



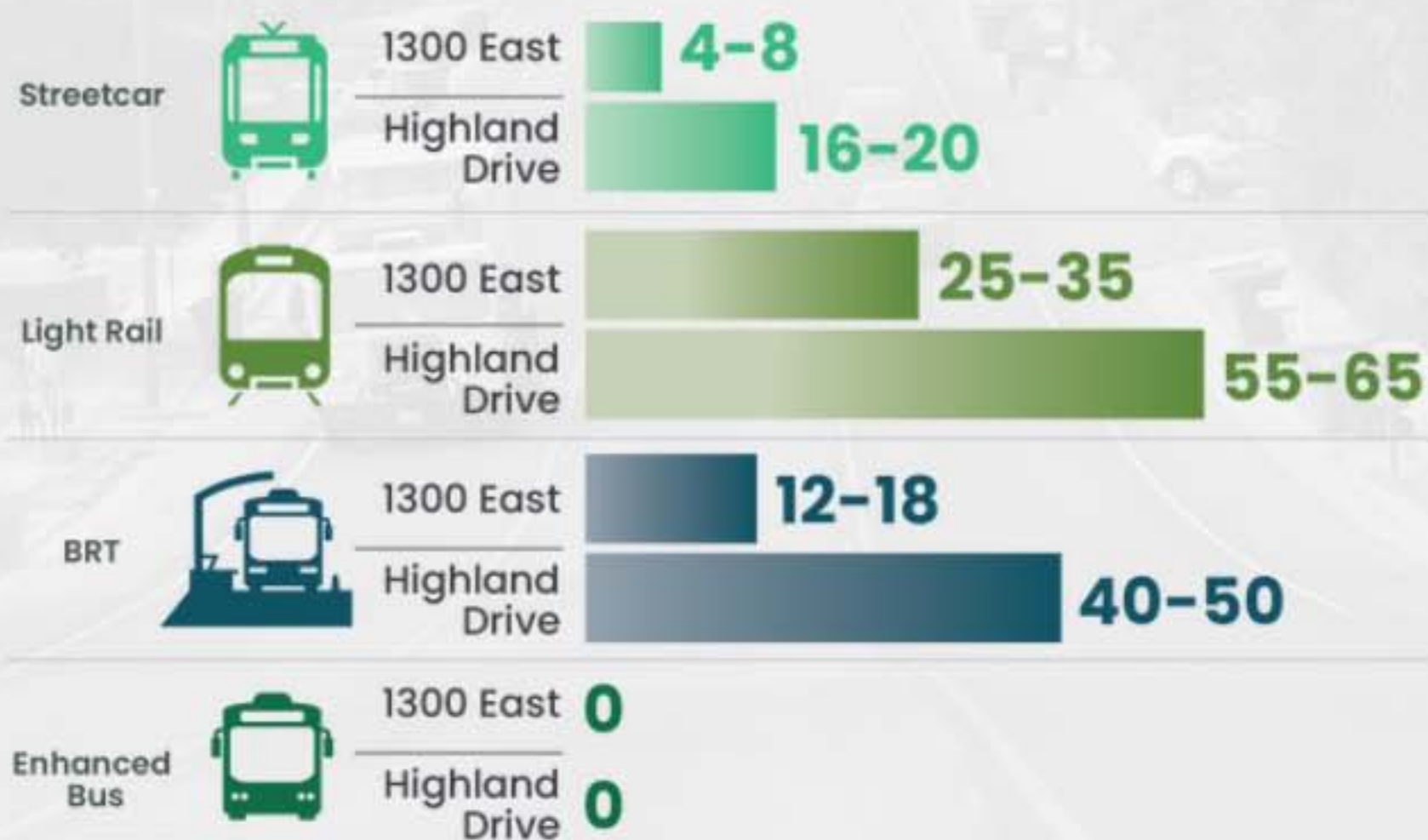
	EMISSIONS SAVINGS	PROJECTED RIDERSHIP	RIGHT-OF-WAY	ENGINEERING FEASIBILITY	COST RANGE
	 25-Year Reduction	 2050 Avg. Weekday	 Acquisitions Impacts	 System Compatibility Utilities Access	
STREETCAR	1300 E. Highland Dr. 		E EE	Simple Simple	\$\$\$ \$\$\$
LIGHT RAIL	1300 E. Highland Dr. 		EEEEE EEEEE	Medium Medium	\$\$\$ \$\$\$
BRT	1300 E. Highland Dr. 		EE EE	Simple Simple	\$\$ \$\$
ENHANCED BUS	1300 E. Highland Dr. 		E	Simple Simple	\$ \$

Simple = Medium =



HOW DO THESE OPTIONS IMPACT PROPERTY?

Most of these potential transit options would require more space than is already available along 1300 East and Highland Drive. The study team has estimated approximately how many properties would likely need to be purchased in order to implement each option.*

