



DAVIS-SALT LAKE CITY COMMUNITY CONNECTOR



Locally Preferred
Alternative
Technical
Memorandum
2023

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EXECUTIVE SUMMARY

PROJECT DETAILS

The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit (BRT) system between Farmington City and Salt Lake City, Utah. In 2014, the Utah Transit Authority (UTA) conducted an alternatives analysis and, with input from the community, selected a preferred corridor connecting downtown Salt Lake City with the Woods Cross Front Runner station. In 2021, this alignment was modified to extend northward to the Farmington FrontRunner station, and to continue eastward from downtown Salt Lake City into the University of Utah and Research Park. The approximate 26-mile line will have 15-minute all day service with 30-minute headways in the early mornings and late evenings. The alignment will include 12 transit stations between approximately 500 South in Bountiful and 200 South in Salt Lake City. These stations are proposed to have passenger amenities such as platforms with shelters and bike racks, real-time bus arrival information reader boards, and night-time platform lighting. The project also overlaps with Salt Lake City's 200 South Transit Corridor project, currently under construction. Salt Lake City's 200 South bus stops will have Business Access Transit ("BAT") lanes, in-lane bus stops with floating bus boarding platforms, and buffered bike lanes behind the bus boarding platforms. The Davis-Salt Lake City Community Connector will overlap with these enhanced bus stops at 300 East, 500 East, 700 East, and 900 East. The remainder of the alignment will include bus stops consistent with UTA's Level III Eclipse Bus Stop design.

THE LOCALLY PREFERRED ALTERNATIVE

INTRODUCTION

This document outlines the 2023 Locally Preferred Alternative (“LPA”) for the Davis-Salt Lake City Community Connector, detailing the preferred alignment, stop and station locations, the ridership analyses for the transit service, and any design options to be further evaluated during the next phases.

This LPA document identifies the following:

- Project Overview
- Detailed Description including 300 West vs 400 West Alignment Options
- Design and Environmental Status
- Community Outreach
- Financing Options and Strategies

PROJECT OVERVIEW

The Davis-Salt Lake City Community Connector is a proposed corridor-based bus rapid transit project between Davis County and Salt Lake City. In 2014, the Utah Transit Authority (UTA) conducted the Davis-Salt Lake City Community Connector Alternatives Analysis, which developed transit investment alternatives for southern Davis County. Seven initial corridors were screened to determine where transit investment would be most beneficial. UTA evaluated the merits of these corridors and, with input from stakeholders and the community, selected a preferred corridor connecting downtown Salt Lake City with the Woods Cross Front Runner station. This analysis is included in the Error! Reference source not found.. In 2021, this alignment was modified to extend northward to the Farmington FrontRunner station and to continue eastward from downtown Salt Lake City into the University of Utah and Research Park. The reasons for these modifications were because:

- Extending the Davis-Salt Lake City Community Connector to the north would allow local bus routes 470 and 455 to be replaced south of Farmington. Before service reductions were implemented due to Covid-19, five peak-only routes connected southern Davis County to Salt Lake City (460, 461, 462, 463, & 471). These routes had low ridership. The UTA Service Choices Study and the resulting Five-Year Service Plan recommended replacing this service with a single frequent line connected to the community by microtransit. This modification improved ridership for the route and also had strong public support.
- The University of Utah Research Park extension links to the future TechLink corridor project and a planned mobility hub in the long-term future. This extension also results in increased ridership, provides connectivity



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to the University of Utah and its medical and research centers, gives riders from Davis County a one-seat ride to the University, and leverages new transit station construction taking place on Salt Lake City's 200 South Transit Corridor. Public outreach activities also indicated strong support for the university connections.

At this time, the alignment for the Davis-Salt Lake City Community Connector is considered complete and is shown in Error! Reference source not found. below.

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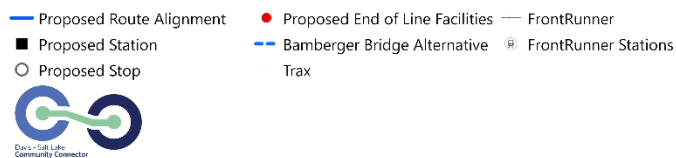


Figure 1. Full alignment for the Davis-Salt Lake City Community Connector



Previous transit studies also identified a need for a project, as shown in the timeline below:

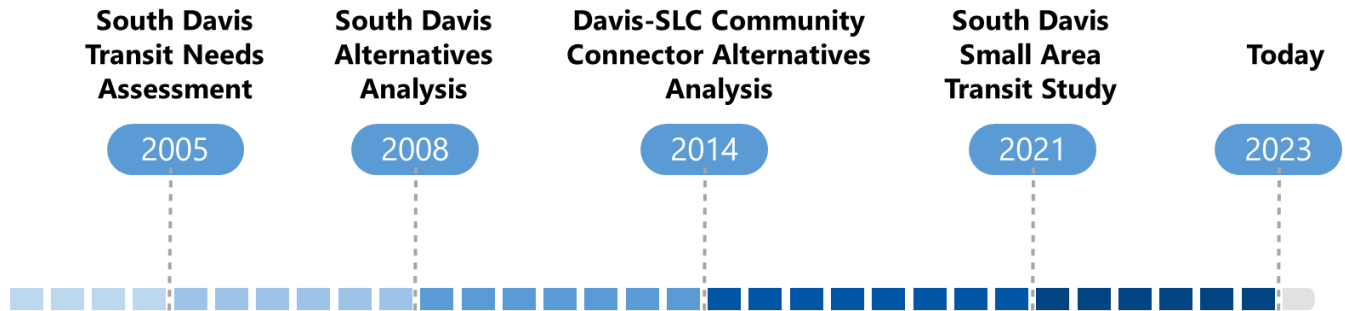


Figure 2. Timeline of previous transit studies

Project Purpose and Need

Alternative alignments and modes were evaluated in the 2014 study based on how well they would support the Purpose and Need as defined for the Davis-Salt Lake City Community Connector. From this, a set of goals and criteria were developed that would support the Purpose and Need. Each alternative was then evaluated against each criterion. The project’s Purpose and Need and the goals against which each alternative was compared are described below.

Purpose: The purpose of the Davis-Salt Lake City Community Connector project is to increase mobility, connectivity, and travel choices for communities in southern Davis County and neighborhoods in downtown and northern Salt Lake City. The project will support the region’s active transportation goals, align transportation investments with local and regional land-use initiatives and promote economic development.

Need: Increased capacity, frequency, and quality of transit service is necessary to improve connections between south Davis County communities and downtown Salt Lake City, address gaps in existing service, and support regional accessibility and mobility, including improved mobility for off-peak travel and essential service for transit-dependent populations. Targeted transit investment is also needed to catalyze community revitalization initiatives.

Project Goals

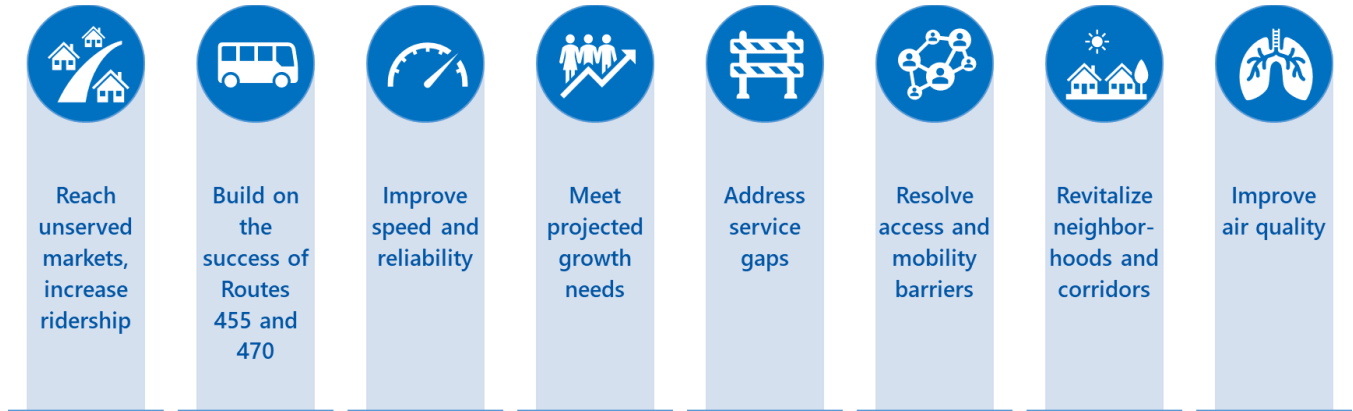


Figure 3. Davis-Salt Lake City Community Connector project goals

DETAILED DESCRIPTION

At the north end of the project, the Davis-Salt Lake City Community Connector LPA begins at the Farmington FrontRunner station, providing a transfer point to the commuter rail system, seasonal Lagoon shuttles, and other transit routes accessible at this major transit hub. The route then travels across the Park Lane I-15 interchange into the east side of Farmington, following Park Lane to Main Street. The Connector continues south along Farmington’s Main Street to its civic center at State Street, where it turns east and follows State Street (SR-106) as it transitions into 200 East and continues south into Centerville.

At the Centerville boundary, SR-106 becomes Centerville’s Main Street. The Connector follows Main Street through the heart of Centerville, passing all the way through the City and reaching Bountiful at Pages Lane. The transit route follows Main Street southward to Bountiful’s 400 North, where it jogs westward roughly one block to continue following Bountiful’s Main Street southward into the city’s downtown area; at this point, it diverges from UDOT’s SR-106. North of Bountiful’s 500 South, all Davis-Salt Lake City Community Connector stops will be built consistent with the Level III Eclipse bus stop style recommended in UTA’s Bus Stop Master Plan, with shelters, benches, waste receptacles, and other amenities. Between 500 South in Bountiful and 900 East in Salt Lake City, the Davis-Salt Lake City Community Connector will have stations similar to those proposed for the Midvalley BRT project, as seen in **Figure 4**.



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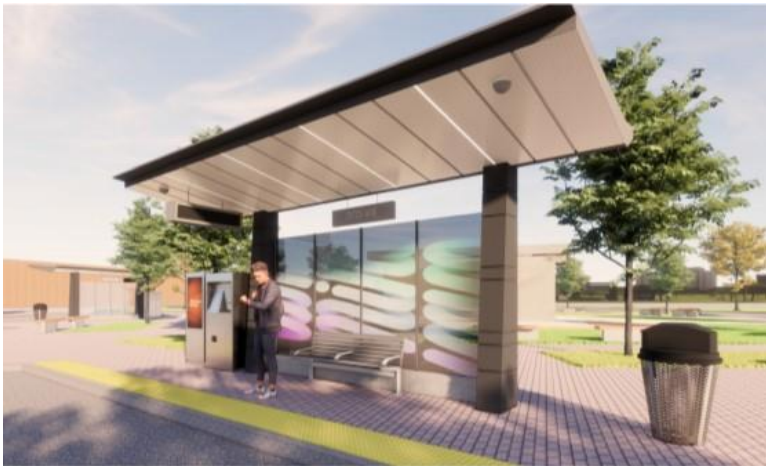


Figure 4. Rendering of stations

South of 500 South in Bountiful, the Davis-Salt Lake City Community Connector will continue southward along Main Street until 1800 South, where it shifts westward to SR-68 and then to US Highway 89, a UDOT road. The transit project heads southward along US-89 through the southern part of Bountiful and into North Salt Lake through that city's planned Town Center redevelopment project at Center Street. The Connector continues southward through North Salt Lake, following US-89 past the gravel pits at the Davis County/Salt Lake County line and into Salt Lake City along Beck Street.

South of Beck Street, the Davis-Salt Lake City Community Connector will enter downtown Salt Lake City via 300 West with a brief job along 300 North to the North Temple FrontRunner station. From the North Temple FrontRunner station, the Connector will follow 200 North to 300 West to North Temple, traveling eastward along North Temple to State Street at the mouth of City Creek Canyon. From there, the transit project travels south on State Street to 200 South, where it overlaps with Salt Lake City's 200 South transit corridor. Salt Lake City is currently constructing transit platforms and separated bikeways along this popular multimodal corridor, and the Davis-Salt Lake City Community Connector will share stops with local routes along 200 South between downtown and 900 East. East of 900 East, the route will have the Type III Eclipse style stops as provided in the northern part of the route.

From 900 East, the Davis-Salt Lake City Community Connector continues east to the University of Utah. It follows 200 South to President's Circle at University Street, then turns north to North Campus Drive and east to the University of Utah Medical Center. The Connector will turn off North Campus Drive to go south on Mario Capecchi Drive and stop at the Medical Center TRAX station, a major transit hub and the end of the Red TRAX line, before continuing down Mario Capecchi Drive to Foothill Boulevard. At Foothill Boulevard, the transit project will turn south briefly before heading east again onto Wakara Way and into Research Park.

The route will follow Wakara Way east to southbound Chipeta Way and make a loop connecting south/westbound Chipeta Way to northbound Arapeen Drive and an end-of-line station. This end-of-line facility will include two bus bays for transfer routes and layover storage, an operator restroom, and charging infrastructure for electric buses. The end-of-line location is also where a future mobility hub is planned and could potentially intersect with the TechLink Corridor, although both of these investments are further in the future. To begin the return route, the Davis-Salt Lake City Community Connector will make the same loop along eastbound Wakara Way, south/westbound Chipeta Way, and northbound Arapeen Drive before turning west on Wakara Way and making the reverse trip.

