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 Arial 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

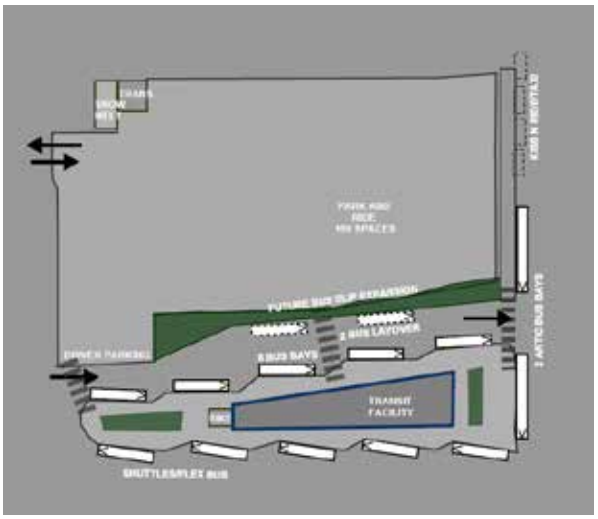
The proposed transit center design is based on modern industry standards and best practices in which we integrated the AAATA operational needs and priorities with the comments and

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.



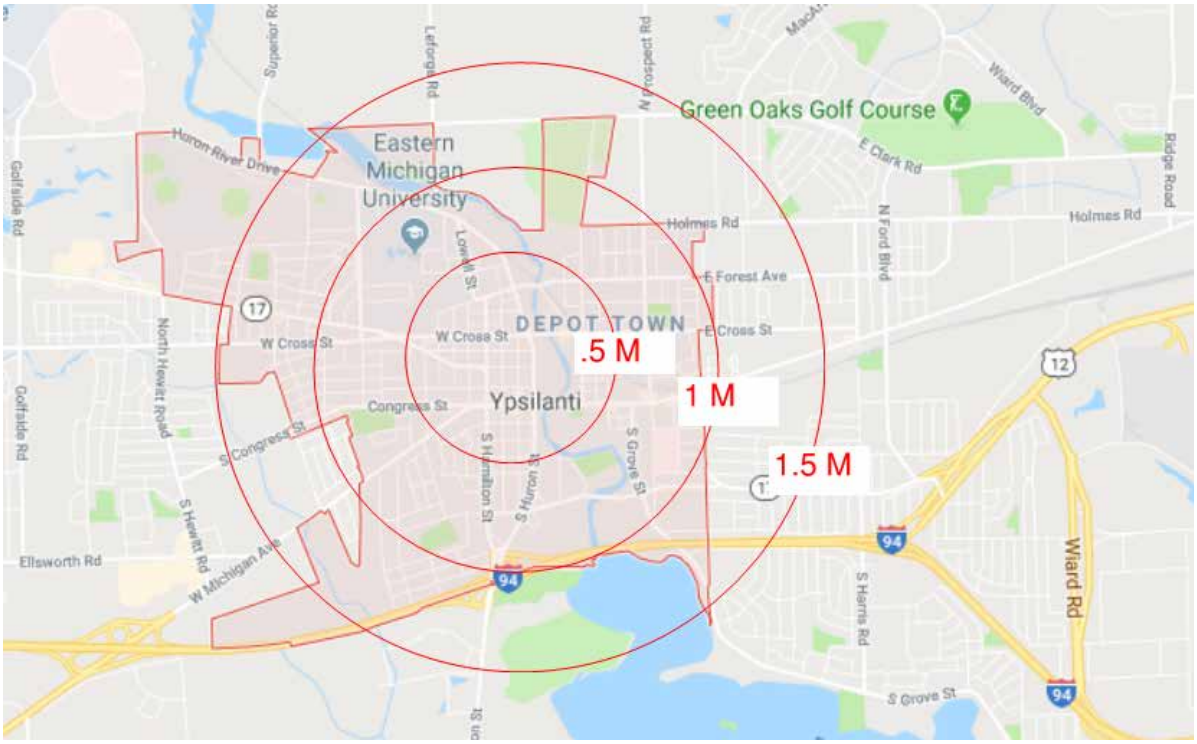
The proposed transit center program yields a 6,500 square foot facility on a 1.93 acre site (say 2 acres) and includes the following minimum program elements:

- 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 he 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 the present the alternatives. Option 1 received the most positive feedback and was the preferred option of the public and stakeholders.

