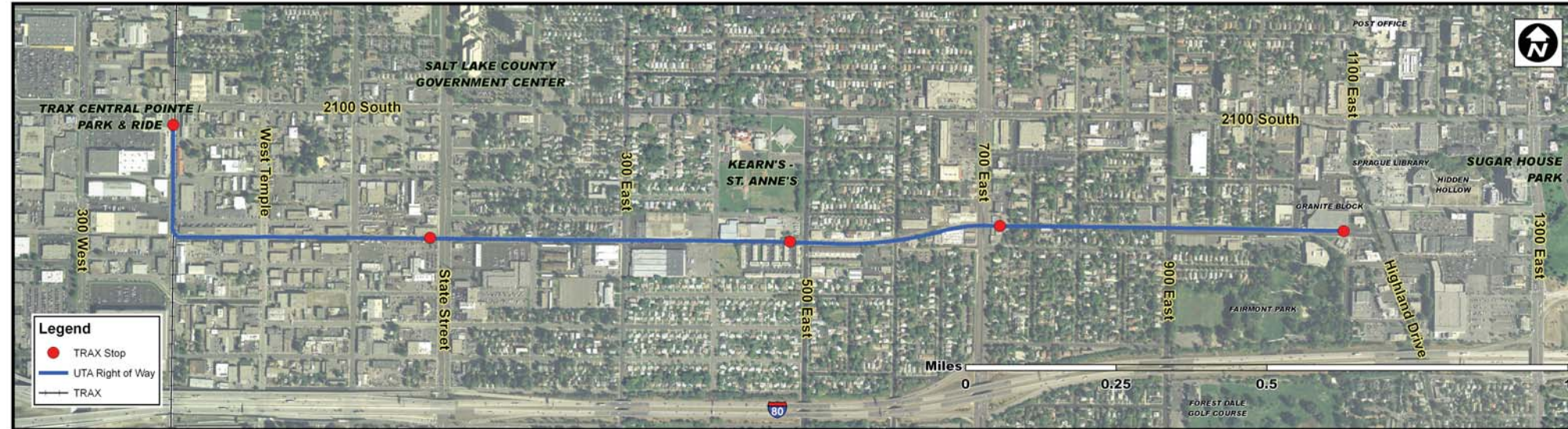


Light Rail Alternative



Light Rail 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 add capacity for higher demand
- 12 mph average speed
35 mph max speed
- Overhead power
- Steel wheels
- Operates in UTA right-of-way
- Stairs to enter vehicle

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				

The "Single Seat" Option

(no transfer required between Sugar House and Downtown)

Advantages

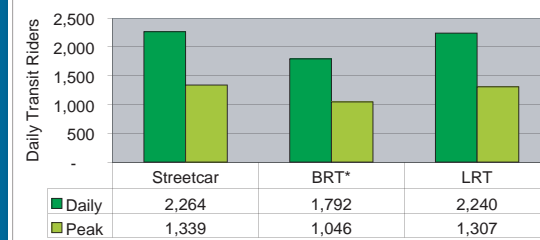
- No change of trains at Central Pointe Station
- Has the potential to double ridership

Disadvantages

- Would add trains to an already congested North/South TRAX line
- Increased frequency of trains on the North/South TRAX line could disrupt auto traffic

NEEDS FURTHER STUDY

Estimated Route Ridership for Each Alternative



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



Photo Simulation