

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH TRANSIT
AUTHORITY ADOPTING THE FIVE-YEAR SERVICE PLAN
FOR THE YEARS 2025-2029**

R2024-12-01

December 4, 2024

WHEREAS, the Utah Transit Authority (the "Authority") is a large public transit district organized under the laws of the State of Utah and created to transact and exercise all of the powers provided for in the Utah Limited Purpose Local Government Entities – Special Districts Act and the Utah Public Transit District Act (collectively the "Act"); and

WHEREAS, the Act requires the Local Advisory Council of the Authority to discuss and comment on the service, operations and concerns with public transit district operations and functionality and to advise the Board of Trustees regarding operation and management of the district, and

WHEREAS, under the Act, the Local Advisory Council is obligated to review, approve, and recommend final adoption by the Board of Trustees of district service plans at least every two and one-half years; and

WHEREAS, Board Policy 3.2 - Service Planning Implementation requires the Authority to update a Five-Year Service Plan, in collaboration with counties and local municipalities, every two years; and

WHEREAS, the Local Advisory Council last recommended adoption of a Five-Year Service Plan in Resolution AR2023-02-01 on February 15, 2023, with final adoption by the Board of the Authority in Resolution R2023-03-02 on March 8, 2023; and

WHEREAS, the Authority has developed a new Five-Year Service Plan for the years 2025 through 2029 (the "Plan") which seeks to align UTA's service network with new projections of available resources; aims to achieve higher ridership long term by aligning service with emerging travel patterns; and works to strengthen customer confidence in UTA by ensuring that public transit is available when and where people need it; and

WHEREAS, the Authority has met and collaborated with the counties and local municipalities within the UTA service area to develop the Five-Year Service Plan; and

WHEREAS, the Authority submitted its proposed Plan to the Local Advisory Council at their November 6, 2024 meeting where they approved the Plan and recommended final adoption by the Board of Trustees of the Authority in Resolution AR2024-11-01; and

WHEREAS, based upon the approval and recommendation by the Local Advisory Council, the Board of Trustees wishes to approve and adopt the Plan.

NOW, THEREFORE, BE IT RESOLVED by the Board:

1. That the Board of Trustees hereby approves and adopts the Five-Year Service Plan for the years 2025 through 2029, attached as Exhibit A.
2. That this Resolution supersedes Resolution R2023-03-02 in its entirety.
3. That the Board hereby ratifies any and all actions previously taken by the Authority's management, staff, and counsel to prepare the Five-Year Service Plan for the years 2025 through 2029, attached as Exhibit A.
4. That the corporate seal shall be affixed hereto.

APPROVED AND ADOPTED this 4th day of December 2024.

DocuSigned by:



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Carlton Christensen, Chair
Board of Trustees

ATTEST:

DocuSigned by:



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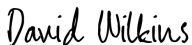
Secretary of the Authority



(Corporate Seal)

Approved as to Form:

Signed by:



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Legal Counsel

EXHIBIT A

(Five-Year Service Plan for the years 2025 through 2029)



2025 - 2029
FIVE-YEAR
SERVICE PLAN



TABLE OF CONTENTS

4 PLAN OVERVIEW

- 5 What is the Five-Year Service Plan?
- 5 Plan Goals
- 6 Guiding Principles of the Five-Year Service Plan
- 7 UTA's Planning Process
- 9 Timeline For Developing This Five-Year Service Plan

11 COMMUNITY ENGAGEMENT

- 16 Frequently Asked Questions

18 THE PLAN IN DETAIL

APRIL 2025

- 22 Weber-Davis Regional Service Changes
- 26 Salt Lake County Local Services Changes
- 27 Herriman, Riverton, Draper and Bluffdale Service Changes
- 28 South Jordan Downtown Station
- 30 Lehi and Sandy Service Changes
- 31 South Utah county Service Changes
- 32 West Provo/Airport Service Changes

APRIL 2026

- 35 Ogden Local Service Changes
- 38 Brigham City Service Changes
- 39 Salt Lake and Tooele Counties
- 40 Salt Lake County Service Restoration
- 41 200 South Service Changes
- 42 Canyon Connections
- 44 S-Line Extension
- 45 6200 South Service Changes
- 46 Salt Lake City West Side Service Changes
- 48 North Utah County Service Changes

APRIL 2027

- 52 Roy Station Service Changes
- 53 Business Depot Ogden (BDO) Service Changes
- 54 Salt Lake and Tooele Counties
- 55 Midvalley Connector
- 57 West Salt Lake County Service Changes
- 60 Hogle Zoo Service Changes
- 62 East Bay / West Provo Service Changes
- 63 Alpine / Highland Service Changes

APRIL 2028

- 66 Davis-Salt Lake Community Connector
- 68 Ogden and Farmington Service Changes
- 69 Salt Lake and Tooele Counties
- 70 5600 West Service Changes
- 71 Sandy and South Jordan Service Changes
- 74 Lehi and Sandy Service Changes
- 75 Northwest Utah County Service Changes

APRIL 2029

- 77 Salt Lake and Tooele Counties
- 78 Fort Union Service Changes
- 79 Southwest Quadrant Service Changes
- 80 West Jordan, Midvale and Cottonwood Heights Service Changes

VISION (LONGER TERM)

- 82 Long Range Transit Plan

84 APPENDIX

- 85 Tiers in Details
- 89 Holiday Service
- 94 Public Comments

PLAN OVERVIEW

OVERVIEW

WHAT IS THE FIVE-YEAR SERVICE PLAN?

The Five-Year Service Plan is a dynamic guide for UTA's near-term future. Our region is growing rapidly. Where and how we grow has impacts on the transportation network. This vision for the path ahead works to address these impacts through improvements to the transit system. This plan, like a route map, is a snapshot in time. It reflects UTA's intended service based on the best information available. This plan is updated every two years and considers other regional and local transportation plans in its development.

PLAN GOALS

For the 2025-2029 Five-Year Service Plan, UTA is focusing on the following goals:



CHAPTER

1

2

3

4

A

OVERVIEW

GUIDING PRINCIPLES OF THE FIVE-YEAR SERVICE PLAN

**SYSTEM-WIDE PLANNING**

This plan maximizes regional connectivity by emphasizing links between modes and geographic areas.

**ALL-DAY SERVICE**

More service means more transit available when you need it.

**RAPID BUS NETWORK**

A connected network of high-frequency Rapid Bus routes is designed for convenience and efficiency.

**EXPANDED HOURS**

Earlier and later trips mean additional options for a ride home – even if your work, entertainment, or shopping runs late.

**TRANSIT EQUITY**

Expand access to opportunities through transit

**INNOVATIVE SOLUTIONS & NEW TECHNOLOGIES**

Innovative transportation zones create opportunities for mobility and connection in areas less amenable to traditional public transit.

**SERVICE CHOICES**

Working with input from the communities we serve, this plan seeks opportunities to increase frequency and ridership while providing options in coverage areas.

**THE PATH AHEAD FOR FUTURE PROJECTS**

Exciting new services are coming, and this plan is a step toward them.

OVERVIEW

UTA'S PLANNING PROCESS

How and When the Plan Happens

The path ahead for public transit has many partners and many moving parts. UTA's service planning and implementation process seeks to refine proposals based on input received and ongoing analysis. We conduct this process in four phases:

- Strategic Planning
- Service Planning
- Operations Planning
- Implementation

STRATEGIC PLANNING

Planning begins with collaboration in developing UTA's Long Range Transit Plan.

Our best long-term look at the path ahead comes through community collaboration and data-driven analysis culminating in the Long Range Transit Plan. Wasatch Front Regional Council and Mountainland Association of Governments then develop Regional Transportation Plans in partnership with the community, UTA, and other partner agencies to set the direction for the region's transit system over the next 30 years.

SERVICE PLANNING

The Five-Year Service Plan covers all UTA transit services that do not involve major capital construction projects.

The plan presented here is the product of the service planning phase. UTA's Local Advisory Council approves the plan and



UTA's Board of Trustees adopts the plan after extensive public engagement and development of service plan scenarios.

OPERATIONS PLANNING

This phase translates proposed changes into guidance for transit operations. This often leads to further adjustments to the Five-Year Service Plan.

Proposed service changes are fluid; many factors shape their final form. Before they are implemented, service changes are the subject of additional outreach, public hearings, a Title VI analysis, and the development of route schedules.

IMPLEMENTATION

In this phase, all final transit service changes become active on one of UTA's Change Days, which occur every April, August, and November.

UTA informs affected riders well in advance about service changes through social media, new printed schedules, signage at transit stops, and media announcements. In addition, customer service representatives are available to help riders navigate changes.



CHAPTER

1

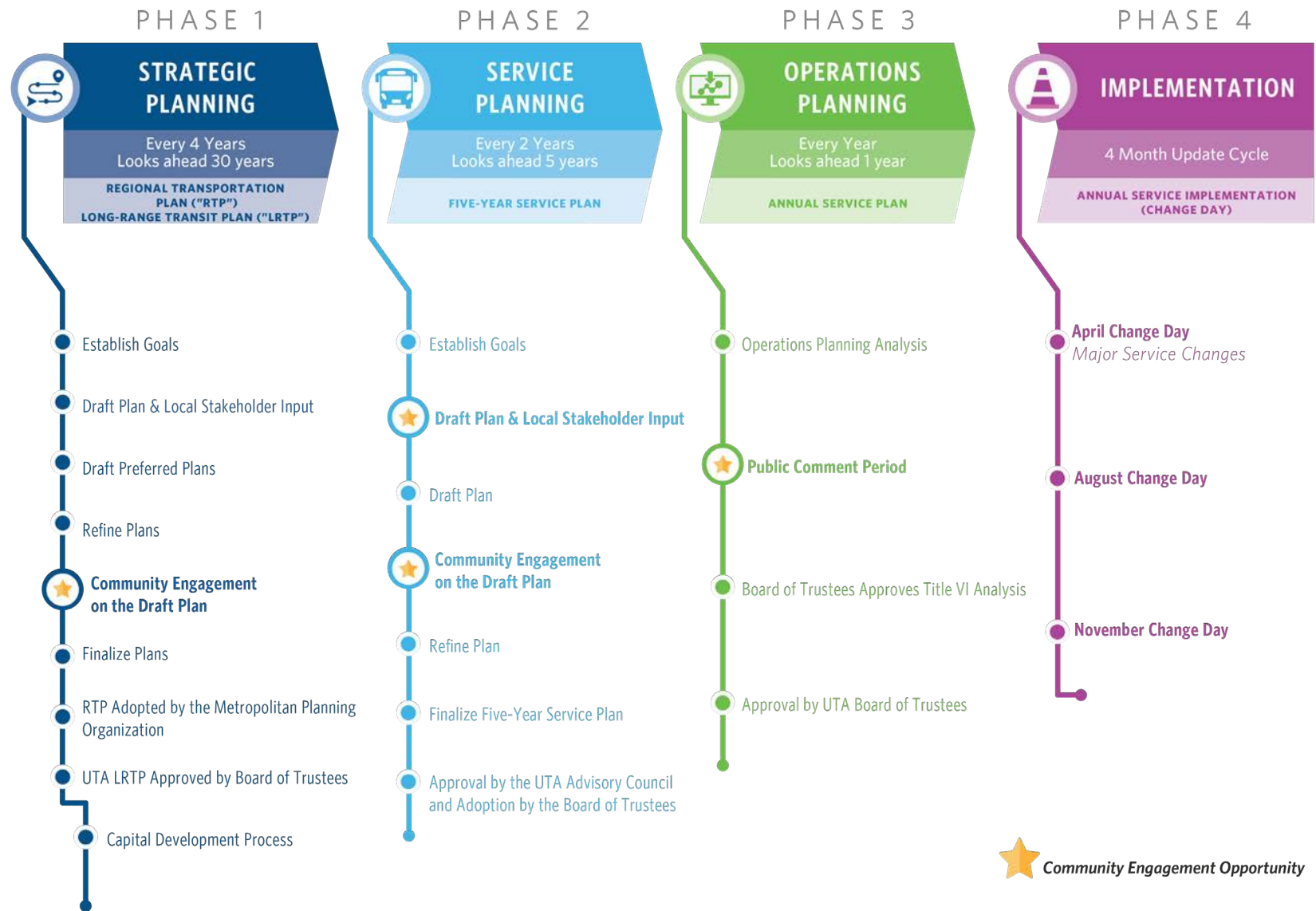
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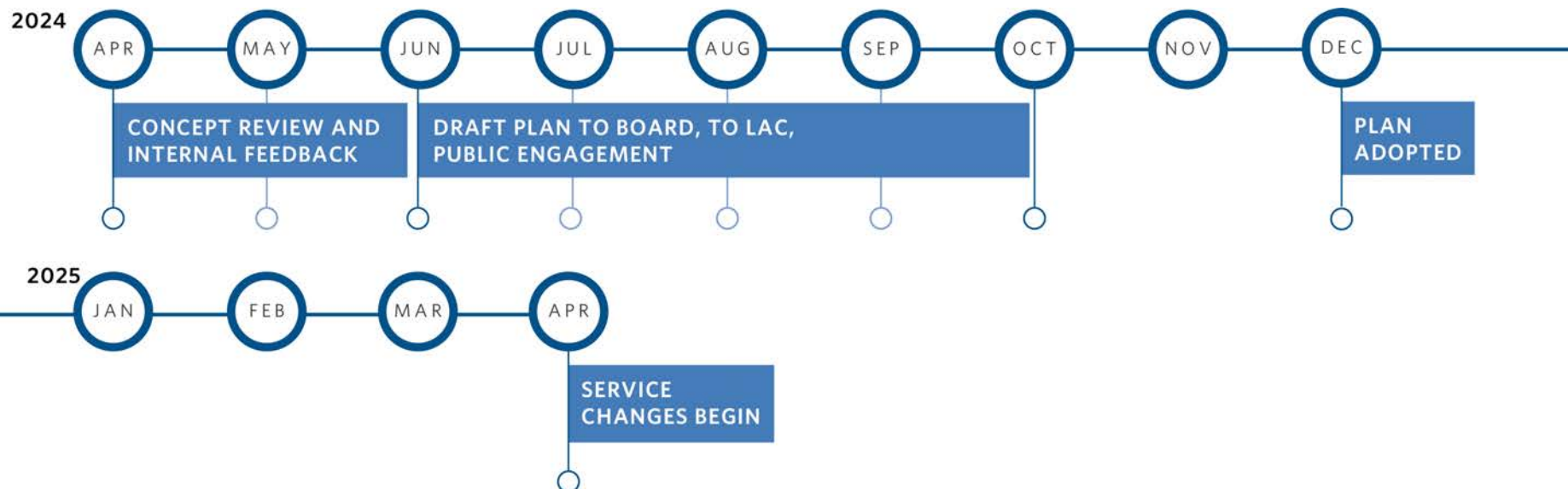
A

OVERVIEW



OVERVIEW

TIMELINE FOR DEVELOPING THIS FIVE-YEAR SERVICE PLAN



CHAPTER

1

2

3

4

A



CHAPTER

- 1
- 2
- 3
- 4
- A



COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT

PUBLIC COMMENT PERIOD



400

Unique Comments Received

VIRTUAL PUBLIC MEETINGS



2

Virtual Information Session

40

People attended one of the sessions approximately

OTHER ENGAGEMENT & COMMUNICATION APPROACHES

COMMUNITY, & CITY NOTIFICATIONS & COMMUNICATIONS



RIDER INSIDER NEWSLETTER COMMUNICATION



SOCIAL MEDIA & WEBSITE



STAKEHOLDER MEETINGS



Key Themes

RIDERSHIP AT-A-GLANCE

MAJORITY OF RESPONDENTS (82%) RIDE TRANSIT

- 42% of people ride transit sometimes (monthly or less)
- 40% of people ride transit regularly
- 16% of people never ride transit



AMONG ALL MODES, MOST COMMENTS (53%) FOCUSED ON THE BUS

- 53% of comments addressed the bus
- 22% of comments addressed FrontRunner
- 13% of comments addressed IMZs or UTA On Demand
- 12% of comments addressed TRAX



FREQUENCY & TRAVEL

- Increase frequency of service
- Reduce travel times for transit riders for faster trips



SPAN OF SERVICE

- Extend hours of transit service, including earlier start times and later end times
- Increase days of service, including Saturdays and Sundays.



COVERAGE & OPTIONS

- Expand geographic coverage to new areas
- Improve coverage service in existing areas
- Increase transit service options
- Increase the number of bus stops



CONNECTION & ROUTING

- Ensure easy connections between modes
- Address routing considerations and concerns



ENHANCE EAST/WEST AND KEY DESTINATION CONNECTIONS

- Connect transit service to key destinations, such as the Lagoon, the airport, and other entertainment venues
- Provide transit service connecting east-side and west-side communities



ROUTE AND CITY-SPECIFIC CONSIDERATIONS

- Weber/Davis/Salt Lake Regional Service Changes
- Riverton/Herriman/Draper Service Changes
- Provo Airport/West Provo Service Changes





COMMUNITY ENGAGEMENT

This section provides an overview of the FYSP community engagement efforts. For more information, see the FYSP Public Engagement section located at www.rideuta.com/FYSP¹

This Five-Year Service Plan is a conceptual path forward. It represents a vision for the future, not a prescriptive list of definitive changes. The contents of the plan are a reflection of multiple inputs, including feedback from stakeholders and the public, along with additional inputs including ridership, systemwide analysis, and operational and cost concerns. These factors have been and will be used to finalize the Five-Year Service Plan. The changes identified in the Five-

Year Service Plan will be used to identify and implement changes throughout the coming years.

Overview

UTA conducted public engagement for the 2025-2029 Five-Year Service Plan in two phases: one for the initial unphased draft in June/July 2024, and the second for the updated phased draft in September/October 2024. UTA was interested in public input regarding priorities for service improvements and route-specific and location-specific information. We heard from community members and understand the following as highly important for transit service:

- **Expand coverage and transit options in areas currently served and areas not currently served**
- **Improve frequency and travel times**
- **Increase span of service including hours and days of service**
- **Enhance transit services to connect key destinations and facilitate east-west travel across communities.**

Detailed information has been made available on the UTA website, including an interactive map and opportunities to provide feedback. Two virtual information

¹ Permalink: <https://maps.rideuta.com/portal/apps/experiencebuilder/experience/?id=edc46c98cf534706a012663de6a216ba>



CHAPTER

1
2
3
4
A

COMMUNITY ENGAGEMENT

sessions for each phase of engagement were held on July 9 and September 17, respectively. To spread the word about this opportunity, UTA utilized regular communication channels, including social media, email listservs, and partner communication with cities and organizations in the UTA service area. The sections below provide more detail on each phase of engagement.

June/July Engagement

During the first phase of engagement in June/July 2024, 187 comments were received via the comment form; an additional 101 comments were provided on the interactive map; and one comment was received via email. 50

individuals registered for the July virtual information session on Zoom, including UTA staff; approximately 20 attended the information session. The cities with the most respondents included:

- Herriman (57 respondents)
- Salt Lake City (30 respondents)
- Ogden (10 respondents)
- South Jordan (7 respondents)
- West Jordan (5 respondents)
- Springville (5 respondents)
- Sandy (5 respondents)
- Riverton (5 respondents)
- Payson (5 respondents)
- Murray (5 respondents)

Most people rode at least somewhat frequently:

- Sometimes (monthly or less) - 42.25%
- Regularly (at least weekly) - 40.64%
- Never - 16.04%

UTA asked participants via the comment form to share their priorities for the unphased service changes. There was support for more service and more frequent service in general, but several of the service change “packages” did have more priority for the participants than others. Community priorities around service concepts were considered heavily in the phasing of the 5YSP and have been reflected in the updated phased draft.

COMMUNITY ENGAGEMENT

Below, are the top service concept requested:

- **Weber/Davis/Salt Lake Regional Service Changes** (Route 470X Davis-SLC Connector, Route 609, Route 400, Route 417)
- **Riverton/Herriman/Draper Service Changes** (Route 126, Route 248)
- **Provo Airport/West Provo Service Changes** (Route 833, Innovative Mobility Zone - UTA On Demand)

Other common themes heard during the June and July 2024 engagement period included requests for more frequent bus service, east-west connections, and a longer span of service on weekends.

September/October Engagement

During the second phase of engagement in September/October 2024, a total of 125 comments were received via the interactive map. 41 individuals registered for the September 17 virtual information session on Zoom, including UTA staff; approximately 20 attended the information session.



CHAPTER

1

2

3

4

A

COMMUNITY ENGAGEMENT

FREQUENTLY ASKED QUESTIONS

To help prevent the spread of misinformation, a list of Frequently Asked Questions (“FAQ”) was developed with full answers and posted on the FYSP website. This FAQ is provided in its entirety on the following pages:

Q. What is the Five-Year Service Plan?

A. The Five-Year Service Plan (“FYSP”) guides how UTA’s transit services will improve, adapt, and change over the coming five years and beyond. The Five-Year Service Plan is a dynamic guide for UTA’s near-term future. It reflects UTA’s intended service based on the best information available. The Plan also allows local decision-makers to evaluate and plan public transportation services and make recommendations to guide the day-to-day operations.

Q. Why is it important?

A. Our region is growing rapidly. Where and how we grow impacts the transportation network. The Five-Year Service Plan helps us respond to that growth proactively and focus on service.

Q. How does it fit into the larger picture?

A. The path ahead for public transit has many partners and many moving parts. UTA conducts this process in four phases:

Strategic Planning: Looks long-range and high-level. Coordinates with regional transportation plans and looks ahead 30 years.

Service Planning: looks ahead five years and develops the Five-Year Service Plan.

Operations Planning: Translates service changes into guidance for transit operations.

Implementation: all final transit service changes become active on one of UTA’s Change Days, which occur every April, August, and November.

The Five-Year Service Plan falls under Phase 2: Service Planning. However, it is only one part of a larger process. Each phase coordinates with the other three phases to create a consistent set of plans for the path ahead.

Q. Is this UTA’s first Five-Year Service Plan?

A. No. The 2025-2029 is the third Five-Year Service Plan. The first was the 2021-2025 Five-Year Service Plan, adopted in 2021, and the second was the 2023-2027 Five-Year Service Plan, adopted in 2023. More information can be found [here](#). UTA updates the Five-Year Service Plan every two years to incorporate the best available information.

Q. How does this relate to the Gondola?

A. This doesn’t involve the gondola at all. The Five-Year Service Plan, and UTA service changes in general, are separate from the Utah Department of Transportation. The Little Cottonwood Canyon Transportation study, which the gondola is a part of, is a separate effort being led by UDOT.

Q. Why Does UTA Change or Discontinue Routes?

A. UTA aims to provide the best transit service for as many people as possible by considering factors like population density, transit-dependent communities, market segments, street connectivity, feedback, and upcoming projects. This may involve changing routes and reallocating resources. With limited resources and budget, UTA ensures changes comply with Title VI of the Civil Rights Act of 1964, avoiding discrimination and mitigating negative impacts on minority and low-income communities. We carefully evaluate the operational cost and feasibility of any potential changes.

COMMUNITY ENGAGEMENT

Q. How Is Bus Rapid Transit (BRT) Service Different Than a Regular Bus Route?

A. Bus rapid transit systems can feature many of the amenities of light rail— like frequent service, traffic signal priority, ticket vending machines, tap-on/tap-off kiosks, shelters, and benches — while providing communities with a lower-cost, more flexible transit solution when compared to light rail or regional rail. In addition, BRT can sometimes include segments of dedicated traffic lanes to reduce transit travel times. UTA's BRT systems include UVX (Utah Valley Express), and OGX (Ogden Express).

Q. What Is an Innovative Mobility Zone (IMZ)?

A. IMZ's include UTA On Demand service for low-density areas, or when other types of transit service are not available or are infeasible (such as late-night service).

Q. Where Can I Learn More About UTA On Demand?

A. You can learn more about UTA's On Demand services by following this link: <https://www.rideuta.com/Services/UTA-On-Demand>

Q. Where can I find more information?

A. UTA has launched a website for the Five-Year Service Plan that is a repository of the latest information at www.rideuta.com/FYSP². The website is constantly being updated, so please check back regularly.

² Permalink: <https://maps.rideuta.com/portal/apps/experiencebuilder/experience/?id=edc46c98cf534706a012663de6a216ba>



THE PLAN IN DETAIL

THE PLAN - IN DETAIL

UTA's Service Planning team has considered stakeholder and community feedback, emerging circumstances, and the best available information to draft an updated Five-Year Service Plan. Priorities expressed by communities through the transit needs survey indicate that expanding service coverage and frequency, as well as improving on-time reliability, travel times, and weekend service are important.

The following section outlines the Five-Year Service Plan by year. This is the framework upon which the plan is built, updated, and refined before final adoption and implementation. These components aren't set in stone and will undergo additional

revisions and changes based on community feedback and other inputs following public comment. We carefully consider the operational cost and feasibility of any potential change and the Five-Year Service Plan may undergo additional changes following the Operation Planning process. As this plan is updated, any additional service will be subject to available resources.

The information contained in the Five-Year Service Plan reflects changes to service, not a full picture of UTA's entire transit system or network. Refer to our maps online at <https://rideuta.com/Rider-Tools/Schedules-and-Maps> for a complete view of UTA's transit network.

FIVE-YEAR SERVICE PLAN - PHASING AT A GLANCE

Subject to change

APRIL 2025	APRIL 2026	APRIL 2027	APRIL 2028	APRIL 2029
Herriman, Riverton, Draper and Bluffdale 126 219 Lehi and Sandy 871 Salt Lake County 39 201 217 218 South Jordan Downtown Station 703 South Utah County 823 Weber and Davis Counties 417 470 627 626 628 640 642 West Provo/Airport IMZ 581	200 South 2 2A 2B 220 6200 South 62 Brigham City 630 F638 IMZ 563 Canyon Connections 4 45 72 223 North Utah County 806 846 850 860 862 IMZ 582 IMZ 583 Ogden Local Service 455- 601 604 610 612 625 628 640 645 IMZ 562 Service Restoration 54 205 SLC West Side IMZ 502 S-Line 720	Alpine / Highland IMZ 584 BDO 613 F618 East Bay/West Provo 830X 833 Hogle Zoo 17 223 Midvalley Connector 39 45 47 50X 205 227 240 F590 Roy Station 604 F620 -642 West Salt Lake County 17 26 31 35 203 208 236 509-513 551	5600 West 256 F556 Davis-Salt Lake Community Connector 400 417 455 470 470X 473 667 Lehi and Sandy 871 Northwest Utah County IMZ 585 Ogden and Farmington 600 609 Sandy and South Jordan 126 200 201 217 218 219	Fort Union 62 72 209 213 Southwest Quadrant F264 W. Jordan / Midvale / Cottonwood Hts. IMZ 503 IMZ 504

Font Key: **Bold** = new service, *Italics* = changed service, ~~Strikethrough~~ = discontinued service



THE PLAN

APRIL 2025

Added Service Hours: 102,076

Added Service Miles: 1,109,163



APRIL 2025

BOX ELDER, WEBER AND DAVIS COUNTIES



CHAPTER

1

2

3

4

A

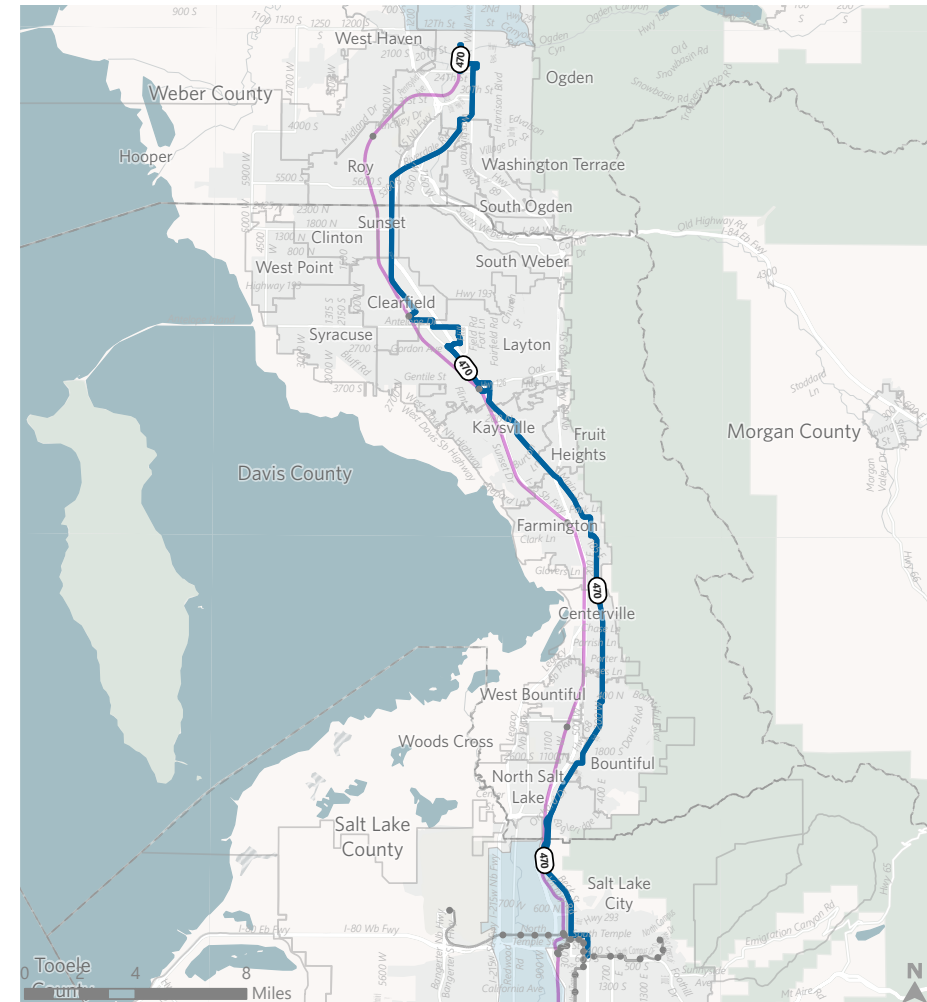
APRIL 2025

WEBER-DAVIS REGIONAL SERVICE CHANGES

The purpose of Weber-Davis Regional Service Changes is to respond to community feedback and optimize the system, providing more access within the region and improving intercounty connectivity. The service changes include the following routes:

Route 470, Salt Lake/Ogden Intercity: Rerouting

- Will serve Layton Hills Mall, 675/700 West, Antelope Drive, 1500 East, and 1450 South.
- This change will service areas currently covered by Routes 628 and 640.
- It will no longer serve the Davis Technical College campus in Kaysville since Route 627 will serve this area.



Tier 1 — S Line
 Tier 2 — Discontinued Service
 Tier 3 — Innovative Mobility Zone
 Tier 4 — New Route
 BRT — Rail Stops

Route Type
 FrontRunner
 TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2025

WEBER-DAVIS REGIONAL SERVICE CHANGES

Route 627, Layton/Kaysville Connector: Rerouting

- Will serve Main Street between Clearfield Station and 1350 North, Davis Technical College and 500 East.
- Will extend on the south end to Fruit Heights Park & Ride.

Route 628, Layton Westside: Rerouting

- Will travel between Clearfield and Layton Station.

Route 640, North Davis Westside: Rerouting

- Will be shortened to Clearfield Station.
- The route will serve 2000 West and 5600 South replacing portions of Route 626.
- Won't serve Freeport Center/1000 West (see Route 642).

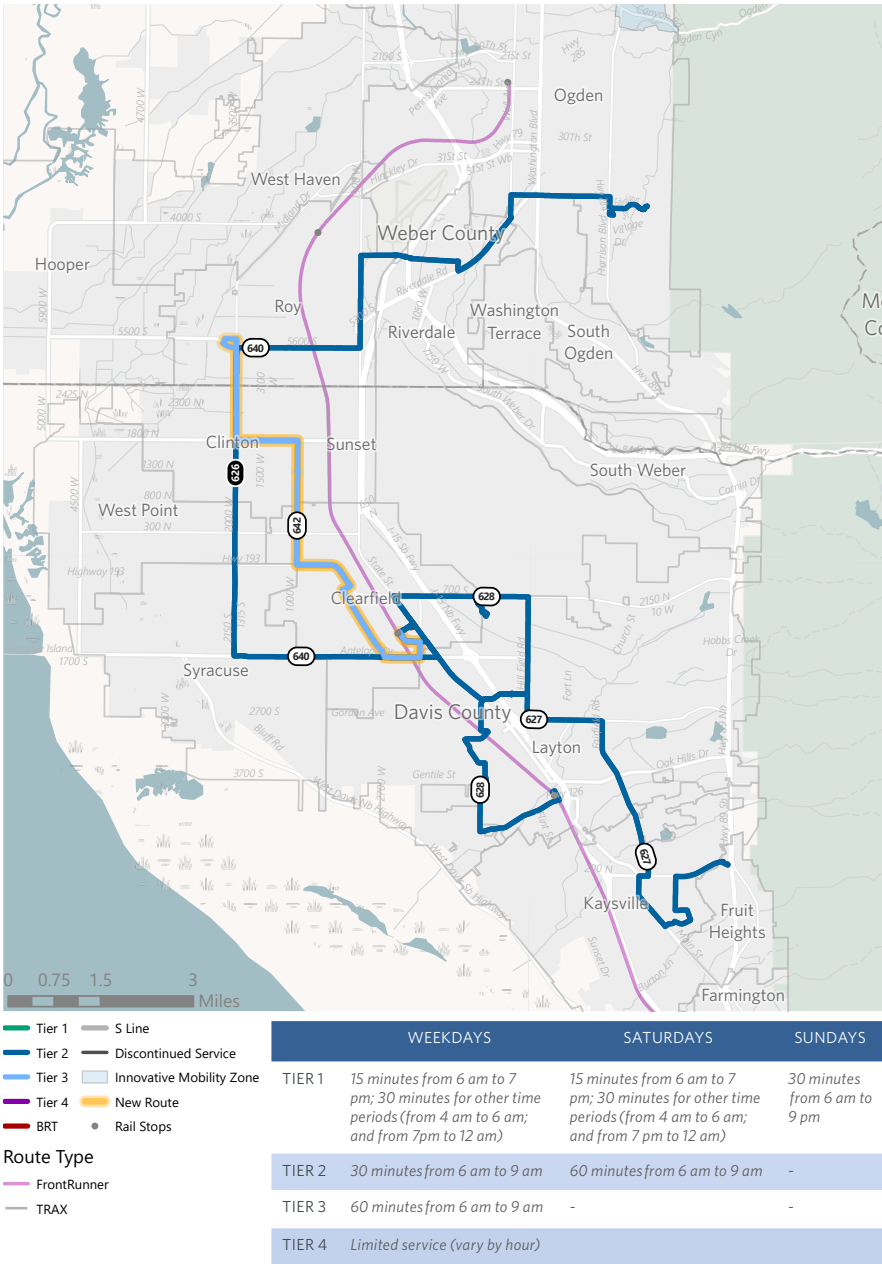
Route 642, North Davis Neighborhood Connector: New Route

- Will serve Freeport Center, 1000 West, and 1800 North, replacing portions of Route 640.

