



Minot City Transit

Transit Transfer Center

Location Analysis





Minot City Transit

Transit Transfer Center

Overview

A Transit System Analysis was completed in 2013 by Nelson/Nygaard Consulting Associates and as a part of that study potential sites to build a downtown transit transfer facility were reviewed.

Minot City Transit began using the City Auditorium as a transfer center in October 2015. This was always intended to be a temporary location until a more suitable central location could be acquired for a permanent bus transfer center.

While many trips on MCT can be made without making a transfer to other routes, perhaps as many as half of trips require a single transfer. Therefore, in a “hub and spoke” system such as this, it is critical that the central transfer facility be as accommodating as possible for passengers. Similarly, it is important that transit vehicles can safely and easily access this facility, and that vehicles can layover between runs and there are adequate driver break facilities.

At the time of the study 9 potential sites were identified and evaluated in the downtown area. Of those, four of them were deemed unusable due to the distance from the center of town. One additional site at 202 2nd ST SE has been identified since the study was completed and has also been included in this analysis.



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Basic Criteria

To identify a list of potential candidate sites several basic criteria are used

- Needs to accommodate up to eight buses at the same time (35 – 40 feet each)
When the study was completed 10 years ago space to accommodate 5 buses with future expansion to 8 buses was evaluated.
- Needs to be centrally located
As noted above, Minot has a “hub and spoke” transit system that relies heavily on transfers between routes. As such, the transfer center must be as geographically centered in the community as possible. The downtown area is very centrally located, and is also an important destination, and so was clearly the best location.
- Needs to have good access.
Because transit vehicles and passengers would need to access the transit center from all directions, it is important that the new transit center have good transit and pedestrian access. The site should be accessible via a signalized intersection so that transit vehicles can make both left and right turns, and so that passengers can safely access the location.
- Needs to have proper amenities.
This includes passenger waiting areas, restrooms, customer service kiosk, driver break room, and an office area.

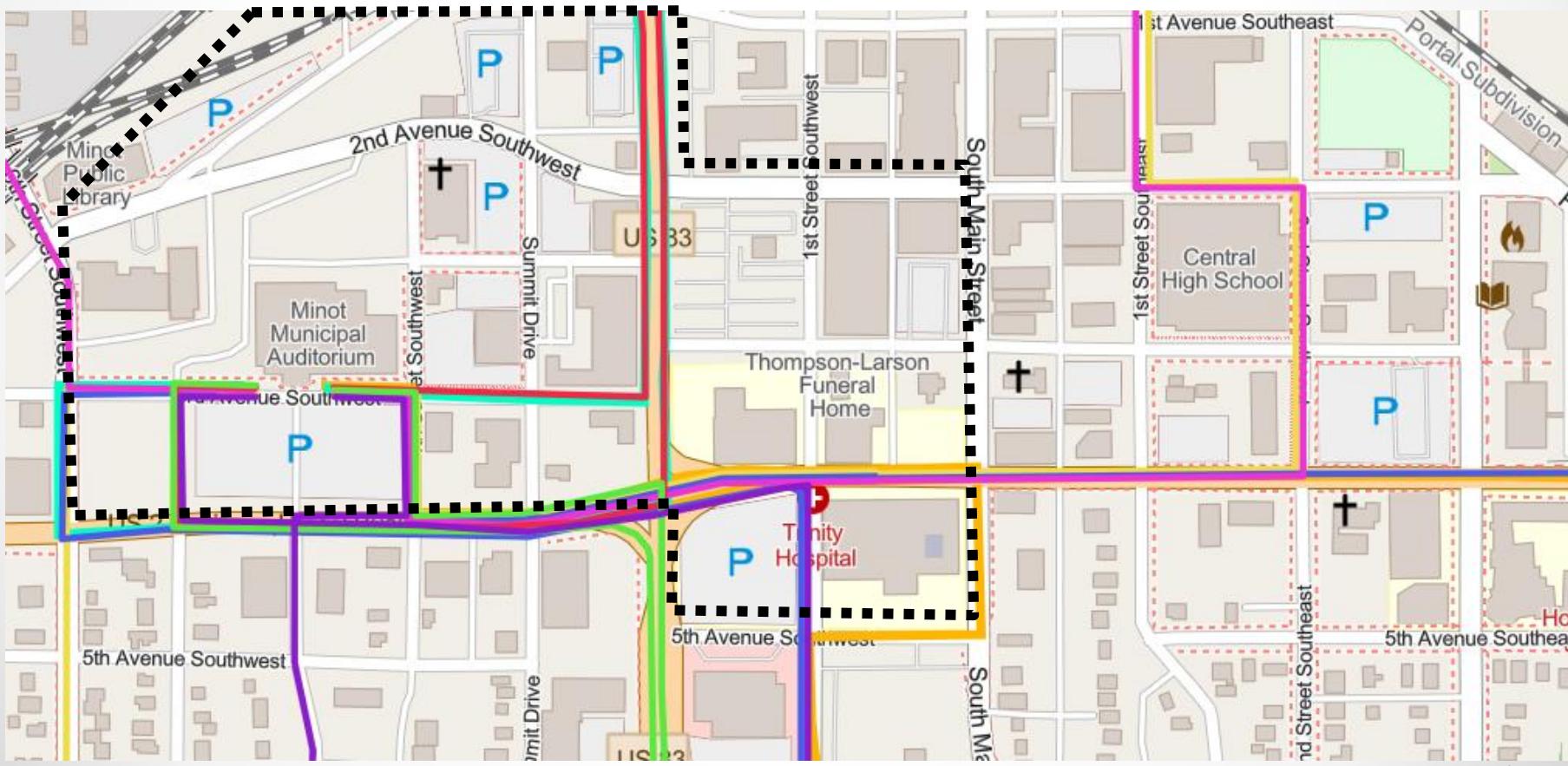


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Preferred Area

--- This is the area where a Transfer Center could be located that will allow us to complete all routes within the 25 minute time allotted





