



Transit Center Study

Stakeholder Workshop – Sep. 20, 2023



Welcome and Introductions

Today's Agenda

- Welcome and Introductions
- Project Context
- What Makes a Good Transit Center Site?
- Interactive Exercise: Downtown vs. Midtown
- 5 sites under consideration
- Polling
- Next Steps

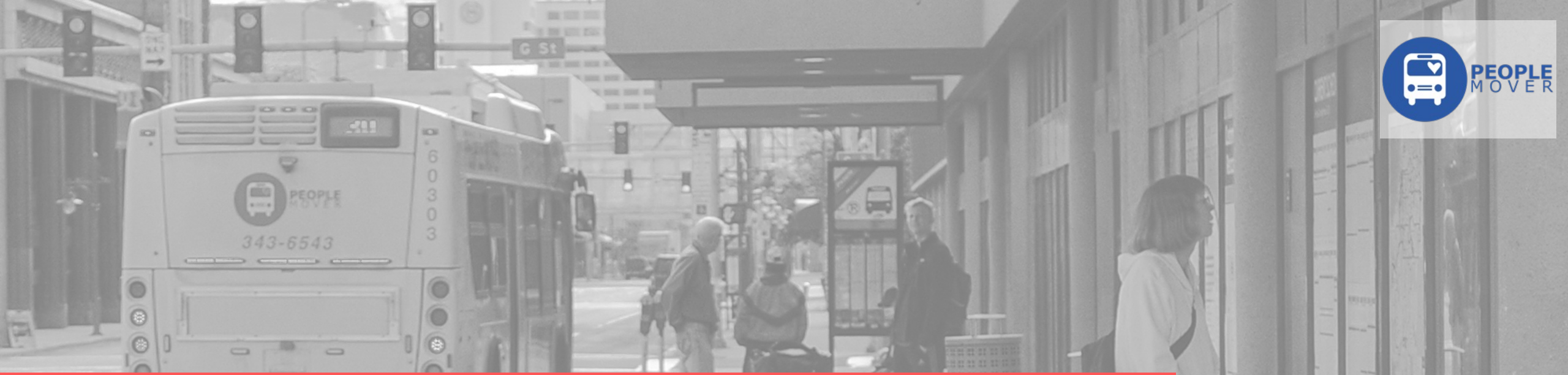
Your Role in Today's Workshop

- You represent key community stakeholders.
- This is an opportunity to learn about the issues and the sites being considered.
- You are in a good position to help get the message out about this effort.
- Your input can help People Mover make the right choices.



Round of Introductions

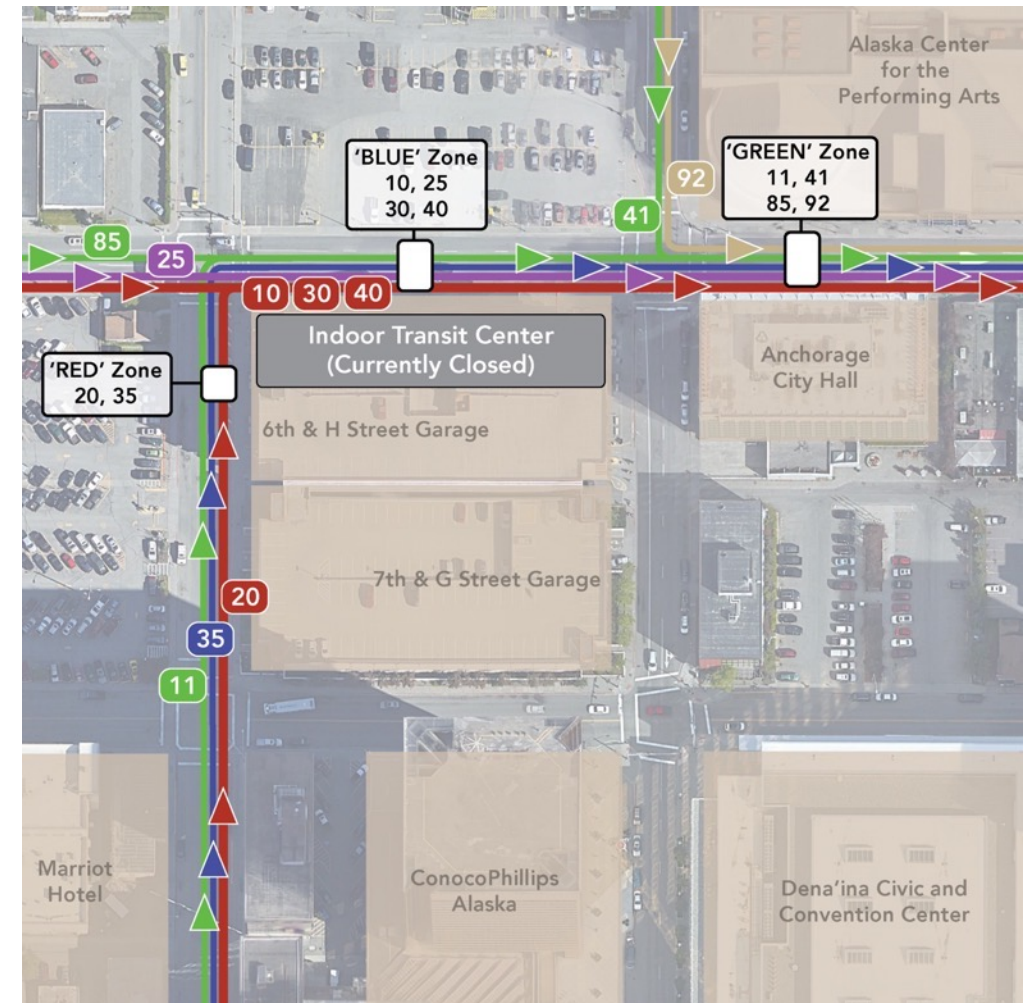
- Please let us know your name, and the organization you are representing today



Project Context

Why consider moving the transit center?

- The existing transit center is on a block of parking garages, owned by ACDA.
- Redevelopment plans at the site will require a temporary relocation.
- Envisioning whether a permanent relocation would make sense.



People Mover's Role in the Community

Public transit provides access to opportunity for people who cannot, should not, or don't want to drive.

By doing so, public transit replaces some car trips.

Won't technology make buses obsolete?

Driverless taxis might replace transit someday, but

- They are far from being affordable.
- They are not ready for winter.
- If they are easy and cheap enough to replace transit, they will generate far more congestion.

What makes transit useful?

- People use transit only if transit is useful.
- Transit is useful if many people:
 - find that it provides access to many destinations
 - can use it in an amount of time they have in their day.

What is access?

Here is a person.

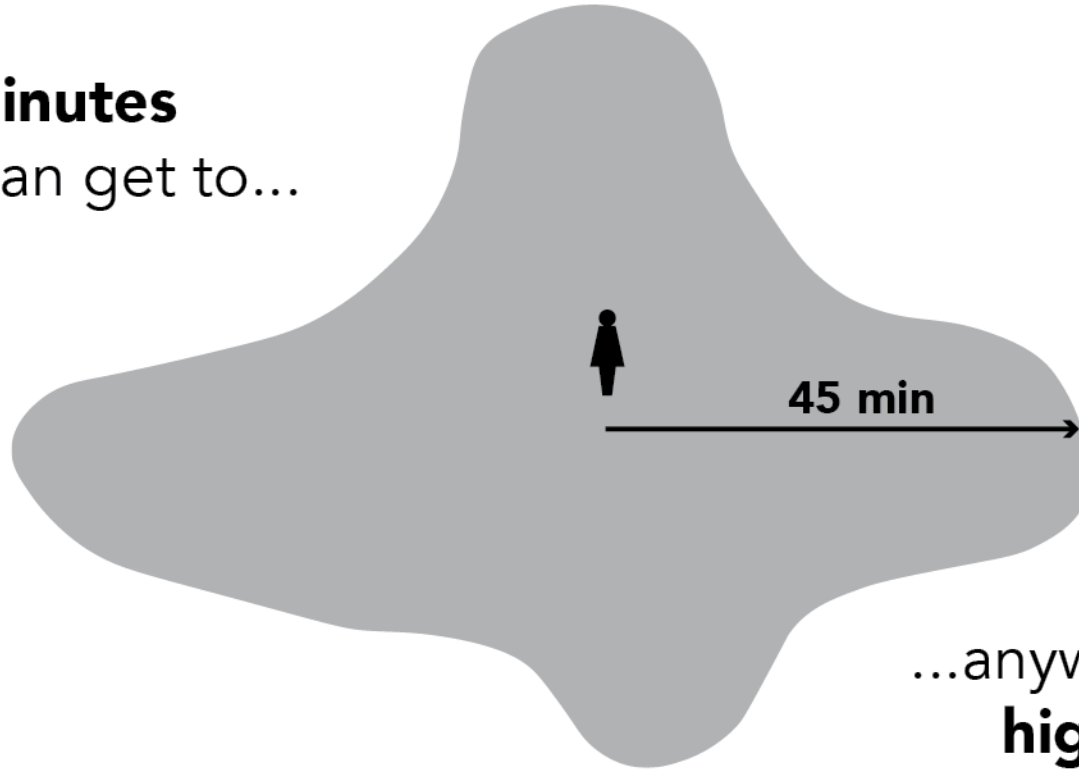


What is access?

She is in **a city full of possible destinations.**

What is access?

In **45 minutes**
she can get to...

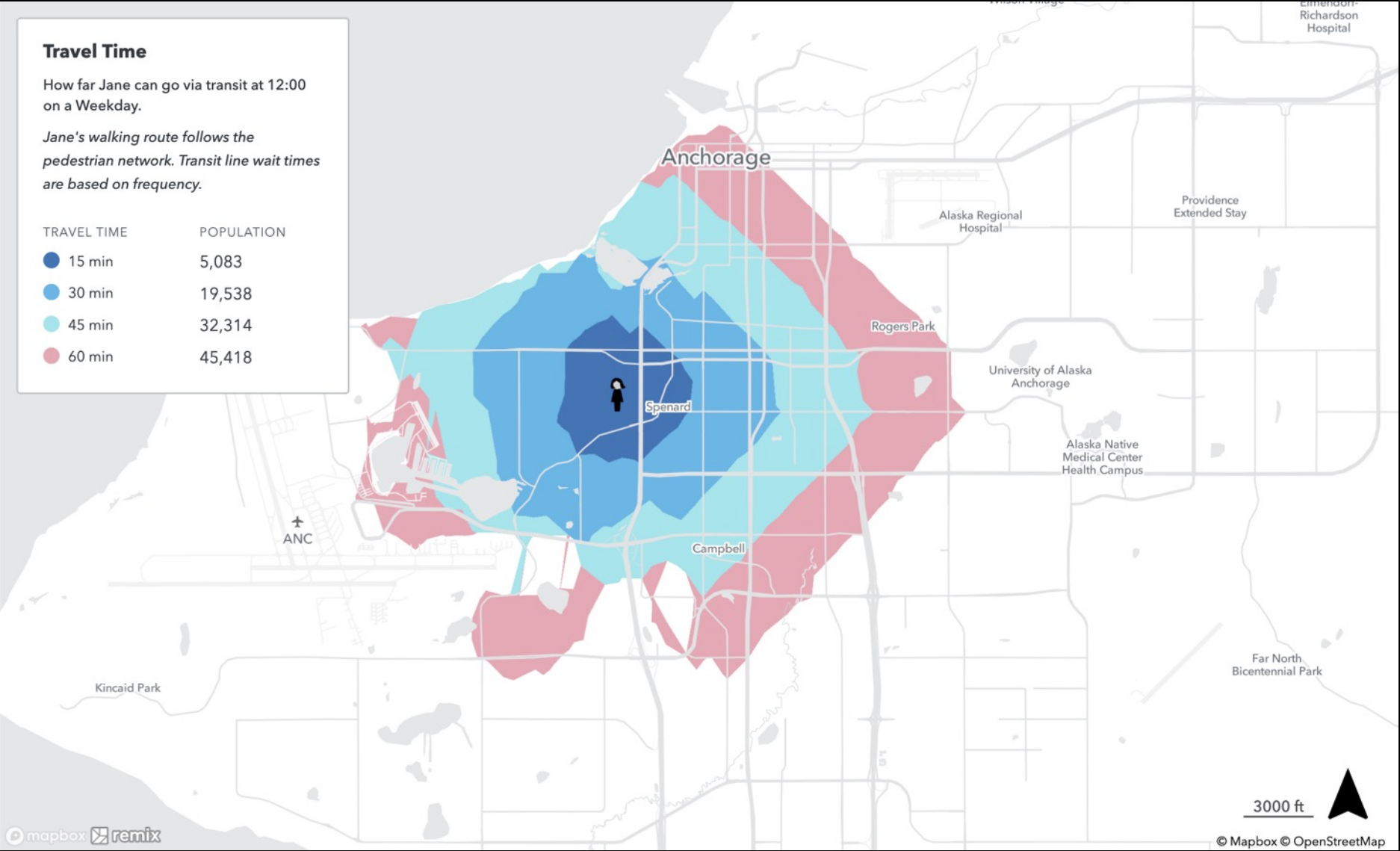


...anywhere in the
highlighted area.

