

CENTRAL CORRIDOR TRANSIT STUDY

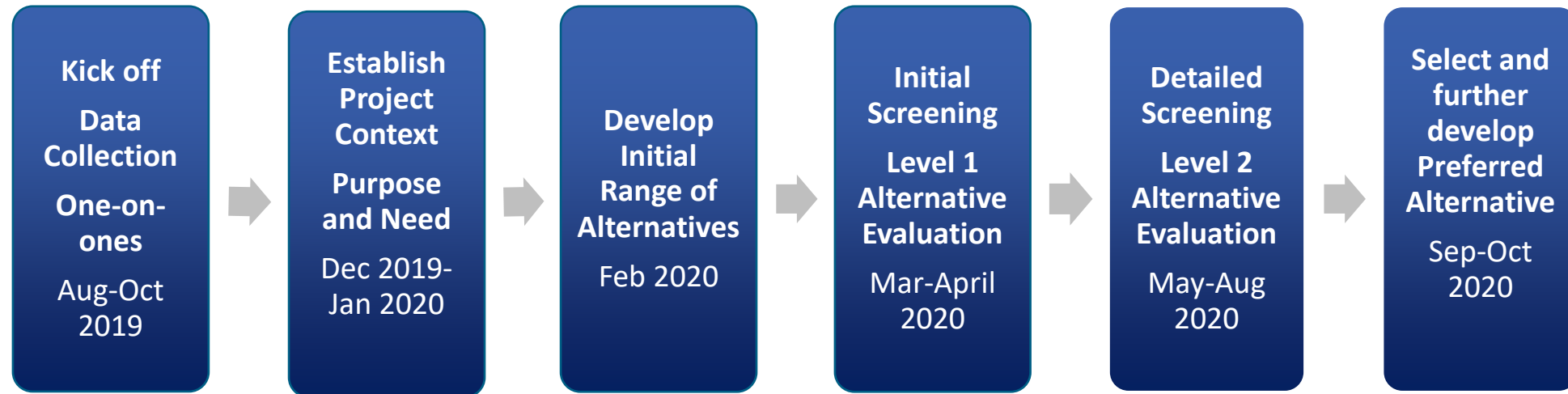


Transit Study Overview

- **Evaluate high-capacity transit improvements** from Lehi to Provo
- **Select a Preferred Alternative for transit** (alignment and mode) that can be moved into future phases of project development
- **Provide a transparent and collaborative process** between all project partners (Lehi, American Fork, Pleasant Grove, Lindon, Orem, Vineyard, Provo, Utah County, MAG, UTA, and UDOT)



Transit Study Schedule



Preferred Alternative



- **Preferred Alternative**
 - **Mode: BRT**
 - **Segment 1:** Rail Corridor alternative
 - **Segment 2:** State Street Alternative
 - **Segment 2:** Vineyard “branch” connection from Vineyard FrontRunner to State Street along 800 N
 - **Segment 3:** Shared alignment
- **Moving forward as one project to maximize likelihood for funding and stakeholder consensus**