300 West and 400 West Comparison

The 2014 Alternatives Analysis originally recommended that the transit route follow 400 West in Salt Lake City as it approaches downtown based on the following criteria:

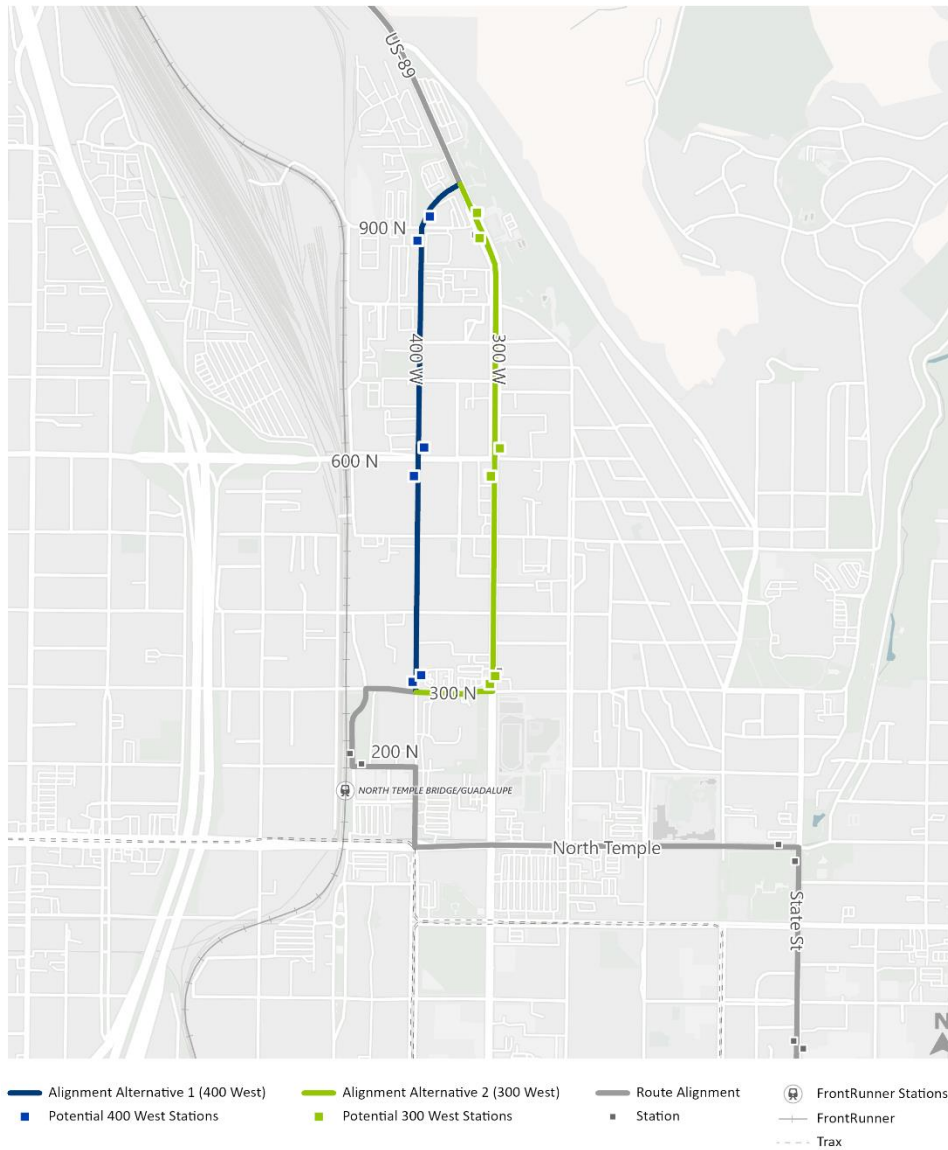
- Direct connection to the North Temple FrontRunner station,
- Decrease in average daily traffic volume and lower truck percentages,
- Increased ridership potential,
- Roadway jurisdiction, and
- Transit-oriented development opportunities.

Another alternative, a combined 300 West/400 West alignment, provided similar opportunities for access to the North Temple FrontRunner station but had decreased opportunities for transit-oriented development and therefore was not the preferred route at that time. In 2022, stakeholders in Salt Lake City requested that additional routes be reconsidered from the Alternatives Analysis, specifically between approximately 1000 North to 300 North, and concerning 300 West or 400 West. As a result, UTA revisited alignment options in this section of the corridor and performed a new technical analysis based on more recent data, which is described below.

Description of Options

Based on the best available information, the updated technical analysis compared two corridor options, as shown in **Figure 5**.

- **Alignment Alternative 1 (400 West):** The route could travel southbound on 400 West to 300 North, head west to 490 West to access the North Temple FrontRunner station, turning east on 200 North back to 400 West, and then traveling east along North Temple; or
- **Alignment Alternative 2 (300 West):** The route could travel southbound along 300 West to 300 North, jog west to 490 West, and then south to the existing North Temple FrontRunner station, turning east on 200 North back to 400 West, and then traveling east along North Temple.



Davis-SLC Community Connector Alignment Alternatives

Figure 5. Alignment alternatives along 300 West and 400 West.

Alternative Screening

Below are metrics such as travel times, AADT, and truck percentages to provide a comparative analysis of the alignment alternatives. **Table 1** shows the screening criteria for each alternative, followed by a discussion.

Table 1: Alignment Screening Matrix

		Alternative 1 400 West	Alternative 2 300 West
Description		<i>US-89 to 400 West to 300 North to FrontRunner and 400 West to North Temple</i>	<i>US-89 to 300 West to 300 North to FrontRunner and 400 West to North Temple</i>
Travel Times <small>(for this segment in minutes)</small>	SB AM	3.3	2.1
	NB AM	2.9	3.2
	SB PM	3.1	2.7
	NB PM	2.8	3.3
2019 AADT		2,400 – 8,400	11,000 – 21,000
Truck %		No data available	16%
Ridership Forecast <small>(average weekday trips)</small>	2019	5,586 – 5,802	5,602 – 5,836
	2050	5,981 – 6,206	6,036 – 6,281
Primary Jurisdiction		UDOT / SLC	UDOT
Connections to Transit			<ul style="list-style-type: none"> • Bus Route 205 ("500 East") intersecting at 600 North
Active Transportation Facilities		<ul style="list-style-type: none"> • Bridge to Rose Park, wider sidewalks near 300 North, several sections with no sidewalk • Intermittent bike parking, painted bike lane on the North Temple bridge • Direct east-west bike connections on North Temple, 300 North, and 600 North 	<ul style="list-style-type: none"> • HAWK midblock crossings, one median crossing, non-standard painted crosswalks, school zone, wider sidewalks in some areas, some pedestrian-oriented lighting and visibility bollards • Painted bike lanes north of 600 North, intermittent bike parking • Direct north-south bike connections on 300 West north of 600 North • Direct east-west bike connections on North Temple, 300 North, and 600 North
Land Use & Local Context		Primarily Special Purpose Residential, Urban Center Transit, Mixed-Use, and Industrial/Business Park.	Primarily Mixed-Use, Special Purpose Residential, Commercial, and Multi-Family Residential.

Travel Time

The travel time data presented in **Table 1** was collected between Monday, February 27, 2023, and Friday, March 3, 2023, between the hours of 7-9 AM and 3-5 PM. The travel time was only measured on the stretches of the proposed alignments that are unique, namely between the 300 North/400 West intersection and the 400 West/US-89 Intersection. This data is presented in more detail in **Table 2**.

Table 2: Travel Time Comparison

Alternative	AM		PM	
	NB	SB	NB	SB
400 West	2:54	3:17	2:50	3:07
300 West	3:10	2:06	3:20	2:39

The data presented in **Table 2** shows that travel times are similar between the two proposed alignments in existing conditions. The 400 West alignment is generally faster in the northbound direction and slower in the southbound direction. This is due primarily to the intersection of 600 North and 400 West, which serves as the primary connection to I-15 for this portion of Salt Lake City. Because of the importance of this route, the northbound-left/eastbound-right overlap phase at the 400 West/600 North traffic signal is given high priority in the signal timing. Because the northbound-through movement can run concurrently with this priority phase, the 400 West northbound alignment experiences little delay. However, the southbound-through movement cannot run currently with this priority phase, and thus the 400 West alignment experiences higher delay in the southbound direction. This effect does not appear to be as dramatic at the 300 West and 600 North intersection.

This analysis of travel time between the two alignments is based on existing signal timing. Signal timing can be adjusted at low cost to prioritize buses on either route if the agency with jurisdiction over the signal desires. Because of this fact, and because the existing travel time is so similar for each alignment, travel time should not play a significant factor in determining the preferred alignment.

Average Annual Daily Traffic (“AADT”)

UDOT measures Average Annual Daily Traffic (“AADT”) on UDOT facilities and local roads of regional importance. UDOT collects these volumes at permanent traffic counting stations and via additional traffic studies. AADT reflects

the number of vehicle trips made along a given roadway on a typical day and provides a starting point for assessing the utilization of both corridors in this document¹.

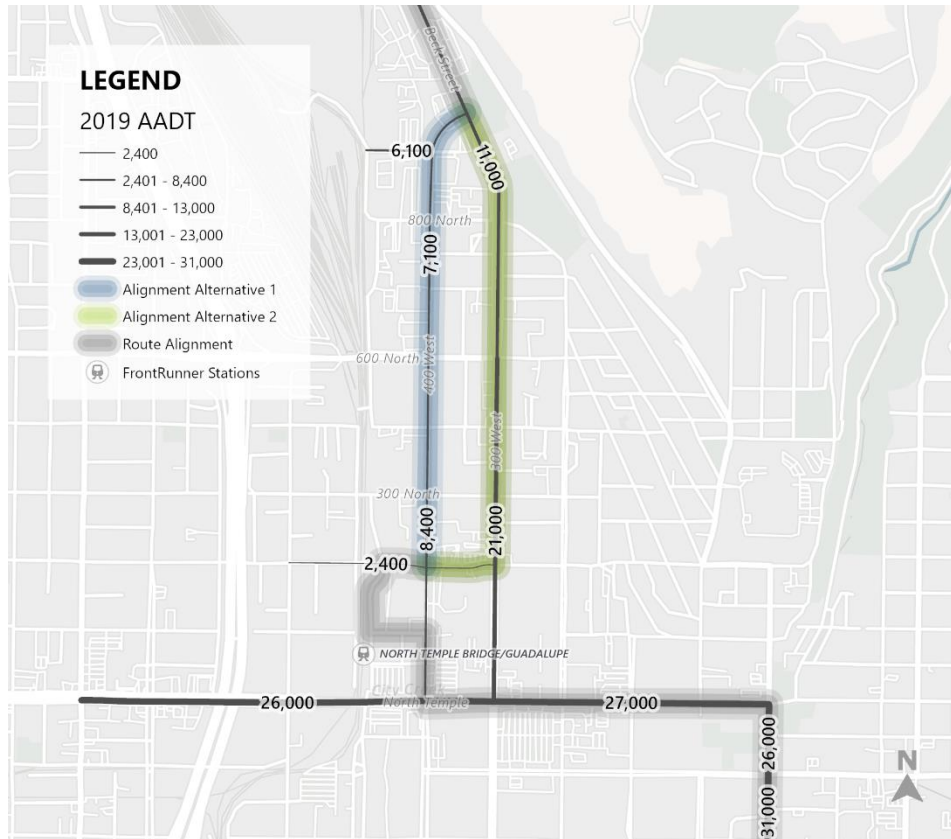


Figure 6. 2019 Annual Average Daily Traffic volumes. Source: UDOT

As seen in **Figure 6**, the 400 West alignment option has less traffic than the 300 West alignment option. Along 400 West, the average annual daily vehicles range between 2,400 and 8,400. Conversely, the 300 West alignment option shows higher traffic volumes, with the AADT going from 2,400 to 21,000 vehicles per day.

Corridor-based bus rapid transit projects are designed to provide a high-quality, high-capacity transit service that can operate in mixed traffic. The appropriateness of a corridor-based BRT system on a specific roadway depends on various factors, including the traffic volume on that road. Generally, corridor-based BRT systems are more appropriate on roads with higher traffic volumes, as they can efficiently transport large numbers of passengers while

¹ Note that the AADT segments provided by UDOT do not match the potential alignments exactly, so some extra roadway segments are included in this assessment.

reducing congestion and travel times. However, corridor-based BRT systems can also be effective on roads with lower traffic volumes if sufficient demand for transit service exists. In these cases, a BRT system can provide a cost-effective and flexible transit option that can be customized to meet the needs of the community. However, it is important to recognize that the relative importance of each of these factors may vary depending on local context and may not play a significant role in determining preferred alignment.

Truck Traffic Counts

UDOT monitors and collects data on truck traffic on UDOT-controlled roads using a combination of manual and automated methods. As shown in **Figure 7**, in 2019, data is available only on 300 West. To assess the impact of truck traffic on the alignment alternatives, complete and reliable data on truck traffic counts would need to be available. In this case, the available data on truck traffic counts are incomplete and should not play a significant factor in determining the preferred alignment.

