

CAP-1

Trunk Line Curve Speed Improvements

APPROXIMATE CAPITAL COST **\$\$\$\$\$**

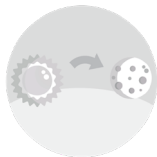
DESCRIPTION

Upgrade Draper-Ballpark from 55 MPH to 65 MPH where feasible, requires replacement of oldest TRAX fleet to accrue full benefits.

BENEFITS



ECONOMIC DEVELOPMENT



GREATER SERVICE SPAN



IMPROVED FREQUENCY



IMPROVED RELIABILITY



IMPROVED TRAVEL TIME



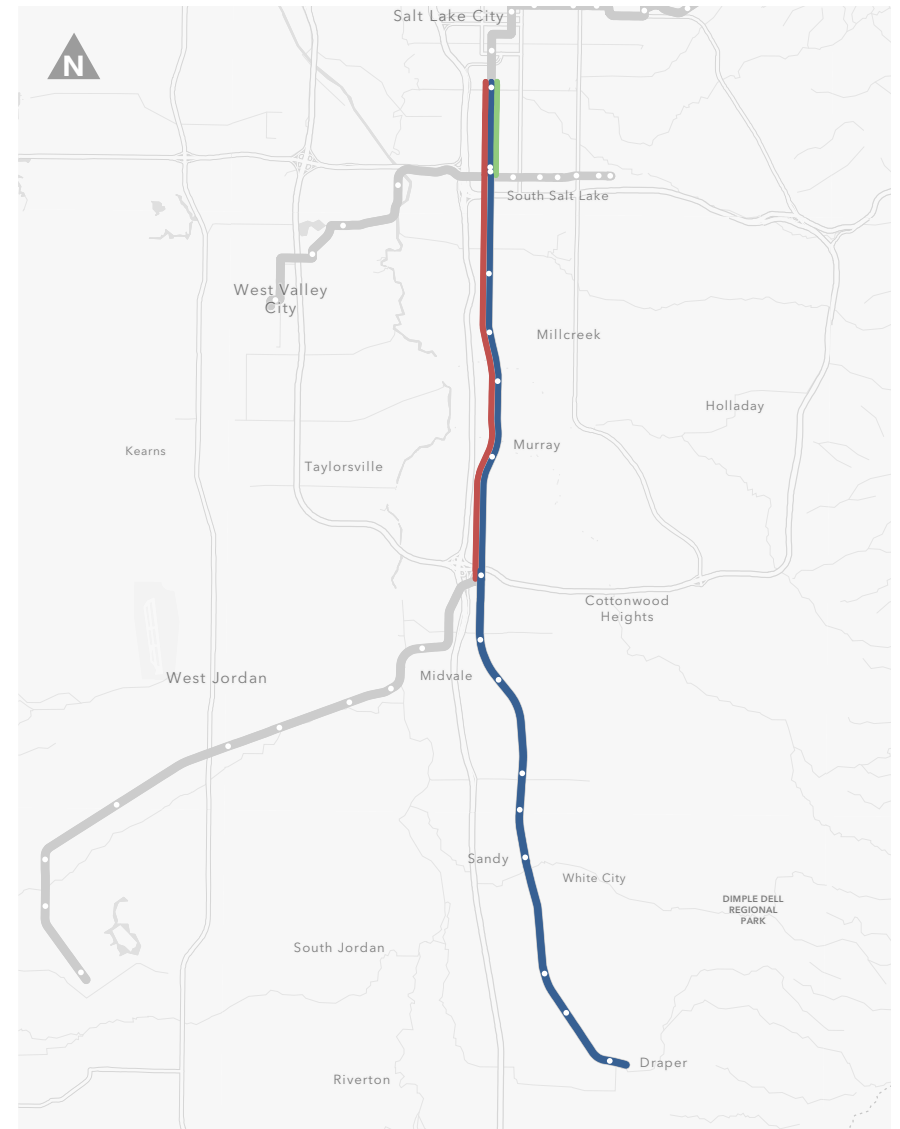
INCREASED EFFICIENCY



MORE ACCESS TO JOBS, SERVICES, & HOUSING



SERVES NEW MARKETS



SVC-1

All-night Green Line Service to Airport

APPROXIMATE CAPITAL COST **\$\$\$\$\$**

DESCRIPTION

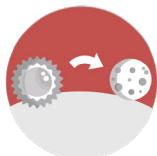
Would provide 24-hour service between West Valley, Downtown and Airport

- Would support early morning/late night travelers as well as first and third shift workers.
- Would require “buy out” to relocate rail freight service of one customer just north of Central Pointe Station

