to participate using a variety of communication mechanisms. In order to make the public input components of the project successful, the PEP must be reflective of the needs of key stakeholders, and ensure that they have an opportunity for input by being fully engaged.

This PEP document outlines a multi-faceted plan to address each of the communication mechanisms that will be employed during the Needs Assessment Phase. The document includes:

- A definition of the goals and objectives of the public involvement efforts.
- Identification of the key stakeholders that will be approached during the engagement effort.
- Recommendations for public involvement techniques and public participation materials.
- A public involvement matrix.
- A stakeholder outreach meeting schedule and proposed topics.
- A proposed workflow for continuous updates to the public via the website and other outlets.
- A proposed stakeholder feedback system including recording of all input and development of a process for consensus.

The overall goal of the PEP will be to learn how an AAATA rider, businesses, and community members perceive the Ypsilanti Transit Center as their transit center.

Listed below are proposed elements and sub tasks for the PEP arranged by the topic areas noted above.

GOALS AND OBJECTIVES

The highest-level goal of the PEP is:

To learn how an AAATA rider, businesses, and community members perceive the Ypsilanti Transit Center as their transit center.

Additional objectives will include:

- We will work to foster an environment that allows stakeholders to become engaged in decision-making.
- Structure public input to inform key decisions.
- Provide mechanisms to inform stakeholders about the project's progress.
- Educate the community with an open approach.
- Create an environment to build consensus.

Power Marketing Research and the project team will achieve these objectives by ensuring that key stakeholders and the community have ample opportunity to provide input for the project duration through stakeholder meetings and direct presentations; surveys of the target audiences; social media posts announcing meetings; and updating of materials for the AAATA website.

KEY STAKEHOLDERS

There are two key stakeholder groups that will be engaged for the Passenger Terminal Needs Assessment. These include high-level stakeholders and the general public. The table below summarizes the groups, types of participants and number of meetings for each group. The content of each meeting will be developed with consultation with AAATA, but the initial concept for the two meetings would be to have one at each of the following stages: Meeting #1: Project initiation/assessment. Meeting #2: Facility alternatives, for a total of four meetings.

STAKEHOLDER SUMMARY		
Stakeholder Group Name	Group Participants	Number of Meetings
High Level Stakeholders	AAATA Staff, AAATA Board of Directors, City of Ypsilanti staff, business associations, government officials, local nonprofit organizations	2
General Public	Members of the general public, transit riders, students, etc.	2

In tandem with AAATA, we will create a database of stakeholders for the project. We have also created a stakeholder grid that reflects the stakeholders and the corresponding public involvement techniques to reach those stakeholders.

Stakeholder Group Membership Process/Roles

The stakeholder group will include individuals representing the pre-identified groups noted above. These stakeholders will represent a microcosm of the local community and those affected by the project. The role of the group is to provide strategic direction and input from the perspective of the group/organization they represent. They will review and provide feedback on draft documents provided by the consultants, and provide recommendations relevant to project goals. Comments from the group will be incorporated into revisions to draft documents.

Membership criteria for the stakeholder group includes the following:

1. A draft, pre-identified list of potential stakeholder members will be created by the project team and reviewed by AAATA.
2. Potential members of the stakeholder group will be contacted directly by AAATA to engage them and determine if they are interested in joining the group.
3. Members will include AAATA Staff, AAATA Board of Directors, City of Ypsilanti staff, business associations, government officials, local nonprofit organizations.
4. Members will not have any personal economic ties to transportation that may benefit from the Ypsilanti Transit Center as determined by AAATA.

Meetings with the stakeholder group will occur prior to public meetings in both individual and group settings, and provide an intimate forum for key stakeholders to discuss the project and ask questions about the process.



PUBLIC INVOLVEMENT

The public meetings (as outlined below) will be one of the primary mechanisms to ensure that the community has ample opportunity for input into the various stages of the Passenger Terminal Needs Assessment for the Ypsilanti Transit Center. Additional mechanisms are outlined below and a chart that outlines areas of responsibility and timing follows.

Public Meeting Structure and Schedule

During the public meeting process it will be important to effectively communicate with the general public and other stakeholders. When developing the agendas, we will work to create an engaging and lively process for gathering opinions and feedback when needed. We will also create flexible meeting schedules and locations so that the public can attend when it is convenient. We recommend two-hour sessions for meetings. However, many people may be unable to commit to a full two-hour block of time for the session. In that case, we could offer an alternative, briefer method of involvement so participants still feel like their voices are heard. By announcing this more flexible “drop-in” meeting process, we anticipate greater public involvement.

For each of the stakeholder and public meetings noted above we will:

- Coordinate meeting locations and other logistics.
- Assist in setting meeting agendas.
- Prepare any supporting materials (Fact Sheets, etc.)
- Prepare sign-in sheet.
- Create and facilitate interactive sessions within the meeting if needed.
- Preparation of meeting notes.
- Report on meeting results.
- Provide AAATA staff with drafts of meeting materials, presentations, reports, etc.
- Utilize stakeholder feedback system to record input. For those who cannot attend the meetings, but would still like to ask questions, an email address for a Wendal team member will be made available.

Agendas will be set prior to each meeting along with a description of the proposed interactive public engagement technique.

Accessibility

Public meetings shall be held at locations and times that are convenient and accessible. Meetings locations will be accessible by public transportation and in the downtown Ypsilanti area.

The preliminary schedule for PEP activities is identified below. The timing of communication tools will be coordinated with the development of technical work products to enable stakeholders and the public to have meaningful input at key points in the study process. As noted in the schedule, all PEP activities will be coordinated through AAATA.

PASSENGER TERMINAL NEEDS ASSESSMENT SCHEDULE						
	2017					
Item	Aug	Sept	Oct	Nov	Dec	Jan
Project Initiation	●					
Public Involvement Plan	●					
Stakeholder Database	●					
Stakeholder Meetings		●				●
Public Meetings		●				●
Fact Sheets		●			●	
Press Releases Issued		●			●	
Social Media Posts		●			●	

Project Fact Sheets–2 Fact Sheets

Project Fact Sheets will be used to communicate general information and updates about the project, as well as provide the public with a means to frame their input. Fact sheet content will be based on study deliverables.

- Design and development of fact sheets with information about the project.
- 2 Fact Sheets total.
 - #1–Public Meeting #1.
 - #2–Public Meeting #2.



Press Releases–2 Press Releases

Communicating project updates to the local media will be critical. Power Marketing Research can develop content for press releases press releases that will be reviewed by AAATA, and monitor media placements. We recommend that media releases be made via AAATA. The designated spokesperson for the project should be an AAATA staff member. A staff member should also be designated to handle any responses to media inquiries.

- Develop press release messaging that reflects project goals/stages.
- 2 Press Releases total.
 - #1–Public Meeting #1/Issued early September
 - #2–Public Meeting #2/Issues early December

Social Media Interactivity

The social media strategy for this project could incorporate use of Facebook and Twitter, tools that AAATA is presently using. We can develop posts for use by AAATA and other stakeholders announcing key project information and public meetings.

- Develop posts for Facebook and Twitter to promote public meetings and release of fact sheets, reports, etc.
- Posts that require a response can be sent to the project team for development of an answer.
- The project team will gather photos at events for posting later.

Stakeholder Feedback System

In order to effectively and efficiently gather data from stakeholders it will be important to record their input and create a mechanism for reaching consensus on key issues.

- During stakeholder and public meetings all questions posed by participants will be recorded in note form along with responses. If any question cannot be answered in a meeting it will be completed at a later time.
- Meeting summaries can be posted on AAATA's website including any presentation materials that were used at the meeting, fact sheets, press releases, etc. Summaries of public meetings could also be emailed to the High-Level Stakeholders to keep them informed of the results of public input.
- Written comments can also be gathered during meetings and then later transcribed into an Excel spreadsheet for use by the project team.
- The input gathered will then be used in decision-making.
- The goal of the initial stakeholder engagement meetings will be to gather information and listen to feedback, which will inform the overall project.



- During the second set of meetings we will engage the public by presenting alternatives and incorporating feedback into further decision-making.

ROLES AND RESPONSIBILITIES			
	RESPONSIBILITY/TIMING		
Item	POWER MARKETING RESEARCH	WENDAL	AAATA
Stakeholder Meetings	Draft meeting invitation, and provide one week in advance to AAATA	Review meeting invitation Set meeting agenda and provide to AAATA two weeks in advance	Review meeting invitation Email meeting invitation Review meeting agenda
Stakeholder and Public Meetings	Coordinate meeting location with AAATA approval Draft supporting materials and provide to AAATA two weeks in advance All logistics (meeting location, coordination of any interactive elements, gathering supplies such as pens) Draft meeting notes	Set meeting agenda and provide to AAATA two weeks in advance Develop and review draft supporting materials and presentation Review meeting notes	Review meeting agenda Post meeting notes on website
Fact Sheets	Draft fact sheet and provide to AAATA two weeks in advance	Review fact sheet	Review fact sheet Post fact sheets on website
Press Releases	Draft press releases and provide to AAATA two weeks in advance	Review press releases	Review press releases Send release to media Post releases on website
Social Media Posts	Draft posts and provide to AAATA two weeks in advance	Review of posts	Review of posts Posting on AAATA social media



PROPOSED MEETING AGENDAS

Meeting #1: Project initiation/Assessment

Suggested Locations: SPARK East/EMU College of Business

Agenda: Welcome

- Introductions
- Meeting Objectives

Project Overview

- Overall Goals
- Purpose and Scope

Key Questions to Consider

- Vision, needs, goals and objectives for the facility
- Current facility challenges—physical, functional, operational, and proper location
- Economic development considerations

Summary & Next Steps

Public Engagement Tools: Presentation, Site overview survey, boards

Meeting #2: Facility Alternatives

Suggested Locations: SPARK East/EMU College of Business

Agenda: Welcome

- Introductions
- Meeting Objectives

Project Overview

- Overall Goals
- Purpose and Scope

Key Questions to Consider

- Proposed alternatives/concepts
- Features/attributes
- Economic development considerations

Summary & Next Steps

Public Engagement Tools: Presentation, Site alternatives survey, boards



Both the Stakeholder and Public Meetings could begin at the Ypsilanti Transit Center and then move to SPARK East or EMU’s College of Business. This would provide participants with the context needed for decision-making. Alternatively, we could suggest that participants visit the YTC prior to the meeting.

At each meeting we will ensure that stakeholders and the public have adequate time to provide input. The public meetings could include two sets of presentations to allow for maximum participation.

We are also suggesting use of surveys to gather data from participants. These surveys would incorporate issues related to the project stage. For example, at project initiation surveys would focus on overall opinions about the site, perceptions, use of facilities, modes used to get to the site, and overall potential areas of improvement. When facility alternatives are developed, opinions can also be quantified via a survey tool.

Surveys can be administered using a variety of mechanisms including paper/pencil, offering a link to take the survey, QR code links, social media postings with the survey link, and on-site at the YTC.



FACT SHEET

Ypsilanti Transit Center Passenger Terminal Needs Assessment Community Meeting

What is the Ypsilanti Transit Center?

In 1993, The Ypsilanti Transit Center (YTC) was constructed in downtown Ypsilanti as a partnership with the City of Ypsilanti, Eastern Michigan University and AAATA. The YTC serves as a transit center with indoor and outdoor passenger waiting areas, driver facilities, office area, and six bus stop bays. It is located at 220 Pearl St., Ypsilanti, MI 48197.

What is the Ypsilanti Transit Center Passenger Terminal Needs Assessment?

A study has been initiated by the Ann Arbor Area Transportation Authority (AAATA) to assess the Ypsilanti Transit Center. The goal of the project is to learn how an AAATA rider, businesses, and community members perceive the Ypsilanti Transit Center as their transit center.

What will happen during the project?

The staff of AAATA and a team of consultants from Wendel will analyze and evaluate possible solutions to operational requirements, customer needs and community aspirations for the Center at a conceptual level.

Why is AAATA studying the YTC now?

The YTC is a vital link for the residents of the City of Ypsilanti to access local bus service and the job center in the City of Ann Arbor. Since 2012, AAATA has significantly increased service between Ann Arbor and Ypsilanti, and use of the YTC has grown accordingly. The increased number of routes delivering more riders than ever before has increased the pressure on the YTC facility. The YTC appears to have reached its limits in terms of the physical space needed to support operations. Recognizing the likelihood of continuing growth beyond 2018, AAATA anticipates continued challenges, and believes that now is the time to carefully explore future options for the YTC facility.

What is the project outcome?

The results of this assessment, which includes in-depth public and stakeholder involvement, will be used to determine possible alternatives for the Center that can be documented to prepare the project for future grant funding. If needed, a second project phase will be initiated to include site selection, additional public input, appropriate impact analyses, and preliminary conceptual design that includes a further review of capital and operating cost projections for a transit design alternative.



What is the purpose of the public meetings?

The intent of the first public meeting is to introduce the project; discuss the vision, needs, goals and objectives for the facility; and discuss current challenges riders face.

How was the project funded?

80% of the project funding is from a federal planning grant, and 20% is from local capital.

How many public meetings will be held?

There will be a total of two public meetings. The second meeting will be held in early 2018 to review facility alternatives.

For additional information, please contact William De Groot, Financial Analyst and Planner, Ann Arbor Area Transportation Authority, 734-794-1765.





Ann Arbor Area Transportation Authority Passenger Terminal Needs Assessment

Programming Questions

Name: _____ Position/Title: _____

- AAATA Operations:
 - What is your preferred bus docking arrangement (layout, curbs/no curbs, sawtooth; herringbone; pull thru)
 - Do buses currently arrive at the main transfer point in a pulse operation or staggered?
 - Will this likely change in the future?
 - How many buses do you operate at the peak and off peak?
 - What are your plans for fleet expansion?
 - Should the transfer facility include a staging area for layover busses?
 - What types of vehicles do you currently operate? (buses, trolleys, paratransit, articulated, shuttles/tours, etc)
 - Do you have any plans to use alternate fuel buses in the future? If so what types?
 - Do you have bicycle racks installed on your buses?



- How many bicycle racks should be installed at the transfer facility?
- Where are the handicap lifts located on your vehicles?
- Required parking (employees, operators, visitors, vending), kiss-n-ride / drop-off, taxi stand
- What are your current and future hours of operation?
- Patronage Needs:
 - What is your average number of passengers per day or hour (peak and non peak)?
 - What are your ridership growth expectations over the next 20 years?
 - What new routes do you envision operating?
 - What new service or routes arrangements do you envision (if any)?
 - What percentage of your riders are disabled or have special needs?
 - Describe your current vs. ideal passenger boarding process
- Facility Needs:
 - Will the transfer center house any Comet administrative or operations functions?
 - What are the administrative hours of operation current? future?
 - How many administrative employees will work at the facility?



- What are your staff growth projections (admin. and operations)?

- Will drivers change shifts at the facility?

- What are your current and future ticketing operations (active vs. passive)?

- Should the transfer facility include:
 1. facility storage for emergency bus needs (fluids, small tools)?

 2. designated smoking area?

 3. a drivers' room?

 4. lockers for drivers?

 5. a break room, kitchenette?

 6. a conference/training room?

 7. cash/fare room

 8. other transit offices i.e., roadway supervisor?

 9. dispatch?

 10. employee toilet rooms?

 11. administrative storage, supply room for facility?

 12. Comet staff parking? If so – how much?



- Are there any other Comet operations or program needs that have not been covered?

AAATA Questions

- Should the facility accommodate intercity bus carriers (Greyhound, Megabus) – if so, how many?
- What should the connections to intercity rail passenger include?
- What connections to air travel are envisioned?
- Will regional alternative transportation programs (ridesharing, van pooling, etc.) be operated out of the facility?
- Should Uber/Lyft pick up areas be provided?
- Should taxi stands be provided?
- Is a car sharing program operated or envisioned for the city?
- Should rental car services be provided at the facility?
- Should customer parking be provided at the facility? What are the minimum parking requirements?
- Should bicycle storage be provided at the facility?
 - types (racks, lockers, etc.)?
 - bicycle repair facilities?
- Will bike sharing be operated at the facility?



- What amenities would potentially be located within the facility, or on site?
 - public restrooms
 - food service / concessions
 - tourism/other city functions or services
 - on site retail
 - lost and found
 - vending
 - pay phones
 - personal device charging stations
 - televisions
 - interactive kiosks
 - community meeting room
 - other

- Should there be on site security such as a police substation?

- Describe your ideal facility systems
 - public address system
 - security (cctv, access control, etc)
 - real time travel or AVL system
 - signage
 - other

- Who likely will maintain the facility? What will the maintenance requirements be?
 - janitorial?
 - cleaning equipment storage?



- outdoor maintenance equipment (shovels, leaf blower, power washer etc.)
- leaf and or debris (snow) removal?
- garbage and recycling collection service and frequency?
- What other agencies (human service, aging, etc.) or city/county departments will interact with the facility? (e.g. deliveries, local agencies & organizations)?
- Are there any unusual transportation services that might access a regional transportation center (horse carriage, bike or pedestrian cabs, etc.)?
- What do you like best about other transportation facilities you have seen or visited?
- What role will sustainability play in a new facility?
- What other ideas do you have about the new facility?
 - Community links and adjacencies (retail, parking, gov't services etc)
 - Streetscapes
 - Public space
 - City tours that would originate at the facility such as trolley tours, walking tours, Segway tours, or bike tours
 - Other



Ann Arbor Area Transportation Authority Passenger Terminal Needs Assessment Public Comment Questionnaire

The Ann Arbor Area Transportation Authority welcomes and values your participation and comments on this study. All comments will be kept confidential.

Information About You

1. In which block of years were you born?
 - a. 1945 or before _____
 - b. 1946 – 1964 _____
 - c. 1965 – 1982 _____
 - d. 1983 – 2001 _____
 - e. After 2001 _____
2. Which of these do you consider yourself to be? (optional)
 - a. White _____
 - b. Black or African American _____
 - c. Asian _____
 - d. American Indian or Alaska Native _____
 - e. Hispanic or Latino descent? Yes _____ No _____
 - f. Other _____
3. Where do you live? Zip Code _____
4. Do you work or go to school in Washtenaw County?
Yes _____ No _____
5. What is your current employment status?
 - a. Employed full-time _____
 - b. Employed part-time _____
 - c. Self-employed/Freelancer/Entrepreneur _____
 - d. Work in the home/Stay-at-home _____
 - e. Unemployed or temporarily laid off _____
 - f. Retired _____
 - g. Student _____
 - h. Other _____
6. How do you USUALLY travel to Ypsilanti Transit Center?
 - a. I take a bus _____
 - b. I drive _____
 - c. I walk _____
 - d. I cycle _____
 - e. I take a taxi _____
 - f. I carpool or vanpool _____
 - g. I use Uber/Lyft _____
 - h. I am dropped off by a friend or family _____
 - i. Other _____
7. Do you own an automobile? Yes _____ No _____
8. Do you travel to/from Ypsilanti Transit Center to/from any of the following:
 - a. University Of Michigan _____
 - b. Downtown Ann Arbor _____
 - c. Eastern Michigan University _____
9. Do you use The Ride for any of the following?
Please select all that apply.
 - a. To go to/from school _____
 - b. To go to/from work _____
 - c. To go to/from a medical appointment _____
 - d. To go to/from entertainment _____
 - e. Other _____
 - f. Would you park and ride at the YTC if it was available
Yes _____ No _____
10. Which routes do you take TO the Ypsilanti Transit Center for some or all of your trips?
 - a. 3 _____
 - b. 4 _____
 - c. 5 _____
 - d. 6 _____
 - e. 41 _____
 - f. 42 _____
 - g. 43 _____
 - h. 44 _____
 - i. 45 _____
 - j. 46 _____
 - k. 47 _____
11. Do you only visit the Ypsilanti Transit Center to make a transfer to another route? Yes _____ No _____
12. Which transportation services would you like to have access to from the transportation center? *Please select all that apply.*
 - a. The Bus _____
 - b. Personal car _____
 - c. Plane _____
 - d. Amtrak train _____
 - e. Personal Bike _____
 - f. Bike Share _____
 - g. Taxi _____
 - h. Uber/Lyft _____
 - i. Greyhound Bus _____
 - j. Megabus _____
 - k. Other _____

13. What amenities should be located at the Ypsilanti Transit Center? *Please select all that apply.*

- a. Real time bus arrival/departure information _____
- b. Ticket sales _____
- c. Public restrooms _____
- d. Wi Fi _____
- e. Tourism services _____
- f. On site retail stores _____
- g. Lost and Found _____
- h. Vending machines _____
- i. Pay phones _____
- j. Car sharing _____
- k. Bike sharing _____
- l. Bike lockers _____
- m. Personal device charging stations _____
- n. Other _____

Please add any other comments below on the proposed transfer center, your travel needs, and/or potential additional amenities you would like to see considered:

Thank you for your comments and interest!

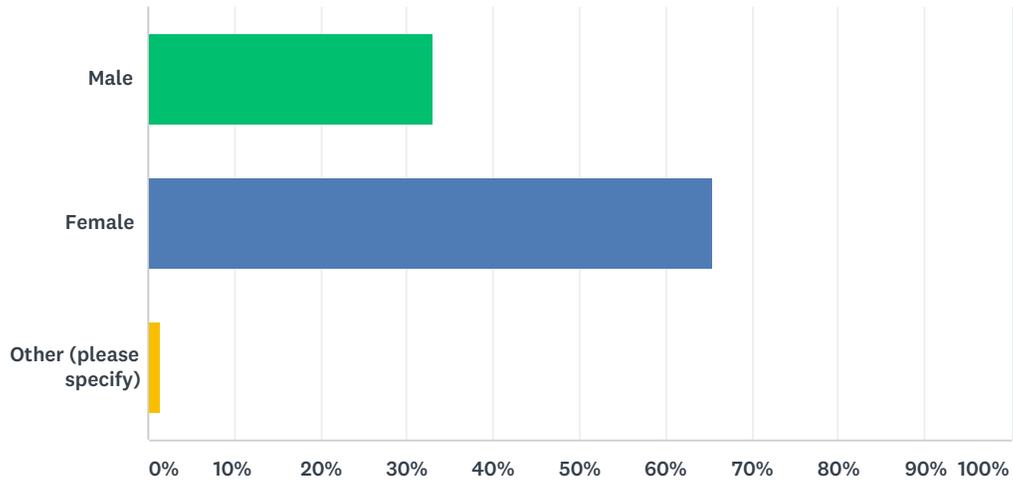
Our planning staff will consider your comments as we develop our study and recommendations for a new or expanded Ypsilanti Transit Center.

To receive project updates and alerts about upcoming meetings, please enter your email address below:

Email address: _____

Q1 What is your gender?

Answered: 136 Skipped: 45

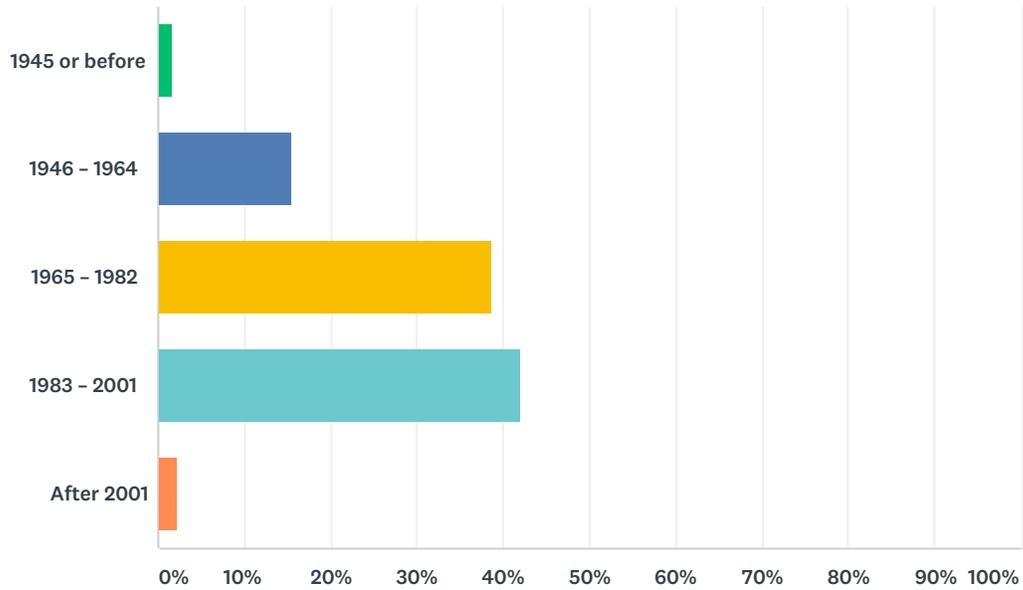


ANSWER CHOICES	RESPONSES
Male	33.09% 45
Female	65.44% 89
Other (please specify)	1.47% 2
TOTAL	136

#	OTHER (PLEASE SPECIFY)	DATE
1	Non binary	10/23/2017 5:31 PM
2	nonbinary	10/12/2017 7:51 PM

Q2 In which block of years were you born?

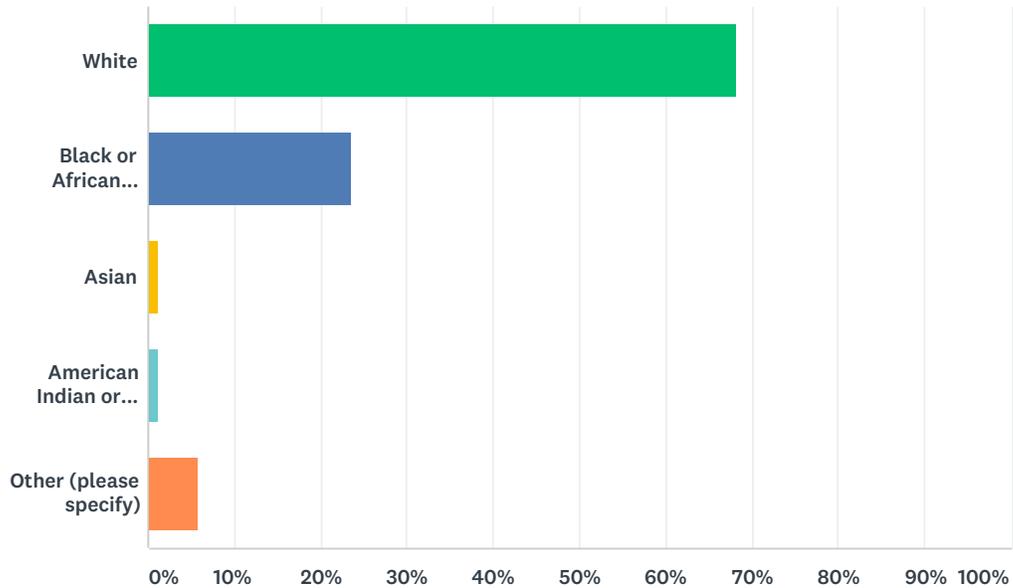
Answered: 181 Skipped: 0



ANSWER CHOICES	RESPONSES	
1945 or before	1.66%	3
1946 - 1964	15.47%	28
1965 - 1982	38.67%	70
1983 - 2001	41.99%	76
After 2001	2.21%	4
TOTAL		181

Q3 Which of these do you consider yourself to be? (optional)

Answered: 173 Skipped: 8

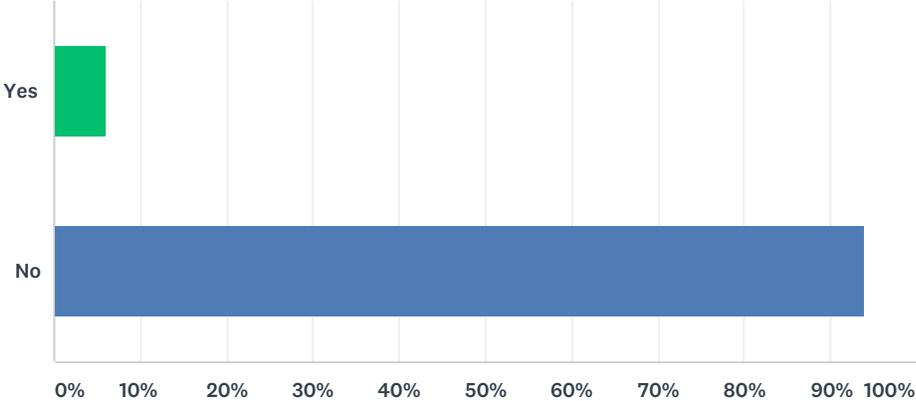


ANSWER CHOICES	RESPONSES
White	68.21% 118
Black or African American	23.70% 41
Asian	1.16% 2
American Indian or Alaska Native	1.16% 2
Other (please specify)	5.78% 10
TOTAL	173

#	OTHER (PLEASE SPECIFY)	DATE
1	Mixed	11/1/2017 8:08 AM
2	Jewish	10/30/2017 6:22 PM
3	Mixed racer	10/24/2017 12:48 AM
4	White / Middle Eastern	10/23/2017 5:23 PM
5	Biracial	10/23/2017 3:08 PM
6	Mixed race Caucasian/ American Indian- Blackfoot	10/18/2017 1:34 PM
7	Mexican American	10/7/2017 1:18 PM
8	Mixed ethnicity inc. American Indian	10/6/2017 8:26 PM
9	None	10/5/2017 4:42 PM
10	Mixed	10/5/2017 1:59 PM

Q4 Hispanic or Latino descent?

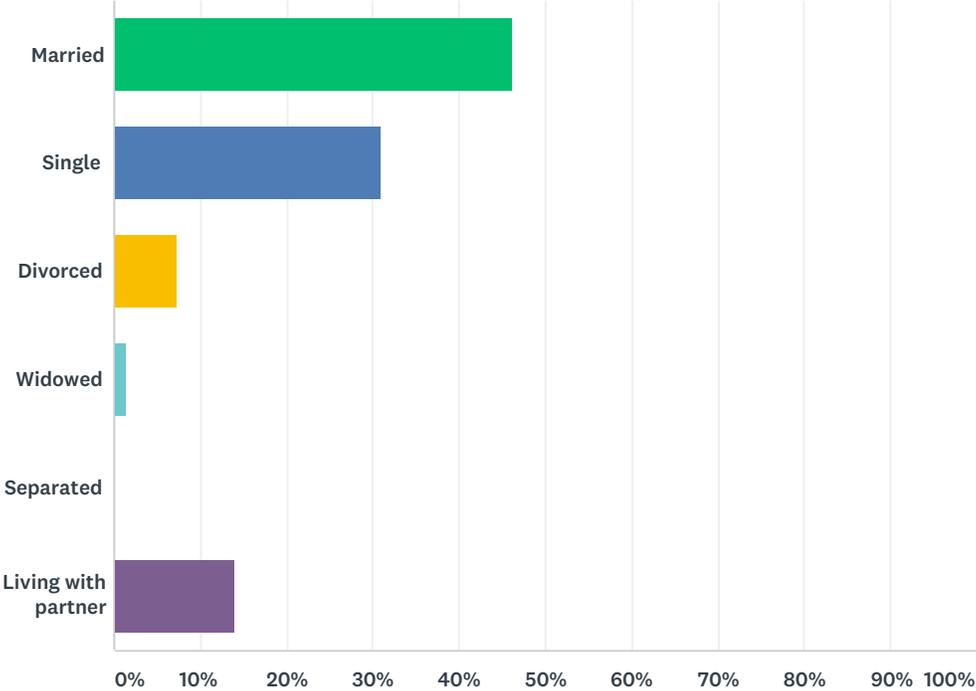
Answered: 134 Skipped: 47



ANSWER CHOICES	RESPONSES	
Yes	5.97%	8
No	94.03%	126
TOTAL		134

Q5 What is your marital status?

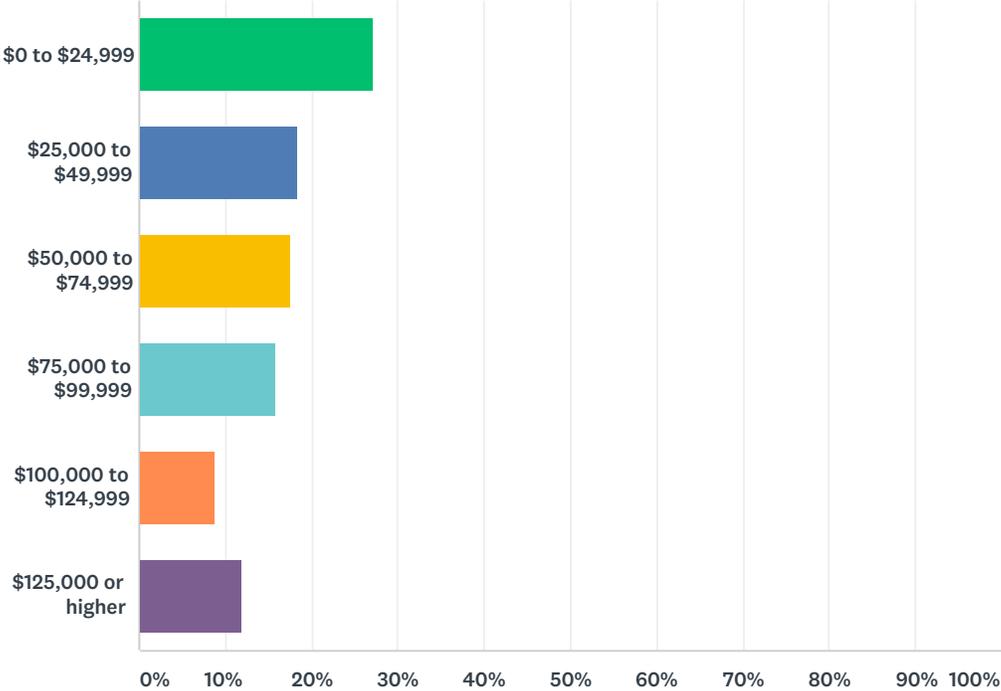
Answered: 136 Skipped: 45



ANSWER CHOICES	RESPONSES	
Married	46.32%	63
Single	30.88%	42
Divorced	7.35%	10
Widowed	1.47%	2
Separated	0.00%	0
Living with partner	13.97%	19
TOTAL		136

Q6 What is your annual household income? (optional)

Answered: 125 Skipped: 56



ANSWER CHOICES	RESPONSES	
\$0 to \$24,999	27.20%	34
\$25,000 to \$49,999	18.40%	23
\$50,000 to \$74,999	17.60%	22
\$75,000 to \$99,999	16.00%	20
\$100,000 to \$124,999	8.80%	11
\$125,000 or higher	12.00%	15
TOTAL		125

Q7 What is your zip code?

Answered: 173 Skipped: 8

#	RESPONSES	DATE
1	48198	11/19/2017 10:08 PM
2	48197	11/19/2017 10:06 PM
3	48198	11/19/2017 10:05 PM
4	48198	11/19/2017 10:03 PM
5	48198	11/19/2017 10:02 PM
6	48197	11/19/2017 10:00 PM
7	48198	11/19/2017 9:59 PM
8	48197	11/19/2017 9:57 PM
9	48197	11/19/2017 9:56 PM
10	48198	11/19/2017 9:54 PM
11	48108	11/19/2017 9:52 PM
12	48198	11/19/2017 9:51 PM
13	48198`	11/19/2017 9:51 PM
14	48197	11/19/2017 9:04 PM
15	48197	11/19/2017 8:51 PM
16	48198	11/19/2017 8:49 PM
17	48198	11/19/2017 8:45 PM
18	48103	11/19/2017 8:43 PM
19	48198	11/19/2017 8:42 PM
20	48198	11/19/2017 8:41 PM
21	48198	11/19/2017 8:40 PM
22	48197	11/19/2017 8:37 PM
23	48198	11/19/2017 8:34 PM
24	48103	11/19/2017 8:22 PM
25	48197`	11/19/2017 8:21 PM
26	48197	11/19/2017 8:20 PM
27	48198	11/19/2017 8:18 PM
28	48197	11/19/2017 8:12 PM
29	48197	11/19/2017 8:10 PM
30	48197	11/19/2017 8:09 PM
31	48104	11/19/2017 8:08 PM
32	48197	11/19/2017 8:06 PM
33	48197	11/19/2017 8:04 PM
34	48198	11/19/2017 8:03 PM
35	48197	11/19/2017 8:00 PM

AAATA Ypsilanti Transit Center Survey

36	48101	11/19/2017 7:59 PM
37	48197	11/19/2017 7:57 PM
38	48194	11/19/2017 7:54 PM
39	48197	11/18/2017 5:55 PM
40	48198	11/18/2017 5:50 PM
41	48198	11/18/2017 5:48 PM
42	48197	11/3/2017 9:07 PM
43	48197	11/3/2017 1:38 PM
44	48197	11/3/2017 1:29 PM
45	48197	11/2/2017 12:40 PM
46	48197	11/1/2017 10:14 PM
47	48197	11/1/2017 5:10 PM
48	48197	11/1/2017 4:28 PM
49	48198	11/1/2017 3:01 PM
50	48198	11/1/2017 8:08 AM
51	48197	11/1/2017 12:14 AM
52	48103	10/31/2017 4:08 PM
53	48103	10/31/2017 9:25 AM
54	48197	10/31/2017 7:02 AM
55	48197	10/31/2017 5:45 AM
56	48150	10/30/2017 8:02 PM
57	48197	10/30/2017 6:22 PM
58	48197	10/30/2017 5:36 PM
59	48197	10/30/2017 4:00 PM
60	48103	10/30/2017 2:59 PM
61	48197	10/29/2017 9:26 AM
62	48197	10/27/2017 10:11 PM
63	48103	10/27/2017 1:59 PM
64	48198	10/27/2017 7:32 AM
65	48197	10/27/2017 7:25 AM
66	48198	10/27/2017 7:25 AM
67	48197	10/26/2017 12:39 PM
68	48197	10/25/2017 3:16 PM
69	48197	10/25/2017 11:12 AM
70	48197	10/25/2017 8:55 AM
71	48111	10/25/2017 8:36 AM
72	48197	10/25/2017 8:29 AM
73	48197	10/24/2017 1:06 PM
74	48197	10/24/2017 12:53 PM
75	48198	10/24/2017 12:48 AM
76	48105	10/23/2017 7:14 PM

AAATA Ypsilanti Transit Center Survey

77	48197	10/23/2017 5:52 PM
78	48197	10/23/2017 5:31 PM
79	48197	10/23/2017 5:23 PM
80	48198	10/23/2017 4:35 PM
81	48197	10/23/2017 4:04 PM
82	48197	10/23/2017 3:58 PM
83	48197	10/23/2017 3:42 PM
84	48197	10/23/2017 3:08 PM
85	48197	10/23/2017 1:47 PM
86	48197	10/23/2017 9:48 AM
87	48197	10/21/2017 11:34 AM
88	48197	10/21/2017 12:56 AM
89	48198	10/20/2017 3:03 PM
90	48103	10/20/2017 11:05 AM
91	48197	10/19/2017 11:40 AM
92	48108	10/18/2017 3:43 PM
93	48197	10/18/2017 1:34 PM
94	48197	10/17/2017 1:04 PM
95	48197	10/16/2017 9:45 AM
96	48108	10/16/2017 9:15 AM
97	48197	10/15/2017 8:00 AM
98	48198	10/14/2017 5:30 PM
99	48111	10/13/2017 10:18 AM
100	48197	10/13/2017 10:04 AM
101	48103	10/12/2017 7:51 PM
102	48197	10/12/2017 1:43 PM
103	48198	10/12/2017 1:25 PM
104	48197	10/11/2017 7:35 AM
105	48198	10/10/2017 12:29 AM
106	48108	10/9/2017 10:01 PM
107	48198	10/9/2017 7:57 AM
108	48198	10/9/2017 6:46 AM
109	48198	10/9/2017 6:40 AM
110	48198	10/8/2017 10:48 AM
111	48198	10/8/2017 7:17 AM
112	48104	10/7/2017 3:42 PM
113	48198	10/7/2017 1:18 PM
114	48198	10/7/2017 6:10 AM
115	48198	10/7/2017 6:07 AM
116	48198	10/6/2017 11:35 PM
117	48197	10/6/2017 10:55 PM

AAATA Ypsilanti Transit Center Survey

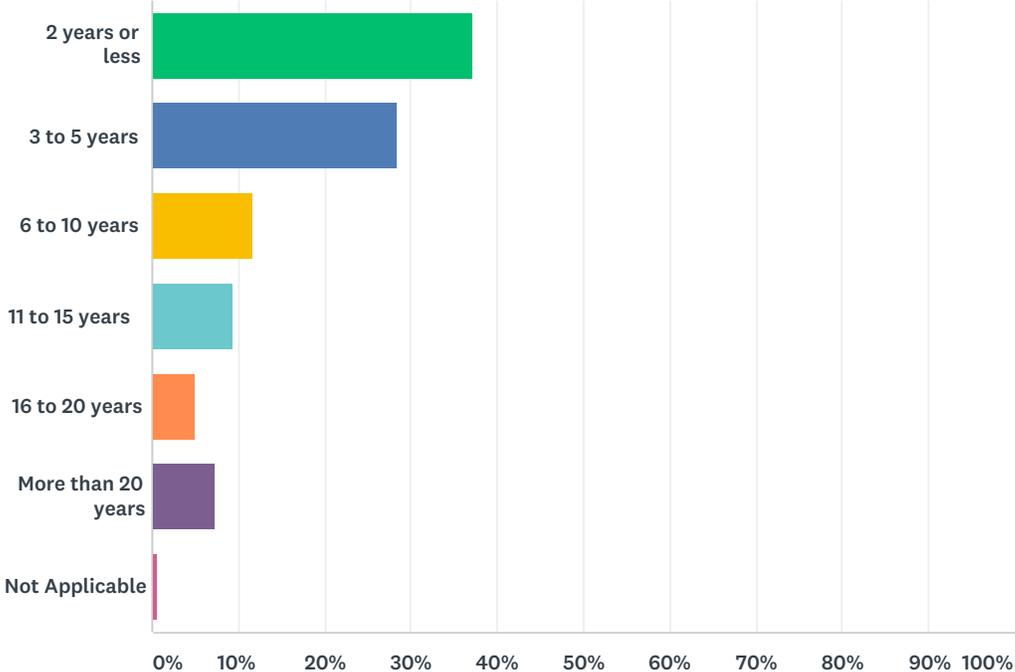
118	48197	10/6/2017 8:26 PM
119	48197	10/6/2017 8:18 PM
120	48198	10/6/2017 8:13 PM
121	48197	10/6/2017 12:56 PM
122	48197	10/6/2017 12:05 PM
123	48197	10/6/2017 12:04 PM
124	48197	10/6/2017 11:42 AM
125	48197	10/6/2017 11:35 AM
126	48197	10/6/2017 10:33 AM
127	48197	10/6/2017 10:08 AM
128	48198	10/6/2017 6:42 AM
129	48198	10/6/2017 6:35 AM
130	48197	10/6/2017 6:15 AM
131	48197	10/6/2017 5:05 AM
132	48197	10/6/2017 3:55 AM
133	48198	10/6/2017 1:53 AM
134	48197	10/5/2017 11:08 PM
135	48197	10/5/2017 10:46 PM
136	48103	10/5/2017 10:34 PM
137	48198	10/5/2017 10:29 PM
138	48197	10/5/2017 10:01 PM
139	48197	10/5/2017 9:39 PM
140	48198	10/5/2017 9:18 PM
141	48197	10/5/2017 9:00 PM
142	48197	10/5/2017 8:00 PM
143	48197	10/5/2017 5:16 PM
144	48197	10/5/2017 4:57 PM
145	48197	10/5/2017 4:43 PM
146	48197	10/5/2017 4:42 PM
147	48197	10/5/2017 2:57 PM
148	48198	10/5/2017 2:54 PM
149	48198	10/5/2017 2:50 PM
150	48197	10/5/2017 2:50 PM
151	48197	10/5/2017 2:42 PM
152	48197	10/5/2017 2:37 PM
153	48197	10/5/2017 2:19 PM
154	48197	10/5/2017 2:17 PM
155	48197	10/5/2017 2:12 PM
156	48197	10/5/2017 12:27 PM
157	48197	10/5/2017 12:17 PM
158	48197	10/5/2017 12:16 PM

AAATA Ypsilanti Transit Center Survey

159	48198	10/5/2017 11:46 AM
160	48197	10/5/2017 11:46 AM
161	48197	10/5/2017 11:34 AM
162	48197	10/5/2017 10:58 AM
163	48197	10/5/2017 10:49 AM
164	48198	10/5/2017 10:41 AM
165	48197	10/5/2017 10:31 AM
166	4i197	10/5/2017 10:08 AM
167	48197	10/5/2017 10:05 AM
168	48198	10/5/2017 10:03 AM
169	48197	10/5/2017 9:59 AM
170	48197	10/5/2017 9:50 AM
171	48197	10/5/2017 9:48 AM
172	48198	10/5/2017 9:45 AM
173	48197	10/5/2017 9:31 AM

Q8 How long have you been at your current address?

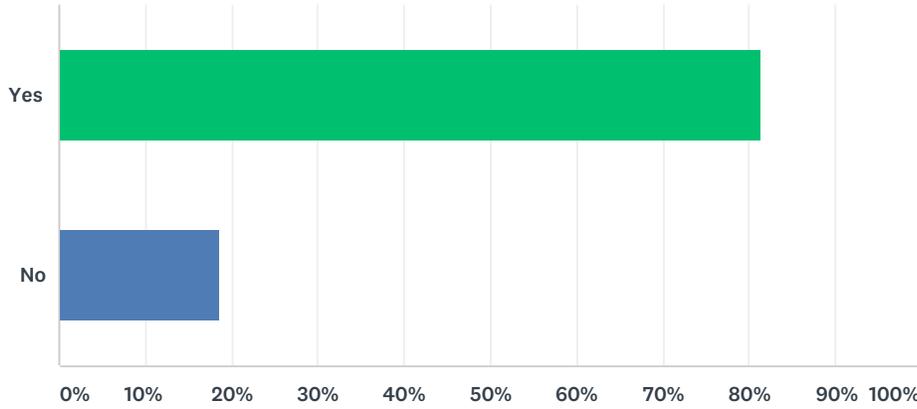
Answered: 137 Skipped: 44



ANSWER CHOICES	RESPONSES	
2 years or less	37.23%	51
3 to 5 years	28.47%	39
6 to 10 years	11.68%	16
11 to 15 years	9.49%	13
16 to 20 years	5.11%	7
More than 20 years	7.30%	10
Not Applicable	0.73%	1
TOTAL		137

Q9 Do you work or go to school in Washtenaw County?

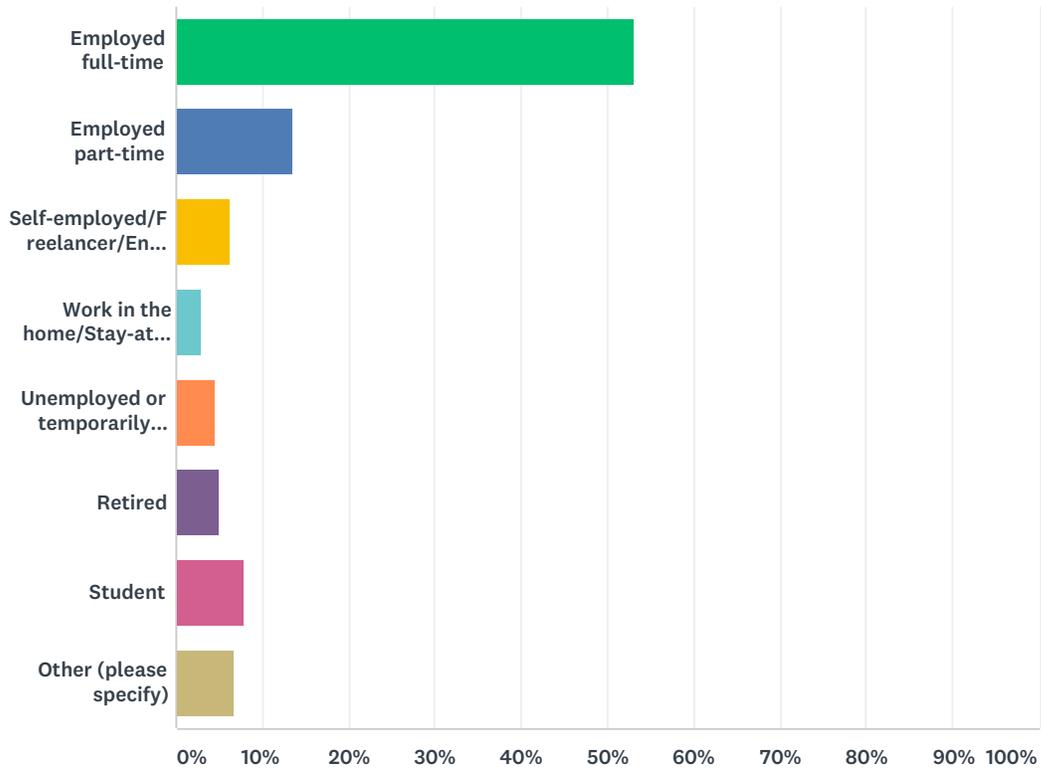
Answered: 172 Skipped: 9



ANSWER CHOICES	RESPONSES	
Yes	81.40%	140
No	18.60%	32
TOTAL		172

Q10 What is your current employment status?

Answered: 177 Skipped: 4



ANSWER CHOICES	RESPONSES	
Employed full-time	53.11%	94
Employed part-time	13.56%	24
Self-employed/Freelancer/Entrepreneur	6.21%	11
Work in the home/Stay-at-home	2.82%	5
Unemployed or temporarily laid off	4.52%	8
Retired	5.08%	9
Student	7.91%	14
Other (please specify)	6.78%	12
TOTAL		177

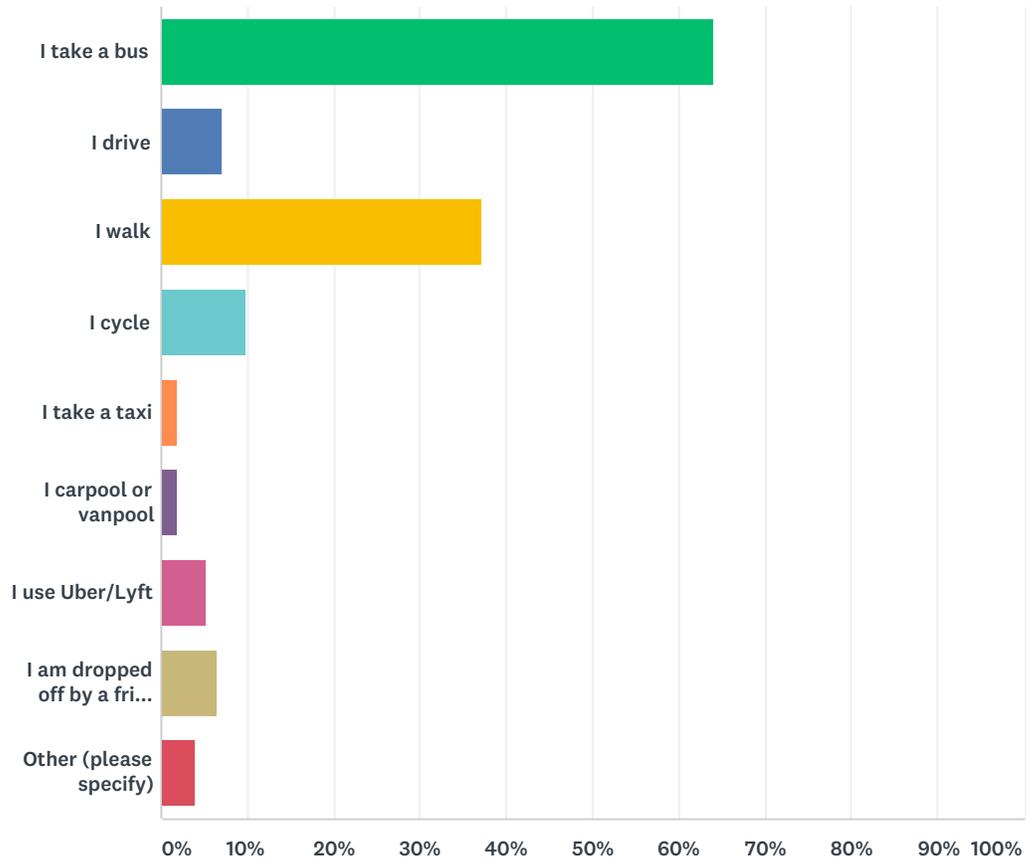
#	OTHER (PLEASE SPECIFY)	DATE
1	Disability	11/19/2017 9:51 PM
2	Employed part time and student	10/30/2017 4:00 PM
3	AmeriCorps member	10/26/2017 12:39 PM
4	Volunteer	10/23/2017 7:14 PM
5	student and employed part time	10/23/2017 5:52 PM
6	Disabled / Differently Abled	10/23/2017 3:42 PM

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7	Student/temp-full/part time	10/23/2017 9:48 AM
8	Disabled	10/13/2017 10:18 AM
9	disabled	10/6/2017 10:33 AM
10	Disabled vet	10/5/2017 10:34 PM
11	Employed part time, student full time	10/5/2017 8:00 PM
12	Part time employed, full time at home parent	10/5/2017 10:03 AM

Q11 How do you USUALLY travel to Ypsilanti Transit Center?

Answered: 153 Skipped: 28



ANSWER CHOICES	RESPONSES	
I take a bus	64.05%	98
I drive	7.19%	11
I walk	37.25%	57
I cycle	9.80%	15
I take a taxi	1.96%	3
I carpool or vanpool	1.96%	3
I use Uber/Lyft	5.23%	8
I am dropped off by a friend or family	6.54%	10
Other (please specify)	3.92%	6
Total Respondents: 153		

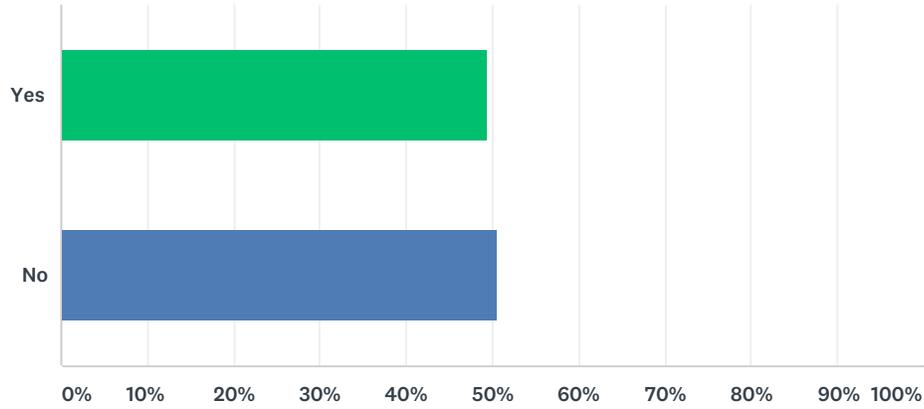
#	OTHER (PLEASE SPECIFY)	DATE
1	Though I live in ypsi I don't go to ytc	10/30/2017 6:24 PM
2	I try to avoid the ypsi transit center cause it doesn't feel safe	10/20/2017 3:06 PM

AAATA Ypsilanti Transit Center Survey

3	do not use AATA Bus System	10/19/2017 11:42 AM
4	A-Ride	10/18/2017 1:38 PM
5	I avoid the YTC and wait at other bus stops.	10/6/2017 12:06 PM
6	mobility scooter	10/6/2017 10:35 AM

Q12 Do you own an automobile?

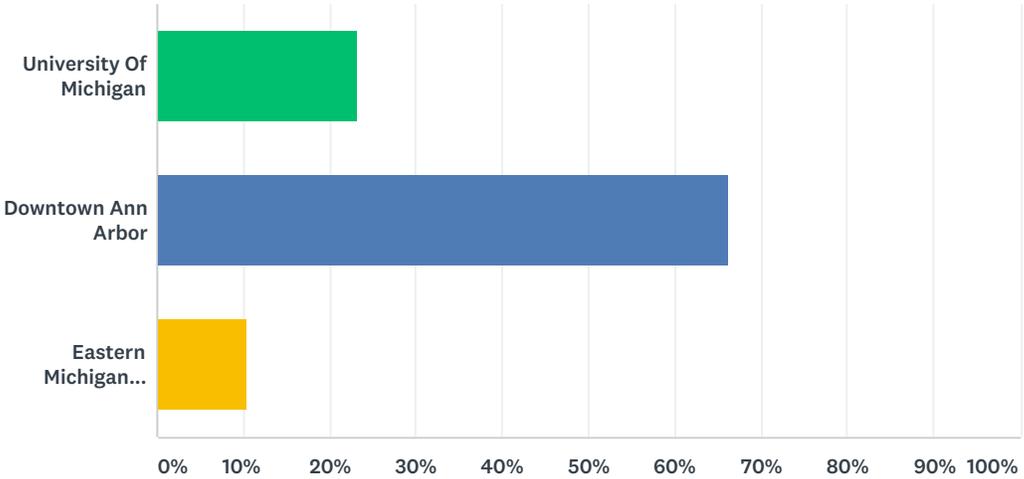
Answered: 152 Skipped: 29



ANSWER CHOICES	RESPONSES	
Yes	49.34%	75
No	50.66%	77
TOTAL		152

Q13 Do you travel to/from Ypsilanti Transit Center to/from any of the following:

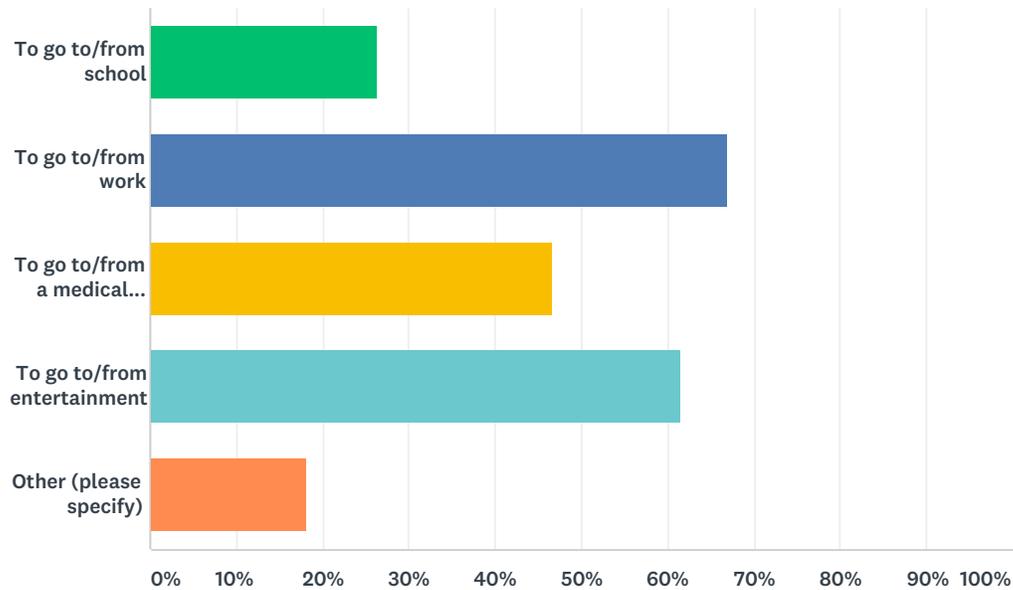
Answered: 125 Skipped: 56



ANSWER CHOICES	RESPONSES
University Of Michigan	23.20% 29
Downtown Ann Arbor	66.40% 83
Eastern Michigan University	10.40% 13
TOTAL	125

Q14 Do you use The Ride for any of the following? Please select all that apply.

Answered: 148 Skipped: 33



ANSWER CHOICES	RESPONSES
To go to/from school	26.35% 39
To go to/from work	66.89% 99
To go to/from a medical appointment	46.62% 69
To go to/from entertainment	61.49% 91
Other (please specify)	18.24% 27
Total Respondents: 148	

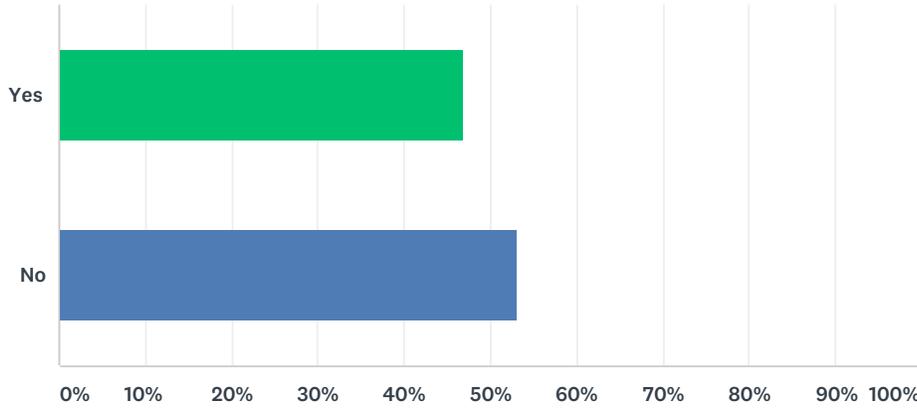
#	OTHER (PLEASE SPECIFY)	DATE
1	Shopping	11/19/2017 8:25 PM
2	Shopping cart	11/3/2017 9:08 PM
3	To do errands	11/3/2017 1:30 PM
4	Visit parents	11/2/2017 12:41 PM
5	Shopping, entertainment, others	11/1/2017 12:17 AM
6	Errands/groceries	10/30/2017 3:01 PM
7	as a nondriver, for everything	10/29/2017 9:28 AM
8	To go to/from shopping and errands	10/23/2017 7:22 PM
9	to meet up with friends & save gas & avoid parking problems '	10/23/2017 3:44 PM
10	go to meetings / civic engagement	10/23/2017 1:49 PM
11	In general to get to/from job interviews	10/23/2017 9:53 AM
12	Leading school field trips.	10/21/2017 12:59 AM

AAATA Ypsilanti Transit Center Survey

13	My teenage son uses it to get to/from school but avoids the ypsi transit center due to safety concerns	10/20/2017 3:06 PM
14	Shopping	10/18/2017 1:38 PM
15	Shopping	10/14/2017 5:31 PM
16	errands	10/8/2017 10:50 AM
17	Emergency	10/7/2017 6:11 AM
18	Only use if not walkable	10/6/2017 10:58 PM
19	Shop	10/6/2017 8:29 PM
20	Commuting to work with bike.	10/6/2017 12:06 PM
21	Just ride to Ypsilanti and back	10/5/2017 10:37 PM
22	every day life	10/5/2017 5:18 PM
23	Grocery shopping	10/5/2017 4:44 PM
24	sometimes to and from work	10/5/2017 2:51 PM
25	To go to/from any and all appointments	10/5/2017 11:00 AM
26	Errands	10/5/2017 10:05 AM
27	Buying groceries, going to the gym, going anywhere, basically.	10/5/2017 9:52 AM

Q15 Would you park and ride at the YTC if it was available?

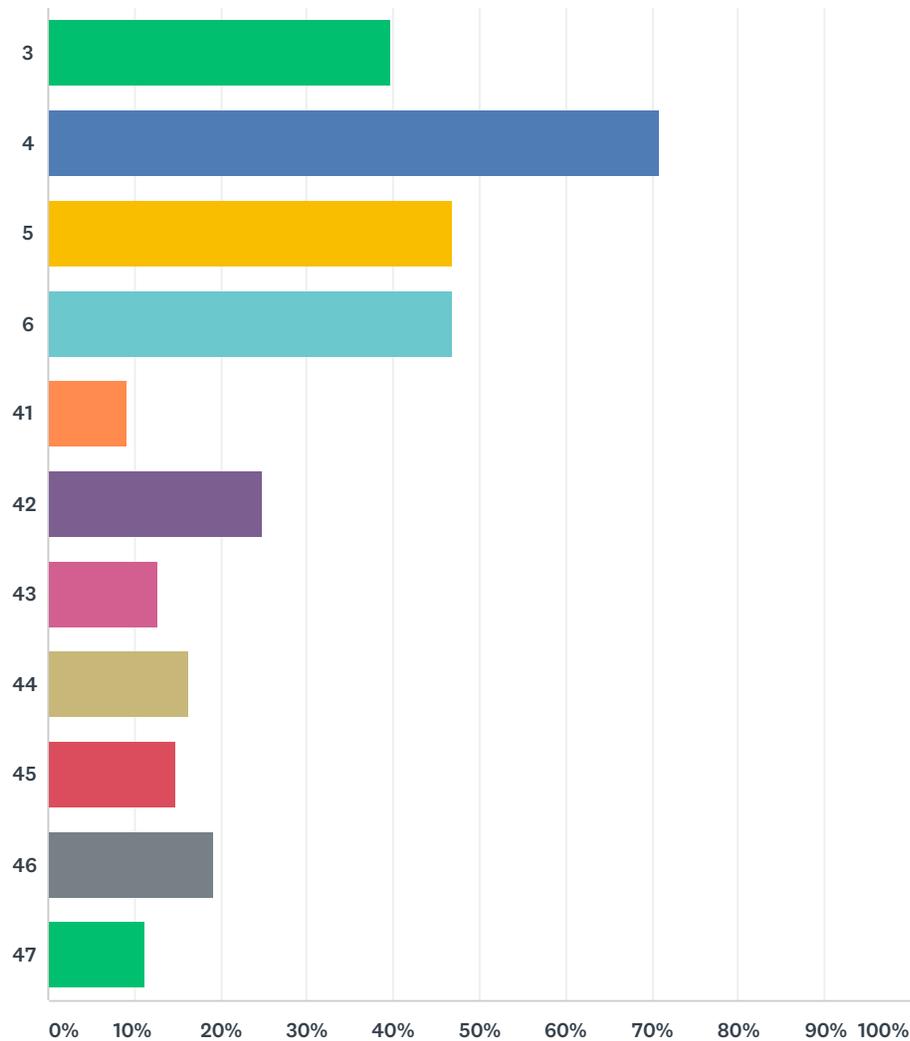
Answered: 128 Skipped: 53



ANSWER CHOICES	RESPONSES	
Yes	46.88%	60
No	53.13%	68
TOTAL		128

Q16 Which routes do you take TO the Ypsilanti Transit Center for some or all of your trips?

Answered: 141 Skipped: 40



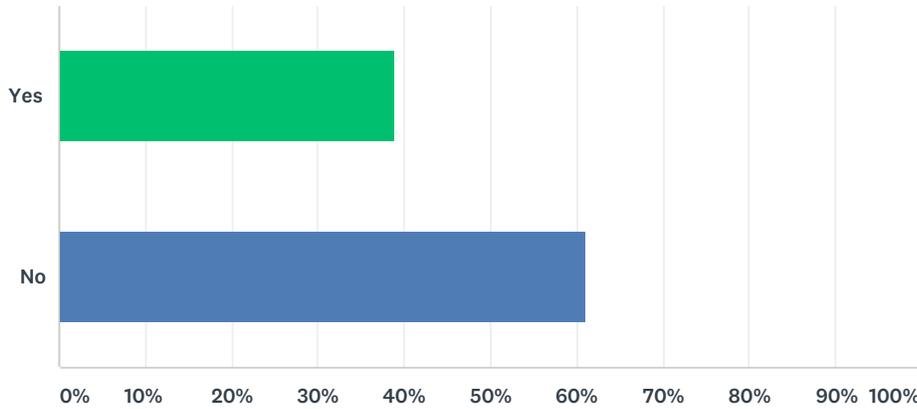
ANSWER CHOICES	RESPONSES	
3	39.72%	56
4	70.92%	100
5	46.81%	66
6	46.81%	66
41	9.22%	13
42	24.82%	35
43	12.77%	18
44	16.31%	23
45	14.89%	21

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46	19.15%	27
47	11.35%	16
Total Respondents: 141		

Q17 Do you only visit the Ypsilanti Transit Center to make a transfer to another route?

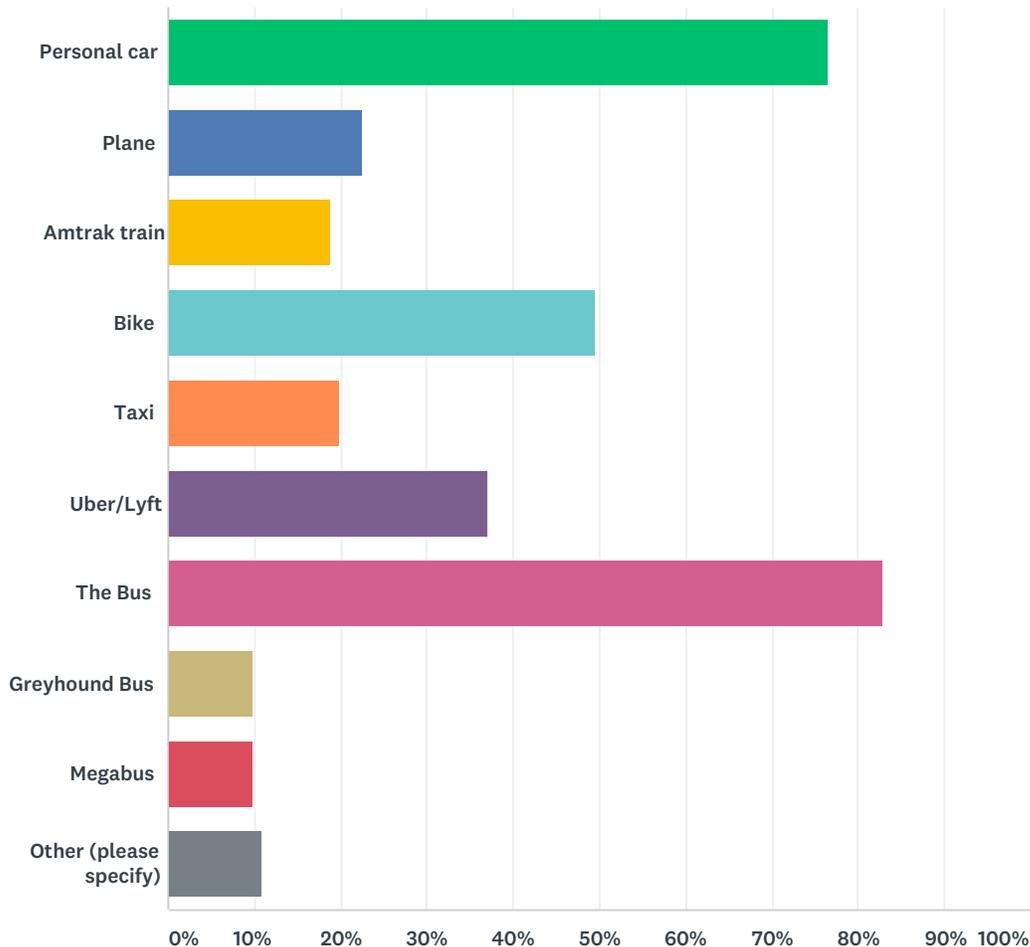
Answered: 141 Skipped: 40



ANSWER CHOICES	RESPONSES	
Yes	39.01%	55
No	60.99%	86
TOTAL		141

Q18 Which of the following transportation modes have you used in the past two years—to travel to or from from the Ypsilanti area? Please select all that apply.

Answered: 111 Skipped: 70



ANSWER CHOICES	RESPONSES	
Personal car	76.58%	85
Plane	22.52%	25
Amtrak train	18.92%	21
Bike	49.55%	55
Taxi	19.82%	22
Uber/Lyft	36.94%	41
The Bus	82.88%	92
Greyhound Bus	9.91%	11
Megabus	9.91%	11
Other (please specify)	10.81%	12

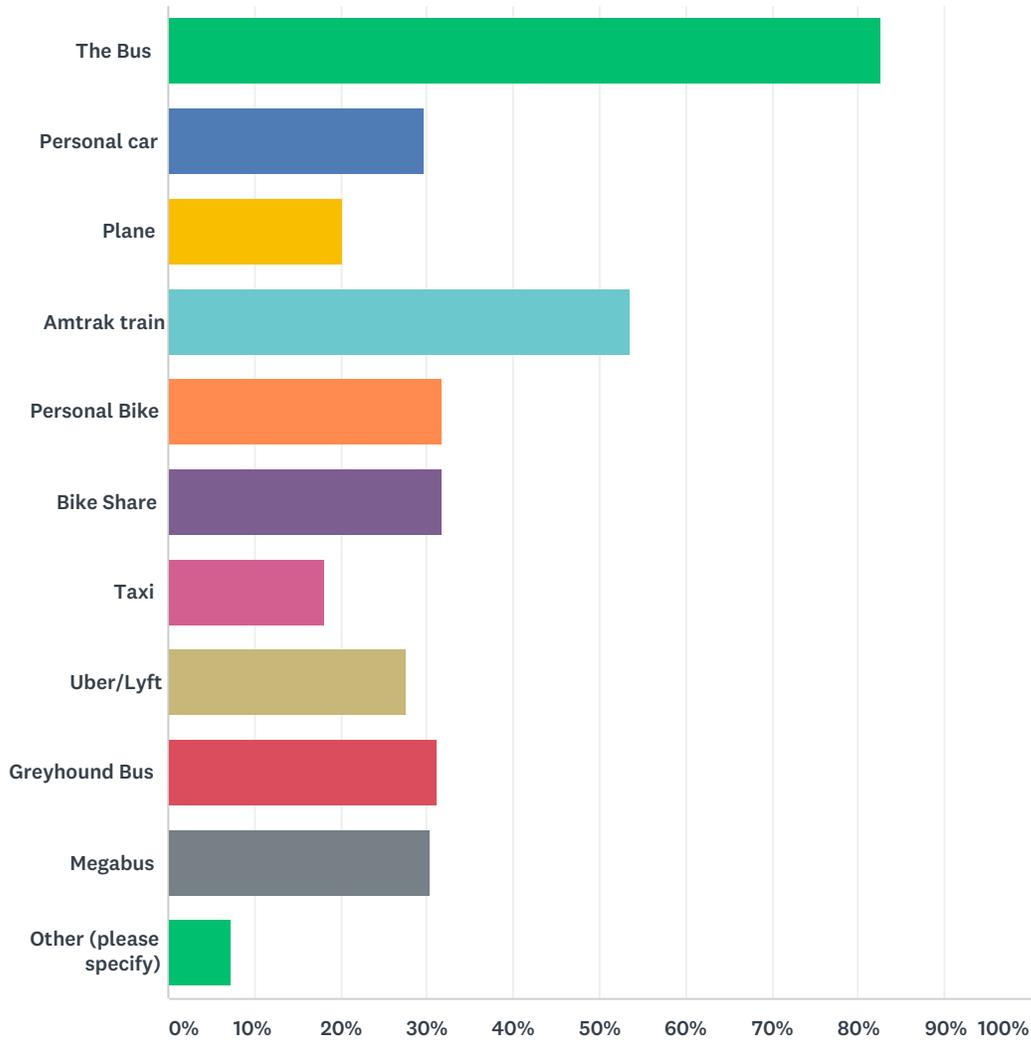
AAATA Ypsilanti Transit Center Survey

Total Respondents: 111

#	OTHER (PLEASE SPECIFY)	DATE
1	Other person driving	10/29/2017 9:28 AM
2	A-Ride AND Night Ride/Holiday Ride	10/23/2017 7:22 PM
3	other people's cars as well	10/23/2017 3:44 PM
4	A-Ride	10/18/2017 1:38 PM
5	walking	10/8/2017 10:50 AM
6	mobility scooter	10/6/2017 10:35 AM
7	walk	10/5/2017 5:18 PM
8	Carshare (eg Zipcar, Maven)	10/5/2017 12:31 PM
9	Walk	10/5/2017 11:00 AM
10	Walking	10/5/2017 10:05 AM
11	Walking.	10/5/2017 9:52 AM
12	Borrowed a car from a friend	10/5/2017 9:50 AM

Q19 Which transportation services would you like to have access to from the transportation center? Please select all that apply.

Answered: 138 Skipped: 43



ANSWER CHOICES	RESPONSES	
The Bus	82.61%	114
Personal car	29.71%	41
Plane	20.29%	28
Amtrak train	53.62%	74
Personal Bike	31.88%	44
Bike Share	31.88%	44
Taxi	18.12%	25
Uber/Lyft	27.54%	38
Greyhound Bus	31.16%	43

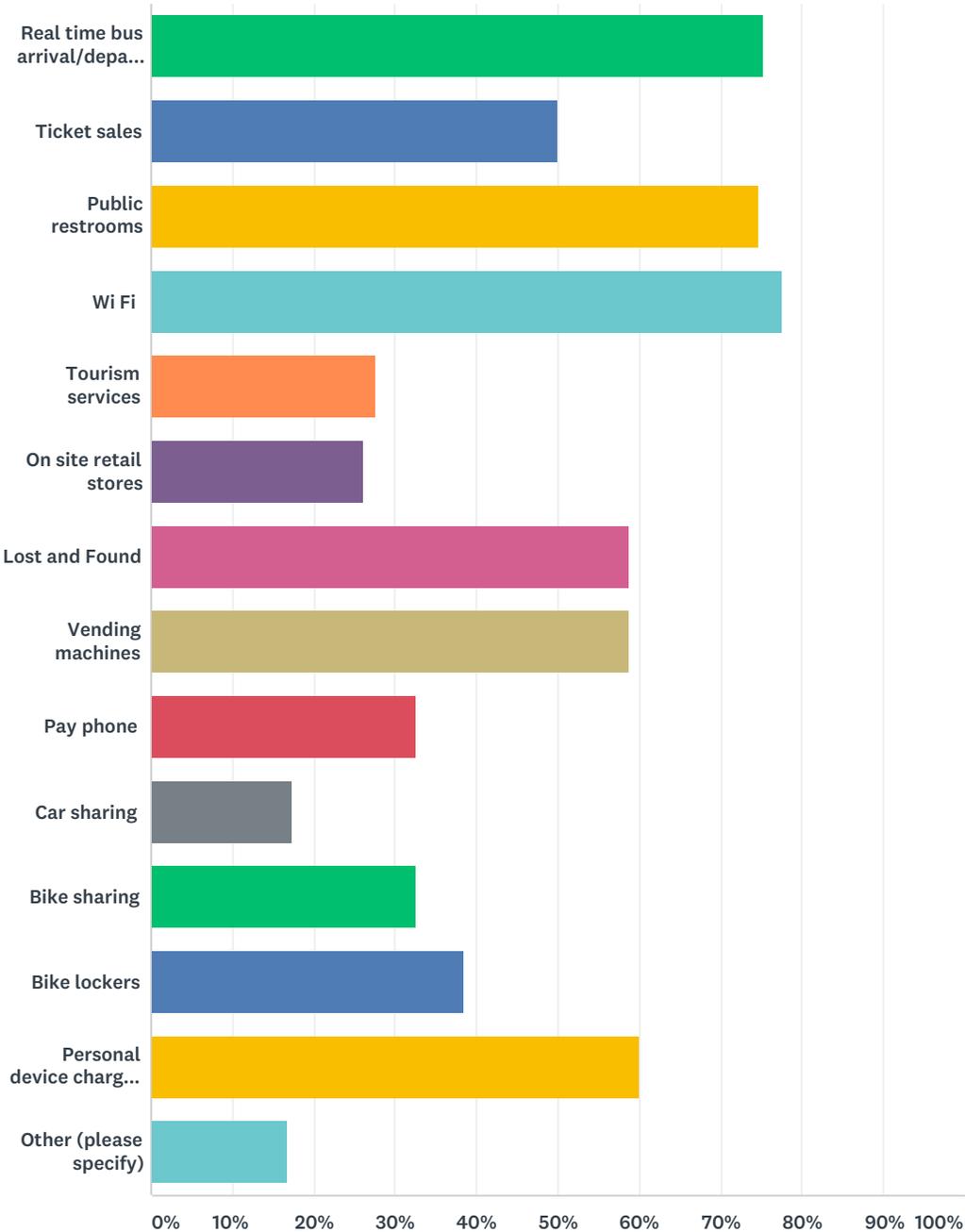
AAATA Ypsilanti Transit Center Survey

Megabus	30.43%	42
Other (please specify)	7.25%	10
Total Respondents: 138		

#	OTHER (PLEASE SPECIFY)	DATE
1	Less people banging around n less crime	10/31/2017 5:51 AM
2	commuter rail	10/23/2017 1:58 PM
3	We are a one car family and it would be REALLY useful to have Maven (or Zipcar or one of the others) available at the YTC.	10/21/2017 1:35 AM
4	have never used the bus	10/19/2017 11:45 AM
5	Express bus (with only 3 to 5 stops) from Ypsi to U of M hospital and campus area during weekday commuting hours.	10/6/2017 12:17 PM
6	bus service to Downtown Detroit	10/5/2017 5:22 PM
7	Zip Car	10/5/2017 2:53 PM
8	Carshare! Please!	10/5/2017 12:53 PM
9	AirRide	10/5/2017 10:13 AM
10	Streetcars! Electric streetcars would be SWEET.	10/5/2017 9:57 AM

Q20 What amenities should be located at the Ypsilanti Transit Center? Please select all that apply.

Answered: 138 Skipped: 43



ANSWER CHOICES	RESPONSES	
Real time bus arrival/departure information	75.36%	104
Ticket sales	50.00%	69
Public restrooms	74.64%	103
Wi Fi	77.54%	107

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Tourism services	27.54%	38
On site retail stores	26.09%	36
Lost and Found	58.70%	81
Vending machines	58.70%	81
Pay phone	32.61%	45
Car sharing	17.39%	24
Bike sharing	32.61%	45
Bike lockers	38.41%	53
Personal device charging stations	60.14%	83
Other (please specify)	16.67%	23
Total Respondents: 138		

#	OTHER (PLEASE SPECIFY)	DATE
1	Outside heaters!	11/3/2017 9:15 PM
2	A good water fountain with a bottle refill station; recycling bins	11/3/2017 1:34 PM
3	Solar powered building	11/1/2017 8:11 AM
4	Newspaper, list of things going on with access by bus and route number	11/1/2017 12:27 AM
5	Nothing I think the transit is a waste of resources	10/31/2017 5:51 AM
6	Covered place to wait for bus near stop	10/30/2017 6:26 PM
7	more security at night	10/30/2017 4:06 PM
8	Heated outdoor areas and shaded areas	10/21/2017 1:35 AM
9	Emergency phone	10/18/2017 2:42 PM
10	Air Ride to the airport and back	10/16/2017 9:52 AM
11	More seating	10/15/2017 8:14 AM
12	Security.	10/9/2017 6:49 AM
13	More indoor space, with more comfortable seating and some plants that aren't dead.	10/8/2017 10:55 AM
14	The rest are good too; I chose my personal priorities	10/6/2017 8:29 PM
15	Please keep the pay phone! It's great for emergencies. Also, please, please look into getting ZipCars. They can be lifesavers.	10/6/2017 12:17 PM
16	Enclosed waiting areas	10/6/2017 10:15 AM
17	Machine to buy fare credit/passes	10/6/2017 6:22 AM
18	Get rid pf the drugs, prostitutes & idiots	10/5/2017 10:42 PM
19	customer service booth (just like blake)	10/5/2017 5:22 PM
20	Zip Car	10/5/2017 2:53 PM
21	Protection from the weather	10/5/2017 2:22 PM
22	Heat during winter, A/C during summer; Seating- benches, chairs; Shelter - awnings, pavilions, umbrellas; Local maps and wayfinding	10/5/2017 11:05 AM
23	Na	10/5/2017 9:56 AM

Q21 How could an improved Ypsilanti Transit Center address the needs of the local community?

Answered: 64 Skipped: 117

#	RESPONSES	DATE
1	Get more people to downtown ypsi	11/3/2017 9:15 PM
2	Be on time	11/3/2017 1:42 PM
3	Keep it simple, safe, and clean.	11/3/2017 1:34 PM
4	If the transit center had an express route to Blake Transit Center it would greatly improve travelling between ypsi and ann arbor. Also real time route data would be extremely valuable as a rider on a tight schedule.	11/2/2017 12:49 PM
5	More people may ride	11/1/2017 10:19 PM
6	Increase ridership and community engagement	11/1/2017 4:34 PM
7	Trips to the Metro Airport. So close to the Airport and no bus to get there. Also Mega bus service would help.	11/1/2017 3:04 PM
8	More sheltered waiting area	11/1/2017 8:11 AM
9	More usage , better access to more place	11/1/2017 12:27 AM
10	Connector buses connect	10/31/2017 9:29 AM
11	I don't think it is needed in the city of Ypsilanti	10/31/2017 5:51 AM
12	It would get more people out and about, which would increase personal spending and bolster the city's economy	10/30/2017 4:06 PM
13	By serving as a model of revitalization through simple initiatives for a neglected city block.	10/30/2017 3:15 PM
14	Smoking rules enforced	10/25/2017 11:16 AM
15	More route extension as housing near Ann arbor goes up. I work for U of M but commute from Belleville.	10/25/2017 8:46 AM
16	Security	10/25/2017 8:35 AM
17	Greater means of mobility for residents who don't have access to personal vehicles	10/24/2017 1:20 PM
18	More people would feel more comfortable using it	10/24/2017 12:55 AM
19	More reliable times on weekends	10/23/2017 5:36 PM
20	Quit profiling people of color	10/23/2017 4:08 PM
21	it would help more people who do not have a car, more people who want to make "green" choices, and allow for less traffic and pollution	10/23/2017 3:54 PM
22	YTC should be a community hub that is near many entertainment and employment opportunities. Ideally it would have many amenities visible from the transit center and wayfinding signage so that people can quickly get their bearings and understand all the nearby Ypsilanti locations that are accessible by transit. It should be very pedestrian friendly and have a positive impact on the pedestrian/bike safety of nearby streets and sidewalks.	10/23/2017 1:58 PM
23	It would bring comfort to a living for those in the ypsilanti/township area	10/23/2017 10:21 AM
24	An improved YTC is part of the image of a welcoming Ypsi. If it looks poorly maintained, then it furthers negative perceptions of Ypsilanti.	10/21/2017 1:35 AM
25	It needs to feel safer especially for women and young people to use	10/20/2017 3:11 PM
26	something to protect users during inclement weather	10/19/2017 11:45 AM

AAATA Ypsilanti Transit Center Survey

27	An improved transit Center could make services more accessible to the participating community, provide improved amenities to drivers, and other authority employees. It is important to look forward, providing some reasonable capacity for future service expansion.	10/18/2017 2:42 PM
28	Currently the YTC is littered with trash. If it were a little more presentable it may be considered by a more diverse group of customers.	10/17/2017 1:09 PM
29	Provide more services to low-income patrons	10/15/2017 8:14 AM
30	By having more buses run so that certain buses aren't so crowded	10/14/2017 5:39 PM
31	U would get more people	10/13/2017 10:22 AM
32	sheltered spots to wait for the bus	10/13/2017 10:07 AM
33	It could be a hub of activity -- a place to meet up with people, a place with more uses, a place with a more, a place with more going on, instead of being tucked away and designed in a way the encourages a broader range of traffic	10/12/2017 1:54 PM
34	Get the bus schedule corrected. I missed my connecting bus 21 out of 27 times this month...	10/12/2017 1:32 PM
35	Making it safe!	10/9/2017 6:49 AM
36	Include more heated and covered space for waiting for buses. Include feedback and evaluation for iterative improvements in response to an active population that uses YTC and may not be taking this survey or coming to the meetings.	10/8/2017 10:55 AM
37	Have buses every 10 min	10/7/2017 6:23 AM
38	Sensitivity training for drivers to or coming to YTC in ANY of thier routes on imcome disparities, racism, transgender issues such as not sir or maming people, how to be compassionate with bilingual bus riders AND chair bound riders AND whay to do when overt domestic abuse happens on the bus without ignoring it	10/6/2017 11:13 PM
39	Safety, mobility, some express routes, more weather shelter	10/6/2017 8:46 PM
40	By conveying a sense of pride in place through cleanliness, quality design, local connection, and adding 21st century amenities, residents and visitors will want to return. This improves our overall prosperity.	10/6/2017 8:29 PM
41	Improve alternate transportation, and also provide a car through a service like ZipCar to give car-free people access to a car, when needed.	10/6/2017 12:17 PM
42	Being a more comfortable place to wait so not as many people have to wait outside, connecting to other modes of transportation, such as Amtrak and Greyhound; connecting to Detroit.	10/6/2017 11:48 AM
43	full service	10/6/2017 10:56 AM
44	Be less of an eyesore and magnet for loitering and litter	10/6/2017 10:15 AM
45	I would buy fare cards for relatives who use the bus if it was convenient	10/6/2017 6:22 AM
46	WiFi hotspots on the busses for passengers to use	10/6/2017 1:56 AM
47	Read # 20	10/5/2017 10:42 PM
48	Keep the location downtown to help support businesses and those in the city who walk to the transit center	10/5/2017 9:13 PM
49	Would improve community morale. Current facility looks run down.	10/5/2017 8:07 PM
50	better seating and sound system (too noisy, and lack seats) and service to downtown detroit	10/5/2017 5:22 PM
51	More seating inside	10/5/2017 4:51 PM
52	More us of public transit and less traffic around	10/5/2017 2:53 PM
53	I mostly take the bus from my house in Normal Park toward Ann Arbor, and then home. With that said, I think an improved center could revitalize that area and reduce the number of cars on the road. The location is a bit of a dump.	10/5/2017 2:36 PM
54	Add solar panels to the roof.	10/5/2017 2:06 PM
55	Easy connections to other systems: one-seat to amtrak, airride without having to backtrack an hour to BTC, some kind of connection to SMART/Wayne County.	10/5/2017 12:53 PM

AAATA Ypsilanti Transit Center Survey

56	Trips to the Metro Airport. So close to the Airport and no bus to get there. Also Mega bus service would help.	10/5/2017 11:57 AM
57	Easier access to transit means better access to jobs and resources means improved prosperity	10/5/2017 11:05 AM
58	It would help accelerate the redevelopment of the downtown	10/5/2017 10:59 AM
59	Create a safe hub for travelers	10/5/2017 10:34 AM
60	Covered or indoor shelters, and wifi	10/5/2017 10:13 AM
61	make it a more comfortable place for women (curb the catcalling)	10/5/2017 10:03 AM
62	It could get more people taking public transit instead of driving everywhere, which would improve everything in the area immensely.	10/5/2017 9:57 AM
63	Bill exchanger, sell bus passes at window	10/5/2017 9:56 AM
64	security, boost downtown economy	10/5/2017 9:49 AM

Q22 What is your opinion of the current Ypsilanti Transit Center?

Answered: 71 Skipped: 110

#	RESPONSES	DATE
1	It's old, bathrooms are cold and smell, safety issues	11/3/2017 9:15 PM
2	Great	11/3/2017 1:42 PM
3	It's great-- the staff is friendly and the YTC is a good size.	11/3/2017 1:34 PM
4	Its nice, however if the ledge was covered it would improve the seasonal usage of the transit center.	11/2/2017 12:49 PM
5	It's cold, having a heated covering would be nice	11/1/2017 10:19 PM
6	So-so. Doesn't always feel safe.	11/1/2017 4:34 PM
7	Good, Clean, well located.	11/1/2017 3:04 PM
8	Ok	11/1/2017 8:11 AM
9	Hangout for lower class people, not safe at night	11/1/2017 12:27 AM
10	Sucks	10/31/2017 9:29 AM
11	Waste of resources	10/31/2017 5:51 AM
12	Dingy, wet, cold	10/30/2017 6:26 PM
13	It's in decent shape but needs a bit more security patrolling at night time. I've been harassed by men sitting either inside or outside.	10/30/2017 4:06 PM
14	I generally try to avoid the YTC due to the level of security and overall atmosphere. The private security staff are unprofessional and incompetent, and I have regularly and personally witnessed fights, been verbally and physically harassed, witnessed drug sales and drug use. Blake is by far a safer environment due to the police and Blake staff being generally more attentive. The YTC itself is entirely too small for the amount of people taking the bus, so riders are faced with waiting amongst the large group of riders/loiterers.	10/30/2017 3:15 PM
15	Too much loitering/carrying on/panhandling	10/25/2017 11:16 AM
16	Clean, safe, helpful. Small brother to Blake.	10/25/2017 8:46 AM
17	Its okay just too many hood people hang around	10/25/2017 8:35 AM
18	It badly needs facility upgrades and improvements in relation to the rebuilding of the Blake Transit Center and offers little more than an enclosed lobby with a payphone and two locked bathrooms. There are very few outlets to charge phones / laptops and no information providing real time bus tracking on the screen there. The only staff on hand in the YTC are those working for what looks to be a third party security firm (DK Security) not associated with AAATA, which is confusing. Many more public input sessions / surveys like these are needed to adequately examine and address these issues	10/24/2017 1:20 PM
19	Scary	10/24/2017 12:55 AM
20	It's alright	10/23/2017 5:36 PM
21	Too many cops and not enough amenities	10/23/2017 4:08 PM
22	It's okay, but could be improved.	10/23/2017 3:54 PM
23	Inadequate. The indoor waiting area is very cramped in the winter and the door faces the wrong way so it's hard to get out of the door fast enough to catch your bus sometimes. I am glad that benches were finally added but there need to be more and they should be covered. The bike racks should be closer to the building so they are visible, i know more than one person who has had a bike stolen. YTC is also the epicenter of catcalling/street harassment in Ypsilanti--any design changes that could address safety for women and pedestrians walking past the transit center would be welcome.	10/23/2017 1:58 PM

AAATA Ypsilanti Transit Center Survey

24	It has been there for many years and has been a place of convience and inconvenience at times to the residents and businesses of the surrounding community, today it seems to want to shield itself from being an inconvenience to community.	10/23/2017 10:21 AM
25	Staff are helpful. Centrally located. Too much trash left around. Being across from Deja Vu is not helpful. No benches, warming shelters, or indicators of when busses are coming or where they are going too (signage). Certainly not the same modern, maintained feel of the U-M central campus transit center.	10/21/2017 1:35 AM
26	There are too many people (non bus riders) hanging around the area. Doesn't feel like a safe place to wait especially when it's dark out.	10/20/2017 3:11 PM
27	none	10/19/2017 11:45 AM
28	Inadequate.	10/18/2017 2:42 PM
29	Rundown, especially compared to the BTC	10/17/2017 1:09 PM
30	It's fine, except that seating inside is very limited and seating outside is so uncomfortable that it's barely usable. I assume you're trying to deter people from skateboarding or laying down, but it's also difficult to sit.	10/15/2017 8:14 AM
31	It's ok, relatively clean, majority of staff is freindly, their could be more seats.	10/14/2017 5:39 PM
32	It's alright	10/13/2017 10:22 AM
33	it seems okay	10/13/2017 10:07 AM
34	a bit creepy with the wall people sit on -- always feels like I am under inspection when I pass.	10/12/2017 1:54 PM
35	For the most part good...hundreds of people a week miss their connecting busses...thats a big issue to me.	10/12/2017 1:32 PM
36	Small and dirty	10/9/2017 10:06 PM
37	It's a little forbidding to approach and hard to figure out where the bus you want is coming in.	10/9/2017 8:00 AM
38	Risky to use while waiting there is fear of being assaulted.	10/9/2017 6:49 AM
39	It's negatively affected by the fact that it's across from the Vu which has no windows and an icky character draw. Other than that, the building is too small.	10/8/2017 10:55 AM
40	Good but wait is too long	10/7/2017 6:23 AM
41	Same as ann arbot transit center good resource thay must be more community and service focused to make me proud to commute with them. I walk if within two miles as to not support as a trans person and in solidarity with other populations your workers underserve	10/6/2017 11:13 PM
42	Inadequate, only staffed by security personnel.	10/6/2017 8:46 PM
43	Dirty, minimal comfort or convenience, gives a feeling of "less than" compared to other transit centers locally and nationally.	10/6/2017 8:29 PM
44	Bleh. Not pleasant to wait in.	10/6/2017 12:17 PM
45	It's okay.	10/6/2017 11:48 AM
46	its ok but could be much much better	10/6/2017 10:56 AM
47	Unattractive, attracts loitering, trash, especially with Deja Vu there.	10/6/2017 10:15 AM
48	Inadequate, not welcoming	10/6/2017 6:22 AM
49	Good	10/6/2017 1:56 AM
50	It's dirty. Too much trash. Not enough cover from rain	10/5/2017 10:49 PM
51	Sucks	10/5/2017 10:42 PM
52	Looks and feels like a county jail	10/5/2017 8:07 PM
53	seating and sound system (too noisy, and lack seats) and no service to downtown detroit	10/5/2017 5:22 PM
54	it's fine, but a little dumpy	10/5/2017 5:02 PM
55	Needs to feel welcoming and safe	10/5/2017 4:51 PM

AAATA Ypsilanti Transit Center Survey

56	It's pretty good. But improvements would be great.	10/5/2017 2:53 PM
57	It's kind of dumpy. There are a lot of people just hanging out. Feels more like a homeless shelter sometimes.	10/5/2017 2:36 PM
58	It's okay	10/5/2017 2:22 PM
59	It's ok	10/5/2017 2:06 PM
60	Works well as a place to access a bus. Would be nice to offer more shelter from inclement weather and better seating, but overall seems to function fine.	10/5/2017 12:53 PM
61	Good, Clean, well located.	10/5/2017 11:57 AM
62	It is fine but becoming outdated. Expansion and improvement are a fast approaching critical need for our community.	10/5/2017 11:05 AM
63	Appearance is run down, dark, and uninviting. Buses are congested	10/5/2017 10:59 AM
64	Works well for me	10/5/2017 10:43 AM
65	It's a little shady	10/5/2017 10:34 AM
66	Dirty, not inviting, crowded because of small indoor area/shelters not covered so people can't stand outside when the weather is bad	10/5/2017 10:13 AM
67	Barely adequate	10/5/2017 10:07 AM
68	not very welcoming	10/5/2017 10:03 AM
69	It's kind of gross. Lots of swearing and smoking and spitting, some shady characters around. I feel kind of uncomfortable when I wait there, usually prefer to catch a bus at a stop down the block.	10/5/2017 9:57 AM
70	Need a smoking area outside, Not enough seating indoors, dirty, you have to get the bathroom unlocked	10/5/2017 9:56 AM
71	Could use better amenities. Also, the smoking ordinance is not tight enough. Trash still seems to be a problem. I wish it would move locations, perhaps closer to the freeway for better access.	10/5/2017 9:49 AM

Q23 What is the most positive aspect of the Ypsilanti Transit Center?

Answered: 67 Skipped: 114

#	RESPONSES	DATE
1	Location	11/3/2017 9:15 PM
2	Convenient	11/3/2017 1:42 PM
3	Clean, safe, warm	11/3/2017 1:34 PM
4	The organization of the bus lane.	11/2/2017 12:49 PM
5	It gets me to and from work.	11/1/2017 10:19 PM
6	Middle of the community, close to downtown.	11/1/2017 4:34 PM
7	Location	11/1/2017 3:04 PM
8	Easy access to many buses	11/1/2017 12:27 AM
9	None	10/31/2017 9:29 AM
10	There is none	10/31/2017 5:51 AM
11	Location	10/30/2017 6:26 PM
12	Very close to my doctor's office and the EMU college of business	10/30/2017 4:06 PM
13	A place to get warm/avoid the rain.	10/30/2017 3:15 PM
14	Spots to sit	10/25/2017 11:16 AM
15	Always staffed and open at night. I am a woman alone in ypsi and the indoor area let's me wait for my transfer at night safely.	10/25/2017 8:46 AM
16	It gets you to your destination	10/25/2017 8:35 AM
17	The most positive aspect of the YTC is it's central location in downtown Ypsilanti. It is very accessible for many disabled / elderly residents and has been for some time.	10/24/2017 1:20 PM
18	I'm not there long	10/24/2017 12:55 AM
19	Central hub for many buses	10/23/2017 5:36 PM
20	It's location	10/23/2017 4:08 PM
21	That there is a small amount of seating inside, that there is a wall embankment to sit on while waiting for the buses	10/23/2017 3:54 PM
22	I love the location and how convenient it is to downtown, restaurants, the library, etc. It's very walkable to many neighborhoods including mine.	10/23/2017 1:58 PM
23	During the winter, it is a warm place to wait, next would be that is centrally located within the city of ypsilanti.	10/23/2017 10:21 AM
24	I like the trees, close by parking, compactness, relatively central location.	10/21/2017 1:35 AM
25	easy to access with parking adjacent to Center	10/19/2017 11:45 AM
26	The buses come and go.	10/18/2017 2:42 PM
27	Serves a large group of people trying to get to school and work.	10/17/2017 1:09 PM
28	Frequent route 4 buses on weekdays	10/16/2017 9:52 AM
29	Location	10/15/2017 8:14 AM
30	Being able to go to other places, because of access of routes.	10/14/2017 5:39 PM
31	Busses usually be on time	10/13/2017 10:22 AM
32	busses regularly come there!	10/12/2017 1:54 PM

AAATA Ypsilanti Transit Center Survey

33	Well lit. Bus drivers are for the most part nice and helpful	10/12/2017 1:32 PM
34	Location	10/9/2017 10:06 PM
35	The location is close to downtown.	10/9/2017 8:00 AM
36	Buses.	10/9/2017 6:49 AM
37	It's centrally located and next to the Krishna house	10/8/2017 10:55 AM
38	Buses are clean and cheap	10/7/2017 6:23 AM
39	The location and community in ypsi	10/6/2017 11:13 PM
40	The buses come and go reliably.	10/6/2017 8:46 PM
41	Location	10/6/2017 8:29 PM
42	The pay phone.	10/6/2017 12:17 PM
43	Bathrooms, people working there are usually nice.	10/6/2017 11:48 AM
44	nice seating on wall outside	10/6/2017 10:56 AM
45	Location in downtown	10/6/2017 10:15 AM
46	How friendly all the drivers are	10/6/2017 1:56 AM
47	Leaving	10/5/2017 10:42 PM
48	Great location.	10/5/2017 9:13 PM
49	Clear bus number signs	10/5/2017 8:07 PM
50	Its downtown ypsilanti	10/5/2017 5:22 PM
51	It's close enough to the house that I can bike if it's sunny	10/5/2017 5:02 PM
52	Location. Walking distance.	10/5/2017 4:51 PM
53	Good location	10/5/2017 2:53 PM
54	Location	10/5/2017 2:52 PM
55	There's parking nearby.	10/5/2017 2:36 PM
56	The fact that it exists	10/5/2017 2:22 PM
57	The transit. :)	10/5/2017 12:53 PM
58	Location	10/5/2017 11:57 AM
59	Access to transit	10/5/2017 11:05 AM
60	Central location	10/5/2017 10:59 AM
61	Good location	10/5/2017 10:34 AM
62	location	10/5/2017 10:13 AM
63	Shelter	10/5/2017 10:07 AM
64	The drivers are all very pleasant and the location is pretty convenient.	10/5/2017 9:57 AM
65	Seating outside on ledge	10/5/2017 9:56 AM
66	Gets people to where they need to go	10/5/2017 9:49 AM
67	Location	10/5/2017 9:48 AM

Q24 What is the most needed improvement at the Ypsilanti Transit Center?

Answered: 66 Skipped: 115

#	RESPONSES	DATE
1	Safety/outside heating/shelter from the elements/better bathrooms/better indoor seating	11/3/2017 9:15 PM
2	Cleaning	11/3/2017 1:42 PM
3	It would be nice to have covered waiting areas outside near the #4.	11/3/2017 1:34 PM
4	Real time route info and a roof over the the bus lane and waiting area	11/2/2017 12:49 PM
5	Security and community services that bring more people into the area of the center.	11/1/2017 4:34 PM
6	More options other than the AAATA service.	11/1/2017 3:04 PM
7	WiFi and solar power	11/1/2017 8:11 AM
8	More restrooms, somewhere to get food and beverage's safe	11/1/2017 12:27 AM
9	Sidewalks	10/31/2017 9:29 AM
10	Removal	10/31/2017 5:51 AM
11	Covered places to wait	10/30/2017 6:26 PM
12	The ability to purchase fare coins / bus passes like you can at BTC	10/30/2017 4:06 PM
13	Security.	10/30/2017 3:15 PM
14	Panhandlers	10/25/2017 11:16 AM
15	.	10/25/2017 8:46 AM
16	The roads	10/25/2017 8:35 AM
17	The most needed improvement to the YTC would be added staff directly employed by the AAATA that could provide services to the patrons and assistance to the drivers on a daily basis, serving as a needed chain in feedback reaching back to the necessary channels. Also, no more restricted bathroom access.	10/24/2017 1:20 PM
18	Safety lighting security	10/24/2017 12:55 AM
19	Public bathrooms that are gender-neutral	10/23/2017 4:08 PM
20	That the outdoor seating have weather shelter like many bus stops do. ALSO recycling receptacles right next to the trash receptacles.	10/23/2017 3:54 PM
21	Covered outdoor waiting areas (heated would be nice)	10/23/2017 1:58 PM
22	I haven't been inside the station since winter. So more benches, and more charging places.	10/23/2017 10:21 AM
23	Road maintenance in front, trash cans, covered shelter with warming in winter, signage for accessibility-- when buses are arriving, where they are going, how much it costs, maps, trip-planning kiosk, wi-fi.	10/21/2017 1:35 AM
24	Move away from location next to strip club	10/20/2017 3:11 PM
25	sitting area while people are waiting for the bus	10/19/2017 11:45 AM
26	Improved access to service application, and purchase.	10/18/2017 2:42 PM
27	Bathrooms and larger sitting area.	10/17/2017 1:09 PM
28	trash pickup- I often see broken glass left out all day	10/16/2017 9:52 AM
29	More space more seating	10/14/2017 5:39 PM
30	Security guards	10/13/2017 10:22 AM

AAATA Ypsilanti Transit Center Survey

31	Re-think on the half wall -- promote more foot traffic through the area. Also, the bike racks are too far from the building and a place where eyes will consistently be on them.	10/12/2017 1:54 PM
32	Bike share and more direct routes and rides from the hospital to YTC like an express	10/12/2017 1:32 PM
33	Size	10/9/2017 10:06 PM
34	Signs - communication of arriving buses	10/9/2017 8:00 AM
35	Security for riders safety.	10/9/2017 6:49 AM
36	More heated/covered space - generally more collaboration with local organizations to have presence/options for art and social service connections.	10/8/2017 10:55 AM
37	Needs to be more friendly, lively put info about what is happening in Washtenaw county	10/7/2017 6:23 AM
38	Treating ALL people better.	10/6/2017 11:13 PM
39	Authority staffing to provide service access.	10/6/2017 8:46 PM
40	Adequate from the weather	10/6/2017 8:29 PM
41	More pleasant, open seating and somehow much quieter.	10/6/2017 12:17 PM
42	Real time info, connecting to other forms of transit, i.e. Amtrak/Greyhound/Megabus, connecting to Detroit.	10/6/2017 11:48 AM
43	better trash pick up and maintenance. more seating especially inside	10/6/2017 10:56 AM
44	It needs to not be a spillover place from Deja Vu.	10/6/2017 10:15 AM
45	Bus information including route changes	10/6/2017 1:56 AM
46	Cover from rain and trash cleanup	10/5/2017 10:49 PM
47	A whole new building	10/5/2017 10:42 PM
48	Larger indoor waiting area as well as outdoor covered waiting area. Designated smoking area away from noon smokers.	10/5/2017 9:13 PM
49	Seating and improved bathrooms	10/5/2017 8:07 PM
50	seating and sound system (too noisy, and lack seats) and service to downtown detroit	10/5/2017 5:22 PM
51	safer at night	10/5/2017 5:02 PM
52	Indoor space and real seating outside	10/5/2017 4:51 PM
53	A roof where people stand. It would be nice if it wasn't next to Deja Vu. Sort of gives it a seedy feel. Not kid friendly. It feels like the only way to use it is by walking and driving.	10/5/2017 2:36 PM
54	Safety	10/5/2017 2:22 PM
55	More seating	10/5/2017 2:06 PM
56	Seating, shelter.	10/5/2017 12:53 PM
57	More options other than the AAATA service.	10/5/2017 11:57 AM
58	More seating, better integration to surrounding streets/sidewalks/parking.	10/5/2017 11:05 AM
59	Curb appeal and lighting	10/5/2017 10:59 AM
60	Improved parking	10/5/2017 10:34 AM
61	Covered shelters	10/5/2017 10:13 AM
62	More covered space.	10/5/2017 10:07 AM
63	more lighting in the bus area at night	10/5/2017 10:03 AM
64	What can you really do, keep people from congregating? Maybe if you couldn't smoke there would be fewer people just hanging around, but is that really necessary? Would that actually fix anything? Maybe if it were not right next to the strip club it would feel less shady.	10/5/2017 9:57 AM
65	Ability to buy passes instead of taking the 6 to the main office	10/5/2017 9:56 AM
66	Modern design with enhanced amenities	10/5/2017 9:49 AM

Q25 Describe your ideal experience at a transit center?

Answered: 58 Skipped: 123

#	RESPONSES	DATE
1	To be able to wait comfortably for my bus	11/3/2017 9:15 PM
2	In and out from location	11/3/2017 1:42 PM
3	Clean, safe, protected from the wind and cold, uncomplicated.	11/3/2017 1:34 PM
4	Sit under a roof and view real time route data about the route I'm travelling on. Use a bathroom that doesn't feel like a dungeon.	11/2/2017 12:49 PM
5	Comfortable, safe feeling, amenities that bring a variety of people into the area.	11/1/2017 4:34 PM
6	Good	11/1/2017 3:04 PM
7	Safe , comfortable, well lit, better heat in winter	11/1/2017 12:27 AM
8	Crazy	10/31/2017 9:29 AM
9	There aren't any	10/31/2017 5:51 AM
10	I am not there for long and I can sit near stop while waiting	10/30/2017 6:26 PM
11	I arrive from my first bus and can see from a digital display when my next is arriving. I sit inside and can charge my phone without fear of being harassed.	10/30/2017 4:06 PM
12	A short, pleasant wait for a ride.	10/30/2017 3:15 PM
13	Waiting for a bus without being disturbed, having access to everything btc has	10/25/2017 11:16 AM
14	Get there on time, it's clean, maintained well, and safe, schedules are available, bus is frequent and on time.	10/25/2017 8:46 AM
15	People not begging	10/25/2017 8:35 AM
16	My experince maniuonly consists of sitting in silence in a heated space with other riders, waiting on the bus with no information on delays or route updates than can be got on the printed schedules laying around. It is an underwhelming experience and the place feels under-utilized, neglected even	10/24/2017 1:20 PM
17	Security lighting staff working the window	10/24/2017 12:55 AM
18	Public bathrooms and charging stations, bike share, real-time route info and buses running on time	10/23/2017 4:08 PM
19	That one could get information, that there was free wifi so all passengers can access whatever info they need, a pay phone for those without phones, and that it be safe for children, women, the elderly & disabled.	10/23/2017 3:54 PM
20	I would walk to the transit center in the winter, sit in a sheltered location that still had excellent access to my bus and a place to charge my phone. There would be clear signage showing when my bus would arrive in real time. if i missed the bus, there would be amenities nearby (ideally within a line of sight of my bus stop) where i could get a cup of coffee or a snack.	10/23/2017 1:58 PM
21	I would say a place that is centrally located, opens early, has plenty of benches to wait at, offers ways to get to other major transportation of the area, and a ticket office within.	10/23/2017 10:21 AM
22	I see it as a hub and access point for urban life. Where you can drop off your car and be unencumbered by it. Where you can pick up a car-share, bicycle-share, or get straight to the airport or train when you need to. I really want to stress this car-share/bike-share coordination as major improvement. Where you can figure out how the system works and where it can get you, and making this easy for most mid-westerners who have not used public transit or fear it. Where you can easily walk to pick up a sandwich, get dinner, or go to entertainment with signage for how to get to those things in town.	10/21/2017 1:35 AM
23	Safe and secure place to wait for bus or make a transfer	10/20/2017 3:11 PM
24	have not used the center	10/19/2017 11:45 AM

AAATA Ypsilanti Transit Center Survey

25	In my ideal experience I would arrive and depart safely.	10/18/2017 2:42 PM
26	Ticket sales offered, on time buses, staff to help bus routes.	10/17/2017 1:09 PM
27	No one bothers me, and my bus arrives on time and is clean	10/15/2017 8:14 AM
28	Being able to sit in relative comfort while waiting for bus.	10/14/2017 5:39 PM
29	Peaceful	10/13/2017 10:22 AM
30	a bit more diversity of uses, getting on a quick bus to the airport!!!	10/12/2017 1:54 PM
31	Express bus directly to u of m hospital.	10/12/2017 1:32 PM
32	Clear incoming and outgoing times and directions. Quick pay options and clean center and busses.	10/9/2017 10:06 PM
33	No fear while waiting.	10/9/2017 6:49 AM
34	Having enough space to wait for the bus, knowing where it is and when it will arrive, including heated indoor space in the winter.	10/8/2017 10:55 AM
35	Nice music, tourist info to look at, vending machine to get coffee, better yet coffee shop, really nice bathrooms that have a attendant and not have to ask for a key.	10/7/2017 6:23 AM
36	I get on the bus, my faredeal ID does not need my first name which outs me as transgender, there is no sex marker on it. If i have a friend in a wheelchair the driver does not acr as if it is the biggest inconvenience of his day. I put my headphones in amd have a good ride.	10/6/2017 11:13 PM
37	Ability to apply for A-Ride, Student or reduced fare services. Purchase Script, tokens, and passes. Meet with travel trainer(s)	10/6/2017 8:46 PM
38	I can work in comfort. It should be a place I would use WiFi, charge my phone or laptop, get refreshments, and prepare for travel, especially while we're waiting for chargers and WiFi to get installed on buses.	10/6/2017 8:29 PM
39	As quiet and peaceful and possible, pleasant surroundings, comfortable seats that are not so close together, an electronic board with arriving/departing bus information, a hot drink and a cold water vending machine and, especially, a place to bring bikes inside while waiting for the bus.	10/6/2017 12:17 PM
40	Comfortable place to sit and wait, real time information, being able to connect to other modes of transit and other places.	10/6/2017 11:48 AM
41	i show up and bus is waiting for me	10/6/2017 10:56 AM
42	Able to get work done comfortably with WiFi, restrooms and no people asking for money, panhandling, etc	10/6/2017 10:15 AM
43	Leaving	10/5/2017 10:42 PM
44	Comfortable seating, real time information, clean bathrooms	10/5/2017 8:07 PM
45	seating and sound system (too noisy, and lack seats) and service to downtown detroit	10/5/2017 5:22 PM
46	I go there and can catch an airport bus	10/5/2017 5:02 PM
47	Friendly people, inviting space to hang out while waiting	10/5/2017 4:51 PM
48	My ideal experience would be a transit center that connects trains, cars, biking, and walking modes of transportation to buses. A transit center that encourages people to come to the city.	10/5/2017 2:36 PM
49	Clean and safe, efficient service	10/5/2017 2:22 PM
50	Real time info about busses.	10/5/2017 2:06 PM
51	Go there, wait a minimum amount of time for my ride, leave	10/5/2017 12:53 PM
52	Good	10/5/2017 11:57 AM
53	I walk there from home, easily find a sign to help me figure out which bus I need and when the next one arrives. I find a seat and can plugin my phone and access public wifi while I wait.	10/5/2017 11:05 AM
54	Screens give an up-to-date time and location of the buses. Buses are clearly marked and located. There is a clean and well lit area to wait.	10/5/2017 10:59 AM
55	A quick, clean, safe visit	10/5/2017 10:34 AM

AAATA Ypsilanti Transit Center Survey

56	na	10/5/2017 10:13 AM
57	Would be nice to have a bus tracker in real time	10/5/2017 9:56 AM
58	Reliable real-time information displays, place to feel safe and welcome, clean restrooms, accessible boarding, readable signage, friendly staff to come to for questions	10/5/2017 9:49 AM

Q26 Please add any other comments below on the proposed transit center, your travel needs, and/or potential additional amenities you would like to see considered:

Answered: 53 Skipped: 128

#	RESPONSES	DATE
1	Everything is fine	11/19/2017 10:07 PM
2	safe,nice	11/19/2017 10:03 PM
3	Change machine, phone working	11/19/2017 10:01 PM
4	Seating	11/19/2017 9:55 PM
5	Earlier and extended weekend hours	11/19/2017 9:52 PM
6	I really like the AAT The Ride. I enjoy the service of the bus cause making it very easy on me to get from place to place. I need the bus and thank god. Appreciate the bus driving as well. Thank you.	11/19/2017 8:47 PM
7	vohndalove12@gmail.com	11/19/2017 8:44 PM
8	It would be more beneficial if some routes ran on the weekend such as the 3, for all the apartment complexes located on leforge	11/19/2017 8:39 PM
9	Bus drivers should wait until you sit down	11/19/2017 8:26 PM
10	Sunday service to St. Joes Hospital, Sat and Sunday service expanded	11/19/2017 8:24 PM
11	More and earlier services on Sat and Sun, comes here because its faster than BTC, warming station	11/19/2017 8:16 PM
12	Bus 3 should run on the weekends	11/19/2017 8:11 PM
13	Extend route times to 24 hours!!! 7 days all routes	11/19/2017 8:05 PM
14	Real time bus arrival as they are often late	11/19/2017 8:01 PM
15	Very good bus service	11/19/2017 7:59 PM
16	Excellent service	11/19/2017 7:58 PM
17	Shelters at some spots aren't covered	11/18/2017 5:56 PM
18	Buy bus passes at Ypsi Transit Center	11/18/2017 5:49 PM
19	Please keep things simple! We don't need an overly complicated transit center or huge project-- do upgrades and do what you can do expand access and use of public transportation	11/3/2017 1:34 PM
20	Outlets for charging would be nice in the area where people sit and wait for buses. Wifi would be cool too	11/2/2017 12:49 PM
21	I think the #5 route is important because it's one that goes to A2 from Ypsi. I think it should run more often, maybe like the #4 runs every 15 minutes	11/1/2017 10:19 PM
22	Seating for seniors and those who need shelter from adverse weather.	11/1/2017 4:34 PM
23	Amtrak station in Depot Town should be reopened.	11/1/2017 3:04 PM
24	Route 3 really needs limited service on Saturday and Sunday. Once per hour would be enough! I rely on it to get to work and have to uber on weekends.	10/30/2017 4:06 PM
25	Give your driver's a raise. They are literally the best staff of any transit I've been on in four cities. Consistently nice, helpful, damn good drivers, and safe. I've ridden the bus routes near daily for 6 years here and the aaata drivers are amazing.	10/25/2017 8:46 AM
26	A possible stop to Sam's club	10/25/2017 8:35 AM

