

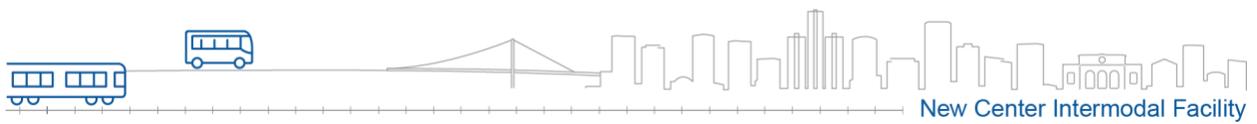


# NEW CENTER INTERMODAL FACILITY

## **PUBLIC INVOLVEMENT SUMMARY** Phase 1







# Table of Contents

<b>BACKGROUND.....</b>	<b>1</b>
<b>HOW WE ENGAGED .....</b>	<b>2</b>
Government Advisory Committee (GAC) .....	2
Local Advisory Committee (LAC) .....	2
Users of the Current Facilities .....	3
The Public .....	3
<b>WHAT WE HEARD OVERALL .....</b>	<b>4</b>
Use of Current Facilities .....	4
Impact of the NCIF on Transportation Choices.....	4
Project Goals.....	5
Project Elements.....	5
Potential Impacts .....	5
Adjacent Development, Neighborhood Context Elements, and Design Approach .....	6
<b>NEXT STEPS.....</b>	<b>7</b>



## Background

The New Center Intermodal Facility (NCIF) project is led by the Michigan Department of Transportation (MDOT) and supported by AECOM. The Federal Transit Administration (FTA) is overseeing the development of the Environmental Assessment. The study area is within a quarter-mile of the Project site shown below.



Throughout Phase 1, the project team engaged with businesses, government agencies, the public, community groups, and active transportation users. Information shared included the purpose and need for the NCIF, the project development process, core elements planned for the NCIF site, additional site opportunities, and considerations driving the project's design. A variety of strategies were used including the project website, in-person and virtual meetings, and surveys.

## How We Engaged

### Government Advisory Committee (GAC)

The project team hosted a virtual meeting with the GAC via Microsoft Teams on Monday, June 27<sup>th</sup> from 1-2:30pm. About 60 people attended the meeting from the following organizations:

- City of Detroit
- Detroit Department of Transportation (DDOT)
- Federal Transit Administration (FTA)
- Governor's Federal Affairs Division
- M-1 Rail (QLine)
- Michigan Department of Transportation (MDOT)
- MoGo Bikeshare
- Office of Congresswoman Brenda Lawrence
- Office of Congresswoman Debbie Dingell
- Office of Congresswoman Rashida Talib
- Office of Senator Gary Peters
- Suburban Mobility Authority for Regional Transportation (SMART)

Key takeaways from the meeting discussion include:

- Improving the interregional connectivity by providing additional routes to Royal Oak station, Dearborn, and Windsor as well as additional connection to and from the DTW airport.
- Engaging RTA, service to the DTW airport, etc. as well as Amtrak, bus, limos, and rideshare operators such as Uber and Lyft.
- Upgrading the nearby transit amenities to be artistic shelters, modeled after the artistic aesthetics of the neighborhood.
- Creating a lane along parking spaces is one option for efficient drop-offs and pick-ups.
- Increasing SMART/DDOT/QLine service along Woodward Avenue and enabling easy purchase to promote intermodal transit.

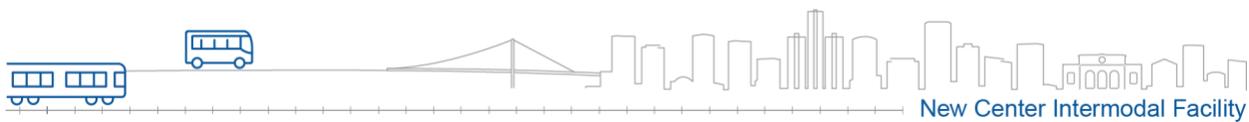
### Local Advisory Committee (LAC)

The project team hosted a virtual meeting with the LAC via Microsoft Teams on Thursday, June 30<sup>th</sup> from 10:30am-12pm. About 15 people attended the meeting from the following organizations:

- City of Detroit
- College for Creative Studies
- Community Association for New Center Area (CANCAN)
- Detroit Historical Society
- Detroit People's Platform
- Henry Ford Hospital
- Michigan Association of Rail Passengers
- Midtown Detroit, Inc.
- Wayne State University

Key takeaways from the meeting discussion include:

- Engaging with groups such as Detroit Disability Power and Warriors on Wheels, Detroit Pistons, Seward Block Club, individual small business owners, and micromobility operators like MoGo, Boaz Bikes, and Lime is beneficial.



- Considering mixed use with retail and other opportunities especially Black and Minority/Women-owned business opportunities for the design. Additionally, providing green space/public spaces that balance or offset the emissions.
- Exploring the potential to have a welcome center with information on activities and events.
- Designing NCIF based on the historical context.