BENEFITS



ECONOMIC DEVELOPMENT



GREATER SERVICE SPAN



IMPROVED FREQUENCY



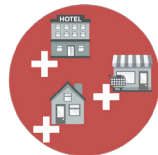
IMPROVED RELIABILITY



IMPROVED TRAVEL TIME



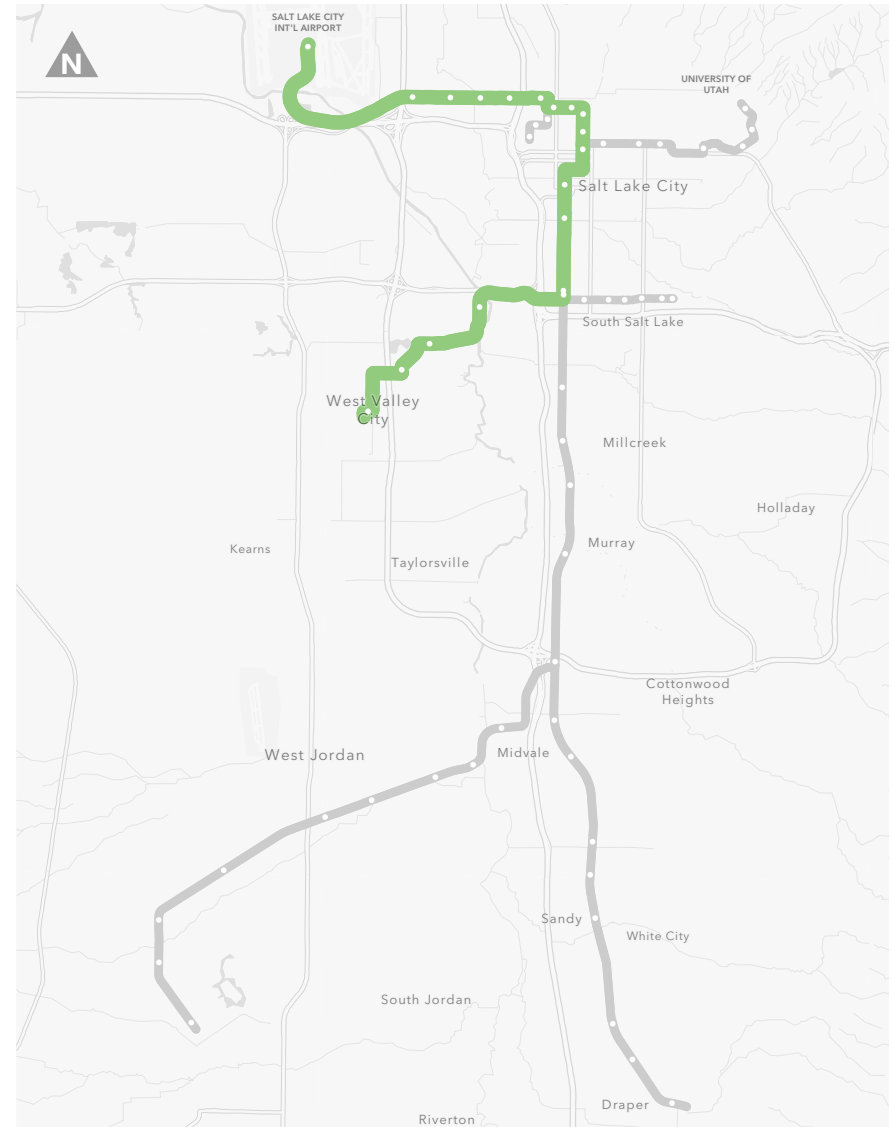
INCREASED EFFICIENCY



MORE ACCESS TO JOBS, SERVICES, & HOUSING



SERVES NEW MARKETS



SVC-2

Operate all TRAX Lines Later in Evening and/or Start Earlier in Morning

APPROXIMATE CAPITAL COST **\$\$\$\$\$**

DESCRIPTION

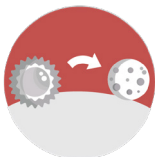
Requires negotiation with freight railroads using UTA tracks to reduce allowed time for freight service, providing that time to TRAX operation.

- Could apply to full TRAX network except for Red Line, Fashion Place West to Daybreak (too much freight activity there for any change)

BENEFITS



ECONOMIC DEVELOPMENT



GREATER SERVICE SPAN



IMPROVED FREQUENCY



IMPROVED RELIABILITY



IMPROVED TRAVEL TIME



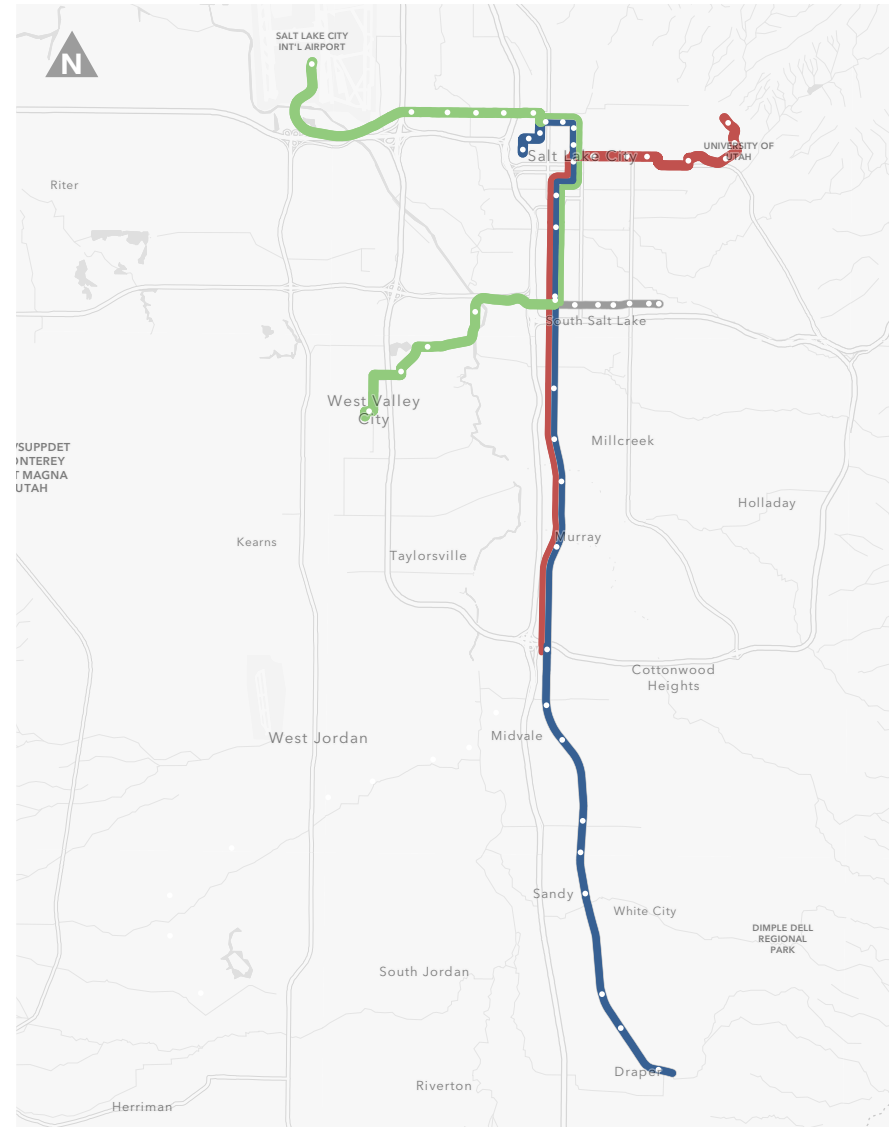
INCREASED EFFICIENCY



MORE ACCESS TO JOBS, SERVICES, & HOUSING



SERVES NEW MARKETS



SVC-3

Improve Branch Headways from 15 Minutes to 12 Minutes

APPROXIMATE CAPITAL COST **\$\$\$\$\$**

DESCRIPTION

25% increase in service all day long,

- Phase 1 Study found signal system can support this
- Separate UTA Study found that traction power upgrades required
- Requires additional fleet

