

Streetcar / Historic Trolley Alternative



Streetcar Attributes

- Designated stations every 2 blocks
 - Downtown Sugar House
 - 900 East
 - 700 East
 - 500 East
 - 300 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
- 10 mph average speed, 25 mph max speed
- Overhead power
- Steel wheels
- Operates in UTA right-of-way
- Level boarding on modern streetcar
- Stairs to board historic trolley

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

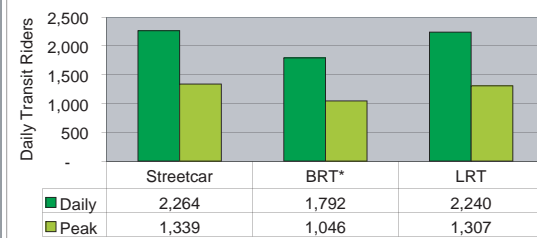
- Modern Streetcar could operate on TRAX line
- No change of trains at Central Pointe Station
- Has the potential to double ridership

Disadvantages

- Modern streetcars would need to be specially equipped to operate on TRAX line
- Some liability concerns operating with heavier TRAX vehicles
- 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 Reference Portland, OR