



**DATE PREPARED:** December 6, 2019  
**DATE:** December 18, 2019  
**TO:** Honorable Chair and Members of the Board  
**FROM:** Bizzy Collins, Transit Planner  
**SUBJECT:** Update on the Bus Rapid Transit Project

**RECOMMENDATION:**

The Board may provide direction, but there is no recommendation from staff at this time.

**RELATED STRATEGIC PLAN GOAL & OBJECTIVE**

**Goal:**

- ❖ Service Excellence

**Objectives:**

- ❖ Deliver service enhancements that are in line with our 5-year transit plan and make transit an attractive mode choice.
- ❖ Invest in capital to improve efficiencies and infrastructure to enhance customer-first service delivery.

**BACKGROUND:**

In November 2018, Mountain Line initiated the development phase of the Bus Rapid Transit (BRT) Project to study potential long-term improvements on high-frequency bus service from the Flagstaff Medical Center to Woodlands Village (see attached map). BRT is a toolbox of transit enhancements that adds up to a **faster trip** and an **improved experience**. As a result of Mountain Link (Route 10), our first BRT that opened in 2011, system-wide ridership increased 66% in the first year alone and, in subsequent years, spurred economic development along the Mountain Link corridor. Mountain Line anticipates similar results with the second BRT.

A team of agency stakeholders has been advising staff on technical aspects of the project. Over the past four meetings, stakeholders have provided critical feedback on the project's purpose and need, alignment alternatives, criteria to screen alternatives, and, most recently, the results of the evaluation.

Alternatives were measured using criteria for the project goals:

Goal 1: Enhance

- a. Transit Travel Times
- b. Mobility Improvements-Ridership
- c. Congestion Relief-Increase in Linked Transit Trips
- d. Impact to Vehicular Travel Times
- e. Ability to Accommodate Bicyclists
- f. Ability to Accommodate Pedestrians





Goal 2: Connect

- a. Land Use
- b. Ability to Connect to Bicycle and Pedestrian Facilities and Routes

Goal 3: Develop

- a. Economic Development

Goal 4: Thrive

- a. Public Support
- b. Opportunity to Improve “Great Street” Character

Goal 5: Sustain

- a. Proposed Transit Service Impact on Built Resources
- b. Cost Effectiveness

The top-ranking route alignment alternatives are provided in the attachment. The highest scoring northern alternative—the section between the Flagstaff Medical Center and the Downtown Connection Center—has the BRT in general traffic lanes using San Francisco Street north-bound and Beaver Street south-bound. The highest scoring southern alternative—the section between the Downtown Connection Center and Woodlands Village—has the BRT in center-running bus-only lanes for one mile on Milton Road, then on side-running bus-only lanes on Beulah Boulevard, and turning around in Woodlands Village. While these alternatives best achieve our project goals, this alternative proposes big changes on Milton Road. Staff believe we need public buy-in for these changes before making a final determination. Therefore, throughout the winter, staff are planning to present this information to commissions and business organizations for feedback.

Other ongoing tasks include environmental analysis, determining bus station location and design along with utility impacts, and continued coordination with the ADOT Milton Corridor Master Plan (CMP). Ensuring ADOT’s long-range plans include Mountain Line’s BRT service enhancement project is vital for success.

**TAC DISCUSSION:**

TAC expressed support for the project and identified improvements to the presentation, which have been incorporated.

**FISCAL IMPACT:**

The BRT Project Development phase costs \$2.2 million and is 80% funded by a Federal Transit Administration (FTA) Grant. The project is included in the Mountain Line FY2020 budget.

This Project Development phase of the BRT will be completed by September 2020, if not sooner. At that time, the report will be submitted to FTA for evaluation, rating, and approval for a Small Starts Grant Agreement. FTA rating and approval recognizes that Mountain Line’s BRT project has enough engineering and design detail, firm and reliable cost estimates, and detailed scope and schedule for the project, thus making it eligible for a construction grant agreement. With these components in place, FTA





## Northern Arizona Intergovernmental Public Transportation Authority

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may choose to recommend the project for funding under the Capital Investment Grant (CIG) program. Local funding details of the BRT will be explored more specifically as part of the Project Development process and would be identified in future Mountain Line budgets.

