ANN ARBOR AREA TRANSPORTATION AUTHORITY

YPSILANTI TRANSIT CENTER

PASSENGER TERMINAL NEEDS ASSESSMENT

December 2018

EXECUTIVE SUMMARY

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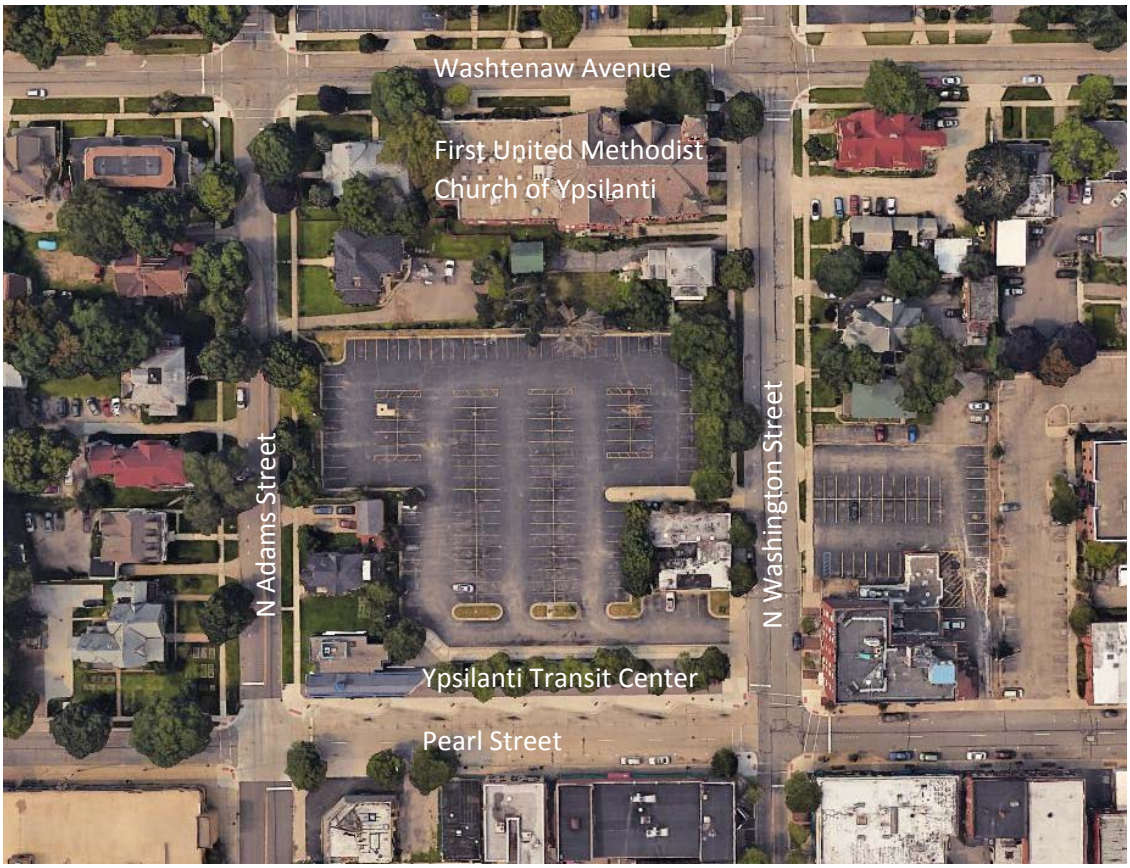
EXECUTIVE SUMMARY

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 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

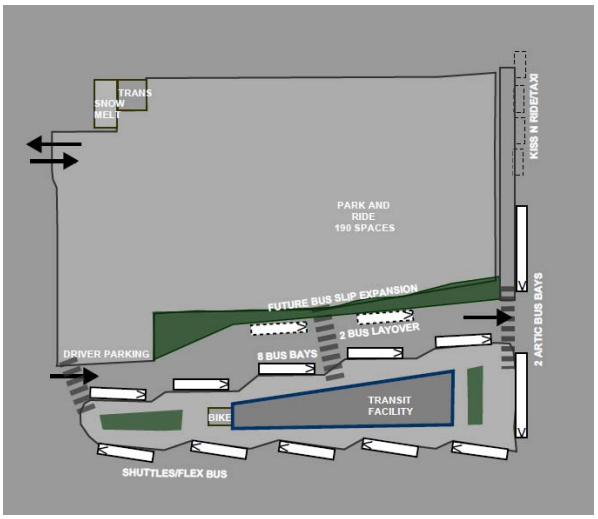
The proposed transit center design is based on modern industry standards and best practices in which we integrated the AAATA operational needs and priorities with the comments and

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.



