

Downtown Salt Lake City TRAX Extensions and Connections Study



Study Goals

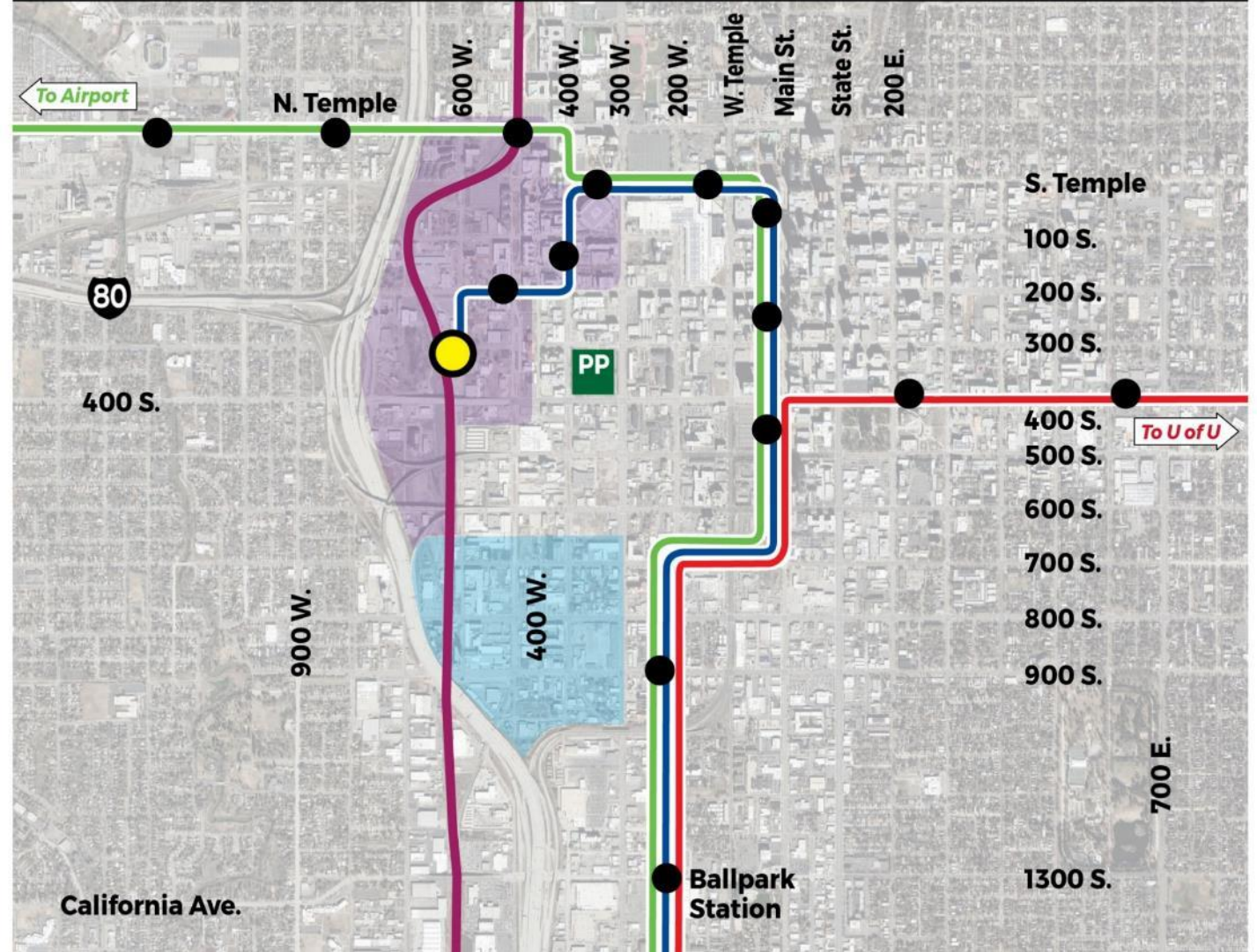
1. Enhance regional connectivity via the rail network, reducing transit travel time between major origins and destinations and creating a regional transit hub.
2. Improve rail access to the western area of downtown Salt Lake City, an existing and growing regional employment, cultural, entertainment and residential center.
3. Enhance operations and provide operational redundancy.
4. Advance economic development, improve quality of life, and promote access to equitable opportunities.
5. Facilitate synergistic land use, urban design and placemaking in an area of regional and statewide importance.