### SUBMITTED BY:

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Bizzy Collins  
Transit Planner

### APPROVED BY:

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Erika Mazza  
CEO and General Manager

### ATTACHMENTS:

1. Top-Ranking BRT Alternatives
2. Full Evaluation Matrix

-page 31  
-available upon request



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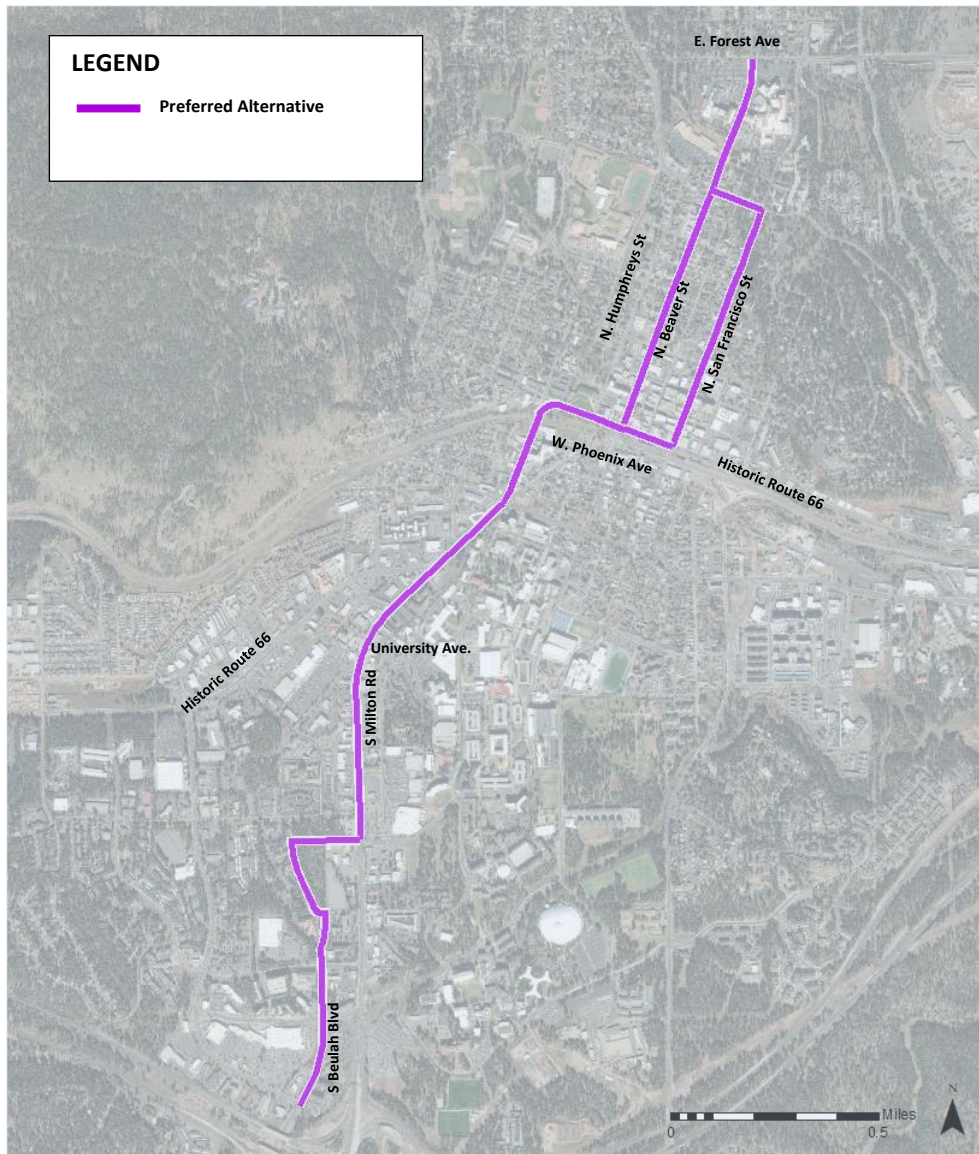
Attachment: Top-Ranking BRT Alternatives

Northern Section – Flagstaff Medical Center to Route 66:

N. Beaver Street



N. San Francisco Street



Milton Road Section – Phoenix Avenue to University Avenue:

