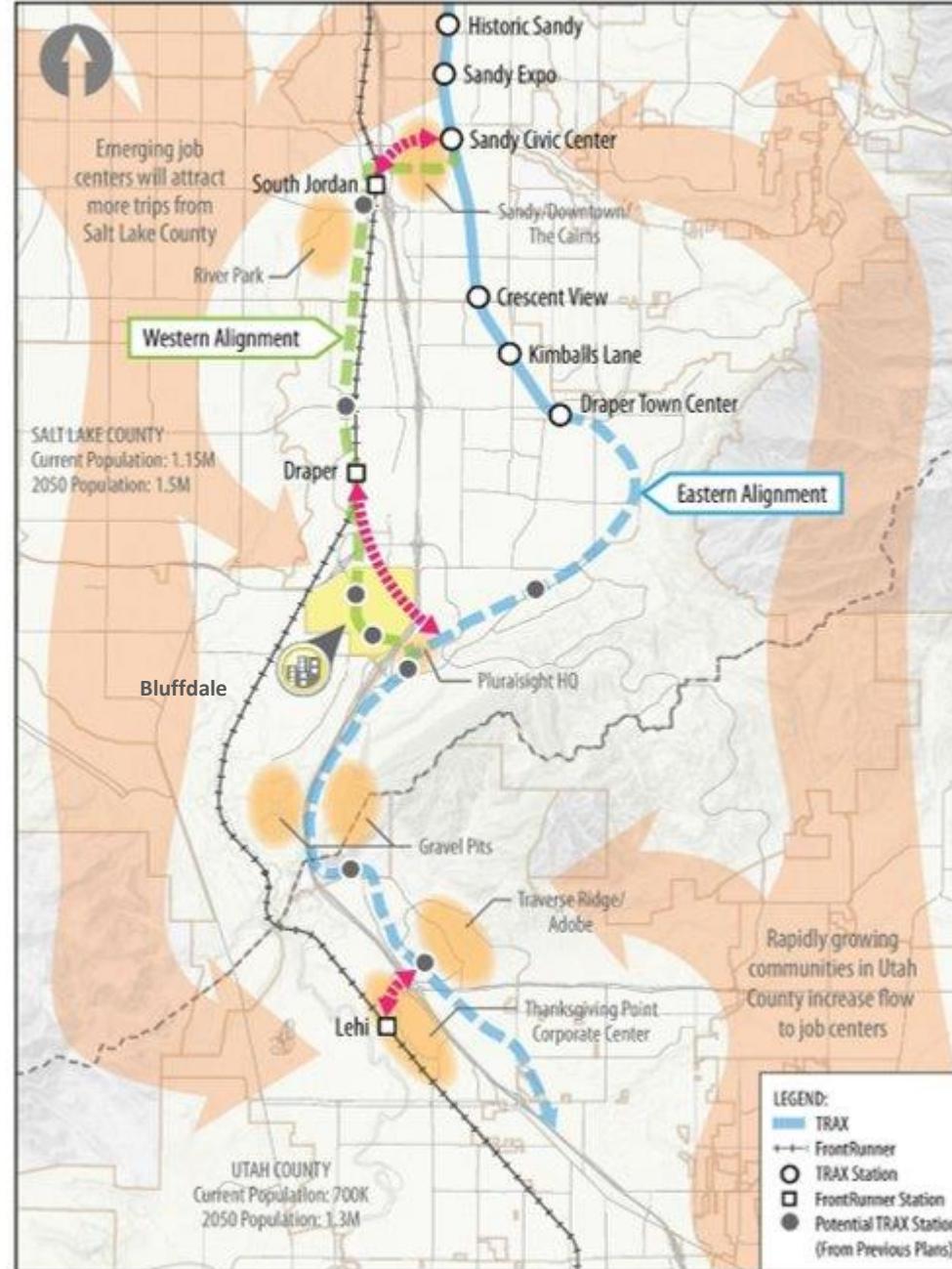


POINT OF THE MOUNTAIN TRANSIT STUDY

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