BENEFITS



ECONOMIC DEVELOPMENT



GREATER SERVICE SPAN



IMPROVED FREQUENCY



IMPROVED RELIABILITY



IMPROVED TRAVEL TIME



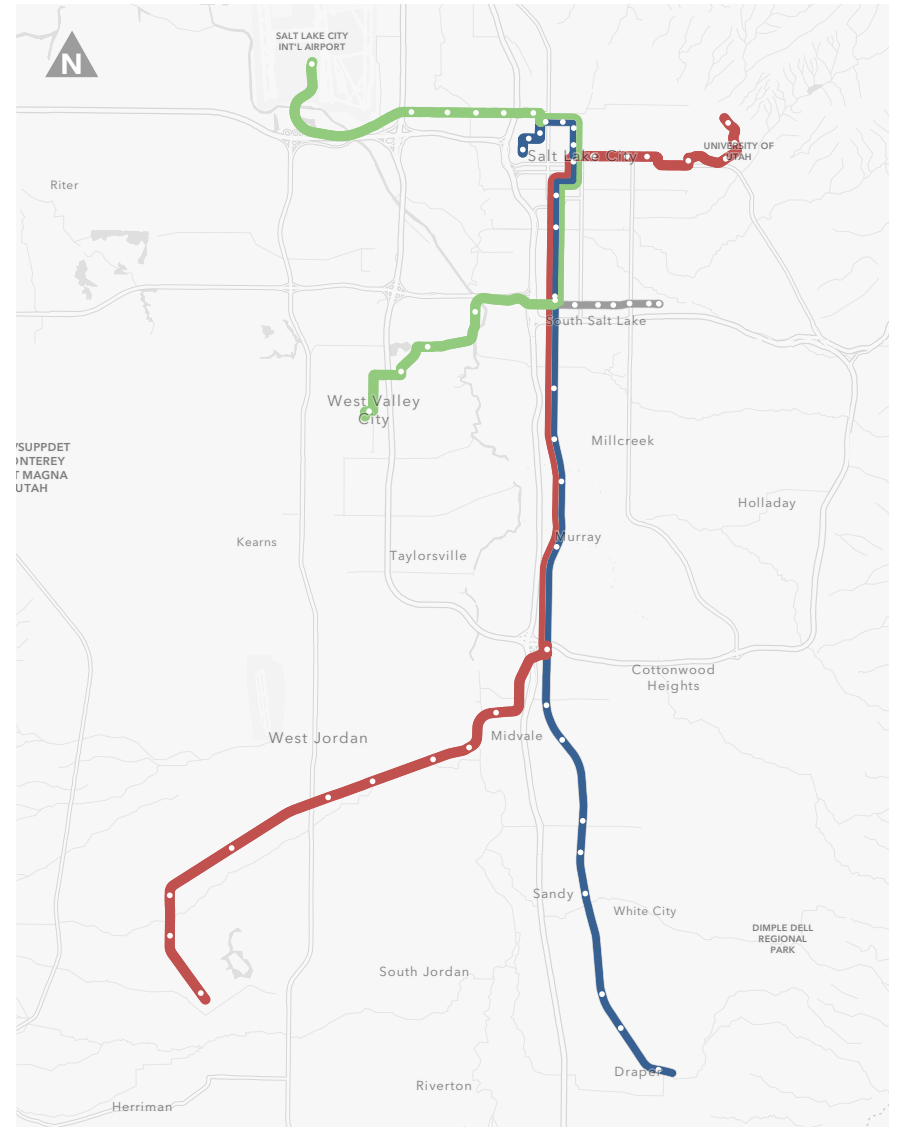
INCREASED EFFICIENCY



MORE ACCESS TO JOBS, SERVICES, & HOUSING



SERVES NEW MARKETS



SVC-4

New Direct Service, University to Salt Lake Central

APPROXIMATE CAPITAL COST **\$\$\$\$\$**

DESCRIPTION

Would provide direct (“one seat ride”) service between University and Salt Lake Central, eliminating need to transfer and reducing trip times. Requires additional fleet.

BENEFITS



ECONOMIC DEVELOPMENT



GREATER SERVICE SPAN



IMPROVED FREQUENCY



IMPROVED RELIABILITY



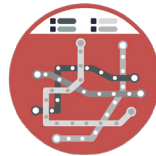
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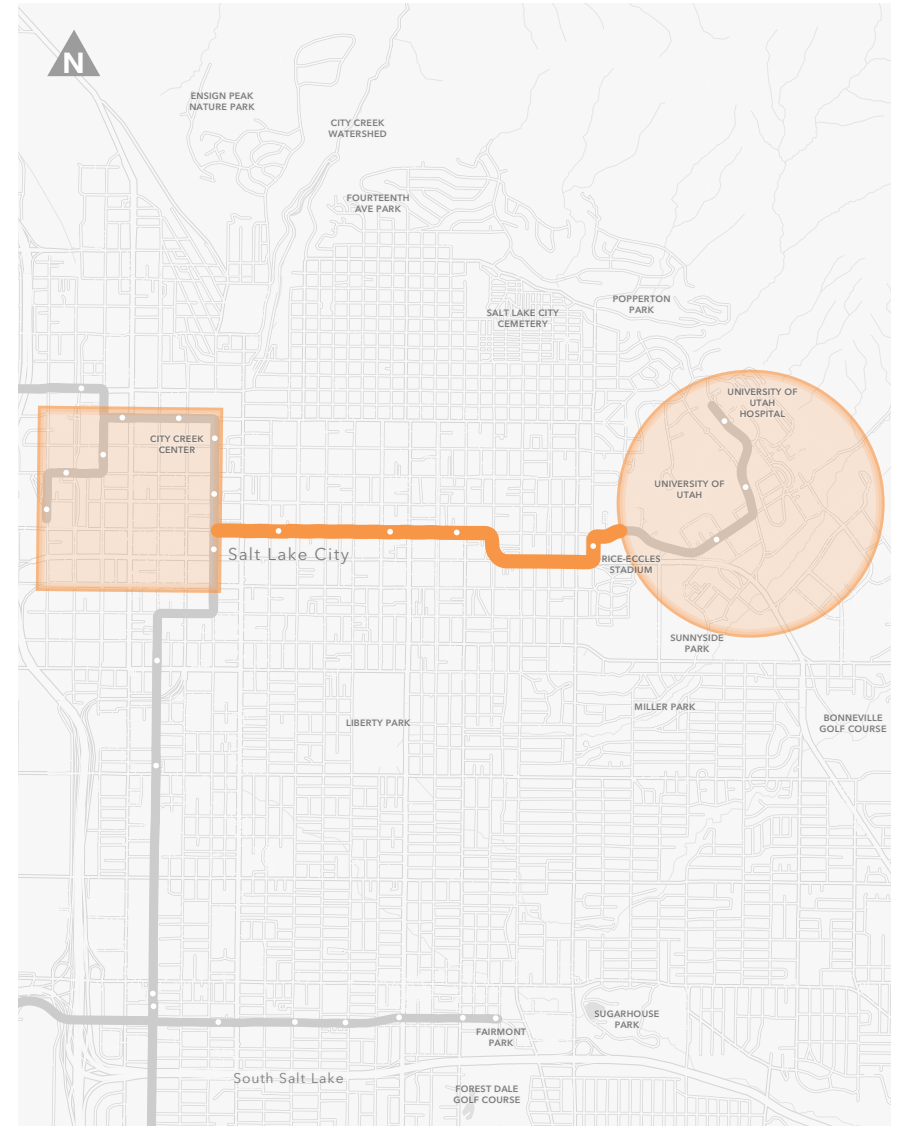
INCREASED EFFICIENCY



MORE ACCESS TO JOBS, SERVICES, & HOUSING



SERVES NEW MARKETS



SVC-5

New Direct Service, University to Salt Lake City International Airport

APPROXIMATE CAPITAL COST **\$\$\$\$\$** REROUTE
\$\$\$\$\$ NEW

DESCRIPTION

Would provide direct (“one seat ride”) service between University and the Airport, eliminating need to transfer and reducing trip times. Could be achieved through a new service or by rerouting existing service. Requires additional fleet.

