

APPENDIX G

Appendix G includes project descriptions for each project recommended in the 2030 RTP including unfunded projects. Generally speaking the project descriptions include the transit functional class or 'level of transit', the transit technology, the attractive aspects of the Line, the capital cost, and whether the project was in the previous 2030 LRP Update or not.

The transit type indicates the recommended station spacing and the appropriate trade-off between access and speed on each line. A full discussion of transit functional class is located in Section 8.4 of the main document. The transit technology (i.e. Light rail, BRT II, etc.) indicates the general amenity package used to estimate the costs for the projects. A description of each transit technology is located at the end of this appendix and also in Section 8.4 of the 2030 RTP document.

TRANSIT PROJECT DESCRIPTIONS

First Phase Transit Projects

Weber County (Phase I)

- Weber State Line – A regional level transit BRT II should be constructed from the Ogden Intermodal Center to McKay-Dee Hospital. Among the large destinations serviced by this line would be downtown Ogden, Weber State University, and McKay-Dee Hospital. The current bus route that parallels this corridor is one of the highest ridership routes in the UTA service area. The programmed construction cost for this project is about \$34 million in 2007 value dollars. This BRT II line was in the 2030 LRP Update three years ago but has been shortened by ending the project at McKay-Dee Hospital rather than the intersection of Harrison and U.S. Highway 89.
- Bamberger Line (HAFB / Wall Avenue) – A continuous 30 to 45 foot wide alignment between the Ogden Intermodal Center and southwest Hill Air Force Base should be preserved for future transit use. The suggested alignment in Weber County should include Wall or Pacific / Union Avenue, Patterson Street, 30th Street, Reeves Avenue, and 29th Street south to the existing Air Force ran freight rail corridor. It should include the freight rail corridor between about 29th Street in Ogden to HAFB and the old Bamberger intercity alignment between HAFB and I-15 into Clearfield. The programmed purchase cost for this project in Weber County is about \$22 million in 2007 value dollars. This line was in the 2030 LRP Update three years ago as a constructed BRT II project.

Davis County (Phase I)

- Bamberger Line (HAFB / Wall Avenue) – A continuous 30 to 45 foot wide alignment between the Ogden Intermodal Center and southwest Hill Air Force Base should be preserved for future transit use. The alignment should include the old Bamberger intercity alignment between HAFB and I-15 into Clearfield and a portion of the Interstate 15 alignment adjacent to the Layton Hill Mall area between Antelope Drive and Hill Field Road. The programmed purchase cost for this project in Davis County is about \$9 million in 2007 value dollars. This line was in the 2030 LRP Update three years ago as a constructed BRT II project.



- Hill AFB Transfer Center – A transit facility should be built straddling the Hill AFB boundary which would allow those wishing to use transit to access Hill to disembark public transit on the unsecure side of the facility, walk through security, and access internal shuttles within the base. Currently public transit is not allowed to pass through Hill AFB security. A likely location for this transfer center is the current UDOT property north of the intersection of SR-193 and University Street in Clearfield. The programmed construction cost for this project is about \$5 million in 2007 value dollars. This project was in the 2030 LRP Update three years ago and has not been modified.
- Hill Connector Line – A community level transit Enhanced Bus should be constructed from the Clearfield FrontRunner Station to the Layton FrontRunner Station. This service would connect the FrontRunner to Mid-town Village (a proposed high-density, mixed-use center in Clearfield), the Hill Air Force Base Transfer Center, Weber State University Davis Campus, the Layton Hills Mall Area, and downtown Layton. This is the best ranking project in Davis County. The programmed construction cost for this project is about \$6 million in 2007 value dollars. This line was in the 2030 LRP Update three years ago as part of the North Davis BRT II Line. Fiscal constraint is the primary reason for the change in technologies.
- US-89 Park and Ride – A park and ride should be constructed near the intersection of US-89 and Antelope Drive. The programmed construction cost for this project is about \$3 million in 2007 value dollars. This project was in the 2030 LRP Update three years ago and has not been modified.
- South Davis Line (Centerville) – A regional level transit BRT II should be constructed from Parrish Lane in Centerville to the intersection of about 400 South and State Street in Salt Lake City. This service would provide a direct connection between the activity centers in much of southern Davis County with each other, with downtown Salt Lake City, and with the regional transit system which is focused upon downtown Salt Lake. The programmed construction cost for this project is about \$96 million in 2007 value dollars. Another \$30 million in 2007 value dollars is anticipated to upgrade this project in the third phase. This project was in the 2030 LRP Update three years ago although the suggested alignment was modified in Centerville to run on Main Street rather than 200 West.

