

Bus Rapid Transit Alternative



Bus Rapid Transit Attributes

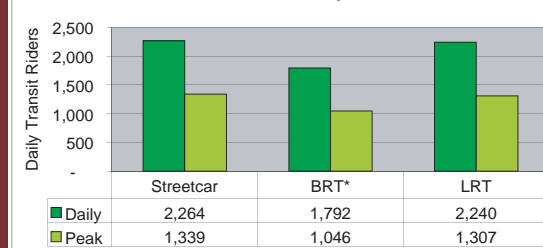
- Designated stations approximately every 4 blocks
 - Downtown Sugar House
 - 700 East
 - 500 East
 - State Street
 - Central Pointe TRAX Station
- On time reliability- high
- Frequency- 15 minutes peak, 30 minutes off-peak
- Ability to increase frequency for higher demand
- 12 mph average speed, 35 mph max speed
- Single seating potential- Central Pointe to 1300 East and Universities
- Electric, diesel or alternative power
- Operates in UTA right-of-way
- Low floor, rubber tires

Alternative Comparison

Sugar House Transit Corridor Alternatives Analysis
Preliminary Analysis of Alternatives

	Bus on 2100 South	Bus Rapid Transit (BRT)	Modern Streetcar	Historic Trolley	Light Rail
Ridership (# of daily users)	2,100	1,800	2,300	2,300	2,200
Cost to Build	\$9.8 m	\$17.7 m	\$36.7 m	\$29.0 m	\$35.6 m
Cost to Operate and Maintain (annually)	\$2.5 m	\$1.4 m	\$1.6 m	\$1.6 m	\$1.6 m
Community Compatibility	Very High	Medium	High	High	Low
Land Use Effects	Low	Medium	High	High	High
Meets Travel Needs	Medium	Medium	High	High	Medium
Public Support	TO BE DETERMINED				

Estimated Route Ridership for Each Alternative



*BRT ridership is estimated to be 80% of LRT ridership.



before



after

Photo Simulation