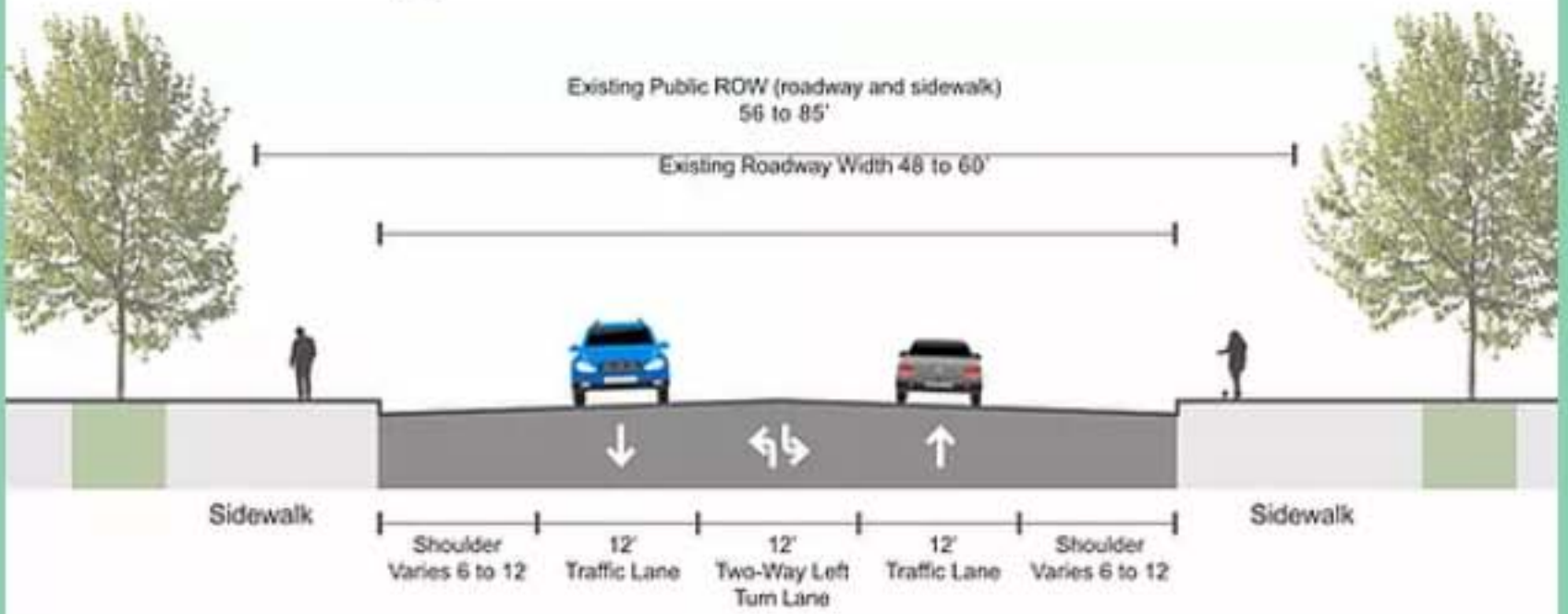


*This graphic shows estimated ranges for full property acquisitions needed for each option. Additional partial property acquisitions

