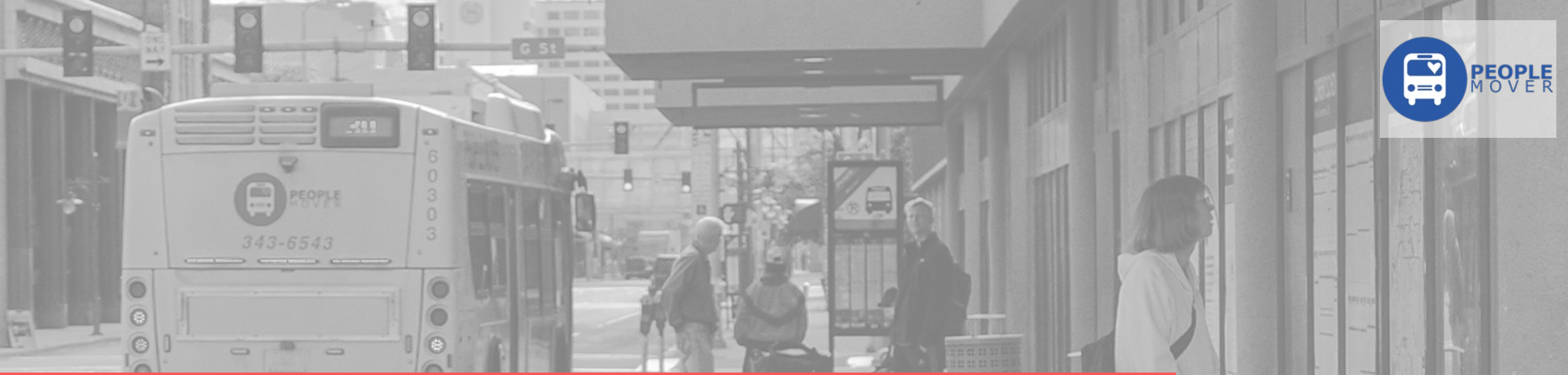




# Transit Center Study

## Summary of Alternatives

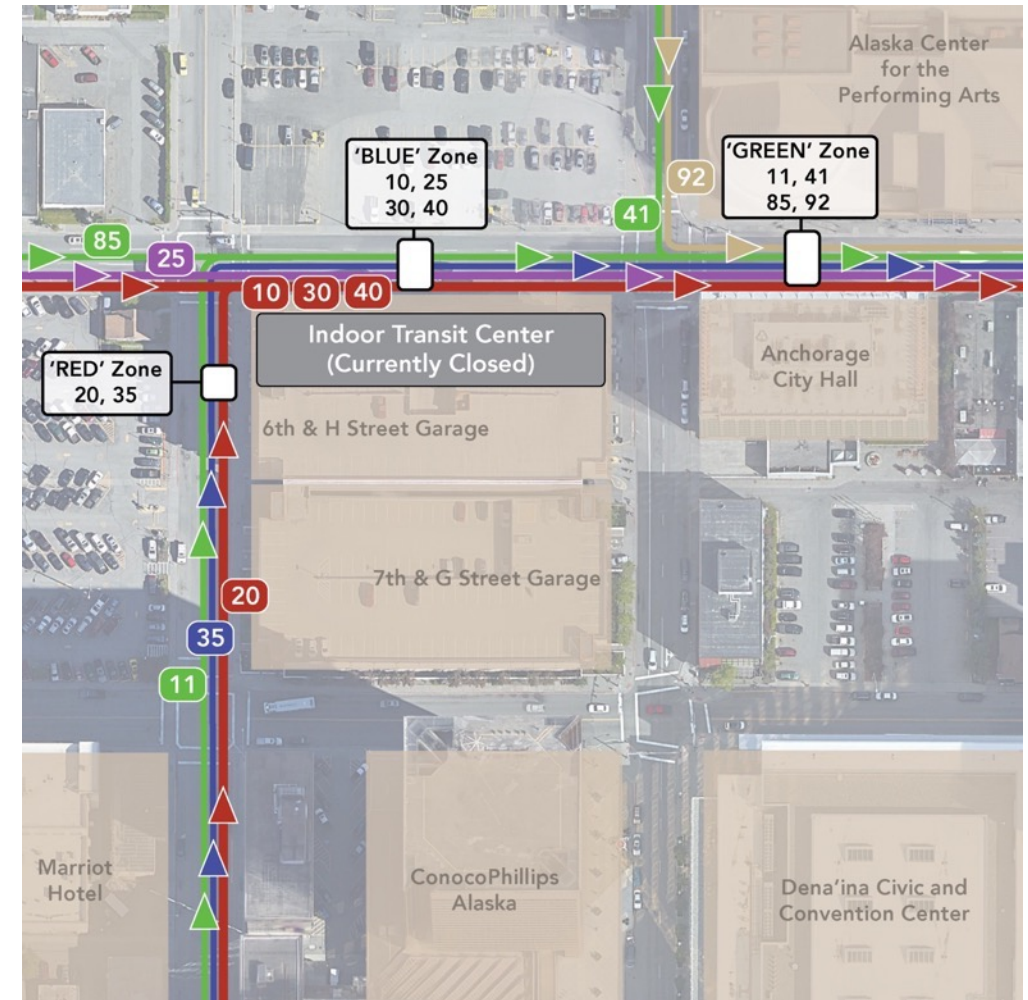
Stakeholder Workshop – April 3, 2024



# Project Context

# Project Context

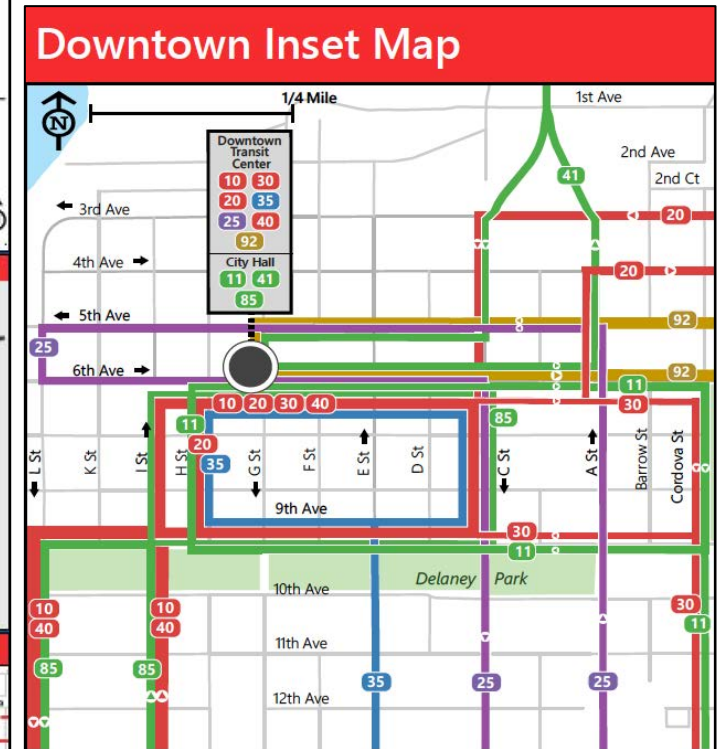
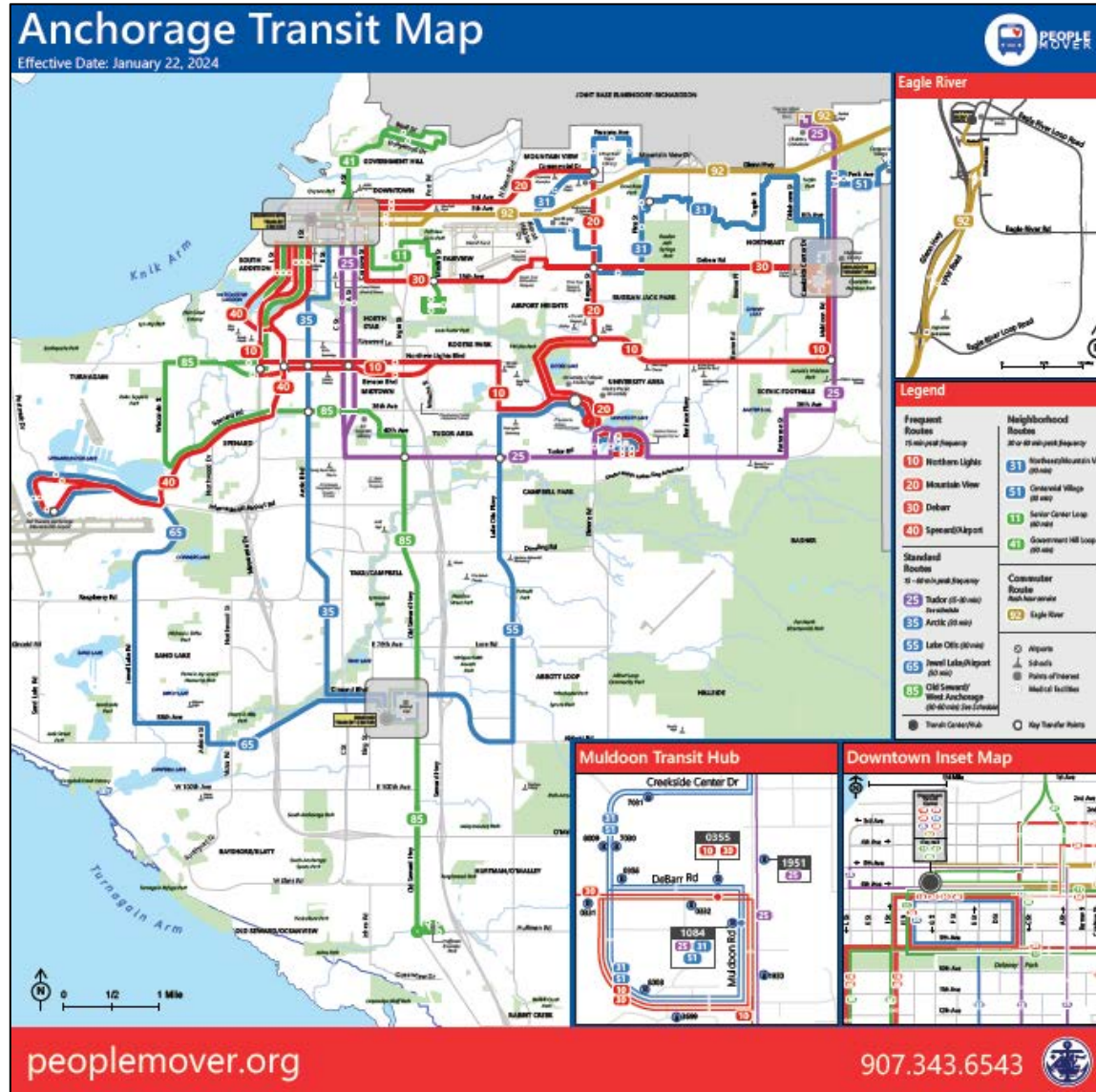
- The existing transit center is on a block of parking garages, owned by ACDA.
- Redevelopment plans at the site will require a temporary relocation.
- Envisioning whether a permanent relocation would make sense.