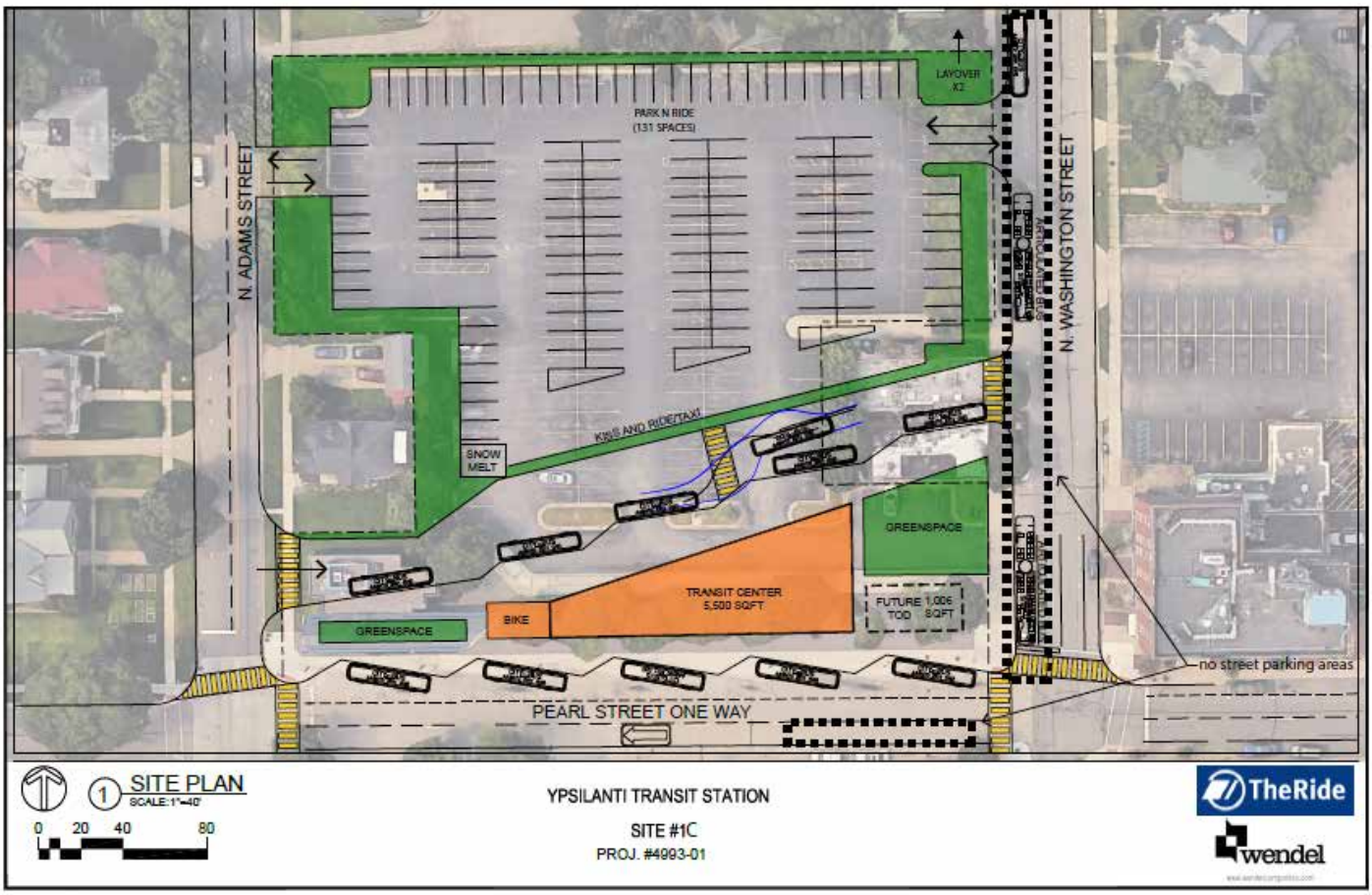
Consistent with the public feedback, Site 1, received the highest overall score from the AAATA and consultant team and should be the locally preferred alternative.

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:

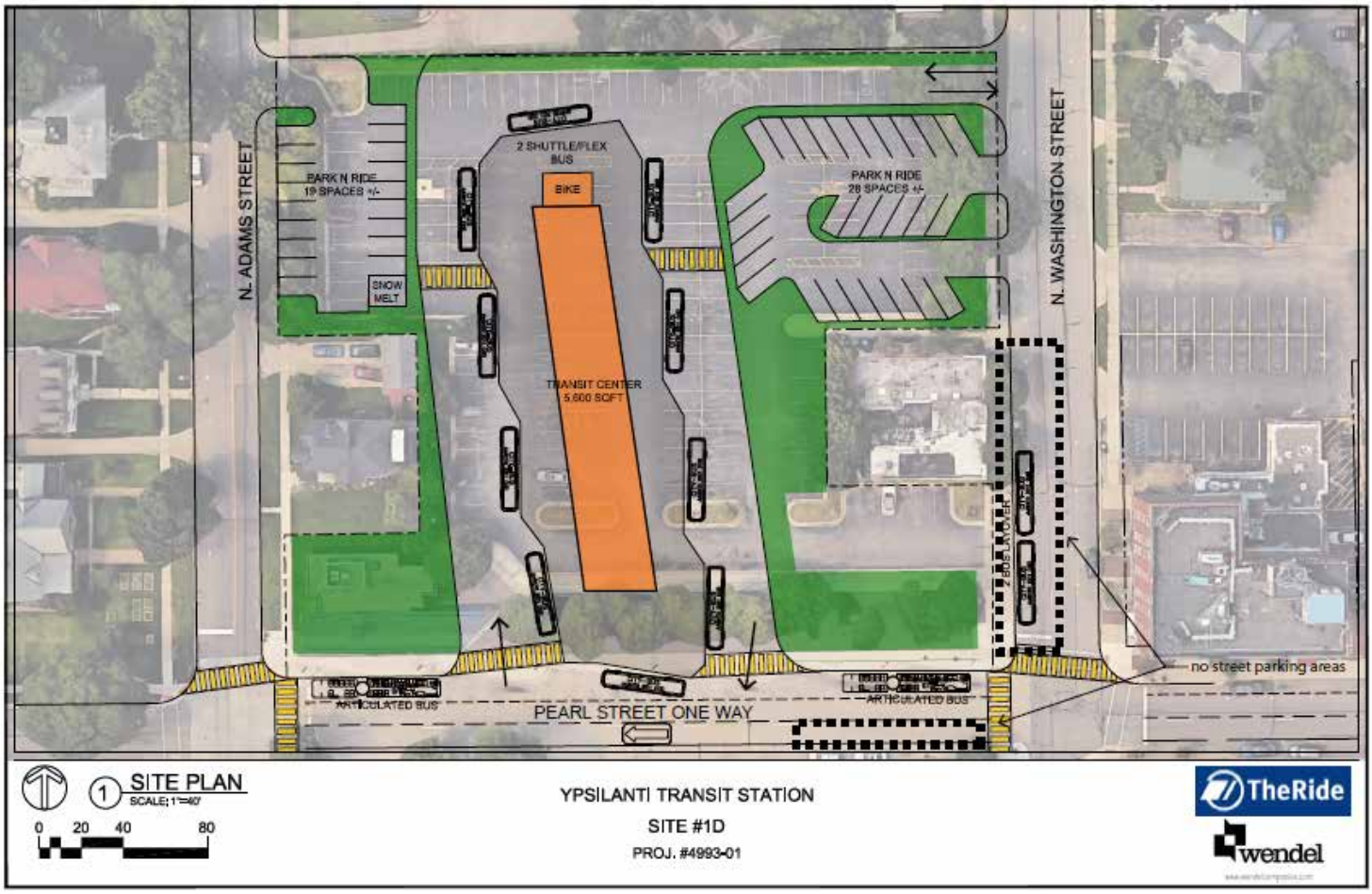
Option 1C - Position the Transit Center along the urban edge of the site
Option 1D - Position the Transit Center toward the center of the city block