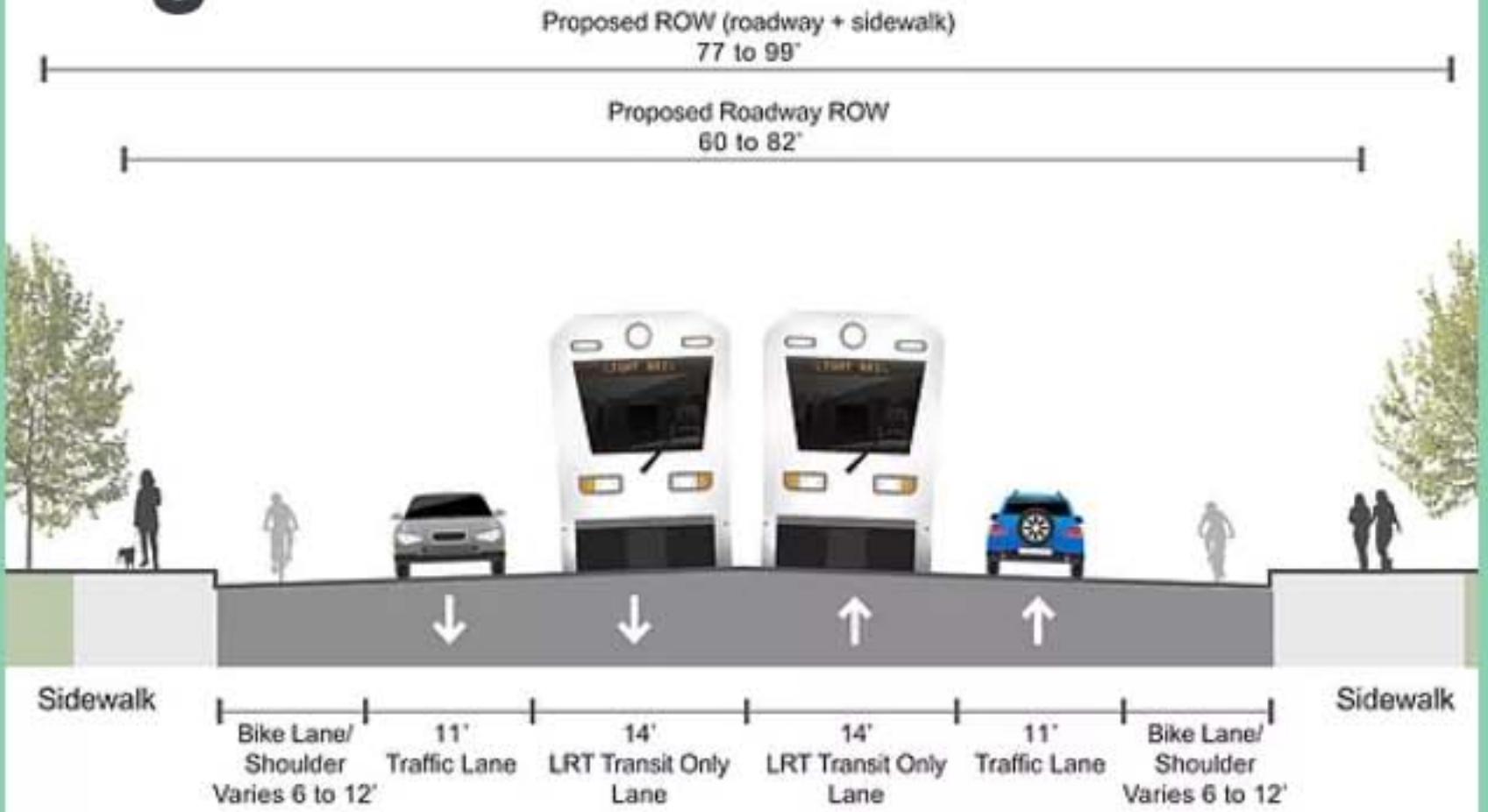


1300 EAST

Existing Road/Enhanced Bus



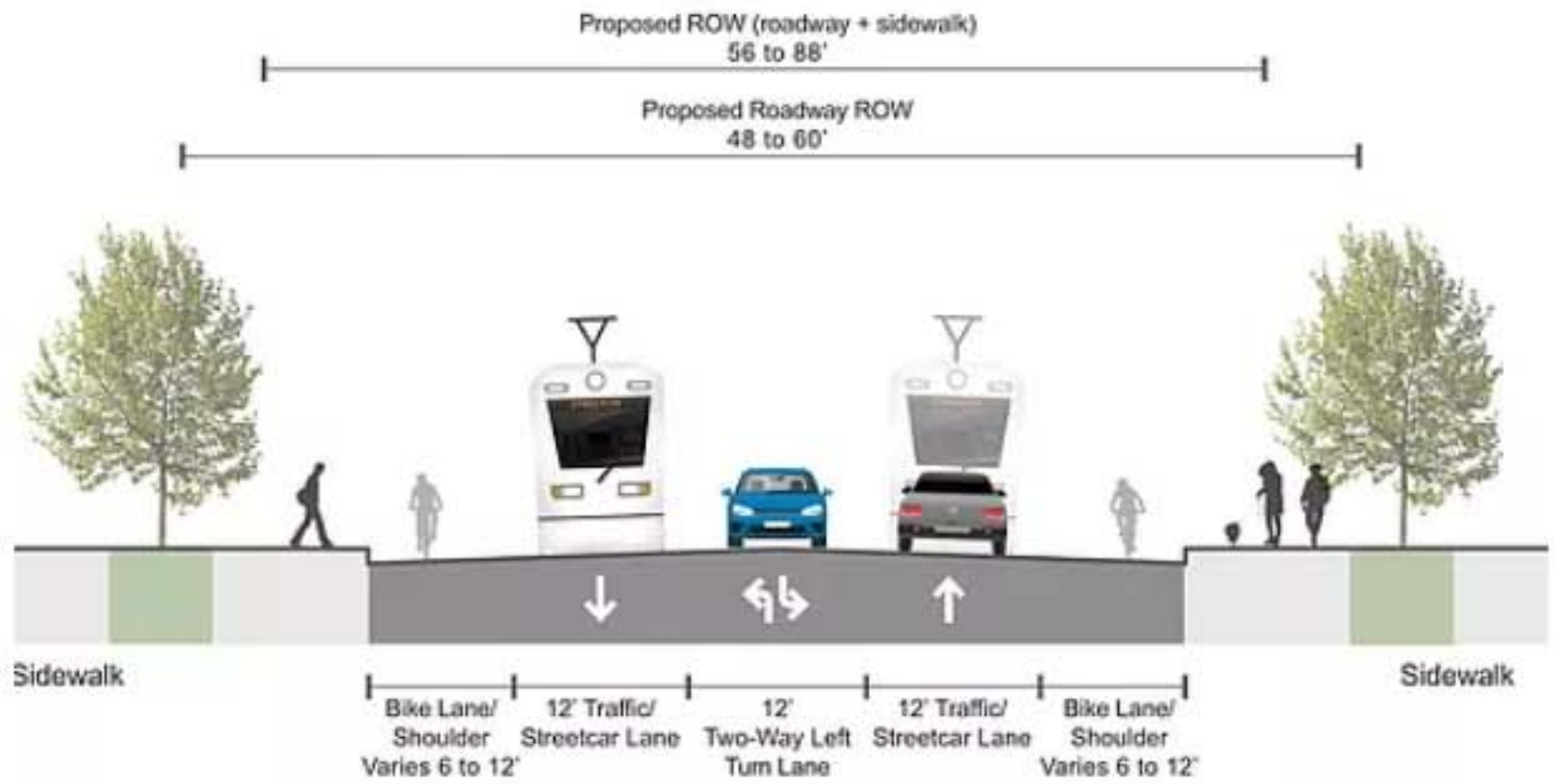
