

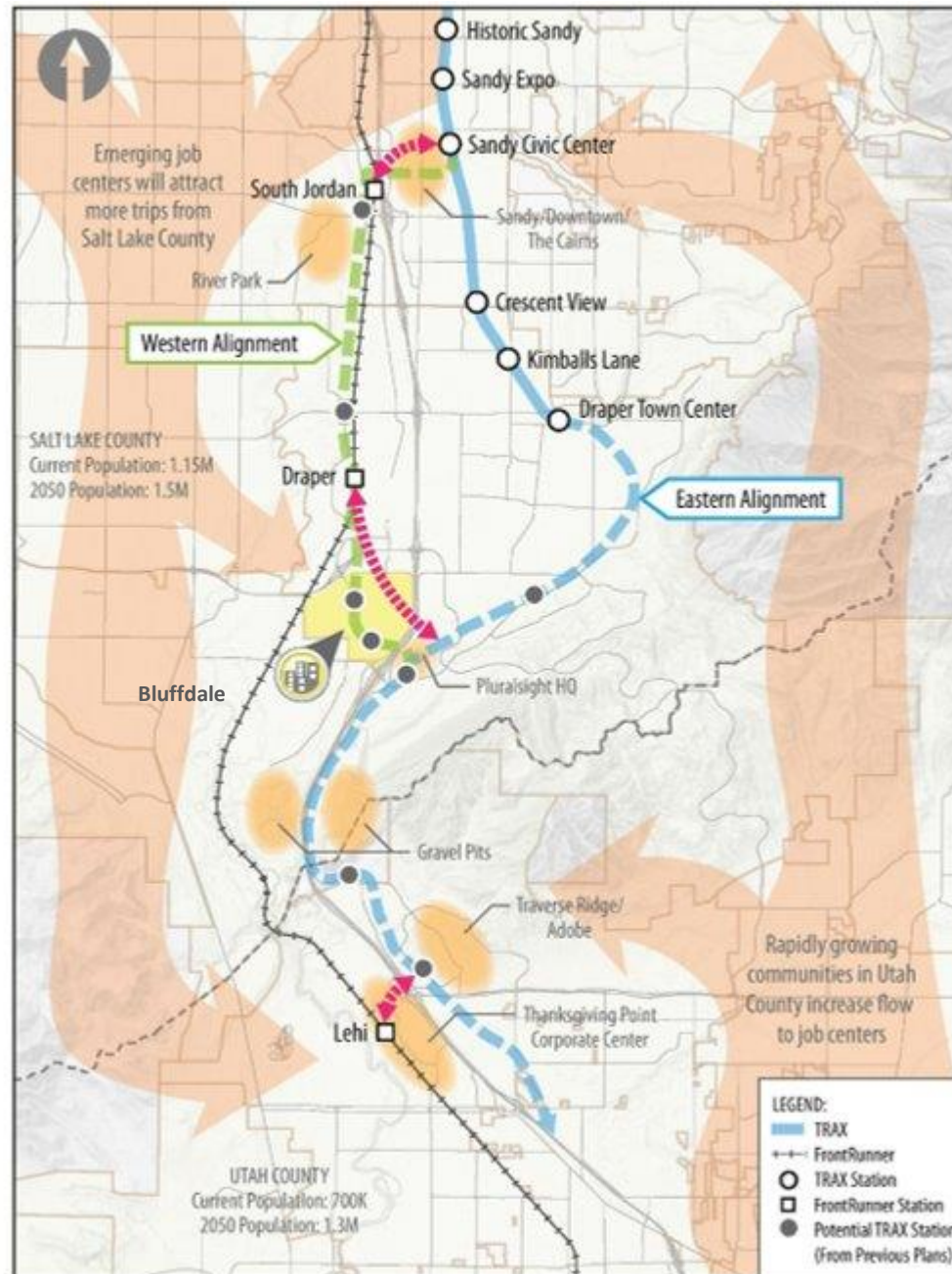


POINT OF THE MOUNTAIN TRANSIT STUDY

Patti Garver
Utah Transit Authority



Study Background



- Current Transit
 - LRT, commuter rail, bus
- Previous Planning Efforts
 - Draper LRT, Sandy SoJo Circulator, SW SLCo Transit, PoM Visioning
- Key Destinations
 - Silicon Slopes, Prison Site, other

Point of the Mountain Transit Study Overview

The Preferred Alternative will identify the:

- Transit corridor (locations to be served)
- Transit mode (type of transit technology)



Factors to Consider



Land
Use



Transit
Ridership



Travel
Times



Travel
Markets



Economics



Conceptual
Engineering



Environmental
Factors



Capital and
Operating Costs



Public and Stakeholder
Outreach and Input

Project Activity Updates



Committee Meetings and Public Open Houses

➤ Technical Advisory Committee Meetings

- August 29, 2019
- October 15, 2019
- October 22, 2019
- December 5, 2019
- January 21, 2020

➤ Steering Committee Meetings

- Kickoff Workshop September 16, 2019
- High Level Meeting November 13, 2019
- December 16, 2019

➤ Public Open House

- November 14, 2019

One-on-One Meetings and Public Surveys

➤ Jurisdiction One-on-One Meetings to Review Employment and Population Projections

- Bluffdale
- Draper
- Lehi
- Sandy
- South Jordan

➤ Public Opinion Survey Work

- Meeting with stakeholders in late January to include their input for surveys. Beginning public surveys in February.

Project Purpose

Provide faster, more frequent, and reliable transit service to:

- **Improve access and mobility** between southern Salt Lake County and northern Utah County
- **Connect** to the regional transit system
- Support the long-range transportation **demands** in southern Salt Lake County and northern Utah County
- **Support land use and economic development goals** in the Point of the Mountain communities and region

In addition, stakeholders want a transit project that:

- Is affordable
- Leverages existing and planned facilities and services
- Protects the environment, including air quality, and quality of life

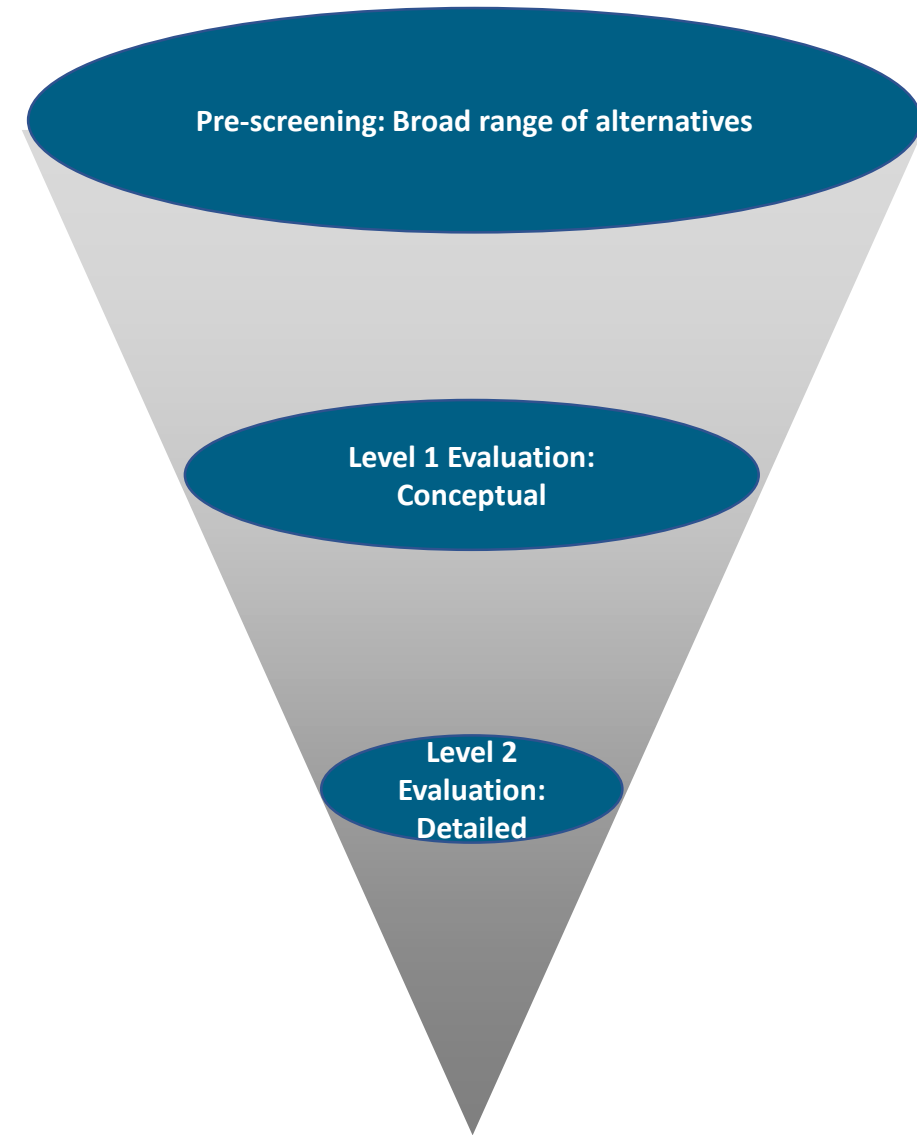
Project Need

The need for the project includes the following:

- **Roadway congestion is increasing on Interstate 15**
- **Regional transit service lacks connections**
- **Long-term population and employment growth**
- **Increased residential and commercial development and employment centers**
- **Environmental and quality of life goals**

Alternative Screening Methods

- Presented draft Level 1 screening measures to Technical Advisory Committee in October 2019
- Refined and streamlined Level 1 screening to provide most useful data to paint the initial picture of each alternative
- Additional detailed evaluation will occur in Level 2 screening



Concepts for Level 1 Screening

Developed concepts based on:

- Previous planning efforts
- TAC workshop and feedback
- Input from:
 - November 14th Public Meeting
 - December 5th Technical Advisory Committee Meeting
 - December 9th Steering Committee Meeting

Concepts for Level 1 Evaluation

Concepts for Level 1

- Western Alignment – Light Rail Transit
- Eastern Alignment – Light Rail Transit
- Western Alignment – Bus Rapid Transit
- Eastern Alignment – Bus Rapid Transit
- East-West Bus Connections – Leverage FrontRunner

Concepts for Level 1 Evaluation

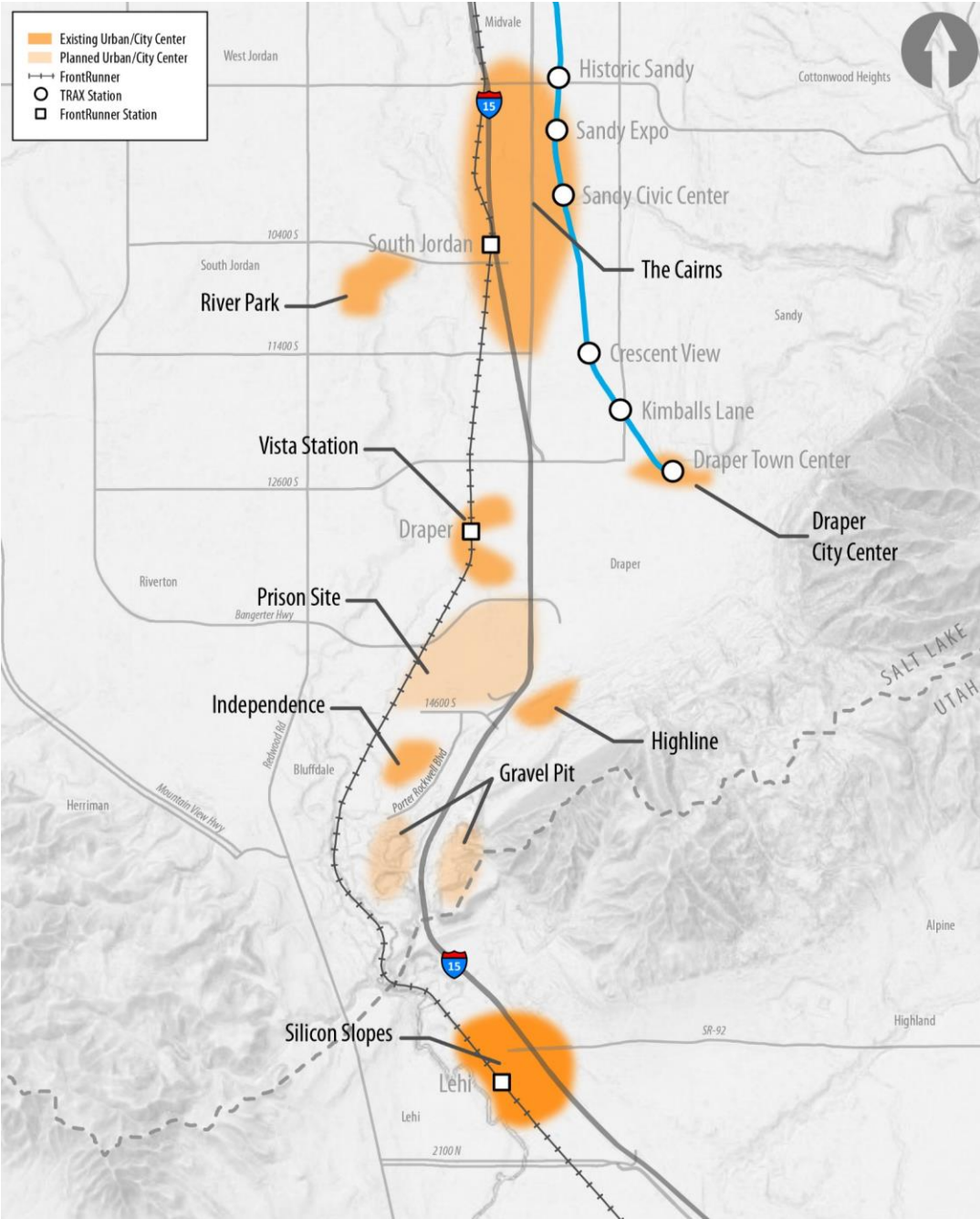
These concepts are:

- Representative alignments/station areas – to define scope of work (general alignment and station areas) and use for consistent measurement of Level 1 criteria
- Going to evolve – concepts will evolve through this project, and through future phases of project development. Concepts will be refined further based on findings from Level 1.

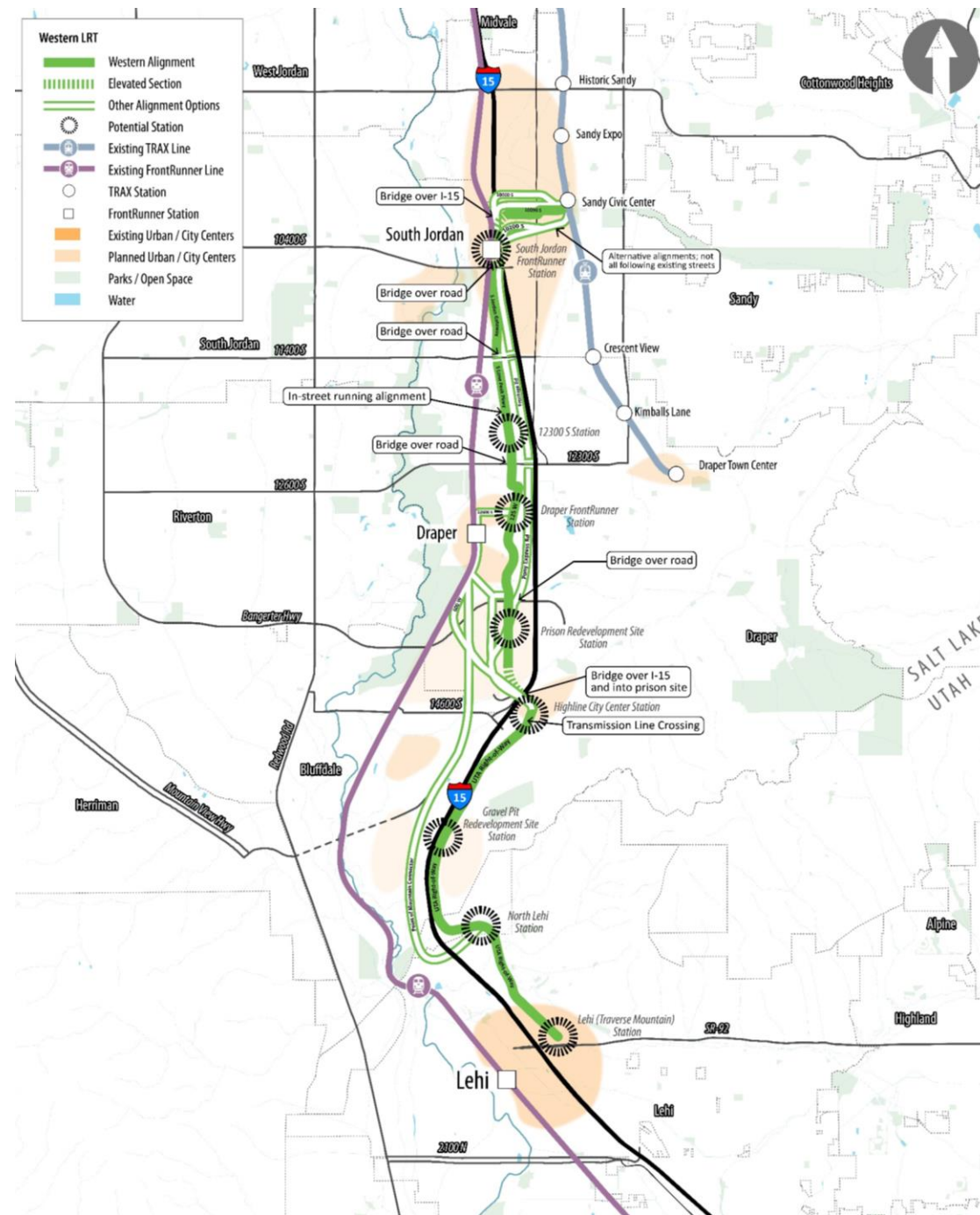
These concepts **are not**:

- Final determinations of engineering, impacts, or station locations

Concepts for Level 1 Evaluation

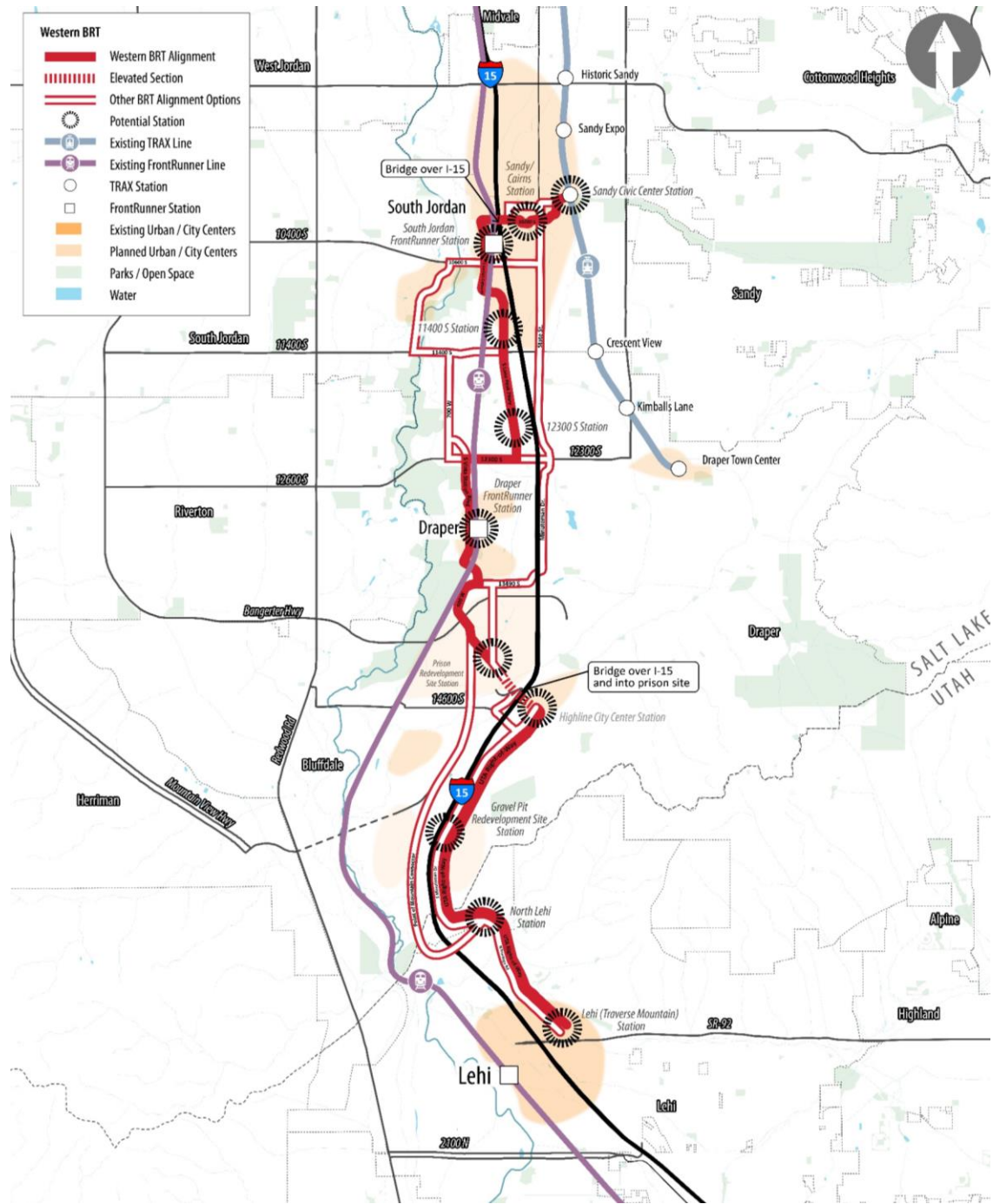


Concepts for Level 1 Evaluation Western LRT



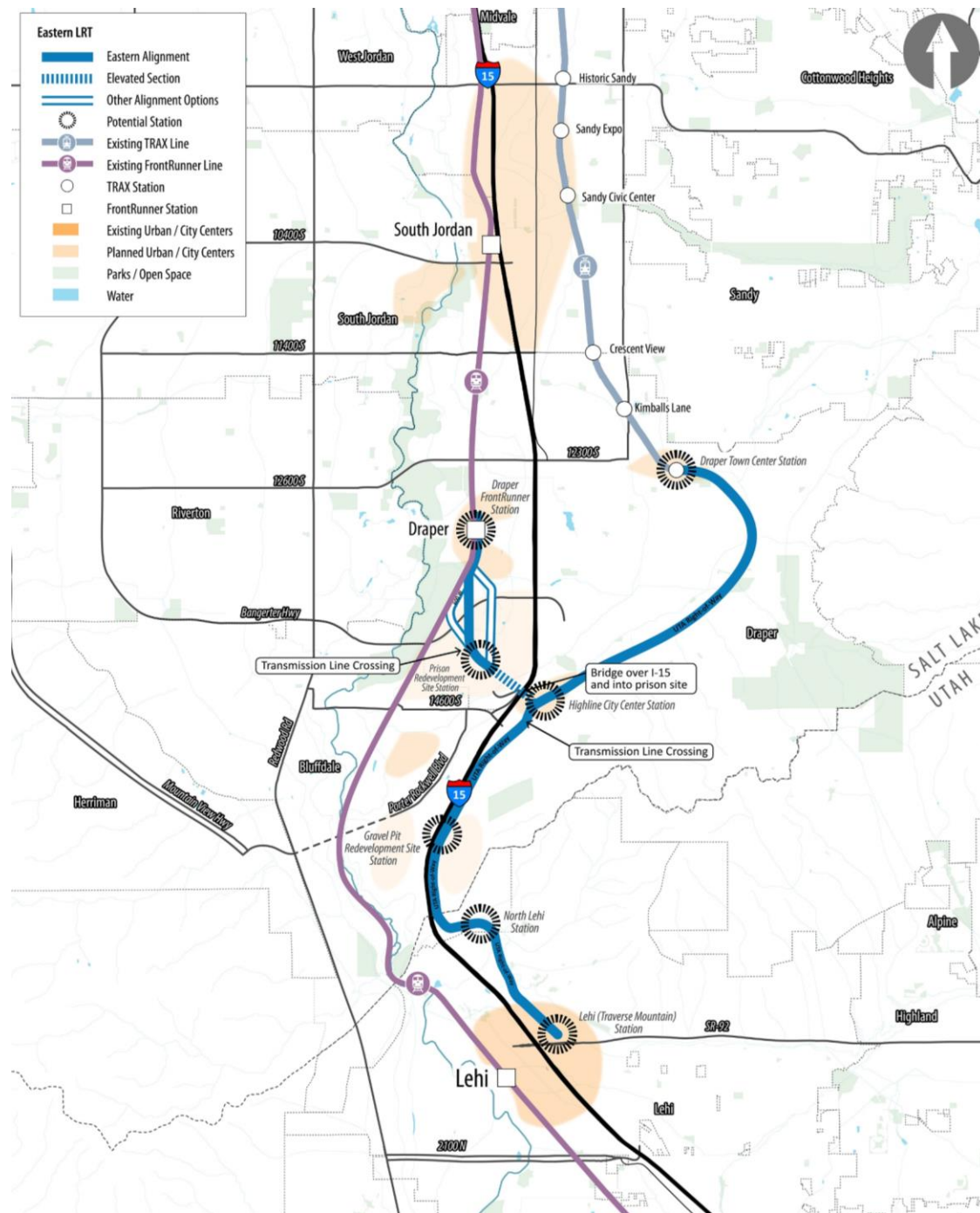
Concepts for Level 1 Evaluation

Western BRT



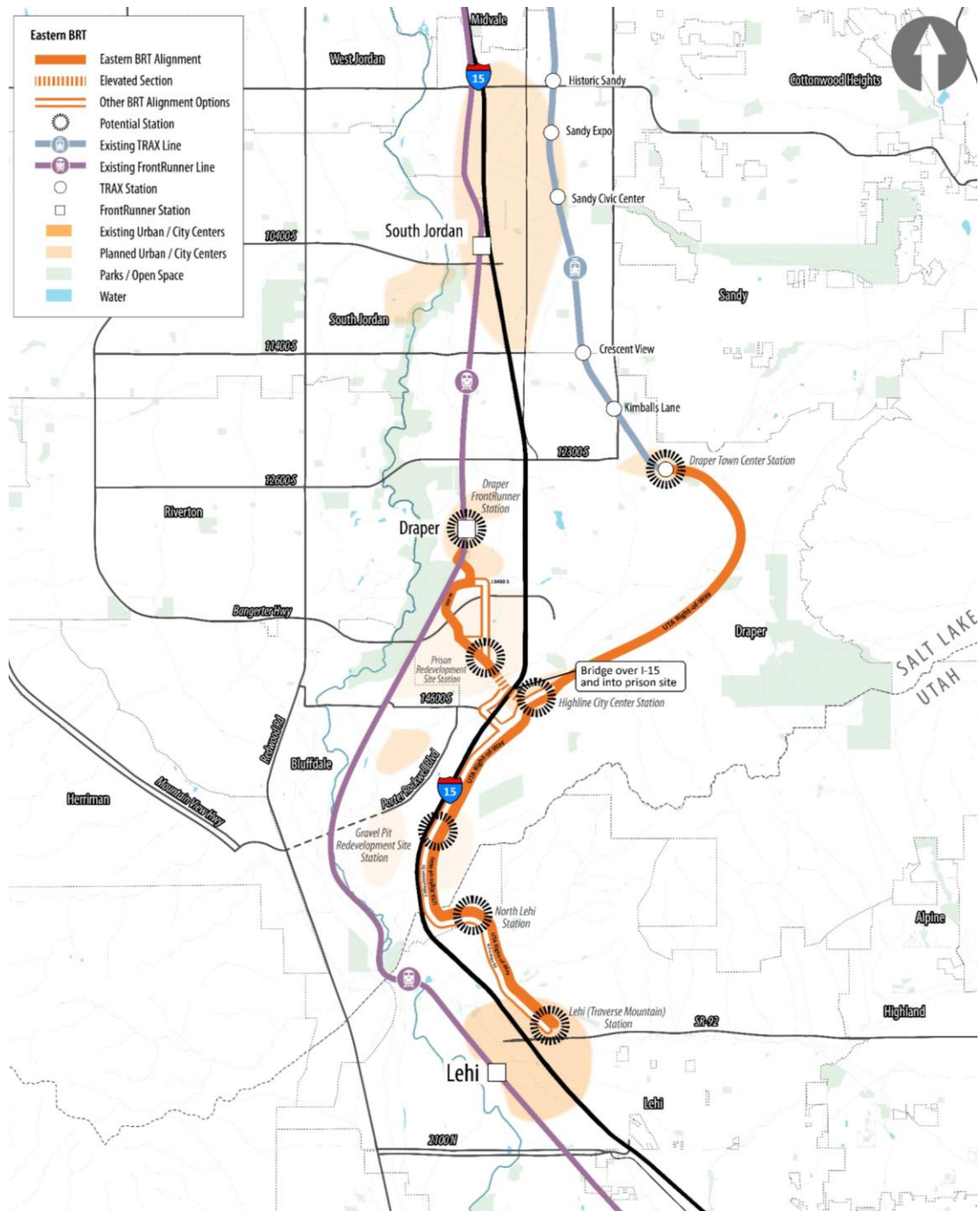
Concepts for Level 1 Evaluation