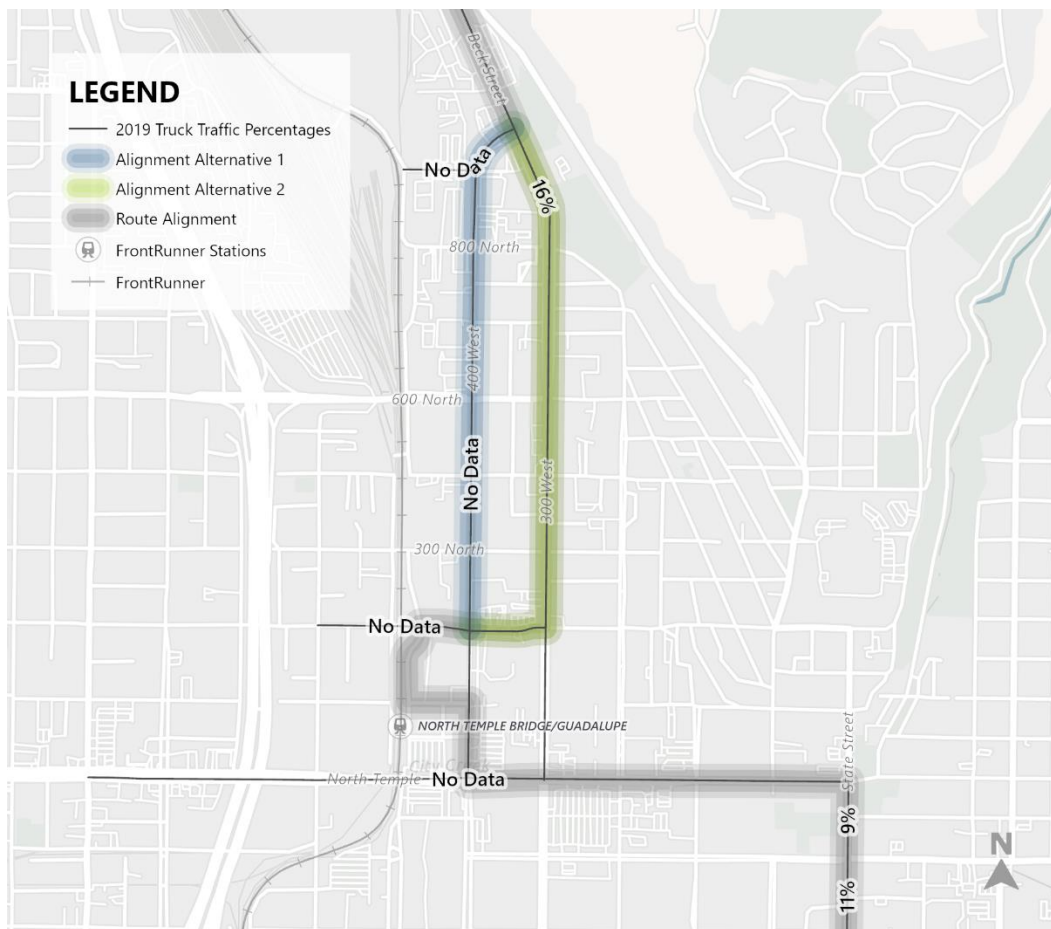


Figure 7. Total truck traffic as a percentage of all traffic. Source: UDOT

Ridership

FTA’s Simplified Trips-on-Project Software (“STOPS”) was used to test ridership on the 300 West and 400 West options for the Davis-Salt Lake City Community Connector. Since FTA has not yet provided guidance on modeling post-Covid, 2019 was used as the base year for estimates. The transit network for the build scenario was modified to include the proposed Davis-Salt Lake City Community Connector and also UTA’s On Demand micromobility service.

Both the 400 West and 300 West alignment options were modeled, as seen in Error! Reference source not found.. There is a column for the project with and without the underlying On Demand services (in southern Davis County). Additionally, the ridership is shown for the base year (2019) and future year (2050). While the 300 West option generates slightly (approx. 1%) more ridership, this difference is not statistically significant and could be within the realm of “model noise.” Results may be subject to further refinement as project assumptions change and FTA provides new guidance.

Table 3: STOPS Modeling Ridership Results

	Project Ridership
Average Weekday Trips 2019	
400 West Alignment	5,586 – 5,802
300 West Alignment	5,602 – 5,836
Average Weekday Trips 2050	
400 West Alignment	5,981 – 6,206
300 West Alignment	6,036 – 6,281

Multimodal Connectivity

Understanding what options future riders will have to travel to and from the stations is important in considering the potential alignments. Being able to easily connect from an origin or to a destination using other forms of transit and active transportation impacts the potential ridership that this route can capture.

CONNECTIONS TO TRANSIT

Evaluating the existing transit connections available to riders is important in considering the potential alignments. Having multiple connections to transit within the greater transit network means that riders have multiple options for getting around, which can improve accessibility, convenience, resilience, and economic development in an area.

Both the 300 West alignment option and the 400 West alignment option connect to many of the same existing transit routes:

- FrontRunner Transit at the North Temple Station
- Bus Routes 1, 200, 223, 451, 472, and 473

The main difference between the two alignment options is that Bus Route 205 intersects with and runs on 600 North only along the 300 West alignment option. In this regard, the 300 West alignment option provides one additional transit connection, which the 400 West alignment option does not.

ACTIVE TRANSPORTATION

Figure 8 illustrates the active transportation facilities near the alignment alternatives (300 West and 400 West). In three locations (along North Temple, 300 North, and 600 North), people can use bike facilities to make east-west connections. In the segment where the alternatives deviate by one block (between 300 North and 900 North), people can use uninterrupted bike facilities to make east-west connections on 300 North between 200 West to past 900 West; and on 600 North between 200 West to just past I-15.

In addition, north-south connections can be made along State Street, 200 West, 300 West, and 600 West. In the segment where the alternatives deviate, there is a bike lane on the 300 West corridor north of 600 North. With bikes and other mobility devices like scooters able to travel in the bike lanes, the 300 West alternative option would offer truly multimodal, active transportation options to and from the alignment and along it. Paired with the more convenient connections to other transit routes along 300 West, this alignment would create a more seamless, safe, and flexible transportation corridor than along 400 West.

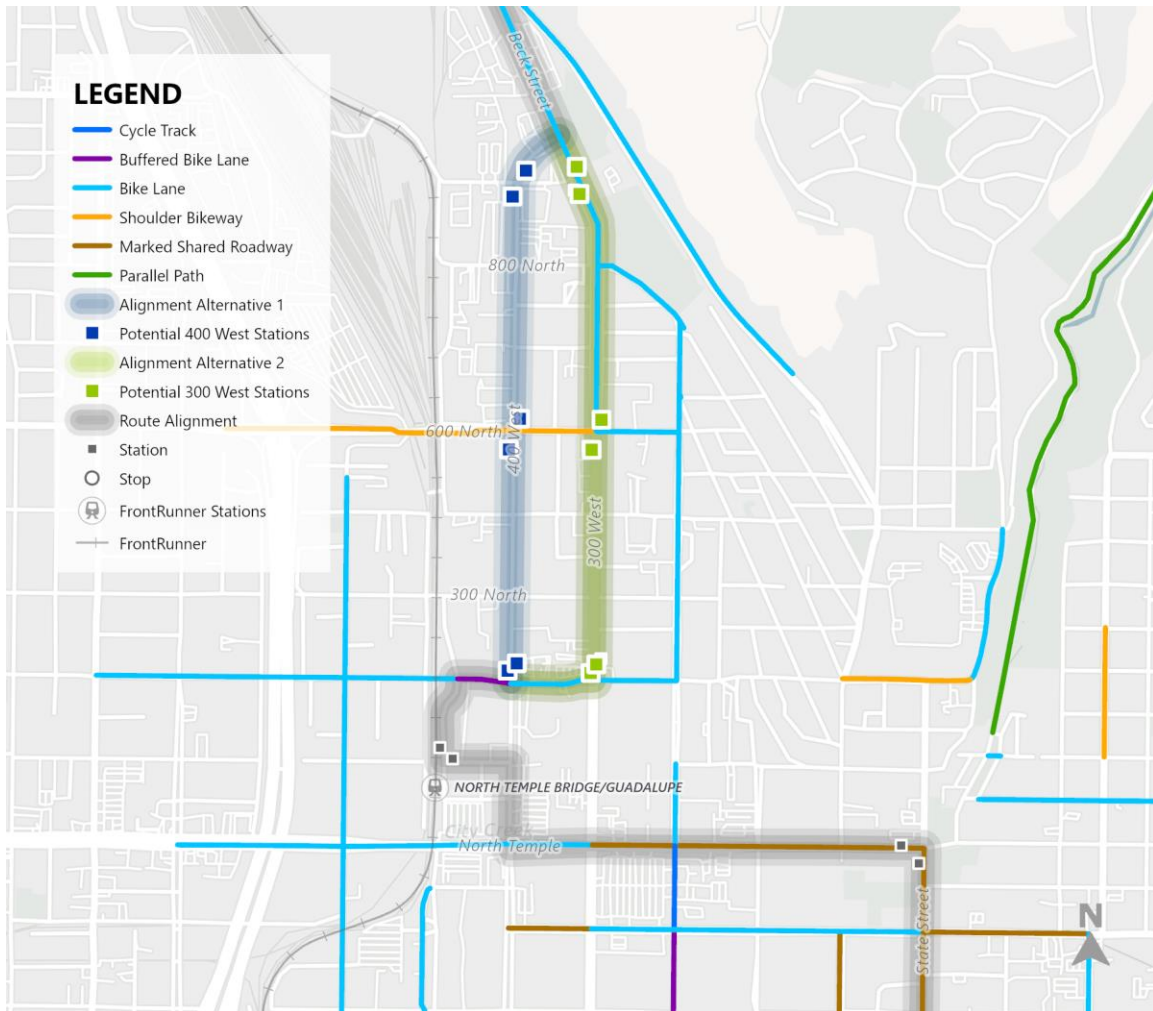


Figure 8: Active Transportation Connections

Land Use and Local Context Review

This section details land use zones and local context along and nearby the 300 West and 400 West alignments.

300 WEST ALIGNMENT

The 300 West corridor has smaller lot sizes, higher land use densities, and more visually apparent foot traffic compared to the 400 West alignment option. Nearly the entire corridor is zoned for Mixed-Use, Special Purpose Residential, Commercial, and Multi-family Residential, except the northernmost section where park and industrial space dominate. The east side of the high school also appears to be the primary entry/exit point for students. The

high school and its amenities take up much of the immediate land use. However, nearby commercial and residential land uses balance this and contribute to a more comfortable pedestrian atmosphere.



Between 300 South and 600 South, there are many smaller businesses located throughout the corridor. Traffic-calming medians and HAWK signals are located throughout the corridor, making crossings more frequent and comfortable. More design is dedicated to pedestrian visibility, with colored crosswalks and visibility bollards. Freight is present but less prevalent than on 400 West. Amenities on the corridor, such as a library, shops, and restaurants, attract walking and cycling traffic. The area around the 600 North proposed station is very developed, with a grouping of small businesses and a large amount of multi-family residential development, with a range of residential densities, from townhouses and apartments to duplexes.



However, the northern end of the corridor around the 900 North proposed stops is isolated, with fewer public-facing businesses and heavy commercial traffic on the west side. Residential development is present but less dense than the rest of the corridor. Immediately around the proposed stops is a park, with a comfortable walking path. The western side of 300 West in this area is exposed and closed off with barbed wire fencing and gravel lots.



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Near 800 North is a HAWK crossing with a pedestrian median. However, no additional midblock crossings exist between 800 North and a few hundred feet north of 900 North. This is difficult to navigate, as the road is wide and busy. One user reported that this area was one of the more difficult to navigate as a pedestrian due to the network's inconsistent and seemingly less direct nature. Additionally, they reported this as a frequent friction point for transit, citing multiple times when the bus did not stop or seemed unable to stop easily.



400 WEST ALIGNMENT

The 400 West alignment is more industrial than the 300 West alignment, especially on the west side. There is little near the proposed 900 North stops, aside from heavy industry and open business parks. The area is almost entirely zoned Industrial/Business Park, surrounded by concrete and dirt/mud. The lots are large and uncomfortable to walk along, often blocked off by fences with barbed wire; one section has no sidewalks. Due to constant heavy freight vehicle traffic, the area is very loud, and crossing the street feels risky. Little to no cover from the elements is available. The lack of on-street foot traffic further impacts pedestrian comfort in this section of the corridor.



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Around 600 North, most of the east side is zoned for Mixed-Use or Special Purpose Residential. Below 600 North is zoned for Urban Center Transit Station. However, mixed-use development has yet to take a strong hold. The blocks are still largely industrial, with blank facades and large lots. Freight traffic volumes are heavy and impact pedestrian comfort. This discomfort is increased for pedestrians crossing the 600 North intersection because of the two left turn lanes on the northbound section. However, the pedestrian bridge offers a pedestrian connection to the west side, directly into Rose Park, albeit as a long walk. Part of the west side below 600 North has no sidewalk. However, the east side includes historic houses and trees, providing a more pleasant environment. The neighborhood between 300 West and 400 West contained a mix of Special Purpose Residential, Commercial, Mixed-Use, and Multi-family Residential zones, more welcoming to pedestrian travel.



The 300 North station area has more development than the rest of the corridor and visible foot traffic. Nearby is new construction, including the footbridge to the Guadalupe neighborhood. The zoning on the west side of the street is entirely Urban Center Transit. The area offers more cover from the elements compared to the rest of the corridor, with significantly less freight traffic and wider sidewalks. As a result, it is better connected to nearby residences and amenities. However, a large chunk of the immediate non-residential land use around the 300 North intersection is taken up by the driver's education range, parking lots, and field dedicated to the high school in the southeast corner.



The following table compiles key observations and elements along each alignment in order to give a succinct overview for readers.

Table 4: 300 West and 400 West Comparison Summary

	300 WEST	400 WEST
Current Zoning	Primarily Mixed-Use, Special Purpose Residential, Commercial, and Multi-Family Residential.	Primarily Special Purpose Residential, Urban Center Transit, Mixed-Use, and Industrial/Business Park.
Pedestrian Facilities	HAWK midblock crossings, one median crossing, non-standard painted crosswalks, school zone, wider sidewalks in some areas, some pedestrian-oriented lighting and visibility bollards	Bridge to Rose Park, wider sidewalks near 300 North, several sections with no sidewalk
Cycling Facilities	Painted bike lanes north of 600 North, intermittent bike parking	Intermittent bike parking, painted bike lane on bridge at 600 North
Neighborhood Character	Mixture of businesses and homes at varying densities, surrounded by quiet neighborhoods. Less freight traffic, more local traffic. Industrial/park space at the north end.	Mostly split between smaller residential and larger/louder industrial/business park. Major residential development at the south end. Lots of freight traffic, more barren and open in non-residential areas.
Traffic Calming	Roadway Median (landscaped and basic), several have driveways medians	N/A
Potential Growth ²	Medium	High

Recommendation on 300 West vs. 400 West

The recommended alignment for the Davis-Salt Lake City Community Connector in this section of the corridor is 300 West. This alignment has more transit-supportive land use already in place, marginally more connectivity to transit routes for riders wishing to transfer, and better active transportation infrastructure, along with modestly higher ridership.

