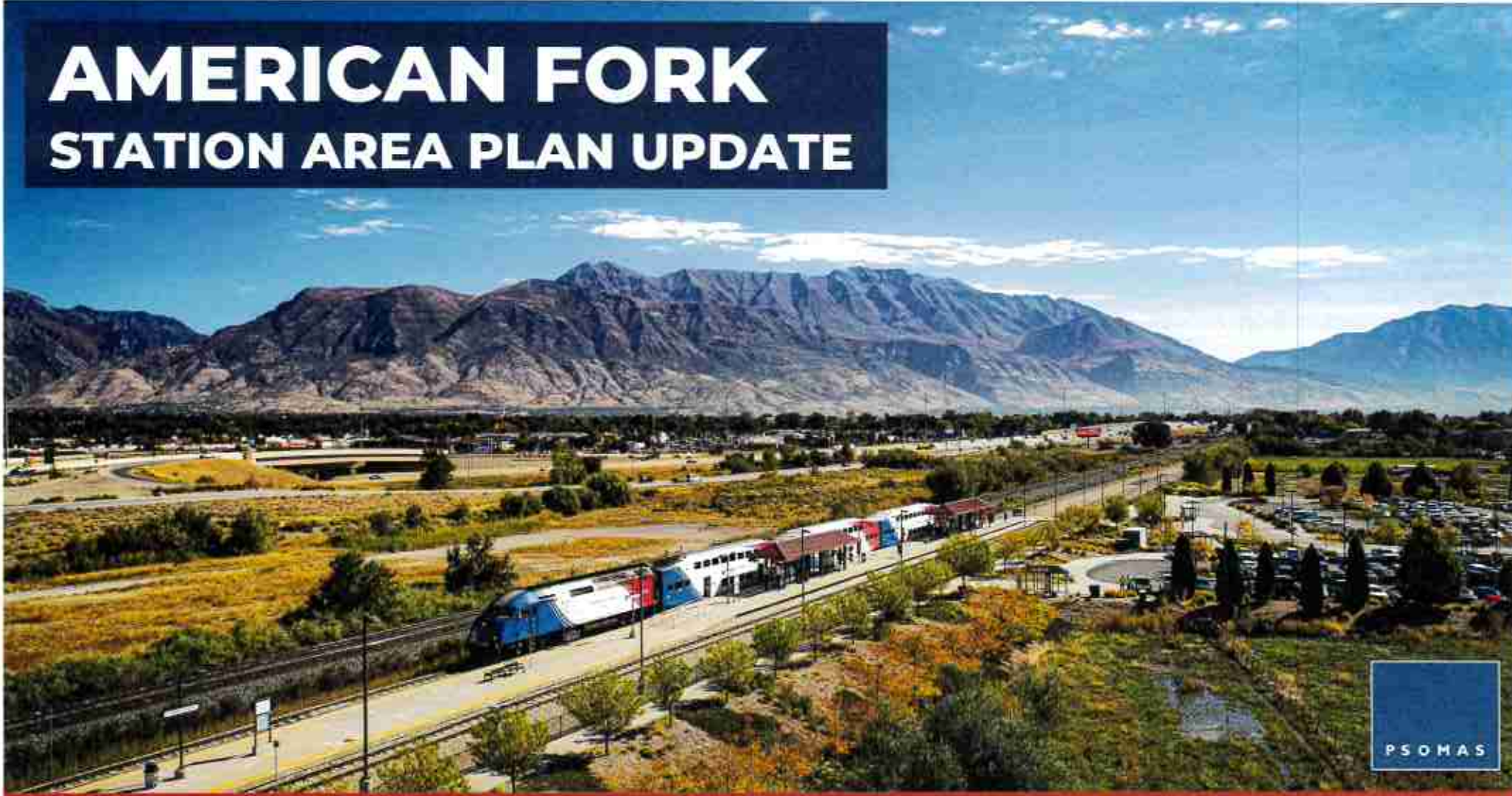


AMERICAN FORK STATION AREA PLAN UPDATE



PSOMAS

AMERICAN FORK STATION: BACKGROUND



- **American Fork Station**

- Original plan was to update the existing Station Area Plan completed in 2014.
- During the existing conditions and public engagement portions we quickly realized the critical nature of this station.