Salt Lake County (Phase I)

- Airport Line – A regional level light rail transit should be extended from downtown Salt Lake City to the International Airport. This line would connect downtown Salt Lake to the State Fair Park, the Rose Park Community, a cluster of State and private office buildings near Redwood Road, and Salt Lake International Airport. The Final EIS for this corridor recommended a route following North Temple with a terminus at the Airport Terminal. BRT or dual BRT / LRT use should also be considered for this corridor because of its connections to the Redwood, Mountain View, and Tooele BRT lines. The programmed construction cost for this project is about \$326 million in 2007 value dollars. This project was in the 2030 LRP Update three years ago and has not been modified.
- FrontRunner (South) Line – An inter-regional commuter rail should be constructed from the Salt Lake Intermodal Center to the Utah County line. Recommendations are for the use of the land acquired from the Union Pacific mainline. Cities in Salt Lake County anticipated to have stations include Murray, Sandy, and a station location off Bangerter Highway near the intersection of Riverton, Draper, and Bluffdale Cities. The programmed construction cost for the portion of this project in Salt Lake County is about \$400 million in 2007 value dollars.



This project was in the 2030 LRP Update three years ago although the suggested station location in Bluffdale has changed.

- 900 South Line – The existing 900 South freight rail line that will be turned over to Salt Lake City should be preserved for future transit use between downtown Salt Lake City and I-215. The programmed preservation cost for this project is about \$5 million in 2007 value dollars. However, this alignment may be donated by Salt Lake City as match for other projects. This project is a new project and was not in the 2030 LRP Update.
- West Valley Line – A regional level light rail line should be constructed from the Sandy TRAX Line to the West Valley Intermodal Center. This project would connect the Decker Lake Business Park, the E Center, and the Valley Fair Mall area (West Valley’s proposed city center) into the existing Sandy TRAX line and therefore the regional transit system. The Draft EIS for this corridor recommended a route from about 2300 South along Highway 201, south along the Jordan River, west along a canal right-of-way, south through the Decker Lake Industrial Park, west on 3100 South, and south on Constitution Boulevard to the Intermodal Center. The programmed construction cost for the portion of this project in Salt Lake County is about \$253 million in 2007 value dollars. This project was in the 2030 LRP Update three years ago and has not been modified.
- 3500 South (Granger) Line – A regional level BRT II line should be constructed from the Valley Fair Mall west to the Bangerter Highway. This project would provide significant amenities to transit and to transit users traversing this segment of 3500 South. Although this project would be part of overall line improvements for 3500 South which would cover the entire length of 3500 South between the Sandy line TRAX station and 8400 West, other segments are not anticipated be improved to the level of a significant investment until later phases. The programmed construction cost for the portion of this project in Salt Lake County is about \$11 million in 2007 value dollars. This project was in the 2030 LRP Update three years ago as part of a larger light-rail project. (see also 3500 South Central Line, 3500 South Hunter Line, 3500 South Magna Line, and 3500 South Streetcar Line)
- Mid-Jordan Line – A regional level light rail line should be constructed along the existing rail corridor extending from the Sandy TRAX line at about 6600 South through Midvale and West Jordan to the developing Daybreak neo-traditional community. This project would connect the fast growing and congested southwest valley to the existing Sandy TRAX line and therefore the regional transit system. The programmed construction cost for the portion of this project is about \$373 million in 2007 value dollars. This project was in the 2030 LRP Update three years ago and has not been modified.
- Draper Line – A regional level light rail line should be extended from its current terminus at the 10000 South TRAX station to about 12300 South in Draper. The local alternatives analysis done for this alignment is recommending the existing, UTA owned, alignment. The project would connect the proposed Draper mixed-use city center with the existing Sandy TRAX line and therefore the regional transit system. The programmed construction cost for the portion of this project is about \$100 million in 2007 value dollars. This project was in the 2030 LRP Update three years ago and has not been modified.
- Northern West Bench Line – A continuous 30 to 45 foot wide alignment between the end of the Airport Line and the northern end of the proposed “West Bench” mixed-use community should be preserved. This corridor preservation project would allow the connection of the International Center business park and, ultimately, the entire West Bench to the regional



transit system. Kennecott Land, the owners of the land, are proposing two regional level transit lines on their property which would connect to this alignment at about 7200 West and Interstate 80. The programmed preservation cost for this public portion of the project is about \$11 million in 2007 value dollars. This is a new project in response to developing plans for the West Bench. (See also Airport Line)

- 5600 West Line – It is recommended that two 30 to 45 foot wide alignment segments be preserved that, combined with a portion of the Mid-Jordan alignment and a portion of the Northern West Bench alignment, would provide a continuous alignment between the end of the Airport Line and a proposed, second phase Herriman City park and ride. The programmed preservation cost for this public portion of the project is about \$11 million in 2007 value dollars. This is a new project identified by the yet-to-be-competed Mountain View Corridor EIS.
- 5400 South Line – A 30 to 45 foot wide alignment between the end of the 5400 South Line and the middle of the proposed “West Bench” mixed-use community should be preserved. This corridor preservation project would allow the connection of the entire West Bench to the regional transit system via both the 5400 South (West) Line or the yet-to-be-funded Mountain View Line. Kennecott Land, the owners of the land, are proposing a transit line on their property in this location which would connect to this alignment. The programmed preservation cost for this public portion of the project is about \$2 million in 2007 value dollars. This is a new project due, in part, to a Taylorsville City request for a closer look at transit possibilities within their city. It also was developed in response to plans for the West Bench.