² Based on zoning and current land use. It is assumed that empty or low-intensity industrial lots zoned for mixed, commercial, or residential uses are more likely to experience growth, rather than lower-density residential areas.

Proposed Local Service Improvements

In addition to the Davis-Salt Lake City Community Connector, several local service improvements are also being implemented in southern Davis County.

Microtransit

Before service reductions were implemented due to Covid-19, five peak-only routes connected southern Davis County to Salt Lake City (routes 460, 461, 462, 463, and 471). These routes had low ridership and have since been replaced by microtransit service, UTA On-Demand, operated by a third-party contractor (Via). Microtransit is similar to a bus in that passengers are asked to walk to meet a vehicle at a 'virtual bus stop' that may be up to a quarter of a mile from their requested location. However, it differs from a bus in that there are no schedules or route maps. Instead, trips must start and end within zones that fill gaps in the bus network. Passengers can book a trip using a smartphone app, a website, or through a call center. In addition, each microtransit service has specific operating hours and geographies that constrain where and when a passenger can travel. This service was launched in south Davis County in late 2022.

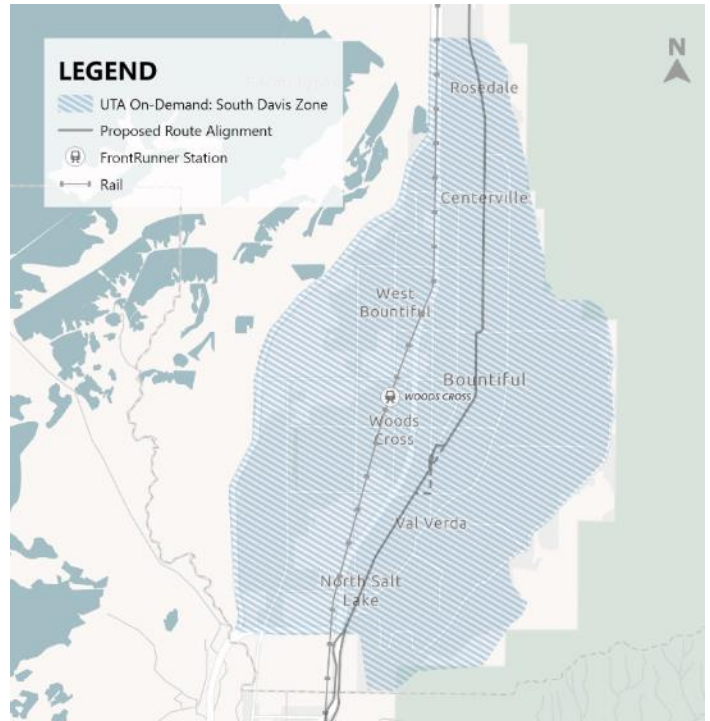


Figure 9. Microtransit service area

New Local Bus Route

A local bus route, unrelated to this corridor-based BRT project, is recommended to service key Woods Cross, Bountiful, and North Salt Lake destinations. The route is proposed to connect from the Woods Cross FrontRunner Station to Lakeview Hospital and then south on Orchard Drive. It would run on US-89 at Eagle Ridge Drive and connect to Salt Lake City. Finally, this route would provide new/improved service on 300 West to the Central Pointe TRAX station. The route is recommended to have 30-minute frequencies.

DESIGN AND ENVIRONMENTAL STATUS

As of early 2023, the Davis-Salt Lake City Community Connector is in various stages of design and construction:

- From Farmington FrontRunner to the 300 South stop in Bountiful, stops are generally either completed or are undergoing final design, which should be complete by mid-2023. These stops will be constructed using local Proposition 1 funds already available to UTA.
- From 500 South in Bountiful to 150 South/State Street in downtown Salt Lake City, some preliminary station design has been completed.
- In Salt Lake City, stations are under construction at 300 East, 500 East, 700 East, and 900 East as part of Salt Lake City's 200 South Transit Corridor project. No design drawings are available for the rest of the corridor from 900 East through the University of Utah and into Research Park.

The project has not yet progressed to the National Environmental Policy Act ("NEPA") phase. However, a Request for Qualifications ("RFQu") was released by UTA in April 2023 for the Davis-Salt Lake City Community Connector Categorical Exclusion and Preliminary Design with an Option for Final Design. It is anticipated that environmental clearance and final design will be completed by the end of 2024. The Categorical Exclusion environmental document will cover the full corridor from Farmington FrontRunner station to the end-of-line station at Research Park at the University of Utah.

COMMUNITY OUTREACH

Research for the Davis-Salt Lake City Community Connector has been active for many years leading up to this point and has been the subject of multiple public outreach activities. Extensive outreach was completed during the 2014 Alternatives Analysis study. In the last round of alternative analyses led by UTA and AECOM, public engagement events included the following (discussed in more detail in the Error! Reference source not found. to this document):

- Two open houses in October 2019 to discuss the purpose and need and identify desired destinations in the study area; and
- An online comment period in January and February 2021 to provide feedback on potential alignments and route termini.

The Wasatch Front Regional Council ("WFRC") 2023-2050 Regional Transportation Plan ("RTP") provides a long-term blueprint for transportation infrastructure in Weber, Davis, and Salt Lake County. The RTP identifies transit investments needed to support population growth and includes the Davis-Salt Lake City Community Connector. The locally preferred alternative is included in the plan as a phase one (2023-2030) project.

Meetings

Since 2018, UTA has held multiple meetings with other agencies, local governments, community councils, and other groups as part of this project. A list of stakeholder meetings held since 2018 is included below.

Stakeholder and Project Partner Meetings

- *Project Partner Meeting (Apr. 2023)*
- *Stakeholder Meeting (Policy/Technical Group) (Aug. 2022)*
- *Funding Meeting (Dec. 2021)*
- *Stakeholder Meeting (Policy/Technical Group) (Nov. 2021)*
- *Stakeholder Meeting (Policy Group) (Mar. 2021)*
- *Stakeholder Meeting (Technical Advisory Group) (Feb. 2019)*
- *Stakeholder Meeting (Policy Group) (Oct. 2020)*
- *Stakeholder Meeting (Policy Group) (Aug. 2020)*
- *Stakeholder Meeting (Policy/Technical Group) (Mar. 2020)*
- *Stakeholder Meeting (Policy Group) (Dec. 2019)*
- *Stakeholder Meeting (Technical Advisory Group) (Oct. 2019)*
- *Stakeholder Meeting (Policy Group) (Aug. 2019)*
- *Stakeholder Meeting (Technical Advisory Group) (Jun. 2019)*

County/City/Community Council Meetings

- *Capitol Hill Community Council (Dec. 2022)*
- *Bountiful City Council Meeting (Oct. 2021)*
- *Bountiful City Council Update Meeting (Oct. 2021)*
- *Davis County Update Meeting (Feb. 2021)*
- *Project Updates (Check-ins with all cities along the corridor) (Jan. 2021)*
- *Salt Lake City Council Meeting (Jan. 2021)*
- *Downtown and Capitol Hill Community Council Meetings (Nov. 2020)*
- *Bountiful City Council Update Meeting (Jul. 2020)*
- *North Salt Lake and Bountiful (May 2020)*
- *Centerville and Farmington Meeting (Jun. 2020)*
- *Farmington Update Meeting (Jan. 2020)*
- *Bountiful City Meeting (Aug. 2019)*

FINANCING OPTIONS AND STRATEGIES

Several various funding mechanisms are available for the Davis-Salt Lake City Community Connector. Below are potential funding sources, including a review of project eligibility and local sponsor match requirements.

Transit Transportation Investment Fund

The Utah Transit Transportation Investment Fund (“TTIF”) was established in 2019 within the Transportation Investment Fund (“TIF”) of 2005, which contains revenue from legislative appropriations, sales tax, and vehicle registration fees. The TTIF was created for such projects that establish a connection to the public transit system, pursuant to the project prioritization process established by the Transportation Commission in consultation with UDOT, WFRC, and MAG. UTA or one of the project partner cities could nominate the Davis-Salt Lake City Community Connector for TTIF funding, which would require a 30% local match.

To be eligible for TTIF funding, a project must be identified in Phase 1 of the RTP. The Davis-Salt Lake City Community Connector is identified as a Phase 1 need in the WFRC RTP and so is eligible for funding. Projects that are nominated by local jurisdictions (or UTA) are prioritized by UDOT using specific criteria. These criteria include:

- **Safety:** the extent that a transit project includes significant safety-related features and elements within design and operations
- **Physical Inactivity:** the percent of the population aged 18 years and older within Utah Small Area Health Statistical Areas that do not meet recommended physical exercise guidelines
- **Air Quality:** the potential of a project to mitigate air quality issues
- **Economic Connectivity:** the proximity of the project to key education and tourism destinations
- **Commute Costs:** the percentage of total household income that households working within a project area may pay in auto commuting costs
- **Current Employment:** current employment within the immediate geographic area of the project being prioritized
- **Future Employment Growth:** the change in anticipated future employment within the immediate geographic area of the project being prioritized
- **Economic Designation:** whether the project intersects (within a ½ mile buffer) a designated economic development zone such as a Transportation Reinvestment Zone, Community Reinvestment Area, or Opportunity Zone
- **Reliability:** the extent to which a transit project includes significant features and elements within the project’s design and operations that improve travel time reliability
- **System Ridership Change:** the potential of a transit project to increase overall system ridership

- **Redundancy:** whether a project adds new transit coverage to an area of lower transit coverage or adds new segments of double tracking to existing rail transit systems
- **Future Population Growth:** the change in anticipated future population within the immediate geographic area of the project being prioritized
- **Low-Income Household Accessibility:** the number of low-income households living within a ½ mile buffer of the project area
- **Plan Consistency:** whether or not a project is broadly consistent with state, regional, or local transportation plans
- **Multimodal Connectivity:** whether a project includes active transportation, vehicle accessibility, or other significant multimodal components with the project design, or operations

The Davis-Salt Lake City Community Connector has not yet been nominated for TTIF funding and, therefore, has not been prioritized based on the above criteria. The 30% local match has also not yet been designated. Conversations with UDOT staff involved in the project prioritization have indicated that UTA may count funds expended in previous phases of work as local matching funds. This could potentially include consultant and administrative costs for alternative analyses documents that led to the current locally preferred alternative, environmental reports supporting the locally preferred alternative, design contracts, and program management costs associated with the project.

Small Starts Funding

The Federal Transit Administration (FTA) has several discretionary grant programs to fund new capital transit projects, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. The FTA created the Small Starts, and Very Small Starts funding programs within the Capital Investment Grants (CIG) Program in an effort to make the development of smaller projects easier, faster, and less costly; of particular interest to FTA are BRT projects. Three funding categories have been established to categorize projects:

- New Starts
- Small Starts
- Core Capacity

The Davis-Salt Lake City Community Connector falls into the Small Starts category, which offers investment grants of less than \$150 million with a total project cost not to exceed \$400 million, an eligibility threshold increased by the Infrastructure Investment and Jobs Act (IIJA). The grant is intended for new fixed guideway projects, extensions to existing fixed guideway systems, or corridor-based bus rapid transit projects, prioritizing projects that will increase ridership, reduce the need for private vehicle use, decrease vehicle miles traveled, and be in coordination with regional transit-oriented development planning. In addition, FTA encourages project sponsors seeking funds to incorporate resilience elements in their project design.

As a corridor-based BRT project, the Davis-Salt Lake City Community Connector must contain the following elements:

- The route must have defined stations that comply with DOT standards for buildings and facilities under the Americans with Disabilities Act, offer shelter from the weather, and provide information on schedules and routes.
- The route must provide faster passenger travel times through congested intersections by using active signal priority in separated guideway if it exists, and either queue-jump lanes or active signal priority in non-separated guideways. Note that FTA does not specify a particular number of intersections that must have signal priority or queue jump lanes, as this will differ from project to project based on the characteristics of the corridor and the alignment under consideration.
- The route must provide short headway, bidirectional service for at least a fourteen-hour span of service on weekdays. Short headway service on weekdays consists of either (a) fifteen-minute maximum headways throughout the day, or (b) ten-minute maximum headways during peak periods and twenty-minute maximum headways at all other times.
- The provider must apply a separate and consistent brand identity to stations and vehicles.

The Davis-Salt Lake City Community Connector meets these criteria as currently proposed. For Small Starts projects, the program requires the completion of one project phase in advance of the receipt of a construction grant agreement. Projects are also required to be rated by FTA at various points in the process according to statutory criteria, which evaluate project justification and local financial commitment. Each criterion is rated on a five-point scale from low to high. Summary project justification and local financial commitment ratings are prepared and combined to arrive at an overall project rating. These criteria are detailed in the summary chart below.