Route 626, West Roy/Freeport: Discontinued

- Will be replaced by Routes 640 and 642.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).

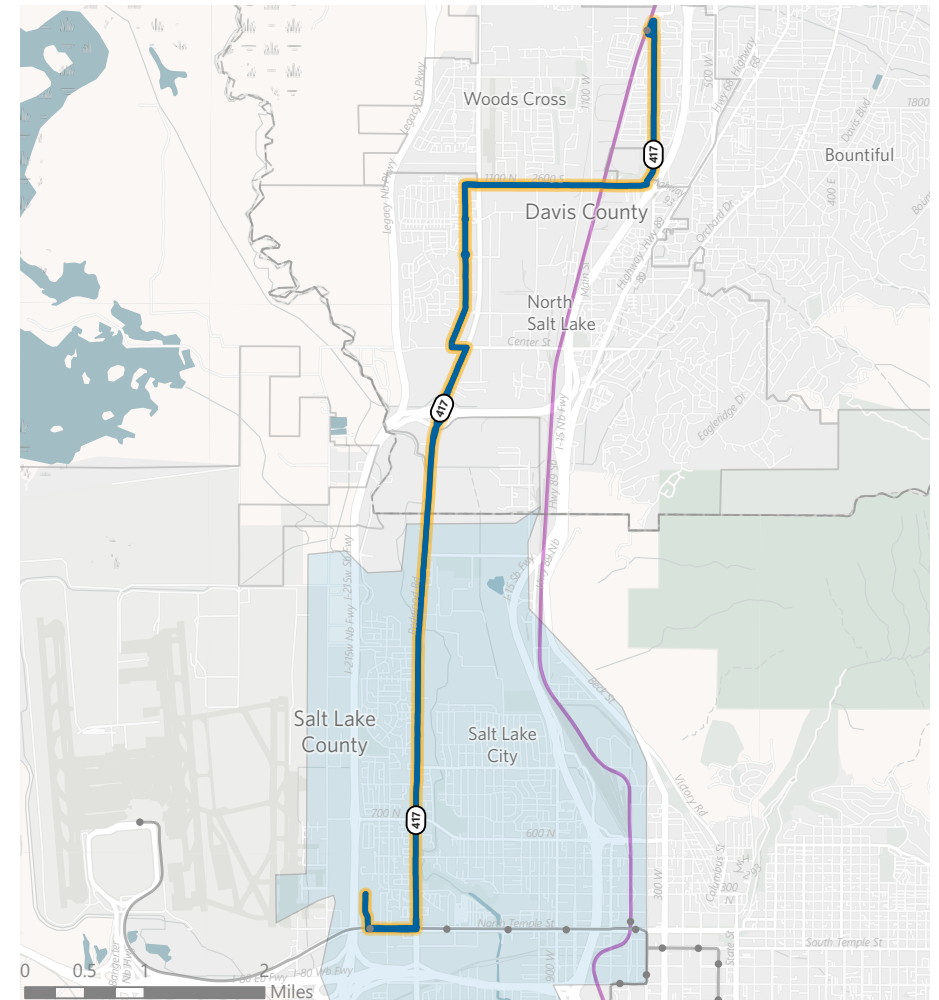


APRIL 2025

WEBER-DAVIS REGIONAL SERVICE CHANGES

Route 417, Redwood Road Intercounty: New Route

- Will be a north-south service between Wood Cross Station and 1940 West Station in Salt Lake City via Redwood Road.
- Will provide connections to FrontRunner and TRAX Green Line.
- No routes will be discontinued in Box Elder, Weber, or Davis Counties in April 2025.
- The routes not shown will be unaffected.



Route Type

FrontRunner
 TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2025

SALT LAKE AND TOOELE COUNTIES



CHAPTER

1

2

3

4

A

APRIL 2025

SALT LAKE COUNTY LOCAL SERVICES CHANGES

The purpose of Salt Lake County Local Service Changes is to restore previously reduced service. The service changes include the following routes:

Route 39, 3900 South: Service Restoration

- Will reduce its headway from 30 minutes to 15 minutes.

Route 201, State Street South: Service Restoration

- Will reduce its headway from 60 minutes to 30 minutes.

Route 217, Redwood Road North: Rerouting

- Will change its north terminus from 1940 West to 1460 West.
- Will change the connection to the TRAX Green Line from 1940 West Station to Power Station.

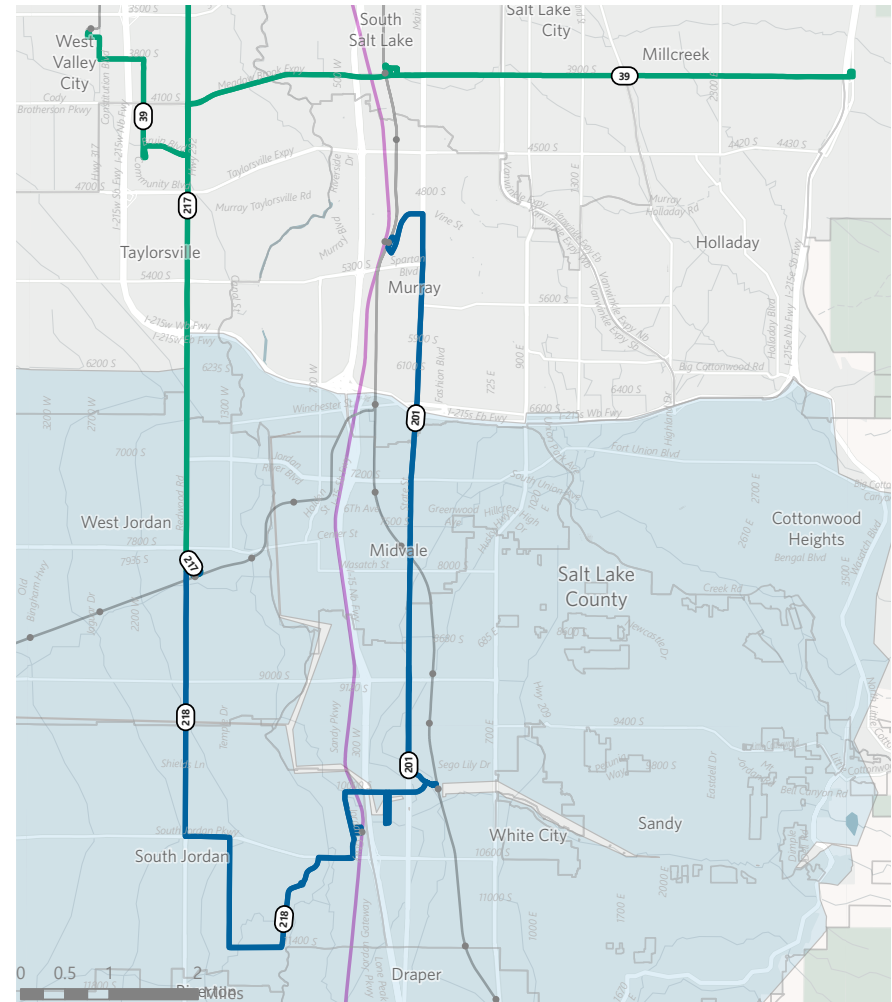
Route 218, Redwood Road Midvalley: Service Restoration

- Will reduce its headway from 60 minutes to 30 minutes.

No routes will be discontinued in this region in April 2025.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		



APRIL 2025

HERRIMAN, RIVERTON, DRAPER AND BLUFFDALE SERVICE CHANGES

The purpose of Herriman, Riverton, Draper and Bluffdale Service Changes is to optimize the system for more access within our current limits and to respond to community feedback. The service changes include the following routes:

Route 126, South Valley Regional: New Route

- Will be a service between Daybreak Parkway Station and Draper Town Center with connections to Draper FrontRunner Station and Herriman SLCC/Real Academy.

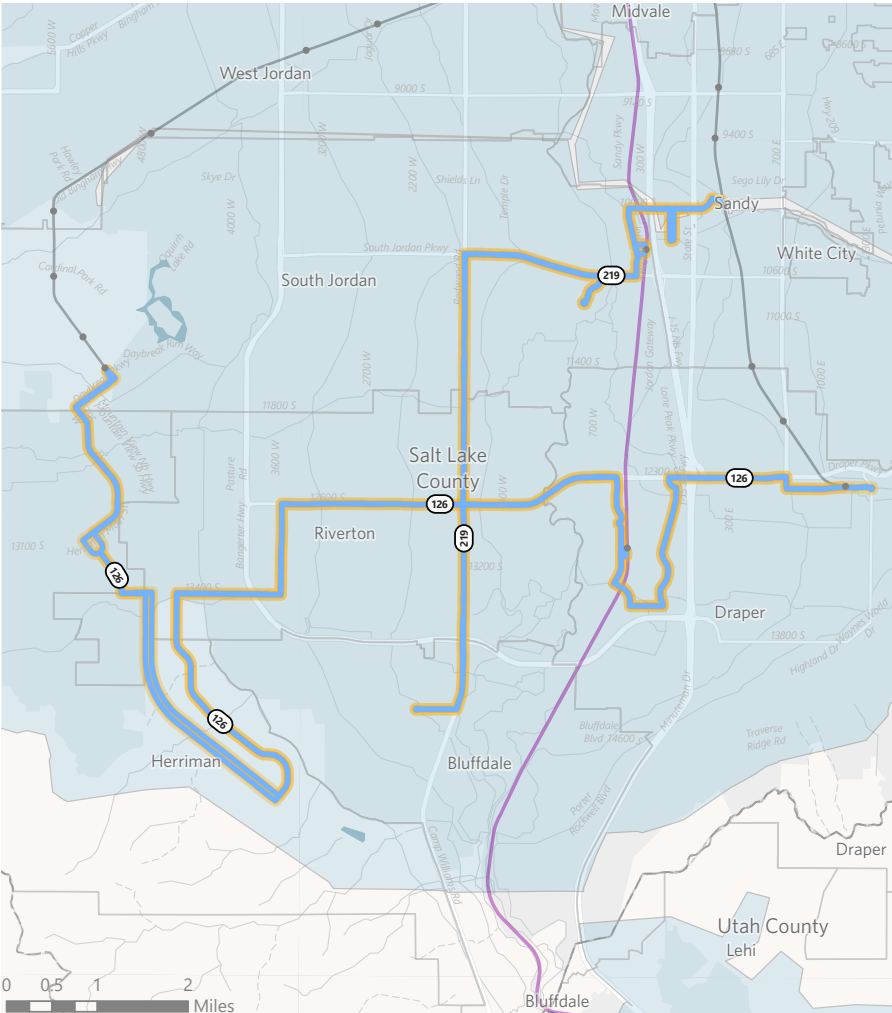
Route 219, Redwood Road South: New Route

- Will be a route on Redwood Road between Sandy Civic Station and Bluffdale with connections to Sandy City Hall, South Jordan Station, Riverpark Business Park, and Bluffdale City Hall.

No routes will be discontinued in this region in April 2025.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Tier 1

Tier 2

Tier 3

Tier 4

BRT

Rail Stops

S Line

Discontinued Service

Innovative Mobility Zone

New Route

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

APRIL 2025

SOUTH JORDAN DOWNTOWN STATION

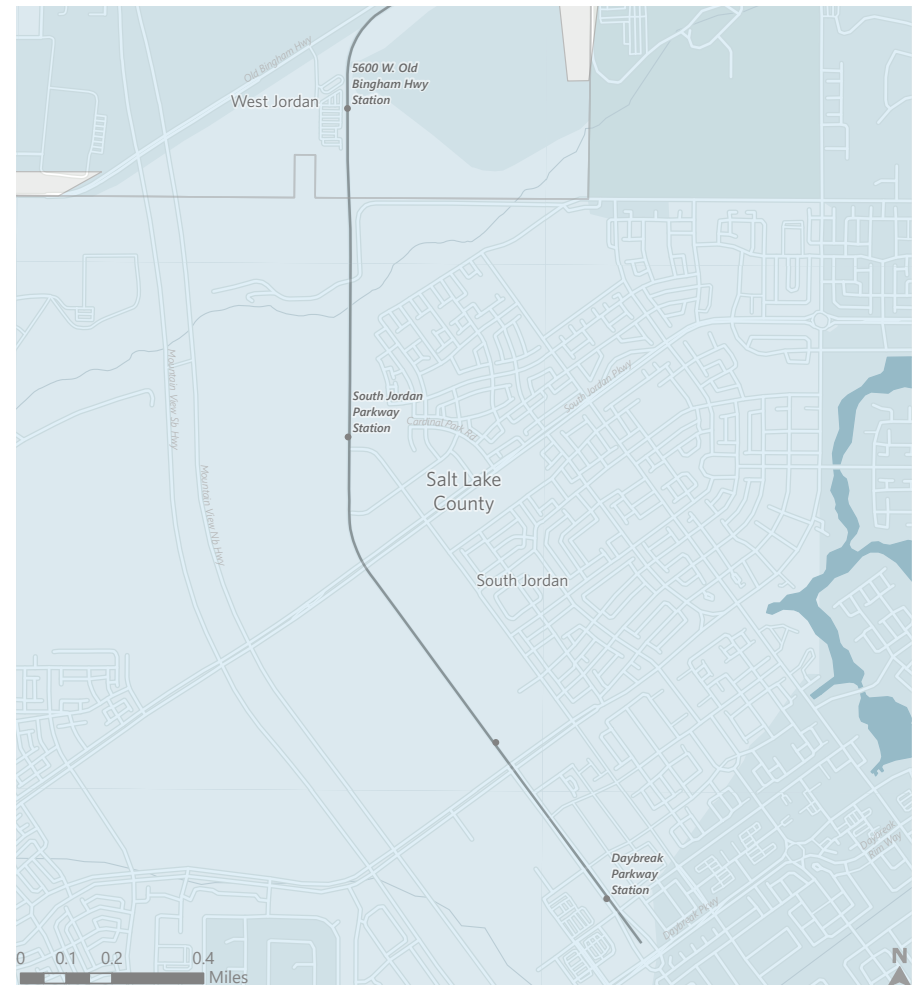
The purpose of the South Jordan Downtown Station is to align with the Long Range Transit Plan. The service changes include the following route:

Route 703, TRAX Red Line: Rerouting

- Will open the new South Jordan Downtown Station.

No routes will be discontinued in this region in April 2025.

The routes not shown will be unaffected.



- Tier 1
- Tier 2
- Tier 3
- Tier 4
- BRT
- S Line
- Discontinued Service
- Innovative Mobility Zone
- New Route
- Rail Stops

Route Type

- FrontRunner
- TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2025

UTAH COUNTY



CHAPTER

1

2

3

4

A

APRIL 2025

LEHI AND SANDY SERVICE CHANGES

The purpose of Lehi and Sandy Service Changes is to align with the Long Range Transit Plan. The service changes includes the following route:

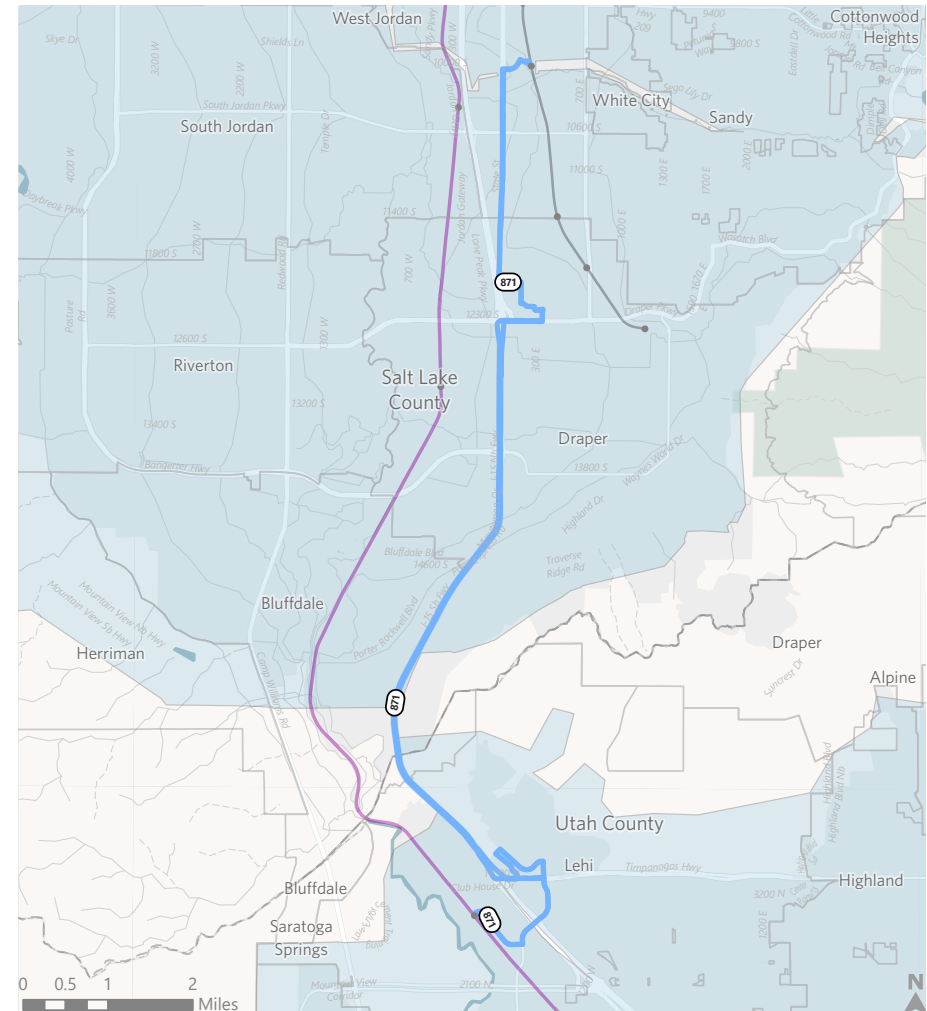
Route 871, Tech Corridor Rail Connector: Rerouting

- Will no longer end at Draper Town Center Station.
- Will extend north ending at Sandy Civic Center Station.
- The route will continue to go to Lehi Station, preserving connections between Utah County and TRAX Blue Line seven days a week.

No routes will be discontinued in this region in April 2025.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

APRIL 2025

SOUTH UTAH COUNTY SERVICE CHANGES

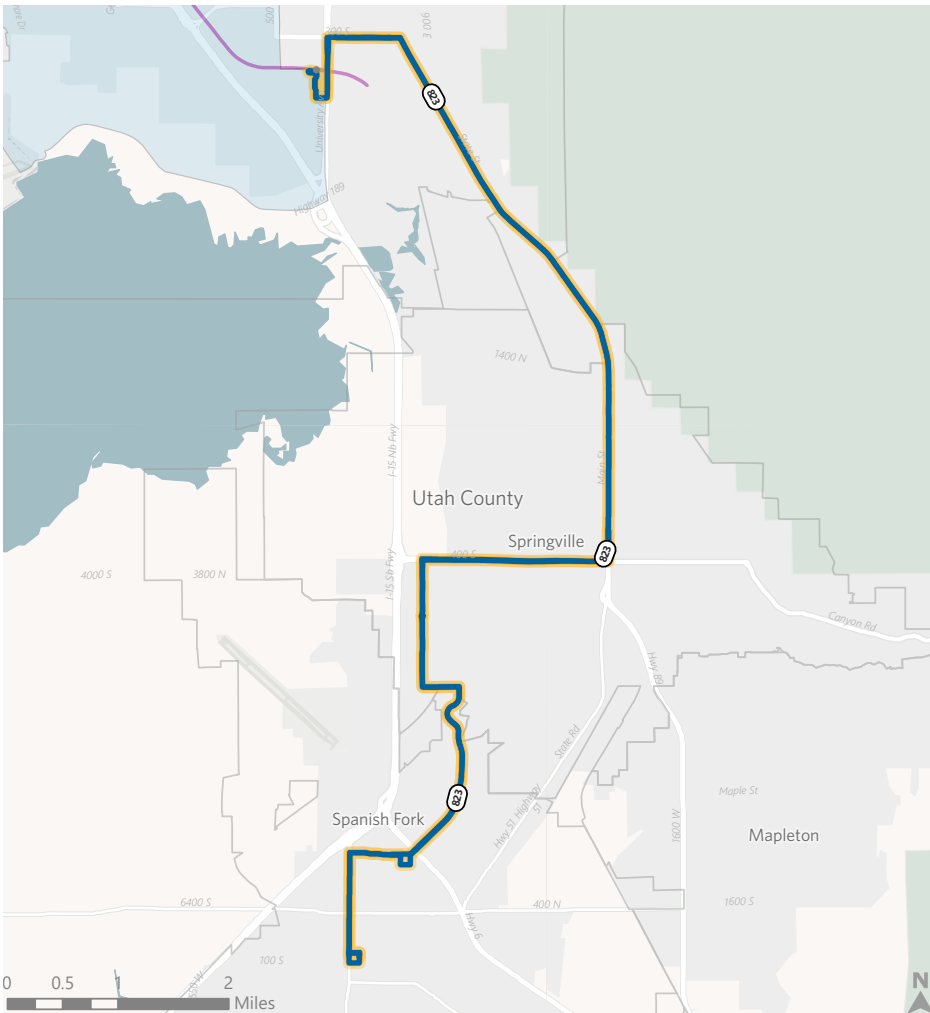
The purpose of South Utah County Service Changes is to align with the Long Range Transit Plan. Also, it is a result of coordinated planning with Springville and Spanish Fork to better connect high-growth areas and major destinations. The service changes include the following route:

Route 823, Spanish Fork - Provo Local: New Route

- Will be a new north-south route between Provo Central Station and Spanish Fork Center Street.
- The route will run every 30 minutes on weekdays, and 60 minutes on Saturdays.

No routes will be discontinued in this region in April 2025.

The routes not shown will be unaffected.



Tier 1

Tier 2

Tier 3

Tier 4

BRT

S Line

Discontinued Service

Innovative Mobility Zone

New Route

Rail Stops

Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2025

WEST PROVO/AIRPORT SERVICE CHANGES

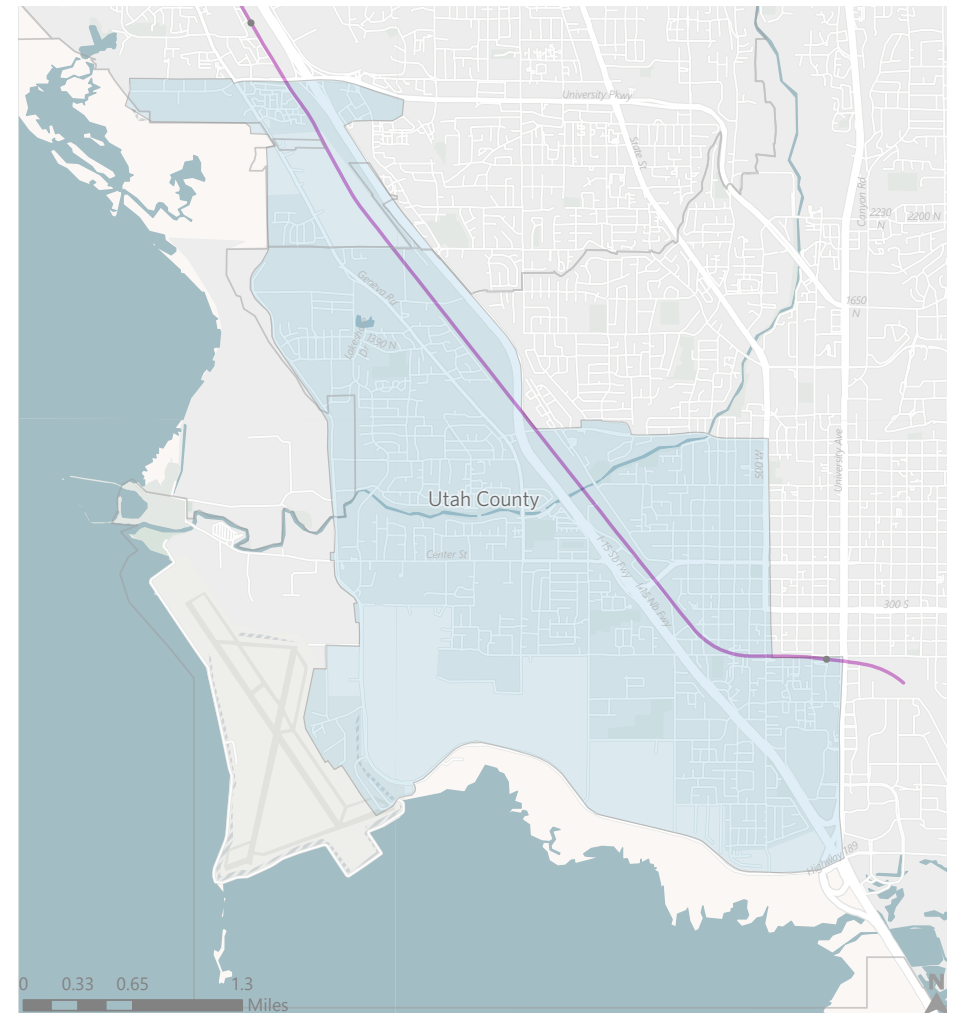
The purpose of West Provo / Airport Service Changes is to align with the Long Range Transit Plan and to respond to community feedback. The service changes include the following route:

West Provo Innovative Mobility Zone (IMZ 581): New Service

- Will provide On Demand service to the west side of Provo and the Provo Airport.

No routes will be discontinued in this region in April 2025.

The routes not shown will be unaffected.



To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Route Type
 FrontRunner
 TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

THE PLAN

APRIL 2026

Added Service Hours: 150,873
Added Service Miles: 2,271,282



CHAPTER

1

2

3

4

A

APRIL 2026

BOX ELDER, WEBER AND DAVIS COUNTIES



CHAPTER

1

2

3

4

A

APRIL 2026

OGDEN LOCAL SERVICE CHANGES

The purpose of Ogden Local Service Changes is to optimize the system for more access, and restore previously reduced service. It is also a response to community feedback. The service changes include the following routes:

Route 455, East Bench Intercounty: Rerouting

- Will be shortened at the north end to Dee Events Center.
- Service on 30th Street will be replaced by Route 604.

Route 604, Ogden Crosstown: Rerouting

- Will extend to Dee Events Center and end at WSU.

Route 610, Ogden Community Circulator: New Route

- Will connect 12th Street, Wall Avenue, US-89, and Harrison Boulevard, replacing Route 625.

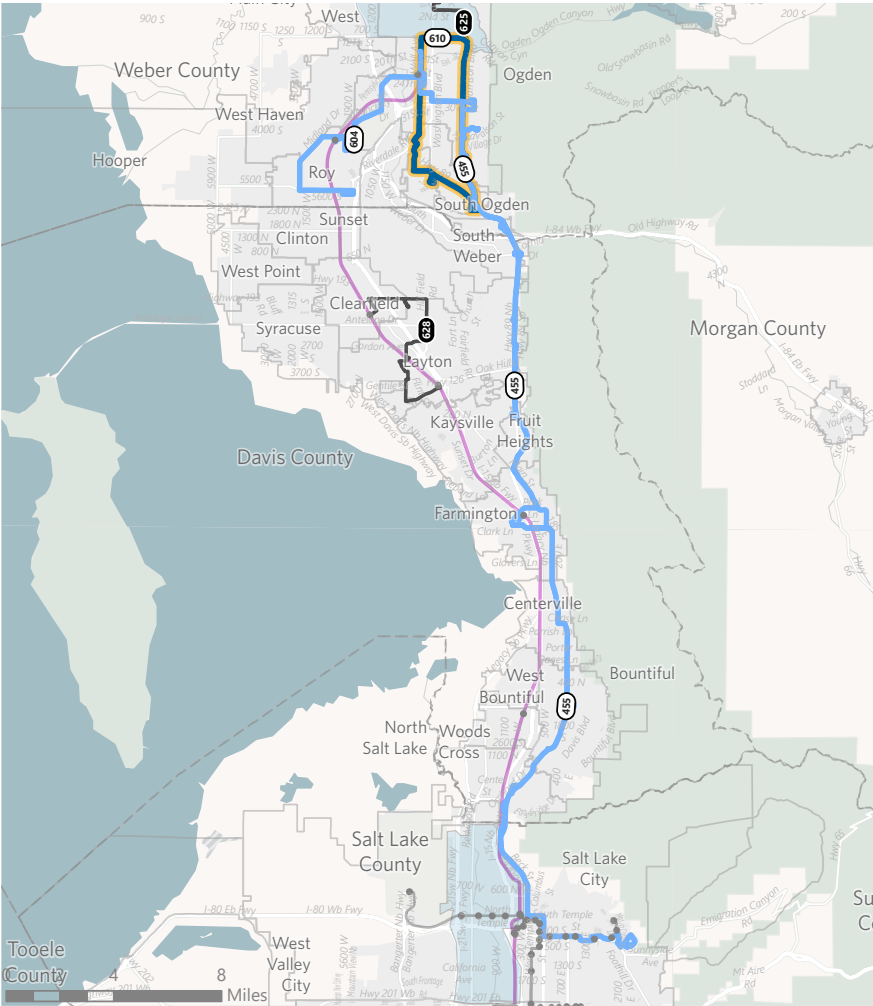
Route 625, Harrison Boulevard: Discontinued

- Will be replaced by Route 610.

Route 628, Layton Westside: Discontinued

- Will be replaced by Route 640.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
Tier 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
Tier 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
Tier 3	60 minutes from 6 am to 9 am	-	-
Tier 4	Limited service (vary by hour)		

APRIL 2026

OGDEN LOCAL SERVICE CHANGES

Route 612, Washington Boulevard: Rerouting

- Will be extended to Pleasant View Station.
- Will serve Ogden Station via 23rd Street and 26th Street.
- Will end at 5800 South Adams Avenue Parkway.
- Won't serve Washington Terrace, as it will be served by Route 610.

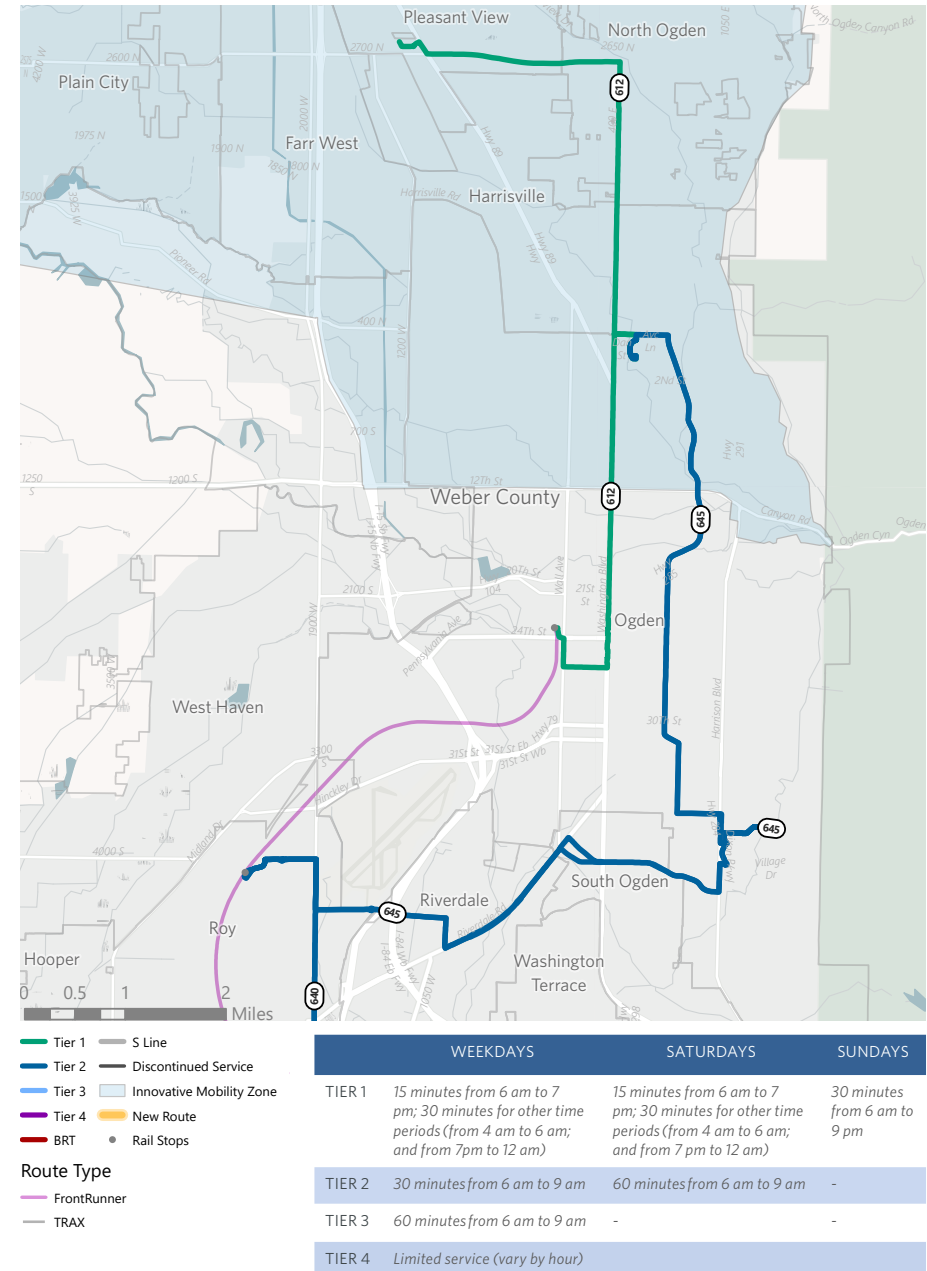
Route 640, North Davis Westside: Rerouting

- Will end in the north at Roy Station.
- Will serve Hill Field Road, Angel Street, and Layton Station, replacing Route 628.