AAATA Ypsilanti Transit Center Survey

27	I think the YTC should prioritize extended bus line services for residents with later work schedules, especially on weekends.	10/24/2017 1:20 PM
28	We need another covered bus stop shelter at the #6 bus stop [incoming --> Ypsilanti] in front of Towne Center Place at 401 West Michigan Ave, near Hamilton. Many seniors are in wheelchairs and cannot hold umbrellas in inclement weather. Also, many use canes and cannot stand for more than a few minutes at a time. PLEASE consider a covered bus stop shelter there! More seniors would use that stop than currently do. I have spoken with many people about this and the majority agree.	10/23/2017 3:54 PM
29	YTC should strongly consider solar power. Solar Ypsi has an excellent reputation and offers real-time monitoring which would be great for residents to see--it could also power the phone charging stations and be a great demonstration project as part of the sheltered seating!	10/23/2017 1:58 PM
30	I know that the proposed International Village would like to have the transit center on that property, while I am not opposed to that. I think that Ypsi residents should begin to think of Riverside Park being the center of town and that if a transit center is put on Water Street that it should be located as close to downtown and the park as possible so it is an easy walk to downtown, through the park to Depot Town, or elsewhere in the Water Street property.	10/21/2017 1:35 AM
31	I am pleased that the transit center exists for people who use the bus	10/19/2017 11:45 AM
32	Wifi may encourage too many people to hang out. :(10/18/2017 2:42 PM
33	Why does the 6:18 pm weekday version of the 6 end at Meijer? It should go down Congress and end at the YTC like others before it. This is especially odd because many people work regular business hours, so the 6:18 bus may be the earliest bus they have access to. Personally I always have to take a different bus, then wait at YTC (often for half an hour) to transfer to the #6 and head back toward Ann Arbor to get to my house, or else walk a mile.	10/15/2017 8:14 AM
34	The City of Ypsilanti should have either an information booth or person to let people know about the city, not just tourism but essentials for those living in the city. I also feel it would be wise to have a "polling station" that universities and the city could use to gather opinions of the people of Ypsilanti on various issues. The bus station is where people who work or otherwise might not be able to provide their opinions in city matters could easily drop off opinion surveys during the majority of the day and night.	10/14/2017 5:39 PM
35	The Ride app is terrible. It doesn't distinguish between the subroutes! and all the subroutes are confusing. If the buses are going different places, why not give them their own numbers?	10/12/2017 1:54 PM
36	Has to be safe...many of all ages would utilize it if safety was there...a safe presence of police or hired security and cameras to help..	10/9/2017 6:49 AM
37	Please engage in a participatory design process, and include local organizations proactively seeking out partnerships to accomplish tasks and discover needs.	10/8/2017 10:55 AM
38	Shorter wait time, to be able to get to my destination in less than an hour.	10/7/2017 6:23 AM
39	More phone outlets and more sunday bussrs to ypsi	10/6/2017 11:13 PM
40	Auditory, visual, and tactile information sharing to make transit accessible to all who would prefer traveling independently	10/6/2017 8:46 PM
41	Consider the aesthetic - reach out to the art teacher Lynne Settles and engage the youth or the broader artist community to incorporate artwork somehow. We are an artistic community and our transit center should reflect our culture.	10/6/2017 8:29 PM
42	In order to support cycling, the buses really need to be able to carry at least 3 bikes, hopefully more. I've been left behind, and have seen other cyclists left behind, too many times. We need to be able to depend on space for our bikes, especially when we are trying to depend on the bus in order to get to work. I've looked online and have seen examples of buses set up to carry more bikes at a time. Thank you for doing this survey!	10/6/2017 12:17 PM
43	Have an express to A2	10/6/2017 10:15 AM
44	Free WiFi available to use on the bus via a hotspot for passengers to use.	10/6/2017 1:56 AM
45	Trent Robinson following through on complaints	10/5/2017 10:42 PM
46	I would like for it to be an impeccably clean and roomy space with ample seating inside and out. Nice bathrooms, snack and drink machines with charging and wi fi.	10/5/2017 9:13 PM
47	Gender nuetral restroom option.	10/5/2017 8:07 PM

AAATA Ypsilanti Transit Center Survey

48	Seen as unsafe to students. More security and lighting. Bigger indoor facility to wait rather than standing outside.	10/5/2017 4:51 PM
49	Close the strip club across the street.	10/5/2017 2:06 PM
50	Airride airride airride! (Also carsharing, not real picky what provider)	10/5/2017 12:53 PM
51	Amtrak station in Depot Town should be reopened.	10/5/2017 11:57 AM
52	na	10/5/2017 10:13 AM
53	Na	10/5/2017 9:56 AM

Q27 To receive project updates and alerts about upcoming meetings, please enter your email address below:

Answered: 37 Skipped: 144

#	RESPONSES	DATE
1	harnellgreg1968@gmail.com	11/19/2017 10:09 PM
2	jamalrichardward@gmail.com	11/19/2017 10:07 PM
3	lamarraherndo@gmail.com	11/19/2017 10:04 PM
4	sharon.farr51263@gmail.com	11/19/2017 10:03 PM
5	j_lindsey@hotmail.com	11/19/2017 9:52 PM
6	goochie734686@gmail.com	11/19/2017 8:11 PM
7	warnsleybryanna1990@gmail.com	11/19/2017 8:03 PM
8	ericarichards@gmail.com	11/19/2017 7:56 PM
9	brandtamika17@gmail.com	11/18/2017 5:52 PM
10	klorkelson@yahoo.com	11/3/2017 1:34 PM
11	Legoman.max@gmail.com	11/2/2017 12:49 PM
12	gerryk@umich.edu	11/1/2017 3:04 PM
13	mikelevin2004@yahoo.com	11/1/2017 12:27 AM
14	korii.roxx@gmail.com	10/30/2017 4:06 PM
15	looseleaf88@gmail.com	10/24/2017 1:20 PM
16	Isaacsjulie@ymail.com	10/24/2017 12:55 AM
17	juliabayha@gmail.com	10/23/2017 3:54 PM
18	lzakSims@gmail.com	10/23/2017 10:21 AM
19	afox@wihi.org	10/21/2017 1:35 AM
20	rajamnick@sbcglobe.net	10/19/2017 11:45 AM
21	matthart1984@yahoo.com	10/14/2017 5:39 PM
22	simssandra301@yahoo.com	10/13/2017 10:22 AM
23	cassidy.ruth@yahoo.com	10/13/2017 10:07 AM
24	Joannmcclm@aol.com	10/7/2017 6:23 AM
25	Crosetfw54@gmail.com	10/6/2017 8:46 PM
26	angela@revalueinvesting.com	10/6/2017 8:29 PM
27	stephbel@umich.edu	10/6/2017 11:48 AM
28	smelke@msn.com	10/6/2017 10:56 AM
29	Rwojcik_andrews@hotmail.com	10/6/2017 6:22 AM
30	mitrex.007@gmail.com	10/5/2017 10:42 PM
31	coleman.amber90@gmail.com	10/5/2017 8:07 PM
32	wteepan187@gmail.com	10/5/2017 5:22 PM
33	Wayala@emich.edu	10/5/2017 4:51 PM
34	gerryk@umich.edu	10/5/2017 11:57 AM

AAATA Ypsilanti Transit Center Survey

35	kullenbr@emich.edu	10/5/2017 10:34 AM
36	na	10/5/2017 10:13 AM
37	Donald@donaldwilson.info	10/5/2017 10:07 AM



YTC Public Meeting
October 23, 2017

Record of Questions/ Comments & Responses

- Will this be a train and bus station?
 - o TBD, everything is open for discussion right now
- Will there be an Ann Arbor to Detroit connection?
 - o There is an RTA who's developed a plan and is looking for funding. Reviewing options and size of the plan at this point while keeping an open mind for potential and opportunity.
- According to preliminary plans at Water St., will there be plans for a hub?
 - o This is not a determination as part of Wendel's scope of this study.
- Concern from the younger population of guilt by association and getting kicked off/out.
- Why is the BTC nicer, cleaner, and safer than the YTC? Should be the same.
- YTC's waiting room is loud possibly due to acoustics, even when there are only a couple people inside.
- Some concern with buses sitting 5 or so minutes after their departure time and the treatment (respect) of riders on some of the routes by the drivers.
- Schedule
 - o FTA requires a needs assessment
 - o Wendel Team is trying to hear community and local agency needs to size the appropriate facility. This is Step 1 in the process.
 - o AAATA has not identified a hard timeline nor have funding at this point. AAATA will apply for funding once further specifics are identified as part of this study.
 - o The schedule for this study is expected to wrap up in late spring 2018. Need to schedule next public outreach effort to pine down final finish date.
- Wendel and community can work together to provide a short term list of improvements for AAATA to make your experience better.
- General feeling that Ann Arbor carries more weight than Ypsilanti.
- Restrooms at the Blake Transit Center (BTC) are liked and public would like to see the same thing at the YTC. Although bus sight lines are not good.
- ADA Accessibility is important and there is a need and want for push buttons at both doors.
- Outdoor waiting accessibility is lacking. Handicapped can't hop up onto wall, and not ideal to sit on in inclement weather.
- Proximity from bus stop to door could be improved. Far walks to get to the bus/building on time for both riders and drivers.
- Access for children and seniors is important, wheelchair access, etc.
- Senior citizens need to feel safe to travel
 - o Shelters are a need
 - o More bathrooms
- On time performance is good overall.
- What else would you, the public, like or want to see for a new/improved facility?
 - o Increased service on specific days and times of day would be nice.
 - o Would like more waiting area seating both inside and out.
 - o Maneuvering and accessibility on site could be improved.
 - o A mini police station/presence onsite would be good to cut down on drugs, fights, etc.
 - o Safety on buses and at station is an issue
 - o Routes electronic boards/real time info is preferred vs. booklets
 - o Improve sight lines within facility and through to grounds to eliminate hiding places



- A canopy over building and bus bays would be nice to have.
- AAATA employee present to sell passes and info similar to BTC
- AAATA needs an app.
- Info button/audible like at the BTC – audio/visual is helpful
- More and better lighting both in and outside
- More cameras both in and outside
- Weekend service or more frequent service is needed. Also consider midnight service for late shift workers, etc.
- Landscaping, more trash cans, recycling, etc.
- A clean site
- A working change machine
- Male & female restrooms with more stalls and a family restroom
- Service dog relief (grassy area)
- Water fountain with bottle filler option
- Automatic doors
- Purell dispensers
- Elec/cell charging stations – stand up bars with stools
- Starbucks
- Parking structure – never enough in Downtown Ypsilanti
- Welcome Center/area info
- More bike racks and secure racks
- Drop off area needed/Kiss n Ride
- Enough sidewalk space (Paratransit/A Ride transfer between vehicle and fixed route buses)
- Some other facilities that were mentioned as good examples of a transit center by a public citizen at the meeting:
 - Everett, Washington – like the look – artful incorporation of community
 - Boulder, CO – Not aesthetically pleasing but operates well
 - Kalamazoo – don't like buses backing up but a beautiful facility
- This public process is also helping to identify “low hanging fruit” with respect to the facility that AAATA could address in the interim.
- The next phase of the project moves into site selection.

INTRODUCTION

The Public Engagement Plan (PEP) for the Passenger Terminal Needs Assessment Site Selection Study for the Ypsilanti Transit Center (YTC) project is the fundamental structure for ensuring that the public is informed about and engaged with the project. Key stakeholders, community leaders, and the general public will be invited to participate using a variety of communication mechanisms. In order to make the public input components of the project successful, the PEP must be reflective of the needs of key stakeholders, and ensure that they have an opportunity for input by being fully engaged.

This PEP document outlines a multi-faceted plan to address each of the communication mechanisms that will be employed during the Site Selection Study. The document includes:

- A definition of the goals and objectives of the public involvement efforts.
- Identification of the key stakeholders that will be approached during the engagement effort.
- Recommendations for public involvement techniques and public participation materials.
- A public involvement matrix.
- A stakeholder outreach meeting schedule and proposed topics.
- A proposed workflow for continuous updates to the public via the website and other outlets.

The initial goal for the project was to learn how riders, businesses, and community members perceive the Ypsilanti Transit Center as their transit center. For the Site Selection Study Phase, the goal is for the community to review the proposed options for their transit center and provide feedback on their preferences.

Listed below are proposed elements and sub tasks for the PEP arranged by the topic areas noted above.

GOALS AND OBJECTIVES

The highest-level goal of the PEP is for the community to review the proposed options for their transit center and provide feedback on their preferences.

Proposed key messages to deliver to the public for the site selection phase could include:

- Your feedback will help create the future for local transit.
- Your transit center—your choice.
- Provide your input on your transit center.

Additional objectives will include:

- We will work to foster an environment that allows stakeholders to become engaged in decision-making.
- Structure public input to inform key decisions.
- Provide mechanisms to inform stakeholders about the project's progress.
- Educate the community with an open approach.
- Create an environment to build consensus.

Power Marketing Research and the project team will achieve these objectives by ensuring that key stakeholders and the community have ample opportunity to provide input for the project duration through stakeholder meetings and direct presentations; meetings with the target audiences; social media posts announcing meetings; and updating of materials for TheRide website.

KEY STAKEHOLDERS

There are two key stakeholder groups that will be engaged for the Passenger Terminal Needs Assessment Site Selection Study. These include high-level stakeholders and the general public. The table below summarizes the groups, types of participants and number of meetings for each group.

STAKEHOLDER SUMMARY		
Stakeholder Group Name	Group Participants	Number of Meetings
High Level Stakeholders	TheRide Staff, TheRide Board of Directors, City of Ypsilanti staff, business associations, government officials, local nonprofit organizations	One on one, small group meetings
General Public	Members of the general public, transit riders, students, etc.	1 (2 possible)

In tandem with TheRide, we will create a database of stakeholders for the project. We have also created a stakeholder grid that reflects the stakeholders and the corresponding public involvement techniques to reach those stakeholders.

Meetings with the high level stakeholders group will occur prior to public meetings in both individual and group settings, and provide an intimate forum for key stakeholders to discuss the project and ask questions about the process.

PUBLIC INVOLVEMENT

The public meeting(s) (as outlined below) will be one of the primary mechanisms to ensure that the community has ample opportunity for input into the various stages of the Passenger Terminal Needs Assessment for the Ypsilanti Transit Center. Additional mechanisms are outlined below and a chart that outlines areas of responsibility and timing follows.

Public Meeting Structure and Schedule

During the public meeting process it will be important to effectively communicate with the general public and other stakeholders. When developing the agendas, we will work to create an engaging and lively process for gathering opinions and feedback when needed. We will also create flexible meeting schedules and locations so that the public can attend when it is convenient.

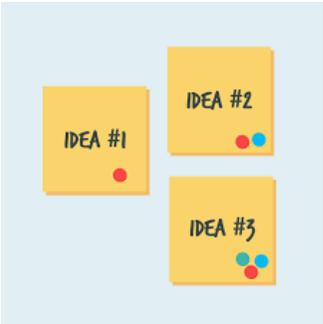
For the Site Selection Study we recommend a “go to the people” approach to engage riders directly. We plan to interact directly with riders at the Ypsilanti Transit Center



Ann Arbor Area Transportation Authority
 Ypsilanti Transit Center
 Passenger Terminal Needs Assessment
 Site Selection Study
 Public Engagement Plan

to gather their feedback. Options for engagement could include one or more of the following:

- Presentation boards with the three options represented visually. Members of the public vote using a dot system where they vote for their top, or top two choices.
- A short paper/pencil survey with the three options listed for rating.
- A mechanism using post-it notes for participants to provide additional comments.
- Large boards with photos/renderings of the sites where people could directly comment on them.



For riders not at the YTC we could also offer an online version of the engagement to provide feedback. This could include images of the proposed sites.

Two potential meetings are proposed. Meeting #1 will be used to discuss the three (3) preferred options. The objective of this engagement will be the presentation of the three (3) site alternatives and test fits. Public commentary will be considered in the final scoring and selection of the preferred site and alternative.

Additionally, if TheRide feels it is necessary, we will facilitate a second public meeting and/or public information release to gather comments on the final preferred option. This could be in the form of a web release or press release, etc.

For each of the stakeholder and public meetings noted above we will:

- Coordinate meeting locations and other logistics.
- Assist in setting meeting agendas.
- Prepare any supporting materials (Fact Sheets, etc.).
- Create and facilitate interactive sessions within the meeting if needed.
- Preparation of meeting notes (if appropriate).
- Report on meeting results.
- Provide TheRide staff with drafts of meeting materials, presentations, reports, etc.
- Utilize stakeholder feedback system to record input. For those who cannot attend the meetings, but would still like to ask questions, an email address for a Wendel team member will be made available.

Agendas will be set prior to each meeting along with a description of the proposed interactive public engagement technique.



Accessibility

Public meetings shall be held at locations and times that are convenient and accessible. Meetings locations will be accessible by public transportation and in the downtown Ypsilanti area.

The preliminary schedule for PEP activities is identified below. The timing of communication tools will be coordinated with the development of technical work products to enable stakeholders and the public to have meaningful input at key points in the study process. As noted in the schedule, all PEP activities will be coordinated through TheRide.

PASSENGER TERMINAL NEEDS ASSESSMENT SCHEDULE					
SITE SELECTION STUDY					
	2018				
Item	April	May	June	July	August
Project Initiation	●				
Public Involvement Plan		●			
Stakeholder Database		●	●		
Stakeholder Meetings			●		
Public Meetings			●		● (if needed)
Fact Sheets			●	● (if needed)	
Press Releases Issued		●		● (if needed)	
Social Media Posts		●	●	● (if needed)	

Project Fact Sheets–Up to 2 Fact Sheets



Project Fact Sheets will be used to communicate general information and updates about the project, as well as provide the public with a means to frame their input. Fact sheet content will be based on study deliverables.

- Design and development of fact sheets with information about the project.
 - Fact Sheet #1–Public Meeting #1
 - Fact Sheet #2–If Needed

Press Releases–Up to 2 Press Releases

Communicating project updates to the local media will be critical. Power Marketing Research can develop content for press releases that will be reviewed by TheRide, and monitor media placements. We recommend that media releases be made via TheRide. The designated spokesperson for the project should be a TheRide staff member. A staff member should also be designated to handle any responses to media inquiries.

- Develop press release messaging that reflects project goals/stages.
 - Press Release #1–Public Meeting #1/Issued early June
 - Press Release #2–Public Meeting #2/If Needed

Social Media Interactivity

The social media strategy for this project could incorporate use of Facebook and Twitter, tools that TheRide is presently using. We can develop posts for use by TheRide and other stakeholders announcing key project information and public meetings.

- Develop posts for Facebook and Twitter to promote public meetings and release of fact sheets, reports, etc.
- Posts that require a response can be sent to the project team for development of an answer.
- The project team will gather photos at events for posting later.

ROLES AND RESPONSIBILITIES



Ann Arbor Area Transportation Authority
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Passenger Terminal Needs Assessment
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Public Engagement Plan

	RESPONSIBILITY/TIMING		
Item	POWER MARKETING RESEARCH	WENDEL	TheRide
Stakeholder Meetings	Draft meeting invitation, and provide one week in advance to TheRide	Review meeting invitation Set meeting agenda and provide to The Ride two weeks in advance	Review meeting invitation Email meeting invitation Review meeting agenda
Stakeholder and Public Meetings	Coordinate meeting location with The Ride approval Draft supporting materials and provide to TheRide two weeks in advance All logistics (meeting location, coordination of any interactive elements, gathering supplies such as pens) Draft meeting notes	Set meeting agenda and provide to TheRide two weeks in advance Develop and review draft supporting materials and presentation Review meeting notes	Review meeting agenda Review supporting materials and presentation Post meeting notes on website
Fact Sheets	Draft fact sheet and provide to TheRide two weeks in advance	Review fact sheet	Review fact sheet Post fact sheets on website
Press Releases	Draft press releases and provide to TheRide two weeks in advance	Review press releases	Review press releases Send release to media Post releases on website
Social Media Posts	Draft posts and provide to TheRide two weeks in advance	Review of posts	Review of posts Posting on TheRide social media



open house



**Wednesday, August 29
4:00-7:00 pm—Drop in anytime!**

**Ypsilanti Transit Center
220 Pearl St, Ypsilanti, MI 48197**



**We are conducting a study to assess
the Ypsilanti Transit Center (YTC) and
we are asking for your input!**

**Drop in anytime to look at the future
options for the YTC.**



MEETING MINUTES

375 Essjay Road, Suite 200
Williamsville, NY 14221

Phone: 716-688-0766

Fax: 716-625-6825

Project No. 499301

Project Title: *Passenger Terminal Needs Assessment for Ypsilanti Transit Center*

Meeting Date: 8/29/18

Location:

Subject: Public Meeting

Attended?	Initials	Name	Company
Y	BD	Bill DeGroot	AAATA
Y	DP	Debra Power	Power Marketing
Y	SRN	Scott Neal	Wendel
Y	DEG	Don Gray	Wendel
Y	SKS	Susan Sherwood	Wendel
Y	EB2	Elizabeth Colvin	Wendel

Public Comments received for each site:

SITE 1 – EXISTING TRANSIT CENTER SITE

Opinion 1 (Madeline)

1. 1B
 - a. Best option for phasing and location
 - b. Likes the layover spots
2. 1A / 1B
 - a. Best security options
3. Locations – 1A, 1B make most sense.
4. Drinking fountain – get real one
5. Washington – not a lot of parking anyway so no problems
6. Guard does a fine job

Opinion 2 (Susan)

1. 1A, 1B – can you use the whole parking lot? However, they like the buses on the street
2. Like keeping it at existing location
3. Some people already have issues so changing locations would be better
4. Make it accessible. Water street is not.
5. 2 stories
6. Like limited impact on neighborhood (not losing houses)
7. Seating outside
8. Shelter (make them big enough)
9. More green space

Opinion 3 (name not given)

1. Sure it will be good wherever it is

Opinion 4 (Shamar)

1. Safety – existing location or Water street
2. Mobility – hill is a problem at Water street
3. Michigan Ave may benefit from Water street

Opinion 5 (Mark)

1. Prefers 1A, 1B
2. Prefers less parking impact though
3. Uses transit at times, so 1A, 1B would be more convenient
4. We should show depot structure

Opinion 6 (Larry)

1. Ypsilanti township
2. Site 4 because difficult uses
3. Existing – positive - common, negative – a “reputation”

Opinion 7 (Mike)

1. 1B – more public spaces
2. Why change?
3. Mobility to other sites not as good
4. Gets disoriented easily

Opinion 8 (Mohammed)

1. 1B – more space is better (really nice)
2. Moving would hurt business
3. Rides transit so more convenient
4. Right here is best business

Opinion 9 (Nick)

1. 1B is still favorite
2. Rider
3. Wishes connectivity would be better (missed close calls)

Opinion 10 (Monica)

1. Buses still need to stop at existing site.
2. Site 1 Is too congested with traffic

Opinion 11 (Desirae – City Council)

1. If other site, what happens to existing?- Should have a stop at existing
2. No specific preference until questions answered
3. If Site 1 – like 1B

Opinion 12 (Kira)

1. 1B if staying – existing is not bad

Opinion 13 (India)

1. Need more toilets and changing stations

Opinion 14 (Rachelle / Gerald)

1. Who pays for the project
2. Does existing currently have a lot of green space?
3. What is cost?
4. Is it moves, what happens to this site
5. Best revitalization potential - center of town
6. 1B second best

Additional comments

- “Hidden”
 - Bus/Pedestrian site lines
 - Fear Factor (women/other)
- Concerns with the Déjà Vu across the street and harassment with women
- Concerned with potential service disruptions during construction
- Option 1B is preferred because more spacious/area, layout makes feel bigger than 1A
- Keep the Transit Center here
- Option 1B with some green space is preferred. Same location/site.
- Could use more service in Depot Town for festivals, etc.
- Familiar, location, distance – needs more amenities (family bathroom, water fountain, “kid friendly”), more green spaces
- Least convenient location
- Ideal keeping it here, centralized
- Familiarity
- Move Déjà Vu
- Create more jobs

- Less loitering, minimize smoking area
- More bus routes on weekends
- Improve existing, route timing hasn't necessarily been working making riders late for things, more garbage cans needed
- Worried about what would happen to existing site – delinquent / concerned with vacancies
- Add/include something to keep kids engaged and out of trouble
- Best option for phasing and location
- Likes the layover spaces
- Best security options
- Like keeping it at existing location
- Existing – positive - common, negative – a “reputation”
- 1B – more space is better (really nice)
- Moving would hurt business
- Buses still need to stop at existing site.
- Site 1 Is too congested with traffic
- If other site, what happens to existing? - Should have a stop at existing
- If Site 1 – like 1B
- 1B if staying – existing is not bad

SITE 4 – WATER STREET

Opinion 1 (Madeline)

7. Water street – too polluted

Opinion 4 (Shamar)

1. Safety – existing location or Water street
2. Mobility – hill is a problem at Water street
3. Michigan Ave may benefit from Water street

Opinion 11 (Desirae – City Council)

1. Site 4 – benefit would be great

Opinion 14 (Rachelle / Gerald)

1. 4 is not safe – bad mobility, too far

Opinion (Nick)

- # 5B / 5D Packard arrive 5:27 PM
- 45 leaves at 5:33 PM
- Misses just about every day
- Gets 1 time a week
- Likes this site because it is closer to some of the services used by Seniors

Additional Comments

- If located there would there still be stops/service in Downtown Ypsilanti?
- Spur development and business on this corridor
- Timing/delay concerns with traffic/lights, etc.
- Confuse elderly because of grading and mobility
- Likes the idea because it would be developed – hates to see empty blocks and houses
- Lost a few jobs in Detroit because buses were not reliable – but AAATA is reliable
- 2 Young Men –
 - More efficient because it has less turns and can get to destination sooner
 - Most important thing is getting people to destination faster
 - Likes potential parking structure
 - SITE 1A – likes this because of visual connectivity between building and bus slips. IB is not so good for that.
 - SITE 1B – doesn't like how much parking it takes away.
 - In general, these 2 men said parking is important due to Ypsilanti growth. Also concerned about toilet room amenities (if you are going to ride the bus for an hour, you have to have facilities).
 - Would also like to have some sort of food service
- BD Member – Is S. Hamilton MDOT? No.

- Concerned with acquisition cost of the site (we explained the PTA process to pay only reasonable cost)
- Best location (student – best for her personally)
- Likes this one or the existing, not Water Street. Is better location because it is close to downtown
- Doesn't like Water Street because older folks would have to walk up the hill if they are walking to Downtown.
- Contamination
- Borderline location for utilization
- Rec center City plans didn't happen so favors public space there
- More public eye/seen/drive by/recognition
- With Comm. M. Health, DHS, City building which is close by/accessible, public health, CMH = dropper closer/safer environment, location
- More spacious, site lines, etc.
- Pedestrian safety, crossing, circulation
- Best use of site, space, future expansion
- Hot button topic/poorly managed
- Further away from “things”, disjointed, difficulty for ADA/impaired service, further away from “hub”
- Need a tax paying here
- Not convenient location
- Moving location takes some people years to get used to
- No future build because transit center is where “bad” people go
- Easy access, least impact, not cutting through neighborhoods, etc.
- Water Street is too polluted
- Water Street is not accessible
- Mobility – hill is a problem at Water street
- Michigan Ave may benefit from Water street
- Not safe – bad mobility, too far

SITE 9 – W. MICHIGAN AVENUE – KEY BANK

Opinion 6 (Larry)

1. Key Bank – very central

Opinion 12 (Kira)

1. 9 would be closer and lose bad reputation

Opinion 14 (Rachelle / Gerald)

1. Site 9 is best - closest to Michigan

Additional Comments

- Confuse a lot people – particularly elderly due to the change of location
- Doesn't liked D.F. at existing facility
- Alvin, TYC supervisor
 - Likes it – discussed that could reserve the flow but that would bring in from S. Adams instead of 1 way S. Hamilton
- Hard time if moved from existing because it takes people a long time to adapt to change
- Too many buses added to S. Hamilton - too high a speed limit now
 - S. Adams traffic is OK
- 2nd favorite site
 - Single females (anxious)
 - Existing less than optimal – Déjà Vu (cat calls)
 - This is closer to services than existing (i.e. close to library)
- Existing is too tucked away - only can find it if looking for it
- If more public facing, it would encourage more riders
- Needs to be more ADA than existing
- Needs to be more welcoming
- Best for location
- Makes good use of “empty” land.
- Close to University, Library and Downtown core businesses.
- Will help farmers market
- Close to businesses and services

- For Key Bank site, likes the fact there is enough lanes on S. Hamilton to accommodate buses and still leave enough capacity for cars. S. Adams St. might be a problem due to being more narrow than S. Hamilton
- Thinks existing location or Key Bank Center are best, with the existing site being THE best.
- Close proximity to some things like Post Office, etc.
- Senior Citizen complaints – lights, noise, too much loitering with new center there
- Sick/elderly not be fans of the move
- Very central
- Would be closer and lose bad reputation

The above minutes represent Wendel's understanding of the major topics discussed. Please provide any additions/deletions to the undersigned within 5 business days of receipt.

Prepared By:

Wendel

Signed:

Scott Neal/Don Gray/Liz Colvin

Dated: 9/7/18

APPENDIX B

DRAFT SITE EVALUATION CRITERIA

AAATA Ypsilanti Transit Study

Alternative Evaluation Criteria

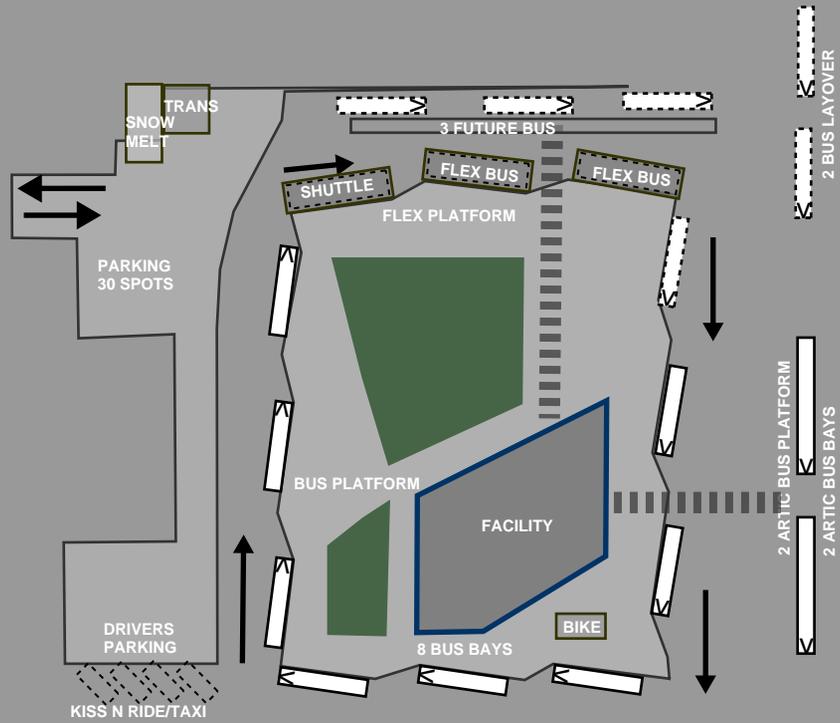
Assigned Weight (Proportional Importance)

CRITERIA	AAATA Executive Committee	SEMCOG	RTS	City of Ipsilanti	WATS	EMU	Other		Totals	Average	Rank
On-site transit operations									0	0.0	
Vehicle access									0	0.0	
On-site pedestrian access and safety									0	0.0	
Viable infrastructure									0	0.0	
Environmental issues									0	0.0	
Compatibility w/ strategic plans									0	0.0	
Potential and ease for future growth											
Construction readiness									0	0.0	
Intermodal Connectivity									0	0.0	
Community Impact									0	0.0	
Enhances image of transportation									0	0.0	
Parking									0	0.0	
Greenspace/Amentities											
Total	0	0	0	0	0	0	0	0			

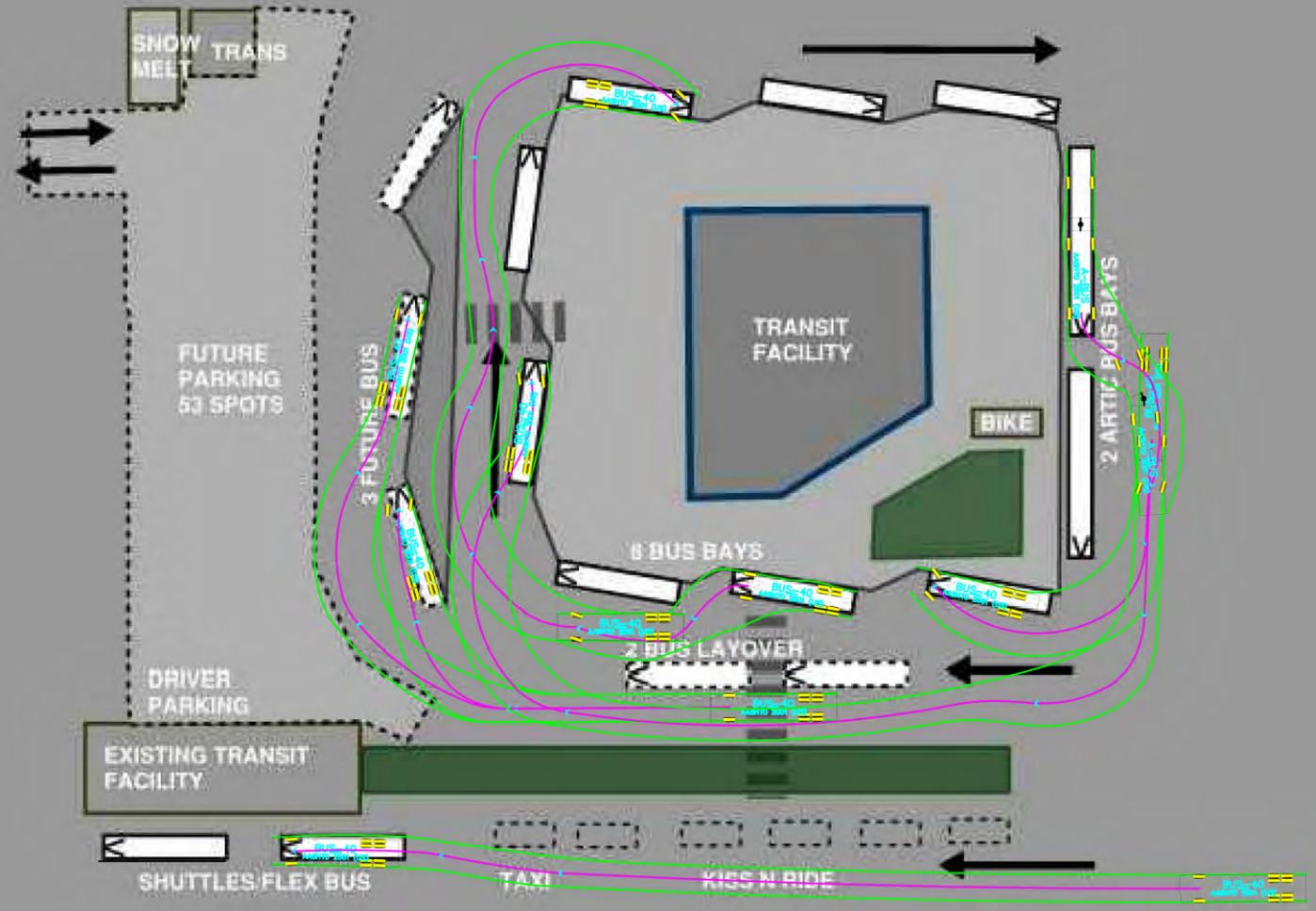
Comments:

APPENDIX C

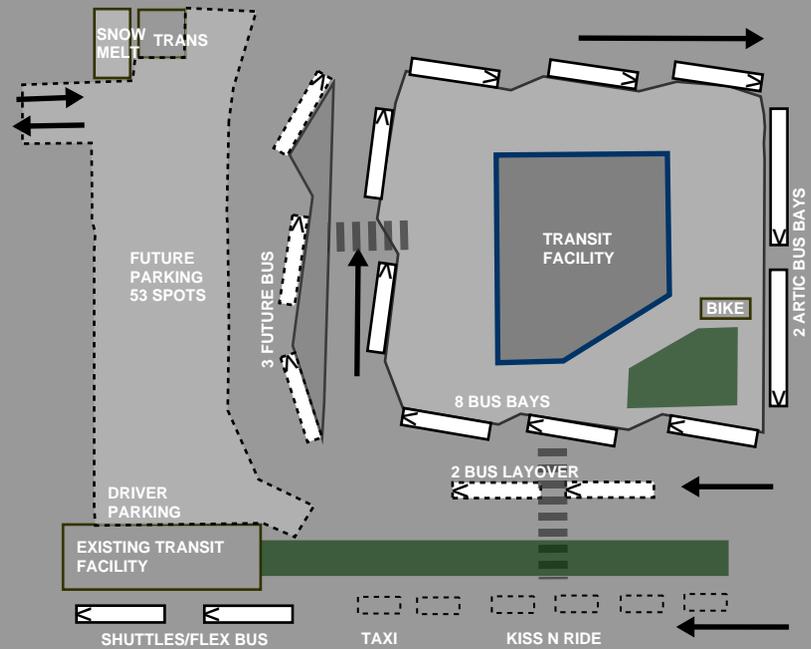
PROTOTYPE ALTERNATIVES



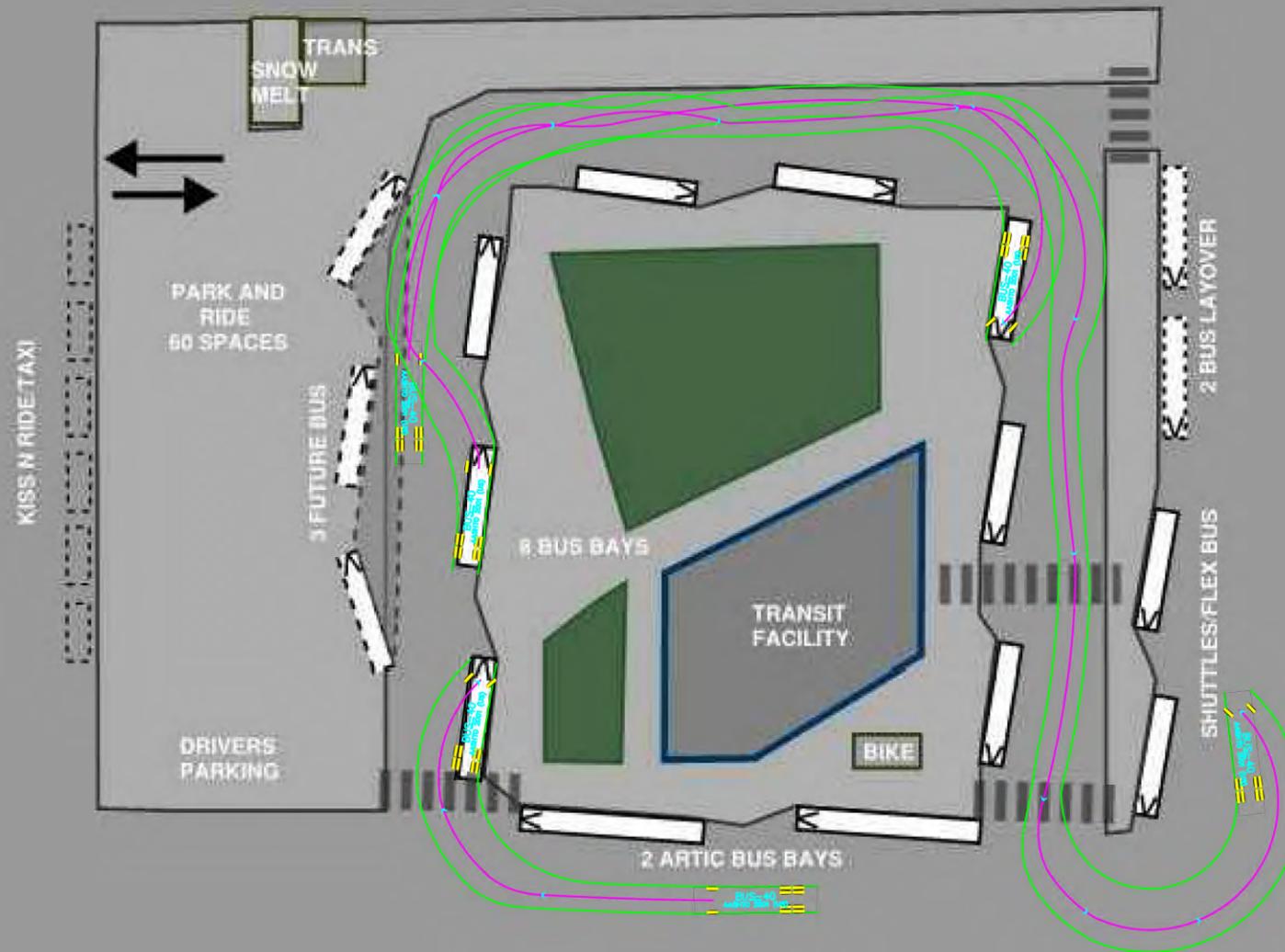
Ypsilanti Transit Station
Option 1A - Vertical Center



