

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE UTAH  
TRANSIT AUTHORITY APPROVING THE TITLE VI SERVICE EQUITY  
ANALYSIS FOR AUGUST 2023 CHANGE DAY**

R2023-05-02

May 24, 2023

WHEREAS, the Utah Transit Authority (the “Authority”) is a large public transit district organized under the laws of the State of Utah and was 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; and

WHEREAS, the Board of Trustees of the Authority (the “Board”), in keeping with the Federal Transit Administration’s requirements for public transit agencies and the Civil Rights Act of 1964 has considered and reviewed the Service Equity Analysis of the August 2023 Change Day (“Title VI Equity Analysis”) prepared by Authority staff; and

WHEREAS, the Board has desires to approve the Title VI Service Equity Analysis.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Authority:

1. That the Title VI Service Equity Analysis prepared by Authority staff, a copy of which is attached hereto as Exhibit A, is hereby approved by the Authority.
2. That the Board hereby ratifies any and all actions taken by the Authority’s Executive Director, staff, and counsel in furtherance of and effectuating the intent of this Resolution.
3. That a copy of this Resolution shall be submitted to the Federal Transit Administration.
4. That the corporate seal be attached hereto.

Approved and adopted this 24<sup>th</sup> day of May 2023.

DocuSigned by:  
*Carlton Christensen*  
86E38485ACBE4D0...

Carlton Christensen, Chair  
Board of Trustees

ATTEST:

DocuSigned by:  
*[Signature]*  
8D8A6B67F3AA459...

Secretary of the Authority



(Corporate Seal)

Approved As To Form:

DocuSigned by:  
*David Wilkins*  
CA25CE8F60E344B...

Legal Counsel

Exhibit A

AUGUST 2023 TITLE VI SERVICE EQUITY ANALYSIS



# Title VI Service Equity Analysis

August 2023 Change Day

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## Introduction

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The Utah Transit Authority has committed to the Federal Transit Administration's (FTA) Title VI objectives set forth in Circular 4702.1B by ensuring that UTA's services are equitably offered, and resources distributed without regard to race, color, or national origin.

The following analysis is of proposed changes to be implemented in August of 2023. These changes are being proposed to protect public funds and improve functionality of the system. Though the proposed changes are facially neutral, this analysis, in accordance with FTA requirements, will ensure that these changes will not have disproportionately negative impact on minority and low-income populations within UTA's service area. If these changes are found to be potentially discriminatory, UTA will take all prescribed and prudent steps to ensure services are equitable and compliant with federal guidelines and requirements.

## Summary of Proposed Changes

UTA has analyzed the potential impact of major service changes on low-income and minority populations. The proposed service changes were analyzed based on stops and stations serviced by the impacted route based on a one-quarter mile radius for bus and a half-mile radius for bus rapid transit (BRT) and rail station. For August Change Day 2023, UTA will be changing and replacing existing services, along with implementing new routes to improve local and regional connections. Several routes, which were temporarily suspended in December 2022, are unable to be restored to their previous service levels in August 2023 due to insufficient labor resources, but UTA will prioritize restoration in the future Change Days.

Area	Route Number	Change Type	Route Minority	Route Low-Income	Minority Difference	Low Income Difference
Salt Lake	1	Alignment Change	Route alignment change is below threshold to be considered a major service change			
Salt Lake	9	Alignment Change	Route alignment change is below threshold to be considered a major service change			
Salt Lake	F202	Alignment Change	40.0%	19.8%	15.6%	5.1%
Salt Lake	F570	Alignment Change	Route alignment change is below threshold to be considered a major service change			
Salt Lake & Summit	901	Discontinued	Not evaluated because route operates outside of UTA taxing district as a contracted service			
Salt Lake & Summit	902	Discontinued	Not evaluated because route operates outside of UTA taxing district as a contracted service			

<b>Davis &amp; Weber</b>	602	Service Reduction	25.5%	17.3%	1.1%	2.6%
<b>Davis &amp; Weber</b>	603	Discontinued	34.9%	32.9%	10.5%	18.2%
<b>Davis &amp; Weber</b>	603X (OGX)	New Service	36.6%	34.1%	12.2%	19.4%
<b>Davis &amp; Weber</b>	650	Discontinued	24.8%	19.4%	0.4%	4.7%
<b>Rail</b>	TRAX & S-Line	Service Increase	Change is below threshold to be considered a major service change			
<b>Rail</b>	FrontRunner	Service Increase	Change is below threshold to be considered a major service change			
<b>Salt Lake</b>	39	Service Increase	Contingency route was not implemented due to labor shortages			
<b>Salt Lake</b>	201	Service Increase	Contingency route was not implemented due to labor shortages			
<b>Salt Lake</b>	218	Service Increase	Contingency route was not implemented due to labor shortages			

Table 1: Summary of August 2023 Proposed Changes

## Summary of Findings

UTA's current labor shortages are significantly impacting the proposed service changes and route restorations outlined in the 5-Year Service Plan. Thus, due to insufficient labor resources, UTA is unable to implement the proposed contingent service changes. For all other proposed changes, only a few routes have the potential for Title VI findings. In most instances there were minimal impacts on protected Title VI populations in the proposed alignment changes, or there was an introduction of a new BRT route that negated the findings which results in a positive net gain in access and trips for the population being served. As hiring levels improve, staff recommends we reassess solutions with priority on route 39.

## UTA Policy and Definitions

UTA has developed corporate policy 1.1.28 Title VI Compliance Policy to define and evaluate the impacts of proposed major services changes on minority and low-income populations in conjunction with a public outreach process. In developing this policy, UTA solicited feedback through publications within the service area, published on UTA's website (rideuta.com), and Utah's government website in the public notices section (Utah.gov) which provides translation options. In conjunction with the Salt Lake County Office of Diversity Affairs, which maintains an email list of local entities and individuals with interest in diversity issues, UTA sent an email notification soliciting feedback in the development of this policy. Additional targeted outreach was done, which included mailing a letter and the policy or sending emails to community organizations that work with minority or low-income populations.

The following references to policy are from subsections of UTA corporate policy 1.1.28 and were created to ensure that all equity analyses are performed using the same parameters and are in line with FTA Circular 4702.1B.

### Definitions

- A. *"Disparate Impact"* refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin.
- B. *"Disproportionate Burden"* refers to a neutral policy or practice that disproportionately affects the low-income population more than non-low-income populations.
- C. *"Flex Route"* refers to a route that, upon request, can deviate from its fixed route to provide a curbside pick-up or drop-off of up to  $\frac{3}{4}$  of a mile around the fixed route. Deviations from the fixed route cost an additional \$1.25.
- D. *"Low-income Population"* refers to any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/ transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FTA program, policy or activity.
- E. *"Minority Person"* include the following:
  1. American Indian or Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
  2. Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia,

China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.

3. Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
  4. Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
  5. Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
- F. *"Minority Population"* means any readily identifiable group of minority persons who live in geographic proximity.
- G. *"National Origin"* means the particular nation in which a person was born, or where the person's parents or ancestors were born.
- H. *"Ridership Data"* The ridership data is the information gathered through the onboard survey showing the demographics of the people using a fare type and/or riding on a specific route. This data is used when analyzing proposed changes to fares and commuter routes. See below for the current ridership demographic gathered in 2019.

<i>Low-Income Ridership Average:</i>	
Population:	13,417
Low-Income Population:	4,515
Percent Low-income:	33.7%

<i>Minority Ridership Average:</i>	
Population:	13,378
Minority Population:	3,459
Percent Minority:	25.9%

**Table 2: Low-Income and Minority Population Ridership Averages From 2019 OBS**

- I. *"System Average"* The system average is the averages of minorities and low-income persons within the total populous of the geographic regions UTA serves. The present system averages are expressed below in tabular format using 2017-2021 5-year population estimates provided by the American Community Survey (ACS).

<i>Low-Income System Average:</i>	
Population:	2,538,040
Low-Income Population:	373,168
Percent Low-income:	14.7%

<i>Minority System Average:</i>	
Population:	2,538,040
Minority Population:	618,605
Percent Minority:	24.4%

**Table 3: Low-Income and Minority Population System Averages From 2017-2021 ACS**

## Major Service Change

UTA will consider the following types of changes to be “major changes”, which require public input and a Title VI equity analysis in compliance with FTA’s Circular 4702.1B

- a) The addition of service;
- b) A proposed service level reduction in miles, hours, or trips of thirty three percent (33%) or more of any route;
- c) The elimination of all service during a time period (peak, midday, evening, Saturday, or Sunday);
- d) A proposed twenty-five (25%) or greater change in route alignment;
- e) A proposed fare change.

## Evaluation and Analysis of Service and Fare Changes

1. UTA will analyze proposed major changes to service and any proposed fare changes in accordance with FTA's Circular C 4702.1B as amended.
2. UTA will evaluate the impacts of all major service changes cumulatively when there is more than one route being affected for a service change period
3. UTA will primarily utilize American Community Survey (ACS) Data, block group data and/ or ridership data to evaluate and analyze any proposed major service and fare changes. This data will be analyzed with Remix software.
4. UTA will rely on population data and use the smallest geographic area that reasonably has access to the stop or station effected by the proposed major service change. This will be translated into a one-quarter mile radius to a bus stop, light rail station, or commuter rail station.

## Disparate Impact and Disproportionate Burden

1. UTA will measure the burdens of service and fare changes on minority riders to determine when minority riders are bearing a disparate impact from the change between the existing service or fare and the proposed service or fare.
2. UTA will measure the burdens of service and fare changes on low-income riders to determine when low-income riders are bearing a disproportionate burden of the change between the existing service or fare and the proposed service or fare.
3. A threshold of 5% will be used to determine disparate impact on minority populations and disproportionate burden on low-income populations. This 5% is based on the margin of error from the US Census data that UTA uses to determine the populations in the service area. This means that if the burden of the service or fare change on minority

or low-income populations is more than 5% worse than it is for the non-protected populations, then the change will be considered either a disparate impact or a disproportionate burden.

### Finding a Disparate Impact

1. At the conclusion of UTA's Analysis, if UTA finds a disparate impact on the basis of race, color, or national origin, UTA shall seek to modify the proposed changes in a way that will mitigate the adverse effects that are disproportionately borne by minorities. Modifications made to the proposed changes must be reanalyzed in order to determine whether the modifications actually removed the potential disparate impacts.
2. If UTA chooses not to alter the proposed service changes despite the potential disparate impact on minority populations, or if UTA finds, even after the revisions, that minority riders will continue to bear a disproportionate share of the proposed service or fare change, UTA may implement the change only if:
  - a. UTA has substantial legitimate justification for the proposed change; and
  - b. UTA can show that there are no alternatives that would have a less disparate impact on the minority riders but would still accomplish the transit provider's legitimate program goals. In order to show this, UTA must consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative.

### Finding a Disproportionate Burden

If at the conclusion of the analysis, UTA finds that low-income populations will bear a disproportionate burden of the proposed major service change, UTA will take steps to avoid, minimize, or mitigate impacts where practicable. UTA will also describe alternatives available to low-income passengers affected by the service changes.

## August 2023 Changes

### Routes 1 and 9

It is proposed to change alignments for routes 1 and 9 by extending the alignment length to terminate at the new Orange Street bus facility.

**Figure 1: Proposed Extension of Routes 1 and 9 to Orange Street bus Facility**

The alignment changes in mileage for the affected routes is in the following table.

Route	Current Length	Change	Percent Change
1	11.4 miles	0.7 miles added	6.3%
9	10.7 miles	0.87 miles removed; 0.62 miles added	13.9%

**Table 4: Proposed Alignment % Changes for Routes 1 and 9**

### *Conclusion*

Routes do not exceed a 25% change in route alignment which is not considered a major service change.

## Route F570

Route F570 is being proposed to be modified by shifting the east end of line from Midvale Fort Union Station to Midvale Center Station. The F570 currently experiences reliability issues and there are insufficient labor resources to allow for more travel time to be allocated to the route. The inability of the F570 to operate reliably is result of increased congestion in the area between 700 West through the I-15 interchange and to Midvale Fort Union Station. In the proposed change, the F570 would continue to serve Bingham Junction Station and then continue on Bingham Junction Boulevard to Midvale Center Street and end at Midvale Center Station, maintaining a connection with the TRAX Blue line.

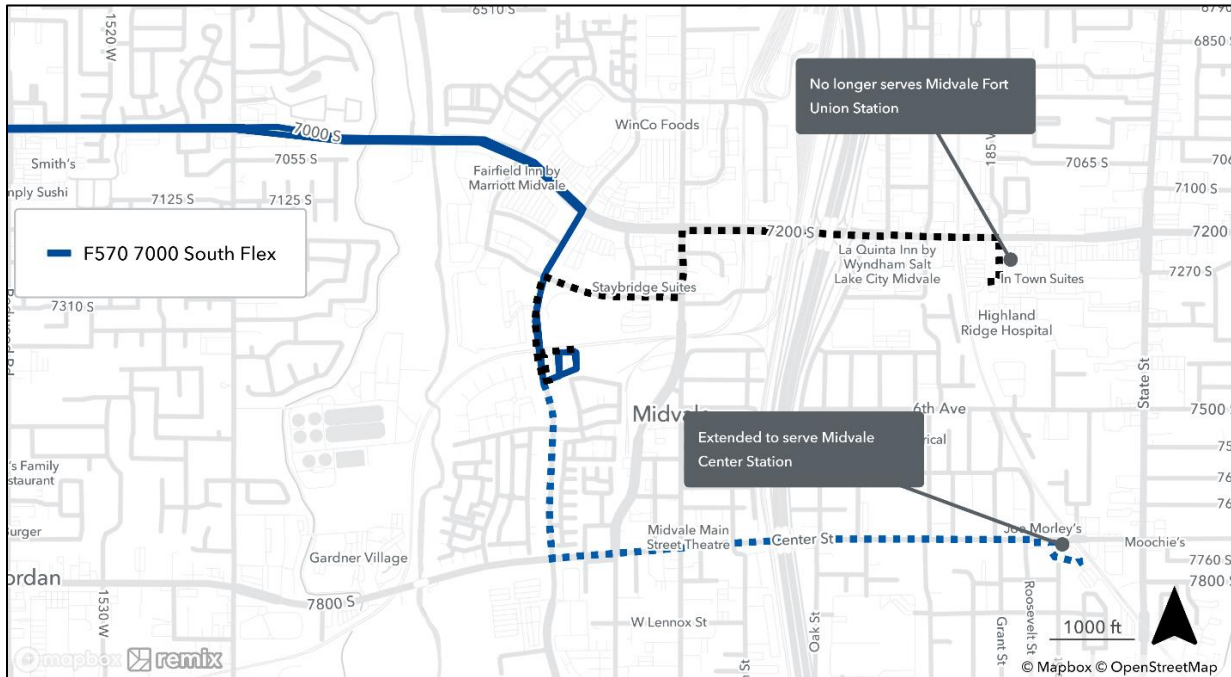


Figure 2: Proposed Change in F570 Routing

The alignment changes in mileage for the affected routes is in the following table.

Route	Current Length	Change	Percent Change
F570	14.07 miles	1.4 miles removed, 1.7 miles added	22.0%

Table 5: Proposed Alignment % Changes for Route F570

### Conclusion

The proposed change to route F570 only impacts 22% of the alignment. This does not exceed a 25% change in route alignment and is not considered a major service change subject to analysis.

## Routes 901 and 902

Routes 901 and 902 are contracted services provided in partnership with High Valley Transit (HVT) and the City of Park City. These routes were implemented to provide connections between the Salt Lake Valley and the Park City area. Route 901 was a seasonal service that was suspended in 2020 and will officially be discontinued. Route 902 will permanently be discontinued.

Starting in August 2023 UTA has proposed to discontinue operation of the service between the Salt Lake Valley and the Park City area. The service and operations have been taken over by HVT providing limited stops in Downtown Salt Lake City and the University of Utah. The HVT service is called Route 107.