Route 645, Harrison Boulevard/40th Street: Rerouting

- Will proceed down Quincy Avenue to 36th Street and deviate up Edvalson Street.
- Will replace service on the northern half of Route 640.
- Won't serve Monroe Boulevard to 1100 North since it will be served by North Weber IMZ.
- Stops to the west of Quincy Avenue along 36th Street will no longer be serviced.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2026

OGDEN LOCAL SERVICE CHANGES

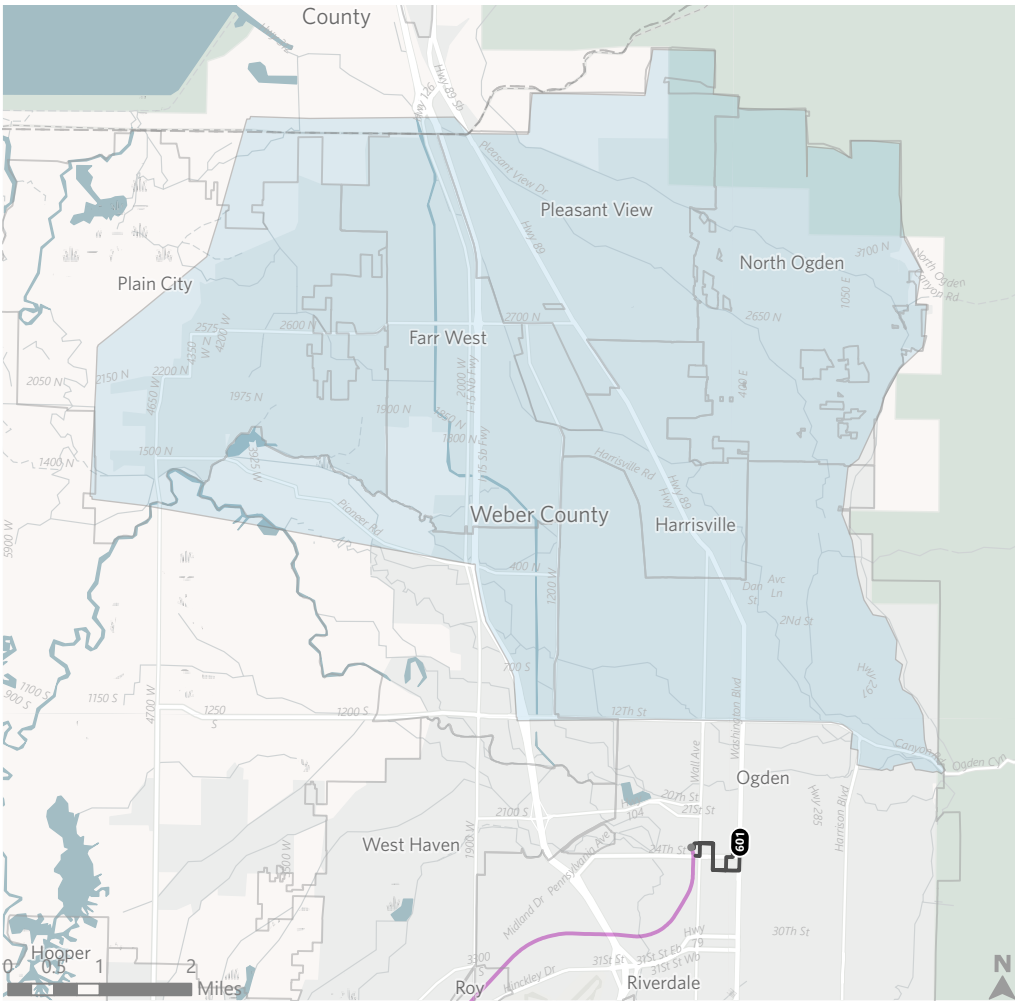
North Weber Innovative Mobility Zone (IMZ 562): New Service

- Will cover North Ogden, Marriott-Slaterville, Harrisville, Plain City, and Pleasant View.
- This provides service to areas previously accessible by Routes 612, 630, and 645.

Route 601, the Ogden Trolley: Discontinued

- Will be replaced by Route 612.

The routes not shown will be unaffected.



To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

APRIL 2026

BRIGHAM CITY SERVICE CHANGES

The purpose of Brigham City Service Changes is to respond to community feedback. The service changes include the following routes:

Route 630, Brigham City Commuter: Rerouting

- Will increase weekday frequency to 30 minutes.
- The route will deviate to Pleasant View Station, while the deviation to Wal-Mart in Brigham City will be eliminated (and replaced with an Innovative Mobility Zone).

Brigham City Innovative Mobility Zone (IMZ 563): New Service

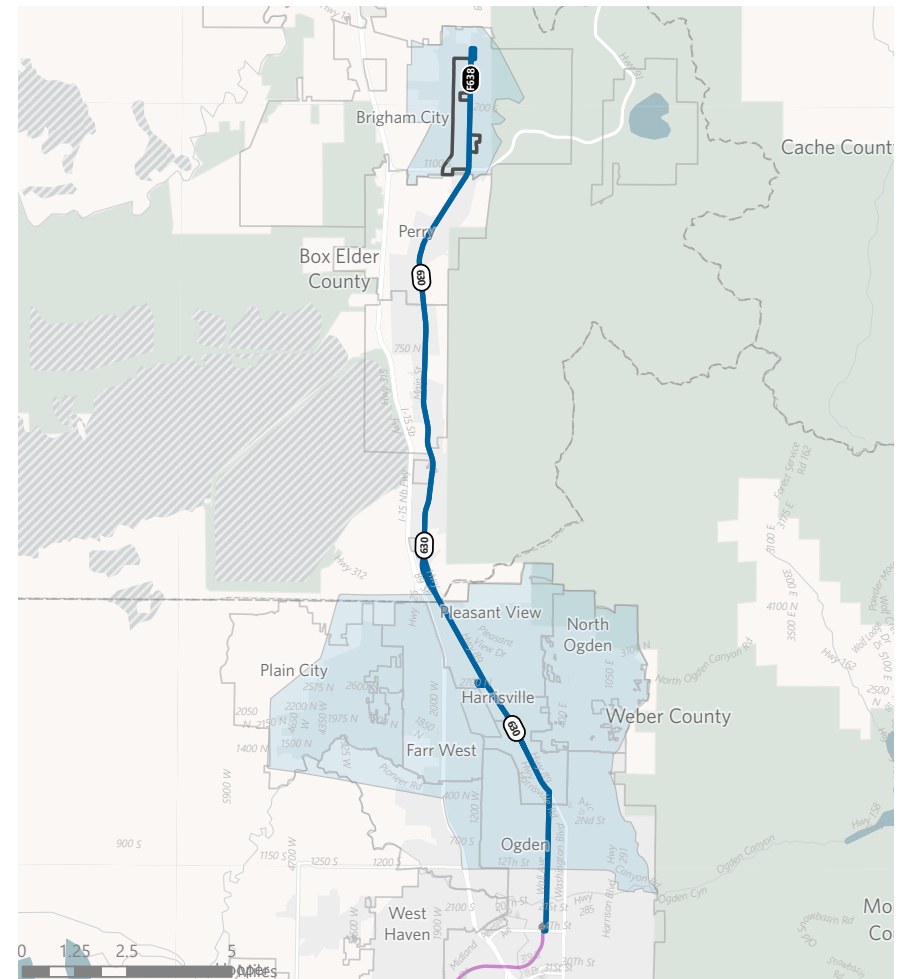
- Will be a new zone covering Brigham City and Perry. This replaces Route F638, which previously served as a local circulator in Brigham City with 60-minute headways.

Route F638, Brigham City Flex: Discontinued

- Will be discontinued and replaced by Brigham City IMZ.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
Tier 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
Tier 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
Tier 3	60 minutes from 6 am to 9 am	-	-
Tier 4	Limited service (vary by hour)	-	-



APRIL 2026

SALT LAKE AND TOOELE COUNTIES



CHAPTER

1

2

3

4

A

APRIL 2026

SALT LAKE COUNTY SERVICE RESTORATION

The purpose of Salt Lake County Service Restoration is to restore previously reduced service and respond to community feedback. The service changes include the following routes:

Route 54, 5400 South: Service Restoration

- Will have frequency increased from every 30 to every 15 minutes.
- Will extend to Utah First Credit Union Amphitheater.

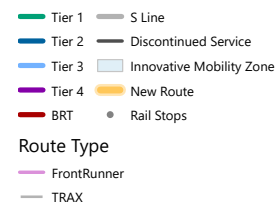
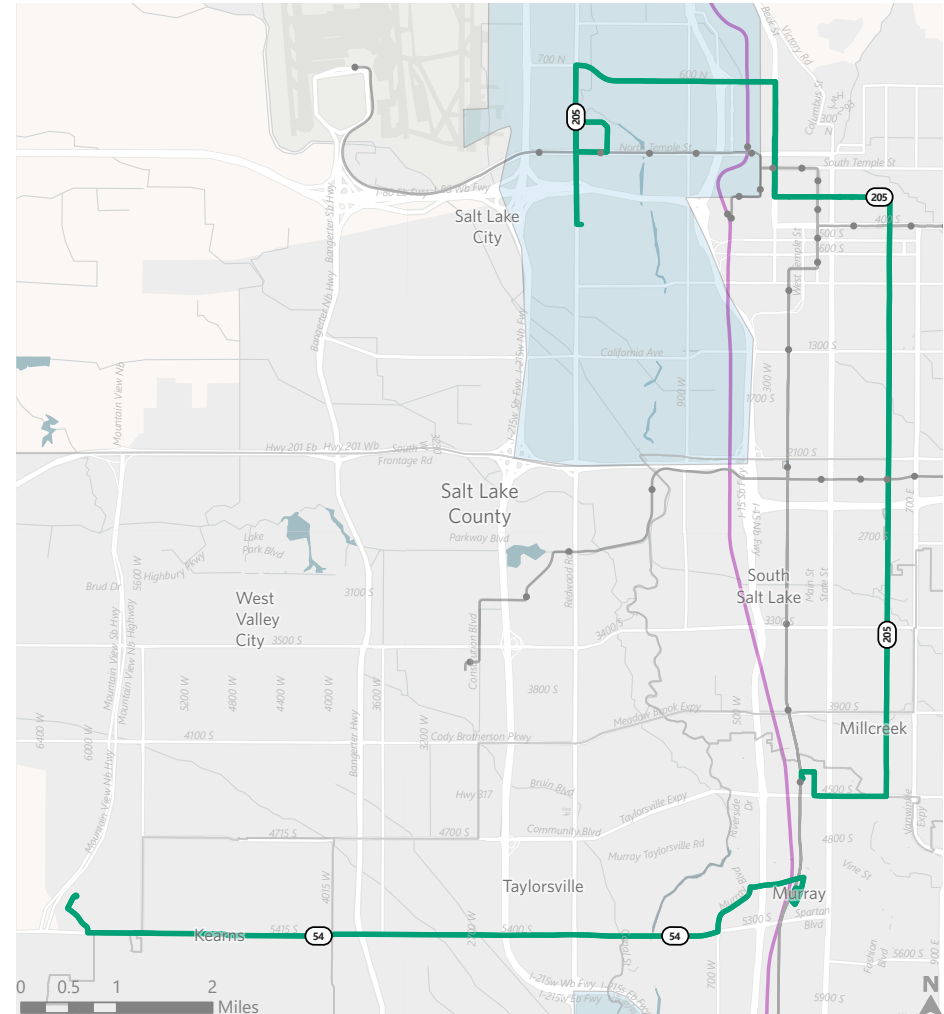
Route 205, 500 East: Service Restoration

- Will increase its weekday and Saturday service to 15-minute headways, up from 30-minute headways currently.
- Will be extended from the Murray North Station to Murray Central Station when Midvalley Connector opens.

No routes will be discontinued in this region in April 2026.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

APRIL 2026

200 SOUTH SERVICE CHANGES

The purpose of 200 South Service Changes is to restore previously reduced service and optimize the system for more access within our current limits. The service changes include the following routes:

Routes 2A and 2B, 200 South Clockwise and 200 South Counterclockwise respectively: New Routes

- Will replace Route 2 and a segment of Route 220.

Both will run every 15 minutes, with staggered schedules to provide 7.5-minute intervals.

Route 220, Highland Drive: Rerouting

- Will end at the University of Utah’s Student Union instead of Salt Lake Central Station.
- Routes 2A and 2B will replace the service on 200 South.

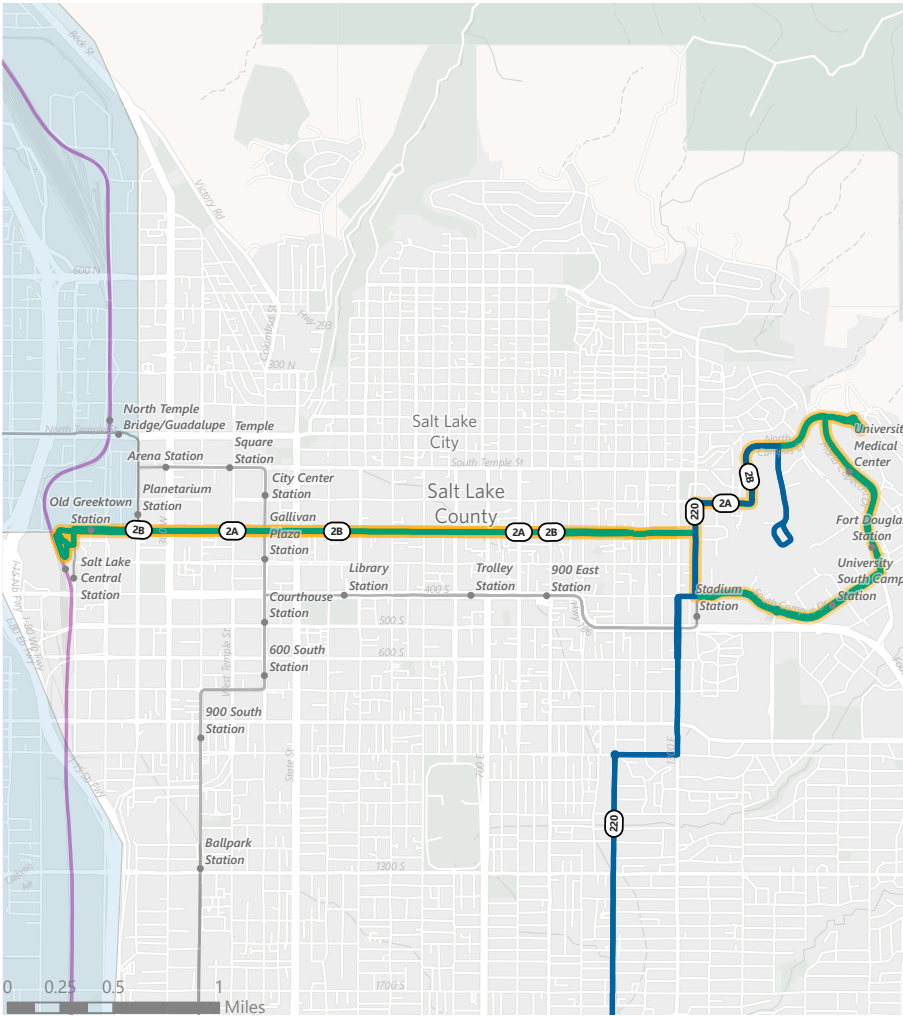
Short transfers will be accommodated at 200 South and University Street.

Route 2, 200 South: Discontinued

- Will be replaced by Routes 2A and 2B.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Tier 1

Tier 2

Tier 3

Tier 4

BRT

S Line

Discontinued Service

Innovative Mobility Zone

New Route

Rail Stops

Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		



APRIL 2026

CANYON CONNECTIONS

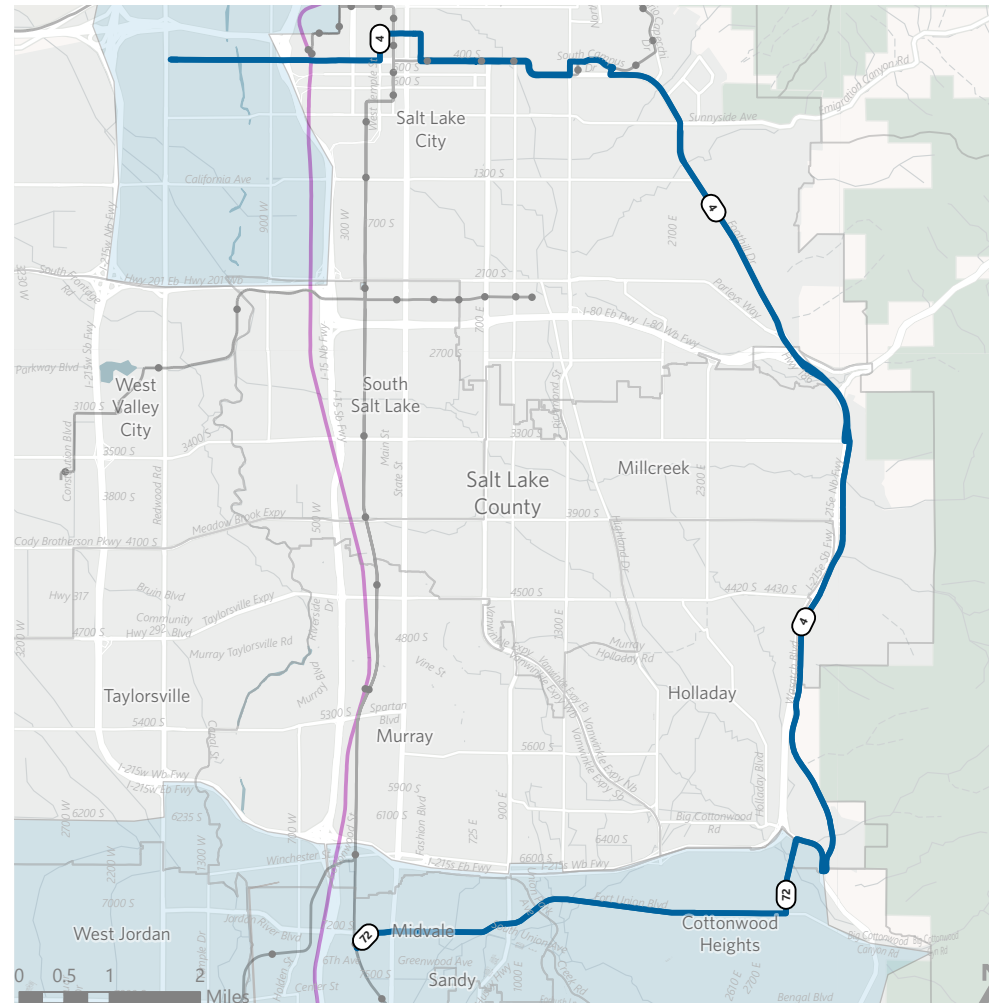
The purpose of Canyon Connections is to optimize the system for more access within our current limits and align with the Long Range Transit Plan. The service changes include the following routes:

Route 4, 400 South/East Bench Connector: Rerouting

- Will be extended to the 6200 South/Wasatch Boulevard Park & Ride from the 3900 South/Wasatch Boulevard Park & Ride.
- Will terminate at a larger mobility hub to be built by UDOT.

Route 72, 7200 South: Rerouting

- Will serve east of the 6200 South Wasatch Park & Ride.



Tier 1 — S Line
 Tier 2 — Discontinued Service
 Tier 3 — Innovative Mobility Zone
 Tier 4 — New Route
 BRT — Rail Stops

Route Type
 FrontRunner
 TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2026

CANYON CONNECTIONS

Route 45, 4500 South: Rerouting

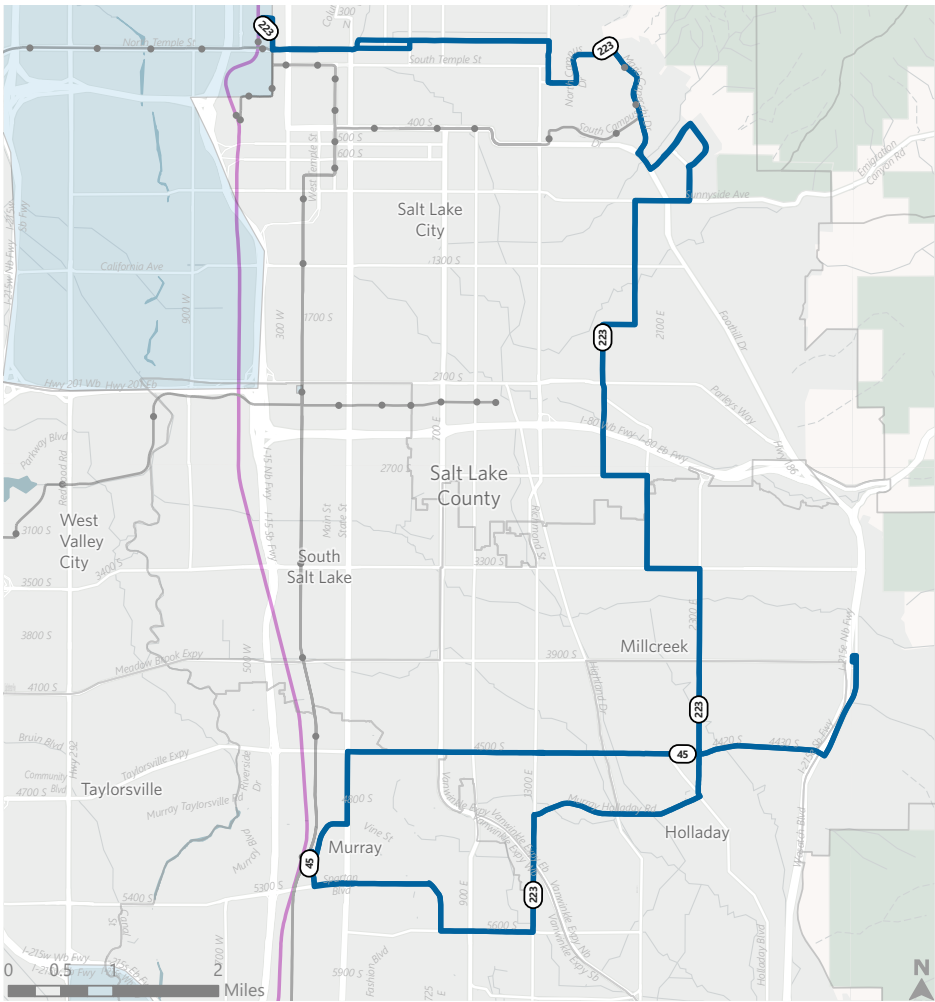
- Will serve 4500 South between 1300 East and 2300 East.
- Service to Murray-Holladay Road will be replaced by Route 223.

Route 223, 2300 East: Rerouting

- Will serve Murray Central Station via 5300 South, Vine Street, 5600 South, 1300 East, and Murray-Holladay Road.
- Weekday frequency will be increased to every 30 minutes.

No routes will be discontinued in this region in April 2026.

The routes not shown will be unaffected.



Tier 1

Tier 2

Tier 3

Tier 4

BRT

S Line

Discontinued Service

Innovative Mobility Zone

New Route

Rail Stops

Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2026

S-LINE EXTENSION

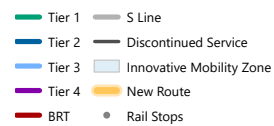
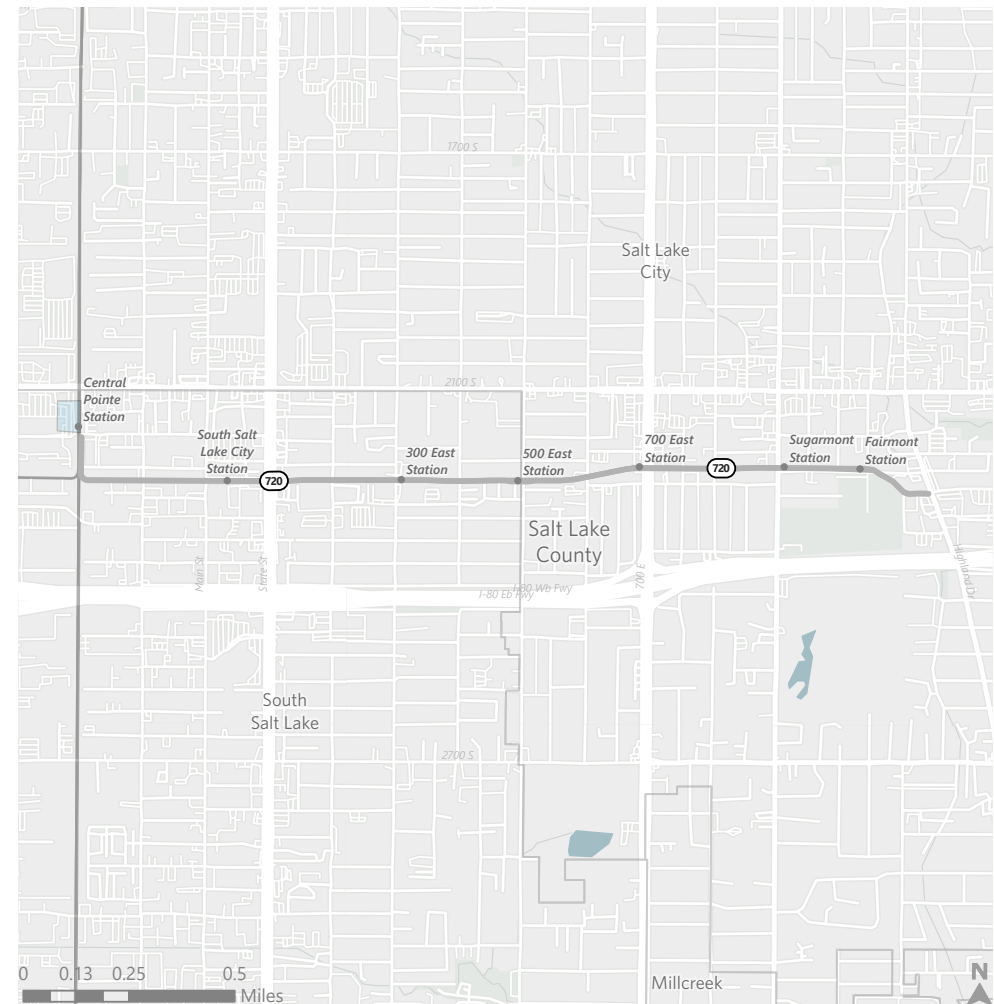
The purpose of the S-Line Extension is to align with the Long Range Transit Plan. The service changes includes the following route:

Route 720, S-Line Streetcar: Route Extension

- Will extend the streetcar corridor from its current eastern terminus at Fairmont Station to Highland Drive.

No routes will be discontinued in this region in April 2026.

The routes not shown will be unaffected.



Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2026

6200 SOUTH SERVICE CHANGES

The purpose of 6200 South Service Changes is to allow for better connectivity, reducing the number of transfers that some riders must make to reach their destinations. The service changes includes the following route:

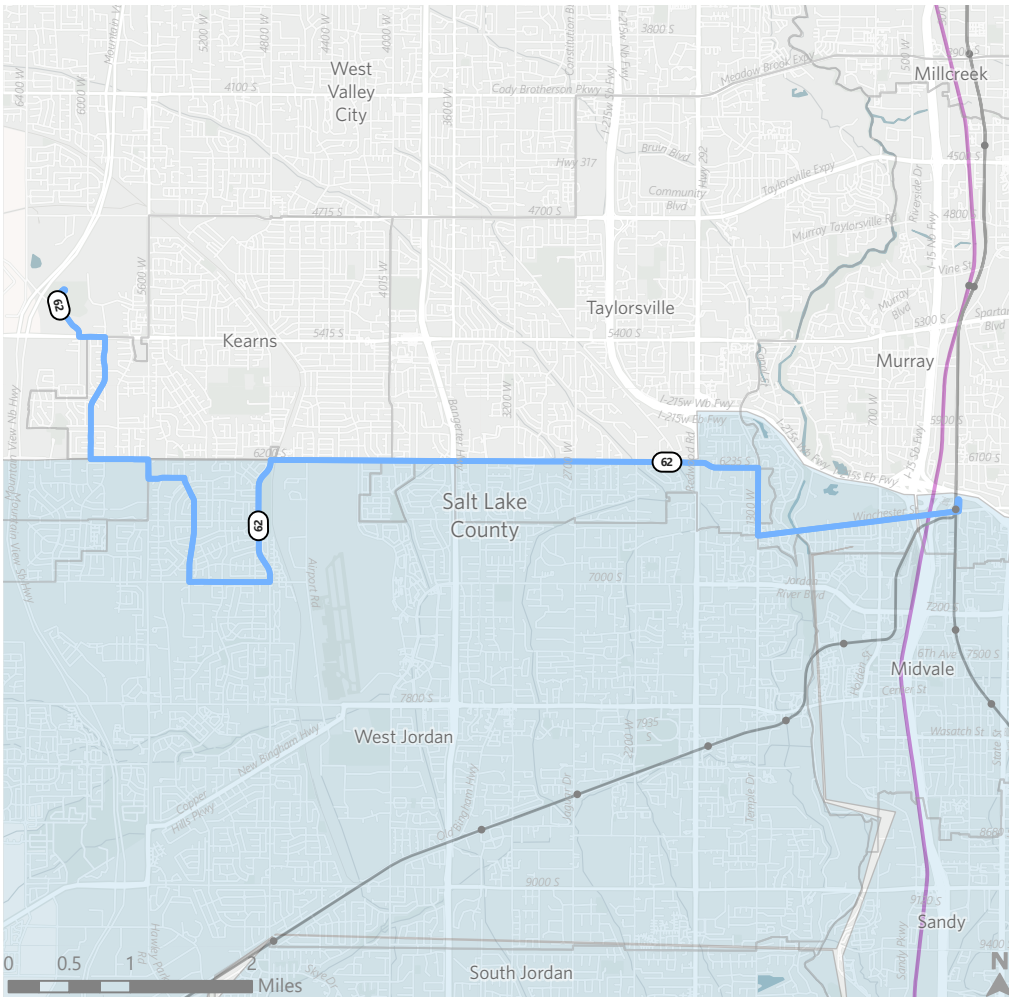
Route 62, 6200 South: Rerouting

- Will be extended from Fashion Place West Station to Copper City Drive
- The end-of-line location will be at Utah First Credit Union Amphitheater.

No routes will be discontinued in this region in April 2026.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Tier 1

Tier 2

Tier 3

Tier 4

BRT

S Line

Discontinued Service

Innovative Mobility Zone

New Route

Rail Stops

Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

APRIL 2026

SALT LAKE CITY WEST SIDE SERVICE CHANGES

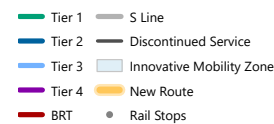
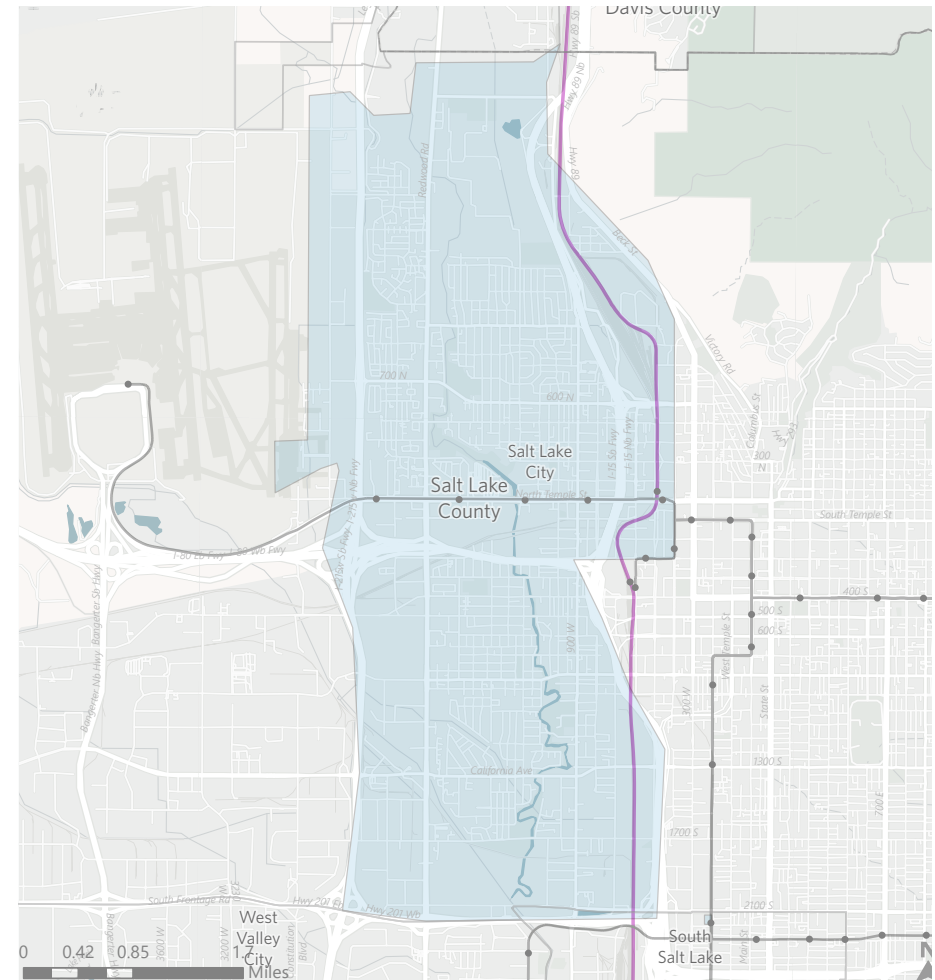
The purpose of Salt Lake City West Side Service Changes is to enhance east-west connectivity from areas on the west side of Salt Lake County. The change includes the following service:

Salt Lake City West Side On Demand Zone (IMZ 502): Service Expansion

- Will be expanded to include Central Pointe Station.

No routes will be discontinued in this region in April 2026.

The routes not shown will be unaffected.



Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2026

UTAH COUNTY



CHAPTER

1

2

3

4

A

APRIL 2026

NORTH UTAH COUNTY SERVICE CHANGES

The purpose of North Utah County Service Changes is to align with the Long Range Transit Plan and respond to community feedback. The service changes include the following routes:

Route 846, Vineyard / Orem Connector: New Service

- Will serve residential destinations in East Orem previously served by Route 862.
- Will connect Vineyard Station and University Place.

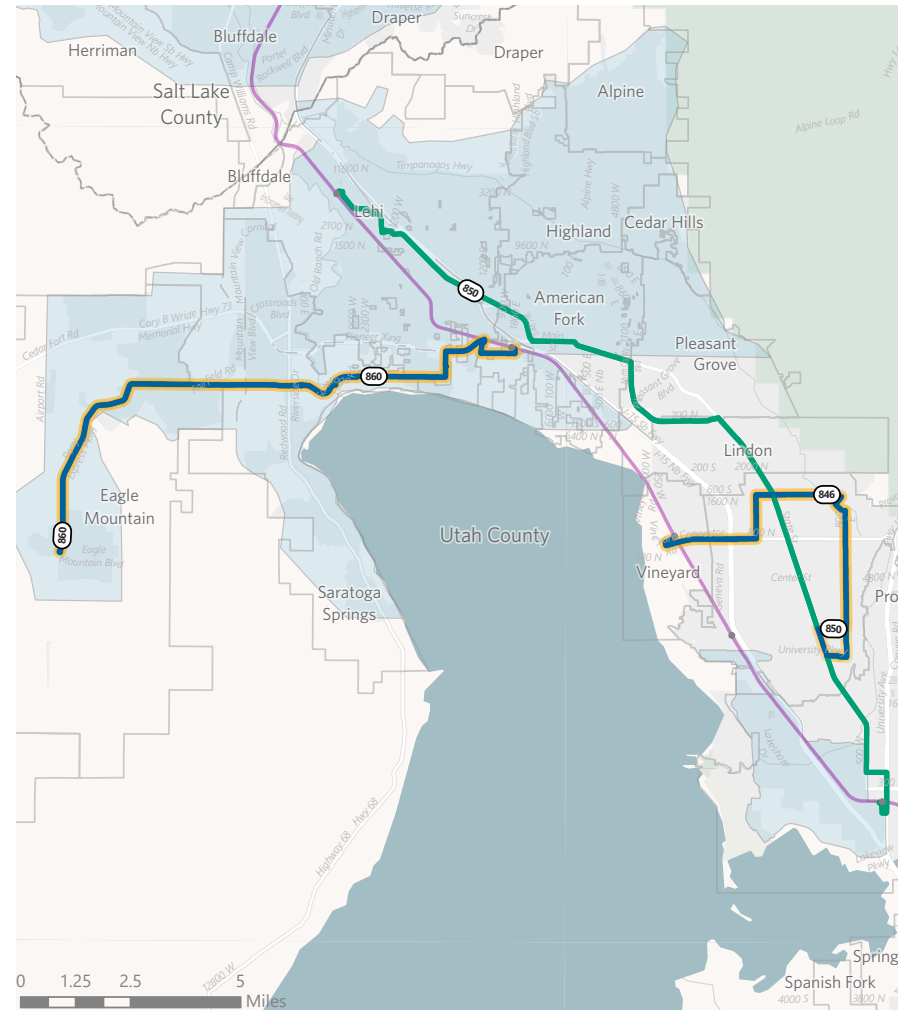
Route 850, State Street Utah County: Rerouting

- Will reroute from State Street to 700 North and North County Boulevard.
- Downtown Pleasant Grove, area currently served by Route 850, will be covered by Route 862 (see next page).

Route 860, Eagle Mountain / Saratoga Springs: New Route

- Will serve to new Park & Ride lots in Eagle Mountain and Saratoga Springs.
- Will provide service to areas previously served by Route 806.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



- Tier 1 S Line
- Tier 2 Discontinued Service
- Tier 3 Innovative Mobility Zone
- Tier 4 New Route
- BRT Rail Stops

Route Type
FrontRunner
TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (vary by hour)		



APRIL 2026

NORTH UTAH COUNTY SERVICE CHANGES

Route 862, 400 West Orem: Rerouting

- Will extend the west portion of the current route to serve State Street.
- Will provide coverage to areas previously served by Route 850.
- Service to East Orem will be replaced by Route 846.

Lehi Innovative Mobility Zone (IMZ 582 and IMZ 583): New Service

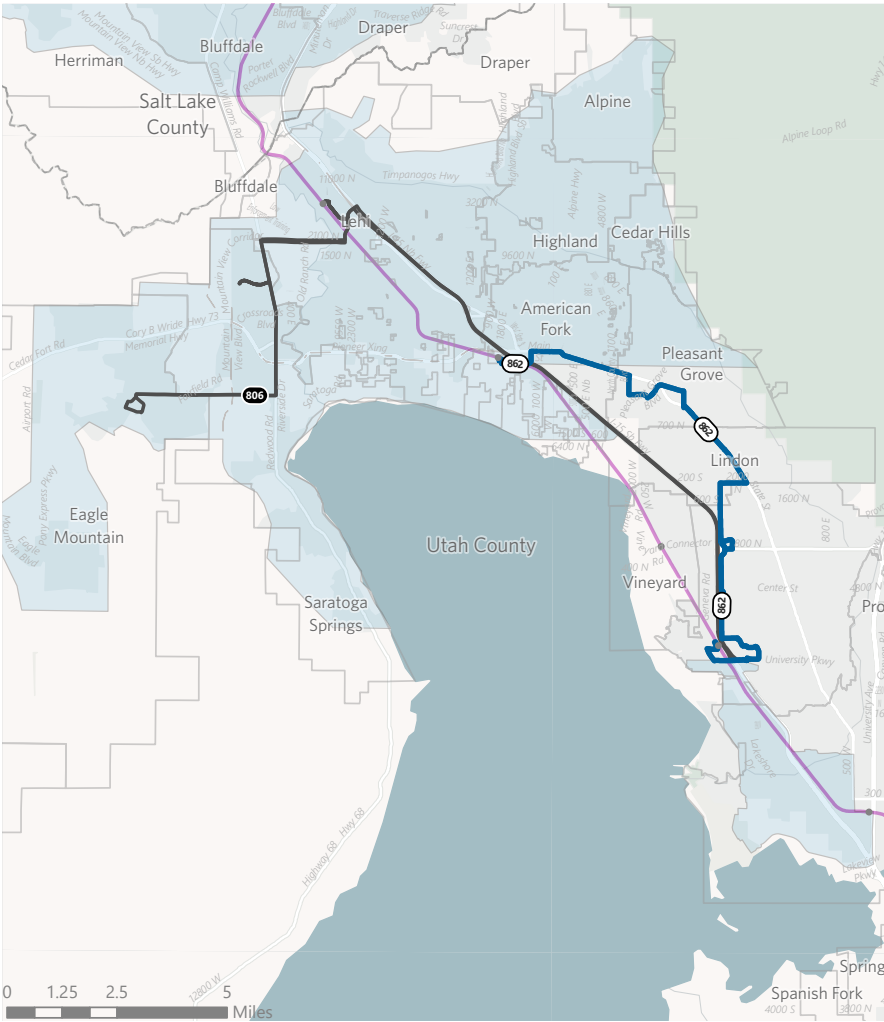
- Will cover portions of West Lehi and connect riders to Lehi FrontRunner Station.

Route 806, Eagle Mountain/Saratoga Springs/Lehi Station: Discontinued

- The loss of geographic coverage will be mitigated by the Lehi IMZ, as well as Route 860.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Route Type	WEEKDAYS			SATURDAYS		SUNDAYS	
	Tier 1	Tier 2	Tier 3	Tier 4	Tier 1	Tier 2	Tier 3
Tier 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	Limited service (vary by hour)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	60 minutes from 6 am to 9 am	30 minutes from 6 am to 9 pm
Tier 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-	-	60 minutes from 6 am to 9 am	-	-
Tier 3	60 minutes from 6 am to 9 am	-	-	-	-	-	-
Tier 4	Limited service (vary by hour)	-	-	-	-	-	-

THE PLAN

APRIL 2027

Added Service Hours: 164,139
Added Service Miles: 2,055,834



APRIL 2027

BOX ELDER, WEBER AND DAVIS COUNTIES



CHAPTER

1

2

3

4

A

APRIL 2027

ROY STATION SERVICE CHANGES

The purpose of Roy Station Service Changes is to improve working conditions with more consistent shifts and service throughout the day, and optimize the system for more access within our current limits. The service changes include the following routes:

Route 604, Ogden Crosstown: Rerouting

- Will be shortened to Roy Station as Route 642 will cover the remaining portion.
- Will increase its frequency to 30 minutes.
- Will replace service on portions of Route F620.

Route 642, North Davis Neighborhood Connector: Rerouting

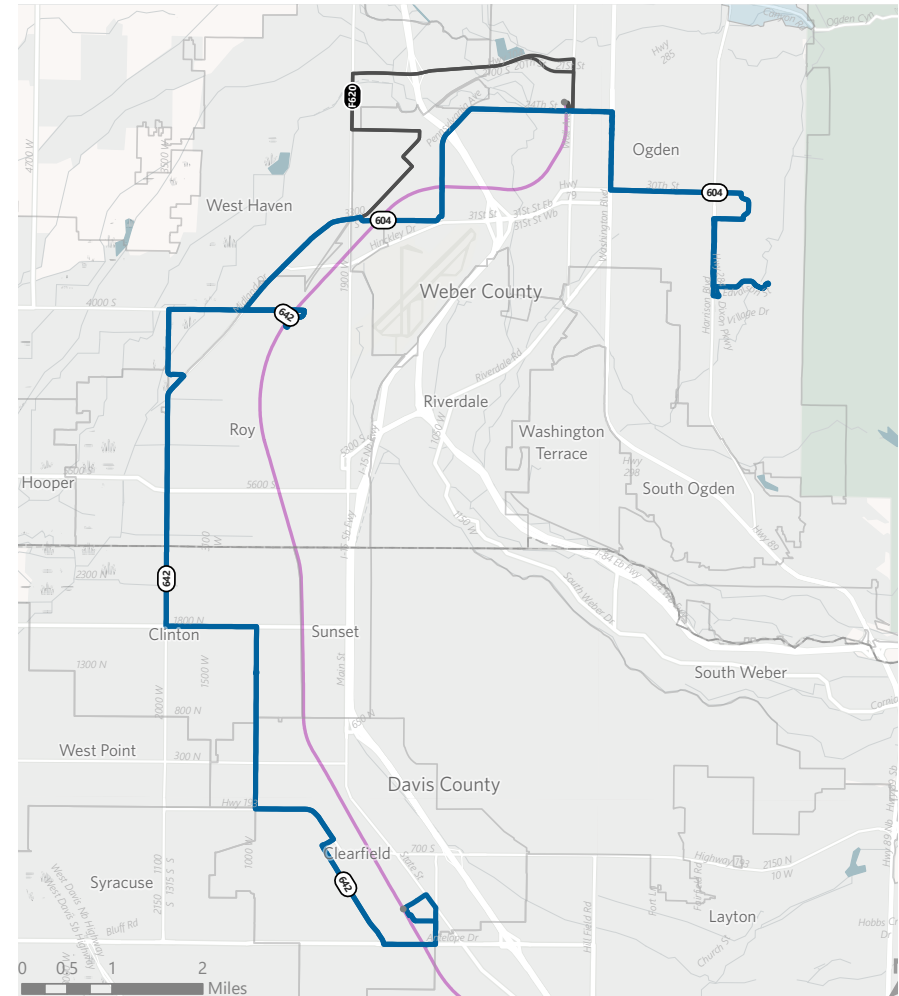
- Will be extended to serve Roy FrontRunner Station.
- Will replace a portion of Route 604.

Route F620, West Haven Flex: Discontinued

- Will be replaced by Route 604.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
Tier 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
Tier 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
Tier 3	60 minutes from 6 am to 9 am	-	-
Tier 4	Limited service (varies by hour)		

Tier 1	S Line
Tier 2	Discontinued Service
Tier 3	Innovative Mobility Zone
Tier 4	New Route
BRT	Rail Stops
FrontRunner	
TRAX	



APRIL 2027

BUSINESS DEPOT OGDEN (BDO) SERVICE CHANGES

The purpose of BDO Service Changes is to provide connections at Pleasant View Station to other routes, network optimization, and connectivity improvements. The service changes include the following routes:

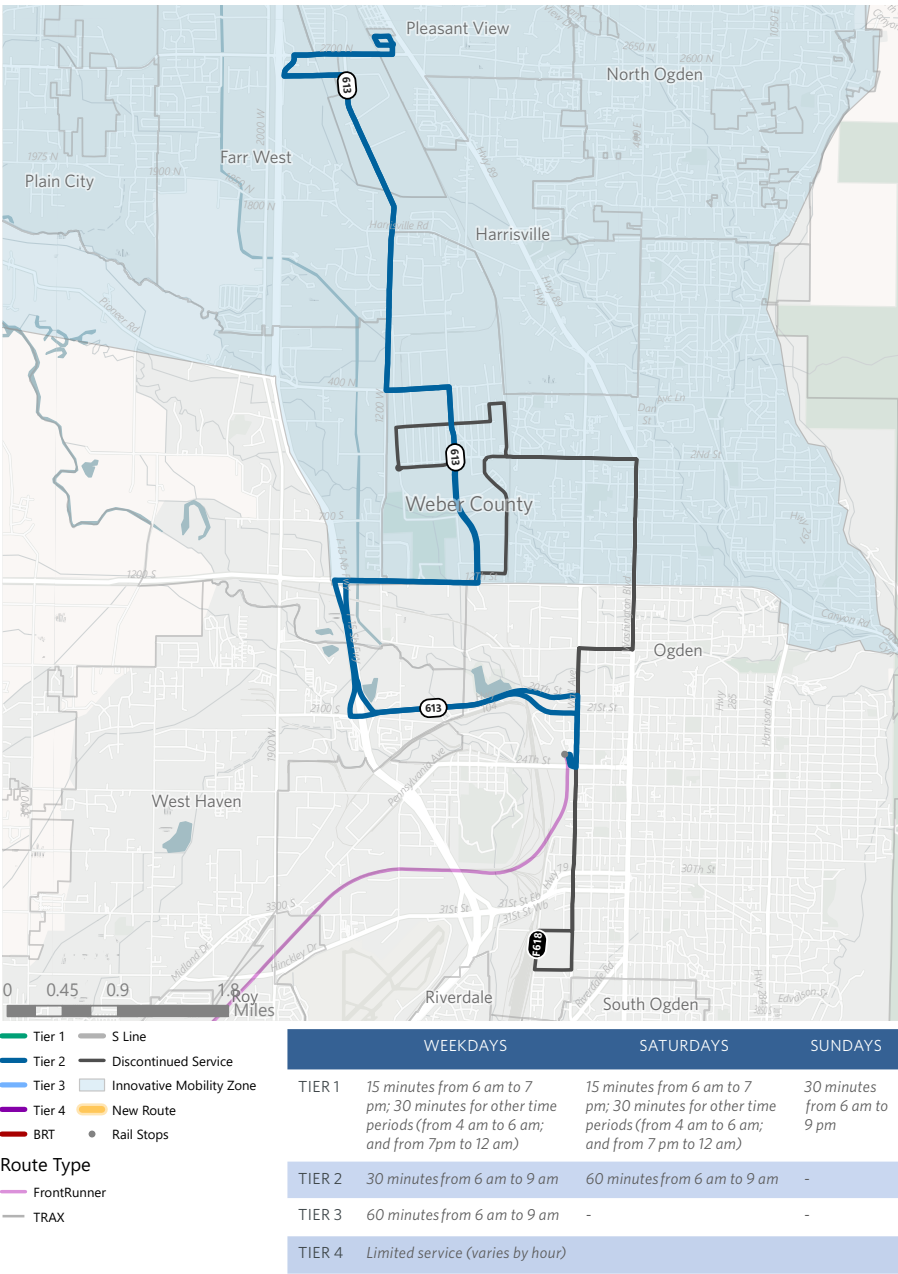
Route 613, Northwest Weber Local: Rerouting

- Will be rerouted to serve Business Depot Ogden (BDO).
- Will replace the F618 (Ogden BDO Shuttle).
- Will extend to Pleasant View Station and serve stops on 20th and 21st Streets that were previously served by Route F620.

Route F618, Ogden BDO Shuttle: Discontinued

- Will be replaced by Route 613.

The routes not shown will be unaffected.



To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2027

SALT LAKE AND TOOELE COUNTIES



CHAPTER



APRIL 2027

MIDVALLEY CONNECTOR

The purpose of Midvalley Connector is to provide connections at Murray Central Station, and network optimization. The service changes include the following routes:

Route 50X, Midvalley Connector (MVX): New Bus Rapid Transit

- Will replace portions of Route 47 and Route 227.

Route 39, 3900 South: Rerouting

- Will reroute to terminante at West Valley Central Station.
- Won't serve Salt Lake Community College's Redwood Campus, since it will be covered by the Midvalley Connector.

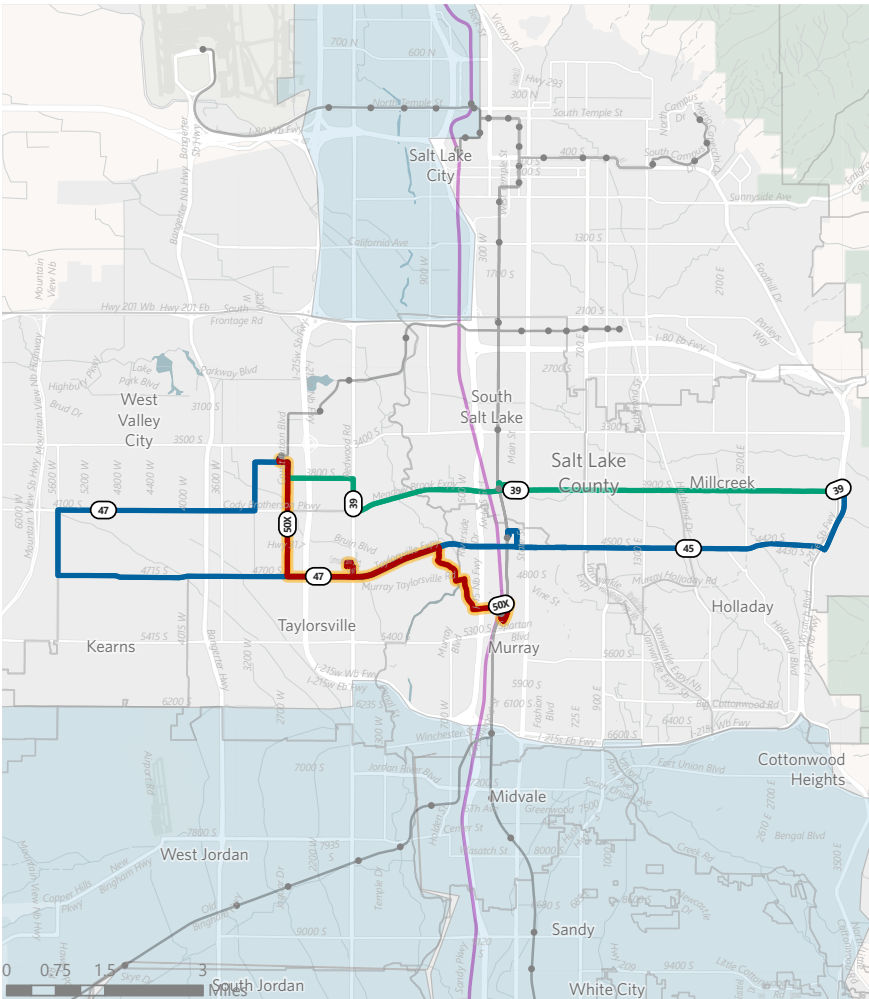
Route 45, 4500 South: Rerouting

- Will reroute from Murray Central to Murray North Station.

Route 47, 4100 South/4700 South: Rerouting

- Will reroute from Murray Central to Murray North Station.
- Will skip the Atherton Drive loop as it will be served by the Midvalley Connector.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
Tier 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
Tier 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
Tier 3	60 minutes from 6 am to 9 am	-	-
Tier 4	Limited service (varies by hour)		

APRIL 2027

MIDVALLEY CONNECTOR

Route 205, 500 East: Rerouting

- Will extend further south to Murray Central Station.

Route 227, 2700 West: Rerouting

- Weekday frequency will be increased to 30 minutes.
- Will proceed to Historic Sandy Station, replacing Route F590.
- Will proceed east to Millcreek Station instead of north of 4700 South.

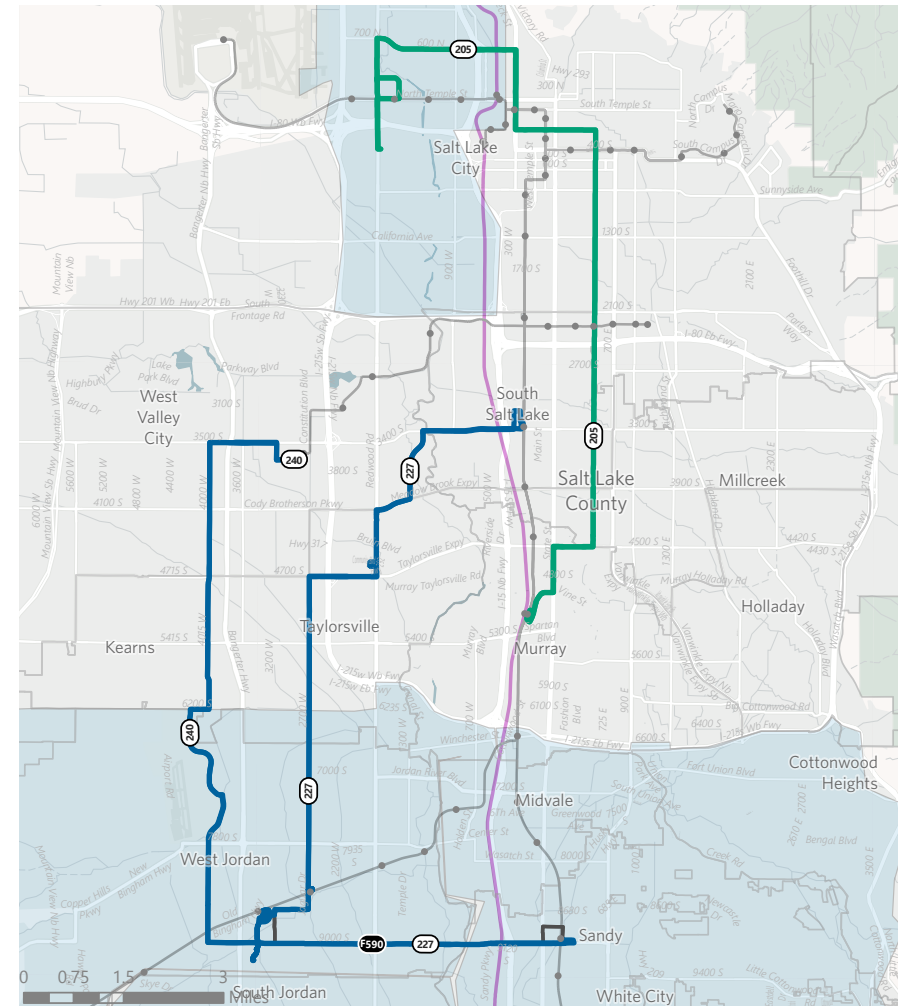
Route 240, 4000 West: Rerouting

- Will reroute to Park Center Drive between 7200 South and 6200 South.
- Service on Dixie Drive will be discontinued.

Route F590, 9000 South Flex: Discontinued

- Will be replaced by Route 227.

The routes not shown will be unaffected.



	WEEKDAYS	SATURDAYS	SUNDAYS
Tier 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
Tier 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
Tier 3	60 minutes from 6 am to 9 am	-	-
Tier 4	Limited service (varies by hour)	-	-

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2027

WEST SALT LAKE COUNTY SERVICE CHANGES

The purpose of West Salt Lake County Service Changes is to align with the Long Range Transit Plan, optimize the system for more access within our current limits, and restore previously reduced service. The service changes include the following routes:

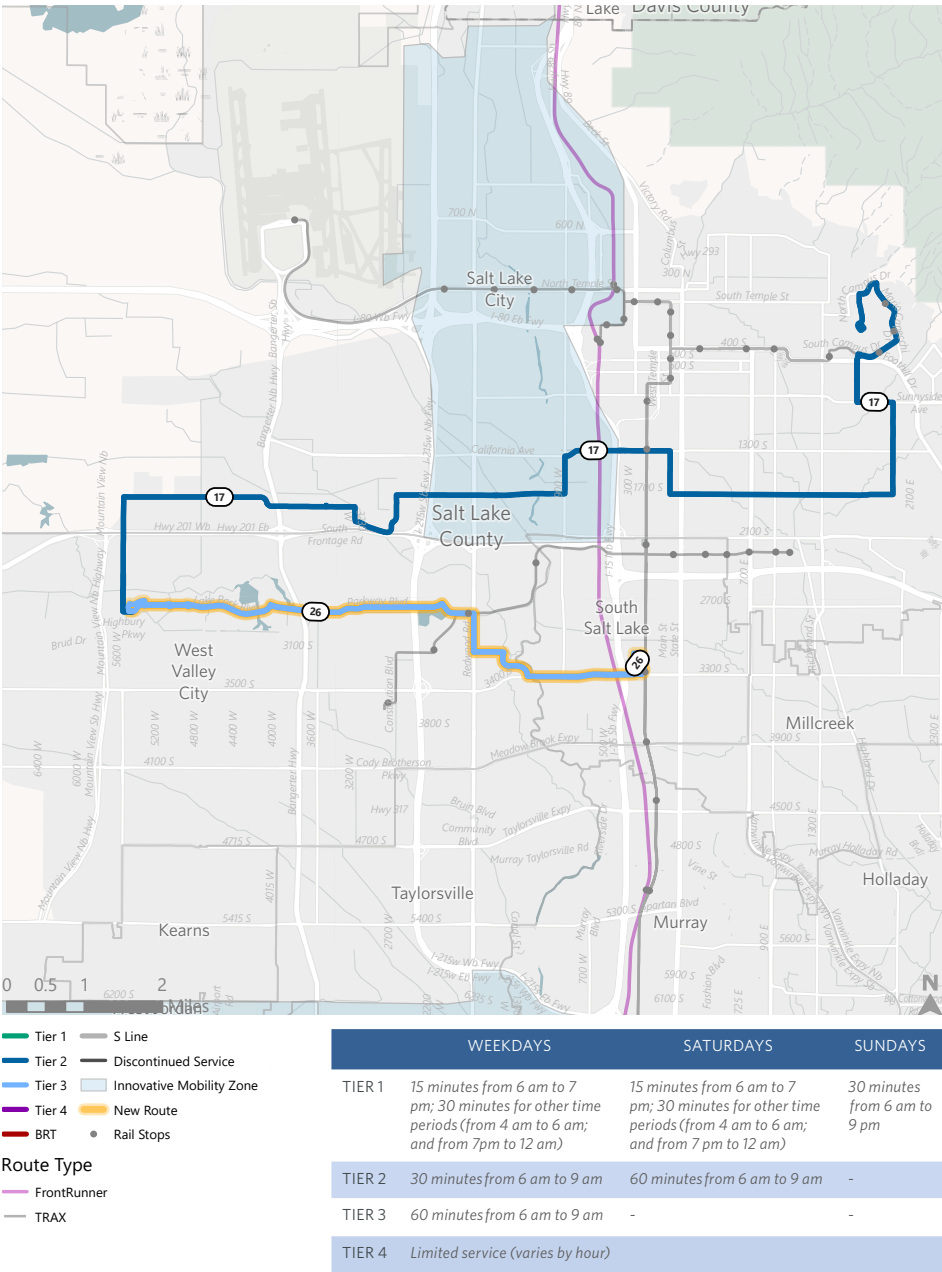
Route 17, 1700 South: Service Restoration and Rerouting

- Will be restored to 30-minute frequency
- Will extend to the industrial areas on Salt Lake City's west side.
- Will connect with the TRAX via Ballpark Station.

Route 26, Lake Park Boulevard: New Route

- Will serve industrial areas along Parkway Boulevard in West Valley City.
- Will service to areas currently served by Routes 509 and 513.
- Will provide a new transfer connection between Millcreek TRAX Station and Lake Park Boulevard.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2027

WEST SALT LAKE COUNTY SERVICE CHANGES

Route 31, 3100 South: New Route

- Will serve between the proposed Magna Transit Center and Central Pointe TRAX Station.

Route 35, 3500 South: Rerouting

- Will extend to the proposed Magna Transit Center.
- Will have hourly service between midnight and 4 AM.
- Will reroute to 8400 West and 2700 South.
- Won't make a loop around downtown Magna, as Route 31 will serve this portion.

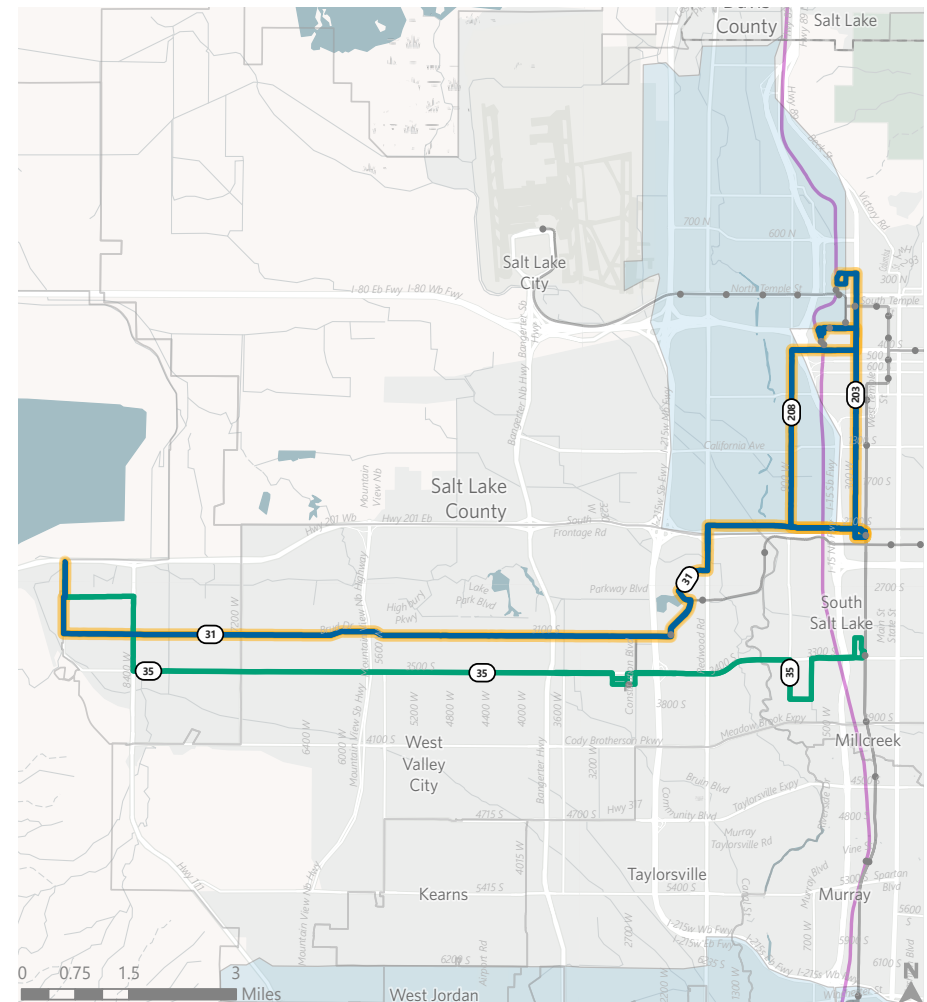
Route 203, 300 West: New Route

- Will serve between North Temple TRAX and FrontRunner Station, and Central Pointe TRAX Station.

Route 208, 900 West: New Route

- Will serve on 900 West between Salt Lake Central Station and Central Pointe TRAX Station.
- Will replace portions of service provided by Route 509.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



- Tier 1 — S Line
 Tier 2 — Discontinued Service
 Tier 3 — Innovative Mobility Zone
 Tier 4 — New Route
 BRT — Rail Stops

Route Type

- FrontRunner
 TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

APRIL 2027

WEST SALT LAKE COUNTY SERVICE CHANGES

Route 236, 3600 West: New Route

- Will provide connections from West Valley Central Station through industrial areas of West Valley and Salt Lake Cities, the SLC International Airport, and the International Center.

Route 509, 900 West Shuttle: Discontinued

- Will be replaced by portions of Routes 26, 31, 208 and 236.

Route 513, Industrial/Business Park Shuttle: Discontinued

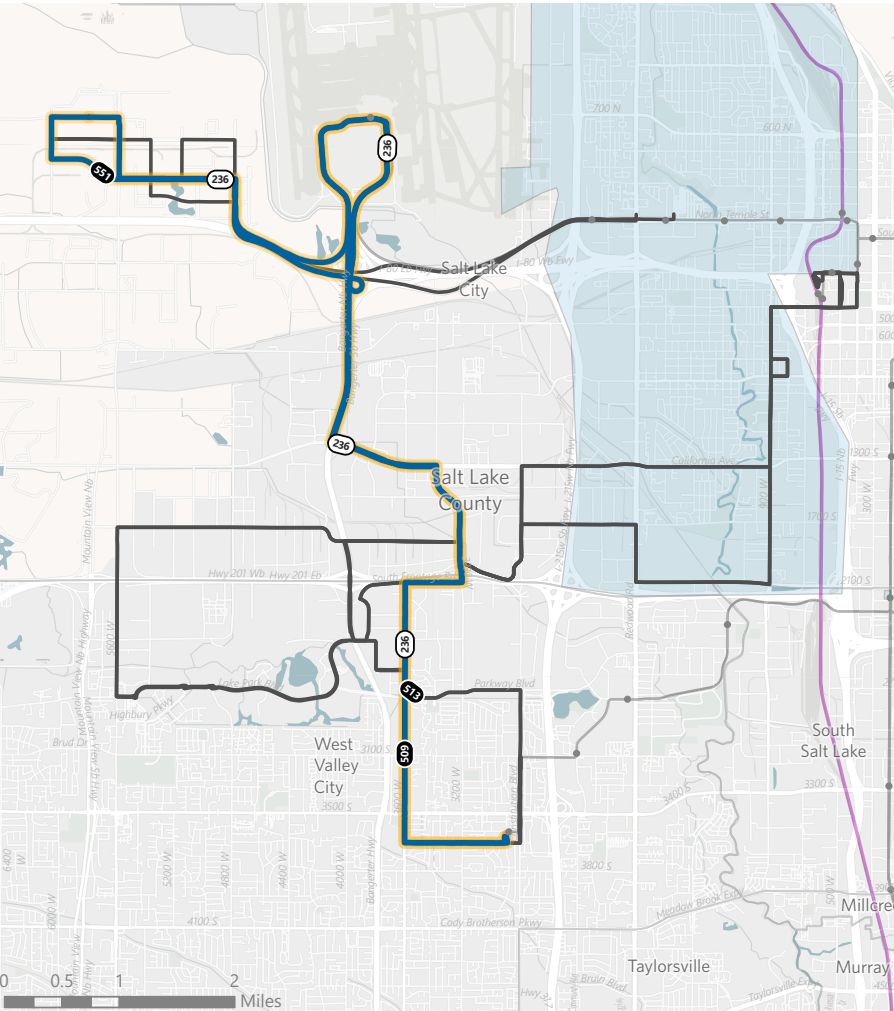
- Will be replaced by portions of Routes 26, 31, 208 and 236.

