

January 31, 2024



**1. Q. Will you please explain the larger context for this effort?**

- a. MetroPlan desires to add value to its regional partners by providing microsimulation services. This will be beneficial for corridor studies, transportation impact analysis, and intersection design among other things. Microsimulation will often be performed by the Northern Arizona University Laboratory for Applied Transportation Research. NAU will utilize the base year network developed through this contract. This enables NAU new opportunities for education, workforce development, and research. Having a microsimulation model we can provide to consultants will help expedite some efforts.

The transportation network in the MetroPlan region is simple enabling a well-calibrated regional transportation model that represents major intersections accurately. It is hoped that starting with the regional model will enable more accurate or representative microsimulation. Past experience with microsimulation in a poorly modeled network yielded spurious results.

**2. Q. What is the desired outcome of the W. Route 66 corridor assessment and what is the intended use of TransModeler in achieving that outcome?**

- a. MetroPlan's intent is to guide the City of Flagstaff in identifying a project or projects on W. Route 66 to invest voter approved tax dollars. To do so, a larger corridor solution is being developed through the assessment. MetroPlan will be using a modified 4-step TransCAD model for sketch modeling several solutions and then a more robust full 4-step TransCAD model to evaluate and reduce alternatives to two or three for testing with TransModeler. **Note that the extent of W. Route 66 within the Flagstaff City limits ends at approximately Flagstaff Ranch Road, 2.94 miles from Milton Road.**

Potential projects include widening, pedestrian and bicycle, and intersection projects – all should contribute to a complete streets condition addressing all modes. The City currently has \$2.7 million dollars programmed in its Capital Improvement Program dedicated to W. Route 66 in fiscal years 2025 and 2027. About \$8 million dollars more are available.

A secondary objective is assisting Mountain Line, the regional transit authority, determine levels of service and stop locations. TransModeler may be used to evaluate transit performance in different intersection configurations and signal treatments.

The Operational Assessment is scheduled to conclude in Spring 2025.

**3. Q. What are the limits of the W. Route 66 corridor?**

- a. MetroPlan is conducting an operational assessment of W. Route 66 from its intersection with Milton Road (easterly limit) to its interchange with Interstate 40 (westerly limit), a distance of 3.86 miles.

**4. Q. Is MetroPlan expecting the W. Route 66 TransModeler to employ Dynamic Traffic Assignment (DTA)?**

- a. Yes. Different intersection treatments including roundabouts and off-set left turns may be tested as well as new local or collector street connections between Route 66 and parallel routes, excluding any new interchanges to the Interstate 40. DTA is expected to yield more realistic results. Proposers may submit a static model alternative approach in addition to a DTA approach.

**5. Q. What are the limits or extent of the W. Route 66 network MetroPlan expects to be calibrated?**

- a. MetroPlan expects the proposer to recommend the extent of the network required to achieve a functional DTA model for the W. Route 66 corridor.

**6. Q. To what level is the regional network expected to be developed?**

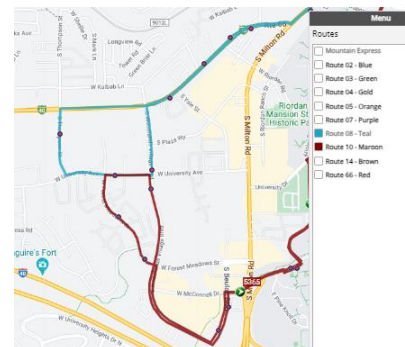
- a. MetroPlan expects the proposals to speak to this. MetroPlan does not expect to microsimulate the entire region accurately as a results of this effort. Instead, it will serve as a repository for road geometry and signals and as additional corridors are evaluated, transportation impact analyses conducted, or NAU research or educational opportunities require, those related sub-networks will be calibrated. Eventually, MetroPlan will be able to microsimulate the entire region with some accuracy.

**7. Q. Is transit expected to be included in the TransModeler network?**

- a. Yes, but limited to the W. Route 66. Route 8 is currently the only route on W. Route 66.

**8. Q. How many traffic signals are there in the region and in what format are the signal timing plans available?**

- a. The City owns 40 signals. ADOT owns 34. There are 3 ADOT signals on W. Route 66 (66/Milton; 66/Riordan; 66/Woodlands Village) and one HAWK (66/Blackbird Roost).
- b. The City has timing cards for all its signals in Excel format. Participants in the pre-submittal call indicated this is preferable to PDF format and can be adapted for importation to TransModeler.



- c. MetroPlan is working with ADOT to secure data for its signals. For the purposes of this proposal assume they will be in PDF format.
- 9. Q. To what level of detail should the regional network be modeled?**
- a. MetroPlan will want the proposal to address that. The geographic layer includes all functional classes of roadways from Interstate to Local. Only a small subset of local roads directly connect to the modeled network, generally as points of connection for centroid connectors or for limited circulation needs in some commercial areas.
- 10. Q. What data are available to support calibration?**
- a. INRIX travel time; AM, Mid-Day, and PM-peak hour turn movement counts (3 hours each) for signals on W. Route 66 including pedestrian and bicycle movements, 24-hour tube counts (grown from 2019) supplemented by tube counts associated with traffic impact analyses in the corridor, transit Automated Vehicle Locator data, limited pedestrian and bicycle counts.
- 11. Q. What does TDM mean?**
- a. Travel Demand Modeling
- 12. Q. Can you share the anticipated budget?**
- a. No. MetroPlan prefers you provide your anticipated costs. Our intent is that the guidance in this FAQ provides grounds for negotiation if needed.
- 13. Q. Regarding the W. Route 66 Corridor calibration, what is meant by “add alternate”?**
- a. A. MetroPlan request separate line-item costs. One for developing the regional model and the second for calibrating W. Route 66. MetroPlan will have the prerogative to accept either one or both.
  - b.
- 14. Q. May we negotiate a no-cost time extension?**
- a. A. Yes. However, MetroPlan expects the early focus to be on the W. Route 66 corridor. April 8, 2024, is the desired completion date and particularly important to meeting the W. Route 66 schedule. A generalized schedule showing intended sequence between regional and corridor TransModeler components and related schedules will be needed to evaluate any proposal.
- 15. Q. What are Exhibits A through D and which are necessary to sign and return?**
- a. Please see the contract with the attachments attached to the email with this FAQ. Please sign and return Exhibits B and D
- 16. Q. There are conflicting dates. What are the correct dates?**
- a. A. The dates in the table are correct.