BENEFITS



ECONOMIC DEVELOPMENT



GREATER SERVICE SPAN



IMPROVED FREQUENCY



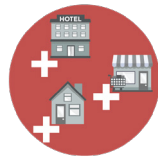
IMPROVED RELIABILITY



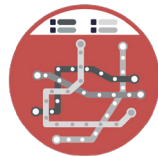
IMPROVED TRAVEL TIME



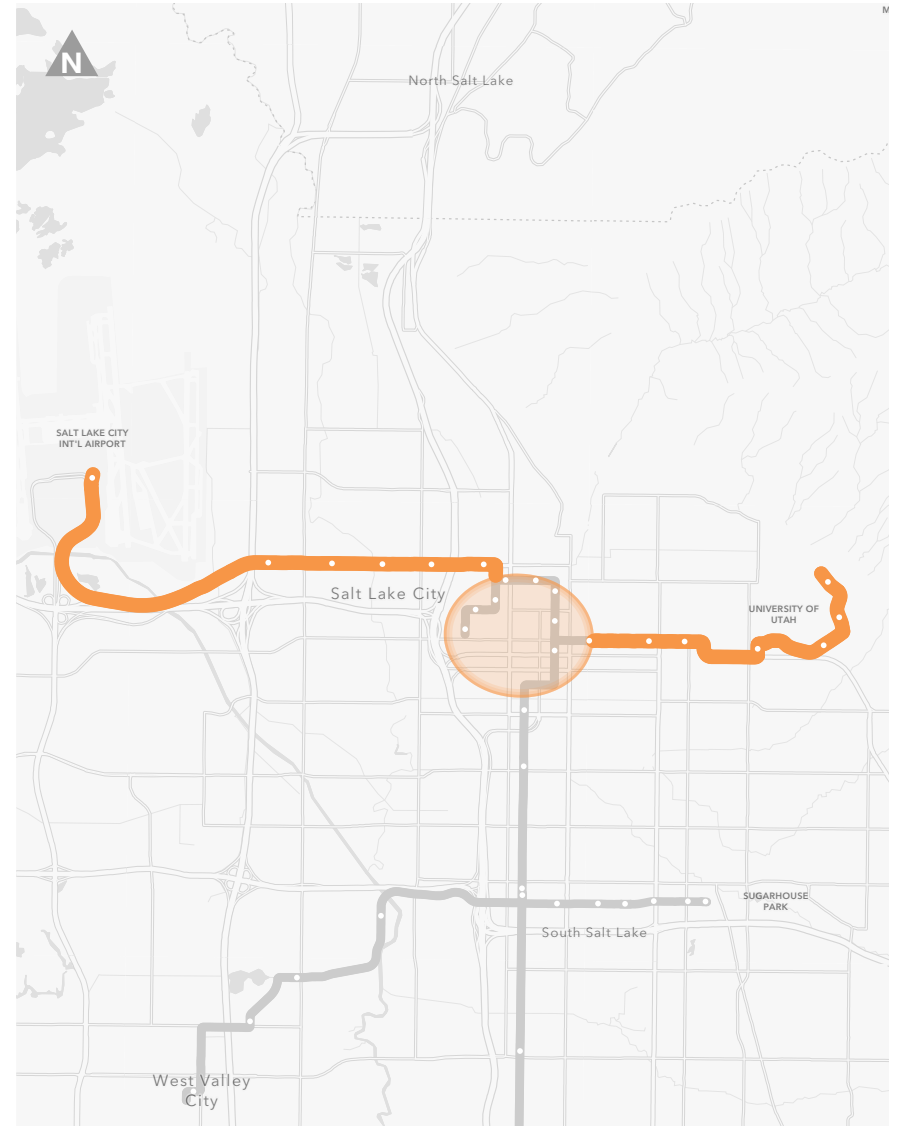
INCREASED EFFICIENCY



MORE ACCESS TO JOBS, SERVICES, & HOUSING



SERVES NEW MARKETS



EXT-2

Granary District Along 400 West to 900 South

APPROXIMATE CAPITAL COST **\$\$\$\$\$**

DESCRIPTION

Provide an extension through the Granary District. The Downtown Salt Lake City Rail Extension & Connections Feasibility Study included multiple alignment alternatives. One of the current lines would diverge from the existing alignment just north of the Ballpark Station using abandoned railroad right-of-way to 400 West. It would then proceed north along 400 West. Depending on exact alignments, this could either provide a direct connection to Salt Lake Central station or proceed north or east, requiring a short walk for riders to Salt Lake Central station.