Light Rail



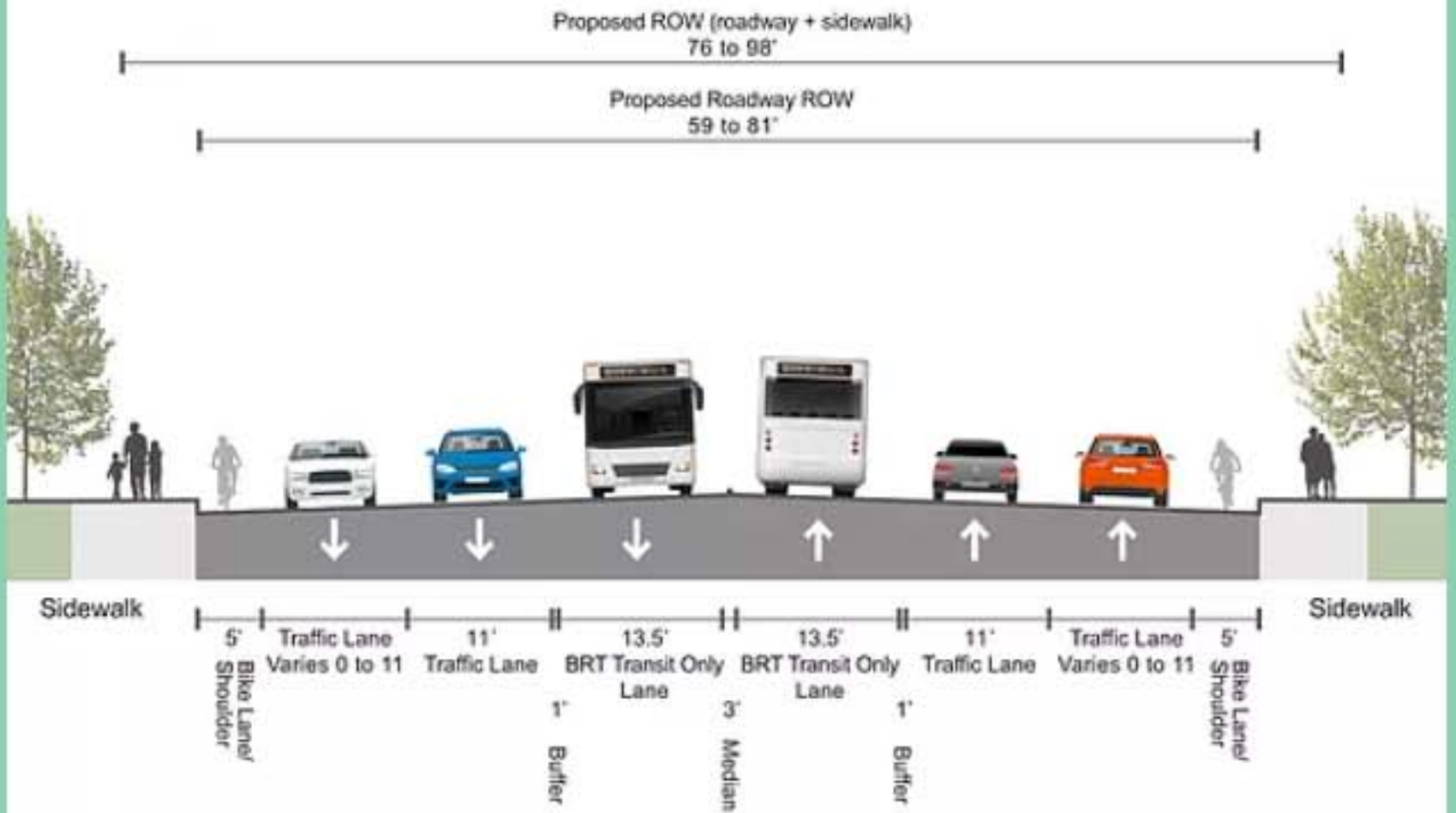
Streetcar



Streetcar



Bus Rapid Transit (BRT)



