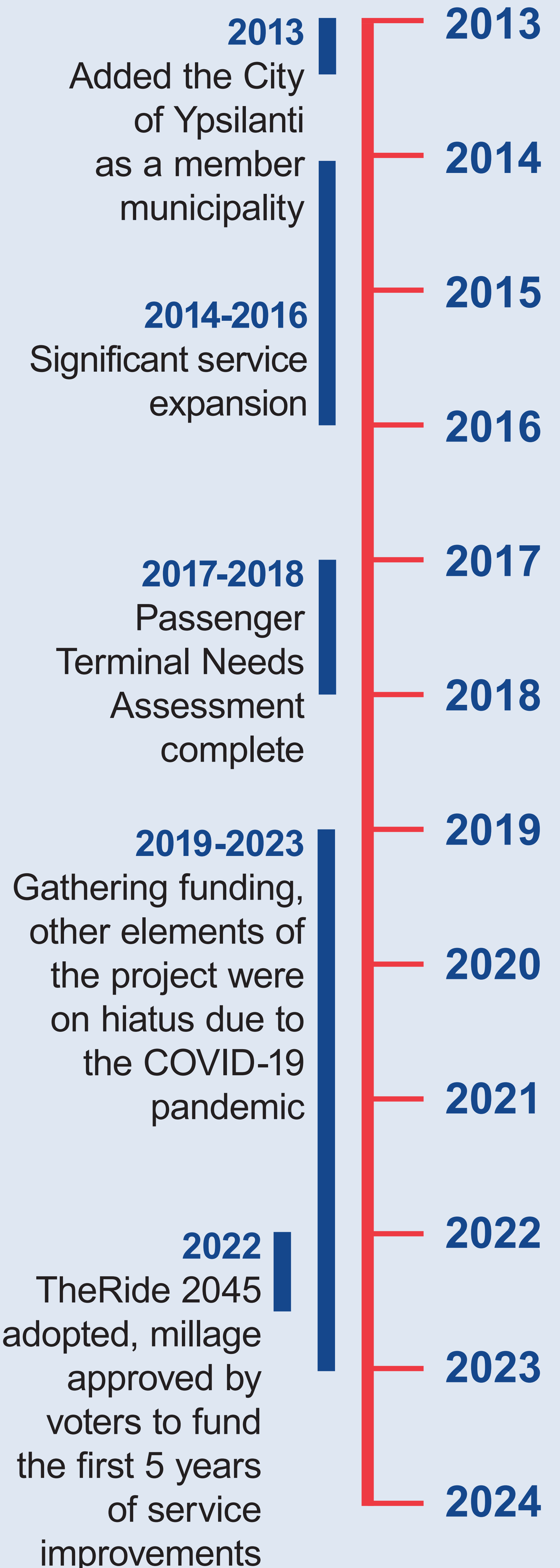


Project Background



Originally built in 1993, the current YTC accommodates ten fixed routes that provide 16-18 hours of service every weekday. The current YTC has served the community well and has been well-maintained. At over 30 years old and around 2,000 sq. ft., the facility simply no longer meets the community's needs nor TheRide's rising service demands.