AMERICAN FORK STATION: THREE OPTIONS



 **DEFAULT STATION LOCATION:**
Existing location

 **OPTION 1:**
Moving Station West

- Phase I
- Phase II
- Phase III

 **OPTION 2:**
Moving Station East

AMERICAN FORK STATION: DEFAULT LOCATION – EXISTING LOCATION

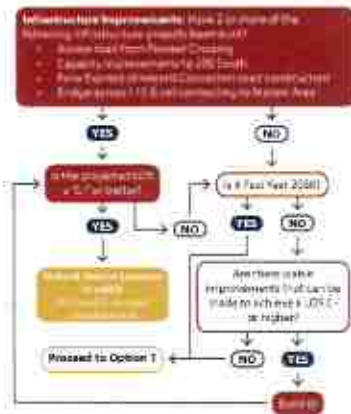


- **UTA:**
 - No bus service to existing station due to costs
 - Dormant bus loop, unlikely to change
 - Inadequate parking; overflow on 200 S
 - Poor pedestrian/cyclist access; no sidewalks on north side
 - Space for rail trail with current layout
- **American Fork City & Transit Riders:**
 - CRA prevents HTRZ overlay for 10+ years
 - HTRZ needed for safety (e.g., bridge over rail line)
 - Difficult station access (over a mile from Pioneer Crossing)
 - Extra traffic burden on 200 S
 - Growth in surrounding areas increases access concerns
 - Only two access points; additional needed to disperse traffic
 - Bridge over rail line and Pony Express access difficult
 - Station becomes inaccessible if issues on 200 S
 - Incompatible land uses pre-station development
 - Mostly built out with minimal vacant land
 - Less visible site (Pioneer Crossing and I-15)
 - Pinch point with I-15, rail, and 200 S
 - Future I-15 overpass plans to connect north and south sides
- **UDOT:**
 - Reluctant to build long slip lane
 - Interchange capacity upgrades costly with current station location
 - Tight spacing for access around interchange

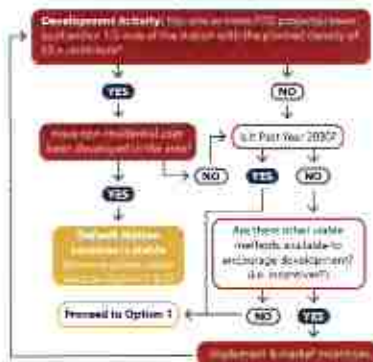
AMERICAN FORK STATION: DEFAULT LOCATION

DEFAULT STATION LOCATION

Evaluating: Traffic Level of Service (LOS)



Evaluating: Development



Default Station Location Station Triggers

Access

- Access road from Pioneer Crossing** - UDOT was willing to show direct access to the station from Pioneer Crossing to alleviate access concerns.
- Capacity improvements on 200 South** - Several improvements are in-progress on 200 South which will help address access, capacity, and safety issues along the route. Multimodal improvements are also underway.
- Pony Express (Vineyard Connector)** - This regional roadway needs to be built with sufficient access to the Station and through the station area, thus adding multiple connection points with the larger station area.
- Bridge across I-15 & rail connecting to Station Area** - Plans for an overpass will improve North-South connectivity to station area and alleviate congestion at the interchange. This would improve the ability to service the station with buses and is shown on UTA's route planning.

LOS

- Anything below LOS "C" is unacceptable by UDOT's standards (see Utah Office of Administrative Rules). This projected LOS needs to be associated with the LOS at full build out.

Development Activity

- The station's current location was acknowledged by the city, its residents, UTA riders, UTA, UDOT, and the consultant team as a less than ideal location for the station. If the development community shows that the 55+ units/acre around the current station is not feasible within the timeframe, we should proceed to Option 1. This feasibility can be tracked by a successful application of a mixed-use community with 55+ units/acre or greater within 1/3 mile of the station.
- UTA currently has plans for servicing the station area with buses. If the station does not have adequate bus service, or UTA has not redeveloped or found a partnership to redevelop their surface parking lot within this timeframe, we should proceed to Option 1.

