

Mountain Line DCC and BRT Updates

May 13, 2020



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Mountain Line Downtown Connection Center (DCC)



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DCC History

- Located on Phoenix Ave: City owned property
- At MAXIMUM capacity
- Challenging access for buses and patrons
- Lacks customer amenities

	2008	2019
Total Annual Riders	1,000,000	2,500,000
Routes	6	10
Buses	30'	40' and 60'
Buses per day	158	355



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Programming

Identified Needs:

1. Bus Bays (15 bays)
 - 3 stalls 60-foot Articulated
 - 12 stalls 40-foot Standard
2. Operator Comforts: restrooms/breakroom
3. Patron Amenities:
 - Customer Service Counter
 - Public restrooms
 - Lost/Found storage
 - Security offices
 - Concessions/Vending
 - Waiting Area
4. Parking: Staff, Kiss-n-Ride, Ride Share
5. Bike Facilities

Desired:

1. Capacity for regional transit and multimodal opportunities
3. Revenue Generation:
 - Community Space
 - Commercial/Retail
4. Partner Services



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Alternatives Analysis

Table 12 Site Selection Ranking Summary

	Site 1	Site 2	Site 3
	Ranking by Category		
Category A - Contiguous Parcels			
Category B - Site Access			
Category C - Land Use & Zoning			
Category D - Railroad & Utility Conflicts			
Category E - Environmental Concerns			
Category F - Bus Route Efficiency			
Category G - Sensitive Adjacent Parcels/Owners			
Category H - Partnership Opportunities			
Category I - Site Characteristics			
Category J - Cost			
Total Weighted Score*	313	296	274

*Based on the points by metric, as shown in Table 11

Concept of Feasibility



NAIPTA Downtown Connection Center
Draft Concept
June 7, 2019

Demo of Phoenix Ave Warehouse

- Required to be out of the way of for Rio de Flag construction
 - Relocate Mountain Line Operator Comfort Station
 - Terminate lease with AA groups and assist with finding new location



Design Options

Single-Use Transit Facility



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Design Options

Transit Facility with Office



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Project Delivery

Schedule:

- Concept Design: 2020
 - Environmental Clearance, Public Engagement, & Concept Design (30% Plans)
- Final Design: 2021
- Construction: 2022

Budget: Two FTA Grants: \$6.7M and \$15.6M

- Joint Agency and Public Private Partnership funding strategies



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Next Steps

Final Site Selection process:

- NEPA clearance
- FTA concurrence
- IGA

Concept Development:

- Public involvement in programming and design
- Consider partnerships



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Questions



NAIPTA Downtown Connection Center
Draft Concept
June 7, 2019





Bizzy Collins, Transit Planner
Mountain Line

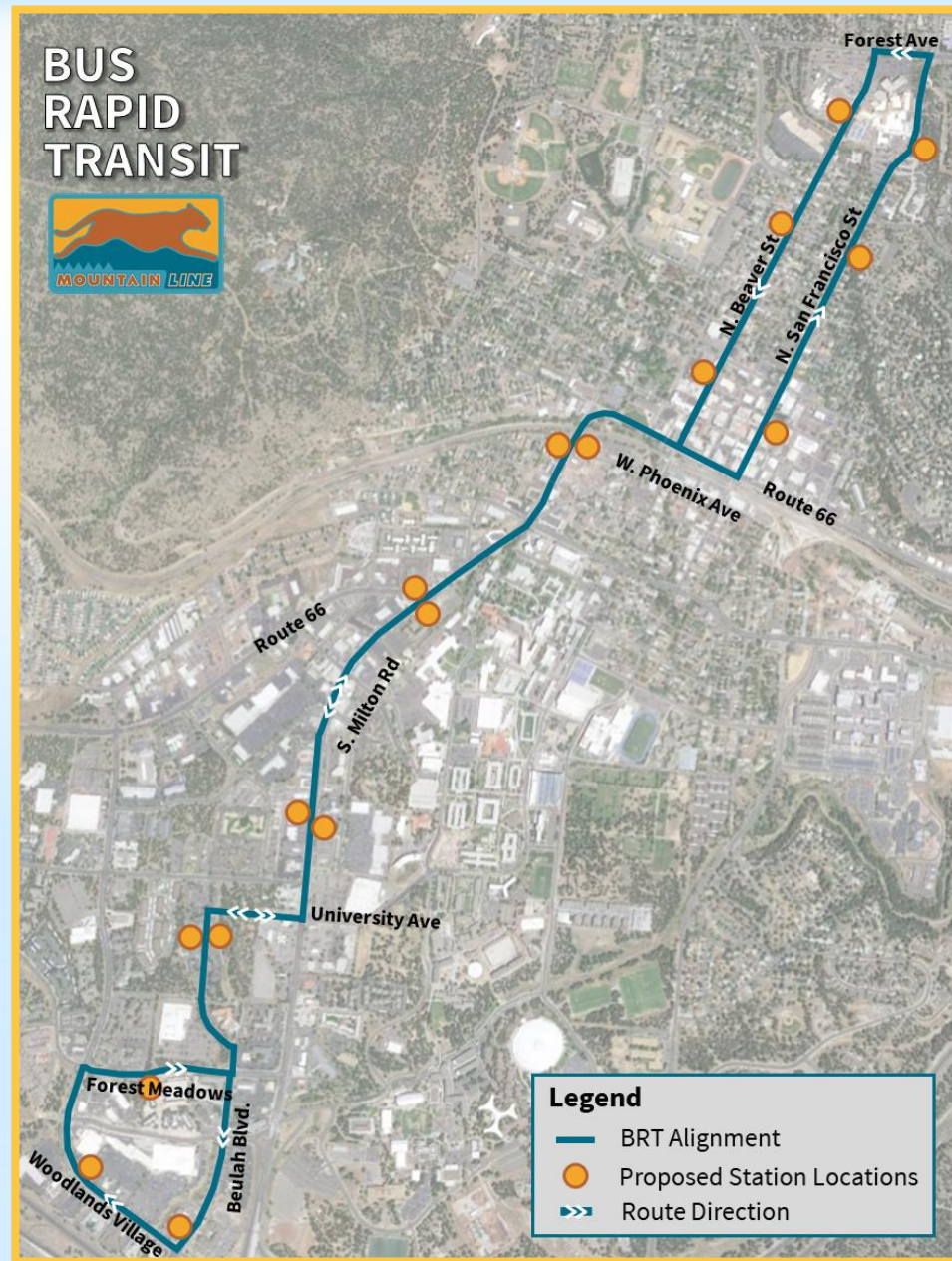


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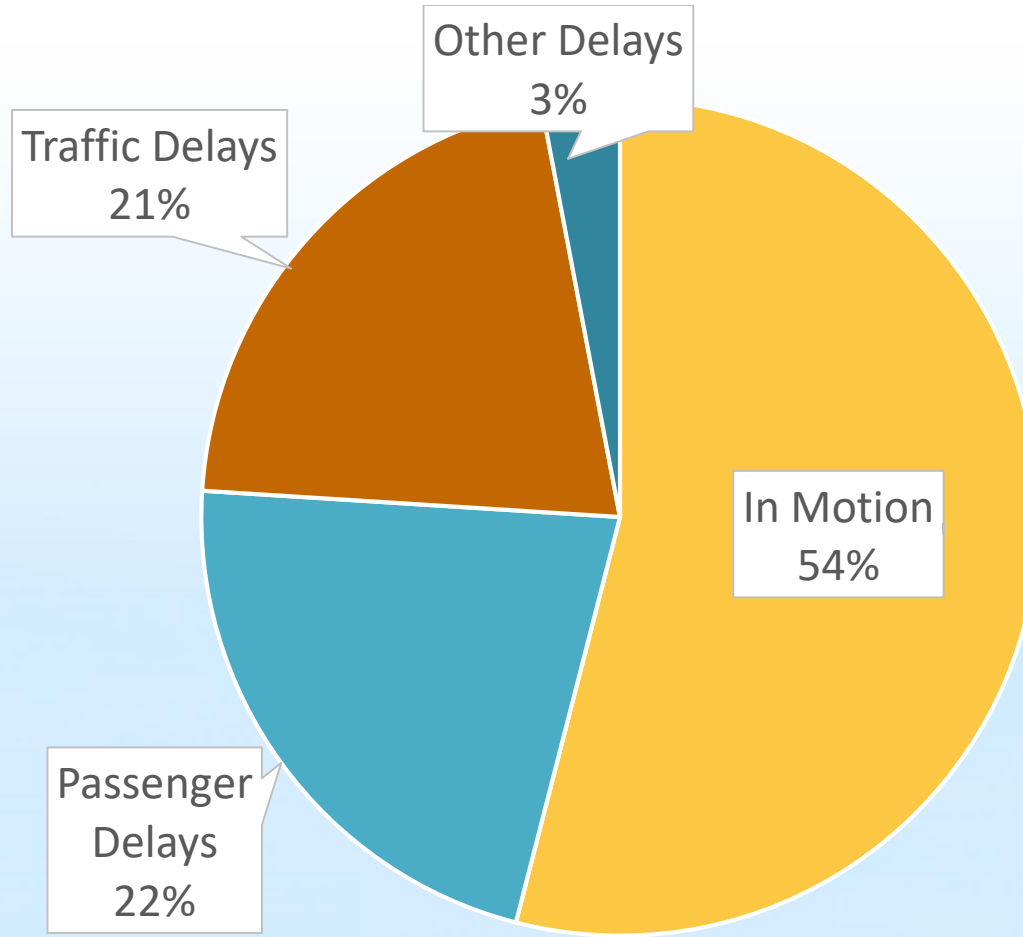


Flagstaff Medical Center to Woodlands Village

3.2 mile corridor



Bus Run Time Components



What is BRT?

