



Bizzy Collins, Transit Planner Mountain Line



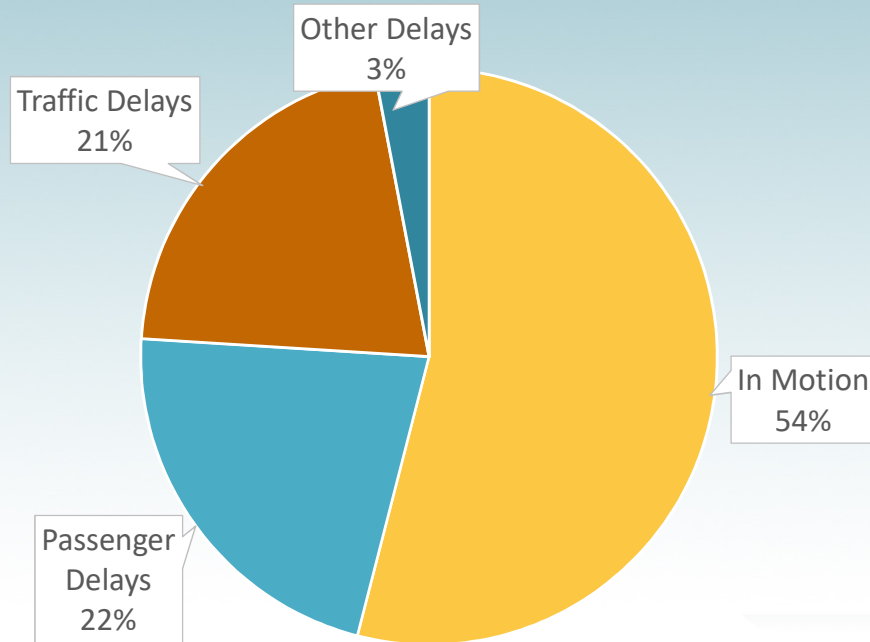
Getting you where you want to go



Thanks for taking the time to learn about progress on the Bus Rapid Transit (BRT) project that is being analyzed by Mountain Line.

To the untrained eye, BRT looks like high-capacity buses that arrive frequently, about every 10 minutes.

Bus Run Time Components



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To understand why BRT matters, we need to understand how buses spend their time. Passenger delays include paying fare or deploying the ramp. Traffic delays include waiting at a red light or getting caught in congestion. Other delays are ones that are out of our control, such as crashes and weather. If we can decrease time spent on traffic and passenger delays, we can increase the amount of time a bus will be in motion.

As Flagstaff continues to grow, we can expect traffic volumes to grow. Increasing safe, attractive mobility options is the most effective way to counteract increasing car congestion.

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
Customer Amenities	Multi-Door Boarding
	Enhanced Stations
	Real-Time Information
	Multi-Door/Level Boarding
	Rapid Transit Vehicles/Branding
	Bike and Pedestrian Connections



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BRT is a toolbox of transit enhancements that address the common causes of bus delay.

Traffic Delays are reduced in the following ways:

- Buses can bypass car congestion in dedicated bus lanes.
- Signal priority allows buses to move through traffic lights a bit faster.

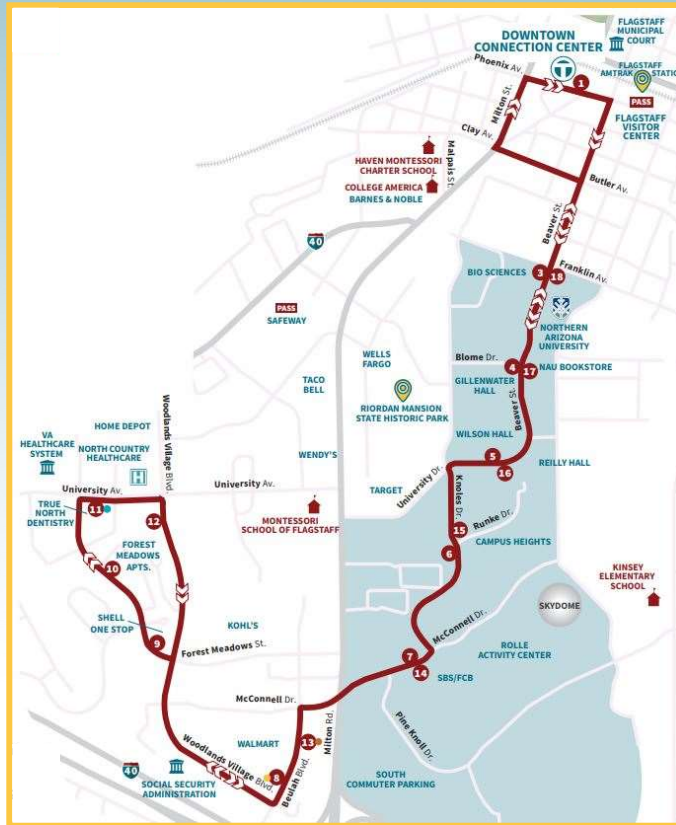
Passenger Delays are reduced in the following ways:

- Buses make fewer stops, speeding up travel time. Better bike and pedestrian connections between stops enable this option.
- Off-board fare collection allow customers to purchase tickets before boarding, reducing the time a bus is stopped.

BRT tools are only applied where appropriate.

All of this adds up to a faster trip and an improved passenger experience, making bus travel more competitive with car travel.

What is BRT?

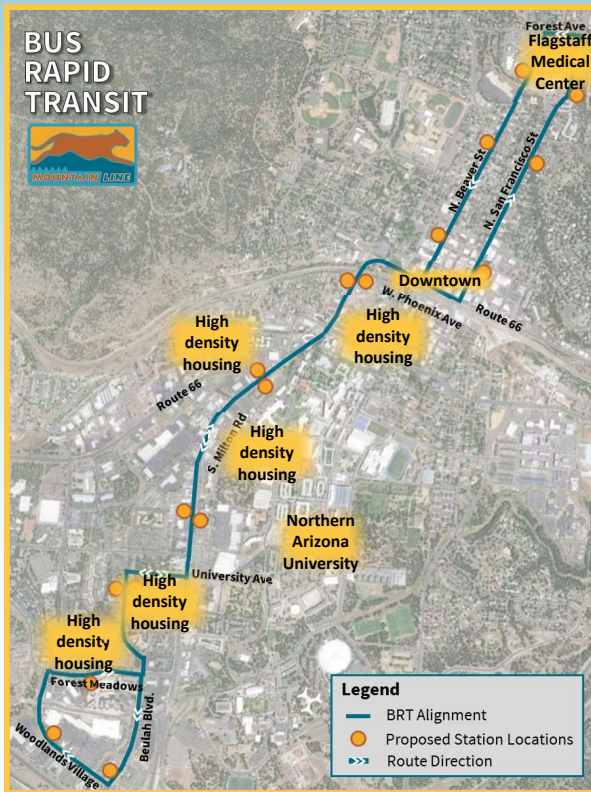


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We have a BRT route in Flagstaff. Mountain Link (Route 10) began in 2011. In the first year alone, system-wide ridership increased 66% and, in subsequent years, spurred economic development along the Mountain Link corridor.

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



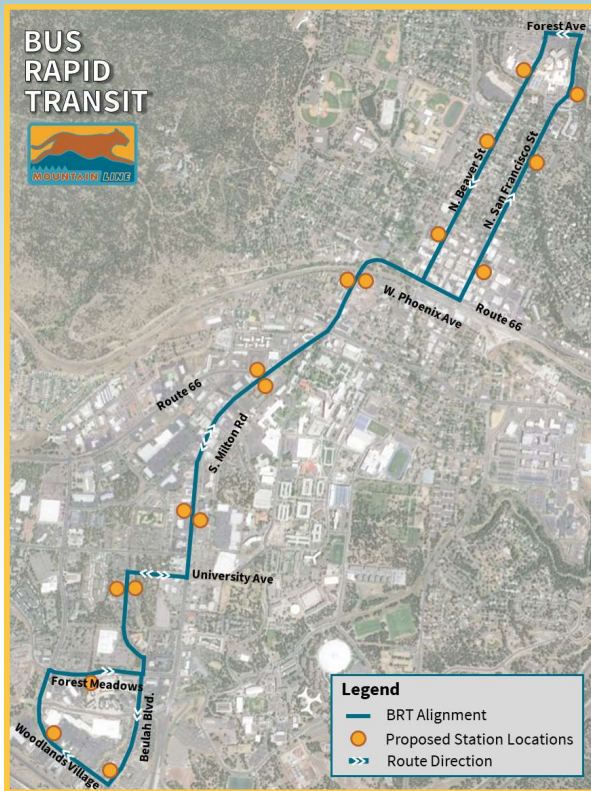
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As we saw with Mountain Link, BRT has far-reaching benefits beyond the bus system and riders. This is captured in the project goals listed here.