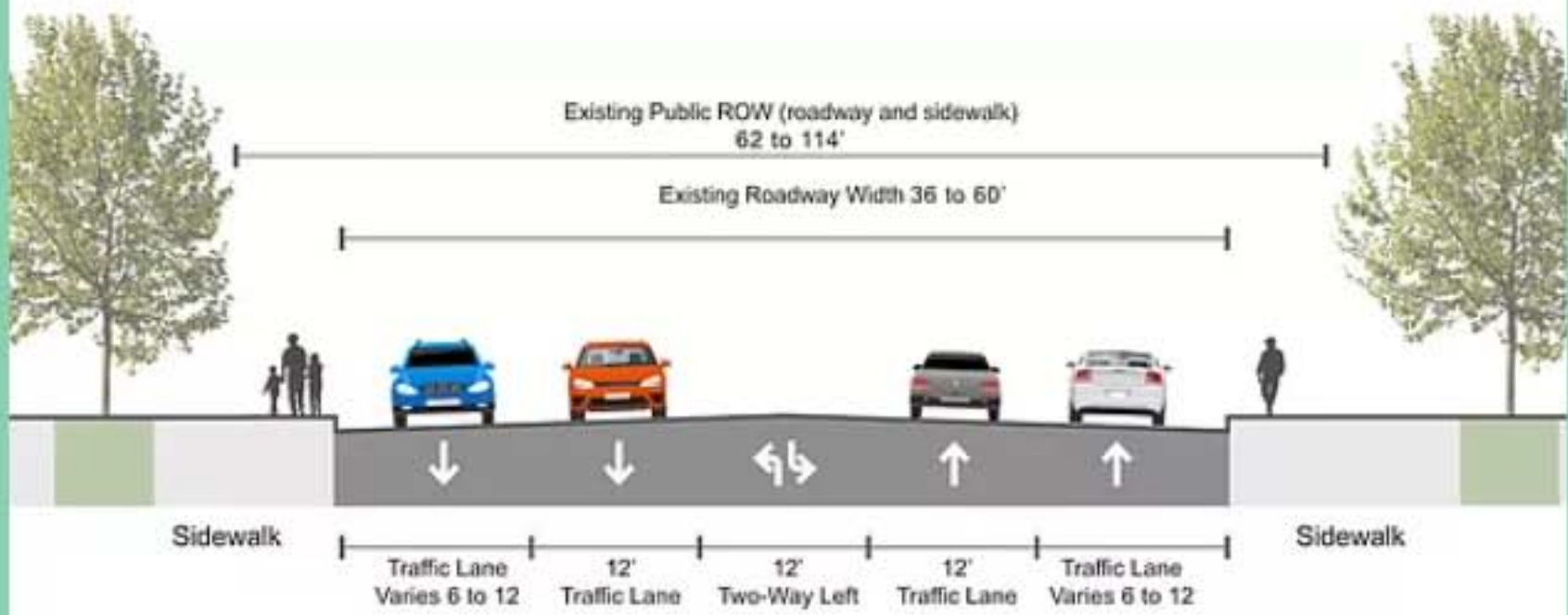
HIGHLAND DRIVE

Existing Road/Enhanced

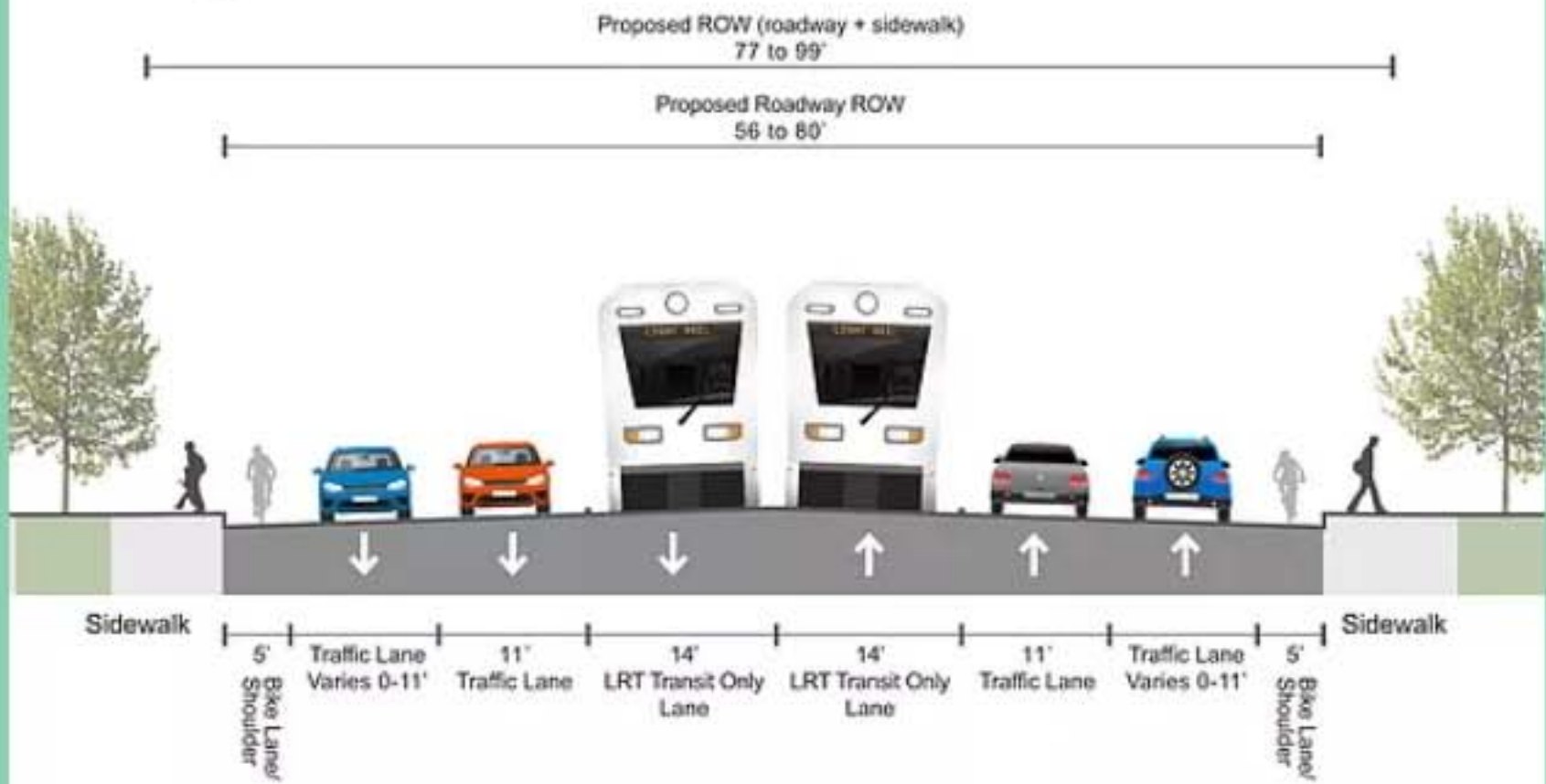


HIGHLAND DRIVE

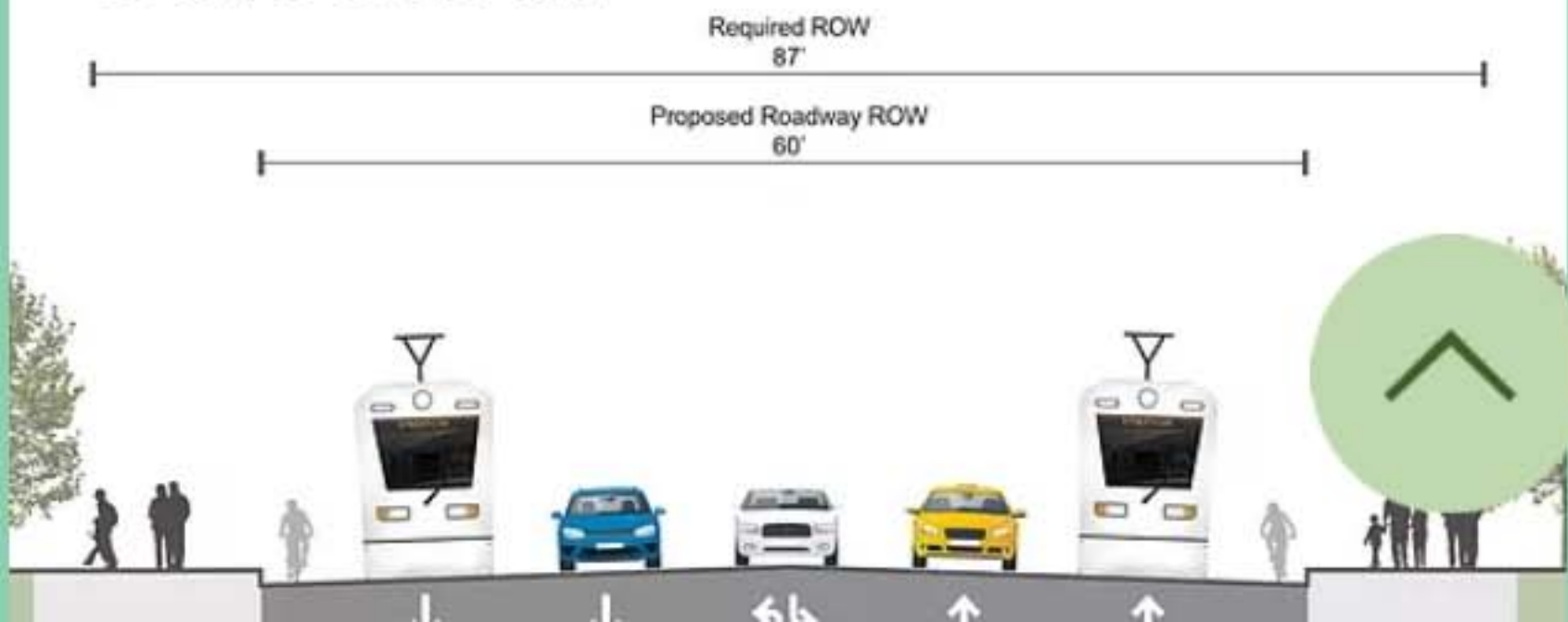
Existing Road/Enhanced Bus