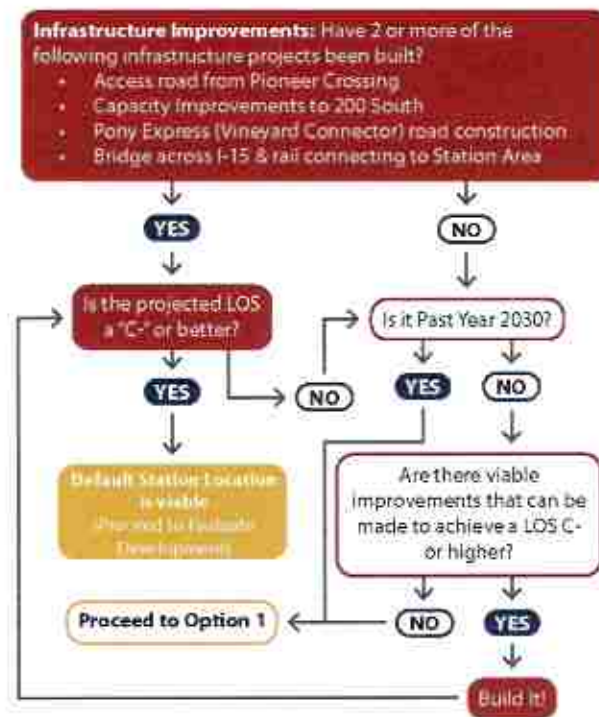
Timeframe

- 2030 is four years before the Olympics so if these improvements have not been made by then, we need sufficient time to establish a working station.
- State requires a five-year station area plan, so the year 2030 gives an additional five-year window to make the existing station work. (2010 - 2030 offers the station a 20 year window.)

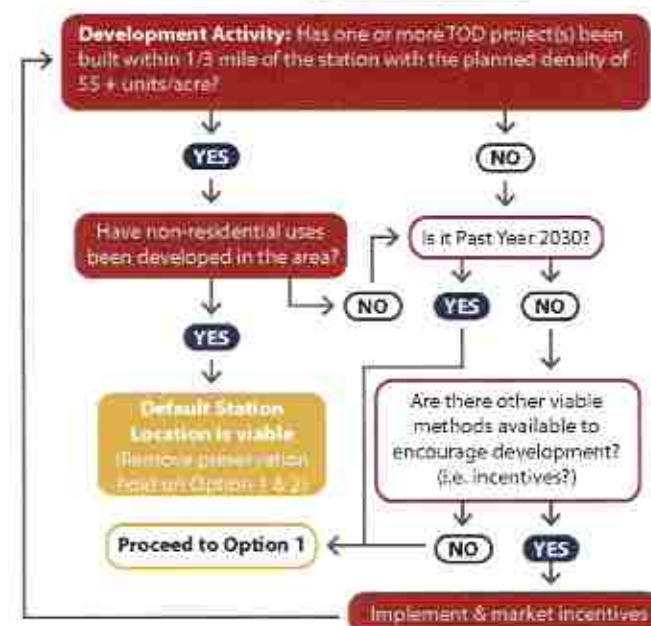
AMERICAN FORK STATION: DEFAULT LOCATION

DEFAULT STATION LOCATION

Evaluating: Traffic Level of Service (LOS)