Existing TRAX System

LEGEND: EXISTING

- Green TRAX Line
- Blue TRAX Line
- Red TRAX Line
- FrontRunner
- TRAX Station
- PP Pioneer Park
- Depot District
- Granary District
- Salt Lake Central Station



LEGEND: SCENARIO 1

-  Add Orange TRAX Line from U of U to Airport via S.L. Central Station
-  Reroute Red Line between Main St. & Ballpark Station (1300 South) through Granary District
-  Scenario 1 Proposed Stations

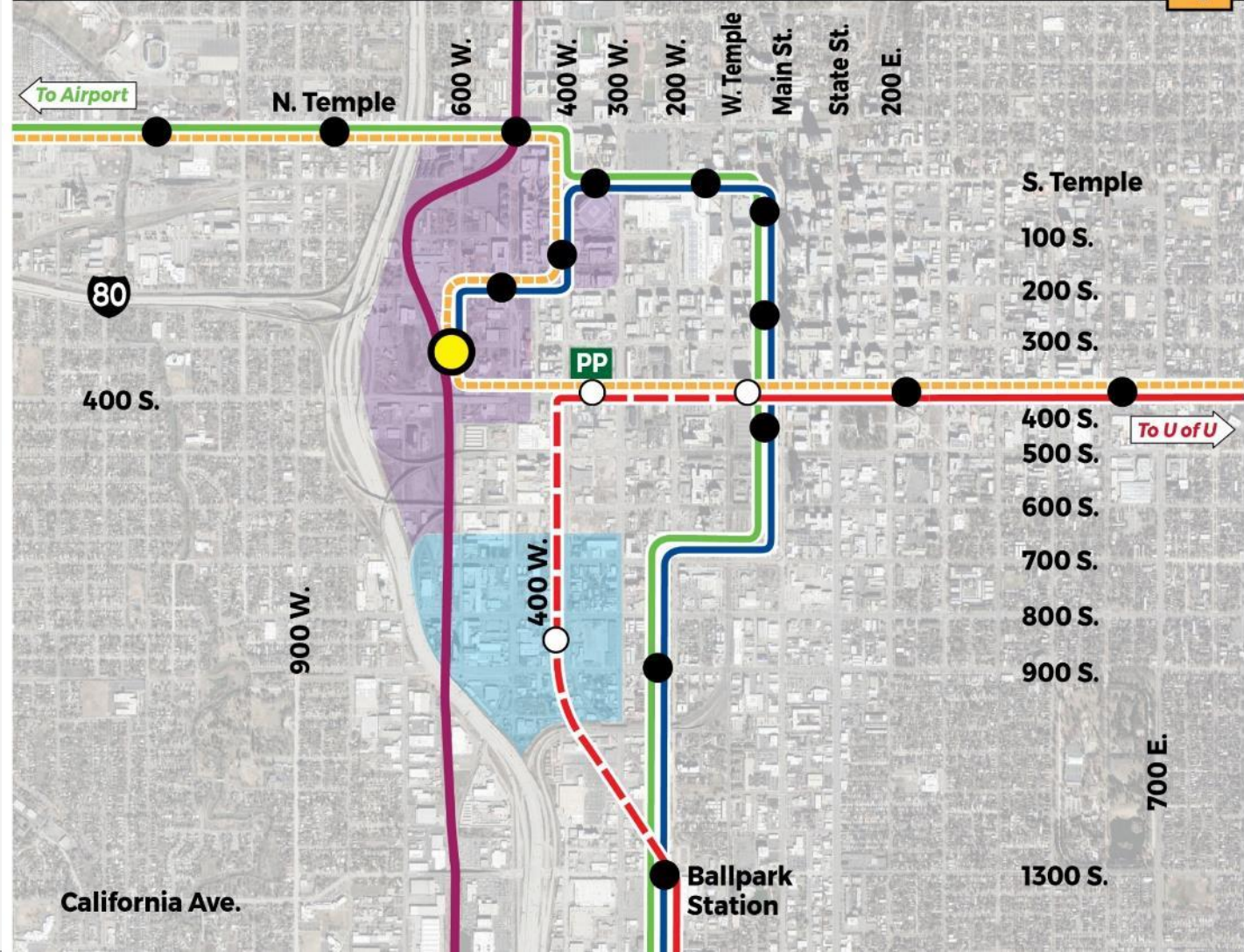
LEGEND: EXISTING

-  Green TRAX Line
-  Blue TRAX Line
-  Red TRAX Line
-  FrontRunner
-  TRAX Station
-  Pioneer Park
-  Depot District
-  Granary District
-  Salt Lake Central Station