Table 5: Small Starts Project Rating Criteria

	Criteria	Weight	Description
PROJECT JUSTIFICATION 50% of Overall Rating	Mobility Improvements	16.66%	Total linked trips on the proposed project, with a weight of two given to trips made by transit-dependent persons
	Environmental Benefits	16.66%	Dollar value of the anticipated direct and indirect benefits to human health, safety, energy, and the air quality environment scaled by the annualized federal share of the project (computed based on the change in vehicle miles traveled resulting from implementation of the proposed project)
	Congestion Relief	16.66%	New transit trips resulting from implementation of the project
	Cost-Effectiveness	16.66%	Annualized capital federal share of the project per trip on the project
	Economic Development	16.66%	Transit supportive plans and policies; Demonstrated performance of plans and policies; Policies and tools in place to preserve or increase the amount of affordable housing
	Land Use	16.66%	Existing corridor and station area development and character; Existing station area pedestrian facilities, including access for persons with disabilities; Existing corridor and station area parking supply; Proportion of existing "legally binding affordability restricted" housing within ½ mile of station areas to the proportion of "legally binding affordability restricted" housing in the counties through which the project travels
PROJECT JUSTIFICATION 50% of Overall Rating	Current Condition	25%	Quality of current capital and operating conditions
	Commitment of Funds	25%	Commitment of capital and operating funds
	Reliability / Capacity	50%	Reasonableness of capital and operating cost estimates and planning assumptions/capital funding capacity

The six project justification criteria are given "comparable, but not necessarily equal" weight when determining a summary project justification rating. Because each project justification criteria provides important information about project merit and different projects perform differently against different criteria, equal weight is given in order to evaluate the project as a whole. FTA will examine the following when evaluating and rating local financial commitment:

- availability of reasonable contingency amounts,
- availability of stable and dependable capital and operating funding sources,
- availability of local resources to recapitalize, maintain, and operate the overall existing and proposed public transportation system without requiring a reduction in existing services.

Proposed Small Starts projects that meet the items above and request greater than 50 percent CIG funding will receive a local financial commitment rating of Medium. Proposed Small Starts projects that meet the items above and request 50 percent or less in CIG funding will receive a High rating for local financial commitment. Eligible grant applicants are state or local governmental authorities who must provide an acceptable degree of local financial commitment, as only a portion of the total capital can be provided by the fund.

For a complete review of the Small Starts process and the evaluation criteria, please see FTA's [Policy Guidance](#) document.

Local and Regional Funding

Regardless of federal and state funding, local governments should be prepared to provide a portion of capital funding for this project. Both local option taxes and beneficiary sources can and should be considered, as well as transportation grants available through WFRC.

Counties and cities could consider the following:

- Local option taxes, including sales and property taxes
- Beneficiary changes could include impact fees and Special Improvement Districts
- General obligation bond

As of early 2023, UTA had already received \$1.5M in flex funds from WFRC for project design, and had applied for \$10M in flex funds for construction (\$5M from the Ogden/Layton Urbanized Area funding pool and \$5M from the Salt Lake/West Valley Urbanized Area funding pool). Additional funds may be available from WFRC; it should be noted that federal funds cannot count as "local match" funds on a Small Starts Grant application but they can be used as matching funds for TTIF applications.

Private Funding

With private development occurring along the corridor and developers willing to participate in city and transportation planning processes, the cities and UTA should discuss opportunities for public-private partnerships whereby developers can contribute to the cost in return for direct benefits to their developments.

APPENDIX

A. PUBLIC OUTREACH

UTA has led multiple outreach and engagement efforts to government agencies, impacted municipalities, and the community. A summary of these efforts is detailed below.

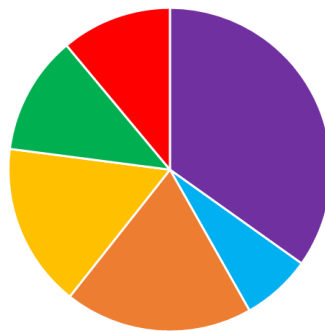
Fall 2019

UTA works hard to engage the public throughout all of its projects. Extensive outreach was completed during the 2014 study. In 2019 when work began on the project again, UTA held two public open houses to share project progress and gain input on proposed operational exertions. Participants were given dots to place on a map to indicate where they wanted to travel to and from (see below). An online survey was also distributed.

Overall the public was positive about the project. Participants expressed a desire to see higher-level BRT investment. Many survey respondents also stated that faster service would encourage them to use transit more often. In the dot map exercise, people identified Station Park, the outdoor shopping mall in Farmington, as a desired destination. Additionally, many people placed dots on the map north of the locally preferred alternative in Bountiful and Centerville. Comments received noted a desire to connect to the LDS church offices and either have a direct link to the University of Utah or a transfer to the TRAX Red Line. The graphs show information collected from the online survey.

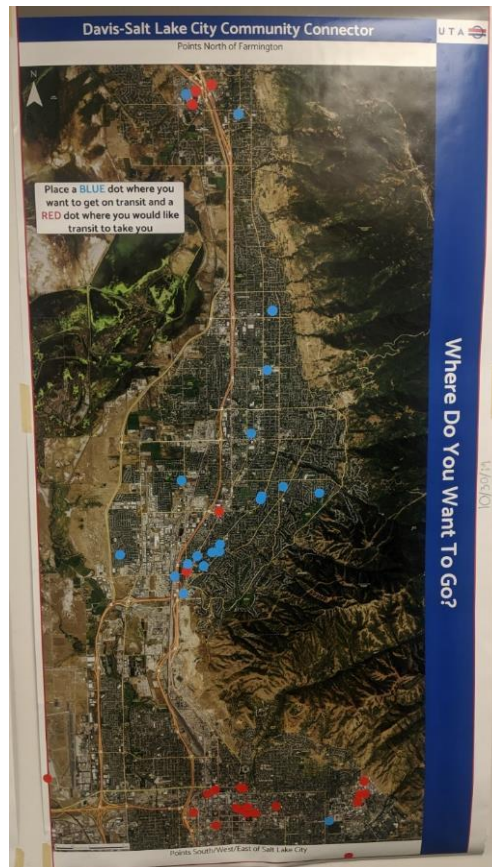
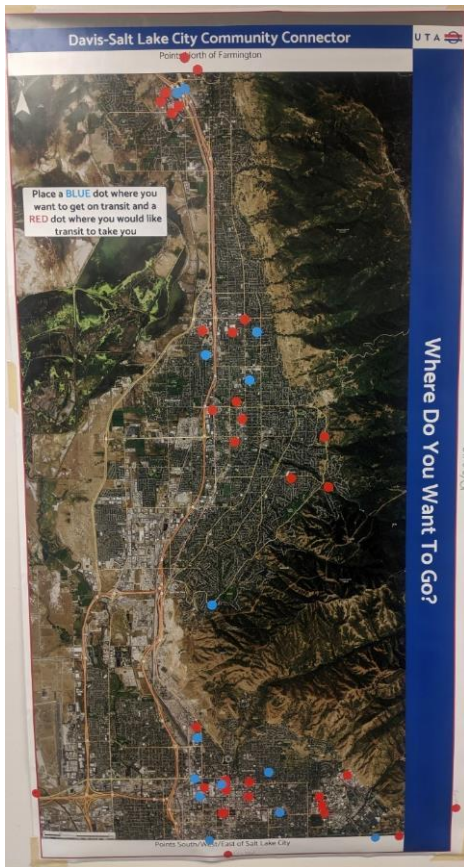
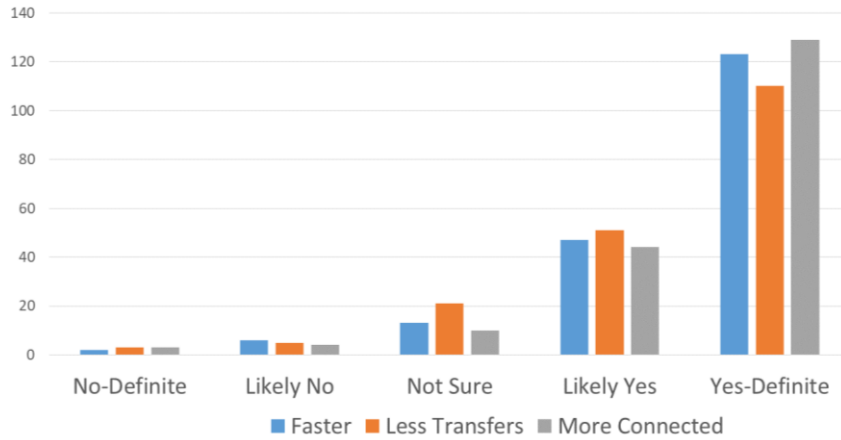
Daily Commute To/From (244 responses)

Survey allowed multiple origins and destinations to be chosen



- Downtown SLC (85) ■ Farmington (17)
- Bountiful (46) ■ North Salt Lake (40)
- South Davis (29) ■ UofU (27)

Likelihood of using public transit more if it was...



2021 Davis-Salt Lake City Connector Public Involvement Summary

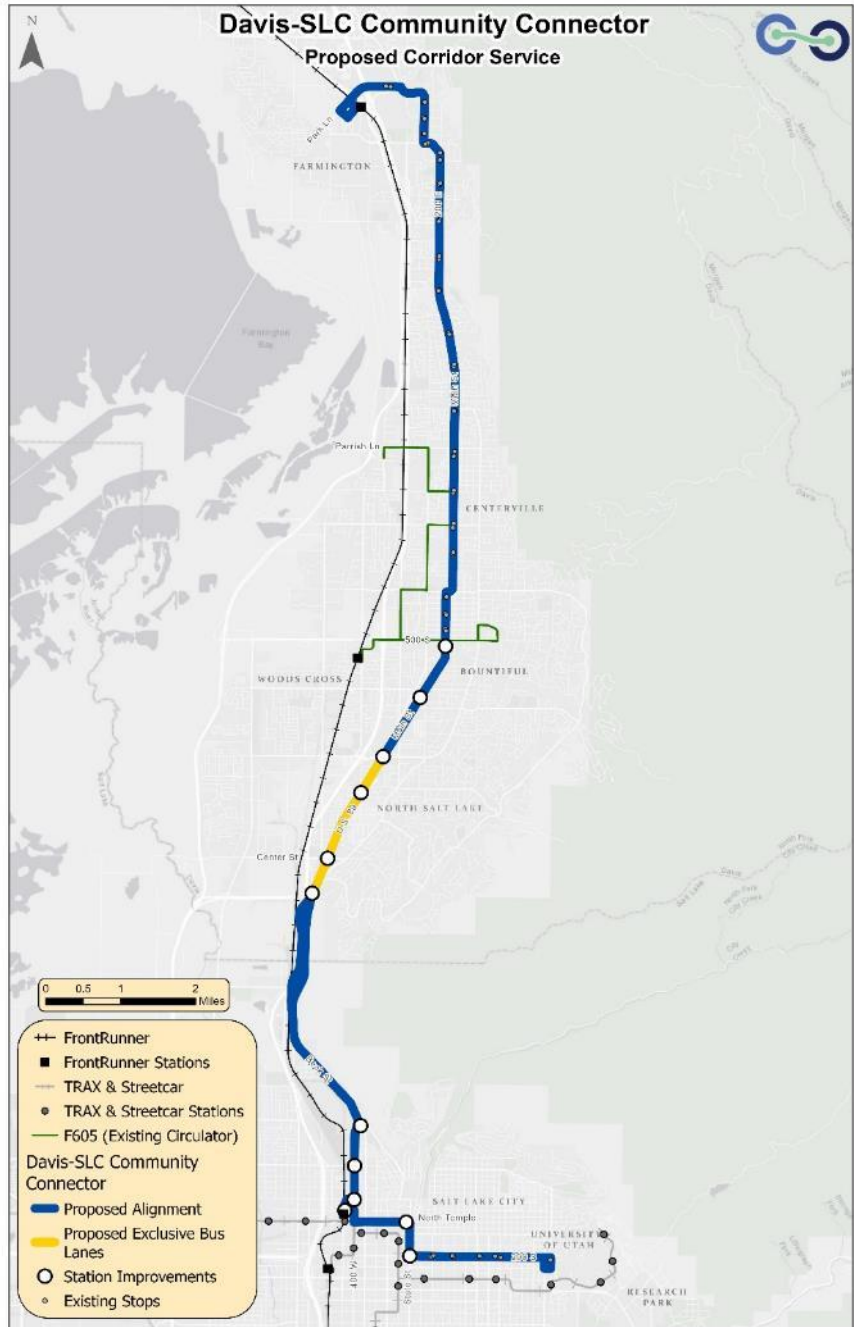
The public was invited to provide input on the Davis-Salt Lake City Community Connector project from January 14 – February 14, 2021. Public-facing information was shared at rideuta.com/Davis-Salt Lake City and through UTA’s [OpenUTA platform](#). UTA formatted the feedback as an opportunity to incorporate the information and survey questions. Because this section was formatted to separate the different components of feedback, there was some attrition in the responses – some responded only to the first question block and did not go on to answer the following questions. There were three question blocks –

- 1) Build Options,
- 2) Terminus Options, and
- 3) General Feedback and Other Comments.

The first section, Build Options, received 64 responses; the second section, Terminus Options, received 29 responses; and the final section, Other Feedback, received 26 responses.

Promotion

This opportunity was promoted via multiple methods, including on UTA’s social media channels, through project stakeholders and partners, community partners, and pass program coordinators in relevant areas.



Build Options

The public was informed of the different build options and asked to provide input on them, including their preferred options.