Evaluating: Development

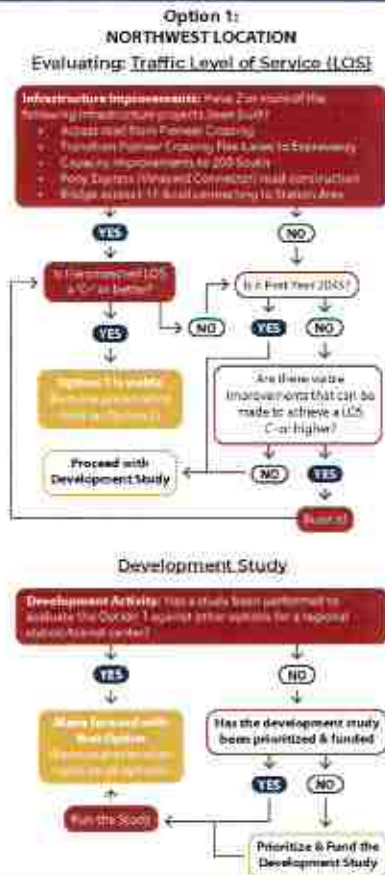


AMERICAN FORK STATION: OPTION 1 – MOVE WEST



- **UTA**
 - Cost of a New platform and footings
 - Cost of Parking for the new station
 - Cost of Bus loop adjacent to the station
 - Sale of land and cost to design consolidated park n ride, platform, and kiss n ride
- **American Fork City & Transit Riders**
 - Proposed station location is surrounded by large swath of vacant land, but the current property owner of relocated station is anti-development
 - No single-family subdivision within a half mile
 - Existing TOD residents have longer to walk/bike to get to the station
 - Better access would lead to increased ridership adding stress to existing infrastructure from non-American Fork residents (Pleasant Grove, Lindon, North Orem, South Lehi, Saratoga Springs, and Eagle Mountain).
- **UDOT**
 - Stress of existing Interchange Capacity upgrades
 - UDOT will build a slip lane to the station
 - Future plans for Pioneer Crossing and Pony Express
 - Difficult and tight spacing to get access to each area around the interchange

AMERICAN FORK STATION: OPTION 1



Option 1 Preservation Measures

1. Establish zoning with minimum densities / mixed use requirements around Option 1 Station Area.
2. Place restrictions on new roads not in alignment with critical infrastructure on the Option 1 Phase III Station Concept Plan.
3. If development is permitted in the area, a focus on walkability and integration with potential future station should be encouraged.

Option 1 Station Triggers

Access

1. **Access road from Pioneer Crossing** - (See Default Station Location for details)
2. **Transition Pioneer Crossing Flex Lanes to Expressway** - UDOT should consider transitioning the currently proposed flex lanes for Pioneer Crossing to a higher-capacity expressway within the Option 1 timeframe. This expressway would straighten out Pioneer Crossing where it crosses the railway. Our Option 1 station location takes into consideration that potential alignment.
3. **Capacity improvements on 200 South** - (See Default Station Location for details)
4. **Pony Express (Vineyard Connector)** - (See Default Station Location for details)
5. **Bridge across I-15 & rail connecting to Station Area** - (See Default Station Location for details)

LOS

1. Anything below LOS 'C' is considered unacceptable by UDOT's standards (see Utah Office of Administrative Rules). This LOS needs to be associated with the projected LOS at full build out.

Development Activity

1. The proposed Option 1 location would require coordination with property ownership, UTA, and UDOT, and discussions should take place on a state level with coordination from the City and MPD. The regional demographics and transportation needs and holistic regional infrastructure development, operations, and maintenance costs at the time of the study should be considered when evaluating Option 1 against other options. Each should be ranked by priority and ability to serve the region. This study should serve as the primary driver for redevelopment activity. The options evaluation process should close out all other options to move forward with Option 1, or move on to Option 2.

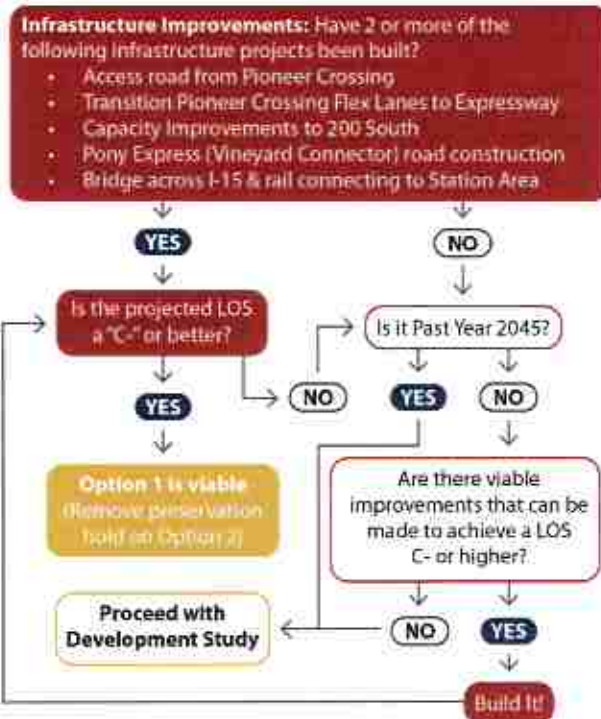
Timeframe

1. 2045 is fifteen years after the deadline for the Default Station Location, which is a sufficient timeframe to adjust the Station Area Plan and develop a robust station area, or prioritize the development study.