1

Potential TRAX Scenario 1

1



Scenario 1 - Red + Orange to Central



LEGEND

● Salt Lake Central Station



Alternative Route 1 for Scenario 1



LEGEND

● Salt Lake Central Station



Alternative Route 2 for Scenario 1







LEGEND

● Salt Lake Central Station



LEGEND: SCENARIO 2

-  Add Orange TRAX Line from U of U to Airport
-  Pedestrian Connection to S.L. Central
-  Reroute Red Line between Main St. & Ballpark Station (1300 South) through Granary District
-  Scenario 2 Proposed Stations

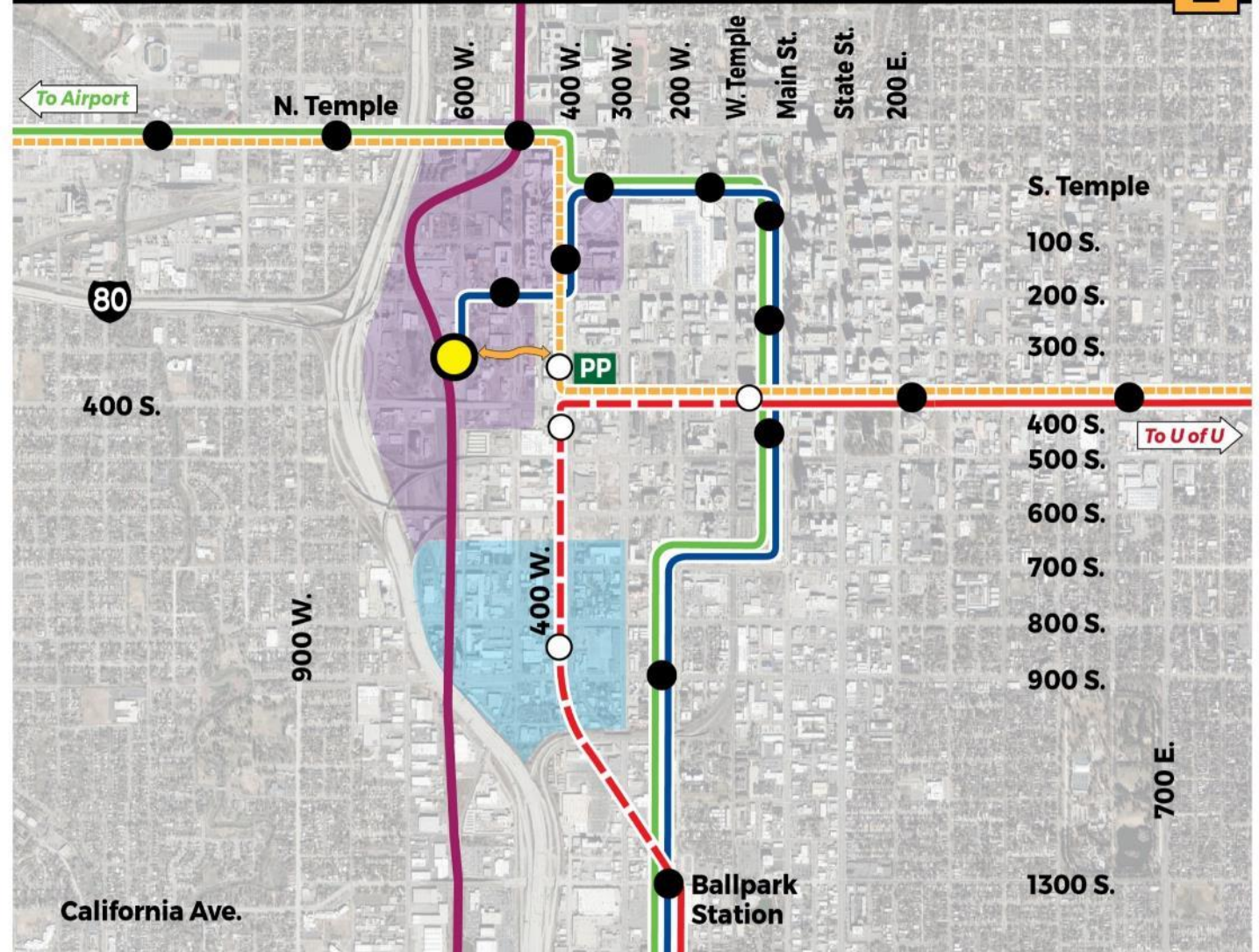
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LEGEND: EXISTING