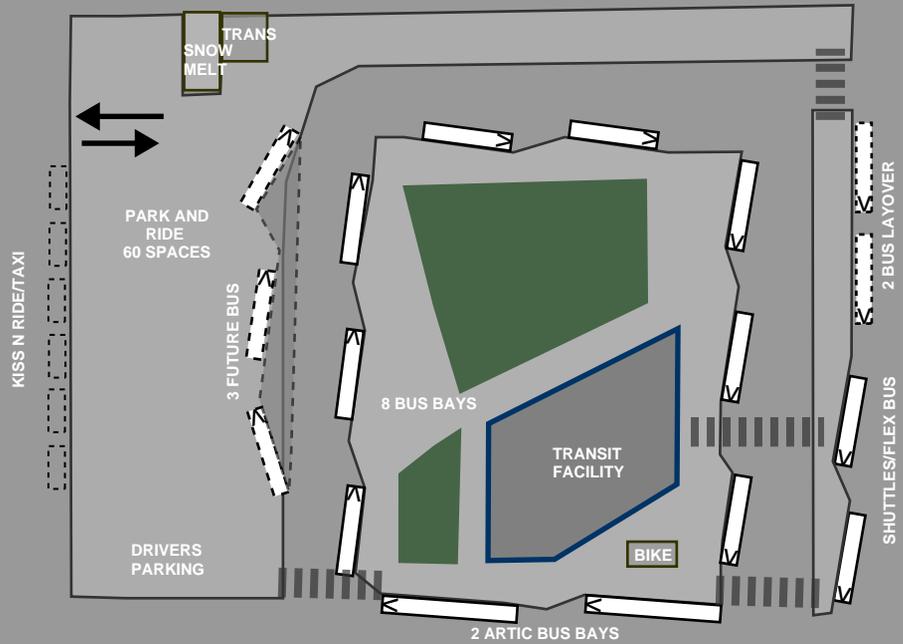
Ypsilanti Transit Station
Option 1 - Central Island East



Ypsilanti Transit Station
Option 1 - Central Island East

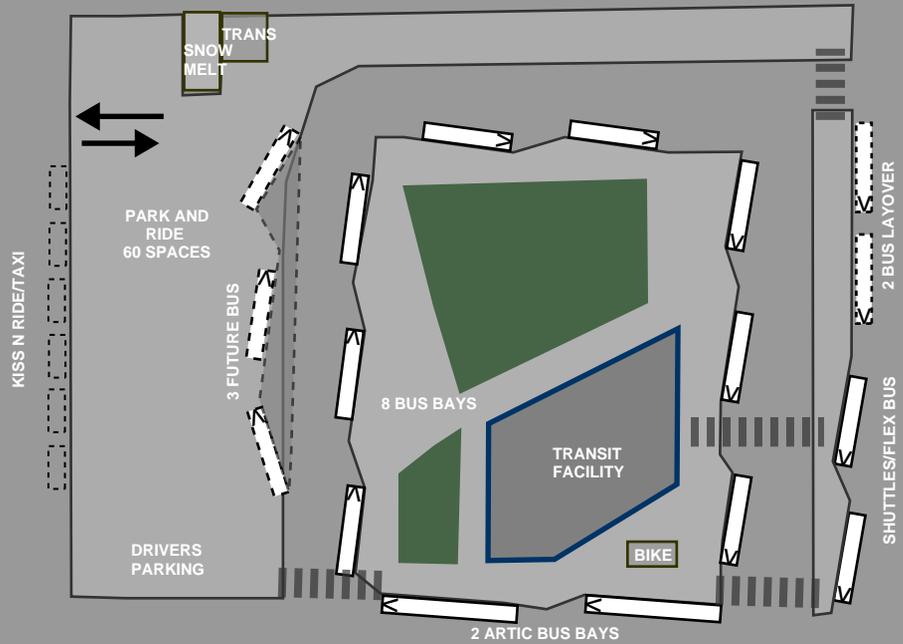


Ypsilanti Transit Station
Option 1B - Central Island South



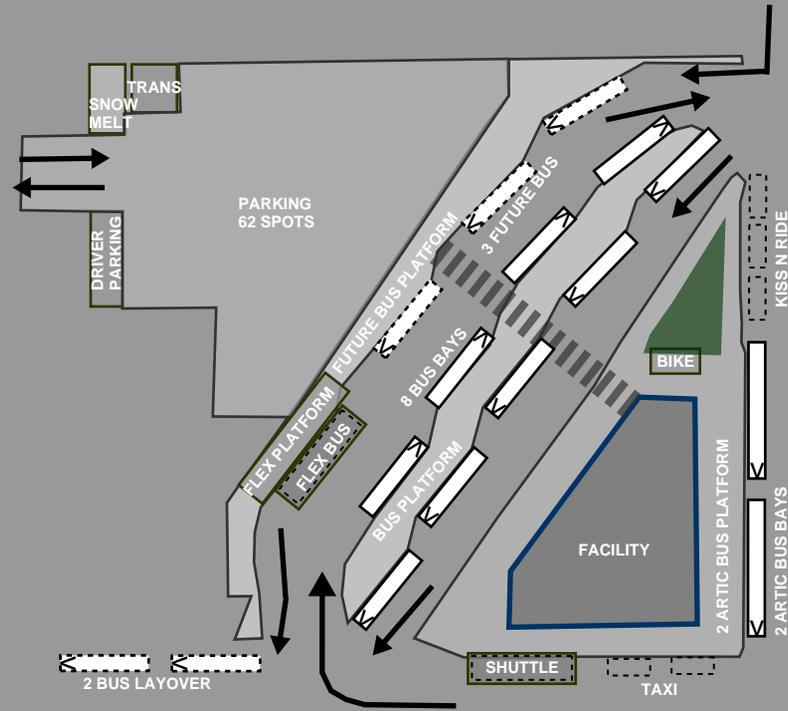
Ypsilanti Transit Station
 Option 1B - Central Island South



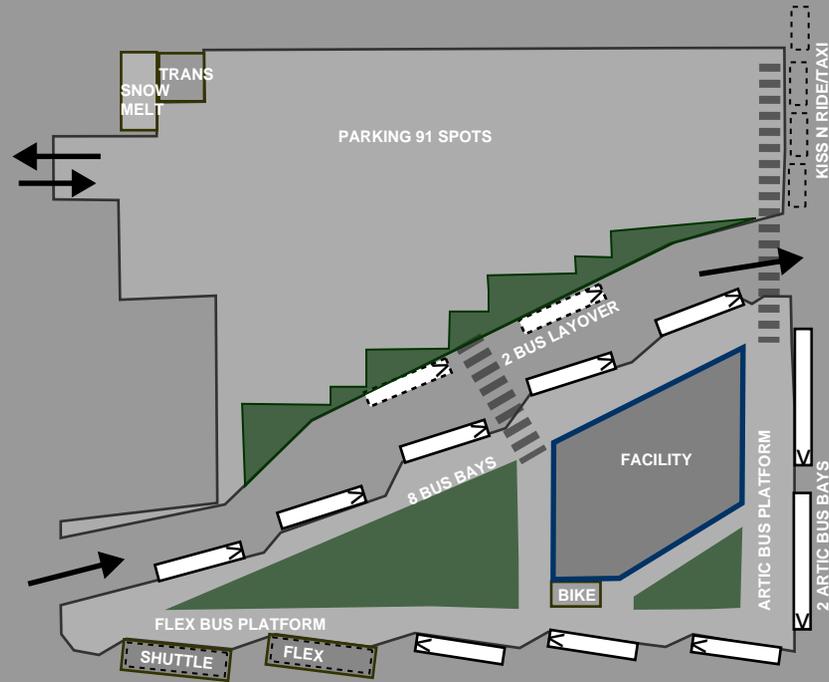


Ypsilanti Transit Station
Option 1B - Central Island South

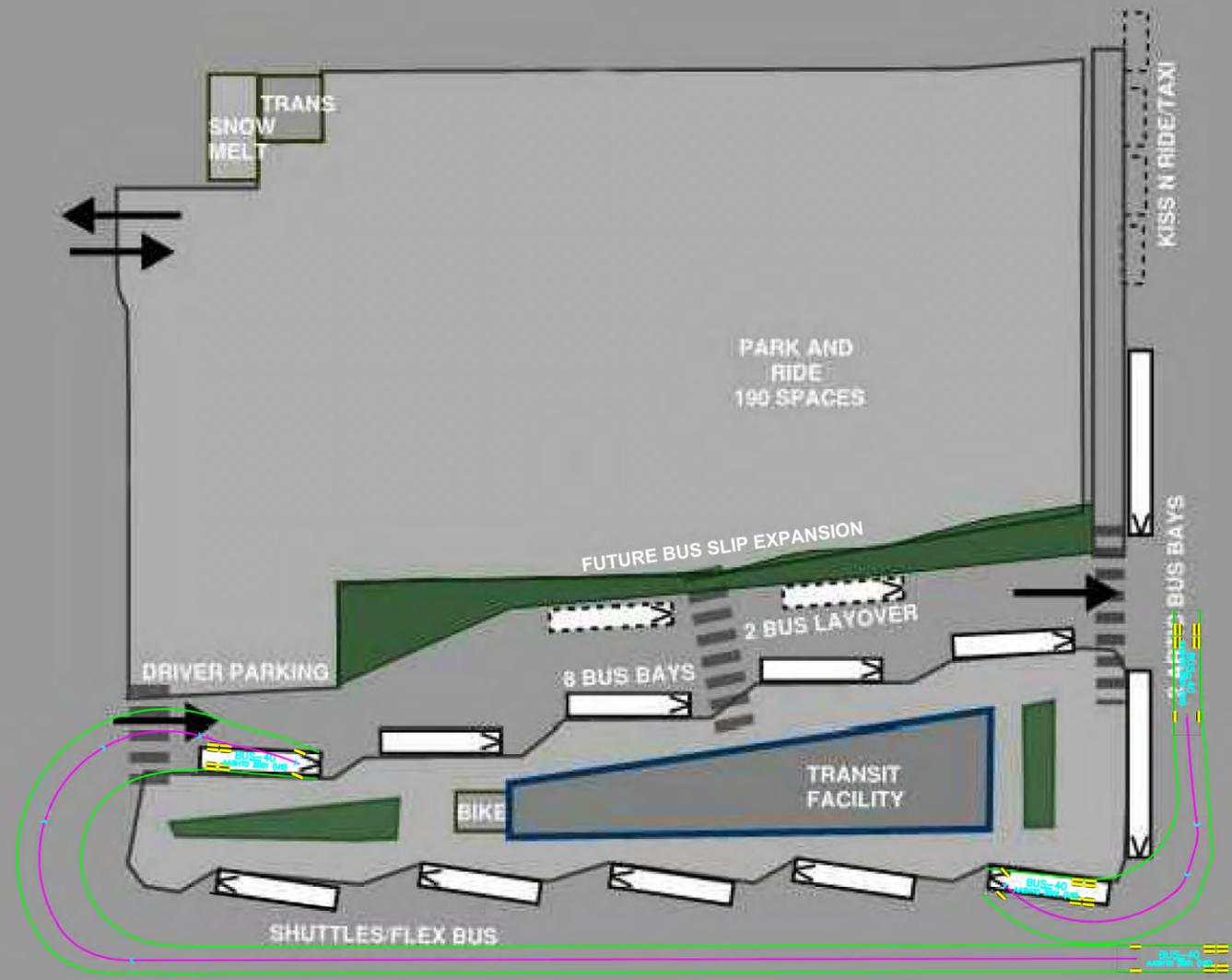




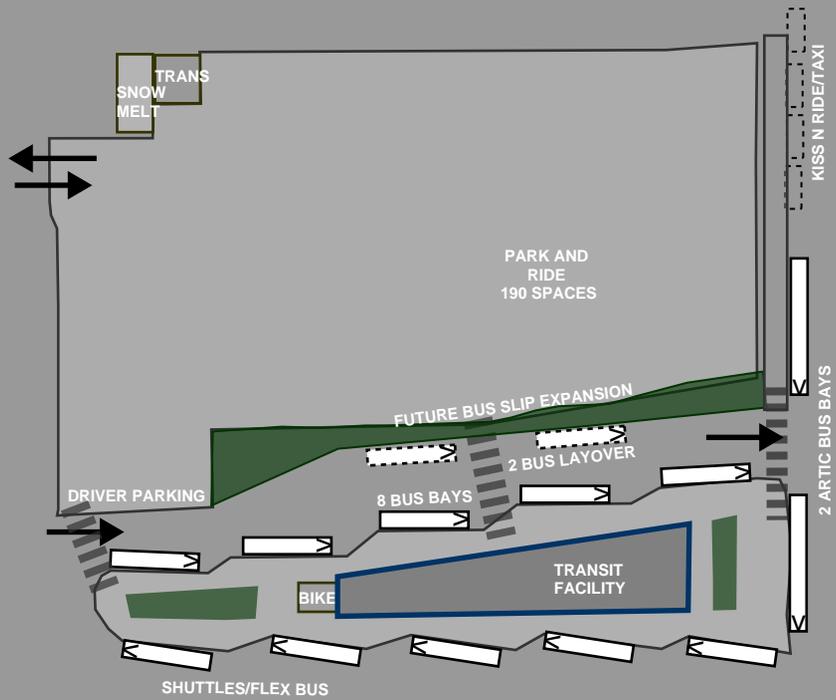
Ypsilanti Transit Station
Option 2 - Diagonal



Ypsilanti Transit Station
Option 3 - Triangle Front

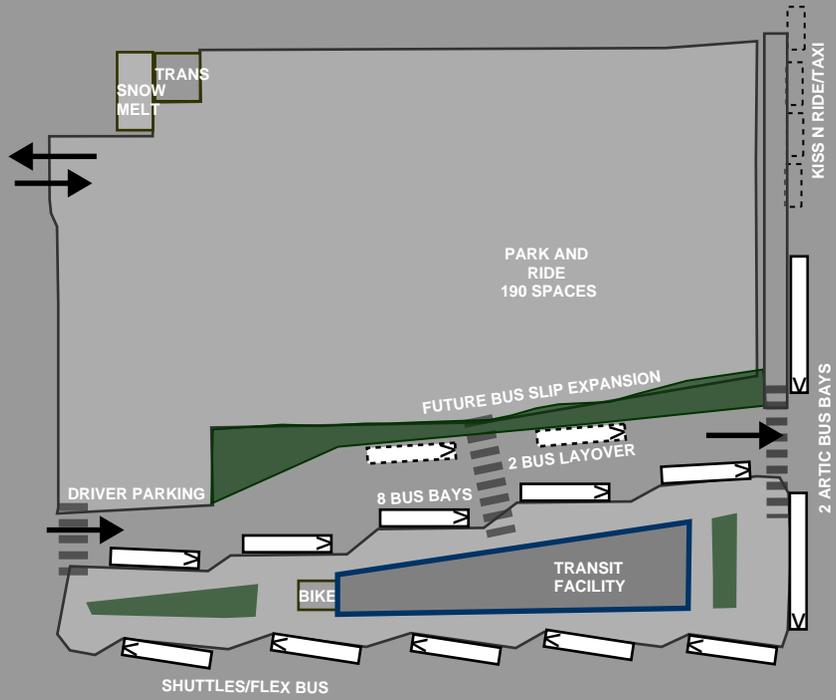


Ypsilanti Transit Station
 Option 3A - Long Diagonal Island South

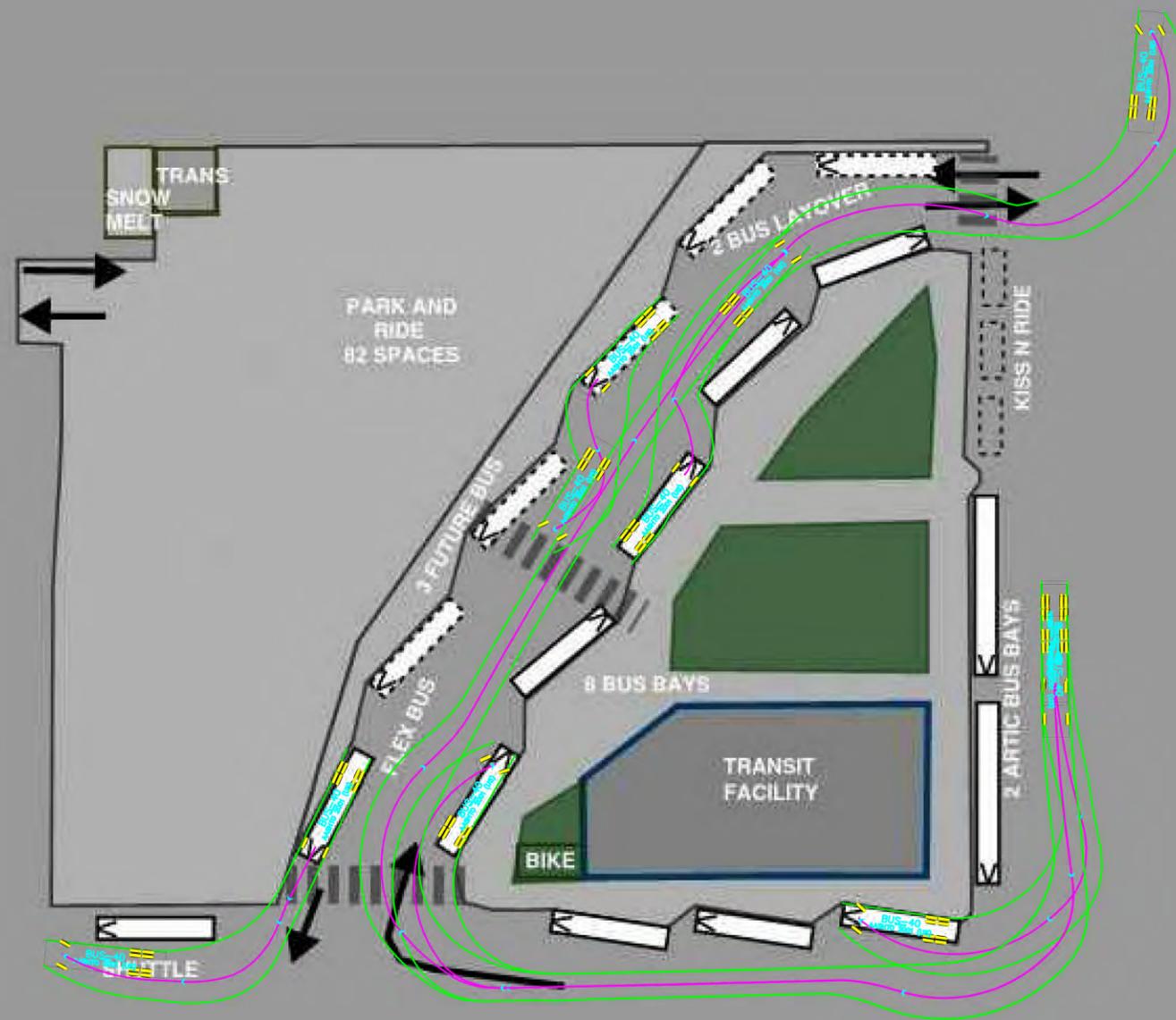


Ypsilanti Transit Station
 Option 3A - Long Diagonal Island South

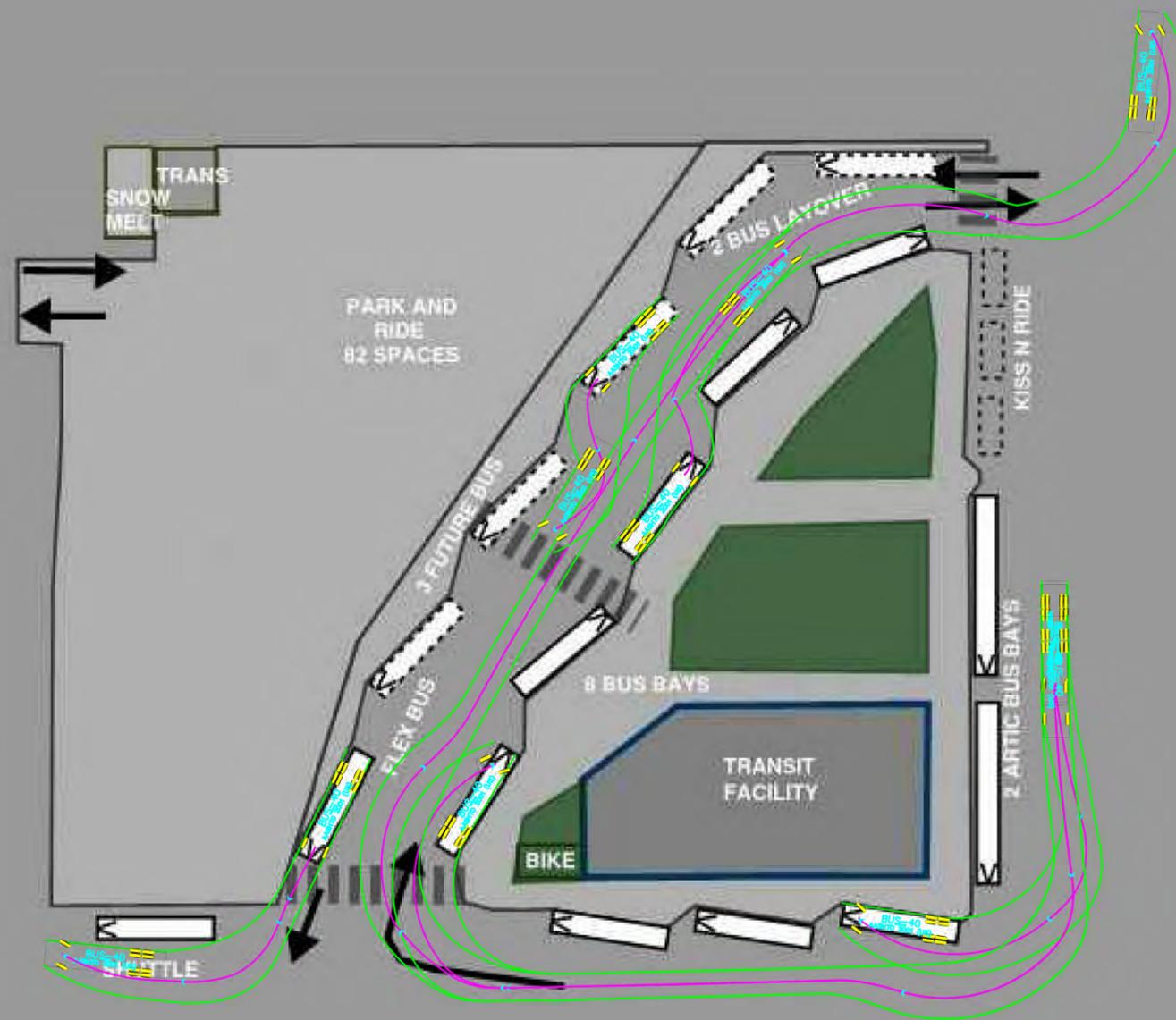




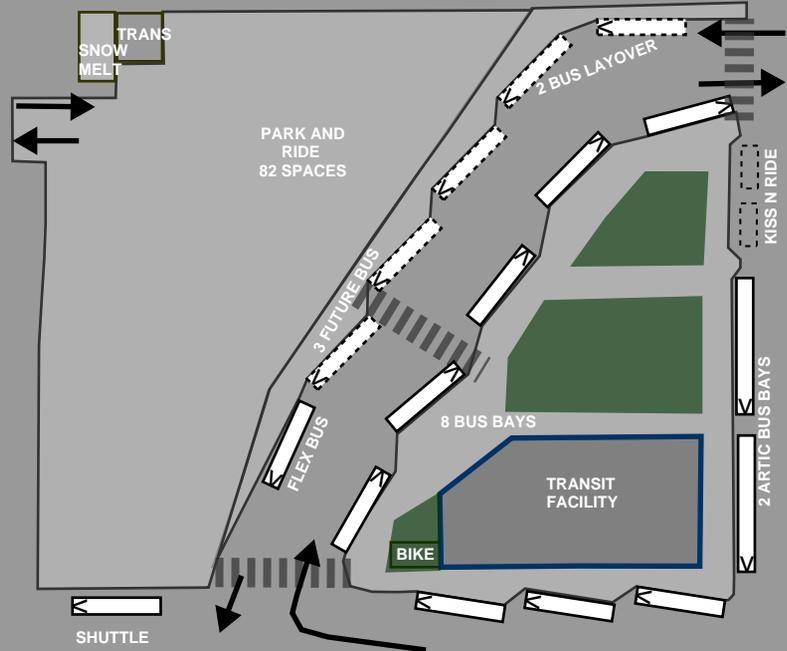
Ypsilanti Transit Station
 Option 3A - Long Diagonal Island South



Ypsilanti Transit Station
 Option 3B - Diagonal Island Southeast

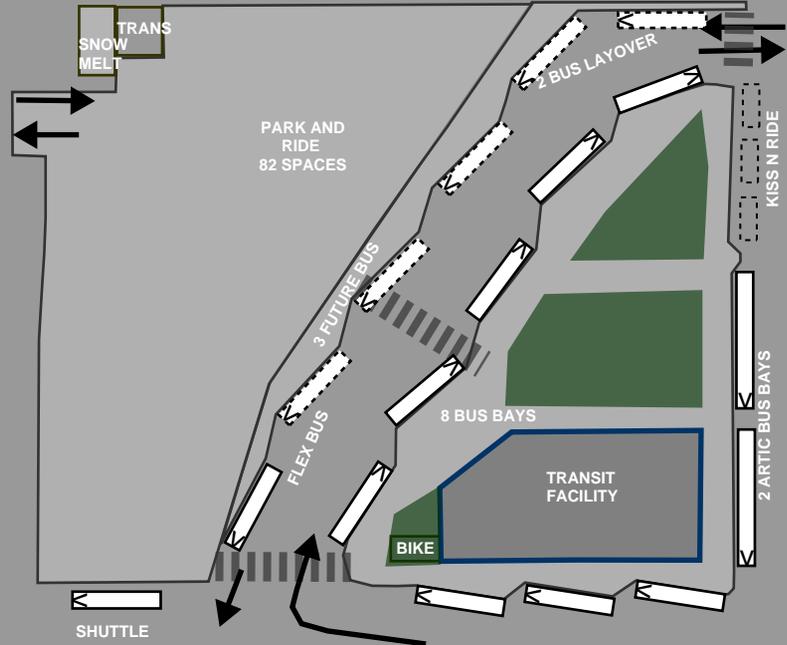


Ypsilanti Transit Station
 Option 3B - Diagonal Island Southeast



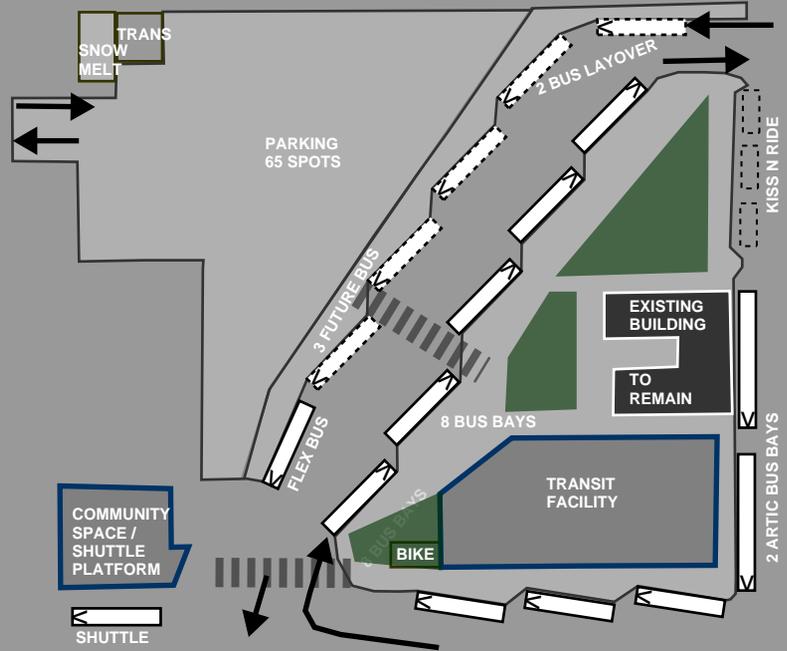
Ypsilanti Transit Station
 Option 3B - Diagonal Island Southeast





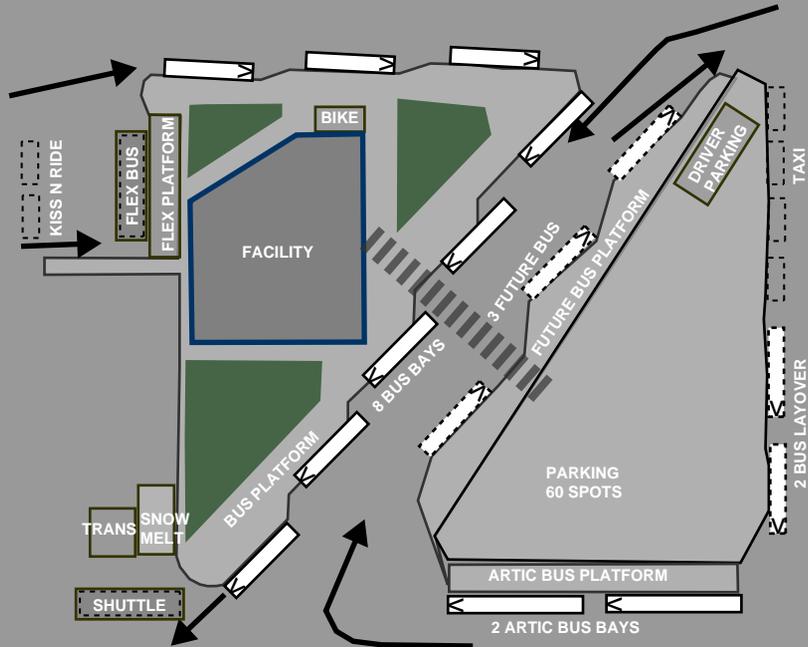
Ypsilanti Transit Station
 Option 3B - Diagonal Island Southeast





Ypsilanti Transit Station
 Option 3B - Diagonal Island Southeast





Ypsilanti Transit Station
Option 4 - Triangle Back

APPENDIX D

MAPS



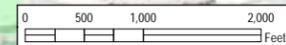
Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Passenger Terminal Needs Assessment
Site Selection Study

Sites Overview



LEGEND

-  Municipal Boundary
-  Site



WD Project # 499301
Map Created: May, 2018

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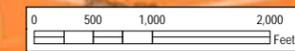
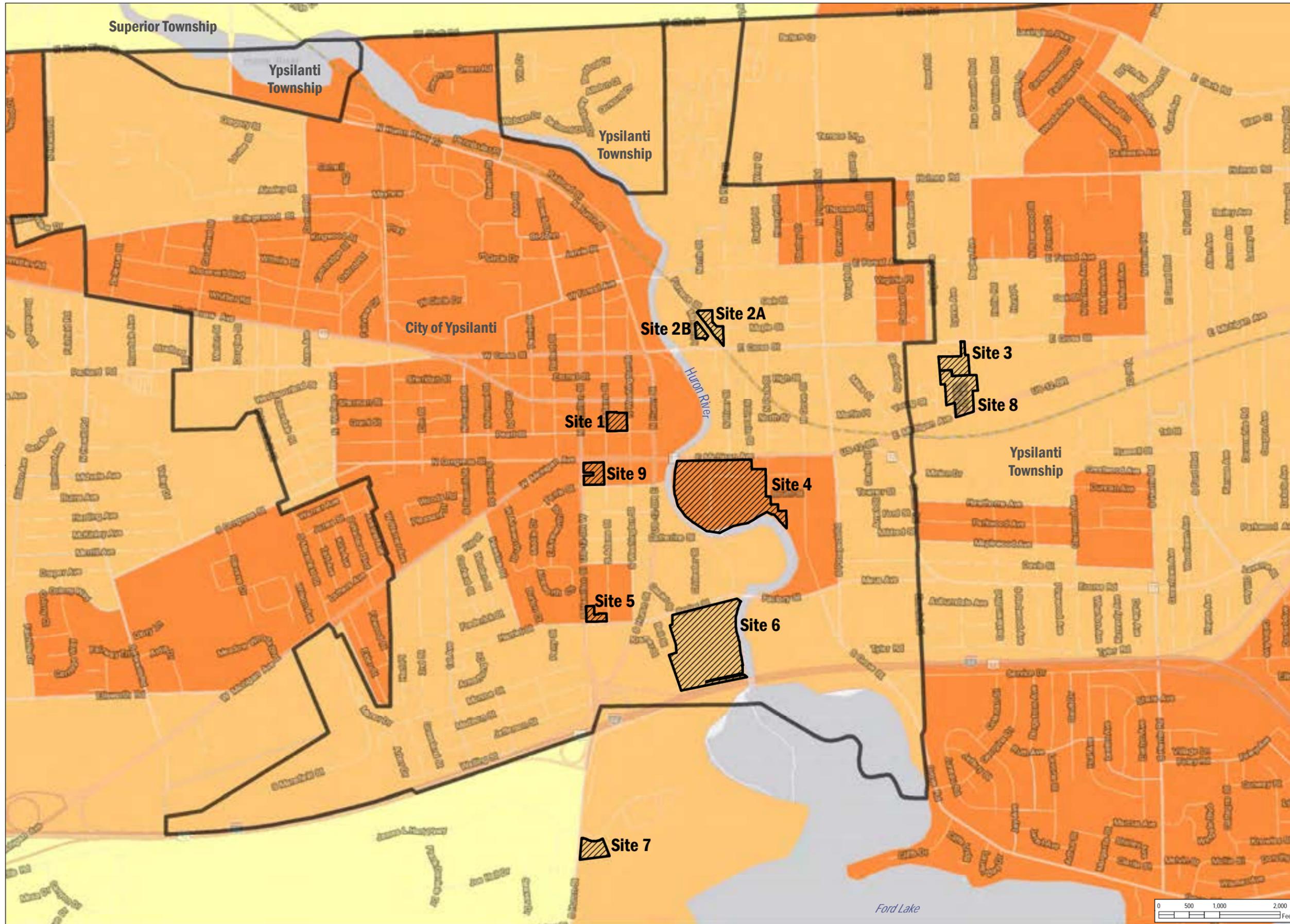
Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Passenger Terminal Needs Assessment
Site Selection Study

2017 Population Density



LEGEND

- Municipal Boundary
- Site
- Block Group
 - 0 - 1,000 people per sq mi
 - 1,000 - 4,000 people per sq mi
 - 4,000 - 22,000 people per sq mi
 - 22,000 - 116,000 people per sq mi
 - 116,000 - 618,125 people per sq mi



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Ann Arbor Area Transportation Authority

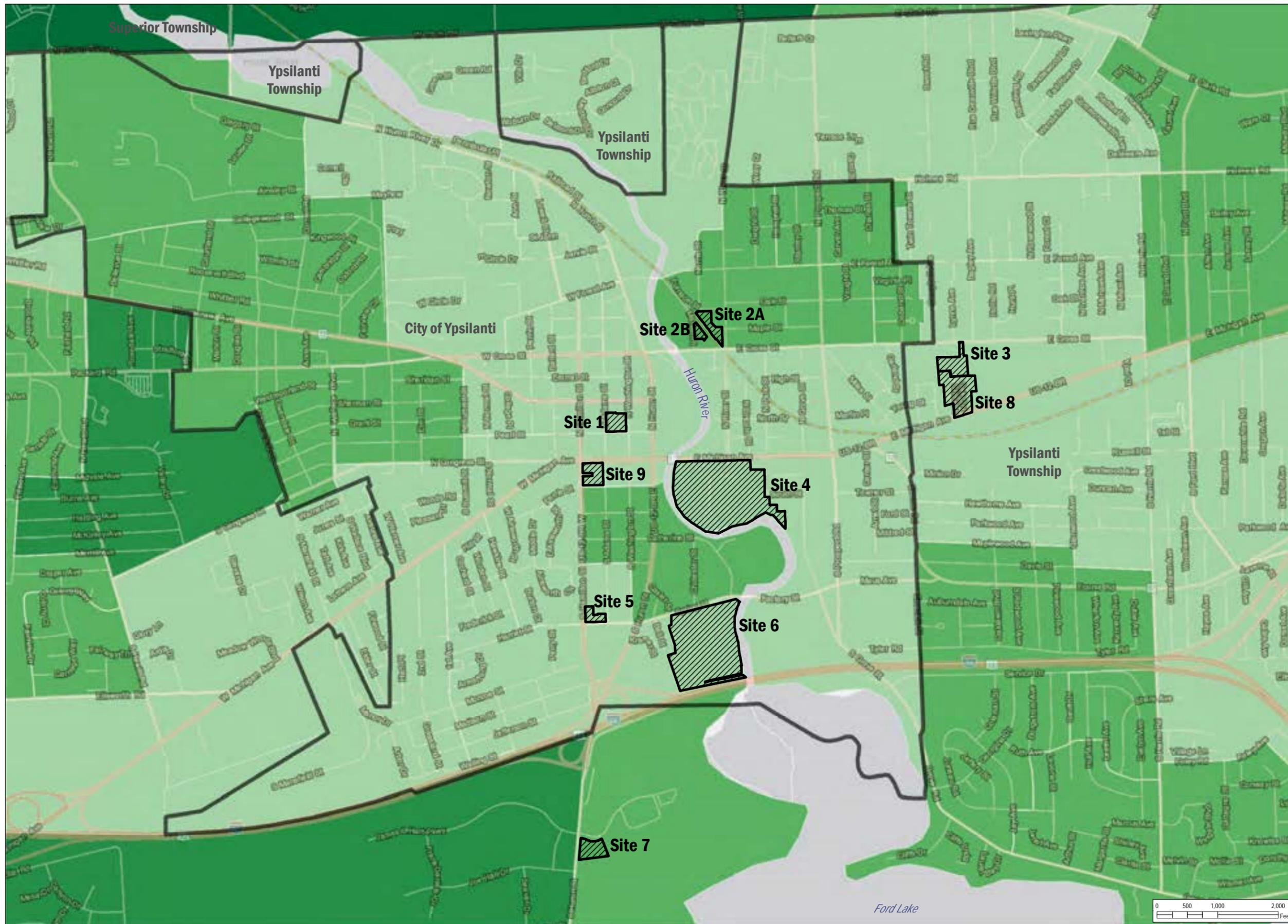
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Passenger Terminal Needs Assessment
Site Selection Study