Preferred Alternative

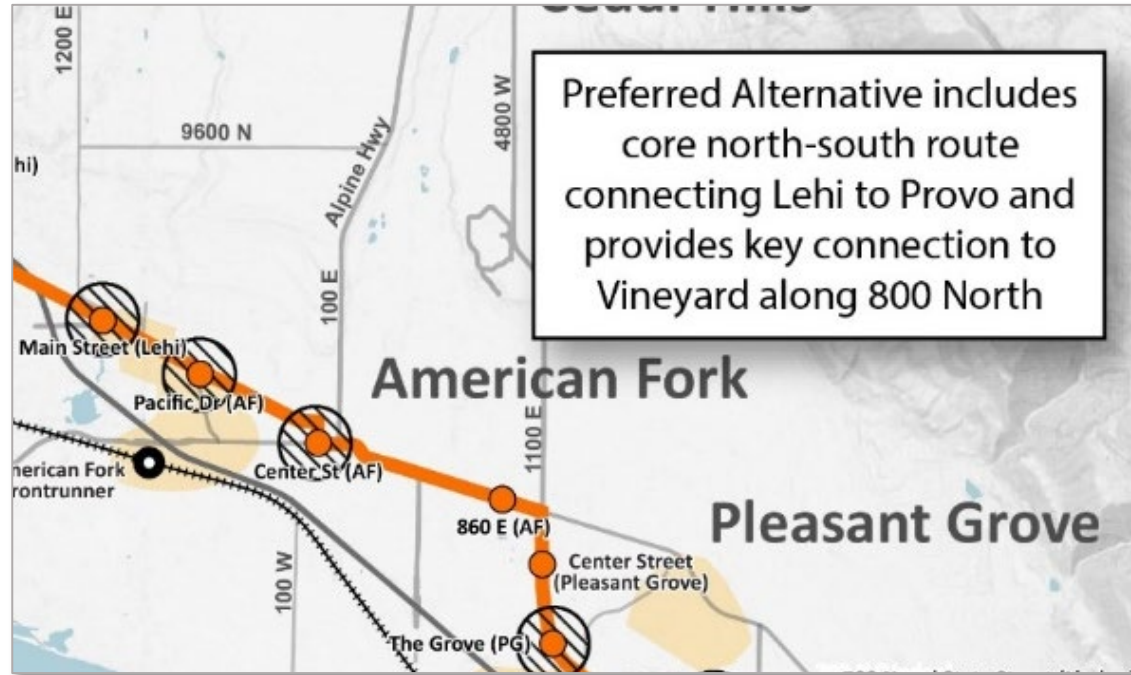


Key Features

- Creates a robust north-south high-capacity transit spine with connections to key developing areas
- Connects to key TOD opportunities
- Provides connections to regional transit system – FrontRunner, UVX, potential Point of the Mountain
- Serves all communities in the study area
- Preliminary modeling indicates that this alternative maximizes ridership potential compared to other alternatives on their own

Preferred Alternative

American Fork



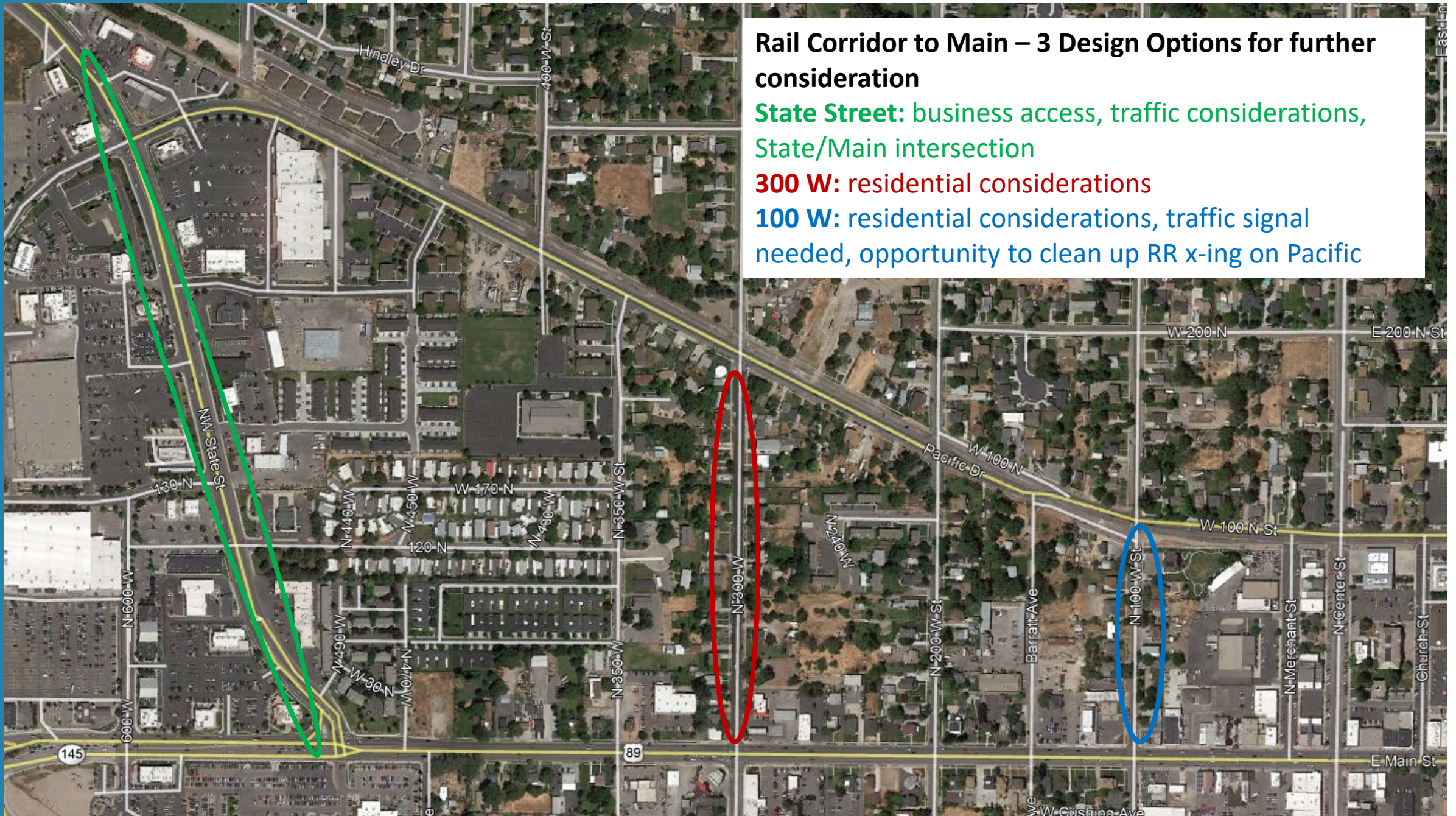
- **American Fork**
- Stations:
 - Pacific Drive
 - Center Street
 - 860 East
- Alignment transitions from Rail Corridor to Pacific/Main Street. Several design options possible.