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

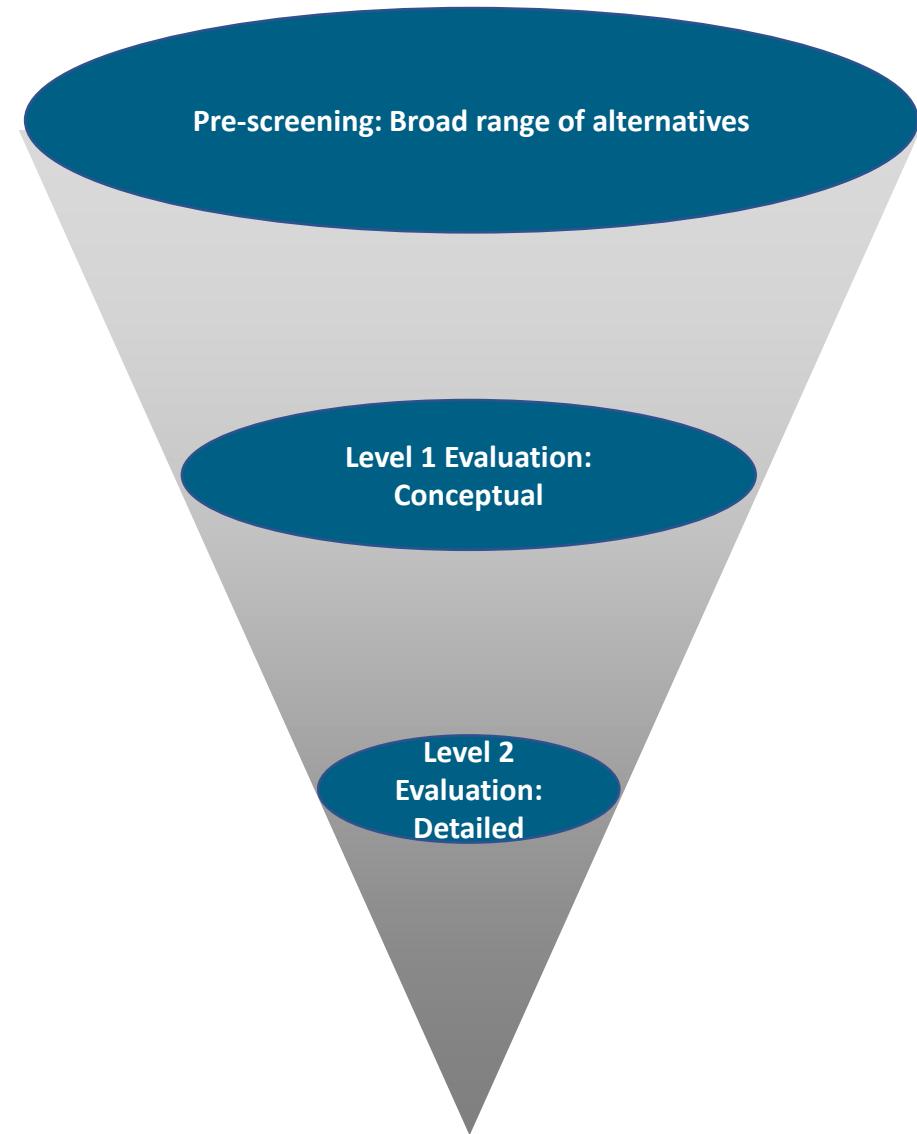
Project Need

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

