
Issue Brief: Transit Center Needs Assessment

Issue Summary:

As TheRide's services and ridership have grown, the current Ypsilanti Transit Center (YTC) has become too small. In 2017, a study of options for relocation and/or redevelopment of the facility was begun. After initial public involvement and technical analysis steps early in 2018, the consulting team is preparing to present four conceptual options to the public and stakeholders for feedback. All feedback will be used to help narrow the four options down to a single final direction.

Background:

Planning for a new YTC will be a multi-year effort with several steps. The first step is a consultant-led study combines public input and technical analysis to help identify needs, potential sites and a conceptual design. This step, currently ongoing, can lead to further steps such as developing cost estimates, identifying funding, property acquisition, detailed design, and eventually construction.

Earlier this year, the consultant (Wendel and Associates) identified how much land area, how many bus bays and what modes would be included to support future service. The consultant determined that a new terminal will require about 1/2 of a city block worth of space. The consultant also held public engagements and public meetings with local stakeholders in Ypsilanti to identify community aspirations.

The consultant then identified numerous potential sites throughout the Ypsilanti area. These sites were then evaluated and prioritized. Ultimately, four conceptual designs were developed for three sites (see attached):

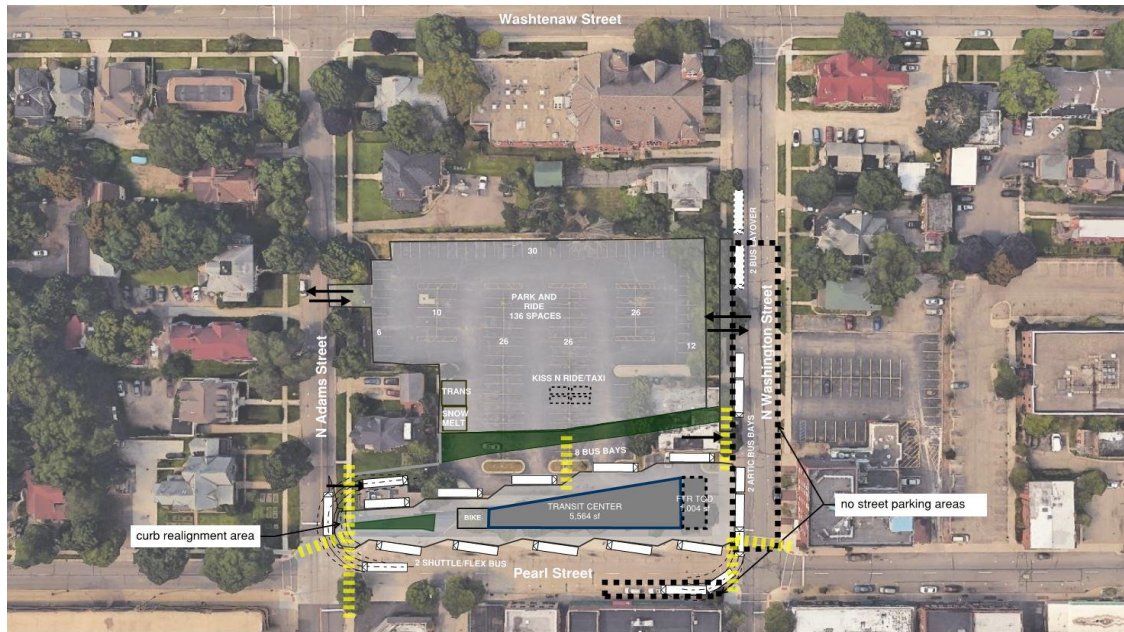
- Exhibits 1A and 1B – two concepts for the existing YTC space alongside Pearl Street.
- Exhibit 2 – Water Street option
- Exhibit 3 – Michigan Avenue and Hamilton option

Each option can accommodate the necessary vehicles, provides space for amenities, and provides some intermodal connectivity. All use single platforms to increase safety for bus-to-bus transfers.

The consultant will take these four options out for public feedback starting in late August 2018. The consultant will be presenting these options as part of a community discussion scheduled for August 29th starting at 4 pm at the YTC. We have also scheduled a stakeholder meeting for the morning of August 30th. The intention of this outreach is to hear community feedback and begin to refine a final option that could become the single "local preferred option". With a preferred option identified, we can begin developing cost estimates.