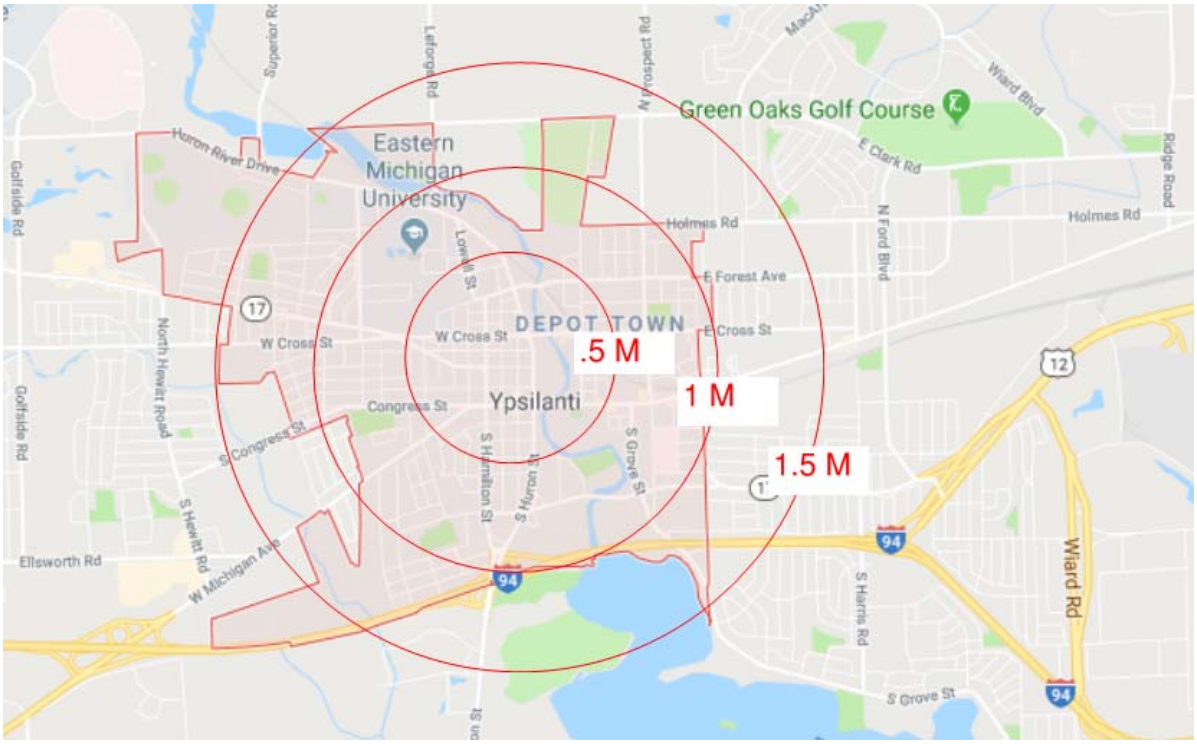
The proposed transit center program yields a 6,500 square foot facility on a 1.93 acre site (say 2 acres) and includes the following minimum program elements:

- 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)

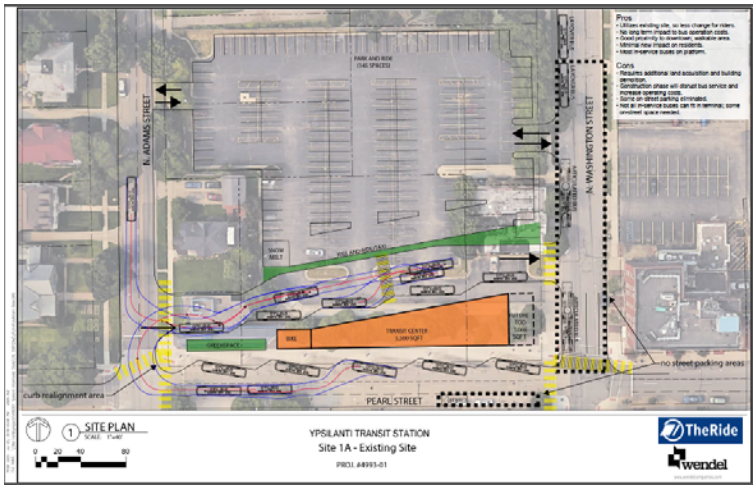
Site 6: 126 Spring Street (Ford)

