

## Updated Project Description

Over the last few months, the project team has worked to more clearly define the elements of the New Center Intermodal Facility (NCIF). Early design decisions include:

- Bus station entrance/exit on Amsterdam Street instead of Woodward Avenue (buses turning out of the bus station onto Woodward Avenue and cars driving down Woodward Avenue would have limited sight distance of each other, causing potential safety hazards).
- Two story building on the south side of the railroad tracks: one story for the intercity bus station on the ground floor and a parking deck on the second floor, including spaces for employee parking, short- and long-term passenger parking, carshare/rental car parking, and electric vehicle charging. The parking structure will be built to accommodate potential additional floors of parking in the future.

Preliminary design for the NCIF is ongoing and different options will continue to be explored.

## Status Report

**Stakeholder and Public Input:** In June through August, the project team conducted Phase 1 of stakeholder and public engagement to introduce people to the project and receive initial feedback on their use of the current facilities, the impact of the NCIF on their transportation choices, project goals, project elements, potential impacts, adjacent development, neighborhood context elements, and design approach.

At the end of June, the project team hosted virtual kick-off meetings with the government and local advisory committees. Throughout July, the project team visited the current Howard Street bus station and Amtrak station to distribute and collect surveys from people waiting at the stations. At the end of July, the project team hosted a virtual public meeting and an in-person open house alongside a public survey made available on the project website.

Key takeaways from the input received include:

- Most participants use the current facilities once a year, at most.
- Most participants who use the current facilities get dropped off or picked up, either by personal vehicle or by a paid service such as taxi, Uber, or Lyft.
- Rebuilding the train station and relocating the bus station to the site in New Center would not affect many participants but would encourage some to start using rail and intercity bus service or use it more than they currently do.
- Popular station amenities requested included more food options, improved cleanliness, improved bathrooms, and improved seating in the waiting area.
- Many participants are excited about the project and happy to see that the design approach is incorporating public space and placemaking.
- A priority is secure bike parking/storage and e-bike charging that are conveniently accessible from the local bike route on Cass Avenue.
- Buildings that are safe and well-designed are also a priority.
- Participants are looking for safe and connected bike and pedestrian infrastructure to access the NCIF.
- Participants are also looking for additional rail and intercity bus connections at the NCIF, including commuter rail and connections to the airport, Michigan Central Station, and Canada.

Stakeholder and public input have already informed the refinement of some design options, including shifting the bus station entrance/exit from Woodward Avenue to Amsterdam Street and the incorporation of bike parking/storage amenities, and will continue to inform preliminary design decisions and analysis of local impacts. In September and October, the project team will re-engage stakeholders and the public about refined design options and initial findings from the analysis of the NCIF's environmental and community impacts.

**Preliminary Design:** The design team continued to coordinate with MDOT and the station tenants (Amtrak and intercity bus carriers) to define needed elements and specifications for the transportation facility, including where buses will enter and exit the station, how many buses need to be accommodated at the station at once, and where passengers will line up to board a bus versus a train. Based on these discussions, the team developed options for the configuration of the train station, bus station, and parking deck as well as options for pick-up/drop-off, construction phasing, and a bike station. These options will be further refined over the coming months.

The team also met with the Detroit Historical Society for their input on potential use of space within the NCIF for exhibits featuring Detroit history. The team will continue to coordinate with partners who can bring local insights and resources to the design approach.

**Environmental Assessment and Historic Preservation:** The environmental team continued to coordinate with the State Historic Preservation Office to prepare for the historic preservation review process and with the Federal Transit Administration to prepare for the Environmental Assessment by further developing the project definition and providing documentation about MDOT's acquisition of the site south of the railroad tracks. The team also began documenting existing conditions for the various areas of potential local impacts.

In the coming months, the environmental team will analyze the impacts of the NCIF on the following:

- Transportation
- Safety and security
- Land use
- Property acquisitions
- Community facilities
- Cultural resources
- Socioeconomics and environmental justice
- Economics
- Visuals and aesthetics
- Air quality
- Noise and vibration
- Water resources
- Biological resources
- Geology and soils
- Hazardous materials and contaminated sites
- Utilities
- Energy
- Climate change and resiliency

For project updates and more information:

<https://www.Michigan.gov/MDOT/Projects-Studies/Studies/Traffic-and-Environmental-Linkages-Studies/New-Center-Intermodal-Facility>