Corridor Profiles

Introduction

These corridor profiles provide an overview of each corridor included in the Transit Fresh Look Vision. These action items provide recommended steps; while more comprehensive information can be found in the Transit Fresh Look Report. Taking these actions may increase the implementation viability of Transit Fresh Look projects.

Shared Actions for All Corridors

Land Use Actions

Explore Changes to Land Use

- Identify desired station locations in coordination with UTA, WFRC, and MAG
- Strategically implement greater development intensity near potential station areas
- Promote a mix of uses
- Start land use exploration in locally-identified Planning Exploration Areas (areas where the future has not yet been determined)
- Consult with WFRC and MAG for available technical assistance

Transit Market Actions

Assess Early-Phase Transit Options

- Consult with UTA and UDOT to assess readiness for early-phase transit, including but not limited to on-demand service and local bus routes
- Establish direct and safe walking and biking routes to potential stations

Capture Existing Transit Market

- Work with UTA to enhance the early-stage transit service
- Incorporate new park and ride locations where appropriate

Other Supporting Actions

Incorporate Corridors into Regional Transportation Plans

WFRC and MAG incorporate the corridor into Regional Transportation Plans (RTP). Projects may be reflected in stages, with lower-investment transit options shown first.

Conduct In-Depth Transit Analysis

- Conduct in-depth transit analysis to evaluate the transit investment, including engineering needed to assess feasibility
- Finalize alignment routing and identify station locations
- Evaluate modes and alignments to identify a “Locally Preferred Alternative” (LPA), considering tradeoffs in travel time, infrastructure, and development potential.
- Assess potential federal, state, local funding opportunities

12600 South Corridor

Overview

This document provides information about the 12600 South Enhanced Bus service explored in the Transit Fresh Look vision. Below are steps that communities may find useful in striving toward implementation of high-capacity transit.

Transit Fresh Look Vision Mode
Enhanced Bus

Corridor Length
6 Miles

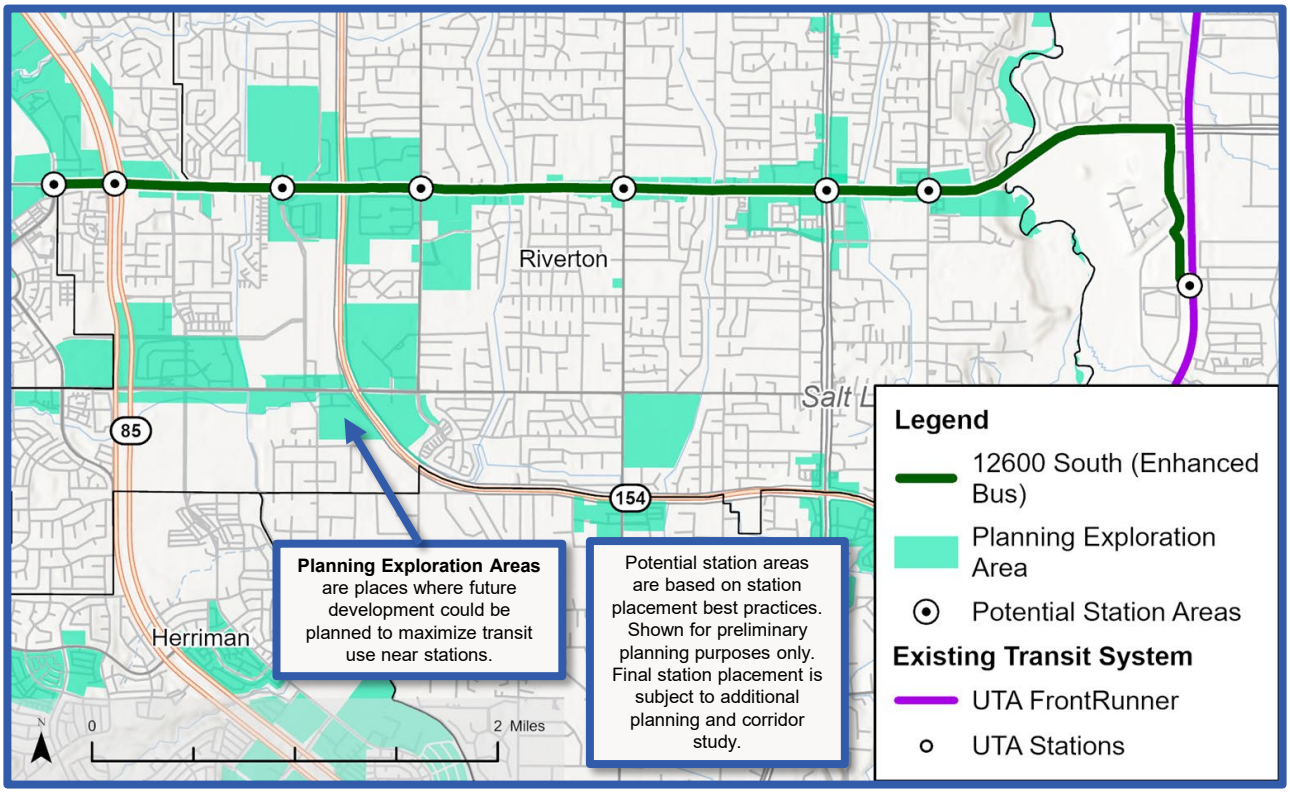
Partner Communities
Herriman
Riverton
Draper

