

# NAIPTA US 180 Implementation Plan

April 2018



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# Measures of Success

- Maximum travel time along this corridor (intersection of US 180 and Snowbowl Road to Flagstaff City Hall) is reduced to 60 minutes in the next 5 years during peak recreation.
- Illegal parking along US 180 is dramatically reduced.
- Statistically valid surveys document a measurable increase in satisfaction between 2018 season and 2019 season for the following distinct groups:
  - Visitors
  - Businesses
  - Residents
- Litter collection along the entire US 180 recreation area is improved as measured by qualitative surveys and agency monitoring.
- We prioritized strategies based on what people supported, avoided strategies that had strong opposition and adopted a comprehensive implementation plan of top solutions we believed would be successful including transit, marketing and management.
- We were clear on which agencies would manage which components of the plan.
- Residents, business owners and stakeholders agree there was an intentional, energized and inclusive effort to solve this problem.
- Adequate funding to plan, manage and mitigate peak congestion impacts on the US 180 corridor has been established.
- ADOT, City, County, NAIPTA, USFS and Community Winter Recreation Task Force coordinate and collaborate to develop plan and keep duplications of effort and miscommunications to a minimum.
- Transit is viewed as a viable alternative to driving a car as measured by consistent increases in ridership.



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# Assess and determine if/ how emergency vehicles, residents and/or general public might use alternate access

- Egress only, dirt road, open 12 days
- Drove routes with County Public Works, AZ Game and Fish, USFS



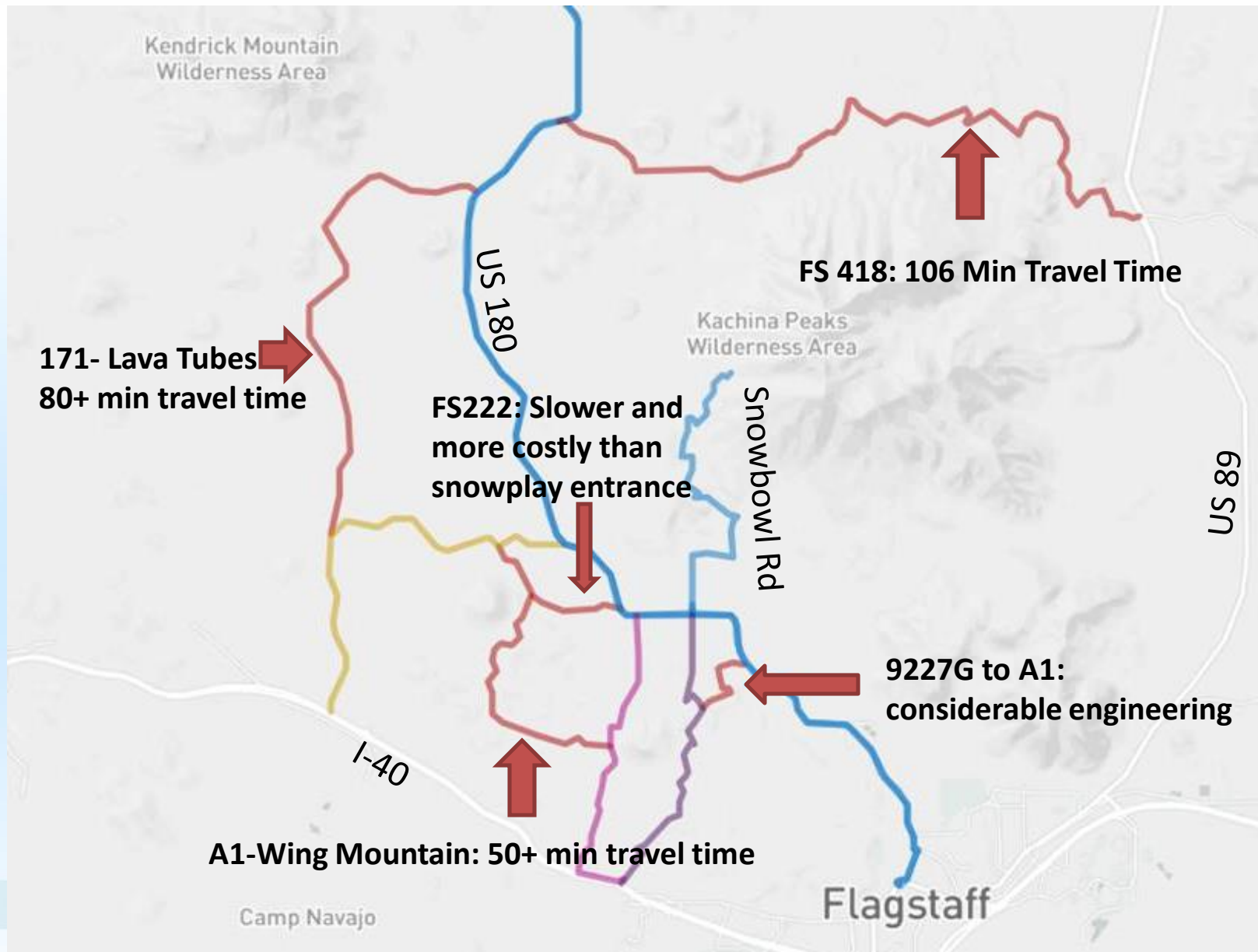
Baseline Alternative-  
Snowbowl Rd to Valle to  
Williams to Flagstaff travel  
time: 95 min