BRT TOOLBOX

Operational Improvements

Dedicated Bus Lane and Bus Lane Enhancement

Technology

Transit Signal Priority and Queue Jumps

Wider Station Spacing

Off-Board Fare Collection

Multi-Door Boarding

Customer Amenities

Enhanced Stations

Real-Time Information

Multi-Door/Level Boarding

Rapid Transit Vehicles/Branding

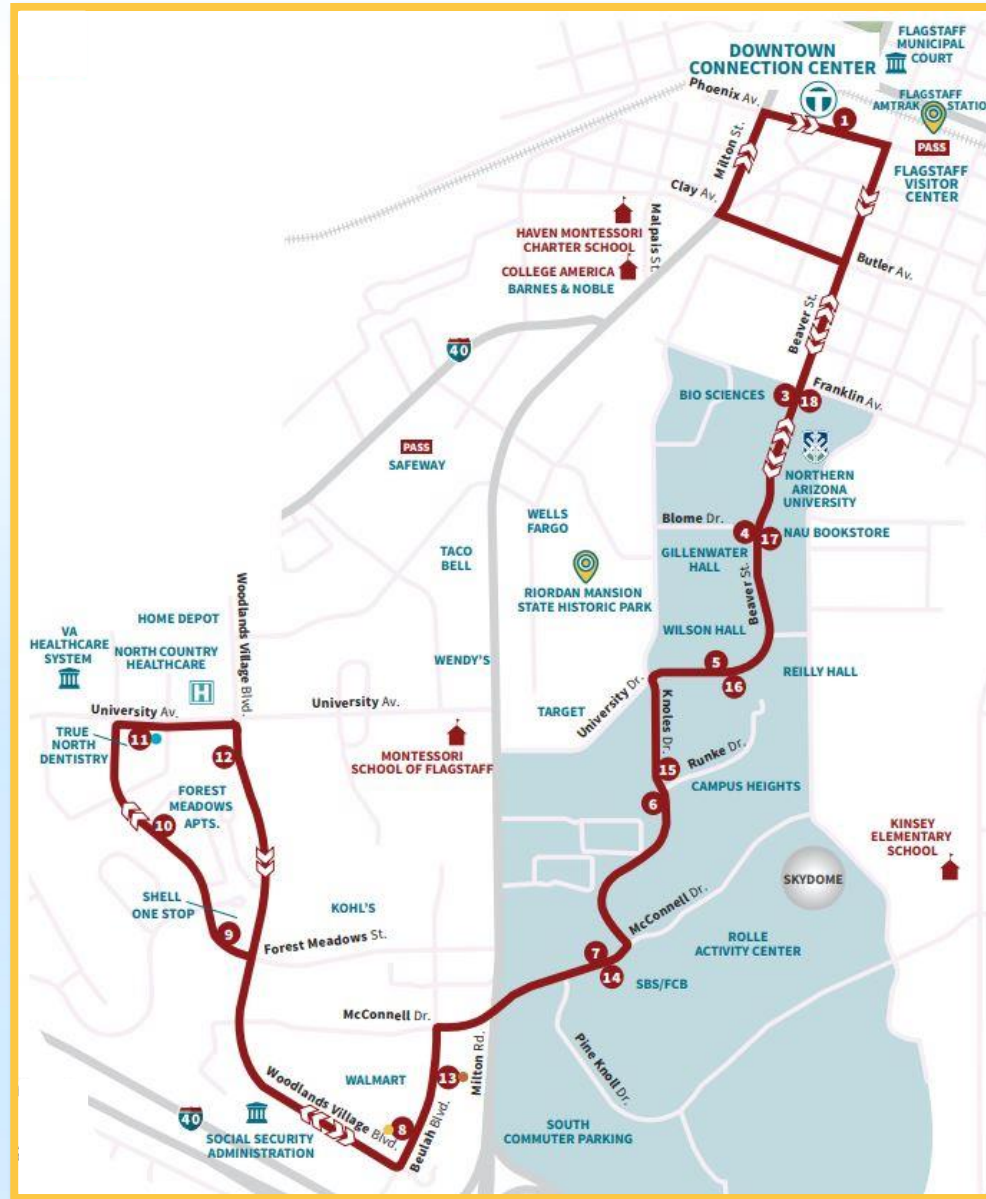
Bike and Pedestrian Connections



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What is BRT?