Eastern LRT



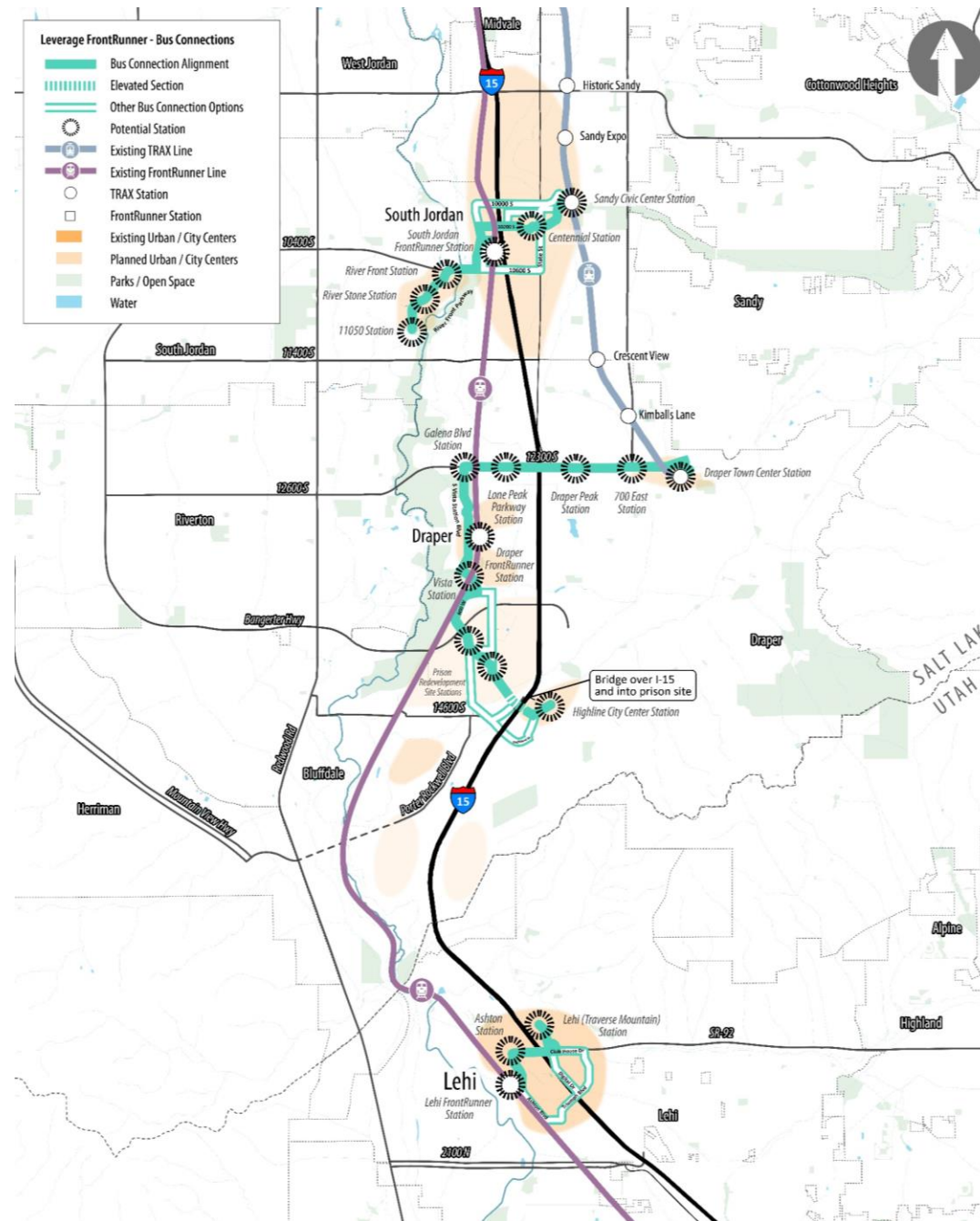
Concepts for Level 1 Evaluation

Eastern BRT



Concepts for Level 1 Evaluation

East/West Bus Connections



Next Steps

- Finalize Level 1 Evaluations and Identify Alternatives Meeting Criteria
- Public Surveys and Open House #2
- Complete More Detailed Design and Conduct Level 2 Evaluations for Alternatives Moved on From Level 1
- Identify Locally Preferred Alternative
- Determine Potential for Funding
- Begin Environmental Document, if Appropriate

Questions?

Thank You

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Level 1 Evaluation Criteria

- Transit Speed
- Transit Reliability
- Ridership Potential
- Multimodal Access and Connections
- Transit Connections
- Community Compatibility
- Mixture and Density of Land Uses
- Walkable Design
- TOD Opportunities and Economic Development
- Cost Considerations
- Constructability and Operational Considerations
- Effects on the Environment, Air Quality & Built Environment
- Support Equity