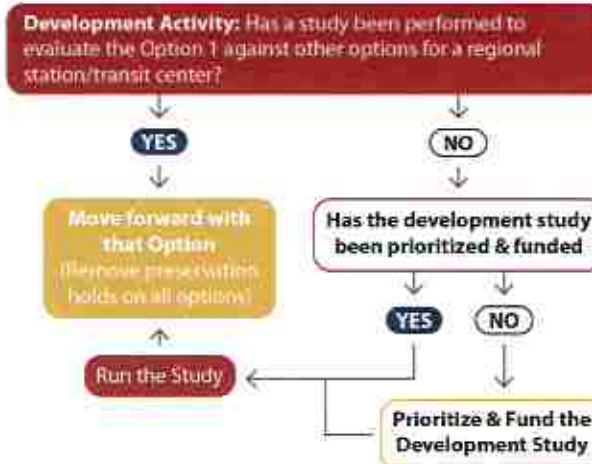
AMERICAN FORK STATION: OPTION 1

Option 1: NORTHWEST LOCATION

Evaluating: Traffic Level of Service (LOS)



Development Study



OPTION 1 PHASE I



PHASE I

Key Concept Plan Features/Opportunities & Improvement Areas

- ★ Existing American Fork FrontRunner Station
- 1 Rail Trail (proposed to run the entirety of the FrontRunner Corridor)
- 2 Spring Creek Linear Open Space (with potential for splash pad)
- 3 Daylighted Spring Creek
- 4 Adjusted Pioneer Crossing Flex Lanes Alignment with flex lanes for shifting time of day use
- 5 Direct Access to the FrontRunner Station from Pioneer Crossing
- 6 Preserved Future Pioneer Crossing Expressway Right of Way
- 7 Access from Mill Pond Road to the Future Station Area Core
- 8 American Fork Roundabout with landscaped kiosk for commuter identification
- 9 Future Pony Express/Vineyard Connector Leg
- 10 Mill Pond Regional Park (with 2+ miles of trails, water activities, preserve, picnic areas, potential dog park, & natural playground area)
- 11 Proposed Extension of Harts Drive Connecting to Mill Pond & West Main Street
- 12 Pacific Drive Extension Overpass Over I-15
- 13 Pedestrian Bridge & Bus Loop - Bridge to service public transportation, pedestrians, and cyclists. (connecting 200 South Bikeway & Rail Trail to Murdock, Shoreline, & Art Dye Trails through Meadows Crossing, 1020 West Extension Tie-in to 200 South Roundabout)
- 14 Station Park N Ride & Kiss N Ride Utilizes existing parking to service the front runner station
- 15 Future Front Runner Parking - Surface level parking lot to service the future FrontRunner Station while still preserving space for the future Pioneer Crossing Expressway

OPTION 1 PHASE II



PHASE 2

Key Concept Plan Features/Opportunities & Improvement Areas

- 1 Existing American Fork FrontRunner Station
- 2 Proposed Enclosed American Fork FrontRunner Station Relocation (with access from Pioneer Crossing, the event venue, outdoor gathering plaza, the rail trail, a pedestrian bridge over the Union Pacific rail line, and wrapped office and retail development.)
- 3 20,000 Seat Event Venue (with underground parking structure and wrapped commercial retail/dining opportunities)
- 4 50,000 SF Outdoor Gathering Plaza
- 5 Pedestrian Paseo (connecting to outdoor gathering plaza, shopping, and event venue)
- 6 Rail Trail (proposed to run the entirety of the TrailRunner Line)
- 7 Spring Creek Linear Open Space (with potential for splash pad)
- 8 Daylighted Spring Creek
- 9 Adjusted Pioneer Crossing Flex Lanes Alignment with flex lanes for shifting time of day use
- 10 Direct Access to the Relocated FrontRunner Station from Pioneer Crossing
- 11 Preserved Future Pioneer Crossing Expressway Right of Way
- 12 Access from Mill Pond Road to the Station Area Core
- 13 American Fork Roundabout with landscaped logo for community identification
- 14 Future Pony Express/Vineyard Connector Leg
- 15 Mill Pond Regional Park (with 2+ miles of trails, water activities, preserve, picnic areas, potential dog park, & natural playground area)
- 16 Proposed Extension of Harts Drive Connecting to Mill Pond & West Main Street
- 17 Pacific Drive Extension Overpass Over I-15
- 18 Pedestrian Bridge & Bus Loop - Bridge to service public transportation, pedestrians, and cyclists (Connecting 200 South Bikeway & Rail Trail to Mudrock, Shoshone, & Art Dye Trails through Meadows Crossing, 1020 West Extension Trail to 200 South Roundabout)
- 19 FrontRunner Station & Event Center Parking - Underground parking beneath the event center and station area
- 20 Temporary Overflow Parking - Surface level parking to service the FrontRunner Station while still preserving the right-of-way for the future Pioneer Crossing Expressway
- 21 Station Park N Ride, Kiss N Ride, & Event Center Parking - Multi-level overflow parking structure connected to the station and event center by a multi-use path, bridge over railroad tracks, and shuttle

OPTION 1 PHASE III



PHASE 3

Key Concept Plan Features/Opportunities & Improvement Areas

- 1 Existing American Fork FrontRunner Station
- 2 Proposed Enclosed American Fork FrontRunner Station Relocation (with access from Pioneer Crossing, the event venue, outdoor gathering plaza, the rail trail, a pedestrian bridge over the Union Pacific rail line, and wrapped office and retail development.)
- 3 20,000 Seat Event Venue (with underground parking structure, and wrapped commercial retailing opportunities)
- 4 50,000 SF Outdoor Gathering Plaza
- 5 Pedestrian Paseo (connecting to outdoor gathering plaza, shopping, and event venue)
- 6 Rail Trail (proposed to run the entirety of the FrontRunner line)
- 7 Spring Creek Linear Open Space (with potential for splash pad)
- 8 Daylighted Spring Creek
- 9 Adjusted Pioneer Crossing Expressway Alignment (with improved access to 200 South & the FrontRunner station, an interchange with Mill Pond Road & the Pioneer Crossing Expressway, an overpass over the tracks at 700 West, & new access from I-15 to Pioneer Crossing & West Main Street - Rail)
- 10 Access to the Relocated Station from Pioneer Crossing, 200 South, Vineyard Connector & Mill Pond Road
- 11 American Fork Roundabout with landscaped edge for commuter identification
- 12 Future Pony Express/Vineyard Connector Leg
- 13 Mill Pond Regional Park (with 3+ miles of trail, water activities, preserve, picnic areas, potential dog park, & natural playground area)
- 14 Proposed Extension of Harts Drive Connecting to Mill Pond & West Main Street
- 15 Pacific Drive Extension Overpass Over I-15
- 16 Pedestrian Bridge & Bus Loop: Bridge to connect public transportation, pedestrians, and cyclists. (Connecting 200 South Bikeway & Rail Trail to Murphy, Shoreline, & Art Dye Trails through Meadows Crossing, 1020 West Extension Tie-in to 200 South Roundabout)
- 17 FrontRunner Station & Event Center Parking - Underground parking beneath the event center and station area
- 18 Station Park N Ride & Kiss N Ride Parking - Parking Structure north of station underneath Pioneer Crossing
- 19 Event Center & Station Overflow Parking - Multi-level overflow parking structure connected to the station and event center by a multi-use path, bridge over railroad tracks, and shuttle.