Timeline



TheRide 2045

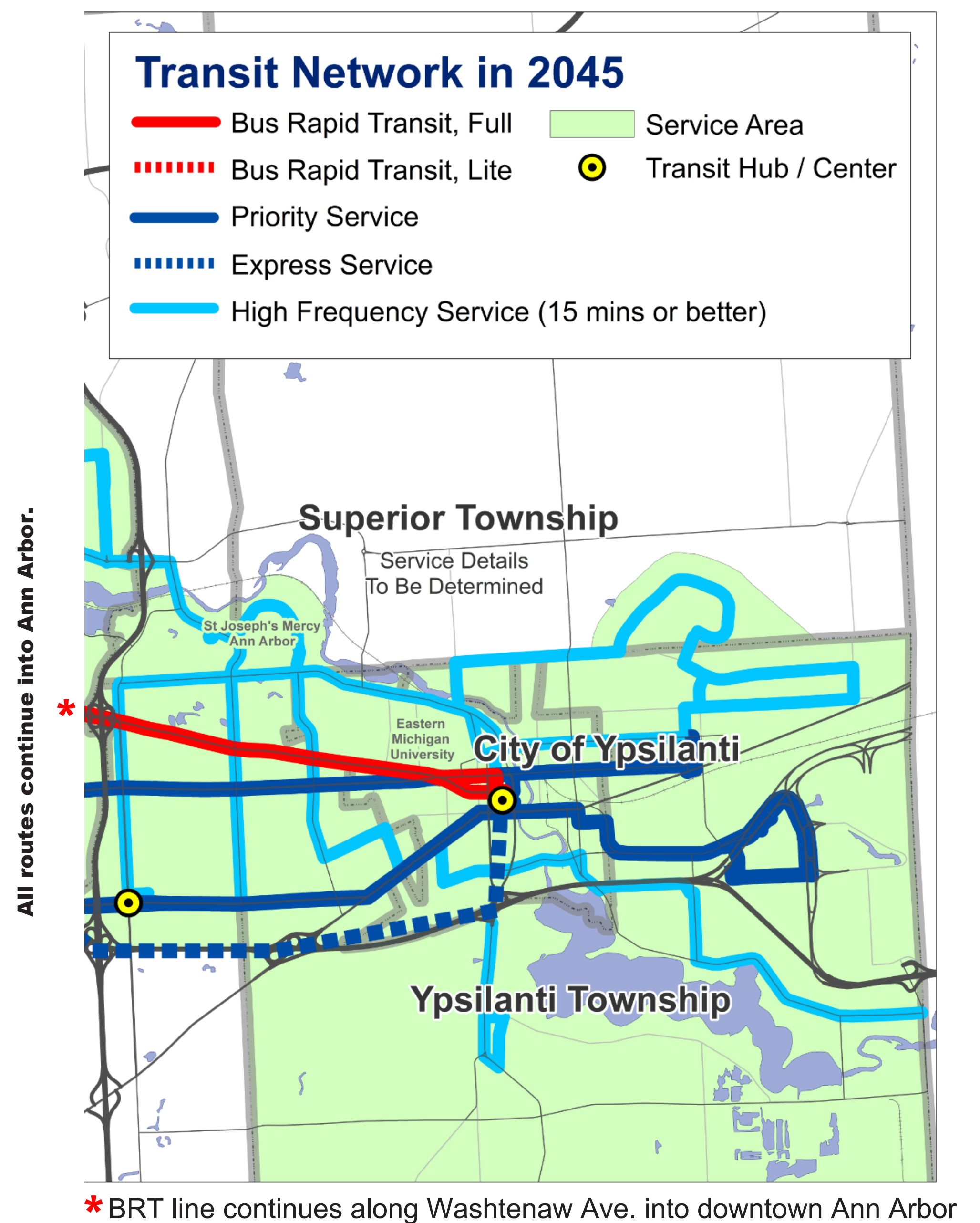
TheRide 2045 is a Long-Range Plan for transit in the Ann Arbor-Ypsilanti area. The plan lays out a shared vision and strategy for transit by 2045. It focuses on improving social equity by increasing access to jobs and housing, while also contributing to a cleaner environment and a vibrant economy. The result will be a more competitive transit system that will grow ridership, fostering a more sustainable and vibrant community. Reconstructing the YTC is a top capital infrastructure project for TheRide and is highlighted throughout TheRide 2045.

Key Service Components in TheRide 2045 for the YTC

Bus Rapid Transit (BRT): One of the two major BRT lines programmed in TheRide 2045 relies on the YTC as an anchor. BRT can significantly improve travel time and reliability through features such as dedicated lanes, off-board fare payments, and priority for transit at traffic signals.

Service Types and Enhancements: Over the next 20+ years, transit service at the YTC will double and will include a diverse mix of service types, such as high-frequency and express routes. The service will meet various community needs and ensure broad access to efficient public transportation.

Paratransit and On-Demand Services: Better integration of demand response and fixed route services, including paratransit and flexible on-demand services, utilizing the transit centers and hubs as physical connections. TheRide is dedicated to improving accessibility and being responsive to community needs.



For a copy of the 2017-2018 Passenger Terminal Needs Assessment and TheRide 2045, please visit TheRideYTC.org.