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


PARK N RIDE
(131 SPACES)
LAYOVER
X2
N. ADAMS STREET
N. WASHINGTON STREET
KISS AND RIDE/TAXI
SNOW
MELT
GREENSPACE
TRANSIT CENTER
5,500 SQFT
BIKE
FUTURE 1,006
TOD SQFT
GREENSPACE
no street parking areas
PEARL STREET ONE WAY
1 SITE PLAN
SCALE:1"=40'
0 20 40 80
YPSILANTI TRANSIT STATION
SITE #1C
PROJ. #4993-01
TheRide
wendel

Option 1D


N. ADAMS STREET
N. WASHINGTON STREET
PARK N RIDE
19 SPACES +/-
SNOW MELT
2 SHUTTLE/FLEX BUS
BIKE
TRANSIT CENTER
5,600 SQFT
PARK N RIDE
28 SPACES +/-
no street parking areas
ARTICULATED BUS
PEARL STREET ONE WAY
ARTICULATED BUS
1 SITE PLAN
SCALE: 1"=40'
0 20 40 80
YPSILANTI TRANSIT STATION
SITE #1D
PROJ. #4993-01
TheRide
wendel

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.

ALTERNATIVES

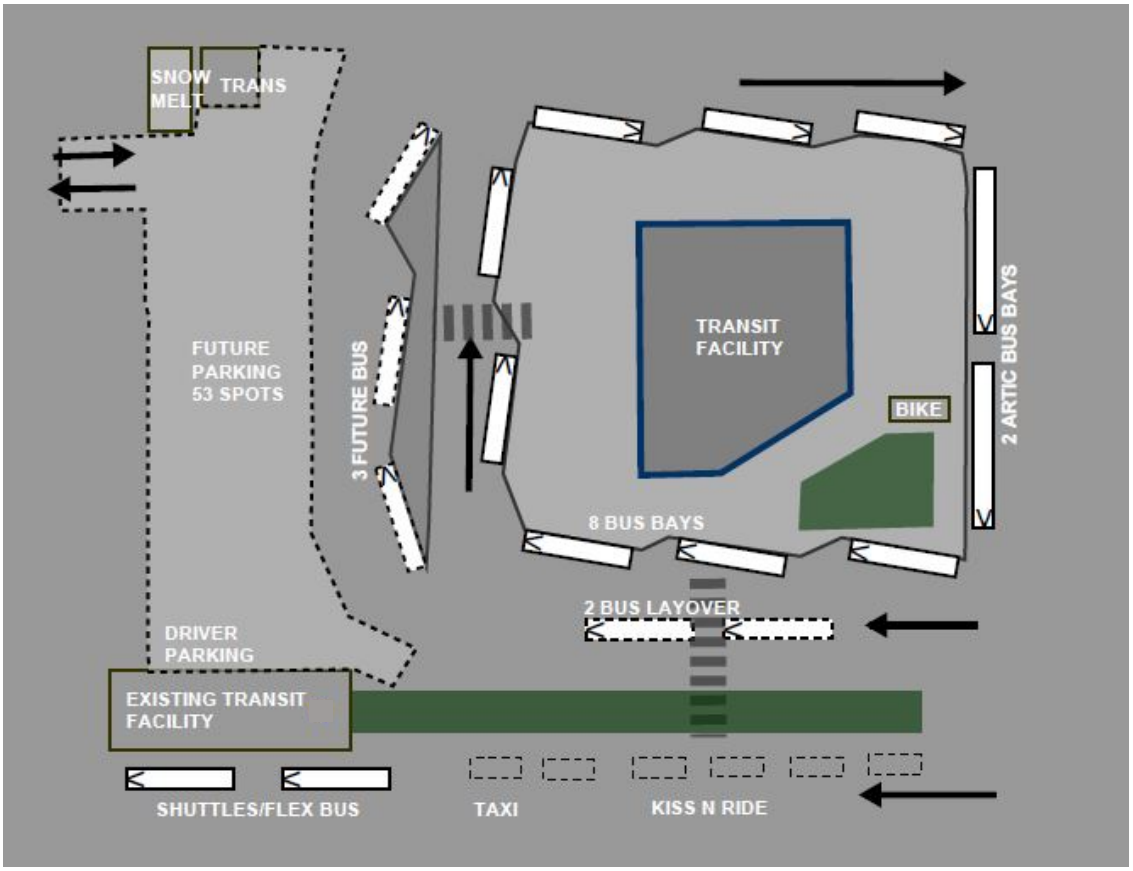
SITE PLAN DESCRIPTIONS

