

Commercial Zone - 2700 West to 4800 West

IMPROVE PARALLEL ROUTES OF 3100 S. & 4100 S.

- Does not relieve travel demand without connection to I-215.
- Improvements would result in over-supply of capacity on some parts of 3100 South.
- Improvements do little to reduce travel demand on 3500 South.

ONE WAY ROADS ON 3100 SOUTH AND 4100 SOUTH



- Parallel routes too far apart for one way couplet.
- Does not relieve travel demand without connection to I-215.
- Significant impact to transit ridership.
- Accessibility to businesses impacted.
- Significant out-of-direction travel.
- Requires significant modifications to I-215 interchange.

CONSTRUCT PERSONAL RAPID TRANSIT

- PRT more suited for contained facilities with defined destinations (i.e. Airports, business parks).
- Does not meet the needs in 3500 South where destinations vary along the corridor.
- Travel character on 3500 South better addressed by other transit technologies.

CONSTRUCT AN INTERCHANGE/ ROUNDBOUT AT BANGERTER

- Cannot depress Bangarter due to presence of aqueduct.
- Elevating 3500 South disrupts large area of commercial activity.
- Round about at this location will be too large for relating overpass structure.

CONSTRUCT AN INTERCHANGE WITH 3500 S. OVER BANGERTER



- Cannot depress Bangarter due to presence of aqueduct.
- Elevating 3500 South disrupts large area of commercial activity.
- Access is disrupted to businesses on 3500 South.

CONSTRUCT MONORAIL TO BUSINESSES & HOTELS



- Cost prohibitive for benefits achieved.
- Highly impactful.
- Similar types of service can be provided with other transit technologies such as LRT and BRT.
- Difficult accessibility issues to overcome with elevated facility. Will require elevators at each stop.

OVERPASS @ 4100 S. & BANGERTER

- Does not relieve travel demand without connection to I-215.
- Core concept that it supported has been screened.