

**SOUTH VALLEY
TRANSIT
STUDY**

**APPENDIX C -
PUBLIC
INVOLVEMENT
REPORT**



SOUTH VALLEY TRANSIT STUDY

PUBLIC INVOLVEMENT REPORT

PREPARED BY HORROCKS ENGINEERS
DECEMBER 2021

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Public Involvement Summary

The following report highlights all outreach and public engagement efforts from the beginning of the South Valley Transit Study in January 2021 through November 2021. Public comments, feedback, dialogue, and outreach data help provide context, drive strategic thinking, and center community needs in the planning process.

Public engagement occurred around three key study milestones: purpose and need, alternative analysis and draft Locally Preferred Alternative. A variety of engagement tools were utilized to ensure a representative and broad spectrum of stakeholder feedback.

Objectives

The engagement objectives determined at the start of the study were:

- Inform the public about the study; provide education on transit and options
- Gather input to better understand the public's priorities for public transit
- Gather public recommendations for incorporation into the alternatives and implementation plan

Stakeholder Outreach

COLLATERAL

(See Appendix A: Collateral)

The following collateral materials were created to support the study effort: event contact cards, study maps, giveaway signage, punchboard stickers, alternative boards, posters for UTA busses, and outdoor signage for key UTA bus stops.

ENGAGEMENT EVENTS

The public engagement team found great success in attending community events. At each of the events the public was provided study information and asked to provide feedback on the current phase of the study. Engagement activities included:

- Provo Bike to Work Day
- Springville Art City Days
- Provo Freedom Festival
- Spanish Fork Fiesta Days
- Utah County Fair
- Santaquin Orchard Days
- Provo Farmers Market
- Festival Latino Americano

SOCIAL MEDIA

(See Appendix B: Social Media)

To advertise and drive stakeholder engagement and comments, social media packages were provided to study partners and participating cities. In total, 27 posts were shared via Facebook, Instagram and Twitter from all seven participating cities as well as from UTA.

UTA Posts

- Total UTA posts: 8
- Number of Comments: 39
- Number of Shares/Retweets: 59
- Number of Likes: 262

Stakeholder Posts

- Total Stakeholder Posts: 19
- Number of Comments: 102
- Number of Shares/Retweets: 103
- Number of Likes: 495

HOTLINE

(See Appendix C: Hotline Log)

A dedicated project hotline was created to allow stakeholders the opportunity to reach out to a member of the study team via phone with any questions or concerns. This hotline was included on all outreach materials, including collateral, website, event materials, etc. Twenty-four inbound and outbound calls were documented.

EMAIL

(See Appendix D: Email Summary)

The study team coordinated the creation of a UTA based email account. Forty-seven inbound and outbound messages were received. Most email comments were supportive of expanding FrontRunner to south Utah County. Many mentioned the growth happening in the area and the need to expand mobility options to meet that demand. A few comments mentioned dissatisfaction with only extending FrontRunner to Payson and not completely to Santaquin.

PUBLIC MEETING

(See Appendix E: Public Meeting Report)

An online public meeting was held via Zoom on Thursday, Oct. 21, from 6 to 7 p.m. The meeting was used to provide an overview of the study and allow the public to ask questions and receive answers from the project team in “real-time.” Forty-seven people attended the online public meeting.

WEBSITE

(See Appendix F: Google Analytics)

A project website was built to create an online information source for the project. During the study, the website was used to:

- Describe the study and share findings as alternatives were identified and advanced
- Collect stakeholder comments through interactive comment maps and surveys
- Provide public access to study reports and presentations
- Advertise communication channels the public could use to connect with the study team

During the study, the website received 13,146 pageviews and averaged about 1,200 pageviews per month. The site received its highest number of views in October. Other noteworthy website analytics include:

- 5,599 users
- 6,930 sessions
- 1.90 pages per session

Stakeholder Feedback

PURPOSE AND NEED SURVEY

(See Appendix G: Purpose and Need Survey Results)

There were 130 surveys completed related to the study purpose and need. The survey was available on the study website between February and June. Notable findings from survey respondents are below.

- 60 percent of respondents strongly agreed with the Purpose and Need statement.
- 28 percent of respondents agreed with the Purpose and Need statement.
- 53 percent of respondents strongly agreed with the initial range of transit options.
- 33 percent of respondents agreed with the initial range of transit options.
- 81 percent of respondents learned about the study through social media.
- Survey respondents were mostly white (84%), male (60%) and had an annual household income of \$100,000 and \$149,999 (27%).

DETAILED ALTERNATIVE SURVEY

(See Appendix H: Detailed Alternative Survey Results)

There were 411 surveys completed related to the Detailed Alternatives presented. A link to the survey was provided on outreach materials provided at public events and embedded on the study website. A breakdown of survey responses is provided below:

- Support for frequent, reliable (transit priority and exclusivity where possible), and affordable service.

- Want to see high quality development at station areas, including business and commercial opportunities, in addition to housing.
- Strong support for FrontRunner to serve the coming growth and commuting needs; support for all stations (Springville, Payson, Spanish Fork, and Santaquin).
- