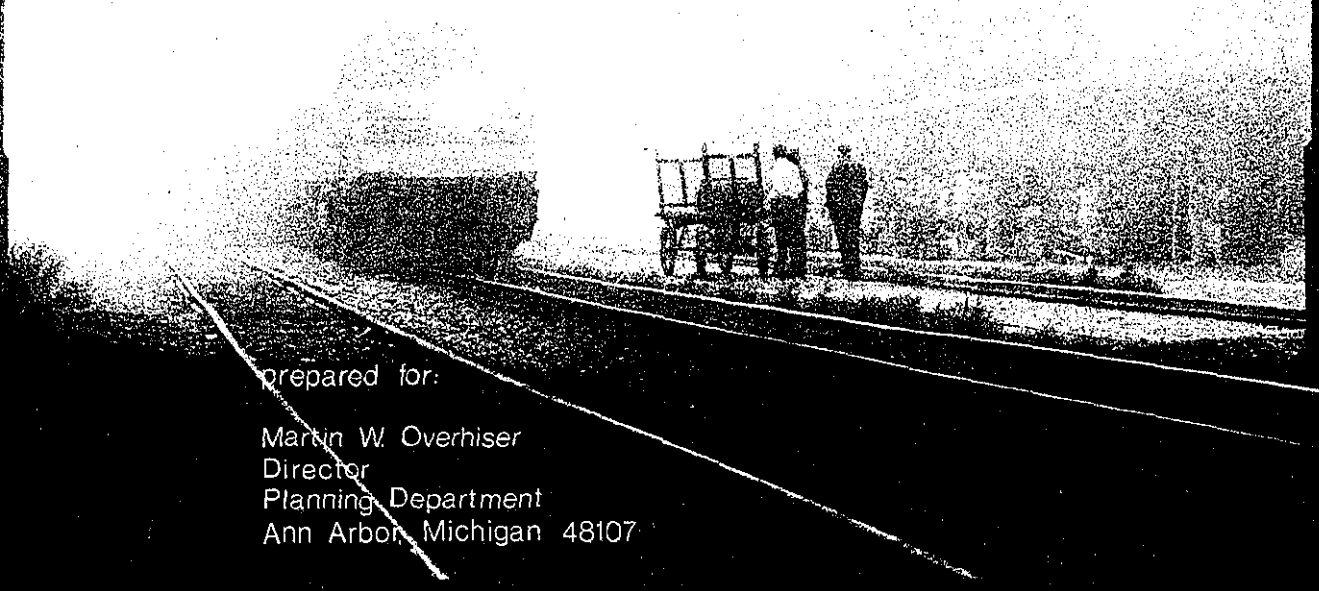


H16-005

## The Ann Arbor Depot

A First Phase Investigation  
of Location Alternatives  
for Rail Passenger Facilities



prepared for:

Martin W. Overhiser  
Director  
Planning Department  
Ann Arbor, Michigan 48107

by:

Pollack Design Associates  
Planning and Design Consultants  
220 South Main Street  
Ann Arbor, Michigan 48104

15 November 1979

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## THE ANN ARBOR DEPOT

### A First Phase Investigation of Location Alternatives for Rail Passenger Facilities

#### SECTION I: INTRODUCTION

##### BACKGROUND:

On the 17th of April, 1979, William Barwis, Manager of the Rail Passenger Operations Section (UPTRAN), Michigan Department of Transportation (MDOT), sent a letter to Mayor Louis D. Belcher (see Appendix A) requesting assistance in dealing with the Ann Arbor train station. The letter outlined perceived needs as well as a bit of history about recent developments at the train station involving an expansion of the commuter waiting space. The letter asked for guidance and assistance, stating that "Ann Arbor is the second heaviest Amtrak station in Michigan, and deserves adequate station and parking facilities". The letter asked, "should we remain in the general location of the existing depot, or should it (the station) be moved elsewhere?". Mayor Belcher responded indicating that Mr. Martin Overhiser, Director of Planning, would take the responsibility for further contact with Mr. Barwis, and that Ann Arbor is more than willing to cooperate in addressing the questions raised.

Two meetings, arranged by Mr. Overhiser, were held subsequent to this correspondence, the first being on the 6th of June, 1979. Messrs. William Barwis and Glen Rigdon of UPTRAN, Mr. Ted Craig, District Supervisor from AMTRAK, and Mr. Martin Overhiser gathered to discuss the situation and decided that

there were two things in need of doing: 1) an immediate solution to satisfy this winter's requirement for enlarged and protected waiting space; 2) a longer look at what would be the eventual fate of Ann Arbor's railroad station. As a result, work began to locate and then purchase or rent temporary trailers to solve one of the immediate problems. To solve slightly longer-range issues, Mr. Overhiser was to contact other agencies that could assist in identifying possible location and evaluation criteria for determining the best course of action to take in the search for improved facilities.

On the 13th of June, a meeting took place among Fred Mayer, University of Michigan Planner; John Robbins and Leigh Chizek, Ann Arbor Department of Streets, Traffic and Parking (STP); Tom Hackley, Ann Arbor Transportation Authority (AATA); Bob Polens, Ann Arbor/Ypsilanti Urban Area Transportation Study Committee (UATS); Tom Fegan, County Planning; Clark Charnetski, Vice Chairman of Michigan Association of Railroad Passengers (MARP); and Martin Overhiser, City Planning Director. The group identified several alternative locations for passenger facility improvements, and in the process, made an attempt at listing criteria which could be used in evaluating possible locations. The end result of this meeting was, in effect, a series of potential locations and potential evaluation criteria (see Appendix B). This report, then, begins where that meeting ended.

#### PURPOSE OF THE STUDY:

The intent of this study is not to make conclusions

about what should or should not be. Rather, its purpose is to provide information which can be used as a guide to making decisions about the future of the Ann Arbor train station. The group that met on the 13th of June took a broad and unconstrained view of various train station possibilities and location characteristics. They neither benefited from nor were constrained by specific knowledge about future options for change in the development of a train station facility. An important step, and first for this study, was to determine just how the Depot might change programmatically. Program alternatives for use could imply different physical developments or arrangement of those uses on the land. Understanding what could happen to the train station as a physical entity is necessary prior to evaluating any specific, pre-selected sites, or in identifying yet other potential locations.

The method this study employed to understand what changes are possible for use in and around the existing railroad station was to meet with and interview the vast variety of people that are involved in one way or another with the station, with rail transportation, and with other forms of public transportation in the Ann Arbor area.

The interviews were designed to gather individual commentary--personal and agency perspectives--regarding the various needs and desires, attitudes and points of view, and real information about what exists and projected information speculating what should or could happen. The list of individuals contacted includes: from AMTRAK, Ted Craig, R. Batten and Robert A. Nedzesky; from the Department of Transportation, UPTRAN Division, Scott Hercik



The ANN ARBOR  
COMMUNITY AT LARGE

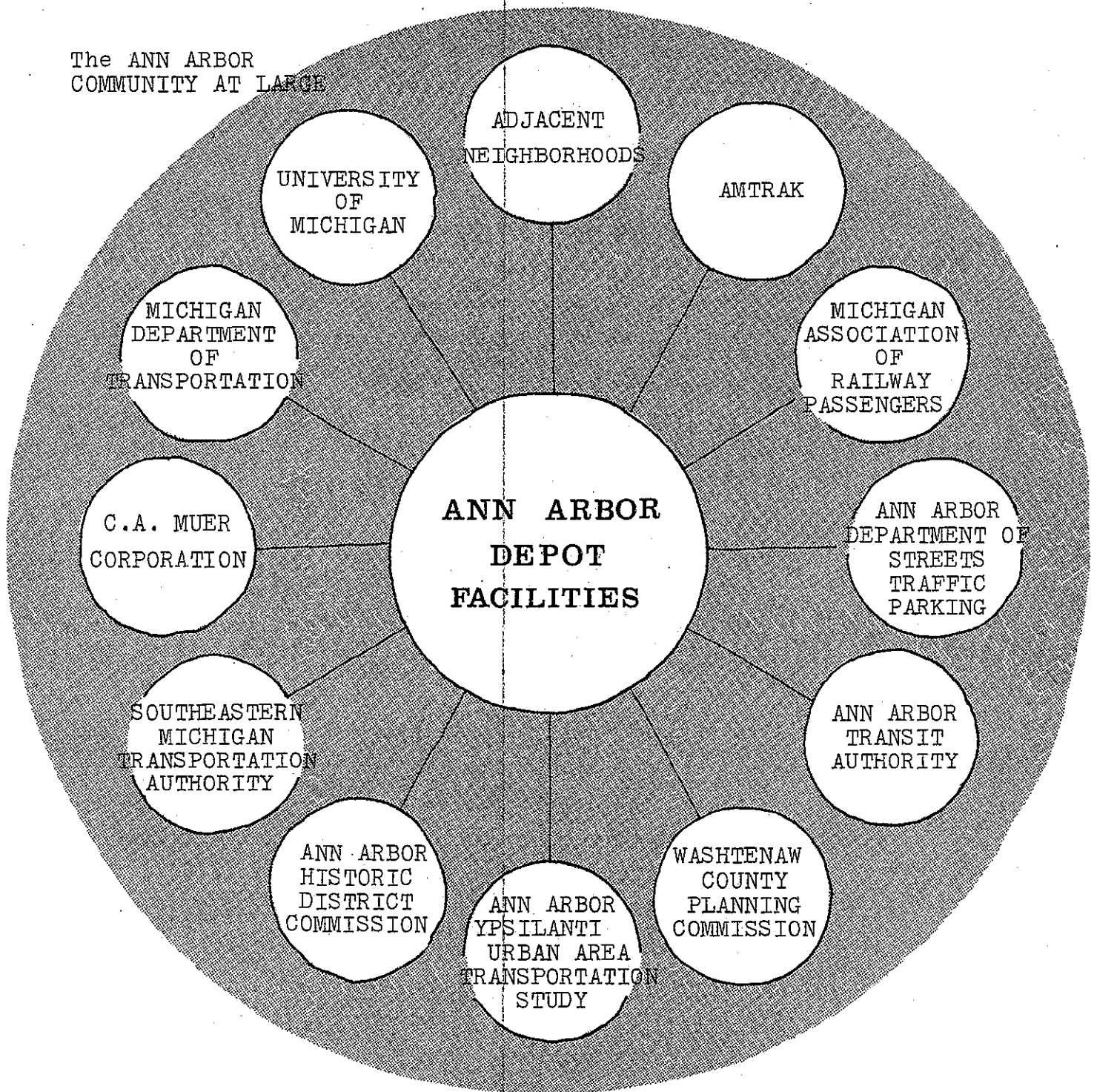


ILLUSTRATION 1

**PARTICIPANTS**

(Division Manager replacing Mr. Barwis), Glen Rigdon, Steve Cook and Harry Carlson; from the Southeastern Michigan Transportation Authority, Julien Wolfe; from the Michigan Association of Railroad Passengers, Clark Charnetski; from the Ann Arbor Transportation Authority, Richard Simonetta and Tom Hackley; from the Ann Arbor/Ypsilanti Urban Area Transportation Study Committee, Bob Polens; from the University of Michigan, Ken Korman; from the County Planning Commission, Tom Fegan; from the Ann Arbor Department of Streets, Traffic and Parking, Leigh Chizek; from the C. A. Muer Corporation, Dieter Boehm; and, from the adjacent residential area, Letty Wickliffe and Bill DeBrooke.

All of these people have an interest in the issue in one way or another. While not all inclusive, they are most of the players or the agencies involved in the future of the Ann Arbor depot, as indicated by Illustration No. 1. The information gained from these sessions has been sorted into: a section documenting existing conditions in the area of the present station; another concerned with programmatic changes as known and desired at this point in time.

The methodology also included another step, that of gathering and sifting information concerned with alternate potential locations. How large are the individual parcels? How are they owned and used? What are other important physical considerations? All are examples of the questions asked. The list resulting from the June 13, 1979 meeting is herein reviewed and broadly commented on, as well as are other possible locations identified during the study.

## CONTEXT FOR READING FURTHER:

One of the most visible results of this first draft study is the obvious need to coordinate transportation systems. The train station cannot exist in isolation. In the arena of public transportation, all modes of movement are inevitably mixed at some point in time. Also overwhelmingly apparent was the spirit of cooperation expressed by those interviewed. The various agencies and individuals recognize the benefits to be gained from a supportive relationship. What will need to take place, as this train station study continues, is the coalescing of everyone into a team quite capable of accomplishing improvements to the Ann Arbor train station. This coordinating and sustaining role, as it is in the best interests of Ann Arbor as a city, should be the responsibility of the City.

A second context is that of time. It is important to realize that there are several time frames to consider. The first is historical: what has happened to the depot to date, which includes what exists there today. The second time frame is the near or short-range future: from 1979-1984. This period was defined by the anticipated 1984 SEMTA takeover of the Ann Arbor/Detroit commuter train service. Time frame three, an intermediate length view to the future, extends from 1985 to the year 2000. The last time frame is a long view, and involves thinking about the year 2001 and beyond. Discussions must range across the continuum, spanning from the past to the distant future. As we do this, it is important to acknowledge that we know the most about the past and the least about the far distant future. As a result, we should recognize

that, in making decisions now, we can only look ahead with near-term accuracy. We can equip ourselves today to design for tomorrow with an eye cast toward the future. But, at this moment in time, we are unable to predict exactly what the longer-range tomorrows will bring. The far view will have to achieve greater clarity with the passage of time.

Being aware of this should enable us to appreciate the value of flexibility, in that decisions reached now should be able to lead in more than one immovable or fixed direction. Today's accord and follow-up action should have several well considered alternative futures. One function of this report, then, is to articulate relationships between decisions in the various time frames, for one leads to the next, both literally and figuratively.

A third point to consider as background to reading the whole is that there are two kinds of rail passengers, and as we will discuss later in this report, the two are quite different. Each has its own set of characteristics. One is the short-distance commuter who uses the Michigan Executive (the Jackson to Detroit and return) to go to and from work, five days a week. The second is the long-distance business or vacation, more leisurely traveler who currently has three additional trains to choose from. The evolution of the Ann Arbor depot is neither a long-distance nor a short-distance passenger problem. A solution to future facilities involves satisfying the requirements of both.

One other factor should be considered although

little is known about its potential growth--small parcel and express freight is a function which, if promoted by AMTRAK, could have major access and storage requirements.

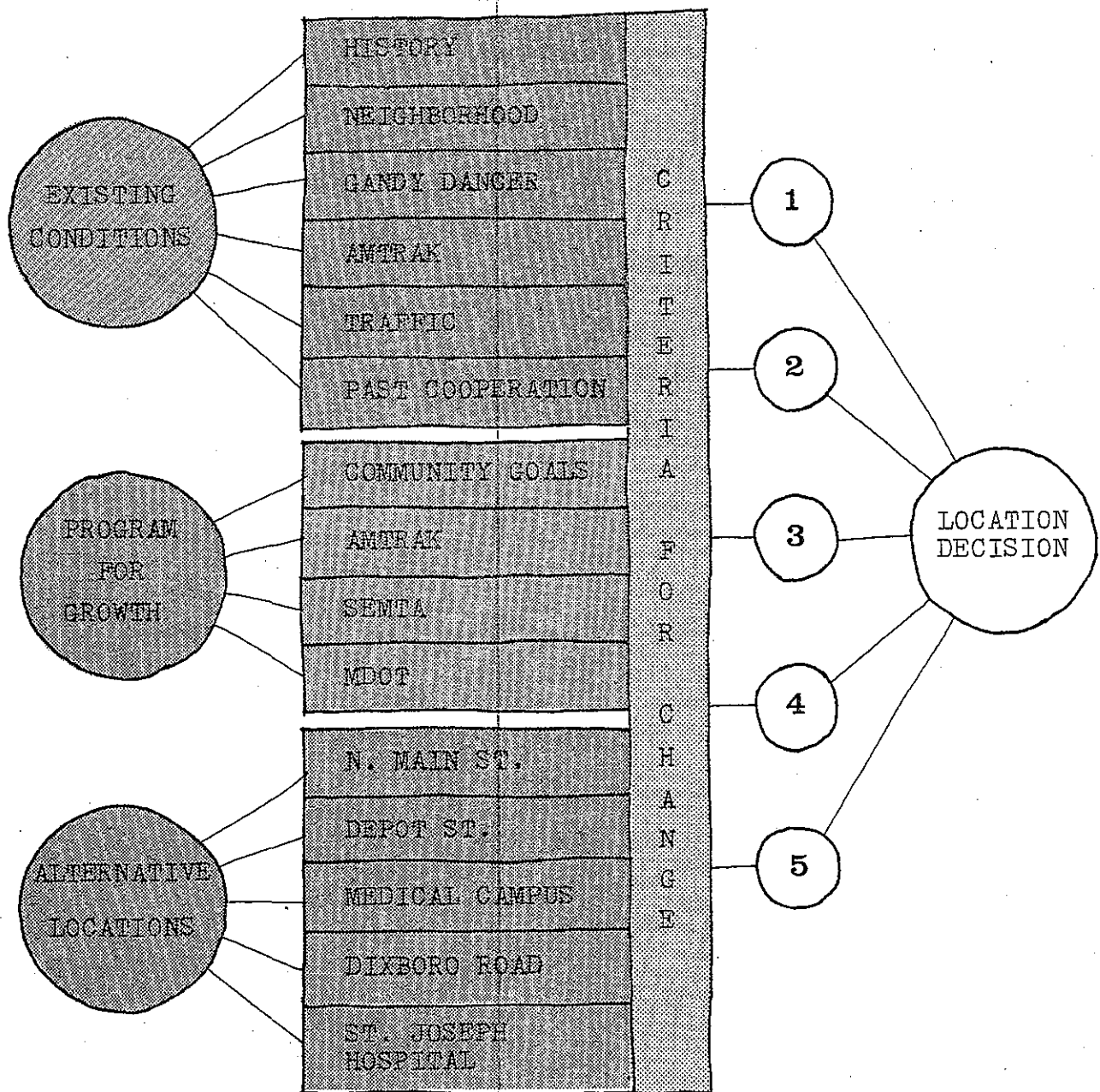


ILLUSTRATION 2

## The Methodology

## SECTION II: INVESTIGATIVE CONTENT

### OVERVIEW:

The general information presented so far has been done so within SECTION I: INTRODUCTION. The subject matter to follow is grouped into three additional segments each with subsections.

SECTION II: FINDINGS outlines basic data, that which is needed to develop criteria for change. The subsections include discussions of existing conditions, future program considerations, and potential alternate locations. Please refer to Illustration No. 2.