BENEFITS



ECONOMIC DEVELOPMENT



GREATER SERVICE SPAN



IMPROVED FREQUENCY



IMPROVED RELIABILITY



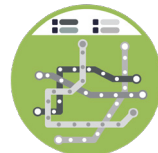
IMPROVED TRAVEL TIME



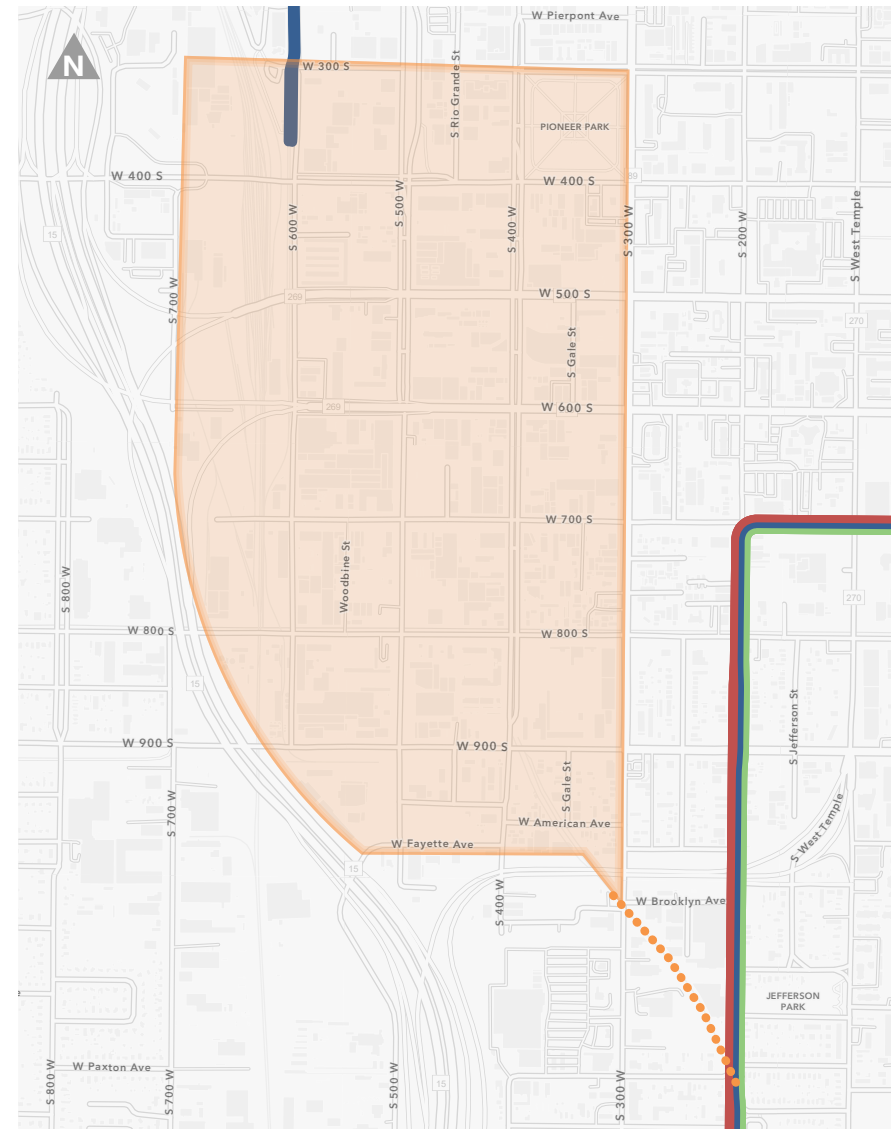
INCREASED EFFICIENCY



MORE ACCESS TO JOBS, SERVICES, & HOUSING



SERVES NEW MARKETS



EXT-3

Millcreek Streetcar / "Local Link"

APPROXIMATE CAPITAL COST \$\$\$\$\$

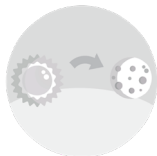
DESCRIPTION

Extension of the S-line that would connect Sugar House, Millcreek and Holladay. This is currently under study through the Salt Lake City Local Link Study.

BENEFITS



ECONOMIC DEVELOPMENT



GREATER SERVICE SPAN



IMPROVED FREQUENCY



IMPROVED RELIABILITY



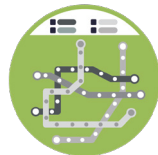
IMPROVED TRAVEL TIME



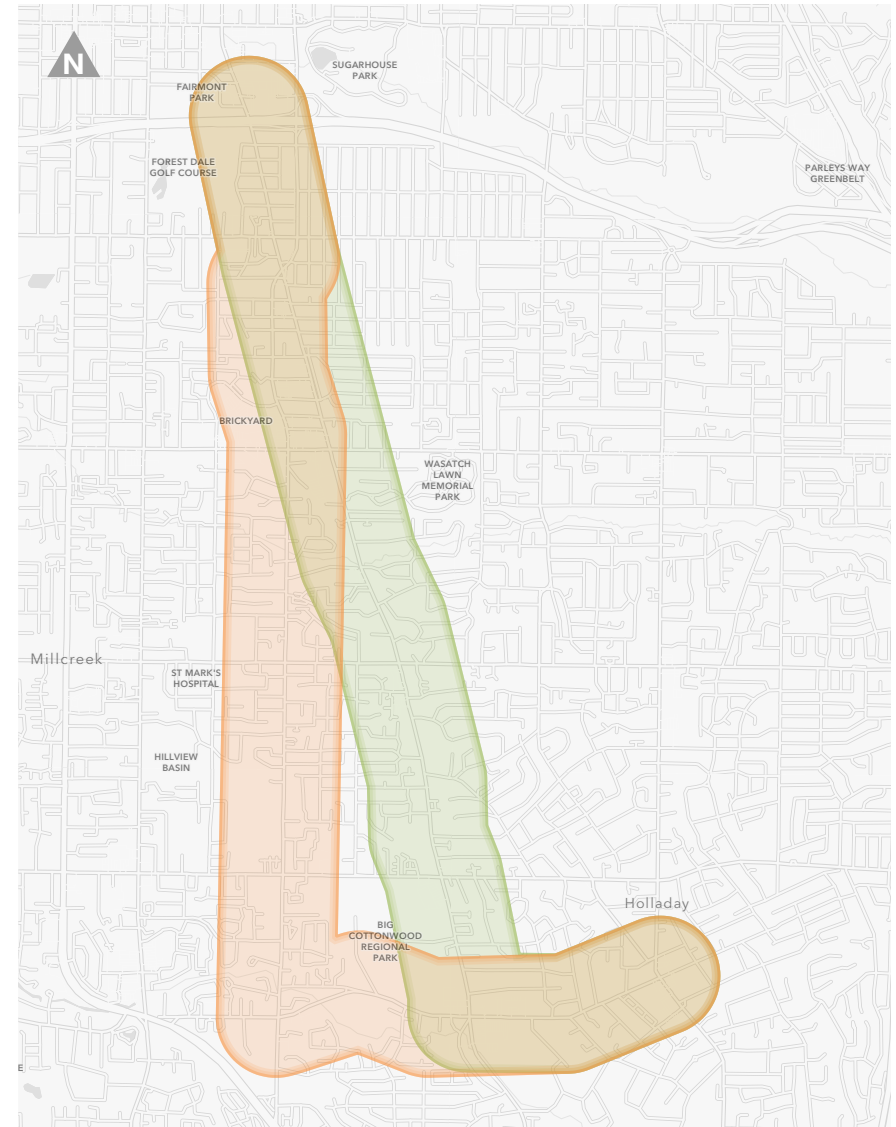
INCREASED EFFICIENCY



MORE ACCESS TO JOBS, SERVICES, & HOUSING



SERVES NEW MARKETS



EXT-4

Red Line Connection – 1100 East to 900 East Station

APPROXIMATE CAPITAL COST **\$\$\$\$\$**

DESCRIPTION

Extension of the S-line that would turn north and connect to 1700 South and the Westminster College area and also extend further north, connecting to the 900 East TRAX station. This is not currently under study, but is identified as unfunded in the WFRRC Regional Transportation Plan.