Summary of Build Options

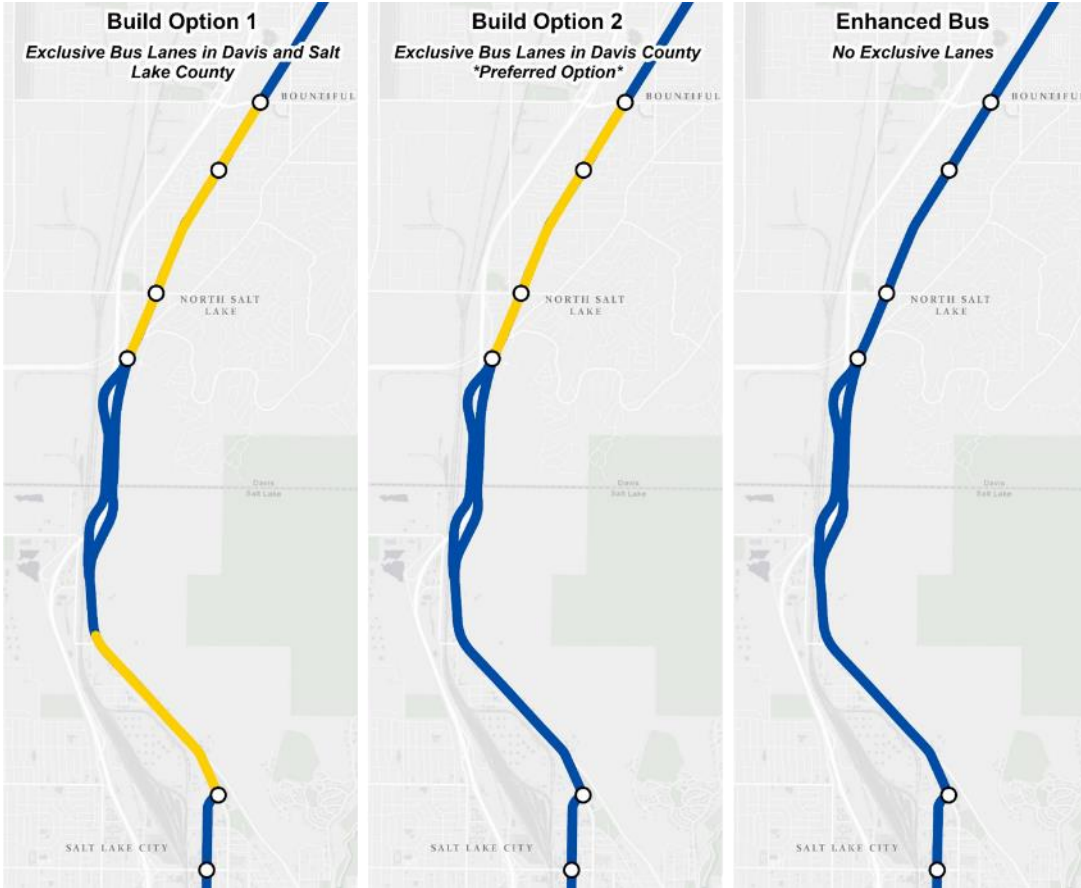
	NO CHANGES	BUILD OPTION 1	PREFERRED OPTION BUILD OPTION 2	ENHANCED BUS
Details	Mountain Route 470 from 400 West in Salt Lake to 500 South in Bountiful	3.5 miles of dedicated lanes (US-89/Beck St & M St)	2 miles of dedicated lanes (US-89/Main St)	No dedicated lanes
Cost		Highest cost	Medium-high cost	Lowest Cost
Features		<ul style="list-style-type: none"> Off-board fare collection Robust stations High frequency Transit signal priority Potential ridership increase 	<ul style="list-style-type: none"> Off-board fare collection Robust stations High frequency Transit signal priority Potential ridership increase 	<ul style="list-style-type: none"> Off-board fare collection Minor station improvements High frequency Transit signal priority

	No changes	Build Option 1	PREFERRED OPTION Build Option 2	Enhanced Bus
Details	Maintain Route 470 from 400 West in Salt Lake to 500 South in Bountiful.	3.5 miles dedicated lanes (US- 89/Beck St. & Main St.)	2 miles dedicated lanes (US-89/Main St.)	No dedicated lanes
Cost		Highest cost	Medium-High cost	Lowest cost
Features		<ul style="list-style-type: none"> Off-board fare collection Robust stations High frequency Transit signal priority Potential ridership increase 	<ul style="list-style-type: none"> Off-board fare collection Robust stations High frequency Transit signal priority Potential ridership increase 	<ul style="list-style-type: none"> On-board fare collection Minor station improvements High frequency Transit signal priority

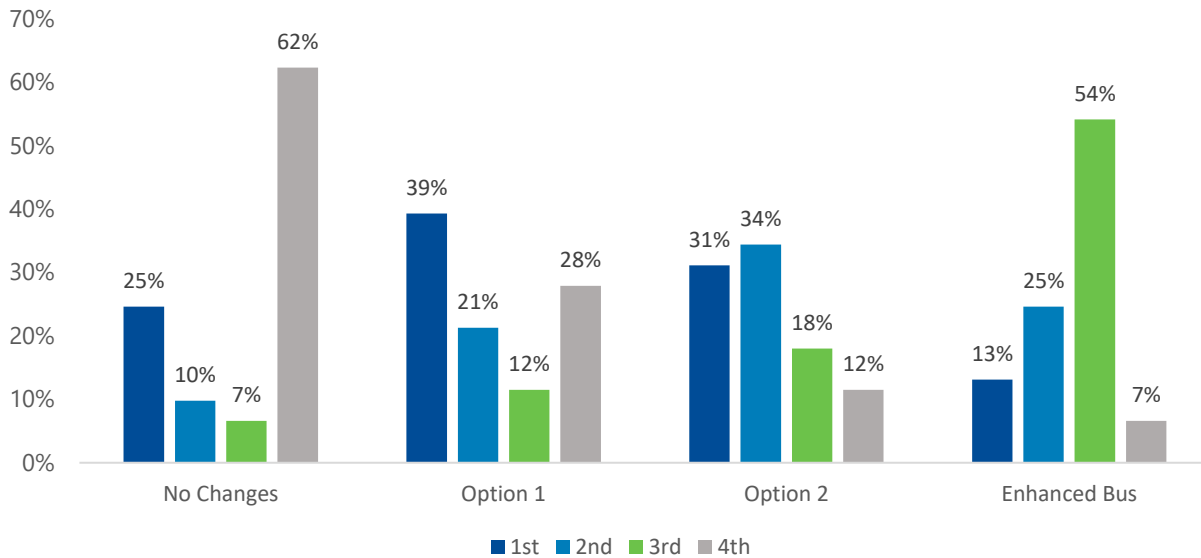
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669 West 200 South
Salt Lake City, UT 84101

Participants were asked to rank the four build options from one to four, with one being the favorite option and four being the least favorite option. (N=64)



Preferential Ranking of Build Options 1st is Favorite, 4th is Least Favorite



Build Option 1 was favored by the public, followed by slight preference for Option 2 as 2nd, Enhanced Bus was ranked 3rd, and No Changes were the least favored option.

1. Build Option 1
2. Build Option 2
3. Enhanced Bus
4. No Changes

General feedback on build options

Thirty-five comments were submitted. Build options comments focus on:

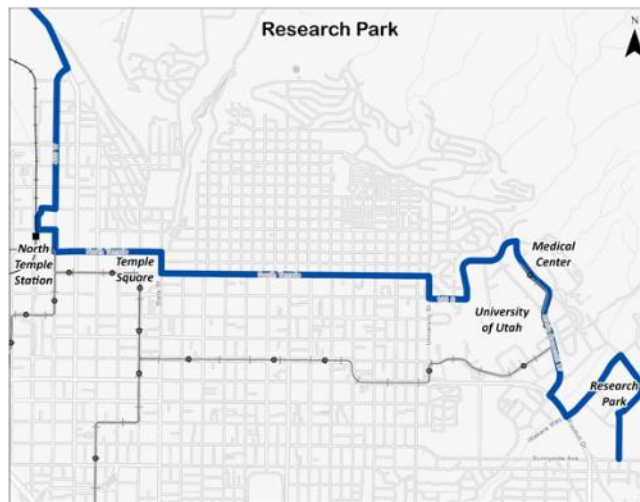
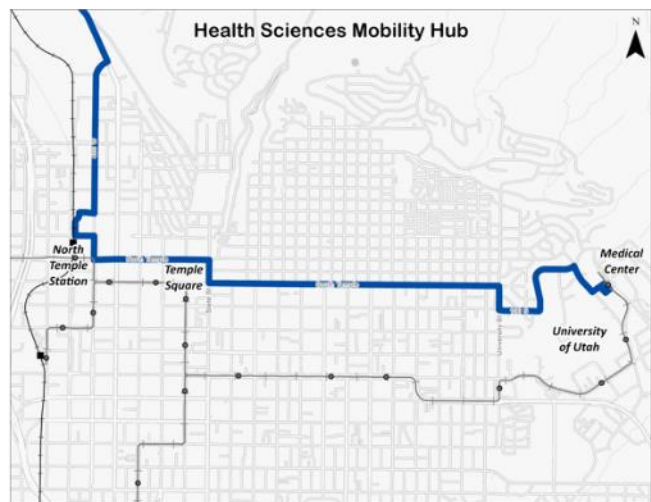
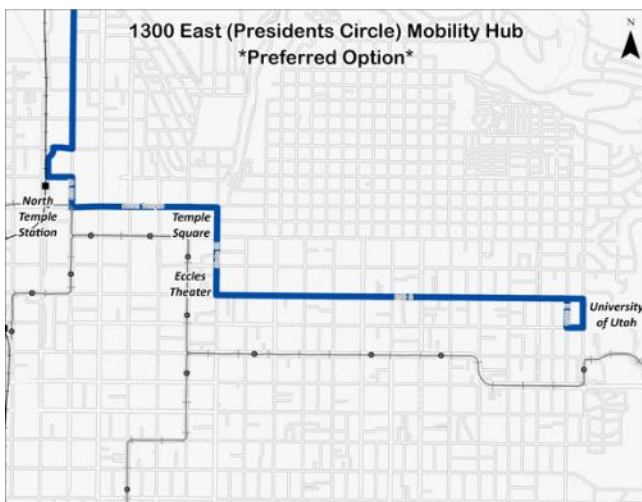
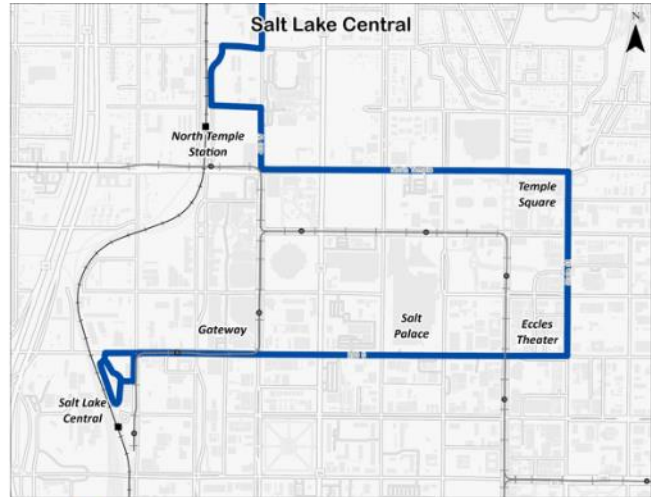
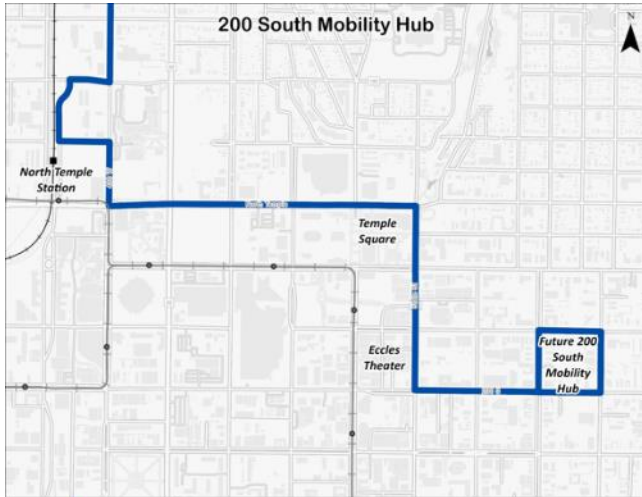
- Dedicated lanes
 - Many commented on the dedicated lane options – some in support of the options with dedicated lanes; others opposed to the dedicated lane options due to impact on traffic lanes on Hwy 89. There is concern that this would remove a lane for vehicle traffic, creating more congestion in the area.
- Highway 89
- Increased frequency and faster travel times/commute times
- Importance of being able to connect to other routes/modes easily with this project
- Cost effectiveness of this project
- Current routes serving this area
- Traffic priority

- Other comments:
 - Geographic concerns about the location of the proposed dedicated lanes.
 - Concern about differential treatment of certain cities: help/hinder traffic in some cities and not others
 - BRT Language: refer to this as express bus as the model does not fully stay true to a BRT model
 - Suggestions for future transit options (i.e. TRAX)
 - Redundancy of this service (FrontRunner service)
 - More information needed
 - What are the costs and cost differences between Options 1 & 2?
 - Who is paying?
 - Will fares be impacted?
 - How will a dedicated lane be accommodated?
 - Some comments expressed opposition to this project
 - One-quarter of respondents indicated that “no changes” was their preferred option on this project.
 - One comment requested an accommodation – written description of maps for visual accessibility. (needs follow-up)