SECTION III: REACHING CLOSURE presents an analysis of the Section II information, and drawing from the various relationships between data, outlines a discussion of major issues. The result of this effort will be the determination of a location for facilities improvements.

SECTION IV: THE NEXT STEPS reviews how progress might continue once a location for future facilities improvements has been selected.

## SECTION IIA.

### FINDINGS: EXISTING CONDITIONS

In order to propose change, it is necessary to understand what exists; but more importantly, one must know what is good about what exists, and what is not. Consideration of what exists in the area of the present station can be grouped into six associations: (1) The Depot is a building that is on the National Register of Historic Places. It is in one of Ann Arbor's earliest historic districts; (2) The adjacent neighborhood character; (3) As a restaurant, the Gandy Dancer has a regional reputation and generates much activity; (4) The Ann Arbor AMTRAK station is also a very busy facility; (5) Now that Summit Park exists and Summit Street was closed between Fourth and Fifth Avenues, Depot Street has become a more important local connector street. It is possible that this will be even more so as the Fuller/Glen street improvements are implemented; (6) The relationship and past cooperative efforts between AMTRAK and the Gandy Dancer.

### THE HISTORY OF THE ANN ARBOR DEPOT:

The following description is from "Historic Buildings, Ann Arbor, Michigan", published by the Ann Arbor Historic District Commission:

#### MICHIGAN CENTRAL RAILROAD DEPOT

Built in 1886, this elegant structure was considered to be the finest station on the Michigan Central line. The first depot, built when the Michigan Central Railroad came to Ann Arbor in 1839, was located further west on the other side of Broadway. A two-story section of that structure was later moved to the southeast corner of Beakes Street and North Fifth Avenue where it still stands in use as a residence.



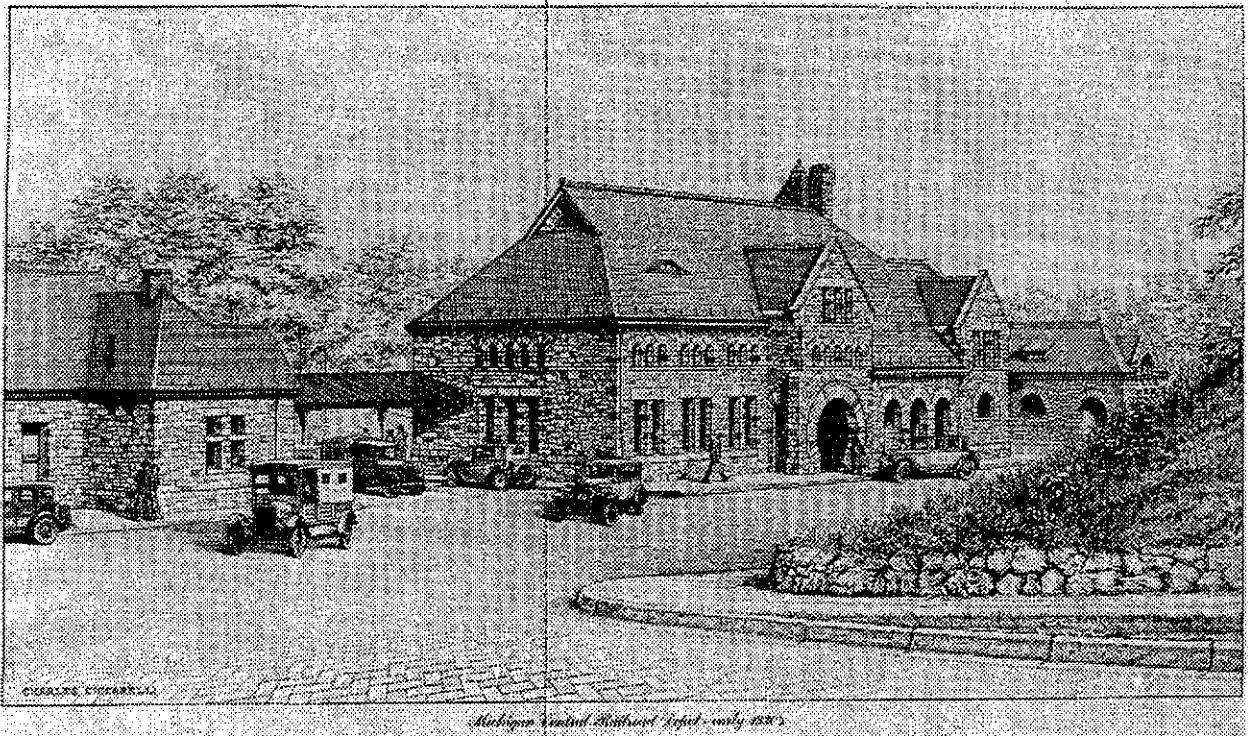


ILLUSTRATION 3

## Michigan Central Railroad Depot - early 1930's

by  
CHARLES CICCARELLI

Spier and Rohns, architects for the new building, designed it in the Richardsonian Romanesque style popular at the time. The heavy stone walls, deep-set, round-arched openings, the asymmetry of the composition with its square squat tower and tall chimney, all expressed the strength, solidity, and prestige of the railroad, then at the zenith of its power. Elegant details, stained glass windows, and two large terra cotta fireplaces further embellished the interior. The contractors took special care in the choice and fitting of the stone, which was quarried a short distance up the Huron River at Foster's Station on Maple Road. The two smaller buildings, a Railway Express office and a baggage station, were connected to the central structure by a low metal canopy running along the track side.






In 1969, the C. A. Muer Corporation purchased the property from the Penn Central Railroad. Muer's renovation of the main building turned it into a charming restaurant, the Gandy Dancer, with a new balcony in the interior and a service wing added to the west end. In 1976, an expansion of the kitchen and dining area filled the space between the main structure and the east Baggage building. Resurgent AMTRAK passenger traffic now leaves from the former Express office at the west end.

Judging by the public interest in the previous development projects involving the Depot, future alternatives to it and suggestions for change in the vicinity of this historic structure will be equally visible to the Ann Arbor community. The emotional value of the building to Ann Arbor is without question. Future proposals for change should be measured against this sentiment.

#### THE ADJACENT NEIGHBORHOOD:

The surrounding streets are largely residential. It is a neighborhood that has stabilized, and the City in its recent actions has supported this directly. Summit Park, street resurfacing, curb cuts, sidewalk improvements, etc., are helping a once industrial looking Depot Street and vicinity

**LEGEND**

-  PARK
-  RESIDENTIAL
-  OFFICE /  
COMMERCIAL
-  INDUSTRIAL
-  UNIVERSITY

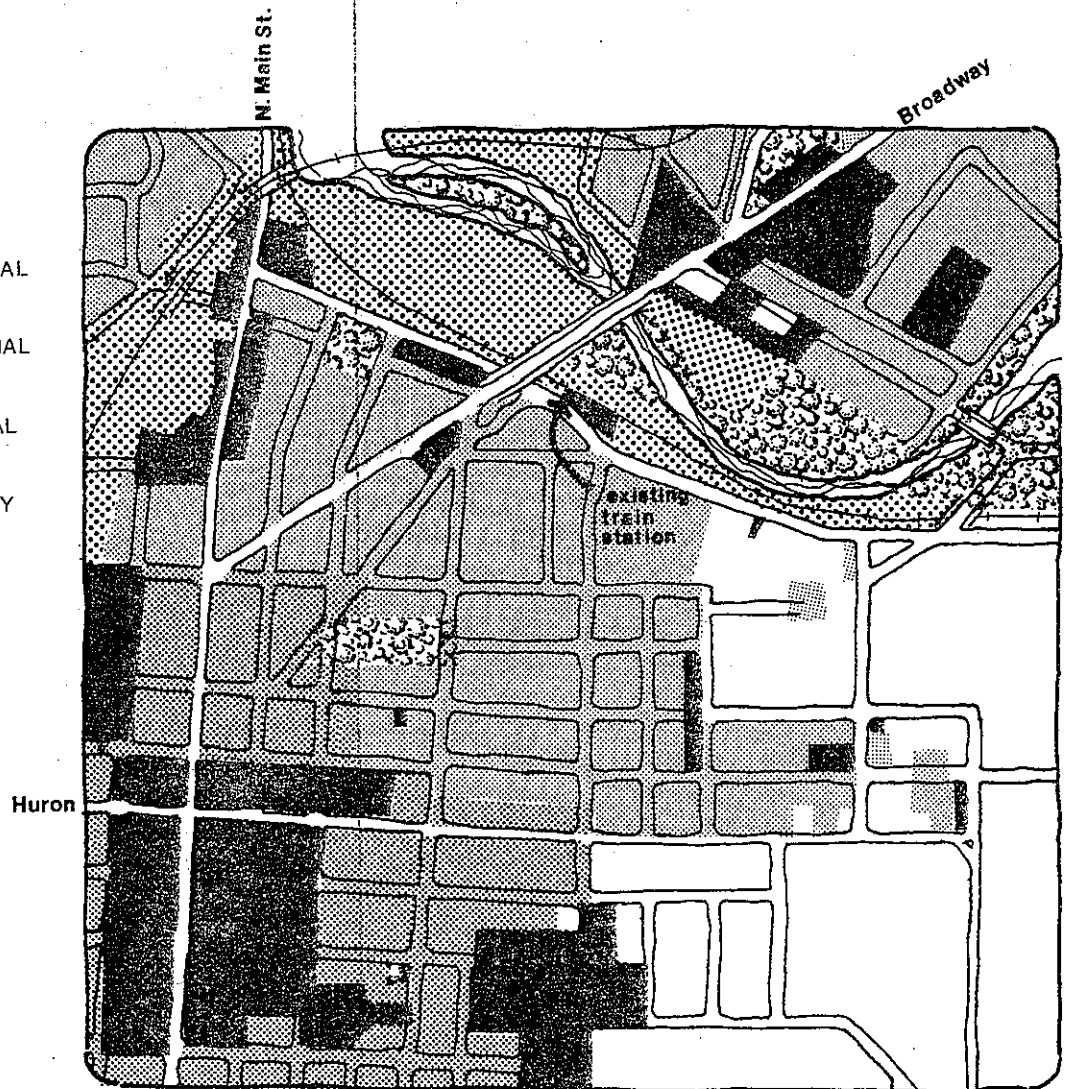



ILLUSTRATION 4

1" = 400' 

**General Land Use**

change its image. The restoration and adaptive use of the Depot could be considered as one of the early catalysts to these changes. Washtenaw Lumber in itself, clean and tidy, is a remaining vestige of the earlier character. The intensity of land uses along Depot Street west of the Broadway Bridge has decreased in recent years.

It is a highly diversified neighborhood with single-family homes and larger apartment buildings; neighborhood as well as city-wide commercial facilities; recreation opportunities from tot lots to a neighborhood park; and, within easy walking distance to the downtown. One of the older parts of Ann Arbor, it is demographically as mixed as it is rich in heritage.

One last existing fact worthy of recognition is the presence of City parkland along the river to the north of the Depot and east of the Broadway Bridge. It is currently not very visible and serves mostly as a walkway or shortcut from State Street north toward Plymouth and Broadway Streets.

#### THE GANDY DANCER:

The Gandy Dancer owns approximately 1.9 acres of land bounded by the train station waiting platform, State Street, the hillside on the south and the Broadway Street Bridge. A permanent easement was granted to the City in 1975, guaranteeing access across this land in perpetuity. The bricks used to pave the street are not to be removed under the provisions of the Historic District Ordinance. The parking places on the public street in front of the building are controlled by the restaurant. 50 such

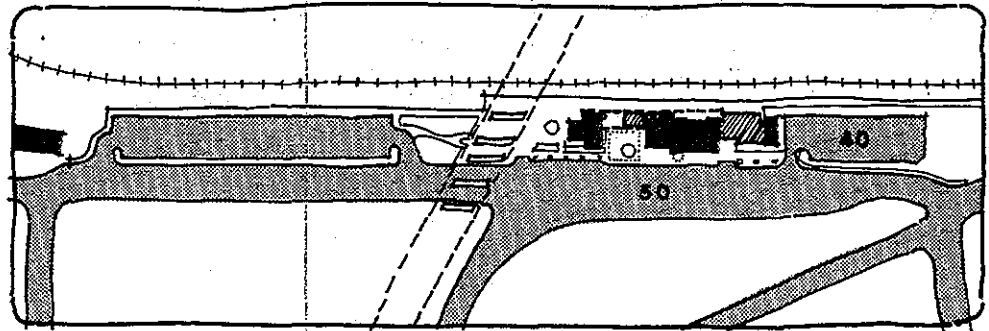


ILLUSTRATION 5

1" = 300'

## Parking Capacity - Gandy Dancer

<div> <div>Eastbound</div> <div>Westbound</div> </div>		
7:00am	Executive	
	Wolverine	8:00am
	St. Clair	11:35am
1:19pm	Wolverine	
	Executive	6:10pm
	Twilight	6:25pm
7:29pm	St. Clair	
10:44pm	Twilight	

ILLUSTRATION 6

## Train Schedule

spaces exist, not including the taxi stand. As shown on Illustration No. 5, the restaurant complex also includes an off-street parking lot to the east which holds an additional 40 cars.

Inside, the restaurant seats approximately 240 persons. It is open for lunch from 11:30 until 2:30, and for dinner, from 5:00 until midnight. The average dinner party occupies its table for over two hours. However, during peak periods such as the football season, the restaurant can serve up to 800 persons in one day.

As is now being experienced, parking is a problem for the restaurant as it is for the train station. This is especially the case during the day, when both activities overlap significantly.

#### THE AMTRAK DEPOT:

As stated previously, the Ann Arbor station is the second busiest train station in the state. There has been a slow but steady increase of about 15% per year over the last five years. There are currently eight train stops a day (Illustration No. 6), four in each direction (eastbound and westbound). The Michigan Executive is the commuter train running from Jackson to Detroit and back. The others provide long-distance service between Detroit and Chicago. During peak periods, as many as 500 persons can board and unboard in one day.

As mentioned earlier, AMTRAK functions out of the former Railway Express office to the west. This small building contains about 450 square feet, and includes waiting room for about one dozen people,

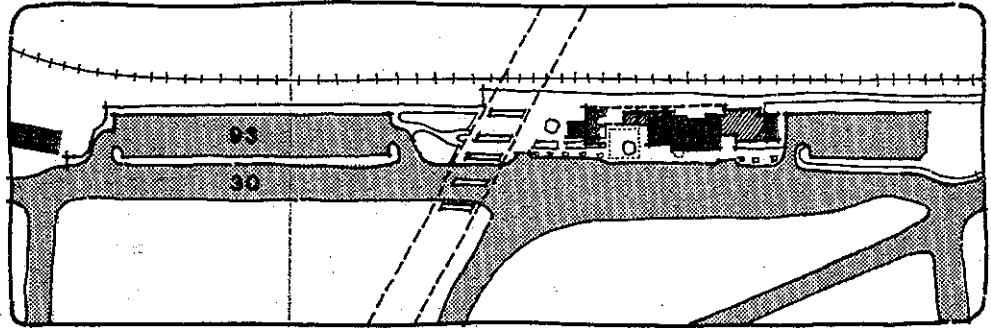



ILLUSTRATION 7

1" = 300' 

## Parking Capacity - Amtrak

ticket sales area, baggage storage, and express parcel storage. There can be up to four employees in the office at any one time.

Railroad related parking (Illustration No. 7) is located in an off-street lot to the west of the Broadway Street Bridge. 75 spaces were available, but recent re-striping of the lot by the Gandy Dancer reduced the space width to a still comfortable nine feet, and increased the number to 93. Some 30 additional off-street parking spaces exist on Depot Street. It is not known if other commuters park their cars on neighborhood residential streets.

Parking is free. Under normal conditions, both the AMTRAK lot and the street spaces are filled by commuter cars. Little, if any, space is available for midday long-distance passengers.

Protected, out-of-weather waiting space, like parking, is not adequate at the existing time.

#### TRAFFIC/TRANSPORTATION CONSIDERATIONS:

Depot Street is becoming a more important local connector street. It is the one direct way, other than Huron Street, of getting from the University Hospital area and east, to Main Street and west without bisecting two residential neighborhoods. The upgrading of Fuller Street between Glen and State Streets, scheduled for last year but delayed pending improvements to Fuller and Glen Streets themselves, will most likely help to increase both the daily and peak hour traffic counts. Therefore, consideration must be given to the many types of



vehicular traffic that will use Depot Street--public and private, service and passenger--related to the restaurant, the train station and to neither, or to through traffic, and to other destinations in the vicinity such as the St. Thomas Church/School.

Regarding other adjacent area streets, it is relevant to note that the Broadway Bridge is one of three City bridges for which application has been made to receive state "critical bridge" monies. This funding would be expended for bridge repairs, including longer spans which would allow removal of the concrete piers located in the Depot Street pavement. When completed, the life of the structure would be extended for approximately 30 years. With City funds alone, repairs would be less extensive and are seen as lasting for a ten-year period. Any major redesign and reconstruction, for instance to add lanes or more turn-off ramps, is not anticipated at this point in time.

Direct access to the Depot by public transportation is solely by taxi. As mentioned earlier, the taxi stand is on the west, or railroad station end of the Gandy Dancer site.

Until recently, the shuttledecker, with some financial support coming from the Gandy Dancer, did stop at the Depot during the noon hour "extended" route. The shuttledecker, however, is no longer operating.