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

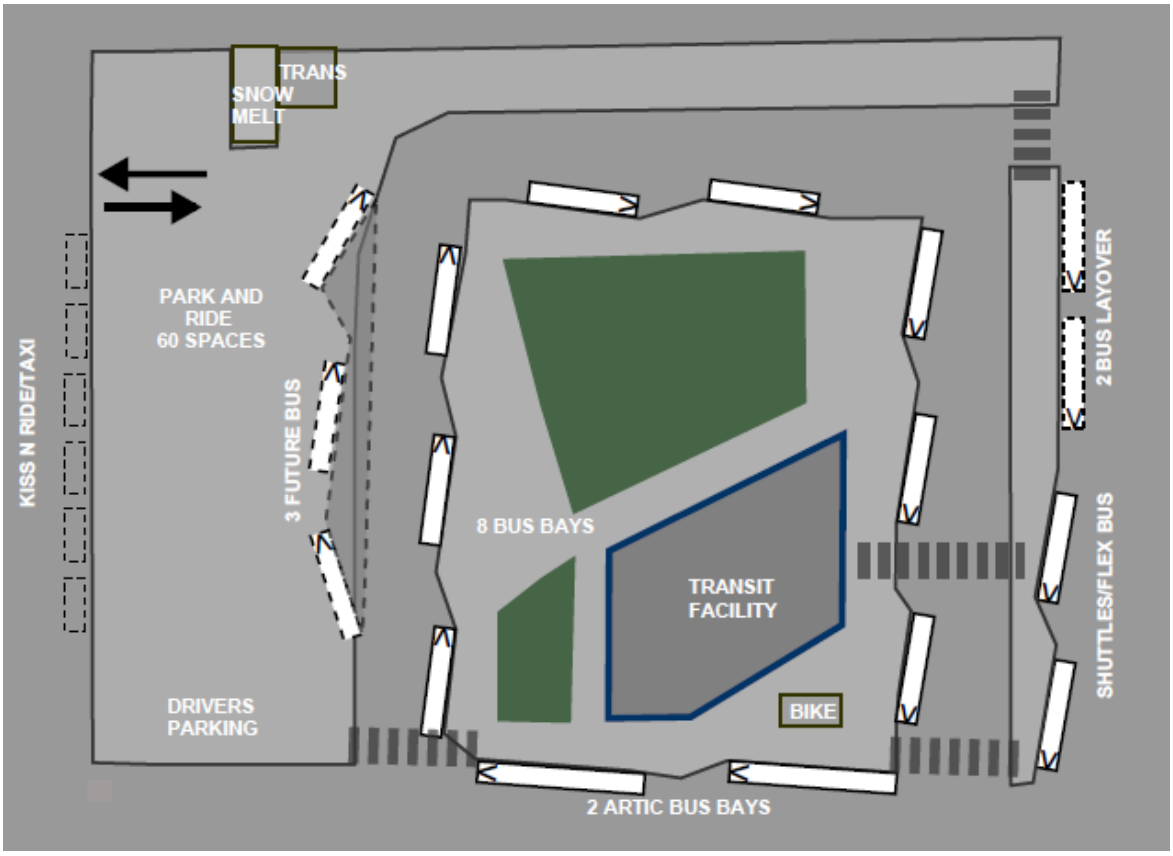


In this option, AAATA would require control of the majority of a typical city block. This Option would allow easy expansion of other programs to this site now or in the future as shown west of the main bus platform. This option places the Center closer to the east side of the city block. Clockwise, one-way 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

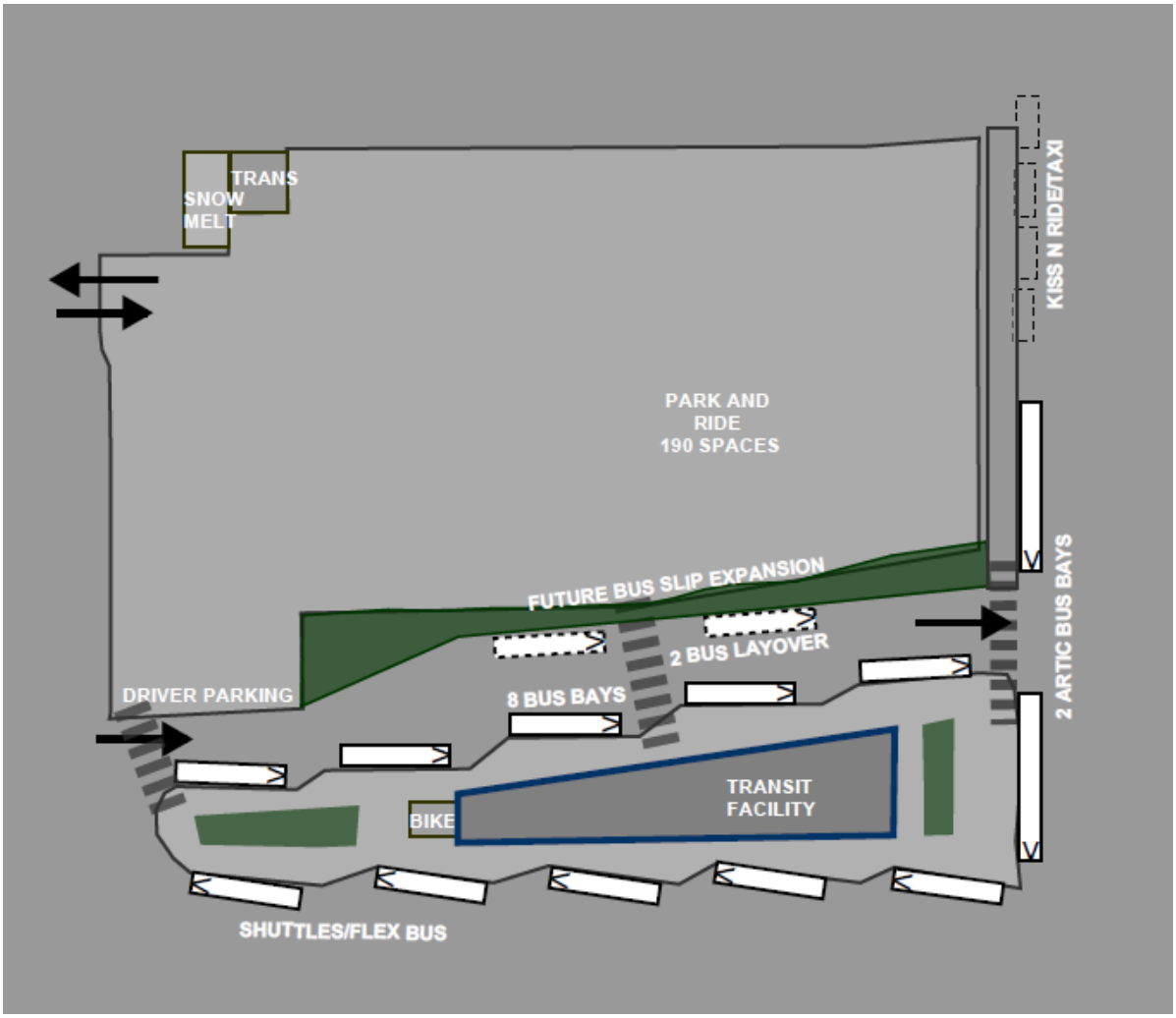


In this option, AAATA would again require control of the majority of a typical city block. This option places the Center closer to the south in the center of the city block. Clockwise, one-way bus movements through the site as well as easy-in/easy-out sawtooth bus slips will ease congestion on the site. 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

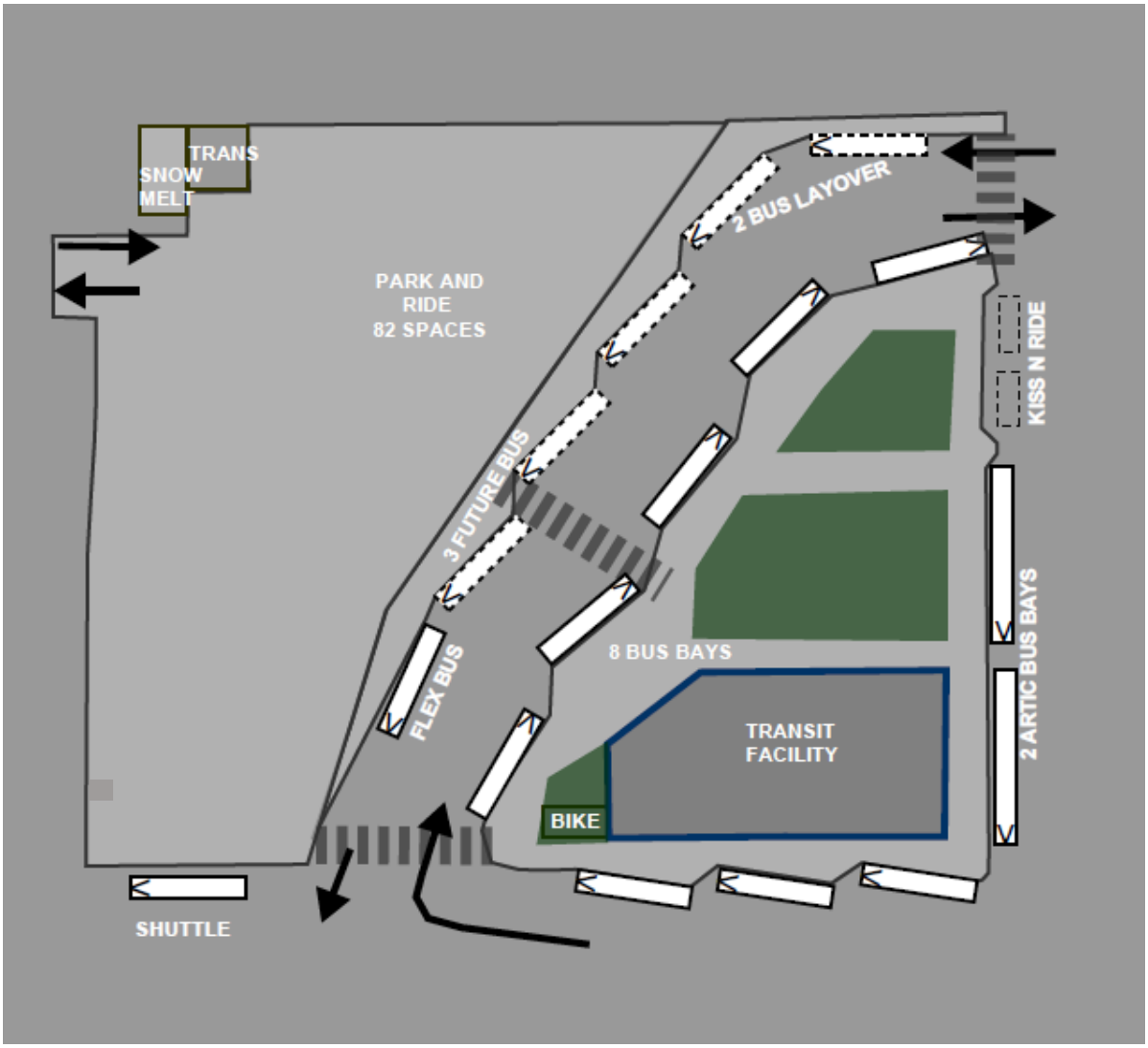


In this Option, AAATA could acquire a smaller parcel of land since this heavily utilizes existing city streets as bus slips. A large triangular island with one-way, clockwise bus circulation with easy-in/easy-out sawtooth bus slips sets the transit center to the south. Narrowing the island creates a 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

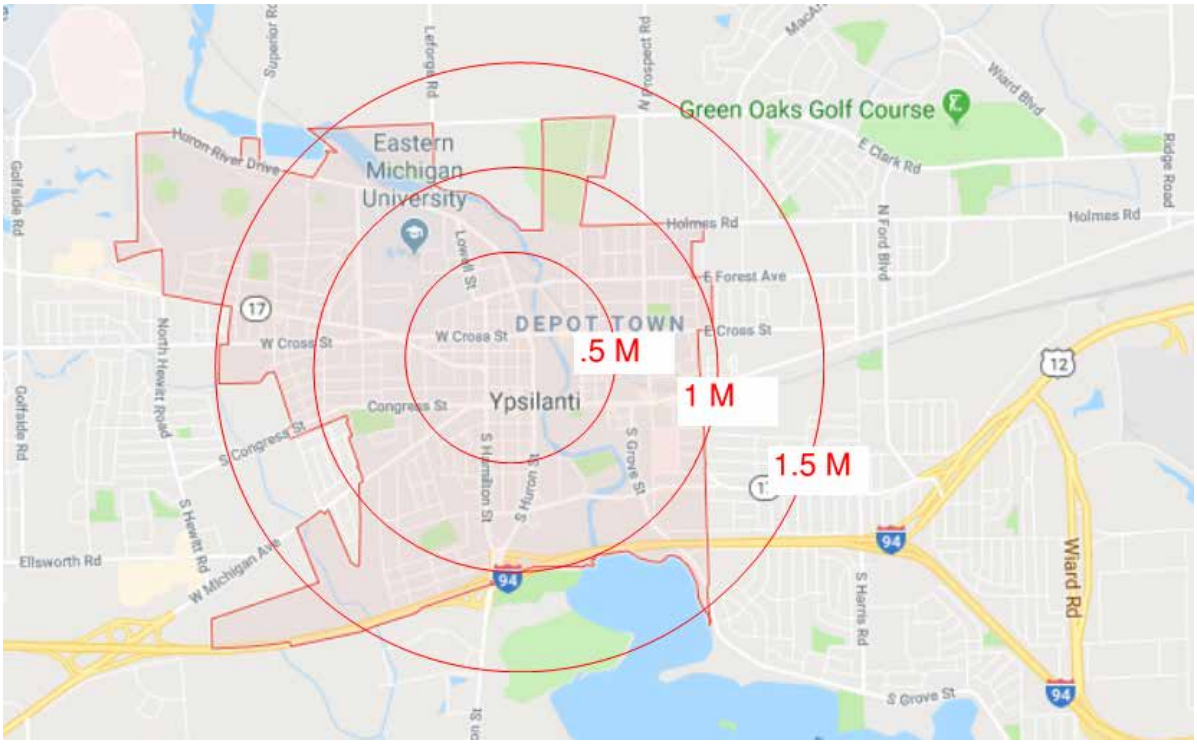
Site 5: 300 Harriett Street (Existing Building)