Second Phase Transit Projects

Weber County (Phase II)

- Washington Boulevard Line – A regional level enhanced bus line should be constructed from about 2600 North in North Ogden to the Roy Commuter Rail Station. The project would connect the northern part of Weber County to the Ogden intermodal center and provide service from the Ogden and Roy FrontRunner Stations to The Junction redevelopment project, downtown Ogden, the Newgate Mall, Riverdale Road Businesses, the Ogden Airport business center, and the Iomega Corporate Center. The programmed construction cost for this project is about \$16 million in 2007 value dollars. This project was part of the 2030 LRP Update as a BRT II. The 2030 RTP recommends several changes based upon policy maker comments. The level of investment is changed from BRT II to Enhanced Bus. It also extends this corridor south and west through Riverdale into Roy by incorporating part of what was another project in the previous plan. It also suggests that the project use Grant rather than Washington Boulevard where possible and use 20th / 21st, Wall Avenue, and 23rd to access the Intermodal center rather than remain on Washington Boulevard between 20th and 23rd.

Davis County (Phase II)

- South Davis (Farmington) Line - A regional level transit enhanced bus line should be constructed from the north end of Lagoon Amusement Park to Parrish Lane. This would provide greater amenities to transit patrons traveling north within southern Davis County to downtown Farmington public services, to the Farmington FrontRunner Station, a proposed mixed-use development near that station, and to Lagoon Amusement Park. The



programmed construction cost for this project is about \$9 million in 2007 value dollars. The project was in the 2030 LRP Update three years ago as a BRT II and remains in the 2030 RTP as an Enhanced Bus.

- North Redwood Line - A community level transit enhanced bus line should be constructed from about Lakeview Hospital west and south to the proposed Airport TRAX line. Several analyses of work travel paths have shown strong links between southern Davis County and western Salt Lake City. Additionally, land prices west of Redwood Road in Southern Davis County have attracted many new entry level apartments and subdivisions. The suggested alignment would service Lake View Hospital, the Woods Cross commuter rail station, Foxboro Development, and the Rose Park Neighborhood. The programmed construction cost for the Davis County portion of this project is about \$9 million in 2007 value dollars. The project was in the 2030 LRP Update as a High Frequency Bus. Substantial new residential development has indicated a need in the corridor for the higher capital investment of Enhanced Bus.

Salt Lake County (Phase II)

- North Redwood Line – See Davis County (above) for a full description. The programmed construction cost for the Salt Lake County portion of this project is about \$8 million in 2007 value dollars.
- South Temple / Foothill Line - A regional level transit BRT II line should be constructed from Downtown Salt Lake to about the intersection of Foothill Drive and Parley's Way via South Temple, University Street, and Foothill Drive. This project would connect the relatively dense and highly congested Foothill Drive area to the University of Utah, to eastern downtown Salt Lake, and to downtown Salt Lake. The suggested alignment, together with parts of the University Line and South Davis Line alignments, would also serve activity centers in and near the Salt Lake Intermodal Center; eastern downtown; the lower Avenues district; Salt Lake Regional Hospital; the heart of the University of Utah campus (via President's Circle); Rice-Eccles Stadium, and the Huntsman Center. This project is the highest ranked project in the 2030 RTP but is left to the second phase of the 2030 RTP due to prior funding commitments. The programmed construction cost for this project is about \$63 million in 2007 value dollars. The Foothill portion of the project is essentially unchanged from the 2030 LRP Update; however, the South Temple portion of the project is new.
- State Street Line - A regional level transit BRT II line should be constructed from the State Capital, through downtown Salt Lake, to the Murray FrontRunner station. The current ridership in the State Street corridor, Route 22, ranks the highest in the UTA bus system. This project would connect the Capital and State Office buildings on capital hill to downtown Salt Lake and would serve several activity centers along southern State Street such as Salt Lake Community Campus (City Center) and the Salt Lake County Complex. Many of the areas around this entire length of State Street have relatively high population and employment densities. The programmed construction cost for this project is about \$84 million in 2007 value dollars. This project was part of the 2030 LRP Update three years ago as a High Frequency Bus but has been upgraded in this plan to a full BRT II. (See also Fort Union Line and 1300 East (South) Line)
- Fort Union Line - A regional level transit BRT II line should be constructed from the Murray FrontRunner station to the intersection Union Park Avenue and Fort Union Boulevard.. The suggested alignment would connect the Murray FrontRunner Station to the new