AATA has one line bus (#3), the Huron River Route, that stops at the corner of Fuller and State Streets before turning left, or south onto State Street moving toward the downtown. Effective

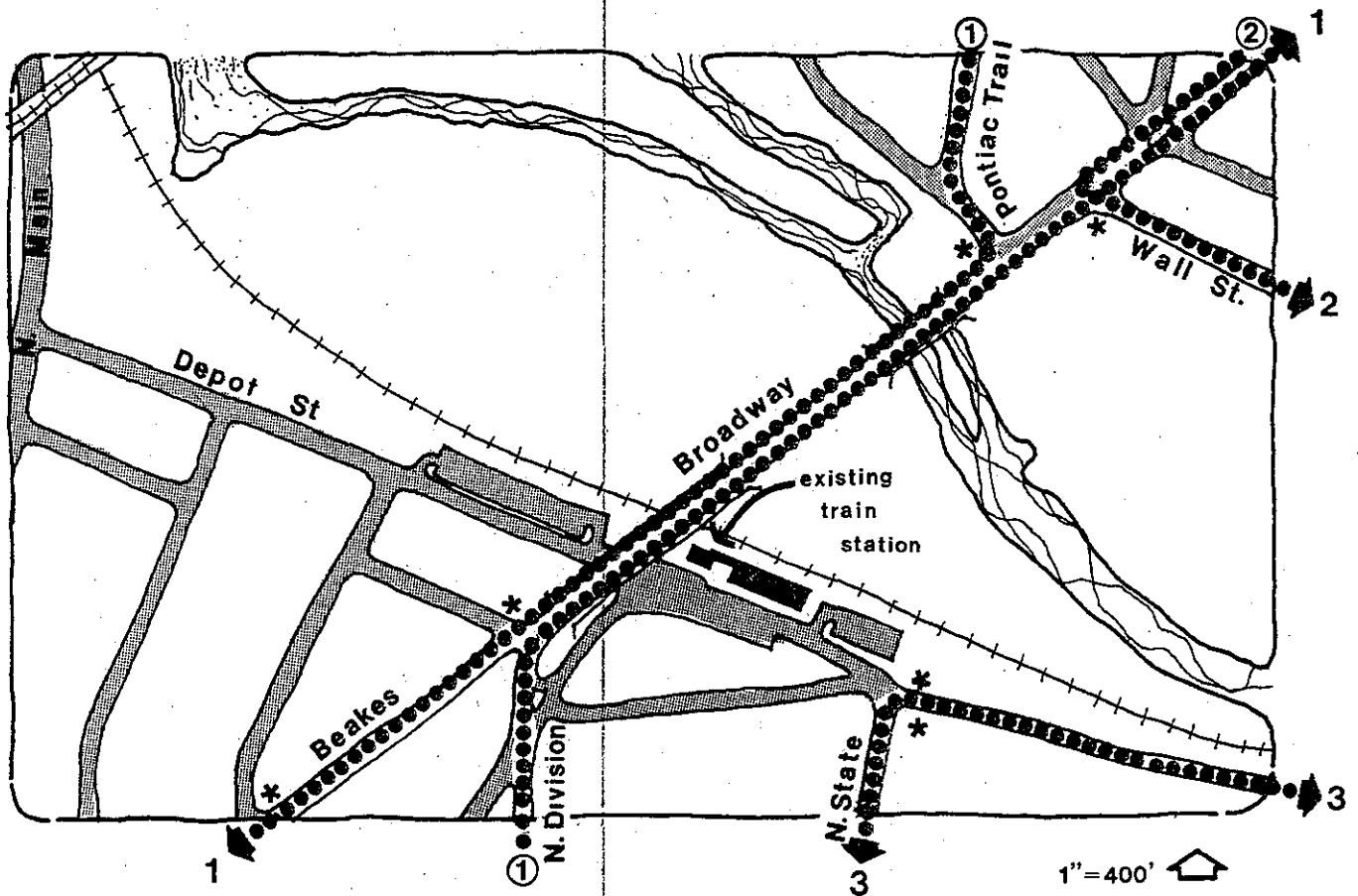


ILLUSTRATION 8

## Existing AATA Bus Routes

### LEGEND

\* STOP

① ●●●●● ROUTE DIRECTION

1 ROUTE NUMBER

October 1, 1979, the #1 line bus route will cross over the Broadway Bridge on its way to and from the downtown terminal and the Northside via Pontiac Trail. The #2 line bus route, the Plymouth Route, uses Broadway but turns east on Wall Street prior to reaching Broadway Bridge and the Depot. To board either the #1 or #3 line buses, it is necessary to walk from the Depot to either State or Beakes Streets, an approximate distance of 450 feet. To reach the #2 bus, a walk of over 900 feet, or almost three football fields in length, is required.

The street pattern in the vicinity--grade separations, one way directions, few through non-residential streets--renders it time inefficient, given the small numbers of persons involved, to adjust the line haul bus routes to stop directly in front of the Depot.

In 1975, AATA attempted to institute a "commuter special" using dial-a-ride equipment. At its peak, seven persons subscribed which then amounted to less than 10% of the train ridership. This service was discontinued after an experimental period.

It is worth noting that at the Detroit end of the "Michigan Executive", three 50-passenger buses, chartered specifically for the purpose, move commuters from the train station into the downtown area. A direct comparison between the two ends of the line is not possible. In Detroit, the destinations are concentrated. In the Ann Arbor/Ypsilanti area, the points of origin are dispersed. What can be said, however, is that a train to bus connection for an additional 25¢ fare is an accepted event in the commuter's experience.

## THE RELATIONSHIP BETWEEN AMTRAK AND THE GANDY DANCER:

As mentioned previously, the Muer Corporation owns the buildings and land formerly known as the Michigan Central Railroad Depot, and AMTRAK operates out of the westerlymost structure. AMTRAK'S use of the space is not uncontrolled. The Muer Corporation, as owner, has the right of approval over AMTRAK proposed alterations to the property.

As we view the situation today, the need for expanded AMTRAK facilities comes from a largely unforeseen growth in train usage. Even today, while it is possible to comfortably predict that ridership (and small parcel freight traffic) will continue to increase, AMTRAK is unable to accurately project the rate of that growth. Being on the conservative side, their estimate is for a 10% increase per year for a five-year period.

The Gandy Dancer is also a reasonably successful business, but now finds itself located on a relatively constrained site that would require substantial investment to enlarge. In addition, the Muer Corporation recognizes that the railroad is a growth industry, and that, conflicts aside, there are mutual benefits stemming from proximity.

## COOPERATIVE EFFORTS BETWEEN AMTRAK/CONRAIL AND THE GANDY DANCER:

1976 was a year for expansion of facilities for both the Gandy Dancer and AMTRAK.

Along with additions to the restaurant building (Illustration No. 9), a "vest pocket plaza" with

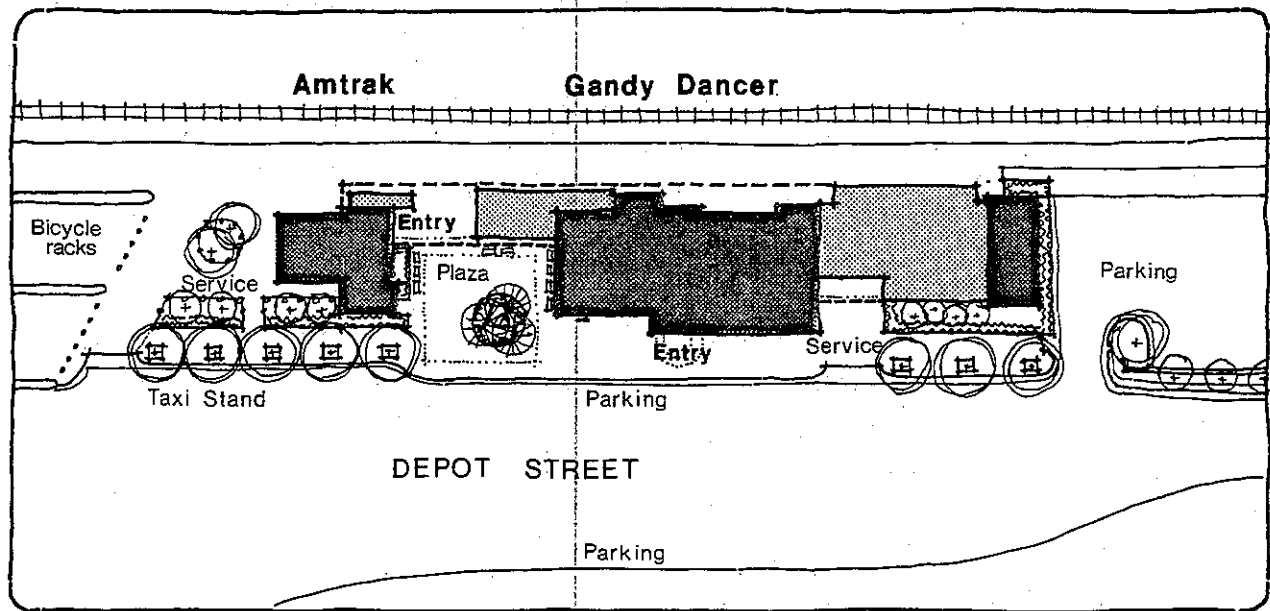


ILLUSTRATION 9

1' = 75'

## 1976 Site Improvements

seating replaced a service dock as the entry area to trackside and train offices, a five-vehicle taxi stand was relocated immediately adjacent to the plaza, and a sidewalk was provided further extending the pedestrian precinct where previously none had existed. These improvements, provided by the Muer Corporation, benefited both parties. There was less puzzlement as to where to go for what purpose. The overall image, the setting for an historic structure, the levels of both visual and functional quality, had improved.

In addition, the "commuter" parking lot west of the Broadway Bridge was designed and built by the State Department of Transportation in cooperation with Conrail. It was constructed on Conrail land, then leased to AMTRAK. The Muer Corporation provided the lighting and landscaping. Railroad patrons use the lot during the day, restaurant patrons at night.

There is precedent for cooperative and mutually beneficial joint ventures. Both parties, while expressing awareness of immediate, short-range needs, are far more concerned about a lasting, longer-range solution to current problems.

#### SUMMARY OF THE CURRENT SITUATION:

The recent past has seen much change. In ten years, a depot building in poor repair and a little-used train service have incrementally, but steadily, grown into a restaurant with a regional reputation, and a national transportation industry which labels the Detroit the Chicago line as a primary rail corridor. But the once "Michigan

Central Passenger Depot" has finite capacity. The existing facilities, both building and site, have passed the point where they can adequately accommodate the intensity of current uses. Without change, the future will only further tax the situation.

The passenger train facilities are severely in need of upgrading. Protected waiting room and related use amenities are practically non-existent. AMTRAK personnel struggle with almost primitive equipment in sparse, small spaces.

Both AMTRAK and the Gandy Dancer are pressed to serve a larger public. To date, requests for additional parking seem to be the solution to accommodating more people. While not to be discounted, it must be remembered that parking is but one method.

The area adjacent to the Depot is neither vacant nor grossly under utilized. The neighborhood, with City support, continues to advance in physical and visual quality.

Increasing through traffic on Depot Street, in combination with AMTRAK and Gandy Dancer destined vehicles, presents another issue to be dealt with in any proposal for change.

Nor should there be any question regarding the value of the Depot to the City of Ann Arbor. The former Michigan Central Railroad Depot has an historic, physical, visual and emotional presence in the community. There is a high recognition factor, and while this is not supported with research, it should not be too risky to suggest that most local

people would be able to answer the question, "Where is the train station?"

It is obvious that expanding the Depot is not a simple issue, and that an understanding of the existing conditions will provide some of the guidelines toward a future. Discussion of a program for growth, and agreement as to attitudes about the future, will provide still others.



SECTION IIB.

FINDINGS: PROGRAM FOR CHANGE

The future growth of passenger train facilities serving Ann Arbor involves the City itself, and the three agencies responsible for train operations: AMTRAK, SEMTA and MDOT/UPTRAN. What follows are the goals and objectives for growth as expressed by these parties.

COMMUNITY GOALS:

Ann Arbor has much history with regard to transportation planning. The City Planning Commission's recently adopted "Plan for Solving Circulation Problems", June, 1977, contains a listing of long-range policies and objectives. While these generally apply to all forms of transportation, some are more relevant to the role of the railroad and the relationship of it to other transportation systems, as follows:

POLICY F: Seek to prevent any adverse impact to natural resources, residential neighborhoods, open space, cultural and historic facilities.

POLICY I: Establish and maintain specific mechanisms whereby governments and agencies planning and programming circulation system improvements in the region and urban area can engage in cooperative planning.

POLICY M: Plan for the development of circulation system routes and facilities which offer persons the option to leave their private vehicles at storage facilities and use other modes of transportation to reach activity centers.

POLICY N: Plan for the development of a circulation system which, through incentives provided by improvements to non-automobile modes, will minimize the use of the automobile.

POLICY O: Provide sufficient, convenient and safe multi-modal parking capacity near major activity centers or modal transfer points.

The Ann Arbor/Ypsilanti Urban Area Transportation Study Committee (UATS), a sub-area planning group related to the Southeast Michigan Council of Governments (SEMCOG), has also put forward a series of transportation related goals (March, 1975) to be used as a guide to decision making. These policies also seek to promote a balanced transportation system. Implementation of these policies combines the use of incentives (park and ride, van pooling) with restrictions (make all day storage/parking more costly in specific areas).

The policies of both the City and UATS add to the guidelines for change in train related facilities.

#### AMTRAK:

In 1971, the National Railroad Corporation, AMTRAK, came into existence as a semi-private corporation: in part, profit oriented; in part, federally subsidized.

AMTRAK's responsibility as a passenger train service is from a contracting or public service point of view: AMTRAK sells the tickets, operates the station, owns the equipment, and with governmental assistance, sets the schedules. AMTRAK does not operate the trains, Conrail does this under contract for AMTRAK.

AMTRAK's goal is to serve the public: to get people to use the train, to provide a comfortable ride, to be on time. Facilities should be designed

in the best interest of the passenger. The simplest operation available would be AMTRAK's preference.

While recent legislation allows, and in some cases requires AMTRAK to operate commuter passenger service, AMTRAK's past prime interest has been in the long distance passenger, i.e. inter-city service. The characteristics of the long distance traveler center around and involve leisure. Station facilities should include: ticket counter and baggage handling conveniences, including coin operated locker storage; a waiting room/lounge; coffee shop; newstand/concession area; restroom facilities. The wait between ticket purchase and boarding time can be as much as an hour. Site facilities should provide: drop-off area (passengers can have up to five pieces of luggage); short-term convenience parking; long-term storage parking. In short, except for size, facilities similar to those found at most airports.

AMTRAK has recently standardized its building design both in plan and elevation (see Appendix C) in an attempt to be cost effective, establish an identity, and to accommodate the above-mentioned passenger needs and the desire for future flexibility. Quoting from an issue of AMTRAK News:

"AMTRAK will feature standard designs that can be adapted to the passenger levels and community requirements of any locale. Passenger stations built by AMTRAK will be similar in appearance from city to city.

"A prime factor in the standard design is the flexibility of the station concept, taking into account future growth to create a station that can expand as business increases. The standard design provides three different size stations: one to handle

between 50 and 150 passengers, a second to accommodate 150 to 300 passengers, and the largest to handle over 300 people."

AMTRAK, while acknowledging the corporate benefits of standardization, still seems willing to vary from their design in situations where appropriate.

AMTRAK's other local responsibility, accommodating the short-distance passenger or commuter, responds to characteristics that are quite different. The primary focus is on time efficiency. Adequate and comfortable waiting space is the dominant singular building related need, and the time period short--up to 15 minutes. Site facilities include both drop off and pick up space for the "kiss and ride" commuter, and all day parking where cars are currently stored for an eleven-hour period. A station building that can accommodate the long-distance traveler is more than adequate for a commuter's needs. A site plan arrangement would vary in that all day parking is more important than frequent in and out parking.

As stated earlier, AMTRAK operates four trains a day through Ann Arbor, each stopping twice. An additional long-distance passenger train is possible, the New York to Chicago Lakeshore Limited, although its route through Detroit and Ann Arbor is not yet confirmed. MDOT/UPTRAN is also considering the addition of a Detroit-Ann Arbor-Grand Rapids intra-state train. However, a date for the start of this service is not fixed.

The only other potential change known at this time in AMTRAK service is on the commuter line where the use of double-decker or "bi-level" coaches are

being considered. Passenger capacity would be increased by adding more seats (approximately 160 seats per car compared to 90 in a typical single level coach) rather than by adding additional trains. The complicating factor is that the Detroit station has a platform height restriction which the bi-level coach exceeds. As of this writing, however, platform canopies covering tracks 7 and 8 are in the process of being removed which will allow for the eventual implementation of this increased level of service.

#### SEMTA:

The Southeastern Michigan Transportation Authority is exactly what the name implies. Charged with operating a broad array of public transportation vehicle types, it serves commuters in an area ranging from Mt. Clemens, Utica, and Rochester on the north; Pontiac, Northville, and Canton Center on the west; and Flat Rock and Gibraltar on the south. SEMTA is a complementary system to Detroit's Department of Transportation (operators of a large fleet of buses within the city limits) and the Ann Arbor Transportation Authority (AATA).

SEMTA currently operates the "Silver Streak", a Monday through Friday commuter train originating in Pontiac with stations in Pontiac, Bloomfield Hills, Birmingham, Royal Oak, Pleasant Ridge, Ferndale, Highland Park, and Detroit. There are four morning in-bound trains (6:30, 6:52, 7:14, and 7:39) and four afternoon out-bound trains (4:50, 5:15, 5:30, and 5:55). This schedule is coordinated with and served by downtown (Detroit) shuttle buses and suburban feeder buses. Each train carries approximately 250 commuters.

SEMTA's organizational model is quite similar to AMTRAK's in that SEMTA deals with the public and owns the equipment. The trains are operated and maintained by the Grand Trunk Western Railroad under agreement with SEMTA. Unlike AMTRAK, the primary focus of SEMTA is the commuter.

SEMTA was empowered in 1967 and was running buses one year later. It has operated the "Silver Streak" since 1974. SEMTA's goal is also to operate the Michigan Executive, with intensified and upgraded service, by 1985.

Toward this end, discussions with Conrail took place as early as 1974 with 1977 being a pivotal point in the negotiations about the future of the Ann Arbor to Detroit commuter line. Conrail is now attempting to evaluate the existing level and pattern of both the freight and passenger rail traffic on the Detroit to Chicago main line in order to ascertain the operation requirements for increased levels of commuter service. It is unlikely that it will be possible to add to the already heavy traffic on that route without modifications of one sort or another. These could range from improved electronic signalization to track bed repairs and additions. It is possible that a need for expensive track modifications could delay, or even cancel, SEMTA take over of the Michigan Executive.

In brief, SEMTA is contemplating a minimum of four and a maximum of eleven commuter trains a day. Consistent with a commuter orientation, stations are proposed to be located at an average distance of three or four miles. Ann Arbor is thought of as one end of the line, Detroit the other (the

Michigan Executive currently runs to Jackson). Within Washtenaw County, SEMTA has proposed station locations in Ann Arbor (Depot Street), Dixboro Road, Ypsilanti (Depot Town) and Willow Run. Other stops are located at Wayne/Second Street, Inkster Road, Telegraph Road, Dearborn/Greenfield Road, Minor Road/River Rouge, Livernois, Fifteenth Street, and the West Terminal. Station facilities include a minimal building (ticket sales, waiting space, restrooms) and much parking.