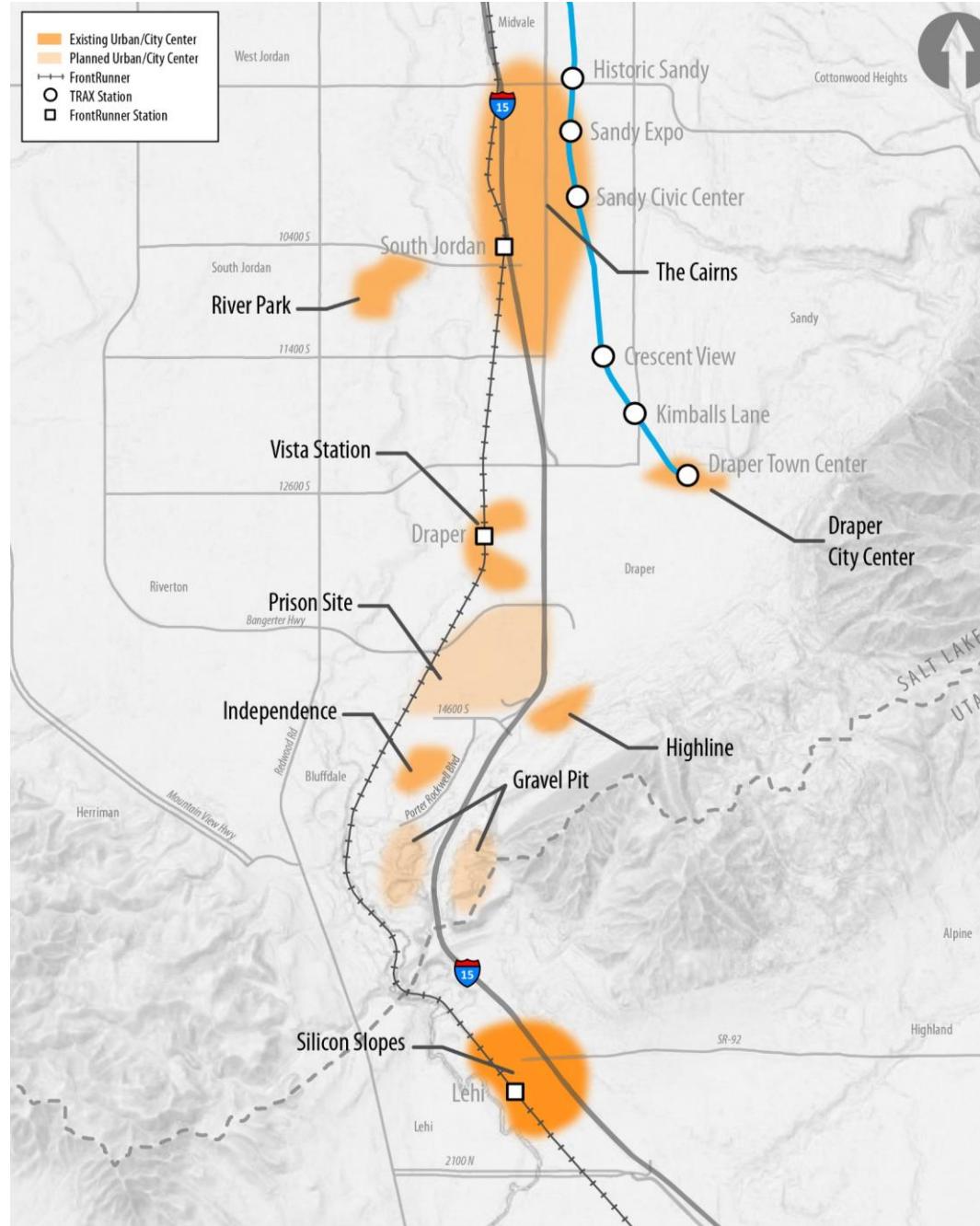
These concepts are:

- 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:

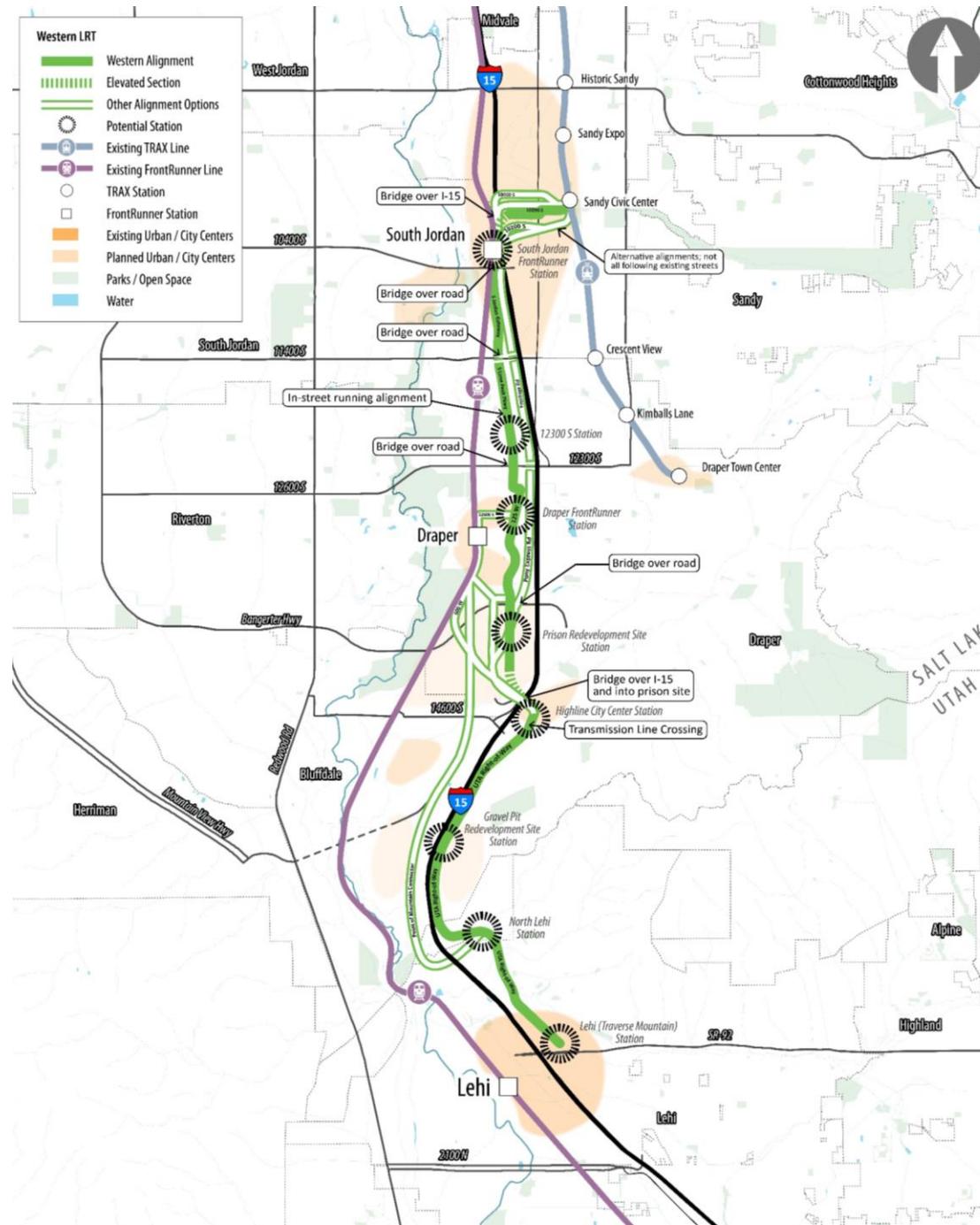
- Final determinations of engineering, impacts, or station locations

