Rail~Volution 2005

Hal Ryan Johnson, AICP, Bus Rapid Transit Project Manager

Utah Transit Authority

September 7, 2005
Utah Transit Authority

- Public Transit District
- Linear Geographic Area - 130 miles by 20 miles
- Currently Employs: 1700+
- Operates 600+ Buses and 40 LRV’S and 6 San Jose LRV’s
  (23 additional San Jose LRV’s getting refurbished for service)
- Carried 34,500,000 Passengers in 2004
Understanding Utah’s Transportation Needs
Wasatch Front Population Growth

- From 1974 to 1999 the Wasatch Front’s Population Has Increased by 783,000 People

- Projects show Wasatch Front’s Population Growth from 1999 and 2020 at Additional 920,000 People
Consequences Of Past Growth in Travel Demand

• **Increased Congestion** - 1998 TTI Report stated the Salt Lake Area Experienced the greatest growth in congestion in the country from 1988-94.

• **Diminished Safety** - 2000 STPP Study ranked the Salt Lake/ Ogden area as having the 12th most dangerous auto pedestrian environment.

• **Poor Air Quality** - Utah County and Salt Lake County have lapsed in their air quality conformity as recently as January 2004.

Declining Quality Of Life
Wasatch Front LOS
Partners In Transportation

Mountainland Association of Governments
Serving Summit, Wasatch, and Utah Counties

Utah DOT
Going the Extra Mile

Envision Utah
A public/private partnership for quality growth

UTA
Planning for a Better Quality of Life

2030 Long Range Transportation Plans
WFRC & MAG
Transit 2030 Plan

Plan highlights include:

- Commuter Rail: 120+ miles
- Light Rail: 60 miles
- Bus Rapid Transit: 80+ miles
- Increases in bus service
- Integrated multi-modal system
- Intelligent Transportation Systems (ITS)
Build the 2030 plan by 2012

- Community leaders say speed up the 2030 plan
- Speeding up the plan would require an increased tax for transit in 2006
- An increased tax would allow constructing the following projects by the end of 2012:
  - Mid Jordan Light Rail Line
  - West Valley Light Rail Line
  - Draper Light Rail Line
  - Airport Light Rail line
  - Commuter Rail Phase 2 (Salt Lake City to Utah County)
  - 2 BRT Project
Highways for National Defense (1950)
**A Unique Rail Corridor**

- Other systems have limited access:
  - Share track with freight – causes system delays
  - Negotiate with railroad to extend hours or increase frequency
  - Limited control of service

- UTA purchased 175 miles of rail corridors from Union Pacific

- Benefits of owning the corridor:
  - No delays caused by sharing track
  - Ability to control service
  - Can change or increase service
Commuter Rail Phase 1
Weber County to Salt Lake City

- Salt Lake City to Weber County – about 43 miles
- Union Pacific mainline corridor is the Locally Preferred Alternative
- Phase 2 under study as a combined transit/highway environmental study from Salt Lake City to Provo.
Nine proposed stations:
- Salt Lake City
- North Temple
- Woods Cross
- Farmington
- Layton
- Clearfield
- Roy
- Ogden
- Pleasant View

Studied during the environmental process.
Commuter Rail Service

- 20 minute service during peak hours, 40 minute off peak hours
- Travels up to 80 MPH
- Seats up to 150 people per car
- ADA Accessible
Ogden Intermodal Center

Retail Pads

Transit Center

Wall Ave.

Union Station

Proposed Commuter Rail Line and Platform
Salt Lake City Intermodal Hub

- Commuter Rail
- Light Rail
- Bus
- Greyhound
- AMTRAK
- Parking
Commuter Rail Schedule

<table>
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<tr>
<th>Year</th>
<th>Public Outreach &amp; Communication</th>
<th>Environmental</th>
<th>Design &amp; Engineering</th>
<th>Securing Federal Funding</th>
<th>Construction</th>
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Sandy/ Salt Lake Line

- 15 miles (2.5 miles in CBD)
- 16 stations (soon to be 17 stations)
- 25,000+ daily passengers
- 15-minute frequency
University Line

• 3.92 miles
• 7 stations
• 13,000+ daily passengers
• 15-minute frequency
Light Rail Ridership
Opening Forecast vs. Actual

Total = 35,000+ Weekday Riders

Weekday Riders

North/South

Forecast

Actual

University + Medical Center

Forecast

Actual

14,400

25,000+

10,000+

6,600

20,000

15,000

10,000

5,000

0
Mid-Jordan Line
Mid-Jordan LRT

- 10.1 miles ballasted, double track
- 9 Stations
- 18 vehicles
- Initial 15-minute headways
- Relocate 8.3 miles of Union Pacific track
- Construct LRT tracks adjacent to Union Pacific
- Cost: $283 million
- Projected Opening Day Ridership: 4300 New Riders (9100 Riders)
- Projected 2030 Ridership: 9,900 New Riders and 16,000 Riders on the Line to the Delta Center
West Valley Line

- West Valley DEIS to be released in 2005
- Length: 5 miles
- Cost: $225 million
- Forecasted 2030 Ridership:
  - 8,400 new riders and
  - 13,000 riders on the line to the University
Draper Line

• Estimated to be 7 miles (14600 South)
• Currently being studied in the I-15 Corridor EIS, Utah County - Salt Lake County
Airport Line

• Estimated to be 5.5 miles
• Environmental work completed in 2000
• Further environmental work may be needed as alignment and stations shift
Salt Lake Intermodal Hub Extension

• 0.7 miles
• 2050 riders in 2008
• 4350 riders in 2030
• Negotiating number of stations with Salt Lake City
Bus Rapid Transit (BRT)
Utah County Transit way

• Proposed BRT in Utah County
  – 9 mile route between Orem and Provo
    • 4 miles of two dedicated lanes
    • 5 miles of shared lanes
  – 15 stations
    • 2 Intermodal stations with connection to commuter rail
3500 South

- 7 miles
- Joint UDOT, UTA WFRC Study
- UTA bus route 37 top 3 route
- Likely Type II or III BRT
- Technology has not been determined
3500 South Project
8400 W to Redwood RD

Western Zone
Central Commercial Zone
Eastern Zone

I-215 Area

Commercial Node
Commercial Node
Commercial Node

I-215
Railroad Rd

4700 South
3100 South
2100 South
3500 South
4700 South
5600 West
6400 West
7200 West
8400 W
Redwood RD

Eastern Zone
Commercial Node
Western Zone
Central Commercial Zone

3500 South
8400 W
Redwood RD

North

Diagram showing the 3500 South Project from 8400 W to Redwood RD, with zones and commercial nodes indicated.