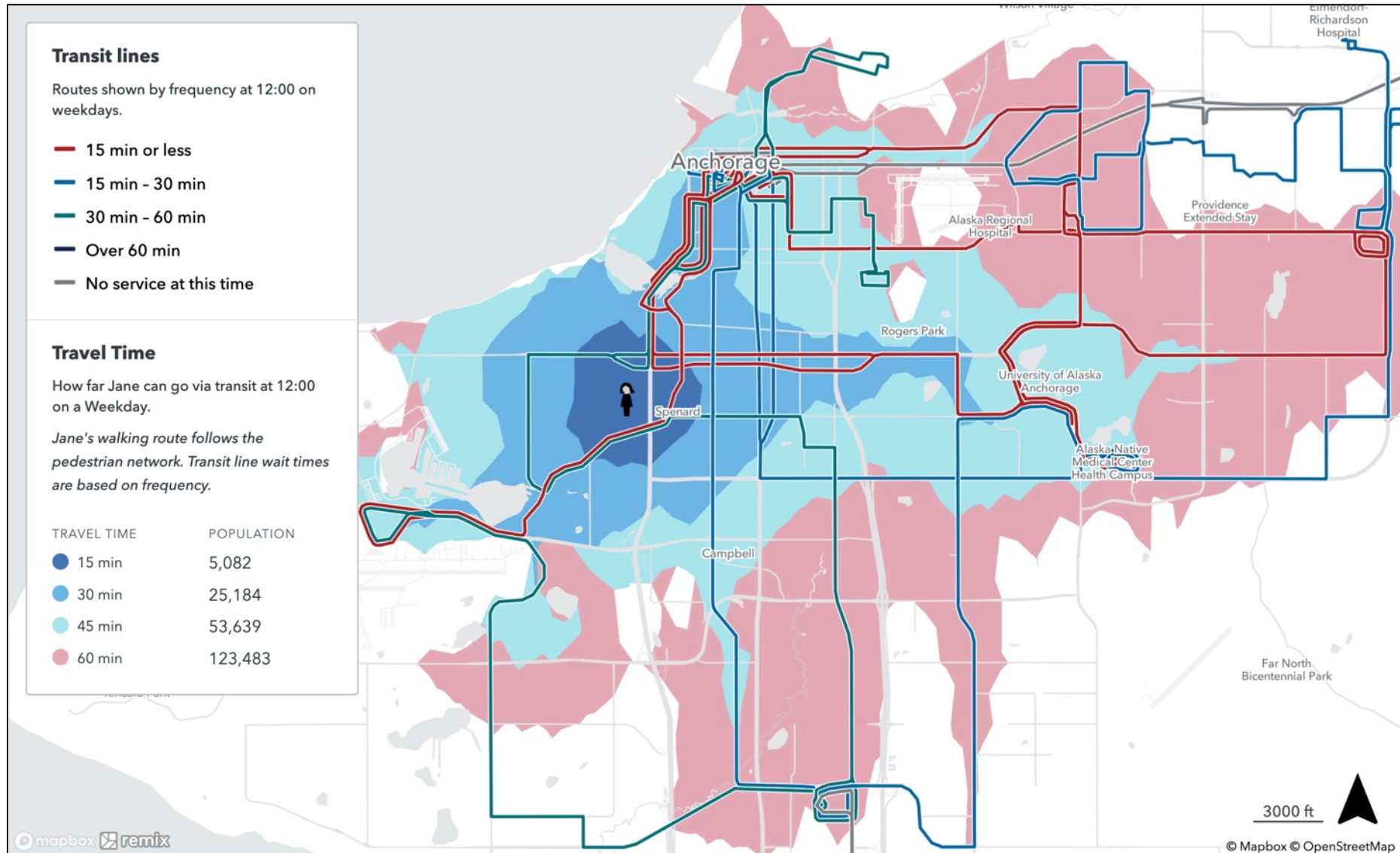
# Three Roles of a Transit Center

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

# The Transit Center facilitates the entire network...



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



# Progress and Status



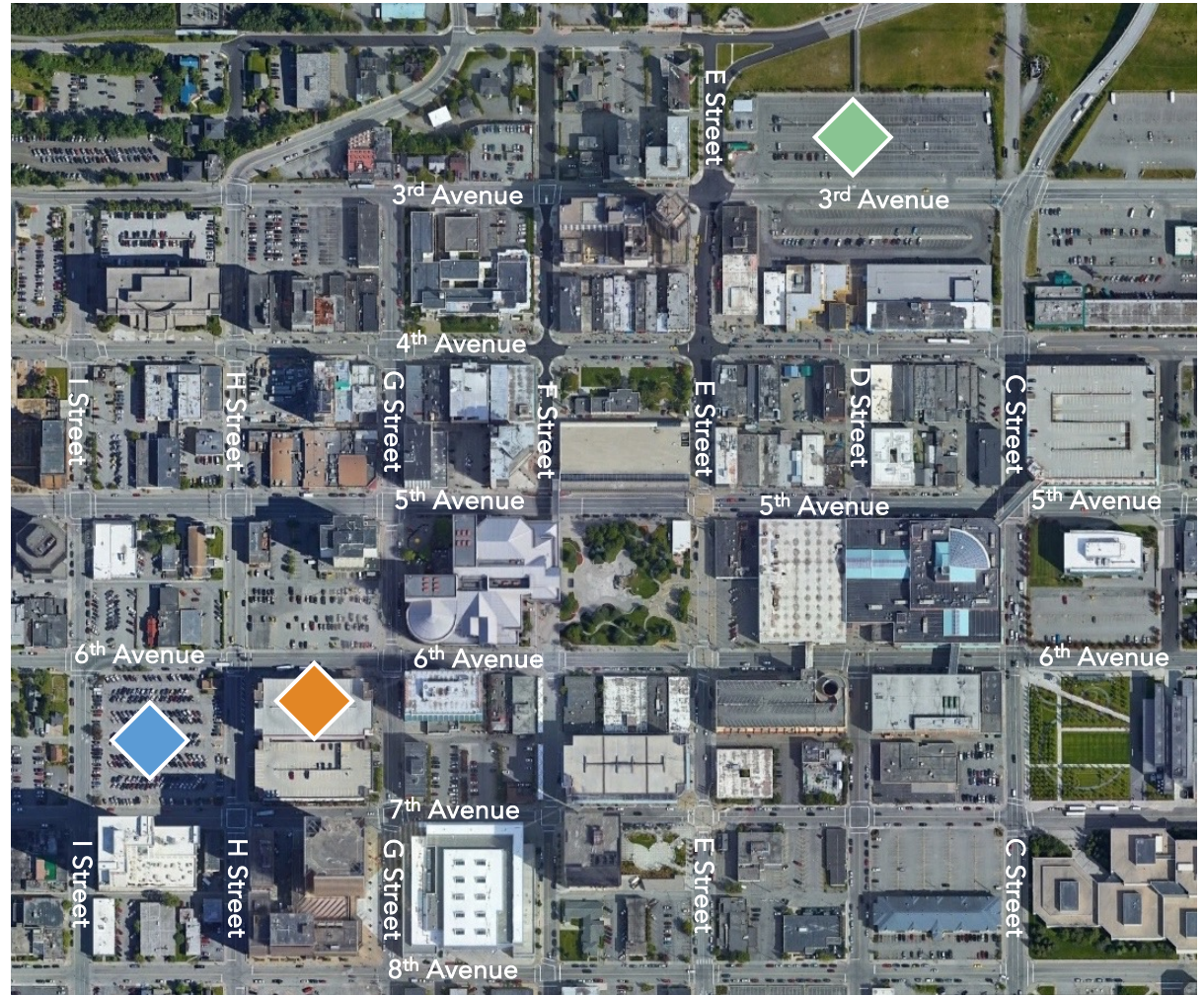
# How We Got Here

- Project team identified the six most viable locations out of 42 initial possible sites.
- Public and stakeholder input established three preferred sites
  - Downtown sites preferred over Midtown sites
  - Survey responses favored Existing TC and Conoco
  - Stakeholders favored Conoco and Chinook
- PAC recommendation to proceed based on these three sites, and agreement from PTAB.



# Three Potential Future Locations

- ◆ Existing Transit Center Site
  - 700 W 6th
- ◆ ConocoPhillips Parking Lot
  - 801 West 7th Avenue
- ◆ Chinook Parking Lot
  - 225 E Street

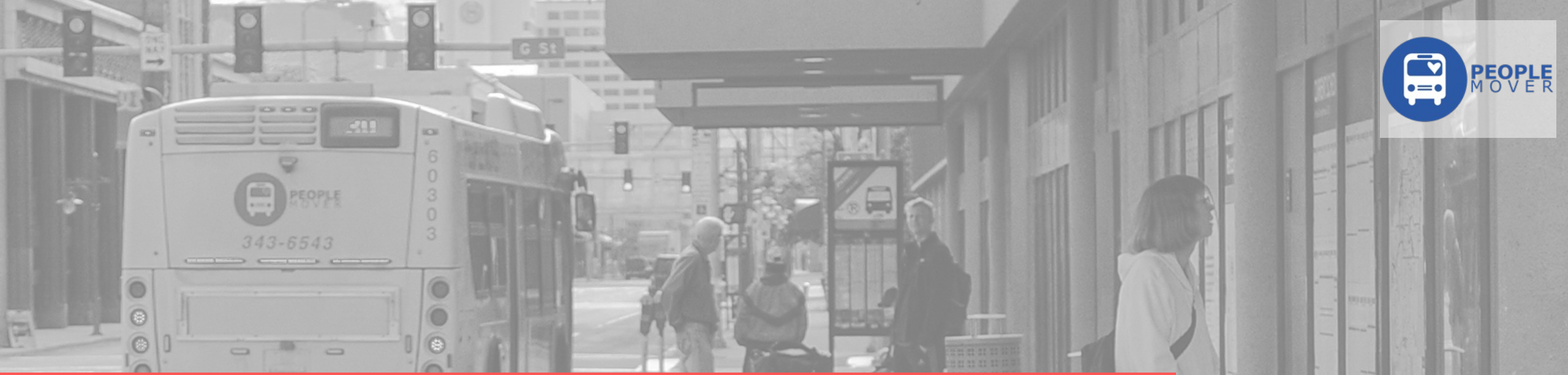


# Today's Goal

- Present concepts for how each site would work as a future transit center.
- Gather stakeholder feedback.
  - Which site do you think will work best?
  - What matters most in making this decision?

# Next Steps: through early May

- In-person Open Houses.
  - Anchorage City Hall, Room 155
  - **Today**, from 4 to 7 PM
  - **Tomorrow**, from 11 AM to 2 PM.
- Online Open House
  - Available at [www.ancransitcenter.com](http://www.ancransitcenter.com) until May 3<sup>rd</sup>.
  - **Includes a public survey.**



# Transit centers in comparable cities

# Eugene Station (Eugene, OR)



# Eugene Station (Eugene, OR)



# Eugene Station (Eugene, OR)

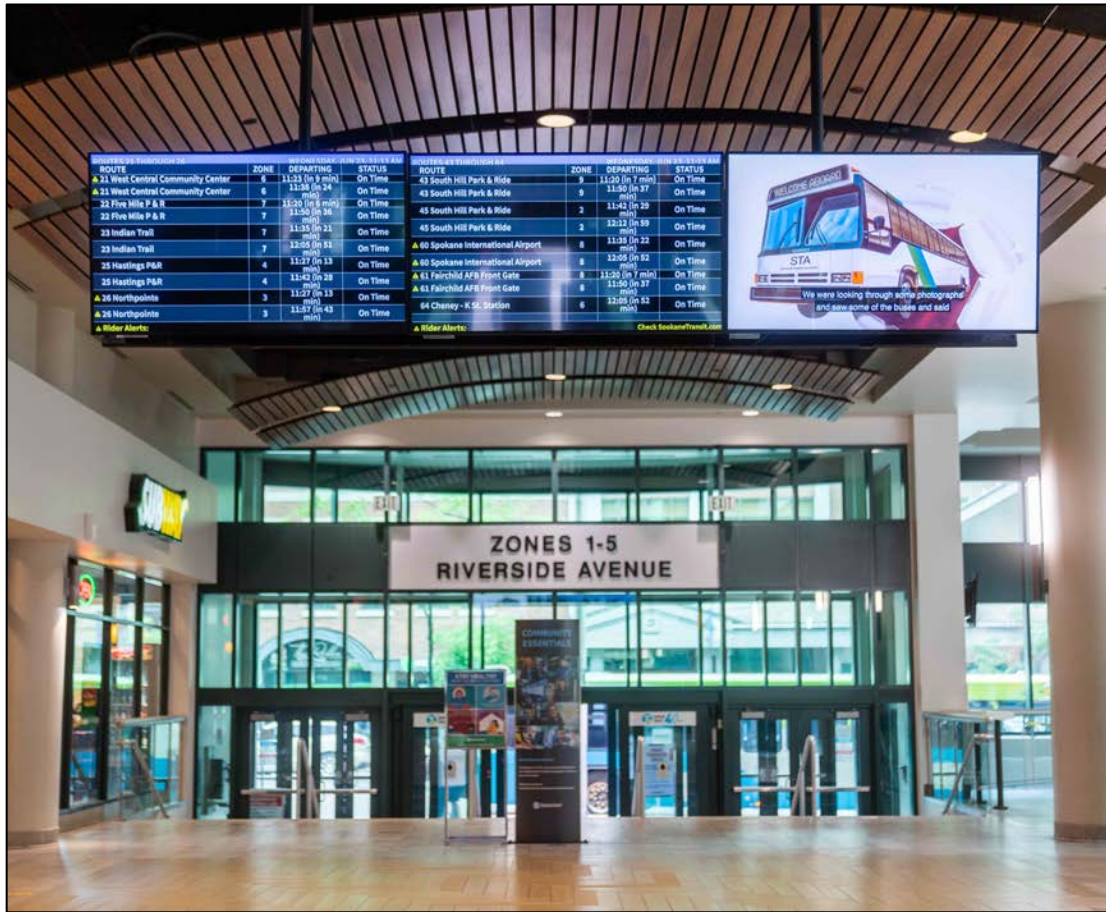
- 18 off-street bus bays
- 2 bus stops on adjacent streets
- 2 acres (most of a 330x330 ft block)
- Operator break rooms and customer service facilities
- Convenience store and multiple other businesses in adjacent building

# The Plaza (Spokane, WA)





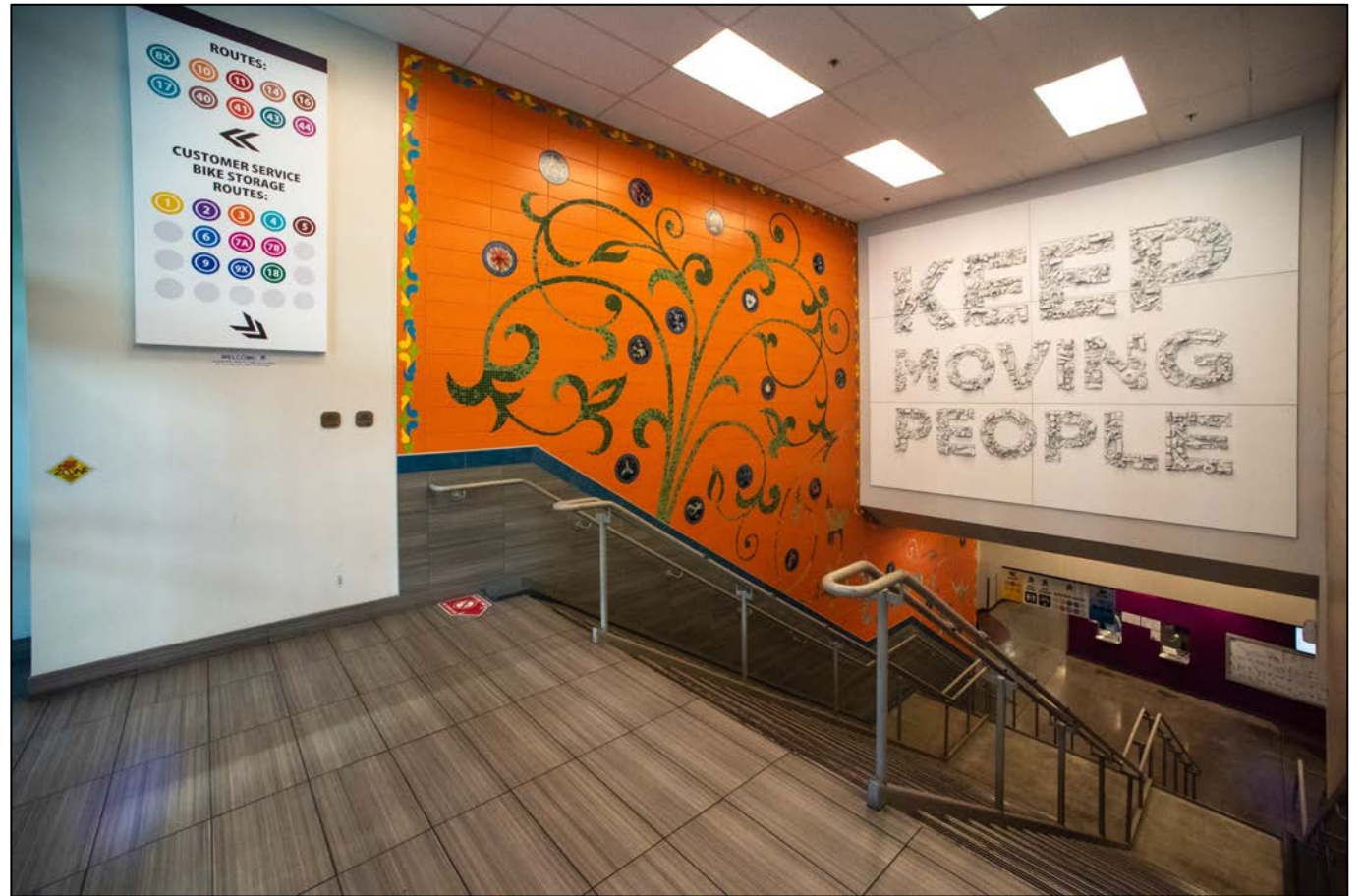
# The Plaza (Spokane, WA)



# 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



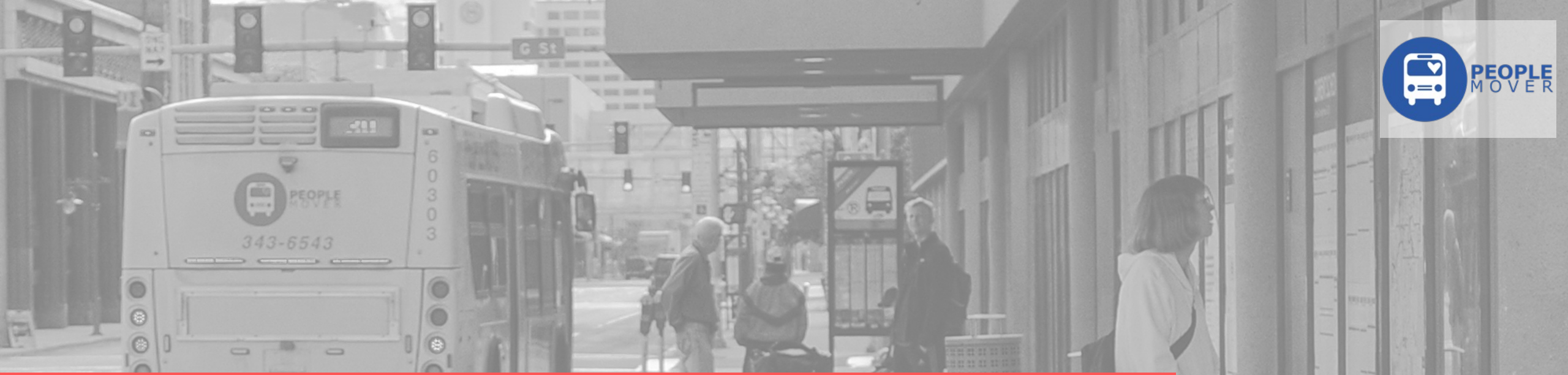
# Bus Interchange - Christchurch, New Zealand



# 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.





# Conceptual Site Layouts

# Site Layout Goals

- Illustrate what each site might look like as a future transit center.
- Identify key advantages and disadvantages of each site based on setting, location and size.
- **Important: these concepts establish feasibility, but they are not final designs.** Future design development may incorporate additional considerations.