### *Conclusion*

Routes 901 and 902 were being operated in Summit County, which is outside the UTA taxing district, as contracted service and is therefore not subject to Title VI analysis. Service will still be available between Downtown Salt Lake City and Park City via High Valley Transit route 107.

## Routes 701, 703, 704, and 720 (TRAX Light Rail and S-Line Streetcar)

Light rail and Streetcar routes reduced service during the pandemic and are currently running 30-minute headways on Saturdays. Headways were 20 minutes on Saturdays prior to the pandemic reduction. This proposed change would increase Saturday service with an additional improvement to 15 minute headways

### *Conclusion*

The change would result in approximately a 16% increase in service hours and miles which is below the 33% change in hours to be considered a major service change subject to analysis.

## Route 750 (FrontRunner Commuter Rail)

Two northbound trips originating in Provo that ended in Salt Lake City will be extended the full length of the route to Ogden. Conversely, two southbound trips originating in Ogden and ending in Salt Lake City will be extended the full length to Provo. Service will increase with the change by 116 minutes per weekday.

### *Conclusion*

The change would result in approximately a 1.4% increase in service hours and miles which is below the 33% change in hours to be considered a major service change subject to analysis.

## Routes 39, 201, and 218

During the August 2023 Change Day public comment period it was proposed that Routes 39, 201, and 218 be restored to the service levels that were provided prior to their temporary suspension as of December 2022 as result of insufficient labor resources to operate the service. The proposal to restore the service in August 2023 is contingent on UTA being able to sufficiently recruit staff to reliably operate the prior levels of service for each of these routes. UTA has determined that not enough staff have been hired to meet the requirements for restoring these routes to their previous levels of service. UTA will continue to prioritize the restoration of previous levels of service on these routes for a future change day.

### *Conclusion*

Service is still temporarily suspended due to insufficient labor shortages and therefore is not subject to analysis. UTA will reevaluate the potential to restore Routes 39, 201, and 218 by spring 2024. Should these service reductions become permanent, they could result in potential findings.

## Routes 602, 603, 603X, 650

UTA will be implementing a new BRT line called OGX (603X) and will be reallocating services from local bus route 603 and currently suspended express shuttle route 650. OGX will be operating the same alignment as route 603, up until University Circle where it will be operating on dedicated right-of-way through the middle of the Weber State University (WSU) Campus. Service along Edvalson Street will not be served by OGX but will continue to be served by route 640. Because of the new dedicated right-of-way on the WSU campus OGX will not serve Harrison Boulevard from 3950 South to 4600 South. However, this segment of Harrison Boulevard will continue to be served by Routes 455, 625, and 645. Route 650, an express shuttle with direct connections from the Ogden Transit Center to WSU was suspended in Spring of 2020 and as of August 2023 will be permanently discontinued.

Route 602, also known as the Wildcat Shuttle, has been providing 10 minute all day shuttle service at WSU. All day service provided by the 602 shuttle will be discontinued and replaced by OGX. Route 602 will continue to run 10-minute service only during peak hours. During peak hours, OGX and 602 will alternate trips on the WSU segment of OGX, providing 5 minute headways during those time periods.

An Environmental Justice Technical Report was completed in 2018 as part of the OGX Environmental Assessment (EA). A copy of the report is available at <https://rideuta.com/ogx> and includes documentation of both project analysis and extensive public outreach during project development. The report, which assumed replacement of route 603 with OGX (The Action Alternative), concluded that the Action Alternative would improve existing transit service and would benefit transit-dependent residents in the area, many of whom are minorities or low-income. The Action Alternative would not cause disproportionately high nor

adverse effects on environmental justice populations. An updated analysis can be found in this document.

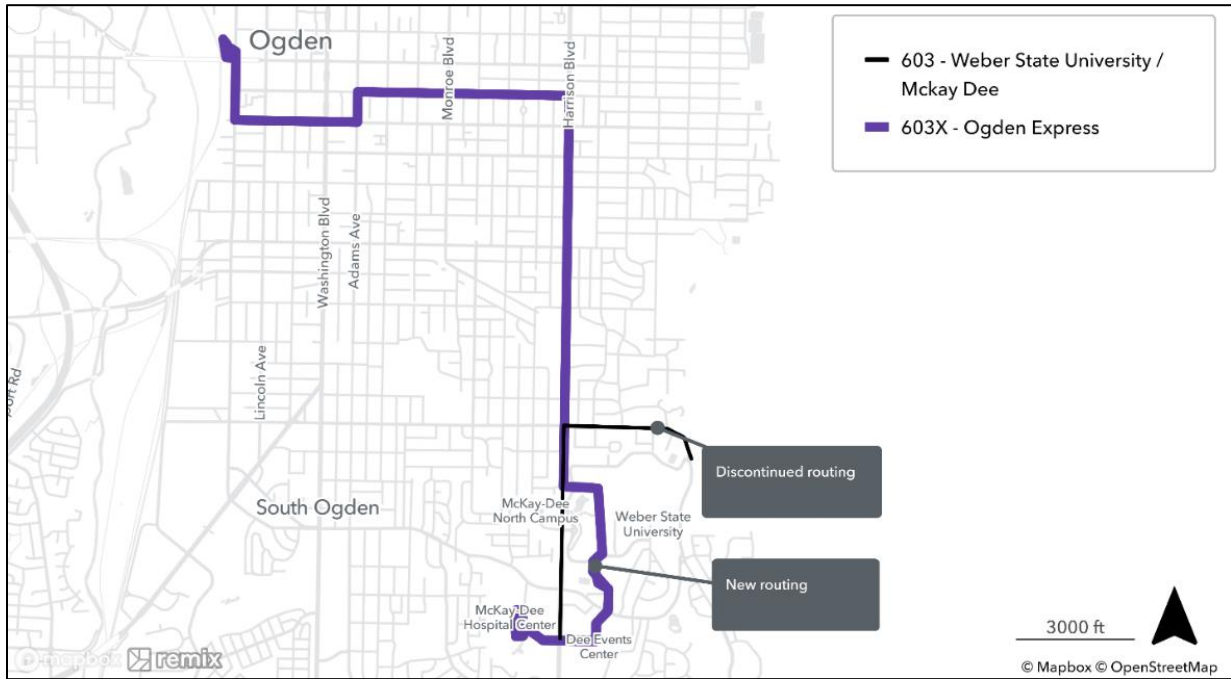


Figure 3: Route 603 Compared to Proposed OGX BRT Routing

## Route F202

To address the loss of connections along Midvale Main Street by the proposed change to route F570, including a homeless resource center just east of main street, route F202 is proposed to be modified to serve this area. The F202 would no longer terminate at Midvale Center Station. It would now continue on Midvale Main Street and 700 West and end at Fashion Place West Station. By doing this, Route F202 would serve areas along 700 West not currently served. The route F202 would also be modified on the south end of the route to terminate at the South Jordan Frontrunner Station instead of at Sandy Civic Center Station. This change would mean that there is a new connection to Frontrunner on the south end of the route, and preserved connections to both the Red and Blue TRAX lines on the north end. UTA could make this change to the F202 without increasing labor resources because there is enough time to allow for the planned route extensions. These proposed changes would create opportunities to expand service coverage to areas not currently served with transit.

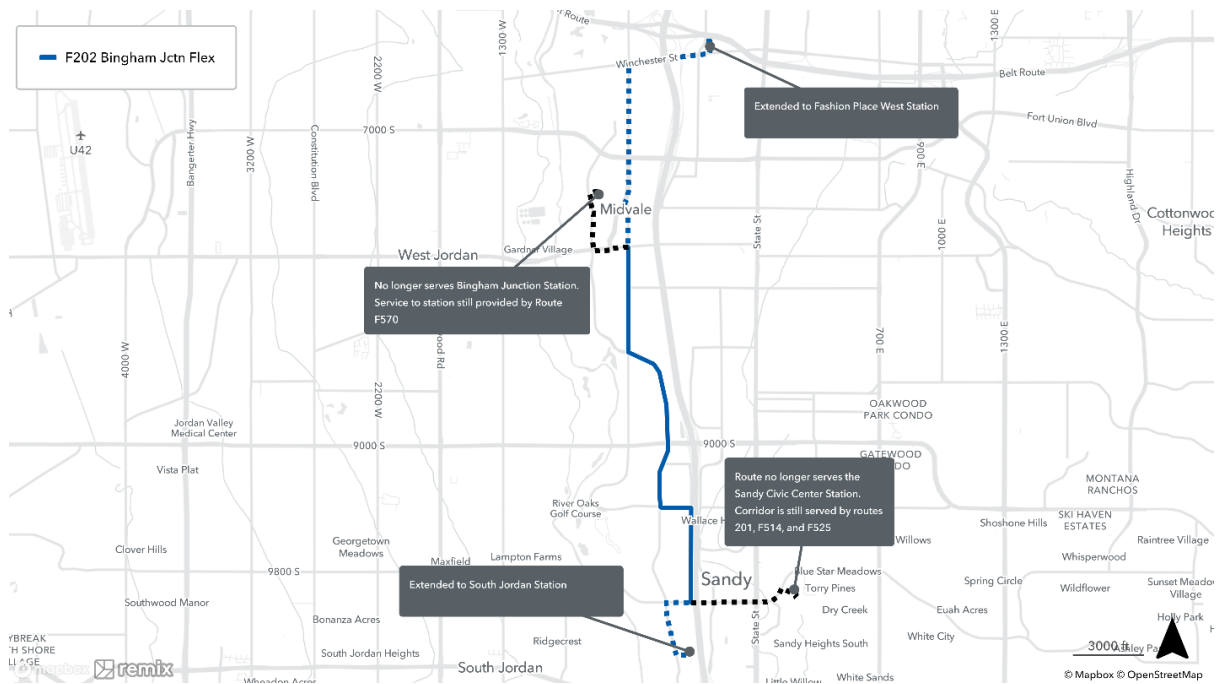


Figure 4: Proposed Change in F202 Routing

## Analysis of August 2023 Major Service Changes

UTA has analyzed the potential impacts of any major service change as it relates to low-income and minority populations and evaluated the potential for adverse impact on these groups. To this end, UTA has created the maps, tables and related data found in this section. The data in this section was compiled utilizing American Community Survey (ACS) 2017-2021 5-year estimates. Proposed service changes were analyzed based on the stops and stations serviced by the impacted route. Some stop locations are approximate and may be in a different location once land is acquired or permissions are granted for land use. All bus stop locations have had a one quarter mile walk radius applied to them. The affected population is estimated using Remix software that estimates populations from the ACS in proportion to the coverage of the quarter mile buffer. These aggregated numbers were compiled as a comparison group to the service area average to determine whether there would be a disparate impact on minority populations and/or a disproportionate burden borne by low-income populations.

### August 2023 Proposed Major Service Changes

Below is a table of the route-level demographics of those impacted by the proposed changes and then the percentage difference of those impacted compared to the system average. Values highlighted in red have been identified as having a potential for route-level disparate impact or disproportionate burden and require further analysis in order to proceed.

Area	Route Number	Change Type	Route Minority	Route Low-Income	Minority Difference	Low Income Difference
Davis & Weber	602	Service Reduction	25.5%	17.3%	1.1%	2.6%
Davis & Weber	603	Discontinued	34.9%	32.9%	10.5%	18.2%
Davis & Weber	650	Discontinued	24.8%	19.4%	0.4%	4.7%
Davis & Weber	603X (OGX)	New Service	36.6%	34.1%	12.2%	19.4%
Salt Lake	F202	Alignment Change	40.0%	19.8%	15.6%	5.1%

Table 6: Proposed August 2023 Major Service Changes

## Routes 603X, 603, 650, 602 Proposed Changes Analysis

Analyses in this section were conducted using a quarter-mile radius for bus (Route 603) and a half-mile radius for BRT (OGX).

Table and Table below show the current alignment’s impacted population, the overall proposed new alignment’s impacted population, and the demographics of the people within the new service area being added to the route. Percentages in parenthesis are the difference in impacted population versus the system average.

### Minority Analysis

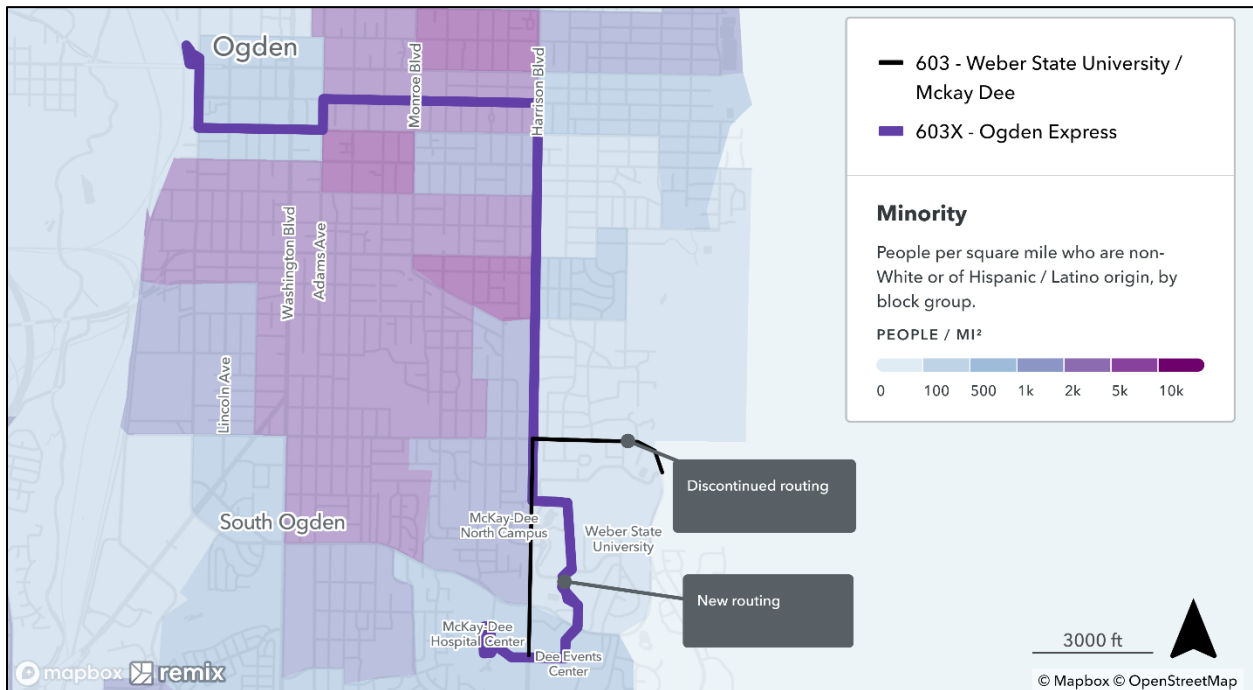


Figure 5: Route 603 Compared to Proposed OGX BRT Routing with Minority Populations

Minority Route 603 – Current	
Total Population:	10,750
Minority Population:	3,753
Percent Minority:	34.8% (10.4%)

Minority Route 603X Proposed	
Total Population:	25,180
Minority Population:	9,127
Percent Minority:	36.2% (11.8%)

Table 7: Route 603 Compared to Proposed OGX BRT Routing with Minority Populations

