

# 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			
<b>Total Weighted Score*</b>	<b>313</b>	<b>296</b>	<b>274</b>

\*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



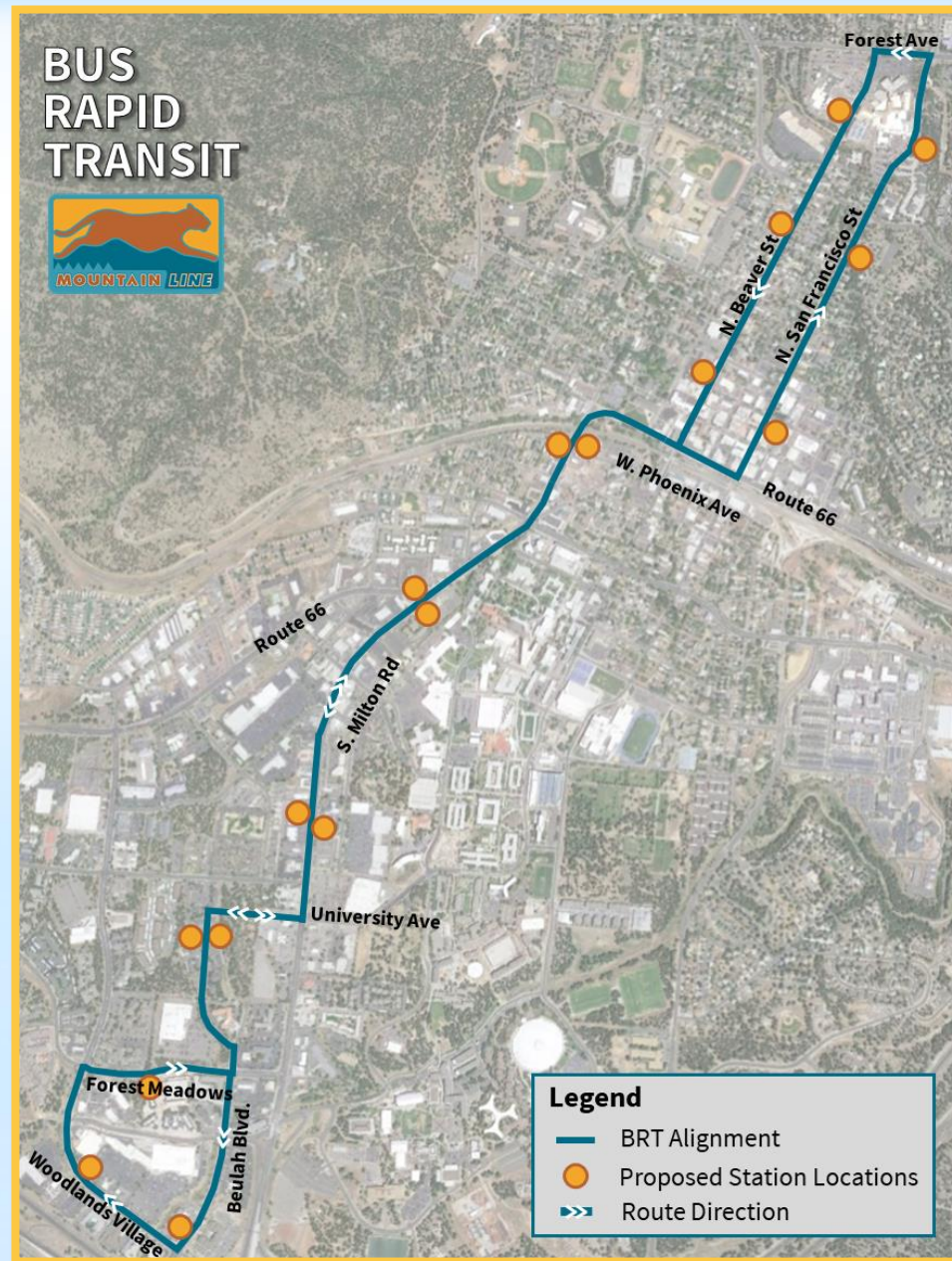
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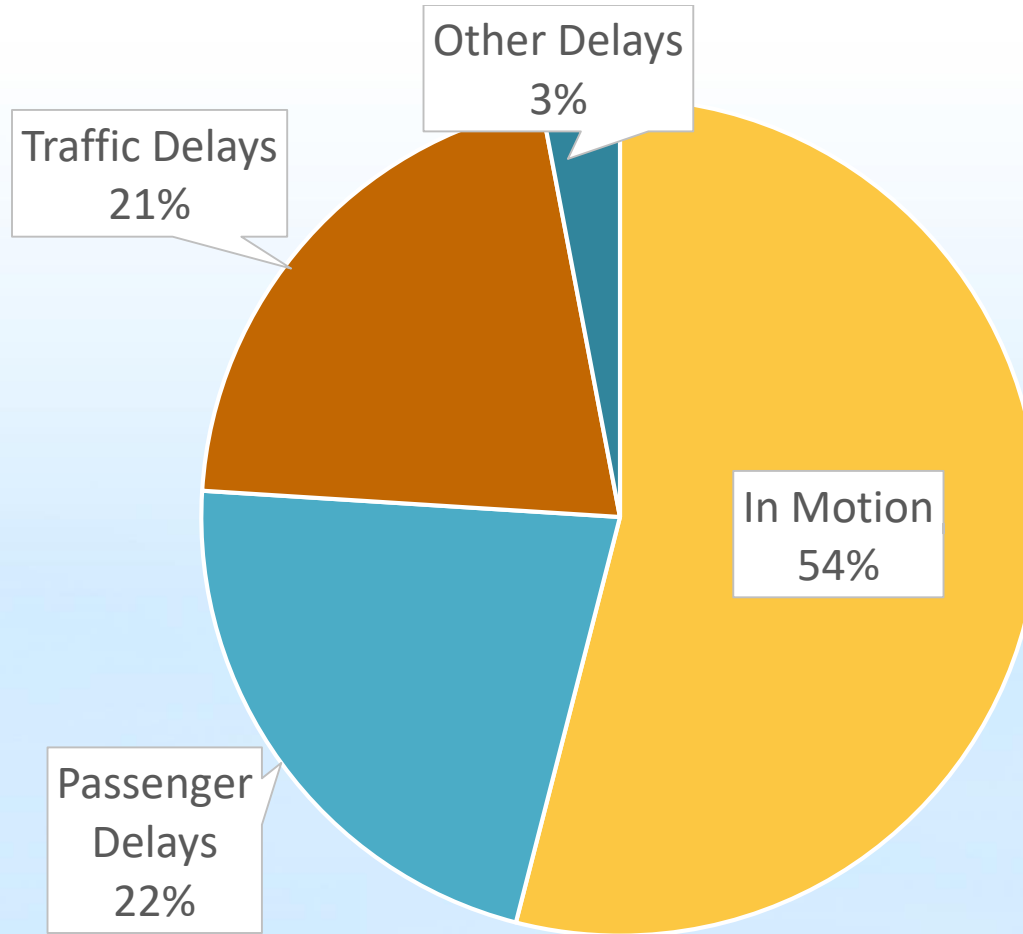
# Flagstaff Medical Center to Woodlands Village

## 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

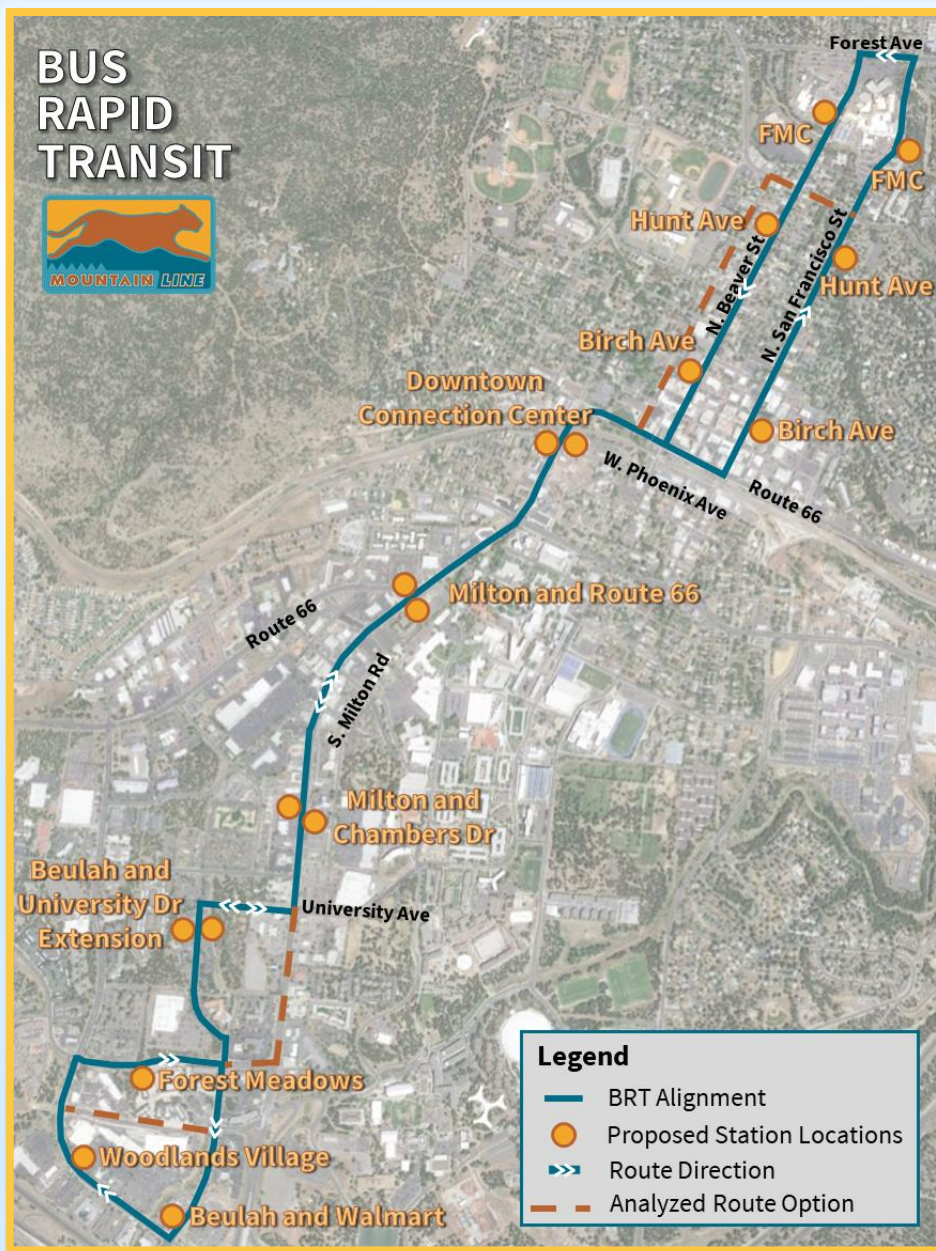
Strengthen the downtown core and connections to Woodlands Village, NAU & Flagstaff Medical Center



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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)

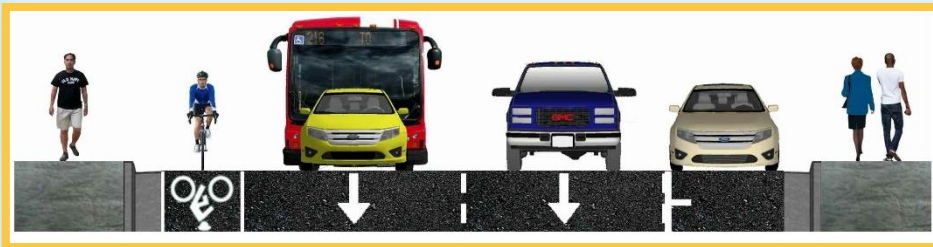


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# Top-Ranking Alternative Northern Section

## N. Beaver Street



## N. San Francisco Street

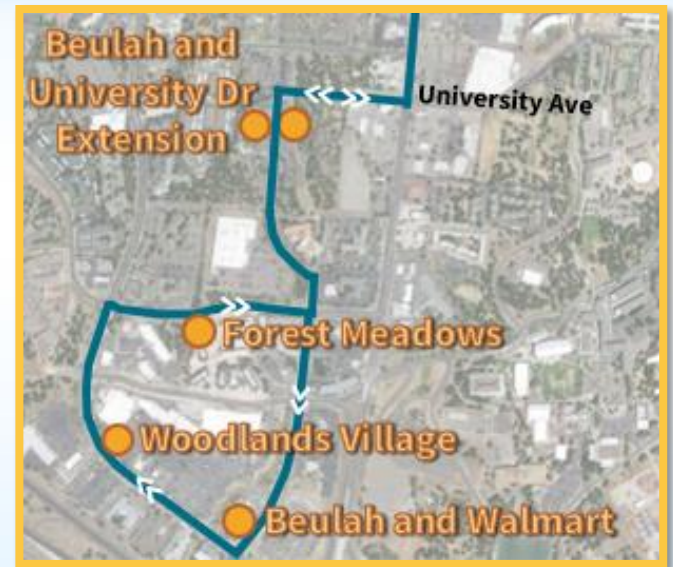




A detailed cross-section diagram of a multi-lane road. From left to right, it shows: a sidewalk with a person walking; a green grassy area; a red bus in a lane with a white arrow pointing down; a cyclist in a lane with a white arrow pointing down; a red car in a lane with a white arrow pointing down; a blue car in a lane with a white arrow pointing down; a landscaped area with a tree and a white arrow pointing down; 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 cyclist in a lane with a white arrow pointing up; a blue truck in a lane with a white arrow pointing up; a green grassy area; and a sidewalk with two people walking. The road surface is dark grey, and the lane markings are white.