2016 Average Income



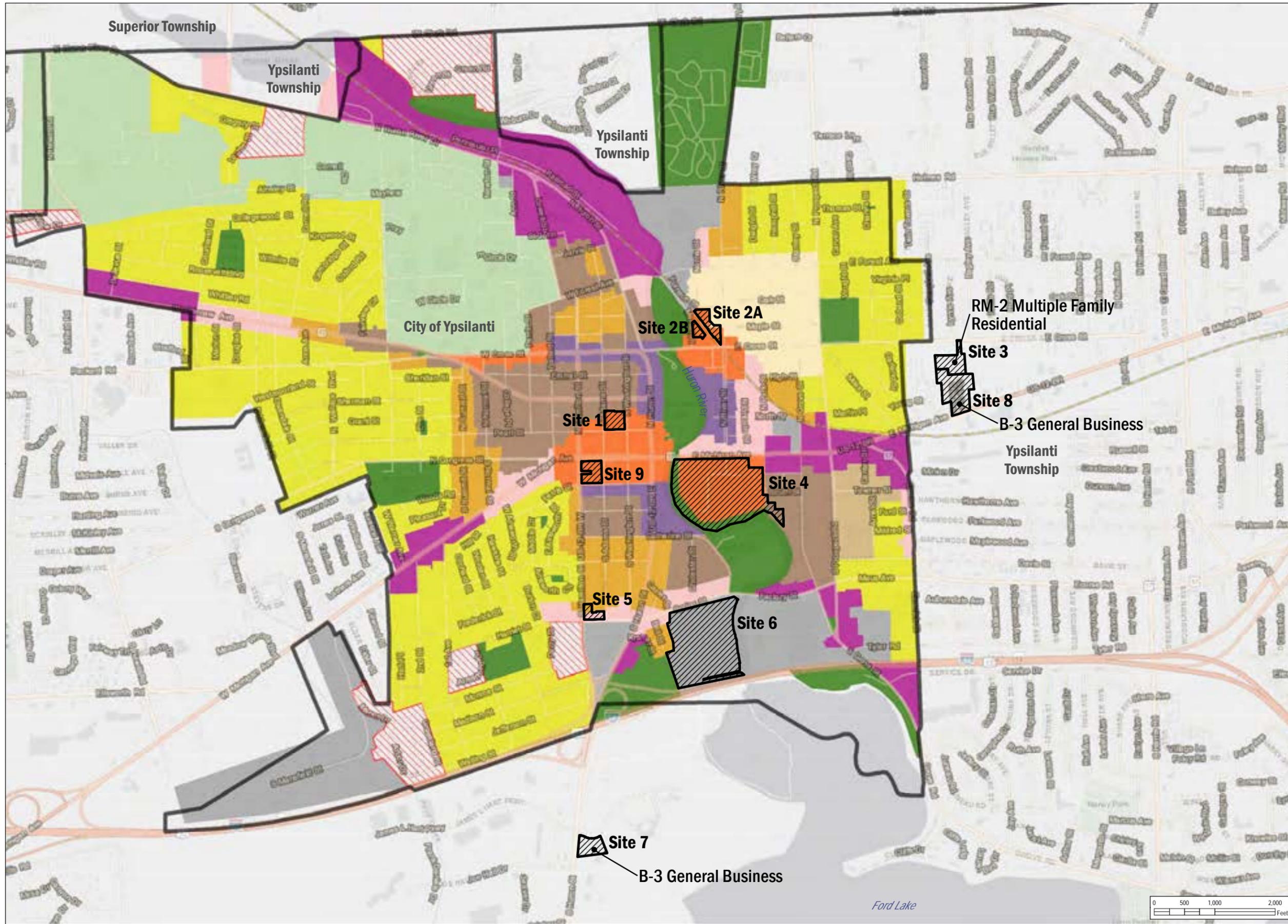
LEGEND

- Municipal Boundary
- Site
- \$ 0 - 13,600
- \$ 13,600 - 53,800
- \$ 53,800 - 94,000
- \$ 94,000 - 134,100
- \$ 134,100 - 392,900



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Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Passenger Terminal Needs Assessment
Site Selection Study

Existing Zoning



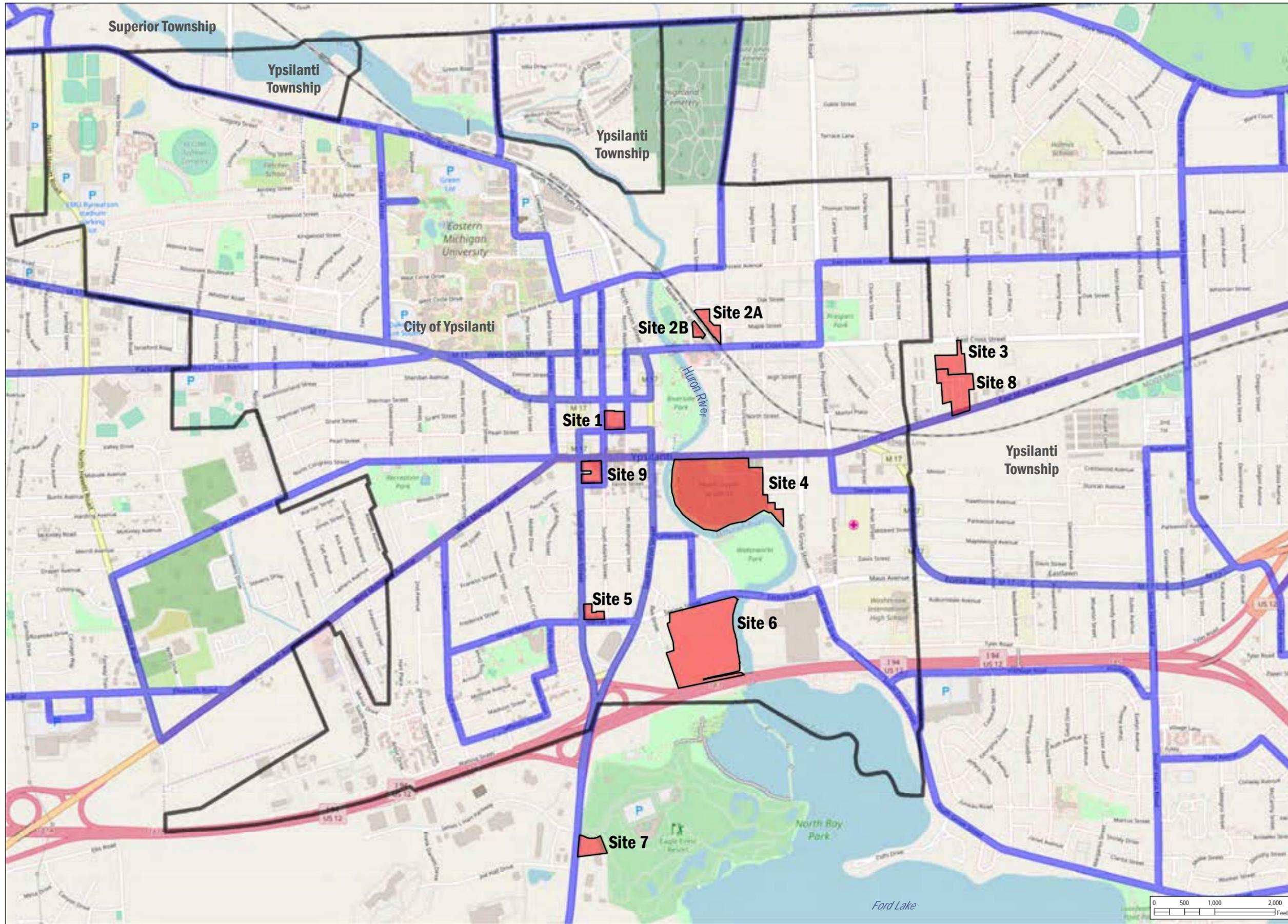
LEGEND

- Municipal Boundary
- Site
- Existing
 - HHS: Health and Human Services
 - R-1: Single-Family Residential
 - NC-SF: Core Neighborhood Single-Family
 - CN-Mid: Core Neighborhood Mid
 - CN: Core Neighborhood
 - NC: Neighborhood Corridor
 - HC: Historic Corridor
 - GC: General Corridor
 - C: Center
 - PMD: Production, Manufacturing and Distribution
 - MD: Multi-Dwelling
 - Eastern Michigan University
 - P: Park



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Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Passenger Terminal Needs Assessment
Site Selection Study

AAATA Bus Routes



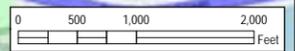
LEGEND

-  Municipal Boundary
-  Site
-  AAATA Routes (January 2017)



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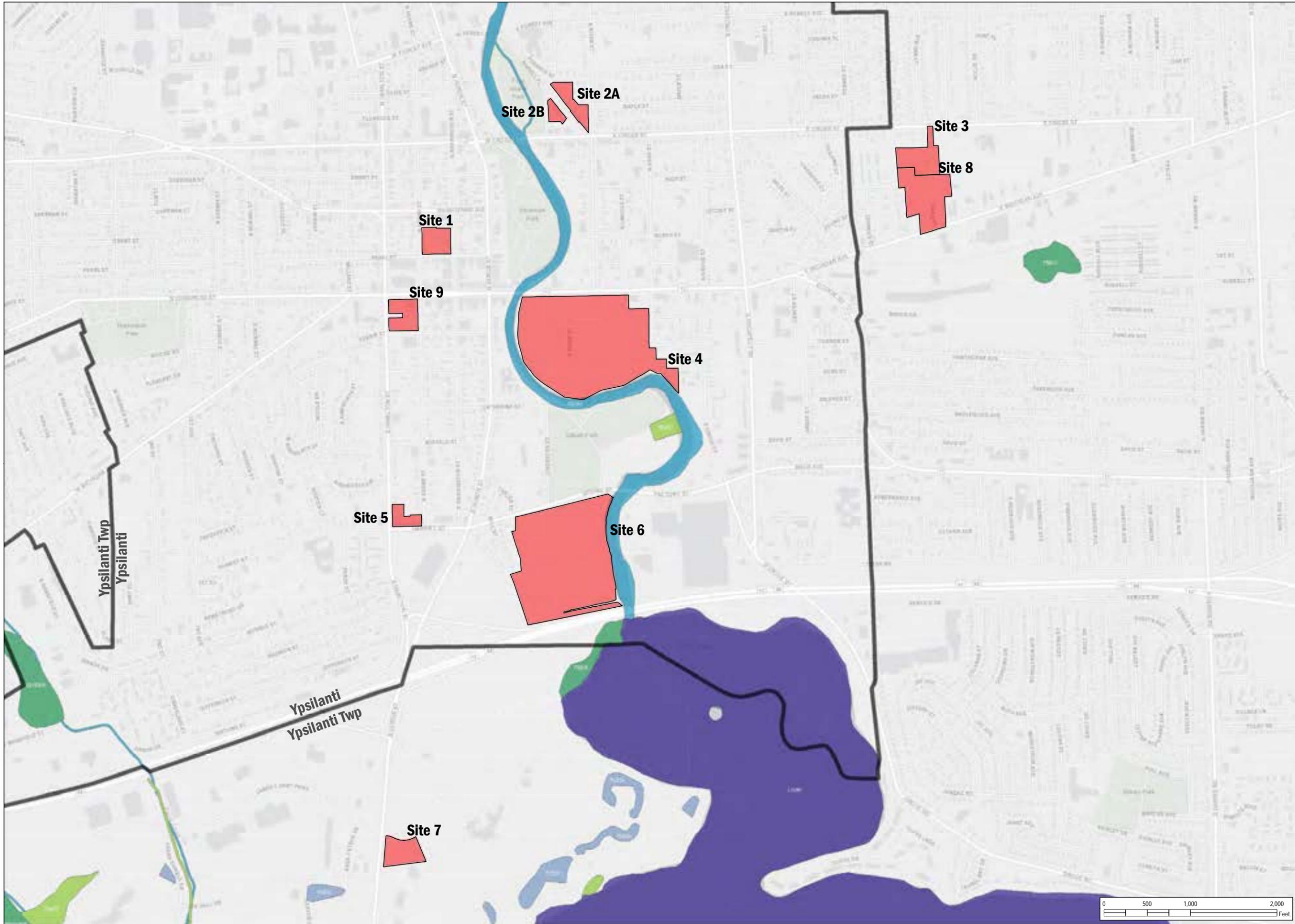
Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Passenger Terminal Needs Assessment
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Federal Wetlands



LEGEND

- Municipal Boundary
- Site
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pong
- Lake
- Other
- Riverine



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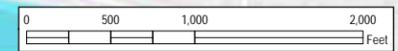
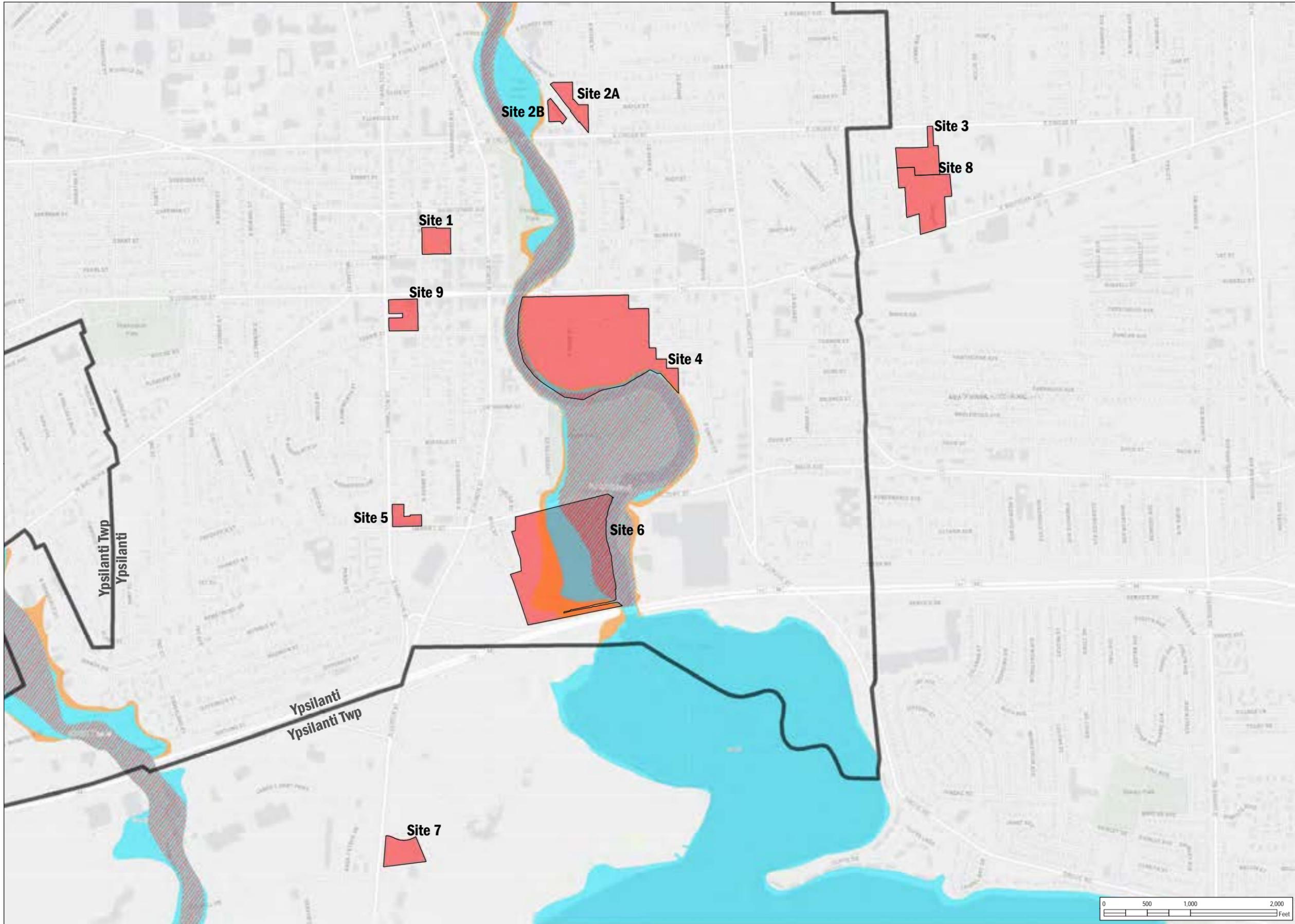
Ann Arbor Area Transportation Authority
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Passenger Terminal Needs Assessment
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Floodplains



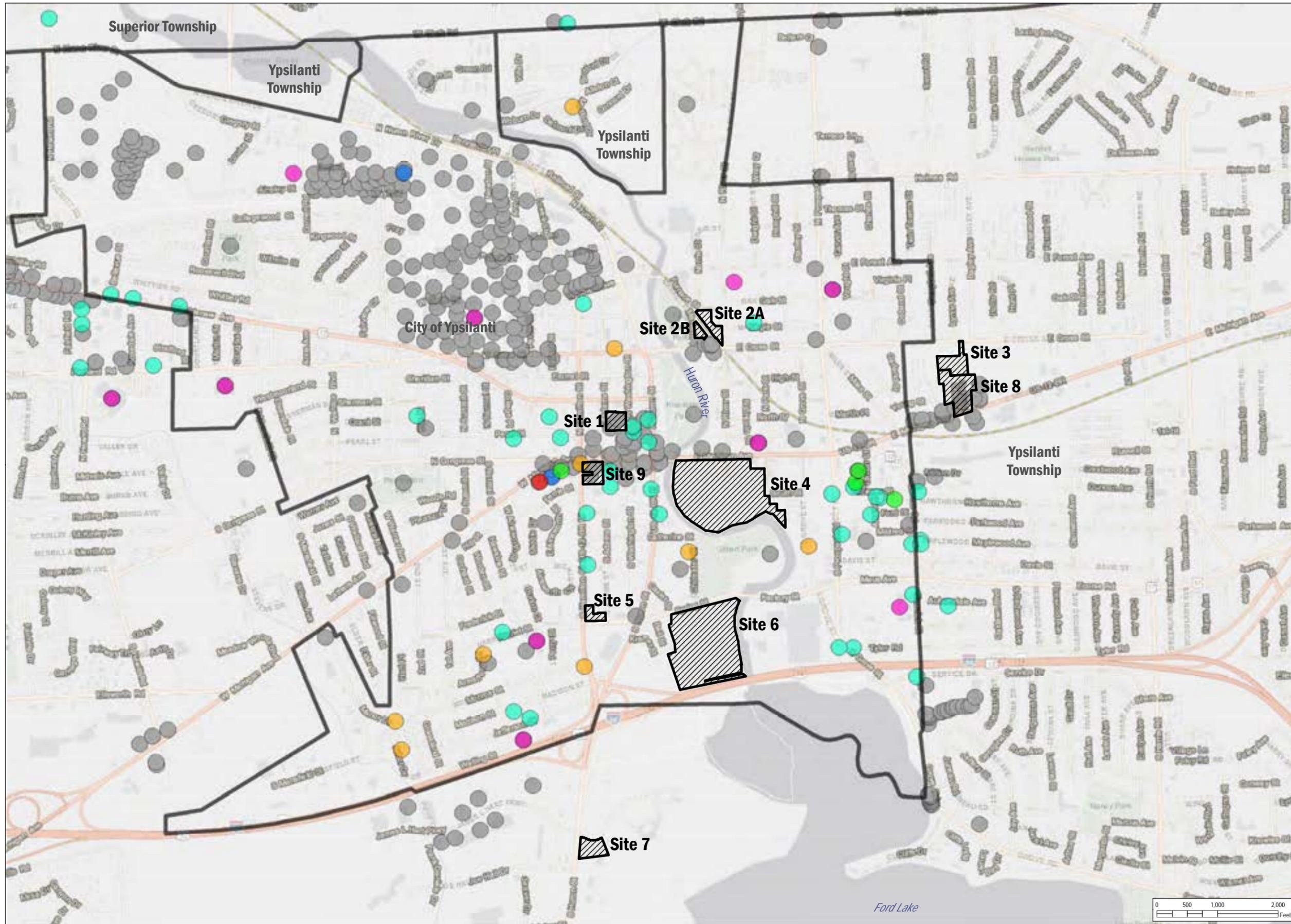
LEGEND

-  Municipal Boundary
-  Site
-  1% Annual Chance Flood Hazard
-  Regulatory Floodway
-  Special Floodway
-  Area of Undetermined Flood Hazard
-  0.2% Annual Chance Flood Hazard
-  Future Conditions 1% Annual Chance Flood Hazard
-  Area with Reduced Risk Due to Levee



WD Project # 499301
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Ann Arbor Area Transportation Authority
 Ypsilanti Transit Center
 Passenger Terminal Needs Assessment
 Site Selection Study

Community Facilities (WIP)



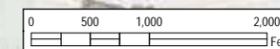
LEGEND

- Municipal Boundary
- Site
- Apartment Complex
- County Building
- Fire Station
- Health Related Facility
- Police Station
- School
- Business/School/Government Service/Religious



WD Project # 499301
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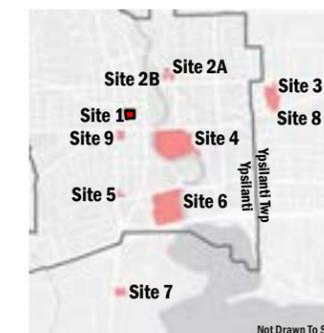
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Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Passenger Terminal Needs Assessment
Site Selection Study

Site 1 Detail



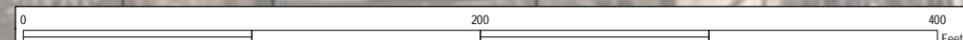
LEGEND

- Municipal Boundary
- Site (approximate length labeled)
- Parcel Boundary



WD Project # 499301
Map Created: May, 2018

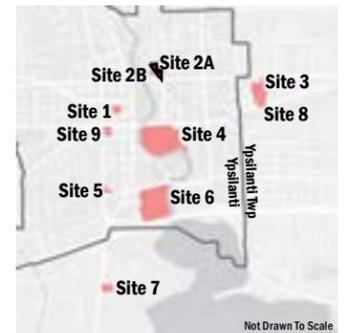
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Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Passenger Terminal Needs Assessment
Site Selection Study

Site 2A Detail



LEGEND

- Municipal Boundary
- Site (approximate length labeled)
- Parcel Boundary



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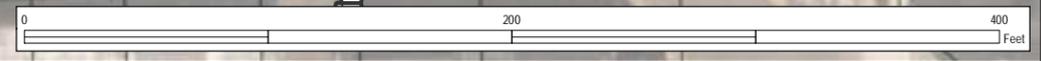
Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Passenger Terminal Needs Assessment
Site Selection Study

Site 2B Detail



LEGEND

- Municipal Boundary
- Site (approximate length labeled)
- Parcel Boundary

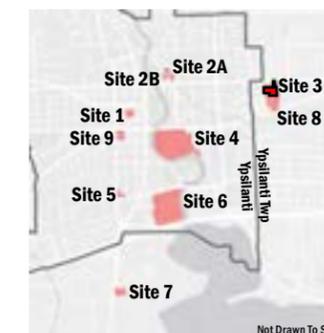


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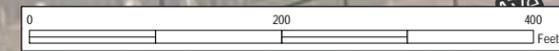
Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Passenger Terminal Needs Assessment
Site Selection Study

Site 3 Detail



LEGEND

- Municipal Boundary
- Site (approximate length labeled)
- Parcel Boundary



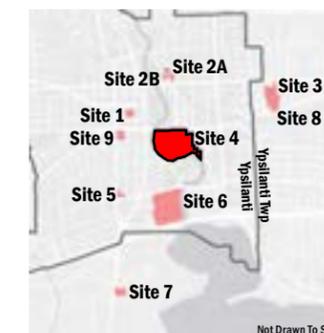
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Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Passenger Terminal Needs Assessment
Site Selection Study

Site 4 Detail



LEGEND

- Municipal Boundary
- Site (approximate length labeled)
- Parcel Boundary

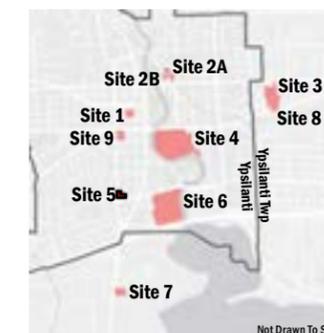


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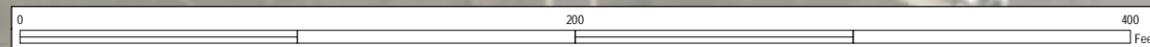
Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Passenger Terminal Needs Assessment
Site Selection Study

Site 5 Detail



LEGEND

- Municipal Boundary
- Site (approximate length labeled)
- Parcel Boundary



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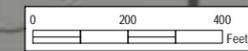
Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Passenger Terminal Needs Assessment
Site Selection Study

Site 6 Detail



LEGEND

- Municipal Boundary
- Site (approximate length labeled)
- Parcel Boundary



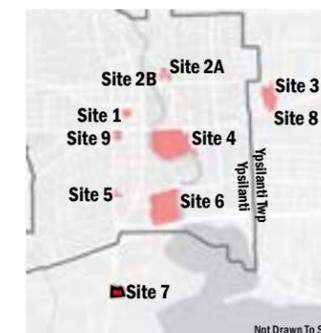
WD Project # 499301
Map Created: May, 2018

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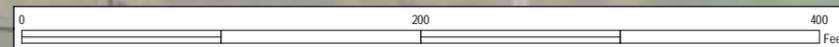
Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Passenger Terminal Needs Assessment
Site Selection Study

Site 7 Detail



LEGEND

- Municipal Boundary
- Site (approximate length labeled)
- Parcel Boundary



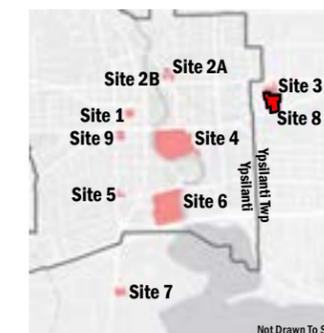
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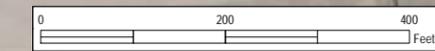
Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Passenger Terminal Needs Assessment
Site Selection Study

Site 8 Detail



LEGEND

- Municipal Boundary
- Site (approximate length labeled)
- Parcel Boundary



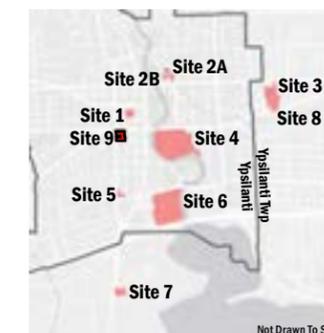
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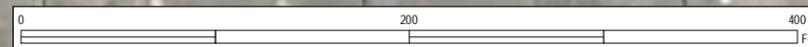
Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Passenger Terminal Needs Assessment
Site Selection Study

Site 9 Detail



LEGEND

- Municipal Boundary
- Site (approximate length labeled)
- Parcel Boundary



WD Project # 499301
Map Created: May, 2018

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APPENDIX E

SCORING CRITERIA & SCORING WORKSHEETS



AAATA Ypsilanti Transit Center Site Selection Criteria Weighting Definitions

1. On-site Transit Operations/Vehicle Access (20pts)

- ✓ Appropriate site size, shape and topographic characteristics
- ✓ Allows for future growth and expansion
- ✓ Provides minimum of two ingress/egress points, each one onto different streets (sites with access to two or more separate streets would typically score higher and sites with multiple access points to the same street would typically score lower)
- ✓ Allows space for separation of circulation patterns for different types of transportation modes, particularly buses from cars
- ✓ Optimal / safe bus movements maximizing pulse operations
- ✓ Adequate Kiss and Ride / Ride and Kiss function

2. Route Restructuring/Off-Site Operations (20pts)

- ✓ Minimizes impact to reconfiguring existing AAATA service route structure
- ✓ Minimizes impact to AAATA operational costs such as safety, security, deadhead miles

3. Pedestrian Access and Safety (10pts)

- ✓ Allows for safe and accessible pedestrian circulation patterns on-site and off-site
- ✓ Safe access to the site from the surrounding community, including accessible sidewalks, crosswalks and signalized intersections where appropriate
- ✓ Minimizes the number of pedestrian crossings of bus / shuttle circulation paths
- ✓ Clear and unobstructed pedestrian lines of sight

4. Environmental Impacts (Hazardous Materials, NEPA, NREPA) (10pts)

- ✓ Site is free from hazardous materials including petroleum products, asbestos containing materials, PCBs, unsuitable fill, etc.
- ✓ Site is compatible with environmental requirements identified in the NEPA process and/or can provide necessary mitigation measures in order to comply
- ✓ Site is not in a flood zone
- ✓ No impact to existing historic resources (sites part of or immediately adjacent to historic resources typically score lower than sites not in the Area of Potential Effect APE)
- ✓ Allows for incorporation of sustainable and resiliency design principles



5. Cost (10pts)

- ✓ Acquisition costs fit within the budget constraints
- ✓ The site is reasonably 'shovel ready' with no major demolition of existing structures, major site work including cut and fill, nor major environmental issues
- ✓ Impact on local tax structure

6. Environmental Justice (10pts)

- ✓ Positive or negative impact on Title 6 issues
- ✓ Positive or negative impact on Environmental Justice populations in regard to human health or environmental effects

7. Intermodal Connectivity (5pts)

- ✓ Accommodates and encourages multiple modes of transportation in addition to local buses, including intercity buses and coaches, shuttles, bikes, scooters and taxi's
- ✓ Allows for accommodation of future modes yet to be defined
- ✓ Safe and accessible sidewalk connectivity off-site to the surrounding / adjacent community
- ✓ Safe pedestrian circulation patterns on-site
- ✓ Accommodates bike and car share programs, as well as facilities for alternative fueled transportation, such as electric vehicles and charging stations, and CNG

8. Traffic Impact (5pts)

- ✓ Minimal overall impact on existing traffic capacity and patterns
- ✓ Adequate capacity of adjacent intersections
- ✓ Can accommodate mitigation measures required to mitigate any potential traffic impacts (mitigation examples include removing on-street parking, signal coordination, conversion of one lane streets)
- ✓ Access points and adjacency to arterial streets (access to arterial streets would typically score higher while access to collector and secondary streets would typically score lower)

9. Community Impact/Compatibility/ Planning/Land Use/Future Development Impact (5pts)

- ✓ Transit use is compatible with surrounding neighborhoods and community context
- ✓ The surrounding context encourages community use of public transportation
- ✓ Provides opportunity to upgrade surrounding streets to "Complete Streets"
- ✓ Can accommodate future service growth and aligns with AAATAs strategic plans
- ✓ Compatible with local economic development and municipal strategic plans
- ✓ Site is appropriately zoned for transit use and does not require significant rezoning or variance effort
- ✓ Will promote economic and transit oriented development opportunities
- ✓ Good proximity to major activity and employment centers



- ✓ Good proximity to current and future transit users
- ✓ Will promote transit ridership
- ✓ Allows for potential revenue generation to support transit operation
- ✓ Will provide for appropriate green space

10. Site Availability/Ownership (5pts)

- ✓ Ownership facilities acquisition (sites owned by public entities typically will score higher and privately owned sites typically score lower unless there is a known willing seller)
- ✓ Willing seller versus eminent domain potential
- ✓ Impact of any existing on-site businesses and/or tenants
- ✓ **Viable Infrastructure (utilities and parking)**
 - Adequate access to roads, streets and bridges
 - Availability of adequately sized utilities, including water, sewer, storm, gas, electric and communications
 - Provides adequate parking for users/riders of AAATA
 - Provides adequate parking for drivers and AAATA staff non-revenue vehicles

AAATA Ypsilanti Transit Center Site Evaluation

Initial "Pass/Fail" Assessment Chart

CRITERIA	Site 1 (Existing)	Site 2A (Depot)	Site 2B (City)	Site 3 (Cross St.)	Site 4 (Water St.)	Site 5 (Harriet)	Site 6 (Spring St. - Ford)	Site 7 (S. Huron)	Site 8 (E. Michigan)	Site 9 (W. Michigan - Key Bank)
Conclusion (Short-List?):	X				X	X				X
Onsite Transit Operations/Vehicle Access	2	1	0	2	2	2	2	2	2	2
Pedestrian Access and Safety	2	1	2	1	2	2	1	1	1	2
Viable Infrastructure (parking)	2	1	2	2	2	1	2	2	2	2
Environmental Impacts (Haz Mat, NEPA, Etc.)	2	0	0	1	1	2	1	1	2	2
Intermodal Connectivity	2	2	2	1	2	1	1	1	1	2
Community Impact/Compatibility	2	2	2	1	2	2	2	1	1	2
Planning/Land Use/Future Development Impact	2	1	1	1	2	2	2	1	2	2
Traffic Impact	2	1	1	1	2	1	2	2	2	2
Route Restructuring/Off-Site Operations	2	1	1	1	2	1	1	1	1	2
Cost - possibly include 4 (haz mat) in this line	2	1	1	1	1	2	1	2	2	2
Site Availability/Ownership	2	1	1	1	2	2	2	2	2	1
Environmental Justice	2	0	0	1	2	2	1	1	1	2
Total	24	12	13	14	22	20	18	17	19	23

	= TBD/Inconclusive	1	= Fail
0	= Fatal Flaw	2	= Pass

Notes:

- Site 1: 220 Pearl Street (Current Site)
- Site 2A: 90 Maple Street (Private - Depot)
- Site 2B: 100 Market Street (Public - City) - Would need to encroach into Frog Island Parking Lot for needed space. Fatal flaw is not good vehicle entry/exit.
- Site 3: 985 Cross Street
- Site 4: 4 Water Street
- Site 5: 300 Harriett Street (Existing Building)
- Site 6: 126 Spring Street (Ford)
- Site 7: 1327 S. Huron Street (golf course)
- Site 8: 953 E. Michigan (former trailer park)
- Site 9: 301 W. Michigan Ave (Key Bank)

		AAATA Ypsilanti Transit Center SCREENING MATRIX						11/16/2018			
Weight *	Site Evaluation Criteria	5= Very Good; 4=Good; 3=Fair; 2=Poor; 1=Very Poor							Option specific comments about scoring. Insert your comments about the score used for a site.		
		Site 1 (Existing)	Site 4 (Water St.)	Site 9 (W. Michigan- Key Bank)							
5.0	1 Onsite Transit Operations/Vehicle Access										
	Matt	5	3	3							
	Ron	5	3	3							
	Bill	5	4	5							
	Brian	4	2	3							
	Wendel	5	4	4							
	SITE TOTAL	24	16	18							
	SITE TOTAL X WEIGHT	120	80	90	0	0	0				
5.0	2 Route Restructuring/Off-Site Operations										
	Matt	5	1	3							Site 4 increases deadhead miles, no left turn onto E. Michigan
	Ron	5	1	3							
	Bill	5	3	1							
	Brian	5	1	4							
	Wendel	5	3	4							
	SITE TOTAL	25	9	15							
	SITE TOTAL X WEIGHT	125	45	75	0	0	0				
2.5	3 Pedestrian Access and Safety										
	Matt	5	1	2							Most people would need to cross E. Michigan to get to Site 4.
	Ron	4	2	3							Street traffic is heavier surrounding Site 9 than Site 1.
	Bill	4	3	2							
	Brian	4	1	2							
	Wendel	4	2	3							
	SITE TOTAL	21	9	12							
	SITE TOTAL X WEIGHT	53	23	30	0	0	0				
2.5	4 Environmental Impacts (Haz Mat, NEPA, etc.)										
	Matt	5	1	3							Site 4 is Level 1 Brownfield. Site 9 was on a Super Fund list, Site 1 would require some minimal cleanup
	Ron	5	1	1							
	Bill	4	3	1							
	Brian	4	3	1							
	Wendel	4	1	3							
	SITE TOTAL	22	9	9							
	SITE TOTAL X WEIGHT	55	23	23	0	0	0				
2.5	5 Cost										
	Matt	5	2	2							
	Ron	5	1	2							
	Bill	4	2	1							
	Brian	4	1	2							
	Wendel	4	3	2							
	SITE TOTAL	22	9	9							
	SITE TOTAL X WEIGHT	55	23	23	0	0	0				
2.5	6 Environmental Justice										
	Matt	5	4	1							Site 1 touches 2 EJ communities, Site 4 is in an EJ community. Although 9 is also in an EJ, it introduces other negative impacts due to location/surrounding neighborhoods.
	Ron	4	2	3							
	Bill	4	3	2							
	Brian	5	4	1							
	Wendel	5	3	2							
	SITE TOTAL	23	16	9							
	SITE TOTAL X WEIGHT	58	40	23	0	0	0				

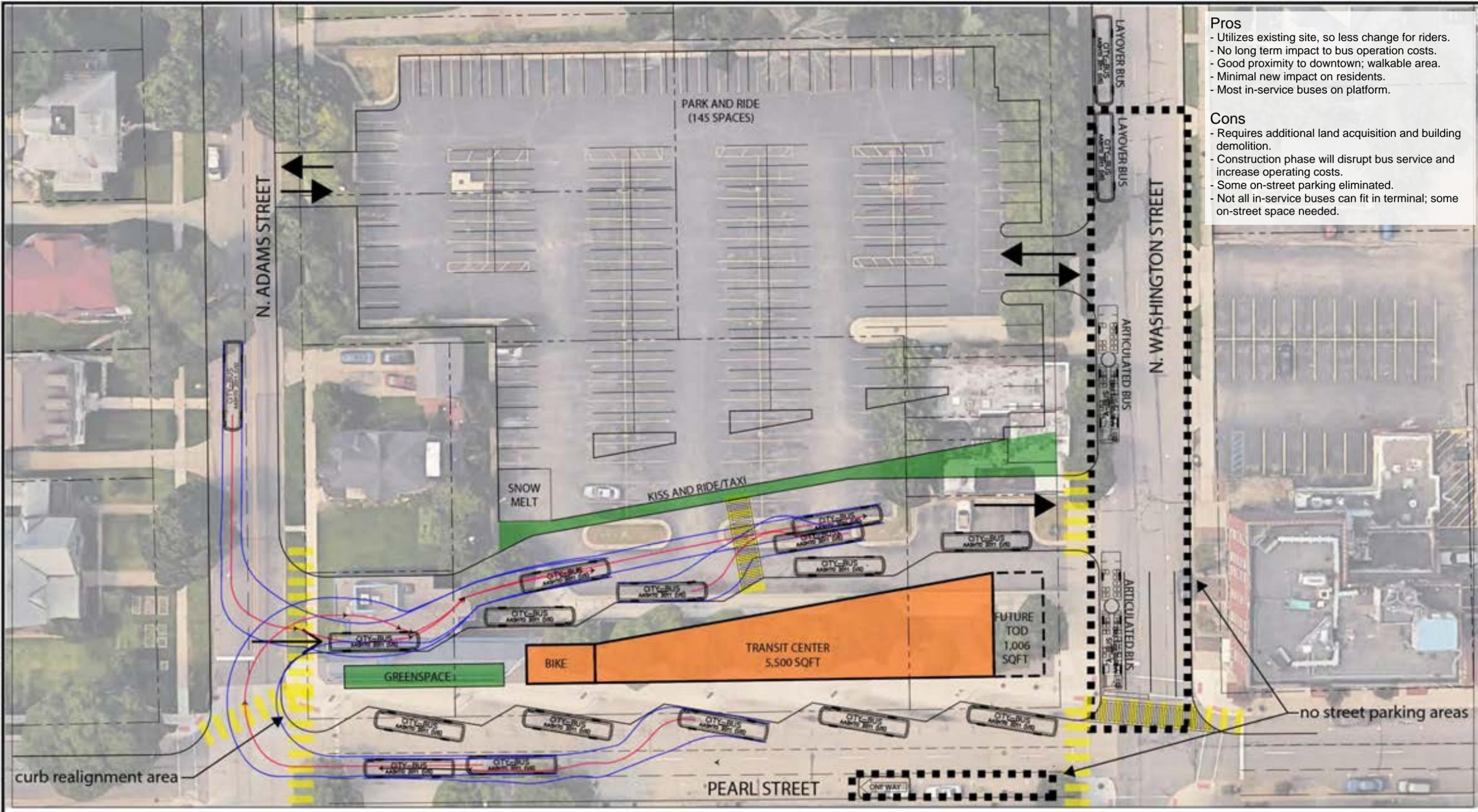
		AAATA Ypsilanti Transit Center SCREENING MATRIX					11/16/2018	
		5= Very Good; 4=Good; 3=Fair; 2=Poor; 1 =Very Poor						
Weight *	Site Evaluation Criteria	Site 1 (Existing)	Site 4 (Water St.)	Site 9 (W. Michigan- Key Bank)				Option specific comments about scoring. Insert your comments about the score used for a site.
	7 Intermodal Connectivity							
1.3	Matt	5	1	4				Think about your trip from a first mile/last mile perspective
	Ron	4	2	3				
	Bill	3	3	1				
	Brian	4	1	3				
	Wendel	5	2	4				
	SITE TOTAL	21	9	15				
	SITE TOTAL X WEIGHT	26	11	19	0	0	0	
	8 Traffic Impact							
1.3	Matt	5	1	4				
	Ron	4	1	2				
	Bill	4	2	2				
	Brian	5	2	4				
	Wendel	5	3	4				
	SITE TOTAL	23	9	16				
	SITE TOTAL X WEIGHT	29	11	20	0	0	0	
	9 Community Impact/Compatibility/Planning/Land Use/Future Development Impact							
1.3	Matt	5	1	4				
	Ron	4	1	3				
	Bill	4	4	2				
	Brian	5	3	2				
	Wendel	5	4	3				
	SITE TOTAL	23	13	14				
	SITE TOTAL X WEIGHT	29	16	18	0	0	0	
	10 Site Availability/Ownership/Viable Infrastructure							
1.3	Matt	5	3	4				
	Ron	5	1	2				
	Bill	3	3	2				
	Brian	4	1	3				
	Wendel	5	3	4				
	SITE TOTAL	22	11	15				
	SITE TOTAL X WEIGHT	28	14	19	0	0	0	
25.0	Weighted Score *	#1 576	#3 285	#2 338	0	0	0	

APPENDIX F

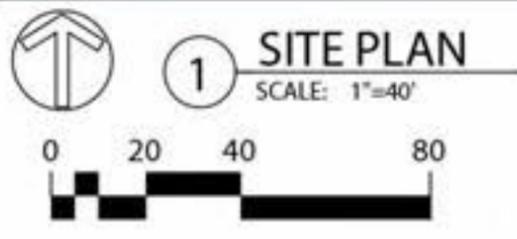
TEST FIT OPTIONS

SITES: 1A, 1B, 4 AND 9

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- Pros**
- Utilizes existing site, so less change for riders.
 - No long term impact to bus operation costs.
 - Good proximity to downtown; walkable area.
 - Minimal new impact on residents.
 - Most in-service buses on platform.
- Cons**
- Requires additional land acquisition and building demolition.
 - Construction phase will disrupt bus service and increase operating costs.
 - Some on-street parking eliminated.
 - Not all in-service buses can fit in terminal; some on-street space needed.