Anchorage Example

Without Transit

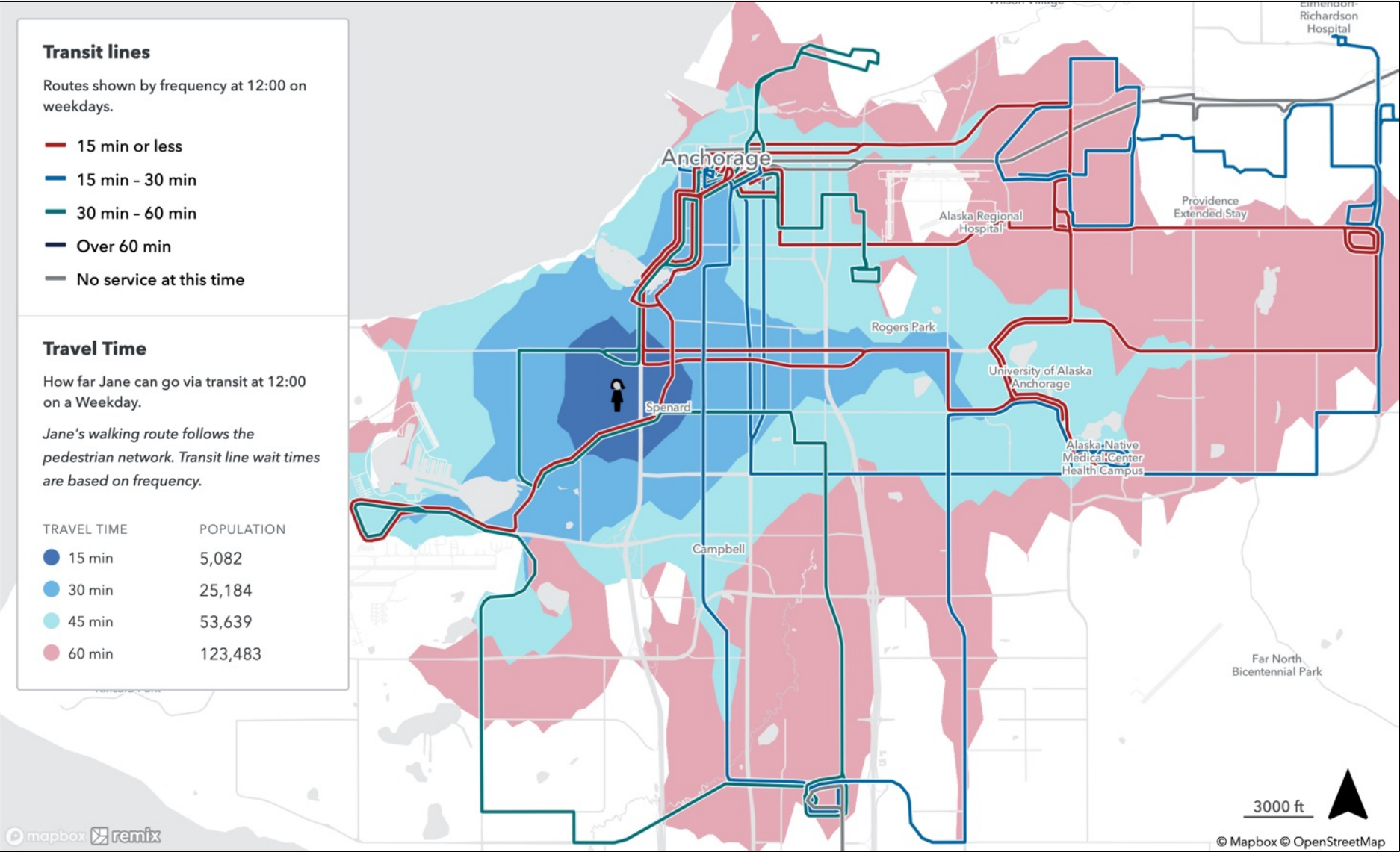
Here's how far someone can go on foot.



Anchorage Example

With Transit

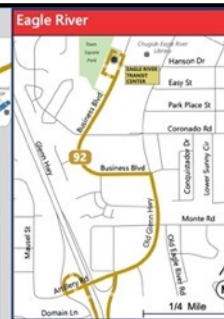
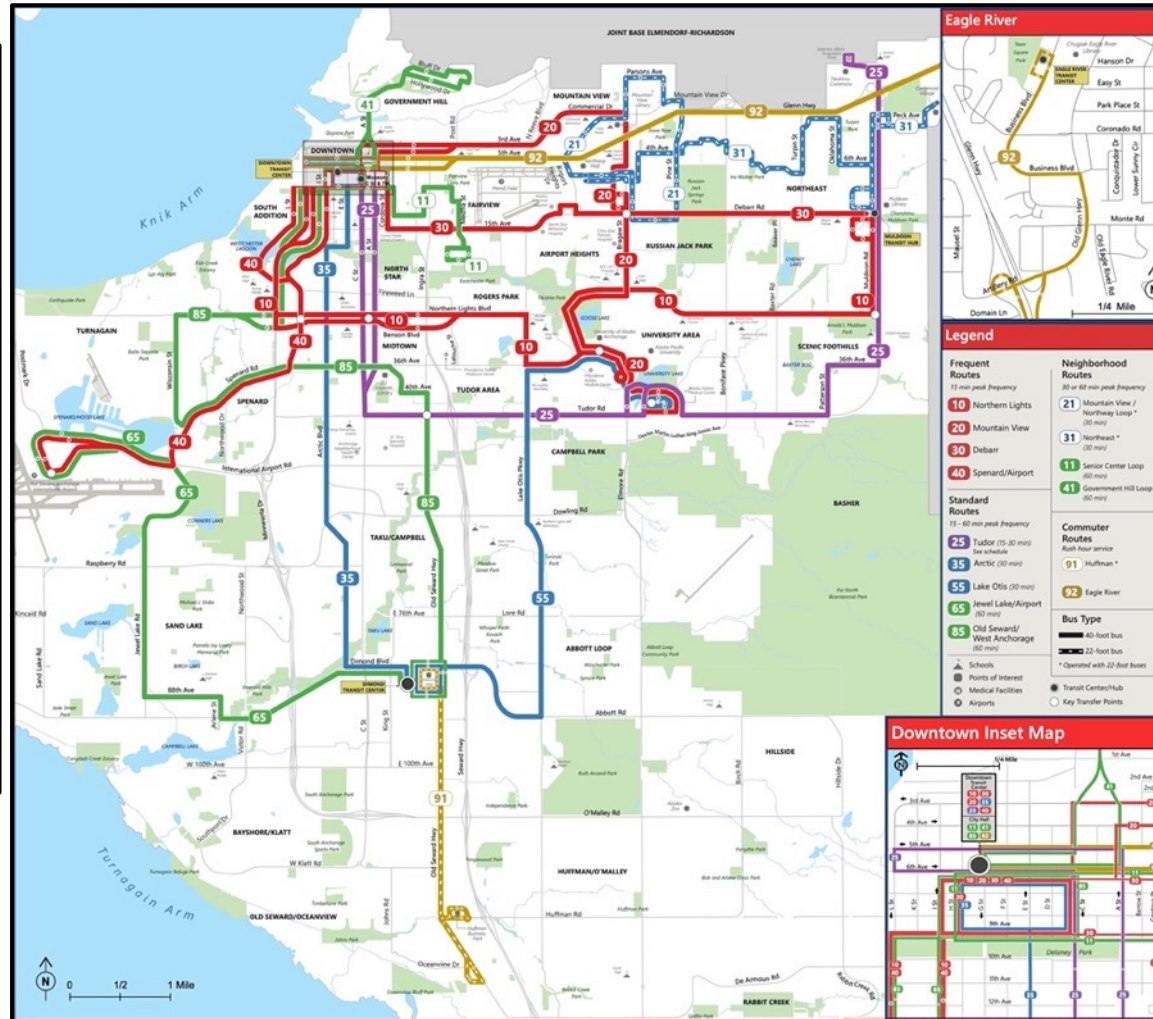
Here's how far someone can go, walking and taking the bus.



The People Mover Network

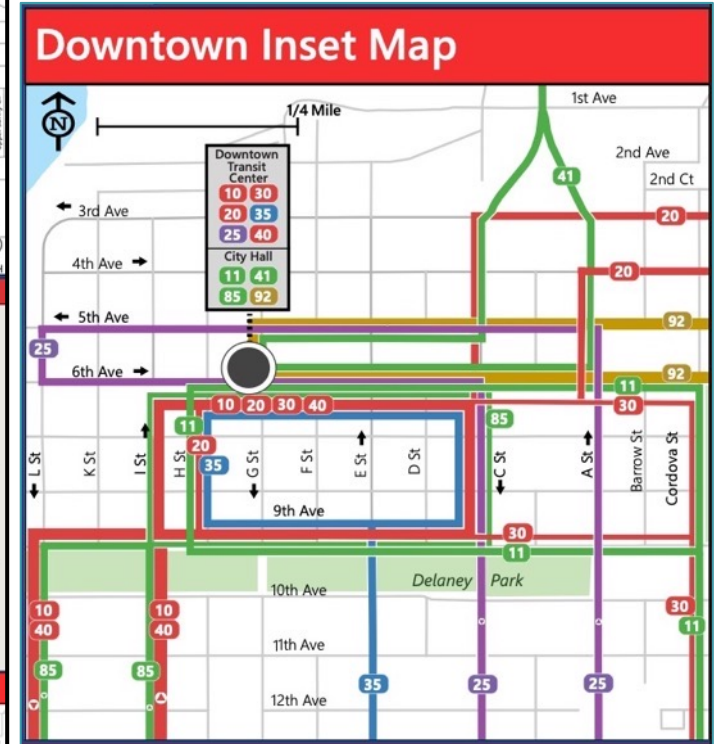
Legend

<p>Frequent Routes 15 min peak frequency</p> <ul style="list-style-type: none"> 10 Northern Lights 20 Mountain View 30 Debarr 40 Spenard/Airport 	<p>Neighborhood Routes 30 or 60 min peak frequency</p> <ul style="list-style-type: none"> 21 Mountain View / Northway Loop * (30 min) 31 Northeast * (30 min) 11 Senior Center Loop (60 min) 41 Government Hill Loop (60 min)
<p>Standard Routes 15 - 60 min peak frequency</p> <ul style="list-style-type: none"> 25 Tudor (15-30 min) See schedule 35 Arctic (30 min) 55 Lake Otis (30 min) 65 Jewel Lake/Airport (60 min) 85 Old Seward/ West Anchorage (60 min) 	<p>Commuter Routes Rush hour service</p> <ul style="list-style-type: none"> 91 Huffman * 92 Eagle River
<p>Bus Type</p> <ul style="list-style-type: none"> 40-foot bus 22-foot bus <p>* Operated with 22-foot buses</p>	<p>Bus Type</p> <ul style="list-style-type: none"> 40-foot bus 22-foot bus <p>* Operated with 22-foot buses</p>
<ul style="list-style-type: none"> Schools Points of Interest Medical Facilities Airports 	<ul style="list-style-type: none"> Transit Center/Hub Key Transfer Points



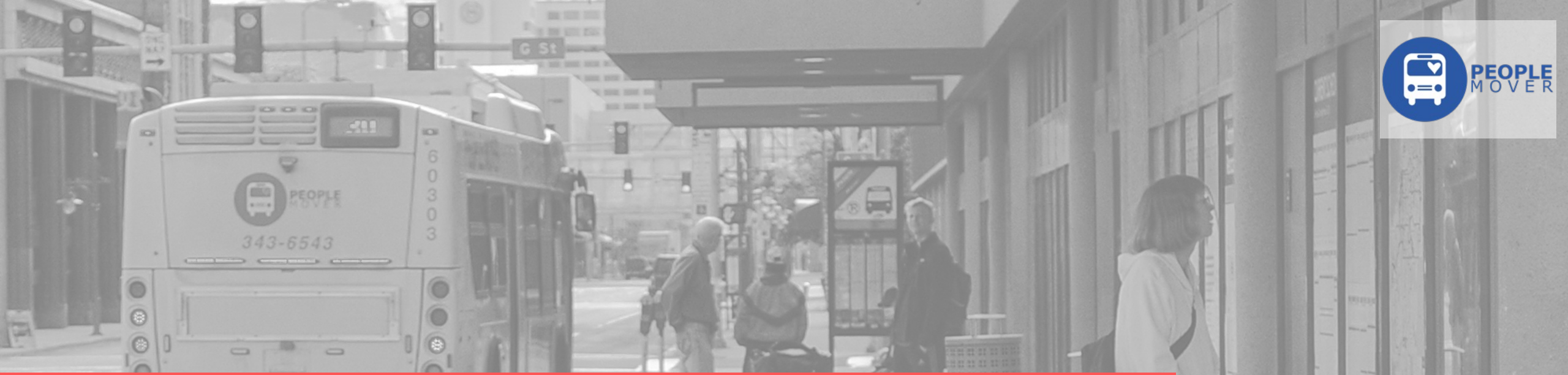
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Three Roles of a Transit Center

- Enable large numbers of people to change buses to complete trips across the network.
- Provide end-of-line layover and break time for drivers.
- A visible and welcoming "front door" for the network.