SEMTA's involvement and operational intent gives rise to an additional potential program requirement for the Ann Arbor area. Conrail, the operator of AMTRAK's trains serving Ann Arbor, has located its southeast Michigan locomotive maintenance and equipment storage facility in Jackson. This is a factor partly responsible for Jackson being the current western end station for AMTRAK commuter service. Another is that crews are also based there. If Ann Arbor is programmed to be the future commuter end station, continued use of the Jackson yards could be both inefficient and uneconomical from SEMTA's point of view, and, therefore, prove unsatisfactory. While not mandatory, most such maintenance/storage facilities serving commuter rail trains are located at end stations. Ann Arbor, in cooperation with SEMTA, should consider this need as it could impact both the intermediate and long-range thinking about expansion of an Ann Arbor facility. The actual amount of space required will be related to the level of service provided.

SEMTA's goal, like AMTRAK's, is to serve the public. The commuter train is quite different when

compared to the long distance interstate train, though some facility needs do overlap. This fact makes it possible to either combine (one building, one place) or separate (two buildings in different locations) SEMTA and AMTRAK. Either scenario will have positive and negative aspects, but both are possible.

MDOT/UPTRAN:

The Michigan Department of Transportation is the state agency with the responsibility for encouraging and facilitating rail transportation. The Rail Passenger Operations Section, Intercity Division, of the Bureau of Urban and Public Transportation (UPTRAN) is the specific group within MDOT.

Of the two types of train service discussed herein, the state has an interest in both. However, MDOT's funding relationship to each differs. Capital improvement funds for station facilities, track and signal improvements, personnel, etc., are invested in both; operating monies are currently allocated to commuter service alone. MDOT participates financially with AMTRAK providing support for the Michigan Executive on a 50/50 basis.

MDOT is aware of the problems facing the Ann Arbor train station and has expressed a willingness to assist in planning and implementing the needed improvements. Act No. 51 of the Public Acts of 1951, as amended, provides state financial assistance grants for the support, improvement, expansion and establishment of public transportation in Michigan. Guidelines applicable to the establishment of eligibility, and the process by which grants are to be



requested, are available from MDOT (see Appendix D). The funding category is entitled "Intercity Passenger Terminal Facilities Program". Many examples of MDOT/UPTRAN assisted facility improvements exist, and in two groups: single purpose facilities primarily serving rail passengers; inter-modal facilities, where two or more types of transportation systems are housed. The station in Battle Creek encompassing intercity rail, intercity bus, and city bus systems, is an example of the latter. Single purpose stations are many, and include Dearborn, Flint, Lansing, Port Huron, and so on. Station buildings can be either new, as in the case of Dearborn, or restored, such as Jackson and Kalamazoo. They can be built and operated by AMTRAK with state funding, or by the host city with state funding. In this last instance, AMTRAK (or another transportation entity) leases their space.

UPTRAN's goal is to help implement a high performance, high speed corridor, consistent with AMTRAK and SEMTA, that moves people with ease and comfort. The image of the service, as well as the image of the station, is of significance to the State.

MDOT anticipates SEMTA's eventual takeover of the Ann Arbor to Detroit commuter train.

#### SUMMARY OF THE FUTURE FACILITY NEEDS:

Among others, there is a critical and immediate need for indoor waiting space. The trailer about to be placed on the site is temporary and should be replaced as soon as possible. Near and longer term prospects are to be able to accommodate the growth rate of service as currently experienced. A goal

should be to encourage, with a combined service and amenity balance, a faster increase in public transportation ridership than presently exists. AMTRAK will continue, for the near term, to operate interstate and intrastate trains including the Michigan Executive. In 1984, SEMTA anticipates assuming the operation of the Ann Arbor to Detroit commuter train. Programmatic issues will then include aspects of the relationship between these agencies, both exhibiting similar as well as individual characteristics and needs.

The far view of time is more difficult to predict; the concern should be about flexibility.

As we program near term improvements, simplifying and making understandable the various transportation systems will encourage their fullest utilization. Consideration must be given to achieving: clarity between drop-off, short-term, and long-term parking areas; the optimum adjacency of parking, by type, to the terminal building; coordination between schedules of various transportation modes; and provision of appropriate consumer amenities.

It is not a simple problem, and in a constrained location, optimizing programmatic and functional relationships is even more complex.

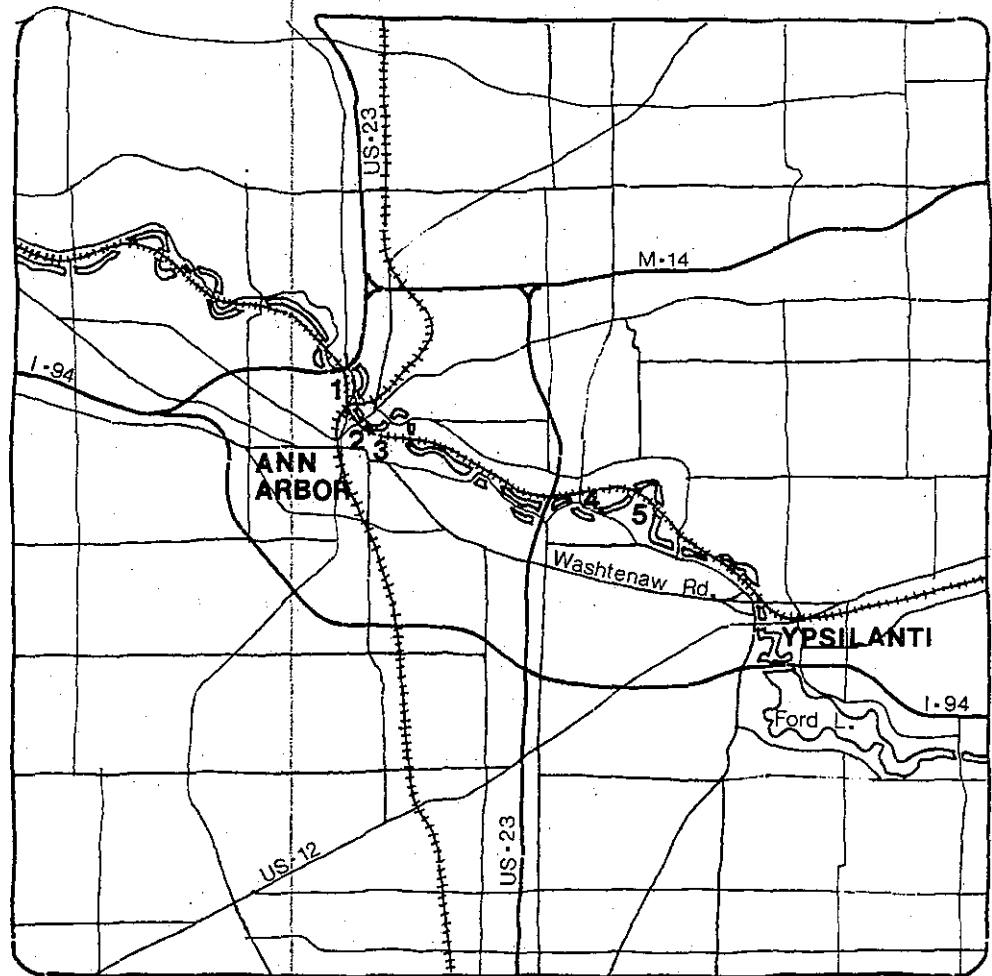



ILLUSTRATION 10

1" = 3.75 miles 

## General Locations

## SECTION IIC.

### FINDINGS: THE ALTERNATE LOCATIONS

As mentioned previously, one result of the June 13, 1979 meeting organized by the City of Ann Arbor Planning Department was a preliminary listing of alternate locations (refer to Appendix B) for passenger facility improvements. The list was very specific in that it suggested sites for use as either parking or building or both. However, as imaginative as the alternatives are, consideration of them as listed is limiting to the intent of this study. Parcels were combined and choices listed without direct knowledge of a future program and options for change. As recorded, they do not account for all the individual properties that could be potential sites. In other words, it is possible to add other land combinations to the June 13, 1979 list.

Prior to investigating, in some detail, many specific combinations in several different areas, an initial step is to determine where, in general terms, improved facilities are best located. Then knowing where to grow, the subtleties of how can be investigated more thoroughly. Appropriate preliminary designs can be both developed and evaluated for a number of combinations of individual properties within a location which has been selected by the community.

To facilitate consideration of general locations, the sites listed in the June 14, 1979 memo along with other others identified during the course of interviews conducted during this report can be grouped into five locations:

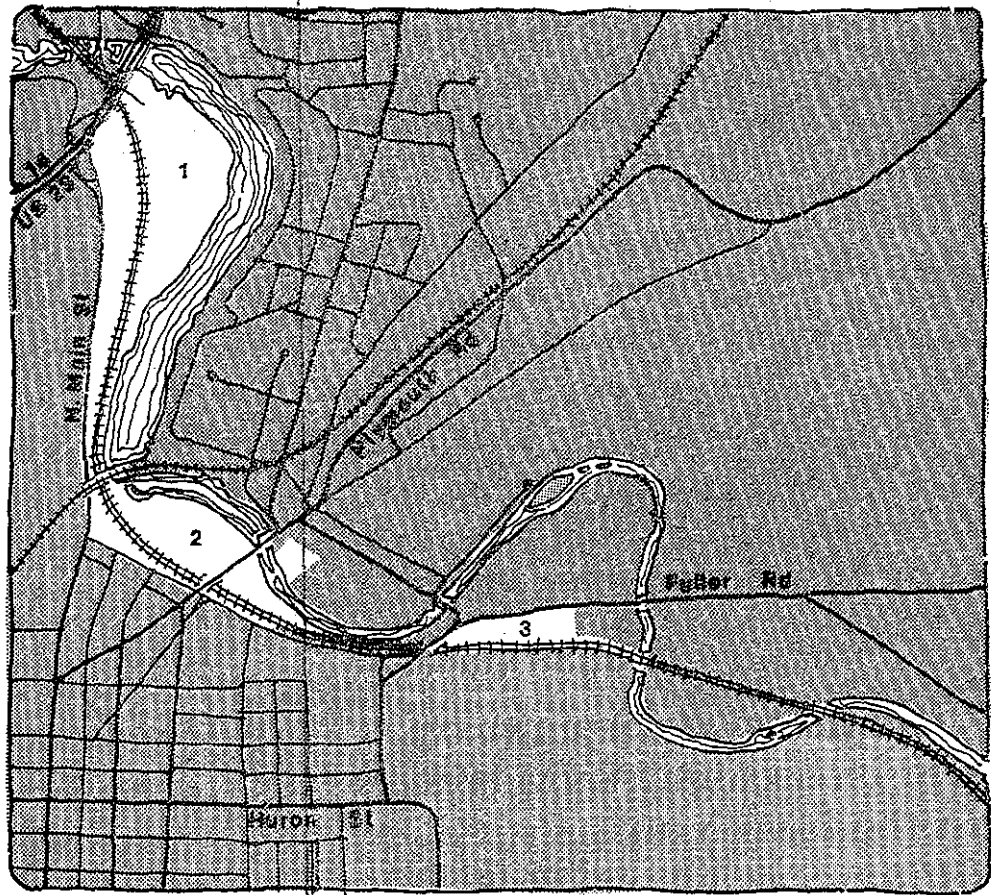


ILLUSTRATION 11

## Location Alternatives


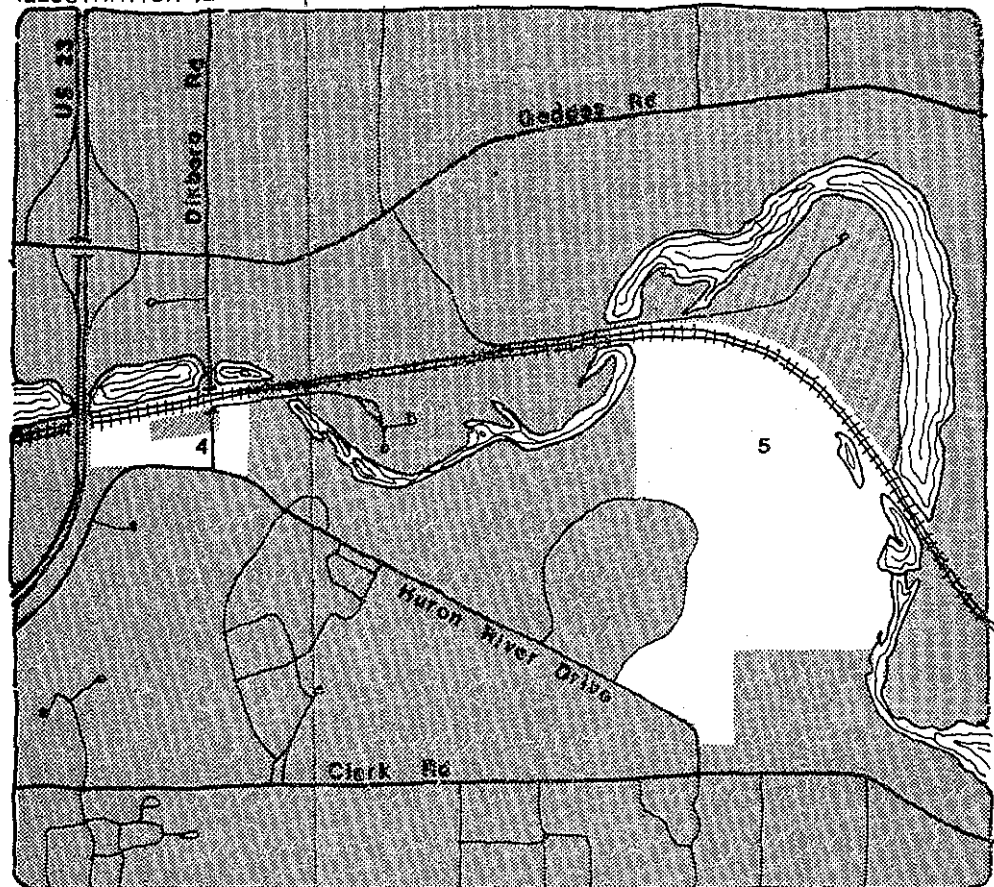
1" = 400' 

ILLUSTRATION 12



1. North Main Street
2. Depot Street
3. Medical Campus
4. Dixboro Road
5. St. Joseph Hospital

Distance relationships between these alternatives are indicated by Illustration No. 10, relative sizes by Illustration Nos. 11 and 12. Each of these locations will be discussed covering the following points (generally) in this order: a general boundary description; adjacent or "off-site" land uses; ownership patterns and "on-site" land uses; natural features and existing amenities; land shape and configuration; and access characteristics. A summary of individual parcel size and ownership can be found in Appendix E.

#### NORTH MAIN STREET:

The lands within this category extend from M-14 and US-23 on the north, the Huron River on the east, North Main Street on the west, and the Ann Arbor Railroad Bridge crossing North Main Street on the south. In descriptive words, the area (Illustration No. 13) includes the industrial and manufacturing uses along the east side of North Main Street, the railroad yards, and the so-called "Berger property", vacant land east of the tracks and west of the river. Current zoning is predominantly M1 and M2. A small section is township land.

Adjacent lands include: a few residential lots on the west side of Main Street, the offices located

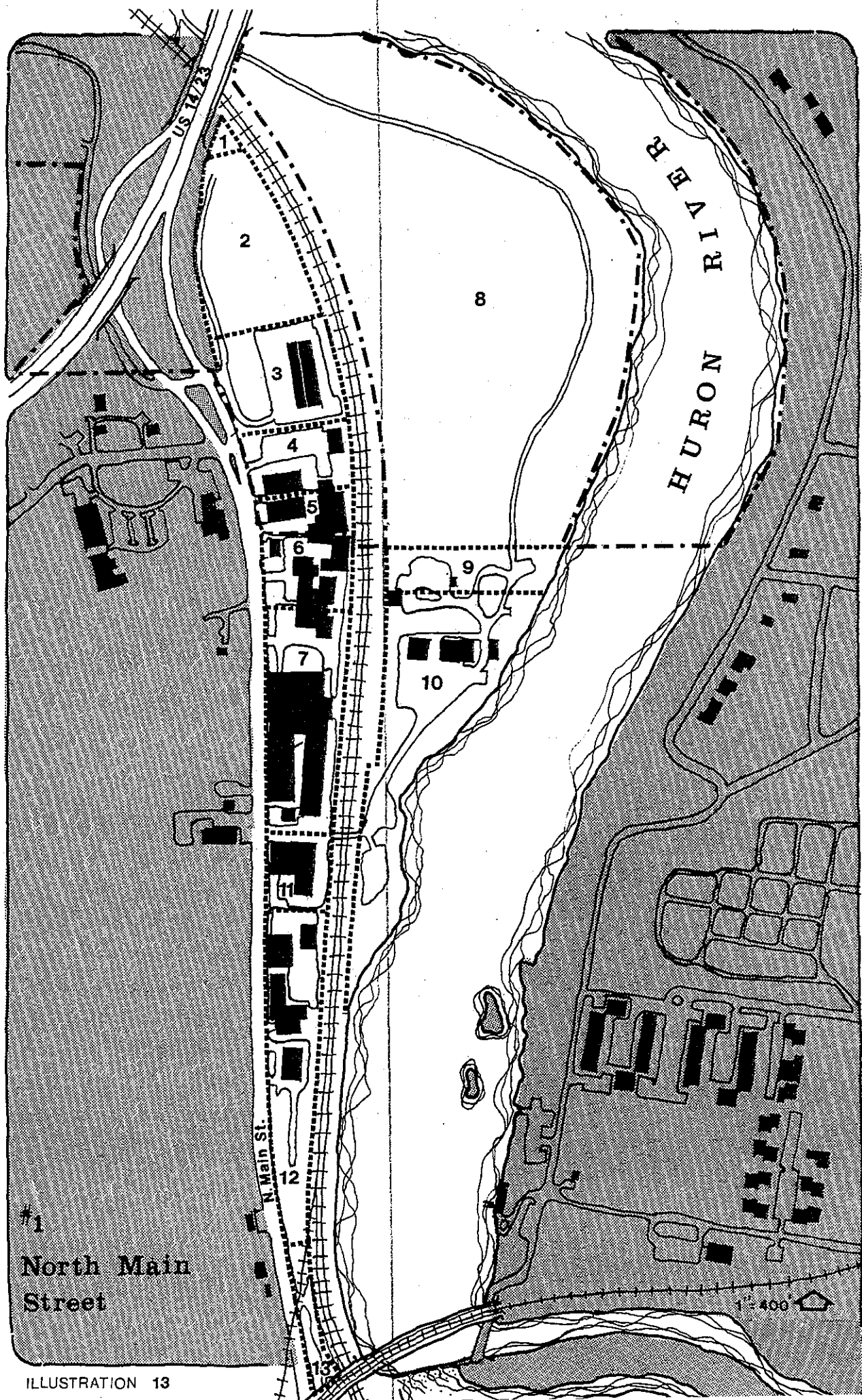


ILLUSTRATION 13

off Huron View Drive, and undeveloped wooded lands. On the eastern edge, the easterly bank of the Huron River is primarily residential. This location is approximately one mile from downtown Ann Arbor.