Rail Corridor to Main – 3 Design Options for further consideration

State Street: business access, traffic considerations, State/Main intersection

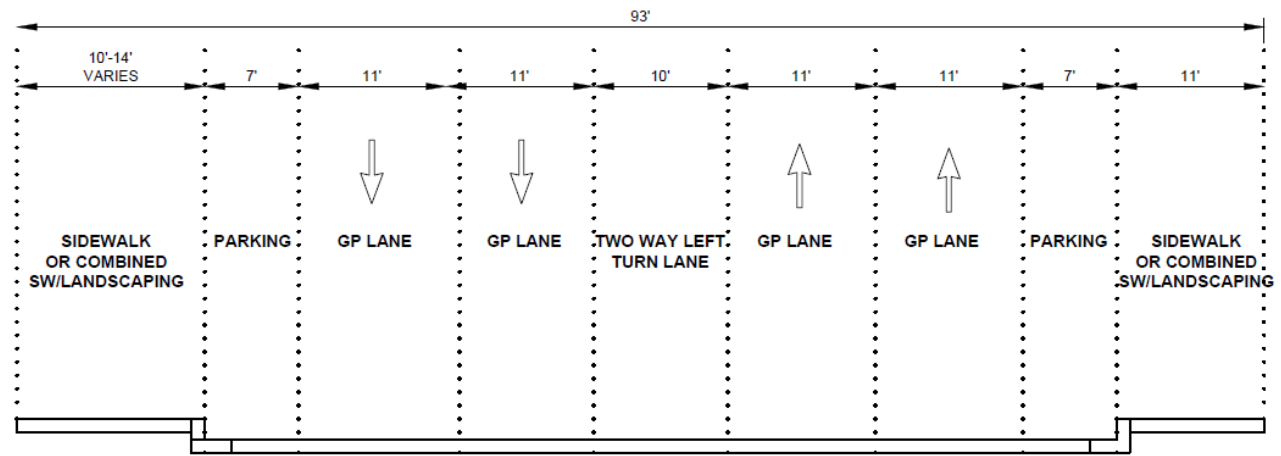
300 W: residential considerations

100 W: residential considerations, traffic signal needed, opportunity to clean up RR x-ing on Pacific

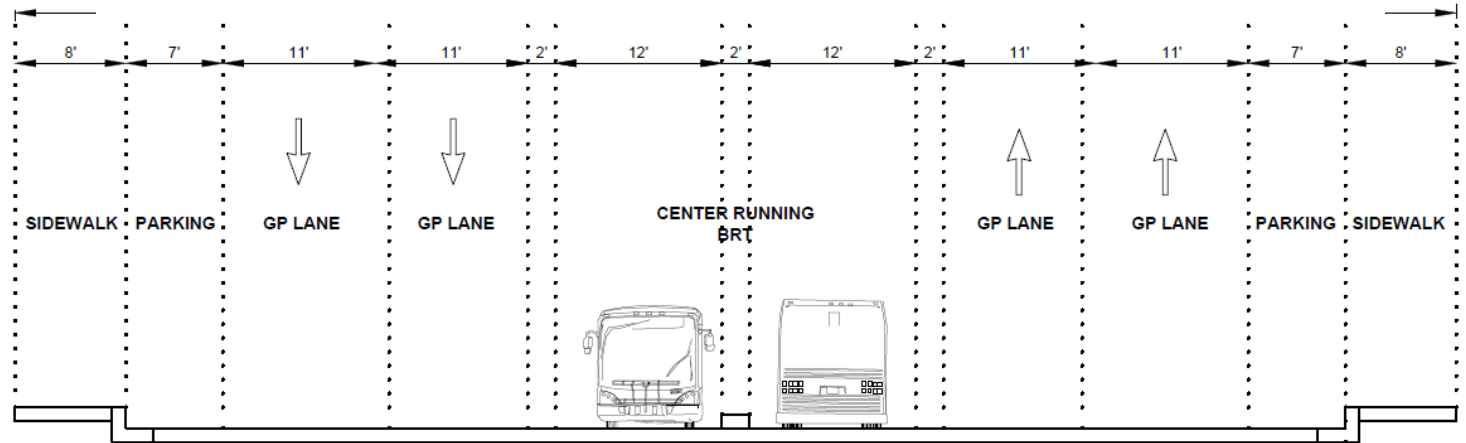


Preferred Alternative

American Fork



Existing Typical Street Section
Main Street
American Fork

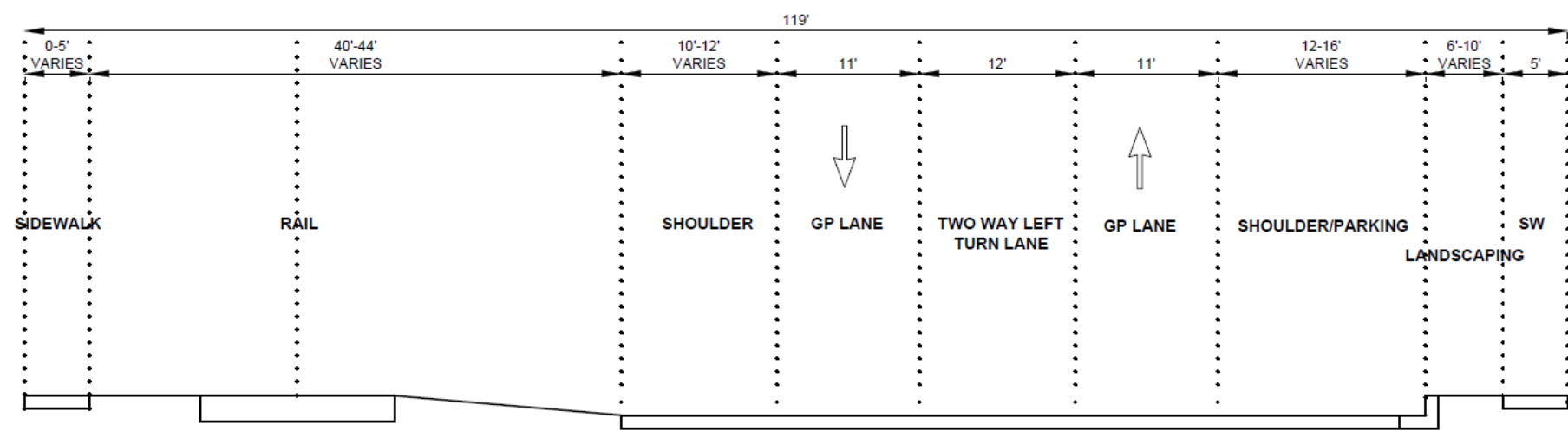