## Users of the Current Facilities

The project team visited the current Howard Street bus station and Amtrak train station in-person throughout the month of July to distribute and collect surveys from people waiting at the stations. Twenty-eight surveys were collected at the Howard Street bus station and 33 were collected at the Amtrak station.

Key takeaways from the completed surveys include:

- Most participants use the current facilities once a year at most.
- Most participants get dropped off or picked up, either by personal vehicle or by a paid service such as taxi, Uber, or Lyft.
- Relocation of intercity bus services from the Howard Street bus station to the NCIF would not impact most participants.
- Popular station amenities requested included more food options, improved cleanliness, improved bathrooms, and improved seating in the waiting area.

## The Public

Engagement with the public in Phase 1 occurred through a variety of formats. An open comment form is available on the project website throughout the project; 15 people submitted a comment form in Phase 1. The project team hosted a virtual public meeting on Zoom on Tuesday, July 26<sup>th</sup> from 5:30-7pm. The meeting had about 30 attendees from the public. The project team also hosted an in-person public open house at the Fisher Building on Thursday, July 28<sup>th</sup> from 8-9:30am and 11:30am-1pm. About 10 people attended. Finally, a public Google Form survey was available on the project website from Tuesday, July 26<sup>th</sup> through Friday, August 12<sup>th</sup> and was promoted via the public meetings, press release, and MDOT's social media. Forty survey responses were collected.

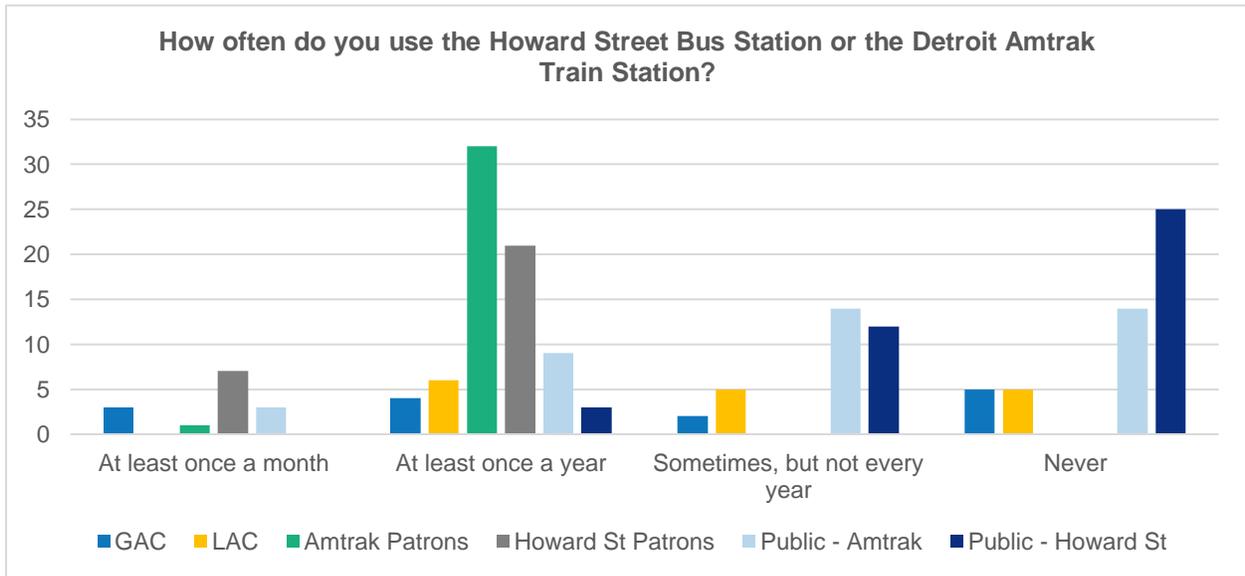
Key takeaways from the public input received include:

- Many participants are excited about the project and happy to see that the design approach is incorporating public space and placemaking.
- Secure bike parking/storage and e-bike charging that are conveniently accessible from the local bike route on Cass Avenue is a priority.
- 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.