-  Green TRAX Line
-  Blue TRAX Line
-  Red TRAX Line
-  FrontRunner
-  TRAX Station
-  Pioneer Park
-  Depot District
-  Granary District
-  Salt Lake Central Station

Potential TRAX Scenario 2

2



Scenario 2 - Red + Orange Ped Connection



LEGEND

● Salt Lake Central Station



Alternative Route 1 for Scenario 2

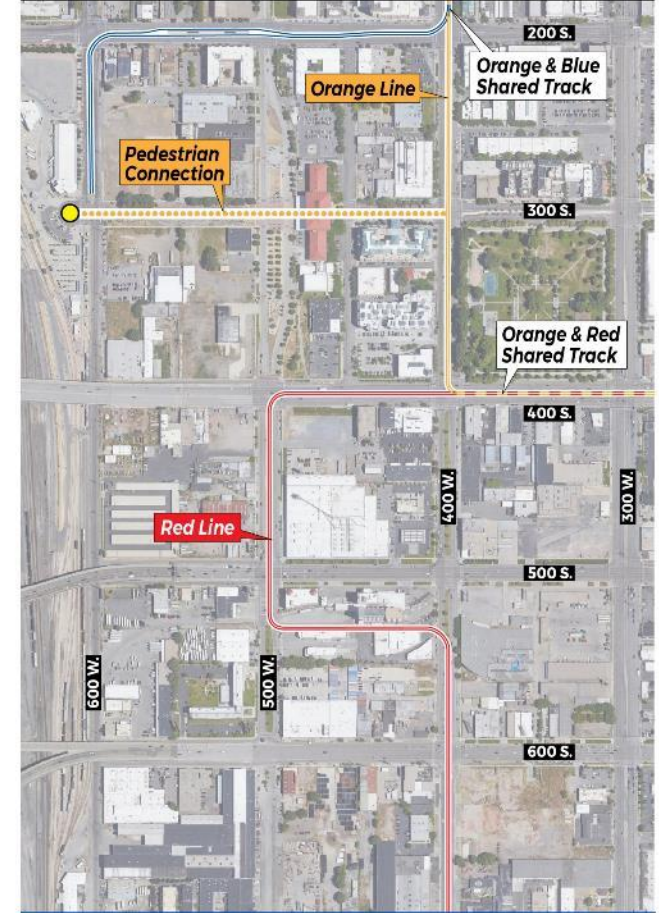


LEGEND

● Salt Lake Central Station



Alternative Route 2 for Scenario 2



LEGEND

● Salt Lake Central Station



Alternative Route 3 for Scenario 2



LEGEND

● Salt Lake Central Station



Alternative Route 4 for Scenario 2



LEGEND

● Salt Lake Central Station



Alternative Route 5 for Scenario 2



LEGEND

● Salt Lake Central Station



LEGEND: SCENARIO 3

- Add Orange TRAX Line from U of U to Airport on Existing Tracks
- Reroute Green Line between South Temple and Ballpark Station (1300 South) through Granary District & via S.L. Central Station
- Scenario 3 Proposed Stations