AMERICAN FORK STATION: OPTION 2 – MOVE EAST

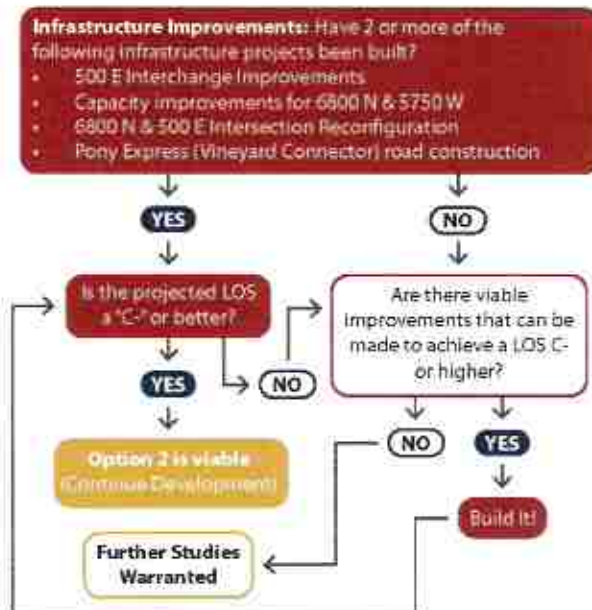


- **UTA**
 - Cost of a New platform and footings
 - Cost of Parking for the new station
 - Cost of Bus loop adjacent to the station
 - Sale of land and cost to design consolidated park n ride, platform, and kiss-n-ride
 - Distance between this location and the vineyard station are further apart than Orem but may cause some additional slower speeds in operations on this segment of the line, with the potential for faster between this station and Lehi.
- **American Fork City & Transit Riders**
 - Proposed station location is surrounded by large swath of vacant land, but the current development to the east of rail is industrial
 - No residents within a half mile
 - Existing station TOD residents have longer to walk/bike to get to the station
 - Decades of planning and \$ have gone into planning the existing station area
 - Some could be leveraged into this location (Ex. The TOD code).
 - Better access to I-15 would lead to increased ridership in this location adding stress to existing infrastructure from American Fork and non-American Fork residents (Pleasant Grove, Lindon, North Orem,
 - South Lehi, Saratoga Springs, and Eagle Mountain residents would have more difficult access.
- **UDOT**
 - Interchange Capacity upgrades
 - Access from future Pony Express from Vineyard

AMERICAN FORK STATION: OPTION 2

Option 2: DEVELOPMENT STUDY LOCATION

Evaluating: Traffic Level of Service (LOS)
(If Option 2 on the map above is selected)



Option 2 Preservation Measures (for Option 2 on the map above)

1. Zoning in place with minimum densities / mixed use requirements around station.
2. Restrictions on new roads not in alignment with the station plan.
3. If development is permitted in the area, a focus on walkability and integration with potential future station should be encouraged.

Option 2 Station Triggers (for Option 2 on the map above)

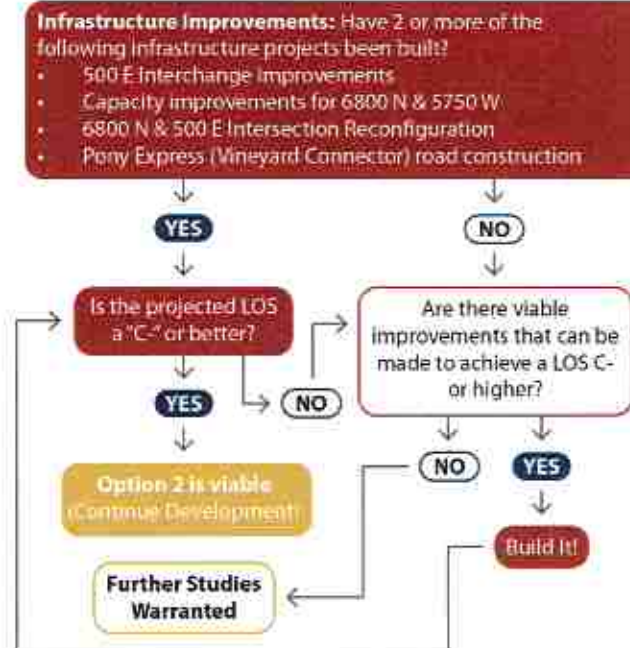
1. **500 East Interchange Improvements** - UDOT should consider interchange improvements to allow for greater trips to/from this location.
2. **Capacity improvements for 6800 N & 5750 W** - Mimic the studies and design for 200 S.
3. **6800 N & 500 E Intersection Reconfiguration** - Raised and/or lighted intersection to go over the rail.
4. **Pony Express (Vineyard Connector) road connections** - (See Default Station Location for details)