Intermountain Healthcare Hospital, Fashion Place Mall, Fashion Place West TRAX station, and the Fort Union Area. The programmed construction cost for this project is about \$30 million in 2007 value dollars. This project was in the 2030 LRP Update as a light-rail with a potential west end at a proposed Commuter Rail Station in the I-15, I-215, Mid-Jordan Interchange. The current recommendation is for BRT II with service on State Street to a 5300 South Commuter Rail Station. (See also State Street Line and 1300 East (South) Line)

- 1300 East (South) Line - A regional level transit BRT II line should be constructed from the intersection of Union Park Avenue and Fort Union Boulevard to the proposed Draper TRAX station near the intersection of 12400 South and 1300 East. This project would service much of the east side of White City and Sandy City and connect them to the TRAX Line, the State Street Line, and FrontRunner Line. 2030 RTP modeling indicated a stronger connection between this line and the State Street Line than either the 1300 East (North) or the I-215 Lines. The programmed construction cost for this project is about \$46 million in 2007 value dollars. This project was on the 2030 LRP Update and has continued in the 2030 RTP unchanged. (See also State Street Line and Fort Union Line)
- 3500 South (Central) Line - A community level BRT II line should be constructed from the 3300 South Sandy TRAX station to the Valley Fair Mall. This project essentially provides significant amenities to transit and to transit users traversing this segment of 3500 South above the non-major investment projects currently being undertaken by UTA. The programmed construction cost for this project is about \$4 million in 2007 value dollars. This project was in the 2030 LRP Update three years ago as part of a high frequency bus corridor. (see also 3500 South Granger Line, 3500 South Hunter Line and 3500 South Magna Line)
- 3500 South (Hunter) Line - A community level BRT II line should be constructed from the Bangerter Highway to 7200 West. This project essentially provides significant amenities to transit and to transit users traversing this segment of 3500 South above the non-major investment projects currently being undertaken by UTA. The programmed construction cost for this project is about \$30 million in 2007 value dollars. This project was in the 2030 LRP Update three years ago as part of a larger light-rail project. (see also 3500 South Granger Line, 3500 South Central Line and 3500 South Magna Line)
- 3900 South Line – A regional level line with both BRT II and Enhanced Bus line investments should be constructed from Interstate 215 through the 3900 South Sandy TRAX line. An analysis of regional travel paths indicates a strong east / west travel pattern in this vicinity. Travel demand modeling indicates the majority of transit ridership on this line would be generated between Highland Drive and the Salt Lake Community College Redwood Campus. This project, in conjunction with the 4700 South Line, would serve this movement. The RTP recommendation is for BRT II level improvements between 3900 South TRAX Station and Highland Drive and Enhanced Bus level improvements east of Highland Drive. Major destinations served by this alignment include Saint Marks Hospital, the old BYU Salt Lake Campus, and the Sandy TRAX line. The programmed construction cost of this project is about \$17 million in 2007 value dollars. This is a new project.
- 4700 South Line – (See 3900 South Line) This project would serve in conjunction with the 3900 South Line. The RTP recommendation is for BRT II level improvements between the 3900 South TRAX station and SLCC Redwood and Enhanced Bus level improvements between SLCC Redwood and the West Valley Intermodal Center. Major destinations served by this alignment include Sorensen Research Park, SLCC Redwood, the American Express



area, and the Valley Fair Mall. The programmed construction cost for this project is about \$22 million in 2007 value dollars. This is a new project.

- Mountain View Park and Rides – Five large, freeway-oriented park and rides should be constructed on the proposed Mountain View Freeway Corridor. The suggested areas are near 3500 South, 5400 South, 7800 South, Herriman City, and the intersection of Bangerter Highway and 3600 West. The programmed construction cost for the portion of this project is about \$14 million in 2007 value dollars although these park and rides could well be part of UDOT's Mountain View project. These park and rides were part of an express BRT II project recommended in the 2030 LRP Update.

Third Phase Transit Projects

Weber County (Phase III)