# Existing Site

**Familiar, central location**

**On-Street**

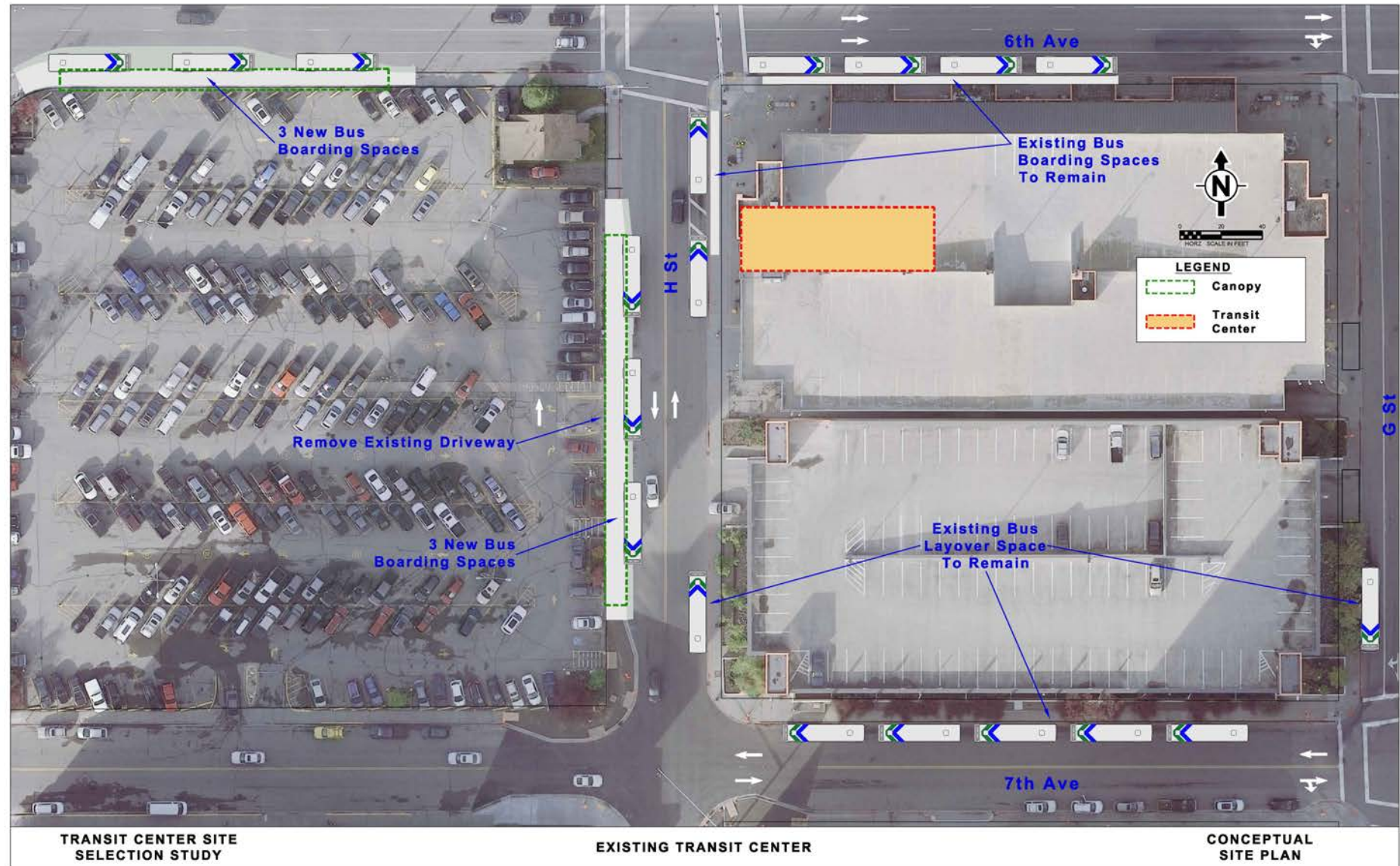
- Buses pull up to curb
- Sidewalk canopies
- Transfers may require crossing the street.

**Limited bus capacity**

- Up to 12 in-service spaces
- 7 layover-only spaces

**Small indoor facility**

- 2,900 square feet



# Conoco Site

**One block west** of existing.

## Mostly off-street

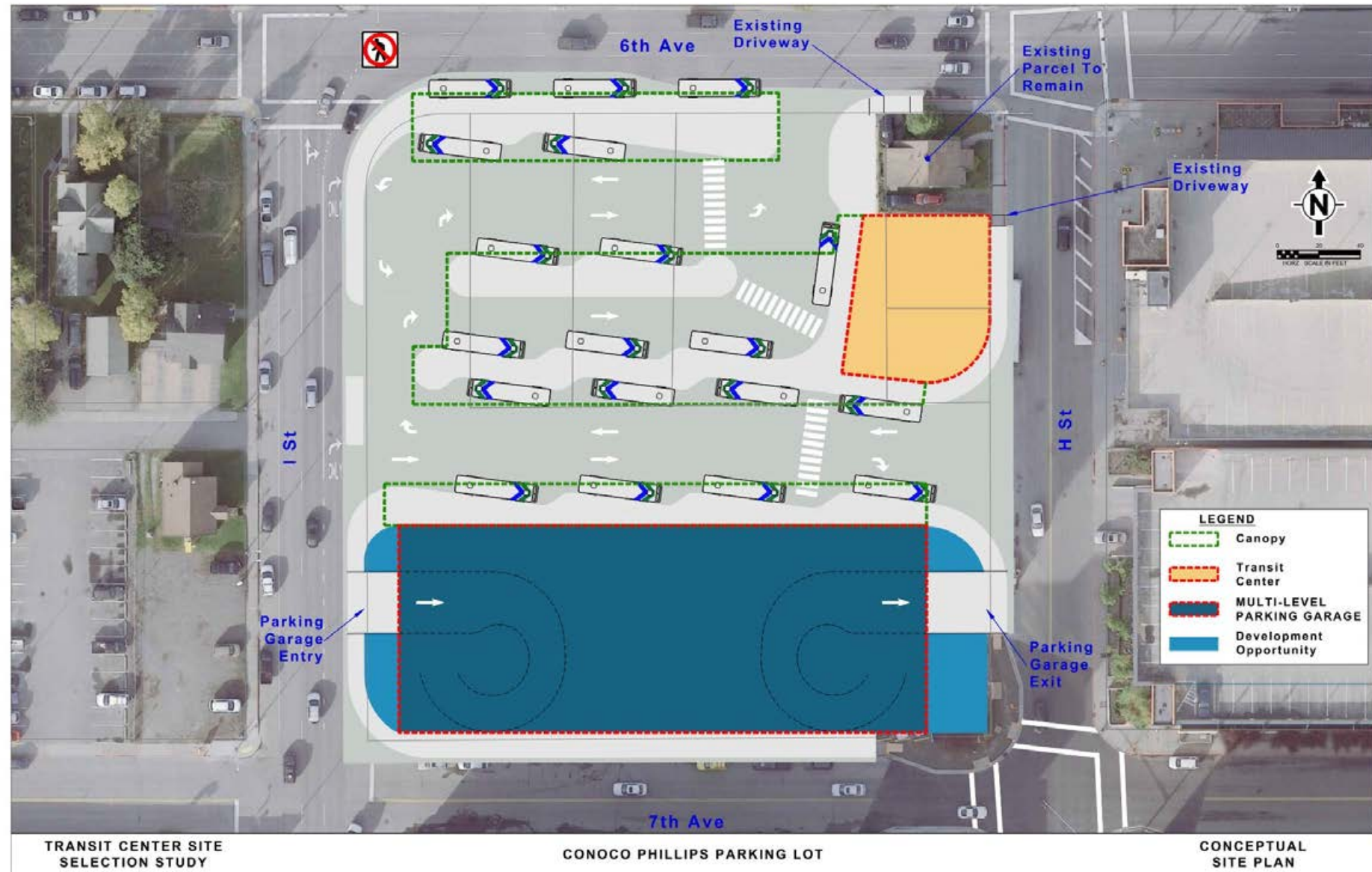
- Sawtooth bays.
- Waiting areas farther from traffic.
- Transfers within site.

## A little more bus capacity

- Up to 19 in-service spaces
- Capacity limited by parking garage.

## Larger indoor facility

- 2 stories, up to 5,000 square feet per story.



# Chinook Site

At northeast edge of Downtown about ~.5 miles from existing site.

Fully off-street

Maximizes bus capacity

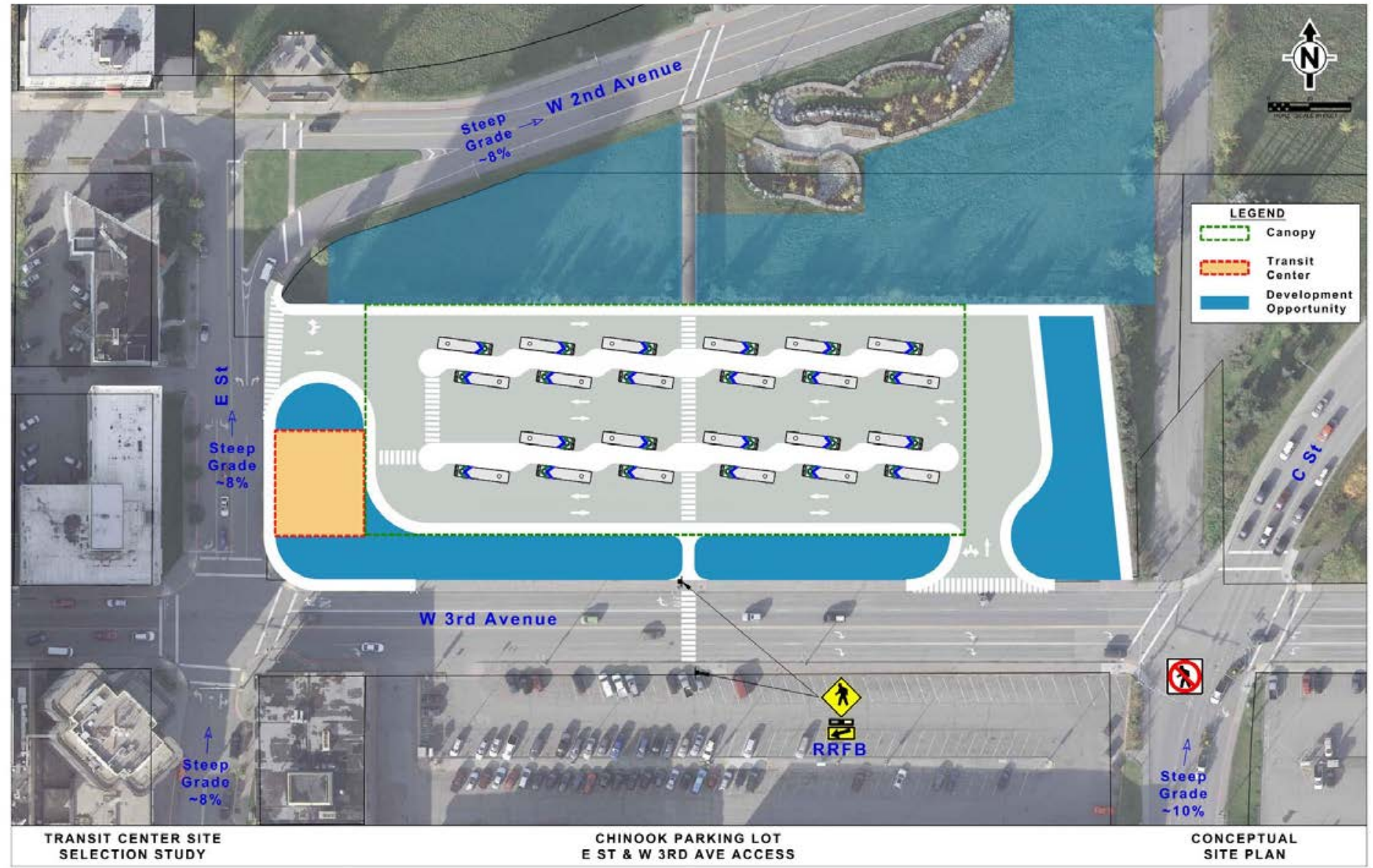
- 23 in-service spaces

Larger indoor facility

- 2 stories, at least 5,000 square feet per story.

Development opportunities

- Potential for commercial, civic or recreational use.



# Existing Site – Capital Costs

- **Lowest overall cost** to PTD: \$0.8 million
  - Limited to rebuilding sidewalks and curbs and new canopies
  - Small indoor transit center covered by redevelopment agreement with ACDA
- **All costs directly related** to transit uses.
  - Existing redevelopment project covers anything else happening on-site.

# Conoco Site – Capital Costs

- **Highest overall cost** to PTD: \$91 million. Cost factors include:
  - Off-street site development and larger footprint
  - Includes cost of indoor transit center.
  - Largest single item is the parking garage itself.
- **Significant costs not directly related** to transit uses
  - Garage is included to replace existing parking capacity for ConocoPhillips.

# Chinook Site – Capital Costs

- **Higher than existing site, lower than ConocoPhillips site.**
  - Estimated at \$25 million for work at the site.
  - Potentially, up to \$13 million in additional work on E Street.
- Exact cost may depend on final plans for development.
  - Site is large; PTD could choose to reduce the number of bus spaces and increase the space for development or civic uses.