Concepts for Level 1 Evaluation



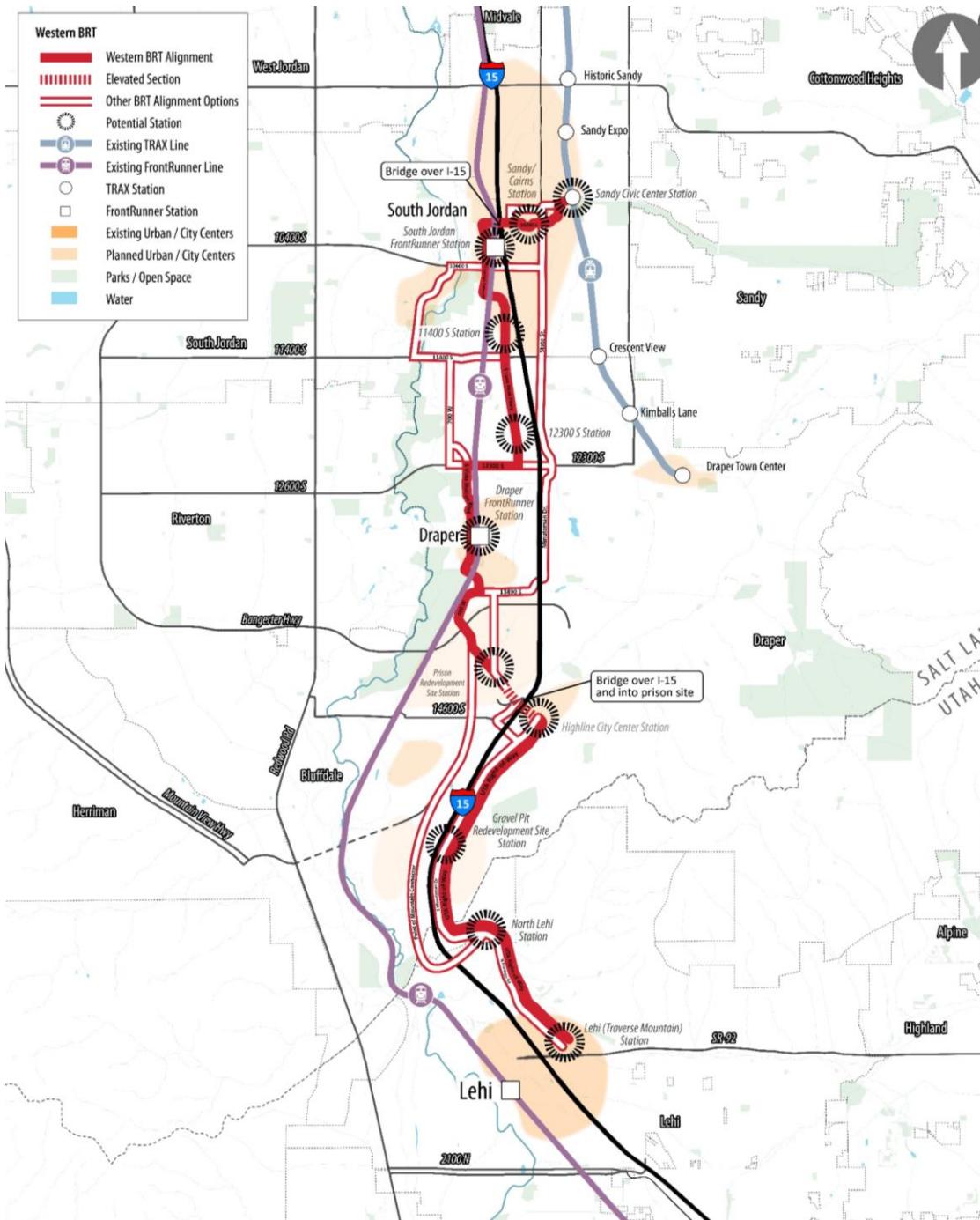
Concepts for Level 1 Evaluation

Western LRT



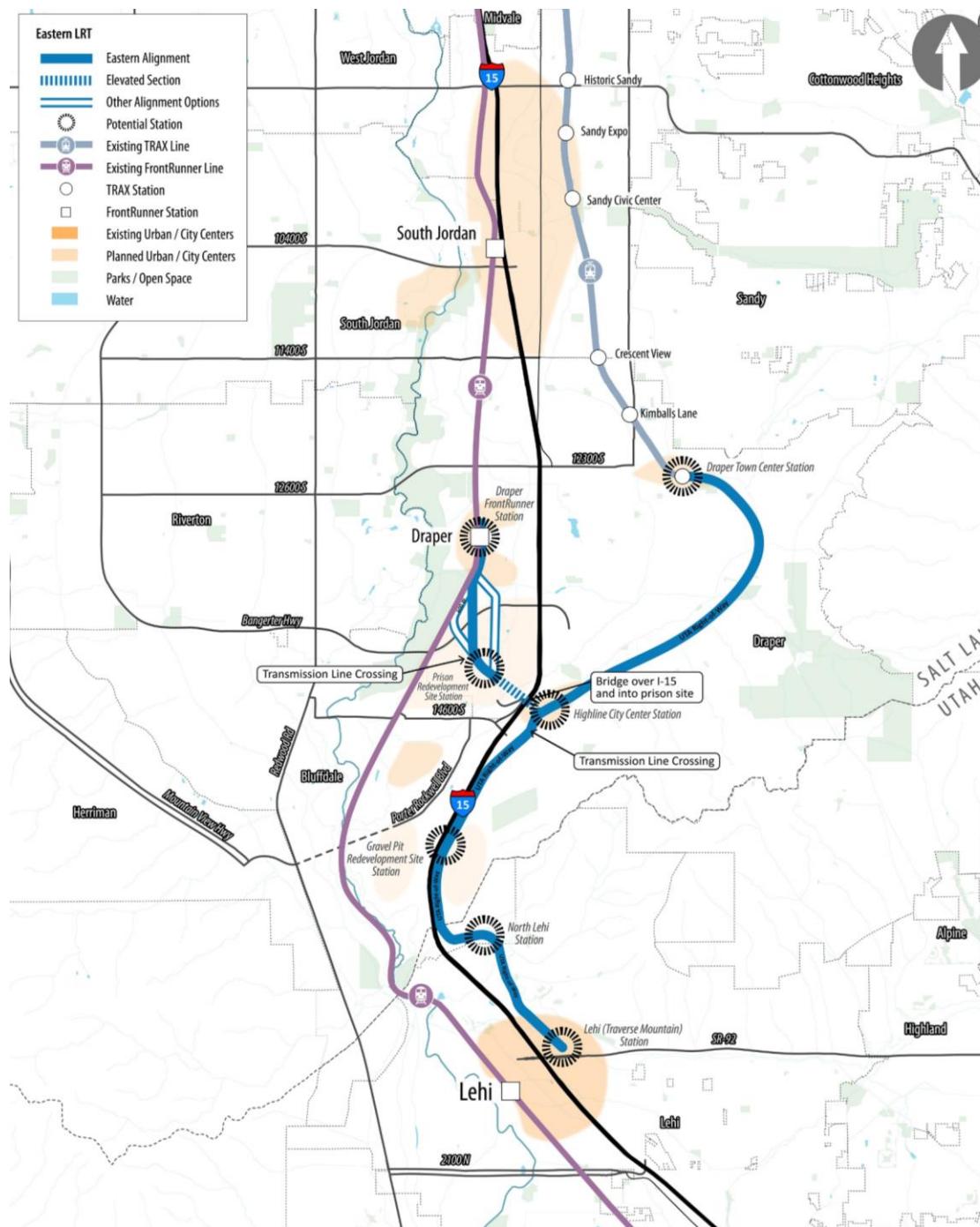