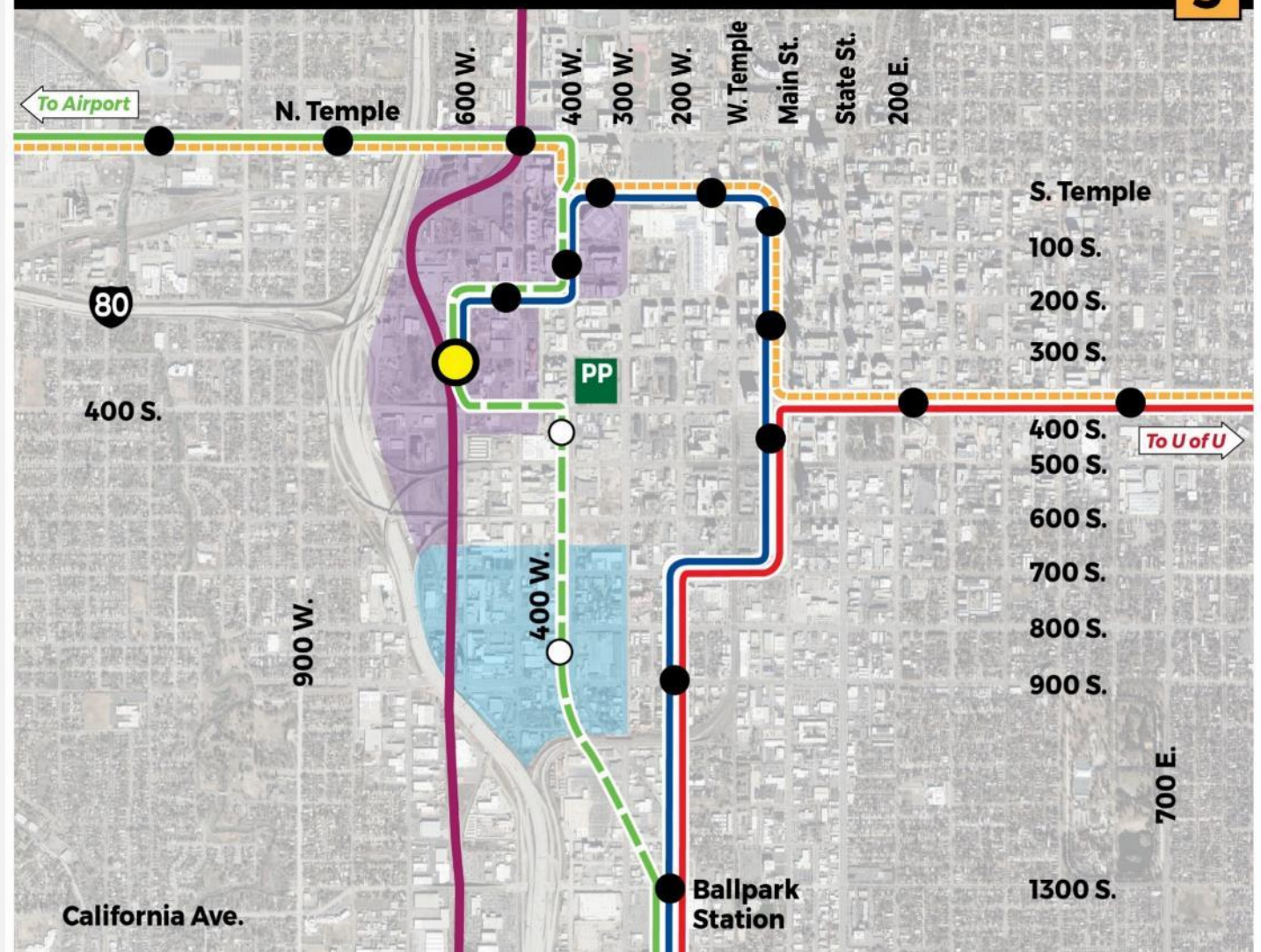
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LEGEND: EXISTING

- Green TRAX Line
- PP Pioneer Park
- Blue TRAX Line
- DP Depot District
- Red TRAX Line
- GD Granary District
- FrontRunner
- SLC Salt Lake Central Station
- TRAX Station

Potential TRAX Scenario 3

3



Scenario 3 - Green + Orange to Airport Only



LEGEND

● Salt Lake Central Station



Alternative Route 1 for Scenario 3



LEGEND

● Salt Lake Central Station



Rail Stations of Today/Tomorrow

- Activity centers and revenue generators attracting shoppers, visitors and travelers
- Judged on the connections they create internally and into the community, experiences and amenities they offer, the revenue and value they generate, and their impact on surrounding development
- Concept of “Open Transit Design”
 - Integration of all available transit modes
 - An orientation towards real estate development and creating value
 - Architecture that makes iconic spaces
 - Integration of culture with transit design
 - Appeal for non-transit users