Transit centers in comparable cities

Eugene Station (Eugene, OR)



Eugene Station (Eugene, OR)



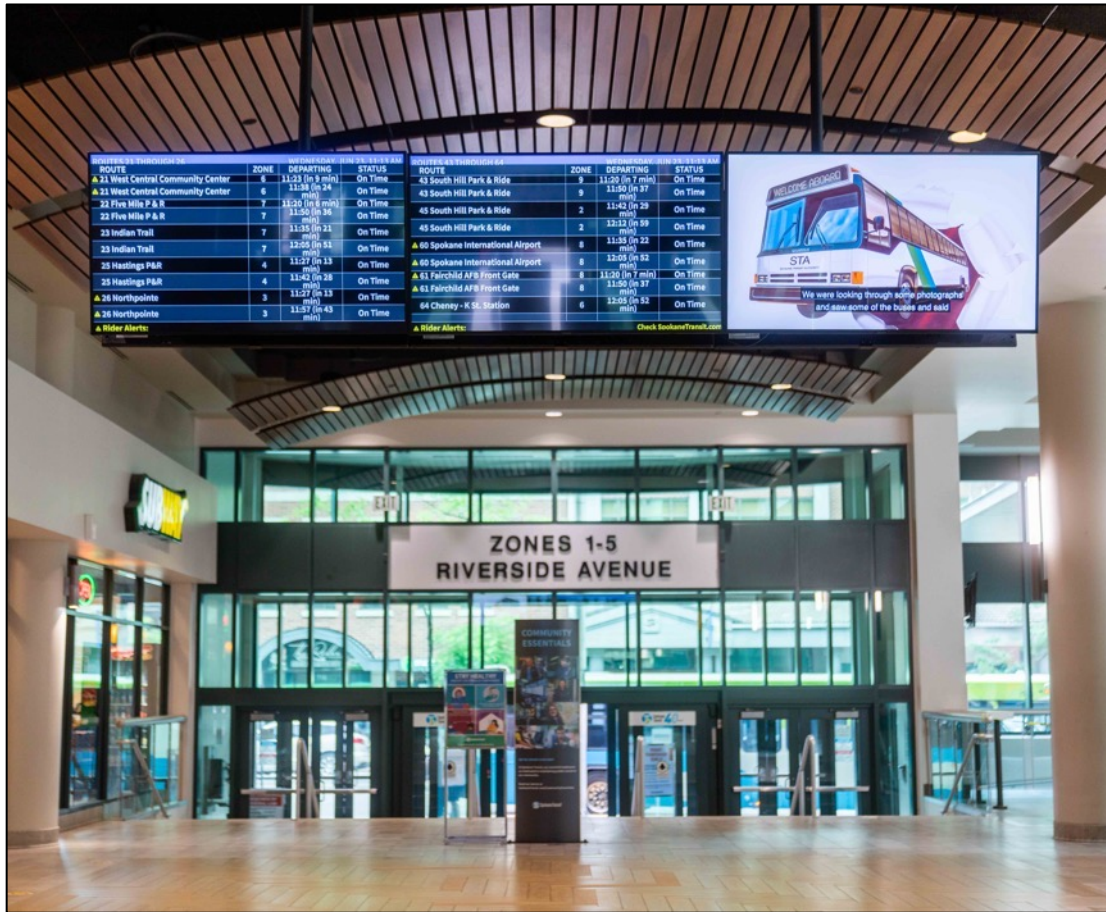
Eugene Station (Eugene, OR)

- 18 off-street bus bays
- 2 bus stops on adjacent streets
- 2 acres (most of a 330x330 ft block)
- Operator break rooms and customer service facilities
- Convenience store and multiple other businesses in adjacent building

The Plaza (Spokane, WA)



The Plaza (Spokane, WA)



The Plaza (Spokane, WA)

- 9 on-street bus bays, plus 3 on adjacent blocks
- Wraps around a 1.5 acre (200x300 ft) city block
- Indoor waiting area
- Space for community events.
- Businesses inside the building and in adjacent building
- Covered walkways to buildings across the street.

Main Street Station (Boise, ID)



Main Street Station (Boise, ID)



boisestatepublicradio.org

Main Street Station (Boise, ID)

- 9 bus routes stop in an underground facility
- 5 bus routes stop on-street at surface level
- Under a building with a 150 ft x 250 ft (< 1 acre)
- Underground stops allow for indoor waiting
- Controlled access to bus stop area, must have a bus ticket
- Customer help desk, bike storage and variety of other services available on site

Bus Interchange - Christchurch, New Zealand

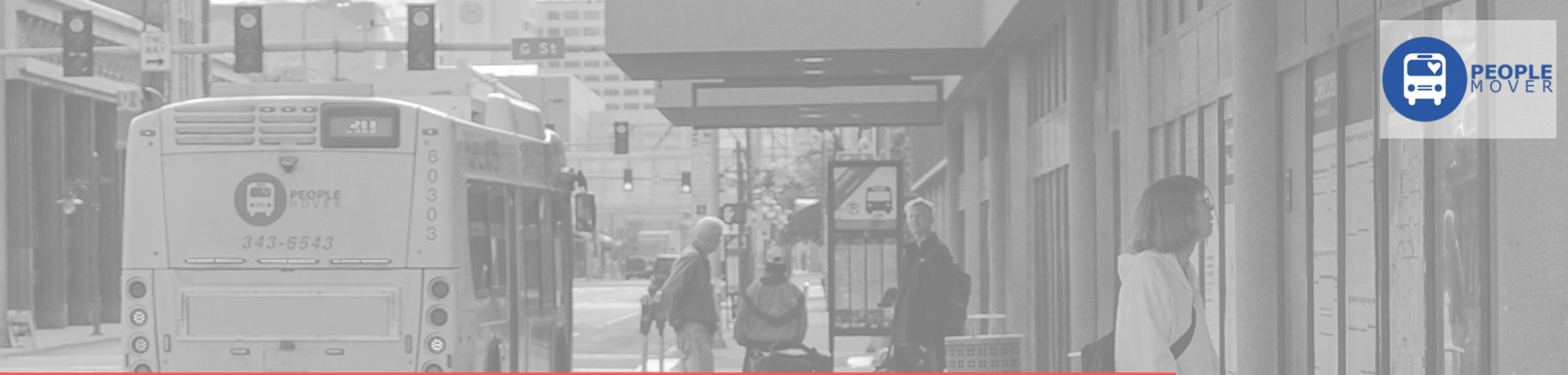


Bus Interchange - Christchurch, New Zealand



Bus Interchange - Christchurch, New Zealand

- City of 377,000, main city of South Island.
- 16 indoor bus bays with platform doors.
- 4.5 acre off-street site (about 400x500 ft)
- Large climate-controlled indoor waiting area.
- Multiple retail spaces.



Considerations in Transit Center Location

Big Picture Options

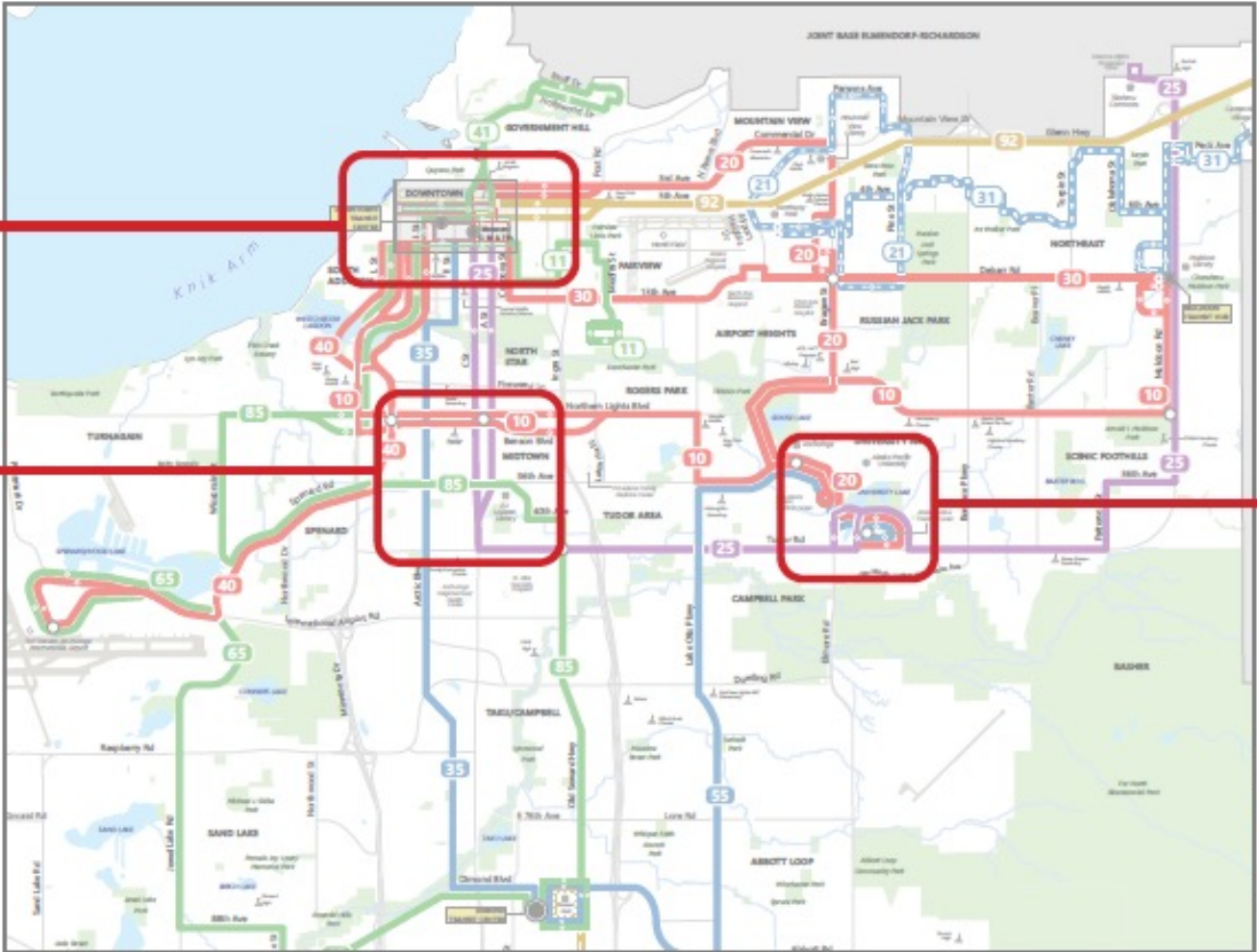
- **Return to current site** after it's been redeveloped.
- Move to a different site **somewhere else Downtown.**
- Move **outside of Downtown.**

Areas Considered

Downtown Core

Midtown Area

UMED District



Impacts of a Potential Relocation

Bringing many routes to one place makes this location very accessible by transit. This argues for locating close to:

- Many residents, jobs and other opportunities.
- A wide variety of public, social, health and other services.