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BRT Project Goals

ENHANCE

Make transit and multimodal mobility in Flagstaff more compelling

CONNECT

Connect neighborhoods and activity centers and improve local mobility

DEVELOP

Support economic development goals

SUSTAIN

Create an environment that will sustain over the long term

THRIVE

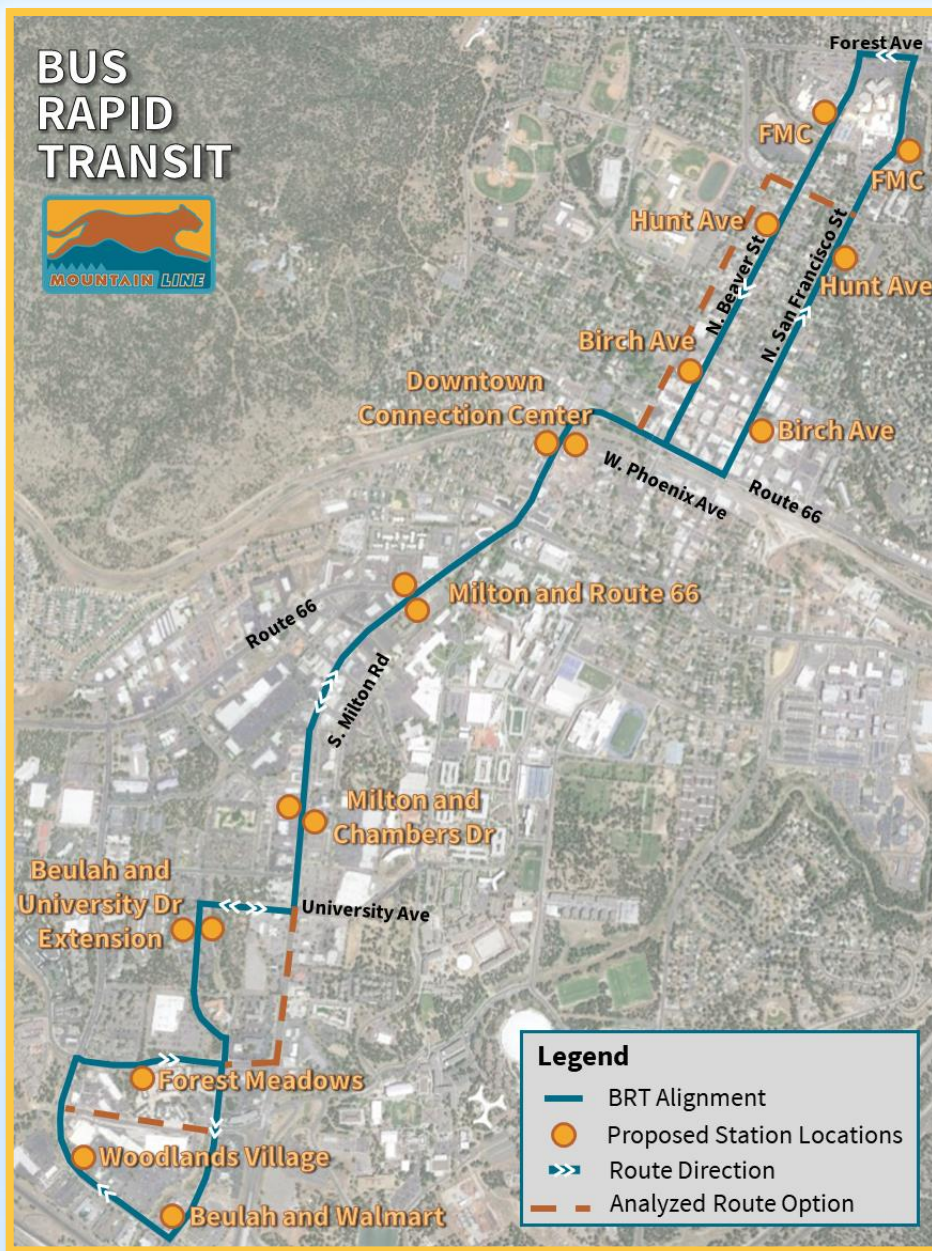
Strengthen the downtown core and connections to Woodlands Village, NAU & Flagstaff Medical Center



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BUS RAPID TRANSIT



Project Stakeholders

- Arizona Department of Transportation (ADOT)
- City of Flagstaff
- Coconino County
- MetroPlan
- Mountain Line
- National Forest Service
- Northern Arizona University (NAU)

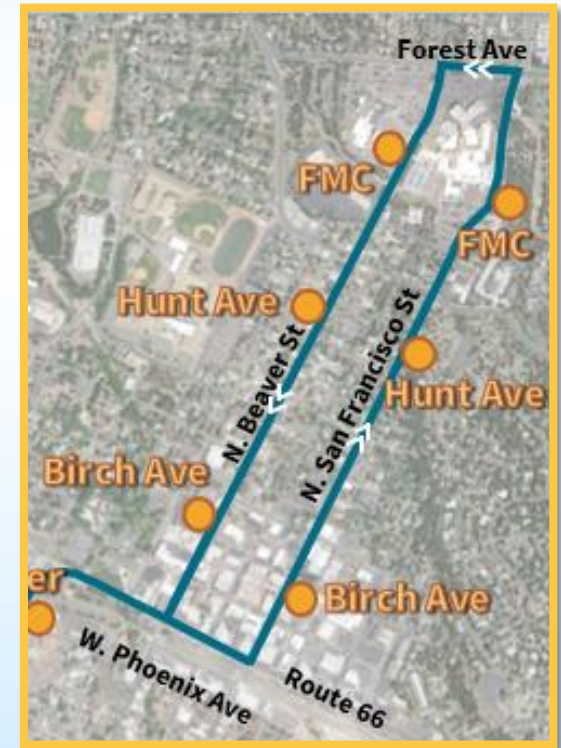
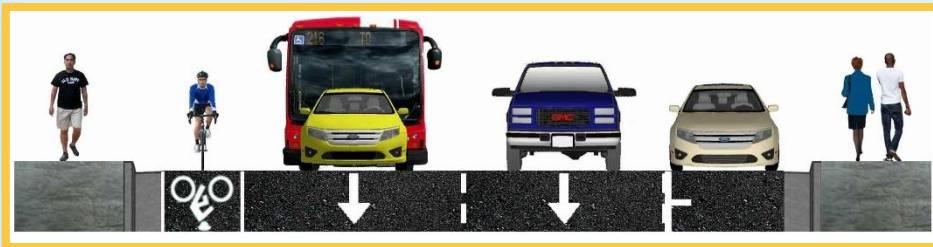