- West Davis / Weber Line – A community level Enhanced Bus line should be constructed between the Clearfield and the Roy FrontRunner Stations using 2000 West in Davis County and 3500 West in Weber County. This line would follow what has arguably become the “Main Street” of the fast growing Northwest Davis and Southwest Weber area. This alignment, together with the Hill AFB Connector and the Washington Boulevard Line, would ultimately connect the largely-residential commuter areas in northwest Davis County and southwest Weber County with the Freeport Center, the Clearfield FrontRunner Station, Hill Air Force Base, Weber State University Davis Campus, and Layton Hills Mall in Davis County. It would also connect these residential areas with the Roy FrontRunner Station, the Iomega Center, the Ogden-Hinckley Airport, Riverdale, and Downtown Ogden in Weber County. The programmed construction cost for the Weber County portion of the project is about \$6 million in 2007 value dollars. This project was programmed in the 2030 LRP Update as a High Frequency Bus. Due in part to rising congestion projections for this area, the project has been upgraded to Enhanced Bus which would allow faster transit travel times.
- North Davis / Riverdale Line – A community level Enhanced Bus Line should be constructed between Roy and Farmington. This line largely follows Route 70 which is one of the highest ranked lines in the UTA bus system. Together with the Washington Boulevard Line on the North and the South Davis Farmington and Centerville Lines on the South, this project would connect multiple activity centers in the center of Davis County. This project is modified from that in the 2030 LRP Update in that it modifies the suggested alignment to continue north on 1900 West to 4400 South in Roy where it meets the Washington Boulevard Line. The programmed construction cost for the Weber County portion of the project is about \$3 million in 2007 value dollars. The project was part of the 2030 LRP Update as a BRT II but has been changed to an Enhanced Bus due, in part, to funding constraints.

Davis County (Phase III)

- West Davis / Weber Line – A community level Enhanced Bus line should be constructed between the Clearfield and the Roy FrontRunner Stations using 2000 West in Davis County and 3500 West in Weber County. See Weber County Phase III projects “West Davis / Weber Line” for details. The programmed construction cost for the Davis County portion of the project is about \$10 million in 2007 value dollars. This project was programmed in the 2030 LRP Update as a High Frequency Bus. Due in part to rising congestion projections for



this area, the project has been upgraded to Enhanced Bus which would allow faster transit travel times.

- North Davis / Riverdale Line – A community level Enhanced Bus Line should be constructed between Roy and Farmington. See Weber County Phase III “North Davis / Riverdale Line” for more details. The programmed construction cost for the Davis County portion of the project is about \$20 million in 2007 value dollars. The project was part of the 2030 LRP Update as a BRT II but has been changed to an Enhanced Bus due, in part, to funding constraints.

Salt Lake County (Phase III)

- 400 South Direct TRAX Link – A regional level Light-rail Line should be constructed between the intersection of 400 South and Main Street and the Salt Lake Intermodal Center. This project would allow University Line TRAX trains to bypass northern downtown Salt Lake City and travel directly to the Intermodal Center. An analysis of light rail track capacity on Main Street in downtown Salt Lake City has shown that only the core rail projects and their extensions can be accommodated. The project would also alleviate potential future train congestion, primarily beyond 2030, on the TRAX line on Main Street in Salt Lake City. The programmed construction cost for the project is about \$53 million in 2007 value dollars. The project was part of the 2030 LRP Update and has remained unchanged.
- Southwest Downtown Line – A regional level Streetcar or Light-rail Line should be constructed between the existing TRAX Line at about 700 South and the Salt Lake Intermodal Center. An analysis of light rail track capacity on Main Street in downtown Salt Lake City has shown that only the core rail projects and their extensions can be accommodated. The Sugarhouse line, in the third phase, and any future rail lines would need a bypass line. The Southwest downtown line would provide this bypass and open this part of downtown to development. A rail line consistent with the costs of a streetcar is recommended. However, given that some of this corridor accommodated a previous freight rail line, a light-rail line may be feasible. The programmed construction cost for the project is about \$19 million in 2007 value dollars. This is a new project to the Plan derived, in part, from the “Salt Lake City Downtown Transportation Master Plan: Downtown in Motion”.
- Bangerter Highway / 4000 West Line – A community level Enhanced Bus Line should be constructed between the Airport end of the Airport Line and the Jordan Campus of Salt Lake Community College. An analysis of travel paths and demographics in this corridor indicates both a strong north / south travel pattern and demographics very favorable to community level transit. However, access to transit constructed in the Bangerter Highway Corridor is a challenge. The RTP recommends an enhanced bus that uses portions of Bangerter Highway and portions of 4000 West. Major employment centers served by this line include Salt Lake International Airport, Lake Park Business Park, Jordan Landing, the Mid-Jordan line, and Salt Lake Community College Jordan Campus. The programmed construction cost for the project is about \$19 million in 2007 value dollars. This is a new project to the Plan.
- Redwood Road Line – A regional level BRT II Line should be constructed between the Mid-Jordan TRAX line and Downtown Salt Lake City. The North Temple segment could be built and ran as a combined LRT / BRT II line. Among the areas of note served by this project would be: Downtown Salt Lake City, the State Fair Grounds, Rose Park, Glendale, Printer’s Row, the West Valley TRAX Line, Decker Lake, Taylorsville Family Center, and the Mid-jordan TRAX Line. The programmed construction cost for the project is about \$91 million in



2007 value dollars. This project is part of a larger Redwood Road project from the 2030 LRT Update.