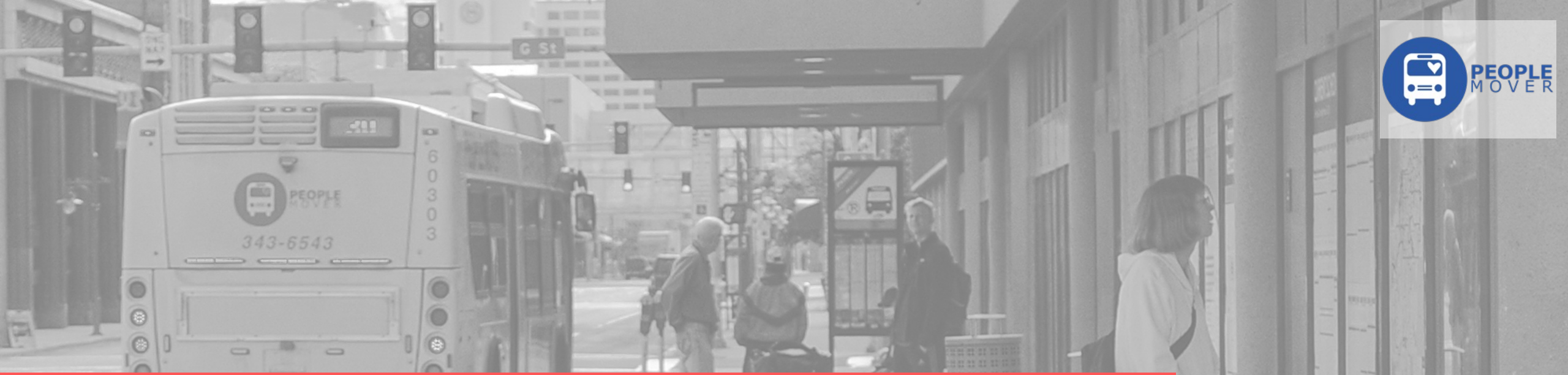
Impacts of a Potential Relocation

The function of a transit center has specific very local impacts, which may include:

- Parking.
- Perceptions of public safety.
- Benefits or disadvantages for various kinds of business.

Larger Impacts Felt Citywide

- The location of the transit center impacts where buses need to go.
- This impacts which transit trips can be direct, and which trips require transfers. As a result, **relocating the transit center may impact the usefulness of public transit in many neighborhoods.**
- The impacts of this decision will be felt for a long time. The new transit center will be used for several decades.



A Planning Game Effects of Midtown Locations

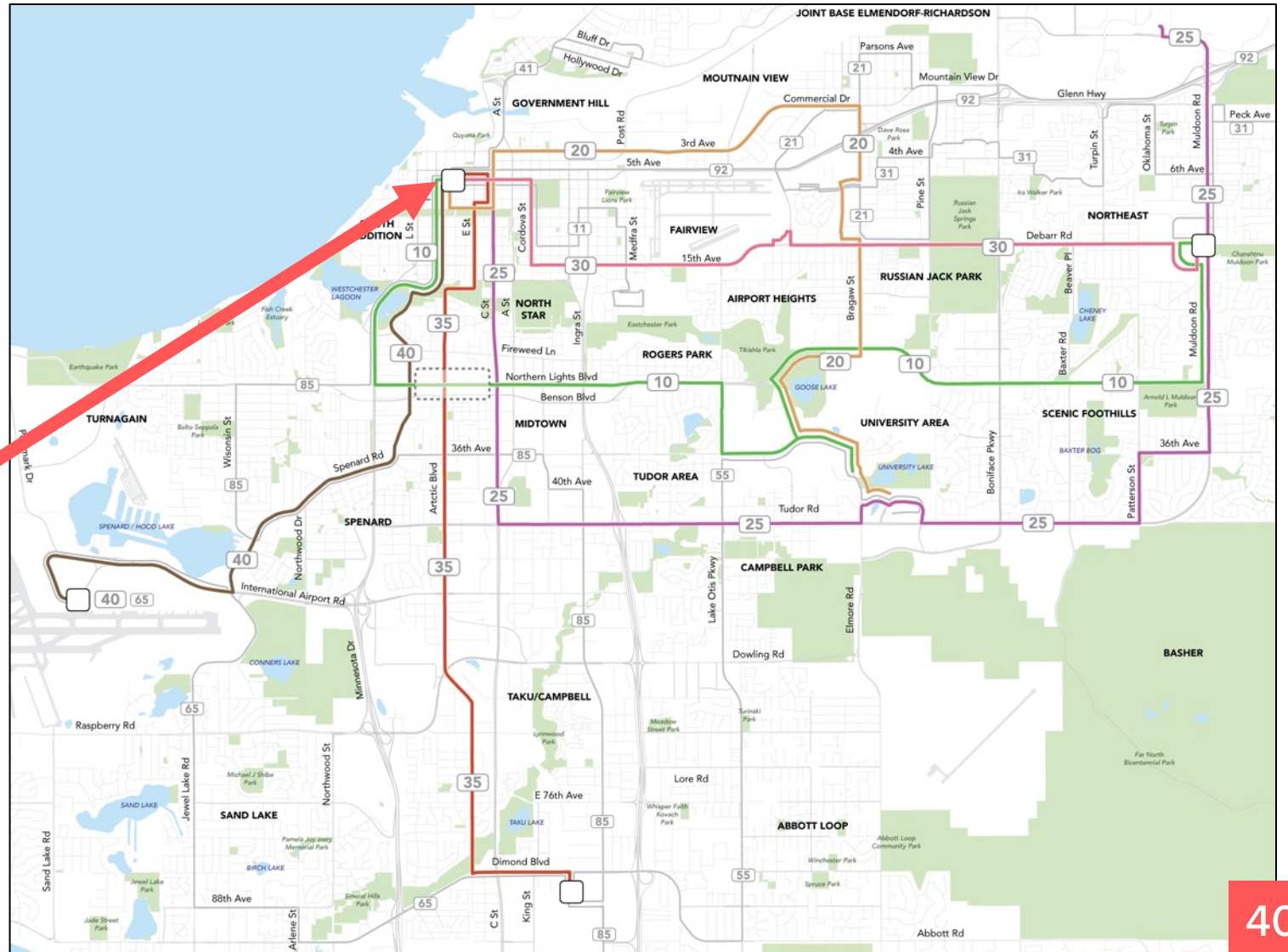
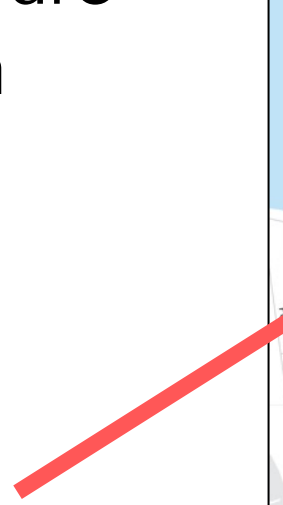
Your Job: Design a Network for a Midtown TC

- In this game, we'll pretend the city has decided to move the transit center to a new location in Midtown.
- You work for People Mover. Your job is to figure out how to re-route all the buses, while still serving all the same places.
- We are visiting transit experts who can help you with the technical stuff.
 - **Feel free to ask questions!**

The Game Board

The six most important routes are represented with waxed sticks.

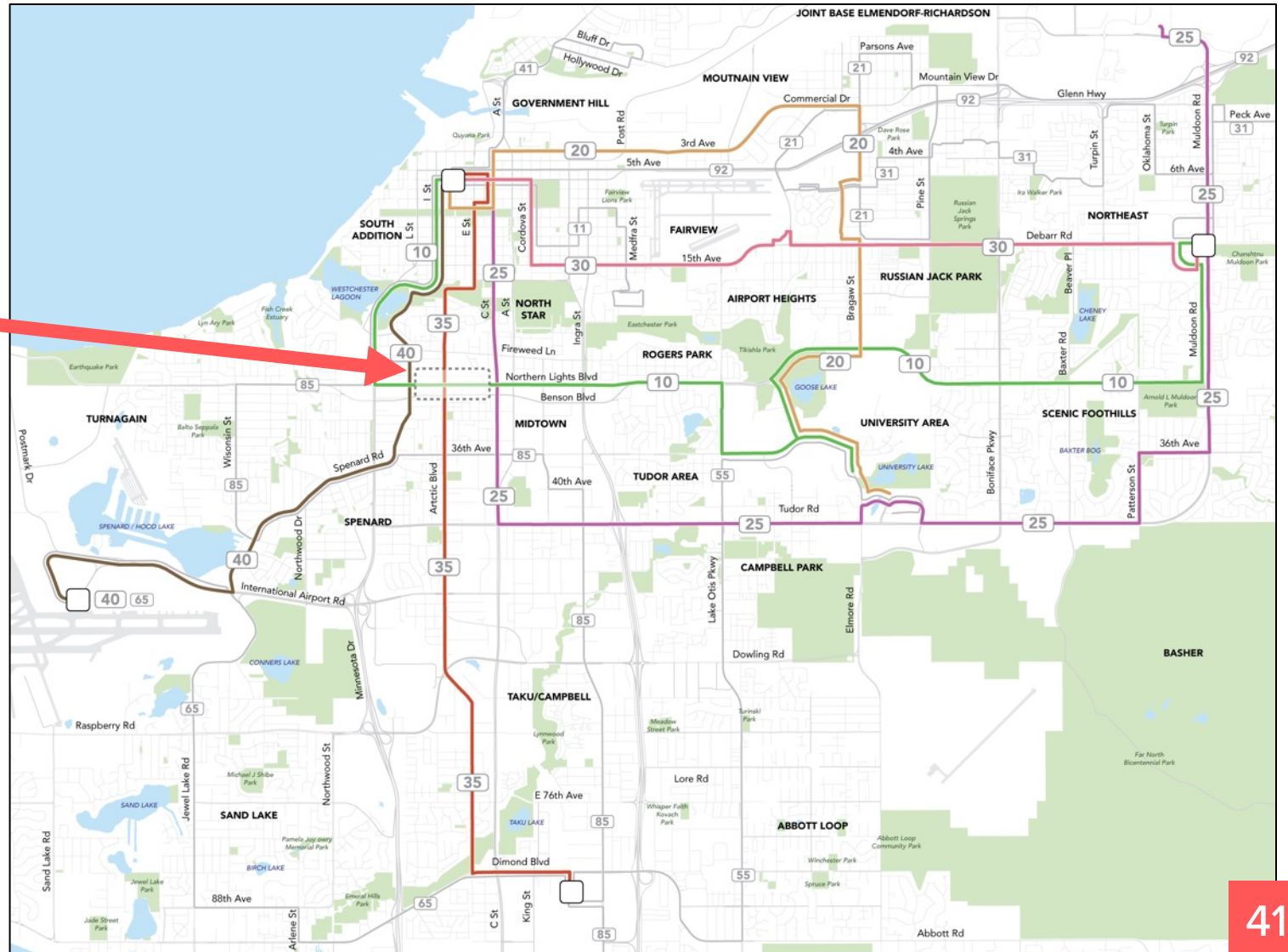
These routes converge on the **existing transit center**.



Your Goal

Move the waxed sticks around so all six routes converge at a **new transit center** here.

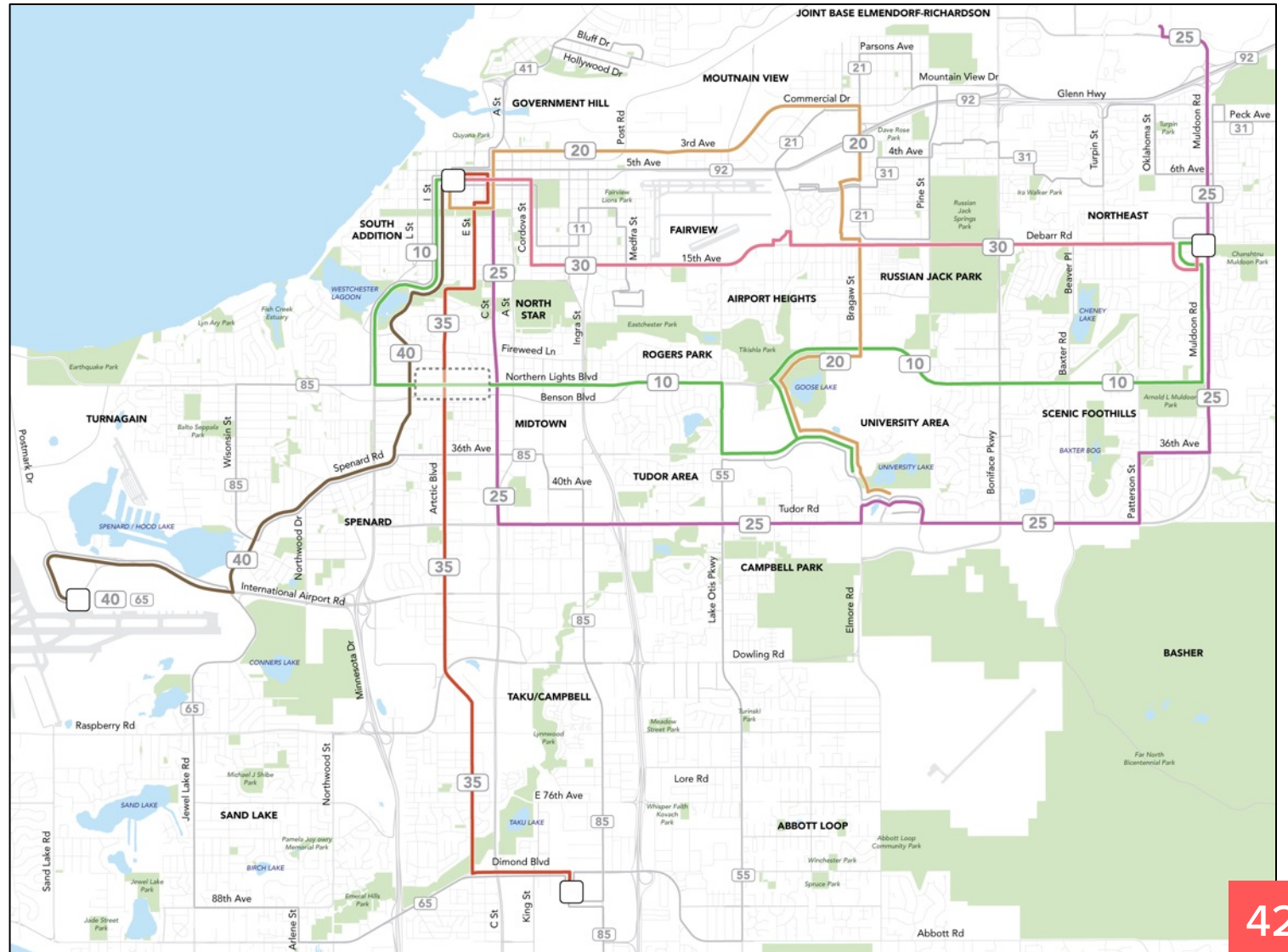
Assume Arctic & N Lights.



Game Rules

You can trade a stick for a stick of any other color (to make lines shorter or longer).

No new money. You can't get more sticks!



As you do this, think about ...

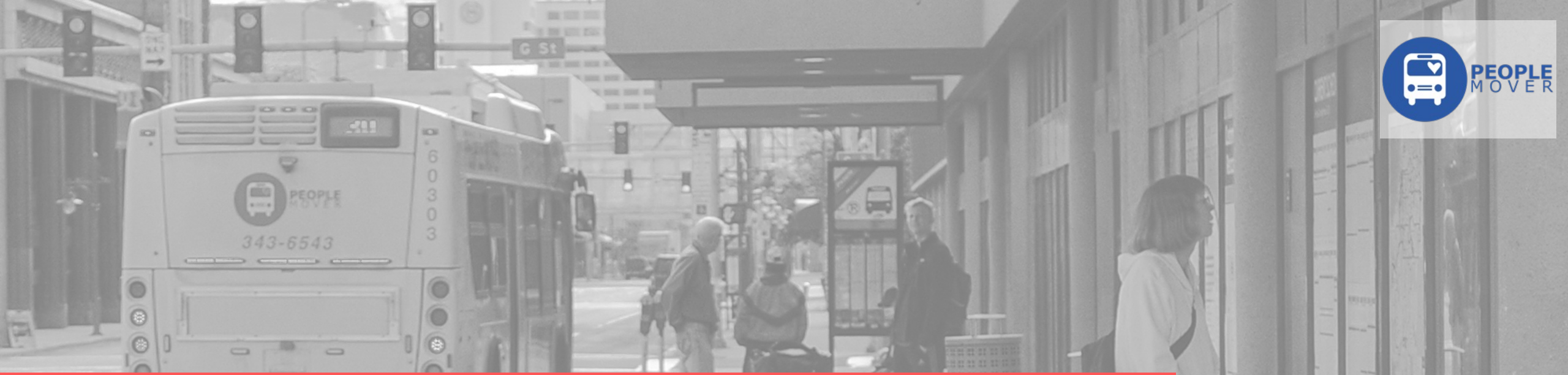
- What trips become faster with this change, and what trips become slower?
- Who benefits, and who loses out?

As you play, feel free to ask questions!

- One-way streets: don't worry about them.
- If a stick is longer than you need, just fold the end back.

Wrapping Up

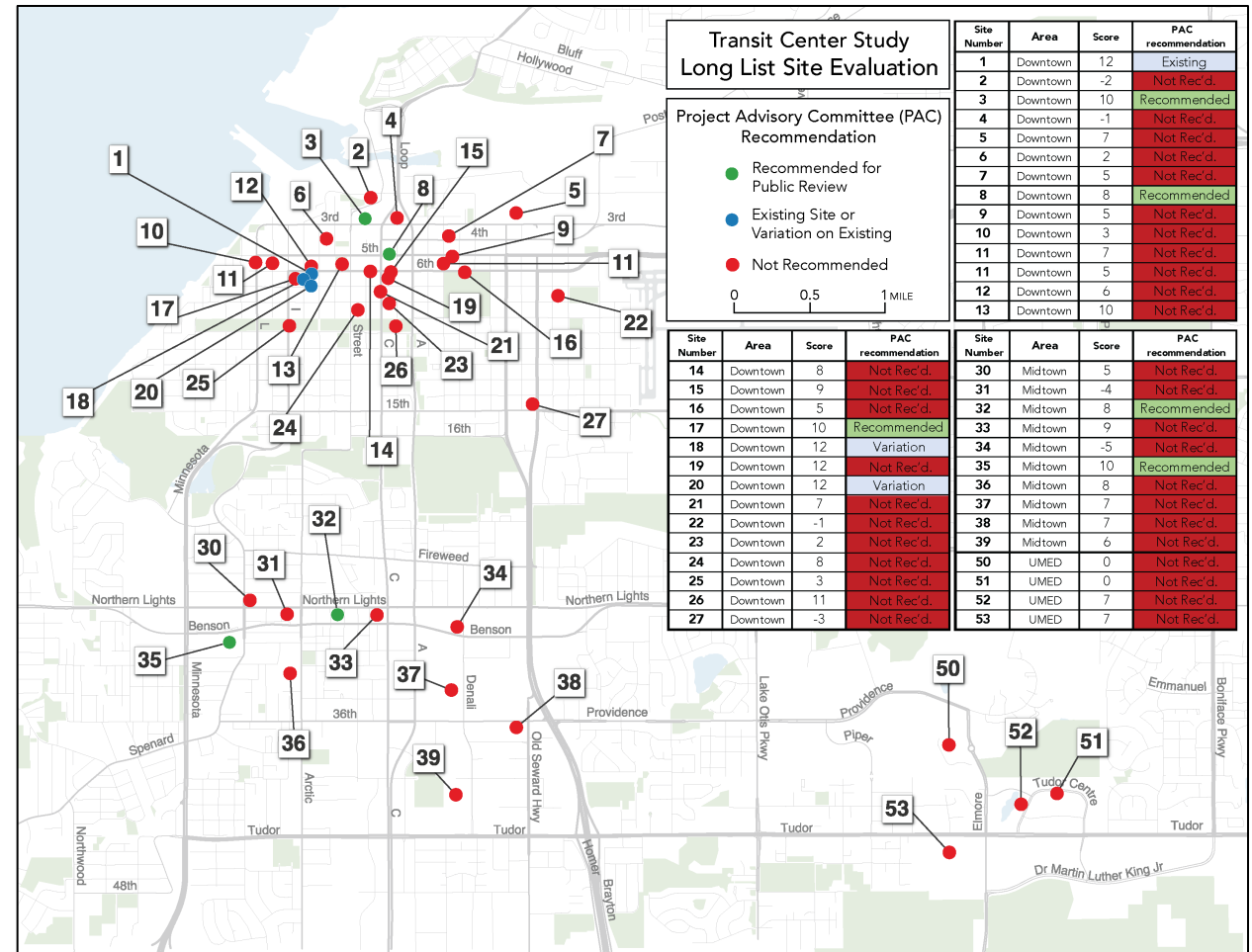
1. Press down firmly on the sticks so they stay attached when you pick up the map.
2. Bring the maps to the wall and we will help post them.
3. Take a break to study the maps. We'll ask your opinions about them.
4. Five minutes after the last map goes up, we'll sit down again and discuss.
5. At that point, sit where you can see the maps! You do not need to remain at your tables.



What makes a good transit center site?

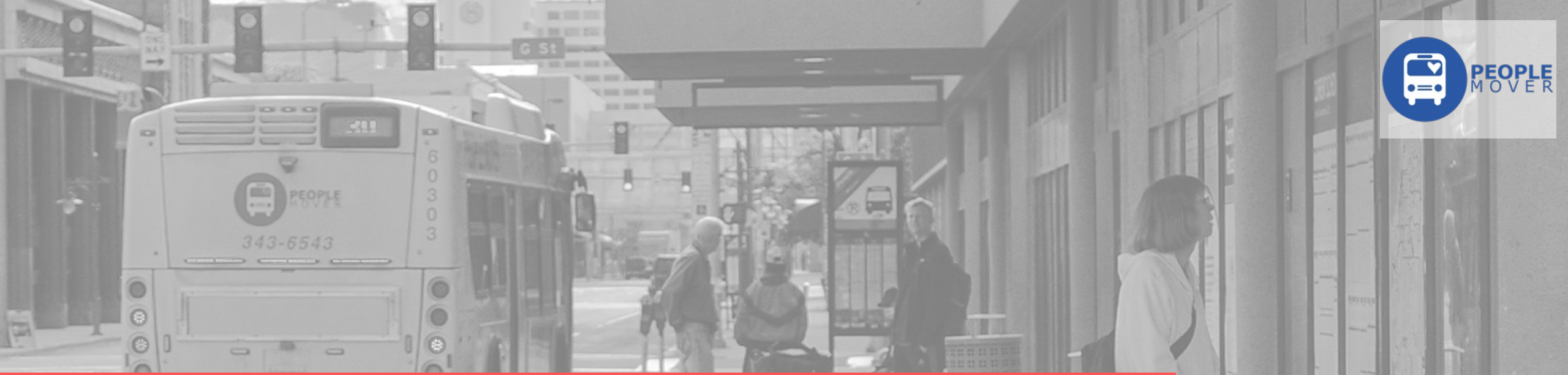
Site Longlists and Evaluation

- Worked with Project Advisory Committee (PAC) to develop initial longlist of 41 sites to be evaluated.
- Technical evaluation created an initial suitability ranking.
- Final sites recommendations selected with the PAC.



Evaluation Criteria. The transit center should be located on a site that's:

- **Available, easy to develop and large enough** for:
 - Bus stops, bus parking, and circulation
 - Passenger and operator facilities
 - Snow management
- **Near many destinations** and people.
- **Safe and easy to access**, especially for people on foot.



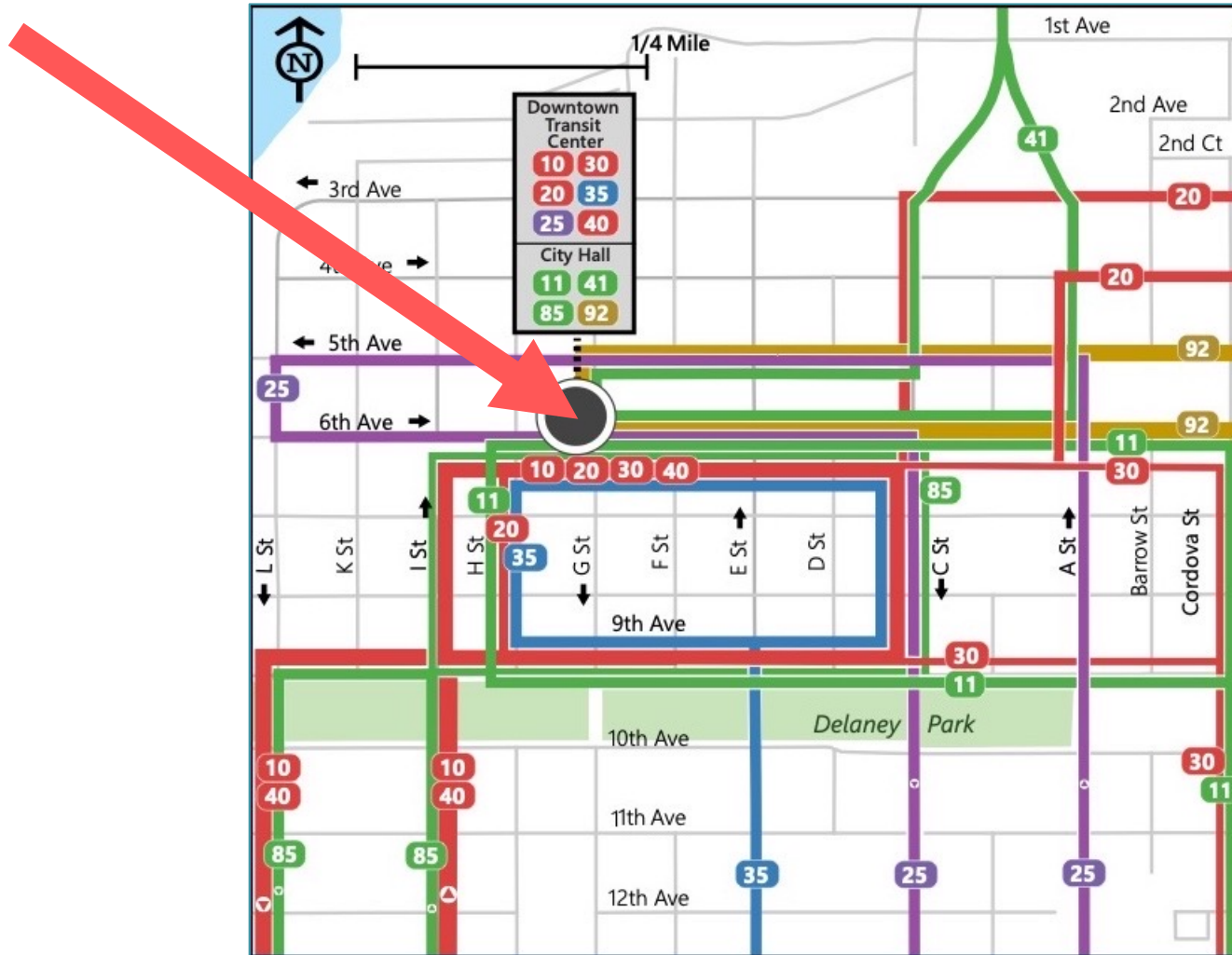
Five Sites Under Consideration

Five Shortlisted Sites

- 3 in Downtown
 - A - ConocoPhillips Parking Lot – 6th Ave & H St
 - B - Chinook Parking Lot – 3rd Ave & E St
 - C - 5th Ave Garage - 5th Ave & B St
- 2 in Midtown
 - D - Previous Northern Lights Inn – 598 W Northern Lights Boulevard
 - E - Previous DMV Site - 1300 W Benson Boulevard
- Returning to the Existing Site (6th & G St) is also an option.

Existing Transit Center Site (Downtown)

West 6th Avenue between H Street and G Street



Existing Transit Center Site (Downtown)

West 6th Avenue between H Street and G Street



Looking south from W 6th Ave



Looking south from the intersection of H St and W 6th Ave

Existing Transit Center Site (Downtown)

West 6th Avenue between H Street and G Street

- Would remain on-street transit, bus stops and layover may move. Next phase of study would study the best possible layout.
- Would include new customer service office, passenger waiting area, and bus operator break area.

Existing Transit Center Site (Downtown)

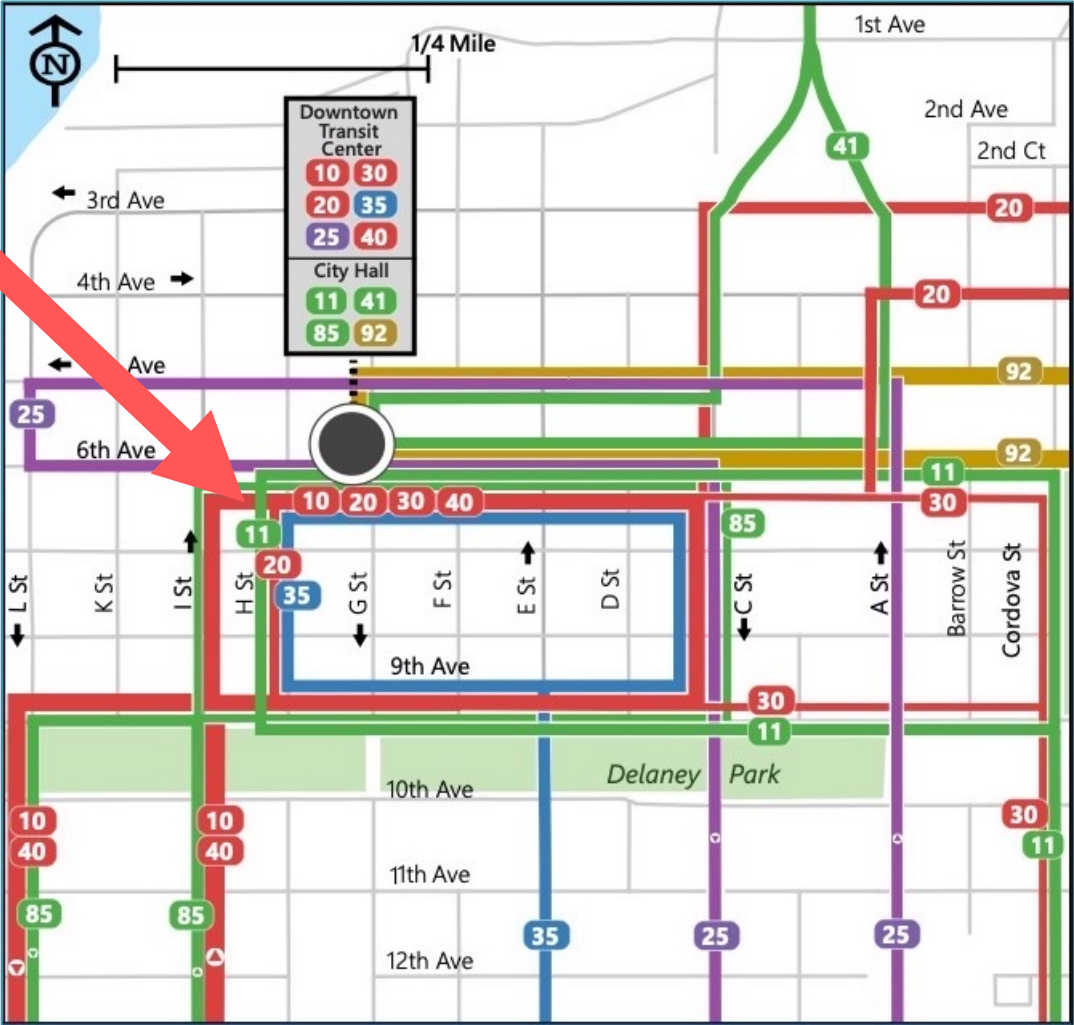
West 6th Avenue between H Street and G Street

Does this site meet the needs for a transit center?		
++	Plenty of space	If the transit system grows, new stops or layover spaces could be added on adjacent streets.
+++	Near people and jobs	Located in an area of high density employment
+++	Safe and accessible	<ul style="list-style-type: none">⊕ Highly visible⊕ Walkable⊕ Easy access for buses
?	Supported by the community	Let us know your thoughts below!

Site A – ConocoPhillips Parking Lot

Between 6th and 7th Ave, H and I St

Across H Street
from the current
site



Site A – ConocoPhillips Parking Lot (Downtown)

Between 6th and 7th Ave, H and I St



Looking east from H St



Looking south from W 6th Ave

Site A – ConocoPhillips Parking Lot (Downtown)

Between 6th and 7th Ave, H and I St

- Likely to be off-street, requiring most of the surface area on that block.
- Will require an agreement with the current private owner.
- Opportunity to imagine redevelopment that includes more than just the transit center itself.

Site A – ConocoPhillips Parking Lot (Downtown)

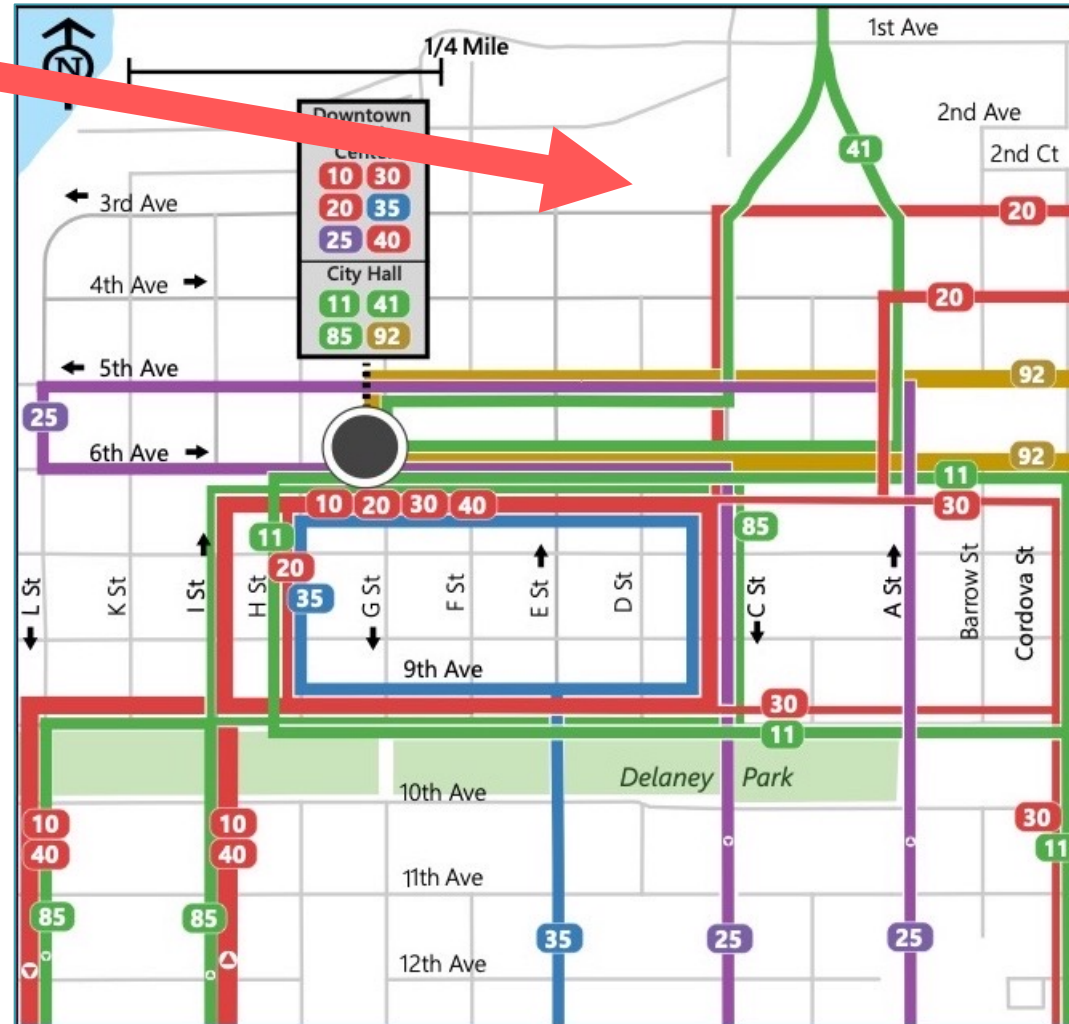
Between 6th and 7th Ave, H and I St

Does this site meet the needs for a transit center?		
++	Plenty of space	The site is about 2 acres. It could accommodate some additional bus stops and layover spaces, and there would be modest opportunities for transit-supportive commercial, office, or residential uses.
+++	Near people and jobs	Located in an area of high density employment.
+++	Safe and accessible	<ul style="list-style-type: none">⊖ Off-street, and so less visible⊕ Walkable⊕ Easy access for buses
?	Supported by the community	Let us know your thoughts below!

Site B – Chinook Parking Lot (Downtown)

225 E Street

North of 3rd Ave,
between C and E
streets



Site B – Chinook Parking Lot (Downtown)

225 E Street



Looking south from the Chinook Parking Lot



Looking east from W 3rd Ave

Site B – Chinook Parking Lot (Downtown)

225 E Street

- Would most likely be off-street.
- Site belongs to ACDA.
- Zone 4 seismic: higher geotechnical engineering requirements may limit redevelopment possibilities.

Site B – Chinook Parking Lot (Downtown)

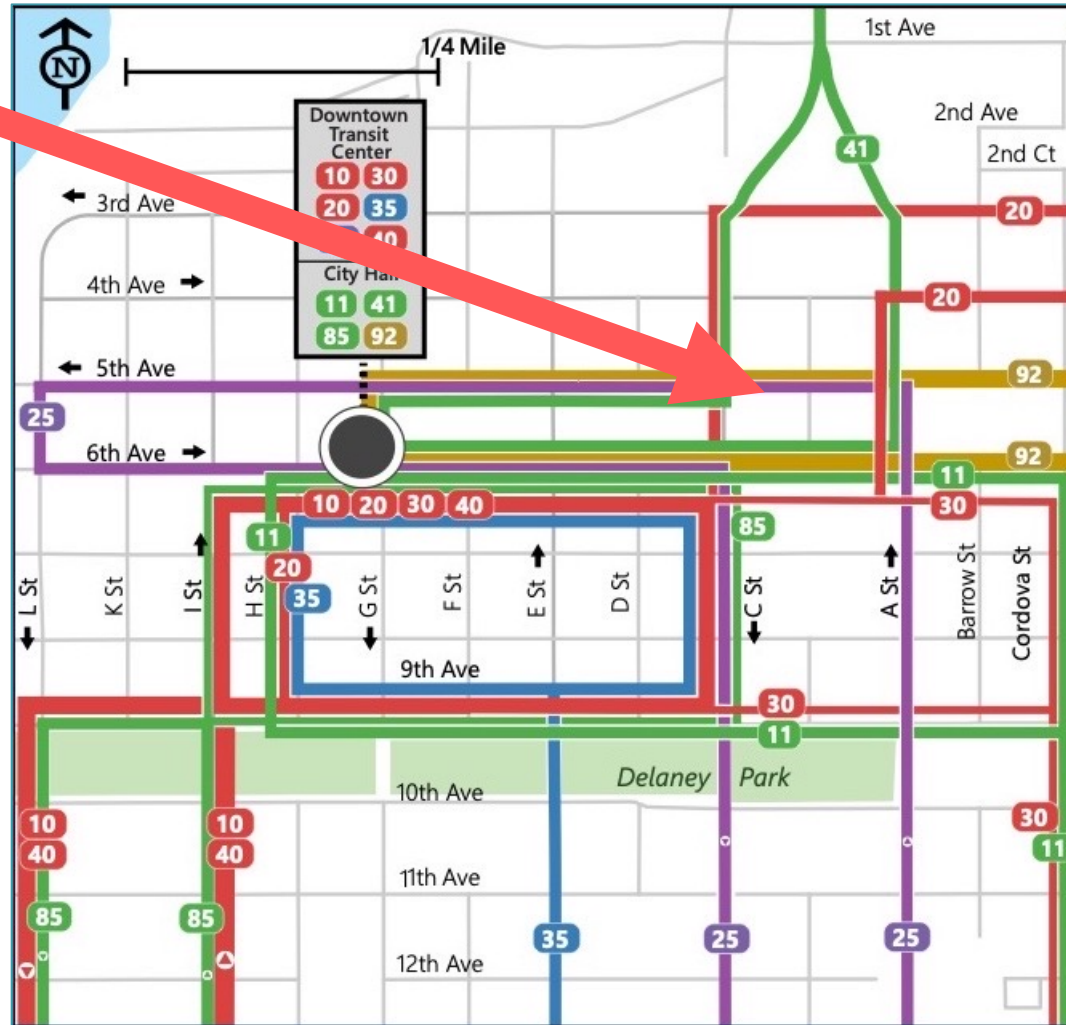
225 E Street

Does this site meet the needs for a transit center?		
+++	Plenty of space	The site is over 4 acres. It could accommodate additional bus stops and layover spaces, and there would be ample opportunities for transit-supportive commercial, office, or residential uses.
++	Near people and jobs	Located in an area of medium density employment.
+++	Safe and accessible	<ul style="list-style-type: none"> ⊖ Off-street, and so less visible ⊕ Walkable ⊕ Easy access for buses
?	Supported by the community	Let us know your thoughts below!

Site C – 5th Avenue Garage (Downtown)

West 5th Avenue between B Street and C Street

Across 5th & C St
from the Fifth
Avenue Mall



Site C – 5th Avenue Garage (Downtown)

West 5th Avenue between B Street and C Street



Looking east from the intersection of C St and W 5th Ave



Looking west from W 5th Ave

Site C – 5th Avenue Garage (Downtown)

West 5th Avenue between B Street and C Street

- Would be on-street, potentially similar to the existing transit center.
- Bus stops and layover spaces likely to eliminate parking on 5th Ave, 4th Avenue, and B St.
- Would include new customer service office, passenger waiting area, and bus operator break area.

Site C – 5th Avenue Garage (Downtown)

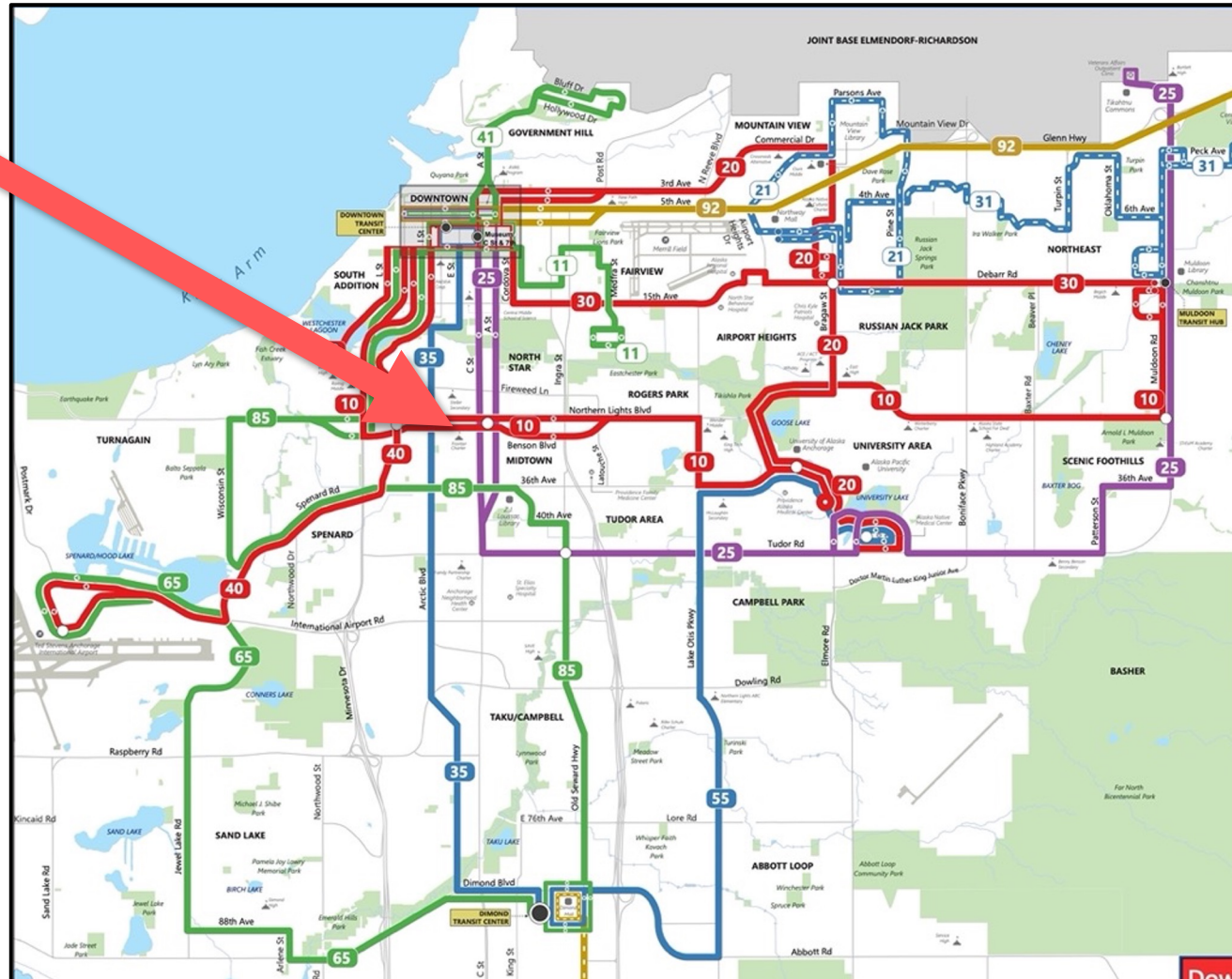
West 5th Avenue between B Street and C Street

Does this site meet the needs for a transit center?		
++	Plenty of space	If the transit system grows, new stops or layover spaces could be added on adjacent streets.
+++	Near people and jobs	Located in an area of high density employment.
++	Safe and accessible	<ul style="list-style-type: none">⊕ Highly visible⊕ Walkable⊖ One-way streets make access challenging for buses
?	Supported by the community	Let us know your thoughts below!

Site D – Previous Northern Lights Inn (Midtown)

598 W Northern Lights Boulevard

Between Northern Lights and Benson, about halfway between Arctic and C



Site D – Previous Northern Lights Inn (Midtown)

598 W Northern Lights Boulevard



Looking northeast from W Benson Blvd



Looking southwest from W Northern Lights Blvd

Site D – Previous Northern Lights Inn (Midtown)

598 W Northern Lights Boulevard

- Would most likely be off-street.
- Will require an agreement with the current private owner.
- Would require significant change to the existing transit system.
- Opportunity to imagine redevelopment that includes more than just the transit center itself.

Site D – Previous Northern Lights Inn (Midtown)