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Top-Ranking Alternative Northern Section

N. Beaver Street



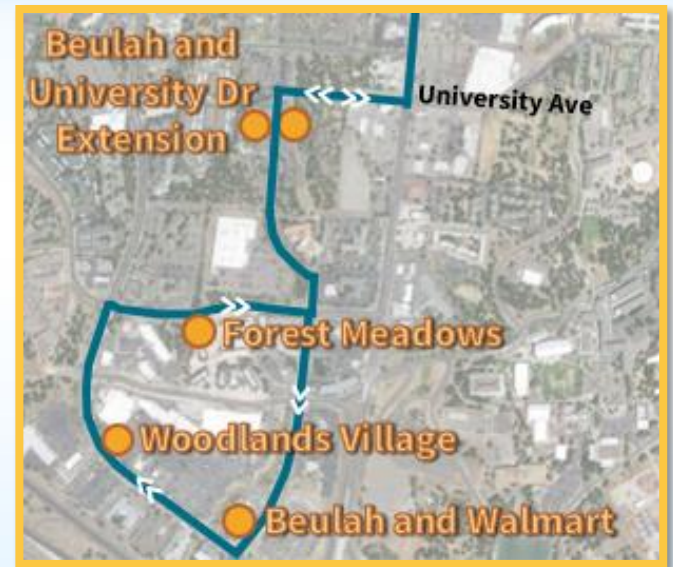
N. San Francisco Street



A detailed cross-section diagram of a multi-lane road. From left to right, it features: a sidewalk with a person walking; a green grassy area; a red bus in a dedicated lane with a white arrow pointing down; a blue car in a lane with a white arrow pointing down; a central landscaped median with a tree and a white arrow pointing left; a white car in a lane with a white arrow pointing up; a yellow car in a lane with a white arrow pointing up; a blue car in a lane with a white arrow pointing up; a green grassy area; and a sidewalk with two people walking. Lane markings include solid and dashed white lines, and arrows indicating traffic flow.



Southern Section – Beulah Boulevard



Next Steps:

Targeted Public Outreach

- Chamber of Commerce
- Airport Commission
- Pedestrian & Bicycle Advisory Committee
- Planning & Zoning Commission
- MetroPlan Management Committee
- Sustainability Commission
- NAU Transportation Action Team
- Commission on Inclusion and Adaptive Living
- Transportation Commission
- Coordinated Mobility Council
- Flagstaff Lodging, Restaurant & Tourism Association (FLRTA)
- Flagstaff Convention & Visitors Bureau
- Flagstaff City Council
- Coconino County Board of Supervisors
- Downtown Business Alliance
- MetroPlan Executive Board
- Northern Arizona Leadership Alliance (NALA)
- Economic Collaborative of Northern Arizona (ECoNA)
- Affordable Housing Commission
- NAU quarterly meeting
- NAU Graduate Student Government



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Next Steps:

Coordination with ADOT CMP

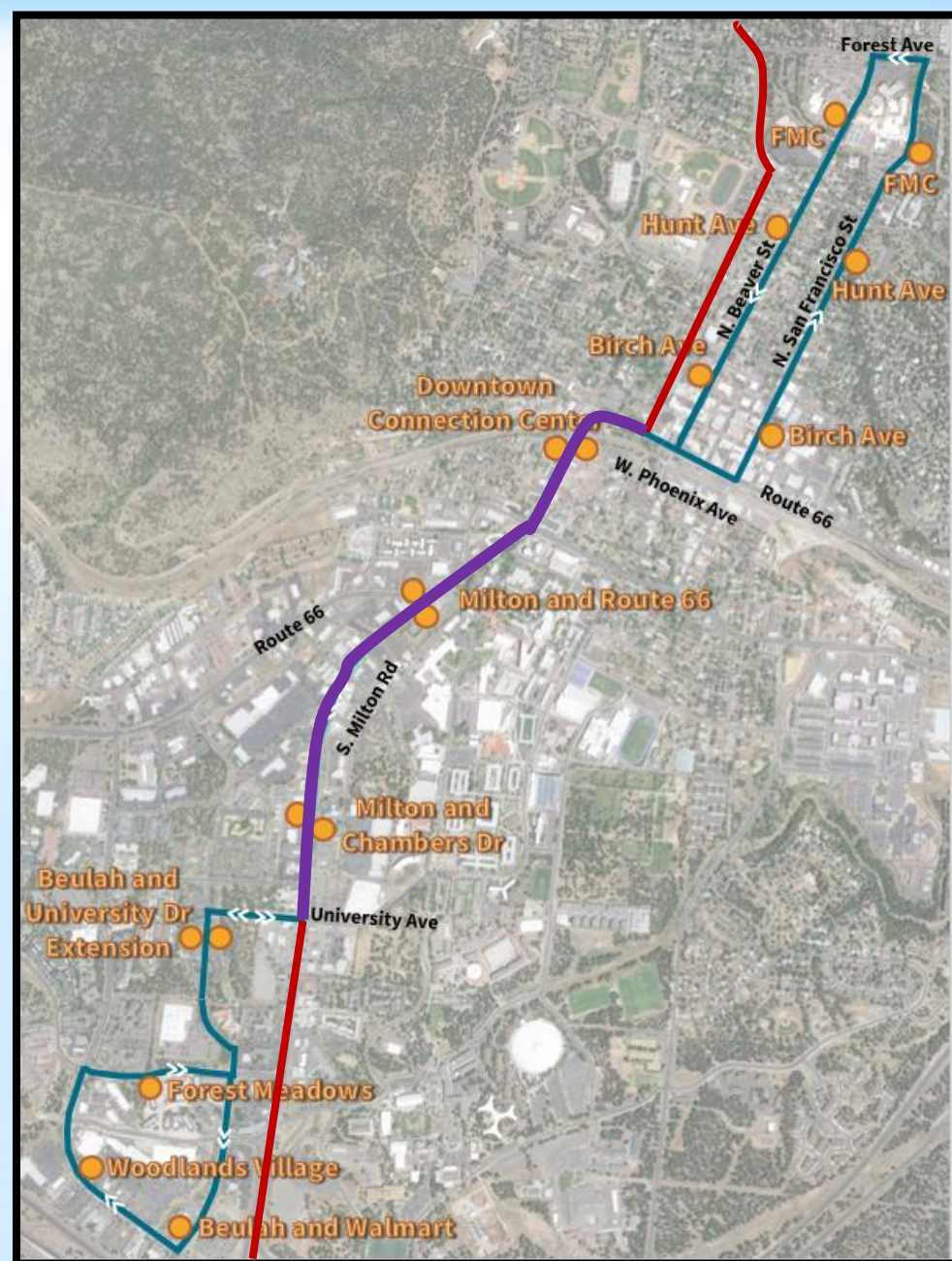


Milton and US180 Corridor Master Plans (CMP)

- Two unique projects with different boundaries
 - Overlap for 1.5 miles on Milton Rd.
- Joint stakeholder discussions and decision-making through shared evaluation criteria
- Result will be one recommended alternative



Bus Rapid Transit (BRT)



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Next Steps:

Locally Preferred Alternative

Bus Station Locations

Environmental Analysis

Identify Local Funding

Apply for Federal Funding



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