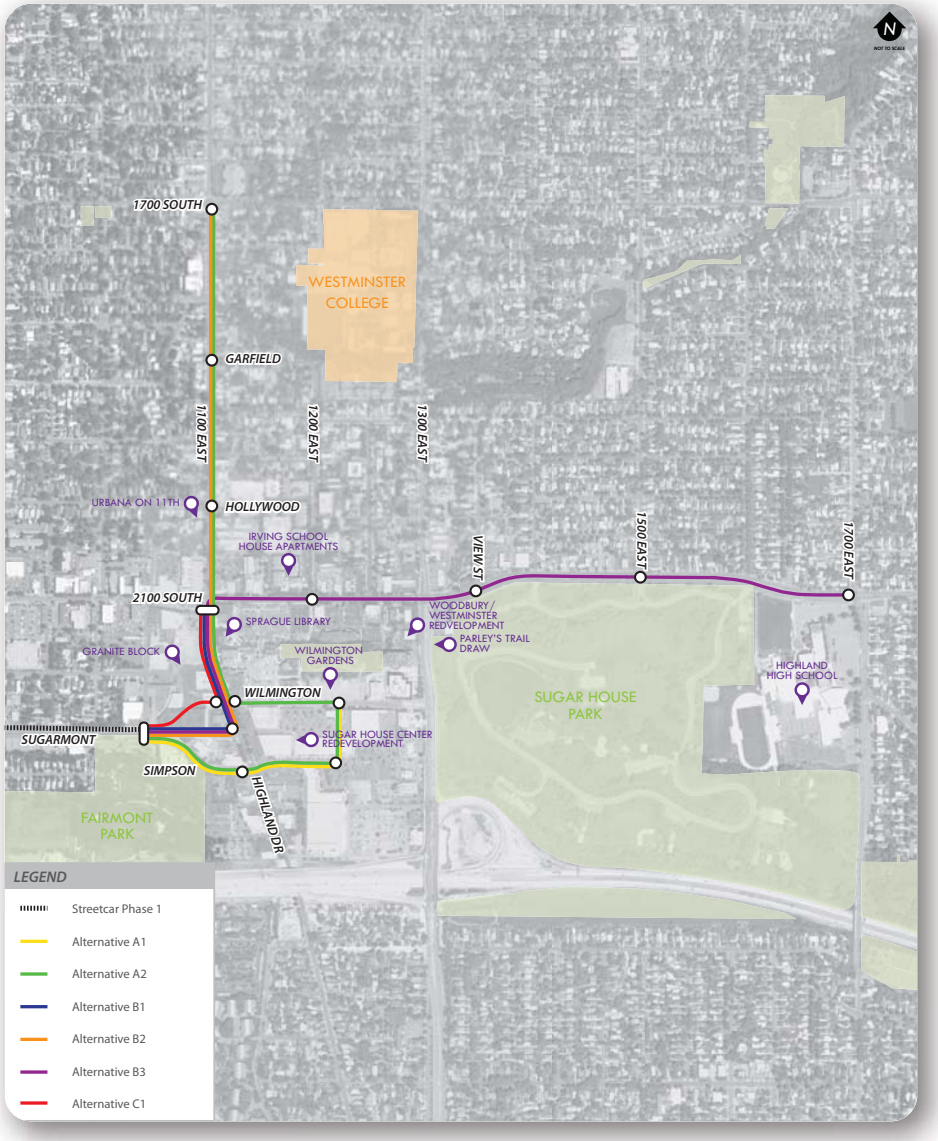
ALIGNMENTS FOR CONSIDERATION



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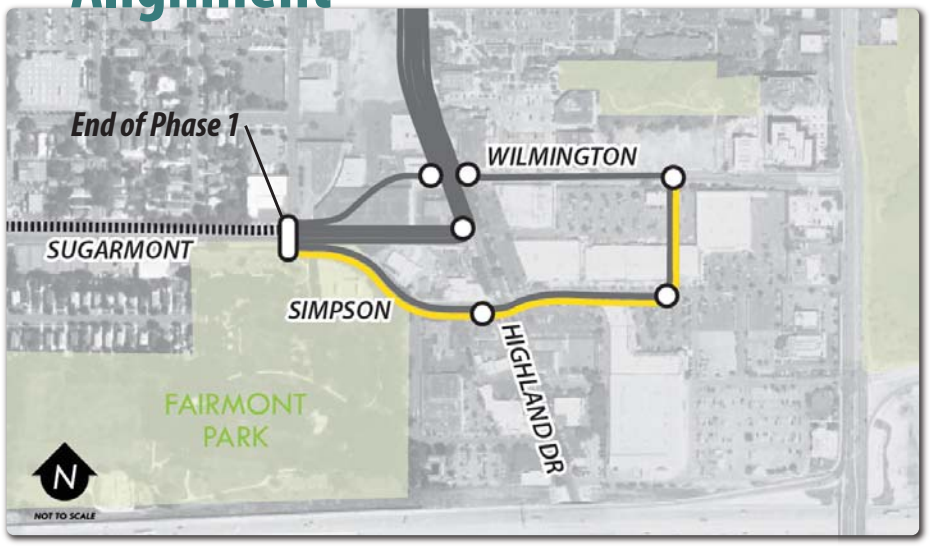
ALTERNATIVE A1

Alignment



Performance

	Extension Only	*Entire Streetcar Line*
Distance in Miles (one-way)	0.38	2.38
Number of Stops	3	10
Daily Ridership	800 - 1,000	4,400 - 4,600
Daily Ridership per Mile	2,100 - 2,600	1,800 - 1,900
Conceptual Capital Cost (Millions)	$ 8 - 9	$ 51 - 53
Conceptual Capital Cost per Mile (Millions)	$ 21 - 24	$ 21 - 22
Construction Challenges	Existing buildings	
Support for Economic Development	◦ Strong redevelopment potential ◦ Highest percentage of underutilized land among alternatives ◦ This option provides inferior access to Granite Block redevelopment	
Mobility	◦ Breaks up the Sugar House Center block ◦ Provides access to proposed plaza at Wilmington Gardens ◦ Connection to Jordan and Salt Lake Canal Trail ◦ Would provide close access to Sugar House Park and the Draw	
Urban Design	Short-term: streetcar would end in parking lot Long-term: redesign of property could occur. Development could be planned with streetcar.	
Timing and Integration with Phase 1	Only possible with redevelopment, which would need to occur within the next 18 months.	

Extension Only: Information for only Phase 2
Entire Streetcar Line: Information for both Phase 1 and Phase 2
Both are shown to illustrate how Phase 2 affects Phase 1