Bicycle and pedestrian facilities that feed into the BRT are eligible for funding - up to 3 miles for bike and ½ mile for ped projects.

BRT Project Stakeholders



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



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As the BRT will be operating on public roads, this project has been guided by technical experts.

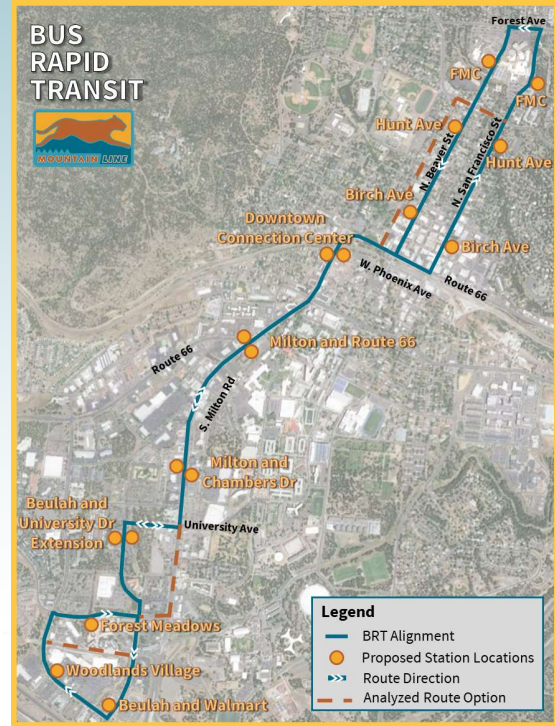
BRT Alternatives

Northern Section

- Humphreys/Beaver/San Francisco
 - Flagstaff Medical Center to DCC
 - 1 mile

Southern Section

- Milton Road
 - DCC to University Drive
 - 1 mile
- Beulah Boulevard
 - University Drive to Woodlands Village, turn around
 - 1 mile



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For the past year, the stakeholders have been examining which BRT alternatives, or combinations of BRT tools, best achieve the project goals and make the most sense on the proposed 3.2-mile BRT corridor. The stakeholders began this process with 6 alternatives on the northern section and 4 alternatives on the southern section. Together we defined criteria to screen alternatives so we could narrow it down to one locally preferred alternative for each section.

Criteria measured for respective goals

Goal 1 – ENHANCE

- Transit Travel Times
- Mobility Improvements-Ridership
- Congestion Relief-Increase in Linked Transit Trips
- Impact to Vehicular Travel Times
- Ability to Accommodate Bicyclists
- Ability to Accommodate Pedestrians

Goal 2 – CONNECT

- Land Use
- Ability to Connect to Bicycle and Pedestrian Facilities and Routes

Goal 3 – DEVELOP

- Economic Development

Goal 4 – THRIVE

- Public Support
- Opportunity to Improve “Great Street” Character

Goal 5 – SUSTAIN

- Proposed Transit Service Impact on Built Resources
- Cost Effectiveness



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This is a list of criteria stakeholders agreed upon. It is comprehensive enough to balance transit benefits with community benefits. For example, a bus-bike lane on Humphreys Street is great for transit travel times, but has significant right-of-way impacts on historic built resources, giving that alternative a low overall score.

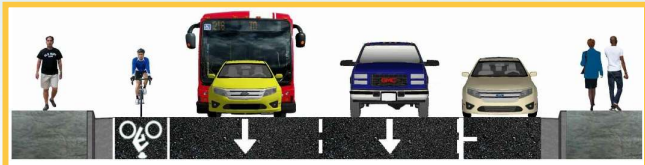
At the BRT Open House and during the survey period in August, we received feedback on alternatives in the northern section and BRT “tools” that would be acceptable. The feedback received contributed to the “public support” criteria score for the alternatives presented.

At the October stakeholder workshop, we presented the evaluation results of the BRT alternatives.

Top-Ranking Alternative Northern Section



N. Beaver Street



N. San Francisco Street



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The highest-ranking alternative for the northern section is to be in general traffic lanes on Beaver and San Francisco Streets. Please note that we are proposing to generally maintain the road design as it currently is today, so existing parking, sharrows, and bike lanes would remain. In places where the BRT project can improve sidewalk width and connectivity without impacting vehicle lanes and historic buildings, we will make improvements.

Top-Ranking Alternatives

Southern Section - Milton Road



Center-Running



Side-Running



General Traffic



Side-Running



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The highest scoring alternative in the Milton Road section has the BRT in center-running bus-only lanes. While this alternative best achieves our project goals—such as ridership and accommodating bikes and pedestrians—it means big changes on Milton Road.