Proposed Typical Street Section
Main Street
American Fork

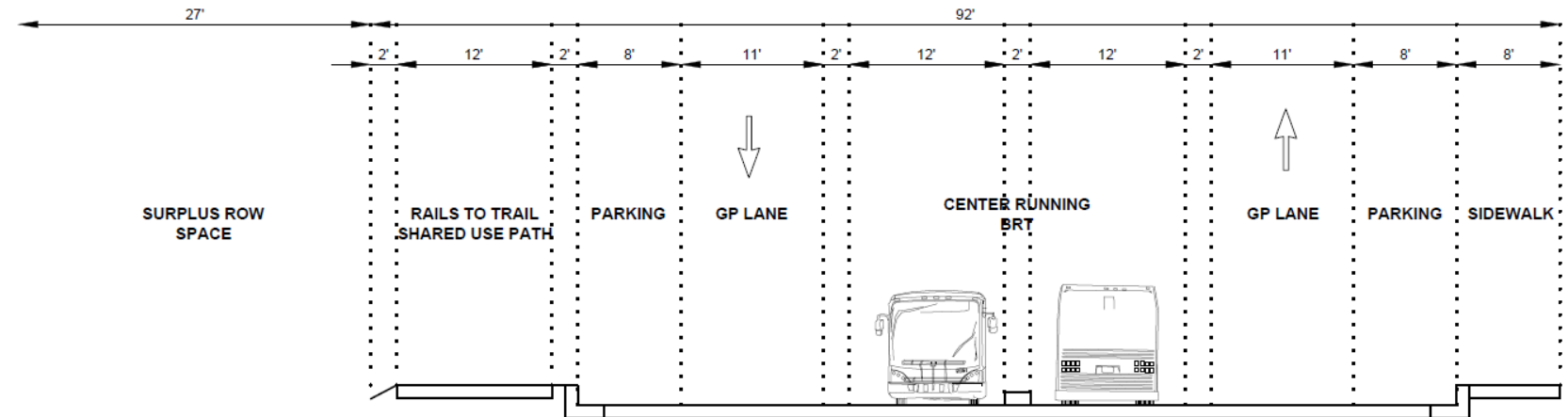
Assumptions:

Conceptual cross sections used to define general assumptions along corridor to develop range of magnitude cost estimates for construction and potential right of way impacts. Widths determined using Google Earth mapping and could vary depending on roadway configuration. Typical section varies at intersections where turn lanes are present.

Preferred Alternative American Fork



**Existing Typical Street Section
Pacific Drive**



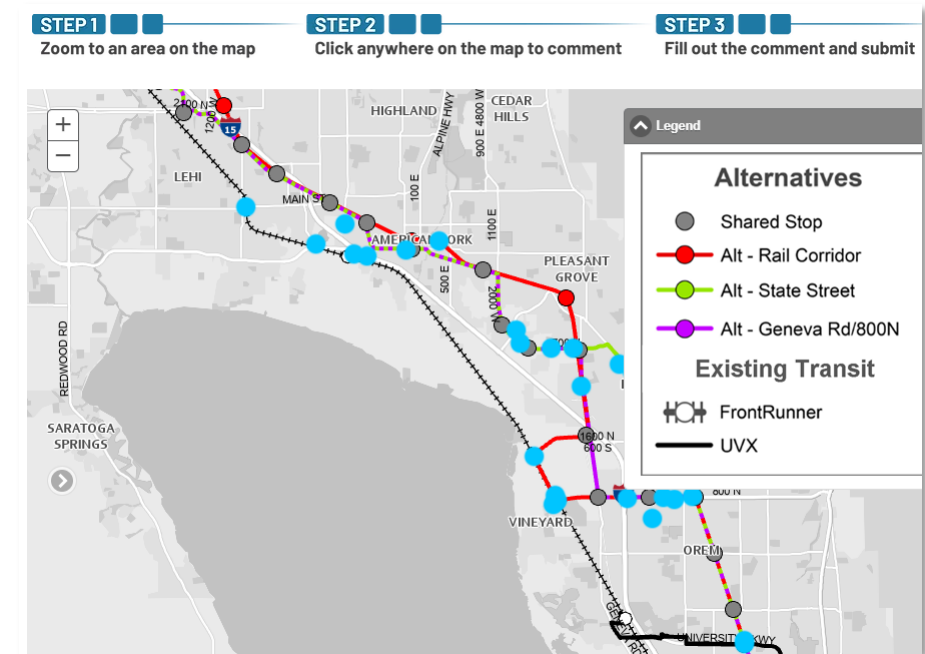
**Proposed Typical Street Section
Pacific Drive
American Fork**

Assumptions:

Conceptual cross sections used to define general assumptions along corridor to develop range of magnitude cost estimates for construction and potential right of way impacts. Widths determined using Google Earth mapping and could vary depending on roadway configuration. Typical section varies at intersections where turn lanes are present.