## Low-Income Analysis

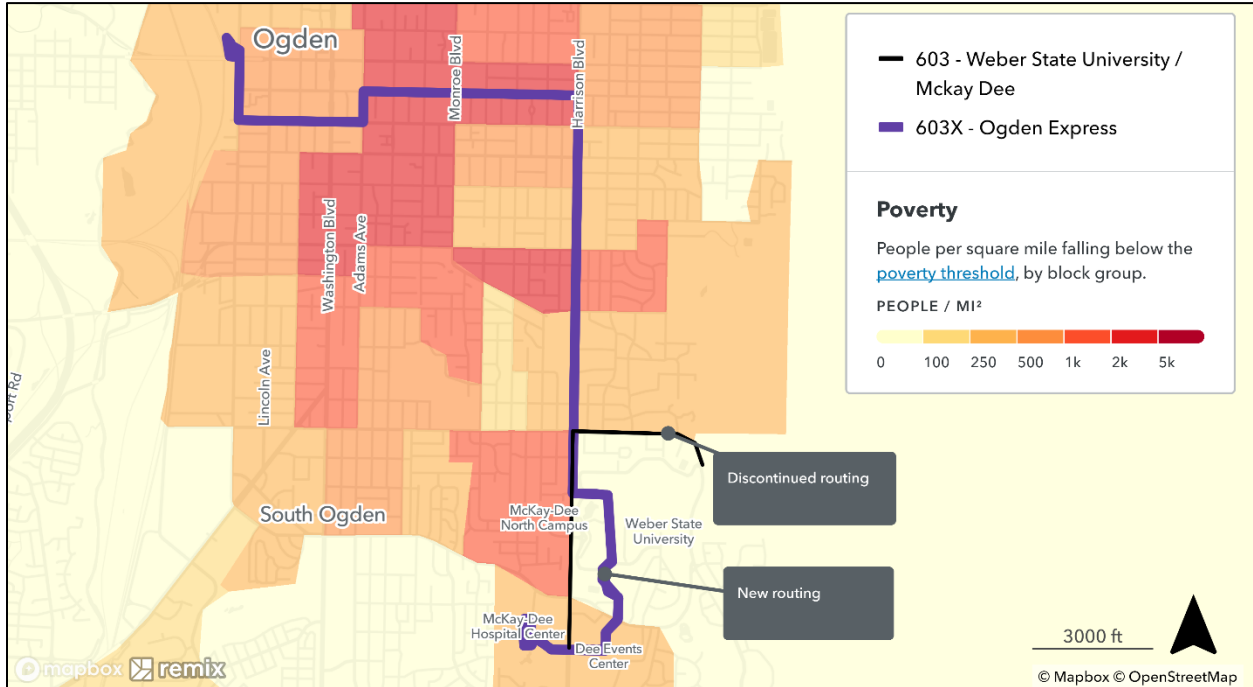


Figure 6: Route 603 Compared to Proposed OGX BRT Routing with Low-Income Populations

Low-income Route 603	
Total Population:	10,750
Low-income Population:	3,531
Percent low-income:	32.6% (17.9%)

Low-Income Route 603X Proposed	
Total Population:	25,180
Low-income Population:	7,840
Percent low-income:	31.8% (17.1%)

Table 8: Route 603 Compared to Proposed OGX BRT Routing with Low-Income Populations

Analysis of impacted populations with changes from the proposed Route 603X and discontinuation of Route 603 are summarized in Table . Results indicate potential for *loss in access* to service for 202 people in areas comprising minority and low-income populations 25.7% and 52.3%, respectively, greater than system averages. However, the changes also estimate a *gain in access* for 14,430 people with minority and low-income populations 12.8% and 15.2%, respectively, greater than system averages. Furthermore, those populations impacted by *loss in access* are in areas with service that can provide connections with 603X.

Stop Access	Population	Minority Population	Minority percent	Low-income Population	Low-income Percent
Route 603 1/4 mile	10,750	3,753	34.8%	3,531	32.6%
Route 603X 1/2 mile	25,180	9,127	36.2%	7,840	31.8%
Losing Service	202	101	50.1%	68	67.0%
Gaining Service	14,430	5,374	37.2%	4,309	29.9%

Table 9: Route 603 Compared to Proposed OGX BRT Routing with Minority and Low-Income Access

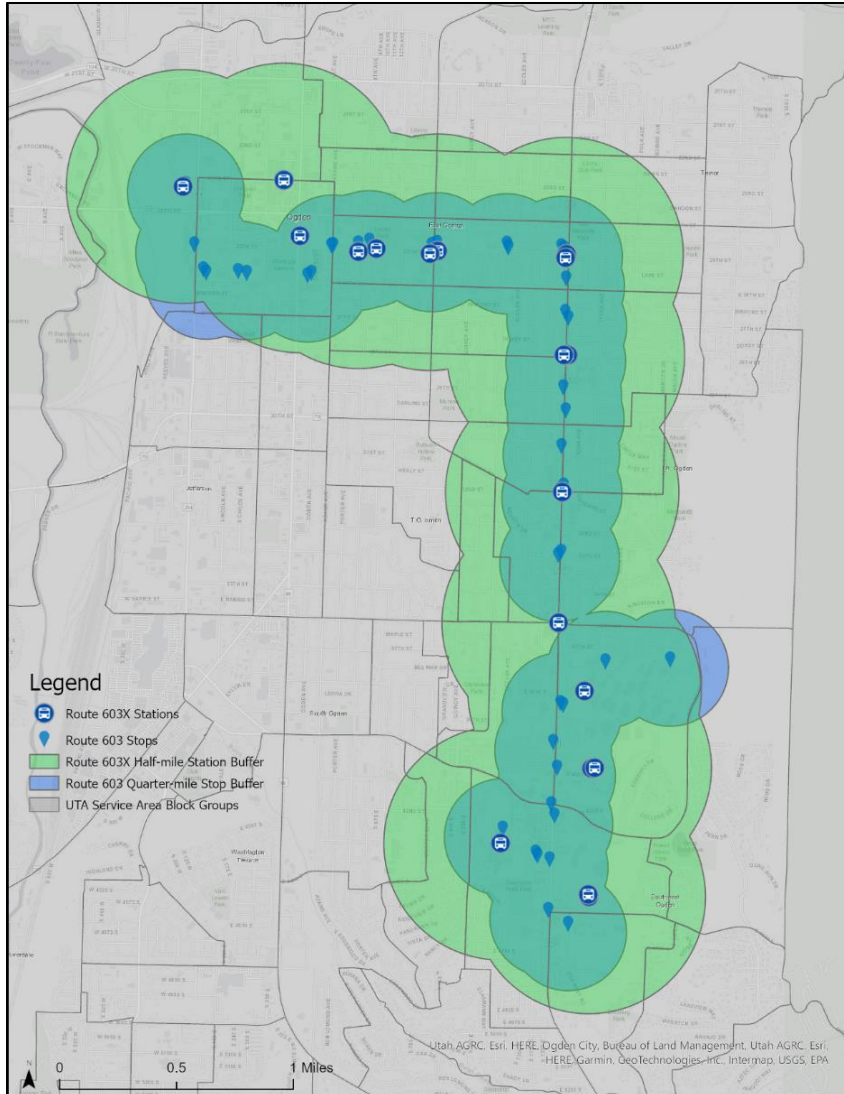


Figure 7: Route 603 Stops with Buffers Compared to Proposed OGX BRT Stops with Buffers

## Service Analysis

The 650 was a peak period weekday shuttle that provided direct service between the Ogden Transit Center and the Weber State University campus. It operated 20 trips when school was in session during fall and winter semesters. The 603 operates 123 weekday trips year-round. The proposed 603X will operate 184 weekday trips year-round for a net increase of 41 trips to the same origins and destinations as the 603 and 650.

The 602 Wildcat Shuttle also only operates when school is in session. The alignment closely mirrors the 603X alignment with only a short walk needed to reach the same destinations. The shuttle will still operate in peak periods to satisfy demand, but the trips will be reduced and will be serviced by the 603X instead.

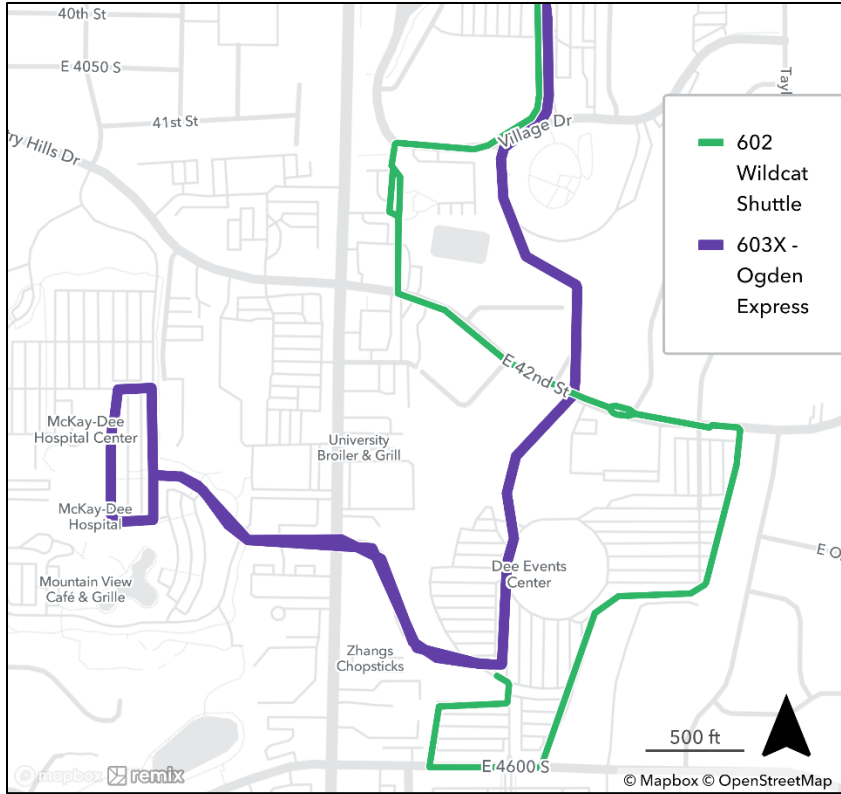


Figure 8: Route 602 Compared to Proposed OGX BRT Routing

Service by 603X will increase on Saturdays and Sundays relative to route 603. The table below shows the total daily trip counts by line.

Service	Line	Daily Trips
Saturday	603 WEBER STATE UNIVERSITY / MCKAY DEE	102
Saturday	603X Ogden Express	122
Sunday	603 WEBER STATE UNIVERSITY / MCKAY DEE	34
Sunday	603X Ogden Express	62

Table 10: Route 603 Compared to Proposed OGX BRT Weekend Trip Counts

Additionally, thirty-seven trips on Sunday that extended the route to the Ogden Clinic will be discontinued. The Ogden clinic is serviced by route 645 on weekdays and Saturdays. The stop had an average Sunday boarding rate of 0.23 daily boardings and 0.69 alightings during the December 2022 change day.

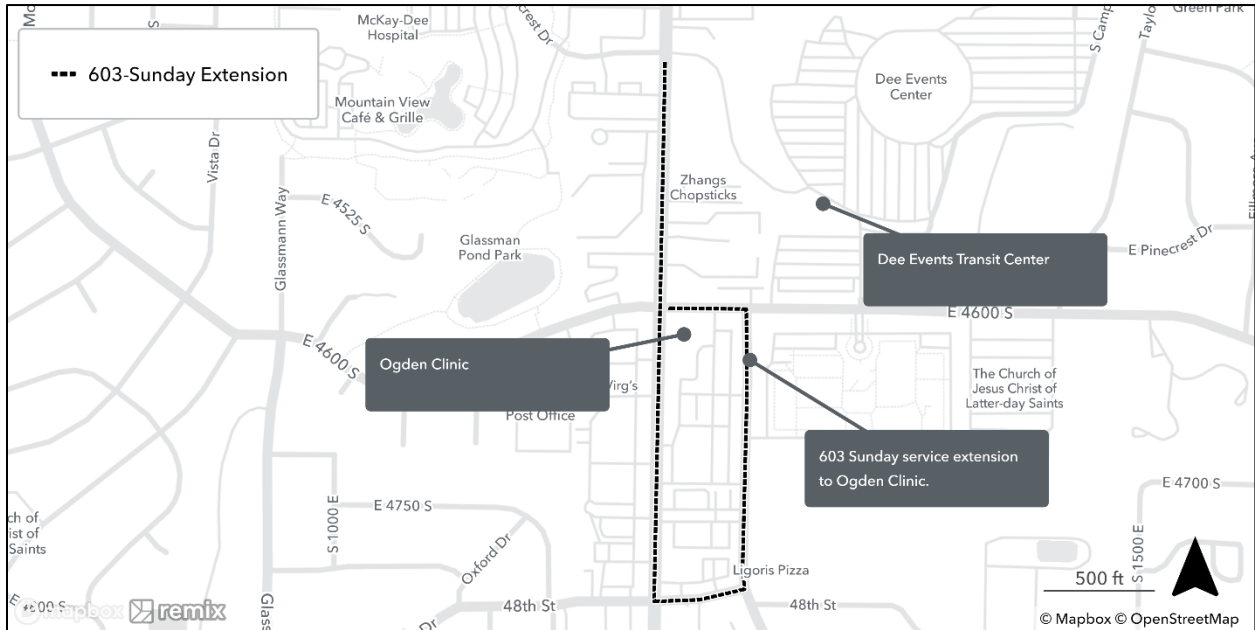


Figure 9: Route 603 Sunday Extension Proposed to be Discontinued

## Conclusion

Analysis presents a potential finding of disparate impact and of disproportionate burden. However, substantial legitimate justification exists to support proceeding with the changes.

The minority population percentage along Route 603X using a half-mile buffer around stations for a bus rapid transit is 36.2% which is 11.8% over the system average. The low-income percentage is 31.8%, 17.1% over system average. There is a net gain in service in trips and service hours, in weekday, Saturday, and Sunday service that will benefit impacted populations. Sunday service to the Ogden clinic averaged less than 1 boarding and alighting per day and was less than a 25% change in routing. Sunday service to the clinic is still available with a less than one quarter mile walk from the Dee Events Transit Center.

Although there are minority and low-income populations that will see a decrease in service there is substantial legitimate justification to support the changes including the following:

- The bus stops that would be removed are serviced by other routes that would provide connections to and from the proposed BRT line.
- The addition of service to the north provides greater connectivity to employment opportunities and recreational activities than does the existing route 603, and this service to the north might be of greater use and service to the community.
- UTA might propose additional changes to parallel and connecting service that would make up for any service gaps.

- The improvement of service and increased headways (10- to 15-minute headways) would create a better transit environment.
- The BRT's half-mile walk radius (a result of increased amenities and service) would increase the total population that has access to the proposed BRT line by nearly 9,900 people compared to those who currently have access to route 603 service. The added population has a high percentage of low-income and minority populations.

## Route F202 Proposed Changes Analysis

Table and Table below show the current alignment’s impacted population, the overall proposed new alignment’s impacted population, and the demographics of the people within the new service area that are being added to the new routing. Percentages in parenthesis are the difference in impacted population versus the system average.