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

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

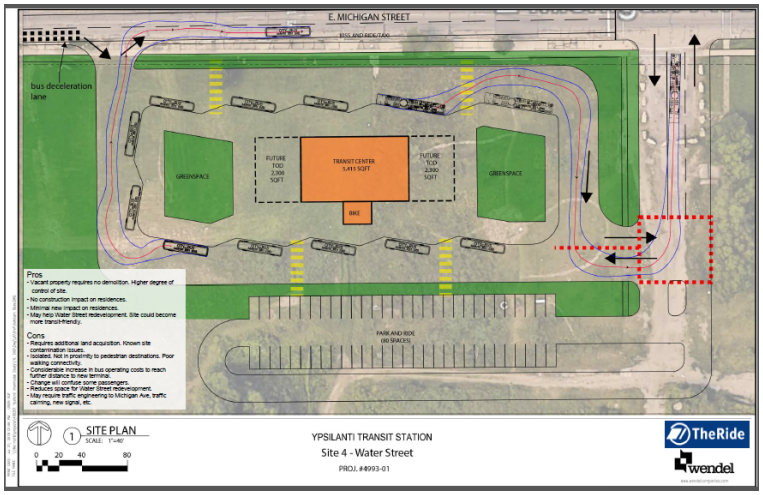
Site 9: 301 W. Michigan Ave (Key Bank)

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.

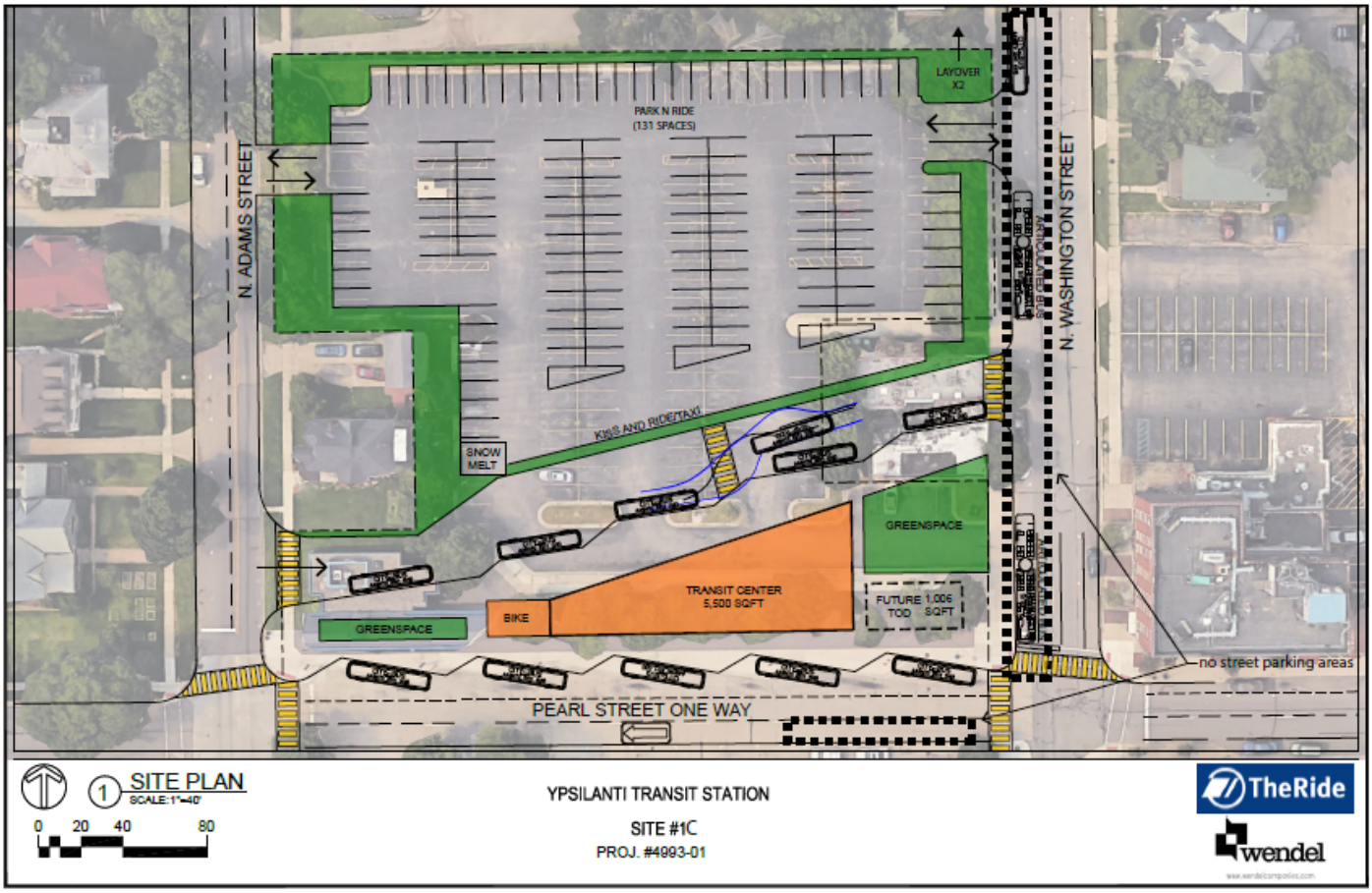
Consistent with the public feedback, Site 1, received the highest overall score from the AAATA and consultant team and should be the locally preferred alternative.