Concepts for Level 1 Evaluation

Western BRT



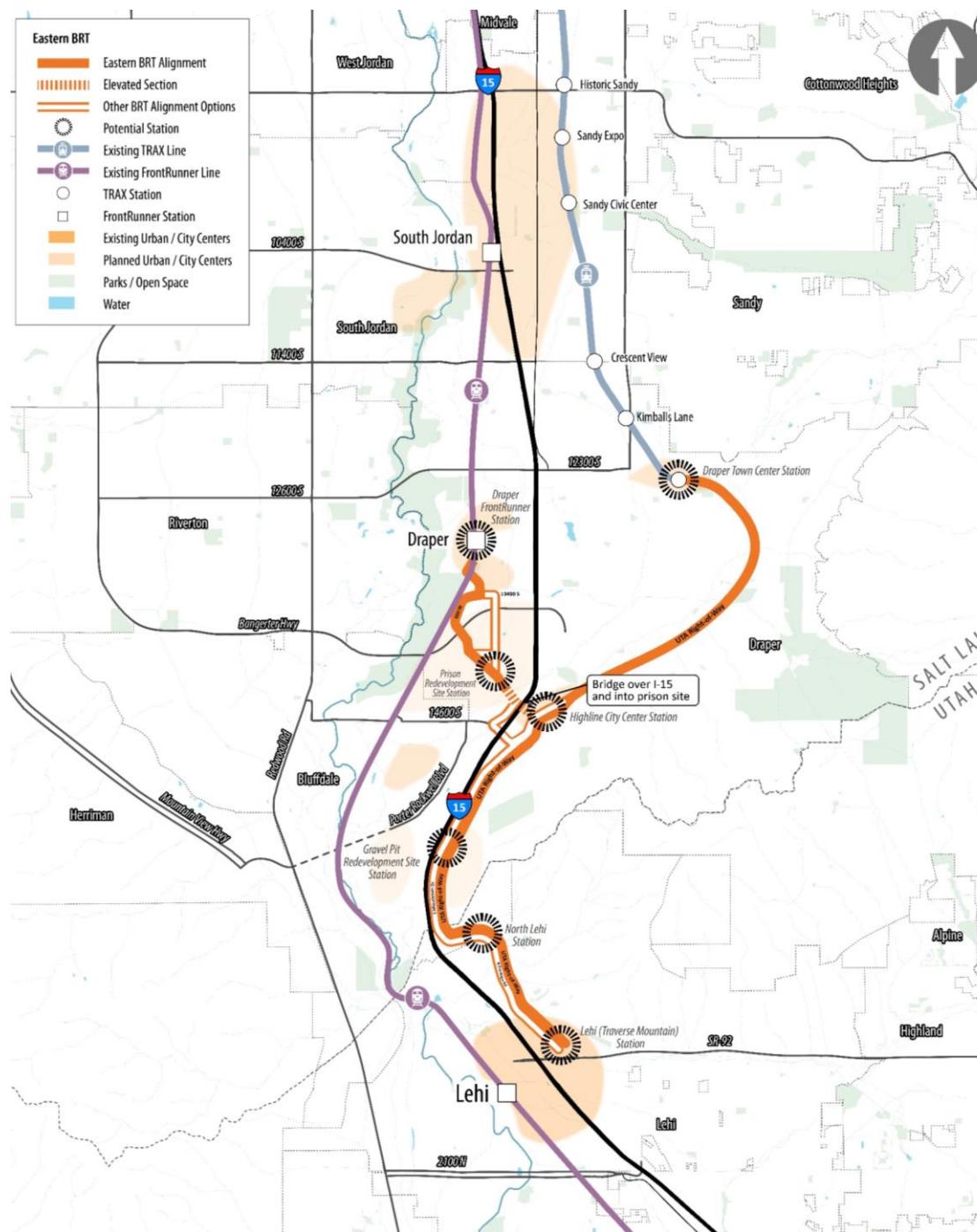
Concepts for Level 1 Evaluation

Eastern LRT