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Ypsilanti Transit Station
Site #1 (3A test fit)



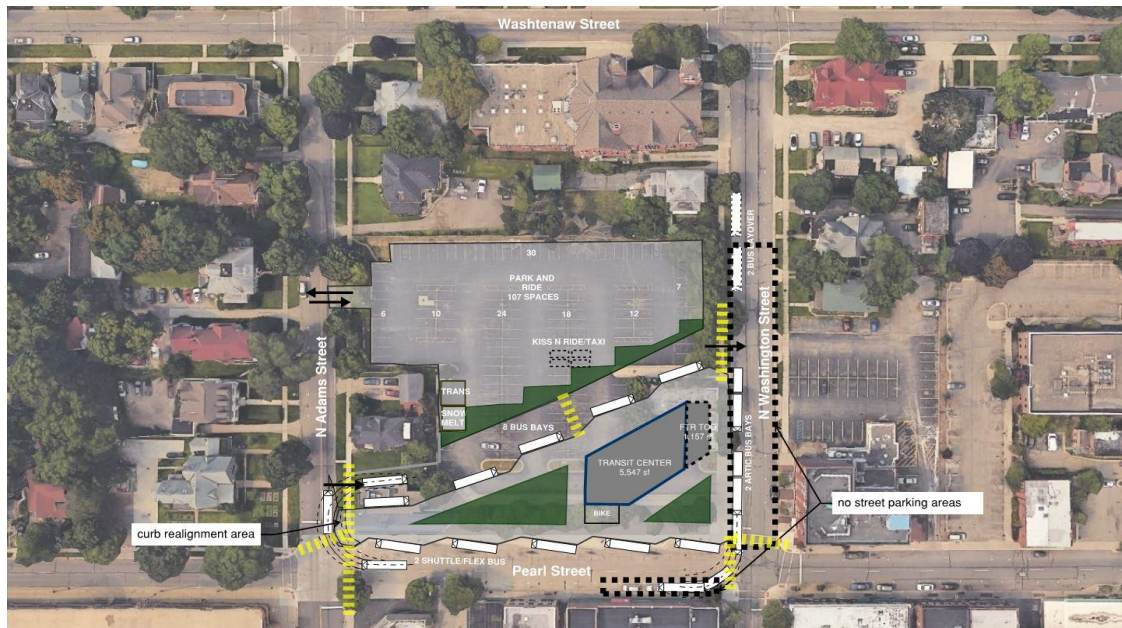
Exhibit 1A – Existing Site, Option 1A

Pros

- Utilizes existing site, so less change for riders.
- No impact to bus operating costs.
- Good proximity to downtown. Walkable area.
- Minimal new impact on residences.
- Most in-service buses on platform.

Cons

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



Ypsilanti Transit Station
Site #1 (3C test fit)