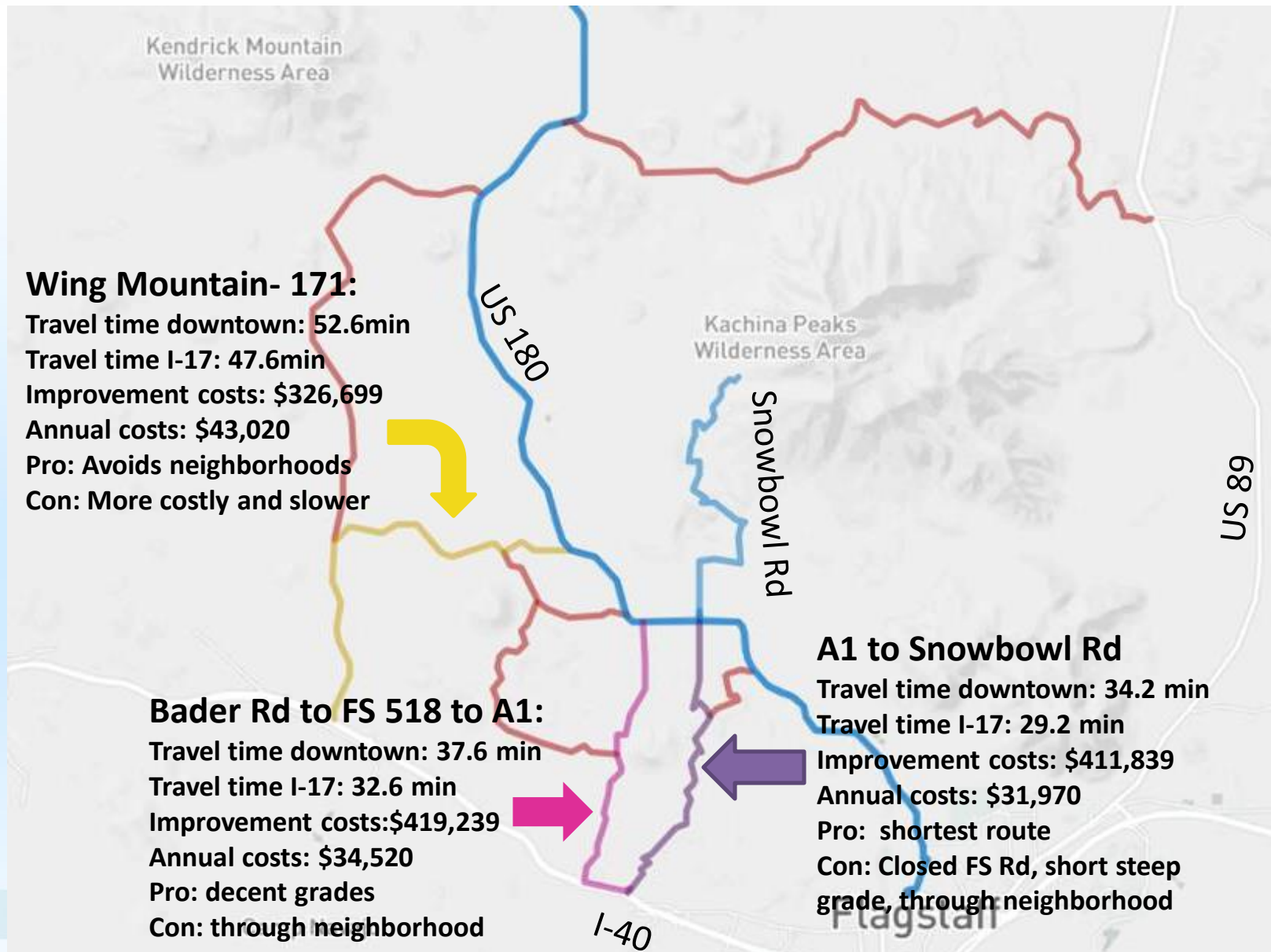
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# Not Recommended- Red Routes



# Potential Routes





# Document legal authority to close or limit access on US 180

- ADOT Director likely has the authority to close the highway though untested.
- State law allows ADOT to turnback highway to local jurisdiction though may be cost prohibitive.
- ADOT allows for special events to occur in ROW through special event permit process. Possible closures could be accomplished this way.
- Creating a user-fee system would be very difficult under existing law.