There are thirteen owners of the various parcels, the largest of which (#8) is 25.5 acres. Land uses within the site include primarily light manufacturing and related offices along North Main Street, and a few others such as the P. Lansky & Sons Scrap Yard. The railyard is a very active one, and has just undergone a fair amount of maintenance and repair. There are five parallel lines of track, two being the main east and west lines. The others are used for storage and switching of freight cars. The yard is accessible by both Conrail and the Ann Arbor Railroad.

This location has little natural character remaining except in those areas adjacent to the river and where industrial uses have not dominated. A potential quality exists due to the river frontage.

The railroad tracks and railyard divide the site into easterly (largest) and westerly segments. The westerly portion, with North Main Street frontage, is a long and narrow piece of land. This characteristic would result in a linearly spread site arrangement. The easterly portion has a broader width allowing for greater site plan flexibility.

Vehicular access to the west segment is direct from North Main Street. The easterly portion of this land is currently accessible by the Old Whitmore Lake Road Bridge off Barton Drive north of the



Huron River. It is a somewhat circuitous route. Though a costly change, a new access road directly from Main Street over the tracks, might be possible because of the difference in existing elevations of Main Street and the tracks. And while very close to US-23 and M-24, the North Main Street interchange is a partial one. Pedestrian access is limited due to the distance from high concentrations of people; bicycles, a bit less so. AATA bus service is presently non-existent, but could be made satisfactory with a shuttle. It is a convenient location for intercity buses.

Currently, the land to the west of the tracks is heavily committed and used; the east, less so. This area is primarily vacant, and as suggested by the Riverside Project Proposal, it is land that has value and potential. It is least useful as an abandoned, under-utilized property along the Huron River within a few miles of the downtown.

#### DEPOT STREET:

The area of the existing station, at first glance, is also a long and narrow potential development zone. The uses along Depot Street to the west of the Broadway Street Bridge have been described in the "Existing Conditions" section of this report. However, this location (Illustration No. 14) can also be viewed as an area that extends from North Main Street and the Ann Arbor Railroad Bridge on the west/northwest to Depot and Fuller Streets on the south; and on the north, to Canal Street east of the Broadway Street Bridge and to the Huron River on the west side of that bridge.

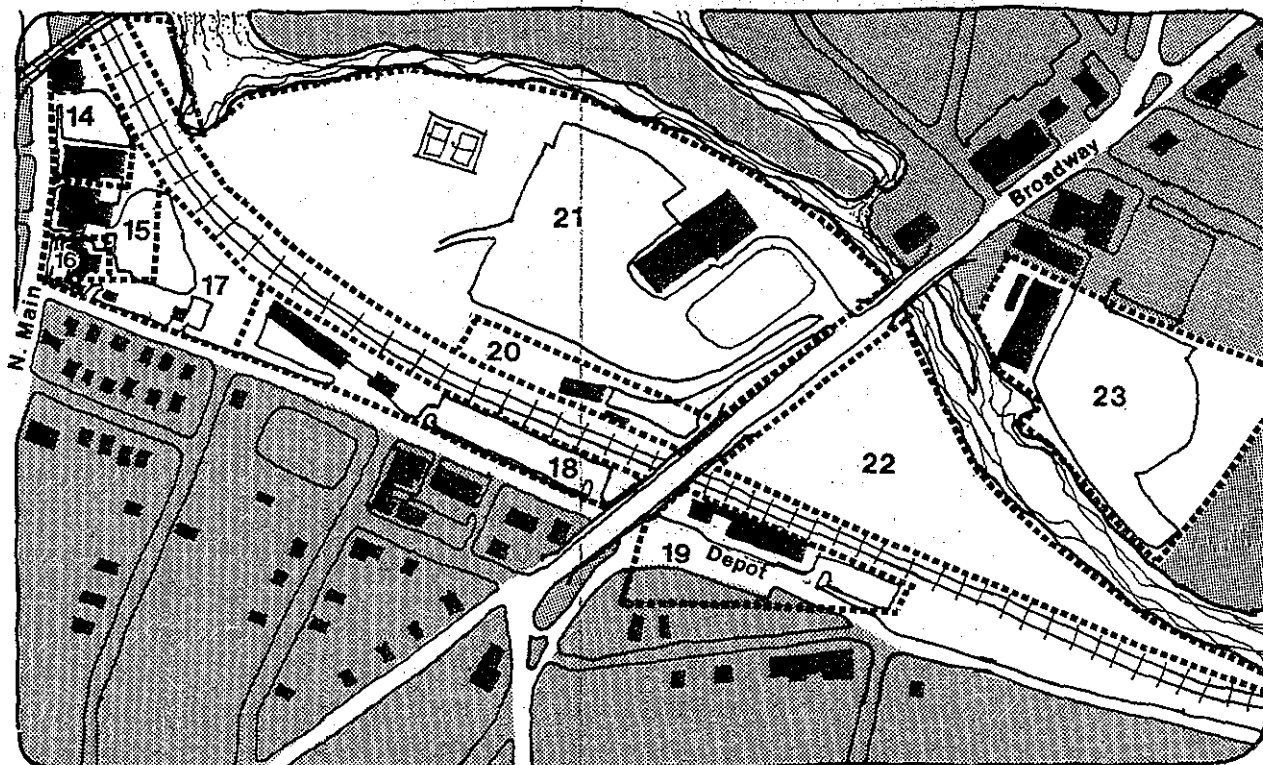



ILLUSTRATION 14

1" = 400' 

Depot Street, #2

In this enlarged view, adjacent land uses include the Broadway commercial area, several parks, and the residential neighborhoods of the Northside, the North Central and the Near Northeast.

There are ten owners of the various properties within this location, the largest of which (#21) is about 13 acres. Land uses in addition to those mentioned earlier include a car dealer, offices, a "for sale" gas station on Main Street at the intersection of Depot, and the M1 lands of Detroit Edison and the Michigan Consolidated Gas Company.

Here too, the primary natural amenities are adjacent to the river. Additionally, the presence of the various parks tend to give an image of "green" from certain vantage points. Cultural amenities abound due to the closeness of downtown and the University.

As in the case of the North Main Street site, the railroad tracks bisect the area into two pieces: a narrow southern section and a wider, larger portion to the north. The long, narrow land dimensions, assuming expansion took place on the south, would also produce a linear site plan.

To the north of the tracks, the land units are larger allowing for greater site plan flexibility. This is somewhat countered in that the area is also divided into east and west segments--essentially quartered--by the Broadway Bridge/Street, rendering utilization of the parcels as one unit difficult. Vehicular access is also a complicated issue.

Access to the southern segment is direct from Depot

or Fuller Streets, as witnessed by the current station facilities.

As previously suggested, the Broadway Bridge crosses over the tracks. Access to the northern land segments could be from the bridge, or possibly from Wall/Canal Streets. Which is best, of course, is dependent on where any future development would be placed. Access from Broadway to the northwest section (Conrail, #20, and the the Gas Company #21) is difficult due to the current four-lane road width and the heavy volumes of traffic on that street which renders additional turning movements, at some times during the day, unsafe. Major design alterations to the bridge, which could include a fifth or turning lane, are dependent on future funding opportunities. Access to the northeast segment (Detroit Edison #23), while a bit more circuitous, is, from a vehicular traffic point of view, easier. Pedestrian access to track side would require a new bridge over the Huron River.

In general, pedestrian and bicycle access to this alternate location is quite good due to proximity, although heavy traffic on Division and Broadway can be dangerous. Intracity and intercity bus service, because of street geometry and one-way directions as discussed previously, is difficult.

An important consideration, as presented herein, is that the Depot Street site could be seen as a much larger land unit (although segmented) than is commonly imaged. Another issue exists in that utilization of this location builds from a base of history and tradition. But, as indicated previously, this factor could bring with it a series of

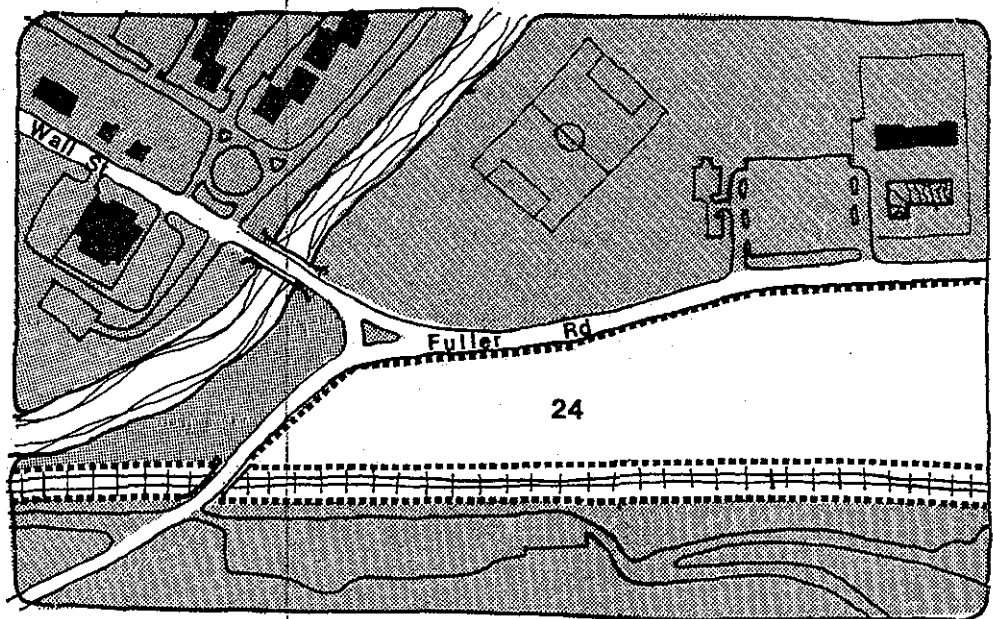



ILLUSTRATION 15

Medical Campus, #3

1" = 400' 

complications as well. One must also dwell on the questions: "How far removed from the existing Depot can one be yet still remain a part of that past?" and, "If such proximity is judged to be a significant factor, how close can one come without impacting the historic and cultural significance of that past?"

#### THE MEDICAL CAMPUS:

This site was suggested due to the fact that reconstruction of Fuller and Glen Streets could present opportunities to incorporate a new train station facility into the retaining walls and bridge structure required by a proposed new road alignment.

The land in this location (Illustration No. 15) is primarily Fuller Park property, although road right-of-way might also be utilized. Adjacent uses, other than recreation, are housing to the northwest and the University of Michigan Medical Center to the south. The City is the sole property owner.

The Fuller Park area is a significant natural, recreational, and aesthetic resource. The river valley floor, generally level, is bounded by very visible bluff land forms. This is a unique setting within the City limits.

The location close to campus, although a bit further from the downtown, provides good access to cultural amenities. As a single, simple land parcel, except for the size and existing use, development would not be constrained. Vehicular movements into the area have been a subject of study for many

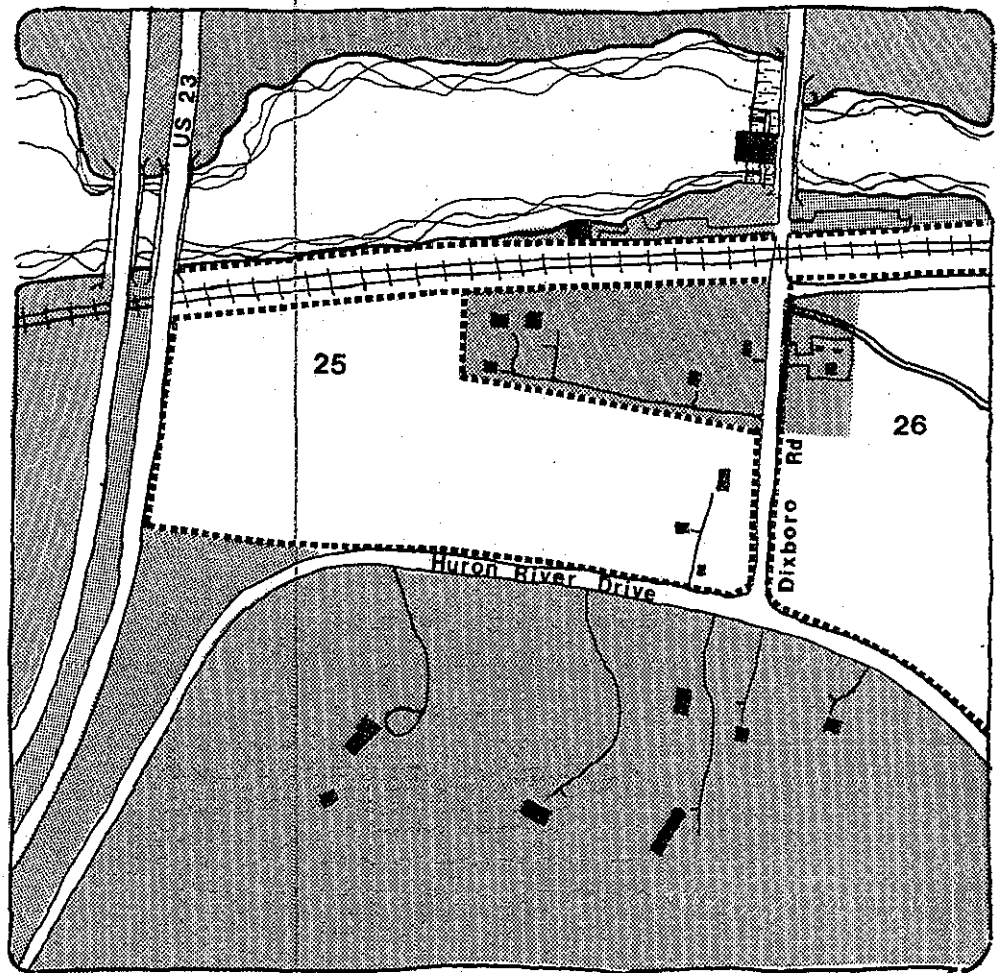



ILLUSTRATION 16  
Dixboro Road, #4

1"=400' 

years. In this situation, access would be best accommodated from the existing Fuller Road, as traffic on any new alignment is considered to be quite heavy.

Pedestrian and bicycle access is quite good. Here again, traffic volumes can conflict with safe non-motored movements. This location is currently served by both AATA and University of Michigan buses.

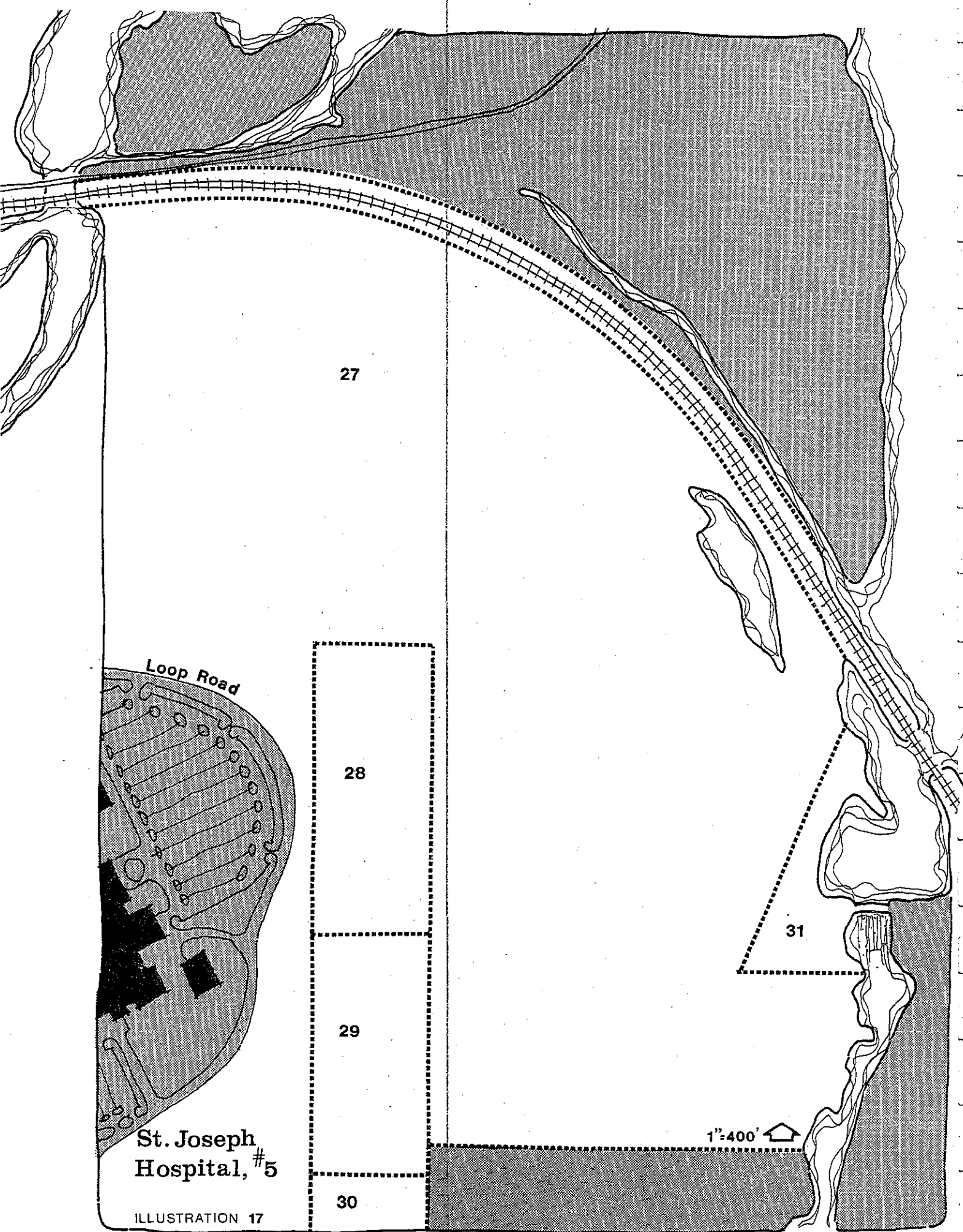
#### DIXBORO ROAD:

This location is one that originates with MDOT and SEMTA, as they have previously identified it as a potential new station location for its commuter rail service. The site as concerned at the time, was small and adjacent to the tracks on the east side of Dixboro Road. However, here too, it is possible to define a larger potential location: One bounded by US-23 on the west, the tracks on the north, Huron River Drive on the south, and the river and community college property on the east.

