

TechLink TRAX Study

October 15, 2024

Salt Lake City Council





Study Overview

- Funded by RAISE Grant
- Study will investigate new transit connections in Salt Lake City
- Builds on previous studies
- **Study Goal: Select a Locally Preferred Alternative to advance into NEPA Environmental Review**



Background

Downtown Salt Lake City Rail Extensions and Connections Feasibility Study (2021)
Research Park Strategic Vision (2021)
....and many more!

Future of Light Rail (2022)

TechLink TRAX
Study



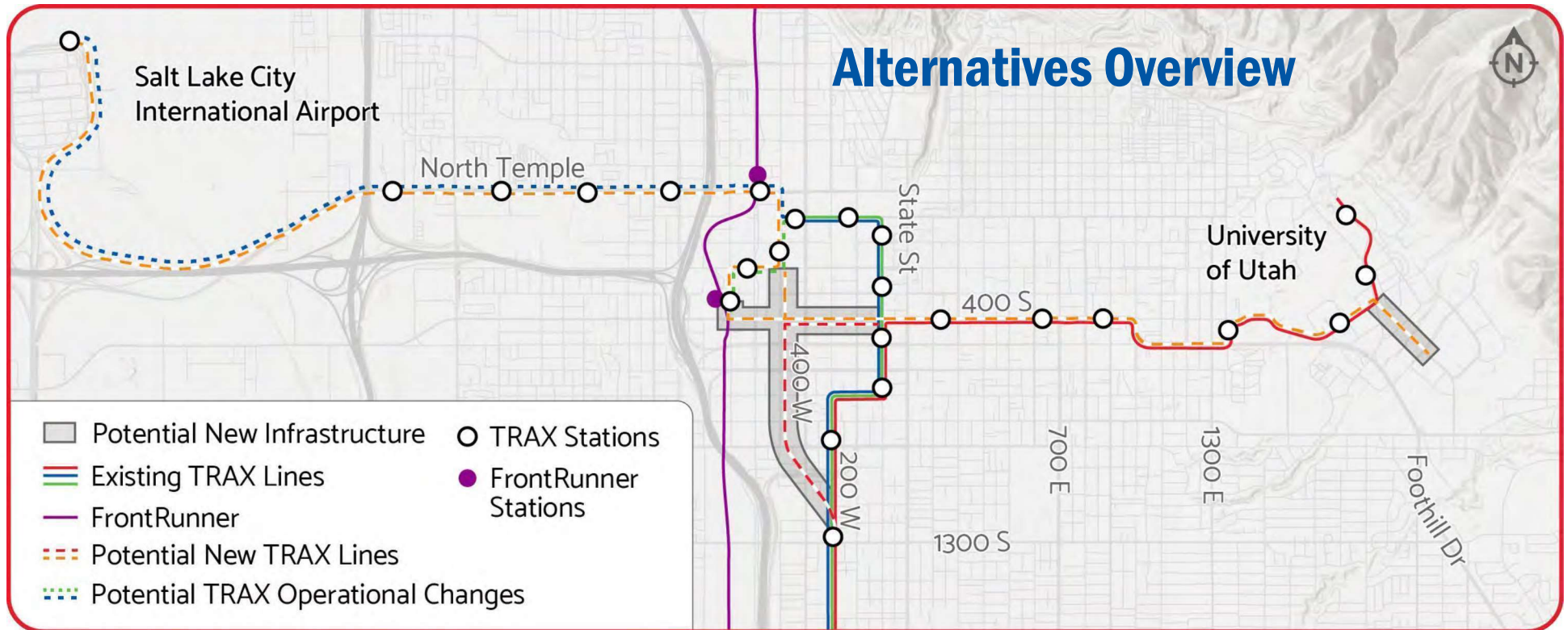
Project Goals

- Support long-range transportation growth demand
- Improve TRAX operational reliability and capacity
- Enhance access and mobility between existing and emerging areas of economic development
- Increase access to opportunities for disadvantaged populations
- Provide sustainable transportation options



Study Timeline of Key Activities



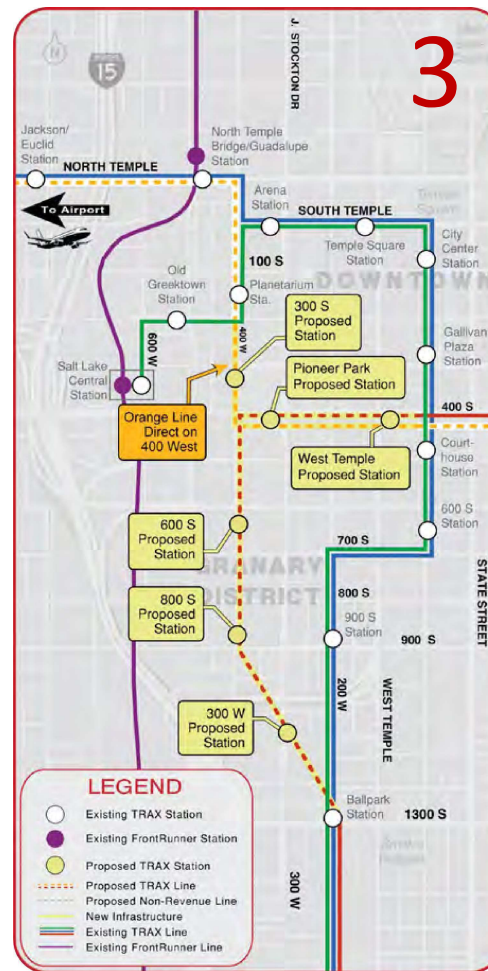
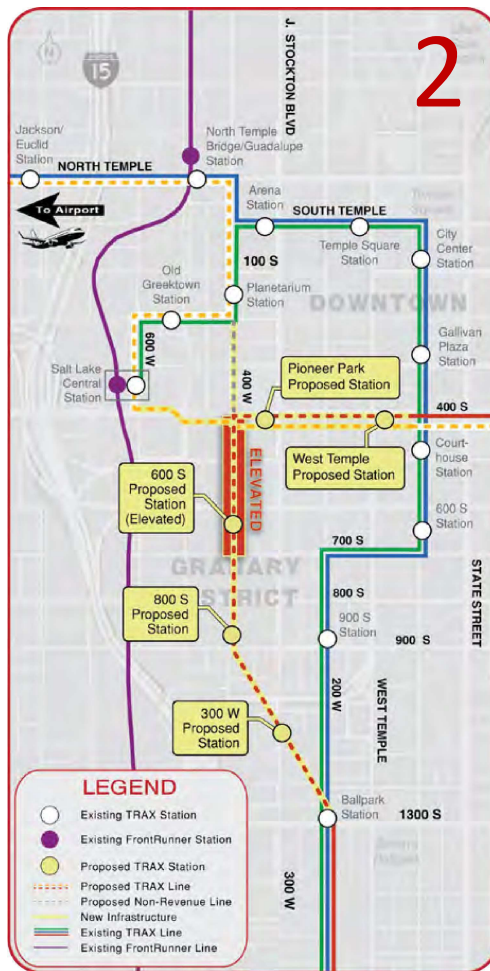
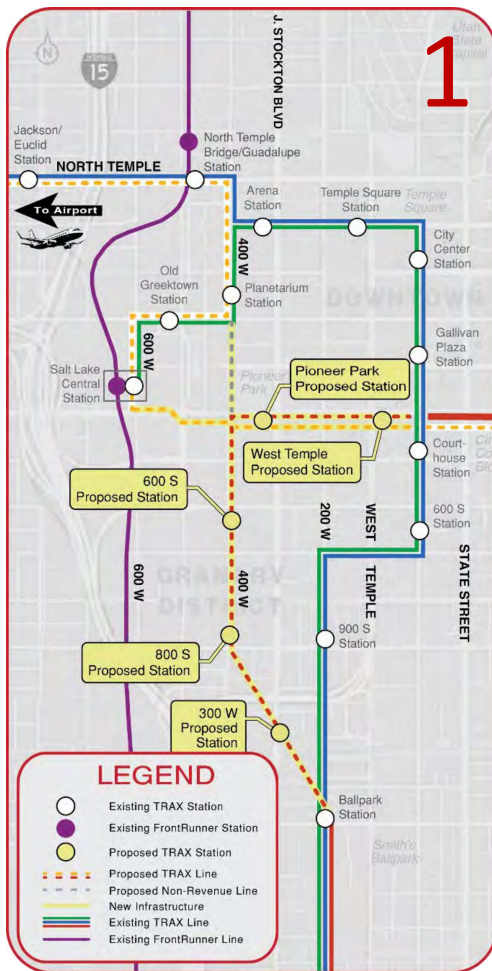


All Alternatives:







- New Orange Line from airport to Research Park
- Realigned Red Line along Ballpark Spur
- Blue and Green Line northern termini switch



Alternatives





Proposed Criteria	Alternative 1 Future of Light Rail	Alternative 2 400 West Elevated	Alternative 3 Direct on 400 West	Alternative 4 U of U Realign
Weekday Ridership 	Similar	Similar	Similar	Similar
Transit Travel Times and Reliability 	<ul style="list-style-type: none">Orange Line travel time: 4 minutes slowerSimilar for other lines	<ul style="list-style-type: none">Orange Line travel time: 4 minutes slowerSimilar for other lines	<ul style="list-style-type: none">Orange Line travel time: 4 minutes fasterSimilar for other lines	<ul style="list-style-type: none">Orange Line travel time: 4 minutes slowerSimilar for other lines
Economic Development Potential 	<ul style="list-style-type: none">Directly serves <u>potential redevelopment</u>Close to existing development	<ul style="list-style-type: none">Directly serves <u>potential redevelopment</u>Close to existing development	<ul style="list-style-type: none">Directly serves <u>existing development</u>Close to potential redevelopment	<ul style="list-style-type: none">Directly serves <u>potential redevelopment</u>Close to existing development
Access to Opportunity 	Similar	Similar	Similar	Similar
Potential for Environmental Impacts 	Primarily right-of-way, cultural/historic, noise/vibration	Slight increase in visual impact along 400 West	Slightly reduced impacts along 400 South	Slightly increased impacts along 500 South
Capital and Annual O&M Costs 	Capital: \$450 M Annual O&M: +26%	Capital: \$500 M Annual O&M: +26%	Capital: \$390 M Annual O&M: +25%	Capital: \$570 M Annual O&M: +26%



Technical Evaluation Recommendation

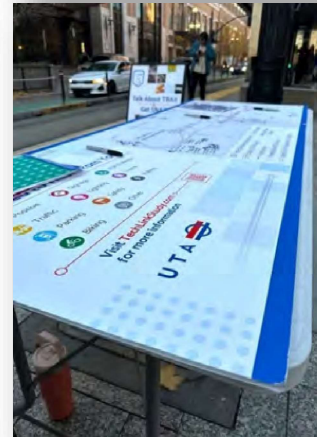
Alternative 3 performs best due to:

- Lowest cost (capital and O&M)
- Increased operational efficiency and reduced travel times
- Slightly reduced ROW and environmental impacts
- Enhanced customer experience/perception (per public comment)
- Provides similar transit connections and ridership
- Provides direct service to key economic redevelopment opportunities along 400 South and Granary; close service (up to 0.3 mile) to Rio Grande District and Salt Lake Central Redevelopment
- Does not prohibit going to Salt Lake Central in the future if desired



Public Feedback Summary

- Three engagement phases – Launch, Alternatives, Alternatives Screening
- More than 1,700 pieces of public feedback through Sept. 20
- Multiple in-person and online engagement opportunities
 - Snax & TRAX station pop-up events
 - Community-based organization (CBO) partnerships and sponsored events
 - Business & development meetings
 - Neighborhood Council presentations
 - Mass media, geo-targeted social media ads, on-board signage
 - Advertisement through direct mail and partner and stakeholder channels
- Majority support for Alternative 3 due to lower cost and faster service



Locally Preferred Alternative Recommendation

- Alternative 3 – direct connection on 400 West
- Potential future connection to Salt Lake Central for operational redundancy or future revenue service



Next Steps

Long-term
implementation:
exact timing
based on funding

PROJECT DEVELOPMENT PROCESS

**Planning and
Alternatives
Analysis**

- Alternative evaluation
- Identification of LPA

**Environmental
Review**

- Environmental Study
- Preliminary Engineering

Final Design

- Final engineering
- Property and ROW
- Funding

Construction

- Break ground
- Testing and Operations

2025-2026
~2 years

2027-2028
~2 years

2029-2032
~3 years

