

APPENDIX P

TRANSIT PROJECT DESCRIPTIONS

Pleasant View –Brigham City

Corridor: *Downtown Ogden – Box Elder County Line*

Interim Mode(s): None

Funded Mode(s): Corridor Preservation

This project would preserve the right-of-way within Weber County for a future potential FrontRunner extension to Brigham City.

Ogden – Pleasant View Frequency Improvements

Corridor: *Downtown Ogden – Pleasant View*

Interim Mode(s): None

Funded Mode(s): Commuter Rail

The current FrontRunner runs on track owned by the Union Pacific who still runs freight trains on this track. This currently limits the number of trips the FrontRunner can make between Ogden and Pleasant View. This project would build a new set of UTA owned tracks between Ogden and Pleasant View and thereby permit more service to Pleasant View.

North Ogden – Salt Lake (Constructed in Multiple Stages)

Corridor: *Ogden Intermodal Center – Ogden CBD – Newgate Mall – Riverdale – Clearfield – Hill Air Force Base – Layton Front Runner Station – Farmington FrontRunner Station – Woods Cross – North Salt Lake – Salt Lake Central – Downtown Salt Lake City*

Interim Mode(s): High Frequency Bus, Enhanced Bus (BRTI)

Funded Mode(s): Bus Rapid Transit (BRTIII)

This project would initially, it would reconfigure Routes 612 and 470 into a continuous route and provide that route with a more robust schedule of service to include high frequency service and extended hours of operation much like TRAX; construct a transit center near the relocated West Gate of Hill Air Force Base which permits cross fence transfers between the North Ogden – Salt Lake transit line and a Hill Field Shuttle, and Preserve and eventually move to an exclusive right-of-way through Falcon Hill. It would then incrementally consolidate and add full amenities to transit stations along the alignment and add reliability and speed improvements such as transit signal priority, queue jumpers, and exclusive transit lanes to the line as funding permits. This Bus Rapid Transit would share the Washington Boulevard transit lanes with Streetcar.

Ogden – Weber State University (Constructed in Two Phases)

Corridor: *Ogden Intermodal Center –Ogden – Weber State University –McKay Dee Hospital*

Interim Mode(s): Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)

Funded Mode(s): Streetcar

The project alignment includes two options to get between Downtown Ogden and Weber State University. The first is to use 30th Street between Washington Boulevard and Harrison Boulevard and the other is to use 36th Street between Washington Boulevard and Harrison Boulevard. The exclusive lanes would be constructed to permit shared use by bus/Bus Rapid Transit.



Ogden Circulator

Corridor: Ogden Intermodal Center – Downtown Ogden

Interim Mode(s): None

Funded Mode(s): Streetcar

This project would distribute people from the Ogden Intermodal Center to downtown Ogden and the River District.

West Davis – West Weber (Constructed in Two Phases)

Corridor: Ogden Intermodal Center – Ogden CBD – Newgate Mall – Riverdale – Roy FrontRunner Station – West Haven – Clinton – West Point – Syracuse – Clearfield FrontRunner Station

Interim Mode(s): High frequency Bus

Funded Mode(s): Enhanced Bus (BRTI)

The first phase would be built in conjunction with programmed road widening on 3500/2000 West. This line would share the Washington Boulevard transit lanes with Streetcar.

North Redwood (Constructed in Two Phases)

Corridor: East Bountiful – West Bountiful – Wood Cross FrontRunner Station – North Salt Lake – North Temple – Downtown Salt Lake

Interim Mode(s): None

Funded Mode(s): Enhanced Bus (BRTI)

The first phase would be built in Davis County based on available funding and ranking in Davis County versus that of Salt Lake County.

Ogden Valley Park and Ride

Location: Unimproved lots Southeast and near Pineview Dam

Interim Mode(s): None

Funded Mode(s): Park and Ride

This project would fund the creation of about 200 parking stalls potentially at the site of one or more currently unimproved lots owned by the US Forest Service near Pineview Dam.

Falcon Hill – Hill AFB West Transit Center

Location: Hill Air Force Base West Gate

Interim Mode(s): None

Funded Mode(s): Transit Hub

This project would fund the creation of a bus bays and passenger amenities both within Hill Air Force Base and in Falcon Hill Development just outside of Hill Field near the West Gate. The facilities would accommodate a bus circulator on the inside of the Base and the Bus Rapid Transit (BRTIII) line and allow transit patrons to walk between the two while clearing security.