Public Feedback

- Approximately 250 comments received to date
- What did we hear?
 - Strong support for north-south transit spine along State Street Alternative and connections to Vineyard
 - East-west transit connectivity to FrontRunner is important
 - General concerns around transit creating additional vehicle congestion, widening of roadway to accommodate transit, and safety for pedestrians



Study Next Steps

- Presentation to City Councils
- Additional refinement and analysis:
 - Engineering refinements and ridership optimization
 - Funding strategies
 - Operations planning
 - High-level recommendations to local jurisdictions on transit supportive land use policies/zoning changes and access and mobility considerations
 - Virtual Public Open House (October 26th and 29th)
- Final TAC/Executive Committee Meeting
 - November – project wrap up

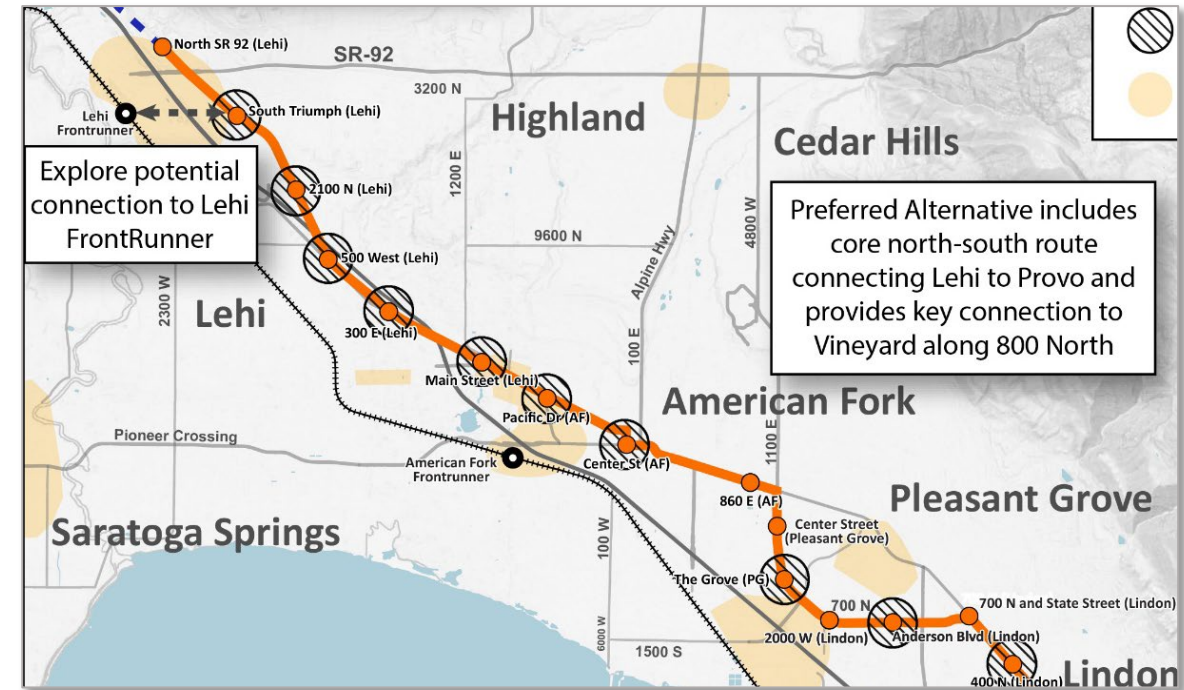
Supplemental Slides

Preferred Alternative

➤ Segment 1 Recommendation Considerations

Rail Corridor:

- Ridership performance
- Connection to Point of the Mountain Transit
- Serves identified TOD areas and enhanced station area performance for Rail Corridor stations
- Exclusivity offered by rail corridor and minimized impacts to freight on northern end



Preferred Alternative

➤ Segment 2 Recommendation Considerations

State Street:

- Directness of route and reduced travel times
- Serves existing development areas that have robust plans for growth
- Preserves Geneva Road/freight rail corridor for future light rail transit (LRT) as envisioned in MAG RTP
- Shows slight increase in ridership and double the number of new transit trips compared to other alternatives



Preferred Alternative

➤ Segment 2 Recommendation Considerations

- **Vineyard Branch:**
- This branch builds stronger ridership on main north-south spine compared to other alternatives analyzed
- Robust TOD is envisioned in Vineyard Town Center – provides direct connection and access to development (in further coordination with UTA)
- This branch may help competitiveness in FTA Capital Improvement Grant process by improving ridership and land use ratings



Preferred Alternative

➤ Segment 3 Recommendation Considerations

- Same alignment for all three alternatives
- Additional refinements will be explored around joint vs. exclusive use of roadway facilities and the use of 500 W as a design option