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. <u>On-site Transit Operations/Vehicle Access</u>
   - ü Appropriate site size, shape and topographic characteristics
   - ü Allows for future growth and expansion
   - ü 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)
   - ü Allows space for separation of circulation patterns for different types of transportation modes, particularly buses from cars
   - ü Optimal / safe bus movements maximizing pulse operations
   - ü Adequate Kiss and Ride / Ride and Kiss function

2. Route Restructuring/Off-Site Operations
   - ü Minimizes impact to reconfiguring existing AAATA service route structure
   - ü Minimizes impact to AAATA operational costs such as safety, security, deadhead miles

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

4. Environmental Impacts (Hazardous Materials, NEPA, NREPA)
   - ü Site is free from hazardous materials including petroleum products, asbestos containing materials, PCBs, unsuitable fill, etc.
   - ü Site is compatible with environmental requirements identified in the NEPA process and/or can provide necessary mitigation measures in order to comply
   - ü Site is not in a flood zone
   - ü 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)
   - ü Allows for incorporation of sustainable and resiliency design principles

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

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

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

- ü Safe pedestrian circulation patterns on-site
- ü 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
   - ü Minimal overall impact on existing traffic capacity and patterns
   - ü Adequate capacity of adjacent intersections
   - ü 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)
   - ü 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
   - ü Transit use is compatible with surrounding neighborhoods and community context
   - ü The surrounding context encourages community use of public transportation
   - ü Provides opportunity to upgrade surrounding streets to "Complete Streets"
   - ü Can accommodate future service growth and aligns with AAATAs strategic plans
   - ü Compatible with local economic development and municipal strategic plans
   - ü Site is appropriately zoned for transit use and does not require significant rezoning or variance effort
   - ü Will promote economic and transit oriented development opportunities
   - ü Good proximity to major activity and employment centers
   - ü Good proximity to current and future transit users
   - ü Will promote transit ridership
   - ü Allows for potential revenue generation to support transit operation
   - ü Will provide for appropriate green space

10. Site Availability/Ownership
    - ü 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)
    - ü Willing seller versus eminent domain potential
    - ü Impact of any existing on-site businesses and/or tenants
    - ü Viable Infrastructure (utilities and parking)
      - o Adequate access to roads, streets and bridges
      - o Availability of adequately sized utilities, including water, sewer, storm, gas, electric and communications
      - o Provides adequate parking for users/riders of AAATA
      - o 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.