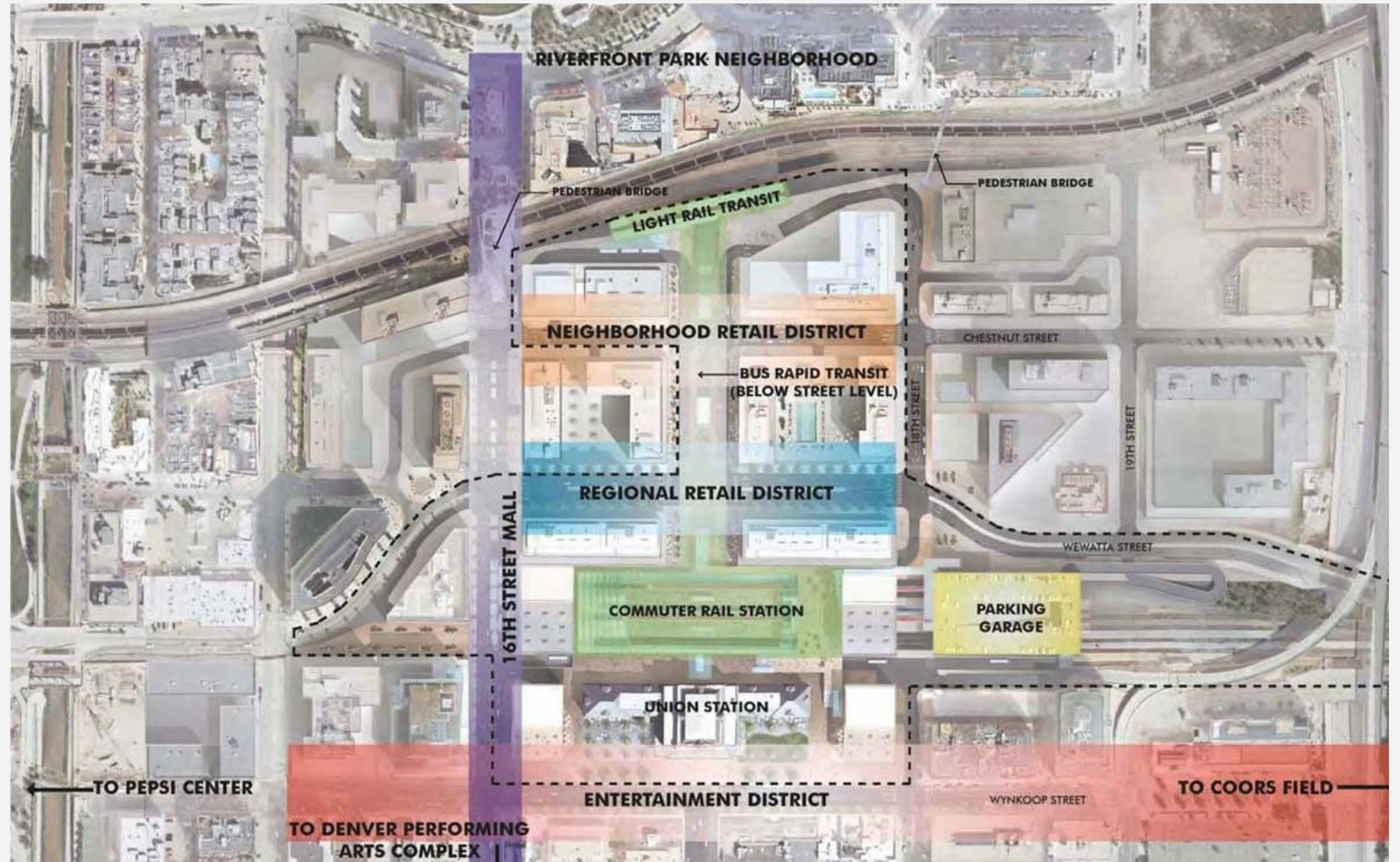


Emphasis on Connectivity

- Focus on total connectivity opportunities, not just within the site but also into the surrounding area
- Provide multiple connections and maximize utility
- Promote development and grow value
- Incorporate connectivity into new developments / private properties



Union Station, Denver, CO



Union Station, Denver, CO



Next Steps

- If the Board wishes to advance the project as a priority, then:
 - Alternatives analysis and environmental documentation to support decisions on locally preferred alternate and satisfy NEPA
 - Financial planning and commitments – possibly involving federal Capital Investment Grant process
 - Final design and construction