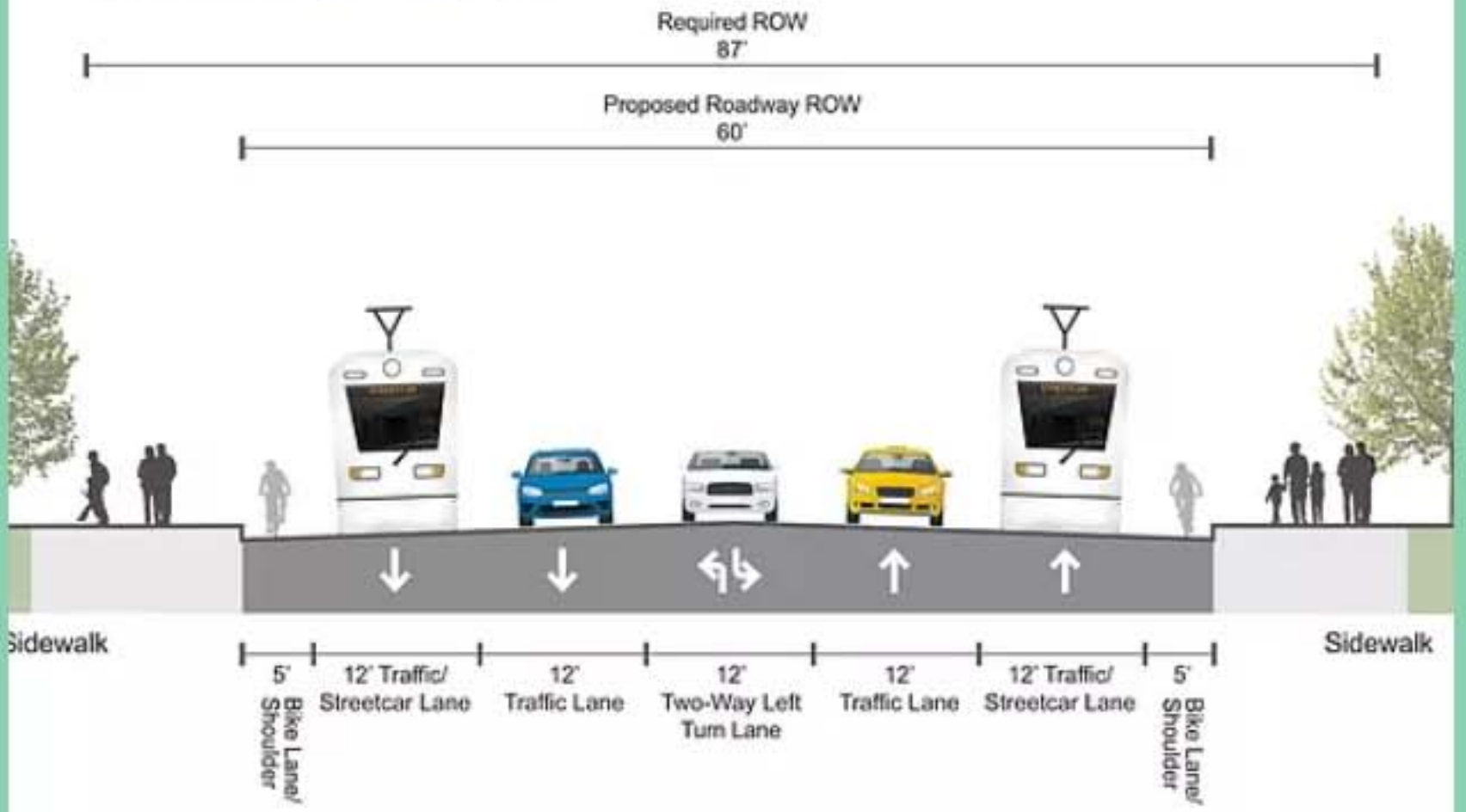
Light Rail



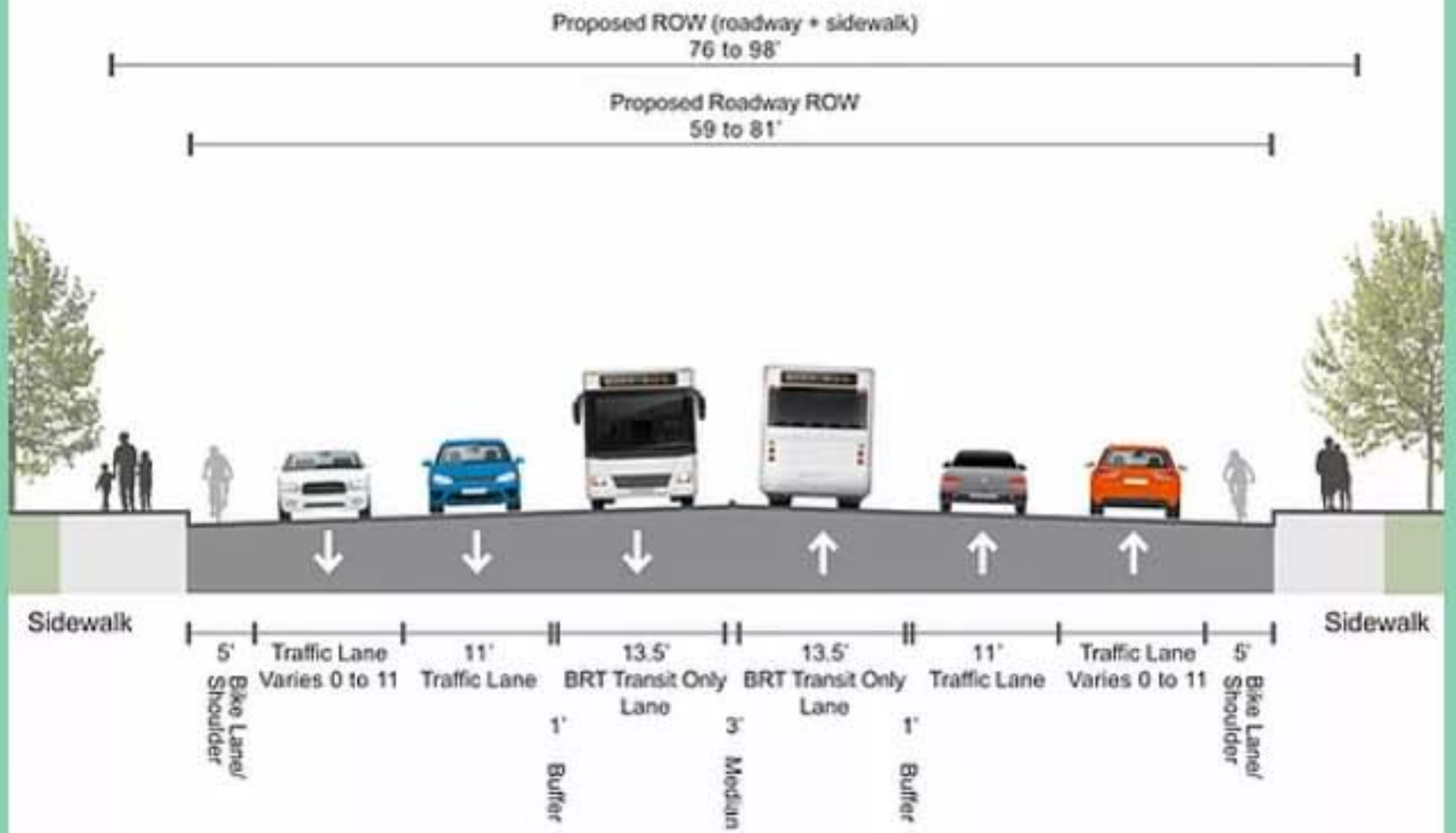
Streetcar



Streetcar



Bus Rapid Transit (BRT)





HOW MANY PEOPLE CAN EACH TRANSIT OPTION MOVE?

We wanted to see how many more people we could move with each transit option compared to adding a new lane for vehicles. We learned each transit option can move significantly more people than an individual car can, and would reduce traffic congestion and travel

times in 2050.