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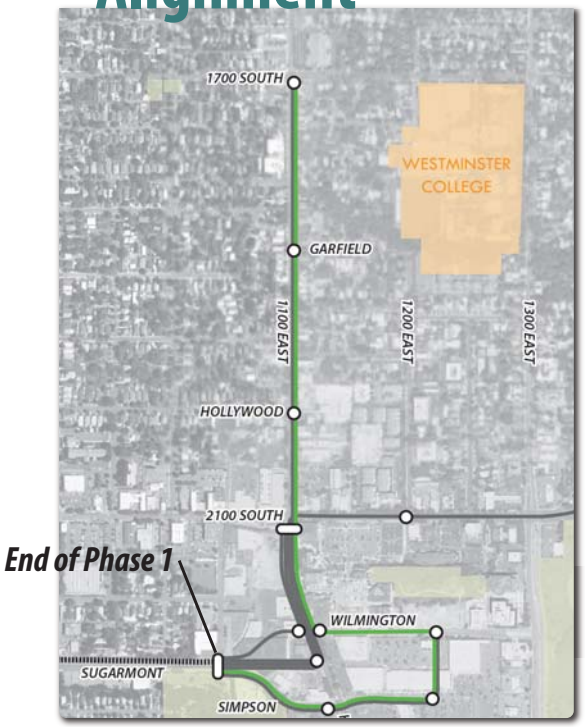
ALTERNATIVE **A2**

Alignment



Performance

	Extension Only	*Entire Streetcar Line*
Distance in Miles (one-way)	1.26	3.26
Number of Stops	8	15
Daily Ridership	2,500 - 2,800	6,500 - 6,900
Daily Ridership per Mile	2,000 - 2,200	2,000 - 2,100
Conceptual Capital Cost (Millions)	$ 34 - 35	$ 77 - 79
Conceptual Capital Cost per Mile (Millions)	$ 27 - 28	$ 23 - 24
Construction Challenges	Existing buildings; Available ROW at terminus is limited	
Support for Economic Development	◦ Covers all major southern redevelopment sites ◦ Additional stations to north have relatively fewer underutilized sites for redevelopment	
Mobility	◦ 1100 E between Wilmington and 1700 S has heavy vehicular traffic ◦ Additional signal phase at intersection of Wilmington/Highland and possible added congestion ◦ Breaks up the Sugar House Center block ◦ Provides access to the Monument and proposed plaza at Wilmington Gardens ◦ Connection to Jordan and Salt Lake Canal Trail ◦ Would provide close access to Sugar House Park and the Draw	
Urban Design	Short-term: streetcar would travel through parking lot Long-term: redesign of property could occur. Development could be planned with streetcar.	
Timing and Integration with Phase 1	Only possible with redevelopment, which would need to occur within the next 18 months.	