Route 551, International Center: Discontinued

- Will be replaced by Route 236.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



- Tier 1 — S Line
- Tier 2 — Discontinued Service
- Tier 3 — Innovative Mobility Zone
- Tier 4 — New Route
- BRT — Rail Stops

Route Type
FrontRunner
TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

APRIL 2027

HOGLE ZOO SERVICE CHANGES

The purpose of Hogle Zoo Service Changes is to align with the Long Range Transit Plan, respond to community feedback and restore previously reduced service. The service changes include the following routes:

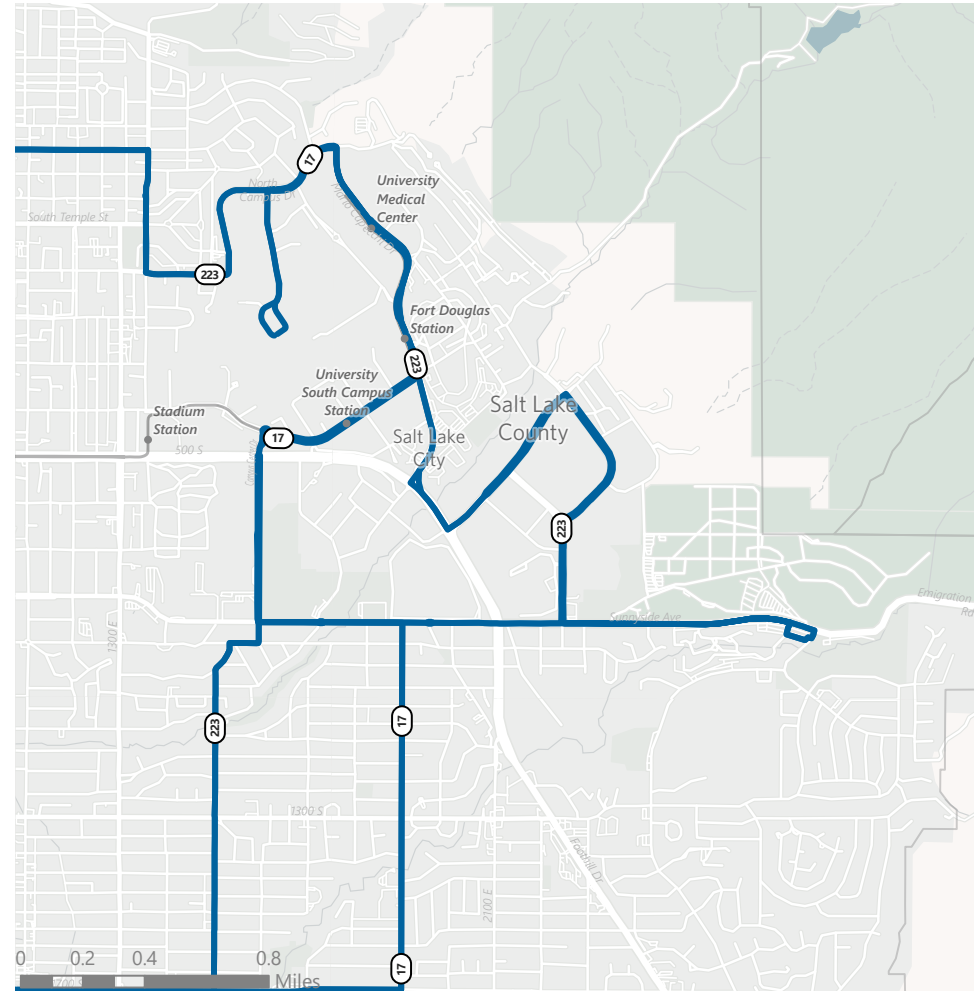
Route 17, 1700 South: See page 57

Route 223, 2300 East: Rerouting

- Will shift to 1500 East between 2100 South and 900 South.
- A deviation will be added on Sunnyside Ave to serve Hogle Zoo and This is the Place Heritage Park.

No routes will be discontinued in this region in April 2027.

The routes not shown will be unaffected.



To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



- Tier 1 — S Line
- Tier 2 — Discontinued Service
- Tier 3 — Innovative Mobility Zone
- Tier 4 — New Route
- BRT — Rail Stops

Route Type

- FrontRunner
- TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

APRIL 2027

UTAH COUNTY



CHAPTER

1

2

3

4

A

APRIL 2027

EAST BAY / WEST PROVO SERVICE CHANGES

The purpose of East Bay/West Provo Service Changes is to respond to community feedback, and optimize the system for more access within our current limits. The service changes include the following routes:

Route 830X, Utah Valley Express (UVX): Rerouting

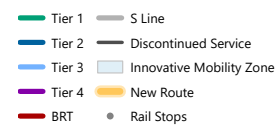
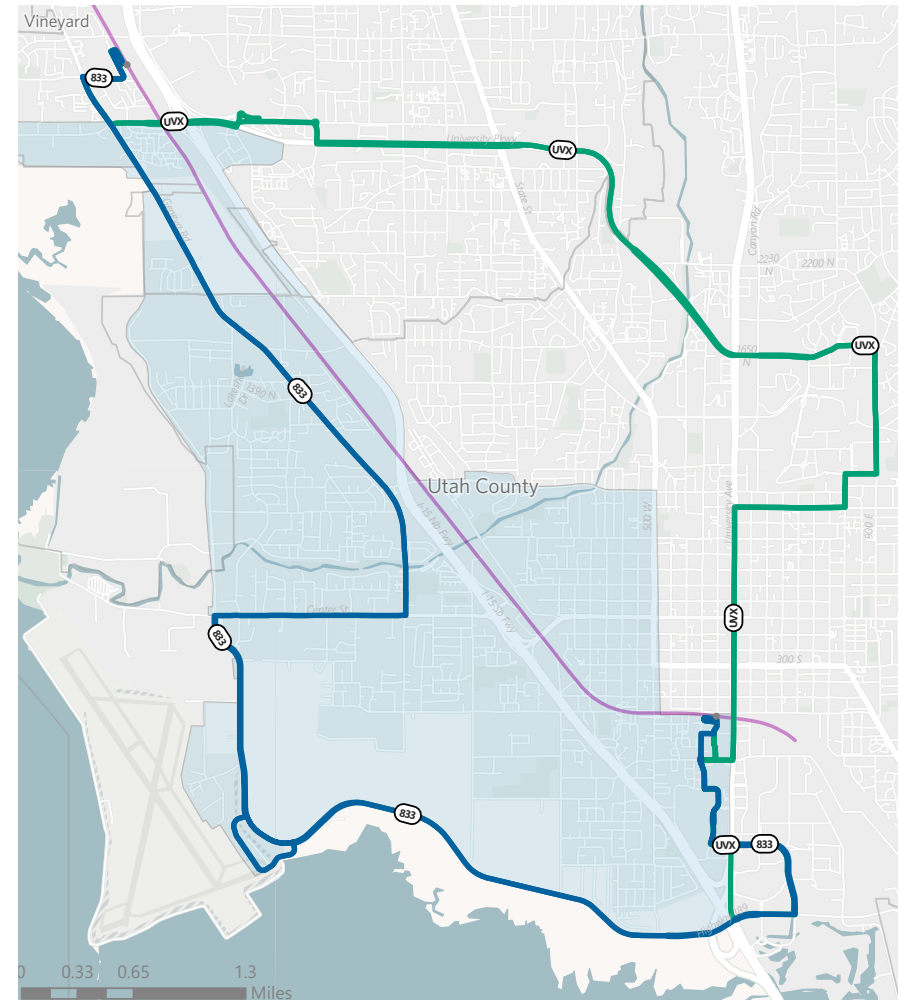
- Will no longer serve stations at East Bay, as this portion will be served by Route 833.

Route 833, Provo Airport/Geneva Road: Rerouting

- Will be modified to serve stations in East Bay previously served by 830X (UVX).
- Will be extended north via Geneva Road to Orem Station.
- Weekday service will increase to 30 minutes.

No routes will be discontinued in this region in April 2027.

The routes not shown will be unaffected.



Route Type
FrontRunner
TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2027

ALPINE / HIGHLAND SERVICE CHANGES

The purpose of Alpine / Highland Service Changes is to provide baseline service in a fast-growing part of Utah County. The service changes includes the following service:

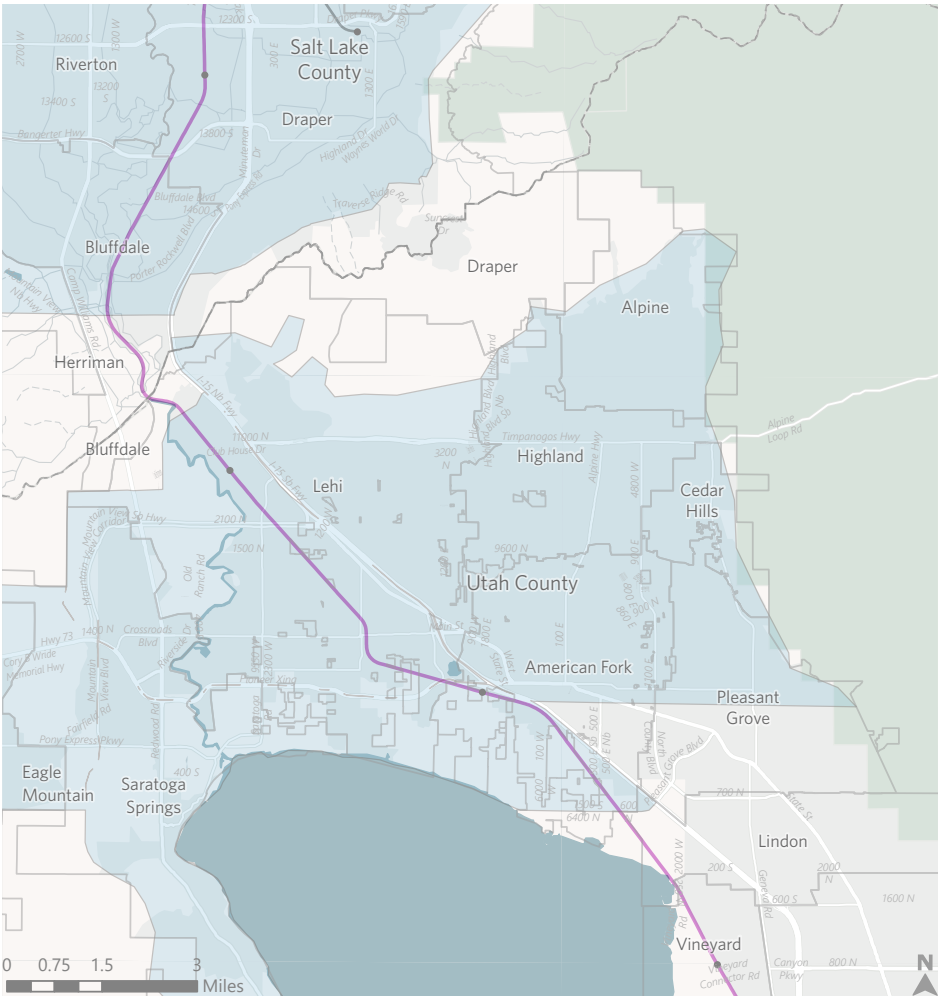
Alpine/Highland Innovative Mobility Zone (IMZ 584): New Service

- Will provide connections to FrontRunner from communities in northeast Utah County.
- Will serve the Thanksgiving Park/Lehi Station area.

No routes will be discontinued in this region in April 2027.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Tier 1

Tier 2

Tier 3

Tier 4

BRT

S Line

Discontinued Service

Innovative Mobility Zone

New Route

Rail Stops

Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

THE PLAN

APRIL 2028

Added Service Hours: 239,457
Added Service Miles: 2,966,566



CHAPTER



APRIL 2028

BOX ELDER, WEBER AND DAVIS COUNTIES



CHAPTER

1

2

3

4

A

APRIL 2028

DAVIS-SALT LAKE COMMUNITY CONNECTOR

The purpose of the Davis-Salt Lake Community Connector is to enhance connectivity, provide frequent service and improve operator work. It will also address transit needs identified in the Long Range Transit Plan. The service changes include the following routes:

Route 470X, Davis-SLC Community Connector: New Bus Rapid Transit

- Will provide service between Farmington FrontRunner Station and Research Park at the University of Utah.
- Will replace Route 470 and portions of Route 455 and 473.

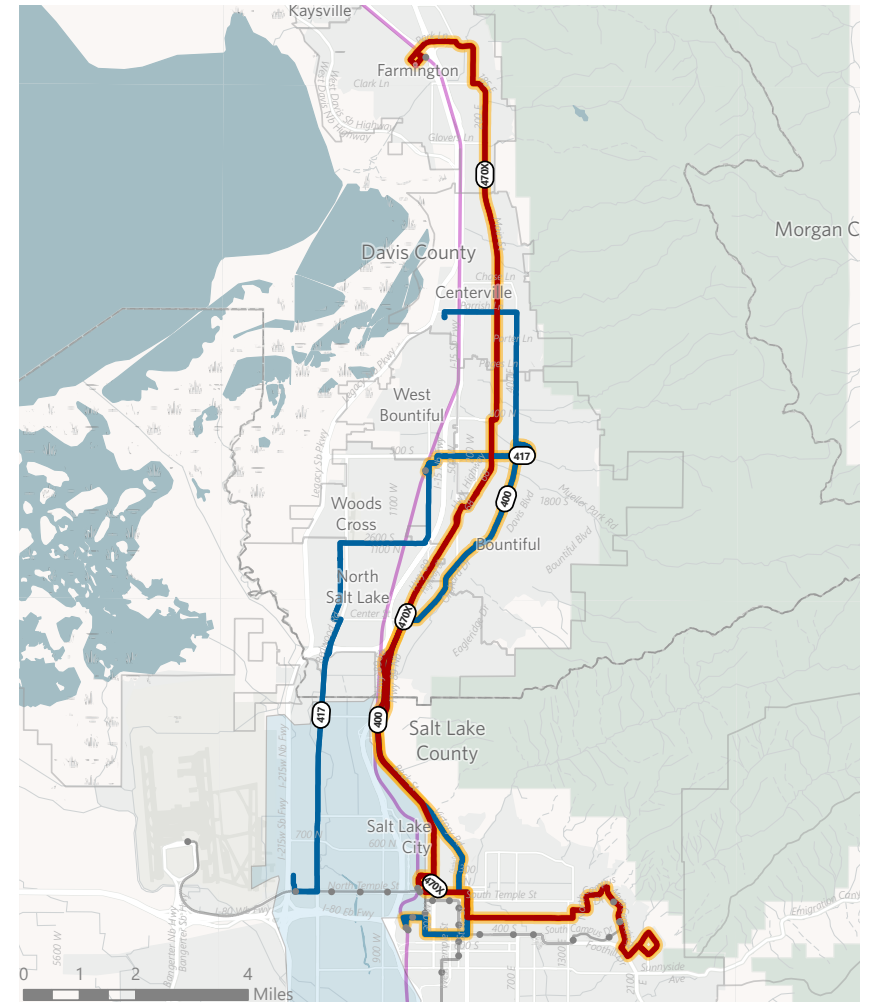
Route 400, State Capitol/Orchard Drive: New Route

- Will connect Salt Lake Central Station, Woods Cross FrontRunner Station, Bountiful, Orchard Drive and 500 South, and the Utah State Capitol.
- Will cover portions of Routes 200 and 455.

Route 417, South Davis West Side: Rerouting

- Will extend to Lakeview Hospital, 500 South (Bountiful), and Legacy Crossing in Centerville.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



- Tier 1 — S Line
- Tier 2 — Discontinued Service
- Tier 3 — Innovative Mobility Zone
- Tier 4 — New Route
- BRT — Rail Stops

Route Type

- FrontRunner
- TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		



APRIL 2028

DAVIS-SALT LAKE COMMUNITY CONNECTOR

Route 455, Davis County East Bench: Discontinued

- Will be replaced by portions of Routes 400, 417, 470X, and 609.

Route 470, Salt Lake/Ogden Intercity: Discontinued

- Will be replaced by Routes 470X, 400, and 600.

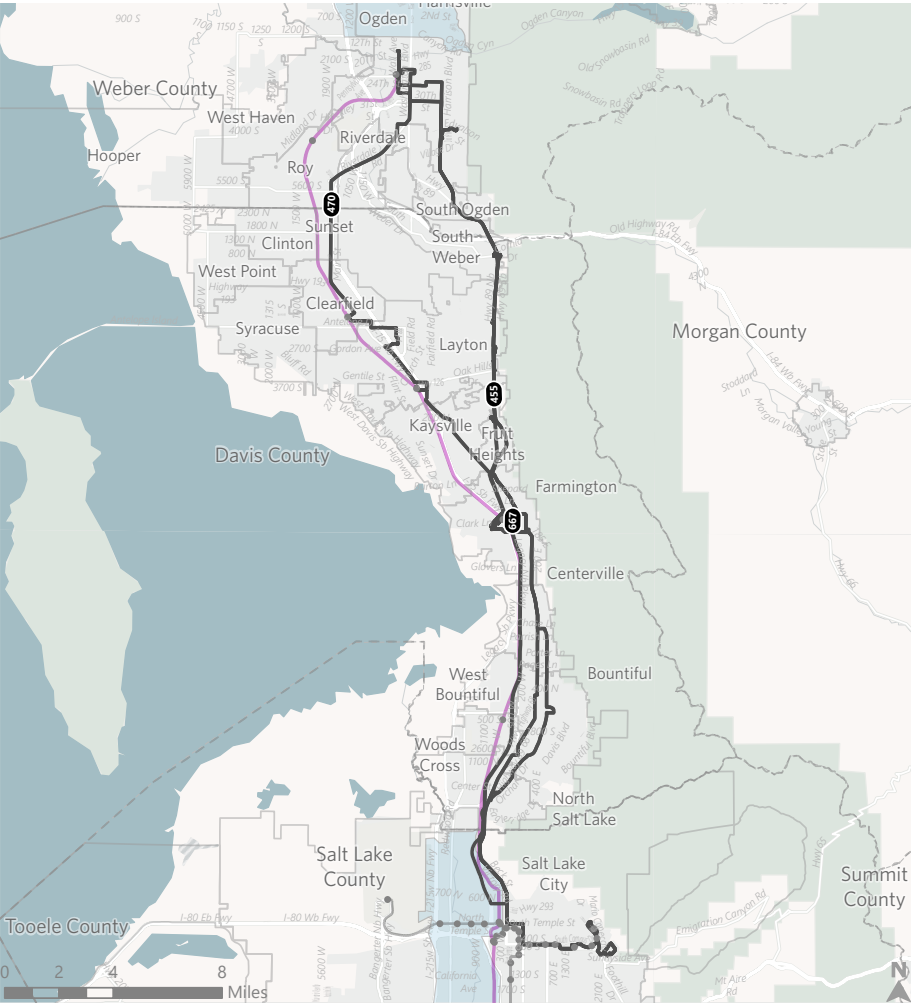
Route 473, Ogden/Hwy-89/Salt Lake Express: Discontinued

- Will be replaced by Routes 470X and 609.

Route 667, Station Park Trolley: Discontinued

- Will be replaced by Route 470X.

The routes not shown will be unaffected.



Tier 1

Tier 2

Tier 3

Tier 4

BRT

Rail Stops

S Line

Discontinued Service

Innovative Mobility Zone

New Route

Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2028

OGDEN AND FARMINGTON SERVICE CHANGES

The purpose of Ogden and Farmington Service Changes is to align with the Long Range Transit Plan and optimize the system for more access within our current limits. The service changes include the following routes:

Route 600, Main Street Weber/Davis: New Service

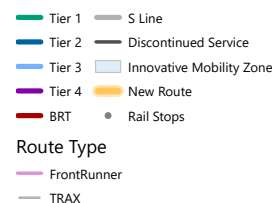
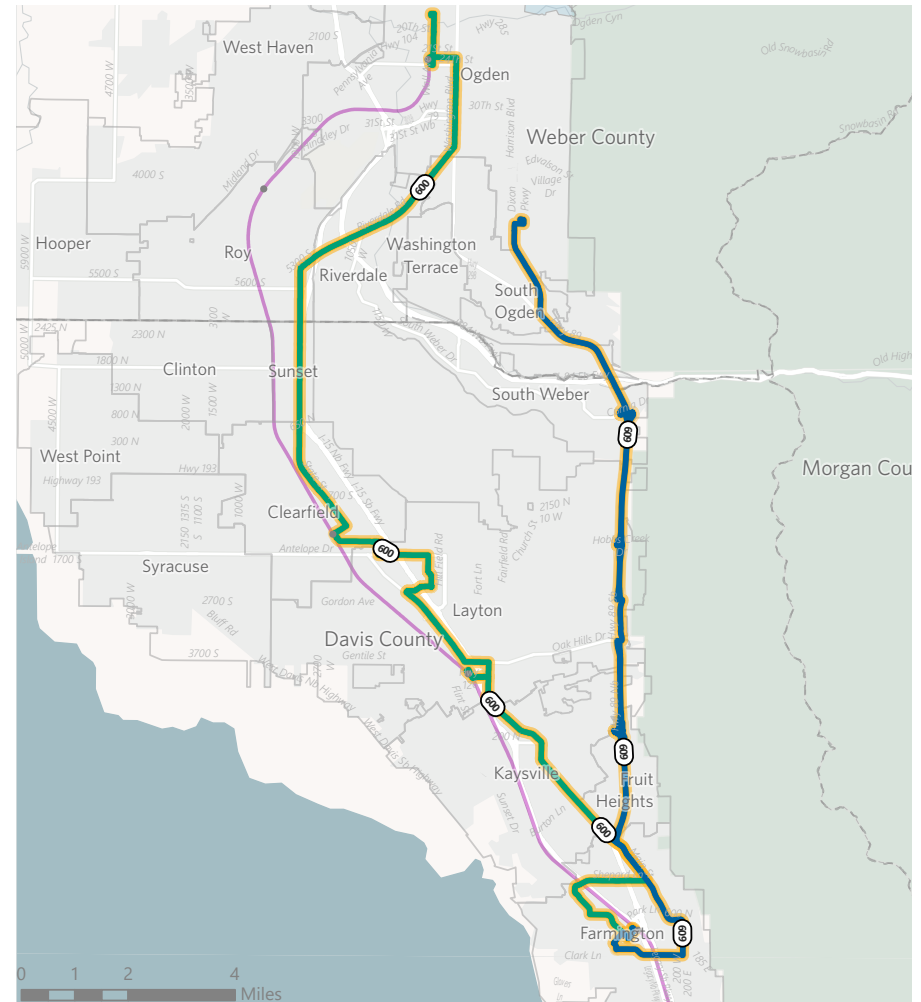
- Will serve between Farmington FrontRunner Station and the Ogden Garage.
- Will connect to commercial areas in Layton, Clearfield FrontRunner Station, and Ogden FrontRunner Station.
- This route replaces a portion of Route 470.

Route 609, US-89 East Side: New Service

- Will provide a freeway-based service.
- Will connect the Park & Rides along US-89, Dee Event Center, and Farmington Station.
- This route will replace portions of Routes 455, 470 and 473.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		



APRIL 2028

SALT LAKE AND TOOELE COUNTIES



CHAPTER

1

2

3

4

A

APRIL 2028

5600 WEST SERVICE CHANGES

The purpose of 5600 West Service Changes is to add service to previously unserved areas of western Salt Lake County. These service needs were also identified in the Long Range Transit Plan. The service changes include the following routes:

Route 256, 5600 West: New Route

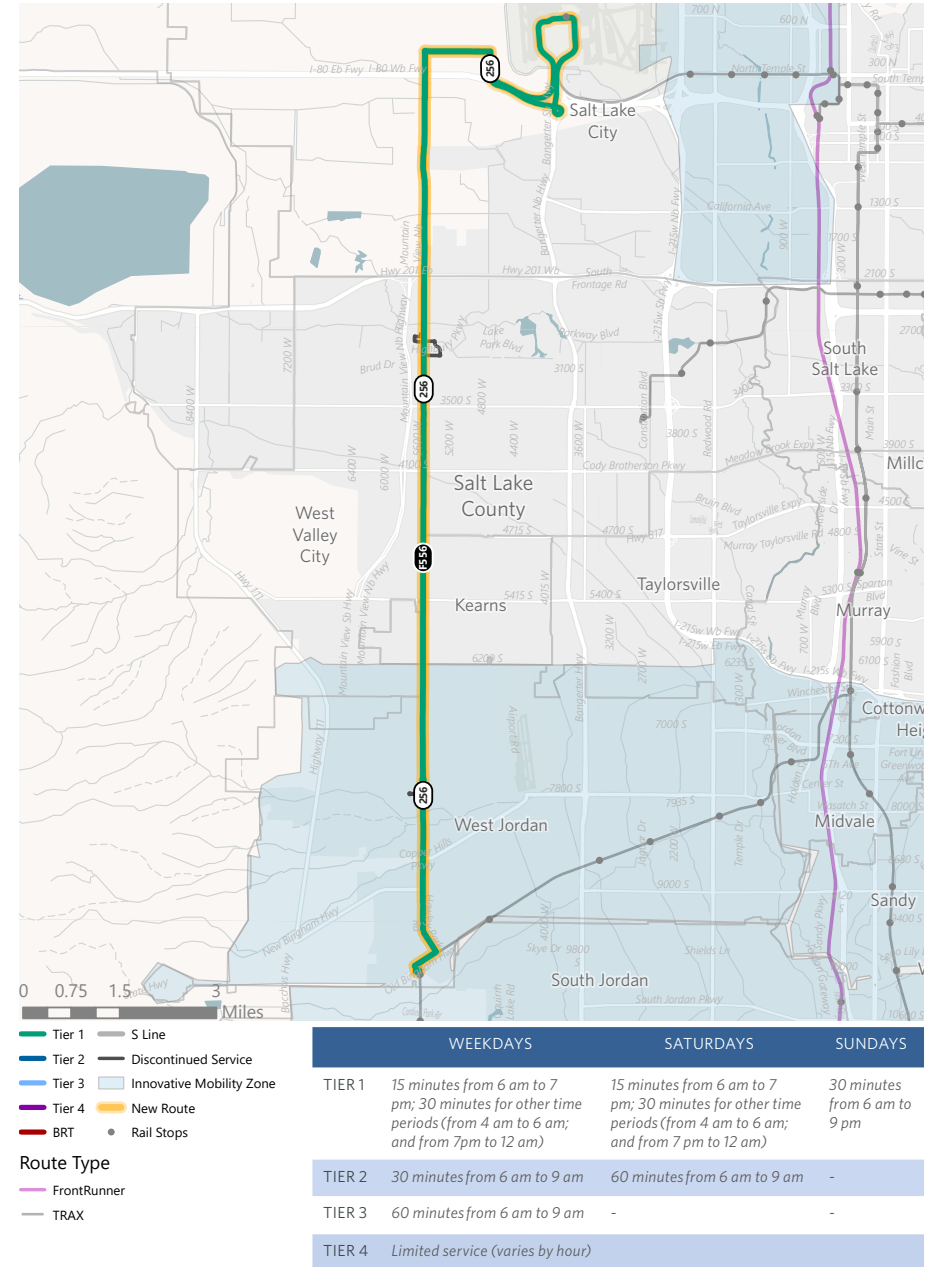
- Will operate between the 5600 West Old Bingham Highway TRAX Station and the Salt Lake City International Airport.
- Will connect Salt Lake International Airport, International Center, and industrial areas in Salt Lake City and West Valley City.
- Will replace Route F556.

Route F556, 5600 West Flex: Discontinued

- Will be replaced by Route 256.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2028

SANDY AND SOUTH JORDAN SERVICE CHANGES

The purpose of Sandy and South Jordan Service Changes is to align with the Long Range Transit Plan and respond to community feedback. The service changes include the following routes:

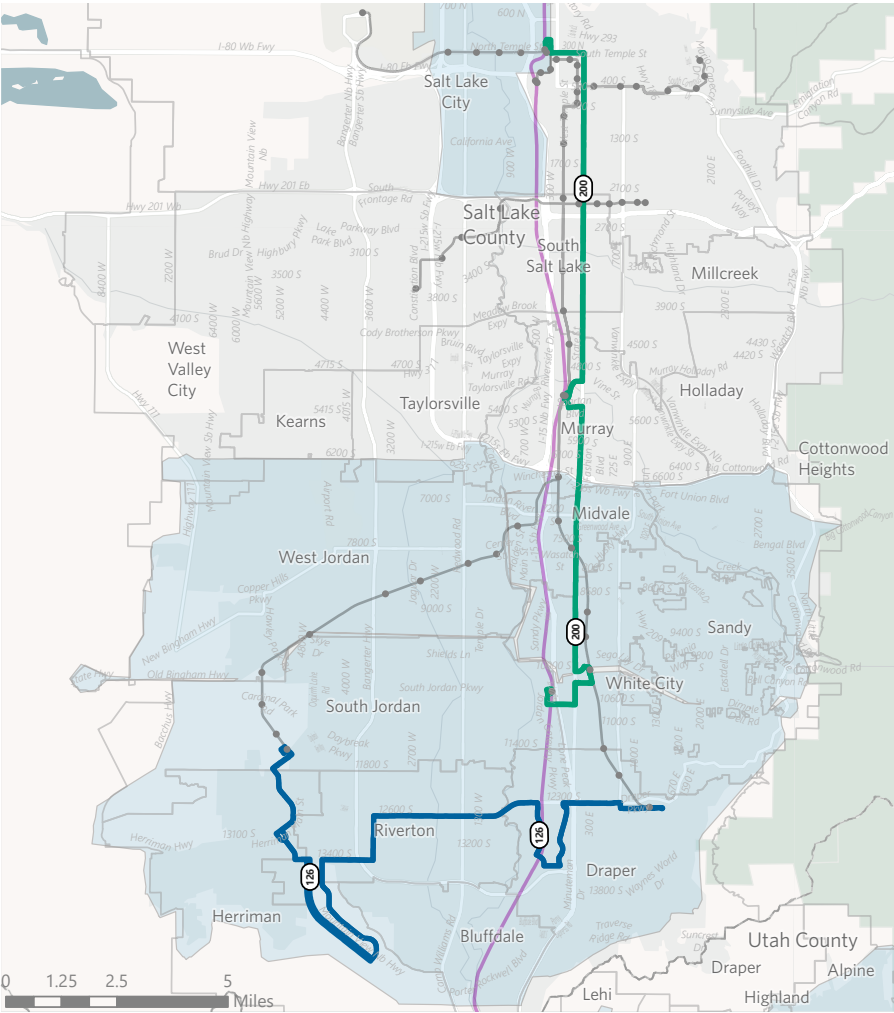
Route 126, South Valley Regional: Service Change

- Will change its frequency from every 60 minutes to 30 minutes.

Route 200, State Street: Rerouting

- Won't provide service to the Utah State Capitol, since it will be covered by Route 400.
- Will provide connections between North Temple Station and downtown Salt Lake City.
- Will be extended to the Sandy Civic Center Station and South Jordan FrontRunner Station.
- Will replace Route 201.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

APRIL 2028

SANDY AND SOUTH JORDAN SERVICE CHANGES

Route 217, Redwood Road: Rerouting

- Combines Routes 217 and 218 into one line.
- Will run from North Temple to Sandy and South Jordan.
- Will connect TRAX Red, Green, Blue Lines, and FrontRunner.

Route 219, Redwood Road (South): Rerouting

- Will extend south to the Point Transit Hub.
- Will increase frequency to 30-minute headways.

Route 201, State Street South: Discontinued

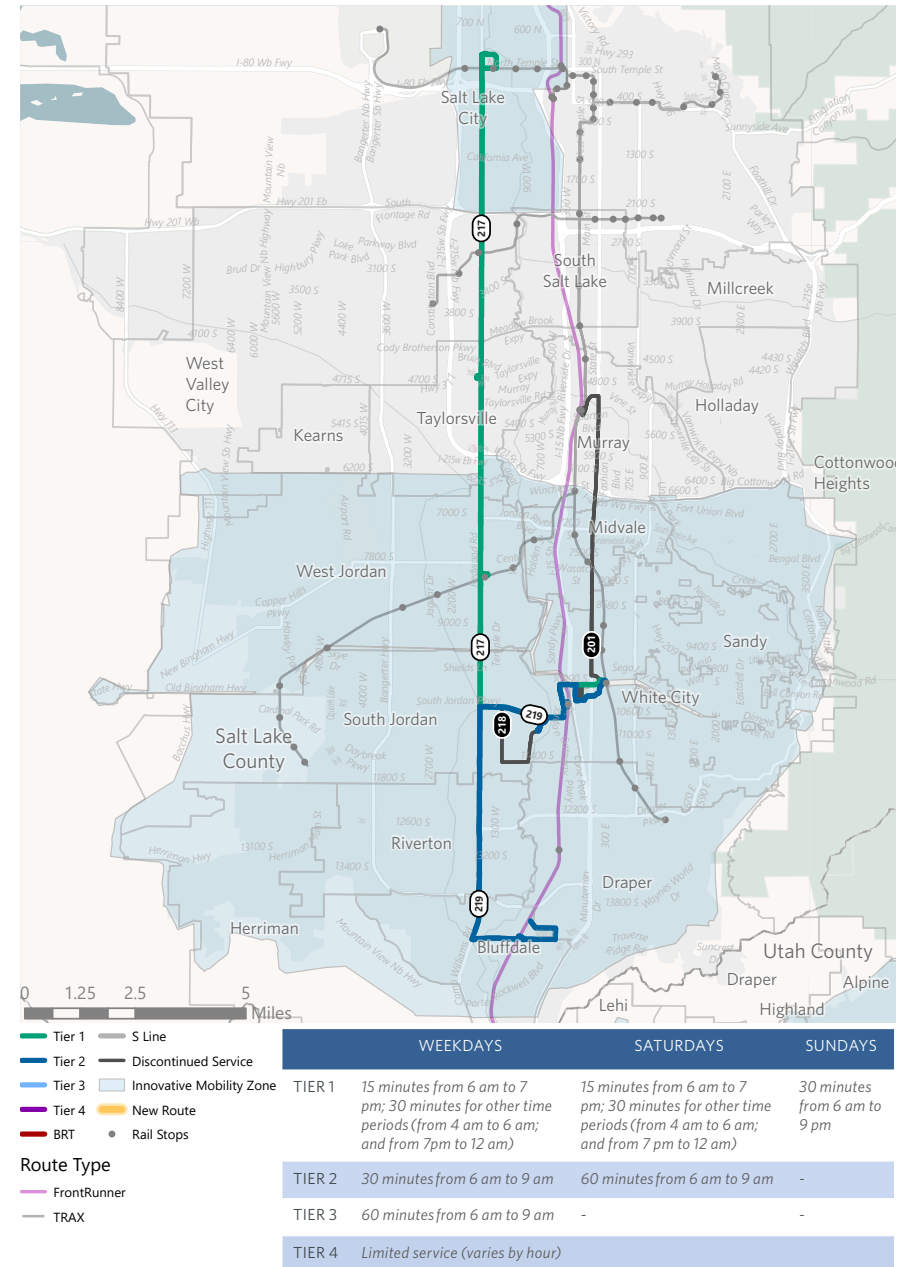
- Will be replaced by Route 200.

Route 218, Redwood Road Midvalley: Discontinued

- Will be replaced by Route 217.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2028

UTAH COUNTY



CHAPTER

1

2

3

4

A

APRIL 2028

LEHI AND SANDY SERVICE CHANGES

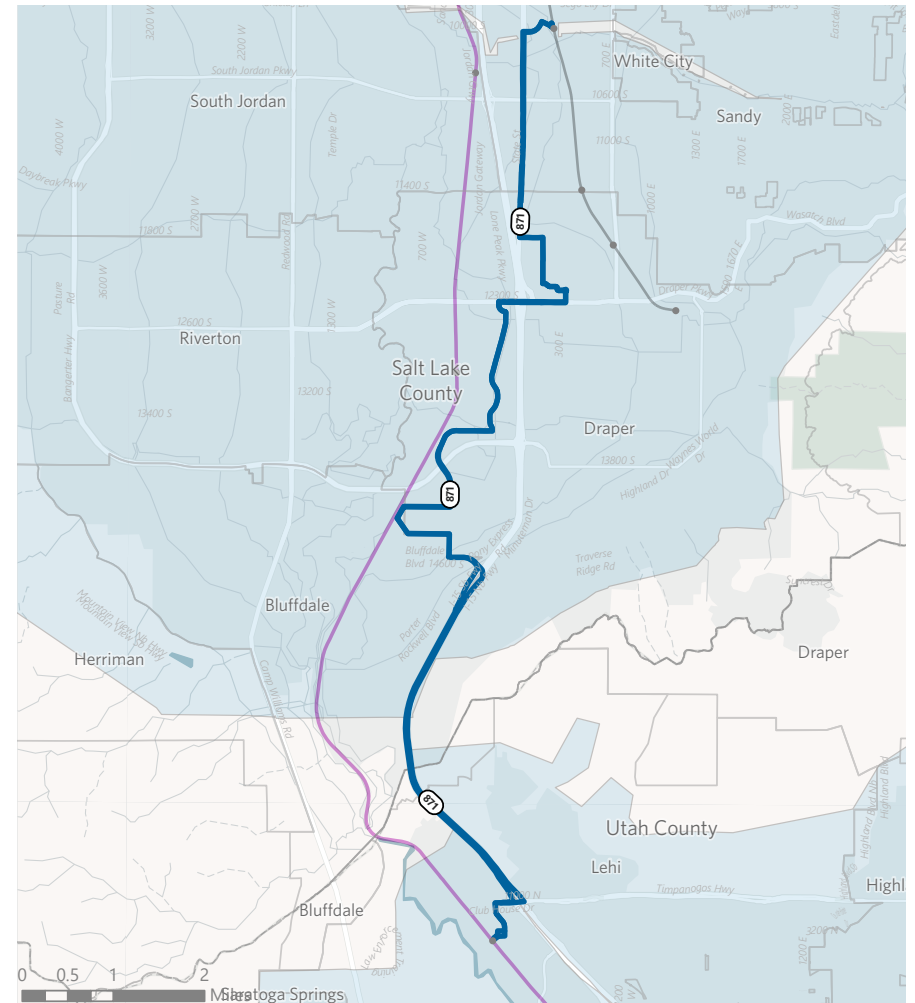
The purpose of Lehi and Sandy Service Changes is to provide more frequent, faster service to high-intensity development areas. It also a response to community feedback. The service changes includes the following route:

Route 871, State Street Tech Corridor: Rerouting

- Will be extended to serve the FrontRunner Station at Point of the Mountain.
- Will serve State Street between 12300 South and Sandy Civic Center Station.
- Won't cover the Lehi area east of I-15, as it will be replaced by the Northwest Utah County IMZ.
- Service will be increased on weekdays to a 30-minute frequency.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



- Tier 1
- Tier 2
- Tier 3
- Tier 4
- BRT
- S Line
- Discontinued Service
- Innovative Mobility Zone
- New Route
- Rail Stops

Route Type

- FrontRunner
- TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		



APRIL 2028

NORTHWEST UTAH COUNTY SERVICE CHANGES

The purpose of Northwest Utah County Service Changes is to provide baseline service in a fast-growing part of Utah County. The service changes includes the following service:

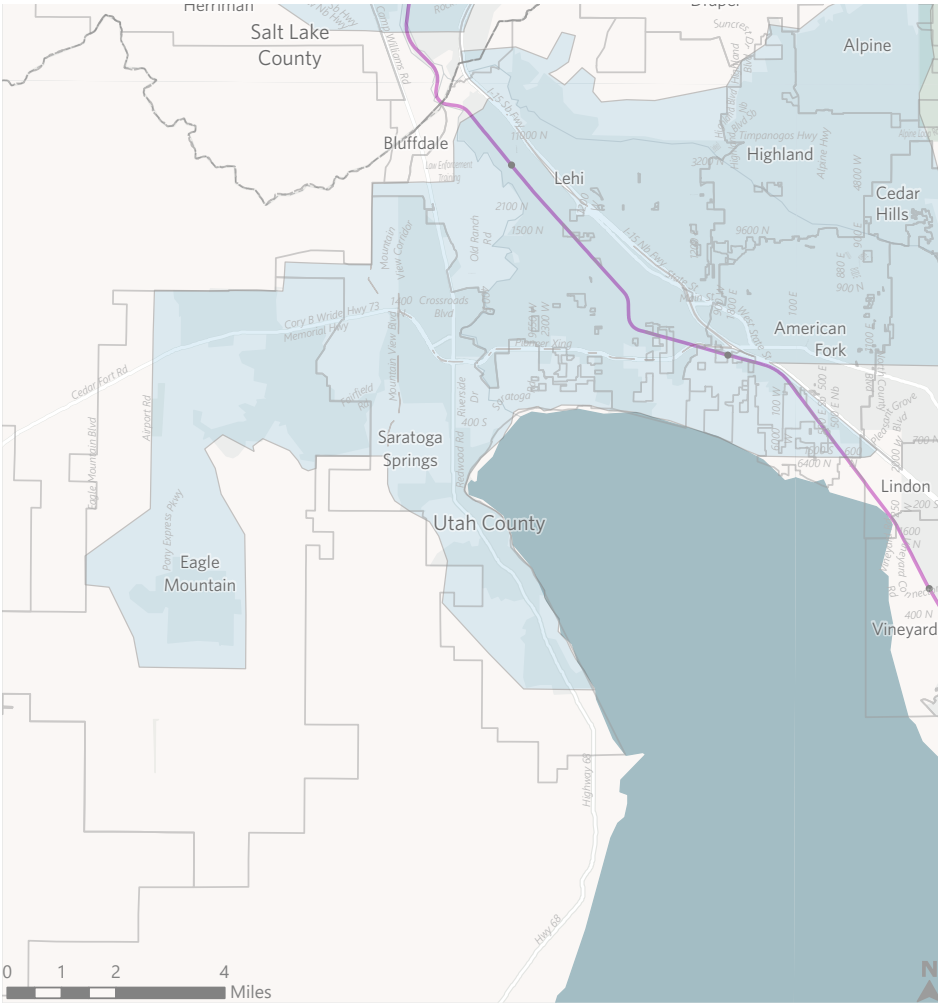
Northwest Utah County Innovative Mobility Zone (IMZ 585): New Service

- Will provide On Demand service to Eagle Mountain, Saratoga Springs, and Lehi, including Lehi FrontRunner Station.

No routes will be discontinued in this region in April 2028.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



Tier 1

Tier 2

Tier 3

Tier 4

BRT

S Line

Discontinued Service

Innovative Mobility Zone

New Route

Rail Stops

Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Limited service (varies by hour)		

THE PLAN

APRIL 2029

Added Service Hours: 26,443

Added Service Miles: 439,940



APRIL 2029

SALT LAKE AND TOOELE COUNTIES



CHAPTER

1

2

3

4

A

APRIL 2029

FORT UNION SERVICE CHANGES

The purpose of Fort Union Service Changes is to respond to community feedback, optimize the system for more access, and restore previously reduced service. The service changes include the following routes:

Route 62, 6200 South/7200 South: Rerouting

- Will run from Mountain View Corridor to Wasatch Boulevard.
- Will replace a segment of Route 72.

Route 209, 900 East/9th Avenue: Rerouting

- Will be extended to end at Midvale Center Station.
- Will replace a segment of Route 72.

Route 213, 1300 East: Rerouting

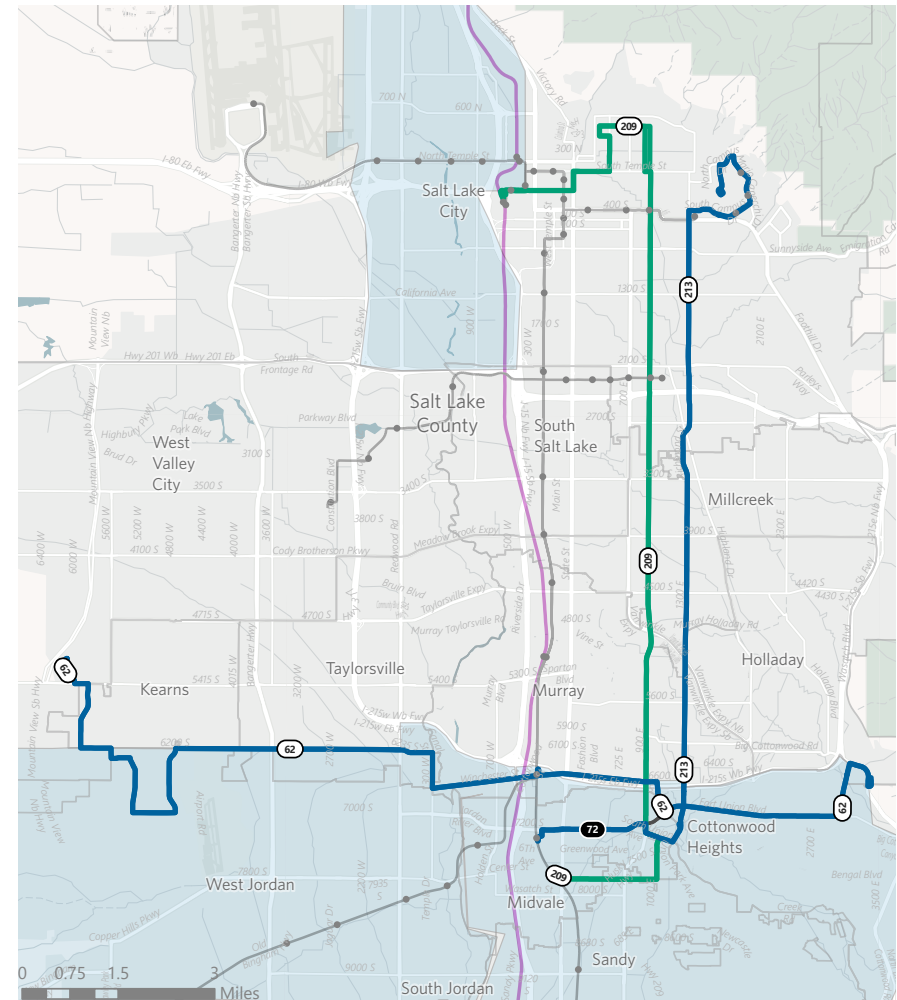
- Will serve 7200 South from 900 East to Midvale Fort Union Station.

Route 72, 7200 South: Discontinued

- Will be replaced with extensions on Routes 62 and 213.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



	WEEKDAYS	SATURDAYS	SUNDAYS
Tier 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
Tier 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
Tier 3	60 minutes from 6 am to 9 am	-	-
Tier 4	Varies based on desired service		

APRIL 2029

SOUTHWEST QUADRANT SERVICE CHANGES

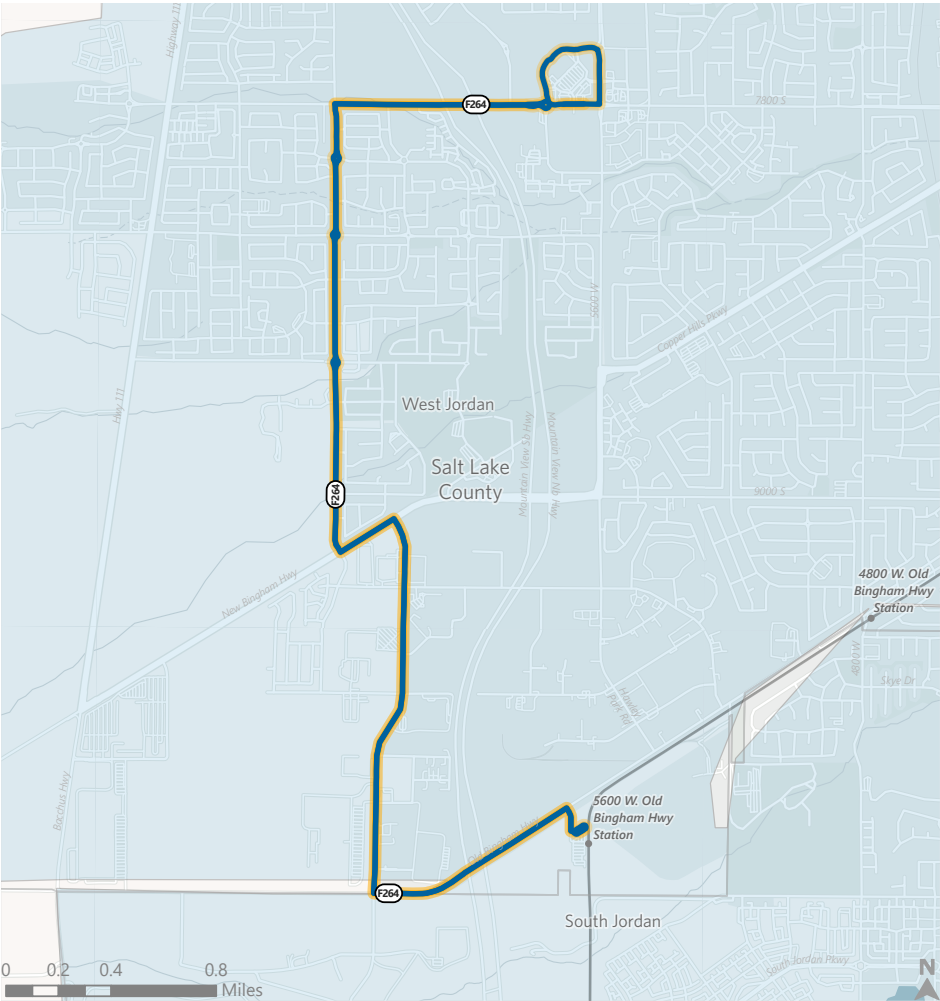
The purpose of Southwest Quadrant Service Changes is to support employment centers and serve as a precursor route for further expansion. The service changes includes the following route:

Route F264, Southwest Quadrant Flex: New Flex Route

- Will serve the industrial area of South Jordan between 5600 West and 7800 South, and the 5600 West Old Bingham Highway TRAX Station.
- The route will be a weekday-only service and have a 30-minute frequency.

No routes will be discontinued in this region in April 2029.

The routes not shown will be unaffected.



Tier 1

Tier 2

Tier 3

Tier 4

BRT

S Line

Discontinued Service

Innovative Mobility Zone

New Route

Rail Stops

Route Type

FrontRunner

TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Varies based on desired service		

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



APRIL 2029

WEST JORDAN, MIDVALE AND COTTONWOOD HEIGHTS SERVICE CHANGES

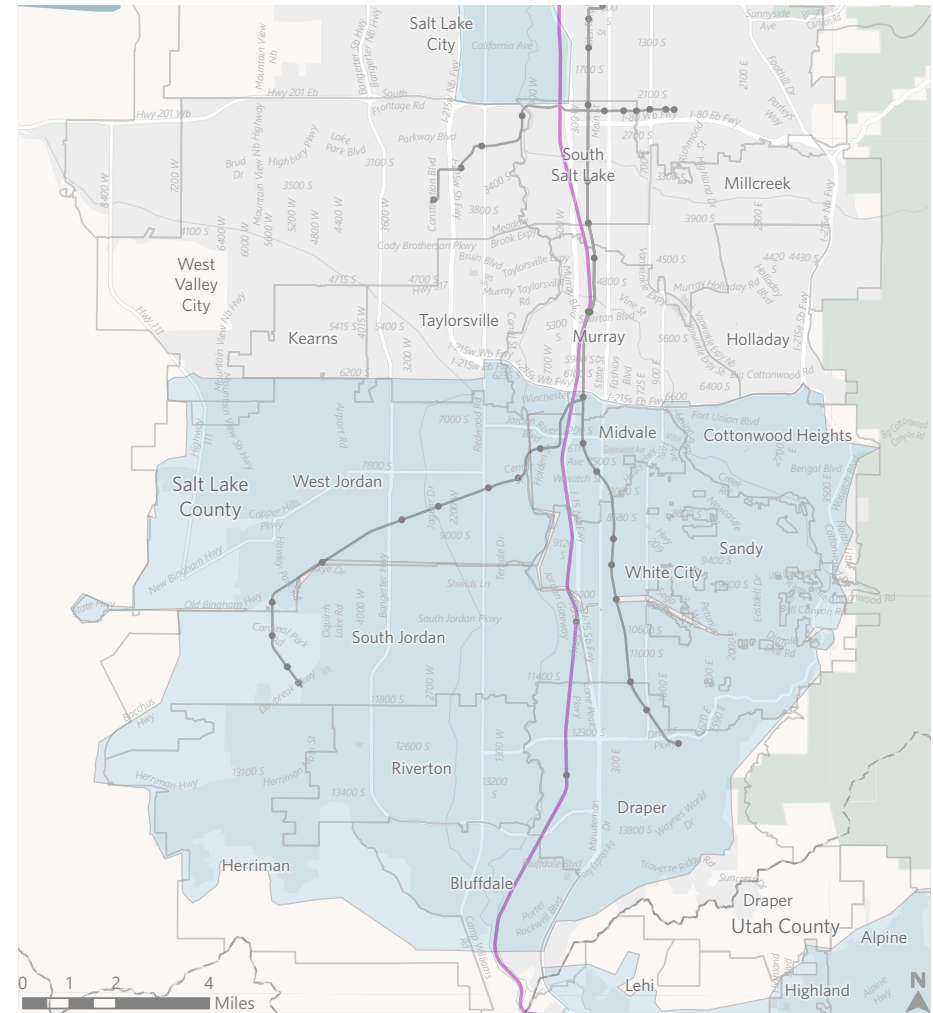
The purpose of West Jordan, Midvale and Cottonwood Heights Service Changes is to provide connectivity for residents of these communities accessing major regional transit lines. The service changes includes the following service:

West Jordan/Midvale/Cottonwood Heights Innovative Mobility Zone (IMZ 503 and IMZ 504): New Service

- Will provide On Demand service to communities in the middle of the Salt Lake Valley.

The routes not shown will be unaffected.

To learn more about the route changes, access [UTA Five Year Service Plan Interactive Map](#).



- Tier 1 — S Line
- Tier 2 — Discontinued Service
- Tier 3 — Innovative Mobility Zone
- Tier 4 — New Route
- BRT — Rail Stops

Route Type

- FrontRunner
- TRAX

	WEEKDAYS	SATURDAYS	SUNDAYS
TIER 1	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	15 minutes from 6 am to 7 pm; 30 minutes for other time periods (from 4 am to 6 am; and from 7 pm to 12 am)	30 minutes from 6 am to 9 pm
TIER 2	30 minutes from 6 am to 9 am	60 minutes from 6 am to 9 am	-
TIER 3	60 minutes from 6 am to 9 am	-	-
TIER 4	Varies based on desired service		

THE PLAN

VISION (LONGER TERM)



CHAPTER

1

2

3

4

A

VISION (LONGER TERM)

LONG RANGE TRANSIT PLAN

Refer to the [Long Range Transit Plan](#) for proposed transit services beyond 2029.





APPENDIX

APPENDIX

TIERS IN DETAILS

The following tables show the Tiers of service as of August 2024.

Tier 1	Weekday																							
	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00	4:00	5:00	6:00
Route																								
1	30	30	15	15	15	15	15	15	15	15	15	15	15	15	15	30	30	30	30	30	30	30	30	30
2	30	30	15	15	15	15	15	15	15	15	15	15	15	15	15	30	30	30	30	30	30	30	30	30
9	30	30	15	15	15	15	15	15	15	15	15	15	15	15	15	30	30	30	30	30	30	30	30	30
21	30	30	15	15	15	15	15	15	15	15	15	15	15	15	15	30	30	30	30	30	30	30	30	30
33	30	30	15	15	15	15	15	15	15	15	15	15	15	15	15	30	30	30	30	30	30	30	30	30
35	30	30	15	15	15	15	15	15	15	15	15	15	15	15	15	30	30	30	30	30	30	30	30	30
200	30	30	15	15	15	15	15	15	15	15	15	15	15	15	15	30	30	30	30	30	30	30	30	30
217	30	30	15	15	15	15	15	15	15	15	15	15	15	15	15	30	30	30	30	30	30	30	30	30

Route and system maps are available at <https://rideuta.com/Rider-Tools/Schedules-and-Maps>



CHAPTER

1

2

3

4

A

TIERS IN DETAILS

Route 667: Irregular headways (approx. average 30'). Weekday service after 20:30 only on Friday

86

TIERS IN DETAILS

Route F453 is specifically designed to run at times route 451 is not running

87

TIERS IN DETAILS

Route and system maps are available at <https://rideuta.com/Rider-Tools/Schedules-and-Maps>

APPENDIX

HOLIDAY SERVICE

2025 Level of Service

<u>Holiday</u>	<u>TRAX & Streetcar</u>	<u>Front- Runner</u>	<u>Bus</u>	<u>Paratransit</u>	<u>Route Deviation</u>	<u>UTA On Demand</u>
New Year's Day	No	No	No	No	No	No
Martin Luther King Day	WKD	SAT	SAT	SAT	SAT	SAT
President's Day	WKD	SAT	SAT	SAT	SAT	SAT
Memorial Day	WKD	SAT	SAT	SAT	SAT	SAT
Juneteenth	WKD	WKD	WKD	WKD	WKD	WKD
Independence Day	WKD	SAT	SAT	SAT	SAT	SAT
Pioneer Day	WKD	SAT	SAT	SAT	SAT	SAT
Labor Day	WKD	SAT	SAT	SAT	SAT	SAT
Columbus Day/Indigenous Peoples Day	WKD	WKD	WKD	WKD	WKD	WKD
Veterans Day	WKD	WKD	WKD	WKD	WKD	WKD
Thanksgiving Day	No	No	No	No	No	No
The Day After Thanksgiving	WKD	SAT	SAT	SAT	SAT	SAT
Christmas Eve	WKD	WKD	WKD	WKD	WKD	WKD
Christmas Day	No	No	No	No	No	No
New Year's Eve	WKD	WKD	WKD	WKD	WKD	WKD

Change Days**4/13/2025****8/17/2025****11/23/2025**

CHAPTER

1

2

3

4

A

APPENDIX

HOLIDAY SERVICE

2026 Level of Service

<u>Holiday</u>	<u>TRAX & Streetcar</u>	<u>Front- Runner</u>	<u>Bus</u>	<u>Paratransit</u>	<u>Route Deviation</u>	<u>UTA On Demand</u>
New Year's Day	No	No	No	No	No	No
Martin Luther King Day	WKD	SAT	SAT	SAT	SAT	SAT
President's Day	WKD	SAT	SAT	SAT	SAT	SAT
Memorial Day	WKD	SAT	SAT	SAT	SAT	SAT
Juneteenth	WKD	WKD	WKD	WKD	WKD	WKD
Independence Day (Observed)	WKD	SAT	SAT	SAT	SAT	SAT
Independence Day	SAT	SAT	SAT	SAT	SAT	SAT
Pioneer Day	WKD	SAT	SAT	SAT	SAT	SAT
Labor Day	WKD	SAT	SAT	SAT	SAT	SAT
Columbus Day/Indigenous Peoples Day	WKD	WKD	WKD	WKD	WKD	WKD
Veterans Day	WKD	WKD	WKD	WKD	WKD	WKD
Thanksgiving Day	No	No	No	No	No	No
The Day After Thanksgiving	WKD	SAT	SAT	SAT	SAT	SAT
Christmas Eve	WKD	WKD	WKD	WKD	WKD	WKD
Christmas Day	No	No	No	No	No	No
New Year's Eve	WKD	WKD	WKD	WKD	WKD	WKD

Change Days**4/12/2026****8/16/2026****11/22/2026**

APPENDIX

HOLIDAY SERVICE

2027 Level of Service

<u>Holiday</u>	<u>TRAX & Streetcar</u>	<u>Front- Runner</u>	<u>Bus</u>	<u>Paratransit</u>	<u>Route Deviation</u>	<u>UTA On Demand</u>
New Year's Day	No	No	No	No	No	No
Martin Luther King Day	WKD	SAT	SAT	SAT	SAT	SAT
President's Day	WKD	SAT	SAT	SAT	SAT	SAT
Memorial Day	WKD	SAT	SAT	SAT	SAT	SAT
Juneteenth	SAT	SAT	SAT	SAT	SAT	SAT
Independence Day	SUN	No	SUN	SUN	No	SUN
Independence Day (Observed)	WKD	SAT	SAT	SAT	SAT	SAT
Pioneer Day (Observed)	WKD	SAT	SAT	SAT	SAT	SAT
Pioneer Day	SAT	SAT	SAT	SAT	SAT	SAT
Labor Day	WKD	SAT	SAT	SAT	SAT	SAT
Columbus Day/Indigenous Peoples Day	WKD	WKD	WKD	WKD	WKD	WKD
Veterans Day	WKD	WKD	WKD	WKD	WKD	WKD
Thanksgiving Day	No	No	No	No	No	No
The Day After Thanksgiving	WKD	SAT	SAT	SAT	SAT	SAT
Christmas Day (Observed)	SUN	No	SUN	SUN	No	SUN
Christmas Day	No	No	No	No	No	No
New Year's Day (Observed)	SUN	No	SUN	SUN	No	SUN

Change Days**4/11/2027****8/15/2027****11/21/2027**

CHAPTER

1

2

3

4

A

APPENDIX

HOLIDAY SERVICE

2028 Level of Service

<u>Holiday</u>	<u>TRAX & Streetcar</u>	<u>Front- Runner</u>	<u>Bus</u>	<u>Paratransit</u>	<u>Route Deviation</u>	<u>UTA On Demand</u>
New Year's Day	No	No	No	No	No	No
Martin Luther King Day	WKD	SAT	SAT	SAT	SAT	SAT
President's Day	WKD	SAT	SAT	SAT	SAT	SAT
Memorial Day	WKD	SAT	SAT	SAT	SAT	SAT
Juneteenth	WKD	WKD	WKD	WKD	WKD	WKD
Independence Day	WKD	SAT	SAT	SAT	SAT	SAT
Pioneer Day	WKD	SAT	SAT	SAT	SAT	SAT
Labor Day	WKD	SAT	SAT	SAT	SAT	SAT
Columbus Day/Indigenous Peoples Day	WKD	WKD	WKD	WKD	WKD	WKD
Veterans Day (Observed)	WKD	WKD	WKD	WKD	WKD	WKD
Veterans Day	SAT	SAT	SAT	SAT	SAT	SAT
Thanksgiving Day	No	No	No	No	No	No
The Day After Thanksgiving	WKD	SAT	SAT	SAT	SAT	SAT
Christmas Eve	SUN	No	SUN	SUN	No	SUN
Christmas Day	No	No	No	No	No	No
New Year's Eve	SUN	No	SUN	SUN	No	SUN

Change Days**4/9/2028****8/13/2028****11/19/2028**

APPENDIX

HOLIDAY SERVICE

2029 Level of Service

<u>Holiday</u>	<u>TRAX & Streetcar</u>	<u>Front- Runner</u>	<u>Bus</u>	<u>Paratransit</u>	<u>Route Deviation</u>	<u>UTA On Demand</u>
New Year's Day	No	No	No	No	No	No
Martin Luther King Day	WKD	SAT	SAT	SAT	SAT	SAT
President's Day	WKD	SAT	SAT	SAT	SAT	SAT
Memorial Day	WKD	SAT	SAT	SAT	SAT	SAT
Juneteenth	WKD	WKD	WKD	WKD	WKD	WKD
Independence Day	WKD	SAT	SAT	SAT	SAT	SAT
Pioneer Day	WKD	SAT	SAT	SAT	SAT	SAT
Labor Day	WKD	SAT	SAT	SAT	SAT	SAT
Columbus Day/Indigenous Peoples Day	WKD	WKD	WKD	WKD	WKD	WKD
Veterans Day	SUN	SUN	SUN	SUN	SUN	SUN
Veterans Day (Observed)	WKD	WKD	WKD	WKD	WKD	WKD
Thanksgiving Day	No	No	No	No	No	No
The Day After Thanksgiving	WKD	SAT	SAT	SAT	SAT	SAT
Christmas Eve	WKD	WKD	WKD	WKD	WKD	WKD
Christmas Day	No	No	No	No	No	No
New Year's Eve	WKD	WKD	WKD	WKD	WKD	WKD

Change Days**4/8/2029****8/12/2029****11/18/2029**

CHAPTER

1

2

3

4

A

APPENDIX

PUBLIC COMMENTS

I think the highest priority for Weber/Davis is 600 and 610 for gaining ridership. 600 and 470X do not need to be done at the same time. For personal use, 628 and North Weber Innovative Mobility would be of high interest. Route 17 should be changed at the same time as 2 and/or 470X for connection to FrontRunner. I am interested in the timing of pedestrian improvements at Lagoon. There are also some construction projects at Layton Station to connect trails and add a
My friends live in Southern area and I commute from SLC to the South Salt Lake County area close to Herriman. It's hard to get there as the UTA On demand is unavailable most of the time in that zone. Please provide some east west connection in that zone. Route 126 should be prioritized first. Also, why is there a
I was disappointed seeing that Mill Rd. in Vineyard is not planned for any service increases. I would love to be able to ride a bus to the movie theater area (834 is too far a walk) but because it's only serviced by an express route, and there's no walk/bike infrastructure or bus from vineyard station to mill rd, I am forced to drive my car 3 minutes which is a ridiculously short and wasteful distance that i'd prefer to do on a bus. i've heard inklings of a uvx extension that way but id
You all should endorse the Rio Grande Plan to optimize the connections in downtown. It will make the passenger experience so much better!
Build the Rio Grande Plan
I think this should be running 24/7. There is people that work graves and are want to be able to get to work. Also it would provide more job opportunities
I love love LOVE the 217/200 extensions! Their current termini always seemed kind of arbitrary landuse wise, and extending both to 104th remedies this
Route 612 from Pleasant View Station is a good start if I'm reading the map right. Of course restoring frontrunner service to that station would be the ideal. An express bus bridge between Ogden station and PV station is much needed. Not sure how many stops are on 612 but there is probably a lot. I have to commute from PV to SLC regularly now with our Fidelity office working more in person rather than remote. Hoping the PV station will be option sometime on
Route 4 is a very busy line and could benefit from becoming a more frequent, all day route.
Please give more serious consideration to the Rio Grande Plan, which would the heart of Utah's rail network far more efficient by bringing Frontrunner closer to the Downtown core and the future Orange Line coming with TechLink.
Please consider later Saturday night service for Trax. I would love to take Trax home after being out at bars Downtown, but this simply isn't an option.
Please bring UVX service to the Provo Airport. The airport already has a UVX stop.
There is still a transit desert between Daybreak and directly east over to Draper, with the proposed 126 taking a very circuitous route. The expanded hours and
Hello,
I am the Planning and Zoning administrator for Grantsville City. I am disappointed that there is not a route to Grantsville, but only 1 that travels through Tooele. We are one of the fastest growing City's in the state right now and have doubled our population in the last 5 years and are seeing developments that will double are population in the next 5-10 years. With our already congested roads, we would love to see UTA offer multiple stops in Grantsville. If you could have
Route 205 frequency should be increased ASAP! I would ride transit more often if the frequency supported it, but right now, 30 minutes is insufficient. There's a bus stop right in front of my house that is along the Route 205.

APPENDIX

PUBLIC COMMENTS

Herriman is and continues to be the fastest growing city in Utah. Zero bus stops, zero Trax. Clearly UTA doesn't care about the Southwest side of the valley. Do better. Invest in transportation options for this community.
I could ride Trax every day to work along with many of my peers, but when the closest station takes me halfway to my work, why bother.
Consider also how many immigrants/refugees now are making Herriman their home. We are doing our part to pay taxes, yet aren't seeing any benefits.
If you continue to only focus on north to south traffic- you will never succeed. You have it integrate east to west- particularly at the south end of the valley so that Trax functions in a loop. Right now to utilize front runner to get to work - would take 2+ hours and requires me to ride all the way north to catch front runner to then head to American fork.
I grew up the daughter of an engineer who specializes in train control for light rail- I have received more lectures on the flaws in the system that you can
I hope that UTA has the resources to implement the new services and increased frequencies that are proposed. My favorite new addition is the 417. My
Please continue Trax past U of U in Daybreak. Also add lines going East/West that connect better to all the North/South lines.
Herriman is a NIGHTMARE to get in and out of. There's so many people here, more coming daily. Please help get these thousands of cars off the road by better/more transportation options other than a Bus.
East/West connections for cities South, past 7800 south and West, past State street are desperately needed. (West/South Jordan, Riverton, Bluffdale, Herriman, etc.)
Route 201 would be better to find a way to add 15 minutes, though 30 minutes is better than once an hour. And finding a way to integrate it into Fashion Place
Bring the Orange Line quickly
Double track frontrunner
Please extend FrontRunner services to Payson!
In the 5 year plan there do not appear to be improvements for the west side of Layton going into Syracuse, south of Antelope. There has been tremendous
I wish we could have regular frontrunner Sunday service and late-night weekday service. I use frontrunner for many of my non-commuting trips, but the current schedule only works for those who use it to commute. I wish this service was seen as not suburban commuter rail, but true regional transport.



CHAPTER

1

2

3

4

A

APPENDIX

PUBLIC COMMENTS

Hello, Flying J recently posted a towing notice about parking in their lot. Between their notice and the red curbs nearby, the stop is no longer a good option, unless you are staying at the hotel, working at Flying J, or being dropped off at the stop. This year will be built a new LDS church at the second roundabout on Saddleback. The bus is already routed to the first roundabout, which most drivers avoid by turning in the semi-truck parking lot. If we move the spot to the church parking lot, it shouldn't delay the commute and will likely encourage riders. I know most of the local church leaders, so I am happy to facilitate a discussion about using the lot for everyone during the week. Also, the LDS Church in Stansbury Park still has a stop, even though it no longer needs one, due to the park and ride and crosswalk right next to it. Approximately one decade ago, UTA's planner listened to me in creating Lake Point's one stop. Thank you! Mark Steinagel 801-673-4583
205 needs q 15 min service. I worked at this is the place and could no longer work there because they cancelled 3 in Aug of 2022. I am not sure how often the bus will go up to the zoo and this is place, but this service is really needed for the people who go there and who work and volunteer there. Please bring back 700 east bus service. I live on 700 east for the last 38 years. We used to have 4 bus routes. I'm a home owner and have never garaged a car in salt lake. The public transit system is very commuter and not very community. I ride public transit everyday. 209 has been a disaster for a long time with all the construction. Please put a stop near brundisi way in herriman
Change trax blue line trains to the same trains on red or green line for easier mobility access at all doors. Front Runner needs a second rail the entire route to Route 209 and 9 should both run every 15 minutes at night just like the day.
Payson needs existing 805/821/822 bus route coverage extended to include at least one bus stop on the west side of I-15 on 800 South. In the last 10 years, there have been hundreds of high-density housing units added in that area along 1700 West, with more being built currently and many hundreds more planned to come shortly. Reaching the nearest UTA bus stop (at Payson IHOP) requires a 15-30 minute walk that includes crossing a dangerously narrow freeway
FrontRunner service on Sundays is essential to welcome and allow frequent travelers to Salt Lake County or SLC International Airport from Utah County. We already have a long drive to the airport, FrontRunner makes that time and cost minimal with comfort and ease. I fly out frequently on Sundays as do others I know, for work travel, but with FrontRunner not running on Sundays, we often encounter high TNC fares or end up having to pay premium parking fees at the
More east west lines so we can get places that are away from trax lines
The 470X being every 15 minutes Weekdays and Saturdays would be great! And it having late night service to 12AM would be even better. However, having limited stops between Farmington & North Salt Lake is a major drawback. Removing the majority of already existing stops in the area won't improve the time it takes to travel between Farmington & Salt Lake City by very much if not at all. It will force residence to walk longer distances to get to a bus stop rather than being able to use an already existing bus stop much closer to homes and businesses. This problem worsens when the UTA on demand service isn't running, especially past 9PM which will make getting from the 470X to home far more difficult. Please leave the existing bus stops for the 470 in service for the 470X.