The existing adjacent land uses are few: Washtenaw Community College; large-lot, single-family residential; and a sewage treatment facility. Yet, many of the vacant lands could have development in their future.

Of the two properties involved, the parcel east of Dixboro Road is the finest in natural quality. It has river drainage and a fair amount of topo as you get farther from the tracks. As existing, the low density, almost rural quality is an added area amenity.





27

28

29

30

31

Loop Road

St. Joseph  
Hospital, #5

1"=400'

Vehicular access from local roads--Huron River Drive and Dixboro Road--is quite good. Access by foot or bicycle is poor. AATA bus service, given the nearby large institutional land uses, could be satisfactory. This should prove not to be the case with intercity buses.

#### ST. JOSEPH HOSPITAL:

In the same general vicinity as the Dixboro Road parcel, the property controlled by the Hospital is large and includes the area bounded by the tracks on the north, the Huron River on both the east and west. The Hospital and Huron River Drive form the border to the south.

Except for the Medical Complex, the bulk of the land in and surrounding this location is currently vacant. Washtenaw County's land use plan suggests high levels of development adjacent to the Hospital. Washtenaw Community College and Eastern Michigan University are located close by, providing additional development stimuli and transportation needs. This area, which can be considered as the approximate center of population for Washtenaw County, was the subject of a study by the Urban Planning and Design Committee of the American Institute of Architects conducted in June, 1978. The Regional/Urban Design Assistance Team (R/UDAT) findings supported the county's plan. This is, though, a serious discussion in the township at the present time.

Ownership is virtually by St. Joseph's Hospital, and except for that which is along the river, the natural character is one of open fields. Some of

land immediately adjacent to the tracks on the east edge of the site is low, and on occasion, wet.

Of the five alternate locations, this is by far the largest and least encumbered with existing development.

Vehicular access is good, coming from Huron River Drive and Clark Road to the south. Pedestrian and bicycle access is poor due to remoteness from currently existing development. AATA bus service is already present. Without a major reason to come here, intercity bus service potential is not good.

However, the site has value in that it could present the greatest number of options for combining development with an intermodal terminal. Parcel size is the primary reason, followed by its openness and central location between Ann Arbor and Ypsilanti.

#### YPSILANTI'S DEPOT TOWN:

While obviously not a site for expansion of Ann Arbor's station, mention of it here is important in that the train stop does exist. Scenarios suggesting the closing and relocation of the current Ann Arbor station could imply similar treatment for the Ypsilanti station. A new facility with a location central to both cities could become a major intermodal station for both towns.

#### SUMMARY FOR COMPARISON OF ALTERNATE LOCATIONS:

The possible locations are all quite different, and are summarized on Illustration No. 18. They vary

## Alternate Locations

Category	1	2	3	4	5
SIZE, in acres	49.71	31.36	8.5	23.67	230.31
NUMBER OF OWNERS	13	10	1	2	3
EXISTING ZONING	M1 M2	M1 M2 P1	P1	Res	Ag Med
NATURAL & CULTURAL AMENITIES	0	+	+	0	-
PARCEL SHAPE & CONFIGURATION	0	-	+	+	+
ENGINEERING COMPLEXITY & COST FACTORS	0	0	0	+	0
ACCESS CHARACTERISTICS					
Pedestrian	-	+	0	-	-
Bicycle	-	+	+	-	-
Automobile	+	+	+	+	+
Intracity Bus	0	0	+	0	+
Intercity Bus	+	0	0	-	-

ILLUSTRATION 18

## Summary of Location Characteristics

in their degrees of closeness to the existing center of Ann Arbor, and in their relationship to existing concentrations of population. In all likelihood, the downtown will not move. On the other hand, the center of gravity of population and development will continue to evolve with time. Consideration of these parcels of land, a facilities location decision made now, is tied to both current and future population distribution.

The amount of land that is potentially available is another future related issue. It is the rate of rail service growth, not the fact that train usage will grow, that is the question. How facilities are improved now, and can do so again; how a location can grow to accommodate change, is a significant consideration.

The shape and configuration of the land are also ways of evaluating quantity. A single, simple shape is often the easiest (though not necessarily the most exciting) configuration to plan with. Long and narrow shapes will spread facilities out, increasing distances between often functionally related activities. Segmented parcels, even if physically close together, are sometimes functionally hard to coordinate.

As one scans the five parcel maps, the differences between an already developed collection of properties and an undeveloped parcel is quite apparent. The complexity of ownership patterns, the potential relocation of existing uses, and the need to respect an existing development character can be compared with the necessity to provide a basic infrastructure system of roads, utilities, etc., and the

lack of development to relate to. One is not always better than the other, as that judgment is best related to program and purpose. It is the conscious recognition of the difference that is important in selecting one location over another. These contrasts will allow unique, but appropriate, design alternatives to evolve for each location.

The choice of a location (or locations) to pursue into preliminary design and feasibility studies is neither a site nor a program decision. It is both. The decision should be made based on a site's ability to accommodate and enhance the human activities to be placed on the land, and on the programs ability to articulate the advantages inherent to that location. The best choice will be that which the community anticipates can balance and coordinate the characteristics of site and program.

### SECTION III

#### REACHING CLOSURE: THE MAJOR ISSUES TO BE DISCUSSED

As stated at the beginning of this report, it is not the function of this study to determine the singular course of action, as this is an initial, or first cut, look at the issues involved. The purpose of this report is to provide information for the general public, the Planning Commission and City Council, to use in directing and setting a course of action.

The first step in the process is to reduce the list of potential sites down to one or two worthy of continued, more in-depth study. The "narrowing in" requires articulation of some of the relationships between the various factors as presented. We must keep in mind the contextual comments stated previously, such as: the need for a coordinated interface between various types of public and private transportation modes; the policy goals of the Ann Arbor and UATS circulation plans; the perspective of time, or the short, intermediate and long range view of change; and the difference in train passenger types, and, therefore, the inherent differences and similarities between AMTRAK and SEMTA.

#### THE ISSUE OF INTERMODAL VERSUS A SINGLE PURPOSE BUT COORDINATED FACILITY:

An intermodal terminal is one that combines several transportation types at the same location. Transportation types most commonly included within the definition of intermodal are rail transit, intra and intercity buses, and automobiles when parking capacity is in excess of that required to serve the facility itself. Taxi service, bicycle accommoda-

tions and pedestrian amenities, while equally important means of access, are given in most situations today.

There are varying degrees of "intermodalness". On one end of a continuum lies a facility which houses the primary headquarters of all public and private transportation modes. On the other is a single mode facility. In between these extremes, lie many options: a combined bus station-parking structure; a train station with a secondary terminal for intercity bus lines; a train station-park and ride facility; and so on.

It should be noted that the more modes that are combined, the larger is the site that is required; the more intense the transportation node, the greater will be the pressure to develop the land adjacent to it. Many examples of the relationship between transportation and development exist, for development has traditionally followed new or improved circulation patterns. Railroad stations generated towns; subway stops developed higher intensity of uses immediately adjacent to them; and highways spurred growth along their edges. One principle of urban design is to plan for higher densities in relation to transportation nodes and corridors.

Transportation systems, then, as one aspect of governmentally provided urban infrastructure, can be used to stimulate and guide development. The decision to be reached is: where and how does Ann Arbor want to invest transportation related, development stimulating dollars? Again, what must be kept in mind is not only the site itself, but the



status of adjacent land as well: is it in need of stimulation and is it capable of absorbing potential development?

Another dimension to an intermodal terminal relates to the nature of the vehicles themselves: different transportation systems have distinctly individual movements and service characteristics. Compare, for a moment, a bicycle with a car, a bus with a train. They move in accordance with different criteria and widely varying functional requirements.

The decision, in this instance, is related to the fact that the tracks are fixed--their locations will not change--and that a bus and a car are more flexible. Both can be moved to meet the prerequisite location of a train station. The question to be discussed is whether or not the train location is also best suited for a major bus depot and/or a parking facility larger than required to meet the needs of the train itself.

Both AATA and the intercity bus lines have expressed strong interest in continuing to have a downtown location. A relocation of their primary terminal facilities to any of the five potential train station locations is, in effect, a move out of downtown Ann Arbor. One must ask, "Would their positions of service to the community be viewed as enhanced or diminished by such a move?"

In the context of Ann Arbor's situation, the decision must be reached as to the relation of a train station to the notion of an intermodal transportation terminal. Is the intermodal relationship to

be physical (proximity) or functional (tied together by operational methods such as schedule coordination), or both. It is possible for the transportation types to be physically apart if they can be functionally together.

#### THE ISSUE OF SCALE: IS THE STATION AN AREA OR CITY FACILITY?

One view of the distant future is that, while still retaining individuality, the cities of Ann Arbor and Ypsilanti could be developmentally joined, in effect, producing one urban area (although governed and guided by different political units). Consistent with the view of oneness is the evolution of a single, major train station facility centrally located as defined by population and employment generators, in relation to both the existing downtown areas.

Land in the vicinity of the new St. Joseph Hospital could develop rather rapidly. In addition to the Hospital, Washtenaw Community College and Eastern Michigan University are major employment centers. Living and shopping facilities, already present, are predicted to continue expanding. That area is also reasonably served with access roads: I-94, US-23, and M-14 all provide vehicular access from a still yet larger geographic vicinity.

In short, a reasonable case could be made to provide a major intercity, subregional intermodal transportation terminal at that location. The site is large, and ownership patterns simple. Such a terminal could be coordinated with shuttle and line bus service from the downtowns; the site is large enough to provide park-and-ride facilities. A

station of this character would not necessarily eliminate SEMTA train stops at the current station locations, but it could be seen as relieving some of the growth and expansion pressures and needs at the existing station locations. Under this scenario, the existing stations would remain solely commuter stops.

As a regional facility, the new station would influence a wider area and provide on-site, coordinated development of several transportation types with a potential variety of other land uses. As an area-wide station, it could be viewed as a location where long distance national rail service met and was coordinated with a local feeder or distribution system.

This image as presented is a longer range view. The choice to make, the decision to be reached now involves location: should an improved Ann Arbor facility stress its presence in the "downtown" as currently known, or should it be a focus for a larger, newly developing urban area which includes both the Ann Arbor and Ypsilanti communities. Stated another way, how much, if any, influence does Ann Arbor wish to share with a larger urbanizing region?

There is a corresponding note on the other side of this issue: is a location within the downtown an appropriate one to accommodate a subregional facility, i.e. one capable of serving both commuter and interstate traffic?

The question, then, is should the station expand in an Ann Arbor dominated, downtown location or,

should it grow on an out of town, shared, urban area site?

SPECIFICS OF THE ISSUE TO EXPAND THE EXISTING OR TO BUILD NEW:

In either instance, the decisions reached in the now are temporally linked to those that will come. One reason for the current problem is that the changes in time have occurred beyond the existing site's capacity to absorb that growth. Sites with limited longer range flexibility are correspondingly less appropriate than those with flexibility sufficient to lead to several possible futures. Both the Medical Center and Dixboro Road sites could be viewed as physically limited, though when contemplating a somewhat minor SEMTA facility alone, the Dixboro Road site could be an acceptable one considering its dimensional location between Ann Arbor and Ypsilanti.

If the area and influence decision is on the side of an Ann Arbor location, either or both North Main and Depot Street sites are worthy of an additional or second phase of investigation. The taking of parkland at the Medical Center site is a major negative factor for many reasons, not the least of which is possibly rendering the project ineligible for federal funds. It is also important to keep in mind that while the Depot Street site as defined herein could involve immediately adjacent expansion of the existing station, it is also true that a completely new and separate future facility could be provided on a not so immediately but still adjacent site (for instance, on the electric or gas company properties).

The Muer Corporation has special feelings for the Michigan Central Railroad Depot. Because of this, it is not available for purchase and reuse solely as a passenger train station. However, it is more than likely that the Gandy Dancer would be able, in the event of a new and separate train station, to use the entire existing building complex as part of the restaurant's facilities.

As part of the next phase of the train station study, it should be possible to formulate many considered physical alternatives for the development of either the North Main or the Depot Street sites. In one way or another, the alternatives would combine the various factors, both existing and potential, that have been reviewed within the body of this report.

What follows are limited suggestions of physical solutions that are intended to illustrate a potential, and not to document specific designs. To make literal design decisions now, without the benefit of pointed investigation into and consideration of such factors as land availability, existing use displacement, ease of development, cost parameters, etc., would be premature. For discussion purposes then, consider the following opportunities:

For the North Main location: (1) a station and related facilities could be built on the land between North Main Street and the tracks, with access into parking lots at several points along Main Street; (2) a new station could be built east of the tracks, with both a river and track orientation, and where access would be by means of a new bridge

from Main Street crossing over the tracks; (3) the station could be built spanning the tracks, and access to parking would be both from Main Street and the Old Whitmore Lake Road Bridge to parking lots on both sides of the tracks. All day or long term car storage could then be separated from "kiss and ride"/short time passenger drop-off parking.

Any of these scenarios could describe a combined AMTRAK/SEMTA facility. A modest SEMTA storage and maintenance yard could also be accommodated on either site.

For the extended Depot Street location: (1) a station and related facilities could be built on Depot Street west of the Broadway Bridge, with parking housed in low level parking structure(s); (2) a new station could be built on the Michigan Consolidated Gas Company's parcel which is sufficiently large so as to accommodate parking; (3) an additional or second station--for the sole use of SEMTA--could be built along with commuter parking on the north side of the tracks, retaining and expanding the existing station to handle the average daily number of long distance passenger traffic; (4) and so on.

An as yet not directly commented upon fact is that both of these sites lie along the Huron River. A railroad station is, for all intents and purposes, a public facility. And, while train transportation and recreation facilities are very different creatures, the next in-depth study of the location selected by community consensus should include a look at the ways the planning and building of a new and/or expanded station can facilitate development

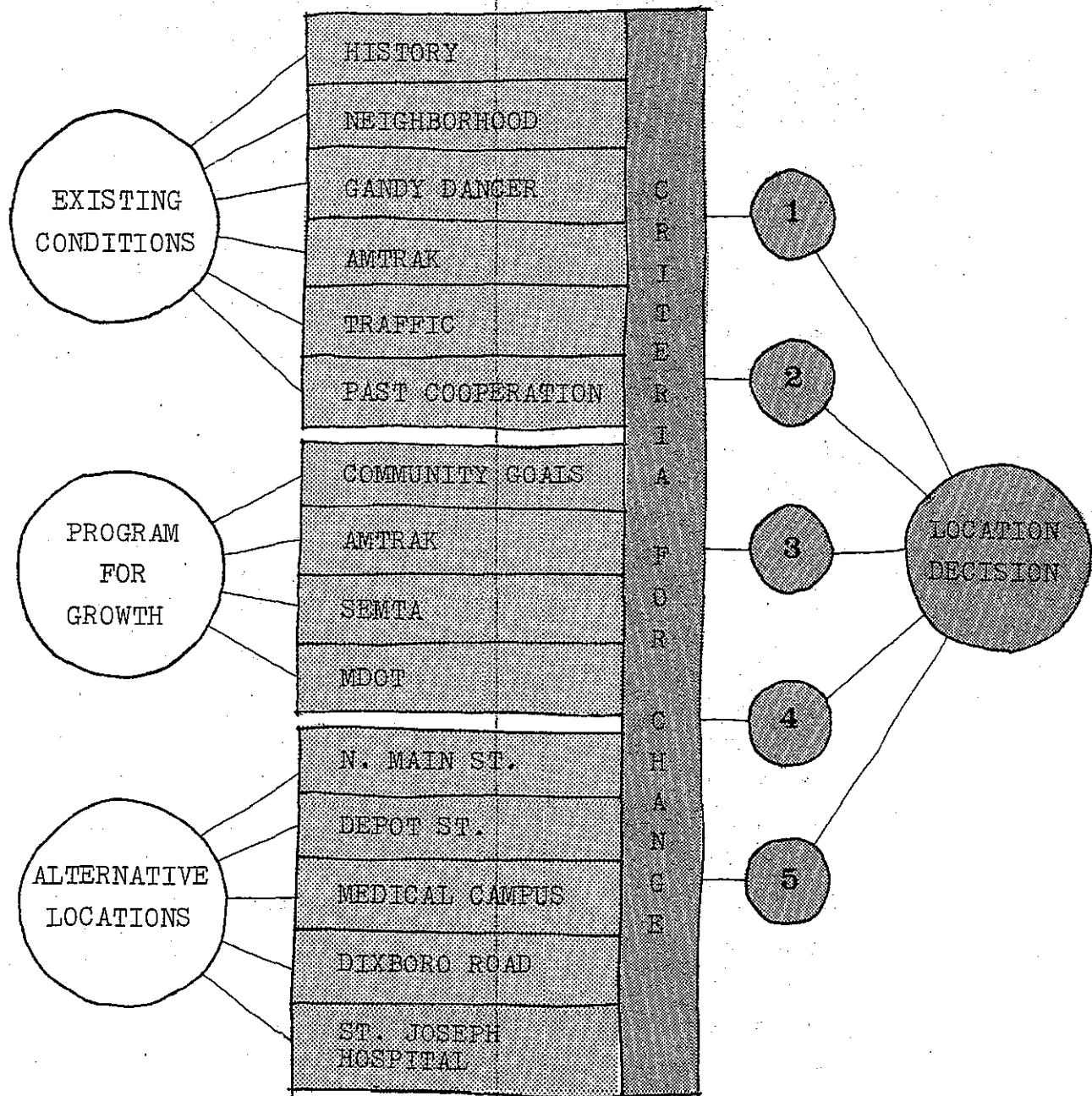


ILLUSTRATION 19

## The Decision

of additional public park land along the Huron River. This is a special opportunity and should not be overlooked.

#### SUMMARY FOR DECISION MAKING:

Narrowing in on a general location for further study involves an information-sorting, decision-making hierarchy, and although some of the answers to the issue questions raised in this section will precede others, it will be useful to, at first, consider them concurrently. The intent should be to determine a coherent pattern of relationships between the factors involved.

The data base for the location decision (Illustration No. 19) comes primarily from SECTION II, FINDINGS: THE EXISTING CONDITIONS; the program for future change as seen by those responsible for train services; and a comparison of the alternate locations. Individual reactions to, and public discussion of, the data will be both subjective--the creative, knowing, sixth sense of intuition--and objective--the ordering of individual bits of information into a hierarchial listing of facts that are most important to respect and cannot be negated, those that can be compromised with little adverse effect, and those that are insignificant, and therefore expendable.