- 1300 East (North) Line – A regional level BRT II Line should be constructed between Fort Union and the University of Utah. Together with the South Temple portion of the South Temple / Foothill Line this project would connect Westminster College, the Sugarhouse Business District, Brickyard Plaza, Saint Marks Hospital, and the Fort Union employment center to the University of Utah, eastern Downtown Salt Lake, and Downtown Salt Lake. The programmed construction cost for the project is about \$79 million in 2007 value dollars. This project was in the 2030 LRP Update and has not been modified with the exception of a refined alignment suggestion to use Highland Drive / 1100 East rather than 1300 East between Brickyard Plaza area and about 900 South to limit project impacts. Highland Drive / 1100 East is a historic rail corridor.
- Sugarhouse Line – A community level Streetcar Line should be constructed from the TRAX line to about Highland Drive / 1100 East. This line would service the transit friendly Sugarhouse District, parallel a portion of one of UTA's best performing routes, and provide an east-west connection with the West Valley Line. The 2030 LRP Update had this project as a regional level Light-rail Line. Streetcar as a community level transit service is based upon community desires and cost factors. Community level service would be less likely to become a barrier in this walkable, transit friendly neighborhood. The programmed construction cost for the project is about \$57 million in 2007 value dollars.
- 5400 South (West) Line – A regional level line with both BRT II and Enhanced Bus line investments should be constructed from the proposed Murray FrontRunner Station to 5600 West. An analysis of regional travel paths indicates a strong east / west travel pattern in this vicinity. Travel demand modeling indicates the majority of transit ridership on this line would be generated between Bangerter Highway and the FrontRunner Station. This project would, beyond 2030, be extended west to the West Bench using right-of-way preserved in the first phase of the 2030 RTP. The Regional Travel Demand Model and an assessment of demographics in this corridor indicate both high ridership potential and demographics very favorable to regional level transit allowing the project to rank very well on a regional basis. Taylorsville staff support; however, seems tepid. The programmed construction cost for this project is about \$43 million in 2007 value dollars. This is a new project.
- North Utah County Connector Line – A regional level Light-rail line should be constructed from about 12400 South and 1300 East into Utah County. This would connect northern Utah County and parts of Draper to the 1300 East Line, and hence, to the mid portion of Sandy City, to Fort Union, Sugarhouse, Westminster College, and points north on 1300 East. An assessment of this corridor using the Regional Travel Demand Model indicated that any TRAX extension south of 12400 South should have a terminus in northern Utah County to be productive. The programmed construction cost for this project is about \$186 million in 2007 value dollars.
- Cottonwood Ski Park and Rides – Three large park and rides should be constructed within shuttle distance of the Big and Small Cottonwood Canyons' Resorts but not within the canyons themselves. The suggested areas are near the mouth of Big Cottonwood Canyon, near the mouth of Little Cottonwood Canyon, and near the intersection of 9400 South and 1300 East. The latter location could serve both the 1300 East (South) Line and as an overflow location for the park and rides at the mouths of the canyons. The total programmed construction cost of these lots is about \$8 million in 2007 value dollars although these park



and rides could well be jointly funded by UTA, UDOT, and the Resorts. These park and rides are new to the Plan.

- Fort Union Transit Hub – A transit hub should be constructed near the intersection of Union Park and Forth Union Boulevard. This hub would facilitate the concentration of potential passengers from Cottonwood Heights and eastern Sandy City shuttles to the 1300 East and Union Park regional transit services. The programmed construction cost of this hub is \$5 million in 2007 value dollars. This project was in the 2030 LRP Update and has not been modified.

Unfunded Transit Projects

- Weber County (Unfunded) - Brigham City officials have expressed interest in extending rail commuter service from the Pleasant View FrontRunner Station to their city. This project may be warranted but a funding source has not been identified. This project is difficult to access with the tools that we have, given that it is outside of the WFRC area. It is unfunded but would be a new project to the Plan.

Davis County (Unfunded)

- None

Salt Lake County (Unfunded)

- South Temple Streetcar Line – The South Temple Line was initially recommended by Salt Lake City as a regional level streetcar. The Travel Demand Model showed this to have the highest ridership of all the projects on a per mile basis. However, the transit technology was later converted to BRT due to funding and was connected with the Foothill BRT. The South Temple alignment portion would service multiple activity centers, including downtown Salt Lake City, and the Salt Lake Regional Medical Center, and provide nearly direct access to the center of the University of Utah via Presidents Circle. It would also cross the University TRAX line at Rice-Eccles Stadium. The estimated construction cost of this project which extends to the University of Utah is \$67 million in 2007 value dollars.
- 3500 South Streetcar – Streetcar as a regional level transit service was shown to be warranted based upon both the 2030 LRP Update and the 2030 RTP. Rail on this alignment could use the West Valley TRAX Line west of the West Valley Intermodal Center which would be attractive because it would provide a ‘one-seat ride’ into downtown Salt Lake City. However, due to funding, Bus Rapid Transit as a community level transit service is proposed. The construction cost of this streetcar project from the West Valley Intermodal Center to 7200 West is about \$137 million in 2007 value dollars.
- 3500 South (Magna) Line – The 2030 LRP Update showed the 3500 South project extending all the way to the intersection of 7200 West and SR 201 in order to connect with a proposed Tooele express BRT. Ridership west of 7200 West did not indicate a need for a BRT II or higher level of investment on this project segment in the 2030 RTP analysis. However, WFRC tools are currently unable to accurately assess the impact of connecting the 3500 South Line to a Tooele Line. This project may be viable as a Enhanced Bus or possibly a BRT II although it is unfunded. It should be assessed in conjunction with any analysis of a Tooele Line. The estimated construction cost of this project is \$2 million in 2007 value dollars.