APPENDIX

PUBLIC COMMENTS

Build new tracks from Pleasant View station to Brigham City, then over the mountains connecting to Logan. We need transport to Cache County for jobs in Logan just as much as we need transport south to SLC. Surrounding Pleasant View Station should be retail and fine dining on par with Station Park in
We really need UTA extensions (especially Frontrunner) down to Payson.
Now that there is a route out to the airport, and the NHL playing games on Sundays, we need some way of getting up north on Sundays. Whether that means 1-2 Frontrunner routes on Sunday or Trax lines being built up north. Every time UTA looks to expand, it always goes south. We need better accommodations for those of us up north to access downtown and the airport on Sundays. I know that the railroad typically does their work on Sundays, but there needs to be a way
Trax in southern Utah county! Love this! It will make it so much easier to take transit North! I would love a option to get from trax to the main streets of each of the new cities.
A word for Springville Main Street: allowing the city to slow down and narrow main street for the use of cars will encourage bikes and more foot traffic in that
The new stops on 200S look amazing! The bike lanes there have increased my cycle frequency since I feel safer biking to work. One thing that makes me nervous to use the bus in winter (when I cannot cycle), is that homeless residents tend to sleep and take over the new stops on 200S
Stay out of Herriman. I don't want UTA to come here more then it is.
I would like less stops on the redline from Daybreak to the University for work, not adding additional stops. An express trax that skipped many of the stops that came once an hour or so would be greatly appreciated and may incentivize many to actually take trax downtown for work.
So excited to see a new bus route in Spanish Fork! We need more transit service here because of the growth we're experiencing. Please also find a way to
If you could provide hours that accommodate shifts for SLC INTERNATIONAL AIRPORT employees, that would be great!
Excited for more options, more frequency and front runner in So Utah Co
As I have mentioned in many other forms of communication to UTA, PG is grossly underserved by UTA bus services. The proposed additions of the 862 and route changes to 850 are helpful but still lack speed and efficiency for those travelling from South Utah county during commuting times, with commuting from SF and Payson taking more than 1.5 hours each direction. I would counter-propose that the 862 Bus Route going from AF station through PG continue south to Vinyard Station and go both directions (Servicing north and southbound) at 30 minute increments during morning and evening rush hours to better service
I love the idea of increasing bus routes frequency during the weekdays! I would also love a bus route on Sunday especially during events like the air show and when we had all star weekend in SLC. 2 or 4 would be great- one in the morning, early afternoon, late afternoon and/or early evening. Of course, I would love the frontrunner to have a station in Brigham City but know that will take time and possibly more resources than increasing bus routes.
It'd be nice to have more transportation on the east side that is more than the ski bus.
Frontrunner route 750 needs to run later to serve cultural/sporting events in Salt Lake City at the conclusion of the event. In many cases, currently the last train departs Salt Lake before the conclusion of the event. There are many times I have not attended an event because of lack of late train service. I rely on the
Nothing for Tooele County? How typical. In 2018 we voted on Proposition 2 to use 0.25% county tax towards public transit. Here we are in 2024 with only 2 routes for Tooele only. Grantsville has NOTHING. You took our money and got rid of routes. What a waste of money that was.
Quick summary: It appears UTA is attempting to increase service frequency at the expense of service areas. For example, the demise of 625, realignment of 645, (elimination of UTA service on 2nd St in Ogden) and 612 (one bus service from 5 Points in Ogden to Ogden Regional Med Center and adjacent med facilities) ,elimination of 604 serving 5600 South in Roy. Beyond those items, it seems to me that UTA in attempting to route the majority of routes through the



APPENDIX

PUBLIC COMMENTS

It would be nice if the trax system would run 24 hours. It would make it better for some of us that have to work early morning shifts. This has probably been brought up before, but if companies are willing to pay for the passes, we would save on so much with our cars.
I would like to see easier transit for West Valley to Salt Lake Airport. I am currently living right next to a TRAX station, however, the route that is currently available to take me to the airport takes over 60minutes, rather than a 10-12 minute drive.
I would like to utilize the public transportation, however, that commute is just not reasonable for me.
Really like the Route 256. This would be great for me. This would allow me to take a non-stop into work daily from 10000 so to the airport without a stop downtown. I would use daily if this happened. I know a lot of employees live out by me in West Jordan, and Herriman. I'm positive that they would take
I would like to see better service for Magna. I live off of 80th west and about 3100 south. For me to take the bus it is almost a hour walk to get to the closet bus stop from my house. The true dream would be for the Trax to go all the way out to Magna. I know that there is a lot of University of Utah hospital employees that live in Magna and Tooele. I hear all the time that they would take public transportation if it was more available to them and if it was closer to home.
Wider variety of Sunday, holiday hours. Front runner 7 days a week.
It seems like much of the local service at Weber State will no longer be traveling up Edvalson St, but will rather be only stopping on the west side of the duck pond. This is quite far from the majority of the academic buildings on campus. Service up Edvalson should be continued (or the local busses should be allowed to use the campus busway which is used by OGX). I appreciate UTA increasing the 645 to 30 minute headways and I encourage even shorter
I personally believe more public transit options should be offered to people commuting from the Tooele Valley to the Salt Lake Valley.
We had busses in Bluffdale in the 90's and used them often. Our city grew and they left. It doesn't make sense.
Increase frequency of the #4 bus along Foothill Drive to 15 min intervals instead of 30 min
Innovative Mobility Zone in southern Utah County covering Payson, Santaquin Salem and Elk Ridge please!
I think prioritizing the route from Eagle Mountain to American Fork is huge. The current 806 route is crucial for connecting a lot of students and workers to the greater Utah and Salt Lake county areas. However, the current route takes a while and I appreciate the proposed 860 to be more direct and more regular! I hope in feasibility and implementation forecasts that this one is a high priority. The area is one of the highest growing areas in the valley and needs a reliable route through it. 806 as is is inadequate because there are hardly any stops along Pony Express and Redwood Road so it really only serves a couple of big
Less focus on expanding service out into new exurbs (Magna) and more focus on increasing quality and frequency of transit in urban core of SLC.
Increase Trax frequency from 15 minutes to 7 minutes during peak commute hours.
Install free Wifi on Trax
It is too long and difficult to use UTA from Ogden to Salt Lake to get to U of U/Huntsman. It is almost impossible to use public transportation.
I did not see any information about the TIMES for bus, Trax, and Train Service Extension. I work at University of Utah Hospital, and many of my employees work hours that either begin or end after regular transit service, or the train is not available during late/ early hours . They would take Transit if it was available 24 hours a day 7 days a week. Please include options that describe an extension of bus/train/trax service for commuters to the U. Thank you
213 needs to run on Sundays, please. 213 also needs to run every 15 min during peak hours as it's extremely crowded with U of U students. The U of U parking costs are increasing and staff are being encouraged to ride the bus, so I expect any line that services the U is going to get more crowded, so more frequent service is needed on many lines that serve the U.
There has to be an easier and shorter way to get from Cottonwood heights to the university.

APPENDIX

PUBLIC COMMENTS

I still don't see any restoration of the services in our area that were taken out in 2020 -- no replacement of the 313 or 354, which took both students and employees to the University of Utah. There is a vague reference to 'mobility' in the area without any details. You have to have a car to ride public transit in this area, because there is nothing east-west south of Fort Union except for a 'flex route' that runs infrequently and can be diverted from your stop without you having any idea. When I go to campus, I have to drive to TRAX park-and-ride, get on a blue line train, sit around at Fashion Place West for 10 minutes waiting for a red train that seldom has any seats available after 6 am, ride the red line, then either walk to Research Park or wait for another shuttle when I get off the train.
Concentrate and improve service in low income areas
Back to back construction this summer with bus bridges and you have lost me as a rider. You need to do better
Route 31 3100 why is it not running from trax on 2100 to trax past maverick center? seems to be an easy adjustment only taking out one unnamed stop. there is a huge amount of employees and patients that need to get to the redwood health center and bus routes seem to be out of the way. glad it will now be
I am excited to see new stops, the adjusted times, and the possibility of expanding coverage in my area
I would take the bus more if the 205 goes back to every 15 minutes. I like the new draft.
The University of Utah has a major parking issue. They're moving to having first year students not being allowed to have vehicles their first year on campus. If it's possible it would be great to have more transit options coming up to the U of U for these students and also employees. One of the big struggles is how long it takes people to transit from Utah and Davis counties to the U. If there's a way to streamline that, it might be possible to convince more people to use their
Proposed 645 looks good except on the north end between the Weber-Ogden College to 2nd & Monroe, should be the same alignment as before the forced construction detour on 2nd St, otherwise there is non service along 2nd St.
Splitting the route 612 at the transit center is a mistake as it destroys the single-bus service along Washington Blvd through Ogden. 612 is used by many users between 40th to as far north as 12th St and points between. In my own situation, I would have to make two transfers to get from my stop on 14th St to the
Since the discontinuation of routes 307, 313, and 354 a few years ago, Cottonwood Heights and Sandy have become much less connected to everything north. Even extending route 4 further down Wasatch Blvd would be very helpful to a large population.
Please extend the TRAX Red Line beyond Daybreak
Whatever happened to extending the train line from daybreak station to downtown Herriman? Many of our neighbors would utilize the train from Herriman to downtown SLC. It seems the west side is seriously lacking public transit. As much of the growth in the Salt Lake Valley is in the west side - Herriman, West Jordan, Eagle Mountain, Saratoga Springs - if there is real intent on decreasing the number of vehicles traveling to downtown Salt Lake City and the surrounding areas on public roads, and decreasing green house gasses, maybe there should be a greater focus on providing public transit to the areas with the
With all of the building in the West side of Herriman it would be nice to have some UTA services to alleviate some of the traffic going East-West. Traffic going East to West can be bad enough during peak hours that it takes 30 minutes or longer to get from Bandgeter to Herriman.
It would be helpful to have the Herriman / Riverton route tie in to Utah County. So many in this area go to the Lehi area to work.
Please bring pleasant view station for route 750 Fronrunner
Run OGX past 10:30pm Saturdays.
Run Fronrunner on Sundays and extend hours to better connect with the airport.
The 220 should absolutely run every 15 minutes, it's how a ton of healthcare workers get to the U of U. The 9 runs every 15, why can't the 220?



APPENDIX

PUBLIC COMMENTS

Please consider direct non-stop service between major universities. E.g., Weber State University to University of Utah; University of Utah to Utah Valley It took nearly 60 minutes to get from North Ogden to Front Runner. That's way too long for a 15 minute car ride. Bring back the shuttle or make the 612 stop at Ogden Front Runner. Also, offer a few Front Runner trips from Ogden to SLC for those of us wanting to travel to the airport on Sundays.
The City is in strong support of the 417 bus route through the Foxboro neighborhood. We have a low-income housing apartment complex and the Spectrum Academy complex along this route. Additionally, we have a 55+ moderate-income housing community looking at a site along Redwood Road that needs this route to be in place to help them qualify for state and federal low-income housing credits. There is some concern regarding the pick-up/drop-off for the various charter schools along Cutler Drive where this bus route is slated to go. But we support the bus line locating along Cutler Drive to provide good access to both the commercial sites on Redwood Road and the residential neighborhood west of it in addition to supporting the 15,000 jobs located in the industrial park of Add a route along 700 East from 7200 S to Draper. There are SOOOO many stores, doctors, pharmacies, schools, senior living, parks, recreation centers, a cemetery, services for disabled, drug recovery, entertainment, and much more. Would make sense to have it start from Draper Station, or at least Kimball Lane, then go north hitting Crescent view trax, when it gets to 7200, have it go up to Fort Union Blvd and go past Walmart, then turn right and go back down to 700 East, and turn left right there at the NE corner of Hillcrest HS. This would service SOOOO many who are unable to get to places they want to go. I personally would get a job at Challenger School on 700 E, if the bus went there. But can't get there now cause On Demand never has handicap accessible Just wanted to add your IMZ for the South Valley is an EPIC failure and leaves SOOO many like me, with mobility issues stranded and home bound! Go to the Senior Centers and Senior living complexes all along 700 East in Sandy and ask... they will ALL tell you there is a HUGE need, not just seniors, but those who work and volunteer there will tell you they would not be so short staffed if there was bus access for potential employees to easily get to work. I have tried to use On Demand 7 times, NONE of the times they have had anything that can take my full size wheelchair like a bus can. Once they sent a tiny woman in a tiny car, like a prius, and she was like, "I can get that in there!" My chair was almost as big as her car. It is heartbreaking to hear about the shut ins from church who used to live active lives, and would love to be independent again, if only there was a bus along Get Frontrunner extended north to Brigham City, this is long overdue. This would allow for connections to Logan via an express bus or other method - there are many workers up there who commute to HAFB and Salt Lake City for work, not to mention USU students who would use the service. Double-tracking Frontrunner on the whole route should be a priority. Extending Frontrunner South to Spanish Fork or beyond is important, but should not take priority over the north extension. The northern Utah counties paid into Frontrunner long before Utah County got on board, but Utah County got the train first. Weber County has 2 stops - Roy and Ogden, they need a 12th street Please provide bus service from herriman to daybreak station and Draper station We've been encouraged to use UTA for downtown events (sports/concerts/etc) yet Frontrunner stops before these events ends. We need Frontrunner to run later in the night to make sure that event attendees can utilize the services to get home. We got stuck at the Utah Arts Festival after the last concert ended. Service is absolutely needed in Herriman. A bus route is a good start. Extending Trax Red Line beyond Daybreak might also be a good idea.

APPENDIX

PUBLIC COMMENTS

Please bring the ITA system to the Herriman, Riverton, Bluffdale area! My adult students with disabilities have no way to access their community! We practice UTA, but can in the cities some of them live in! Thank you!
I think expanding UTA services in Herriman will benefit those who rely on public transportation.
More bus routes off of lines. We have nothing in Herriman that can get us around town or to the TRAX station.
Herriman needs a better connection to downtown slc.
In Herriman area it looks like the proposed plan avoids major streets, which may be a good thing. We only have a few routes out of our city and they cannot become more cumbersome with UTA modes of transportation. Please leave them for autos only.
While I appreciate efforts made with this plan, it falls short of where our needs out here are. We desperately need east/west alternatives, in addition to the
I live in West Jordan near 9000 South and Redwood Road. Thus, I now use Routes 218 and F590 often. I strongly support the the changes to Routes 217 and 227 to improve frequency to the South Jordan Front Runner and Historic Sandy stations, respectively. I would like these changes to be phased as early in the five year plan as possible.
I am very disappointed that there is no mention in the five year plan for restoring Route 864 -- service from Lehi Station to Ancestry and Xactware. I know there are vague promises in your long-range plan for serving 1300 W Traverse Parkway via on-demand service in Innovative Mobility Zone 584, but I heard nothing in your Public Meeting on 9 July 2024 about on-demand service being planned for that zone during the five-year planning period. Some type of service to Ancestry
We need changes in areas that are not serviced. Herriman is definitely one that is a major need with the ReAl Salt Lake and slcc/u of u campus. It would be even better if you extended trax to the ReAl salt lake academy like it was originally planned when I moved out to Herriman
Honestly the areas that are having the most growth in population have one route serving these areas: Herriman/Riverton, Tooele, and Eagle Mountain. I expect UTA too be ahead of the curve but they are lagging. I expect more from this agency.
I don't want buses in herriman. I like it being bus free. Do not come to Herriman.
This would be a great addition as to UTA. We have nothing available out here and times I would used public transit, I have opted not to for the inconvenience of not having the option nearby. This would be a great service to a large portion of the valley which has yet to be provided the option.
The details are spotty, I would like to see a lot more data, so I comment affirmatively, but with some reservation. Overall, I would like to see bus service included into the Herriman area where the population is growing exponentially. Also, many of us moved here with the understanding that Trax would be coming to Herriman by 2019, and of course, that has not happened. I now understand that is not likely. In general, UTA is not viewed positively out here for this
My special needs daughter is stuck in Herriman. The van will go to Trax. She needs to get to South Jordan. Everything is out of zone.
With the rapid housing expansions in the southwest region of SLCo, there is a severe deficiency in service options. The proposed options are a step in the right direction, but woefully underserves the current needs and this will worsen over 5 years. Secondly, there are few options to get to the U and research park area relatively quickly for anyone that doesn't live in Salt Lake City proper. Please consider an express midvalley transit bus to the hospital area or an option that
My grandma lives in kearns she hasn't moved from this area because she relies on UTA she would love to move closer to me in Herriman but there is no routes



APPENDIX

PUBLIC COMMENTS

I would like to see stop service on the south end of route 33 and 4 along Wasatch Blvd on the West side of the road or a turn into Eastwood Elementary school. There is no stop service and the gap makes use for commuters difficult.
I believe route route 417 should be prioritized. The new HQ of a medical device manufacturer will be opening on this route in NSL in the next months. This area is in desperate need of connection to the airport via the green line and front runner.
We really could benefit from better public transit options in the Riverton/Herriman area. We try to utilize UTA on demand, but often there aren't any rides available and it's hard to predict arrival times. Having a bus would greatly help the disabled and non-driving members of our community.
Thank you for providing the zoom meeting to explain changes in service in Salt Lake County. We look forward to meeting #2 where more details will be available for consideration. The priority for Salt Lake County is for frequent service and expanded service area within the County.
Wish you would open frontrunner on Sundays!!!
That and front runner doesn't hit Riverton or Herriman and a big concentration of people are now in those two cities, the closest track stop is Al the way to daybreak and no other transportation. Consider a new route to Riverton and Herriman.
There is no real public transit available in herriman. The via on demand service is managed very poorly, which makes it a risky option for people trying to get Southwest Salt Lake valley needs significantly more bus lines - the map shows there is a huge dearth of transite options in the southwest valley.
Route 1 could be merged into route 217 which would have the benefit of extending route 217 into downtown and to the university instead of having route 217 end in the middle of nowhere.
Route 21 could be extended north from Central Pointe station to North Temple station via 300 West which would eliminate the need to create route 203 and
Need to increase the reliability of trax. Each day they are delayed 15-20 min. Often takes 60-90 min to get from downtown to Herriman. You can drive it in 30-
Need more public transportation options for Herriman and other west side communities. Currently there are no public transit options in Herriman and the only option that is even close is Trax in South Jordan, which is not within walking distance of most of Herriman. Also would like an express bus option to downtown
Please consider having more routes that go east and west from herriman into riverton or south jordan. Adding routes on 118th south 126 south that cross Mountainview heading east and west could heavily reduce the insane amount of traffic that exists in that area.
I think you need to work on front runner and get it north of Ogden. You could go all the way to Logan and it would open up a lot of opportunities
Providing regular, frequent bus routes between Herriman and the Daybreak Trax station would be wonderful. Two adults in my household would us that daily
A station in Herriman would be amazing! I use Trax almost every day as a student at the U of U.
The entirety of South Jordan and Herriman is missing any West to East transit. There is already TRAX if someone needs to go North to South so giving us MORE options to get to North to South Trax doesn't make any sense. Please consider putting in some West to East transit. We lack basic highways West to East, why are we also lacking any public transit this direction? It's a huge oversight as these areas continue to build but it takes an hour to get anywhere else in the valley
PLEASE RUN TRAX LATE. Stopping them at 10:30 from downtown to Daybreak makes it impossible to utilize trains to go downtown on weekends. Trains are not a moneymaker - they are a public service. Please treat them as such. Start with a trial run during Main Street's Open Streets campaign, and see how much ridership increases. Then work on expanding the service with the 85 million in federal funds UTA received this week.
Please provide service to Herriman.

APPENDIX

PUBLIC COMMENTS

Bring back Pleasant View Frontrunner Station with reasonable hours and regular service. Build up the location around the station with retail shops and dining. Make an agreement with TJX to bring us a TJMaxx or a Marshall's. You're outrageous if you think that we should drive over half an hour to Riverdale or an hour to Logan or Farmington to shop at a TJX store. We also need a Mackay Dee Hospital between Pleasant View and South Willard. It's insane to think that when someone here is ill, their only option is the Pleasant View Emergency Center. I have lived in many places, and Pleasant View has been the most stultifying, intellectually deficient, mentally backward area. The locals want us to commute far distances for the most basic things. Meanwhile, the housing developers
Please give me train in Springville. Please. Pretty please. I'll bake you some cookies. Please train inspringville, and then train all the way down the I15
Another bus in Springville!
And also a train in Springville! We would use it daily. (Obviously, south of Springville as well.)
Route 823 would be a game changer for Springville and Spanish Fork! We have a lot of new growth coming that will need it! I wonder if it would be better to run Route 823 on 1200 W (instead of 1750 W) in Springville to have better access to future Springville FrontRunner Station, plus community destinations like the Clyde Recreation Center.
Also, since Route 821 is a longer route, maybe it should continue straight on Springville's Main Street so it can more easily stay on time and Route 823 could be the one that makes a loop around 400 S, 400 E, and 400 N. Either way, it's good to keep at least one of them on those streets.
Please increase service to South Utah County! We live in Salt Lake County but we go to Springville/Spanish Fork/Payson frequently and it would be so nice to have more frequency and more routes (and of course the best thing ever would be to have Front Runner go farther south).
Some things I'd like to see: - route 114 along Daybreak Parkway (11400 South) between the Daybreak Parkway/Crescent View stations - route 104 along South Jordan Parkway (10400 South), between the South Jordan Parkway TRAX and South Jordan FrontRunner stations - route 134 along 13400 South from western Herriman east to 13400 S Redwood Road, where it turns either south or north onto Redwood and eventually turns somewhere else and makes its way to Draper Station - extend the proposed F264 farther south to go into Daybreak, still stopping at the 5600 West Old Bingham Hwy station, maybe even go south into Herriman as well - keep route 248's current southbound routing - make the F453 actually serve Tooele for every trip instead of getting cut off at Benson Grist Mill for most of its trips and only serving two trips from Tooele and
Please work on getting bus stops and train stops sheltered more effectively.
I would like to see a bus route going between Utah valley and Heber.
We need better public transit in Herriman and Riverton. UTA on demand is helpful but we can do much much better.



APPENDIX

PUBLIC COMMENTS

THE OPERATOR WORK SHIFT TO BE STRAIGHTENED OUT. BY NATURE THE TRANSIT IS SUPPOSE TO TAKE PEOPLE TO WORK AND BRING THEM HOME. THAT MEANS THE CUSTOMER IS WORKING 8-9 HOURS STRAIGHT AND THE DRIVER IS GOING TO HAVE THEIR WORK SPLIT. NOW WITH THAT SAID IF YOU WANT TO PAY THE OPERATORS FOR WORK NOT WORKED AND SHORTEN THEIR SHIFTS BUT PAY 8 HOURS I DONT THINK THAT IS A GOOD USE OF TAX PAYERS MONEY THIS WAS DONE DURING THE PANDEMIC. THEY WORKED 3 DAYS PAID FOR 5 GREAT GIG. THIS IS GOING TO CAUSE THE PLANNING DEPARTMENT MORE
I believe that for the most part the extensions in the salt lake county (where I reside) are amazing. I am so glad that there is now a bus route planned more or less right outside my house, and will be using public transit more often when opposed to other transportation modes because it will be much more cost
Stay out of Herriman. I live here because I don't like the city. I don't want busses constantly flowing through out town. Herriman City is already destroying out quaint town it once was with all the housing. Stop expanding! We choose to live here for the small town feel
Have express lines from Layton to SLC or Farmington Station to SLC. Non stop for all us commuters that up north that go to SLC everyday.
Leave route 470 alone! I catch the north bound bus in Bountiful and often need to go to Kaysville. I don't want to have to gather my backpack and stuff and get off the bus at Farmington Station and wait another 30 minutes for another bus.
I like the idea of Frontrunner double track from Ogden all the way down to Payson. Hope fully one day Frontrunner can go from Logan to St George.
It would be nice to have a frontrunner stop in Pleasant Grove. I propose the area of W 6800 N St. and N 5300 W St. Across the street from Amazon DUT2 building. The long strip of next to the track going south front the RR Crossing could be the train platform and bus drop off area down to that triangle of land, and the triangle if bought, could be car parking.
I know there is no right-of-way, yet, up to Brigham City and North into Cache Valley. But hopefully a time will come when opportunity or necessity to make it happen. Tremonton would also benefits if frontrunner went past it going into Cache Valley and into Logan.
Consider moving the orange line for research park into the more near term plans. Extend the orange line further into research park with more stops so people that work there can actually utilize it. It's still a very far walk (15-20 minutes) to many places in research park from the proposed stop.
I live 1000 ft from a trax station and work at SLC international airport. I choose to drive most days because it is nearly 90 minutes door to door vs. 35 minutes in a car. If Route 256 can reduce the amount of travel time compared to trax, I would use this to commute daily to the airport.
People
Looks as if the park and ride lot would be close to the freeway buses would be waiting awhile to pull out wouldn't recommend this spot is there another option
The industrial park route doesn't have enough people to do every 30 minute service maybe wait and see how many people take transit in this area with a trial
Trip would take 2 hours to complete nearly from South Jordan to north temple station more frequent service would need to be implemented for phase 2 so that way it lightens up the passenger load maybe every 10 minute service?
If route 31 is gonna go down there put in a park and ride for it to pull into traffic out there in magna is busy so maybe even designated bus lanes
Have 35 remain on 9080 west and go back around the senior center with route 31 with route 31 being every 30 minutes would there be a chance we could have 35 service every 10 minutes during peak travel times at the beginning and end of day?

APPENDIX

PUBLIC COMMENTS

People take this route every summer to lagoon it needs to be kept because parking becomes very hard over at lagoon during the summer so please review this
Would love if there was a stop near the industrial park
Moving 45 back to the Murray North Station should stabilize and increase ridership on this route. Before the move to Murray Central, this was always the offered option when planning trips downtown, but since then has never been offered because the 209 was a quicker option. It's only gotten worse since the
The idea of a transit center is a great one as it allows more connections. However, it leaves service between it and Fashion Place West Station at only 30 minutes. Consider extending the F202 to connect here, or keep the 209 connection at the TRAX station.
The bus numbering system of the bus redesign in 2007 is a good one. Consider using an interline for 227 and new route 90 - 9000 South instead of renaming the route 227 to avoid confusion.
We really need some sort of special event service for the Amphitheatre. The existing lines don't cut it.
Still not special event service for Saltair?
I thought the plan was for this to go beyond the airport and further into downtown Salt Lake so folks wouldn't have to transfer to TRAX or other buses. Although this new route will still be nice, having to transfer to TRAX will reduce utility and convenience for me. I saw a plan where this bus route would go by the existing
My apologies, I just posted the following comment, but I don't think it was clear that I was talking about the 256 5600 West route:
"I thought the plan was for this to go beyond the airport and further into downtown Salt Lake so folks wouldn't have to transfer to TRAX or other buses. Although this new route will still be nice, having to transfer to TRAX will reduce utility and convenience for me. I saw a plan where this bus route would go by the existing
It isn't ideal to make this bus route so circuitous if it intends to provide good access to Frontrunner or if it is testing an extension of the Trax Red Line. I'm guessing this route is to provide coverage, which is nice, but it doesn't do well to provide a direct connection for the SW part of the valley to Frontrunner. The function of this bus line should be defined as to whether it mostly wants to connect local destinations together well, or if it intends to provide a distribution function from the regional transit network. Just don't make it a stroad of bus lines! You will convince more people to use transit if it competes in convenience
Maybe this needs to be tested, but ending service at 9:00 PM seems limiting; however, this bus line would certainly be an improvement over having no bus line! It would be interesting to find whether or not the cities here would be willing to look at some bus-only lanes to make this a more competitive mobility
I'm not sure how well ridership on the 871 line has been, but personally a fixed bus route with a reliable schedule is better than on-demand transit. With the bus schedule, I know whether or not I should be able to make a connection (to Frontrunner for example) on time. My personal experiences with Via in SW SL County have not been good, and I often had arrived to my destination long after the app ETA showed (though it has been more than a year now since I have
There needs to be something to connect east and west in Layton.
Curious if many take 625 to the Utah School for the Deaf and Blind. Would most use innovative mobility?
Map will be different after construction at Roy exit is done.
Need a bus stop like 301458 here as well for transfers. Work with Layton Hills Mall to improve sidewalk on North Entrance stub road.
Adjust North Weber Mobility Zone to include this stop by Ogden WinCo to allow for transfer to either 610 or 630 (whichever comes next) to transfer to Ogden
Improved station / bus stop to transfer to 470X, 400, and South Davis On Demand.
Is there still a bus to Snowbasin along this road?
would love a 5600 S bus route on the east side



CHAPTER

1

2

3

4

A

APPENDIX

PUBLIC COMMENTS

I'M SO EXCITED FOR THIS! I work at Macey's and having a bus route by here will really help me everyday, as well as a lot of our customers
Routes should extend down 1800 to include residential areas as the bus stops are to far away for most
If the 220 is no longer going downtown, it would be better if it was a 15 minute bus so one could reliably connect to the 2 without a long wait.
Why does the 645 bus not travel up Edvalson like all of the other service to Weber State? There are lecture halls and classrooms up the hill which are quite a
15 minute headways on route 600 is a great change! Please prioritize this.
Thank you for proposing to start FR from Provo at 7AM on Saturday! That is a huge help for Saturday workers, thank you!
Please consider running the 613 on Saturday as well. It would not even need to be every hour, just a couple runs in the morning and a couple in the afternoon.
If the 613 cannot be run on Saturday, could you start Z562 IMZ sooner than the bus changes? We would utilize the IMZ here nearly every Saturday to get
Thank you for considering this as a dedicated UTA route from Farmington Station. The frequency proposed is excellent. While it will not impact me, I do worry
about this connector from Farmington Station if it is not free.
These stations are very far from the majority of the academic buildings and other Weber State campus facilities, as well as quite a bit downhill. 610 and 645
need to go closer to the center of campus, either by going up Edvalson St or using the OGX busway.
30 minute headways on route 645 is a great change. Please prioritize this!
It is also very useful for route 600 to connect to Ogden Central Station, unlike the 612!
Need an additional stop between King and Sugar like at Ronald.
Need an additional stop between Planet Fitness and Target.
Additional eastbound stop near 1500 E UT-193
Additional stop near 21st Street Pond.
Add southbound only stop at 1100 W US-89 that recently had a shoulder added.
Maintain shelter by Pleasant View City offices as a virtual bus stop for innovative mobility with information about how to use. Also add virtual bus stops with
physical signs at Weber High School, Freemont High School, North Ogden Junior High, Wahlquist Junior High and Orion Junior High.
Add physical sign in addition to regular bus stop by Ben Lomond High School with information about Inovative Mobility Zone.
Add physical sign at Viewmont High, Woods Cross High, and Bountiful High for On Demand Zone.
Sad to see this bus stop go. I remember it well when I was a kid growing up walking home from Bates Elementary. This area should be served well by
innovative mobility. I now live in Layton, but will remember this a memory.
Add an F264 stop here or in this rough vicinity along this same routing
Add an F264 stop here or in this general rough vicinity
Add a stop roughly here for both the F264 and the F556
Add WAY more stops along route 256 since the stops on this route (and the current F256 for that matter) are way too spaced out on average
from 5600 W California Ave to the next northbound stop (5555 W Ameila Earhart Dr) on 256, there are 2.53 miles, fill this gap with several northbound and
southbound stops (example of what I said in another comment about 256's stops being way too spaced out on average)
No other stops on Amelia Earhart Dr besides the ones at 5600 W? Add some, both west and east bound
Add a few stops along 700 N for Route 236

APPENDIX

PUBLIC COMMENTS

More stops for Route 236 along Harold Gatty Dr
Add a stop or two for Routes 236 and 256 on this part of Wright Brothers Dr from Amelia Earhart Dr to I-80 (Dwight D. Eisenhower Hwy)
Discontinuing service to Lagoon sounds like a good way to alienate Lagoon's employees and customers who take UTA; if you still discontinue 667, PLEASE at least add a new route and/or extend an existing route to Lagoon
Why no stops on 609 at all on this segment of the route from Farmington Station to Park Ln/Main St? Add some stops along this segment
Add a couple routes along route 600 on this segment of Shepard Ln between Sandtrap Ln and 1500 W, especially one for the Oak Ridge Golf Course
Add LOTS of stops along the entirety of Route 609 to fill all these gaps (worse on the southbound 609)
More bus service between southern Davis County and northern Salt Lake County is very good, giving new service on routes 417 and 400
Very good to give Eagle Mountain and Saratoga Springs some actually GOOD bus service instead of the crappy express/limited buses that only go a few times out during the morning and a few times back in during the late afternoon/evening), plus the On-Demand Zones
Not as high priority with the On-Demand Zones plus Route 860, but maybe keep Route 806 but improved to all day service? At minimum don't toss it entirely, instead maintaining the current direct connection between Eagle Mountain/Saratoga Springs and UVU
VERY good thing to finally add back bus service to This Is The Place and Hogle Zoo, places that were cut off upon the discontinuation of Route 3 a few years ago
Have these two nearby On-Demand Zones (582 and 584) interseect here to fill this weirdly shaped gap
Spanish Fork could probably use an On-Demand Zone
Extend UVX to the Provo Airport
Finally a bit of bus service in southwestern Salt Lake County after it was cut off in August 2021
Springville could probably use an On-Demand Zone
Here's to hoping for an eventual FrontRunner extension down to Payson or maybe even Santaquin
Probably wishful thinking (though it's been specifically mentioned by UTA at least once in official docs from what I remember), but maybe FrontRunner up to
VERY wishful thinking, probably won't ever happen, but FrontRunner and/or bus to Logan in order to connect with Cache Valley Transit District routes
Why this significant of a rerouting of Route 628? Maybe rename it 629 or something and keep the existing 628 routing
15 minute headway bus service in the genearl area of Layton, Clearfield, Kaysville, etc is VERY much a good thing to add
Why no more direct 628 service to the Layton Intermountain Hospital?
Eventually, maybe have every FrontRunner trip go along the entire route instead of the current weirdness where some of the later trips end at Salt Lake Central
Why no more Route 473?
I'm probably never gonna go to it myself, but Hill Air Force Base deserves at least a little bit of bus service back (I found out that it got cut off several years ago, Maybe some bus service in this area?
Pleasantly surprised to see Copperton finally get UTA service again, even in the form of On-Demand without a bus (I remember seeing a long while back that Copperton used to have a bus route many many years ago)
Extend the boundaries of all On-Demand Zones (such as these two) a small bit so that any borders between two Zones become actual overlaps where both zones each individually cover at minimum both sides of the street that is supposed to serve as a boundary -- ideally, there would be more more overlap than
Use Zone 503 instead of or in addition to 501 to serve this area