### Minority Analysis

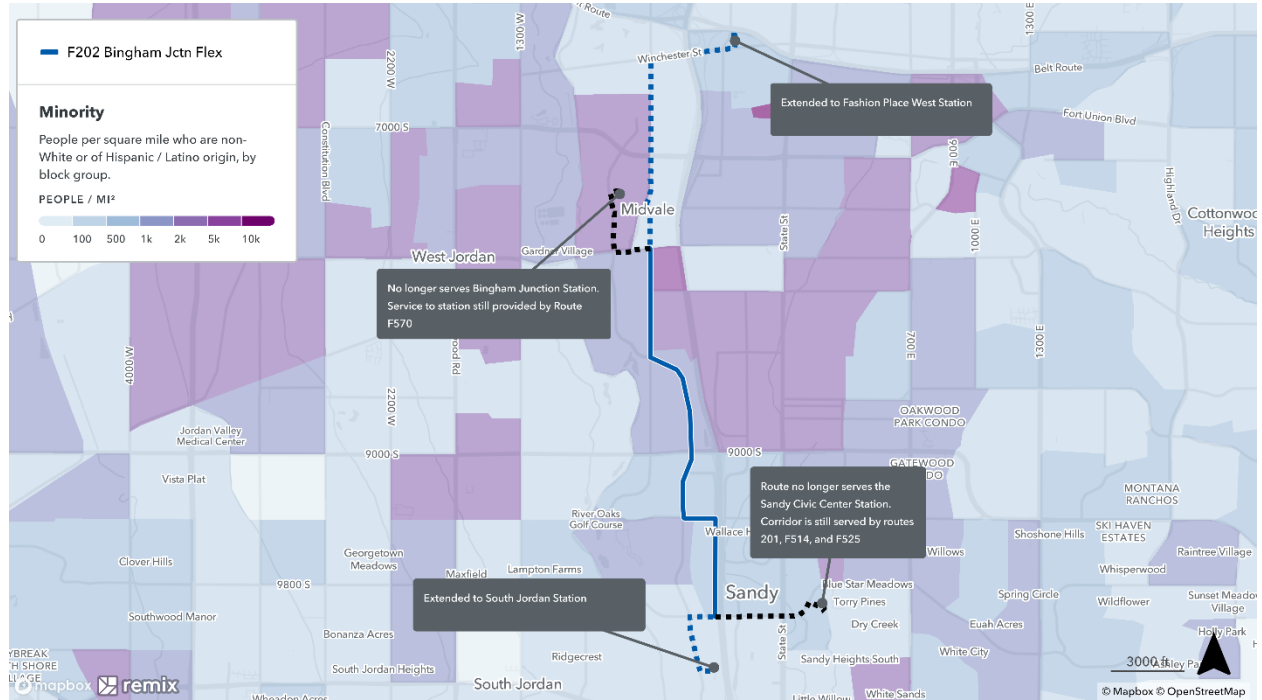


Figure 10: Proposed Alignment Changes to Route F202 with Minority Populations

Minority Route F202 – Current		Minority Route F202 Proposed	
Total Population:	9,049	Total Population:	8,908
Minority Population:	3,685	Minority Population:	3,563
Percent Minority:	40.7% (16.3%)	Percent Minority:	40.0% (15.6%)

Table 11: Proposed Alignment Changes to Route F202 with Minority Populations

## Low-Income Analysis



Figure 11: Proposed Alignment Changes to Route F202 with Low-Income Populations

Low-income Route F202		Low-Income Route F202 Proposed	
Total Population:	9,049	Total Population:	8,908
Low-income Population:	1,826	Low-income Population:	1,763
Percent low-income:	20.2% (5.5%)	Percent low-income:	19.8% (5.1%)

Table 12: Proposed Alignment Changes to Route F202 with Low-Income Populations

Analysis of impacted populations from the proposed changes to Route F202 are summarized in Table . Analysis of changes from the proposed changes to Route F202 indicates potential for *loss in access* to service for 2,324 people in areas comprising minority and low-income populations, 31.8% and 17.8%, respectively with the minority being more than 5% over system average, but the low-income less than 5% over system average. The changes also estimate a *gain in access* for 2,510 people with minority and low-income populations 30.9% and 21.1%, respectively, both more than 5% greater than system averages. Additionally, the corridors and stops that will be no longer served by the F202 will still be served by routes F570, 201, F514, and F525.

Stop Access	Population	Minority Population	Minority Percent	Low-income Population	Low-income Percent
F202 1/4 mile	9,262	3,774	40.7%	1,872	20.2%
F202 Proposed 1/4 mile	9,261	3,682	39.8%	1,828	19.7%
F202 Losing Service	2,324	738	31.8%	414	17.8%
F202 Gaining Service	2,510	776	30.9%	529	21.1%

Table 13: Proposed Alignment Changes to Route F202 with Minority and Low-Income Access

## Conclusion

Analysis presents a potential finding of disparate impact among populations with *loss in access* from the proposed change. However, UTA has determined that this finding is mitigated by other service in the impacted area.

The changes would remove service from a small stretch while adding service to additional areas with minimal change in the relative percentages of the populations served by the route F202. Overall, the combined populations served increased from 8,993 to 9,593 for minority and from 4,142 to 4,535 for low-income persons and no persons lost access to the UTA system.

## System-Wide Impacts

When analyzing proposed changes UTA monitors the overall impact that the changes have on the system as a whole. To accomplish this, UTA reviewed the pre and post change demographics of those that are within a quarter-mile of UTA transit service. This method comprehensively assesses the service changes in a way and ensures that UTA is making changes that are not intentionally making the system inequitable. Table below takes this into account by reviewing the systemwide impacts of August 2023 Change Day proposed changes.

	Population (within ¼ mile)	Minority	Low-Income	Percent Minority	Percent Low-Income
<b>Pre-August 23</b>	1,022,675	317,844	206,768	31.1%	20.2%
<b>Post-August 23</b>	1,023,191	318,044	206,935	31.1%	20.2%

Table 14. System-wide impacts comparison

## Appendix A – August 2023 Change Day – Public Involvement Report

Updated 05.03.23.

### Introduction

The Utah Transit Authority (UTA) proposed 10 major changes to the transit service for implementation on August 2023 Change Day (August 20). The change affects Routes F202, F570, 901, 902, 602, OGX, 650, TRAX & S-Line, and FrontRunner. Three routes were also included as contingency proposed changes: 39, 201, and 218.

The agency held a 30-day public comment period from March 22 through April 21 with multiple opportunities for the public to engage in the input process, including a virtual public meeting on April 6. This report details public involvement and feedback on the proposed changes.

***\*You can find the proposed changes in detail including maps in Appendix 1***

### Part 1: Public Engagement Efforts

#### Engagement Overview

Component	Dates	Additional Detail
Public Notice	March 22	A public notice was published across major news publications in areas with the proposed major change and on the Utah Public Notice Website.
Public comment period	March 22-April 21	30-day period was required. Public notice was published. Comment was accepted via email, online form, mail, and phone.
Public meeting (Virtual)	April 6	15 days after public comment period announced, this public hearing was held virtually over Zoom. UTA staff presented information about proposed changes and answered questions. Registered participants were invited to provide public comment during the meeting. A recording was made available following the event.
Virtual engagement	March 22- April 21	Available throughout the comment period online, included virtually accessible information and feedback opportunities through the website at <a href="https://rideuta.com/ChangeDay">rideuta.com/ChangeDay</a> .

Information on proposed changes was shared widely via newspapers of general circulation in the service area, UTA's website, and UTA's social media platforms, including Instagram, Facebook, and Twitter communication channels.

#### Public Hearing Notice

A detailed public hearing notice was distributed via newspapers of general circulation for publication on March 22, including The Park Record, Standard Examiner, and the Salt Lake Tribune. The public notice was also shared via the Utah Public Notice Website.

## Virtual Public Hearing

The virtual public hearing was held on Wednesday, April 6 at 6pm. The event was held over Zoom webinars. Thirty-four individuals registered for the event and 17 attended the live event. A recording of the virtual public hearing was also available for viewing following the events on the UTA Facebook and YouTube channel. Engagement with the event on Facebook and YouTube is detailed below:

### Facebook:

- 312 Views
- 5 Likes
- 7 Comments
- Link to the event on Facebook:  
<https://www.facebook.com/RideUTA/videos/521225613527436/>

### YouTube:

- 101 Views
- 6 Likes
- 0 Comments
- Link to the event on YouTube:  
<https://www.youtube.com/watch?v=In6uquHLb4g>

## Virtual Engagement

Detailed information was shared via UTA's website, along with a comment form. A carousel on the main page directed the public to detailed information on the proposed changes at [rideuta.com/ChangeDay](http://rideuta.com/ChangeDay). The public hearing information was also included on the public hearings page of the UTA website.

Information was also shared on UTA's social media channels to alert followers of the proposed changes and opportunities to provide feedback.

*\*You can find the social media posts engagement in Appendix 2*

## Part 2: Public Comment Analysis

### Engagement by the Numbers

Mode	Comments (#)
Email	10
Mail	0
Customer Service	2
Survey	140
Virtual Public Hearing	*1
<b>Total</b>	<b>152</b>

*\*The comment shared during the virtual public hearing was also shared via email, so it will only be counted once.*

### Public Comment Overview

Comments received during the 30-day comment period expressed support for the addition of service frequency to the TRAX Saturday schedule. There were also several comments referring to increasing frequency and span of service on multiple routes, as well as facilitating better transit connections.

*\*A complete list of public comments can be found in Appendix 3*

## Comment Themes

Routes Referenced	Comment Theme
<b>F202</b>	<i>Frequency, Span of Service</i>
<b>39</b>	<i>Frequency, Span of Service</i>
<b>902</b>	<i>Span of Service</i>
<b>218</b>	<i>Frequency</i>
<b>201</b>	<i>Frequency</i>
<b>603</b>	<i>Span of Service</i>
<b>FrontRunner</b>	<i>Frequency, Span of Service, Connections</i>
<b>TRAX</b>	<i>Frequency</i>

### Definitions:

*Frequency: how often the service runs (i.e., the bus comes every 15 minutes or every 30 minutes)*

*Span of Service: how early and late the service runs, days of the week service operates*

*Connections: how well the service connects to other service, such as FrontRunner connecting to bus routes*

The summary above provides an overview of the main routes referenced and topics expressed in the comments. Each comment was individually coded for themes. More than half of the comments referred to other routes (not those with proposed major changes) and included requests for service to be restored or changed (increased frequency, increased span of service, etc.) on specific bus routes, TRAX, and FrontRunner.

## Summary of Findings

Through the public engagement process, 152 official public comments were received.

- The proposed change to TRAX service increases on Saturdays drew supportive comments from the public. The proposed change to FrontRunner for a schedule adjustment to improve reliability, increase turnaround time was also shown to be a high priority subject for a lot of the comments.
- Comments also referred to other routes beyond those with proposed major changes for August Change Day 2023, largely to request service restoration, increased frequency, and improved span of service. Other routes mentioned include: 2A, 35, 47, 107, 205, 209, 213, 451, 472, 551, 625, 626, 630, 674, 806, 807, 830X, 833, 862, 871, 953, 972, 994, F453, and F638. Comments that are not in the scope for the August 2023 Change Day plans are saved, categorized, and considered during future planning efforts, including the UTA Five-Year Service Plan which is updated on a two-year cycle.

## Part 3: Proposed Changes Outcome

### Proposed changes

UTA will be implementing the changes as proposed for the following routes: F202, F570, 901, 902, 602, 603, OGX, 650, TRAX & S-Line, FrontRunner.

#### ***\*You can find the proposed changes including maps in Appendix 1***

- Route F202 will move from Sandy Civic Center Station to South Jordan Station. The route will also move from Bingham Junction Blvd. to 700 W between Center St. (7800 South) and Winchester St., then extend to Fashion

Place West Station via Winchester. From 300 West/10000 South, route moved to travel west to Jordan Gateway, south to South Jordan Station.

- Route F570 will be moved from Midvale Ft. Union Station to Midvale Center Station. From Bingham Junction Station, route will extend to Midvale Center Station via Bingham Junction Blvd., Center St. (7800 South).
- Routes 901 and 902 will be discontinued, and similar services will be covered by High Valley Transit with Route 107. <https://highvalleytransit.org/bus-routes/>
- The new Bus Rapid Transit line, Ogden Express (OGX), will open on August Change Day. Routes 602, 603, and 650 will be adjusted to reallocate resources and better serve the community with transit. Routes replaced by OGX; OGX allows for resources from routes 602, 603, and 650 to be reallocated.
- TRAX and S-Line service will increase to 15-minute frequency on Saturdays. The FrontRunner schedule will adjust to improve reliability and increase turnaround time.

## Contingency Proposed Changes Outcome

The contingent proposed changes to route 39, 201, and 218 will not be implemented during August 2023 Change Day. These proposed changes were contingent upon resources and unfortunately UTA is not yet in a position to staff the routes listed above. UTA will continue working on hiring more drivers before adding back or getting new services. UTA wants to provide the best working conditions for our operators, and to achieve the best and most reliable service possible for our customers.

## Appendix 1 – Proposed Changes

### August 2023 Proposed Route Changes

[F202](#), [F570](#), [901](#), [902](#), [602](#), [603](#), [OGX](#), [650](#), [TRAX & S-Line](#), [FrontRunner](#)

### Contingency Proposed Changes

[39](#), [201](#), [218](#)

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Salt Lake County & Summit County

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### Route F202

- Proposed route changes support increased reliability, improved connections
  - Route moved from Sandy Civic Center Station to South Jordan Station; Route moved from Bingham Junction Blvd. to 700 W between Center St. (7800 South) and Winchester St., then extended to Fashion Place West Station via Winchester. From 300 West/10000 South, route moved to travel west to Jordan Gateway, south to South Jordan Station.
  - See map below - click to enlarge.



**Route F570**

- Proposed route changes support increased reliability
  - Route moved from Midvale Ft. Union Station to Midvale Center Station; From Bingham Junction Station, route extended to Midvale Center Station via Bingham Junction Blvd., Center St. (7800 South).



**Route 901**

- Proposed route discontinuation
  - Route 901 is a seasonal service and has been discontinued since 2022. Similar service will be covered by High Valley Transit.

**Route 902**

- Proposed route discontinuation
  - Route 902 will be replaced by High Valley Transit Route 107: <https://highvalleytransit.org/bus-routes/>




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## Weber County

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The new Bus Rapid Transit line, Ogden Express (OGX), will open on August Change Day. Routes 602, 603, and 650 will be adjusted to reallocate resources and better serve the community with transit.

### Route 602

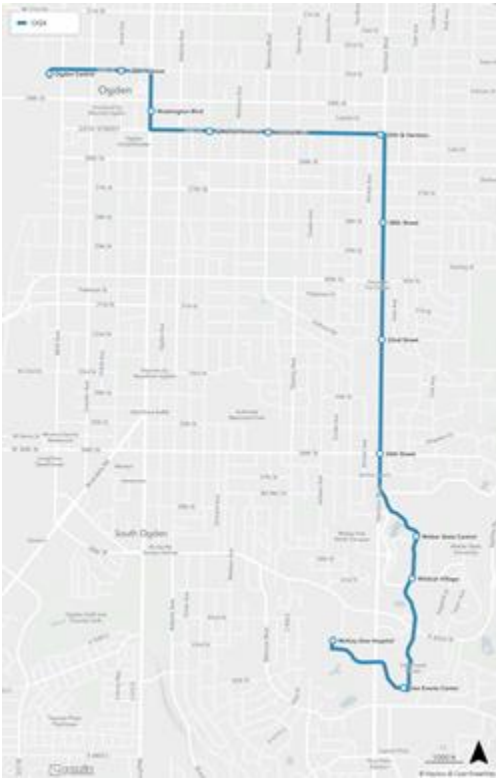
- Proposed reduction in number of daily trips (replaced by OGX)
  - Wildcat shuttle adjustment to match new OGX schedule. Combination of OGX and Wildcat Shuttle will provide 5–10-minute service between Dee Events Center and Weber State campus.

### Route 603

- Proposed route discontinuation
  - Route replaced by OGX. The new OGX route allows for resources from routes 602, 603, and 650 to be reallocated. Routes 602, 603, and 650 will be replaced by OGX (603X).

### Route OGX

- New OGX Bus Rapid Transit service
  - Find out more about the new OGX: <https://www.rideuta.com/Current-Projects/Ogden-Express-OGX>



### Route 650

- Proposed route discontinuation
  - Route replaced by OGX. The new OGX route allows for resources from routes 602, 603, and 650 to be reallocated. Routes 602, 603, and 650 will be replaced by OGX.

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### Rail

#### TRAX & S-Line

- Proposed service increase to 15-minutes frequency on Saturdays
  - Service increased due to high demand, significant community feedback.

#### FrontRunner

- Proposed schedule adjustment to improve reliability, increase turnaround time

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### Contingency Routes

Should resources allow, specifically operator workforce capacity, routes 39, 201, and 218 will be restored and service increased as follows.

**Route 39**

- Proposed increase in frequency of service to 15-minutes on weekdays
  - This change would restore service after reductions in 2020
  - **Contingent upon resources**

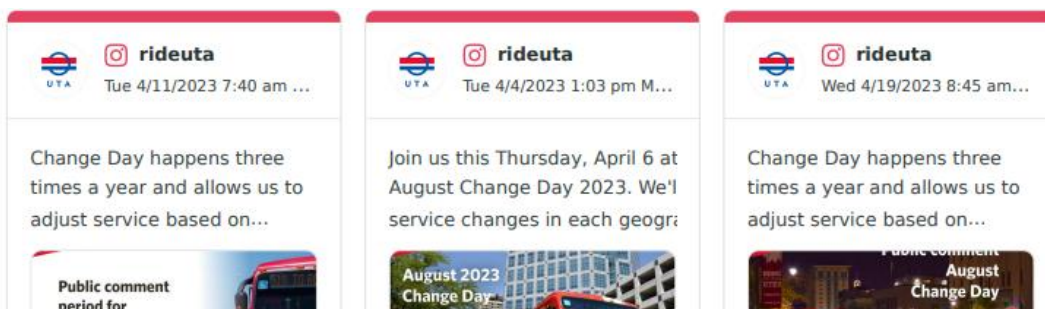
**Route 201**

- Proposed increase in frequency of service to 30-minutes on weekdays
  - This change would restore service after reductions in 2020
  - **Contingent upon resources**

**Route 218**


- Proposed increase in frequency of service to 30-minutes on weekdays
  - This change would restore service after reductions in 2020
  - **Contingent upon resource**

**Appendix 2 – Social Media Post Engagement**



**Utah Transit A...**  
Fri 3/24/2023 2:12 pm M...


August Change Day 2023 will be here before you know it. Change Day happens three...



<b>Total Engagements</b>	<b>75</b>
Reactions	9
Comments	1
Shares	14
Post Link Clicks	23
Other Post Clicks	28

**Utah Transit A...**  
Tue 4/11/2023 7:40 am ...

Change Day happens three times a year and allows us to adjust service based on...



<b>Total Engagements</b>	<b>224</b>
Reactions	27
Comments	7
Shares	12
Post Link Clicks	53
Other Post Clicks	125

**Utah Transit A...**  
Wed 4/19/2023 8:45 am...

Change Day happens three times a year and allows us to adjust service based on...



<b>Total Engagements</b>	<b>55</b>
Reactions	13
Comments	1
Shares	2
Post Link Clicks	19
Other Post Clicks	20

**@RideUTA**  
Fri 3/24/2023 2:18 pm M...

The public comment period for August Change Day is open from now until April 21, 202...



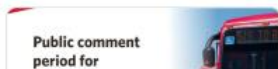
**@RideUTA**  
Tue 4/4/2023 1:07 pm M...

Join us this Thursday, April 6 at 6 p.m. for a virtual public meeting for August Change...



**@RideUTA**  
Tue 4/11/2023 7:43 am ...

Three times a year we adjust our service to reflect ridership patterns, budget, and servic...



**@RideUTA**  
Wed 4/19/2023 7:43 am...

Change Day happens three times a year and allows us to adjust service based on...



## Appendix 3 – Public Comments

A complete list of the 152 public comments received.

#	Comments
1	Improve the schedule for Route 513 connection to Green Line or Blue Line to align with my work schedule at City Creek Center. My hours are M-F 8am - 4:30pm. Improve the schedule for Route 513 connection to Green Line or Blue Line to align with my work schedule at City Creek Center. My hours are M-F 8am - 4:30pm.
2	The ticket machines are often out of order, or don't work very well. Could we get either a more updated payment method, or more payment options in general? Maybe an app? Maybe credit card scanners?
3	<p>626 schedule doesn't line up with the 10:24am weekday south bound frontrunner making it unusable to use for my schedule forcing me drive to the station when I would rather use the Bus.</p> <p>Frontrunner later service on weekends like what was done during the All Star weekend would make visiting downtown SL on weekends much safer, cheaper and convenient. If staffing does not allow for every weekend then only on Holiday weekends like memorial day and Labor day would still be very helpful.</p> <p>I live in Clinton and work in Farmington, I use the Frontrunner nearly everyday but the scheduling sometimes makes that difficult. I get to Farmington Station at 10:39 but my shift doesn't start until 11:30. I also frequently travel all around Salt Lake City on the weekends and mornings before work and go to a gym three times a week in Murray that I use TRAX to get to. I have a ECO PASS from work and use Transit whenever reasonably possible for work, concerts, visiting friends, and many other trips.</p> <p>Increasing the every half hour frequency of the frontrunner service closer to noon would also be very helpful and anecdotally many of my coworkers in Farmington have said they would use the train to commute if this change was made.</p> <p>A TRAX line from Airport through downtown to the U of U would make northern utahns who work and commute to campus lives easier</p> <p>More bathrooms are needed at stations especially the major ones like Salt Lake Central.</p>
4	I'm very pleased to see the Saturday TRAX schedule increase, thank you! This will make it easier for me to use TRAX for a casual trip.
5	Disappointed to see that expansion of service to the Provo Airport is not happening. The current shuttle route does not run early or late enough, even if the frequency is low, so accessing PVU from Salt Lake County is a challenge. Even if the hours were extended on 833 that would be a huge help for service.
6	<p>I just want a Sunday train or a way to get to the blue line in Draper from Orem/Provo. There are no good options for traveling on Sunday and it makes it really hard to visit family on the weekends.</p> <p>Also, you have so many resources to keep people updated on the frontrunner's whereabouts. There have been so many times that I've had to wait 10-40 minutes for the last train of the night to show up. I'm always worried that it won't actually come and I will be stuck there for the night. There is little to no information IF the frontrunner will actually come. If you could show something on the screen or update the social media more that would be so helpful.</p>

7	<p>I really wish bus route 871 in Lehi would match the train schedule. When trains are running every half hour, it's okay, but when the trains are running hourly during the day, the bus schedule doesn't match. The bus leaves Lehi Station 35 minutes after the train arrives.</p> <p>I ride the 871 bus to and from the Lehi Station from the Adobe building in Lehi. I'd like to see route 871 run half hourly during peak hours and then hourly, in sync the train in Lehi, or just not run at all during non peak hours.</p>
8	<p>This is a general comment, because Route 223 is not listed. THANK YOU for keeping Route 223, especially with Saturday service! It is a huge help for traveling between Millcreek and the University of Utah. Thanks to all the drivers and planners who keep UTA going. Please know that you are appreciated!</p>
9	<p>Please expand the Frontrunner coverage to Logan. The Frontrunner has successfully demonstrated its value to the communities it currently reaches. Increasing its coverage would multiply its current value. That is, it would not simply ADD value to the communities it reaches; it would MULTIPLY the value of Frontrunner. Even people who live in Salt Lake would benefit from a connection to Logan.</p>
10	<p>Please make the wait time between the southbound red and blue lines shorter like you do with the northbound trains. Sometimes we're waiting like 12/13 minutes to switch from red to blue southbound because a blue line is just barely in front of the red. Would be awesome to shorten that wait time just a bit so we're not waiting in the cold/ heat for a long time.</p>
11	<p>They should be running sooner on Sundays and Fridays like every 15 minutes or so for those who wait for a long period of time for the bus and or train especially after 1 pm and also for the 213 route, it should stop around 8700 south and 1300 east instead of covering so little for the route around the area, there should be like more of a larger area to be dropped off at instead of having a small route especially around the 7800 south and 900 east bus stop.</p>
12	<p>15 minutes for Bus Route 39 should be high priority. I take this route regularly for my school commute, and have previously taken it for work commute, and I feel it always at high capacity and would benefit from a more frequent runtime.</p> <p>I think Bus Route 213 should also be increased to every 30 minutes, due to its important access to the University of Utah and the Sugarhouse area.</p>
13	<p>Please make trax redline run to and from the university later at night. Students sometimes need to be up at school pretty late and it would be nice even if service was extended just by a half hour.</p>
14	<p>I know that at the newly opened Provo airport terminal, there's a platform that looks like it was built to accommodate a UVX bus. I would like to voice my support for adding the airport as a station for UVX.</p>
15	<p>I live on ninth avenue and work much of the day by the window. It is rare to see any passengers on the buses that pass by several times per hour from early morning until late evening. In addition, the large buses shake my 107 year old home each time they drive by and often wake me as it feels similar to the earthquake which occurred three years ago. I am frustrated that UTA insists on running large buses all hours of the day multiple times per hour for no one. It seems it would be wise to consider smaller buses to minimize the shaking and could surely handle the 0-2 passengers that are riding the buses. I would appreciate it if you would consider making changes.</p>

16	<p>The #209 bus extending through the Avenues on its route to and from Fashion Place Mall is too big, too noisy, too house vibratory, too costly and too empty. The neighbors along the L street and 9th Avenue are continuing to submit complaints about the negative impact this route is having on the quiet Avenues neighborhood. We continue to suggest a smaller bus like the F11 to provide service in the Avenues. Until UTA can make this change, we need a service curfew on the current #209, so that these large and noisy buses are not traveling through L street and 9th Avenue after 930 PM and before 0600 AM. We need sleep, and these buses are passing by up until 0100 AM and starting again around 0415 AM. We request this curfew be implemented by August Change Day 2023. We need a direct route to University of Utah Medical Center like we had with the #6 and #11. Thank you.</p>
17	<p>Why don't you guys return to every 20 minutes all weekend on the TRAX lines? I need an easier commute from West Haven to Brigham city, especially on weekends. I regularly commute to Brigham City now from Ogden, and increasing frequency on the 630 and F638, as well as expanded service hours on the F638, would be greatly appreciated. In addition, why not start servicing your old Park'n'Ride lot at 200 S 800 W in Brigham City? It would be better for people coming from out of town to have a place to park their car to catch the bus, and could serve as an End of Line. The route of the 630 could be adjusted to turn west on 700 N, then south on 500 W to Forest St, then turn west to 800 W, then south on 800 W to the Park'n'Ride. I will also be moving down to the area around 21st and 1200 W in West Haven soon, and need a way to get from there to the transit center on the weekends. Currently, it's a 45-50 minute walk.</p>
18	<p>Fully support 15 minute frequencies for Trax on Saturday. That is long overdue and appreciated.</p> <p>I want to write in a comment supporting route 17 and other routes that had service cut during the pandemic and/or due to staff shortages and have not been restored. While it's appreciated that 39, 201, and 213 are listed as restored (on contingency), I'm worried that emergency service cuts to other lines are effectively becoming permanent. It would be helpful to have a full list of routes that would were cut and would be restored if staff/budget allowed.</p>
19	<p>PLEASE follow through with 15-minute service for TRAX on Saturdays! The demand for weekend service is clearly enough to meet supply, and 15 minute service would cut the time cost of commutes (and particularly train-to-train transfers) significantly. This single change could go a huge way toward making downtown a vibrant, exciting part of our city by facilitating frequent weekend transit! The vast majority of my transit use is on weekends, and you would be helping me and so many people like me by making this change.</p>
20	<p>I regularly ride Trax (Red or Blue) from Fashion Place West to Courthouse. Very much in support of the proposed change to 15-minute service on Saturdays: "TRAX &amp; S-Line - Proposed service increase to 15-minutes frequency on Saturdays Service increased due to high demand, significant community feedback."</p>
21	<p>I am in favor of this, especially as a healthcare worker, I am better able to use my vehicle less and reduce my pollution when there is better weekend service to get to and from the hospitals along trax and bus lines since trax is a five minute walk from my apartment</p>
22	<p>On the weekends, we love riding Trax downtown to go to dinner and go to bars. The biggest problems we have are:</p> <ul style="list-style-type: none"> <li>• Frequency of rides on the weekend. 15 minute service would be great.</li> <li>• When the train stops heading to Daybreak on the weekends. If we could get extended weekend service, I'd be ecstatic.</li> </ul>

23	I want to express strong support for the proposed frequency increase on Saturdays for TRAX. This would help me patronize local businesses on the weekend, and is exactly the kind of service we need to get more people out of cars, giving transit a try. Thank you!
24	15 minute trax frequencies on Saturdays will be HUGE. I will be much more likely to ride UTA on Saturdays knowing I never have to wait more than 15 min for a train. It was a huge issue over all star weekend with all the demand on saturday and low frequencies
25	I travel from home (along the 218 on redwood) to the University of Utah. Back to 30 min on the 218 is really important, now it's feasible to use.
26	<p>I wanted to show my overwhelming support to increase the Trax &amp; S-Line to 15-minute frequency on Saturdays.</p> <p>I am a large proponent of increasing service to mitigate issues with both overuse and underuse. The answer for public transit is almost always increasing service.</p>
27	<p>I am one of those that support the increased frequency of Trax services on Saturdays. I have had many times when using Trax on Saturdays was frustrating.</p> <p>Fronrunner eventually would be ideal. I find it frustrating that I can't use Fronrunner on Sundays to commute to locations. So while adjusting the schedule for Fronrunner sounds great, I still don't understand why we don't have Sunday service.</p>
28	570 and 202 I would accept current proposal but also keep them at their current stations as well. 902 is Ada compliant where as 107 is not. If you are going to continue using 107 then it needs to be Ada compliant
29	We need Sunday service.
30	Can we get a flex bus to go from the Lindon temple to state street
31	Would like to voice my support for fixing Saturday TRAX/S-Line service! Now going places on Saturday won't be a pain any more. TRAX is so much more convenient with 15-minute service.
32	PLEASE increase the TRAX to 15-minute Saturday service. Also, we desperately want ANY amount of Fronrunner Sunday service. How about 3 trains, morning, afternoon, evening? Many, many people, including myself, rely on public transit and it's unreasonable to shut down the entire line on Sunday. Please run the Fronrunner on Sunday any amount.
33	<p>Trax: I am thrilled Trax will be moving to 15 minute service on Saturdays! It will make it so much easier to use it for recreational weekend things. Can we please do the same on Sunday? There seems to be a lot of demand, and it will help people use UTA as a car replacement.</p> <p>Fronrunner: We need Sunday service! People can't get out of their cars if they can't rely on transit to get them where they need to go every day.</p> <p>223: This route doesn't have proposed changes, but I am begging for more frequent service. It's the best route to the university, hospital and research park for residents near me (especially after the 6 was discontinued), and it is so hard to get where you need to go with a 60-minute-headway bus.</p> <p>General comment: Please stop having almost-complete transit blackout days on Thanksgiving, Christmas, and New Year's Day. Once again, people can't stop driving if they don't have options to get where they need to go every day. It's especially bad because it is snowstorm season.</p>

34	We need the Frontrunner to run on Sundays! The current schedule really hinders people from relying on transit instead of a car because it does not travel on Sunday. It would help so many people!
35	I use the 9 bus to connect with TRAX at 900 South. I travel downtown every weekday and use the Blue line train to Draper every weekend for hiking and mountain biking. Please increase weekend frequency. TRAX service is so crucial for the recreational and economic activities that local residence participate in on the weekends and moving to 15-minute headways on Saturdays (and Sundays!) is crucial to keeping transit as a convenient and inviting part of our lives.
36	I agree with the improved service on Saturday's. I work from home, so often the only time I may use UTA transit is to get to and from events or shopping located along a TRAX corridor. These events often occur on Saturday's. Increased service makes it more likely for me to use transit because my schedule can be more flexible.
37	I travel between Layton Station and the Salt Lake City Airport. Please extend FrontRunner hours to depart Temple Bridge Station toward Ogden later at night. Leaving the airport for work late prevents me from using UTA when the last northbound train departs at 22:31. Midnight would be wonderful. Additionally, add Sunday service for FrontRunner.
38	I would be really happy to see the Trax Saturday schedule switch to every 15 minutes. As someone who primarily relies on Trax to get around town, this would make it significantly easier to get around the city on weekends. It would be especially beneficial during the winter months when missing the trax means waiting in the cold for an extended period of time
39	I fully support the proposed schedule of the Trax line. As a resident, I would love to take the Trax but with the current weekend schedule, I usually end up taking a bus or a different transportation method since the Trax schedule is too far apart. I would be taking the trax more if the schedule was every 15 minutes.
40	Later service on Fridays and Saturdays
41	Please increase the Saturday frequency to 15 minutes! The trax is the most convenient way to get to grocery stores and downtown for University of Utah students and the current service is inadequate and frustrating to plan around. Having 15 minute service would make catching planes and running errands on the weekends so much easier
42	15 min service in Saturdays has been needed for so long, so thank you! Now please look into better service for Sunday for those of us who work Sundays don't need to rely on a car!
43	I strongly support the 15 min frequency proposal for TRAX and S-Line on Saturdays. I take the S Line and Trax on a pretty even basis. So scheduling improvements to both are great.  I would love to see the bus run more frequently as well but this is a good start!