Connections
Herriman Towne Center
Draper FrontRunner Station

Target Types of Development
Aim for ~8 dwelling units per acre near all potential enhanced bus stops to support ridership (e.g., duplexes)

Land Use Potential
Approx. 1,500 acres of planning exploration areas within a half mile

Example of Enhanced Bus-Supportive Development (Dee Events Center)



Implementation of this project is dependent on the availability of funding for construction, operations and maintenance; development patterns that support transit ridership; and completion of detailed corridor and station analysis and regulatory approvals. Implementation may be in phases depending on resources and flexibility.

12600 South Corridor

Action Steps

Key: Transit Market Actions | Land Use Actions | Supporting Actions

First Steps

Identify Regional Transit Needs and Options through Transit Fresh Look Study

Establish Transit Fresh Look Vision

WE ARE HERE

Next Steps

Incorporate Corridors into Regional Plans

Assess Early-Phase Transit Options

- Implement initial transit service improvements

Capture Existing Transit Market

- Partner with UTA
- Begin low-cost starter service such as local bus (in UTA's 2023 Long Range Transit Plan)
- Build up from local bus to enhanced bus
- Provide multimodal options near stops
- Increase frequency as ridership increases

Final Steps

Conduct In-Depth Transit Analysis

Change Land Use to Transit Supportive Densities

Secure Funding for High-Capacity Investment

Corridor Profiles

Potential Funding Options

Identifying and securing funding is a critical step for all corridors in the transit vision. There are two primary approaches to funding high-capacity transit:

- Pursing federal and state funding
- Establishing local financing options

The strategies outlined below highlight potential sources of capital and ongoing revenue to support successful corridor delivery and sustainable operations. operations.

Federal & State Funding

State Transit Transportation Investment Funds (TTIF)

- Seek TTIF allocations for corridor projects that meet state criteria

Federal Capital Investment Grant (CIG)

- Strict land use and travel market requirements
- Corridor must demonstrate regional economic benefits
- Requires a strong local funding match

Local Funding

Value Capture/Tax Increment Financing

- Linked to intensified development around stations
- Consider Housing and Transit Reinvestment Zones (HTRZ) to concentrate investment
- Structure TIF districts around station areas to capture property value increases driven by transit investment

Private Contributions

- Engage major employers and developers in exploring public-private partnerships
- Explore naming rights, sponsorships, and advertising opportunities to generate revenue

Funding Sustainable Operations

Ongoing Operations and Maintenance

- Create separate, protected revenue streams from state and local sources
- Evaluate options such as local sales tax and fares
- Implement performance-based budgeting to ensure operational efficiency and cost control