Hill Air Force Base South Gate

Location: Hill AFB South Gate

Interim Mode(s): None

Funded Mode(s): Transit Hub

This project would fund the creation of a bus bays and passenger amenities both within Hill Air Force Base and along SR-193 just outside of Hill Field near the South Gate. The facilities would



accommodate a bus circulator on the inside of the Base and the future and the Enhanced Bus (BRTI) line and allow transit patrons to walk between the two while clearing security.

Antelope Drive

Location: *Antelope Drive / US-89*

Interim Mode(s): Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)

Funded Mode(s): Streetcar

This Project would fund the creation of a park and ride lot of up to 200 stalls in size to be build in conjunction with the US-89 / Antelope Drive interchange.

Salt Lake City – Foothill Drive –Wasatch Drive (Construction in Three Phases)

Corridor: *Salt Lake Central – Salt Lake City – University of Utah – Medical Central – Research Park – Parley’s Canyon – Interstate 215 – Cottonwood Corporate Center – Big Cottonwood Canyon – Little Cottonwood Canyon*

Interim Mode(s): Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)

Funded Mode(s): Bus Rapid Transit (BRTIII)

This line would initially improve service on UTA’s Route 2, “2 the U” and extend it to Research Park. It is proposed that a transitway be built between Mario Capecchi Drive near Pollock Road and Arapeen Drive if possible to provide a more direct transit connection between the University of Utah Medical Center and Research Park. Second, it would provide speed and reliability enhancements to all the transit lines using Foothill Boulevard including a proposed new service to Park City. Thirdly, it would extend capital supported service to East Millcreek, Cottonwood Corporate Center, Cottonwood Heights, and to Big and Little Cottonwood Canyons.

200 South Streetcar

Corridor: *Salt Lake Central – Downtown Salt Lake – Harmons Grocery*

Interim Mode(s): Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)

Funded Mode(s): Streetcar

This project would place a streetcar in a portion of the proposed Salt Lake City – Foothill Drive – Wasatch Drive Bus Rapid Transit (BRTIII) lanes.

1300 East (North)

Corridor: *Medical Center – University of Utah – Sugar House – Millcreek – Holladay – Murray – Fort Union – Cottonwood Heights – Midvale – Fashion Place West TRAX Station*

Interim Mode(s): None

Funded Mode(s): Enhanced Bus (BRTI)

The placeholder alignment for this project would be to use 1100 East/Highland Drive between about 800 South and about 3000 South to bypass congestion on 1300 East and better connect with the Sugarhouse Streetcar. Ultimately, the project may share its stations and alignment with the Westminster extension of the Sugarhouse Streetcar.

1300 East (South)

Corridor: *Murray FrontRunner Station – Fashion Place West TRAX Station – Midvale – Fort Union – Cottonwood Heights – Sandy – Draper*

Interim Mode(s): None

Funded Mode(s): Bus Rapid Transit (BRTIII)



This project would link the Murray FrontRunner Station using the State Street and Fort Union Bus Rapid Transit (BRTIII) lines to get to Fort Union and 1300 East, and extend to the Draper TRAX Station near 12400 South.

700 East

Corridor: Salt Lake Central – South Salt Lake – Millcreek – Murray – Holladay – Cottonwood Heights – Fort Union

Interim Mode(s): Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)

Funded Mode(s): Streetcar

This project would link Salt Lake Central, use the Salt Lake – Foothill – Wasatch Drive Bus Rapid Transit (BRTIII) line between Salt Lake Central and 700 East and then the Fort Union Bus Rapid Transit (BRTIII) facilities to access the Fort Union Transit Hub.

Draper Line North Segment

Corridor: Salt lake Central – South Salt Lake – Millcreek – Murray FrontRunner Station – Midvale – Sandy/South Jordan FrontRunner Station – Draper FrontRunner Station

Interim Mode(s): None

Funded Mode(s): Light-rail

This extends the north/south TRAX line to the area near 12400 South. This is part of the Frontlines 2015 program of projects. It is in the RTP because full scale construction has not yet begun.

State (Construction in Three Phases)

Corridor: Salt Lake Central – Capitol – South Salt Lake – Millcreek – Murray FrontRunner Station – Midvale – Sandy/South Jordan FrontRunner Station – Draper FrontRunner Station

Interim Mode(s): High Frequency Bus / Enhanced Bus (BRTI)

Funded Mode(s): Bus Rapid Transit (BRTIII)

This project would improve Routes 200 and 201. It would incrementally consolidate and add full amenities to transit stations along the alignment and add reliability and speed improvements such as transit signal priority, queue jumpers, and exclusive transit lanes to the line as funding permits.