Extension Only: Information for only Phase 2
Entire Streetcar Line: Information for both Phase 1 and Phase 2
Both are shown to illustrate how Phase 2 affects Phase 1

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ALTERNATIVE **B1**

Alignment

Performance

	Extension Only	*Entire Streetcar Line*
Distance in Miles (one-way)	0.34	2.34
Number of Stops	2	9
Daily Ridership	800 - 1,000	4,300 - 4,400
Daily Ridership per Mile	2,400 - 2,900	1,800 - 1,900
Conceptual Capital Cost (Millions)	$ 10 - 11	$ 53 - 55
Conceptual Capital Cost per Mile (Millions)	$ 29 - 32	$ 22 - 24
Construction Challenges	◦ Tight radius at Highland Drive ◦ Minor acquisition of property	
Support for Economic Development	◦ Short alignment serving Granite Block and existing retail well ◦ Relatively inferior access to redevelopment east of Highland	
Mobility	◦ 1100 E between Wilmington and 2100 S has heavy vehicular traffic ◦ Sugarmont/Highland would need to be signalized ◦ 2100 South/1100 East would need additional signal phases ◦ Provides access to the Monument ◦ Connection to Jordan and Salt Lake Canal Trail	
Urban Design	◦ Streetcar would remain wholly on public roads ◦ No buildings would need to be removed ◦ Opportunity for plaza development at the Monument	
Timing and Integration with Phase 1	Could be easily timed with Phase 1	

Extension Only: Information for only Phase 2
Entire Streetcar Line: Information for both Phase 1 and Phase 2
Both are shown to illustrate how Phase 2 affects Phase 1

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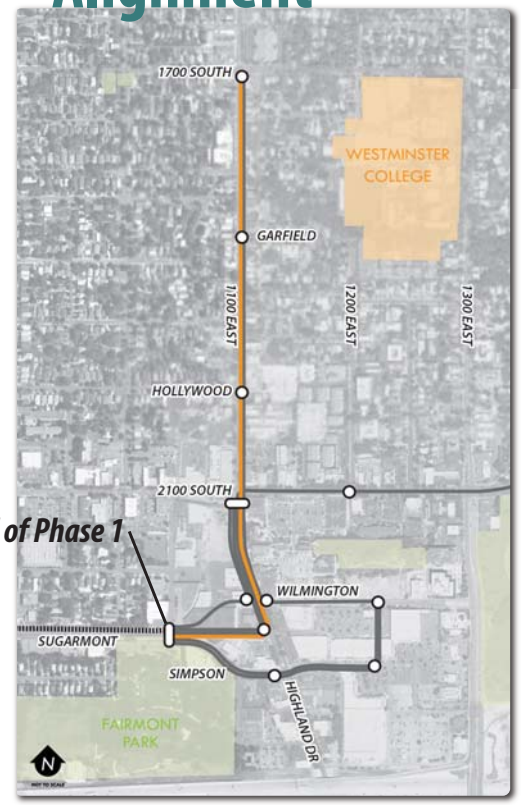
ALTERNATIVE **B2**

Alignment



Performance

	Extension Only	*Entire Streetcar Line*
Distance in Miles (one-way)	0.9	2.9
Number of Stops	5	12
Daily Ridership	1,700 - 1,800	5,400 - 5,600
Daily Ridership per Mile	1,900 - 2,000	1,800 - 1,900
Conceptual Capital Cost (Millions)	$ 26.5 - 27.5	$ 70 - 71
Conceptual Capital Cost per Mile (Millions)	$ 29 - 31	$ 24 - 25
Construction Challenges	◦ Tight radius at Highland Drive ◦ Available ROW at terminus is limited ◦ Minor acquisition of property	
Support for Economic Development	◦ Relatively inferior access to redevelopment east of Highland ◦ Additional stations to north have relatively fewer underutilized sites for redevelopment	
Mobility	◦ 1100 E between Wilmington and 2100 S has heavy vehicular traffic ◦ Sugarmont/Highland would need to be signalized ◦ Provides access to the Monument ◦ Connection to Jordan and Salt Lake Canal Trail	
Urban Design	◦ Streetcar would remain wholly on public roads ◦ No buildings would need to be removed	
Timing and Integration with Phase 1	Could be easily timed with Phase 1, however distance of the line could be an issue for cost and quick implementation.	