44	<p>Please try to bring back more frequent service on the 39 and 218. I use the 39 frequently, or I would if the schedule wasn't basically completely unusable for me now. Also 15 minute Saturday Trax actually sort of makes transit useful for skiing on Saturday.</p> <p>I live off redwood and 4100 S and work at West Hills Middle School in west Jordan. 39 is how I get to red line, which gets me to 248. Before the service cuts it was actually a pleasant experience. Now it takes over an hour because the eastbound 39 misses the southbound red line by a minute or two, meaning I have to add 15 minutes there to my journey, but it doesn't link up well with northbound 248 from 4800 W Trax station so I have to wait like 20 minutes there too. Ugh.</p>
45	<p>TRAX should run more regularly on Saturdays, every 15 minutes.</p> <p>Now that the 223 runs all the way from Holladay, servicing downtown, it should run twice an hour (every 30 minutes) rather than once an hour. This would encourage people to use it for their daily commute on weekdays.</p>
46	<p>TRAX, 15 minute frequency on the weekends would make it a feasible to get around on the weekend. I commute via TRAX every day during the week. I almost never ride on the weekend because I don't want to face the prospect of waiting up to 30 minutes.</p> <p>Please restore 15 minute service to the 39 Bus. I stopped taking the 39 bus when service decreased because it no longer provided frequent access to the Meadowbrook Station or Olympus Cove. It's no longer logical to commute on this line because it makes connections to and from the TRAX and other bus lines infeasible.</p>
47	<p>Glad to see 15 minute Saturday service. I'm hoping for Sunday Fronrunner service soon!</p>
48	<p>Please increase S line frequency on weekends. We often end up having to use other transportation on the weekends because the S-Line isn't running.</p>
49	<p>This would be wonderful! I try to use TRAX for concerts, events, etc. having the train come every 15 minutes on weekends would be a huge benefit.</p>
50	<p>This route was implemented last August, it has been going through the Aves every 15 minutes on weekdays for 20 hours a day. And hourly on weekends. I notice the buses often and have noted that often they are empty or carry very few passengers (3 or less). I understand that there is a need for bus service in the Avenues, I feel that the frequency is excessive. The noise alone is intrusive on pleasant days when outside a normal conversation must be halted until the bus stops, accelerates and climbs the hill. In the nights the noise of large vehicles invades our homes deep into the night and at the bewitching hour of 4:45 am. My biggest question and concern is that the frequency of the #209 through the Aves is wasting funds and is turning our neighborhood streets into high traffic zones for the convenience of a very small population. Causing a lot of negative consequences for homeowners and neighbors for the increase of very few riders.</p>
51	<p>15 minute TRAX on Saturdays!! Yes yes yes!!! This is a game changer. 30 minute schedule is unworkable if you have to make a transfer. 15 minutes is a world of difference. Let's make this happen!</p> <p>I like to ride the trax for errands in Saturdays, especially the farmers market. But I have to transfer and the 30 minute frequency makes this unworkable for me and my small child. 15 minutes is totally doable.</p>

52	<p>I use a combination of bus, trax, and bicycle to get around. The weekends are crippling for my ability to plan. It feels like the city/state only cares about me when I can be a good little worker, and not if I want to utilize my days off by patronizing businesses, churches, or visiting family or friends. Increased frequency is always better here, so I applaud expanded trax service on Saturdays at least. Regular Trax and Fronrunner service on Sundays will be when I know I live in a real city. Pretty sure we have the demand.</p> <p>I head primarily from Fairpark to the University and back, so the 1 line is a boon. I use Trax often to get to eastside grocery stores before heading home (The 1 only passes the Rancho which takes backpacks but doesn't guard them).</p> <p>Often I'll walk from a red line stop to catch the 1 line because the transfer to the green line takes time and getting off at Jackson/Euclid is not worth it due to crime and sidewalk closures. Most of my friends live on the east side (liberty wells, for some reason) and when visiting them on the weekends I always ride my bike because transit is unworkable due to its low frequency. I can't successfully accomplish more than one or two chores in a day using transit for the same reason.</p> <p>I also hate riding in a rolling billboard. Remove the wraps. People can't see out the windows when on board and they make the experience undignified. Good transit systems cultivate a positive brand and don't do this.</p>
53	<p>15 minute service on Saturdays will be tremendously helpful in getting around on weekends. Thank you.</p> <p>My brother uses TRAX to commute and works Saturdays. This will be very helpful for him too.</p>
54	<p>The Foxboro District of North Salt Lake (NSL), a community with thousands of single family homes, has zero public transportation coverage, as opposed to the east side of NSL, characterized by higher-income families, which is covered by a couple of bus lines. UTA OnDemand is not a true public transportation service, so it breaks the purpose of investing in this type of infrastructure. I respectfully request that communities West of I-15 be considered for future service.</p>
55	<p>Love to see increased frequency especially improved weekend service on TRAX. However, we all know you cannot actually increase bus frequencies with current staffing. Referring to your bus operators as resources that these changes are contingent upon is disgusting especially when the problem is the poor treatment of new drivers leading to high turnover in bus operations. Fix the extraboard before you work on improving frequency.</p>
56	<p>When deciding to cancel a specific route it would be nice if you could get a more accurate count of the riders. Example: Route 356 which ran down 5600 West then used the freeway to get downtown was cancelled but, it was full every morning. The reason given was that it was not a popular route however, most riders had monthly or employer sponsored annual passes and were not asked to scan them so the count was likely not accurate. Also, taking into account an average 8 hour work day for return routes would be useful. To take a bus to the trax station and then take it downtown would have added over 25 minutes and would have been an extra 2 miles of driving so this is not a practical option. While this is specific to that route I have heard others comment that thier express routes were cancelled as well and yet I often see to buses riding behing each other on 3500 south practically empty.</p>
57	<p>I love that they are moving the Trax to 15 minutes on Saturday. It will allow us to more easily take Trax to excursions downtown</p>

58	<p>I am thrilled that UTA is finally bringing 15 minute TRAX service to Saturdays. This change will make using TRAX on Saturdays exponentially easier, especially for my commute. Thanks for working hard to improve and restore service.</p> <p>I am concerned about the plans to discontinue that 902, as the current HVT route is wholly insufficient to meet travel demand along that corridor. Service to Park City should be expanded so that it is actually useful (at least every hour) so that more people will take advantage of it.</p>
59	<p>I am strongly in favor of increasing frequency on trax on Saturdays and would like to see it extended to Sunday as well. 15 minute intervals should be the bare minimum on all routes, that way you can show up and your ride will be there shortly v. having to plan around the schedule and makes it significantly less stressful if you miss your ride by seconds or minutes.</p>
60	<p>The 15 minute schedule during M-F and the 30 minute schedule S-S is a tremendous disappointment and disservice to Salt Lake residents? UTA, I have been a daily transit user since 2016 and it shocks me the lengths you go that make using public transportation a a logistical headache. Please increase the frequency of each TRAX line, a 10 minute schedule on M-F and a 15 minute schedule on Saturday is both reasonable and more equitable for folks relying on your service.</p>
61	<p>As you know the front runner on week days the last train in Salt Lake City is around 11pm. This schedule is frustrating for me because I attend concerts often in Salt Lake City and one of the biggest concerns I have is being able to get home. I don't have a car to get to these concerts, so I rely on public transit to get me to and from home during these events. Most concerts end around 10-10:30 but sometimes they can go late and if a concert goes too long I won't be able to make the front runner and get home.</p> <p>My proposal is to add another front runner stop on weekdays that comes at around 11pm-12am. This would allow people who are at these night events to not have to stress too much about being able to catch the ride home if something goes wrong.</p> <p>Thank you so much for your consideration, I love using the UTA and any changes made to improve my public transit experience are welcome!</p>
62	<p>It would be great to have the every 15 min bus schedule on weekends, as well as the early morning times. I work every day of the week. My start time at work is 6am, so having a 5 am bus is so helpful and allows me to make my commute via public transit.</p> <p>Travel from home to work up at U o fU - Research Park. Closest bus to work is 455, but closest bus to home is 1, so I end up taking 1 and biking the rest of the way.</p>
63	<p>Increase service to every 15 minutes on Saturdays and include late night service for customers who patron bars and restaurants downtown. This would encourage me to dine out because I wouldn't need to plan the cost of an Uber/Lyft.</p>

64	<p>We enjoy taking the 205 bus OR TRAX/S-Line downtown but it can be difficult to make it to events on time when you have 30 minutes between buses/trains. If we miss the bus by a few minutes we end up driving when we would rather not. If these were offered every 15 minutes it would make it much easier for us to avoid driving and take public transit instead.</p> <p>We've even been considering getting rid of our second car. If buses and trains were more frequent then it would be an easy decision to become a single-car household.</p>
65	<p>Please make the 205 every 15 MINUTES, and add lines on 700 east again!</p>
66	<p>I am in favor of the proposed change to trax: Proposed service increase to 15-minutes frequency on Saturdays</p> <p>I wish the floors would be cleaned more. And more signs on upcoming stops. They're only visible if you're sitting in certain seats</p>
67	<p>Proposed service increase to 15-minutes frequency on Saturdays sounds amazing! Thank you for listening to our requests. Especially the U red line. ♥ We would use the Trax WAY more if it wasn't such a long wait, especially because we can currently often just walk downtown faster and save the \$5. Happily pay for a faster alternative though if every 15 min!</p>
68	<p>Please consider running the trains later on the weekends. If we truly care about transit, the public, and responsible choices - offer our community a safe way to get around on weekend nights. Even just a pilot program for a year or two would be incredible.</p>
69	<p>After comment after comment over the years and attending meeting after meeting. I regret that I have absolutely no confidence that UDOT will give my views any consideration whatsoever. As we see in Little Cottonwood Canyon with the Gondola, and we see with traffic speed on Wasatch, the game they play is if they don't get the answers they want they just extend the comment period until most of us are too exhausted to reply once again. Then they parse the latest comments to do what they want.</p>
70	<p>I used to live downtown and took the bus everywhere. My car would sit in the driveway for months. Now that I live in Cottonwood Heights, it is close to impossible to get around. It is a giant hassle and buses. Don't come frequently enough. It would be a dream if the light rail came up for Union straight to the park-and-ride at the mouth of big Cottonwood Canyon. If that were to occur, I would return to taking the bus and light rail on a daily basis.</p> <p>I travel all over, but the bus going up and down Fort Union comes very infrequently. A light rail would be excellent.</p>
71	<p>I would like Saturdays to share the same schedule as the weekdays for all bus and train services. I consider Saturdays to be the busiest day of the week and I see no reason why there should be less service times.</p>
72	<p>Please restore the schedule to every 15 minutes. Overall travel time to my destination has increased by 30 minutes as the Trax and Bus arrival is misaligned to provide the maximum waiting interval with the arrival of the train. With multiple schools and disadvantaged pockets in lower Millcreek, there is critical ridership being affected. There is sufficient ridership on 039 and restoration of the frequency will spur more ridership on this critical Trax feeder.</p>
73	<p>Nice to see the increase in frequency for Saturday service. Will make Trax more an option for visit to downtown Salt Lake.</p>

74	<p>The 603 has been “temporarily” rerouted, and has been ongoing for more than a year. Despite the new stop concrete being poured last year, people are still waiting at the temporary stops that are nothing more than a sign attached to a stop sign. No bench, nor platform, etc. Daily, there are people in wheelchairs, walkers, in addition to seeing impaired, who wait in the snow bank at the curb of the park strip in front of my home and the church curb across the street. This is unsafe for community members, and needs to be changed. I am happy to provide photos of these unsafe conditions that have gone in for far too long. I ask that this be addressed promptly.</p>
75	<p>Full comments can be found at <a href="https://utru.org/august-2023-change-day-review/">https://utru.org/august-2023-change-day-review/</a></p> <p>We are supportive of the change as riders will now be gaining service along 700 West/Main Street in Midvale.</p> <p>We are neutral on the removal of the connection between Sandy Civic Center Station along F202; on the negative side, Blue-Line riders will have to travel further to connect with the route if coming from the South, however, the overall increase in coverage is worth the trade. Similarly, we disapprove of the removal of service from Bingham Junction Station as the change could result in riders having to travel to Fashion Place West in order to connect with the route along the Red Line, thereby reducing the odds that individuals will use this route along that section. We encourage UTA to reconnect the route to Bingham Junction, potentially by taking the route discontinued by Route F570, in order to reduce wait times while still providing a sustained connection to the Red Line.</p> <p>Though we welcome frequency increases to existing routes, UTRU remains frustrated that the updates to 39, 201, and 218 service frequency (and, indeed, updates to service frequencies to pre-COVID levels in general) are “contingent upon resources.” Put simply, the “resources” UTA is referring to are drivers. UTA was struggling to find drivers even before the pandemic and UTA has assured us that it is doing everything it can to attract drivers – yet all of their attempts seem to fail. The reason for this is that it appears that UTA seems to be willing to try everything except to attract talent expect for the two things that are most likely to work: increasing driver pay to remain competitive in the market and improving work conditions so that drivers are less likely to be upset and quit their jobs after UTA has sunk money into training them. It isn’t that ideas such as retention bonuses, paid CDL-Training, improved benefits, and floated ideas such as offering English classes to potential drivers are bad, it is just that a starting wage of \$20.00/hour in training (\$41,600 annually), \$21.44/hour after training (\$44,600 annually), and six-month bonuses that top off at \$25.19/after five years (\$52,400 annually) is not an attractive offer when a quick search of local CDL driver jobs in Salt Lake County start at anywhere from \$50,000 to \$70,000 a year. With roughly 900 operators, bumping up wages isn’t cheap – a \$1/hour increase system-wide would cost \$1.9 million before you consider things such as benefits and taxes, but we can’t imagine that the current solution of offering time and a half is cheaper either. But we are also of the opinion that UTA failed to respond to warnings that a shortage was on the horizon back in 2018-19 and received a respite from the drumbeat only because of COVID-19. But demand has consistently risen the bill has come due and the pound of cure that they now have to pay for was largely their own doing. It is imperative that UTA solve the driver shortage sooner rather than later to ensure that we are able to meet the needs of current and future transit riders.</p> <p>We have very mixed opinions on this particular change. On the positive side, Park City will now have a direct connection with the University of Utah and FrontRunner – A welcome connection that will benefit riders of both transit networks. In addition, we are pleased that service will now be 7 days a week instead of being</p>

	<p>limited to just weekday service. Finally, we are encouraged by the cross-coordination and cooperation between UTA and High Valley Transit and look forward to future collaborations. On the negative side, service frequency will drop from 10 total trips on weekdays to 5. Though weekend service is fantastic, this will result in a 30% decrease in overall service. In all, we do feel this is an overall net improvement to both systems and hope this route gains in popularity in the future, driving increased frequency demand.</p> <p>With the opening of OGX, we appreciate that UTA is able to reallocate resources in order to better service Ogden/Weber State. The Reduction of route 602 is a logical decision as OGX will almost perfectly mirror the route that exclusively services the Weber State Campus. With increased odds of users catching one route or the other, this is an acceptable change. That being said, we would encourage UTA to extend Route 602 to connect with Edvalson Street and 36th Street.</p> <p>The discontinuation of route 603 is logical for similar reasons. Though there are slightly different routes between 603 and OGX in downtown Ogden and on the north end of the Weber State campus the difference is nominal for those wishing to access downtown Ogden or FrontRunner.</p> <p>We are pleased with planned improvements to increase Saturday frequency to 15-minute headways along TRAX and the S-Line as UTA is listening to service demands. Similarly, adjustments that improve reliability and turnaround time for FrontRunner trains is always a welcome addition as well to August Change Day.</p>
76	Please include more cars on the trains. Two isn't enough they get so crowded that people are pressed together standing. It's dangerous and hard to get off and on the train. This makes it hard to get to work and home during the week.
77	THANK YOU for updating the frequency of Trax on the weekends!!! And anything we can do to restore central bus lines to their full pre-COVID service schedule would be great. Would love to see this happen, especially once the 200 S corridor is finished! Would love to see better bus stops along 100 S. Standing in the dirt/snow at a few of the stops is pretty terrible.
78	Will the current 603 stops be OGX stops or will most 603 stops be removed? Also will it still be the every 15 mins agenda?
79	<p>I have reviewed the route that the bus replacing 603 will have and UTA is not thinking of Weber State University students. The new route plans on dropping off students at the front of the University and for many it would mean over a half mile of uphill walk due to the position of the campus buildings. For me personally it would mean a 25 min walk to the very back of the campus where I hold classes at the Engineering Technology buildings.</p> <p>There is absolutely no student that requests a stop at Dixon Prkway or Harrison Blvd, and yet the planned route wants to drop them all off here. I feel like the proposed stop will block traffic and make an already long commute go get to our classes longer.</p> <p>The current route, going up and down Edvalson st, facilitates de access to campus, and takes the bus 5 min to the the route up and down the street.</p>
80	Please, please, please reinstate the 4:37 pm SLC to Riverdale for the 472. 4:20 pm is too early for my shift, which ends at 4:25. The next bus is after 5:00 pm. So I seldom take the bus now because it gets me home too late and leaves me wasting a lot of time waiting for the bus.
81	More frequent Front Runner connections from Layton to the Central Station.

