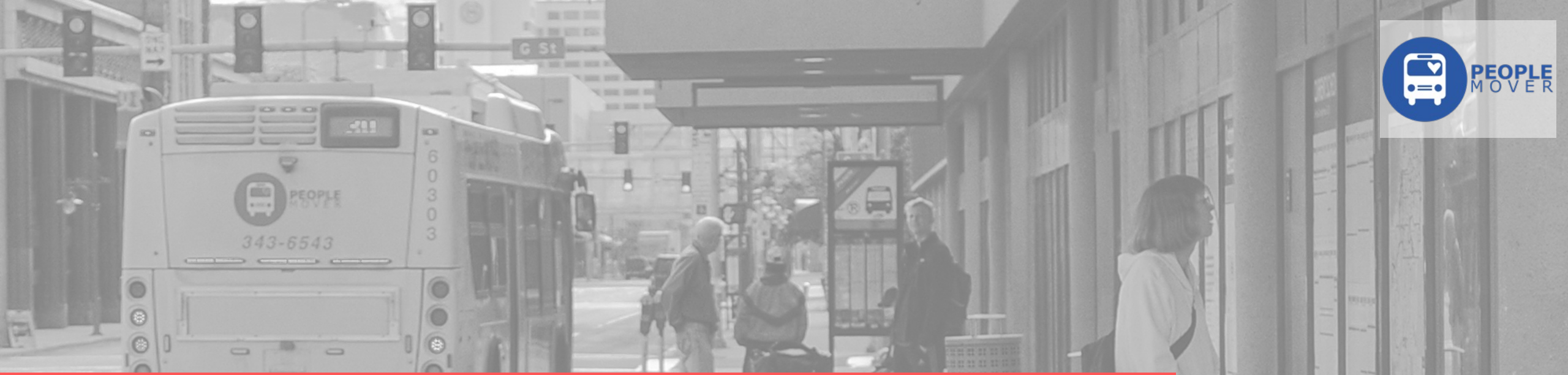




Transit Center Study

Summary of Alternatives

April 2024



Project Context

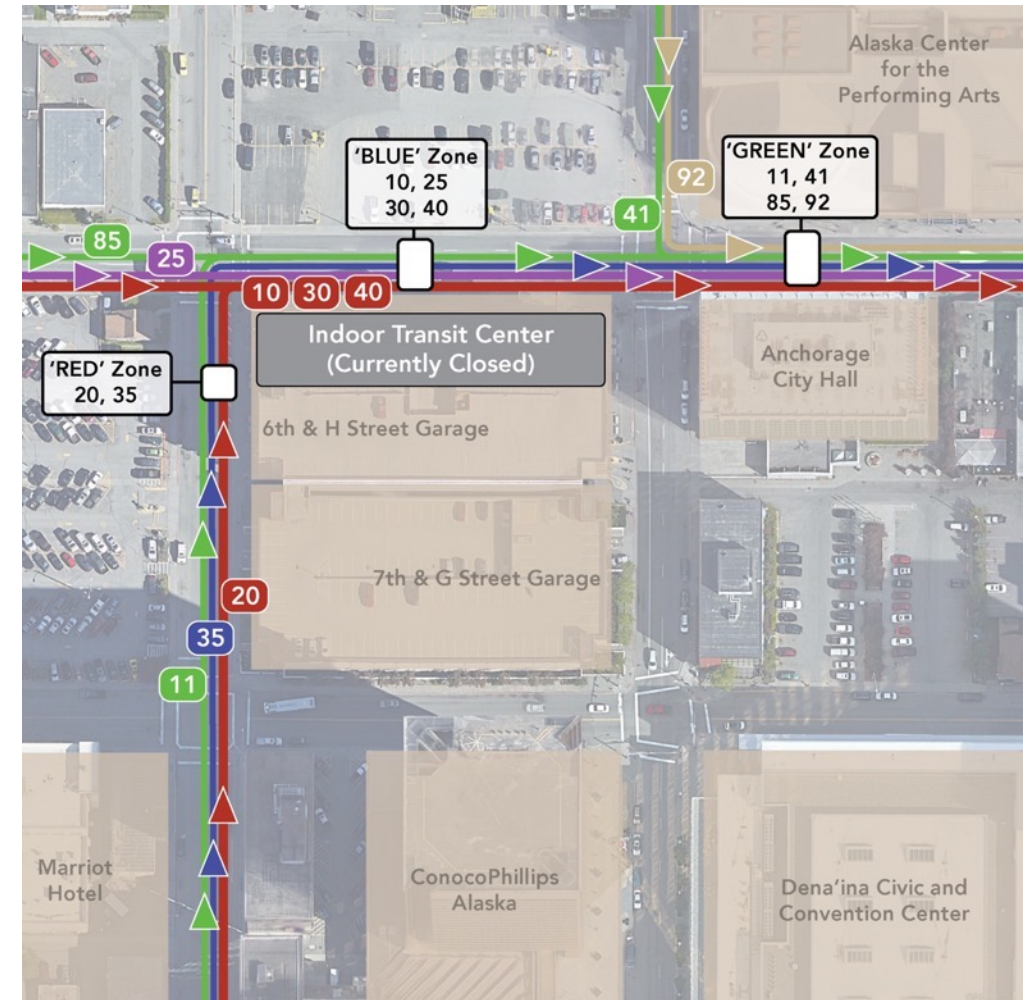
Project Context

The Anchorage Transit Center is located along the north side of West 6th Street between H Street and I Street, with additional stops on H Street and in front of Anchorage City Hall.

The transit center is a key hub in the Anchorage transit network, served by 10 People Mover routes. On an average 2023 weekday, about 1,200 riders used the transit center, with over 200 riders either boarding or departing at this location during the peak hour.

The transit center site belongs to the Anchorage Community Development Authority (ACDA), and is slated for a redevelopment project. The transit center will need to be temporarily relocated during construction.

This will inevitably cause some disruption for transit riders and operators as the transit center moves to a temporary location somewhere else in Downtown. As a result, People Mover is asking: **is the current location the best possible option for the transit system in the future, or is there a better alternative?**

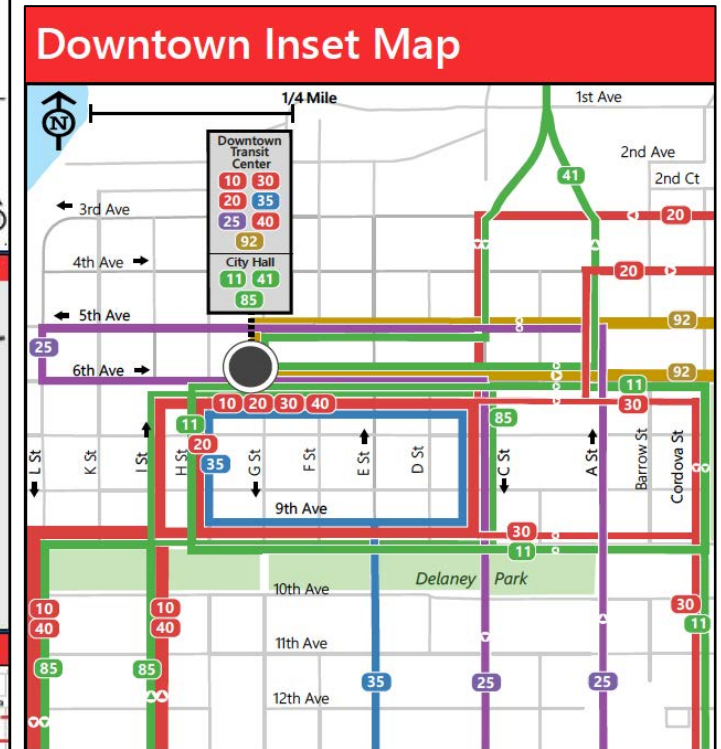
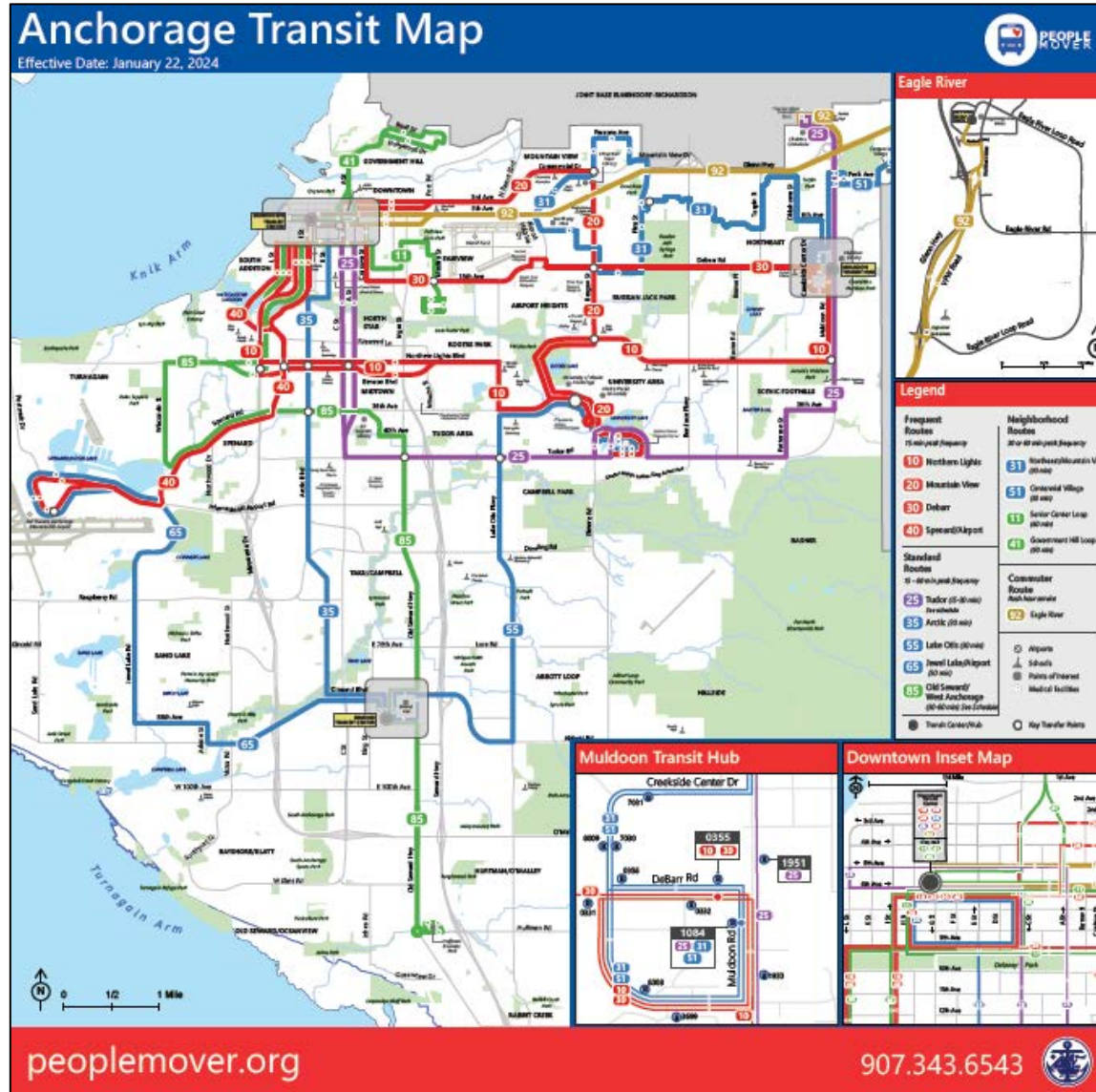


Three Roles of a Transit Center

The many roles of a transit center must be considered as part of this relocation study. Key roles include:

- **Facilitating Transfers.** Transit centers enable large numbers of people to access bus routes to many areas, and enable riders to transfer between different bus routes in an organized central location. The ability to transfer between bus routes multiplies the number of destinations a rider can reach within a trip.
- **Enabling Reliable Operations.** In addition to rider amenities, the Downtown transit center also plays a key role for the successful operation of transit service. A central location where routes start and end provides bus operators with bathrooms, break rooms, and space for vehicles to lay over between routes.
- **A Front Door to the Transit System.** The Downtown transit center acts as an entry point into the larger system for new and visiting riders. While daily riders may know how to navigate People Mover for their own needs, newer riders may require more information (such as from network maps, schedules, or customer service agents) to help with their first experiences with the system. A transit center provides an identifiable and central location where uncertain riders can find higher levels of service to address their concerns.

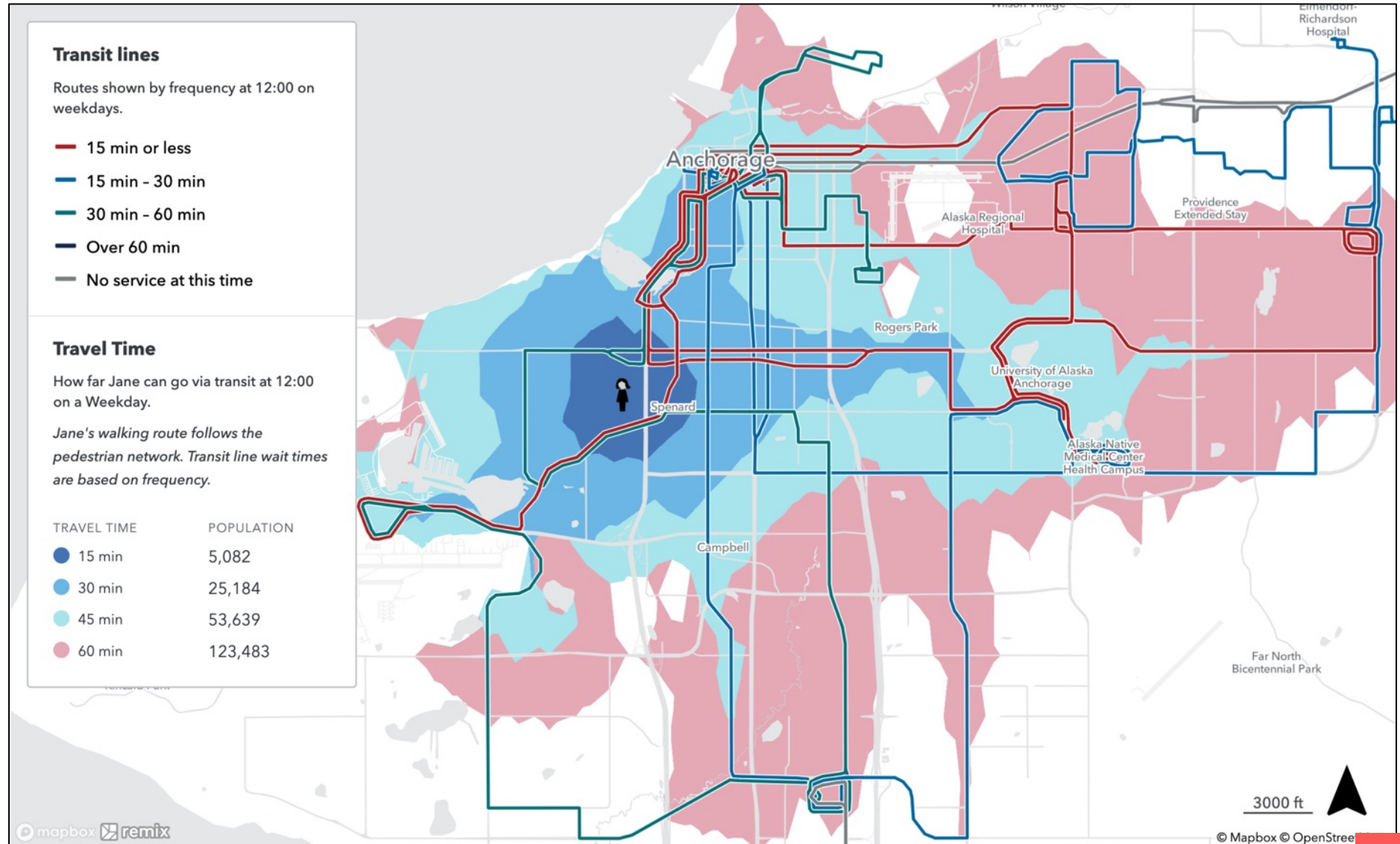
The Transit Center facilitates the entire network...



...and the network's ability to help people go where they need

The map on this slide shows how far someone can travel using walking and transit in different amounts of time, starting from a location in the Spenard area.

Most transit routes end in Downtown, but connections at the downtown transit center make it possible reach areas throughout the city.



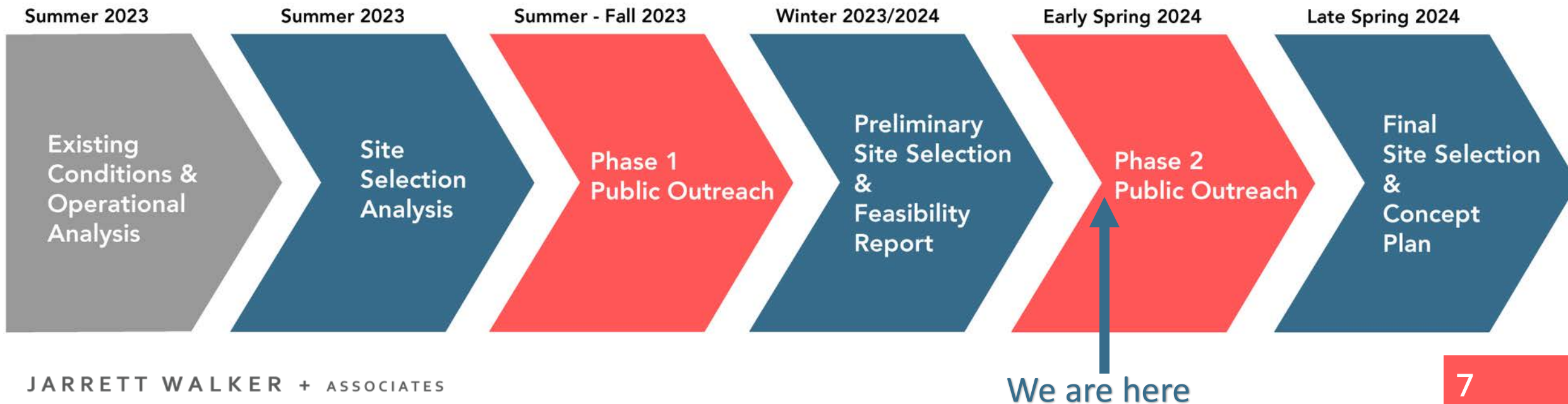
Project Timeline and Current Status

The Transit Center Study started in July 2023, and is expected to conclude by mid-2024. Key stakeholders have been involved throughout the project through a Project Advisory Committee and updates to the Public Transit Advisory Board (PTAB).

The public has been engaged at two points. In early fall 2023, the project team consulted the public on six potential future transit center sites. Results of the outreach narrowed the project scope to three potential sites.

Now, in April 2024, a second phase of public outreach is presenting schematic concepts for how each of the three possible sites would function. Public and stakeholder feedback in this phase will help PTD and city policy-makers decide whether the transit center should relocate.

Once a decision has been made on the most viable site, a Concept Plan will be developed for the final site, based on the operational and capital needs identified through this work.

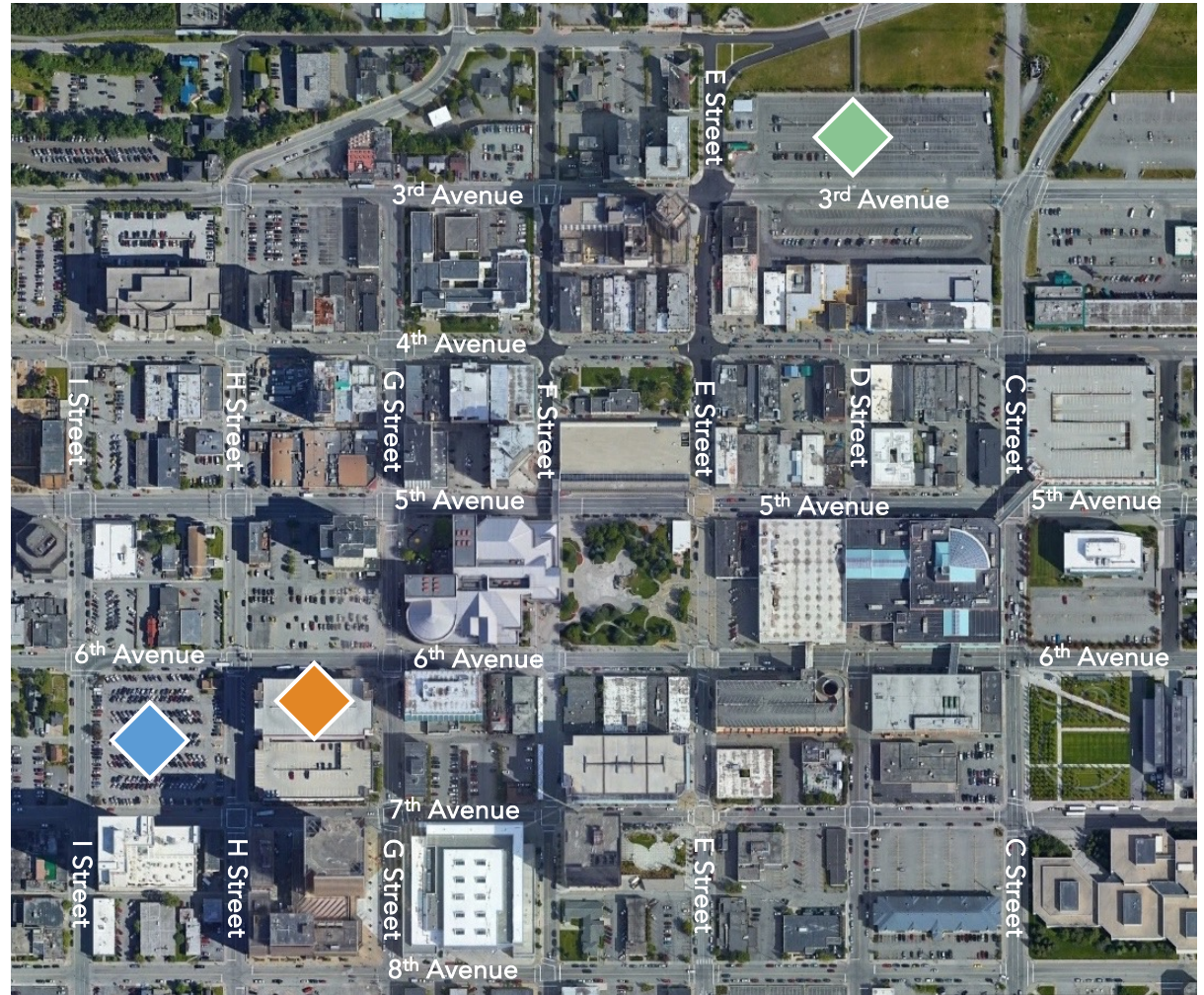


Three sites remain under consideration.

◆ The transit center could return to the **Existing Transit Center site**, at 700 W 6th Ave, with some changes to its configuration.

◆ The transit center could move to the **ConocoPhillips Parking Lot**, at 801 West 7th Avenue. This site is located one block west of the existing transit center.

◆ The transit center could move to the **Chinook Parking Lot**, at 225 E Street. This site is located about 0.5 miles to the northeast of the existing transit center.



How We Got Here

Initial Site Screening

In summer 2023, the project team and Project Advisory Committee (PAC) identified and reviewed 42 possible sites for a future transit center in the early summer of 2023. These sites were located in the Downtown, Midtown and UMed areas.

Six Potential Sites

An initial screening narrowed the possible selection down to six potentially viable sites:

- Four of these sites were located Downtown: the existing transit center, ConocoPhillips Parking Lot, Chinook Parking Lot, and the 5th Avenue Garage.
- Two sites were located in Midtown: the former Northern Lights Inn, and a former DMV office.

Fall 2023 Public Feedback

Among these sites, public and stakeholder input established that Downtown sites were generally preferred over Midtown sites. Among the Downtown sites:

- Public survey responses tended to favor the Existing Transit Center site and ConocoPhillips Parking Lot.
- Stakeholder organizations tended to favor either the ConocoPhillips Parking Lot or the Chinook Lot.

Based on this feedback, and other considerations discussed with the project team, the PAC recommended proceeding based on these three sites. The Public Transit Advisory Board (PTAB) concurred.

In December 2023 the project team began assessing the physical and service impacts of each site.

Next Steps

April 2024 Public Outreach

The project team is consulting the public on the three remaining sites from April 3 to May 3, 2024. This includes:

- A stakeholder workshop on April 3rd, 2024.
- In-person Open Houses at Anchorage City Hall, Room 155 on Wednesday, April 3rd (4 PM to 7 PM) and Thursday, April 4th, 11 AM to 2 PM
- **Let us know what you think!** an Online Open House, including a public survey, will be available at www.anctransitcenter.com until May 3rd.

Deciding on a Preferred Site

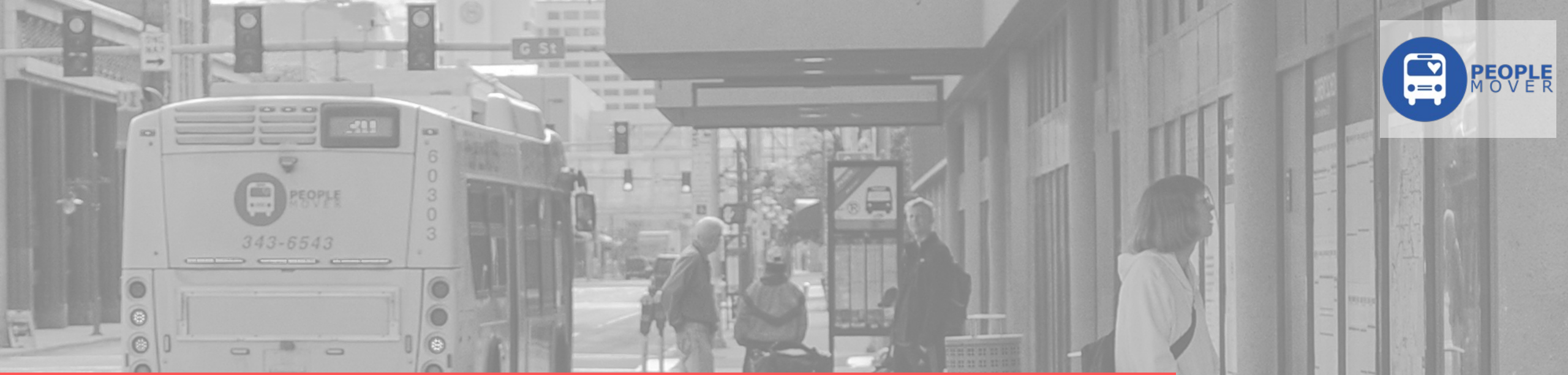
The project team will compile the feedback received to assist PTD and city policy makers in deciding on a preferred site in May and June.

When Would A Move Happen?

Once a decision has been made, the project team will develop a more detailed concept for the selected site, and assist PTD in the regulatory process for public facility site selection.

The timing for relocation of the transit center remains uncertain; it depends largely on the timing of redevelopment of the existing transit center site. However:

- PTD anticipates a temporary relocation of the transit center for redevelopment could occur as soon as late 2024.
- The transit center would begin operations at its new permanent location (one of the three sites presented in this report) would likely occur approximately two years later.



What could the transit center look like? Conceptual Site Layouts and Costs

How to interpret these site layouts.

What the Layouts Do

The layouts presented in this section **illustrate what each site might look like** as a future transit center, to help identify benefits and drawbacks. Each layout provides a concept for:

- Where bus stops could be located
- How many buses could use the site
- How passengers could move to and through the site
- What kind of environment passengers might wait in.

These layouts were prepared according to civil engineering best practice at the level of detail presented. They take into account currently known constraints and limitations at each location.

What the Layouts Don't Do

However, **these layouts are not final designs**. For example, they do not show any architectural or artistic detail that might be included. Future design development may also incorporate additional engineering considerations.

Existing Transit Center Site Site Layout

A reconstructed transit center at the existing site would be familiar in many ways.

Covered, On-Street Bus Stops

Bus stops would be located on-street, as they are now, with buses pulling up to the curb for pick-up and drop-off. Outdoor waiting areas would be covered with sidewalk canopies.

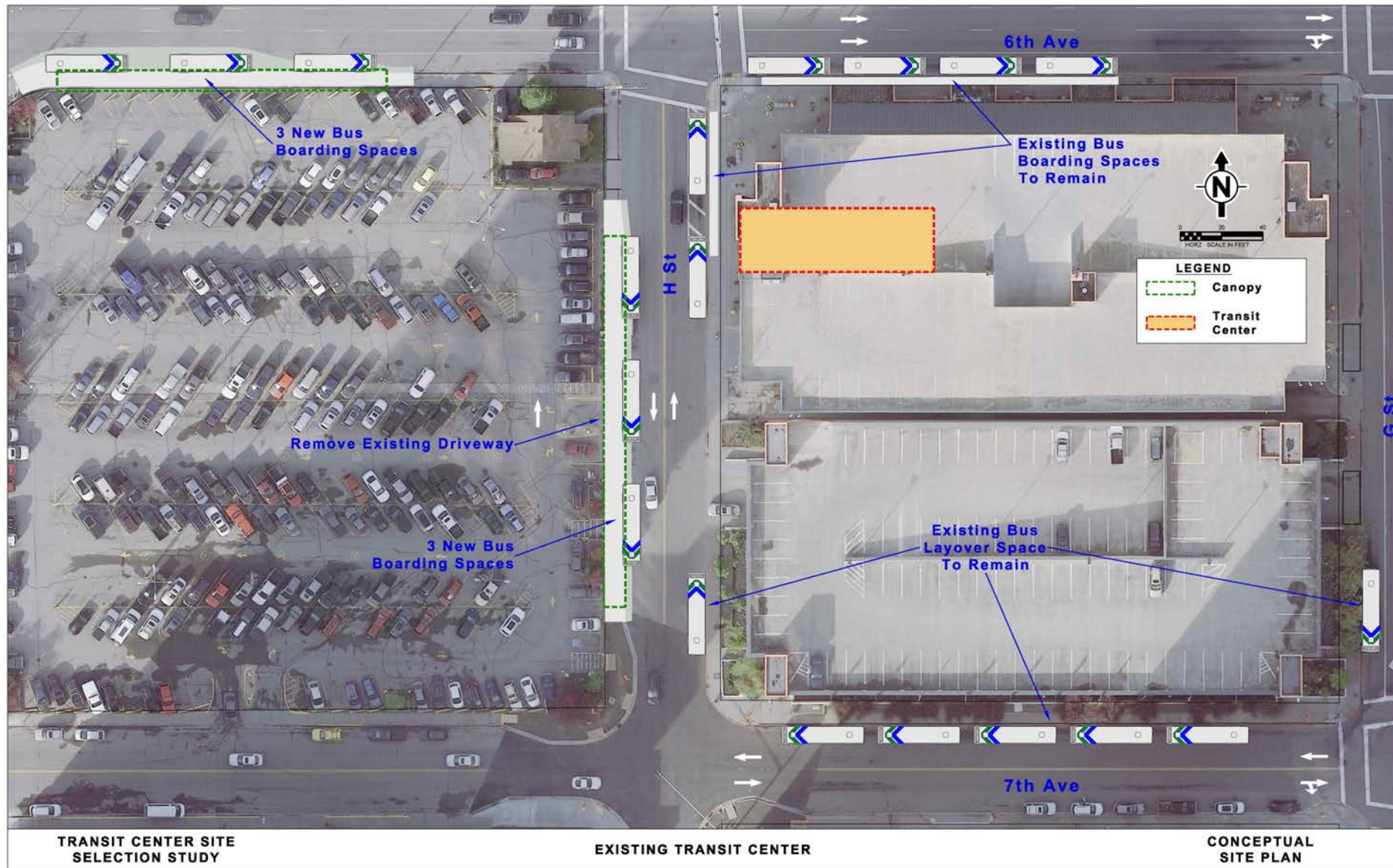
Bus Capacity

Overall, this site can accommodate up to 12 in-service bus spaces, and 7 spaces for layover (bus parking) only.

Two new bus zones would be added: on 6th Ave between H and I Street; and on the west side of H Street, between 6th and 7th Ave. However, buses would no longer stop in front of City Hall, and some layover space would be lost on G Street.

Transfers

Many transfers could take place within a single bus zone. However, not all bus zones would be on the same block, so some riders would need to cross H Street when transferring between buses.



In addition, a rider might not be able to see every bus currently in, leaving or arriving at the transit center, because of the distance and angles between zones.

Small indoor facility

The site's redevelopment plans include a commitment to developing a 2,900 square foot indoor facility, and People Mover does not have the option to secure more space. This will be less space than existed previously, and less than what is feasible at other sites.

Existing Transit Center Site

Cost to Build

Lowest Cost Option

The existing transit center site is the lowest cost option for People Mover, by a significant margin. This is because:

- Returning to this site would require very little new construction by People Mover. This would be limited to some sidewalk reconstruction and new sidewalk canopies.
- The redevelopment project would include building the new indoor facility of the transit center.

The overall estimated cost of returning the existing transit center site is \$0.8 million.

ConocoPhillips Parking Lot Site Layout

A new Transit Center built on the current ConocoPhillips parking lot would move transit off-street and one block west.

Covered, Primarily Off-Street Bus Stops

Sixteen bus stops would be located off-street, at bus bays easily accessible from an indoor transit center building.

Three on-street stops on 6th Ave would allow buses to pull up to the curb for pick-up and drop-off.

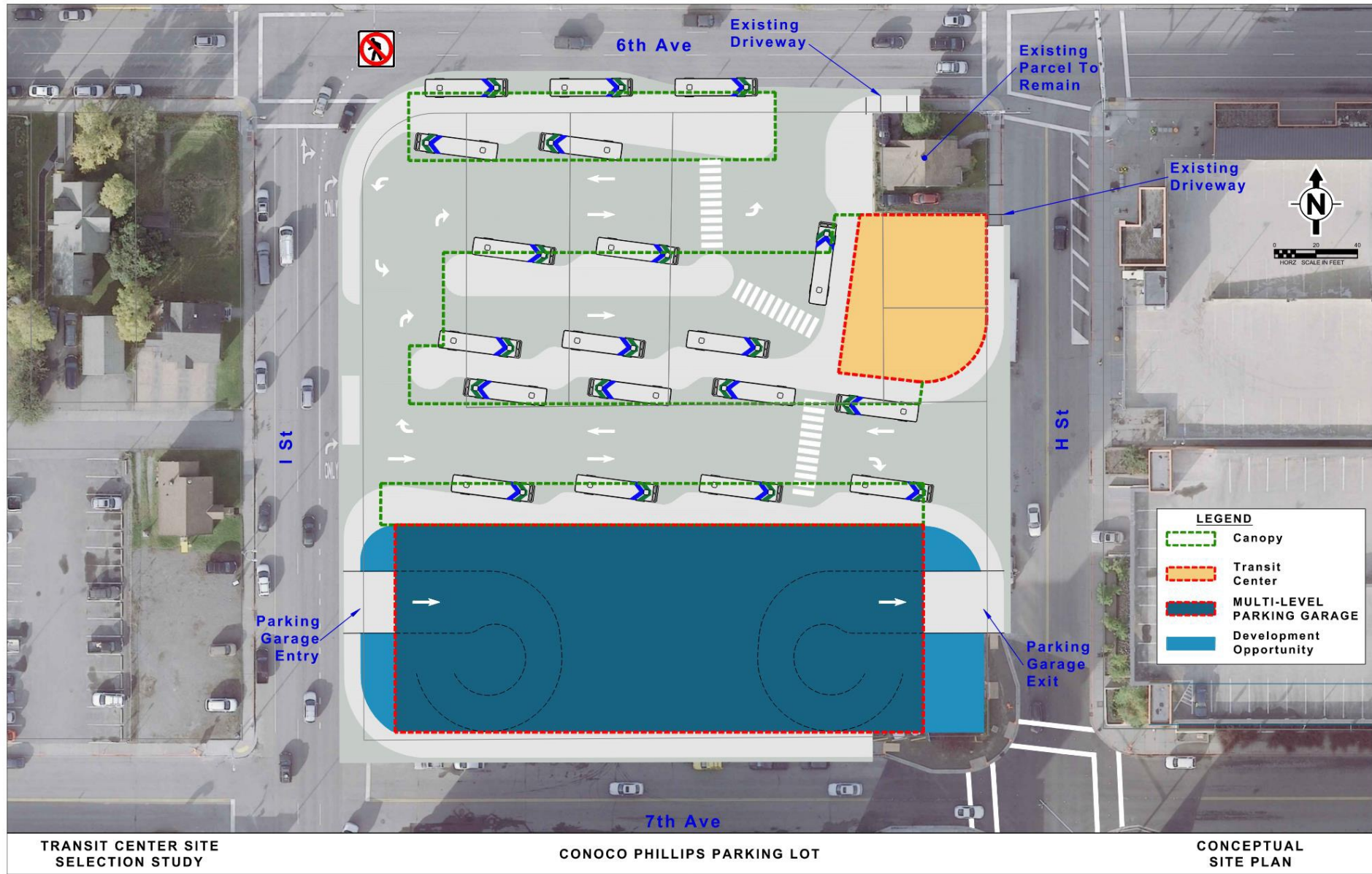
All outdoor waiting areas would be covered with canopies.

Modest Increase in Bus Capacity

Overall, this site can accommodate up to 19 in-service bus spaces, 16 of which could also accommodate layover (bus parking in between trips). This would allow for more future expansion of the transit system than returning to the existing site.

Improved Transfers

All transfers would take place internally within the same block, meaning no rider would be required to crossing a roadway to transfer.



TRANSIT CENTER SITE SELECTION STUDY

CONOCO PHILLIPS PARKING LOT

CONCEPTUAL SITE PLAN

In addition, riders would be able to easily see every bus currently in, leaving or arriving at the transit center, because of the proximity and design of the transit center.

Expanded Indoor Facility

The site can accommodate up to 10,000 square feet of indoor space for the transit center (5,000 s.f. over two stories). This will allow PeopleMover to locate their preferred level of rider and operational facilities on site.

ConocoPhillips Parking Lot

Cost to Build

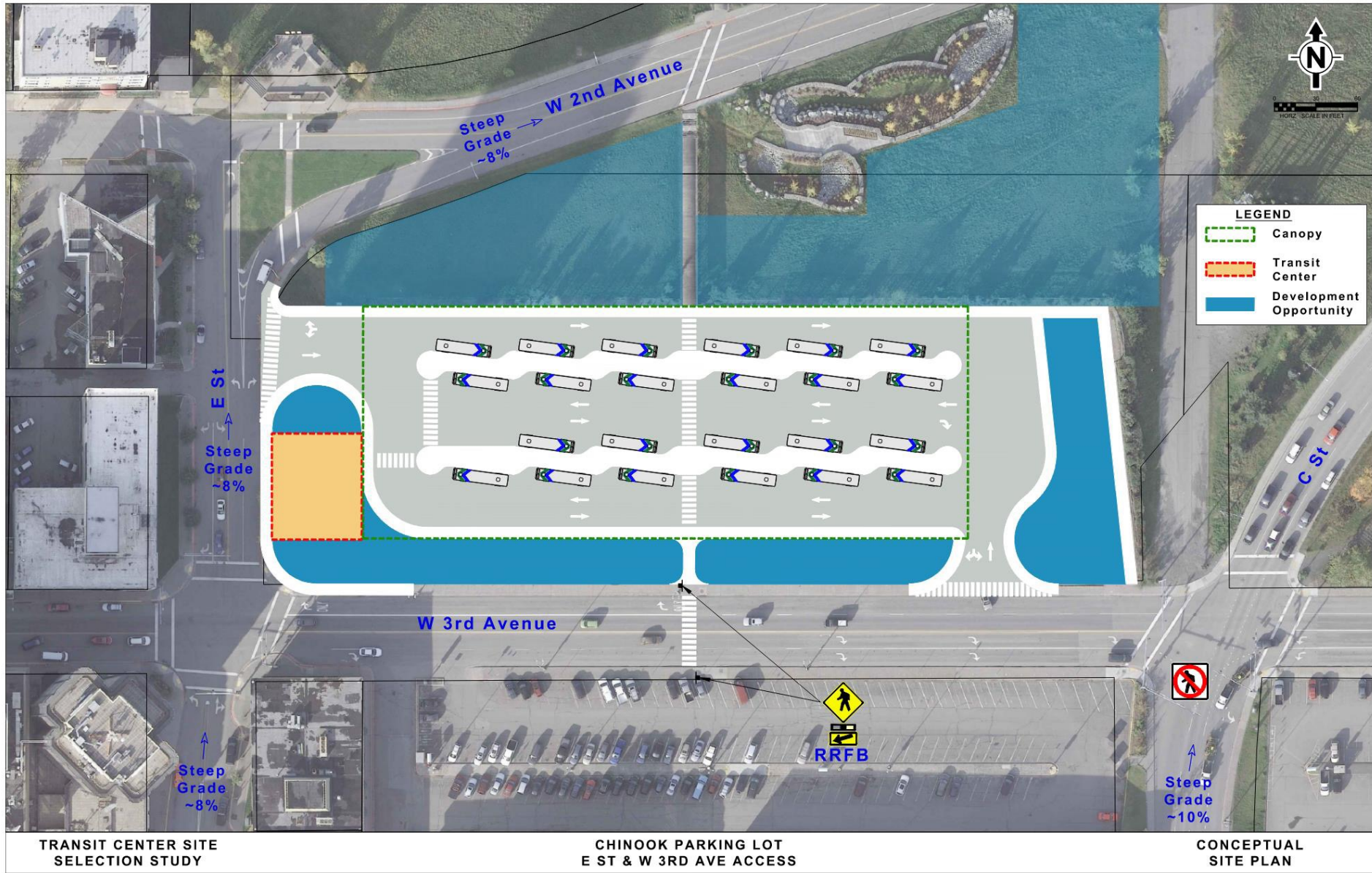
Highest Cost Option

The ConocoPhillips parking lot site is the highest cost option for People Mover, by a significant margin. This is in large part because it would require PTD to pay for construction of two buildings:

- A new Transit Center building, which incorporates public and operations facilities.
- A multi-story parking garage in the southern third of the site, meant to preserve ConocoPhillips' existing Downtown office parking capacity. This garage would be the largest single cost associated with this site.

The overall estimated cost of developing the ConocoPhillips parking lot site is \$91 million.

Chinook Parking Lot Site Layout



A mid-block pedestrian signal on 3rd Ave would facilitate a continuous walkway from the train station to Downtown Anchorage through the transit center site.

Expanded Indoor Facility

The site can accommodate at least 10,000 square feet of indoor space for the transit center (5,000 s.f. over two stories), and potentially more if desired. This will allow PeopleMover to locate their preferred level of rider and operational facilities on site.

A new Transit Center at the Chinook parking lot would move the facility about 1/2-mile northeast the current site.

Fully Covered, Off-Street Bus Stops

All bus stops would be located off-street, allowing riders to safely transfer between routes or access the indoor Transit Center. A canopy would cover all outdoor areas within the transit center, including all bus stops and walkways.

Significant Increase in Bus Capacity

Overall, this site could accommodate up to 23 bus spaces, all of which could be used both in service and for layover (bus parking). This would provide the most space to accommodate future growth of the transit system.

Improved Transfers

All transfers would take place internally within the site, so no rider would be required to cross a roadway to transfer. In addition, passengers would be able to see every bus currently in, leaving or arriving at the transit center, because of the proximity and design of the transit center.

Chinook Parking Lot

Cost to Build

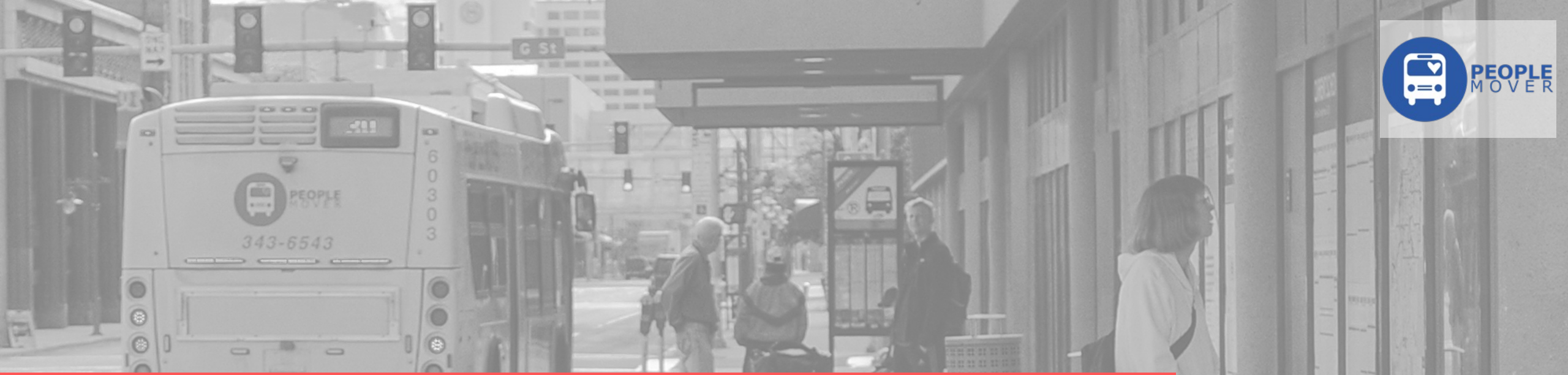
Middle Cost Option

The Chinook parking lot is the middle cost option for People Mover.

- The site is larger than the existing transit center, and includes many of the same features as the ConocoPhillips parking lot site.
- Unlike the ConocoPhillips site, this site does not require a parking structure. Existing parking supply at the Chinook lot is under-utilized and does not need to be replaced.

The estimated cost of developing the Chinook parking lot site is about \$25 million. This includes all on-site improvements for transit. Other considerations;

- Large areas (25,000 s.f.) of this site could be used for either private development or civic uses. The exact nature of the development may impact total cost to PTD. Some forms of development may offset costs to PTD.
- Some additional improvements may be warranted to E street, to accommodate new bus circulation patterns.



How would service be impacted? Service and Access Change Maps

Each scenario answers three questions:

Some of the sites under consideration would require more changes to transit service than others. As a result, they could also have more significant access impacts. This section provides information on how transit service might change. For each site, the project team has developed:

- A local **network map** that shows where buses would operate within Downtown.
- Four **isochrone maps** from key locations in Downtown shows how service changes would impact where people can go within 45 minutes from Downtown, if they use transit.
- A **job access change map**, that shows how service changes in Downtown might impact job access by transit from different Anchorage neighborhoods. Changes in access to jobs are meaningful for access to many places, because most places people travel to are also places of employment.
 - **Increased job access** is typically a sign that **transit would become more useful** for many kinds of trips.
 - **Reduced job access** is typically a sign that **transit would become less useful**.

Current Service

Inbound Bus Path

Buses reach the transit center via two main paths:

- Most buses enter Downtown via 9th Ave, turn right onto either H or I Street, and turn right onto 6th Ave.
- Routes 25 and 92 serve 5th Ave coming into Downtown, then turn back to reach the transit center on 6th Ave.

At the Transit Center

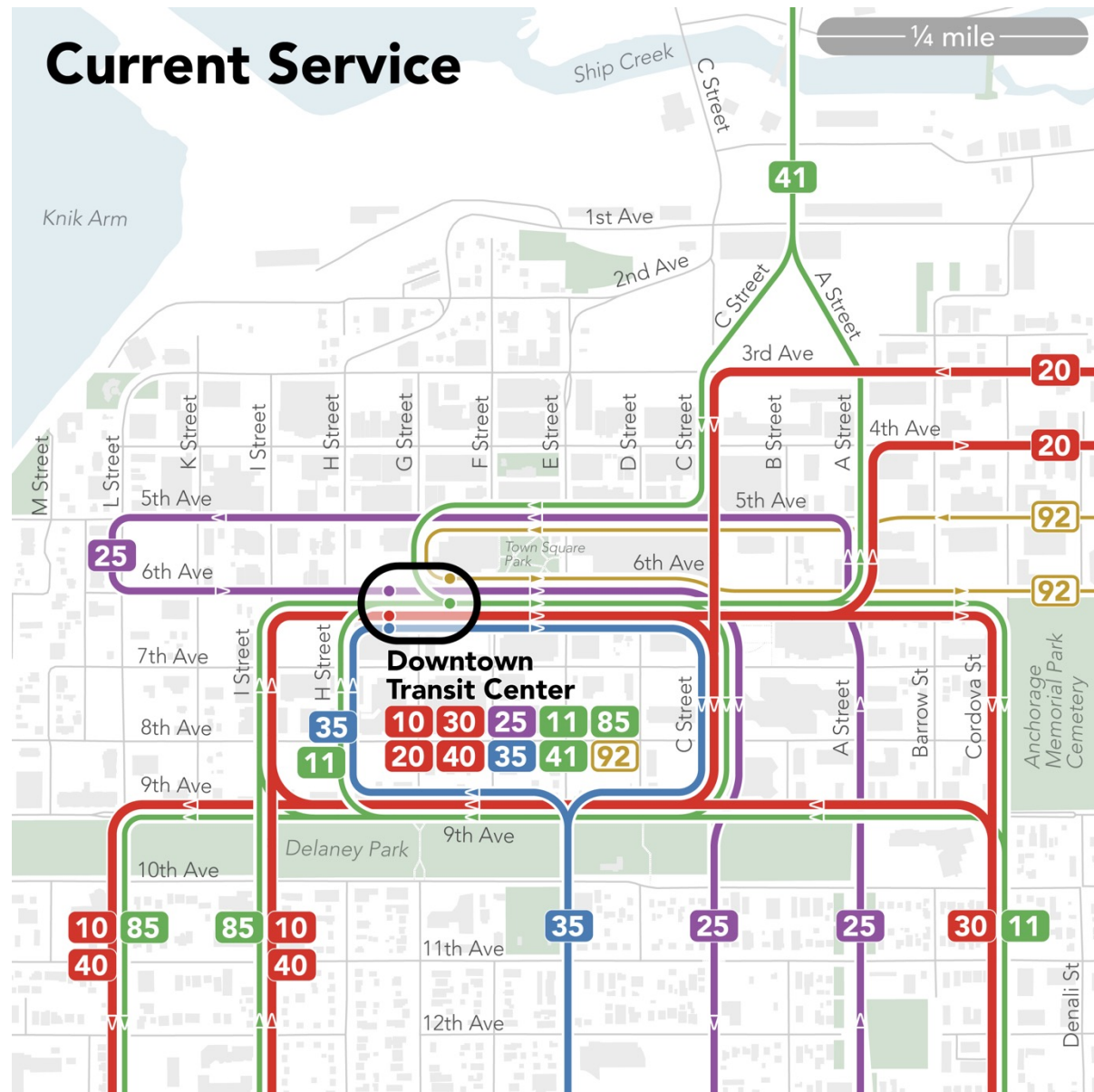
The existing transit center has stops in three zones:

- South side of 6th Ave, between G and H Streets.
- South side of 6th Ave, just east of G Street (City Hall).
- Northbound side H Street, just south of 6th Ave.

Outbound Bus Path

All buses leave the transit center and take 6th Ave as far as C Street.

- Most bus routes serve a shared stop on C Street between 7th and 8th Ave before leaving Downtown.



Note on Routes 20 and 40

In all scenarios, Routes 20 and 40 are assumed to operate as a single route in the future. PTD intends to make this service change in the next two years, regardless of the decision on the downtown transit center.

As an example, buses entering downtown from Mountain View as Route 20 would leave Downtown as Route 40 buses to Spenard.

Buses on Routes 20 and 40 would serve the transit center, but would not take a break at that location. Passengers would not have to transfer between these two routes.

Existing Transit Center Site Service Changes

Inbound Bus Path

Most buses would use the same inbound paths they use now. The only differences would be:

- Routes 11 and 35 would use I Street instead of H street.
- Route 92 would use H Street instead of G Street.

At the Transit Center

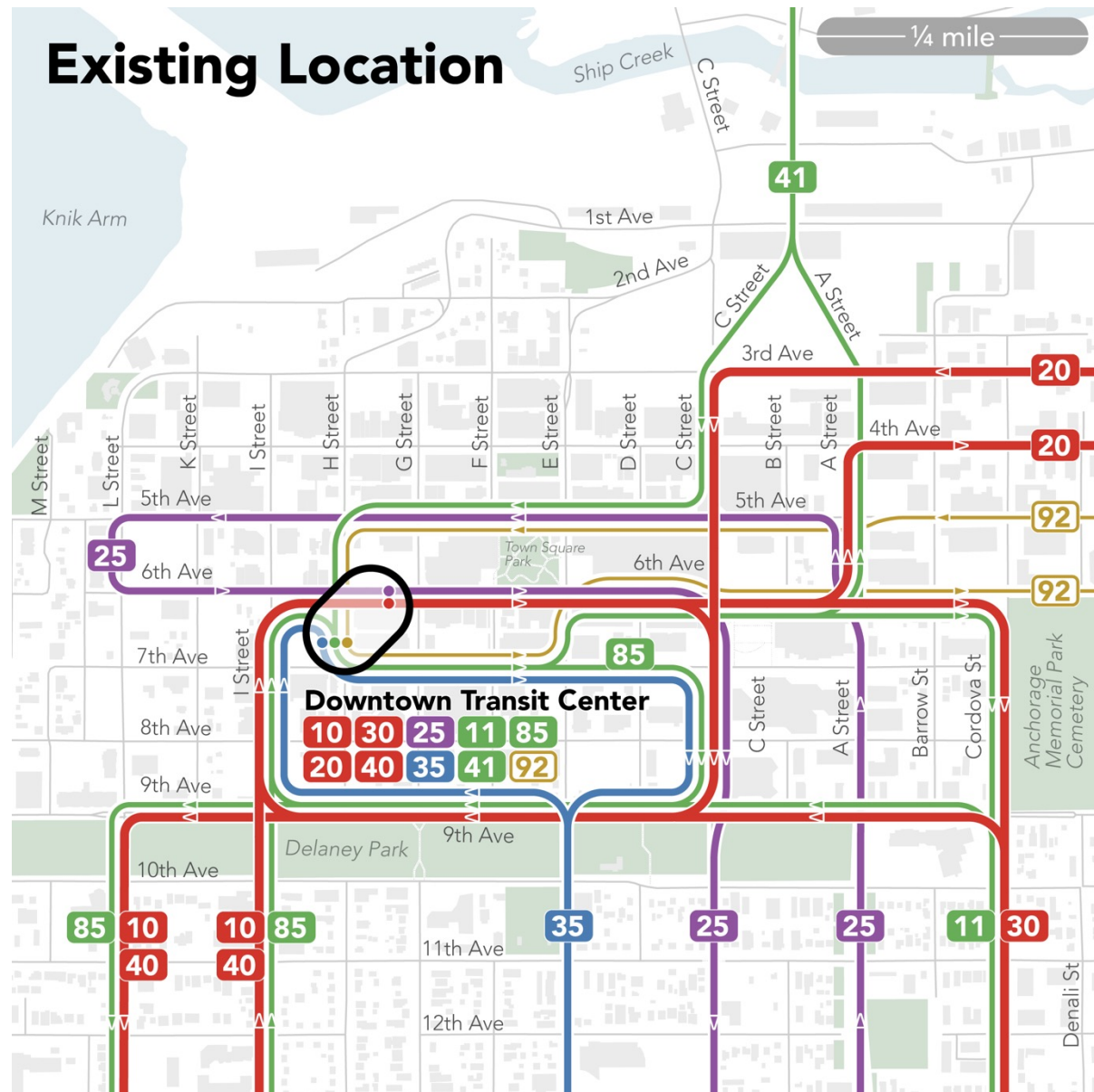
Most buses would continue to stop on 6th Ave. However:

- Some buses that currently stop on 6th Ave would move to the new bus stops between H and I Street.
- Routes 11, 35, 41, 85 and 92 would use the new southbound bus stops on H street.

Outbound Bus Path

Buses serving stops on 6th Ave would leave via 6th Ave. Buses serving stops on southbound H Street would leave via 7th Ave.

Routes 10, 25, 35, 40, and 85 would continue to serve the shared stop on C Street between 7th and 8th Ave before leaving Downtown.



Note on Routes 20 and 40

In all scenarios, Routes 20 and 40 are assumed to operate as a single route in the future. PTD intends to make this service change in the next two years, regardless of the decision on the downtown transit center.

As an example, buses entering downtown from Mountain View as Route 20 would leave Downtown as Route 40 buses to Spenard.

Buses on Routes 20 and 40 would serve the transit center, but would not take a break at that location. Passengers would not have to transfer between these two routes.

Existing Transit Center Site Isochrones

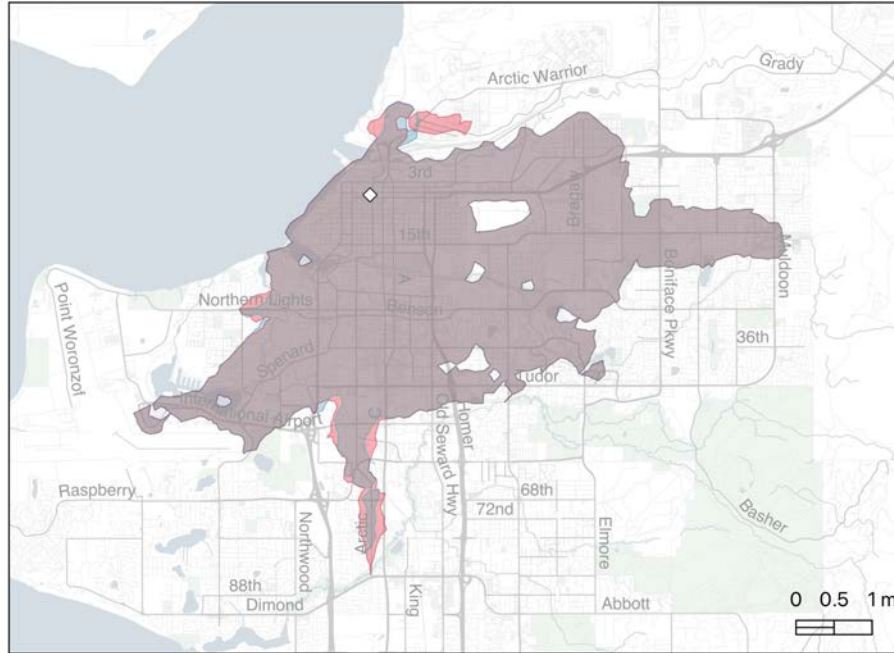
Limited Impacts

Because the service changes would be minimal, they would have limited impacts on transit's usefulness in different parts of Downtown.

From the four key Downtown locations referenced in these maps (see this slide and next), the number of residents someone could reach in 45 minutes or less by transit would change by less than 5%.

This is calculated based on the time to walk to the nearest relevant bus stop, the average wait time for the next bus, time spent riding on the bus, and any transfers.

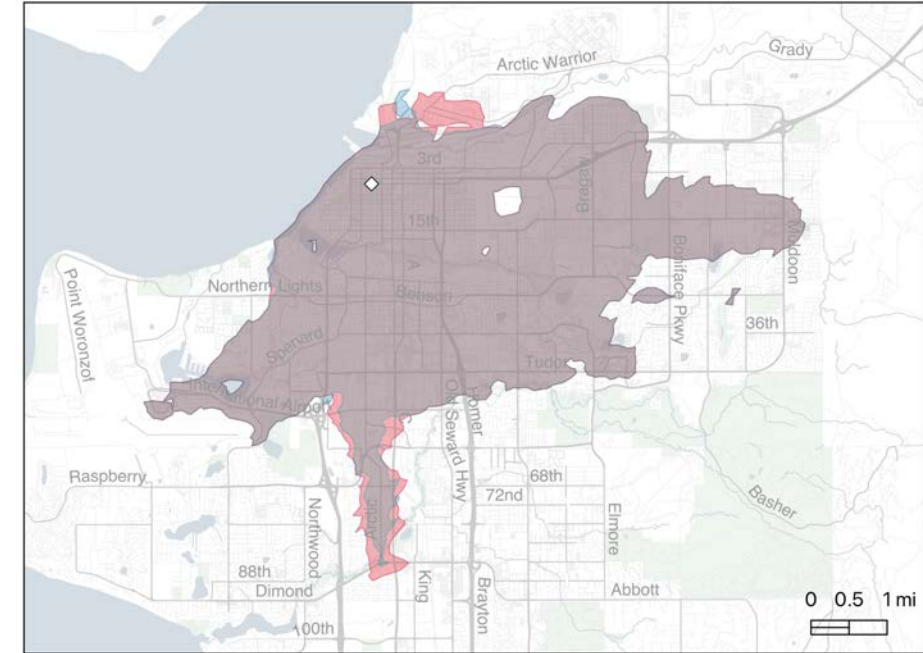
Leaving from **Town Square Park**, where could you go in 45 minutes or less, using transit and walking?



Change compared to the Existing Transit Center location

Total Residents	% Residents
-1,700	-2.5%

Leaving from **Anchorage City Hall**, where could you go in 45 minutes or less, using transit and walking?



Change compared to the Existing Transit Center location

Total Residents	% Residents
-2,700	-3.5%

How to Read these Maps

The maps above compare how far you can go today, to how far you could go based on the service changes required for this transit center site option, if your trip started at the place shown in the title. From there:

- Areas shown in pink are **no longer reachable** within 45 minutes.
- Areas shown in light blue are **newly reachable** within 45 minutes.

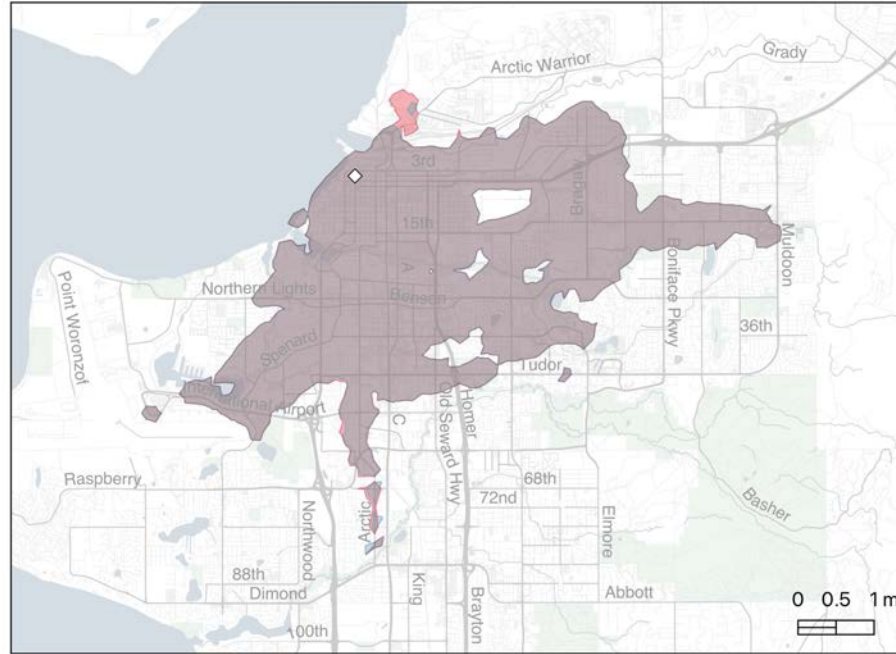


Existing Transit Center Site Isochrones (cont'd)

The maps on the previous slide compare how far someone could go in 45 minutes using transit and walking, starting from Town Square Park and Anchorage City Hall, if People Mover returned to the existing transit center site.

The maps on this slide are similar, except they start from two different locations: the Superior Court (near 4th Ave & I Street), and the vicinity of the Anchorage Museum and Federal Courthouse (near 7th Ave & A Street).

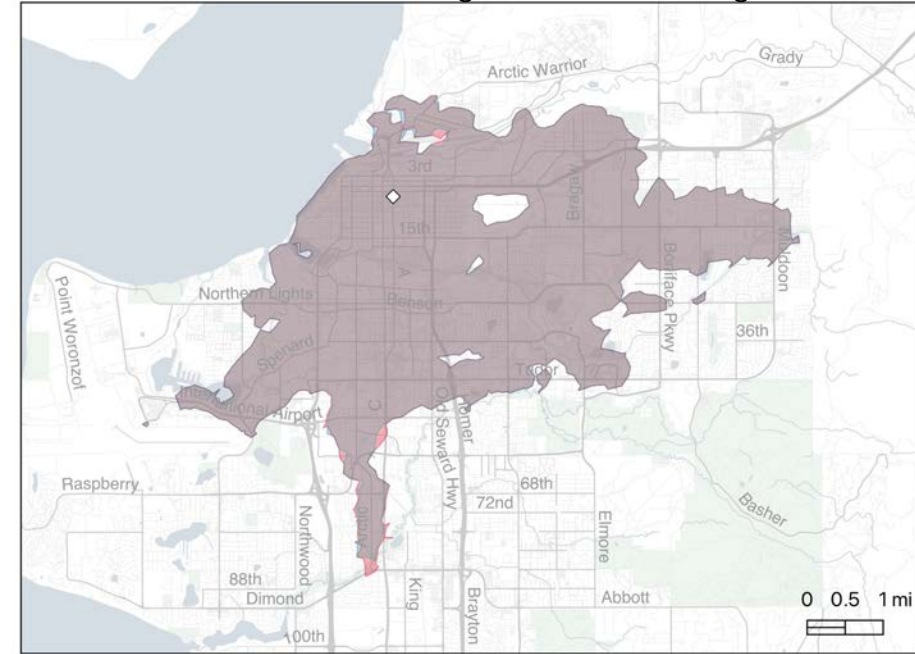
Leaving from **Superior Court (4th Ave & I St)** where could you go in 45 minutes or less, using transit and walking?



Change compared to the Existing Transit Center location

Total Residents	% Residents
-200	-0.5%

Leaving from near the **Anchorage Museum and Federal Courthouse (7th Ave & A St)** where could you go in 45 minutes or less, using transit and walking?



Change compared to the Existing Transit Center location

Total Residents	% Residents
-400	-0.5%

How to Read these Maps

The maps above compare how far you can go today, to how far you could go based on the service changes required for this transit center site option, if your trip started at the place shown in the title. From there:

- Areas shown **in pink** are **no longer reachable** within 45 minutes.
- Areas shown **in light blue** are **newly reachable** within 45 minutes.



Existing Transit Center Site

Job Access Impacts

Limited Impacts

Because the service changes would be minimal, they would have almost no impacts on job access by transit from areas outside Downtown.

This is calculated based on the number of job locations a person could reach in 45 minutes or less, starting from all locations shown on the map at right. The 45-minute travel time includes time to walk to the nearest relevant bus stop, the average wait time for the next bus, time spent riding on the bus, and any transfers.

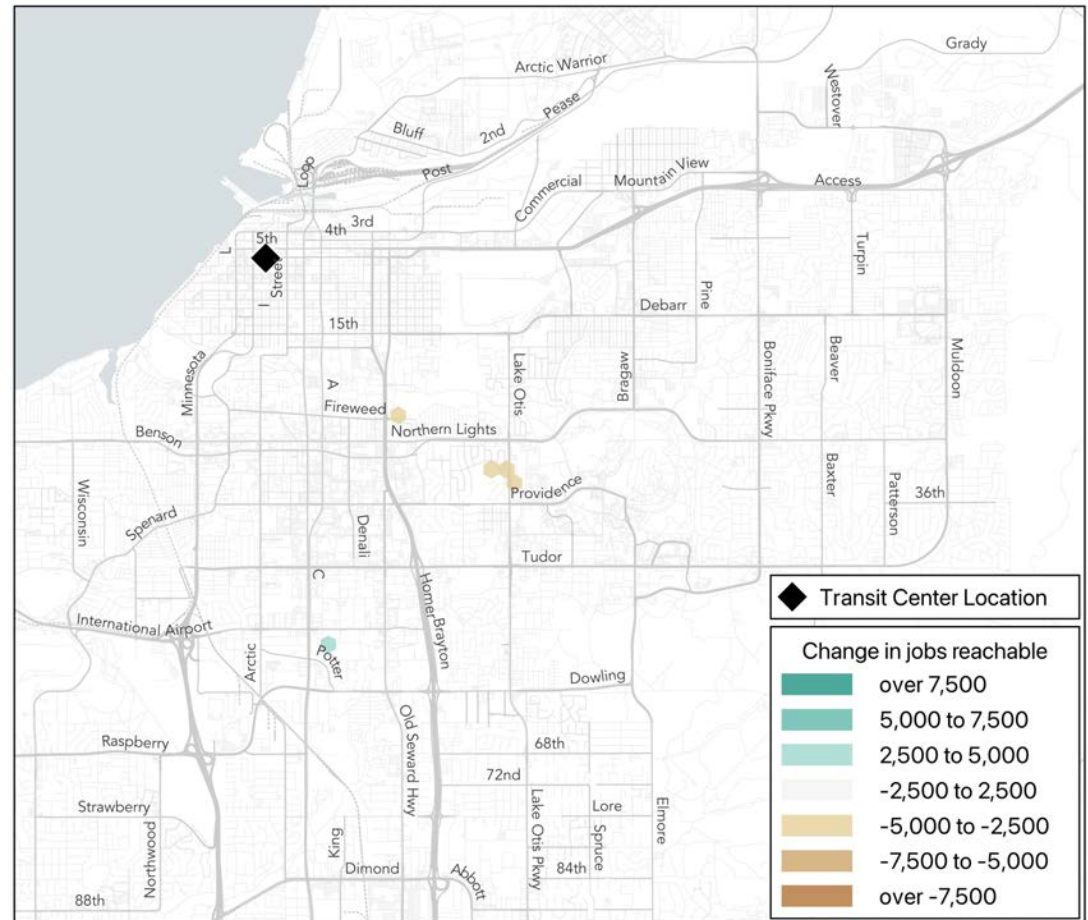
How to Read this Map

On the map at right:

- Areas where job access by transit would **increase** are **green**.
- Areas where job access by transit would **decrease** are **brown**.
- Areas with **little or no change** in job access are shown in **white**.

Existing Transit Center Location
700 West 7th Avenue

Change in jobs reachable
45 minutes of travel time



ConocoPhillips Parking Lot Site Service Changes

Inbound Bus Path

Most buses would use the same inbound paths they use now. The only differences would be:

- Routes 11 and 35 would use I Street instead of H street.
- Routes 41 and 92 would continue on 5th Ave to L Street and use 7th Ave and I Street instead of G Street.

At the Transit Center

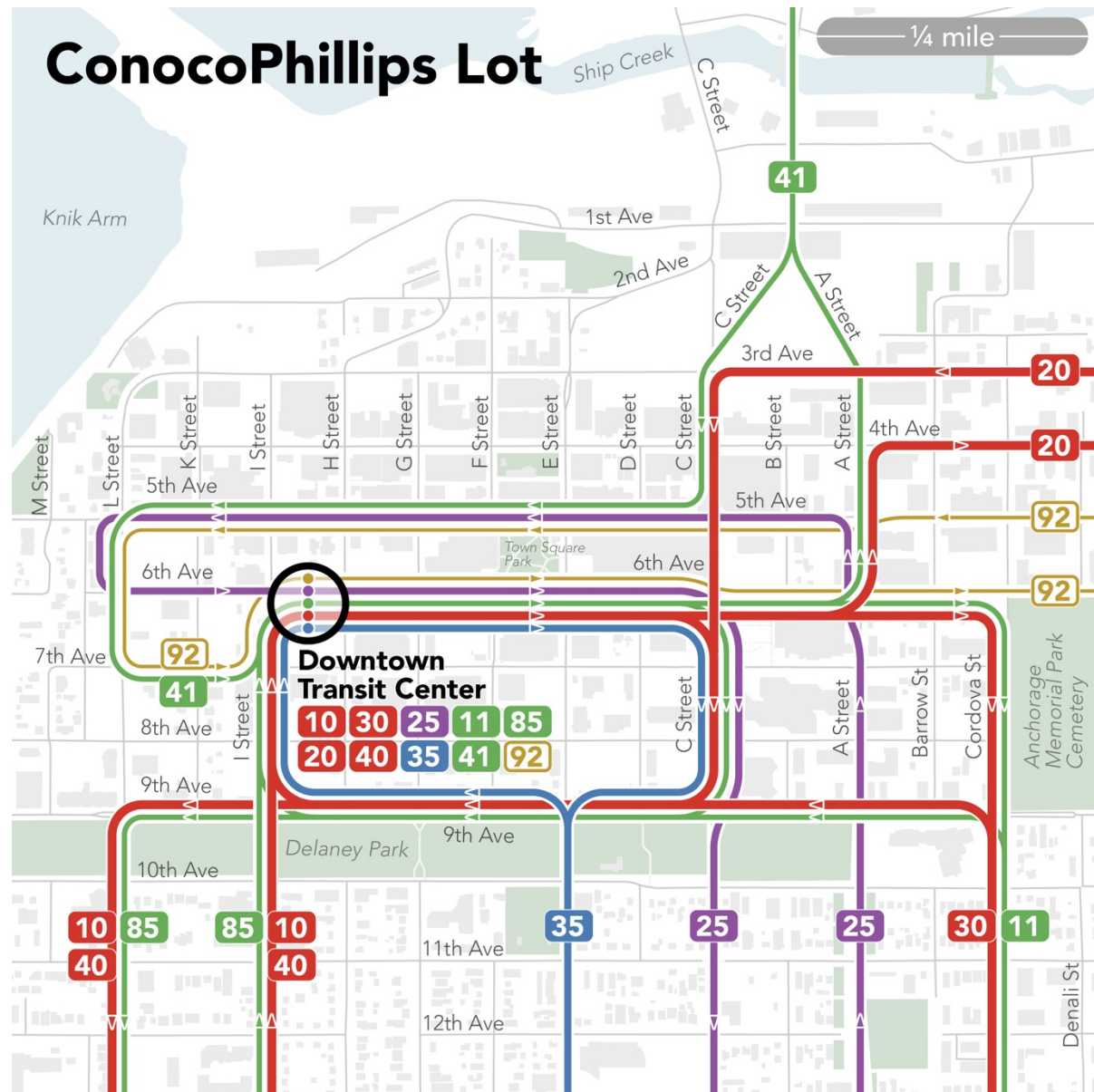
Most routes would stop within the off-street Transit Center, providing for improved transfers.

Some routes would use on-street stops eastbound on 6th Ave, allowing for quicker through trips.

Outbound Bus Path

All buses would leave the Transit Center via 6th Ave, heading east.

Routes 10, 25, 35, 40, and 85 would continue to serve the shared stop on C Street between 7th and 8th Ave before leaving Downtown.



Note on Routes 20 and 40

In all scenarios, Routes 20 and 40 are assumed to operate as a single route in the future. PTD intends to make this service change in the next two years, regardless of the decision on the downtown transit center.

As an example, buses entering downtown from Mountain View as Route 20 would leave Downtown as Route 40 buses to Spenard.

Buses on Routes 20 and 40 would serve the transit center, but would not take a break at that location. Passengers would not have to transfer between these two routes.

ConocoPhillips Parking Lot Site Isochrones

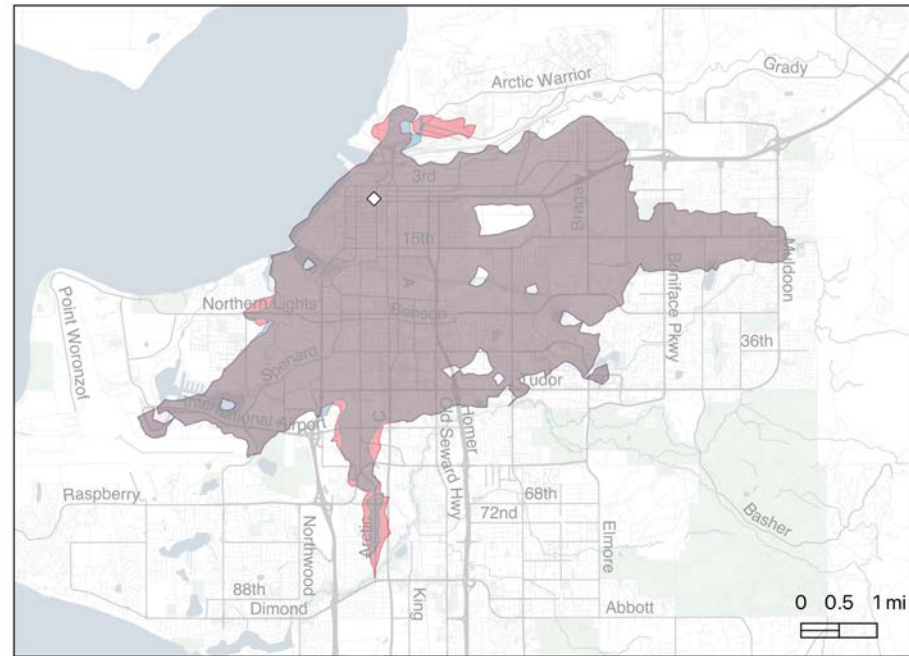
Limited Impacts

Because the service changes required by this site would be very small, they would have limited impacts on transit's usefulness in different parts of Downtown.

At the four key Downtown locations shown in these maps (see this slide and next), the number of residents someone could reach in 45 minutes or less by transit would change by less than 5%.

This is calculated based on the time to walk to the nearest relevant bus stop, the average wait time for the next bus, time spent riding on the bus, and any transfers.

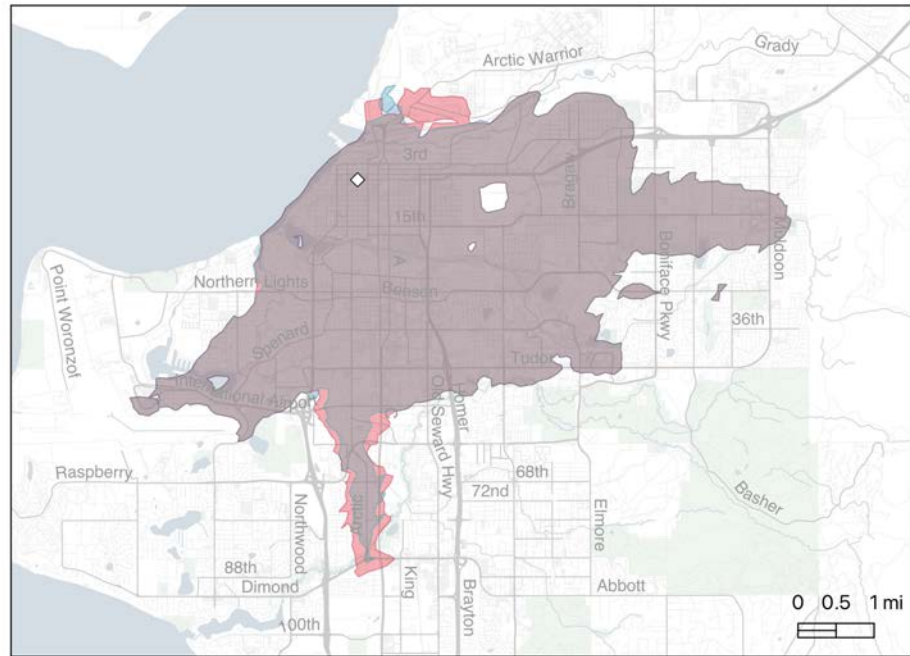
Leaving from **Town Square Park**, where could you go in 45 minutes or less, using transit and walking?



Change compared to the Existing Transit Center location

Total Residents	% Residents
+1,600	+2.0%

Leaving from **Anchorage City Hall**, where could you go in 45 minutes or less, using transit and walking?



Change compared to the Existing Transit Center location

Total Residents	% Residents
+1,600	+2.0%

How to Read these Maps

The maps above compare how far you can go today, to how far you could go based on the service changes required for this transit center site option, if your trip started at the place shown in the title. From there:

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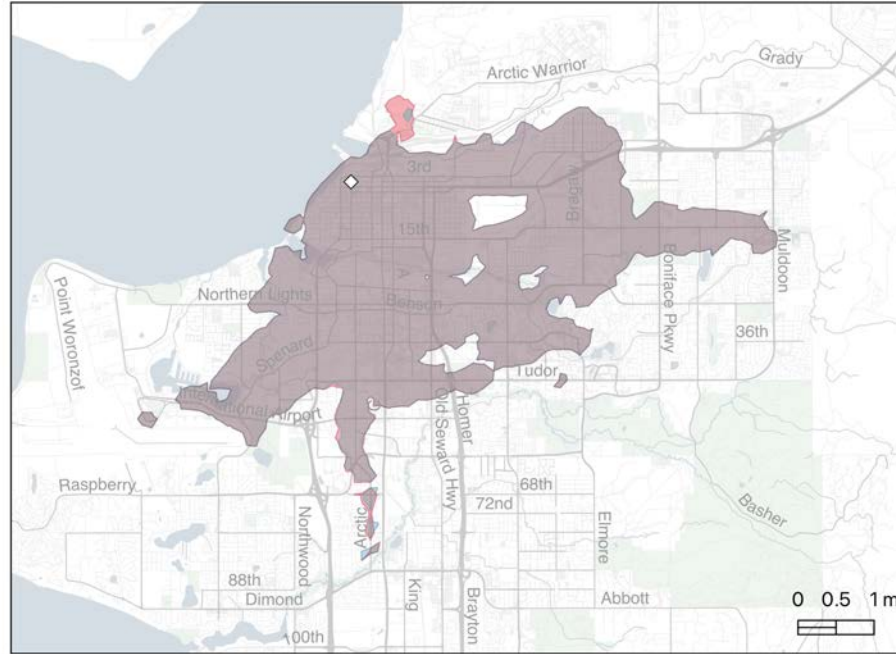


ConocoPhillips Parking Lot Site Isochrones (cont'd)

The maps on the previous slide compare how far someone could go in 45 minutes using transit and walking, starting from Town Square Park and Anchorage City Hall, if People Mover moved the transit center to the ConocoPhillips Parking Lot site.

The maps on this slide are similar, except they start from two different locations: the Superior Court (near 4th Ave & I Street), and the vicinity of the Anchorage Museum and Federal Courthouse (near 7th Ave & A Street).

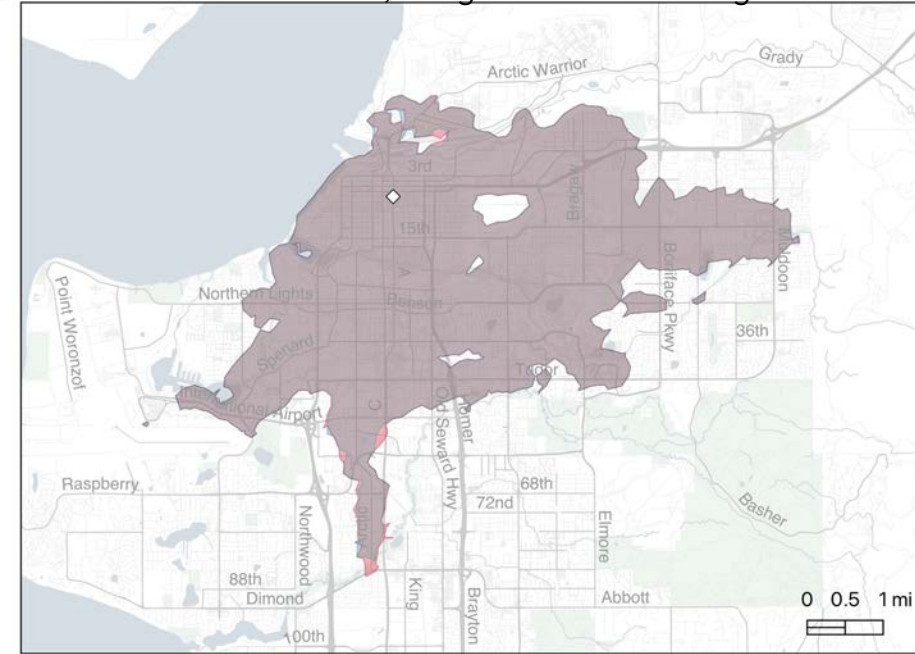
Leaving from **Superior Court (4th Ave & I St)** where could you go in 45 minutes or less, using transit and walking?



Change compared to the Existing Transit Center location

Total Residents	% Residents
+1,700	+2.5%

Leaving from near the **Anchorage Museum and Federal Courthouse (7th Ave & A St)** where could you go in 45 minutes or less, using transit and walking?



Change compared to the Existing Transit Center location

Total Residents	% Residents
-900	-1.0%

How to Read these Maps

The maps above compare how far you can go today, to how far you could go based on the service changes required for this transit center site option, if your trip started at the place shown in the title. From there:

- Areas shown **in pink** are **no longer reachable** within 45 minutes.
- Areas shown **in light blue** are **newly reachable** within 45 minutes.



ConocoPhillips Parking Lot Site

Job Access Impacts

Limited Impacts

Because the service changes required at this site would be very small, they would have almost no impacts on job access by transit from areas outside Downtown. Within Downtown, a small area west of the current transit center would see improvements, mainly due to the Transit Center moving one block west.

This is calculated based on the number of job locations a person could reach in 45 minutes or less, starting from all locations shown on the map at right. The 45-minute travel time includes time to walk to the nearest relevant bus stop, the average wait time for the next bus, time spent riding on the bus, and any transfers.

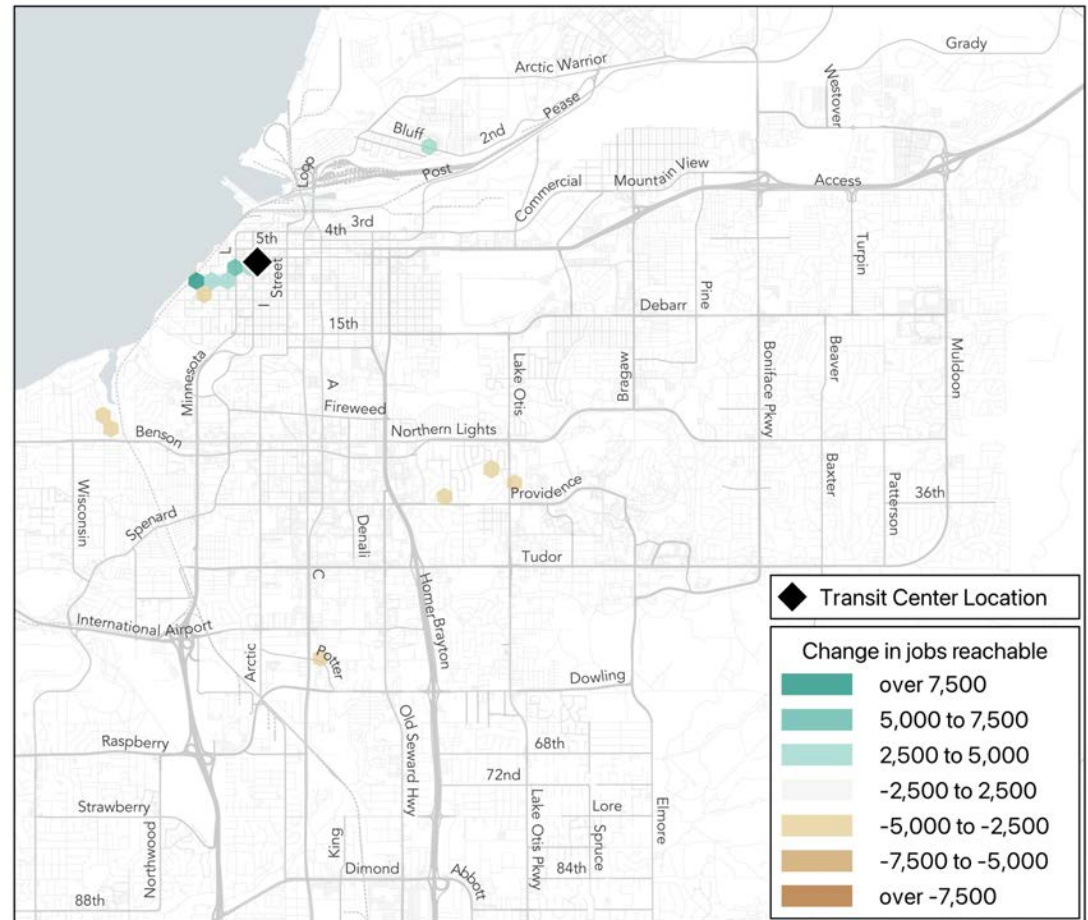
How to Read this Map

On the map at right:

- Areas where job access by transit would **increase** are **green**.
- Areas where job access by transit would **decrease** are **brown**.
- Areas with **little or no change** in job access are shown in **white**.

ConocoPhillips Parking Lot
801 West 7th Avenue

Change in jobs reachable
45 minutes of travel time



ConocoPhillips Parking Lot Site

Job Access Impacts (cont'd)

This map is identical to the map on the previous slide, except it shows how any changes in job access are related to where different bus routes operate.

This map shows that no single route's riders would be significantly affected by service changes associated with moving the Transit Center one block west.

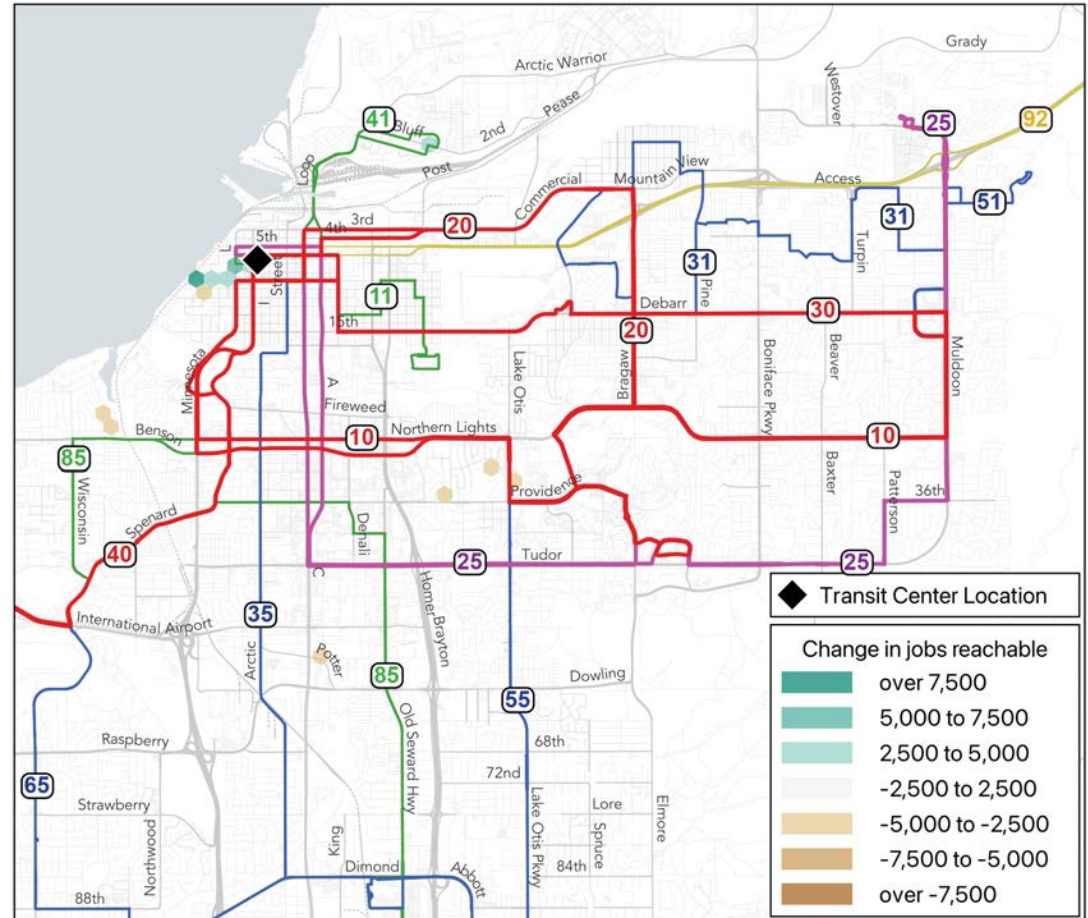
How to Read this Map

On the map at right:

- Areas where job access by transit would **increase** are **green**.
- Areas where job access by transit would **decrease** are **brown**.
- Areas with **little or no change** in job access are shown in **white**.
- Bus routes are shown with the same colors as on the Anchorage Transit Map (see slide 5).

ConocoPhillips Parking Lot 801 West 7th Avenue

Change in jobs reachable
45 minutes of travel time



Chinook Parking Lot Site Service Changes

Inbound Bus Path

Most Inbound buses would use E Street to access the Chinook Site, where new bus stops would be installed. However:

- Routes 20, coming from Mountain View, would enter directly from 3rd Ave heading west.
- Routes 41, coming from Government Hill, would use a new path crossing Ship Creek on C Street and 2nd Ave.

At the Transit Center

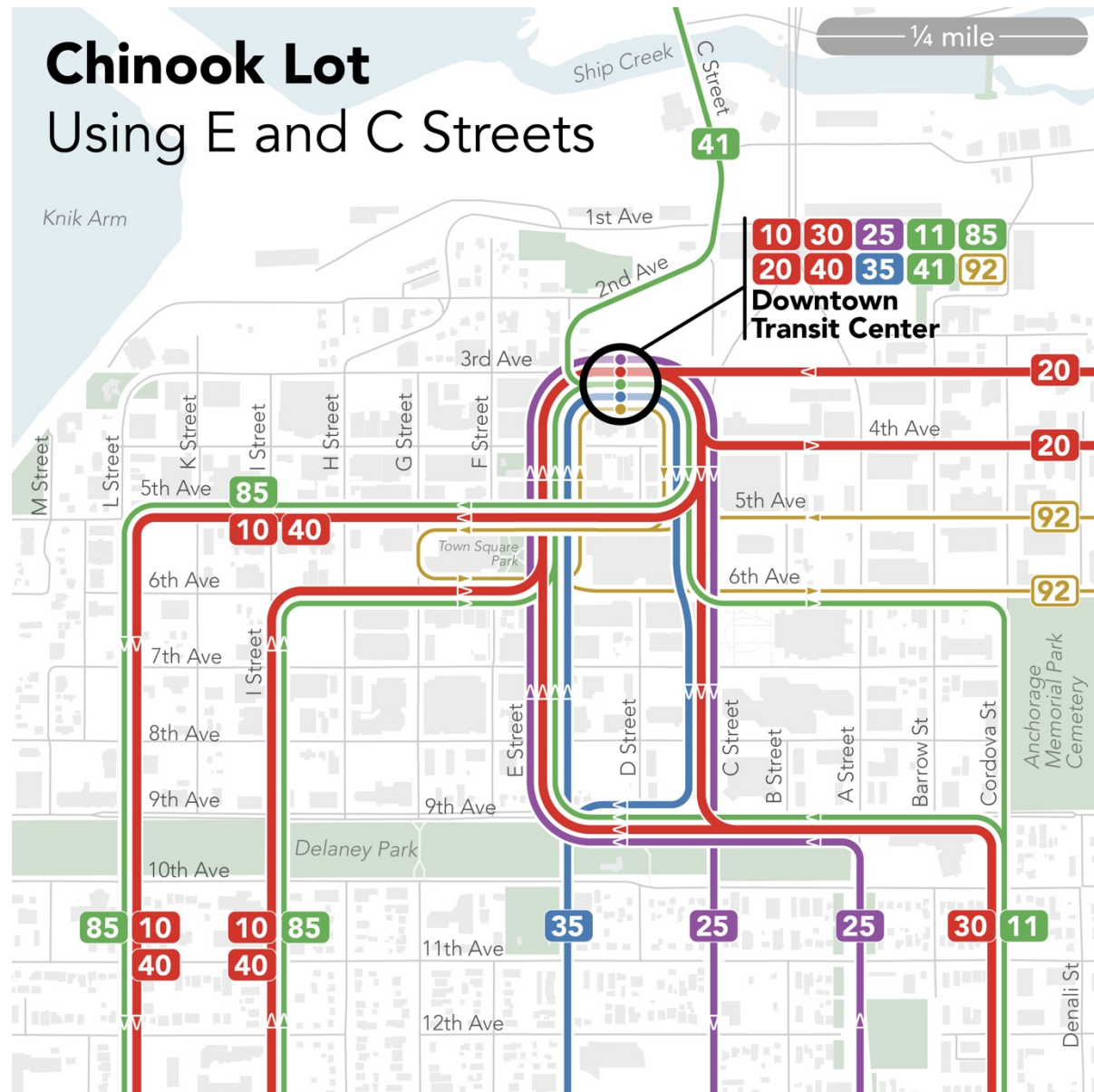
All buses would stop at stops inside the new Transit Center, located between C and E Street, north of 3rd Ave.

Outbound Bus Path

Most routes would exit the Transit Center heading east on 3rd Avenue, and then south on C Street. From there:

- Route 20 would turn east onto 4th Ave.
- Routes 10, 40 and 85 would turn west onto 5th Ave.
- Route 92 would turn east on to 6th Ave.
- Routes 11, 25, 30, and 85 would stay on C Street to 9th Ave.

Route 41 would return to Government hill using 2nd Ave to C Street heading north across Ship Creek.



Note on Routes 20 and 40
 In all scenarios, Routes 20 and 40 are assumed to operate as a single route in the future. PTD intends to make this service change in the next two years, regardless of the decision on the downtown transit center.

As an example, buses entering downtown from Mountain View as Route 20 would leave Downtown as Route 40 buses to Spenard.

Buses on Routes 20 and 40 would serve the transit center, but would not take a break at that location. Passengers would not have to transfer between these two routes.

Chinook Parking Lot Site Isochrones

Some Areas More Impacted Than Others

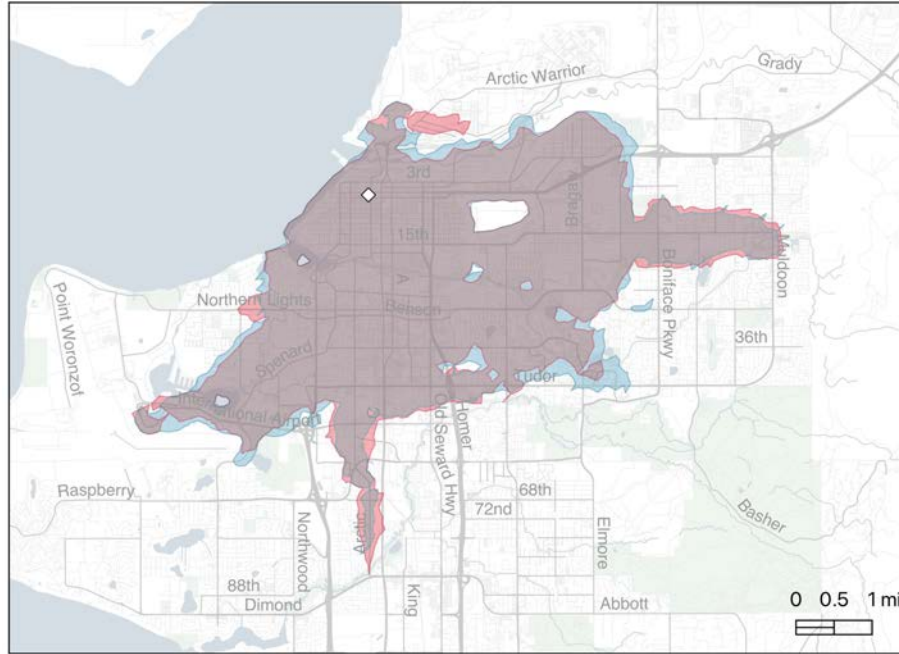
Areas around the current TC and southeast Downtown would be served by fewer routes. Some trips from those areas would require longer walks to the closest bus stop.

From places north of 5th Ave in Downtown, the number of residents someone could reach in 45 minutes or less by transit would generally change very little and in some cases would increase.

However, from many places south of 5th Ave, the number of residents someone could reach in 45 minutes or less by transit would decrease by 10% or more.

This is calculated based on the time to walk to the nearest relevant bus stop, the average wait time for the next bus, time spent riding on the bus, and any transfers.

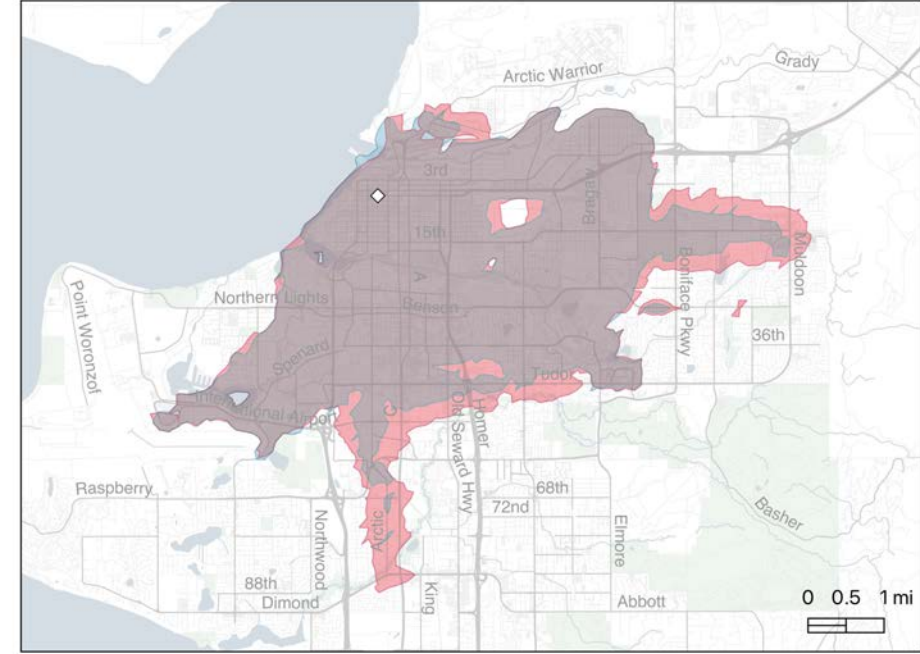
Leaving from **Town Square Park**, where could you go in 45 minutes or less, using transit and walking?



Change compared to the Existing Transit Center location

Total Residents	% Residents
+1,200	+1.5%

Leaving from **Anchorage City Hall**, where could you go in 45 minutes or less, using transit and walking?



Change compared to the Existing Transit Center location

Total Residents	% Residents
-13,600	-16.5%

How to Read these Maps

The maps above compare how far you can go today, to how far you could go based on the service changes required for this transit center site option, if your trip started at the place shown in the title. From there:

- Areas shown **in pink** are **no longer reachable** within 45 minutes.
- Areas shown **in light blue** are **newly reachable** within 45 minutes.



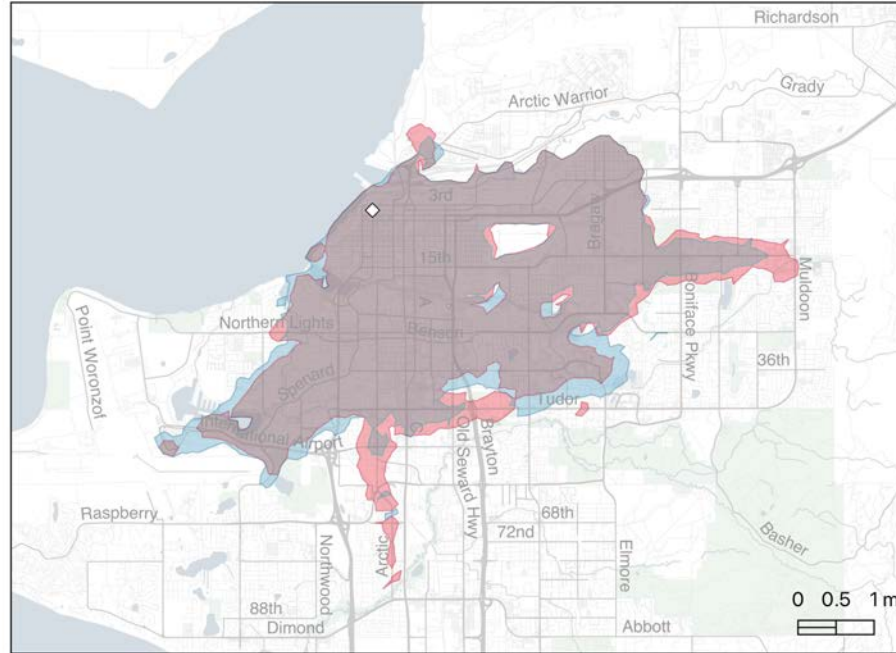
Chinook Parking Lot Site

Isochrones (cont'd)

The maps on the previous slide compare how far someone could go in 45 minutes using transit and walking, starting from Town Square Park and Anchorage City Hall, if People Mover moved the transit center to the Chinook Parking Lot site.

The maps on this slide are similar, except they start from two different locations: the Superior Court (near 4th Ave & I Street), and the vicinity of the Anchorage Museum and Federal Courthouse (near 7th Ave & A Street).

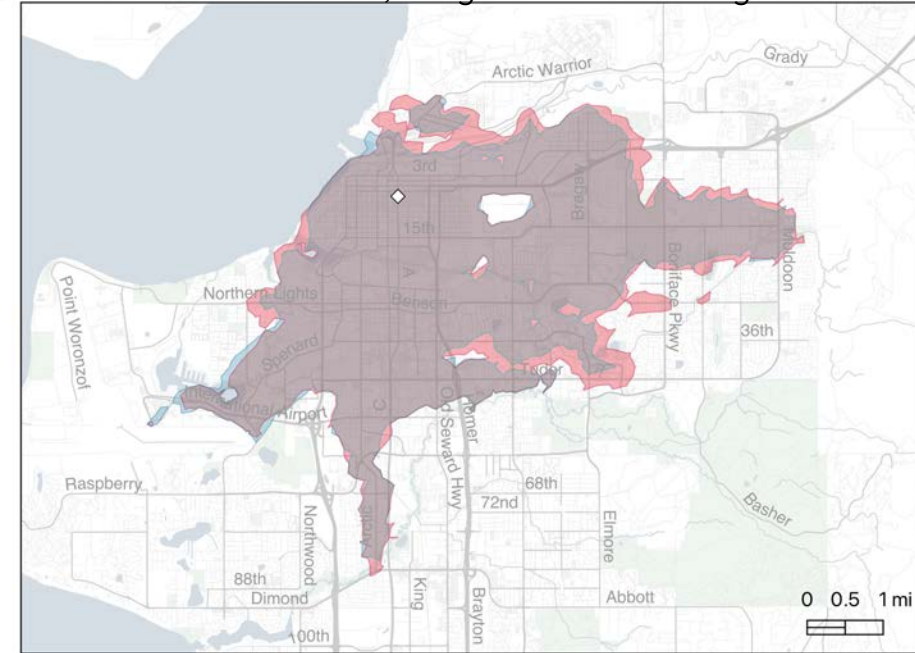
Leaving from **Superior Court (4th Ave & I St)** where could you go in 45 minutes or less, using transit and walking?



Change compared to the Existing Transit Center location

Total Residents	% Residents
-1,700	-2.5%

Leaving from near the **Anchorage Museum and Federal Courthouse (7th Ave & A St)** where could you go in 45 minutes or less, using transit and walking?



Change compared to the Existing Transit Center location

Total Residents	% Residents
-7,700	-10.0%

How to Read these Maps

The maps above compare how far you can go today, to how far you could go based on the service changes required for this transit center site option, if your trip started at the place shown in the title. From there:

- Areas shown **in pink** are **no longer reachable** within 45 minutes.
- Areas shown **in light blue** are **newly reachable** within 45 minutes.



Chinook Parking Lot Site

Job Access Impacts

Some Areas More Impacted Than Others

Outside of Downtown, most places would experience very little impact in access to jobs by transit. However:

- Areas near Arctic Blvd and Bragaw Street would experience a slight increase in job access, due to more direct travel into Downtown on Routes 20 and 35.
- Area near Debarr Road and Tudor Road would experience moderate decreases in job access, due to slightly longer walks from inbound bus stops on Routes 20 and 35 to many jobs Downtown, and longer paths on trips requiring transfers back out of Downtown.

This is calculated based on the number of job locations a person could reach in 45 minutes or less, starting from all locations shown on the map at right. The 45-minute travel time includes time to walk to the nearest relevant bus stop, the average wait time for the next bus, time spent riding on the bus, and any transfers.

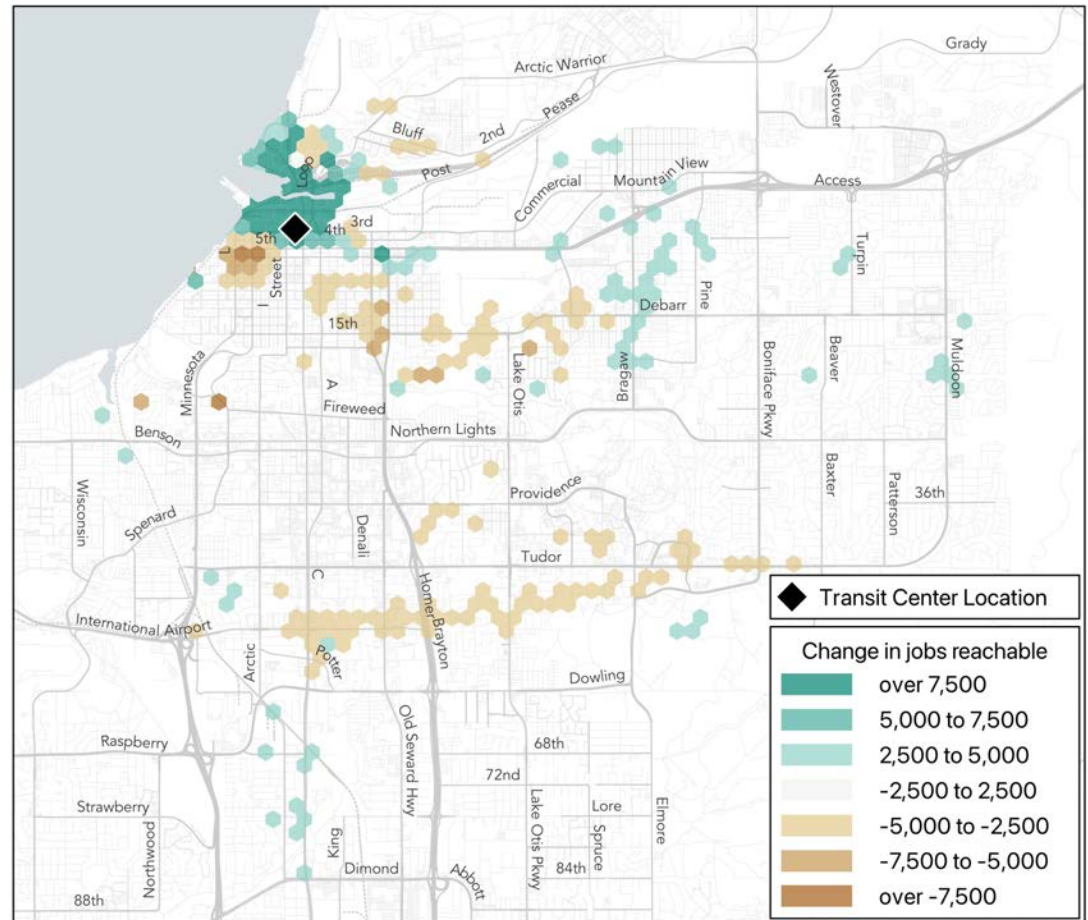
How to Read this Map

On the map at right:

- Areas where job access by transit would **increase** are **green**.
- Areas where job access by transit would **decrease** are **brown**.
- Areas with **little or no change** in job access are shown in **white**.

Chinook Parking Lot - E/C Street
225 E Street

Change in jobs reachable
45 minutes of travel time



Chinook Parking Lot Site

Job Access Impacts (cont'd)

This map is identical to the map on the previous slide, except it shows how any changes in job access are related to where different bus routes operate. This map shows that:

- Increases in job access would be concentrated near Route 20 (Mountain View) and Route 35 (Arctic).
- Decreases in job access would be concentrated near Route 25 (Tudor) and Route 30 (Debarr).

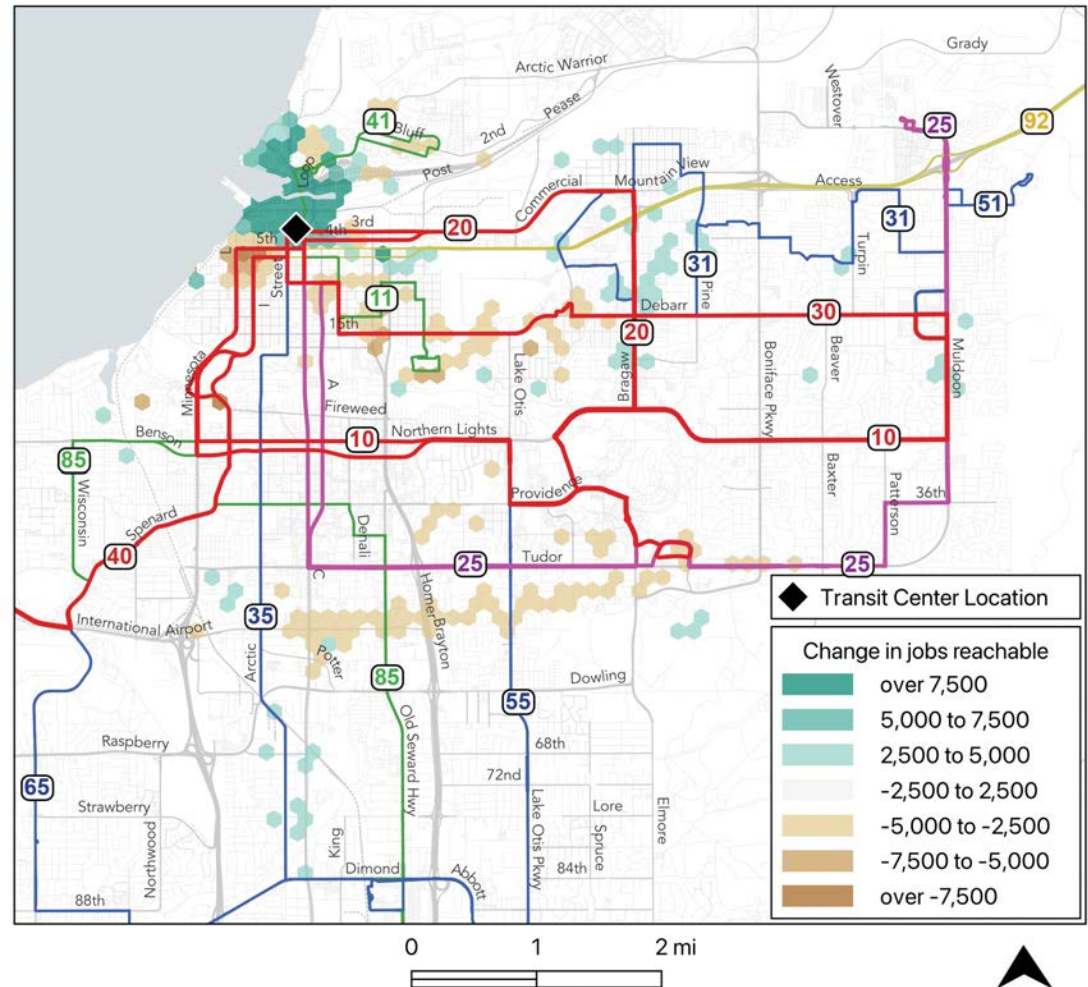
How to Read this Map

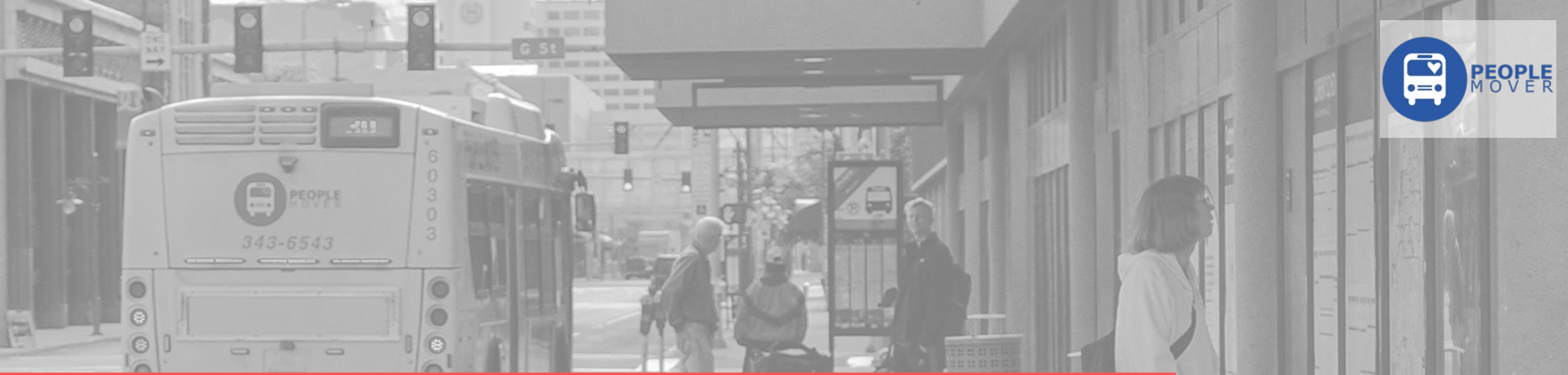
On the map at right:

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- Areas where job access by transit would **decrease** are **brown**.
- Areas with **little or no change** in job access are shown in **white**.
- Bus routes are shown with the same colors as on the Anchorage Transit Map (see slide 5).

Chinook Parking Lot - E/C Street
225 E Street

Change in jobs reachable
45 minutes of travel time





Summary of Impacts by Site

High Level Assessment

Potential Impacts at Multiple Levels

The decision about where to locate any transit center will impact:

- **Transit riders and operations**, due to changes to the transit center location and design.
- The **Municipality of Anchorage as a whole**, due to the costs, risks and development opportunities associated with each site.

High Level Impact by Site

The next two slides present a summary of these impacts, based on the information provided in the site layouts. Generally speaking:

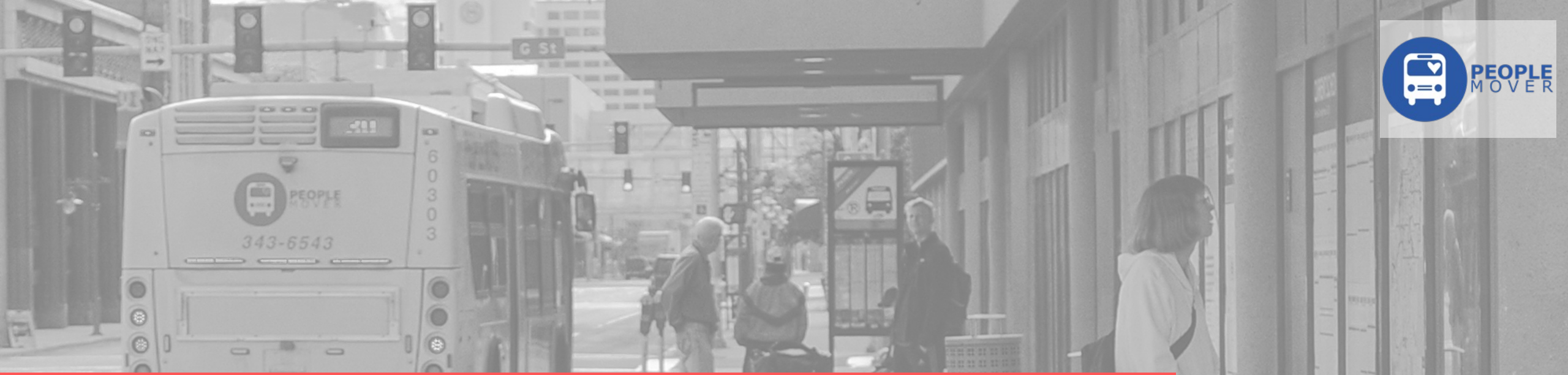
- The **Existing Transit Center** site has the lowest costs and fewest risks, but the least opportunity for transit service to improve.
- The **ConocoPhillips Parking Lot** site presents the highest costs and most risks but would limit impacts to passengers and make it easier to increase transit service in future.
- The **Chinook Parking Lot** site has a medium cost and relatively low risks. It would also provide the most space for transit service to increase in the future. However, it would have negative short-term impacts on some current riders.

Summary of Impacts on Passengers and Operations

	Site Design	Impact on Existing Service	Potential for Future Added Service	Indoor Space
Existing Site	<p>On-Street</p> <p>Less separation from traffic. Sidewalk waiting areas covered. Some transfers require crossing a street.</p>	<p>Minimal to None</p> <p>All routes serve stops within 1 block of their existing pattern Downtown.</p>	<p>Lowest</p> <p>Maximum of 12 in-service bus spaces at the Transit Center.</p>	<p>Lowest</p> <p>No more than 2,900 s.f. Not enough for all desired passenger and operator amenities.</p>
ConocoPhillips Parking Lot	<p>Mostly Off-Street</p> <p>Slightly reduced visibility from street. All waiting areas covered. All transfers within the same block.</p>	<p>Minimal</p> <p>All routes serve stops within 2 blocks of their existing pattern Downtown.</p>	<p>Medium</p> <p>Up to 19 in-service bus spaces at the Transit Center.</p>	<p>High</p> <p>Up to 10,000 s.f. Enough for all desired passenger and operator amenities.</p>
Chinook Parking Lot	<p>Fully Off-Street</p> <p>Slightly reduced visibility from street. All walkways and waiting areas covered. All transfers within the site.</p>	<p>Medium</p> <p>Different route patterns entering and leaving Downtown. Longer walks to some bus stops. Some trips with transfers require a few more minutes on the buss.</p>	<p>Highest</p> <p>Up to 23 in-service bus spaces at the Transit Center.</p>	<p>Highest</p> <p>Could be larger than 10,000 s.f. Enough for all desired passenger and operator facilities, potentially other uses as well.</p>

Summary of City and Policy-Level Impacts

	Cost to Build	Additional Development Opportunities	Risk of Project Failure or Delays
Existing Site	<p>Lowest, about \$ 1 million</p> <p>Outdoor construction limited to sidewalks, curbs, canopies and bus stop information. Small indoor facility included in existing development agreements.</p>	<p>None</p> <p>The block that hosts the transit center is already part of the ACDA 6th Ave hotel redevelopment.</p>	<p>Low</p> <p>PTD has existing agreements with the ACDA that guarantee its right to return to the existing site.</p>
ConocoPhillips Parking Lot	<p>Highest, about \$90 million</p> <p>Outdoor facilities covering over an acre. Larger indoor facility. Multi-story parking garage to replace existing ConocoPhillips surface parking lot.</p>	<p>Very Limited</p> <p>Maximum 2,500 s.f. developable on site. The parking garage and transit center building would require all other space not dedicated to bus circulation and waiting areas.</p>	<p>High</p> <p>Site belongs to a private owner, no pre-existing agreement with PTD. Owner may have other requirements beyond replacement of parking capacity.</p>
Chinook Parking Lot	<p>Medium, about \$25 million</p> <p>Outdoor facilities covering nearly two acres. Larger indoor facility. No replacement of existing surface parking lot.</p>	<p>Significant</p> <p>Up to 1/2-acre developable with 23 bus spaces. Large enough for buildings or civic uses, potentially could be combined with development on adjacent city-owned sites.</p>	<p>Low</p> <p>Site is city-owned and managed by ACDA EasyPark. No current development prospects are competing for this site.</p>



Next Steps

Next Steps

April 2024 Public Outreach

The project team is consulting the public on the three remaining sites from April 3 to May 3, 2024. This includes:

- A stakeholder workshop on April 3rd, 2024.
- In-person Open Houses at Anchorage City Hall, Room 155 on Wednesday, April 3rd (4 PM to 7 PM) and Thursday, April 4th, 11 AM to 2 PM
- **Let us know what you think!** an Online Open House, including a public survey, will be available at www.anctransitcenter.com until May 3rd.

Deciding on a Preferred Site

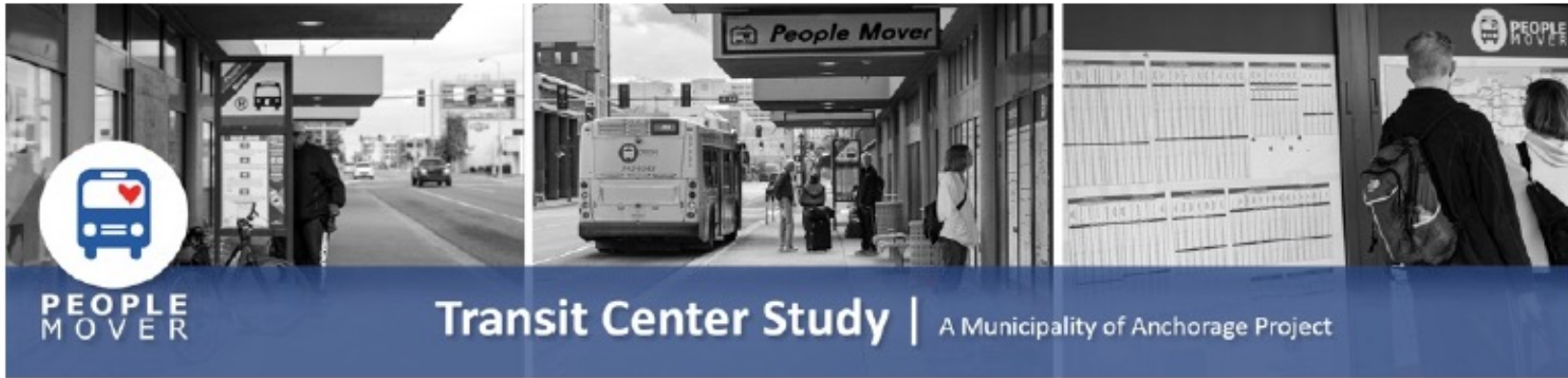
The project team will compile the feedback received to assist PTD and city policy makers in deciding on a preferred site in May and June.

When Would A Move Happen?

Once a decision has been made, the project team will develop a more detailed concept for the selected site, and assist PTD in the regulatory process for public facility site selection.

The timing for relocation of the transit center remains uncertain; it depends largely on the timing of redevelopment of the existing transit center site. However:

- PTD anticipates a temporary relocation of the transit center for redevelopment could occur as soon as late 2024.
- The transit center would begin operations at its new permanent location (one of the three sites presented in this report) would likely occur approximately two years later.



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