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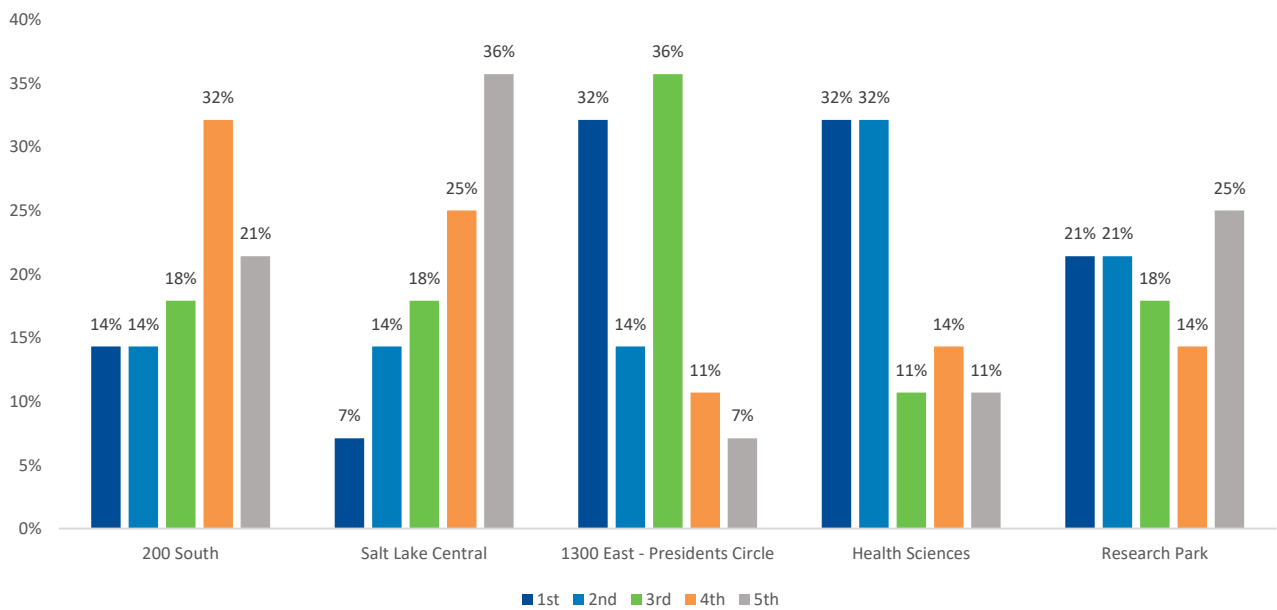
669 West 200 South
Salt Lake City, UT 84101

Terminus Options



Participants were asked to rank the 5 terminus options from one to five, with one being the favorite option and five being the least favorite option. (N=29)

Preferential Ranking of Terminus Options 1st is Favorite, 5th is Least Favorite



1300 East Presidents Circle and the Health Sciences terminus options were the most popular first choices among participants. The most popular second choice was Health Sciences; the most popular third choice was 1300 East Presidents Circle. 4th choice was 200 South and 5th choice was Salt Lake Central. Clearly there is more preference for 1300 East or Health Sciences being the preferred terminus location. Research Park did not rank higher than any other terminus option at any preference level. (N=29)

1. 1300 East & Health Sciences (Tie)
2. Health Sciences
3. 1300 East
4. 200 South
5. Salt Lake Central

General feedback on terminus options

16 comments were submitted – the full list is included in the appendix. Terminus options comments focus on:

- Connections to other modes (TRAX and FrontRunner)
- Decreasing required number of transfers
- Serving more riders
- Service to the University
 - (The three University stops were preferred over Salt Lake Central and 200 South).

Route Options – 300 West vs. 400 West

16 comments were submitted in response to the 300 West vs. 400 West route option. Some of the comments provide suggestions regarding route options. There is a preference for the option that would make it easier, faster, and more convenient to travel.

400 West is the preferred route, however 300 West is a potential alternative we would like your feedback on. Please provide your input on 400 West and 300 West below.		Preference
1	400 West seems like an odd preference, considering 300 West is the main road through the area, however, a one block difference would still be convenient-- especially if that means the Davis County routes connect directly at North Temple, instead of going up to 300 West for the bus or walking a block to connect to the Green Line.	No clear preference
2	400 West is best - more direct	400 West
3	Agree that 400 West would be preferable. The 600 North stop should be easy for riders to transfer to future Rose Park routes. Traffic signal prioritization should be improved at North Temple and 400 West.	400 West
4	300 west businesses and library would benefit with the rapid transit. 400 still isn't far off and could alleviate traffic flow issues and increase bus travel time efficiency.	No clear preference
5	100% 400 west. It would be easier in most aspects. I never saw very many people get on/ off in that area anyways	400 West
6	300 West is already more setup for bus stops as well as allowing buses to travel at 40mph past 400West to Beck Street compared to stopping for a light at 400West Beck Street and wouldn't feel like a nice BRT line is being put in an odd place as 400 west has a more industrial feel to it compared to 300West that seems more business and housing oriented.	300 West
7	400 West.	400 West

8	If you want to do the 400 W. route, I think, especially since there is a turning point at 400 W. and Beck Street, you would need dedicated bus lanes on Beck Street, approaching 400 W, and then continue those bus lanes onto 400 W. all the way down to North Temple station. I don't think you need the dedicated bus lanes for the 300 W. route.	No clear preference
9	Either are fine.	No clear preference
10	I like 400 West better because it would be more efficient and move more people.	400 West
11	I have no preference, since they both detour to the Frontrunner Station.	No clear preference
12	I don't care; neither of the route(s) looks to be of particular advantage for me.	No clear preference
13	400 West Preferred	400 West
14	400 West is less congested and would make more sense for getting to other transit locations. Especially at holiday time when buses can spend several light cycles trying to get through 300 West and onto North Temple.	400 West
15	400 west if there is traffic signal priority	400 West
16	Whichever is faster. Make sure signals are coordinated.	No clear preference

Service to Farmington

21 comments were submitted in response to a question about service to Farmington with this project. There is support for that connection.

What do you think about this service potentially connecting to Farmington in Davis County?		Preference
1	I think if you connect through Davis county you should use a different street than Main Street. Frontage roads seem like a better less busy option. There are several schools on Main Street in Centerville that cause a lot of congestion.	Suggestion
2	You should strongly consider this. Service from Farmington on the 455 can get confusing and it can take a long time if you aren't on the express route. Including Farmington on a BRT plan would be great, especially to serve individuals that would want to travel within Davis county, and not just to Salt Lake.	Support
3	Good idea	Support

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Salt Lake City, UT 84101

4	If the proposed (as shown in five year service plan) increased frequency of routes north of Farmington happen it would be good so you could easily transfer without needing a schedule. I would prefer the Davis - SLC route connect via State Street / Clark Lane / University Avenue. The proposed route 600 would service Park Lane. That would help provide frequent coverage to those areas of Station Park, and allow the Lagoon Shuttle to service the loop around Lagoon and old Farmington more frequently.	Suggestion & Support
5	Yes! This would be such a great way to get to Lagoon and Station Park, especially for teens.	Support
6	Very good, especially since it will be very close to Lagoon	Support
7	It's a nice idea to provide better connections between Bountiful, Centerville, and Farmington allowing people to get between Farmington and Centerville quicker and easier.	Support
8	Any improvement to UTA is good.	Support
9	I think this is a great idea, and I think this will help connections run more smoothly and more efficiently.	Support
10	It's a necessity.	Support
11	Farmington is a good point to start and stop at, it should become a transportation hub for points north.	Support
12	A big giant yes. Must do.	Support
13	I would prefer this to connect to Davis County	Support
14	Probably won't use it much.	Neutral
15	We are extremely excited about going to Farmington!	Support
16	Yes. New tech hub, as well as regional workforce center. North Farmington Station proposal is going to increase demand.	Support
17	The more options, the better. Getting to any front runner stop in Davis County is a joke (especially last mile when a personal vehicle is not an option--think Woods Cross stop). Having a bus alternative with more frequency is ideal.	Support
18	Great	Support
19	Absolutely needs to connect Farmington!!	Support
20	Great	Support
21	Yes! A route along Orchard Drive through Bountiful and North Salt Lake could serve several higher density segments and also spur redevelopment.	Support

Other Comments

Participants were asked to share any additional comments or feedback on the Davis-Salt Lake Community Connector project. Nine comments were provided (listed below). They focus on route suggestions, current service, and increasing ridership.

What other comments or feedback do you have on this project? Tell us in the space below:	
1	I like the direction this project is going. If this goes forward, consider having 455 service the State Capitol to avoid backtracking for this area. Additional design should be reviewed at the North Temple and State Street stop to help reduce the walking from the Church Office Building to the northbound stop as there is currently no mid-block crosswalk.
2	Please keep the route on main street in Centerville, keeping transportation services close to the heart of the city and businesses instead of trying to appealing to their poor zoning choices and moving such a useful service west to serve fewer residents.
3	Maybe in the summer have it turn off park lane to go past Lagoon, then turn left by that bridge then go back to main
4	Based on the very first map seen of the entire proposed route, it's a nice idea if the route will service all regular stops between 500S Bountiful and Farmington Station that is currently served by the 470/455 allowing for more options for boarding and de-boarding between Bountiful, Centerville, and Farmington.
5	If possible, especially when you go to the Salt Lake City area of the routes, I will try and have dedicated bus lines from North Temple Station, all the way until the southern end of the route, wherever that is. If that's not possible, I still think things will run smoothly, I just think that will help things on even more smoothly.
6	Great project, great work!
7	The project can't come to fruition soon enough. Make it easy for students and staff at the University and riders will be there. Very impressed with the BRT in Orem/Provo. I didn't have an opinion on the first question but I trust that where there is the most demand for commuting and least disruption to the current street functionality, that's the route needed.
8	As long as you don't take away the bus service that I need, which is getting to/from 72th S./9th W. for work; it's fine. I don't want you to mess up the 455/470 schedules in favor of this though; you barely have coverage for the times I need now.
9	Everyone loves rail. But, having a BRT style commuter link for Davis County checks off all the boxes. Not as expensive, easy to manipulate schedule as needed, faster and more reliable than front runner.

Demographic Information

- 22 people responded to the demographic questions
 - Majority white
 - More males than females
 - 40% reported incomes over \$80K; 32% under \$45K
- Increased diversity and representation in feedback would benefit UTA projects.

More Engagement

10 participants requested their emails be included on future email updates regarding this project. We will plan to engage with these individuals periodically as the project progresses through key milestones. Additional public involvement efforts will be carefully considered and implemented to gather the right information effectively from the community.

Open-Ended Responses

Build Options Comments

Comments on Build Options	
1	Option 1 would probably have the greatest benefits because it would keep the BRT vehicles out of traffic the most, however, Option 2 isn't too reduced compared to that plan so both seem like good options
2	Any option is great, as long as we see more frequent service to Davis County. There aren't a lot of good options for connecting with the WX station, so hopefully increased ridership would lead to more frequent service on the F605
3	If you want to call it BRT then you have to actually build BRT. This small portion of the alignment being dedicated, and the buses remaining beholden to traffic flow? That makes this "BRT" nothing more than a publicity stunt. Just call it an express bus because that's what it is.
4	The difference between Build Option 1 and Build Option 2 depends on how local routes will be handled in the future (460, 461, 462, 463). If local routes are kept you would want a way to separate the limited stop BRT with the local stops. One station in North Salt Lake City should be designed for single platform transfers between BRT and 455.
5	To me it's what Utah had many years ago until they started canceling some routes
6	Whatever option is selected the increased frequency and traffic priority will hopefully help. It's a shame the dedicated lanes could not be greater as 3 miles doesn't seem that far.
7	Highway 89 only has two lanes each direction, and is often very crowded. The idea of taking a lane away is insane. There is no way that the bus service will reduce the vehicle count enough to make a single lane capable of handling the remaining traffic.
8	I think either option with the dedicated lanes would be great!
9	Since we live in North Salt Lake, we're skeptical for the plan to only have dedicated bus lanes in NSL but not Bountiful. It sounds like UTA wants to help traffic in other cities, at the expense of NSL. Since UDOT won't give North Salt Lake I-15 onramps at Center Street, and Higher Government refuses to fix the decades-long problem of the freight trains blocking Center Street for 45 minutes at a time, why would we trust them not to screw up traffic flow on Highway 89?
10	I think the area in salt lake would help get the bus past rush hour traffic faster, but might cause more congestion
11	If you have to take away lanes for a dedicated bus lane that is DUMB. That would not improve commuting. It would just piss people off. And why is only north salt lake picked on for dedicated lanes? And a little part of SLC.
12	You have front runner. Why add this? Hwy 89 doesn't need more lanes and this north south bus route isn't effective. Best option is no change
13	I don't like the ending point of the route in Salt Lake. The northern end of the route ends at a train station, and the southern end of the route, in Salt Lake, doesn't do that. I think you need to extend the southern of the route just a bit to where it meets the TRAX red line at Stadium station, because that's the closest station to your current end point for that side of the route. Other than that, I think this route is a great idea, and you should pursue option one or two, I debating between which one I like more right now.
14	A route from Bountiful to SLC would be more cost effective an easy with just the 470 as is. If this were from more northern Davis like the Clearfield station to SLC if it costs less than the frontrunner I'd be interested.