82	We have large polluting empty ghost buses running down our neighborhood at all hours of the night and day. I am woken up in the middle of the night. These buses are virtually almost always empty. I would love for them to stop running at 9:30pm until 7am. We would love for more fuel efficient (smaller) buses to run. My kids do take this bus home M-F and tell us they are the only ones on it. Large buses make sense when people are taking them.
83	Please reinstate the 4:37 PM northbound 472 express bus. It is really difficult to not be able to make the one just after 4 PM and have to wait a full hour before the next one. They really need to be 30 minutes apart.
84	Route 472 Riverdale-Salt Lake Express It would be very helpful and appreciated if you could add one more trip from Salt Lake to Riverdale leaving Salt Lake around 4:40 p.m. The large gap between the current 4:15 and 5:05 times is inconvenient for those who finish work at 4:30.
85	Please re-add the 4:37 472 bus from SLC to Ogden.
86	I'd like to see 15 minute TRAX service on Saturdays. I ride the 9 regularly and have had a lot of issues with accessibility/ communication. More than once I've been standing at a stop in the daylight, waving and the driver doesn't stop. Twice, that has happened with multiple people at the stop, so there is absolutely no reason they didn't see us and the bus was not full (you can see ridership through the windows). That is completely unacceptable & makes riding transit frustrating & unreliable (I missed an important meeting the last time it occurred). Also, route or stop changes should be announced in advance, like in other metro systems, with signs at each stop & on the bus warning riders (as well as through apps). Drivers could also tell passengers to deboard out the back door (it slows down buses when everyone uses one door). Finally, stop names should appear on the sign in the front of the bus when the bus nears them to improve accessibility & navigation (i.e., see Madison metro).
87	Thank you for 15-min weekend service!
88	I just started riding Frontrunner again after several years. It feels like the trains wait a lot more at stations. I dont know if the disruption comes from opening the new vineyard station, but even still seems like you could take advantage of the longer double track section in that area as it seems like the southbound trains are usually waiting for the northbound trains.  I also feel the reliability of the smaller "Flex" bus routes deter me from using these services, even though this type of service would place me closer to my final destination.

89	<p>TRAX &amp; S-Line "Proposed service increase to 15-minutes frequency on Saturdays" YES!!</p> <p>Also, regarding the RED Line: On December 2022 Change Day, one week-day University-bound train trip was added. PLEASE KEEP THIS! IT IS VERY HELPFUL!!</p> <p>Route F570 "Route moved from Midvale Ft. Union Station to Fashion Place West Station" GOOD! Makes it accessible by Red and Blue trains -- not just the Blue.</p> <p>Route 201 "Proposed increase in frequency of service to 30-minutes on weekdays" It is about time! Once an hour has been terrible.</p> <p>901, 902 I was sort of hoping one of them would continue. The 901/902 big buses are safe and comfortable.</p> <p>I actually like some of the bus detours going into effect this month!</p>
90	<p>Increased Saturday frequencies on light rail is great! As someone without a car it continues to expand my access and independence in the community. When looking at morning frequency of front runner it might be nice if the half hour frequency lasted later into the morning. It's very frustrating at after 10 I have to wait an hour to balance out my valley travel.</p>
91	<p>Suppose a train started coming every half an hour at an early time, around 1:00 pm instead of around 3:00 pm like it is now. I get on the front runner at South Jordan and go up to the Orem station for school. The other students and I take the train to and from school and spend a lot of time waiting. The majority of classes end here around the :50 or :00. I know changing the route stop changes may be hard, if that were a possibility that would be amazing, but if we can the frequency of trains starting at a sooner time that would be amazing. The trains are already pretty crowded around 1-2 pm. Having more trains would give more seating options.</p>
92	<p>I am a college student and use the bus and front runner a lot. One thing that would be so beneficial is if the frontrunner had a few routes on Sunday as well. I know a lot of students still rely on it to go back and forth for work and home and it would really help to have a Sunday evening/afternoon route.</p>
93	<p>This route is used every weekday. Please don't change its start/stop points.</p>

94	<p>Probably nothing will change, but I decided making a comment couldn't hurt. The 807 route connects quite a few places, I've met quite a few kids from UCAS that use it to get to school. It also connects Lone Peak high school, and also the Church of Jesus Christ of Latter Day Saints Mount Timpanogos temple. Currently the route runs all weird, which will have to work for me. I have talked to other people on the bus, some of who are students like me, and a few have mentioned how they wish the schedule was different. That it ran later, and also earlier. That's the main thing I've heard, and personally wish was different. Some days I'll have to wait a while after school for the bus, because if school gets out earlier, I might have to wait a few hours. Of course I also wish it ran more often, like every half hour, but how late and early it runs is more important to me. August is just before the school year starts.</p> <p>The main places I get to is my work in Pleasant Grove, and then I often use public transit to get to places like the Church of Jesus Christ of Latter Day Saints temples, and starting next year I'll use it to get to school everyday at Lone Peak High School. My journey will always start at my house, which usually someone in my family will drop me off at the Murray frontrunner station.</p>
95	<p>This bus only runs one way early in the mornings and the opposite way in the evenings. This, making it hard to go around in the area because of the limited hours of service. I would appreciate it if the hours got extended as this area continues to grow and many more people need access to Frontrunner services as well. Please please please. It does not make sense that it only Runs so early in the day and for only a couple of hours.</p>
96	<p>Before we have a route past in foxboro now we don't have especial people they can't drive</p>
97	<p>I would like a bus stop near the new Orem temple that's being built if possible perhaps on an adjacent street.</p>
98	<p>My family does not use 209 nor do ANY Avenues residents/neighbors that we personally know. We have no need for this dirty, noisy, ugly intrusion. New route 209 has had continuous negative impact on our property at 535 9th Ave since inception August 2022. Change was vigorously opposed by residents at the Sweet library meeting and continues to be opposed currently. My house was built in 1903 as were most other homes on this stretch of 9th Ave. These old homes were simply never built to withstand the constant stress of huge inner city buses rumbling by for 20 hours a day. Our bed shakes literally as badly as it did when the recent earthquake hit last year. I was in bed then and it literally feels the same. Windows rattle and all this 60 times a day. My family has NEVER gotten used to the noise which is of industrial strength proportions. It makes enjoying our beautiful yard impossible. Every time a bus passes I look at ridership. I have never seen more than 2 people on a bus at most during all times of the day and most are completely empty-EMPTY. They are well known in Salt Lake as "ghost buses" and for good reason. (1 of 2)</p>
99	<p>When a bus passes I look at ridership. I have never seen more than 2 people/bus at most during all times of the day. most are completely EMPTY. They are known in Salt Lake as "ghost buses" for good reason. If you ran a small business and data showed the product line you were offering was not selling and every month you lost money you would quickly adjust services or go out of business. There is not significant ridership on 209 to continue a bad money losing decision that punishes residents that very clearly oppose it. The route on 11th Ave was wider, had designated bicycle lanes and ran huge buses along much more modern; better constructed homes. 9th Ave should be considered as a protected heritage site in this city due to its age. The grade on Virginia street is also gentler more accessible, safer. This route 209 was a bad/unpopular decision in the first place and should be discontinued in favor of the old 11th Ave route. (2 of 2 submissions)</p>

100	<p>Please consider running the frontrunner on Sundays. I travel north to Bountiful from Provo frequently on the weekends, usually leaving on Friday and coming back on Sunday. It's a pain to have to find a ride back to Provo since the train doesn't operate on Sundays. Similarly, it would be nice to have the UVX run on Sundays so that I have a mode of transit from the train station.</p> <p>I know a lot of people who agree with me that the frontrunner being available on Sundays would be so helpful.</p>
101	<p>So just more bus routes down here for one, more options to eagle mountain/ Saratoga springs, more frequent times, may connect from other buses or stations, also would like to see trax in Utah county</p>
102	<p>I believe the 218 should either run more than once every 60 minutes, or be changed to not be so closely timed with the Frontrunner service. Since both of these run every 60 minutes, and depart close to one another, it is very difficult to get anywhere.</p>
103	<p>I am happy that I can access more routes and opportunities if the F202 goes north to the Fashion Place West. I work at the IMC Cancer Center and the F202 is the only route I can use during the week due to where I live. PLEASE PLEASE PLEASE offer more service for F202 on the weekends PLEASE!!! It is very difficult to work as a first responder and not having access to proper transit on the weekends!</p>
104	<p>Although not a huge issue personally, I'd like to see 233 arrive at the University of Utah closer to the hour than currently is. Or even possibly have every 30 minutes, although, I realize that it might not be the most popular route enough to justify increasing frequency</p>
105	<p>I know there is a shortage of qualified bus drivers, but I think this is an excellent time to start planning for the next winter season. The removal of the 953 bus up LCC upset many workers and skiers traveling up the canyons this winter. While I recognize it is not always easy to find drivers for this route, I think increasing the pay for bus drivers would help expand our current public transit system and reduce congestion in the canyon. By only having one bus service traveling up LCC you discourage people living farther north from taking the bus because they do not want to drive all the way to Sandy to then get on a crowded bus. I know Utah is set on installing the gondola, but when the busses run they get consistently by the public. Even though this is not a glamorous solution by any means, but if you give the buses another chance I am sure the public will utilize the service. Therefore, I urge you to increase the pay of our bus drivers and reintroduce the 953 route this winter.</p>
106	<p>This is specifically for the 674 bus from the odgen area towards Powder Mountian later in the day for those that want a safe commute to the resort later in the day during the week for night riding which is open till 9pm. I wanted to suggest that next year if possible to get a 674 bus that runs at 5:30 towards Powder Mountian. I feel like last year the bus that went up for night riding was to early for people to catch since most people get off work at 5 so a 5:30 bus would allow people to get off work and catch it. The reason it is a good idea specifically for this route is because Powder Mountian has night riding until 9pm and having this bus take people up at this time will benefit people that want to ride during the week after work. I know there are lots of people that would benefit from this route at this later time. I have spoke with Powder Mountian and they are taking this suggestion into consideration but mentioned I should reach out to you also. Thanks for your consideration.</p>
107	<p>It would be a great help to have the 39 bus route increased to every 15 min.</p>

108	<p>During February of this year, UTA introduced the 2A and 2B service. It was a hit among my peers, however the need for double the usual number of drivers made it impossible to implement long term. I propose a compromise: Keep the 2A as it was (10-15 minute service), and scrap the 2B. It adds a number of nearby stops for students at south campus. It also improves the safety of students as we have a number of night classes at those buildings (and the U of U has poor night safety) The 2B can also be brought back for major events (E.X. the likely upcoming Winter Olympics). The trip around campus only adds a small amount of time. Other busses already serve the hospital stop, including the BSB-U hospital, travelling a long 200 S anyway! Point is: please bring back the 2A.</p>
109	<p>There is not really anything that goes to the Cedar Hills/Highland/Alpine area, except for the 807. Overall I like WHERE the 807 route goes, however, it has a really strange schedule. It only runs every hour, for the most part. And it only runs a little in the morning and afternoon. I wish that it ran more often, and ran earlier and later both ways.</p> <p>I use the bus to get to UCAS from my house in Cedar Hills. It works semi well, sometimes I have to wait a really long time to get on the bus, but at least it gets me there. However, I have had quite a few situations where it didn't work. Sometimes I get out of school earlier, so I have to wait a couple hours for the bus, or when there was a late start because of the snow, I couldn't get there. And if I have to stay after school for something, like a club, if it goes too late, my mom has to pick me up.</p>
110	<p>My son uses the 807 route to get to school, it runs on a very strange schedule. If he does not need to get to school as early, I have to take him, or if he gets out earlier, or if he has to stay for a club, I have to pick him up. It also only runs every hour, I worry a lot when I know he is just standing there for a long time waiting for the bus.</p> <p>I also have to drive him to go to his friends house, which I of course am more than happy to do, but if the bus route was better, I wouldn't need to do so. I guess it's a good thing Jason will be able to drive in a year and a half, but that's still a while.</p>
111	<p>Hi there :) so I was wondering about if you guys would figure out a way to expand the route for the UTA on demand micro transit service that would travel from Bluffdale, Draper, Riverton, etc to West Jordan, West Valley City, Taylorsville, etc?</p> <p>I'm wondering if you can add some more UTA on demand pick up/drop off signs like for example putting one in front of my home or something like that:) Thanks</p>
112	<p>My comment is actually about what is not in the proposed changes. You are aware that Route 209, especially at night, has been controversial because of the lack of riders. I recommend using smaller buses during the late night and early morning runs to minimize the noise through the residential areas. It also seems like they would be more fuel efficient and help reduce costs.</p>
113	<p>Many would benefit from a ski bus that went later in the season, even if it isn't as frequent. I've talked to a couple people who won't be able to make it up to the canyons because the ski bus stops on April 15th</p>
114	<p>We live by the neighborhood Walmart, where there is a very large growing population, but we have limited to no bus service in this area. We would love to see a bus take people to the major areas of SF and to the bus stop that has the express to UVU.</p>
115	<p>Frontrunner needs to run on Sundays, so people that work Sundays can use the train too.</p>

116	Service on Frontrunner needs to be more often and especially on Sundays. I notice that when there are events and LDS conferences, there is service, but not at other times. There are so many who would use it if it ran in sundays, even if only every three hours! I prefer taking transit, but can never do it on the weekends because there is no service on Sundays.
117	625 needs to run later and go back to every 30 minutes up to Polk every time
118	<p>It would be great if you could increase bus frequency instead of cutting it like you did this winter. Part of the reason people don't like to take the bus is because you have to wait as many full busses go by. One time I rode the bus this year it took 4 buses to go by that were completely full before the 5th bus we got on had standing room only. And keep in mind we waiting over an hour and a half for those buses as well. If they ran every 10 minutes, like the buses in park city, then it would alleviate the buses being full and I imagine more people would be likely to take them. But when it's every 30 minutes, and you are planning to have to wait for 30-60 minutes just to get on them, it's not a very attractive option.</p> <p>It would be great to add more locations in the valley to get picked up for the ski bus. If I already have to drive 20 minutes to a park and ride, then it's a lot more convenient to just drive up the canyon for 40-50 minutes than rather wait at the park and ride for an empty bus.</p>
119	I would love if the TRAX were 24-7, or at least the red line running later. It would also be nice if the TRAX ran every 10 minutes instead of every 15.
120	I ride bus 223. I really don't like how the seating on all the buses I've seen has been changed so all seats face the center of the bus, and there are no longer rows of seats two across. It makes rides more uncomfortable. It pushes all the passengers closer together because there are fewer seats. In addition, even during rush hour, there aren't so many people riding on the bus that there needs to be the amount of standing room that has been created by this change. Please consider adding more seats back.
121	<p>Turn the route into a circular route instead of a loop. Instead of it turning around and going the other way, have it continue west along University Parkway on it's way to Orem Central Station. Have a bus going the other direction as well.</p> <p>I live very near the UVX Main Street Station and I would like to be able to shop at Winco in Orem without having to use a car. The 862 bus stops right next to Winco but it doesn't stop very close to my home.</p>
122	<p>I'm a healthy 81 years old and currently have use of only one arm, a painful hip and back condition, memory problems, poor hearing and sight. Social Security is my only income, and public transportation is my only travel option. I live alone in a Sr Housing complex in the Northwest part of Salt Lake City serviced by the #1 which is usually on detour. The paper maps are hard to come by and difficult for me to read and plan trips which usually take 3 transfers.</p> <p>When I call UTA to plan trips, many times I get wrong information. I have trouble using Apps and computers. Routes that were helpful to me when I first moved to the northwest side of town (2021) have been taken away (217 and 591 {or was it 519?}). The "On Demand" covers too small of an area and doesn't work at all for me to go where I need to go and be on time.</p> <p>What other public transportation services are available in Salt Lake City?</p>