This thoughtfulness, a planning/design decision making process, will convert facts into ideas, and with subsequent phases, ideas into the reality of improved rail passenger facilities. For now, ideas should be applied to the location issues and questions: rail traffic's relationship to other nodes



of transportation; the relationship between an Ann Arbor location and train service to a larger regional setting; the relationship between site and program; and the land's ability to accommodate change with time, or future flexibility.

#### SECTION IV THE NEXT STEPS

There are many next steps, for the selection of a location is only the beginning. It is the initiation of the effort to plan for, design, and build improved rail passenger facilities. All efforts will prove to be most satisfactory if both a planning design process and a subsequent evaluation process can be lasting tasks, allowed to continue into the future.

For the present, work should proceed on two separate but very related fronts.

#### COORDINATED PROGRESS WITH MDOT/UPTRAN AND AMTRAK:

The location decision should be quickly conveyed to the State. The City, the State, AMTRAK, and SEMTA (although SEMTA's involvement is five years away) should meet as often as necessary to confirm a work program and timetable. In addition, the City will need to consider, possibly together with MDOT/UPTRAN, what its role should be as the project continues. There are two clear options.

The first: Ann Arbor will assume the primary leadership role and be directly responsible for the planning, designing, and building of new facilities. They, in turn, would be owned by the City. As landlord, space would be leased to the others involved. The second: Ann Arbor would assist in the planning and design of improvements, and through standard procedures associated with issuance of building permits, approve of what is to be constructed. AMTRAK as owner would be responsible

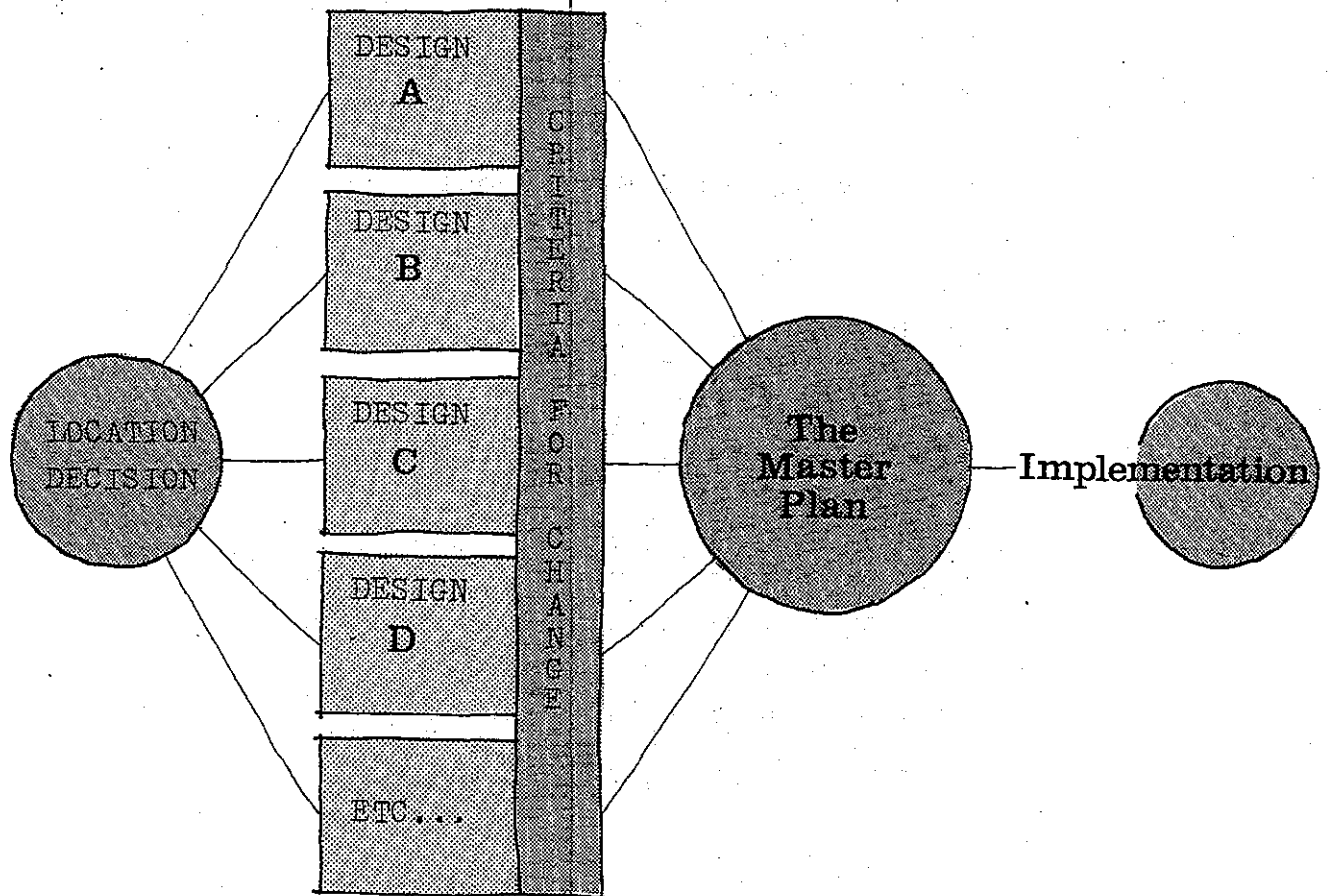


ILLUSTRATION 20

Next Steps: The Design Process Continues.....

for building the new facilities. As landlord, they would lease space to others as needed.

The State is able to participate in either case with both advice and funding, and in other ways as possible related to improving facilities. Recognizing the current deficiencies, MDOT/UPTRAN is most anxious to assist. In a situation like this where ownership, and, therefore, primary responsibility for progress, can vary, the State is the constant. And, as of this writing, they have not expressed preference for either scenario.

To help in the decision of which role to pursue, investigations can be conducted of other facilities within the state, as both types exist. City owned terminals can be found in Durand and Kalamazoo, and on-line in Battle Creek. AMTRAK owned facilities are located in Detroit, Lansing and Dearborn. The State has participated with partial funding of improvements for all of these.

#### A MASTER PLAN AND IMPLEMENTATION OF IMPROVEMENTS:

Regardless of which role the City prefers, additional design and feasibility studies will need to occur. Several steps must take place between location selection and ribbon cutting ceremonies.

What is built today relates both to the past and the future. To build today, design must anticipate a future, for by design, we can accomplish any reasonable, considered set of objectives. A location decision is also the first step in the goal of achieving a plan to guide, if not control, growth and change (Illustration No. 20). To develop a

useful, effective plan, consideration must be given to both policy planning--broad goals, specific rules, operational procedures--and to physical planning--people, program and relationships, site characteristics, the design of forms. Such plans are often called master plans.

A master plan is the articulation of a coherent pattern of relationships. It is both the combination and summation of the various factors and influences involved: a set of planning and design principles; the program for human use; the site's qualities, opportunities and constraints; the evolving policies and practices of those involved; the public's attitudes and expectations; the nature of physical form; economic pressures; and, common custom and uncommon innovation. It is from a master plan, a document with respect for the present and the future, that the first phase of facilities improvements can be derived with confidence.

#### CONCLUSION:

It is appropriate to continue with both the above activities along with a thorough investigation of both the funding sources and the application guidelines (procedures and requirements) of the various funding agencies. The timing of planning and design decisions with that of applying for external funds is often critical.

Timing is also important given the nature of the current situation. The use of trailers as an answer to the question of how to provide protected all-weather waiting space (the state's first priority) is a short and not a long term solution.

Nor is there any easy answer to parking concerns. In doing its part, AATA is currently investigating the potential for both shuttle and circulator route service to the Depot. While helpful, these are inadequate by themselves.

Developing a master plan, conducting preliminary design and feasibility studies, coordinating the search and application for external funding, preparing the design and construction documents, and actually building the facility, will take time. Overlapping several parts of this process will help to hasten the process of instituting change.

By making the decision as to which location to pursue further, we reach closure on this phase of the effort to improve Ann Arbor's rail passenger facilities. It is the answer to the earlier stated question, "Should we remain in the general location of the Depot or should it (the station) be moved elsewhere?" Then, guided by the City, a coordinated effort between the appropriate agencies and authorities involved in the project could continue in earnest, the goal being the construction of improved facilities.

APPENDIX A: Letter from W. Barwis, Manager, MDOT/UPTRAN, to  
Mayor Louis D. Belcher, Dated April 17, 1979.

STATE OF MICHIGAN



WILLIAM G. MILLIKEN, GOVERNOR  
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION BUILDING, 425 WEST OTTAWA PHONE 517-373-2090  
POST OFFICE BOX 30050, LANSING, MICHIGAN 48909

JOHN P. WOODFORD, DIRECTOR

April 17, 1979

RECEIVED

MAY 15 1979

Planning Dept.

Honorable Louis D. Belcher  
Mayor, City of Ann Arbor  
100 North Fifth Avenue  
P.O. Box 8647  
Ann Arbor, Michigan 48107

Dear Mayor Belcher:

You may be aware that we have encountered serious problems recently in attempting to expand the Amtrak Ann Arbor station.

In the way of background, Ann Arbor has suffered from inadequate station and parking facilities since 1975 when Amtrak assumed operation of the Detroit-Ann Arbor commuter train. A 75 car parking lot was constructed in late 1975 for more than \$120,000, but additional space is still needed to handle the passengers. We also programmed \$100,000 to expand the Amtrak waiting room, but have been prevented from doing so by the C. A. Muer Corporation who insists on additional parking as part of the lease to expand on its property. Attempts have been made to provide 30 spaces east of the restaurant, but city ordinances require expensive curbing and shrubbery that cannot be economically justified for 30 spaces. Our only alternative is to restore the waiting room to its original size before next winter so the passengers will have a warm place to wait during cold weather. However, this does not resolve the problem of inadequate waiting room and parking space during heavy travel periods.

Hence, we are approaching you for some guidance and assistance. Ann Arbor is the second heaviest Amtrak station in Michigan and deserves adequate station and parking facilities. In addition, SEMTA plans to expand commuter service in the Ann Arbor-Detroit corridor in the next five years. We would like to budget future state funds for this location, but are in need of space for a building accommodating 100 passengers and parking for 200 cars. Recognizing that the majority of Amtrak passengers using Ann Arbor station are commuters having automobiles available and University of Michigan students having no automobiles, we would appreciate your recommendation of an optimum station site. Specifically, should we remain in the general location of the existing depot or should it be moved elsewhere?

I would be happy to meet with you to discuss this matter further.

Sincerely,

*William Barwis*

William Barwis, Manager  
Rail Passenger Operations Section

APR 23 1979

ANN ARBOR





APPENDIX B: Memorandum to the File, June 14, 1979, Re: June 13,  
1979 Meeting to Discuss AMTRAK Passenger Facilities

MEMORANDUM

TO: File

FROM: Martin Overhiser, Planning Director *MOS*

SUBJECT: AMTRAK Passenger Facilities

June 14, 1979

On June 6, 1979, I met with William Barwis and Glenn Rigdon of the Rail Passenger Operations Section of the Michigan Department of Highways and Transportation (517-373-2953) and Ted Craig, District Supervisor from AMTRAK (501 East Michigan, Jackson, Michigan 517-784-6466 - Runnells Office 313-226-3399).

We first discussed the content of Mr. Barwis' April 17 letter and Mayor Belcher's May 31 letter. It was recognized very soon in the meeting that any permanent type improvements that are made to the passenger waiting facility and parking facilities would take two or three years to accomplish. We, therefore, first discussed alternative ways of providing temporary waiting facilities for the next one or two winters, while a permanent facility is being planned and built.

We talked to Bob Pierce of the Ann Arbor Public Schools about the possibility of obtaining two portable classroom structures to be relocated on or near the existing AMTRAK station in order to provide heated, enclosed waiting space for passengers. Pierce suggested that the City could write a letter to Ralph La Jeunesse or Superintendent Harry Howard to request these structures. They are either 20 feet by 40 feet or 24 feet by 40 feet in two sections, and most are 10 to 14 years old. They have electric heat in them, and might cost \$5,000 to \$7,000 each to purchase and relocate to the site. Other options will be considered by the State and AMTRAK.

In Grand Rapids an intermodal facility is being planned and may be similar to something Ann Arbor might want to consider. They also suggested that we may want to contact Lansing, Jackson, Battle Creek, and Kalamazoo to determine what they have been doing with regard to improving AMTRAK passenger facilities.

The sequence of actions that should follow are listed below:

1. State and AMTRAK should provide enlarged temporary waiting space for passengers by November of this year.
2. City should determine the preferred location for improved permanent facilities. This process should include staff work, review by Planning Commission and the public, and then consideration by City Council.
3. Michigan Department of Highways and Transportation, Rail Passenger Operations Section, would then program funding for improved facilities in Ann Arbor and contact AMTRAK officially to solicit their participation and request that they begin acquisition and design of the facility. AMTRAK would then purchase and/or lease the facility. The actual funding participation is not definite at this time and may depend upon the facility and location that is selected. City financial participation in this project may be very little or none.

AMTRAK Passenger Facilities

Page 2

June 14, 1979

Conclusion: I should contact other agencies that can assist in identifying possible locations and evaluation criteria for determining which is the best location for improved facilities. The Mayor and/or Administrator should contact Superintendent Howard about the possibility of obtaining at least two portable classroom structures from the Schools to use as temporary waiting facilities for passengers. After this contact, AMTRAK officials and/or State officials should officially contact the School Superintendent to negotiate the purchase or loan of the classroom buildings.

MWO/eam/m

6/14/79

APPENDIX C: AMTRAK Standard Design for Station Facilities

# Standardized Station Designed To Facilitate Future Expansion

Just as the corporate logo has become the familiar symbol for Amtrak, train stations being constructed throughout the country in the future will be similarly recognizable and familiar to rail passengers.

Amtrak will feature standard station designs that can be adapted to the passenger levels and community requirements of any locale. Passenger stations built by Amtrak will be similar in appearance from city to city.

The new stations will save Amtrak a considerable amount of money in design costs because one of the three basic designs will apply to any new station. This will reduce the time required to provide a community with a station once a decision has been made to build one there.

Most importantly, the many

unique features of the basic designs for the different size stations will allow Amtrak to build a station today that can be enlarged in the future as train travel increases.

The idea for the design program came from Amtrak President Paul Reistrup last spring when he called a meeting of various department heads to request they begin establishing standards for their new facilities that would make Amtrak more familiar to the public.

As an example, he wanted the public to see familiar-looking station facilities instead of a different looking building in every community. In response to his request, the departments went to work and the facilities engineering group soon came up with its standard station design.

Bob Ovelman, manager of archi-

tectural design, worked with Larry Dodd, architectural assistant, over several months studying past designs and developing criteria for the new standardized station.

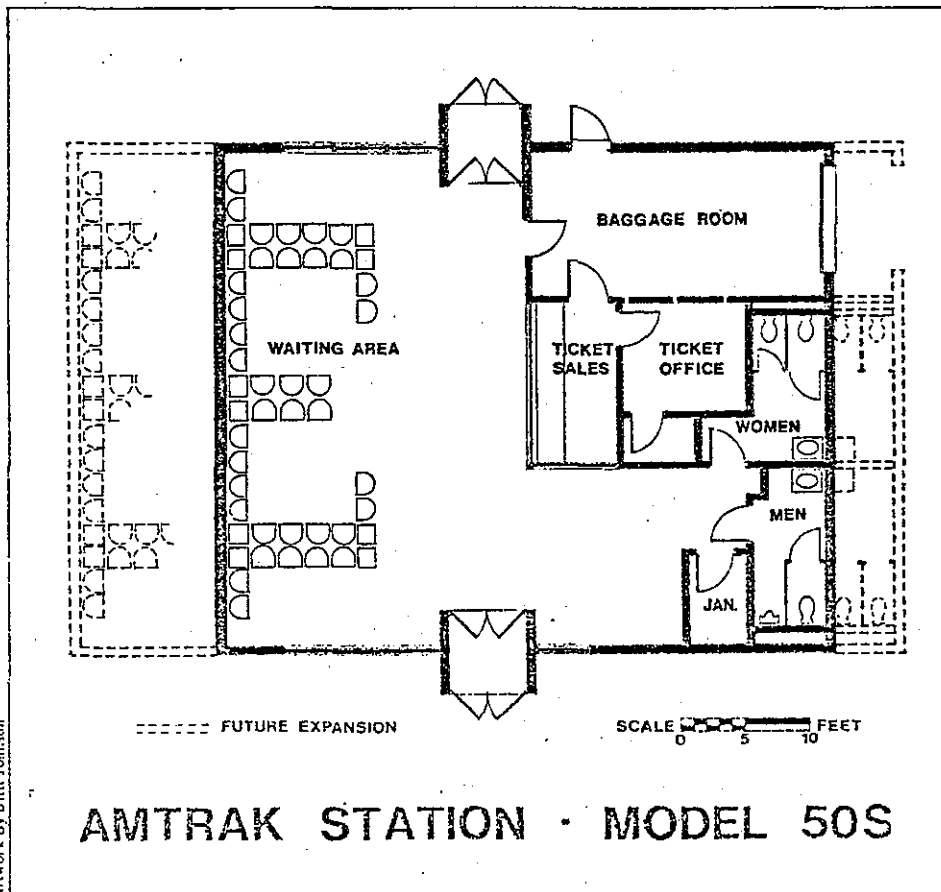
A number of factors had to be taken into consideration. Their design had to allow for stations of varying sizes that could handle anywhere from as few as 50 passengers to several hundred. It had to be attractive enough to appeal to the public and the neighboring communities. It also had to communicate the idea that Amtrak is a forward-looking, progressive transportation company.

Reistrup has insisted that Amtrak be a good neighbor wherever it does business and that the stations be well received by the communities in which they are built.

A prime factor in the standard design is the flexibility of the station concept, taking into account future growth to create a station that can expand as business increases. The standard design provides three different size stations; one to handle between 50 and 150 passengers, a second to accommodate 150 to 300 passengers, and the largest to handle over 300 people.

The basic stations were so designed that the building ends can be removed and interiors expanded without interference with station operation during the expansion period. The difficulties Amtrak has faced in expanding the Cincinnati station, for example, have highlighted the importance of such flexibility.