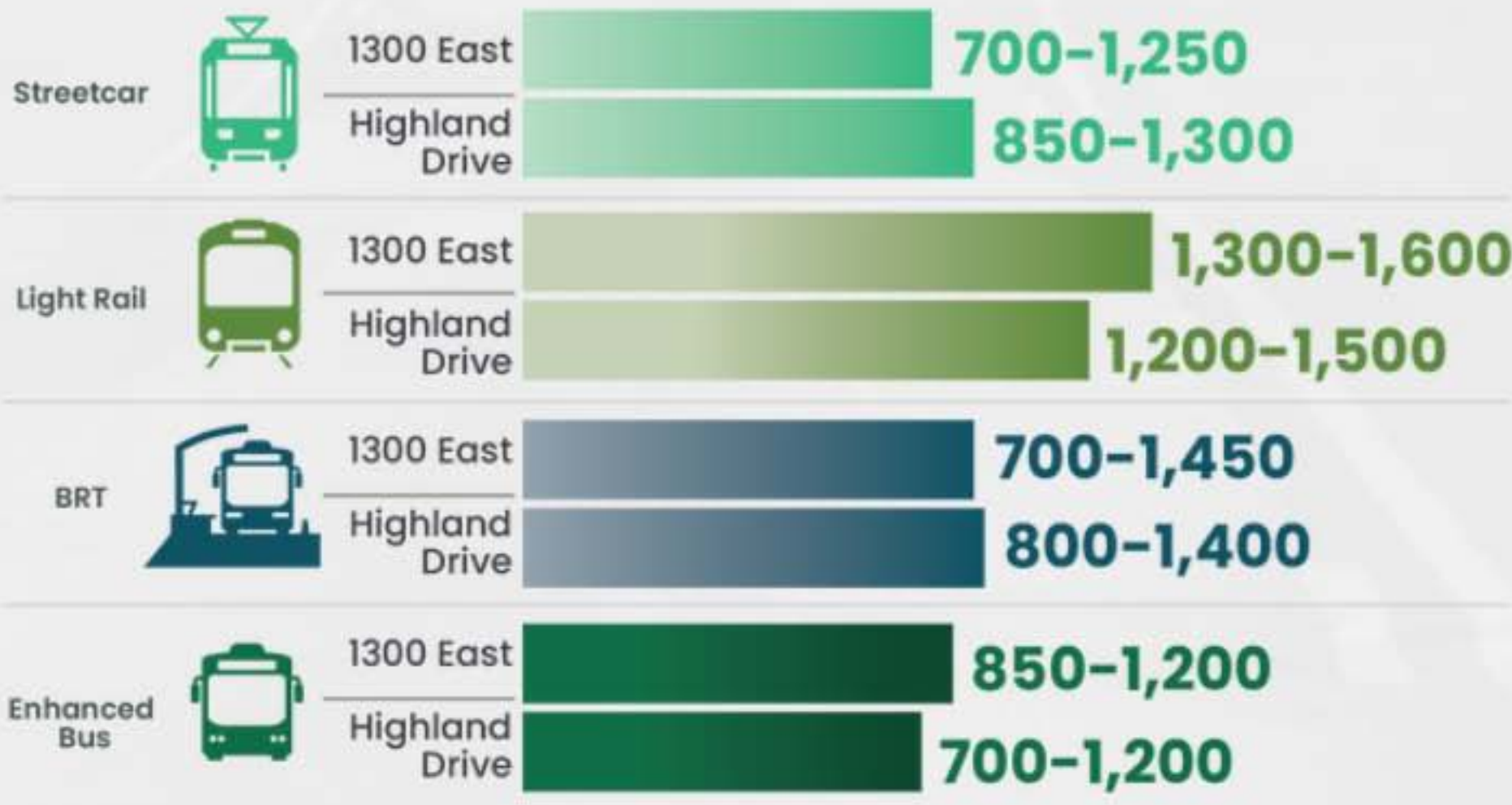


HOW MANY PEOPLE PER DAY IN 2050 WOULD USE EACH TRANSIT OPTION?



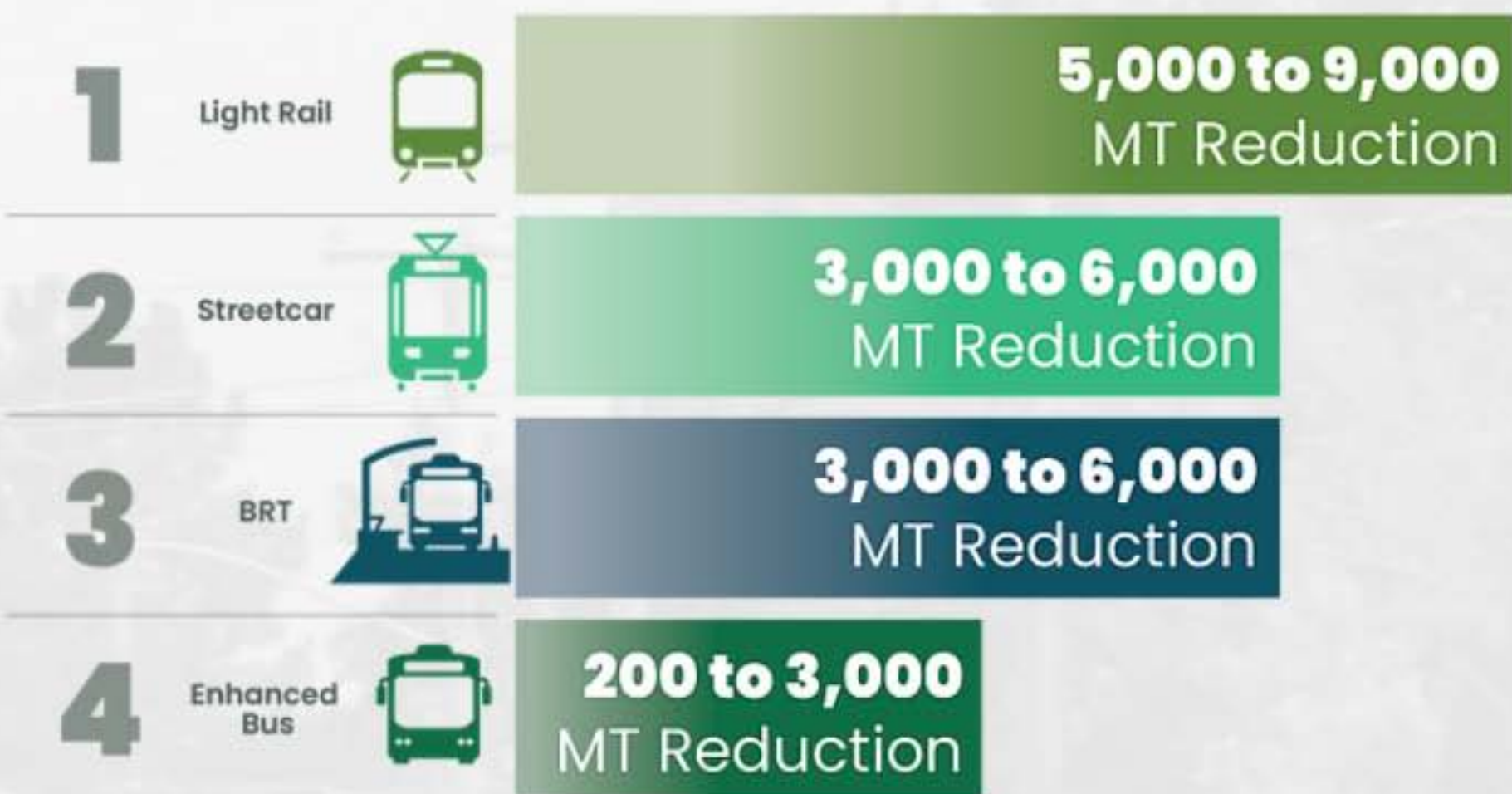
HOW MANY PEOPLE PER DAY IN 2050 WOULD USE EACH TRANSIT OPTION?

Study projections show that in 2050 light rail would bring in the most riders on either 1300 East or Highland Drive, while Streetcar would serve the fewest on 1300 East and enhanced bus on Highland Drive.



2050?

Our partnering cities are committed to reduce local air pollution through transit, so as one part of that, the Local Link team has compared carbon emissions savings over 25 years for each option. With more individuals using these transit options in 2050, fewer cars would be on the road and individual vehicle emissions would be reduced. Reduced air pollution is one component in improving air quality in the Wasatch Front and addressing long-term climate change.



Units shown in metric tons (MT) of carbon.

HOW MUCH WOULD EACH OPTION COST?

It's important to each city that the selected transit solution is affordable, feasible to construct and works collectively for all of the cities.

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The study team has gathered past project costs and future construction costs to come up with an estimated range for each transit option. These estimates take into account transit construction, road widening where needed, associated right-of-way costs and operation costs for each option.