Extension Only: Information for only Phase 2
Entire Streetcar Line: Information for both Phase 1 and Phase 2
Both are shown to illustrate how Phase 2 affects Phase 1

SLCRDA

ALTERNATIVE **B3**

Alignment

Performance

	Extension Only	*Entire Streetcar Line*
Distance in Miles (one-way)	1.26	3.26
Number of Stops	6	13
Daily Ridership	2,300 - 2,500	6,100 - 6,300
Daily Ridership per Mile	1,800 - 2,000	1,800 - 1,900
Conceptual Capital Cost (Millions)	$ 31 - 32	$ 74 - 76
Conceptual Capital Cost per Mile (Millions)	$ 24 - 25	$ 22 - 23
Construction Challenges	◦ Tight radii at Highland Drive and 2100 South ◦ Minor acqusition of property	
Support for Economic Development	◦ Relatively inferior access to redevelopment east of Highland ◦ Additional stations to east have relatively fewer underutilized sites for redevelopment	
Mobility	◦ 1100 E between Wilmington and 2100 S has heavy vehicular traffic ◦ 2100 S between 1100 E and 1300 E has heavy vehicular traffic ◦ Sugarmont/Highland would need to be signalized ◦ Provides access to the Monument and Sugar House Park ◦ Connection to Jordan and Salt Lake Canal Trail	
Urban Design	◦ Streetcar would remain wholly on public roads ◦ No buildings would need to be removed	
Timing and Integration with Phase 1	Could be easily timed with Phase 1, however distance of the line could be an issue for cost and quick implementation.	

Extension Only: Information for only Phase 2
Entire Streetcar Line: Information for both Phase 1 and Phase 2
Both are shown to illustrate how Phase 2 affects Phase 1

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ALTERNATIVE C1

Alignment

Performance

	Extension Only	*Entire Streetcar Line*
Distance in Miles (one-way)	0.29	2.29
Number of Stops	2	9
Daily Ridership	800 - 1,000	4,300 - 4,400
Daily Ridership per Mile	2,800 - 3,400	1,900 - 2,000
Conceptual Capital Cost (Millions)	$ 9 - 11	$ 52 - 55
Conceptual Capital Cost per Mile (Millions)	$ 31 - 38	$ 22 - 24
Construction Challenges	Tight radius at Highland Drive	
Support for Economic Development	◦ Short alignment serving Granite Block and existing retail well ◦ Relatively inferior access to redevelopment east of Highland	
Mobility	◦ 1100 E between Wilmington and 2100 S has heavy vehicular traffic ◦ Would better complete the grid network ◦ 2100 South/1100 East would need additional signal phases ◦ Vacates Sugarmont between McClelland and Highland, providing opportunity for exclusive Parley's Trail corridor ◦ Provides access to the Monument ◦ Connection to Jordan and Salt Lake Canal Trail ◦ May add additional auto traffic on Sugarmont	
Urban Design	◦ Provides best option, as Wilmington/Highland would become four-way intersection ◦ Would require destruction of current buildings ◦ Opportunity for plaza development at the Monument ◦ Improves sight-lines (see rendering)	
Timing and Integration with Phase 1	Realignment would need to occur with redevelopment.	

Extension Only: Information for only Phase 2
Entire Streetcar Line: Information for both Phase 1 and Phase 2
Both are shown to illustrate how Phase 2 affects Phase 1

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ALTERNATIVES **COMPARISON**

	 A1	 A2	 B1	 B2	 B3	 C1
Distance in Miles (one-way)	0.38	1.26	0.34	0.9	1.26	0.29
Number of Stops	3	8	2	5	6	2
Daily Ridership	800 - 1,000	2,500 - 2,800	800 - 1,000	1,700 - 1,800	2,300 - 2,500	800 - 1,000
Daily Ridership per Mile	2,100 - 2,600	2,000 - 2,200	2,400 - 2,900	1,900 - 2,000	1,800 - 2,000	2,800 - 3,400
Conceptual Capital Cost (Millions)	$ 8 - 9	$ 34 - 35	$ 10 - 11	$ 26.5 - 27.5	$ 31 - 32	$ 9 - 11
Conceptual Capital Cost per Mile (Millions)	$ 21 - 24	$ 27 - 28	$ 29 - 32	$ 29 - 31	$ 24 - 25	$ 31 - 38
Construction Challenges	Existing buildings	◦ Existing buildings ◦ ROW at terminus	◦ Tight radius at Highland Drive ◦ Minor acquisition of property	◦ Tight radius at Highland Drive ◦ Available ROW at terminus is limited ◦ Minor acquisition of property	◦ Tight radii at Highland Drive/2100 S ◦ Minor acquisition of property	Tight radius at Highland Drive
Support for Economic Development	◦ Strong redevelopment potential ◦ Highest percentage of underutilized land ◦ Inferior access to Granite Block redevelopment	◦ Covers all major southern redevelopment sites ◦ Northern stations have fewer underutilized sites	◦ Short alignment serving Granite Block and existing retail well ◦ Relatively inferior access to redevelopment east of Highland	◦ Relatively inferior access to redevelopment east of Highland ◦ Additional stations to north have fewer underutilized sites for redevelopment	◦ Relatively inferior access to redevelopment east of Highland ◦ Additional stations to east have fewer underutilized sites for redevelopment	◦ Short alignment serving Granite Block and existing retail well ◦ Relatively inferior access to redevelopment east of Highland
Mobility	◦ Breaks up Sugar House Center block ◦ Provides access to proposed plaza at Wilmington Gardens ◦ Connection to Jordan and Salt Lake (JSL) Canal Trail ◦ Would provide close access to Sugar House Park and the Draw	◦ Heavy vehicular traffic on 1100 E ◦ Additional signal phase at Wilmington/Highland and possible added congestion ◦ Breaks up Sugar House Center block ◦ Provides access to the Monument & proposed Wilmington Gardens plaza ◦ Connection to JSL Canal Trail ◦ Would provide close access to Sugar House Park and the Draw	◦ Heavy vehicular traffic on 1100 E ◦ Sugarmont/Highland would need to be signalized ◦ 2100 South/1100 East would need additional signal phases ◦ Provides access to the Monument ◦ Connection to JSL Canal Trail	◦ Heavy vehicular traffic on 1100 E ◦ Sugarmont/Highland would need to be signalized ◦ Provides access to the Monument ◦ Connection to JSL Canal Trail	◦ Heavy vehicular traffic on 1100 E ◦ Heavy vehicular traffic on 2100 E ◦ Sugarmont/Highland would need to be signalized ◦ Provides access to the Monument and Sugar House Park ◦ Connection to JSL Canal Trail	◦ Heavy vehicular traffic on 1100 E ◦ Would improve the grid network ◦ 2100 South/1100 East would need additional signal phases ◦ Provides opportunity for exclusive Parley's Trail corridor ◦ Provides access to the Monument ◦ Connection to JSL Canal Trail ◦ May add additional auto traffic on Sugarmont
Urban Design	Short-term: streetcar would end in parking lot Long-term: redesign of property could occur. Development could be planned with streetcar.	Short-term: streetcar would travel through parking lot Long-term: redesign of property could occur. Development could be planned with streetcar.	◦ Streetcar would remain wholly on public roads ◦ No buildings would need to be removed ◦ Opportunity for plaza development at the Monument	◦ Streetcar would remain wholly on public roads ◦ No buildings would need to be removed	◦ Streetcar would remain wholly on public roads ◦ No buildings would need to be removed	◦ Wilmington/Highland would become 4-way intersection ◦ Requires destruction of buildings ◦ Opportunity for plaza development at the Monument ◦ Improves sight-lines (see rendering)
Timing and Integration with Phase 1	Only possible with redevelopment, which would need to occur within the next 18 months.	Only possible with redevelopment, which would need to occur within the next 18 months.	Could be easily timed with Phase 1	Could be easily timed with Phase 1, however distance of the line could be an issue for cost and quick implementation.	Could be easily timed with Phase 1, however distance of the line could be an issue for cost and quick implementation.	Realignment would need to occur with redevelopment.

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