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


LAYOVER X2
PARK N RIDE (131 SPACES)
N. ADAMS STREET
N. WASHINGTON STREET
KISS AND RIDE/TAXI
SNOW MELT
GREENSPACE
TRANSIT CENTER 5,500 SQFT
BIKE
FUTURE TOD 1,006 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
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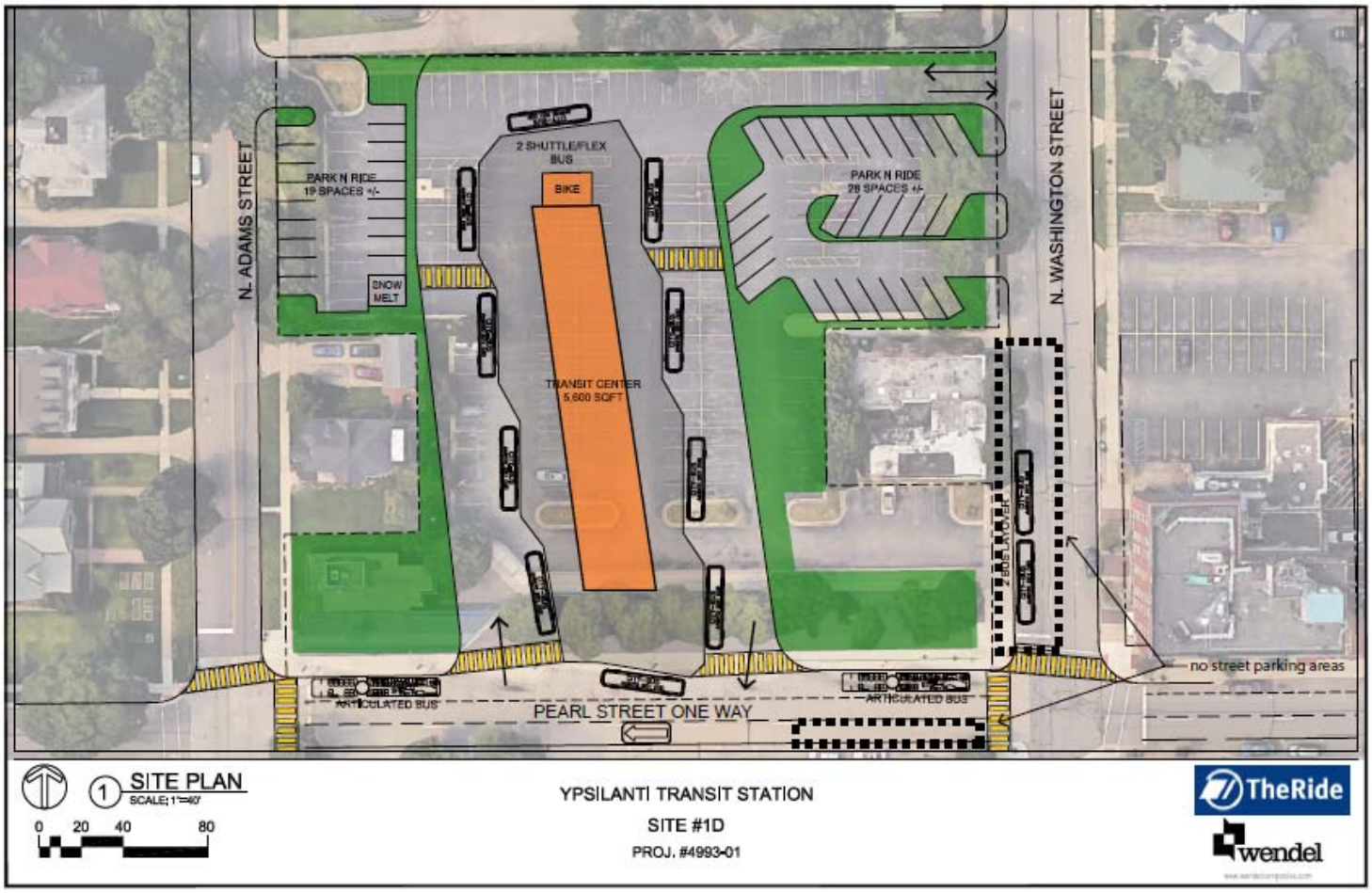
Option 1D


N. ADAMS STREET
PARK N RIDE
19 SPACES +/-
SNOW MELT
2 SHUTTLE/FLEX BUS
BIKE
TRANSIT CENTER
5,600 SQFT
PARK N RIDE
28 SPACES +/-
N. WASHINGTON STREET
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
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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.