Prior Public Engagement

The project experienced a hiatus due to the COVID-19 pandemic, leading to changes in public travel patterns and needs. Consequently, there was a significant gap between the data collected in 2018 and the current expectations of stakeholders in 2023-2024. To bridge this gap, public engagement kicked off in the fall of 2023 and continues today.

2018 Passenger Terminal Needs Assessment

In 2017-2018, TheRide retained a consultant to help conduct the initial work for a new passenger terminal in downtown Ypsilanti. The primary efforts and outcomes of the work included:

- » A proposed **facility program** that provided a high-level estimate of facility size, platform size, number of bus bays, space needed for safe pedestrian circulation, how to incorporate various types of transit and modes of transportation, and green space;
- » Detailed **evaluation of 3** sites in Ypsilanti:
 - 220 Pearl Street (existing YTC plus City parking lot)
 - Water Street and Michigan Avenue
 - 301 Michigan Avenue
- » **Initial recommendation for Existing YTC site at 220 Pearl Street** for the new facility after robust public and stakeholder engagement;
- » Initial **design alternatives**; and,
- » Planning-level **costs** for construction.

For a copy of the **2017-2018 Passenger Terminal Needs Assessment and TheRide 2045**, please visit TheRideYTC.org.

2023 Validation of 2018 Needs Assessment

The primary efforts and outcomes of this work included:

- » Review of **TheRide 2045** Long Range Plan.
- » Review of **ridership and changing travel patterns** due to COVID-19.
- » Update of proposed **facility program**.
- » Review of **land use changes**.
- » Engagement with **City officials, internal staff, and technical experts**.
- » **Continued recommendation for Existing YTC site at 220 Pearl Street**.
- » **Additional site design alternatives** that build from initial designs.

The Growing Need

As part of a broader initiative known as TheRide 2045, the proposed new transit center in Ypsilanti serves as a critical element to enhance service to its riders. At the time the original YTC was built, it met the needs of riders and staff. However, due to its age and size restrictions, the facility as it stands today does not adequately meet rising service demands. The most frequently heard comments from our customers and staff include:



Site Location

Past and current engagement efforts have indicated that the current site location for the YTC meets the needs of the staff and riders. While the space itself needs to expand, the location on the block at Pearl and N Adams Streets offers easy access to riders and is centrally located within Ypsilanti.



Friendly and Helpful Staff

Feedback to TheRide during YTC engagement activities and regular organization evaluations have shown an overall sense that the staff serving the YTC meets and exceeds expectations. Having the Information Specialists now on site has benefited riders, and route drivers maintain a strong reputation among riders.



Natural Lighting

With floor to ceiling windows, natural light is abundant at the current YTC. This has been a feature that is welcomed given the small footprint.



Lack of Amenities

A severe lack of amenities for both passengers and drivers include few outdoor sheltered areas near the buses, no real-time information, and insufficient indoor seating. The facility also has too few public and driver bathrooms.

The Growing Need



Lack of Overall Space

The facility is undersized today, and with ridership projected to increase due to future planned service expansion, crowding and pedestrian flows at the facility will only worsen. Additionally, TheRide drivers feel crowded in the bus slips, especially when encountering a deployed bike rack or snow accumulation. Staff accommodations and facility operations spaces at the current facility are also very limited and will grow increasingly tight as service expands.



Inefficient Layout

The facility has inadequate separation between pedestrians, passenger cars and trucks, and buses. Sightline issues, particularly seeing the bus bays, routes, and parking lot from the facility, as well as sightlines within the facility, have caused frustration and safety risks.



Security

The security systems do not provide coverage to all bus bays and bike parking, and the facility lacks secure areas for equipment, security personnel, and additional information specialists that provide ticketing and trip planning assistance.



Bus Bay Spaces

Based on recommendations in TheRide 2045, service will increase in Ypsilanti, and TheRide will need more than six bus bays to accommodate future service, including articulated bus (a bus with two or more sections linked by a flexible middle) bays for planned high-capacity transit service between Ann Arbor and Ypsilanti, such as bus rapid transit. Bus rapid transit offers cost-efficient, faster transit service through partial or fully dedicated lanes, off-board fare payment, level boarding locations, and transit priority features.