# What We Heard Overall

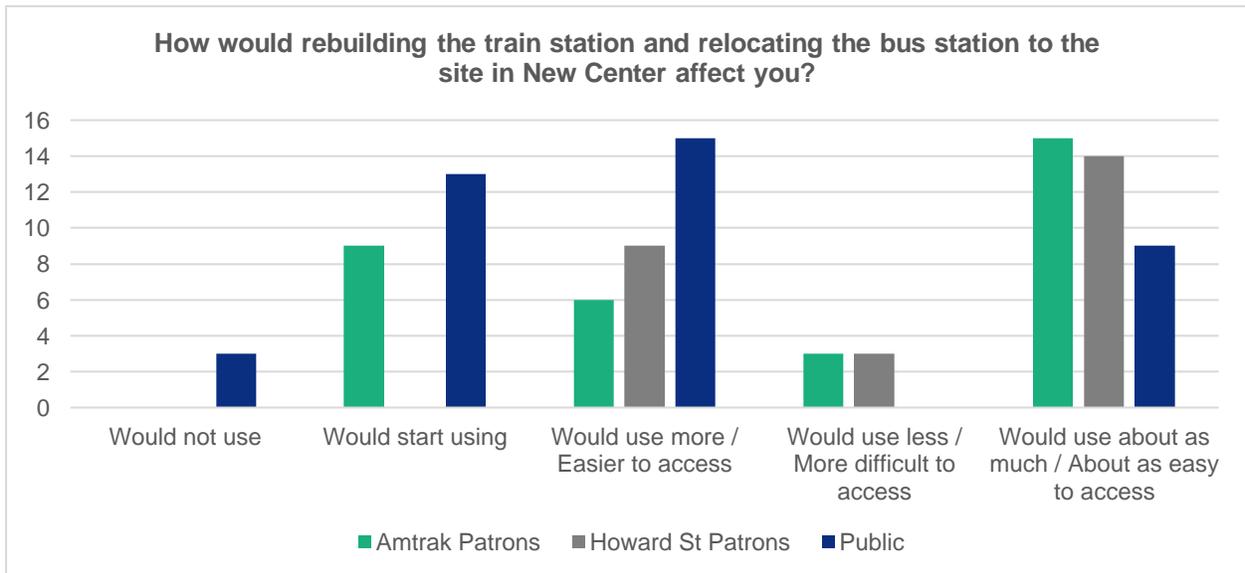
## Use of Current Facilities

Most participants use the Howard Street bus station or Detroit Amtrak station about once a year. Many members of the public never use the Howard Street bus station.



## Impact of the NCIF on Transportation Choices

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.



## Project Goals

The goals for the NCIF are:

1. Restore essential transportation facilities to a **state of good repair**.
2. Establish a **regional transportation hub** providing multimodal access and convenient connectivity with a focus on meeting the needs of disadvantaged communities.
3. Provide high-quality passenger amenities and public space improvements to **enhance the customer and pedestrian experience** in the Project area.
4. **Invest in opportunities** to drive transit-oriented development in the local area while offsetting facility capital and operating costs.

Participants largely affirmed all of the goals, especially Goals 3 and 4. Considering how local transit (SMART/DDOT/QLine) fits into Goal 2 of making the NCIF into a true regional transportation hub was a common concern. The provision of a safe and connected walking and biking environment around the NCIF and connecting to and from the area to support Goals 3 and 4 was also a common concern.

## Project Elements

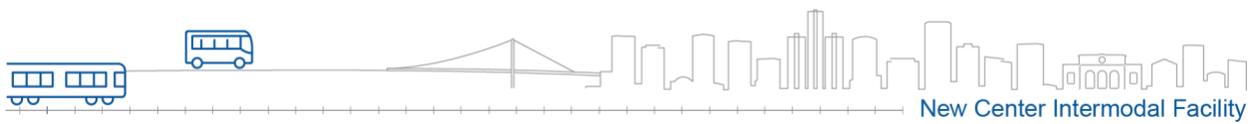
Elements of the project include:



The provision of secure bike storage was a common request amongst participants, as were inviting and safe waiting areas, safe and connected walking and biking infrastructure, and high-quality local transit facilities and service.

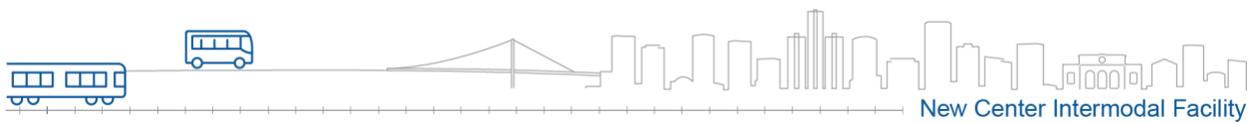
## Potential Impacts

Potential impacts of concern to participants included safety, passenger experience of the enclosed bus station (lack of natural light and ventilation), and sufficient but not excessive provision of parking.



## Adjacent Development, Neighborhood Context Elements, and Design Approach

Many participants would like to see the city and neighborhood's history honored in the design of the NCIF, especially their historic architecture. Urban activation through art was also a commonly liked design approach. Participants are open to the type of adjacent development that may occur on the site, with suggestions ranging from residential to hotels, restaurants, retail and office space; the vision for mixed-use transit-oriented development is shared amongst many participants.



## Next Steps

Stakeholder and public input has already informed the refinement of some design options, including the bus station entrance/exit shift 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.

The project team will conduct Phase 2 of engagement in September and October to get feedback on the refined design options for the NCIF and initial findings from the analysis of the NCIF's environmental and community impacts. In-person and virtual meetings and a public survey will be included in Phase 2, and the project website will continue to be leveraged as the hub for information about the project and ways to engage:

**<https://www.michigan.gov/mdot/projects-studies/studies/traffic-and-environmental-linkages-studies/new-center-intermodal-facility>**