# Southern Section – Beulah Boulevard



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# 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

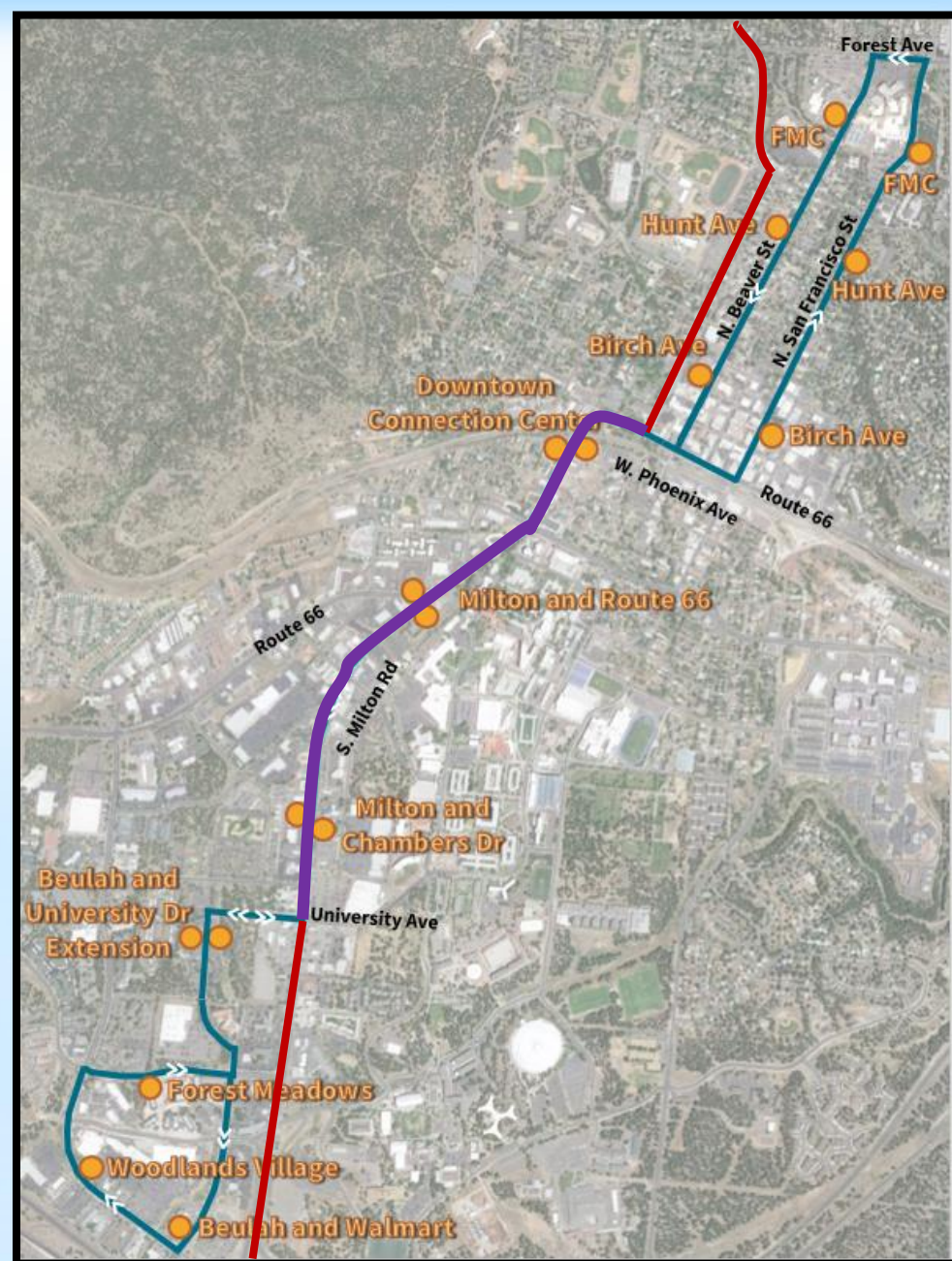


### Milton and US180 Corridor Master Plans (CMP)

- 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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