BENEFITS



ECONOMIC DEVELOPMENT



GREATER SERVICE SPAN



IMPROVED FREQUENCY



IMPROVED RELIABILITY



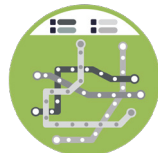
IMPROVED TRAVEL TIME



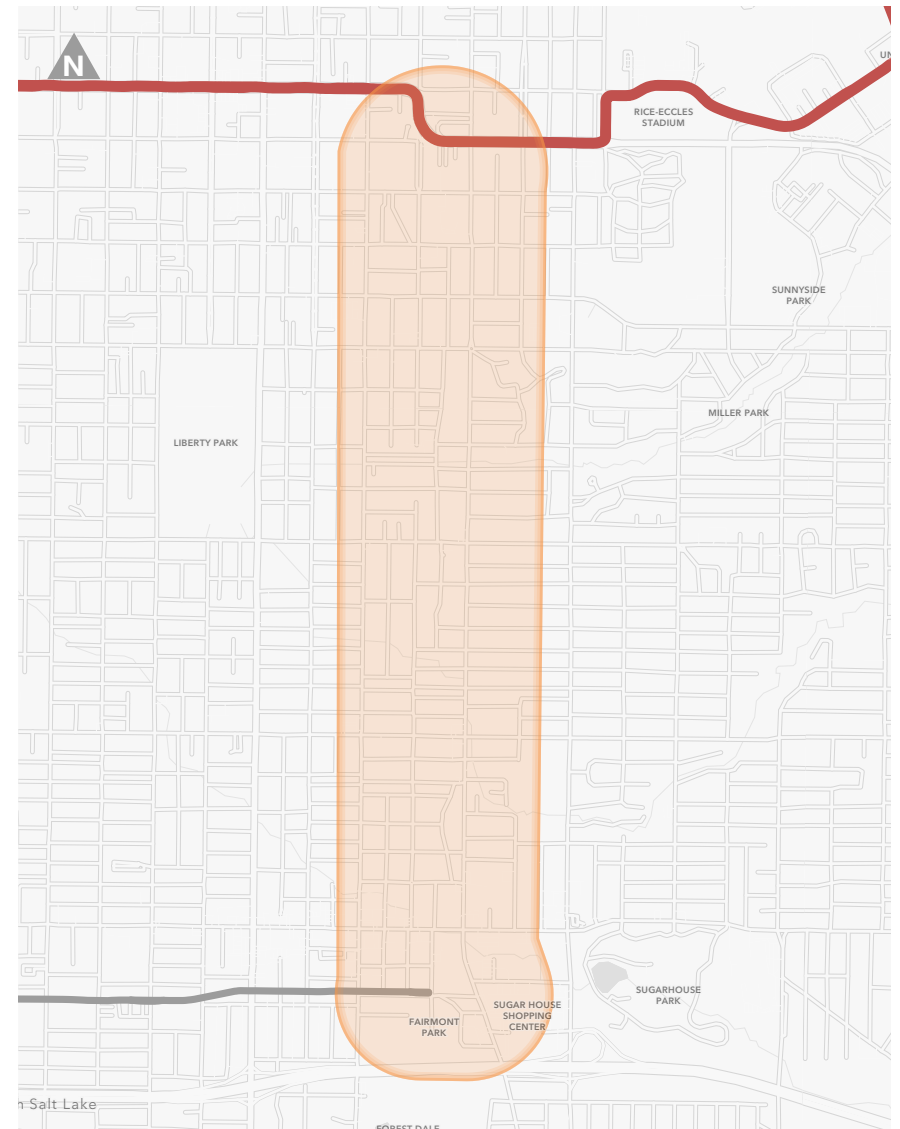
INCREASED EFFICIENCY



MORE ACCESS TO JOBS, SERVICES, & HOUSING



SERVES NEW MARKETS



EXT-5

Downtown-University Streetcar – on 100 or 200 South

APPROXIMATE CAPITAL COST **\$\$\$\$\$**

DESCRIPTION

A stand-alone streetcar line that connects Salt Lake Central Station, downtown Salt Lake City and the University of Utah. Not currently under study, but is identified in the WFRM RTP and has been previously studied by Salt Lake City.

Requires complex rail/rail crossings of existing TRAX and rail connection to support access to vehicle Service Center.

BENEFITS



ECONOMIC DEVELOPMENT



GREATER SERVICE SPAN



IMPROVED FREQUENCY



IMPROVED RELIABILITY



IMPROVED TRAVEL TIME



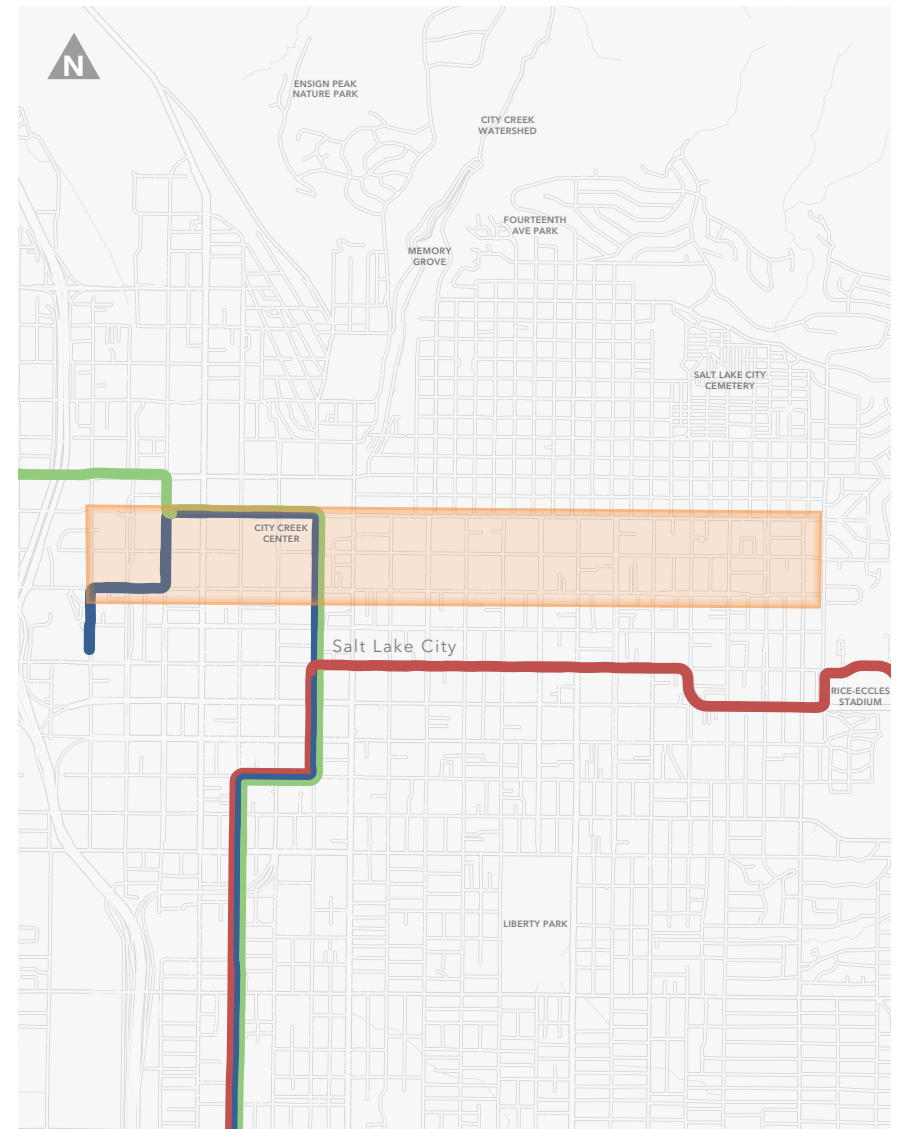
INCREASED EFFICIENCY



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SERVES NEW MARKETS



EXT-6

Extension to Research Park from South Campus Drive

APPROXIMATE CAPITAL COST **\$\$\$\$\$**

DESCRIPTION

Extension that would serve the Research Park Area. Project partners are currently seeking RAISE grant funding to study this extension. This would require a second service to the University of Utah as service to the Medical Center would remain.