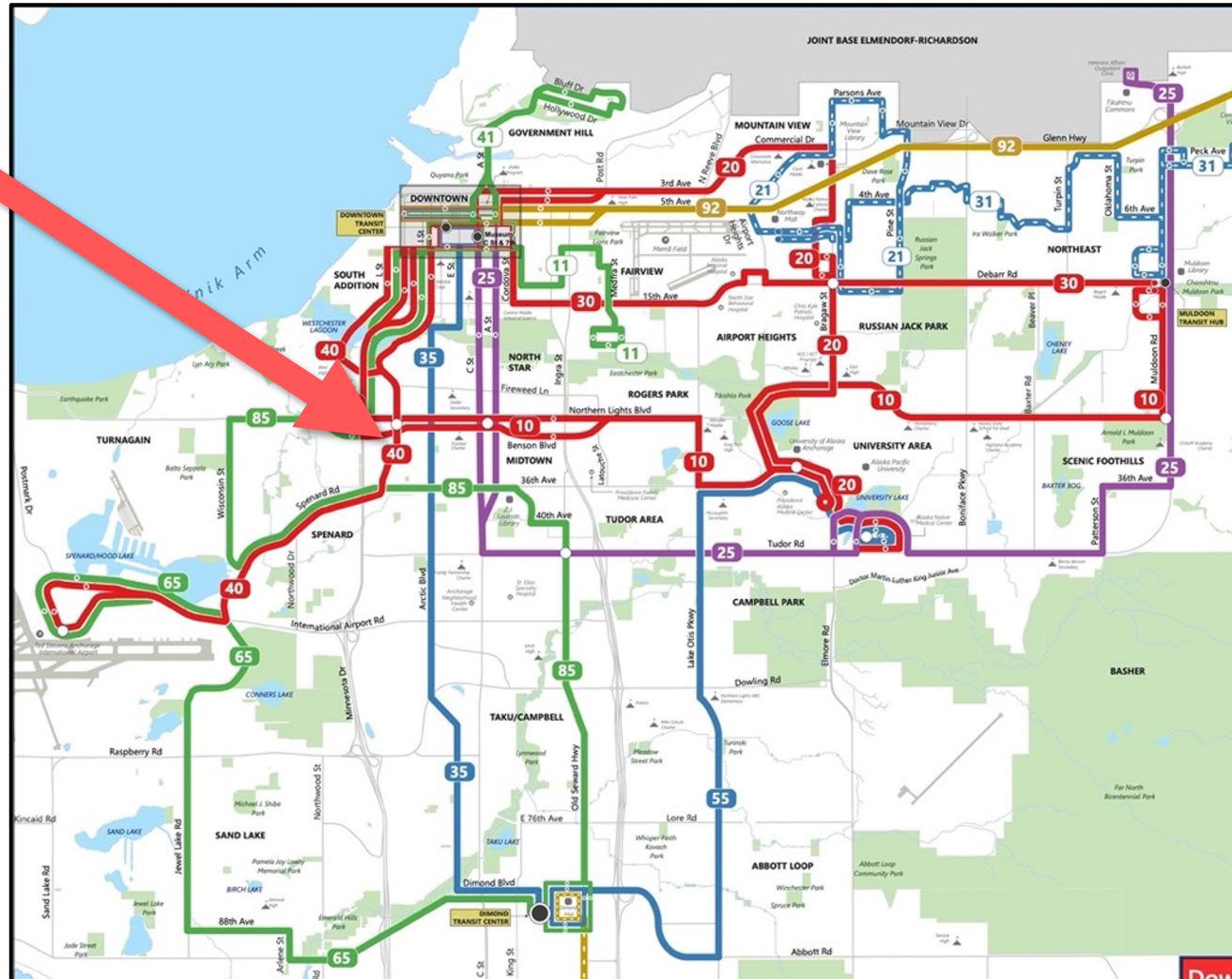
598 W Northern Lights Boulevard

Does this site meet the needs for a transit center?		
++	Plenty of space	The site is about 2 acres. It could accommodate some additional bus stops and layover spaces, and there would be modest opportunities for transit-supportive commercial, office, or residential uses.
++	Near people and jobs	Located in an area of medium density employment.
+	Safe and accessible	<ul style="list-style-type: none">⊖ Off-street, and so less visible⊖ Pedestrian infrastructure in the area is very poor and efforts to make improvements have not been successful⊕ Easy access for buses
?	Supported by the community	Let us know your thoughts below!

Site E – Previous DMV Site (Midtown)

1300 W Benson Boulevard

Near
intersection
of Benson &
Spenard



Site E – Previous DMV Site (Midtown)

1300 W Benson Boulevard



Looking south from W Benson Blvd



Looking west from Spenard Rd

Site E – Previous DMV Site (Midtown)

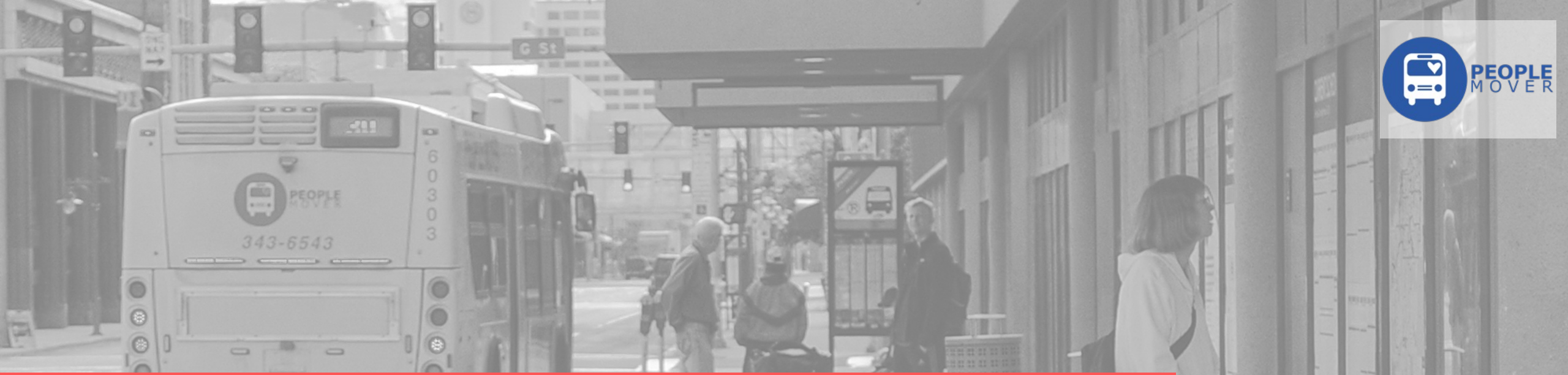
1300 W Benson Boulevard

- Would be off-street.
- Will require an agreement with the current private owner.
- Would require significant change to the existing transit system.
- Potential opportunity to imagine redevelopment that includes more than just the transit center itself.

Site E – Previous DMV Site (Midtown)

1300 W Benson Boulevard

Does this site meet the needs for a transit center?		
+++	Plenty of space	The site is over 2 acres. It could accommodate additional bus stops and layover spaces, and there would be modest opportunities for transit-supportive commercial, office, or residential uses.
++	Near people and jobs	Located in an area of medium density employment.
+++	Safe and accessible	<ul style="list-style-type: none">⊖ Off-street, and so less visible⊕ Walkable; recent improvements along Spenard Road makes this one of the more accessible sites in Midtown⊕ Comfortable access for buses
?	Supported by the community	Let us know your thoughts below!



What do you think?

Polling: Downtown vs. Midtown

Do you think People Mover should focus more on a Downtown or a Midtown site?

1. Downtown.
2. Midtown.
3. Both are good options.
4. Not sure.

Discussion: why?

Polling: Downtown Sites

Which is your favorite Downtown site?

1. ConocoPhillips Lot.
2. Chinook Lot.
3. 5th Avenue Garage.
4. Existing Location.

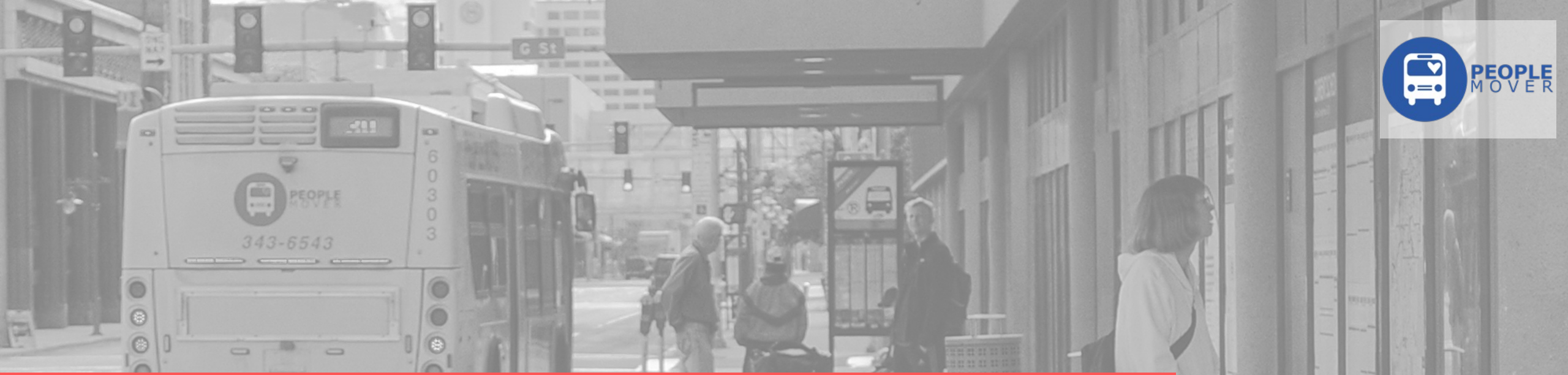
Discussion: why?

Polling: Midtown Sites

Which is your favorite Midtown site?

1. Old Northern Lights Inn.
2. Old DMV.

Discussion: why?



Process and Next Steps

Transit Center Study Process



We are here

Let People Know!

- Project Website: www.ancransitcenter.com
- People can provide input in the Online Open House
- Make sure to provide input by Oct. 20!

What Happens Next

- **Narrowing down to three sites**

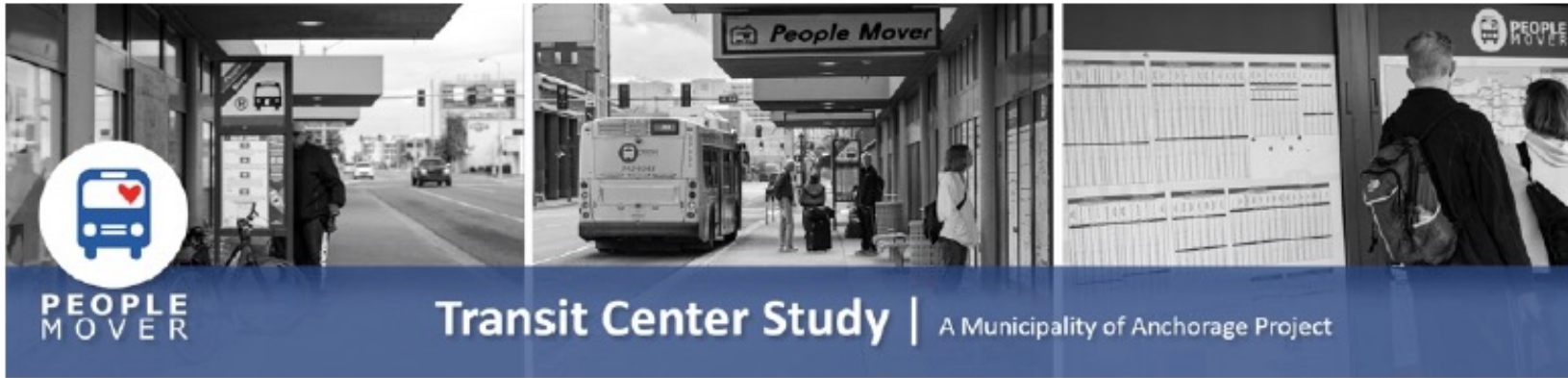
Based on public and stakeholder input.

- **Analyzing how each site works**

Developing the conceptual layout and service consequences for each preferred site.

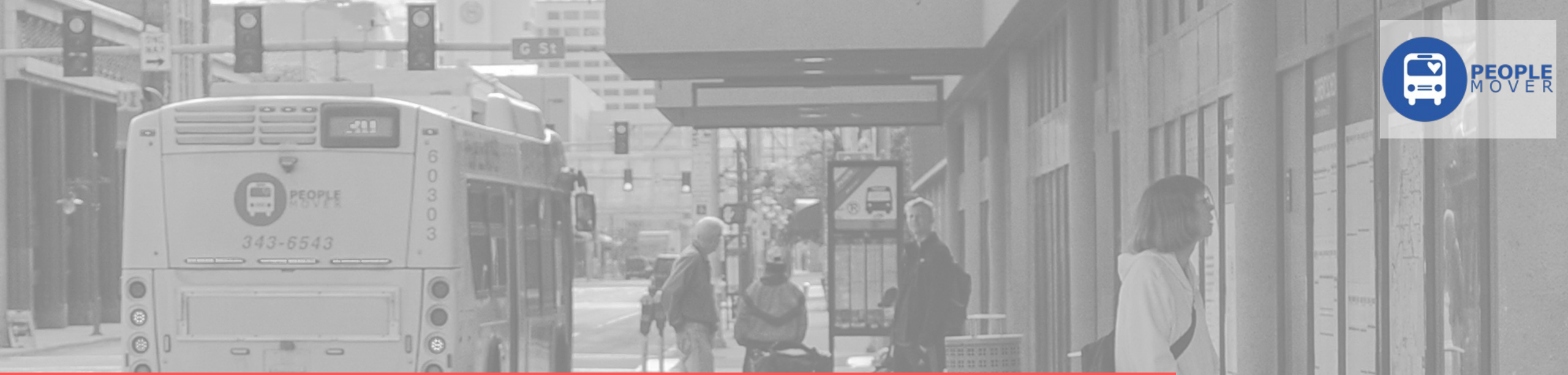
- **Public and stakeholder consultation no. 2**

Which site does the public prefer?



For more information and
to sign up for the project
email list, go to
www.AncTransitCenter.com





Thank You!