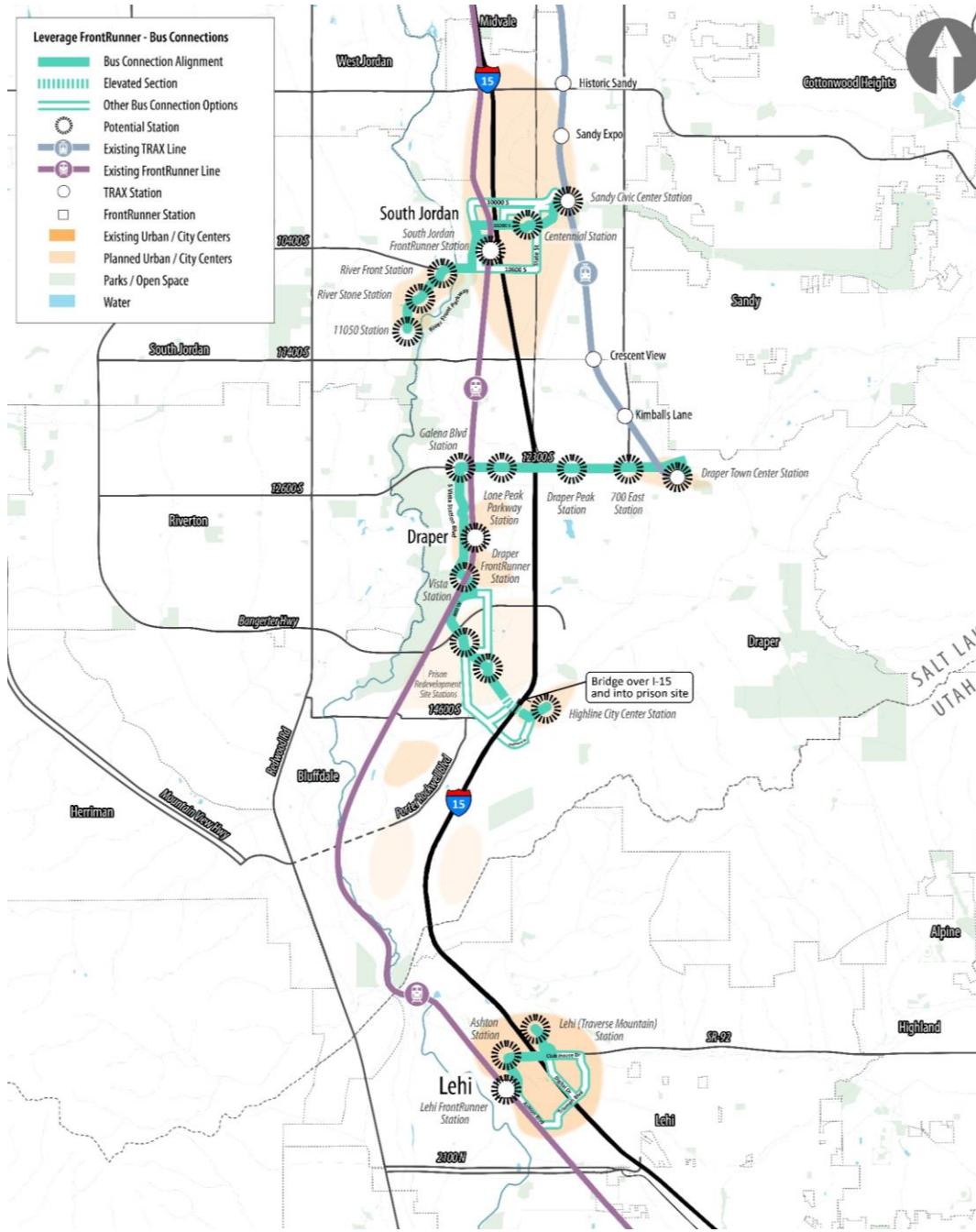
Concepts for Level 1 Evaluation

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

Patti Garver, UTA Point of the Mountain Project Manager

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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