BENEFITS



ECONOMIC DEVELOPMENT



GREATER SERVICE SPAN



IMPROVED FREQUENCY



IMPROVED RELIABILITY



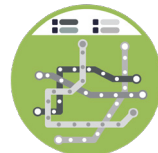
IMPROVED TRAVEL TIME



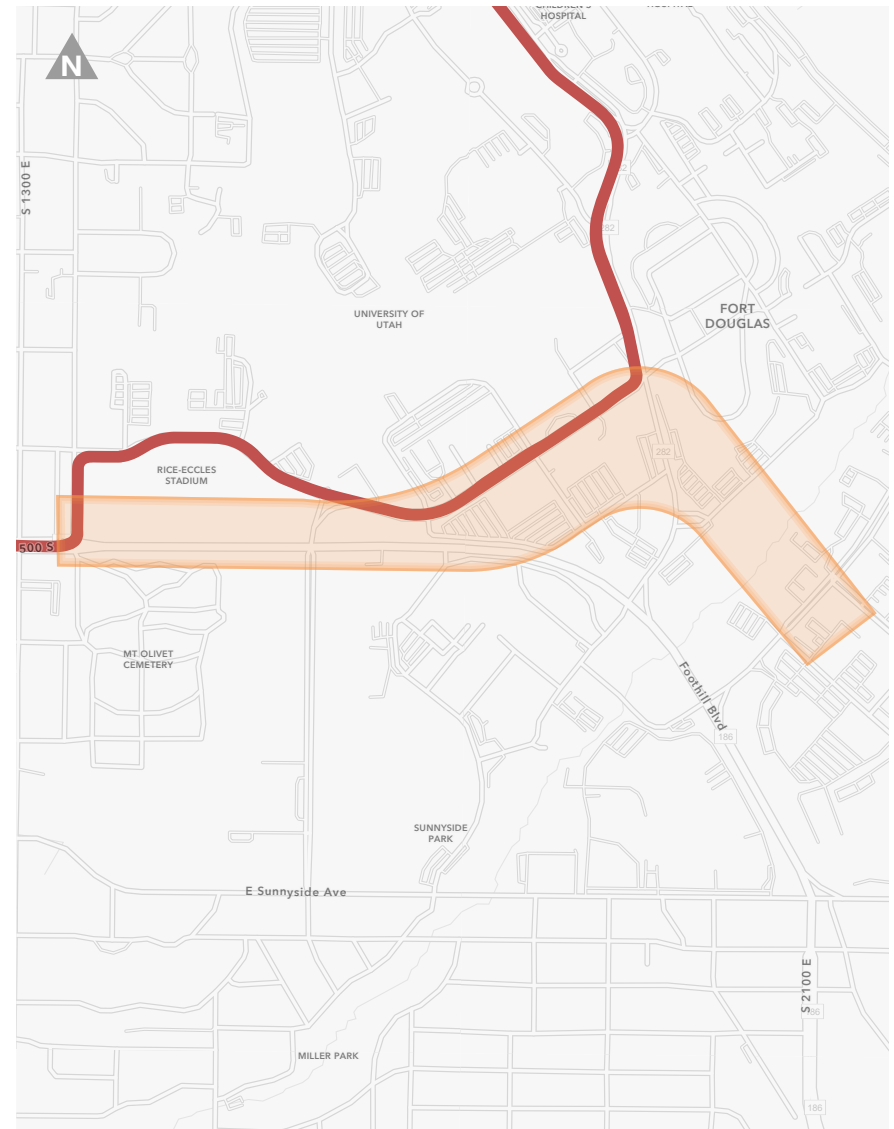
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SERVES NEW MARKETS



INT-1

Intersection Priorities - Modest Improvements

APPROXIMATE CAPITAL COST **\$\$\$\$\$**

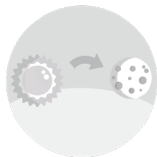
DESCRIPTION

Additional Salt Lake City and UDOT intersection changes to improve Light Rail priority identified by UTA Light Rail Business Unit, likely to be acceptable even though it may cause additional vehicle delay at these intersections.