Minot City Transit Transit Transfer Center Locations Identified

- A** - 100 3rd St SW & 300 2nd Ave SW
- B** - 100 and 200 South Broadway
- C** - 225, 227, 229 4th St SW
- D** - 310 5th St. SW
- E** - 200, 216, 218 1st St SW
- F** - 205 1st St SW
- G** - 202 2nd St SE





Minot City Transit Transit Transfer Center

Site Pros

1. Controlled access to Broadway at 2nd Ave. SW
2. Currently underutilized
3. Enough space for needed buses and transit center with needed amenities

A - 100 3rd St SW & 300 2nd Ave SW



Site Cons

1. Privately owned
2. West of Broadway from downtown and city hall
3. Would be new construction at a much higher cost
4. Would take at least 2 to 3 years for grant funding, design and construction



Minot City Transit

Transit Transfer Center

Site Pros

1. Controlled access to Broadway at 2nd Ave. SW
2. Enough space for needed buses and transit center with needed amenities
3. Possible right-in/right-out access to/from South Broadway.

B - 100 and 200 South Broadway & 201 3rd St. SW



Site Cons

1. Privately owned but underutilized small fraction of larger parcels
2. West of Broadway from downtown and city hall
3. Would be new construction at a much higher cost
4. Would take at least 2 to 3 years for grant funding, design and construction



Minot City Transit Transit Transfer Center

Site Pros

1. City owned
2. Centrally located to current bus routes

C - 225, 227, 229 4th St SW



Site Cons

1. West of Broadway from downtown and city hall and away from activity centers
2. Difficult access to/from Broadway
3. Limited space for building and buses
4. Would be new construction at a much higher cost
5. Would take at least 2 to 3 years for grant funding, design, and construction



Minot City Transit Transit Transfer Center

D - 310 5th St. SW



Site Pros

1. City owned
2. Centrally located to current bus routes

Site Cons

1. West of Broadway from downtown and city hall and away from activity centers
2. Difficult access to/from Broadway
3. Would be new construction at a much higher cost including additional costs to make the lot level and useable
4. Would take at least 2 to 3 years for grant funding, design and construction



Minot City Transit Transit Transfer Center

Site Pros

1. Controlled access to Broadway at 2nd Ave. SW
2. Enough space for needed buses and transit center with needed amenities
3. Located East of Broadway and in close proximity to City Hall and downtown
4. Parking garage could be used for transit Park-N-Ride services

E - 200, 216, 218 1st St SW



Site Cons

1. Privately owned
2. Would be new construction at a much higher cost
3. Would take at least 2 to 3 years for grant funding, design and construction



Minot City Transit Transit Transfer Center

F - 205 1st St SW

Site Pros

1. Controlled access to Broadway at 2nd Ave. SW
2. Enough space for needed buses and transit center with needed amenities
3. Located East of Broadway and in close proximity to City Hall and downtown
4. Parking garage could be used for transit Park-N-Ride services
5. City owned property, no purchase costs
6. No new construction required – lowering costs significantly
7. Project design complete and ready to go out for bids - could be operational within 6 months after approved
8. Grant funds and local match already approved, small amount of additional funding needed for passenger loading/unloading area improvements
 1. Grant funds available and could be approved and under contract before construction is complete

Site Cons

1. Uses approximately 1200 square feet of space in the retail area of parking garage
2. Realignment of parking on 1st St SW and improvements to existing street area for passenger loading/unloading





Minot City Transit Transit Transfer Center

Site Pros

1. Controlled access to Burdick Expwy via 3rd Street
2. Located East of Broadway and in close proximity to City Hall and downtown

G - 202 2nd St SE



Site Cons

1. Privately owned
2. Limited space for facility and up to seven buses
3. Too far east to operate South 1 and new SouthWest route in 25 minute schedule
4. Too close to Central Campus – traffic congestion during school bell times will disrupt routes
5. Would be new construction at a much higher cost
6. Would take at least 2 to 3 years for grant funding, design and construction

Further Development Options of Renaissance

Garage with Transit Center

- Both recent respondent's to the City's RFP to develop on top of the Downtown Parking Garages expressed concerns about locating the Transit Center into the Renaissance Ramp
 - Not highest and best use of the location
 - Decreases profitability because it uses up retail space that rents higher per square foot
 - In other communities proximity of the transit center decreases the feeling of safety of other neighboring properties, employees, and residents

Further Development Options of Renaissance

Garage with Transit Center (Continued)

- City could wait until after the progress and development of the Central Garage to gage success and conduct another RFP for Development
- City could explore the possibility of relocating the Police Department on top of the Garage
- City could build out residential and commercial space on the garage and lease out the space. Income would be Program Income from the Federal Grants that could be reinvested back into grant programs and help cover the operational and maintenance costs of the facility
- City could leave it as is, preserve public and employee parking, and lease out the remaining available retail space