

Bus Service on 2100 South



Bus Attributes

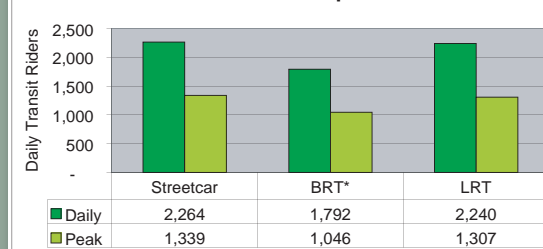
- Baseline Bus is an alternative without major investment
- Performance of all other alternatives is compared with baseline
- On street stops every block
- Frequency of 15 minutes
- Ability to increase frequency for higher demand
- Diesel or alternative fuel powered
- Lower on-time reliability
- Conflicts with existing traffic
- Could have increased passenger amenities, such as low floor buses or additional stop shelters

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