Redwood (Constructed in Three Phases)

Corridor: Downtown Salt lake – Salt lake Central – Interstate 80 – Airport East Hub – West Valley – Taylorsville – West Jordan – South Jordan – South Jordan – Riverton – Draper FrontRunner Station

Interim Mode(s): High Frequency Bus / Enhanced Bus (BRTI)

Funded Mode(s): Bus Rapid Transit (BRTIII)

This project would improve Routes 217 and 218. It would incrementally consolidate and add full amenities to transit stations along the alignment and add reliability and speed improvements such as transit signal priority, queue jumpers, and exclusive transit lanes to the line as funding permits.

5600 West (Construction in Two Phases)

Corridor: Downtown Salt Lake – Salt Lake Central – Interstate 80 – Airport East Hub – International Center – West Valley – Kearns – West Jordan – Daybreak Station

Interim Mode(s): None

Funded Mode(s): Bus Rapid Transit (BRTIII)

This project is phased to coincide with the Mountain View Corridor improvements.



University of Salt Lake Central*Medical Center – University of Utah – Salt Lake Downtown West – Salt Lake Central***Interim Mode(s):** None**Funded Mode(s):** Light-rail

This project would create a direct connection between Salt Lake Central and the University of Utah / Medical Center. It would also free up rail capacity on Main Street in Downtown Salt Lake City.

Park City*Salt Lake Central – 200 South – University of Utah – Medical Central – Foothill – Interstate 80 – Summit County Line***Interim Mode(s):** None**Funded Mode(s):** Bus Rapid Transit (BRTIII) / High Frequency Bus

This project would provide Service between Salt Lake Central and Park City and use the 200 South Bus Rapid Transit (BRTIII) improvements and other portions of the Salt Lake City – Foothill Drive – Wasatch Drive line. No capital improvements are programmed for Interstate 80 in associated with this project.

Sugarhouse (Constructed in Two Phases)*Westminster College – Sugarhouse District – South Salt Lake – North/South TRAX Line***Interim Mode(s):** None**Funded Mode(s):** Streetcar

Construction and operation of the initial phase of this project is funded through Salt Lake City and Federal Funds. The subsequent phase would extend the service to Westminster College.

Parkway*Downtown Salt Lake – Salt Lake Central – Interstate 80 – Airport East Hub – Decker Lake – Lake Park – West Valley City – Kearns***Interim Mode(s):** Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)**Funded Mode(s):** Streetcar

This project connects the Kearns area to the Salt Lake CBD using the 5600 West and the Redwood Road Bus Rapid Transit (BRTIII) improvements and a new segment of Bus Rapid Transit (BRTIII) using Parkway and Lake Park Boulevards.

3900 / 3500 South (Constructed in Four Phases)*East Millcreek – Holladay – Millcreek – South Salt Lake – West Valley West Bench***Interim Mode(s):** Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)**Funded Mode(s):** Bus Rapid Transit (BRTIII)

This project completes the construction and expands the operations of Bus Rapid Transit lanes on the 35M Route (3500 / 3300 South) and extends the line using 3900 South across the valley. The project would limit full exclusive lanes to the area between Highland Drive and 8200 West and build them where possible in conjunction with road projects. Two likely options for the transition between 3300 South and 3900 South are State Street and 700 East.

Taylorville Murray West Valley – Central – Holladay Segments (Constructed in Two Phases)*Corridor: East Millcreek - Downtown Murray – Murray FrontRunner Station – Sorensen Research Park – SLCC Redwood Campus – American Express – West Valley Intermodal Center*

Interim Mode(s): Enhanced Bus (BRTI)
Funded Mode(s): Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)

This RTP funds the project envisioned in the Taylorsville Murray Alternatives Analysis and extends the service west to the 3500 South line and east to East Millcreek. The capital improvements would not include full transit lanes east of State Street.

5400 South (Construction in Two Phases)

Corridor: Murray FrontRunner Station – Taylorsville – Kearns – USANA Amphitheater – West Bench

Interim Mode(s): Enhanced Bus (BRTI)
Funded Mode(s): Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)

This RTP funds a full Bus Rapid Transit (BRTIII) from the Murray FrontRunner Station to about 7200 West. The first segment of BRTIII improvements is proposed to be built on the segment of 5400 South that intersects with the Mountain View Corridor. The capital improvements would not include full transit lanes west of about 7200 West.

Fort Union

Corridor: Mouth Big Cottonwood Canyon – Cottonwood Corporate Center – Forth Union – Midvale – Fashion Place West TRAX Station

Interim Mode(s): None
Funded Mode(s): Bus Rapid Transit (BRTIII)

The Bus Rapid Transit (BRTIII) improvements would be shared with the 1300 East (North), 1300 East (South), and the 700 East lines.