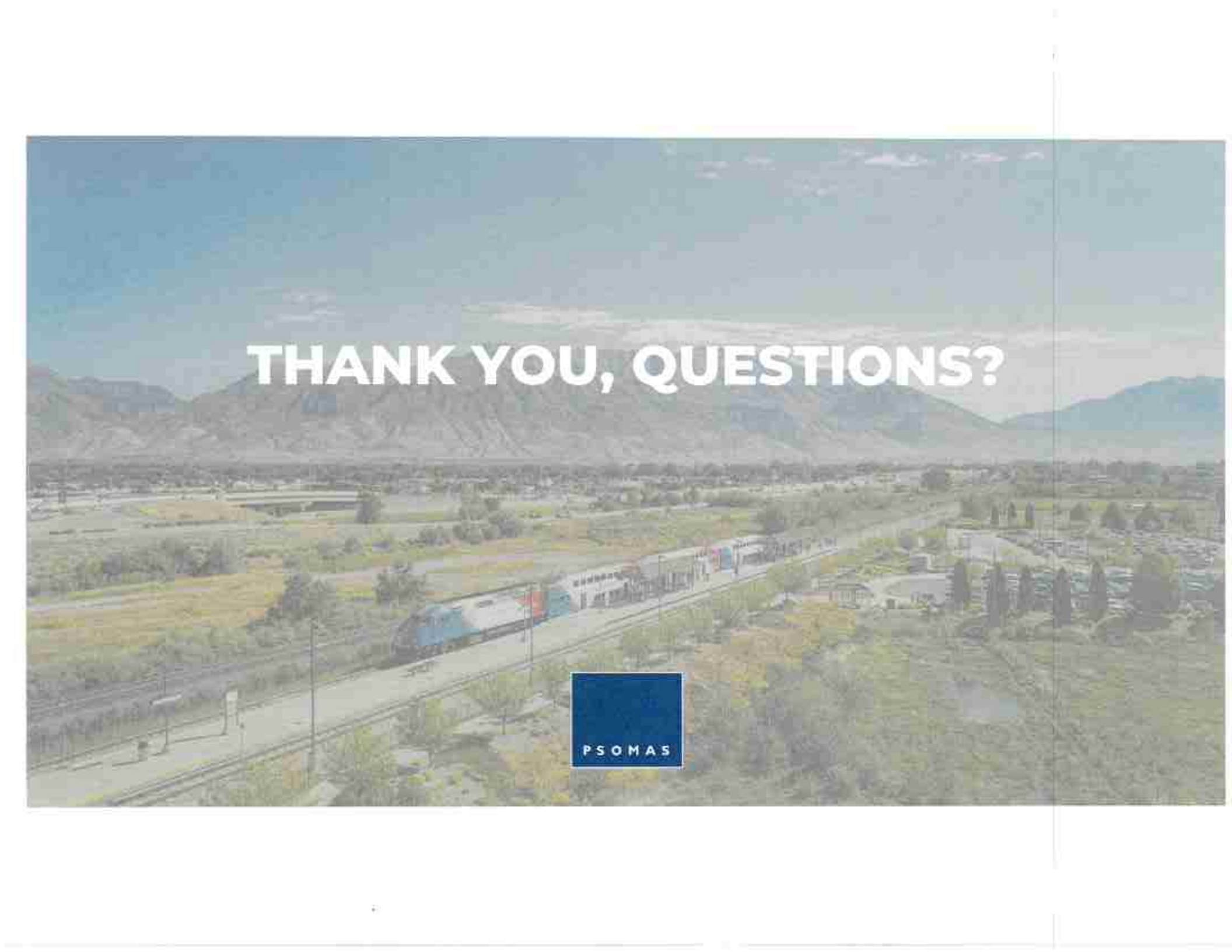
Note

Option 2 as listed on the map above is the last currently-evaluated viable option for keeping the station within American Fork. This development study should consider all viable options including the Option 2 location listed on the map above. In typical EIS fashion, the option of no station should be considered.

AMERICAN FORK STATION: OPTION 2

**Option 2:
DEVELOPMENT STUDY LOCATION**
Evaluating: Traffic Level of Service (LOS)
(If Option 2 on the map above is selected)



An aerial photograph of a train traveling through a valley. The train consists of a blue and white locomotive followed by several passenger cars. The landscape is a mix of green fields and dry, yellowish vegetation. In the background, there are large, rugged mountains under a clear blue sky with some light clouds. The text "THANK YOU, QUESTIONS?" is overlaid in white, bold, sans-serif font across the upper middle of the image.

THANK YOU, QUESTIONS?

The logo for PSOMAS, featuring the word "PSOMAS" in white, uppercase, sans-serif font inside a dark blue square.

PSOMAS