BENEFITS



ECONOMIC DEVELOPMENT



GREATER SERVICE SPAN



IMPROVED FREQUENCY



IMPROVED RELIABILITY



IMPROVED TRAVEL TIME



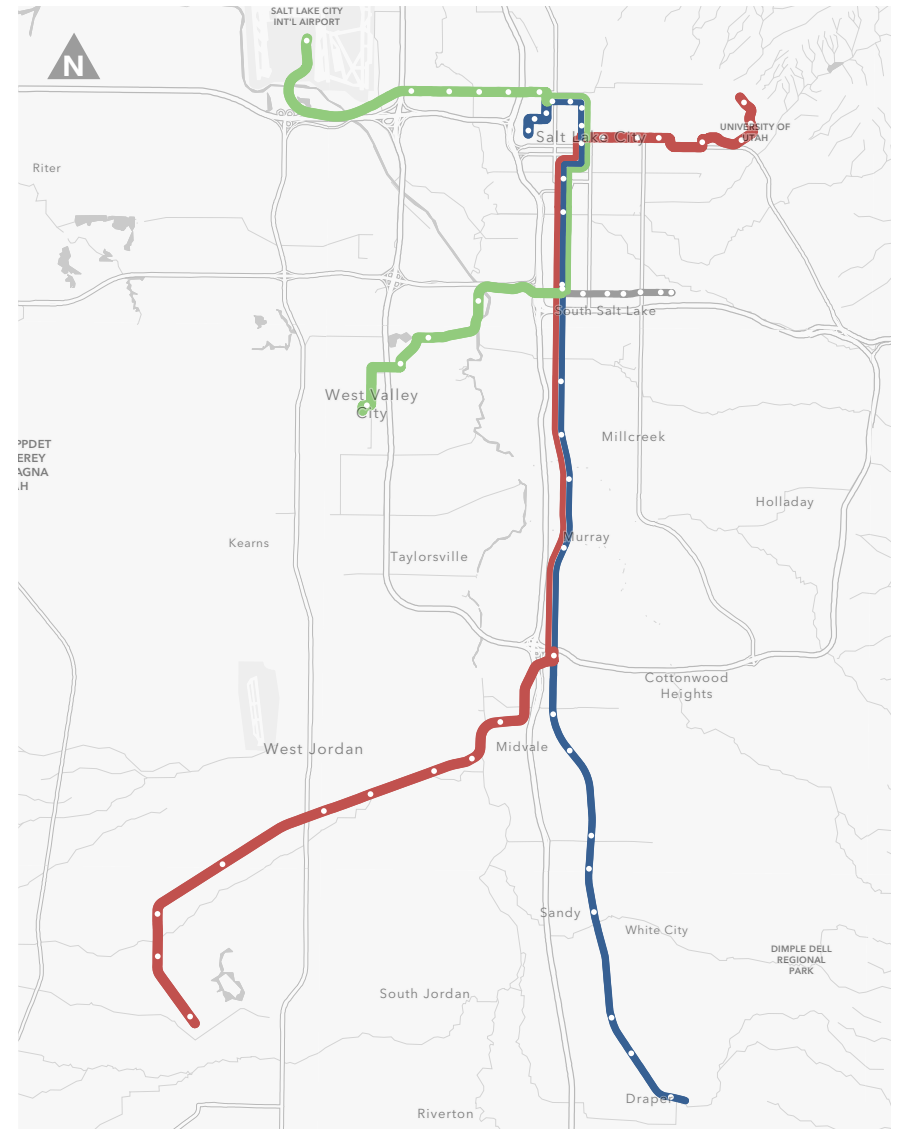
INCREASED EFFICIENCY



MORE ACCESS TO JOBS, SERVICES, & HOUSING



SERVES NEW MARKETS



INT-2

Intersection Priorities - Medium Improvements

APPROXIMATE CAPITAL COST **\$\$\$\$\$**

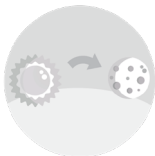
DESCRIPTION

Salt Lake City and UDOT intersection changes to improve Light Rail priority identified by UTA Light Rail Business Unit, may not be acceptable because of the amount of delay it may add to vehicles at these intersections.

BENEFITS



ECONOMIC DEVELOPMENT



GREATER SERVICE SPAN



IMPROVED FREQUENCY



IMPROVED RELIABILITY



IMPROVED TRAVEL TIME



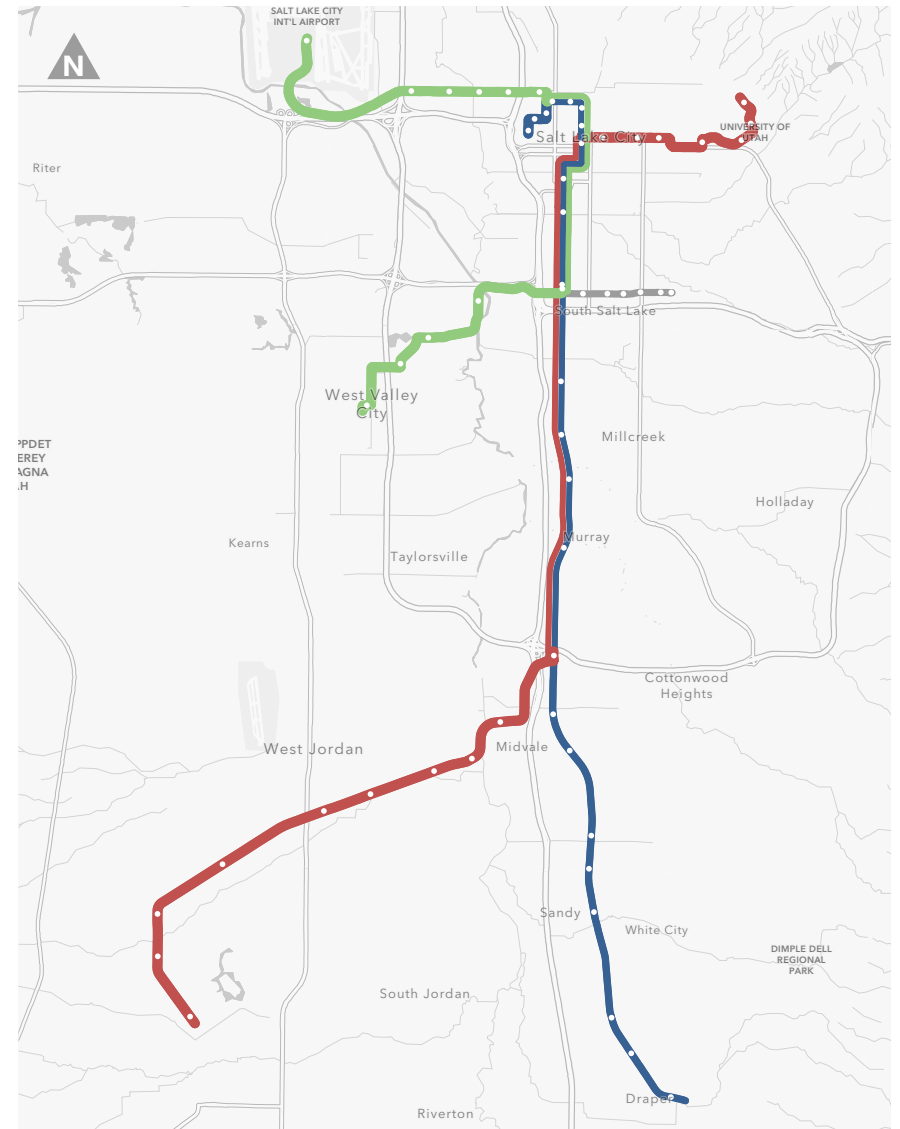
INCREASED EFFICIENCY



MORE ACCESS TO JOBS, SERVICES, & HOUSING



SERVES NEW MARKETS



INT-3

Intersection Priorities - Extensive Improvements

APPROXIMATE CAPITAL COST **\$\$\$\$\$**

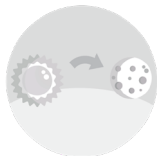
DESCRIPTION

Salt Lake City and UDOT intersection changes to improve Light Rail priority, likely not acceptable because of the amount of delay it may add to vehicles at these intersections.

BENEFITS



ECONOMIC DEVELOPMENT



GREATER SERVICE SPAN



IMPROVED FREQUENCY



IMPROVED RELIABILITY



IMPROVED TRAVEL TIME



INCREASED EFFICIENCY



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SERVES NEW MARKETS