**AMTRAK NEWS**



APPENDIX D: MDOT Financial Assistance Grants, 1980-81 Public  
Transportation Program, Annual Application Information  
Instructions

STATE OF MICHIGAN



WILLIAM G. MILLIKEN, GOVERNOR

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION BUILDING, 425 WEST OTTAWA . PHONE 517-373-2090  
POST OFFICE BOX 30050, LANSING, MICHIGAN 48909

JOHN P. WOODFORD, DIRECTOR

May 1, 1979

TO PROSPECTIVE APPLICANTS:

The State makes financial assistance grants to eligible intercity carriers and eligible governmental agencies and authorities for the improvement of public transportation in Michigan. Information regarding grants for intercity public transportation projects and how to apply for such a grant is provided in the attached guidelines.

Sincerely,

J. J. Rudnick, Administrator  
Intercity Passenger Services Division

MICHIGAN DEPARTMENT  
OF  
TRANSPORTATION

1980-81 Public Transportation Program  
Annual Application Information Instructions

- I. INTERCITY BUS CAPITAL EQUIPMENT PROGRAM
- II. INTERCITY BUS OPERATING ASSISTANCE PROGRAM
- III. INTERCITY PASSENGER TERMINAL FACILITIES PROGRAM

Bureau of Urban and Public Transportation

State Transportation Commission

Hannes Meyers, Jr.  
Chairman

Weston E. Vivian

Roger D. Young

Carl V. Pellonpaa  
Vice Chairman

William C. Marshall

Lawrence C. Patrick, Jr.

Director  
John P. Woodford

May 1, 1979



### III. INTERCITY PASSENGER TERMINAL FACILITIES PROGRAM SUMMARY

In 1980-81 funds are available to develop intercity terminal facilities and improvements designed to provide better services to intercity rail and bus passengers and to integrate where possible, all available public transportation services.

The operation of such facilities is unique in that such terminals are presently managed by private individuals as agents, private transportation companies and/or transportation authorities or other entities. We will, therefore, direct the operation of any such facilities to the benefit of total public transportation with priorities to the intercity transportation industry, with no applicant restrictions. Each application will be reviewed on its own merit and considerations to population served, availability of intercity service modes and/or companies, unusual market contributors, i.e., universities, military bases, etc., and other such effects will be considered.

Final contracts will require service to all existing transportation service companies in the area where feasible or other contributions.

Funding is available for intermodal terminals and single mode terminals. Where an intercity transportation interface is possible, every effort will be made to develop a combined or intermodal terminal before any consideration is given to a single mode facility.

Terminal facilities designed to serve only one intercity mode; i.e., bus or train will require applicants to financially participate in capital improvements. Such participation can range from provision of site for construction or renovation to actual capital expenditure share. Operating responsibility will be determined prior to approval of 1980-81 applications. Intermodal facility development will also require local participation such as management of the facility, under State guidelines, where feasible or other contributions.

Terminal operating costs will not be provided at intermodal facilities. Such terminal operating costs will be considered, however, in single mode terminals where rental of space in the terminal or fees to be charged to the users are not sufficient to cover terminal operating expenses.

Funding will be predicated on the amount of public transportation services in the community or area, particularly where one mode of public transportation service will utilize the facility. In those cases, a minimum of three round trip schedules per day would be necessary for the facility to be considered for state funding.

#### Application Procedures for Intercity Passenger Terminal Facilities

Where no existing terminal facility is available, a site should be located available to the largest community area possible. If necessary to construct a building, a cost estimate providing a realistic evaluation of the project should be included in your application. If an existing building is located which can effectively be converted or utilized as an intercity terminal, a cost estimate which can give a realistic barometer as to final project cost should be submitted with the application.

In addition the application must include:

- A. Grant application title page (see EXHIBIT I).
- B. Resolution of intent to participate in the 1980-81 public transportation program, which specifies that the governing entity requests state financial assistance and eligibility determination by the Commission, under the provisions of Section 10d of the Act; names an official to serve as official representative of the governing entity on transportation matters and authorizes the official representative to provide such information as deemed necessary by the Commission. A sample resolution is given in EXHIBIT II.
- C. Documentation to establish eligibility as specified in EXHIBIT III.
- D. Description of efforts made to address the needs and problems of transportation disadvantaged citizens (see EXHIBIT IV).

EXHIBIT I

1980-81

PUBLIC TRANSPORTATION GRANT APPLICATION  
(Attach as Title Page on your Application)

1. NAME OF INTERCITY CARRIER OR RESPONSIBLE AGENCY

---

2. NAME OF OFFICIAL REPRESENTATIVE      TITLE      TELEPHONE NUMBER

---

3. ADDRESS      CITY      ZIP CODE

---

4. SUMMARY OF PROGRAM REQUEST: (Below please identify briefly under each Program Category a summary of the projects(s) for which you are requesting 1980-81 State aid and the total state dollars requested.)

INTERCITY BUS TRANSPORTATION  
PROGRAMS

TOTAL      FEDERAL      LOCAL      STATE

I. Intercity Bus Capital Equipment Program

II. Intercity Bus Operating Assistance Program

A. Service Development

B. Fare Reduction

III. Intercity Passenger Terminal Facilities Program

Signed by \_\_\_\_\_

Date \_\_\_\_\_ Title \_\_\_\_\_

EXHIBIT II

SAMPLE RESOLUTION\*

STATE APPROVED RESOLUTION OF INTENT TO APPLY FOR  
FINANCIAL ASSISTANCE UNDER ACT NO. 51 OF THE PUBLIC ACTS OF 1951

WHEREAS, pursuant to Michigan State Transportation Commission guidelines it is necessary for \_\_\_\_\_ to make known by formal resolution its intent to improve public transportation service and, therefore, apply for a state financial grant under provisions of Act No. 51 of the Public Acts of 1951, and

WHEREAS, it is necessary for the \_\_\_\_\_ to appoint a Transportation Coordinator to serve as the official liaison between the \_\_\_\_\_ and the Michigan State Transportation Commission on public transportation matters; and

WHEREAS, it is necessary for the \_\_\_\_\_ to provide such information as deemed necessary by the State to make an official determination of eligibility for funds under the provisions of Sections 10d and 10e of Act No. 51 of the Public Acts of 1951; and

NOW, THEREFORE, BE IT RESOLVED that this \_\_\_\_\_ does hereby make its intentions known to apply for a state financial grant under the provisions of Sections 10d and 10e of Act No. 51 of the Public Acts of 1951; and

HEREBY, appoints \_\_\_\_\_, as the Transportation Coordinator to act as official liaison between the \_\_\_\_\_ and the State; and

HEREBY directs and orders the Transportation Coordinator to provide such information as deemed necessary by the Michigan State Transportation Commission to make an official determination of eligibility for funds under the provisions of Act No. 51 of the Public Acts of 1951 for fiscal years \_\_\_\_\_.

I, \_\_\_\_\_, of the \_\_\_\_\_, having custody of the records and proceedings of the \_\_\_\_\_ do hereby certify that I have compared the attached copy of resolution adopted by the \_\_\_\_\_ at the meeting of \_\_\_\_\_ 19 \_\_\_\_\_, with the original now on file and of record in the office, and that such is a true and correct transcript therefrom and of the whole thereof.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed seal of said \_\_\_\_\_, this \_\_\_\_\_ day of \_\_\_\_\_, A.D. 19 \_\_\_\_\_.

\*NOTE: Only one resolution of intent is required from an applicant for the fiscal period 1980-81. If more than one application is submitted, the same one resolution will be considered a part of all applications received.

### EXHIBIT III

#### Eligibility Requirements for Public Agencies

Each public agency defined according to Section 10c (3) of Act No. 51. as an eligible authority or eligible governmental agency shall submit the following:

1. A certified resolution by the county, city or village establishing the authority.
2. The bylaws and articles of incorporation of the authority or agency requesting eligibility which indicates its specific duties, functions and powers.
3. A certified copy of the city or village charter permitting eligible governmental agencies to provide public transportation services.
4. Documentation which shows the applicant is legally furnishing public transportation services or will be furnishing services during FY 1981.

Agencies and authorities which have previously submitted items 1-4 to the Bureau are to notify the Bureau of any changes in this information as part of the 1981 submittal.

Agencies established after January 3, 1973 and located within the area of legal responsibility of an eligible authority must in addition to the preceding, submit a resolution from the eligible authority indicating that approval has been granted to make direct application for state financial assistance, therefore applicants within the jurisdiction of the Bay County Metropolitan Transportation Authority or the Southeastern Michigan Transportation Authority are advised that in order to submit an application to the Bureau, the specific prior approval of the Authority is required. To expedite this process it is recommended that your 1980-81 public transportation program application be forwarded directly to these Authorities. When the Authority endorses the application, it will forward the endorsement and application to the Bureau.

## EXHIBIT IV

### Services for Transportation Disadvantaged Citizens

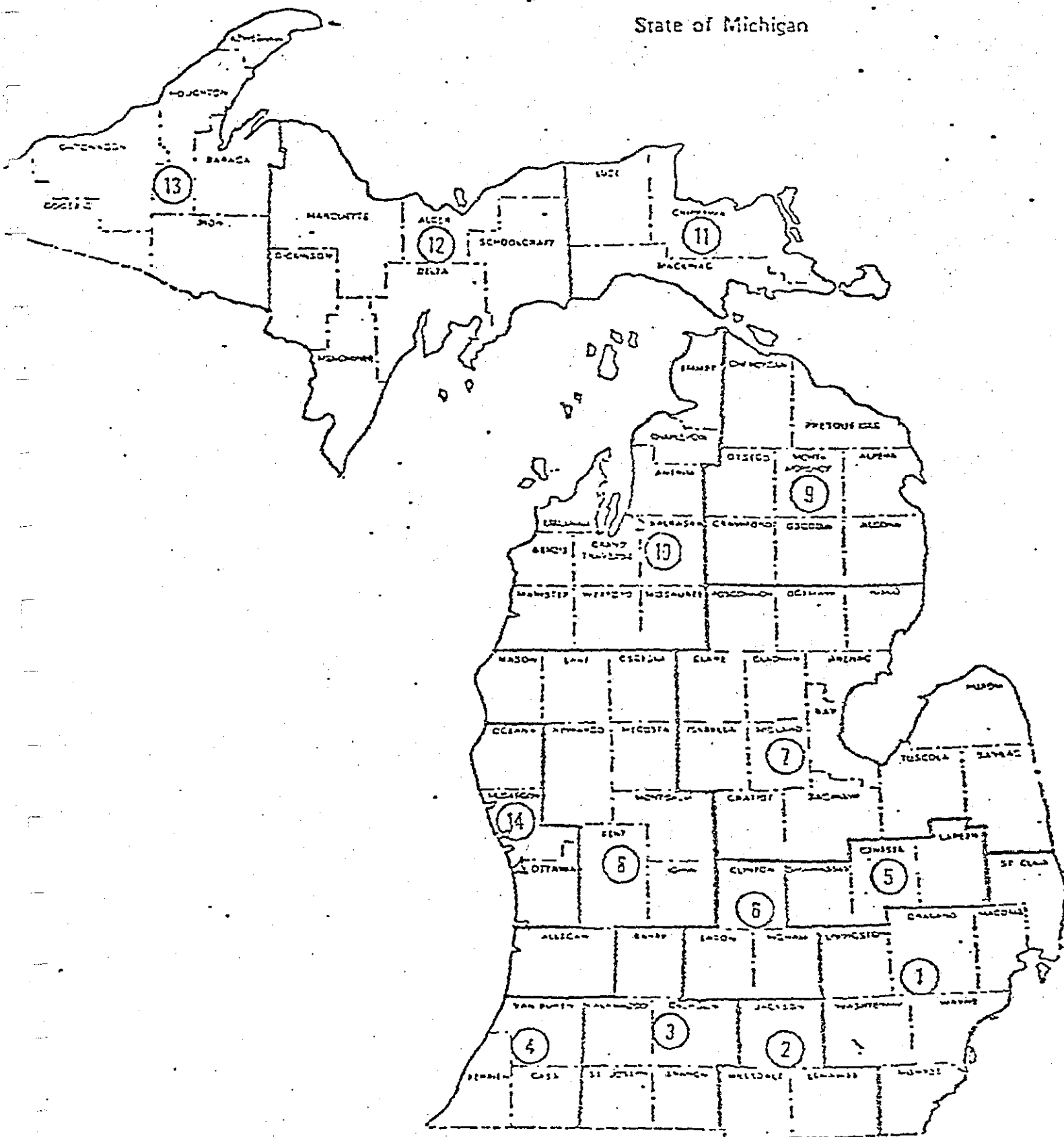
Applicants for state financial assistance are to address the transportation needs of handicappers, elderly persons and the economically disadvantaged.

1. Describe projects, activities, services and plans that are part of this application that address the transportation needs of handicappers, elderly persons and the economically disadvantaged.
2. Describe the status of projects, activities, services and plans that address the transportation needs of handicappers, elderly persons and the economically disadvantaged that were applied for or begun prior to this application.

Copies of materials submitted to the Michigan Department of Transportation or U.S. Department of Transportation may be submitted as response to these questions if they are current and complete.

EB:911kp/kg

State of Michigan



DESIGNATED TO REVIEW 1980-81  
PUBLIC TRANSPORTATION APPLICATIONS

Region

- SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS  
8th Floor, Book Building  
1249 Washington Blvd.  
Detroit, Michigan 48226  
(313) 961-4266  
Executive Director: Michael M. Glusac  
Chairperson: David Shepherd
- REGION 2 PLANNING COMMISSION  
Jackson Co. Tower Building  
120 West Michigan Avenue  
Jackson, Michigan 49201  
(517) 787-3800 Ext. 256  
Executive Dir.: Charles R. Mancherian  
Chairperson: Michael Lutz
- SOUTHCENTRAL MICHIGAN PLANNING AND DEVELOPMENT COUNCIL OF REGION III  
Connors Hall  
Nazareth College  
Nazareth, Michigan 49074  
(616) 343-1678/1679  
Executive Director: Robert L. Hegel  
Chairperson: T. Edward McPharlin
- SOUTHWESTERN MICHIGAN REGIONAL PLANNING COMMISSION  
2907 Division Street  
St. Joseph, Michigan 49085  
(616) 983-1529  
Executive Director: Thomas Byers  
Chairperson: Walter H. Stickels
- GLS REGION V PLANNING AND DEVELOPMENT COMMISSION  
100 Phoenix Building  
801 S. Saginaw  
Flint, Michigan 48502  
(313) 766-8865  
Executive Director: Thomas H. Haga  
Chairperson: Ray Flavin
- TRI-COUNTY REGIONAL PLANNING COMMISSION  
2722 East Michigan Avenue - P.O. Box 2066  
Lansing, Michigan 48912  
(517) 487-9424  
Executive Director: Herbert D. Maier  
Chairperson: Milford Moore
- EAST CENTRAL MICHIGAN PLANNING AND DEVELOPMENT REGIONAL COMMISSION  
1003 Woodside  
Essexville, Michigan 48732  
(517) 752-0100  
Executive Director: David W. Gay  
Chairperson: Milan Plavsic

Region

- 8 - WEST MICHIGAN REGIONAL PLANNING COMMISSION  
1204 Peoples' Building  
60 Monroe at Ionia  
Grand Rapids, Michigan 49502  
(616) 454-9375  
Executive Director: Robert L. Stockman  
Chairperson: Harold Dekker
- 9 - NORTHEAST MICHIGAN REGIONAL PLANNING & DEVELOPMENT COMMISSION  
Old Hospital Building  
121 Shipp Street, Box 457  
Gaylord, Michigan 49735  
(517) 732-3551/3552  
Executive Director: Rodney Parker  
President: Merritt Clark
- 10-NORTHWEST MICHIGAN REGIONAL PLANNING AND DEVELOPMENT COMMISSION  
2334 Aero Park Court  
Traverse City, Michigan 49684  
(616) 946-5922  
Acting Executive Director: Richard Beagle  
Chairperson: Chester Clocheski
- 11-EASTERN UPPER PENINSULA REGIONAL PLANNING AND DEVELOPMENT COMMISSION  
P.O. Box 478  
Sault Ste. Marie, Michigan 49783  
(906) 635-1581  
Executive Director: John W. Campbell  
Chairperson: Harold L. Dettman
- 12-CENTRAL UPPER PENINSULA PLANNING AND DEVELOPMENT REGIONAL COMMISSION  
2415 - 14th Avenue, South  
Escanaba, Michigan 49829  
(906) 786-9234/9236  
Executive Director: Greg Main  
Chairperson: Ms. Hope Y. Trapp
- 13-WESTERN UPPER PENINSULA PLANNING AND DEVELOPMENT REGIONAL COMMISSION  
P.O. Box 365  
Houghton, Michigan 49931  
(906) 482-7205  
Executive Director: F.J. Cole  
Chairperson: Gerald J. Caspary
- 14-WEST MICHIGAN SHORELINE REGIONAL DEVELOPMENT COMMISSION  
The Torrent House  
315 W. Webster Avenue  
Muskegon, Michigan 49440  
(616) 722-7878  
Executive Director: James L. Arnold  
Chairperson: William L. Kennedy



APPENDIX E: Summary of Alternate Location Individual Parcel Size  
and Ownership

# SUMMARY OF PARCEL SIZE AND OWNERSHIP:

<u>Parcel</u> <u>Number</u>	<u>Size</u> <u>Acres</u>	<u>OWNER</u>
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## NORTH MAIN STREET, #1

1.	0.85	Michigan State Highway Commission
2.	2.88	Whittaker & Gooding 5800 Cherry Road, Ypsilanti
3.	2.61	C & J Investment Company 326 Terminal, S.W., Grand Rapids
4.	1.06*	Charles Baird 1354 North Main Street, Ann Arbor
5.	0.86*	J. Cushing & J. Newton 1352 North Main Street, Ann Arbor
6.	1.15	O'Neal Construction 1340 North Main Street, Ann Arbor
7.	3.29	Lansky Brothers 1100 North Main Street, Ann Arbor
8.	25.50	P. Green (Trustee) 1050 Wall Street, Apt. 2D, Ann Arbor
9.	1.93	J. Beaumont 5040 Scio Church Road, Ann Arbor
10.	6.00	H. Hawkin P.O. Box 602, Ann Arbor
11.	0.85	C. & S. Newman Huron Valley National Bank, Ann Arbor
12.	2.44	P. Lansky & Sons 1212 North Main Street, Ann Arbor
13.	0.29	Penn Central 2201 Oliver Building, Pittsburgh, Pennsylvania

## DEPOT STREET, #2

14.	0.77	F. & E. Arnet 4495 Jackson Road, Ann Arbor
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