

		Transit Benefits/Ridership Potential				Transportation System Effects		Economic Development Goals			Estimated Cost (millions \$)		Environmental Impacts	Operations/Constructability				Safety		
		Travel Time (minutes)	Activity Centers Served	Access to 2015 Population	Access to 2015 Employment	Builds and Supports Existing Transit	UDOT Facility (% of total alignment)	Volume/Capacity	Compatibility with Existing Land Use	Supports Future Land Use	Development Potential	Streetcar	BRT	Potential Environmental Impacts	Slopes (Weighted)	Number of Turns	Utility Conflicts	Constrained Segments (Available)	Average Available ROW	Accident Potential
Downtown																				
Best	++	< 3.0	> 10	> 1,500	> 10,000	Rating based on connectivity to existing routes and ridership in the sub-area	> 50%	< 0.1	Qualitative assessment of existing transit supportive land uses in the corridor	Qualitative analysis of a corridor's potential to support increases in density	Qualitative assessment of a corridor's potential for redevelopment	< \$20	< \$5	Potential impacts associated with historic properties, right-of-way issues, and other sensitive areas	0	1	< 6	0	> 30 ft.	< 25
Moderate	o	3.0-5.0	7-10	1,100-1,500	8,000-10,000		25% - 50%	0.1-0.5				\$20-\$25	\$5-\$7		N/A	2	6-10	1	24-30 ft.	25-50
Worst	--	> 5.0	< 7	< 1,100	< 8,000		< 25%	> 0.5				> \$25	> \$7		N/A	3	> 10	> 1	< 24 ft.	> 50
1a	--	++	++	o	++	o	--	++	++	++	++	o	++	++	o	o	o	o	o	o
1b	--	++	o	o	o	++	o	++	++	++	++	o	++	o	o	o	o	o	o	++
1c	--	++	++	++	o	o	--	++	++	++	--	o	++	--	--	++	++	++	--	--
1d	++	++	--	--	++	++	o	o	o	--	++	o	++	++	++	++	++	++	++	++
1d2	o	++	--	--	o	++	--	--	o	--	++	--	++	--	++	--	--	o	o	++
Crosstown (East Central Neighborhood)																				
Best	++	< 7.5	> 9	> 10,500	> 11,000	Rating based on connectivity to existing routes and ridership in the sub-area	> 50%	< 0.75	Qualitative assessment of existing transit supportive land uses in the corridor	Qualitative analysis of a corridor's potential to support increases in density	Qualitative assessment of a corridor's potential for redevelopment	< \$54	< \$13.5	Potential impacts associated with historic properties, right-of-way issues, and other sensitive areas	< 9	1	< 5	0	> 30 ft.	< 50
Moderate	o	7.5-10.0	9	9,500-10,500	10,000-11,000		25% - 50%	0.75-0.90				\$54-\$59	\$13.5-\$14.5		9-14	2	5-7	1	24-30 ft.	50-100
Worst	--	> 10.0	< 9	< 9,500	< 10,000		< 25%	> 0.90				> \$59	> \$14.5		> 14	3	> 7	> 1	< 24 ft.	> 100
2a	++	++	o	--	o	--	o	++	++	--	o	--	--	++	++	--	++	o	o	o
2b	o	++	o	--	++	--	o	++	++	++	o	--	--	++	++	o	++	o	o	--
2c	++	++	++	--	o	--	++	o	--	o	--	--	--	o	--	++	o	o	o	o
2c1	--	o	o	--	--	++	++	--	--	--	--	--	--	++	--	++	--	++	++	++
2c2	--	++	o	--	--	++	++	--	--	--	--	--	--	--	--	++	--	++	++	++
2d	++	o	o	--	o	--	++	o	--	--	o	o	--	++	--	--	o	o	o	o
2e	++	--	o	--	o	--	o	++	o	o	o	o	++	--	o	++	o	++	o	o
2f	o	--	--	++	o	--	--	o	++	++	o	o	o	++	++	o	--	--	--	--
WSU-McKay Dee																				
Best	++	< 6.0	6	> 3,500	> 8,700	Rating based on connectivity to existing routes and ridership in the sub-area	> 50%	< 0.5	Qualitative assessment of existing transit supportive land uses in the corridor	Qualitative analysis of a corridor's potential to support increases in density	Qualitative assessment of a corridor's potential for redevelopment	< \$28	< \$7	Potential impacts associated with historic properties, right-of-way issues, and other sensitive areas	< 19	< 5	0	0	> 30 ft.	< 25
Moderate	o	6.0-10.0	N/A	3,100 - 3,500	7,000-8,700		25% - 50%	0.5-0.9				\$28-\$40	\$7-\$10		19-40	5-9	N/A	1	24-30 ft.	25-50
Worst	--	> 10.0	5	< 3,100	< 7,000		< 25%	> 0.9				> \$40	> \$10		> 40	> 9	1	> 1	< 24 ft.	> 50
3a	++	++	o	o	++	--	--	++	++	o	o	o	++	o	++	++	o	++	o	o
3b	--	o	++	++	o	++	--	--	--	o	--	o	--	--	--	--	--	--	--	o
3b2	--	o	++	++	o	++	--	--	o	o	--	--	--	--	--	--	--	--	--	o
3c	o	++	--	--	++	--	o	++	++	o	++	++	++	o	o	++	--	++	o	o
3c2	o	++	--	--	++	o	o	++	++	o	++	++	++	++	o	++	--	o	o	o
3d	--	--	++	--	--	++	++	--	--	--	++	o	++	++	--	++	--	--	--	++