



Davis-SLC Community Connector



Overview

UTA is working in partnership with city and regional representatives to plan for public transportation improvements to support growth between southern Davis County and northern Salt Lake County. Building on the successes of routes 5 and 470, and aligning with the larger plan for transportation in the area ([Wasatch Front 2019-2050 Regional Transportation Plan](#)), the Davis-SLC Community Connector is a proposed Bus Rapid Transit (BRT) system connecting communities to opportunities including jobs, entertainment, and recreation. The recommended route is shown in the map on the right.

What is BRT?

Bus Rapid Transit is a system that uses special buses that run in dedicated traffic lanes to more efficiently get more people where they need to go. BRT systems usually feature customer amenities like frequent service, traffic signal priority, ticket vending machines, shelters, and benches.

Benefits of Davis-SLC Community Connector

- Connection to other UTA modes like FrontRunner, TRAX, and bus
- 10-minute frequency during weekday peak, 15-minute frequency during off-peak and Saturdays
- Dedicated lanes on part of the route (shown in yellow on the map)
- Transit signal priority - reduced wait times at traffic stops
- Improved bus stop design
- Opportunity for economic growth and revitalization
- Pathways for biking and walking will complement transit service



Route Options - SLC Last Stop

UTA and Salt Lake City, in coordination with the other project stakeholders, have evaluated several ending location options for the southern portion of the route, including connections to the University of Utah.



Preferred Course of Action

Based on public and other stakeholder input, the project has chosen a Preferred Option among several alternatives, which are described in the table below. "Build Options" refer to alternatives that involve dedicated lane construction.

	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

Tell us what you think!

Visit rideuta.com/davis-slc to share your input. We want to hear your feedback on the different options. Your feedback will be used to inform which options moves forward and where the Davis-SLC Community Connector go. Let us what you think by February 14!

If you'd like to dive into the details of this project, including our evaluation of exclusive bus lane options, land use around the project, and walking or bike pathways included in the project design, visit [this project overview site](#).

Contact us with your questions or concerns:

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