The alternative ranked second has the BRT in a side-running bus-bike-right-turn lane.

There are also three other possible outcomes for the Milton Road section – no build (do nothing), connect the right turn lanes for a continuous third lane and have the bus run in general traffic, and side-running bus-only lanes with three lanes of general traffic in each direction.

Southern Section – Beulah Boulevard



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Beulah Boulevard is being completed as part of the Mill Town project, so some details of it are yet to be determined. What we do know is that the BRT will be in side-running bus-only lanes on Beulah Blvd. from University Ave. to Forest Meadows and turning around on Woodlands Village.

Next Steps: Targeted Public Outreach

- Chamber of Commerce
- Airport Commission
- Pedestrian & Bicycle Advisory Committee
- MetroPlan TAC
- 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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Staff believe we need public buy-in to these changes before making a final determination. Therefore, I am presenting this information to commissions and business organizations for feedback over the next few months.

You are welcome to attend any meeting that is open to the public. Please contact the Project Manager if you need more information about any of these presentations.

Next Steps:

Coordination with ADOT CMP

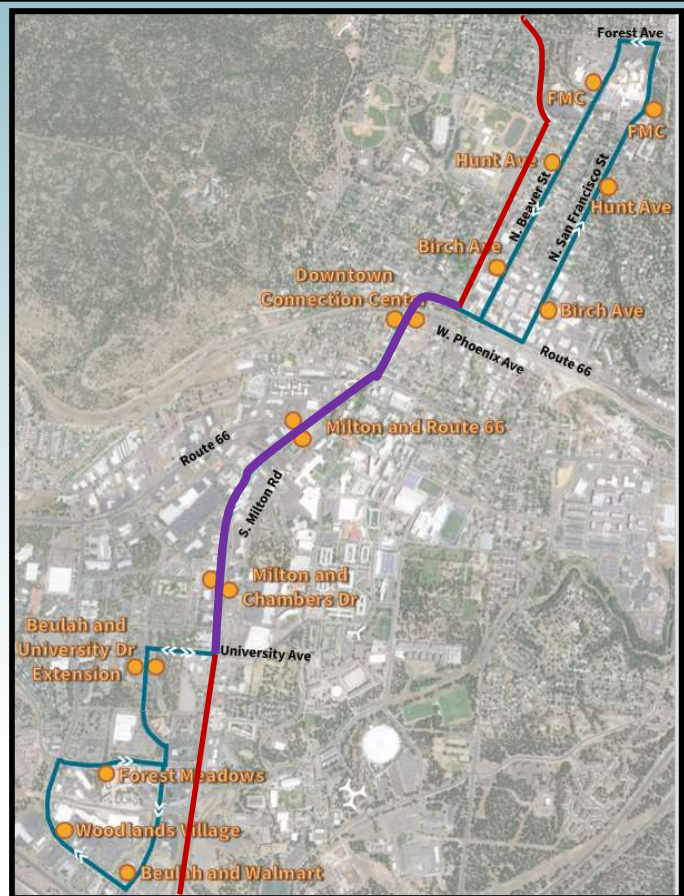


**Milton and US180
Corridor Master Plans
(CMP)**



**Bus Rapid Transit
(BRT)**

- 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



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Some of you might be aware of ADOT Corridor Master Plan (CMP) projects on Milton Road and Hwy 180 and wondering, “how do they work together?”

The CMP and BRT are unique projects with different boundaries, but they overlap for about 1.5 miles on Milton Road and have the same stakeholders. For the next few months, we will have shared decision-making to finalize the evaluation criteria of the CMP. The outcome of these two projects will be one recommended alternative for the overlapping portion on Milton Road.

Next Steps:

Bus Station Locations

Environmental Analysis

Locally Preferred Alternative

Local Funding

Application for Federal Funding



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Other ongoing tasks include determining bus station locations, environmental analysis, and select a LPA. We need to identify local funding for ongoing operations in order to apply for federal funding.

The planning phase of the BRT project will be completed in September 2020. When Mountain Line is able to identify local funding for ongoing operations and are awarded federal funding, we can begin on the implementation phase of the BRT project.

We need your feedback on:

- Bus station locations
- Key evaluation criteria to select a locally preferred alternative
- Groups that need this information

Contact the Project Manager, Bizzy Collins

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Your feedback is important to the success of this project. If you have information about station locations, key evaluation criteria that should be used to select a final alternative, and groups that need information about the BRT project, please contact the Project Manager, Bizzy Collins.