# Summary Comparison of Costs

	<b>Existing (\$ million)</b>	<b>ConocoPhillips (\$ million)</b>	<b>Chinook (\$ million)</b>
Site Improvements	\$0.5	\$3.8	\$4.6
Canopies	\$0.3	\$7.4	\$12.1
Transit Building	\$0.0	\$8.3	\$8.3
Parking Garage	\$0.0	\$71.5	\$0.0
<b>TOTAL</b>	<b>\$0.8</b>	<b>\$91.0</b>	<b>\$25.0</b>



# Service Scenarios and Impacts

# Each scenario answers three questions:

- Where would buses operate Downtown?  
=> **Network Map**
- How would this change the convenience of transit from Downtown to the rest of the city?  
=> **Isochrone Map**
- How would job access by transit be impacted from different Anchorage neighborhoods?  
=> **Job Access Maps**

# Current Service

## Bus Stops

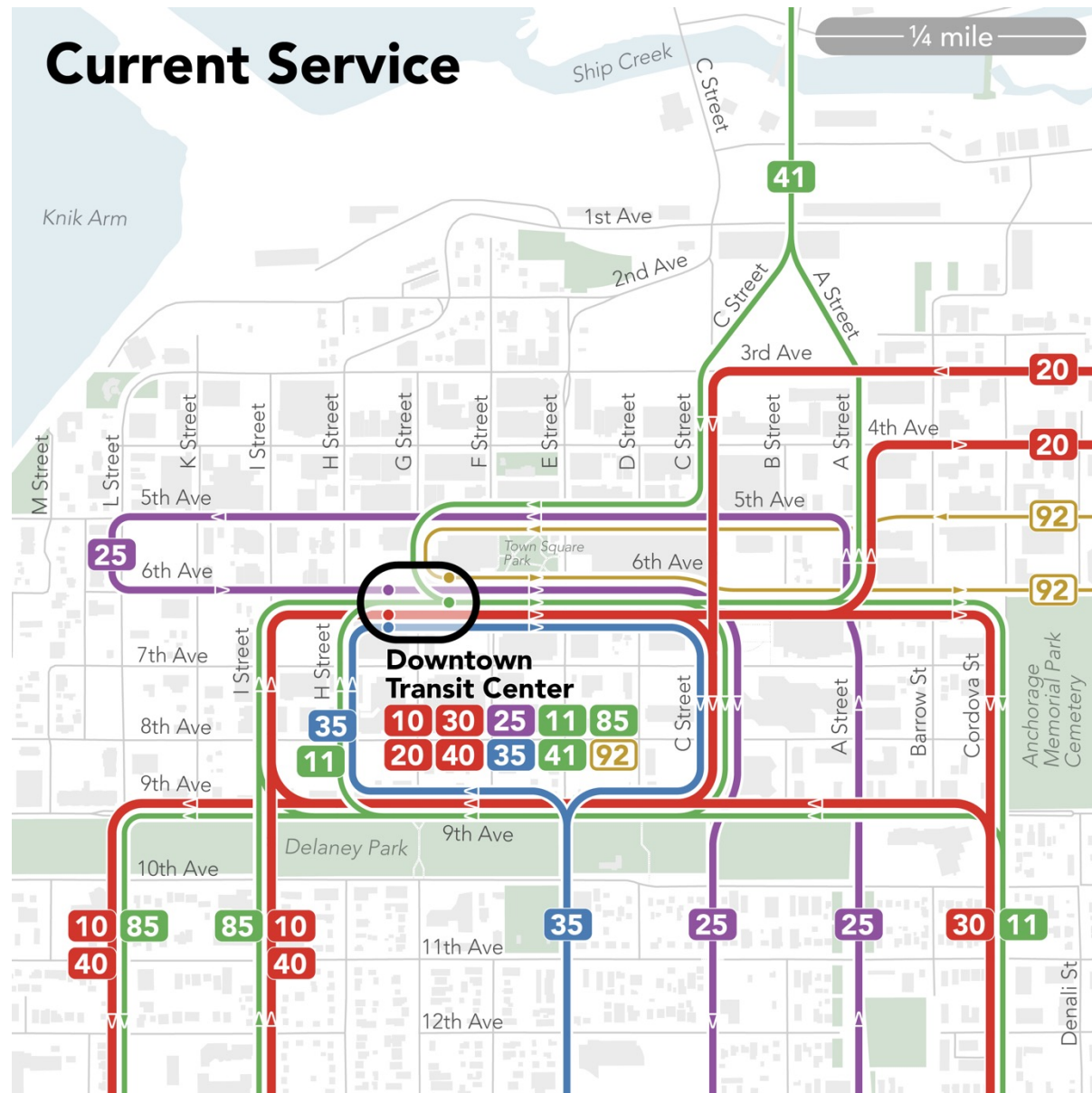
- 6<sup>th</sup>, between G and H
- 6<sup>th</sup>, just east of G (City Hall)
- H, just south of 6<sup>th</sup> (northbound)

## Inbound Buses via:

- 9<sup>th</sup> Avenue and I Street
- 5<sup>th</sup> Avenue

## Outbound Buses via:

- 6<sup>th</sup> Avenue



# Existing Site Changes

## Bus Stops

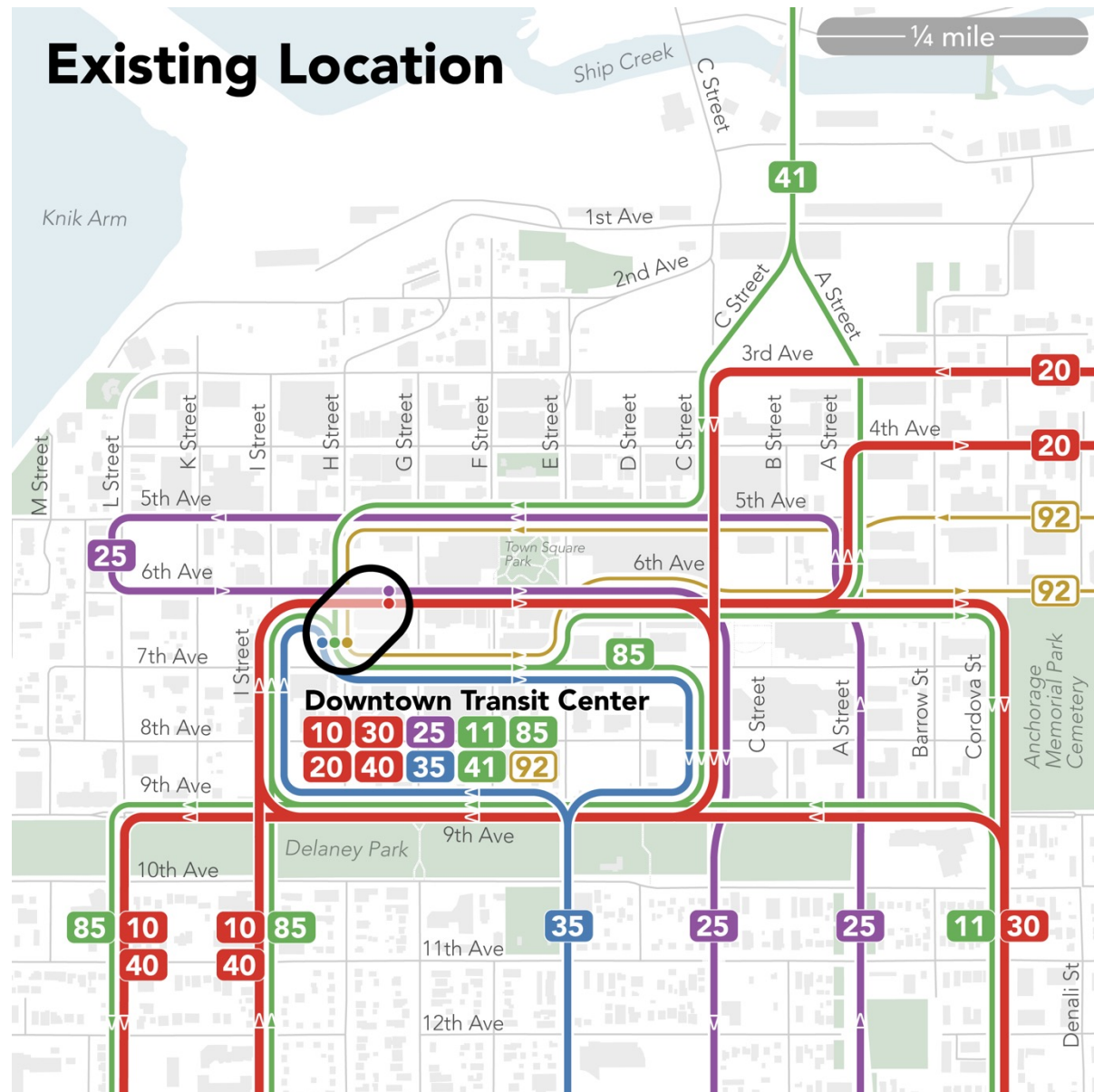
- 6<sup>th</sup>, between G and H
- 6<sup>th</sup>, between H and I
- H, just south of 6<sup>th</sup> (northbound)
- H, just south of 6<sup>th</sup> (southbound)

## Inbound Buses via:

- 9<sup>th</sup> Avenue and I Street.
- 5<sup>th</sup> Avenue.

## Outbound Buses via:

- 6<sup>th</sup> Avenue
- 7<sup>th</sup> Avenue



# Conoco Site Changes

## Bus Stops

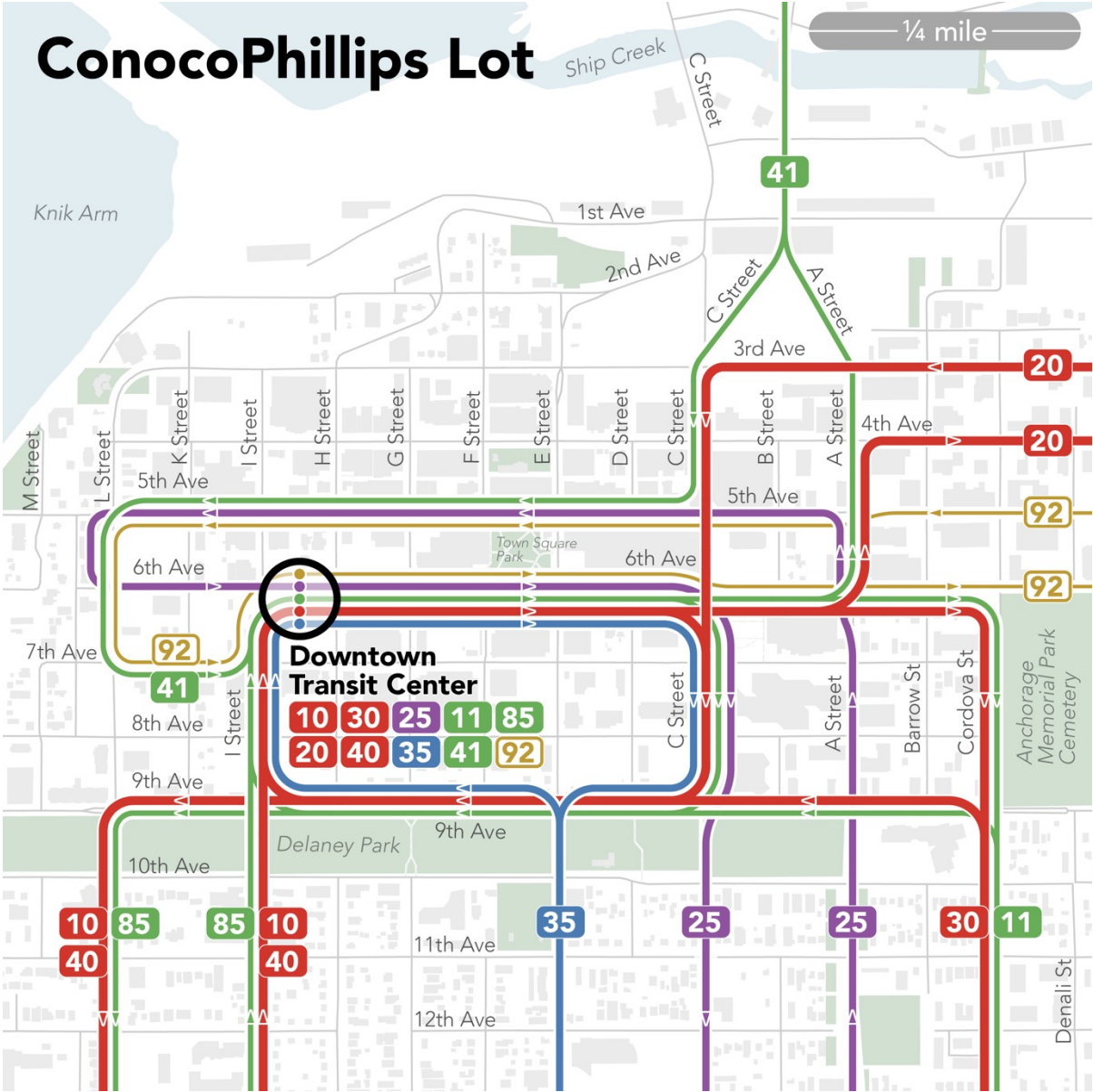
- On-site
- 6<sup>th</sup>, between H and I

## Inbound Buses via:

- 9<sup>th</sup> Avenue and I Street.
- 5<sup>th</sup> Avenue.

## Outbound Buses via:

- 6<sup>th</sup> Avenue



# Chinook Site

via E and C

## Bus Stops

- On-site

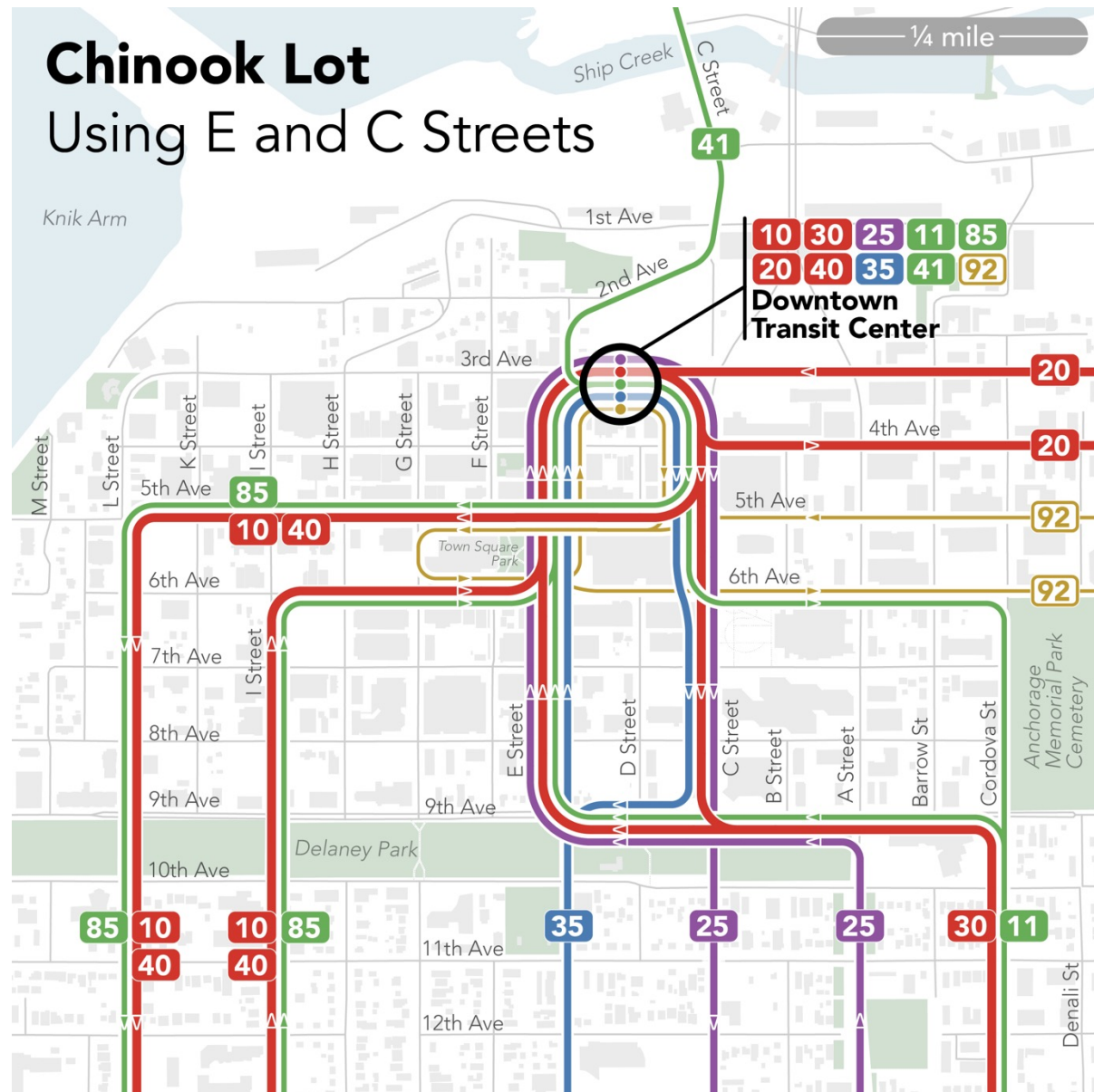
## Most Inbound Buses via:

- E Street

## All Outbound Buses via:

- C Street.