- 600 North Line – Although the 2030 RTP analysis did show that this project met the basic warrants for a BRT II line (500 plus boarding per mile on the new project segment) it ranked low enough in overall terms relative to other projects to not be funded given the revenues assumed to be available. This line would serve the core of the Rose Park community and large employers on the east side of the Airport. The estimated construction cost of this project is \$29 million in 2007 value dollars. This would have been a new project to the Plan.
- 200 South Line – This project was initially intended to program un-requested capital funding for a ‘transit mall’ recommended in the “Salt Lake City Downtown Transportation Master Plan: Downtown Moving”. It ranked well and warranted funding; however, other projects are local priorities and funding was insufficient to fund all warranted projects. The estimated construction cost of this project is \$6 million in 2007 value dollars. This would have been a new project to the Plan.
- West Temple Branded Bus Line - This project was initially intended to program un-requested capital funding for a ‘Branded Bus Corridor’ recommended in the “Salt Lake City Downtown Transportation Master Plan: Downtown Moving”. It ranked well and warranted funding; however, other projects are local priorities and funding was insufficient to fund all warranted projects. The estimated construction cost of this project is \$8 million in 2007 value dollars. This would have been a new project to the Plan.
- 5600 South (East) – This project would connect the proposed Murray FrontRunner Station with the Fort Union Transit Hub via Vine Street and 1300 East. The project ranked well; however, given the potential impacts of the project on Vine Street, the fact that these two destinations were connected via the Fort Union Line, and limited funding, this project is unfunded. The estimated construction cost of this project is \$5 million in 2007 value dollars. This would have been a new project to the Plan.
- Redwood Road (south) Line – This project would construct Enhanced Bus improvements south from the Mid-Jordan Line to the Bangerter Highway FrontRunner Station. The project did not meet the 500 boarding per mile threshold for BRT II or higher levels of investments. The project also did not rank well in the 2030 RTP analysis; however, the project may have merit given further study and more funding. The estimated construction cost of this project is \$18 million in 2007 value dollars. This project was funded in the 2030 LRP Update.
- Mountain View Line – This project would construct Express Enhanced Bus improvements on a proposed Mountain View Freeway between Mid-Jordan Line and the Bangerter Highway FrontRunner Station. The project did not meet the 500 boarding per mile threshold for BRT II or higher levels of investments. The project also did not rank well enough in the 2030 RTP analysis; however, the project may have merit given further study and more funding. Among the activity centers served by this line would be the Salt Lake International Airport, the West Ridge Industrial Park, the USANA Amphitheater, the Daybreak Community, and the Intel site. It would open up the west side of the valley to high speed transit travel from Utah County, Downtown Salt Lake, and Davis County. The estimated construction cost of this project is \$31 million in 2007 value dollars. This project was funded in the 2030 LRP Update.
- Interstate 215 (East) Line – This project would construct Express Enhanced Bus improvements primarily on Interstate 215 east belt between the end of the South Temple / Foothill BRT II Line and the Fort Union Transit Hub. The project did not meet the 500 boarding per mile threshold for BRT II or higher levels of investments. The project also did not rank well enough in the 2030 RTP analysis; however, the project may have merit given



further study and more funding. Among the activity centers served by this line downtown Salt Lake City, the University of Utah, Research Park, Cottonwood Corporate Center, and the Fort Union employment center. The estimated construction cost of this project is \$77 million in 2007 value dollars. This project was funded in the 2030 LRP Update; however, further analysis has indicated that most of the ridership found in the previous analysis was derived on Foothill Drive.

- Summit Line – This project may be warranted but a funding source has not been identified. This project seems to have merit but is difficult to assess with the tools that we have, given that it is outside of the WFRC area. It is unfunded but would be a new project to the Plan.
- Tooele Line - This project may be warranted but a funding source has not been identified. This project seems to have merit but is difficult to assess with the tools that we have, given that it is outside of the WFRC area. It is unfunded but would be a new project to the Plan.

TRANSIT TYPE DESCRIPTIONS

The Regional Transportation Plan identifies ten types of transit projects. These are Commuter Rail, Enhanced Bus on Freeways, Light-Rail, Bus Rapid Transit (BRT II), Streetcar, Enhanced Bus on Arterials, Transit Hubs, Transfer Centers, and Park and Rides. For planning purposes, each of RTP project type has a specific definition, a specific package of amenities, and specific costs. However, in reality, each transit type represents a broad spectrum of variation, amenities, and costs. In practice, each individual project may be tailored, within certain boundaries, to fit each corridor. This section will discuss the package of amenities associated with the various types of transit 'lines' that were assumed.

Commuter Rail Commuter rail, also known locally as the FrontRunner, is envisioned in the RTP to provide Inter-regional transit service because it is given wide station spacing (about five miles), exclusive right-of-way, and high cruise speeds which allow long distance travel. The vehicles are Amtrak like diesel powered passenger trains that include an engine and non-self propelled passenger cars. Stations are provided with platforms sufficient to accommodate ten passenger cars, shelters, large park and rides, real-time 'next-vehicle' reader boards, and other amenities typical to the TRAX system. Street crossings are provided with crossing gates. The frequency at which the trains arrive is 20 minutes in the peak commute hours and generally 40 minutes in the off peak hours.

Enhanced Bus on Freeways Enhanced Bus on Freeways is envisioned to also provide Inter-regional transit service with its wide station spacing (about three to five miles), exclusive freeway ramp lanes, high-occupancy lane access, and high cruise speeds which allow long distance travel. The vehicles are standard diesel powered passenger buses. Stations are provided with platforms, shelters, large park and rides, real-time 'next-vehicle' reader boards, and other amenities typical to the TRAX system. All at-grade street crossings are provided with signal priority which help keep the vehicles on schedule. The frequency at which the buses arrive is 20 minutes in the peak commute hours and generally 40 minutes in the off peak hours.

Light Rail Transit Light rail, also known locally as TRAX, provides regional transit service by accommodating medium to long distance travel. It has moderate station spacing (about one mile), nearly exclusive right-of-way, and high cruise speeds. The vehicles are electrically powered trains. Stations are provided with platforms long enough to accommodate four car trains, shelters, park and



rides, real-time 'next-vehicle' reader boards, and other amenities such as the existing TRAX lines. Street crossings may be gated or provided with signal priority. The frequency at which the buses arrive is 15 minutes in the peak commute hours and generally 30 minutes in the off peak hours.

Bus Rapid Transit Bus Rapid Transit, also known nationally as BRT II, provides regional transit service because its moderate station spacing (about one to one-half mile), its exclusive right-of-way where street speeds warrant it and approaching traffic signals, and high cruise speeds which allow medium to long distance travel. The vehicles are specialized low-noise, low-emission and designed to resemble trains on the inside and out. Stations are provided with platforms, shelters, park and rides, real-time 'next-vehicle' reader boards, and other amenities such as the existing TRAX lines. Signalized street crossings are given signal priority to help keep the vehicle on schedule. Major signalized street crossings are given a short transit lane to allow the vehicles to bypass traffic lines. The frequency at which the buses arrive is 10 minutes in the peak commute hours and generally 20 minutes in the off peak hours.

Streetcars. Streetcar lines in the RTP provide either regional or community transit service depending upon the station spacing on the line (about one to ½ mile for regional service and one-half to one-quarter mile for community service). The alignment is designed exactly like that of BRT II in that it has exclusive right-of-way where street speeds warrant it and approaching traffic signals. The alignment is like that of TRAX in that it has metal rails and an overhead electrical wire. The vehicles are electrically powered similar to light-rail but do not have high cruise speeds. Stations are nearly identical to BRTII stations with provided with platforms, shelters, park and rides, real-time 'next-vehicle' reader boards, and other amenities. Signalized street crossings are given signal priority to help keep the vehicle on schedule. Major signalized street crossings are given a short transit lane to allow the vehicles to bypass traffic lines. The frequency at which the vehicles arrive is 10 minutes in the peak commute hours and generally 20 minutes in the off peak hours.

Enhanced Bus on Arterials Enhanced Bus on Arterials is envisioned to also provide community transit service because it is given relatively narrow station spacing (about ½ to ¼ mile), its exclusive right-of-way approaching traffic signals (queue jumpers), and high cruise speeds which allow short to medium distance travel. The vehicles are standard buses. Stations are provided with platforms, shelters, periodic park and rides, real-time 'next-vehicle' reader boards, and other amenities such as the existing TRAX lines. Signalized street crossings are given signal priority to help keep the vehicle on schedule. Major signalized street crossings are given a short transit lane to allow the vehicles to bypass traffic lines. The frequency at which the buses arrive is 20 minutes in the peak commute hours and generally 40 minutes in the off peak hours.