7000 South / 7800 South (Construction in Two Phases)

Corridor: Murray FrontRunner Station – Bingham Junction – Jordan Landing – West Bench

Interim Improvements(s): Corridor Preservation
Funded Mode(s): Enhanced Bus (BRTI)

The first phase of this project would be to preserve the corridor in conjunction with a programmed road project on 7000 South. Being Enhance Bus (BRII), this project would be provided with signal priority, TRAX like passenger amenities, and queue jumpers at major intersections but not full transit lanes.

9000 South

Corridor: Sandy/South Jordan FrontRunner Station – Mid-Jordan TRAX Station

Interim Mode(s): None
Funded Mode(s): Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)

Being Enhance Bus (BRII), this project would be provided with signal priority, TRAX like passenger amenities, and queue jumpers at major intersections but not full transit lanes.

9400 South

Corridor: Mouth of Little Cottonwood Canyon – Sandy – Sandy/South Jordan FrontRunner Station

Interim Mode(s): None
Funded Mode(s): Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)



The capital improvements in this project are Bus Rapid Transit (BRTIII) between State Street and Redwood Road and Enhanced Bus (BRTI) with no transit lanes west of Redwood Road.

10200 / 10400 South

Corridor: South Jordan FrontRunner Station – Daybreak TRAX Station

Interim Mode(s): None

Funded Mode(s): Enhanced Bus (BRTI)

Being Enhance Bus (BRII), this project would be provided with signal priority, TRAX like passenger amenities, and queue jumpers at major intersections but not full transit lanes. South Jordan is making efforts to improve the rating of this project with the hopes that it will warrant full BRTIII improvements to this project in the next RTP.

12300 / 12600 South (Constructed in Three Phases)

Corridor: Draper TRAX Station – Draper FrontRunner Station – Riverton – Herriman – Daybreak TRAX Station

Interim Mode(s): Enhanced Bus (BRTI)

Funded Mode(s): Bus Rapid Transit (BRTIII)

This project follows the recommendations the Southwest Salt Lake Transit Study.

I-80 Transit Only Ramps

Corridor: About 900 West / Interstate 80

Interim Mode(s): None

Funded Mode(s): Transit Only Ramps

This project would provide for transit only ramps on and off Interstate 80 were it splits north and south to join with Interstate 15 at about 900 South. The ramps would come down at 900 South and provide significant time savings to Salt Lake Central from points west.

East Airport Transit Hub

Corridor: 1950 West Airport TRAX Station

Interim Mode(s): Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)

Funded Mode(s): Streetcar

This project would connect westside bus and Bus Rapid Transit lines with the airport without causing them to go into the Airport. The stop proposed is a current planned stop for the Airport TRAX line. The project would consist of a place for the buses to turn around and passenger amenities.

Big Cottonwood Canyon Park and Ride

Corridor: Wasatch Boulevard – Mouth of Big Cottonwood Canyon

Interim Mode(s): Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)

Funded Mode(s): Streetcar

This project would pay for exclusive use and/or shared use park and ride lots oriented to Big Cottonwood Canyon transit use.



Little Cottonwood Canyon Park and Ride*Wasatch Boulevard – Mouth of Little Cottonwood Canyon***Interim Mode(s):** Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)**Funded Mode(s):** Streetcar*This project programs \$2,000,000 in 2010 year value dollars for exclusive use and/or shared use park and ride lots oriented to Little Cottonwood Canyon transit use.***5400 South / Redwood Road Park and Ride***Near 5400 South / Redwood Road***Interim Mode(s):** Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)**Funded Mode(s):** Streetcar*This is a UTA requested park and ride project and would fund the creation of a 200 stall park and ride lot. The specific site has not been located.***3100 South / 5600 West Park and Ride***Near 3100 South / 5600 West***Interim Mode(s):** Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)**Funded Mode(s):** Streetcar*This is a UTA requested park and ride project and would fund the creation of a 200 stall park and ride lot. The specific site has not been located.***6200 South / 5600 West Park and Ride***Near 6200 South / 5600 West***Interim Mode(s):** Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)**Funded Mode(s):** Streetcar*This is a UTA requested park and ride project and would fund the creation of a 200 stall park and ride lot. The specific site has not been located.***5400 South / 5600 West Park and Ride***Near 5400 South / 5600 West***Interim Mode(s):** Enhanced Bus (BRTI) / Bus Rapid Transit (BRTIII)**Funded Mode(s):** Streetcar*This is a UTA requested park and ride project and would fund the creation of a 200 stall park and ride lot. The specific site has not been located.*