

# Alternative B - 4500 South BRT



## 4500 South – SLCC

### Key considerations:

- Most direct route, with fastest travel time to serve Salt Lake Community College
- Challenge at the I-15 interchange to keep exclusive lanes
- Potential to serve the Fireclay Development, which is a transit-oriented development
- Few ridership generators between the TRAX station and Sorenson Business Park



### Mode: Bus Rapid Transit (BRT)

BRT is a rubber tire vehicle with some of the advantages of LRT, including exclusive lanes and amenities such as increased traveler information, well designed stations with platforms, and off-board fare collection to speed boarding and alighting.



	Alternative A 3900 South	Alternative B 4500 South (BRT)	Alternative C 4500 South (LRT)	Alternative D Murray Blvd
<i>How many people will ride it?</i>	Medium 3,900 - 4,900	Low 2,500 - 3,500	High 4,900 - 5,900	Medium 3,300 - 4,300
<i>Will more people use transit because of the new route?</i>	Medium	Low	Low	High
<i>How many people get on/off at TRAX?</i>	1,500 - 1,900	1,000 - 1,400	2,400 - 2,800	1,300 - 1,700
<i>How long does the route take?</i>	9 minutes	8 minutes	9.5 minutes	11 minutes
<i>What is an estimate of the cost (in millions)?</i>	\$38 - \$48	\$32 - \$42	\$134 - \$144	\$39 - \$49
<i>How will transit supportive land uses help?</i>	Medium 5 potential projects	Low 4 potential projects	Low 4 potential projects	High 6 potential projects, zoning
<i>How easy will it be to build? What are the constraints?</i>	Right of way constraints on 500 West UPRR and I-15 overpasses	Right of way constraints from Fireclay to 4500 South UPRR and TRAX underpasses I-15 interchange Congestion at interchange	Right of way constraints from Fireclay to 4500 South UPRR and TRAX underpasses I-15 interchange Less flexibility with rail at interchanges Congestion at interchange	Right of way constraints on Murray Blvd., on street parking At-grade TRAX and UPRR crossings Avoids underpasses and overpasses

Indicates a high performer in each category