*Note: Route 20 buses would continue as Route 40 buses, with no transfer required at Chinook.*



# Chinook Site

via E Street Two-Way

## Bus Stops

- On-site

## Inbound and Outbound Buses via:

- E Street.

*Note: Route 20 buses would continue as Route 40 buses, with no transfer required at Chinook.*



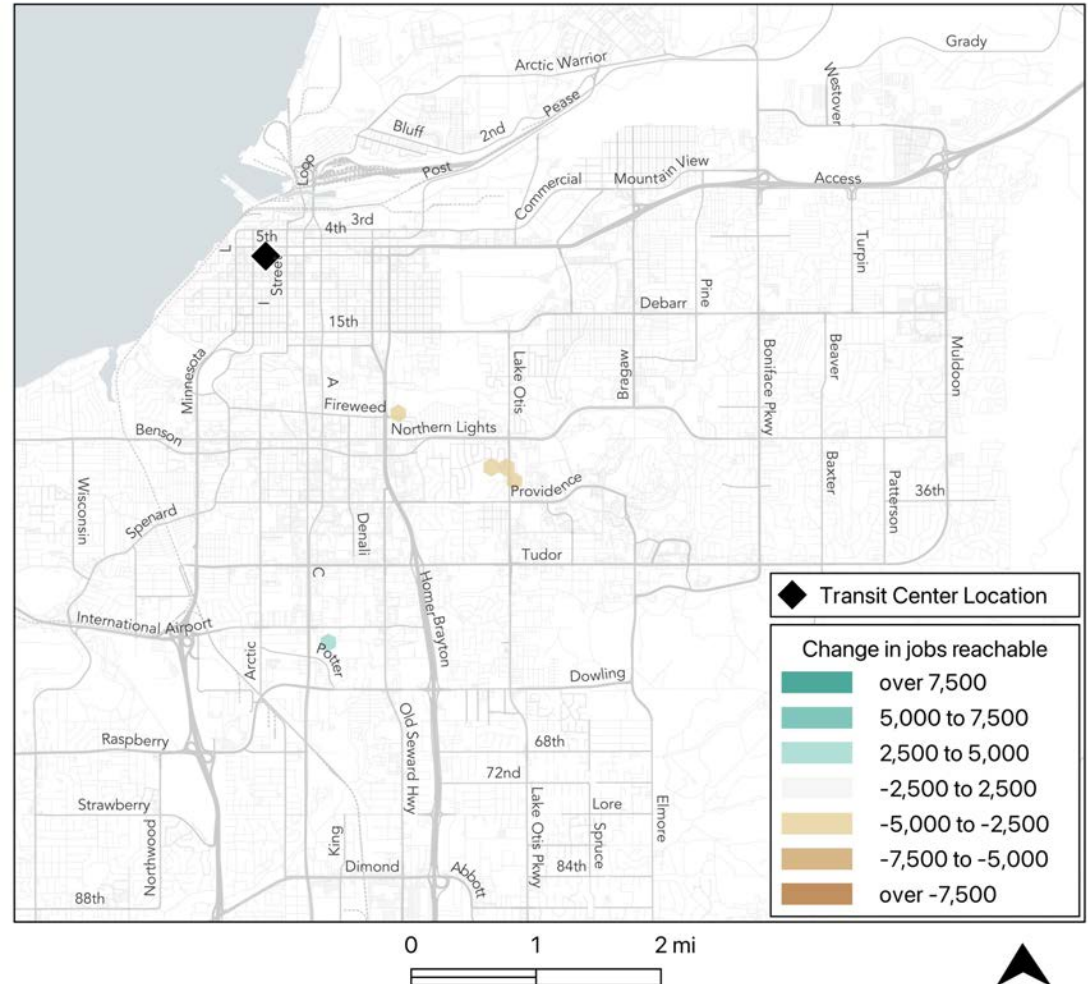


# Existing Site: Job Access Impacts

- **Most areas minimally affected or not at all**, due to minimal changes compared to current service.

Existing Transit Center Location  
700 West 7th Avenue

Change in jobs reachable  
45 minutes of travel time

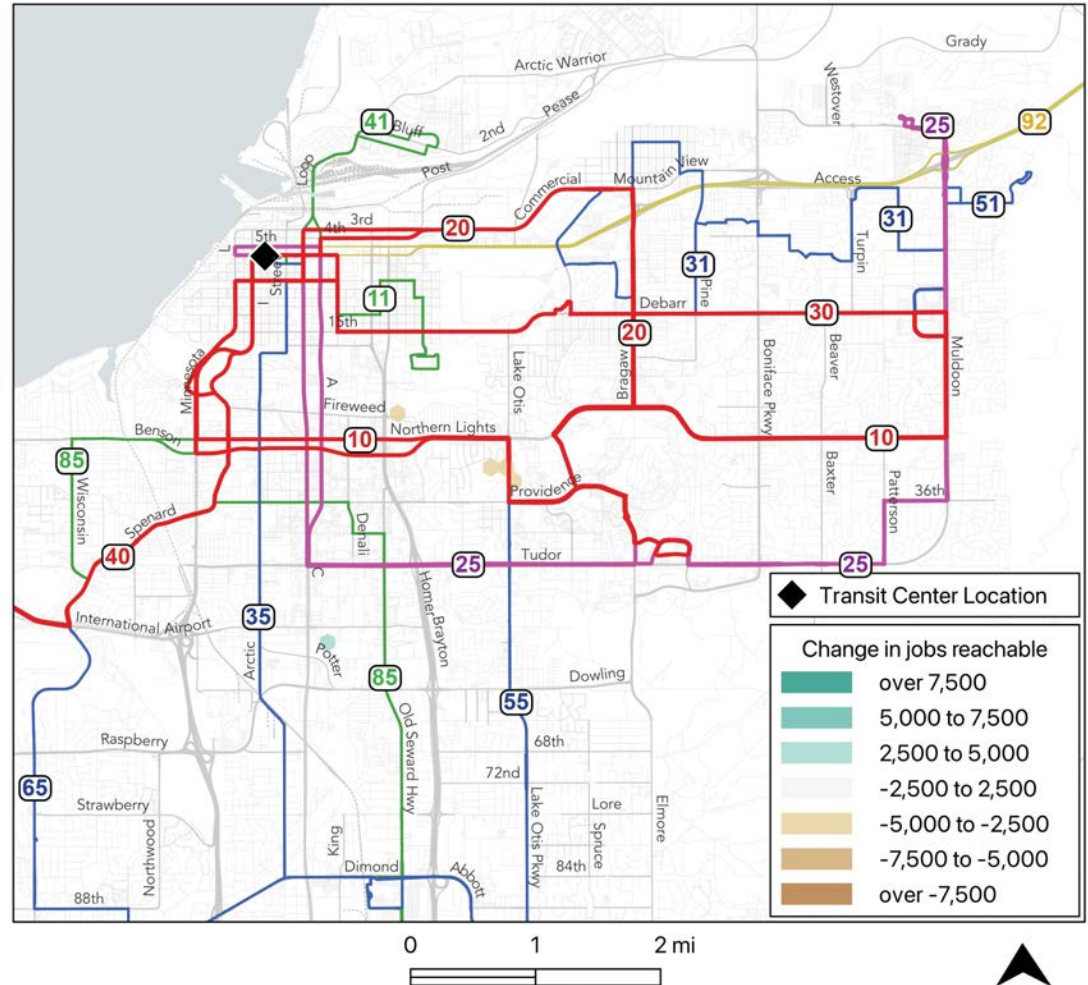


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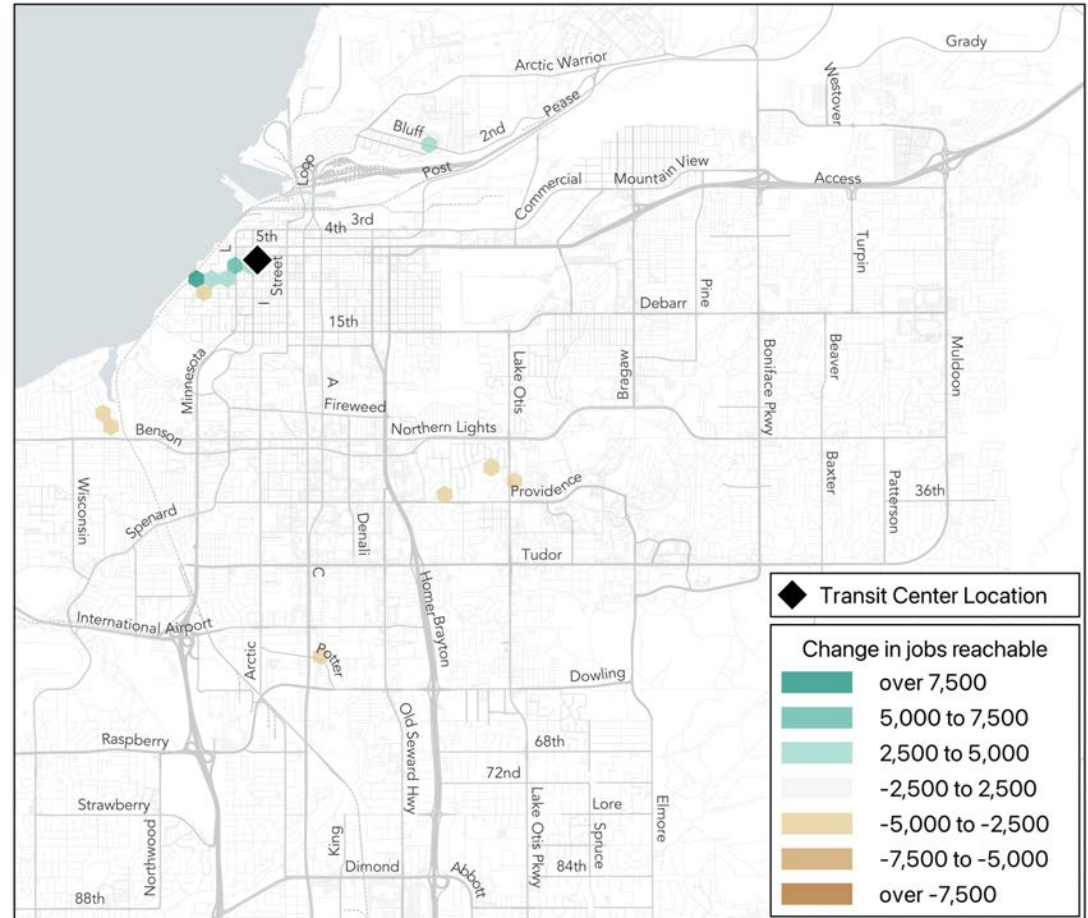


# Conoco Site: Job Access Impacts

- **Most areas minimally affected**, due to very limited changes compared to current service.

ConocoPhillips Parking Lot  
801 West 7th Avenue

Change in jobs reachable  
45 minutes of travel time

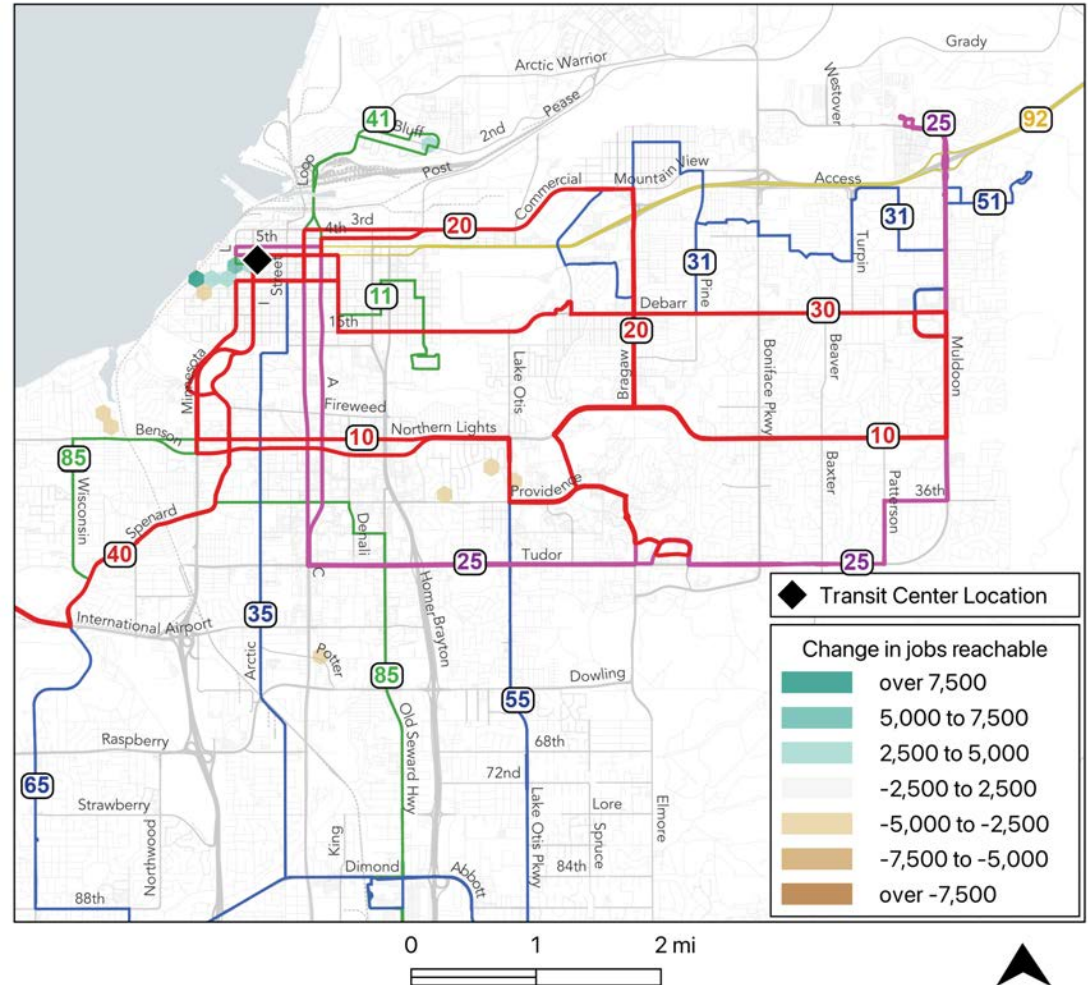


# Conoco Site: Job Access Impacts

- **Most areas minimally affected**, due to very limited changes compared to current service.
- Improved access to jobs in areas near Routes 20 and 40.
  - **Note: this is true in all scenarios, because in future these two routes will operate as a single route.**