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15	What is the problem you're trying to solve? The 455 and 470 have always worked great, and when I do need to travel in my own car these roads with cars and busses never have any congestion or other problems. What are we trying to solve? There are so many other problems with UTA and poor bus access, but this isn't it.
16	Route 830, UVX in Provo and Orem, is a good model for this Connector. Make an exclusive bus lane for the entire route, north to south and south to north. Ask the Federal Highway Administration for a grant. That's what paid for the UVX.
17	This is a conduit for crime. It is a waste of tax money and unnecessary.
18	It is difficult to give an opinion because what does "highest cost" and "lowest cost" equate to, and who is paying for it? Will fares for riders go up or is paid by taxpayers, or a combination of the two? Will the road be widened to accommodate the dedicated bus lane, or will one lane be taken away from cars?
19	The citizens of this community are not interested in this plan.
20	Why have dedicated traffic lanes in NSL when Bountiful and northward do not where there is much more congested traffic along with more bus stops? Traffic moves along very well typically in NSL on hwy89 and there really isn't any room on hwy89 to make dedicated bus lanes so if you're talking about taking one of each existing lane on hwy89 to dedicate to bus that is poor thinking as UTA is most likely looking to just try and SPEED THRU NSL as honestly they currently do NOT stop and pickup very many riders per day in NSL itself.
22	Don't leave out the west side of SLC.
23	I like the idea of dedicated BRT lanes on Beck Street (US89). Those lanes may give access to a TRAX right-of-way option for the future. I'd like to see TRAX eventually extended all the way to the Farmington Frontrunner station.
24	Whatever will be that fastest option, I like that one the best. Speeding up the commute time is what will increase ridership the most. Option number 1 looks like the best option for this.
25	Great idea to improve transportation options in the community. We have to have alternatives to cars that work better, the dedicated lanes will vastly improve service and get more riders.
26	The options are workable for those looking to commute to downtown, however, there are people living on the Bountiful benches that would like a faster route to connect to a FrontRunner station to go beyond downtown to locations like Lehi. There is only one bus route that somewhat circles Bountiful and does not connect to the Woods Cross station. It could be beneficial to consider a hub and spoke system similar to Logan to allow people to combine methods of transit in a more efficient way.
27	Happy with option 1 or 2. Very supportive of BRT from Farmington going south.
28	Option 2 is a great choice, but I think Option 1 might be a better option as more exclusive bus lines would equal faster service.
29	I am blind and can't read these maps. Is there anywhere I can go to get a general description of the different build options? I live in South Davis county, and I would certainly be excited about BRT coming to the area.
30	Since I mostly ride 455 to get to work and home, doesn't look like any of them have much help for me. 470 is a much longer walk for me it's mostly a "last" or only chance to get home/work.
31	Adding the Beck Street option will help to add visibility to the route and help with turning motion at certain intersections. There should be some type of queue jump option to help the northbound bus avoid congestion when approaching the I-15 ramp when ramp metering is turned on. The 600 North station should be designed to allow for easy transfer to routes to Rose Park. The Eagle Ridge station should be designed for single platform transfers with other routes (like 455, 461, 462, 463, 471).
32	Although including Beck Street will increase the cost of this project, it would help to further enhance the overall experience of the Davis-Salt Lake Connector. During non-pandemic years, Beck Street is often congested. Having a dedicated bus lane in this area makes sense.

<p>33</p>	<p>I have been taking 455 since 1982. When the family moved to Bount in the middle of my sophomore year at East high school in SLC. 455 has always been extremely convent route for me to utilize. stops right in front of my house. Later on in my life it took me to the U Of U for work and school. Also a very handy link to U med center for Dr appointments.</p> <p>Thus being said,</p> <p>Why is there not a handy south Davis Bus that connects the grater So Davis Community with Front Runner? It's a 4 mile walk to the only rail station that supports the Woods cross/Bountiful/Centerville area? I honestly think having a "dedicated bus lane" on Highway 89 in North Salt lake is just a waste of taxpayer money. Instead of all of that nonsense why not have dedicated shuttles that actually link the South Davis community With the Front Runner Woods cross station? Utilizing existing "rush hour" bus routes that hit everywhere the 470 and 455 routes do not? It would be cost effective and convenient for South Davis residents who already commute with UTA. My biggest pet peeve with UTA, on an otherwise A+ Life time UTA rider. From Taking #3 third ave up to the Zoo when I was a kid. 470 up to Lagoon and 455 to High school and beyond. UTA has always been spot on transport for me. Except for the 4 Mile walk for a train that I will not use because it is just not convenient for myself and a lot of others as well. Thank you</p> <p>Be well Stay save</p> <p>TA Van Weerd</p>
<p>34</p>	<p>I think dedicated bus lanes and frequent service are very important to improving mass transit.</p>
<p>35</p>	<p>What is the cost difference between Option 1 and 2?</p>

Terminus Options Comments

<p>Terminus Options Comments</p>	
<p>1</p>	<p>There should be direct connections with the UofU from Davis county. Many people want to ride, but it can take 2-3 transfers from the north, especially if you want to connect with Research Park. There are already many options to get to the Medical Center and Presidents Circle, but research park is serviced by the 3, 223 or 473, 455, none of which don't have very frequent service and transferring can get confusing. My next favorite option is the 200 S hub. Salt lake central is very easy to access, but having another hub downtown could cut down on unnecessary transfers</p>
<p>2</p>	<p>To better serve the most people I would like to see the route end in the research park. Of course, that hinges on the U of U master plan. Medical center is my second preferred option for the same reason. Ending the service at president's circle would leave a lot of commuters high and dry, having to wait for connecting services or walk up the campus to their workplaces.</p>

3	It depends on how frequently the other local routes go to the hospitals and research park. FrontRunner riders probably want one seat between SL Central or North Temple and Hospitals or Research Park. If the BRT could have minimal transfer waits to the other routes and just one transfer somewhere along the route the preferred route might work. Based on the five year plan it looks like most routes would run along 200 North, State, or North Temple. I don't know how many people work in west Salt Lake City and live in Davis County, so that would be something to research.
4	Good options, but I think it's worth the investment to serve more riders and consider where reasonable connections can be made.
5	I think that the majority of people who already take the bus go to either Temple square/downtown or the U.
6	Salt lake central is far out of the way from the city and the route already serves North Temple Station there isn't much of a point to ending service at Salt Lake Central. Providing service to Research park/ U of U Station would be nice for anyone riding FrontRunner and would eliminate the need for 2X to get riders from FrontRunner to the U of U. It should be preferred that services is extended to Research park or U of U Station. Presidents circle is a bit out of the way compared to continuing service to the Medical Center Station. Ending service at 200 South hub would be better than salt lake central as anyone continuing to the U of U could take a bus from the hub.
7	Salt Lake Central
8	I think that for this route to be successful, the route needs to end at a train station. I also think it is important to have that connection to the University of Utah. That being said, I like the health sciences option because it ends at the train station. Salt Lake Central also ends at the train station, but it's not near the University of Utah. Research Park routing does not end of the train station, however, it does pass a couple of redline stations, so that could be successful in that regard.
9	Needs to connect to the U of U, preferably including the medical campus. The research park terminus is unnecessary indirect. Why not have the buses pass through Fort Douglas along Fort Douglas blvd? This would also service students and staff who live in the area whereas Mario Cappechi Dr is incredibly uncomfortable for pedestrians.
10	This service should obviously extend at least to the U! It's ridiculous that there's no high speed connection between the U and frontrunner + the center of downtown
11	Don't leave out the west side of SLC. We are people too!

12	I wish I would have had BRT when I was a two year master's student at UofU. I tried to use public transit from Kaysville to campus, but it took LONGER than driving, transitions were in the dark and cold, and one time it felt dangerous (something shady was happening in my transit vehicle, I called to report and was followed by a large scary lady who must have suspected I reported. This was the route that existed in 2016 and through the winter. I stopped using public transit. We must get folks to the UofU campus as expeditiously as possible. Then there will be a lot of riders.
13	I need to transfer to/from the red line to get to work and come back home. Anything route that ends where it takes me longer to get to these transfer points removes any "benefit" of a faster bus option.
14	The 1300 East option would give the option to transfer to most other east side Salt Lake City routes somewhere along the route (North Temple, State, 200 South) based on the proposed five year service plan. Extending the 1300 East option to the Stadium TRAX would add a few more routes to connect to.
15	The only options that make sense are the mobility hubs. There are so many options for getting around SLC with transit that if money is an issue, terminate at the 200 S. mobility hub. But, an ideal ride would terminate at the Health Sciences mobility hub. There is less easy access connectivity on the University campus and this option would help to mitigate multiple transfer commutes.
16	Hospital would be great

Spring 2021

The project team released a second survey in early 2021. The purpose was to gain additional input on key project components, including:

- Exclusive bus lanes
- Southern terminus options
- 300 West vs. 400 West alignment
- Connection to Farmington

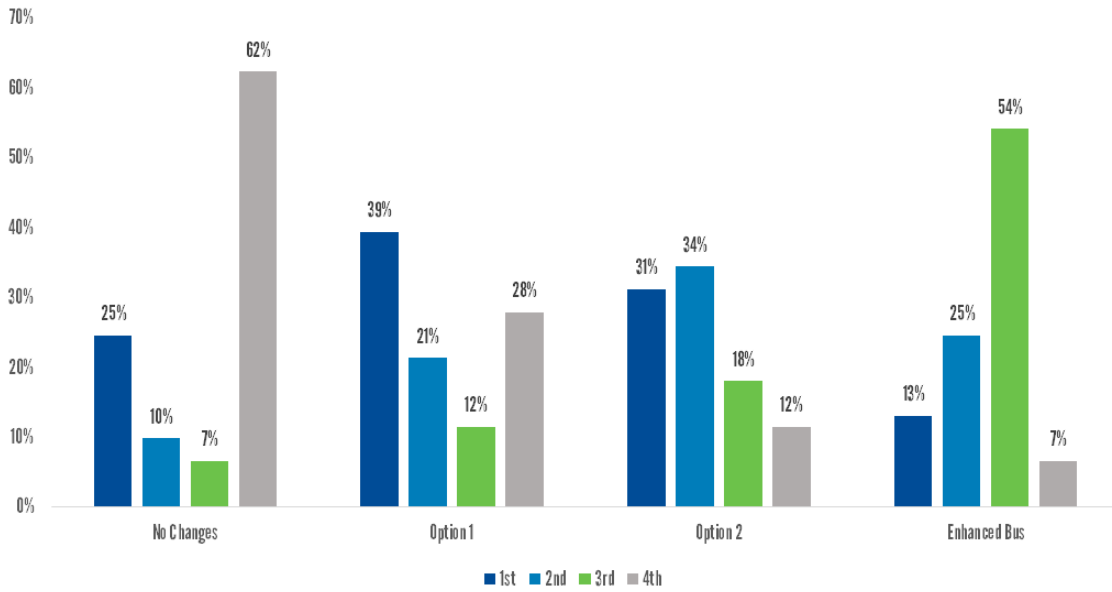
Exclusive Bus Lanes

UTA gained input on the four scenarios for bus lanes discussed earlier. Participants were asked to rank the options. Build Option 1 was slightly favored by the public, followed by Option 2 as 2nd. Enhanced Bus was ranked 3rd, and No Changes were the least favored option. The chart below shows the results.

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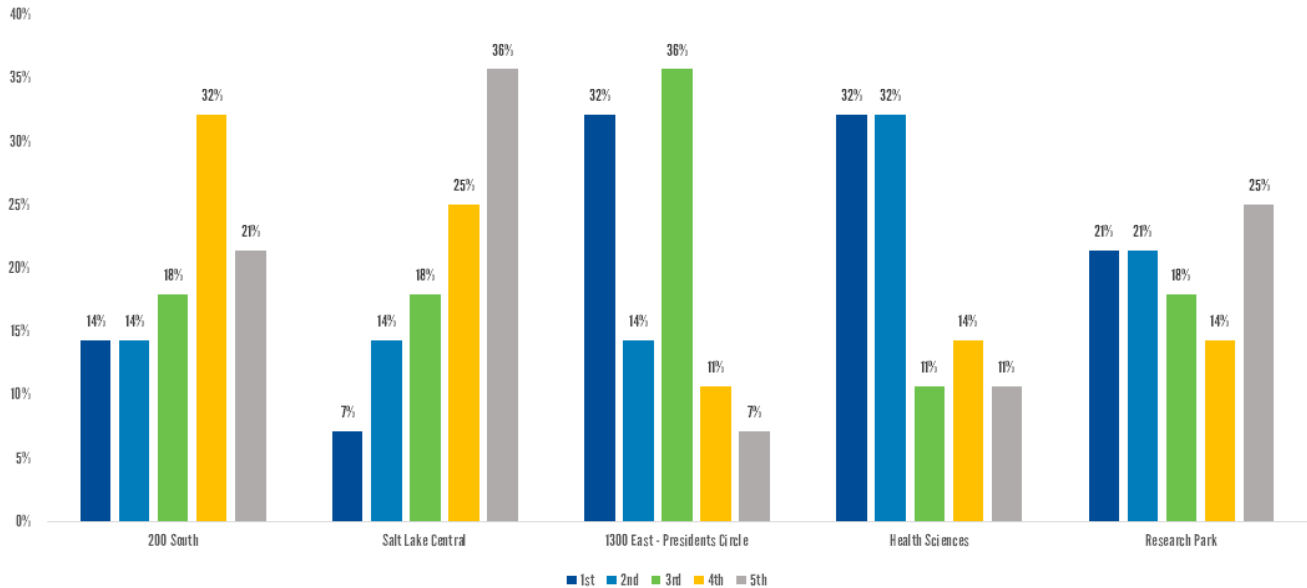
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Preferential Ranking of Build Options
1st is Favorite, 4th is Least Favorite



Southern Terminus Options

Preferential Ranking of Terminus Options
1st is Favorite, 5th is Least Favorite



UTA had participants rank five different southern terminus options, including the future 200 South Mobility Hub (planned by the city), Salt Lake Central Station, the future 1300 East (Presidents Circle) Mobility Hub, the future Health Sciences Mobility Hub (located just west of the TRAX Red Line station), and Research Park. The Presidents Circle and the Health Sciences terminus options were the most popular first choices among participants.

300 West vs. 400 West Alignment

Participants were also asked to state their preference on the 300 West vs. 400 West alignment options. 50% expressed a preference for 400 West, followed by 44% with no clear preference, and 6% with a preference for 300 West.

Connection to Farmington

The survey included an open-ended question about the Farmington connection. Strong support for this connection was indicated in the comments.



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B. DAVIS-SALT LAKE CITY COMMUNITY CONNECTOR ALTERNATIVES ANALYSIS (2014)

The 2014 Davis-Salt Lake City Community Connector Alternatives Analysis is available for viewing online at <https://rideuta.com/Current-Projects/Davis-SLC-Community-Connector#alternatives-analysis>.