CHAPTER

1

2

3

4

A

APPENDIX

PUBLIC COMMENTS

As in another comment, make sure to cover both sides of the street with On-Demand Zones instead of one side only (I once had an issue where I wanted to go to a place that was on the northern side of South Jordan Parkway, but the app only let me go to the southern side)
As in another comment, cover both sides of 6200 South with this On-Demand Zone instead of only one side, and ditto with other Zones where a street is a
Extend Zone 541 to cover this entire area
Bring back all day Tooele service on route F453 instead of cutting off almost all of them at Benson Grist Mill (the only trips that currently go to/from Tooele are a couple morning trips to SLC and a couple afternoon/evening trips to Tooele, all other trips stop at Benson Grist Mill and F453 also has an overall bad time range, having its last trip away from SLC be WAY too early for a 9-5 commuter, arriving at the last Tooele stop at 4:40 PM and having its first trip from Tooele to
Extend Zone 541 to include this weirdly excluded little area of Grantsville
Interesting and I think good decision to have these two separate Routes 2A and 2B to go around campus
Why no more Route 455?
Maybe a new Route 41 from Magna to here and then east to West Valley Central?
Extend Route 78 westward to about here
Extending Route 62 to here as proposed is a good idea, providing more overlap with Route 209 than just the Fashion Place West Station, thus giving a bit of redundancy/second chances/improved service along Winchester St between 900 East and Fashion Place West
Potentially extend route F570 (and rename it to F70) to here via continuing west on 7800 South, turning north onto either 4800 West or Airport Road, then
Likely would be pretty low demand, but maybe worth it anyway: new Route F284 between Copperton and 8400 West SR-201 -- stops in Magna would be relatively easy, just several stops along 8400 West, but then get to 6200 South, turn into that little residential area and go along Oquirrh Mesa Dr, get onto 6600 South and get back onto Bacchus Hwy (SR-111), get to 7800 South and turn west, turn onto New Sycamore Dr, then Stokesly Dr, then 8200 South, then SR-
Merge Zones 503 and 504
VERY VERY BIG YES to this proposal to extend Routes 200 and 217 to here, thus giving new 15 minute headway service via the 217 to the very sizeable Redwood Road chunk from 8020 to 10400 South plus the same 15 minute service along a bit of South Jordan Parkway, and the absolutely MASSIVE chunk of State St from 5300 South to 10600 South via the route 200 -- even just one of these two extensions would be one of the best changes in the entirety of this proposal, but
VERY, VERY much on board (heh) with putting 218 in Riverton/Bluffdale, thus finally giving them more bus service, especially Bluffdale
Please provide front runner to Brigham City
make 45 a frequent route again!
Improve bus stop / shelter for those transferring between 610 and 600.
Please consider making the 213 a frequent route, or at least adding Sunday service.
I want to formally request service from Vineyard station to Valley Grove business center.
How can we bringing UTA routes to Grantsville City
Can you please start Front Runner service from Provo one hour earlier on Saturdays to help those who work on Saturday (especially in the summer)?
Will there be bus stop improvements for the frequent busses 200 and 217 around the South Jordan station?
Later service through 11pm at night is needed, especially on weekends and holiday.
Looking to provide feedback for enhanced commuter service and connection between south utah county and PG

APPENDIX

PUBLIC COMMENTS

Are there plans for a trax line near the Oquirrh mountains?
When will Boise to salt lake to Vegas happen? Sunday from runner service? Front runner services more frequently on weekends?
I am wondering about the plan to no longer have local busses travel up Edvalson St at Weber State, but rather only stop on the west side of the duck pond. This is very far from the majority of the campus academic buildings.
I know it's unphased currently, but do you have any idea when the Davis-SL Community Connector is slated to be in operation?
Same question for the Redwood Rd route in NSL
What connections did the Ogden changes have to the Marriott-Slaterville area?
LOVE increased connections to FrontRunner!
How do you prioritize which proposed routes to implement sooner rather than later in the 5 year plan? Some of the changes would make a huge positive difference providing more connections to major bus stations and Frontrunner stations and I'd hope to rally support for these in like 2026 rather than 2029 (I
Thank you for the 613 service!!!
Love how far south the 5600 goes! Great investment!
Why would we put a Point station when Lehi station is basically right at the point?
Lehi and Draper hit both ends of the point and the tracks pass through a mountain pass. I don't see a Point station that adds a lot of benefit.
What is the plan for OnDemand service in South Davis County?
There are service holes in Ogden 2nd St. What is the plan to provide that shortfall☹️. Also 612 will no longer be the entire length of Washington Blvd. This is a
Thank you! Love the pre-planning for FrontRunner extension!
Thank you so much for the EM and SS increased service! A couple more stops would be great!
The move from 806 to 860 is very exciting! The more direct route and frequent stops opens up a lot of options for people along those routes
Need much better commuter service to the valley grove development especially for southern Utah county residents who have very limited services that take
Currently the closest stop to Valley Grove is 2 miles away from the 850 - which is not very commuter friendly with frequent stops. The closest Frontrunner station in Vineyard is 3.7 miles away and the roads to the station from valley Grove do not have adequate shoulders
sorry, so 613 will go along 1200W? but no connection across 400N or to Hwy126?
What's the hold up on the Frontrunner Extension? How soon can we expect that to be done?
Why is there no route planed from Vineyard station to Valley Grove / PG downtown?
I didn't see an IMZ zone in southern Utah County either? Is there one? This would help with the lack of bus service from southern Utah County to Northern Utah
LOVE the increased transit frequency on bus routes! Please increase the Saturday hours of FrontRunner... many are taking second jobs due to increased COL, those jobs are in the evening (which you have great FR coverage) and on Saturdays (where you could start the day a tad earlier).
Where are you looking for these comments from the community? the only reason I know about this comment section is because I am on the UTA email list?
When I talk to my community they don't know where to make comments.
When will there be a bus route between Utah Valley and Heber? I know it has been considered in the past.
Sorry, when will the OnDemand for North Ogden begin?
That's a bit painful for some Lagoon employees?



CHAPTER

1

2

3

4

A

APPENDIX

PUBLIC COMMENTS

Will free fare sponsorship for the Ogden, Layton, and Lagoon shuttle impact the phasing?
How would pedestrians access Lagoon?
Please explain the Phase 1 Route 200 and Phase 2 Route 200 shown on the online map.
I'm very disappointed to see that route 205 won't be returned to 15-minute frequency until 2026, even though UTA has been saying for years that it is a priority for restored service. Surely if UTA can implement three new routes in Salt Lake County in 2025, it can figure out how to restore service on an existing route with high ridership. I live in Fairpark near Route 205 and would use it much more if service were more frequent, because I could go on errands and transfer between
I think the 470X route looks great, and I want to encourage UTA to implement it as soon as possible! I live in Fairpark near North Temple Station and this route would make it much more attractive to commute by public transit to Research Park (the current options are slow and infrequent). The lack of a frequent connection between North Temple Station and the U of U/Research Park area has been a glaring gap for far too long.
I think the 2A/2B service is a great idea, and I hope it is implemented as soon as possible. I live in Fairpark and currently take Route 1 to work, but I will likely transfer to 2A/2B once I have the option, because they would get me much closer to my destination.
I think this route is a great idea! I live near North Temple Station and would use it frequently for errands. I think UTA should consider 15-minute service along
I think UTA should consider extending this route along 900 West to North Temple or 300 North, and have it terminate at North Temple Station rather than Salt Lake Central. This would preserve connections to downtown and barely change the planned route length, but would increase connectivity on the west side of Salt Lake. I live in Fairpark and am constantly frustrated by the lack of options connecting the northwest and southwest quadrants of Salt Lake. I would use an extended Route 208 for errands, and I suspect that people in Poplar Grove would appreciate having a connection to the shopping center at 900 West and
The FrontRunner is an excellent line. However, its potential is very inhibited by the current Salt Lake Central Station which, even if it is upgraded, is actually in a terrible spot which is farther away from the urban core and even blocked by the Rio Grande Depot. It would only make sense to make the Rio Grande Depot as the primary train station as it used to be. Not only that, but it will also provide a lot more land that can be developed, eliminate eight at-grade crossings and four viaducts, and even improve ridership of the FrontRunner making it a winning situation for everyone. I would love if UTA at least took the plan into
where are any TRAX improvements? 24 hour airport service? Orange line? Increased Sunday service?
I hope that the new route 604, which connects much of Ogden and Roy to important educational institutions such as Weber State University, Ogden High School, and Mt. Ogden Junior High School, will run on at least 30 minute headways, so that students of those institutions can not have to wait long periods of
The planned increase in service frequency on bus 645 is greatly appreciated!
Improve bus stops 601144 (Riverdale Rd @ 4066 S (Riverdale)) and 601169 (Riverdale Rd @ 4067 S) to accommodate transfers and have real time
This comment applies to all local bus service to Weber State University -- the previous routing via 36th street of all these busses was much more efficient. It is a waste of commute time for the busses to turn around at the top of Edvalson St and return the same way they came. I highly encourage UTA and Weber State
Hello, I am a 15 year old boy from Davis County who likes to study public transportation and I noticed that West of I-15 in Southern Davis up to Layton has no bus lines, this is tens of thousands of Utahns who currently don't have access to public transportation, I would like to suggest a bus line that would connect Woods Cross Station, Farmington Station, and Layton Station, covering many important roads currently not covered by buses including, Redwood Road, W 1500 S, N 800 W, Parrish Lane, I-15 Frontage Road, Glover's Lane, Burke Ln, Sunset Dr, and Flint Street, this route would cover around 30 miles and would
I'm thrilled to see a new bus route come to such a busy corridor! Spanish Fork truly needs more transit access. Is it possible that this route could be set to 15

APPENDIX

PUBLIC COMMENTS

It's nice to see you will change frequency from 60 minutes to 30 minutes in the future, but would also like Sunday service, since there is absolutely no Sunday
There are 26 total stations on the redline. Implementing an "express" car that skips even half of those stops would greatly impact the amount of people who would be willing to take trax from South Jordan into the city for work everyday. I did not see anything listed on the implementation of express cars on any line for this next phase. But as the south end of the valley continues to grow, having public transportation that is reliable and doesn't add an hour to the commute
I teach at South Valley School (8400 South Redwood) and am so excited to hear that this route is changing! We use UTA exclusively (218 is right in front of our school) and the every hour bus is really hard to get us to and from destinations. Do you know when this change will happen? This will benefit an entire group of
I like this Plan
I would like to see both a bus route and a rail route for Tooele County, but specifically Grantsville City.
With the growth in Tooele County, it makes it extremely difficult to travel in and out of the County.
This is actually about Route 219, which wasn't on the drop-down list. I wanted to let you know that we (Sandy) have plans to build a pedestrian bridge over the north leg of State Street at 10200 S. The developer currently has plans to put in a drink shop on the NE corner and will dedicate land for the bridge. There will
We (Sandy) have master planned a pedestrian bridge over I-15 at 10200 S to connect Sandy Civic Center Station to South Jordan Front Runner. Funding for this project has been allocated via. HB 488. Project design will begin once the funding is available.
The Innovative Mobility Zone in the south part of Salt Lake County needs to have far more vehicles and also run on Sundays. As it currently is, it's useless 6 days a week because the lines are too long on weekday evenings and it doesn't run on Sundays.
Please don't take the 209 service away. The vocal minority claims to represent the majority, which is inappropriate on their end. This is fantastic bus service. It supports our disabled neighbors and the avenues community is fortunate to have alternatives to driving a car.
Where are the proposed route 126 goes through the Galina Hills Park at Vista Station Boulevard this road was made for residential access only It was never made for buses. It's too narrow to be classified as an intermediate collector Street . It's Extremely dangerous for large vehicles to be competing with little kids in a city park. It's asinine that the road still goes through there instead of around it Soccer fields on both sides of the road
I feel like it will be a big mistake not having the 630 route service the Wal-Mart on 1100 South. There are quite a few elderly passengers who use the bus to go to Wal-Mart to do their shopping. Most are technology challenged and will have trouble figuring out the Innovative Mobility Zone. The bus is the only source of transportation for most of these passengers and I feel we would be doing them a big disservice by not providing transportation to the places where they shop.
The elimination of the Layton Trolley rte 628 without discussions with Layton City or Davis County is unacceptable. The City contributes \$100k annually and the County gives \$60k annually to cover 25% of operating costs. Why does UTA think it's necessary when obviously the route is important to the county and it's
There should be a bus going from the provo station to the Provo airport via lakeview parkway with stops at 500 and 1100 west!
It may should be a added route!
I'm sorry, but this is a positively wild bus route. Incredible meander in the name of coverage. Surely there's better use of resources.
Love the up in service and new end point at the event venue. I hear people complain all the time how there isn't transit service to the venue. Big thumbs up on
Hello. It appears that in the plan, there is no expansion of routes into portions of Layton south of Antelope and west of Main St. This area has grown by leaps and bounds, with no available service apart from walking to Antelope or Main, or driving to Clearfield or Layton Fronrunner stations.



APPENDIX

PUBLIC COMMENTS

The area south of the American Fork FrontRunner station needs a whole lot more love. There is high density housing being built there (and much is zoned for mixed-use developments). The current lack of transit options means that there are a lot of cars. American Fork should hopefully be revamping 200 S along the FrontRunner station with a bike trail and pedestrian improvements within the next year or so. Including options such as a circulator shuttle/bus, bike share, or something else, would help reduce the number of cars needed in this area. Essentially, they need a way to cross the freeway to go shopping without a 10-
I love the idea of this route. I live 30 minutes walking from the Woods Cross station (within the On Demand zone). The 417 idea will make it easier to connect to the green line, especially for those who have issues connecting to the green line at the much larger North Temple Bridge station. Also, this route adds another way to get to the red line from woods cross, which is great. Any route or transit expansion that serves Redwood Rd means better serving minority and
Full support for this route as there is increasing demand in this area and in connecting Davis County and Salt Lake, especially the west side.
I fully support the community connector and as a resident of Davis county have been anticipating it for many years since it was announced. My concern after viewing the route map available here: https://www.rideuta.com/Current-Projects/Davis-SLC-Community-Connector is the removal of some stops especially in the Farmington/Centerville area. While I'm sure the bus can't be rapid with as many stops as the 470 utilizes, and the connector involves many communities, I still believe UTA should prioritize supporting infrastructure and multiple modes to get to and from bus stops. From my observation, there is up to a 1-mile distance in between stops in the Farmington/Centerville area. Especially with WFRC's involvement (of which Centerville City is a member of their
Please make the Sunday TRAX schedule match the weekday & Saturday schedule (Blue, Red and Green Lines running every 15 minutes). Having a consistent schedule 7 days a week instead of having Sunday have only half the frequency will provide more consistency for those of us using TRAX and accessing downtown and make it the true backbone of transit in Salt Lake County 7-days/week. You could do it without increasing miles on your vehicles (run 1 car trains
Please double track ALL of FrontRunner. And on the future extensions (to Payson/Santaquin and Brigham City), please build them with double track NOT single track. There are delays almost EVERY day due to the single track on FrontRunner.
I have heard that UTA is going to add just enough double track to run double the service on weekdays - but that really worries me. Just adding in just enough track to be able to double the frequency also means double the places trains will have to hold for other trains at single track sections. The delays would be double what they are now.
Please UTA, do it the RIGHT way. Build a system that can function on time, can recover quickly from delays, and one where a delay to one train does not mean
Please extend the Blue Line to Lehi. UTA already owns the right of way.
Also, please extend the Blue Line (or a connecting TRAX line) from Lehi to Orem to meet UVX. There are a lot of us in the northern Utah County area that would use a light rail line to connect to UVX as well as to Salt Lake County (again, UTA already owns the right of way). Light rail has very frequent stops (every mile or so) and is fast (although not as fast as FrontRunner) - with the more frequent stops and 15 minute service all day, ridership would be way higher than
Having frontrunner trains come every 15 minutes during the busiest commute times in the morning and late/afternoon evening would be EXREMELY helpful.
The F556 should be extended up to the Airport and down to 5600 W Old Bingham in 2025-26, in order to provide better service for the riders living on the west side sooner and as a preliminary to the full service 256 bus launching later on (which I also believe should be expedited, as that will come as a huge relief to people living on this side of the valley - especially those with limited or ok access to a car). Currently the bus connects to the F578, 62, 54, 47 and 35 but the

APPENDIX

PUBLIC COMMENTS

Can you please add another train service departing from Salt Lake Central (NB) at 3:25pm Several students from the UofU struggle to make the 2:55pm train, especially if their bus or TRAX connection is delayed and an hour long wait, with limited shelter, is a long time to wait for the next train at 3:55pm. I think you would see high ridership numbers by adding this additional service and many happy students and other customers. Thank you for your consideration.
Currently, there is a weekday train that runs south starting at 6:37 in Ogden. However, this train stops at Salt Lake and does not continue. The Murray Central stop is the hospital and all providers (drs, nurse, techs) are getting off their shifts around 7:15 PM and there is no 7:46 PM train. This is horrible planning as it makes it impossible for healthcare workers like myself to use the train unless we chose to sit and wait for an hour as there is no way to make the 7:16 PM train with shift turnover. It is ridiculous that there IS a southbound train running, yet it stops prior to this crucial stop. Having healthcare workers wait an hour after being on their feet for 13 hour shifts is ridiculous. I do not understand why the train stops prior to this station at SUCH a crucial time in the day. When I do wait
There is no 8:21 PM American Fork stop on the frontrunner going south. PLEASE ADD IT as the train before and after is crowded and there is already a train running south at this time anyways!! if the train runs every 30 minutes every other time of the day, why doesn't it then too? this is an important time for people
In reality, none of you listen to customers who have been saying for years we need more routes plus pick up times. I prefer not to take this transportation anymore due to that fact along with having to pay when the majority of your riders are college students who don't even have to pay but the public now has to.
Why is ski bus service not even mentioned. You cut ski bus service in half last year when it was supposed to be doubled. Now you don't even mention it. You are doing the public a terrible disservice. Make the ski bus year round, all day and frequent!
I don't see anything on here about increased ski buses. I love what's going on around the U, downtown, and Davis County but the only mention of ski service was an aside on the 4. Ski buses have been almost unusable since COVID hit and getting that service restored is a priority for me.
I would like to see Frontrunner run on Sundays. I live in Ogden and frequently have flights leaving SLC international airport on Sundays.
Need train to Box Elder and Tooele counties! Also more routes inside Ogden City streets where low income live. Going from Washington to Monroe on Canyon road is a street that needs service. Also along Grant north and south.
227 every 30 minutes
It takes 30 to 40 minutes to walk from the Vineyard Front Runner station to UVU Geneva Park or the Megaplex Theatres shopping complex.
It's only a 3-minute drive, but neither 807/834/846 addresses this need.
The plan for the next 5 years shows nearly zero updates in Utah county south of Provo which is one of the fastest growing places in the state. I am disappointed and frustrated in UTA with this lack of foresight and planning. UTA does little to market transit south of Provo and so they think that no one down here would
I know this route is also considered the State Street route, but instead of going right to 500 West from Provo central which becomes State Street, the bus goes up crowded University Avenue all the way to the University Mall covering the same area and stops that UVX covers, and UVX gets its own lane. This makes no sense and adds unnecessary travel time for those trying to get to stops on State Street. Eliminate those stops and send the 850 to 500 West all the way up State Street without the current huge deviations to areas already covered by other routes. This route doesn't have a bunch of riders stopping on University Avenue and each of those could just as easily take UVX to the same stops in the same amount of time. I rode it and saw it with my own eyes. While stopped in



CHAPTER

1

2

3

4

A

APPENDIX

PUBLIC COMMENTS

Would it be possible to have some real late night or earlier bus routes to accomodate people with abnormal work shifts at night/early morning?
I am a bit disappointed in the change away from Gentile, but understand the challenges of left turns until Layton city finishes projects at Angel. Going straight through the Midtown Crossing / Main Street intersection will work better than previous designs. Work with Layton Hills Mall owners to improve pedestrian access from 1425 N roundabout. Add appropriate stops and amenities at the 1425 N roundabout for transfers for all directions and routes. New stops will be
It looks like you will finally make Route 513 more convenient for me to take for my commute from West Valley City to Downtown Salt Lake City at the time that I will be retiring and not needing it. My UTA commute was severely affected when the Fast Bus Route 256 was eliminated may years ago.
I would love UTA to consider adjusting this line so that is connects to downtown again. I've noticed that routes like the 223 sometime over crowded in the morning. connecting the F11 to downtown and other stations could help alleviate that. It would also help provide connecting service to the upper aves that are difficult to reach by walking/wheelchair use.
If that change isn't made, then at a minimum I would suggest that some of the connecting stops for the F11 that would help people reach downtown should be
I'm excited about increased frequency of the 209 on the weekends! It's a great connector to the rest of the city that I hope more people use.
Hey, as someone who regularly takes this bus to the U, it already needs more frequency. It seems any time before noon the eastbound bus is full and has to wait at each of the later stops to pack people in. Please please please consider moving up this frequency/routing improvement in the schedule if at all
This route needs to be grade separated and the best way to do that is the Rio Grande Plan. UTA really needs to throw their weight behind this transformative project. Not only do they get grade separation but they also get double track through downtown. Plus there is a bunch of their land they can redevelop and
Hello, I would like to see more bus routes and more continous times as well in the west side of Salt Lake City (Rose Park, FairPark, Glendale). Challenges students face living on the Westside, particularly the long commute from areas like Rose Park/Fairpark to Highland High School using public transportation. Currently, it can take students about 1.5 hours to get to and from school, which is a big issue.
Way overdone, really in transfers from other busses
Another way, easier to get to Murray Central, from 5300 s state, don't have to cross State Street
Please have service in Brigham city 6 days a week instead of Monday through Friday
Comment from a Salt Lake City resident - the resident really wants the Capitol loop on Route 200 to be running on the weekend so they can take that bus line to grocery shop and go to events over the weekend without needing to drive.
please bring back the tooele express and grantsville routes.
the new 451 is SLOW going on north temple.

APPENDIX

PUBLIC COMMENTS

Not sure that the modified routes 470x600, and 609 are sufficient to make up for removal of the 667 Lagoon Trolley.
It appears that there is nothing which will bring users to the actual Lagoon entrance on the west side of the park/Lagoon Drive. these routes provide service past the north end of Lagoon, but unless there are proposed plans to change how pedestrians can enter, they cannot get in at that location.
Farmington City would be interested in discussing this change in more detail and would likely be interested in continuing to partner to keep a local circulator route going that serves Lagoon, Station Park, the Western Sports Park, and the upcoming North Farmington Station mixed use area.
There is no routes that would allow Weber State Davis Students or South Hill Air-force Base workers access to the 455 bus route. This needs to be done to make it easier for individuals travel from Weber State Ogden to Davis Campus. And South Weber, Uintah and access to the park in rides.
Enough ignoring the Rio Grande Plan, the time for this transformative project is NOW. Please finally come out in support of this great plan and lets get it built
Please reconsider your current plans for headquarters at Salt Lake Central and instead put some resources into considering the Rio Grande Plan
Please add more frequency for the 806 there are only 3 buses that go to provo, and 3 buses that come back. We need more service out here. The traffic is
Increase time so that it comes faster and that run over the weekend
Please extend FrontRunner to Payson in order to serve the up-and-coming UVU Extension and MTech college communities!
Need to have more frequency with this route. Would love to see an earlier return option during the day.
I saw there is going to be every 30 mins which is good. I don't see this bus running on Sundays. Hopefully this will change in the near future for commuters trying to go to Ogden. I currently commute from Ogden to North Salt Lake On Sundays.
It seems unfortunate that every year, this five-year survey gets released, UTA is pushing back the 256 Bus Route another year. It's crazy that my father advocated for this Bus Route when I was an infant, and now I'm advocating for this bus as an adult. What guarantee is there that this bus route will finally occur? What opportunities will become available in the future to make this route BRT or Light Rail, as we were initially promised it would be?
Please add one more bilevel car, specifically bike holding ones, to your frontrunner consists. These cars are getting stuffed with bikes on the daily and cant fit
Very excited for the blue line to extend further south
Consider implementing the Rio Grande Plan to improve FrontRunner's accessibility, speed, and remove the grade crossings that can cause collisions! As an added bonus it makes its money back for the city and state!
The Rio Grande Plan MUST be on the 5-year plan, it's the single best project for grade separation of the front runner, dual tracking, and making a much nicer & better connected train station! Please listen to the people!
The FrontRunner, as well as a select number of Trax lines need a central depot that is worthy of welcoming and connecting travelers in the SLC area, especially as we prepare for the 2034 Olympics. The Rio Grande Plan remains the only feasible and cohesive plan to tie together all the new development in the area in a logical way for the next fifty-plus years. Tie in the upcoming Orange line to the FrontRunner and airport via the Rio Grande Depot for a truly connected Utah!
Rio grande plan pleaaaaaassssseeeee
Provide pedestrian bridge to the Roy station. It's really difficult to get to the station if there's a freight train coming though or even stopped on the crossing.
Please connect the Sandy Civic Station with the South Jordan Frontrunner station by BRT. This will allow us to build dense, walkable, and car free housing between the two stations and connecting with the future NHL practice facility and retail. This impacts me because I can't afford housing and I'd like to live car



CHAPTER

1

2

3

4

A

APPENDIX

PUBLIC COMMENTS

I strongly believe the Rio Grande plan would benefit me and every other individual from Northern Utah who regularly spends time in downtown SLC.
Bring FrontRunner to Logan please!!!
Also investing in the Rio Grande Plan, expanding and innovating rail to downtown with bring impacts for everything from basketball and hockey, football, ski season, baseball, and the Olympics. Utah Rail can be a shining jewel in the nation ish that's what we choose to make it.
Can the sline better line up with the red, blue and green lines? Often when I am headed downtown the blue line is pulling away as the sline pulls in. Also when I'm coming home from library square the sline is pulling away as the redline is pulling in
Would like to see the Rio Grande plan implemented to make the tracks safer and open up valuable real estate around the Rio Grande depot!
The Rio Grande plan would not only make SLC a world class transportation city, but place UTA at the forefront of regional rail and integrated connectivity with the community. This forward thinking plan would cement the area with safe and efficient transportation for decades to come.
Rio Grande plan?
I don't like the fact that the bus route is changing i attend a day program one a week we ride 455 to city Creek Center I don't like the fact that my day program is going to have to make a transfer we have people who have disabilities that do not want to be standing outside in the cold waiting for a transfer if that's the case so please don't make any changes that involves transfers to route 455 my day program is on a 9:00 to 3:00 schedule the day program has to have clients home
I would really like to use FrontRunner more throughout the valley along with intercity Trax lines but everything is so disconnected and time consuming to get to or deal with. We really need infrastructure like the Rio Grande Plan to help connect the railways as a whole. Which would help connect the east and west sides of the city and valley more including a closer elegant depot by the new entertainment district/downtown revitalization zone. It also lays the groundwork for the
Let's get the rails underground.
I am hopeful to see later and Sunday service from Fronrunner. It's frustrating that Fronrunner cannot be used for enjoying nightlife in Ogden, and frustrating that it cannot be used on Sunday to facilitate airport travel. I also highly support the Rio Grande plan, which would unify our community and centralize rail
The rio grande plan would be a great investment and would bridge the gap between multiple communities. Further it would make traversing SLC more
I love taking the S-line a few times a week to get into downtown from Sugarhouse. It's easy to use and is relatively clean, although at times it should be more frequent, and tidied up after messes are made.
Please consider the Rio Grande Plan as part of UTA's 5-Year Plan. As a commuter on TRAX and FrontRunner, I see the obvious benefits of this plan for both commuters and for downtown development in general. High-speed trains through pedestrian crossing areas are very dangerous. Please consider the implementation of the Rio Grande Plan to better support consumer needs and promote more accessible, safe public transportation for all Salt Lake County
I support the Rio Grande plan and its use of a train box to keep these tracks from obstructing traffic and keep them running as efficiently as possible.
Rio grande plan sounds pretty neat
Support the rio grande plan!
Just want to give my support for the Rio Grande plan. I walked by the building the other day and it would be so amazing having it be our central station.

APPENDIX

PUBLIC COMMENTS

runner from Brigham city to Spanish fork! Create more trax systems for west valley and Murray-draper
Increased frequency of service and Sunday service would make FrontRunner much more useful!
This route needs to run on weekends and be frequent from the beginning. I would love to use it to access businesses in Herriman like the WinCo and the Sorenson Center, but at 60 minute frequency I could walk faster than the bus. And without weekend service it's completely useless.
Like the 54, great to see the event venue connected via transit. Very good.
807 should have more stops and regular service, a large portion of the county misses out by not having busses in service. Realign at 1800 or 2600 N to go from Canyon Rd to N County, and then from there go past Timp Hwy up to the Roundabout in Alpine. Could have a small station there, that could also connect to any future service going up AF canyon. Then have 807 run down Alpine Hwy to Timp Hwy and then head to Traverse Mountain. Can service Traverse and then head to Lehi Station.
Why is ski bus service not even mentioned. You cut ski bus service in half last year when it was supposed to be doubled. Now you don't even mention it. You are doing the public a terrible disservice. Make the ski bus year round, all day and frequent!
Have better visibly security in downtown SLC. I avoid this line because it is not safe.
My comment is actually for a lack of a bus route. There are no buses from Vineyard to Valley Grove business park, and the only way commuters like me can get there coming North is to spend money on an additional stop, then a longer bus route south backtracking to Valley Grove or take a bike along a very poorly constructed road up past the Lindon waste facility that has no shoulder for bicyclists. Once again, UTA's lack of foresight and consideration is astonishing in
It is hard to understand from provided map and descriptions how busses will loop to the Ogden Transit Center. It is sad to see the bus going away from 3100 N and 1050 E with memories I have growing up, but understand that Innovative Mobility will cover this area.
This comment is actually about the Orange Line alignment. If you were to consider the Rio Grande Plan, please change the alignment so as to go down 500 W with a stop at Rio Grande Station. Or at least, consider the current form of Alternative 2 for the plan more heavily. Its a good idea, but moving it to 5th West
Increase time to every 10-15 minutes and to run better over weekends
Provide services at times that people need- late at night, middle of night, early morning. People using public transit often work odd hours.
Please build the Rio Grande Plan. We need more housing. We need reliable passenger trains especially as the Olympics come to Utah and we get an inland port that's so focused on more freight rail. Freight rail is only getting longer and longer to reduce costs .
Grade separation will prevent accidents and delays. If there's less conflict, there's less opportunity for delays.
I also need housing and the land that the rails are on could be developed for dense and walkable communities.



CHAPTER

1

2

3

4

A

APPENDIX

PUBLIC COMMENTS

We also have a another group from the same day program I don't like the fact that the bus route is changing I don't like the fact that my day program is going to have to make a transfer we have people who have disabilities that do not want to be standing outside in the cold waiting for a transfer if that's the case so please don't make any changes that involves transfers to route. 470 my day program is on a 9:00 to 3:00 schedule the day program has to have clients home on time it the programs policy have transfers will make clients late getting home it not fair to make clients late getting home this group ride the bus to city
I appreciate the increased service frequency on this route and its connection to the FrontRunner station!
I hope this has timed transfers with the red line and the 35 bus (or that the 35 bus gets more than 15 minute service). This route could be transformative to my partner's commute and switch him from driving to transit, but it would be a 3 seat ride, and we have doubts about the transfers.
See above
Let's face it, the Fronrunner is at least 10 years away from coming to Payson, even if it was only 5 years away, that is too far and log of a wait for the hundreds of commuters living in Payson that commute north via cars. Once again, UTA's complete lack of consideration for the growth happening south of Provo is astonishing and to see no plans to enhance the commuting options from points south of Provo north to the major business parks is completely mind boggling.
WHO IS ON THIS PLANNING COMMISSION???? IT HAS TO CHANGE!!!
I don't see from the map how riders are planning on transferring to Ogden FrontRunner from the North Weber Innovative Mobility Zone. Work with Deaf and Blind school on education on using the service. I think this zone would work well being operated similar to the Tooele Zone where it uses the UTA On Demand
Increase time frequency and to run better of the weekends
The last question involve the future for my day program that I attend i'm not really sure what the 470x Davis - salt lake is I don't fully understand it I just know that the express bus may or may not be a good idea for my day program I attend if you a explain to me, what the 470x Davis - salt lake is
Please get rid of the deviation to Carlisle Ave. It increases trip times so much.
There are still points where the bus holds for time, but the printed schedule mentions it does not hold for time. Wonder if this is because OGX uses V2X
I'm extremely worried about discontinuing the 470 bus. It's the only way between Salt Lake City and Ogden half of the time, and this has the potential to increase trip times dramatically. Especially since I have little faith that you will run both new routes at 15 minute or better frequency and time the transfers.
We need Sunday service and we need it now. Also frequency on Saturdays needs to be increased.
The current service on Sundays is unusably infrequent.

APPENDIX

PUBLIC COMMENTS

Hello UTA Friends,

I apologize for sneaking this in under the wire but I'd like to submit the following comment for the Draft Five Year Service Plan. It's one I've mentioned a few times in meetings but I want to make sure I explained it in writing:

Bus Route 823 and Bus Route 821

Springville residents are very excited about Route 823! It's a long anticipated improvement for south Utah County.

A portion of Route 821's route should be swapped with Route 823: the deviation along 400 E and 400 N in Springville. It is smart to serve both the Main Street alignment and the 400 E alignment with transit, but because Route 821 is the longer route connecting more cities, it should be the bus that takes the more direct (i.e. faster) path along Springville Main Street.

Route 823 should be the bus that takes the indirect path along 400 E and 400 N, because this will allow it to make better intra-city connections in Springville, linking more residents on the east side with important destinations on the west side and vice versa (including the Clyde Recreation Center, the Museum of Art, many businesses, and the future FrontRunner station).

The geographic east-west divide in Springville has long been difficult for city leaders to address; Route 823 can be a key part of the solution *IF* it makes the deviation to 400 E and 400 N, which will bring several hundred more homes and many destinations into its walkshed.

Aside from that swap, the rest of the two planned routes should remain the same; Route 823 taking Highway 89 to Provo's 300 S and Route 821 taking Provo's 1860 S to University Ave.



CHAPTER

1

2

3

4

A



2025 - 2029 • FIVE-YEAR SERVICE PLAN