

# Downtown Transit Center Update

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# Background

- Current Downtown Transit Terminal
  - Located on the ground floor of parking structure at SE corner of Nevada & Kiowa
  - Deficiencies:
    - Bus operations & maneuvering
    - Safety
    - ADA compliance
    - Aesthetics

# Background

- Completed relocation study in 2016
  - Identifies three top sites
- Mayor-appointed steering committee
  - Prioritized the sites and offered additional project guidance
  - Council approved resolution accepting recommendations in September 2017

# Project Goals

- Operational enhancement
  - Independent bays & circulation
  - Multi-modal access
  - Connectivity to DT activity centers
- Safety improvements
  - Passenger/pedestrian safety
  - Reduce conflict with adjacent traffic

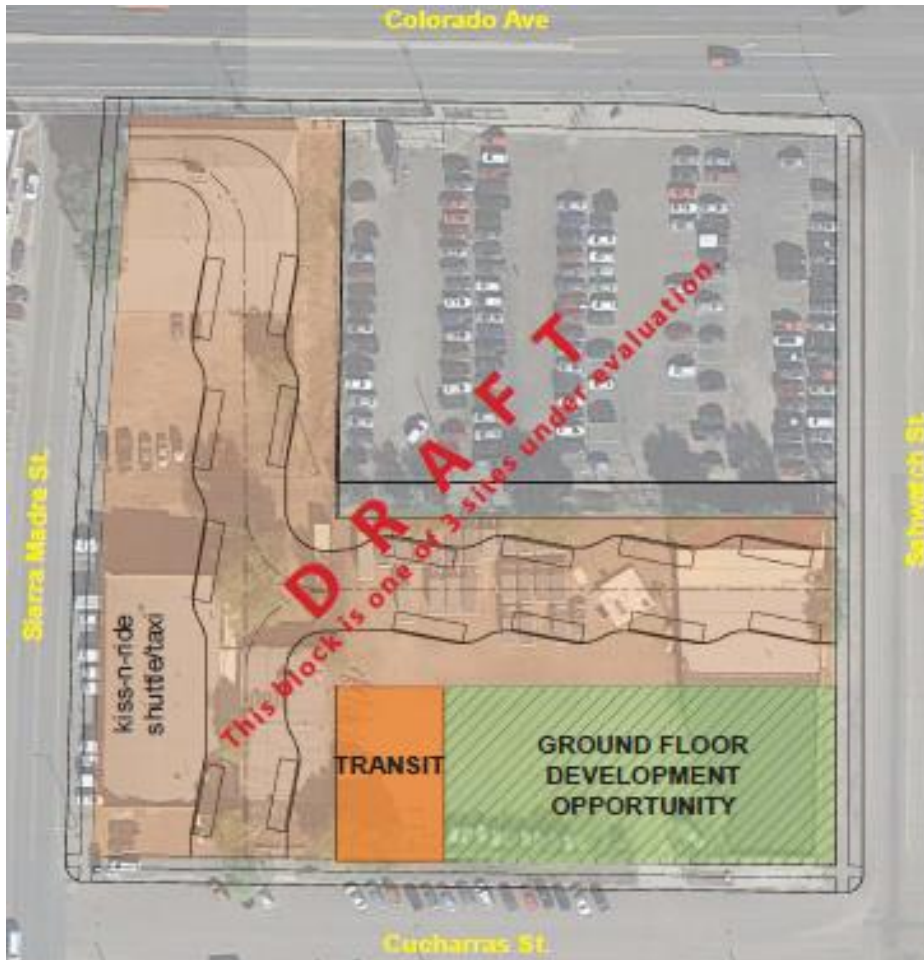
# Project Goals

- Rider experience
  - Passenger amenities
  - Full accessibility
- Economic Revitalization
  - Enhance DT redevelopment activities
  - Promote joint development on-site and adjacent development

# Project Approach

- Consultant assistance – RNL Design
- Public involvement
  - Focus groups, technical advisory committee, stakeholders group, study website, public open house meetings
- Site selection
  - Reviewed 29 sites; narrowed to three sites
  - Mayor-appointed steering committee prioritized the three sites and offered additional project guidance

# Site 8 Analysis



Positives	Challenges
15 bays	
Joint development	Joint development
Central location – on western side of study area/existing Terminal	Less-efficient bus routing
Adjacent to rail	Not adjacent to high-frequency corridor (Nevada Ave.)
	Need new signal at Colorado and Sahwatch
10 ft. Grade change	10 ft. Grade change
	No access from Colorado Ave. (elevation differential)
	Some routing configurations will take buses past child care center (north of Colorado)

# Site 12 Analysis



Positives	Challenges
15 bays	
Joint development	Joint development
Adjacent to high-frequency corridor (Nevada Ave.)	Would likely require Nevada median cut (historic?)/Nevada volumes may make this movement difficult
Downtown location – close proximity to existing Terminal	
Efficient bus routing	Not adjacent to rail
Adjacent to Signature Street (Vermijo)	Adjacent to Signature Street (Vermijo)



# Site 17 Analysis



North Block



South Block

Positives	Challenges
15 bays	
Public ROW ownership	Adjacent parcel access issues/parking
NW Pueblo Ave. adjacent to high-frequency corridor (Nevada Ave.)	Adjacent owner objections
Downtown location – close proximity to existing Terminal	
Efficient bus routing	Not adjacent to rail
Geographic separation over 2 sites (MMT and Bustang/Greyhound separated)	Geographic separation over 2 sites (2 blocks needed)
Adjacent to Signature Street (Vermijo)	Adjacent to Signature Street (Vermijo)
Cimarron offers direct access to I-25 (.8 mile)	
Close proximity to rail spur (east of Wahsatch)	

# Status

- Discussions with property owner and team representatives of preferred site (Site #8)
  - Wishes to retain ownership and pursue a joint development project
  - Multi-story building
  - Transit center on ground floor(s)
  - Follow FTA joint development requirements
  - Owner submitted a joint development project concept proposal
    - Proposed: City & FTA participate in the development of the building and own, through condominium ownership, the portion of building and grounds that house the transit center
  - City staff is reviewing the proposal and continuing discussions with the FTA
    - Considerations: Proportional financial contribution, FTA requirements, City risk

# Status

- 2<sup>nd</sup> Priority: Site # 12
  - Owner not interested in selling or joint development
- 3<sup>rd</sup> Priority: Site #17
  - Not supported by Downtown stakeholders
- Current Downtown Transit Terminal
  - Hired a consultant to review potential building renovations and operational changes that would meet Downtown Transit Center project goals

# Questions?