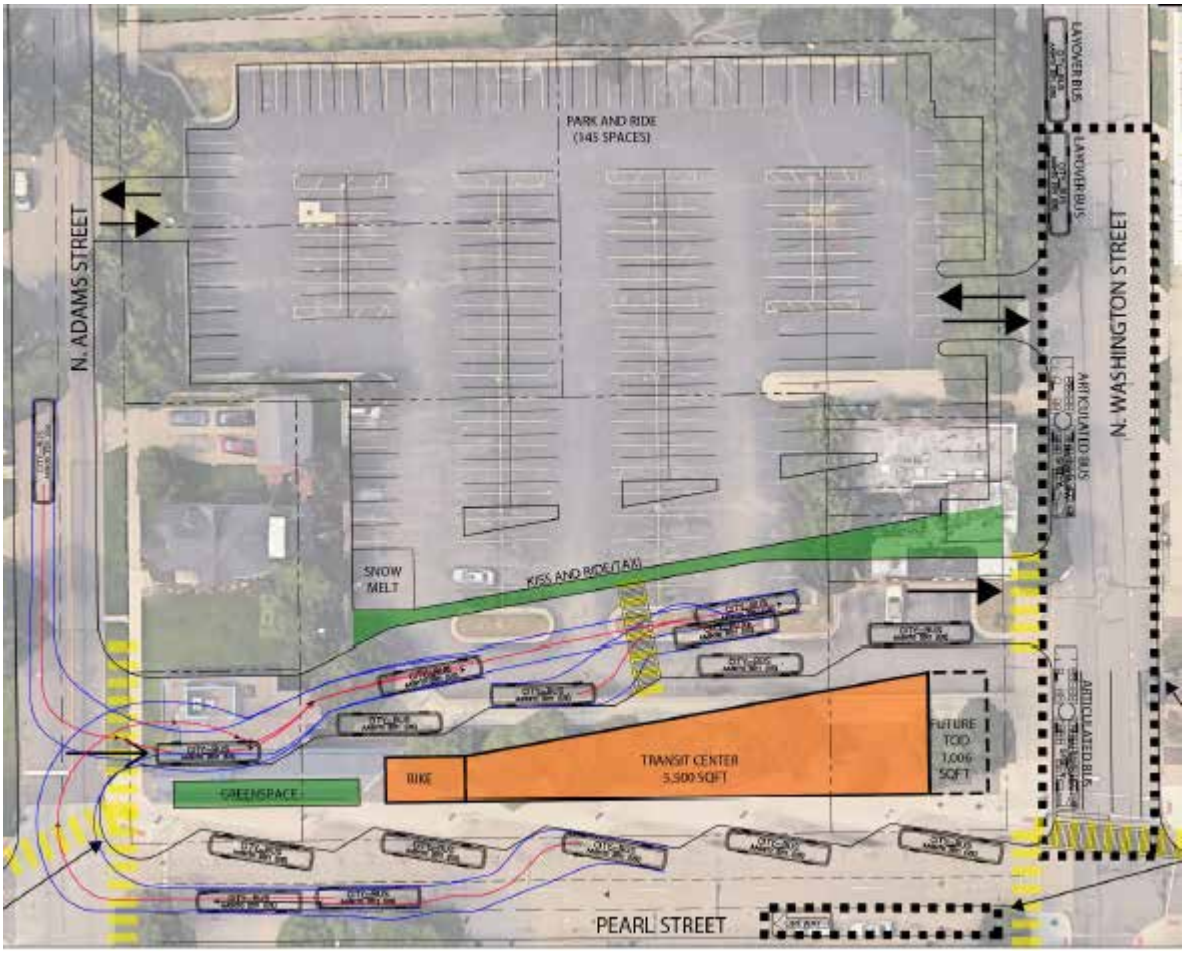
EVALUATION OF ALTERNATIVES

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

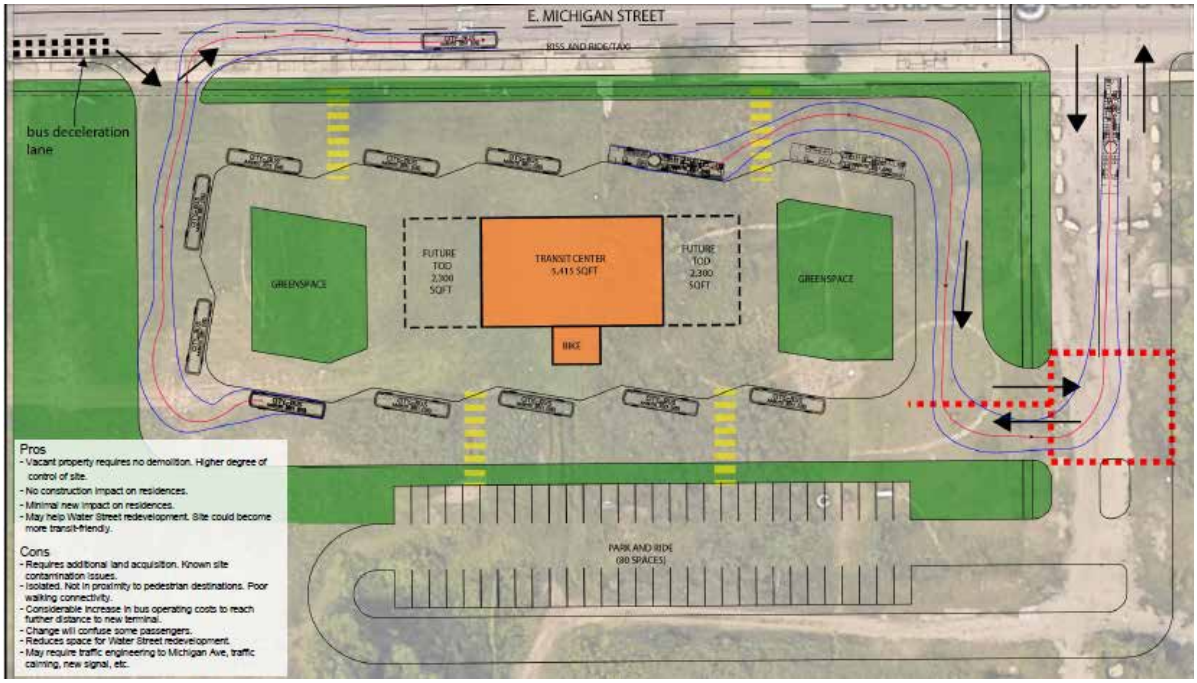
Pros

- 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

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

Consistent with the public feedback, Site 1, received the highest overall score and should be 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 isbut 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