YPSILANTI TRANSIT STATION
 Site 1A - Existing Site
 PROJ. #4993-01



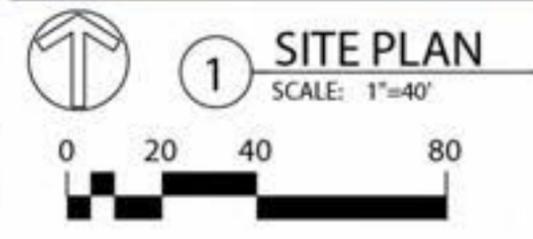
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E. MICHIGAN STREET

KISS AND RIDE/TAXI

bus deceleration lane

- Pros**
- Vacant property requires no demolition. Higher degree of control of site.
 - No construction impact on residences.
 - Minimal new impact on residences.
 - May help Water Street redevelopment. Site could become more transit-friendly.
- Cons**
- Requires additional land acquisition. Known site contamination issues.
 - Isolated. Not in proximity to pedestrian destinations. Poor walking connectivity.
 - Considerable increase in bus operating costs to reach further distance to new terminal.
 - Change will confuse some passengers.
 - Reduces space for Water Street redevelopment.
 - May require traffic engineering to Michigan Ave, traffic calming, new signal, etc.



YPSILANTI TRANSIT STATION

Site 4 - Water Street

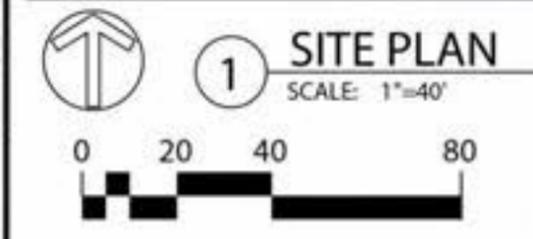
PROJ. #4993-01



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- Pros**
- Vacant property requires no demolition. Could develop in phases.
 - No construction impacts to service or passengers.
 - Good proximity to downtown; walkable area.
 - Single platform is safer for all bus-to-bus transfers, with no pedestrian/bus interactions.
- Cons**
- Requires additional land acquisition.
 - Change will confuse some passengers.
 - Some on-street parking eliminated.
 - Impacts to nearby residences and offices.
 - Limited parking. May require parking structure.



YPSILANTI TRANSIT STATION
 Site 9 - 301 Michigan Avenue
 PROJ. #4993-01



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APPENDIX G

REAL ESTATE ANALYSIS & FHI ENVIRONMENTAL REPORT



June 18, 2018

Ms. Susan Sherwood
Wendel Companies
Centerpointe Corporate Park
375 Essjay Road, Suite 200
Williamsville, NY, 14221

**Re: Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Site Selection Study**

Susan,

Below is a brief description of each of the sites under consideration:

1. 220 Pearl Street - this is the current site of the Ypsilanti Transit Center. It is my understanding that some of the adjoining parking lots could be made available for expansion at this location, although I have not personally been involved in any of those discussions. Some of the parking space is owned by the city of Ypsilanti and some is owned by Eastern Michigan University. The property is not currently on the market.

2A. 90 Maple Street - this is a former train station that is privately owned by Dennis Dahlmann, a real estate developer from Ann Arbor, MI. The train station is vacant but the parking lot in front of the station is in use by local businesses. The site is .6 acre and is located .8 mile from the current YTC site. The property is not currently on the market. See attached parcel report.

2B. 100 Market Place - this is a parcel owned by the city of Ypsilanti consisting of .8 acre and is located across the railroad tracks, or just west, of 90 Maple Street. It is in the area known as Depot Town in Ypsilanti with several local retail shops and restaurants nearby. The site is .6 mile from the current YTC and is not currently on the market. See attached parcel report.

3. 985 East Cross Street - this is a privately owned vacant parcel of land consisting of 3.3 acres located 1.4 miles east of the current YTC site. It is on the market for \$280,000. It is currently zoned for multi-family development. See attached property report.

4. 4 Water Street - this is a 37 acre parcel of vacant land owned by the city of Ypsilanti. It is my understanding that some of this parcel could be divided and land could be made available for a new Ypsilanti Transit Center. The property is not currently on the market. It is .3 mile from the current YTC site. See attached parcel report.



5. 300 Harriett Street - this is a 1.34 acre site located .7 mile south of the current YTC site. The site consists of a 15,729 sq. ft. commercial building with a parking lot. The property is currently on the market for sale at \$1,695,000. There are 3 additional adjoining vacant lots to the north of this parcel included in the purchase. The commercial building is currently leased to a non-profit organization called Southeast Michigan Community Alliance. See attached sale flyer.

6. 126 Spring Street - this is a 33 acre parking lot for a former Ford plant. It is currently being used to park new Ford vehicles. The site is privately owned by a company called Angstrom Capital Holdings with a Taylor, MI address. It is located .9 mile from the current YTC site. This location is not currently listed for sale but I am trying to determine if any portion of this parcel could be available. See attached parcel report.

7. 1327 S. Huron Street - this is a vacant parcel of land consisting of 2.91 acres and is located 1.5 miles directly south of the current YTC site. This parcel is owned by the Eastern Michigan University Foundation and is currently on the market for sale at \$1.1 million. This site is located in Ypsilanti Township which is outside of the city limits of Ypsilanti. See attached parcel report and sale flyer.

8. 953 E. Michigan Avenue – this is a 6.5 acre former trailer park. It is located 1.3 miles east of the current YTC site. The property is currently for sale as a redevelopment project. There is no sale price quoted. The site is located in Ypsilanti Township, just outside of the Ypsilanti city limits. The property is owned by Ypsilanti Township.

9. 301 W. Michigan Avenue - this is a 2.7 acre site located 0.2 of a mile from the current site of the Ypsilanti Transit Center. The property recently sold to a private investment group called Watermark, Inc. and his headed up by Stewart Beal. I have contact Stewart Beal and he indicated in an email from May 22 that they would be interested in selling a portion of the parking lot. I did not tell him who the potential purchaser might be. The available land is not currently on the market. See attached parcel report.

Regards,

Randy Maas
Swisher Commercial



**Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Site Selection Study**

Site Option #1 – These parcels are adjacent to the north side of 220 Pearl Street, Ypsilanti, MI 48197 (this is the current location of the Ypsilanti Transit Center):

- Ownership:** The area under consideration consists of four separate parcels. Two of the parcels are owned by the city of Ypsilanti and two of the parcels are owned by Eastern Michigan University.
- Current Use:** The parcels under consideration are currently used as surface parking lots and are adjacent to the north side of the current location of the Ypsilanti Transit Center.
- Acreage:** The total area of the four parcels combined is 2.06 acres.
- Zoning:** The two parcels owned but the city of Ypsilanti are zoned “C” and the two parcels owned by Eastern Michigan University are zoned “Split”.
- Availability for Acquisition:** Unknown, these parcels are not currently on the market.
- Cost of Acquisition:** Market rate for all four parcels combined are estimated to be \$200,000 to \$450,000.



Development Costs:	To be determined.
Expansion Potential:	The properties surrounding the existing parking lots consist of privately owned homes and a church. Expansion potential is undetermined.
Land Area & Lot Shape:	See attached parcel reports.
Relocations:	The assumption is there would be no relocations.
Flood Potential:	The assumption is there are no flood plain issues.



Washtenaw County Parcel Report

Parcel ID:

11-11-40-483-008

Report generated 8/27/2018 10:38:33 AM

Parcel Information

PIN: 11-11-40-483-008
CVT Code: 11
CVT Description: CITY OF YPSILANTI
School: 81020, YPSILANTI PUBLIC SCHOOLS
Property Class: 702,

Property Information

Address: 212 N WASHINGTON ST
 YPSILANTI, MI 48197

Owner Information

Owner: CITY OF YPSILANTI
Address: 1 S HURON
 YPSILANTI, MI 48197



Parcel highlighted in blue

Homestead Information

Homestead Percent: 0%

Values

Assessed Value: \$ 0 **SEV:** \$ 0
Capped Value: \$ 0 **Taxable Value:** \$ 0

Drain Assessment (not incl. drain debts)

Sales (last 3 max)

Year	Drain Name	Amount

Date	Sale Price	Type
12/04/1970	130000	OTHER
11/03/1947	0	OTHER

Tax Description

OLD SID 11 11-030-090-00 YPC 2W-133 E 1.5 FT OF LOT 89 & LOTS 90,91&92 ORIGINAL PLAT



Washtenaw County Parcel Report

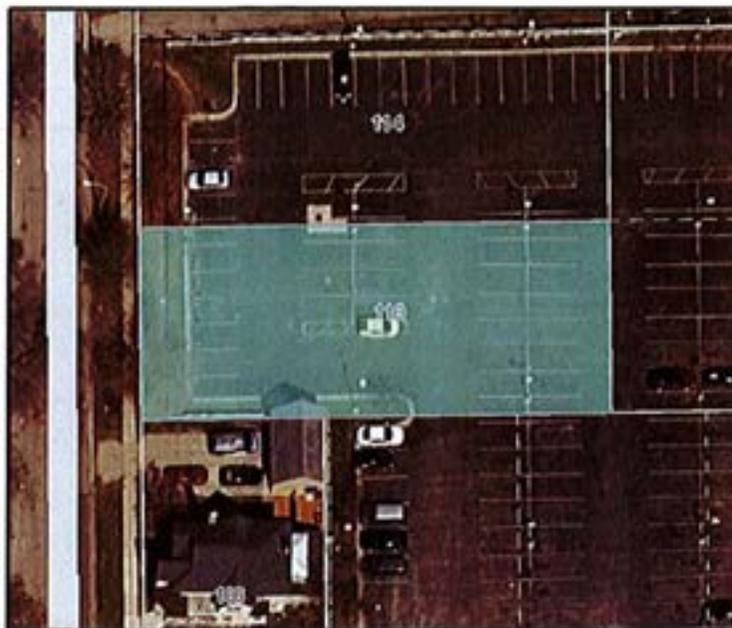
Parcel ID:

11-11-40-483-005

Report generated 8/27/2018 10:40:06 AM

Parcel Information

PIN: 11-11-40-483-005
CVT Code: 11
CVT Description: CITY OF YPSILANTI
School: 81020 , YPSILANTI PUBLIC SCHOOLS
Property Class: 702 ,



Parcel highlighted in blue

Property Information

Address: 110 N ADAMS ST
 YPSILANTI , MI 48197

Owner Information

Owner: CITY OF YPSILANTI

Address: 1 S HURON
 YPSILANTI , MI 48197

Homestead Information

Homestead Percent: 0%

Values

Assessed Value: \$ 0 **SEV:** \$ 0
Capped Value: \$ 0 **Taxable Value:** \$ 0

Drain Assessment (not incl. drain debts)

Year	Drain Name	Amount

Sales (last 3 max)

Date	Sale Price	Type
06/02/1950	0	OTHER

Tax Description

OLD SID 11 11-030-095-00 YPC 2W-136 LOT 95 ORIGINAL PLAT



Washtenaw County Parcel Report

Parcel ID:

11-11-40-483-004

Report generated 8/27/2018 10:41:04 AM

Parcel Information

PIN: 11-11-40-483-004
CVT Code: 11
CVT Description: CITY OF YPSILANTI
School: 81020 , YPSILANTIPUBLIC SCHOOLS
Property Class: 702 ,

Property Information

Address: 114 N ADAMS ST
 YPSILANTI, MI 48197

Owner Information

Owner: EASTERN MICHIGAN UNIVERSITY
Address: 120 BUSINESS & FINANCE
 YPSILANTI, MI 48197



Parcel highlighted in blue

Homestead Information

Homestead Percent: 0%

Values

Assessed Value: \$ 0 **SEV:** \$ 0
Capped Value: \$ 0 **Taxable Value:** \$ 0

Drain Assessment (not incl. drain debts)

Year	Drain Name	Amount

Sales (last 3 max)

Date	Sale Price	Type
06/30/1966	0	OTHER
08/20/1965	0	OTHER

Tax Description

REWRITE PER WD L2196 P735 OLD SID 11 11-030-096-00 YPC 2W-137 LOT 96, ALSO S 12 FT OF LOT 99 ORIGINAL PLAT



Washtenaw County Parcel Report

Parcel ID:

11-11-40-483-017

Report generated 8/27/2018 10:42:05 AM

Parcel Information

PIN: 11-11-40-483-017
CVT Code: 11
CVT Description: CITY OF YPSILANTI
School: 81020, YPSILANTI PUBLIC SCHOOLS
Property Class: 702,

Property Information

Address: 137 N WASHINGTON ST
 YPSILANTI, MI 48197

Owner Information

Owner: EASTERN MICHIGAN UNIVERSITY

Address: 120 BUSINESS FINANCE
 YPSILANTI, MI 48197



Parcel highlighted in blue

Homestead Information

Homestead Percent: 0%

Drain Assessment (not incl. drain debts)

Year	Drain Name	Amount

Values

Assessed Value: \$ 0 **SEV:** \$ 0
Capped Value: \$ 0 **Taxable Value:** \$ 0

Sales (last 3 max)

Date	Sale Price	Type
12/10/1997	0	WARRANTY DEED
12/10/1987	0	OTHER
06/30/1986	0	OTHER

Tax Description

ASSR REQUEST **FROM 1140483013 11/24/93 **FROM 1140483014 11/24/93 YPC 2W-135A LOTS 97, 94, & N 10 FT OF LOT 93 ORIGINAL PLAT



**Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Site Selection Study**

Site Option #9 – This site is located at 301 W. Michigan Avenue, Ypsilanti, MI and is approximately .2 of a mile south of the current Ypsilanti Transit Center.

Ownership:	Ypsilanti Commerce Center, LLC
Current Use:	The proposed site is a portion of the parking lot for a 51,290 sq. ft. office building in downtown Ypsilanti.
Acreage:	The total size of the parcel is 2.7 acres. The exact size of the available parking lot area is unknown.
Zoning:	The current zoning classification is “C”.
Availability for Acquisition:	The current owner of the site is willing to sell a portion of the parking lot.
Cost of Acquisition:	The current owner may want a premium price for the available portion of the parking lot. The owner has not quoted a price at this time.
Development Costs:	To be determined.



Expansion Potential: Very limited or possibly none.

Land Area & Lot Shape: See attached parcel report.

Relocations: The relocation of a drive-through ATM may be required at this site.

Flood Potential: The assumption is there are no flood plain issues.



Washtenaw County Parcel Report

Parcel ID:

11-11-39-103-010

Report generated 5/21/2018 1:28:52 PM

Parcel Information

PIN: 11-11-39-103-010
CVT Code: 11
CVT Description: CITY OF YPSILANTI
School: 81020, YPSILANTI PUBLIC SCHOOLS
Property Class: 201, COMMERCIAL

Property Information

Address: 301 W MICHIGAN AVE
 YPSILANTI, MI 48197

Owner Information

Owner: BANCITES, INC

Address: 1090 W SOUTH BOUNDARY, STE 350
 PERRYSBURG, OH 43551



Parcel highlighted in blue

Homestead Information

Homestead Percent: 0%

Values

Assessed Value: \$ 1102800 **SEV:** \$ 1102800
Capped Value: \$ 1007524 **Taxable Value:** \$ 1007524

Drain Assessment (not incl. drain debts)

Year	Drain Name	Amount

Sales (last 3 max)

Date	Sale Price	Type
07/22/2000	2150000	OTHER
02/01/1995	600000	WARRANTY DEED

Tax Description

TRS 2/95 ASSR REQUEST **FROM 1139103001 04/27/92 **FROM 1139103006 04/27/92 **FROM 1139103007 04/27/92 **FROM 1139103008 04/27/92
 **FROM 1139103009 04/27/92 YPC 30W-6A LOTS 6 THRU 10 HOWARD'S ADDITION INCLUDING A 16.5 FT VACATED ALLEY ALONG S LINE OF LOTS 6 THRU 10,
 ALSO LOTS 18 THRU 23 ORIGINAL PLAT.



**Ann Arbor Area Transportation Authority
Ypsilanti Transit Center
Site Selection Study**

Site Option #4 – 4 Water Street is a redevelopment property and is located .3 miles east of the current Ypsilanti Transit Center. The site is on the main thoroughfare through downtown Ypsilanti.

Ownership:	City of Ypsilanti
Current Use:	Vacant land (redevelopment site)
Acreage:	The entire site consists of 37 acres.
Zoning:	Current zoning classification is “C”.
Availability for Acquisition:	The site is not currently on the market but is believed to be available for acquisition.
Cost of Acquisition:	The assumption is the city of Ypsilanti will donate the land to AAATA in exchange for the cost of cleanup of the donated land.
Development Costs:	Unknown.
Expansion Potential:	Since the current site is 37 total acres it is assumed the expansion potential is good.



Land Area & Lot Shape: See attached parcel report.

Relocations: None.

Flood Potential: The assumption is there are no flood plain issues.



Washtenaw County Parcel Report

Parcel ID:

11-11-09-170-031

Report generated 5/15/2018 2:43:32 PM

Parcel Information

PIN: 11-11-09-170-031
CVT Code: 11
CVT Description: CITY OF YPSILANTI
School: 81020 , YPSILANTI PUBLIC SCHOOLS
Property Class: 701 ,



Parcel highlighted in blue

Property Information

Address: 4 WATER ST
 YPSILANTI, MI 48198

Owner Information

Owner: CITY OF YPSILANTI
 BROWNFIELD DEVELOPMENT
Address: ONE S HURON
 YPSILANTI, MI 48197

Homestead Information

Homestead Percent: 0%

Values

Assessed Value: \$ 0 **SEV:** \$ 0
Capped Value: \$ 0 **Taxable Value:** \$ 0

Drain Assessment (not incl. drain debts)

Sales (last 3 max)

Year	Drain Name	Amount

Date	Sale Price	Type

Tax Description

OWNER REQUEST YPC 1-1B "WATER STREET REDEVELOPMENT AREA" COM AT E 1/4 COR SEC 9, TH N 02-19-30 W 554.44 FT, TH S 88-46-40 W 111.18 FT, TH N 88-02-00 W 382.04 FT, TH N 87-57-00 W 597.06 FT, TH N 88-04-00 W 33.00 FT, TH S 02-11-58 W 209.50 FT TO A POB, TH CONT S 02-11-58 W 154.70 FT, TH S 02-39-49 W 299.48 FT, TH S 88-01-57 E 78.99 FT, TH S 01-58-03 W 132.00 FT, TH S 88-01-57 E 118.25 FT, TH S 02-17-49 W 107.43 FT, TH S 87-56-41 E 134.33 FT, TH S 02-18-05 W 288.36 FT, TH N 88-01-57 W 2.00 FT TO PT " A ", TH CONT N 88-01-57 W 29.36 FT TO WATER'S EDGE, TH W'LY & N'LY ALNG WATERS EDGE TO S'LY R/W MICHIGAN AVE, TH S 87-53-00 E 9.27 FT TO PT " B " WHICH LIES N 38-47-58 W 309.10 FT, TH N 89-24-13 W 40.73 FT, TH N 58-14-11 W 87.43 FT, TH S 62-35-56 W 353.18 FT, TH S 80-42-51 W 267.16 FT, TH S 65-50-07 W 234.27 FT, TH N 79-19-43 W 219.06 FT, TH N 54-19-29 W 106.32 FT, TH N 54-12-59 W 171.50 FT, TH N 47-45-59 W 148.90 FT, TH N 32-55-29 W 89.12 FT, TH N 33-40-02 W 116.79 FT, TH N 12-47-38 W 51.82 FT, TH N 12-07-20 W 169.77 FT, TH N 02-07-22 W 105.96 FT, TH N 08-15-47 E 50.28 FT, TH N 05-36-02 E 200.01 FT, AND TH N 15-54-30 E 179.31 FT FROM PT " A ", TH S 87-53-00 E 844.06 FT, TH S 88-04-00 E 382.21 FT, TH S 01-56-00 W 160.00 FT, TH S 88-04-00 E 230.00 FT TO THE POB, ALSO ALL LAND BETWEEN

This report is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Washtenaw County Equalization Department: (734) 222-6662

Office of the Washtenaw County Water Resource Commissioner: (734) 222-6600



MEMORANDUM

To: Susan Sherwood, PMP Project: AAATA Ypsilanti Transit Center,
Passenger Terminal Needs
Assessment, Site Selection Study

From: Kim Threlfall, PMP, LEED AP Date: 06/15/18

Subject: Draft Environmental Screening for Site Selection Study

Fitzgerald & Halliday, Inc. (FHI) was retained by Wendel Companies (Wendel) to conduct environmental resource screening as part of the Site Selection Study for the expansion or relocation of the Ann Arbor Area Transportation Authority (AAATA) Ypsilanti Transit Center. As a first step, Wendel, in conjunction with Swisher Commercial, compiled a list of several potential sites based on facility space needs and future goals expressed by the AAATA. This list has been narrowed to the top three sites for further evaluation based on preliminary screening and a brief field walk, including consideration of property size, proximity to existing bus routes, accessibility, and environmental, cultural and community resources. The goal of this analysis is to provide a summary of existing resources at these three sites and a planning-level assessment of potential impacts to those resources and conditions. This memorandum documents the environmental analysis conducted for the following three sites, which were determined to be the most favorable for expansion or relocation of the Ypsilanti Transit Center.

- 220 Pearl Street (existing Ypsilanti Transit Center; Site #1)
- 4 Water Street (Site #4)
- 301 West Michigan Street (Site #9)

METHODOLOGY

FHI initially conducted a high-level environmental review of seven potential sites, using available Geographic Information System (GIS) data, and mapped resources to identify any potential fatal flaws that could hinder, add substantial costs to, or severely preclude the future development of an intermodal facility. FHI used a variety of publicly available local, state, and federal GIS data to screen each site for natural, cultural, and recreational resources and

potential environmental justice concerns. In addition, GIS data was provided by the Washtenaw County GIS Program and incorporated into the preliminary GIS mapping. GIS resource data was superimposed on top of aerial images of each potential project site to gain an understanding of the environmental characteristics of each site. Regulated and non-regulated resources were assessed for presence on site, proximity to the site, and potential to be affected by disturbance and access to the site. No impact area calculations or resource boundaries (i.e., wetland delineations) suitable for design purposes were developed during this phase of the site selection process. The Project Team conducted brief site walk-overs on May 21, 2018 to visually observe and confirm GIS and mapped resources and for the purposes of identifying other potential environmental constraints that may exist on each site. During the site visits, two additional locations were considered resulting in nine preliminary alternative sites. Representative photographs of each site, taken during the site walk, are provided in Appendix A of this memorandum.

The nine preliminary sites for the Ypsilanti Transit Center were then scored by the Project Team based on a number of criteria such as potential environmental and traffic impacts, cost, site availability, pedestrian access and land use. Based on this screening, the Project Team, including representatives of the AAATA, agreed on the three highest scoring/most favorable sites. FHI has evaluated these three sites in more detail, as documented herein. Figures 1A through 3E attached to this memorandum document environmental, cultural and community resources on and near each site. For the purposes of this planning-level analysis, if a mapped resource is within the boundaries of the site, then a potential impact to that resource is reported, unless otherwise described in the text.

SUMMARY OF FINDINGS

Site 1 – 220 Pearl Street, Ypsilanti, MI

Location and Access

Site 1, the existing Ypsilanti Transit Center, is on the north side of Pearl Street, between N Adams Street and N Washington Street (see Figures 1A-1E). Most of the site is developed with a parking lot, with a small terminal building in the southwest corner along Pearl Street. Vehicular access to the parking lot is provided from N Washington Street. Bus loading/unloading occurs along Pearl Street. The existing parking lots at the Ypsilanti Transit Center are owned by the City of Ypsilanti but could be purchased by AAATA to support expansion of the existing facility.

As shown on Figures 1A, land use in the vicinity of 220 Pearl Street is primarily commercial and residential, with a number of properties (many of them religious institutions) identified in the

GIS data as an unknown land use. The area is zoned as part of the city center (see Figure 1B), immediately south of an area designated as core neighborhood. The field walk confirmed surrounding development is a combination of commercial, residential, and religious use. The First United Methodist Church is present north of the parking lots and south of Washtenaw Road. A parking garage is located southwest of the site, on the south side of Pearl Street, while development north of Pearl Street, on the west of the Ypsilanti Transit Center (on the west side of N Adams Street), is primarily residential. Residential development is also prevalent north of Pearl Street on N Washington Street west/northwest of the subject site, and north of Washtenaw Road. Various commercial properties are located south and east of the site, including a dry cleaner, convenience store, and adult entertainment venue.

Natural, Cultural, and Community Resources Assessment

As shown on Figure 1C, *Natural Resources*, the site is mostly flat, due to its current development as a transit center and parking lot. Elevation across the site ranges from approximately 736-738 feet above mean sea level (AMSL) with no discernable slope. Based on GIS data/mapping, and in-field observations, there are no wetlands, water bodies, floodplains or other water resources of concern on or near Site 1 that would be impacted by expansion of the existing facility. Formal consultation with state or federal agencies has not been initiated as part of this planning-level environmental screening. Potential impacts to water resources should be confirmed through consultation with the Michigan Department of Environmental Quality (MDEQ) and other regulatory agencies, as appropriate once a preferred alternative has been selected.

FHI conducted a preliminary (informal) review of information available through the U.S. Fish & Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) website. Based on a review of the preliminary IPaC information, and in consideration of the developed nature of Site 1 and the surrounding area, there are no critical habitats present on-site, in or in its immediate vicinity, therefore and it is very unlikely the site supports threatened and/or endangered species. In order to identify state-listed species that could occur on or adjacent to the subject site, formal consultation with the Michigan Natural Features Inventory (MNFI) would be required. Formal consultation with USFWS and MNFI was not conducted as part of this planning-level environmental screening; however, it would be required once a preferred alternative has been identified to assess the potential for impact to listed species or their critical habitats.

FHI reviewed an environmental database report, prepared by Environmental Risk Information Services (ERIS) (see Appendix B) to determine the potential for each site to have been impacted

by oil and hazardous materials (OHMs). Based on a review of the ERIS database report, Site 1 has the potential to encounter OHMs. The surrounding area is (and has historically been) highly developed with commercial and industrial facilities; underground storage tanks (USTs) were formerly present on the subject site; and other recognized environmental conditions were identified proximal to the Ypsilanti Transit Center, including the adjacent dry cleaner. If this site is identified as the preferred alternative, it is recommended that a Phase I Environmental Site Assessment (ESA) be conducted in accordance with ASTM E1527-13 standards to fully evaluate potential impacts to the site from on-site or off-site contamination, and whether remedial activities may be needed.

The existing Ypsilanti Transit Center site lies within the boundaries of the Ypsilanti Historic District, which is both listed on the National Register of Historic Places (NRHP) and is a Local Historic District. The facility was constructed in 1993. The site is not zoned within the “historic corridor” (see Figure 1B). The nearest individual resource to Site 1 is the Ladies’ Literary Club Building, at 218 N Washington Street, approximately one block north/northeast of the property. A number of surrounding buildings are approximately 50 years old or greater, including the north adjacent First United Methodist Church (c. 1892), the southern adjacent Christ Temple Apostolic Church (c. 1970), surrounding residences on N Adams and N Washington Street, and commercial buildings to the south and east along Pearl Street. If this site is chosen as the preferred site, consultation with the Michigan State Historic Preservation Office (SHPO) would be required to determine if the site has archaeological sensitivity and if there is the potential for adverse effects to above-ground historic properties. The project also would have to be reviewed by the Ypsilanti Historic District Commission.

Based on available GIS data/mapping and observations made during the brief site walk, there are no cemeteries, schools, or recreation lands on or in the immediate vicinity of Site 1 (see Figure 1D). There are, however, places of worship, including the First United Methodist Church adjacent to the north, and the Christ Temple Apostolic Church south of the site on the south side of Pearl Street. Some increases in disturbance to these churches, as well as nearby residential development could occur from expansion of the Ypsilanti Transit Center, such as increased noise and potentially vibration from bus activity and idling. A more detailed noise and vibration analysis per the Federal Transit Administration’s (FTA) Transit Noise and Vibration Impact Assessment Manual (May 2006) should be conducted once a preferred alternative has been selected by AAATA, for inclusion in the NEPA analysis, and, if deemed necessary, appropriate noise and vibration mitigation should be incorporated into the project design.

For the purposes of the environmental justice (EJ) screening, EJ communities were defined as those U.S. Census Bureau block groups having higher concentrations of low-income (poverty) or

minority populations than Washtenaw County as a whole, based on U.S. Census Bureau American Community Survey 2016 5-year data. Using this threshold, Site 1 is within a block group meeting the criteria for an EJ community, based on its minority population (see Figure 1E). The two block groups immediately to the north, on the north side of Washtenaw Road, also meet criteria for EJ communities; one for its minority population and the other for both low-income and minority populations. Expansion of the Ypsilanti Transit Center at Site 1 is unlikely to have a noticeable impact on EJ populations. Since the location of the Ypsilanti Transit Center would not change if this site is selected for development, the facility therefore would continue to serve the same populations as under current conditions and would be accessible to low-income and minority populations in the vicinity of the site. Short-term impacts could occur to these communities during construction, such as noise, air quality, and traffic re-routing associated with construction equipment and material staging. However, in the long-term, a small beneficial impact could occur since a newer, larger, and improved transit center would be available and accessible to the low-income and minority communities surrounding the site, supporting continued access to jobs and services within Ypsilanti for the surrounding EJ communities.

Site 4 – 4 Water Street, Ypsilanti, MI

Location and Access

Site 4, identified as 4 Water Street, is an approximately 38-acre property on the south side of E Michigan Avenue, bounded on the west and south by the Huron River (see Figures 2A-2E). The property is currently vacant, though has been developed with a number of industrial and commercial uses in the past and still contains remnants of access roads and other infrastructure (no buildings remain). A relocated Ypsilanti Transit Center would not occupy the entire parcel, but rather a portion of the property along or proximal to E Michigan Avenue (i.e. the northern part of the site). Access to the facility would be from E Michigan Avenue, at the signalized intersection with N River Street.

As shown on Figure 2A, land use near 4 Water Street varies widely, including commercial, residential, and industrial properties, with the subject site and other large tracts in the vicinity having undefined land uses (per GIS data). Similarly, zoning on the site and surrounding area varies with city center and neighborhood corridor zones along E Michigan Avenue, an area zoned as a park adjacent to the Huron River, and zoning areas defined as core neighborhood, core neighborhood mid, general corridor and historic corridor in the immediate vicinity as well. Zoning at and near Site 4 is shown on Figure 2B. As observed during the site walk, surrounding development along E Michigan Avenue is commercial in nature, including a KFC, Honda

dealership, and Sunoco Station on the north side of E Michigan Avenue and a Family Dollar adjacent to the east of the property (formerly part of the 4 Water Street site) on the south side of E Michigan Avenue.

Natural, Cultural, and Community Resources Assessment

As shown on Figure 2C, *Natural Resources*, topography across the site is largely level, as a result of prior development. Elevation ranges from approximately 710 to 690 AMSL, sloping to the south and southwest toward the Huron River. As stated above, it is likely that, if this site is selected, the Ypsilanti Transit Center would be constructed on the northern portion of the property, near Water Street. Topography in this area was observed to be generally flat and would likely require minimal grading prior to construction.

Based on GIS data/mapping, and in-field observations, the Huron River serves as the western and southern boundary of the subject site. As shown on Figure 2C, hydric soils (Sloan silt loam, wet), wetlands, floodplains and a floodway are present on the western and southern edges of the property. Since a relocated Ypsilanti Transit Center would most likely be developed in the northern portion of the site, away from these existing resources, the potential for impacts could be limited and potentially avoided altogether if appropriate planning and design measures are implemented. It is anticipated that such measures would be established through consultation with the MDEQ and U.S. Army Corps of Engineers (USACE), as appropriate. Formal consultation has not been initiated with these agencies as part of this planning-level environmental screening.

Based on a review of the preliminary USFWS IPaC information, there are no critical habitats present on Site 4 (which constitutes a small portion of the site in a developed area, likely along E Michigan Avenue); however, other portions of the site do have the potential to support threatened and endangered species. Species potentially occurring on or adjacent to the site include the Eastern Massasauga rattlesnake (*Sistrurus catenatus*), Snuffbox Mussel (*Epioblasma triquetra*), Mitchell's Satyr Butterfly (*Neonympha mitchellii mitchellii*), Eastern Prairie Fringed Orchid (*Platanthera leucophaea*), Bobolink (*Dolichonyx oryzivorus*), and Willow Flycatcher (*Empidonax trailii*). Given the habitat requirements for these species, if present on-site, they would most likely occur in the immediate vicinity of the Huron River. In order to identify state-listed species that could occur on the subject site, formal consultation with the MNFI would be required. Formal consultation with USFWS and MNFI was not conducted as part of this planning-level environmental screening; however, it would be required once a preferred alternative has been identified to assess the potential for impact to listed species or their critical habitats. If this site is selected as the Preferred Alternative, it is recommended that a

habitat survey be conducted at the site to identify potential habitat for threatened or endangered species occurring in the immediate development area and along the Huron River. Based on the results of the habitat assessment, additional field surveys for specific species may be required. As appropriate, the facility design should include elements to prevent impacts to threatened and endangered species and their habitats, including impacts from stormwater runoff to the river. Avoidance, minimization and mitigation measures (if needed) should be developed in coordination with MNFI and USFWS, as appropriate.

Based on GIS data from the U.S. Environmental Protection Agency (USEPA) and the ERIS environmental database report prepared for Site 4, this site has a high potential for encountering OHM related to previous industrial and commercial uses and releases in the area, most notably the former automotive manufacturing facility that operated on the property between the 1920s and 1950s, other manufacturing operations, and the more recent recycling facility. The database report indicated that Site 4 has had documented releases of OHMs and is listed as a Brownfields site (multiple listings). Multiple Phase I ESAs have been conducted on this site and some remedial activities have been completed. However, if this site is selected for development, once a specific location on-site is determined, it is recommended that an updated Phase I ESA be conducted in accordance with ASTM E1527-13 standards to fully evaluate potential impacts at the site from on-site and off-site contamination, and whether further remedial activities may be needed. If recognized environmental conditions (RECs) are identified, a Phase II ESA would be recommended to fully assess the extent of contamination.

The northern portion of Site 4, along E Michigan Avenue, lies within the boundaries of the Ypsilanti Historic District, which is both listed on the NRHP and is a Local Historic District. As noted in the zoning discussion above, the site is not zoned within the “historic corridor,” but is located proximal to two small “historic corridors” adjacent to the Huron River (see Figure 2B). Based on readily available information, no individual historic sites were identified in the immediate vicinity of Site 4. However, a number of surrounding buildings are approximately 50 years old or greater, including the Emmanuel Lutheran Church at 201 N River Street (c. 1923) and surrounding residences. If this site is chosen as the preferred site, consultation with the Michigan State Historic Preservation Office (SHPO) would be required to determine if the site has archaeological sensitivity and if there is the potential for adverse effects to above-ground historic properties. The project also would have to be reviewed by the Ypsilanti Historic District Commission.

Based on available GIS data/mapping and observations made during the brief site walk, there are no cemeteries or schools on or in the immediate vicinity of Site 4 (see Figure 2D). The nearest church, the Emmanuel Lutheran Church, is two blocks north on North Street and is

separated from the subject site by both commercial and residential development. As such, this community resource is not expected to be impacted by development of a relocated Ypsilanti Transit Center at Site 4. Recreational land occurs along the Huron River on the west and south portions of the site. Impacts to these lands could likely be avoided by developing on the northern portion of the site, near E Michigan Avenue. However, a more detailed noise analysis should be conducted once a preferred alternative has been selected by AAATA, to assess potential impacts to recreation lands along the Huron River and residences near the property. If deemed necessary, appropriate noise mitigation should be incorporated into the project design.