ConocoPhillips Parking Lot  
801 West 7th Avenue

Change in jobs reachable  
45 minutes of travel time



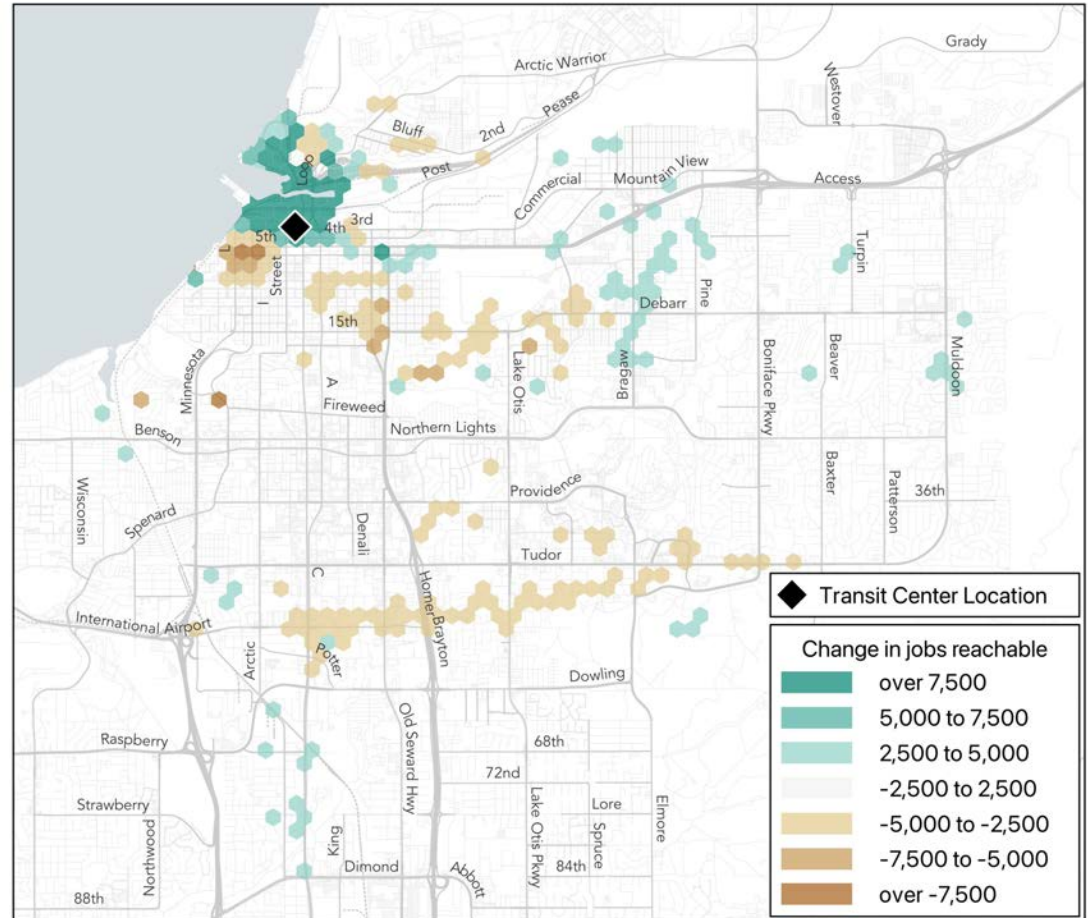
# Chinook Site - Job Access Impacts (E/C)

## Impacts different based on location.

- Small positive impact near:
  - Route 20 – Mountain View
- Moderate negative impacts near:
  - Route 25 – Tudor
  - Route 30 – Debarr
- Downtown Impacts
  - Positive near Chinook lot
  - Negative near existing transit Center

Chinook Parking Lot - E/C Street  
225 E Street

Change in jobs reachable  
45 minutes of travel time



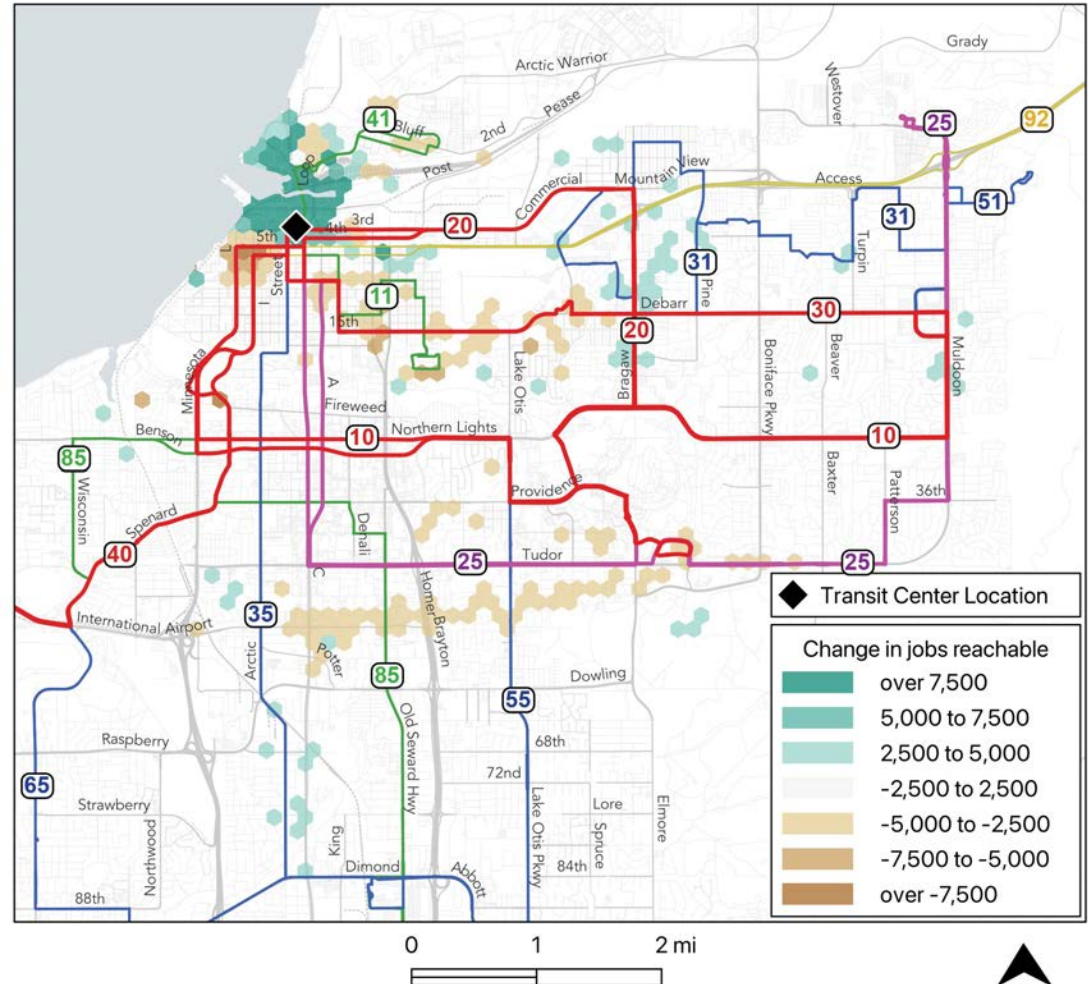
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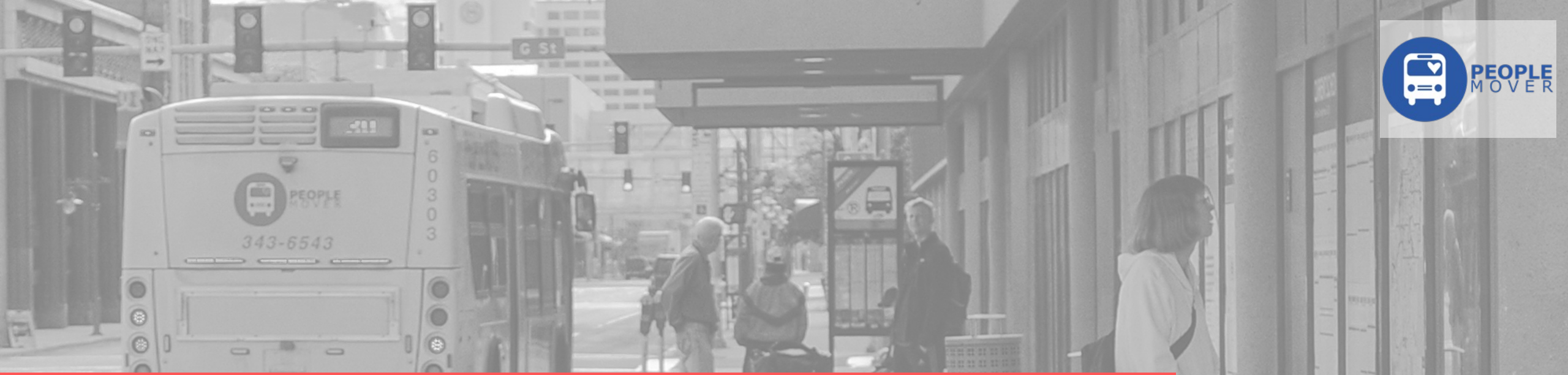
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- Downtown Impacts
  - Positive near Chinook lot
  - Negative near existing transit Center

Chinook Parking Lot - E/C Street  
225 E Street

Change in jobs reachable  
45 minutes of travel time





# Evaluation Matrix and Key Questions

# Impacts on Passengers and Operations

	Site Design	Impact on Existing Service	Potential for Future Added Service	Indoor Space
Existing Site	On-Street	Lowest Minimal to None	Lowest up to 12 bus stops	Lowest 2,900 s.f.
ConocoPhillips Parking Lot	Mostly Off-Street	Low Minimal in Few Areas	Medium up to 19 bus stops	High 10,000 s.f.
Chinook Lot	Fully Off-Street	Medium Better for some, worse for others	Highest 23 bus stops	Highest over 10,000 s.f.



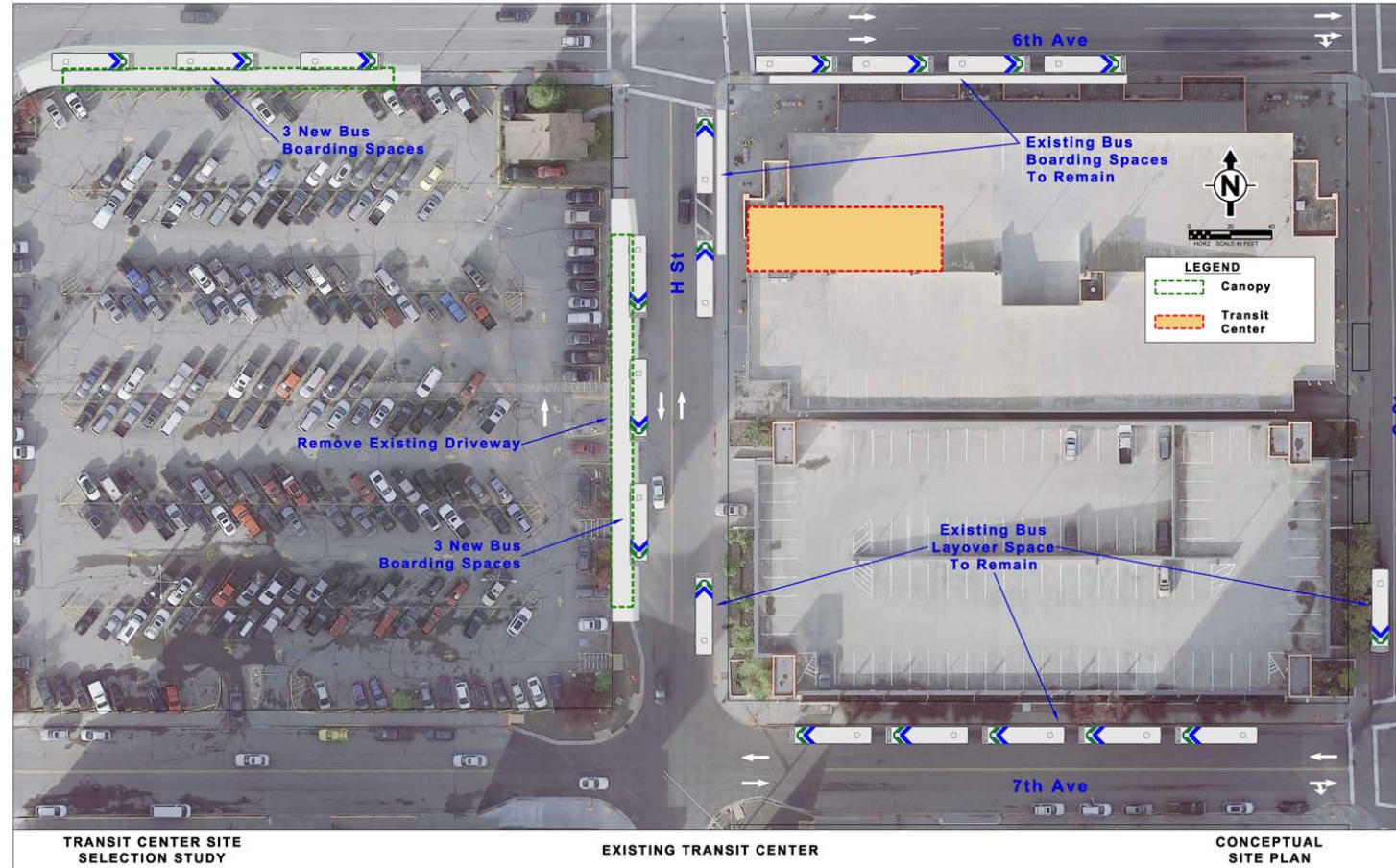
# Impacts to the City

	Capital Cost to Build	On-Site Development Opportunities	Risk of Project Failure or Delays
Existing TC	Lowest \$0.8 million	None existing ACDA project	Low existing agreements
ConocoPhillips Parking Lot	High \$91 million	Limited by Conoco parking needs	High private owner, no agreement
Chinook Lot	Medium \$25 million	Significant up to 1/2-acre developable	Low city owned

# Polling: Existing Site

What is your feeling about the existing site?

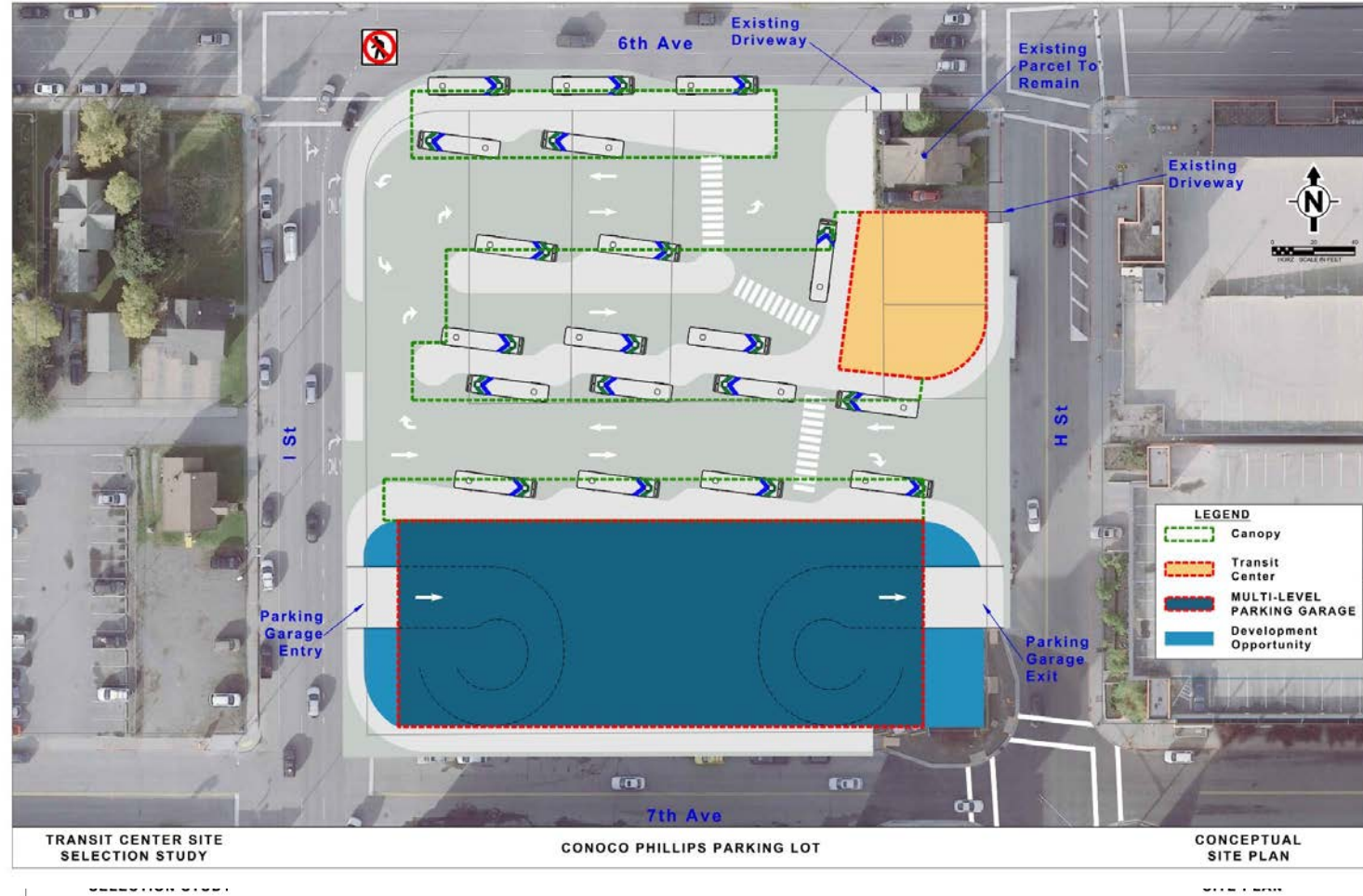
1. Strongly Positive
2. Positive
3. Neutral
4. Negative
5. Strongly Negative



# Polling: Conoco Site

What is your feeling about the Conoco site?

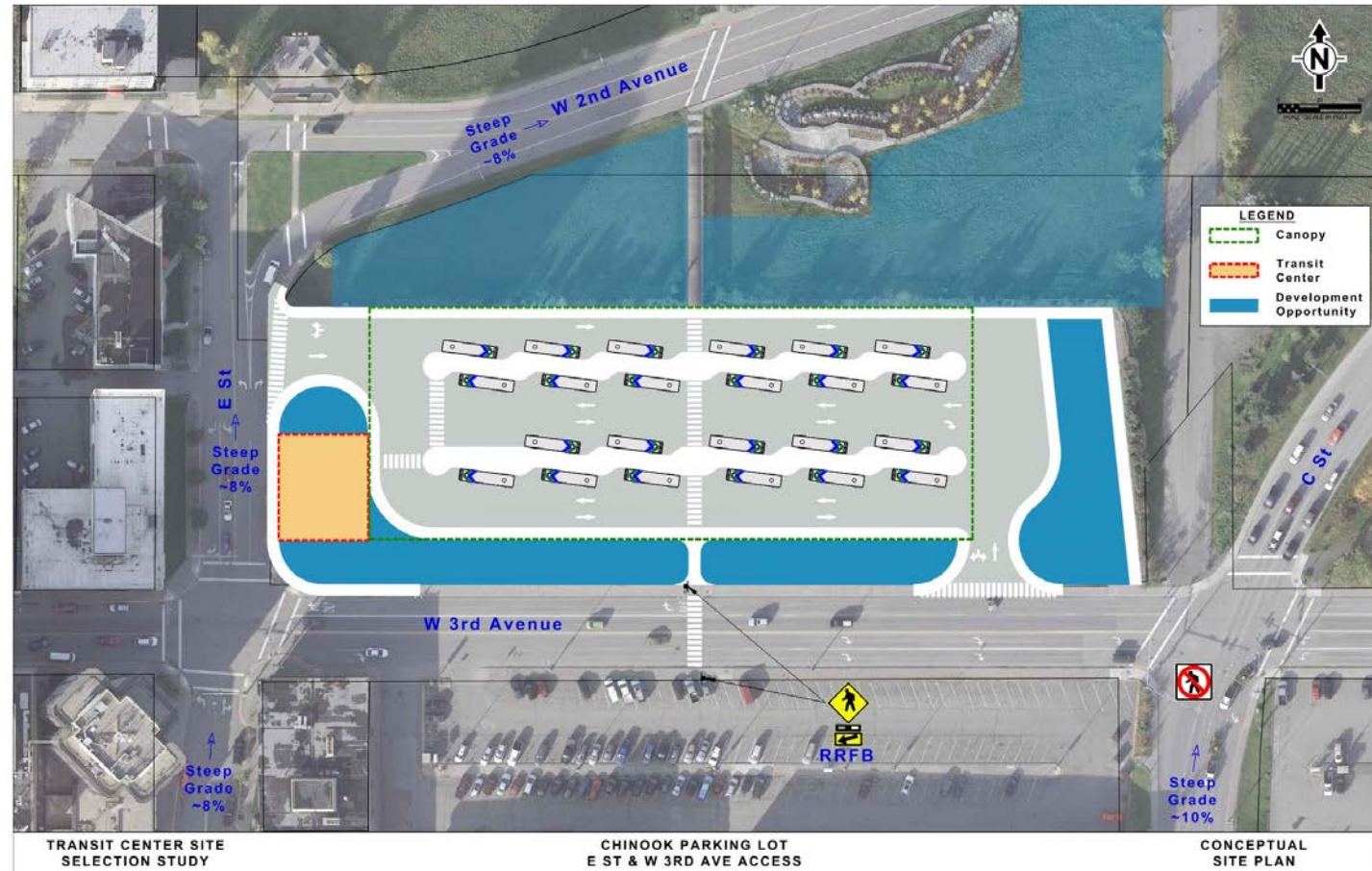
1. Strongly Positive
2. Positive
3. Neutral
4. Negative
5. Strongly Negative



# Polling: Chinook Site

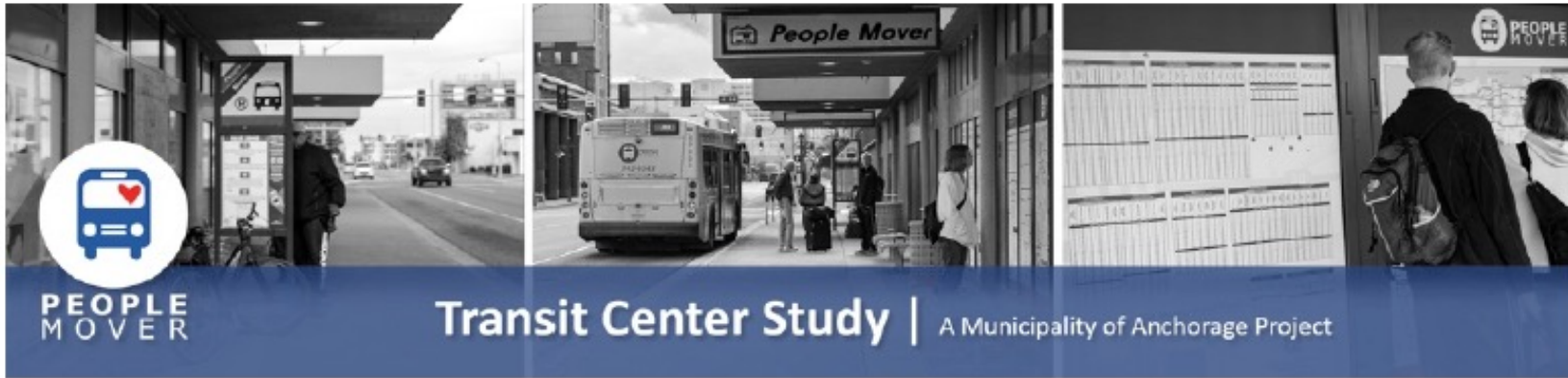
What is your feeling about the Chinook site?

1. Strongly Positive
2. Positive
3. Neutral
4. Negative
5. Strongly Negative



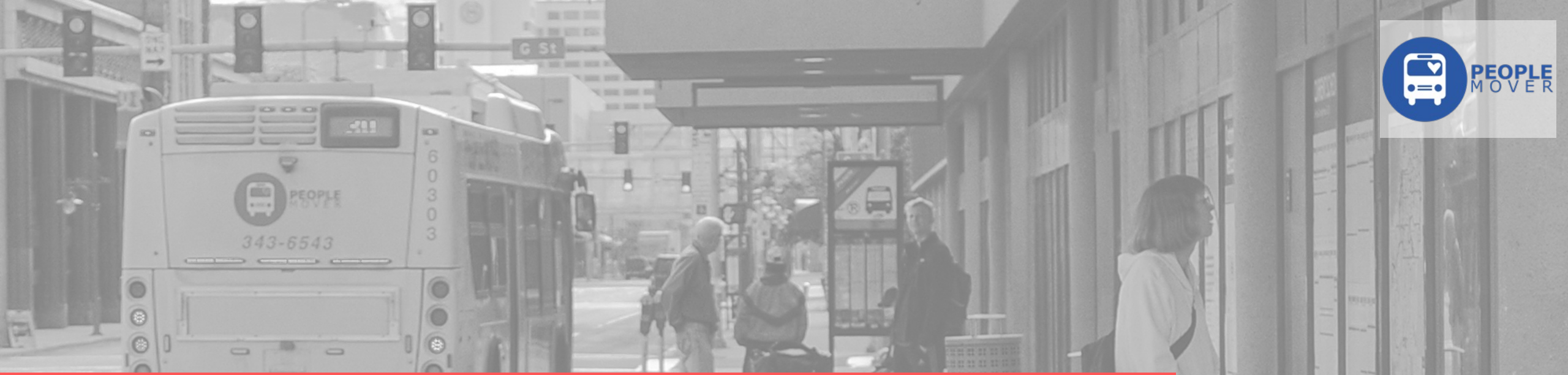
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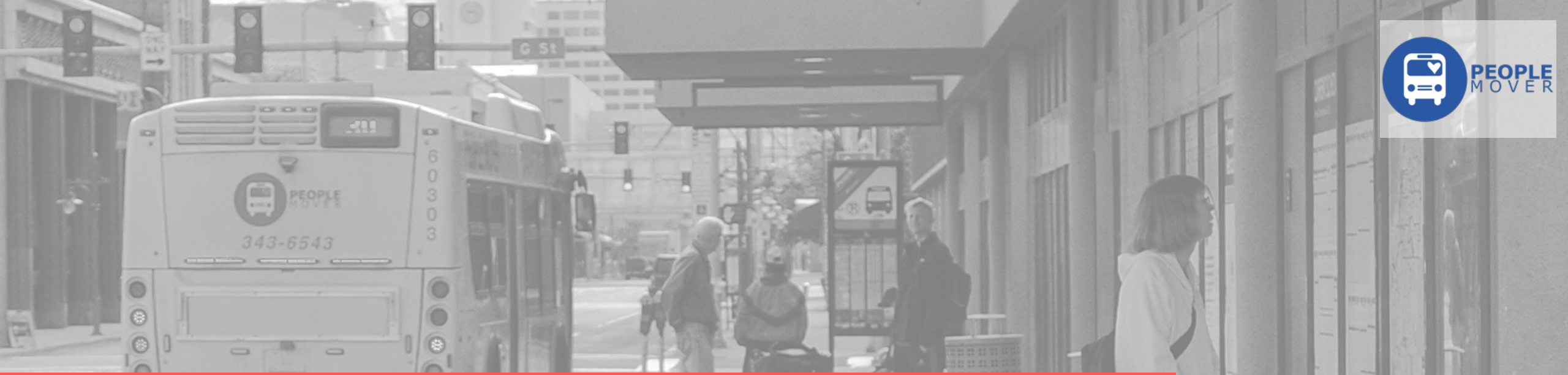


For more information and  
to sign up for the project  
email list, go to  
[www.AncTransitCenter.com](http://www.AncTransitCenter.com)





Thank You!



# Backup Slides

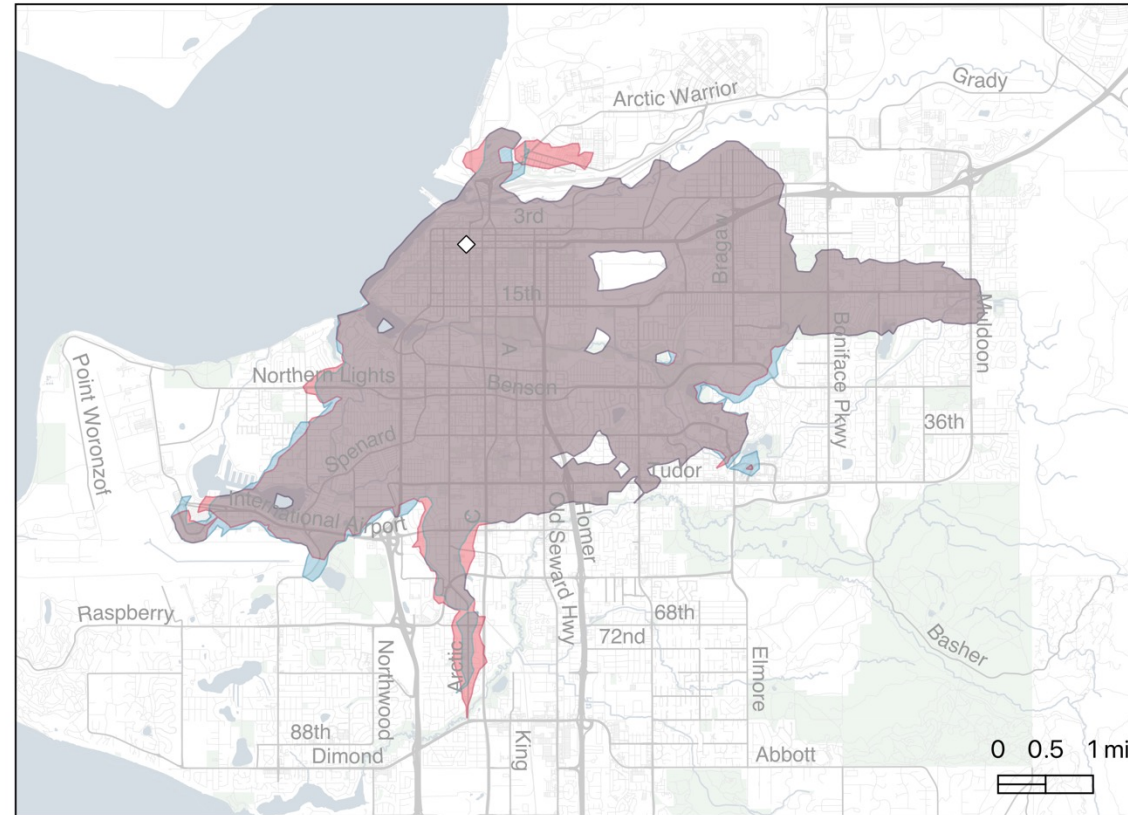


# Existing Site From Downtown

Minimal change in residents accessible from most places.