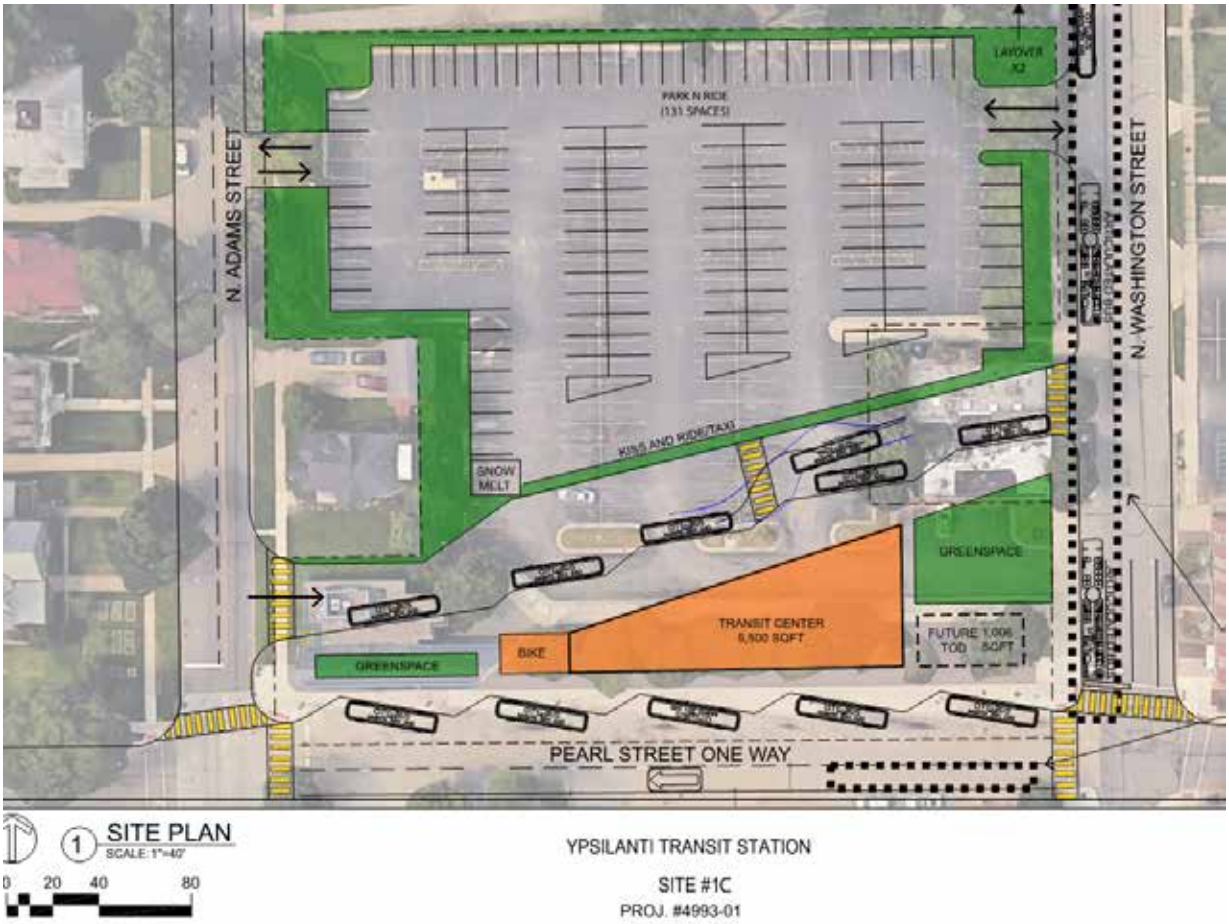
Buses can access the site from any compass point and has ultimate flexibility for AAATA's routing structure. Local 40' buses are arranged in a sawtooth (easy in, easy out) configuration eastbound internal to the site and west bound on Pearl Street, with the Transit Center located in a center island.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

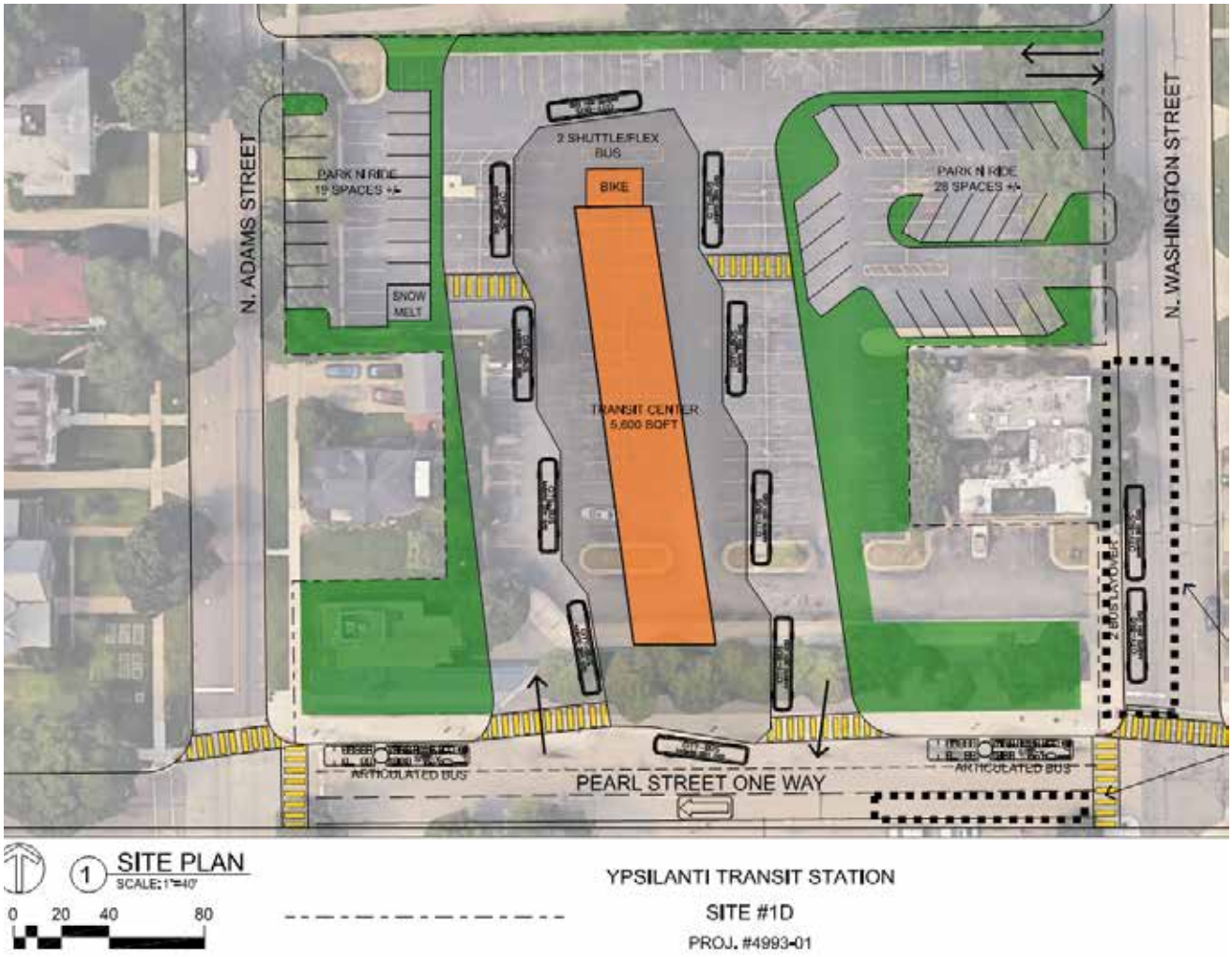
Buses can access the site from N Washington and Pearl Street. N Adams access was abandoned for PNR spaces although this design still has decent flexibility for AAATA routing structure. Local 40' buses are arranged in a sawtooth (easy in, easy out) configuration and clockwise circulation with the Transit 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 pubic 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, Easter 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.