Using the same thresholds described for Site 1, Site 4 is within two block groups, both of which meet the criteria for an EJ community based on low-income and minority populations (see Figure 2E). The two block groups immediately to the north, on the north side of E Michigan Avenue, also meet the criteria for EJ communities; both as a result of minority populations. Site 4 is approximately 0.4 mile (along existing roads) from the current Ypsilanti Transit Center, and therefore it is expected that the relocated facility (if selected for development) would continue to serve the same populations as under current conditions and would continue to be accessible to low-income and minority populations near the site. Short-term impacts could occur to these communities during construction, such as noise, air quality, and traffic re-routing associated with construction equipment and material staging. Based on the foregoing, relocation of the Ypsilanti Transit Center to Site 4 is unlikely to have a noticeable impact on environmental justice populations.

Site 9 – 301 W Michigan Avenue, Ypsilanti, MI

Location and Access

Site 9, addressed as 301 W Michigan Avenue, is on the south side of W Michigan Avenue, between S Hamilton Street and S Adams Street (see Figures 3A-3E). The property is currently developed with a 4-story office building (formerly a KeyBank) that houses an urgent care facility on the ground floor and various tenants above, a KeyBank ATM, and surface parking. A relocated Ypsilanti Transit Center would occupy the southern portion of the property and would likely utilize the existing access points on S Hamilton Street (west), S Adams Street (east), and Ferris Street (south).

Figure 3A identifies that land use at and near 301 W Michigan Avenue is primarily commercial and residential in nature. As shown on Figure 3B, the site is zoned city center with historic corridor, core neighborhood mid and core neighborhood to the south of the site, on the opposite side of Ferris Street. The site visit confirmed development in the surrounding area is

primarily commercial, with some residential. Eastern Michigan University is immediately north of the site, across W Michigan Avenue, and a post office is adjacent to the south of the property, on the south side of Ferris Street. A senior housing development is present to the west of the site, on the opposite side of N Adams Street. The Ypsilanti District Library is located east of the property, on the south side of W Michigan Avenue, with residential properties to the south along S Adams Street.

Natural, Cultural, and Community Resources Assessment

As shown on Figure 3C, *Natural Resources*, the site is flat, given its current development with an office building, ATM and parking lot. Elevation is approximately 736 feet AMSL, with no discernable slope. Based on GIS data/mapping, and in-field observations, there are no wetlands, water bodies, floodplains or other water resources of concern on or near Site 9 that would be impacted by expansion of the existing facility. As noted for the other sites, formal consultation with state or federal agencies has not been initiated as part of this planning-level environmental screening. Potential impacts to water resources should be confirmed through consultation with the MDEQ and other regulatory agencies, as appropriate once a preferred alternative has been selected.

Based on a review of the preliminary review of USFWS IPaC information, and in consideration of the developed nature of Site 9 and the surrounding area, there are no critical habitats present on-site, in or in its immediate vicinity, therefore and it is very unlikely the site supports threatened and/or endangered species. In order to identify state-listed species that could occur on or adjacent to the subject site, formal consultation with the Michigan Natural Features Inventory (MNFI) would be required. Formal consultation with USFWS and MNFI was not conducted as part of this planning-level environmental screening; however, it would be required once a preferred alternative has been identified to assess the potential for impact to listed species or their critical habitats.

Based on a review of the ERIS environmental database report (Appendix B), development of Site 9 would have a high potential for encountering OHMs. The surrounding area is (and has historically been) highly developed with commercial and industrial facilities; the former use of the subject site as Thermo-Chem, Inc., has resulted in its current status on the National Priorities List, meaning it is eligible for long-term remedial action under Superfund; and other recognized environmental conditions were identified proximal to the site, including leaking underground storage tanks at the adjacent and upgradient Eastern Michigan University campus. If this site is identified as the preferred alternative, it is recommended that a Phase I Environmental Site Assessment (ESA) be conducted in accordance with ASTM E1527-13

standards to fully evaluate potential impacts to the site from on-site or off-site contamination, and whether remedial activities may be needed.

The eastern half of Site 9 is within the boundaries of the Ypsilanti Historic District, which is both listed on the NRHP and is a Local Historic District. The building on the site was constructed in 1975. As noted in the zoning discussion above, the site is not zoned within the “historic corridor” (see Figure 3B). Based on readily available information, no individual historic sites were identified in the immediate vicinity of Site 9. However, a number of surrounding buildings are approximately 50 years old or greater, including the north adjacent Ypsilanti Post Office, the eastern adjacent Ypsilanti Public Library (c.1915, moved to current location in 1962), the north adjacent Eastern Michigan University building (c.1960), the Washtenaw County District Court (c.1946) at 415 W Michigan Avenue, and surrounding residences and commercial buildings along W Michigan Avenue, S Adams Street, Ferris Street, and S Hamilton Street. If this site is chosen as the preferred site, consultation with the Michigan State Historic Preservation Office (SHPO) would be required to determine if the site has archaeological sensitivity and if there is the potential for adverse effects to above-ground historic properties. The project also would have to be reviewed by the Ypsilanti Historic District Commission.

Based on available GIS data/mapping and observations made during the brief site walk, there are no cemeteries, schools, or recreation lands on or in the immediate vicinity of Site 9 (see Figure 3D). One church, the Christ Temple Apostolic Church is northeast of the subject site, on the south side of Pearl Street, but is separated from Site 9 by multiple commercial developments and is not likely to be impacted by development on this parcel. Some disturbance to nearby residential development could occur from expansion of the Ypsilanti Transit Center, such as increased noise and potentially vibration from bus activity and idling. A more detailed noise and vibration analysis should be conducted once a preferred alternative has been selected by AAATA, for inclusion in the NEPA analysis, and, if deemed necessary, appropriate noise and vibration mitigation should be incorporated into the project design.

Site 9 is within the same block group as Site 1 and meets the environmental justice threshold for minority populations (see Figure 3E). Using the same thresholds applied to the other sites, the block groups immediately south and west of Site 9 meet the environmental justice thresholds for both low-income and minority populations, while the block group northwest of the site meets the environmental justice community criteria for minority populations. Since Site 9 is within the same block group and approximately 0.1-mile walking distance to the existing Ypsilanti Transit Center, it is anticipated that relocation of the facility to 301 W Michigan Avenue would have minimal impact on environmental justice communities. It is expected that the relocated facility (if selected for development) would continue to serve the

same populations as under current conditions and would continue to be accessible to low-income and minority populations near the site. As noted for Sites 1 and 4, short-term impacts could occur to these communities during construction, such as noise, air quality, and traffic re-routing associated with construction equipment and material staging. In the long-term, residents in the environmental justice communities near the site could experience impacts such as increased noise and traffic. However, given the highly developed nature of the surrounding area, existing traffic along W. Michigan Avenue, and that bus staging would likely occur on Ferris Street, away from residential development (near the post office), it is anticipated that overall impacts would be minor.

CONCLUSIONS

Based on the foregoing analysis, of the three sites selected as potentially suitable, Site 1 appears to contain the least environmental concerns. For many of the environmental, cultural, and community resources evaluated, it appears the potential for adverse impacts would be similar among the three alternative sites, however, there are some clear differences.

Site 1 may present the most challenges with respect to land use, given the residential and religious (Hare Krishna) properties that would have to be acquired to the west along N Adams Street. The use of these properties as part of an expanded Ypsilanti Transit Center would represent a change in land use. Despite the land use change, it is worth noting that the change in noise on surrounding receptors would be the least noticeable for Site 1 because it is already used as a bus terminal/transit center. Site 1 is also entirely within the Ypsilanti Historic District, while the other sites are only partially within the district, and it is also in close proximity to structures greater than 50 years of age, including two adjacent churches, which could be potentially eligible for listing on the NRHP. Despite the potential for impacts identified for Site 1, the potential for impacts associated with Sites 4 and 9 as described below, appear to be greater. All three of the sites would require some level of coordination/review with the following agencies, as detailed previously in this memorandum: Michigan SHPO, Ypsilanti Historic District Commission, MDEQ, USFWS, MNFI. It is also recommended that a Phase I ESA and more in-depth noise and vibration analysis be conducted.

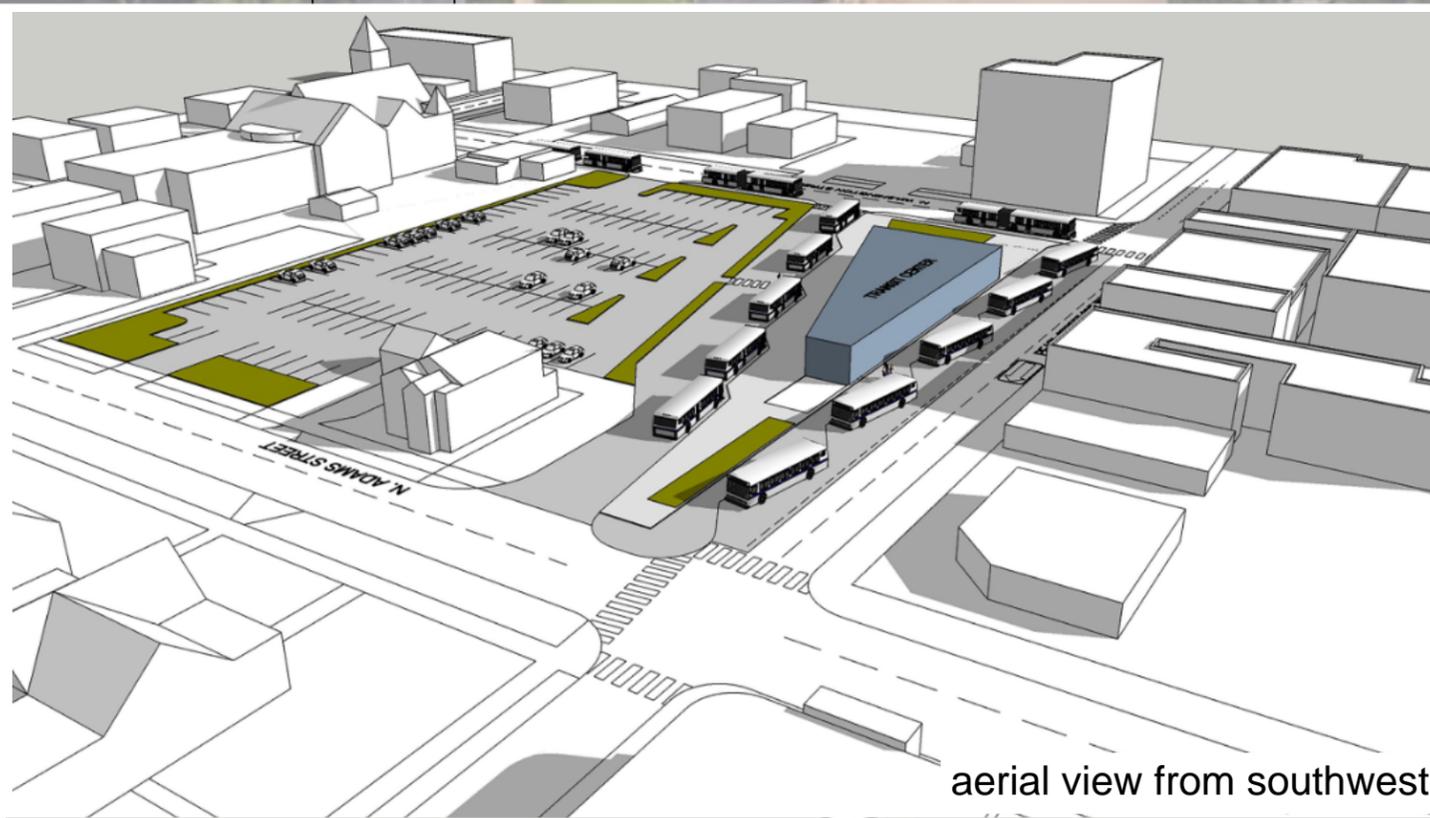
Development on Site 4 would have the highest potential for encountering OHM related to documented releases both on-site and in the immediately surrounding area, the multiple Brownfields listings for the site and associated ongoing remedial activities, and historic use of the site and surrounding area for industrial and commercial purposes. Site 4 also has the highest potential for supporting threatened and/or endangered species. This potential is reduced with distance from the Huron River, but would still likely require the inclusion of

elements to prevent impacts to threatened and endangered species and their habitats, including impacts from stormwater runoff to the river. In comparison, Sites 1 and 9 have a very low potential for supporting these species due to the extensive development.

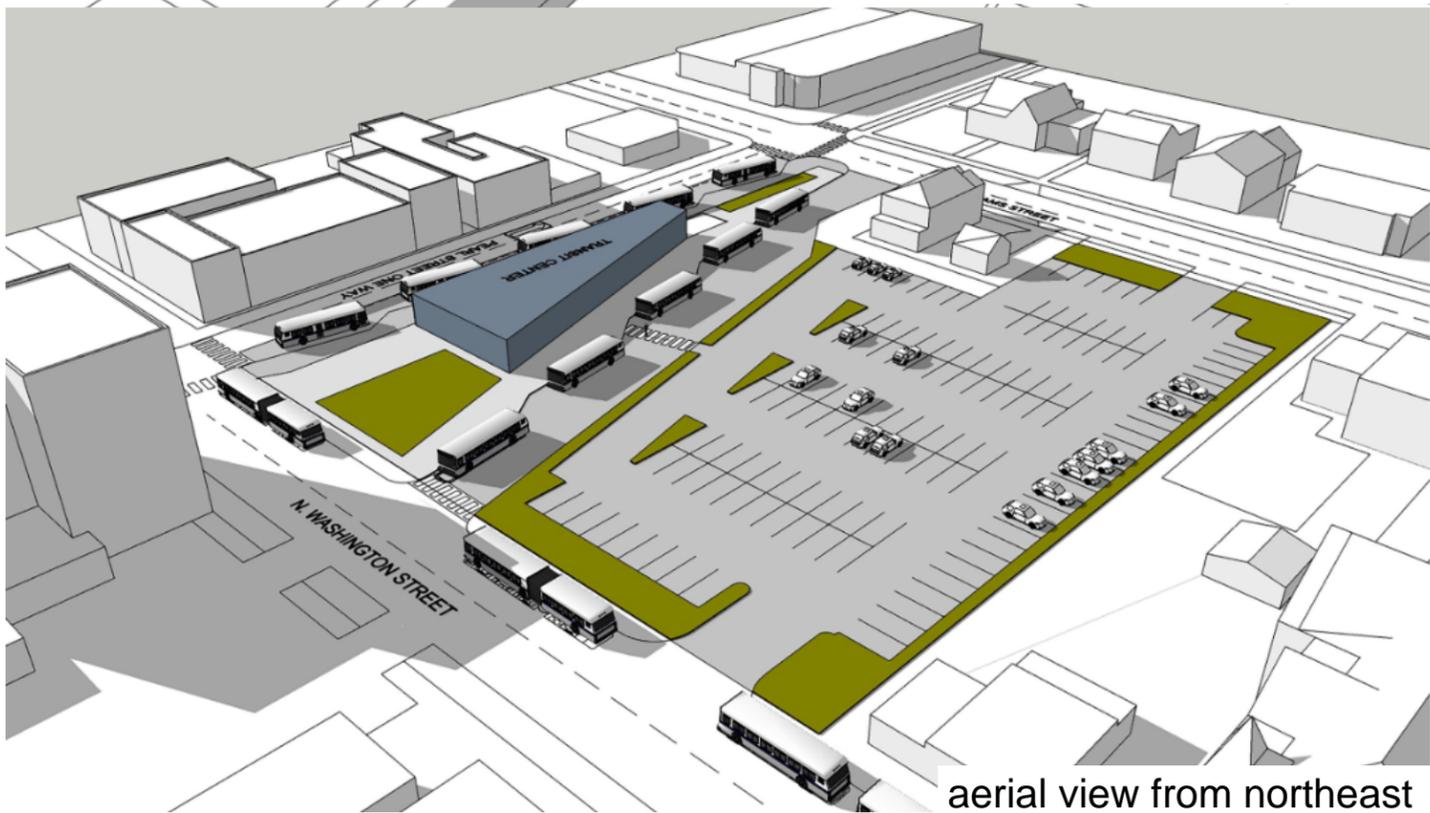
Overall, the potential for impacts associated with Site 9 is similar to those identified for Site 1; however, with respect to hazardous materials, cultural resources, noise, and environmental justice, Site 9 would have a greater potential for impact. Most notably, Site 9 has a high potential for encountering OHM as a result of its former use and listing on the National Priorities List (eligible for remedial activities under Superfund). While Site 1 has the potential to require remedial activities, the potential for substantial remediation is much lower than for Sites 4 and 9. Further, Site 9 is in the immediate vicinity of a number of properties greater than 50 years in age. Such properties also occur near Sites 1 and 4 but are more concentrated around Site 9. The change in use of Site 9 from commercial office space to a transit center, would also introduce a new noise source (buses and increased human presence) to the area. In comparison, Site 1 is already used as a transit center and while the expanded facility could increase noise to surrounding receptors, the change would be less noticeable than that associated with Site 9. From a location and access perspective, the three sites are proximal to each other, and would provide convenient access to EJ communities. However, the greatest potential for adverse impacts would be Site 9 if bus staging and access interferes with circulation within the surrounding EJ communities.

APPENDIX H

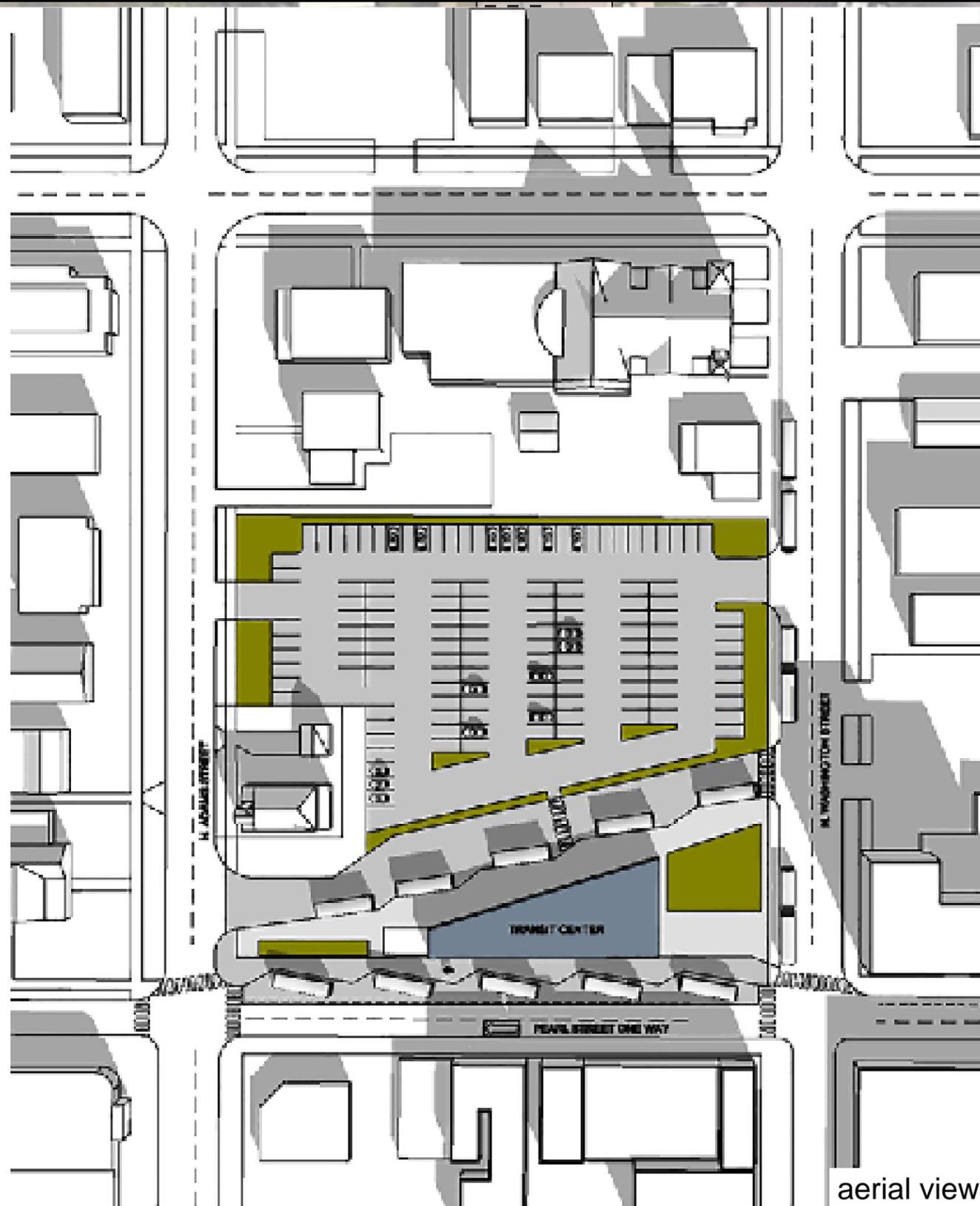
PRELIMINARY DESIGN OPTIONS 1C & 1D



aerial view from southwest



aerial view from northeast

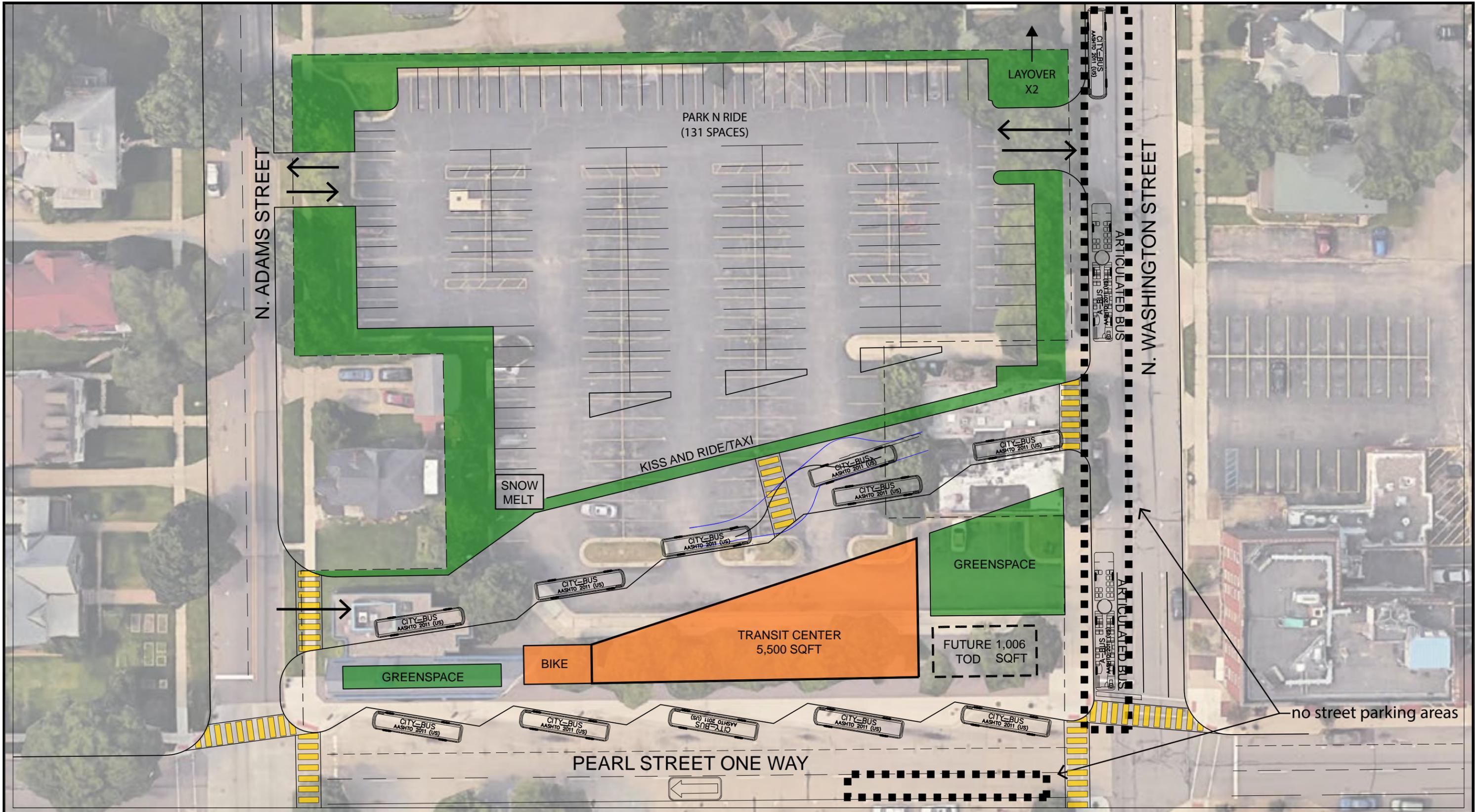


aerial view

YPSILANTI TRANSIT STATION

SITE #1C
PROJ. #4993-01

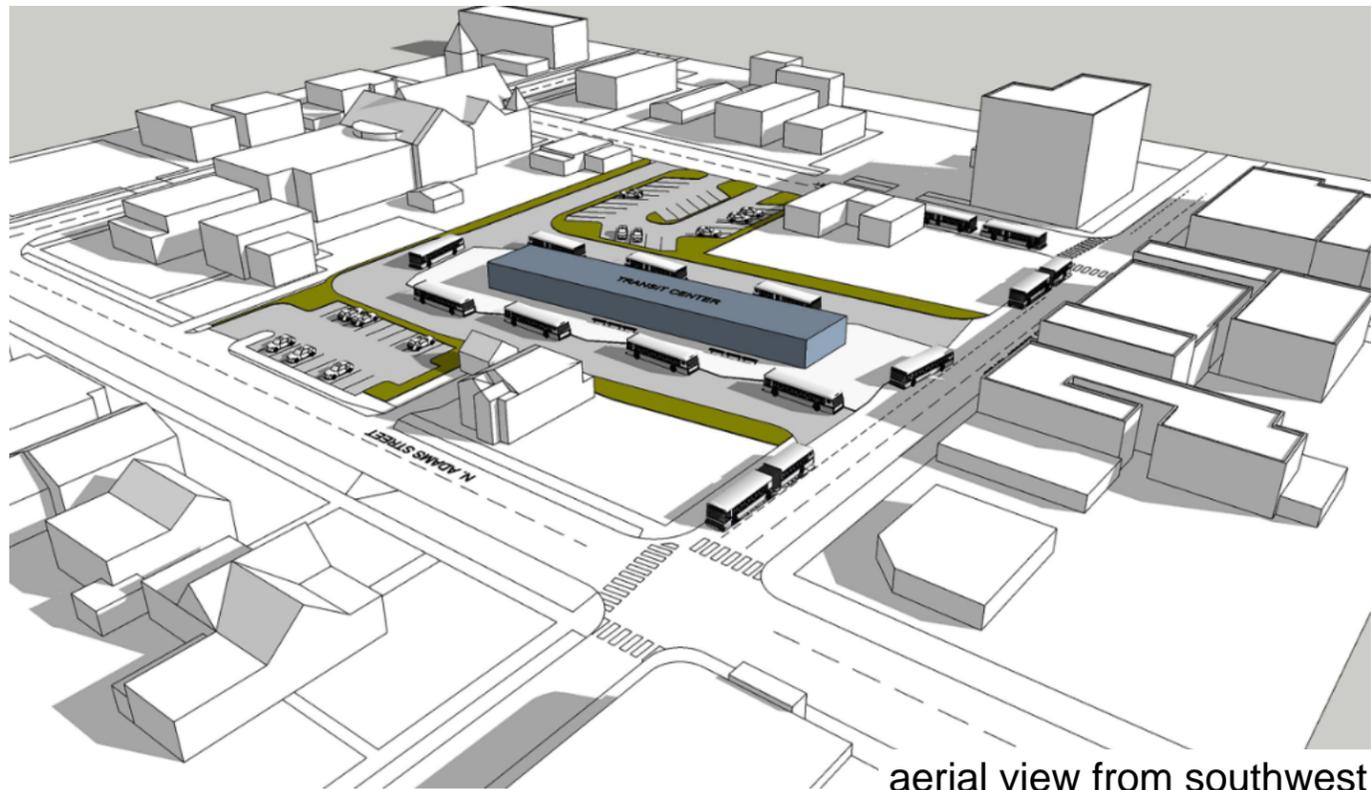




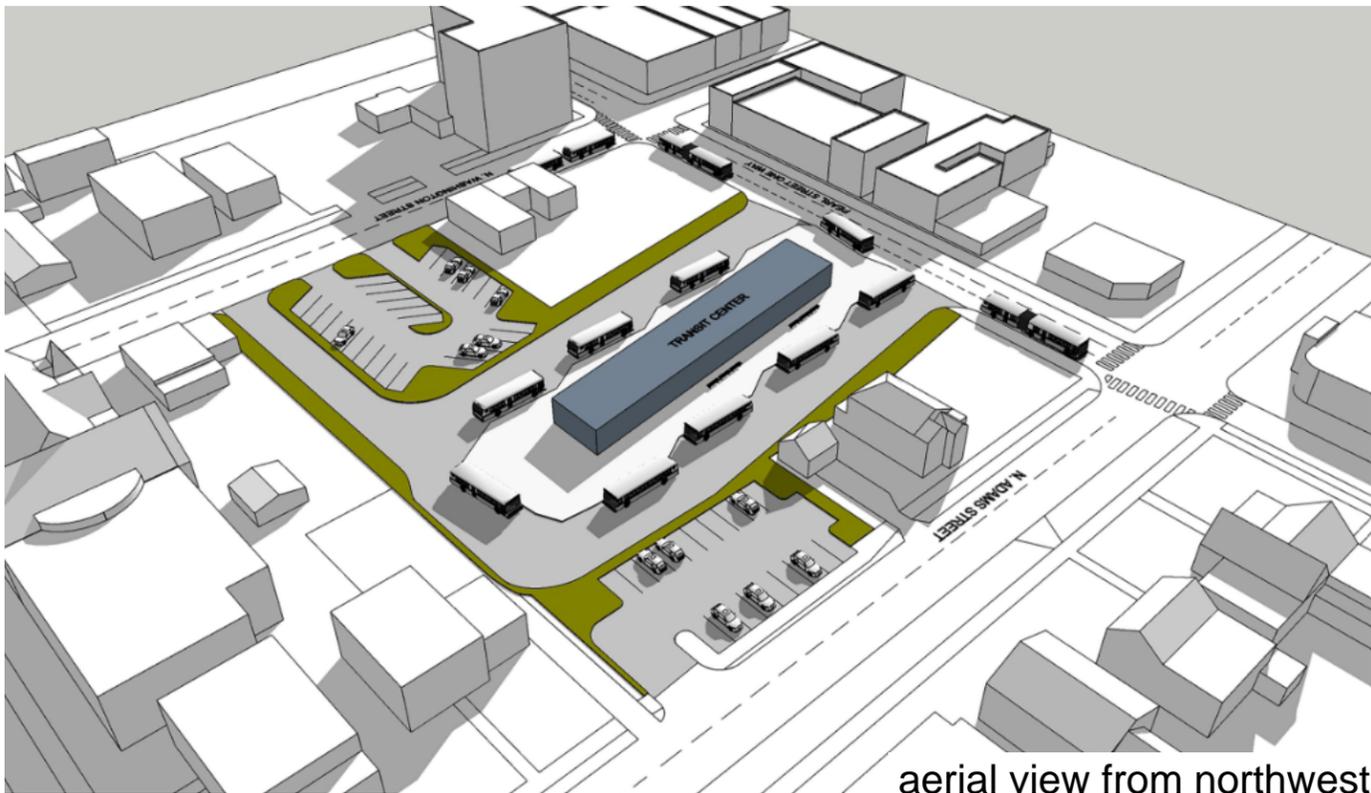
YPSILANTI TRANSIT STATION

SITE #1C
PROJ. #4993-01

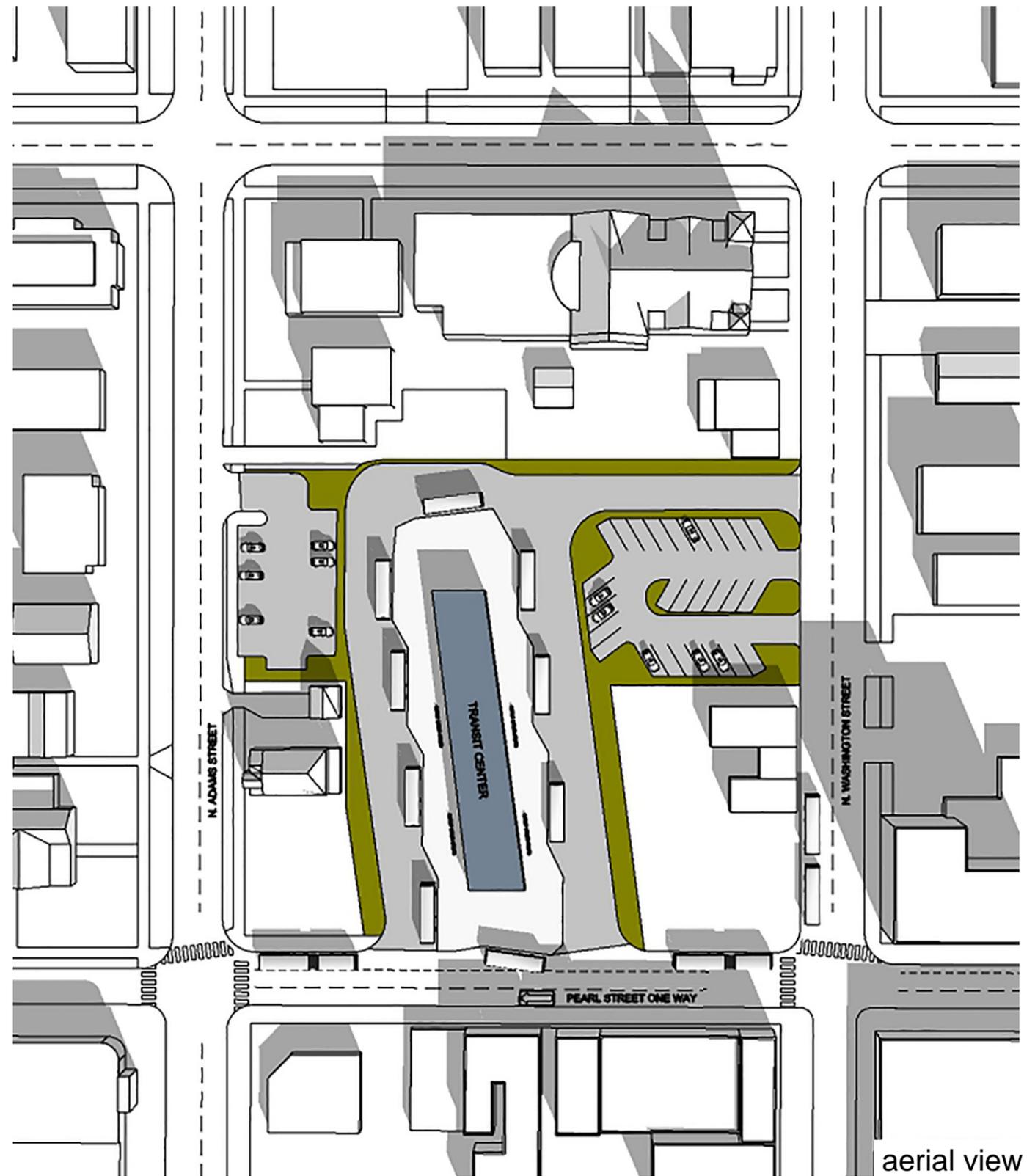




aerial view from southwest



aerial view from northwest



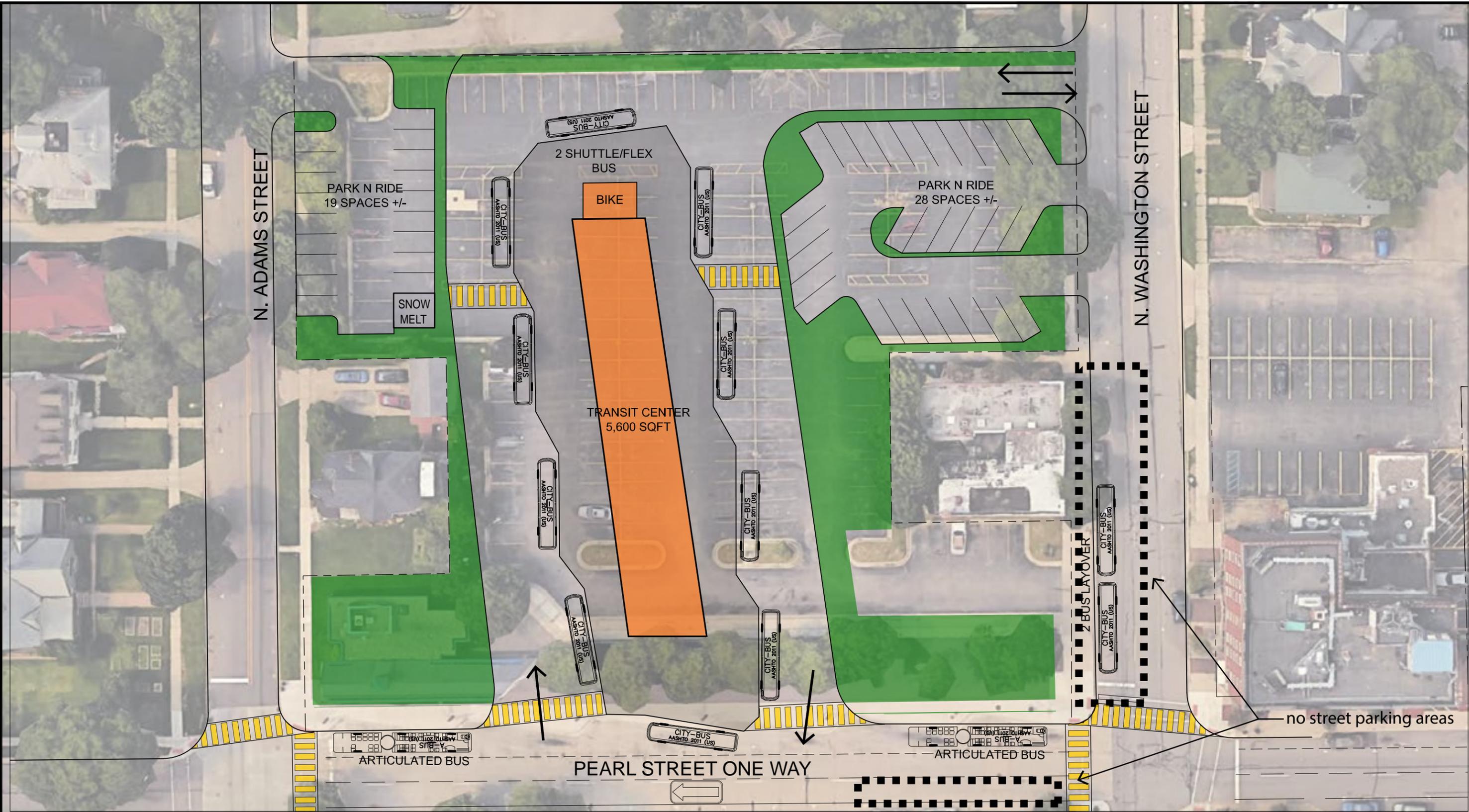
aerial view

YPSILANTI TRANSIT STATION

SITE #1D

PROJ. #4993-01





no street parking areas

1 SITE PLAN
SCALE: 1"=40'

YPSILANTI TRANSIT STATION
SITE #1D
PROJ. #4993-01

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