*\*ADOT is currently not pursuing any action listed above.*



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Conduct statistically valid surveys document a measurable increase in satisfaction between 2018 season and 2019 season for visitors, residents and business



- Awarding contract to Moore and Associates
- Removing visitors from survey because not statistically valid
- Moving surveying to future years



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Sign a written agreement between ADOT and NAIPTA to clarify ADOT's infrastructure role and NAIPTA's program planning role.



- Under review by ADOT attorney
- Project Managers have agreed to contents



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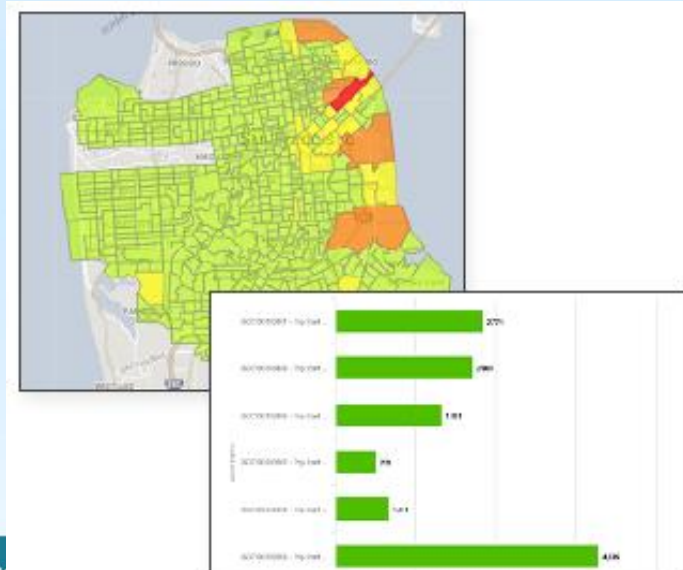


# Obtain high quality traffic data as a basis for informed decision-making.



- Purchased and analyzing historic cell data
- Volume counts being conducted this year in coordination with FMPO

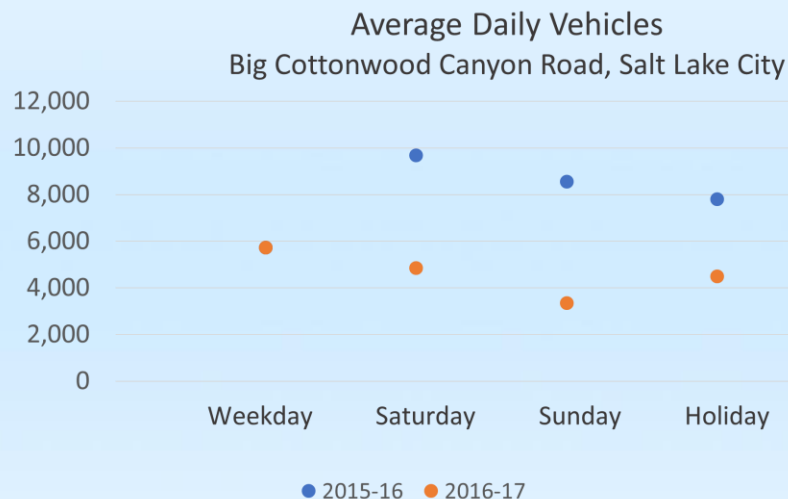
Sunday 1-21-18



# Write a Transit Management Plan



- Conducting peer cities analysis
- Drafting route and schedule opportunities



\*2016-17 improvements: increased bus frequency to 15 mins, improved connections to transit, and 35% increase in Canyon service trips



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## Resort Paid Parking Price

Mt. Bachelor	\$20
Breckenridge Ski Resort	\$8 - \$12 parking meters
Jackson Hole Mountain Resort	\$10 - \$20
Vail, CO	\$50



# Assess and determine predictable, dedicated funding source(s) to staff corridor management

- Waiting on Plan recommendations.
- Estimated timeline: Spring/Summer



Pending



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# Develop a comprehensive marketing and information management plan



Pending

- Waiting on data.
- Estimated timeline: Spring/ Summer



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# Create the US 180 Implementation Plan document

- Due October 2018



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