- City Hall (6<sup>th</sup>/G): - 3 %
- Town Square Park: - 2 %
- Superior Court: 0 %
- Anchorage Museum: - 1 %

In the Existing Transit Center Alternative,  
where could you reach in 45 minutes of travel starting at  
Center of Town Square Park



Change compared to the Existing Transit Center location

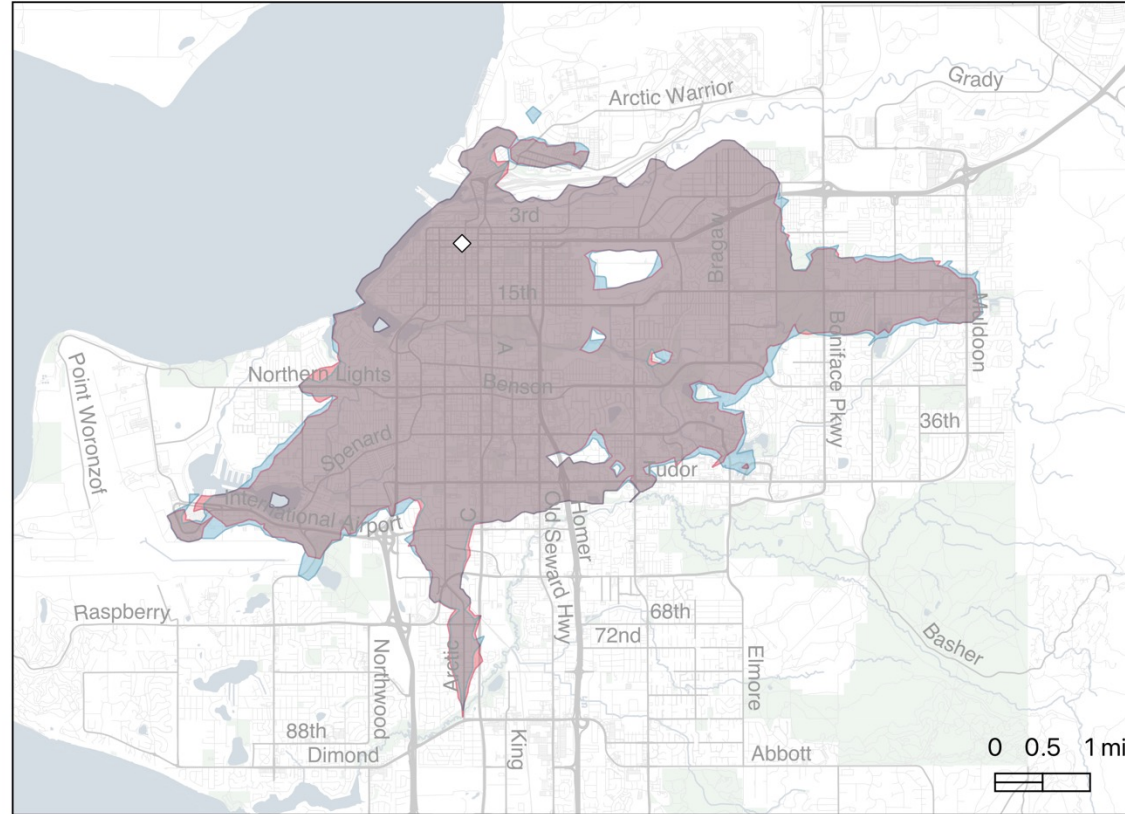
Total Residents	% Residents
-800	-1.0%

# Conoco Site From Downtown

Minimal change in residents accessible within 45 minutes from:

- City Hall (6<sup>th</sup>/G): + 2 %
- Town Square Park: + 2 %
- Superior Court: + 3 %
- Anchorage Museum: - 1 %

In the ConocoPhillips Lot Alternative, where could you reach in 45 minutes of travel starting at Center of Town Square Park



Change compared to the Existing Transit Center location

Total Residents	% Residents
+2,200	+3.0%

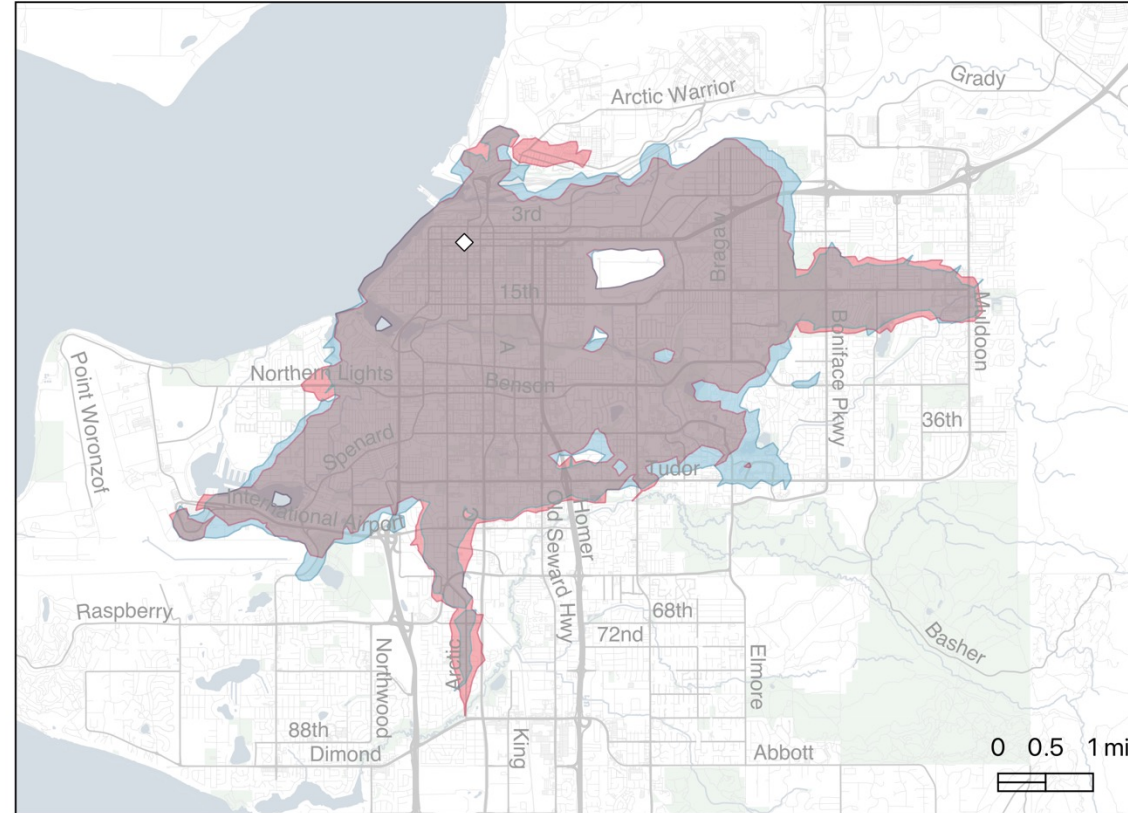
# Chinook Site

via E and C

Change in residents accessible within 45 minutes from:

- City Hall (6<sup>th</sup>/G): - **17 %**
- Town Square Park: + **2 %**
- Superior Court: - **3%**
- Anchorage Museum: - **10 %**

In the Chinook Lot - E Street Alternative, where could you reach in 45 minutes of travel starting at Center of Town Square Park



Change compared to the Existing Transit Center location

Total Residents	% Residents
+1,700	+2.5%

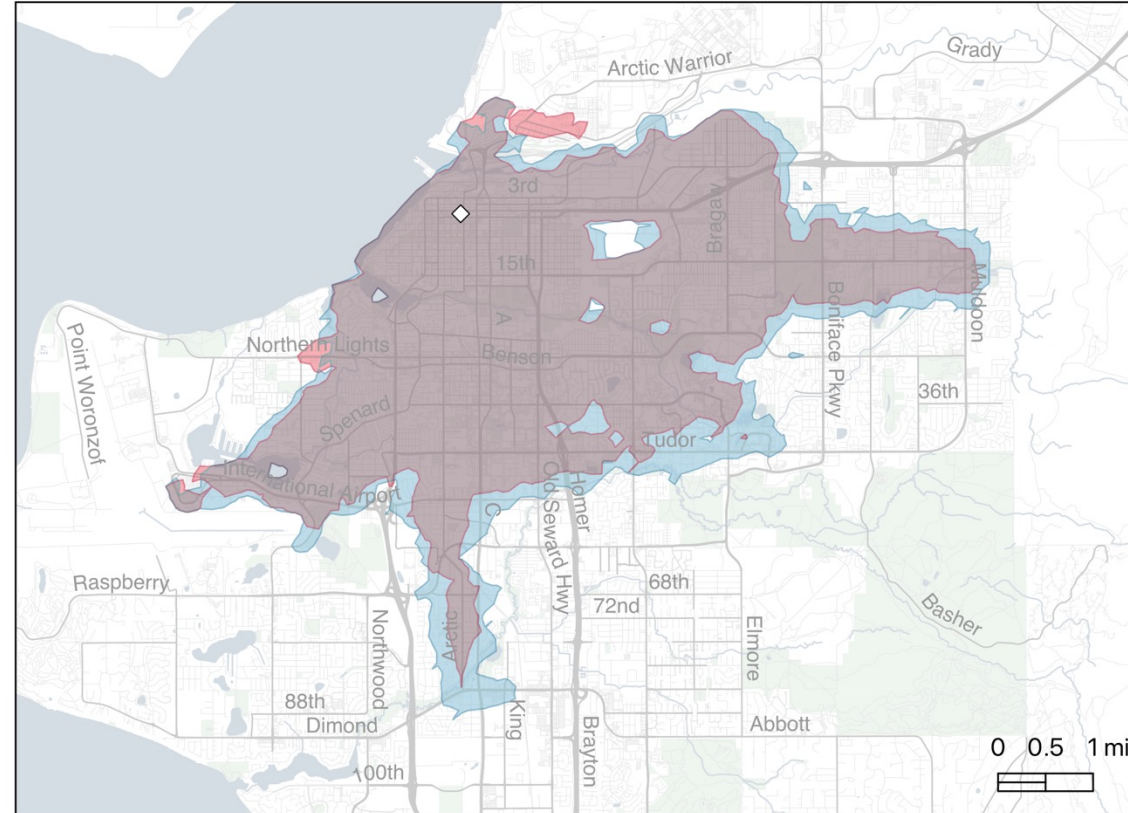
# Chinook Site

via E Street Two-Way

Change in residents accessible within 45 minutes from:

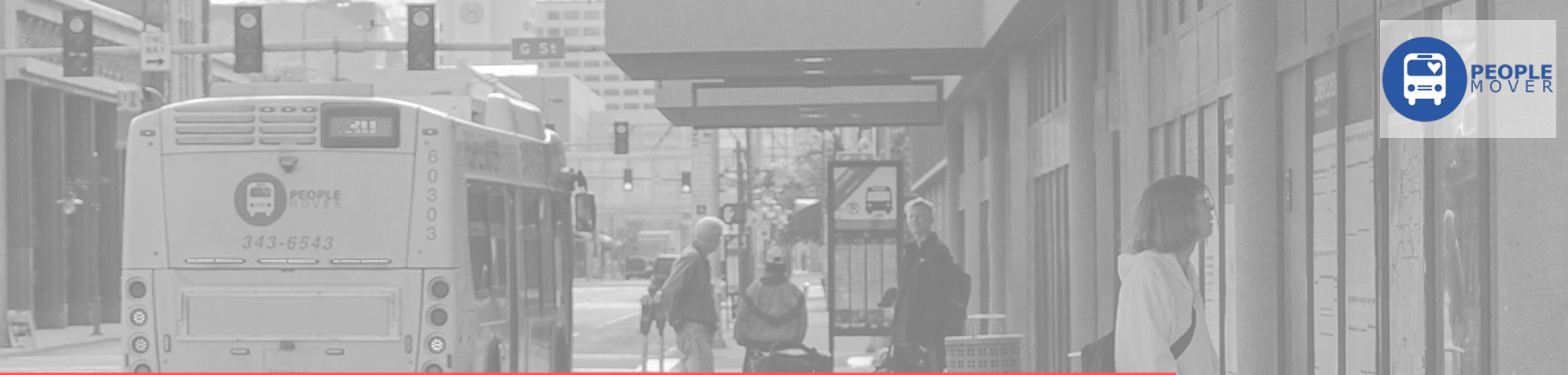
- City Hall: **- 7 %**
- Town Square Park: **+ 18 %**
- Superior Court: **+ 0 %**
- Anchorage Museum: **- 17 %**

In the Chinook Lot - Two-Way E Street Alternative, where could you reach in 45 minutes of travel starting at Center of Town Square Park



Change compared to the Existing Transit Center location

Total Residents	% Residents
+12,800	+18.0%



# Chinook Site Two-Way E St Suboption

# Chinook Site

via E Street Two-Way

## Bus Stops

- On-site

## Inbound and Outbound Buses via:

- E Street.

*Note: Route 20 buses would continue as Route 40 buses, with no transfer required at Chinook.*



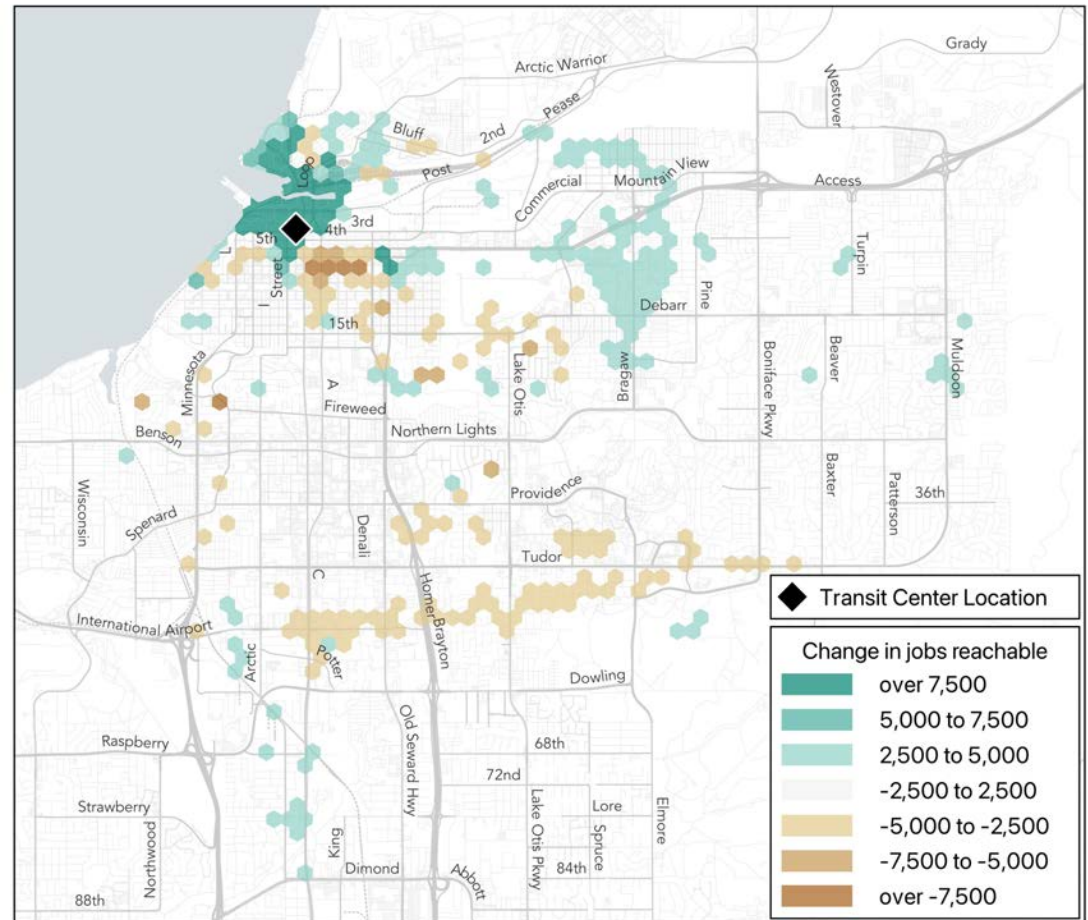
# Chinook Site - Job Access Impacts (Two-Way E)

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  - Positive to neutral in most areas
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Chinook Parking - E/E Street  
225 E Street

Change in jobs reachable  
45 minutes of travel time



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