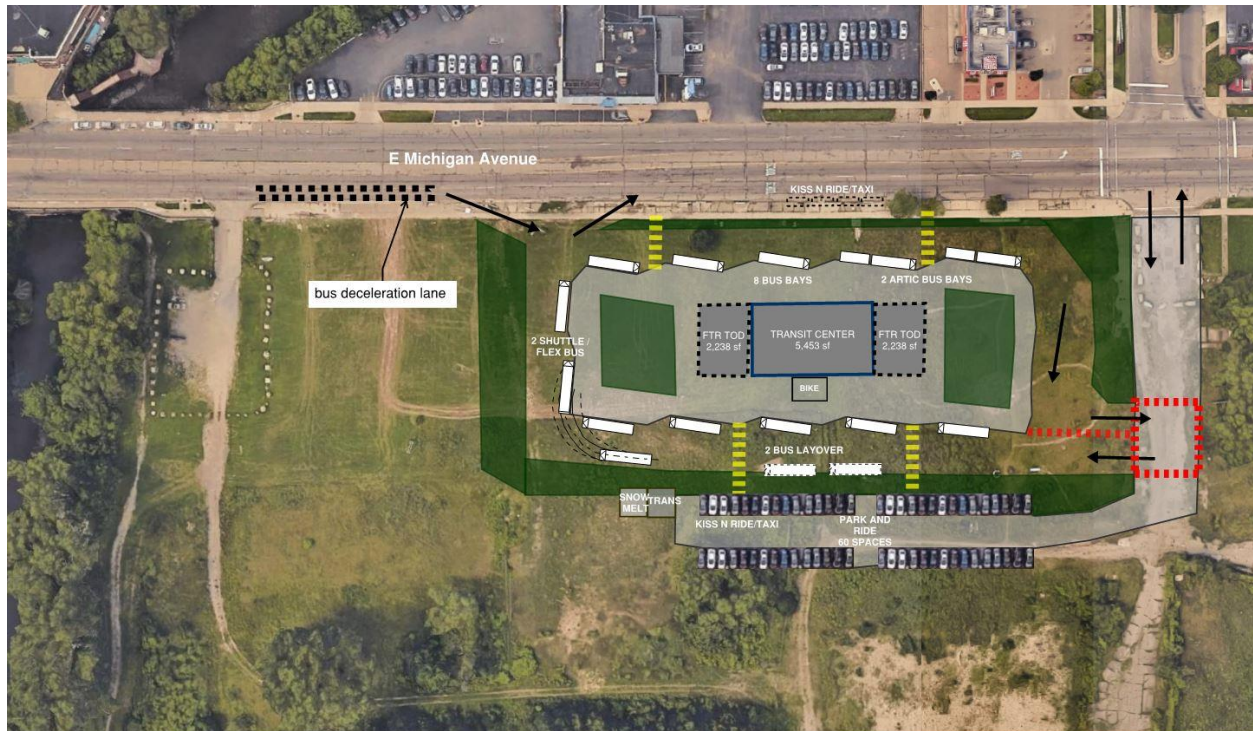
Exhibit 1B – Existing Site, Option 1B

Pros

- Utilizes existing site, so less change for riders.
- No impact to bus operating costs.
- Good proximity to downtown. Walkable area.
- All in-service buses on platform.
- Minimal new impact on residences.

Cons

- Requires additional land acquisition and building demolition.
- Construction will disrupt bus service.
- Some on-street parking eliminated.
- Some on-street space needed for out-of-service buses.



Ypsilanti Transit Station
Site #4



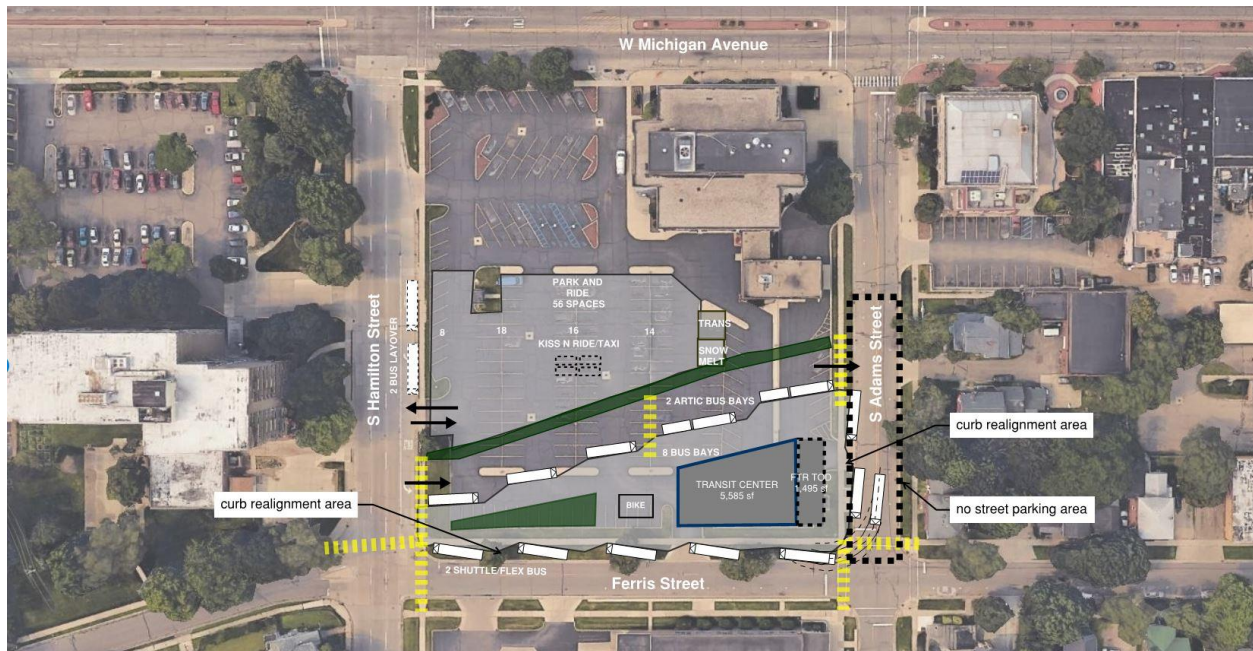
Exhibit 2 – Water Street Option

Pros

- Vacant property requires no demolition. Higher degree of control of site.
- No construction impacts to service or passengers.
- 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 other Water Street redevelopment.
- May require traffic engineering to Michigan Ave, traffic calming, new signal, etc.



Ypsilanti Transit Station
Site #9 (3A test fit)



Exhibit 3 – Michigan Ave/Hamilton Street Option

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.