123	<p>7th East, Redwood, Foothill, and State Street all need their own dedicated bus lane, and if they can't get one, at least some bus route that travels with much higher frequency.</p> <p>Foothill has very limited service, as well as state.</p> <p>All above mentioned roads would benefit from a dedicated bus lane.</p> <p>Trax would also greatly benefit from a route from the airport to the university of utah, as well as an 8 minute frequency for bus 2 during peak times.</p> <p>Adding a line from the airport to the university would be a great addition.</p> <p>The rail tracks are already in place, all you have to do is just add a line from the airport to the U.</p> <p>Not only would it then give a route from the university to more of downtown, but also another route to the airport.</p> <p>Also, adding more frequency on the 2 bus would be so beneficial. The bus is constantly packed and during the All-Star weekend when the 2 bus ran every 8 minutes it was so much better.</p> <p>Please add higher frequency to the 2, and add more routes to existing trax routes.</p> <p>I would much rather see higher frequency and better routing, than things such as free fare.</p> <p>Also State Street, 7th E, and Redwood, needs to have like a dedicated bus and possible bus lane that only goes up and down those roads. Since there isn't any trax lines for any of those roads there should at minimum be a dedicated bus route for those roads.</p>
124	<p>Soy un usuario frecuente de esta ruta y en verdad si me afectaría el cambio y desaparición de esta ruta, deben siempre pensar en el beneficio de los ciudadanos de ogden, agradeceré tomen en consideración mantener esta ruta. [English translation for analysis coding: I am a frequent user of this route and in truth if the change and disappearance of this route would affect me, you should always think about the benefit of the citizens of ogden, I would appreciate it if you take into consideration maintaining this route.]</p>
125	<p>Having been in public transport in multiple cities, I can say that UTA Trax is the worst! Can't even keep trains on time for multiple days in a row. Mechanical issues happen WAY too often. And, rarely, updates about delays. One company that is depended on way too much for it to care about any of it.</p>
126	<p>Hello! I love UTA! You are helping all of us, thank you! Please consider 1 earlier morning train from Provo on Saturdays during DST/Lagoon Season. There are a number of employees driving up from Utah County. Thank you!</p>
127	<p>On Sundays, the Red Line Trax should have 2 cars instead of 1. It's always very crowded, and there's usually not enough seating for everyone.</p>
128	<p>We need longer trains or more trains at peak hours, they get crowded to unsafe levels.</p>
129	<p>As a commuter from Sandy Civic Center station to SLCC-Miller, I'd appreciate that the F202 continue to service Sandy Civic Center. I'd rather enjoy the 5min. ride from that particular TRAX station than starting out at Fashion Place West and spending more time getting to SLCC-Miller. I do not see how terminating at a Frontrunner station is going to bring in more riders than that of connecting the Red Line with the Blue Line. Doesn't the F514 already service South Jordan Frontrunner station? Make the F514 follow the F202's proposed route, instead.</p>

130	<p>It's a long shot but is there a way to maybe have a bus either 551 or 451 to run every hour or so. As most of us work at Salt Lake City Amazon and Ubers are getting extremely expensive especially when the winter storm hit. Like back in February I had to pay over 130+ dollars from Amazon back to Taylorsville as that's where I live. 130+ dollars is a nearly 2 months of bus ride for me. If you can please look into this even if it runs every hour I mean it would make a huge difference.</p>
131	<p>While the dream of a FrontRunner line down to central/southern Utah is a long ways away, here are two improvements for those of us in the other half of the state.</p> <ol style="list-style-type: none"> <li>1. Run on Sundays. I regularly take weekend trips to northern Utah like many people in my community. I would LOVE to park at the southern most station and take public trans for the rest of trip. I rarely can because if I do I won't be able to get back to my car on Sunday. For weekenders, 99% of the time we are traveling south on Sundays. Without FrontRunner running on Sundays it just isn't possible to use public trans in this way.</li> <li>2. Either relocate train stations into more walkable areas or improve the infrastructure around the current locations to be more walkable. I recently took UTA from the SLC airport to the Clearfield stop on FrontRunner. I needed to get to a nearby hospital. While the hospital was in walking distance there was literally no way for me to get there on foot safely. Took a rideshare instead.</li> </ol>
132	<p>Need 217 bus service up/down redwood road in north salt lake. Or at the VERY least, UTA on demand available Saturday AND Sunday.</p>
133	<p>Regards to the 209: I am finding that with the new 5 year plan, you may increase the number of buses on the weekend. The buses will run every 15 minutes on Saturday and every half hour on Sunday. Can't we at least have a quiet weekend!!! You may have 2 people at most on the buses on the weekend. Otherwise, they are ghost buses. The 209 engines are so loud, I can hear them in my backyard when I am gardening. The intercom announcement of the bus stop at 9th and I street is heard at my house, which is 4 houses down from the street! I dread the warmer weather. I used to sleep with my windows open, but with a loud bus every 15 minutes I had a hard time getting a restful sleep last fall. The early and late buses during weekdays from 4 am to 7 am only about 1 passenger is using the buses. In the evening from 9pm to midnight on average less than one passenger is on the bus. Is there really a need for buses before 6 am and after 9 pm?!</p>
134	<p>Run the front runner on Sunday!!!! Even if it was just every few hours I would ride it almost every week from Provo to woods cross and I know many who would too. So many of my friends in Provo have expressed this same perspective to me. I love the front runner and have used it often and regularly in my time as a student living in Provo with family in Davis, salt lake, and Utah counties.</p>
135	<p>I work in Roy and 640 takes me but I have to get to stop #629201. I also sometimes have to take 455 to Farmington but it's more difficult now. Since the two bus stops Harrison Blvd @ 3225 &amp; 3210 are the only ones in the area that take buses other that 640. Could we get a temporary one for other routes? Thank you :)</p>
136	<p>Will the 902 39 meet each other at Meadowbrook trax station and will the frontrunner goin to st George and the trax to lehi</p>

137	<p>It's not on your list, but the 8/2022 cancellation of UTA routes 3 and 6 and extension of UTA 209 and UTA 232 into the Avenues needs urgent reconsideration as many problems have emerged since the change. Most of these issues were unanticipated when first under review. 1)Cancellation of popular UTA 6 has disconnected many Avenues residents from the University of Utah, our biggest employer 2)Cancellation of UTA 3 has reduced frequency along 3rd Avenue from 30 minutes to 1 hour 3)Most troubling, the extension of UTA 209 into the Avenues, has produced many unforeseen problems while carrying very few passengers according to UTA stats. The 40-foot, 28,000 lb Gillig buses--with a maximum rated "gradeability" of 8% at 25 mph--struggle to negotiate grades that reach 11.3% which causes them to be extremely loud and polluting in the quiet residential neighborhood. The 20 hour, 4 am to midnight schedule is seriously disrupting. Until the change, no buses plied the Avenues after 9pm.</p> <p>The main destination for Avenues residents is the University of Utah and University Medical Center where many of us work and study. Cancellation of UTA that was a favorite connector and addition of UTA 209 which does not serve the university has diminished our service. F11 and UTA 232 are not suitable replacements for the lost service. UTA 209, a good route that logically serves entertainment and shopping areas (Fashion Place, Sugar House, Nine by Nine and Downtown) is a very poor fit for the sleepy avenues. I'm confident that most residents, if polled, would say that our service was greatly diminished by the 8/22 changes that appear jerry-rigged logistical solutions to UTA's inability to hire and retain drivers, although the UTA administration appears top-heavy with \$100,000 a year administrators who were just voted a 7 % raise and 11% increase in benefits.</p>
138	<p>Currently I'm taking 902 bus to Park city, it would be great if you can add another unit that stops or departures from Murray or MillCreek Stations. So, we do not have to go to downtown.</p>
139	<p>Since the extension of the Route 209 into the Avenues neighborhood residents along the Route 209-- particularly on L Street where the uphill grade is steepest-- have complained that the straining, high revving diesel buses rattle their homes and disturb their sleep. UTA data shows the buses have few passengers in the pre-dawn and late night hours, often averaging less than one. Some residents have recorded bus noise in their homes at over 75 decibels which, according to the CDC, is louder than a washing machine running in the same room. Subjecting citizens to this noise level intermittently, on a 15 -30 minute interval, from 4:30 in the morning to 12:30 the following morning is cruel, and should be curtailed. That UTA has failed to heed the plight of these citizens and made no move to change the situation is abusive of the public trust.</p>
140	<p>I use route 202 to get to and from work please don't change it.</p>
141	<p>Hello</p> <p>I want to comment on green line schedule for August. The way I read the new proposed schedule is that Saturday trains will run every 15 minutes, but no mention of Sundays. I work every Sunday, and i miss the 4:57 PM train by about five minutes. Leaving a little earlier to make this train is not an option because my store closes at 5:00.</p> <p>I have to wait almost a half hour for the next train. Please consider scheduling the Sunday train every 15 minutes as well as the Saturday train. If all day 15 minutes is not a possibility, how about during peak times for people going to, and coming home from work?</p> <p>Thank you</p>

142	<p>Dear UTA,</p> <p>I have a general recommendation for a new UTA bus route that taps into Orem's and Vineyard's potential. I have CC'd Orem and Vineyard officials who should consider and advocate for this route.</p> <p>Sharon is an underserved, relatively lower income and higher density neighborhood in Orem, especially the apartments around Main St and 700 N where I live. The closest transit access is the 850 Bus along State Street. That is a good route, but it does not provide adequate access to the neighboring communities. It's also a half-mile walk.</p> <p>No bus routes along 800 N in Orem is a travesty, since the road is lined with high-density housing in several adjacent small neighborhoods. There needs to be at least one bus that utilizes that road, connecting Sharon with Vineyard, a 3-mile gap - too long to walk but could be easily crossed with a short bus ride. Better access to services along the way like Winco and Timpanogos Regional Hospital would tremendously benefit the folks in Sharon who need access to those places.</p> <p>Vineyard is a great up-and-coming community that is just out of reach from Orem neighbors by a lack of transit.</p> <p>Finally, there is no good way to get from Sharon and other North-East Orem neighborhoods to the South-West Orem Central Station, Walmart, or Utah Valley University via transit. The best option at this time is 850 south to University Place, and then Westbound on 830X UVX. But that requires an inconvenient connection on a dangerous road for pedestrians.</p> <p>This route would benefit Orem and Vineyard residents with access to affordable groceries, parks, and commuting access to Salt Lake City. This would benefit UVU students living outside the immediate vicinity of campus. This would expedite economic development in Vineyard by removing the large industrial barrier to folks in Orem who do not drive. This would make the Orem Public Library more accessible. This gives Orem residents access to the beautiful parks and Utah Lake in Vineyard.</p> <p>I recommend UTA does a rapid study and implements a route similar to my rendering. Attached are a map of said route and google earth location files of the route and services that would benefit from the increased access.</p>
143	<p>Hi; To clarify my comment regarding the F570, that I'm kind of sorry it's not going to the Fashion Place West Station: Actually, it is no big deal; it would have been a little more convenient for certain, fairly rare trips, but that's all. I can work around it okay.</p> <p>I am glad overall for the changes coming up. Thanks for the webinar!</p>

144	<p>Hello,</p> <p>I strongly support:</p> <ul style="list-style-type: none"> <li>• extending the Green line hours past midnight and even until 1:00 am</li> <li>• starting running the Green line at 4:00 am.</li> <li>• increasing frequency of the Green line on weekends to every 15 mins.</li> </ul> <p>I live in downtown Salt Lake City and I travel through the SLC airport frequently. There have been many times where my flight has landed just after that last Green line has left the airport and I have had to pay surge charging on Uber to get home at 11:30 pm. Or, the Green line doesn't run frequent enough for me to use it to get to the airport on weekends.</p> <p>I work with tour operators in Salt Lake City professionally and I know that SLC commerce would benefit greatly from more frequent and extended TRAX to and from the airport. And I think it should be free for anyone with a boarding pass. It sends a clear message to visitors that we welcome them to leave the airport and to explore our city.</p> <p>Thank you!</p>
145	<p>Hi.</p> <p>This is a comment for Change Day</p> <p>The 209 chugs up our street - L street - every 15 min. - but the bus is mostly EMPTY. Please consider changing this to a vehicle that is more appropriate for the passenger load / the neighborhood / and the environment. Every single time the bus goes by, my front windows shake.</p> <p>How about a PASSENGER VAN?</p> <p>Thank you.</p>
146	<p>You know people work here in Salt Lake and they come from Ogden at night to work. They got to be to work at a certain time I heard that you guys are cutting Ogden services in half. Is that true?</p>
149	<p>Customer called in to request why the F453 does not go into Tooele in the am hours. Customer also wants to know why UTA does not have frequent service in Tooele. Customer states that the Route F453 went the wrong way and headed Eastbound to Salt Lake from The Benson Grist Mill @ 9:45. Customer said that the operator of the F453 told him that the F453 does not go into Tooele. Customer states that what is listed on the UTA website is in correct and we need to get that fixed.</p>

150	<p>New route 209 has had continuous negative impact on our property at 535 9th Ave since inception August 2022. Change was vigorously opposed by residents at the Sweet library meeting and continues to be opposed currently. My house was built in 1903 as were most other homes on this stretch of 9th Ave. These old homes were simply never built to withstand the constant stress of huge inner city buses rumbling by for 20 hours a day. Our bed shakes literally as badly as it did when the recent earthquake hit last year. I was in bed then and it literally feels the same. Windows rattle and all this 60 times a day. My family has NEVER gotten used to the noise which is of industrial strength proportions. It makes enjoying our beautiful yard impossible. Every time a bus passes I look at ridership. I have never seen more than 2 people on a bus at most during all times of the day and most are completely empty-EMPTY. They are well known in Salt Lake as "ghost buses" and for good reason. There are NO businesses in the Avenues except LDS hospital and Smith's grocery complex (on 6th Ave). If you ran a small business and data showed that the product line you were offering was simply not selling and every month you lost money you would quickly adjust your services or go out of business. There is simply not significant ridership on this route to continue a bad money losing decision that punishes the residents that very clearly oppose this route. The old route on 11th Ave was wider, had designated bicycle lanes and ran huge behemoth buses along much more modern and better constructed homes. Though 9th Ave is not in the designated formal historical home district it should be considered as a protected heritage site in this city due to its age. The grade on Virginia street is also gentler and much more accessible and safe in winter. This route 209 was a bad and unpopular decision in the first place and should be discontinued in favor of the old 11th Ave route.</p>
151	<p>Customer wanted to file a comment that he wishes that we would change back to every 15 minutes on routes like the 47 and wants the know that route 218 to be more of every 15 or even every 30 minutes. Wants this to take effect for August change day.</p>
152	<p>The customer would like to leave a suggestion. She says she would like to see Sunday FrontRunner service when there is a Mormon Conference.</p>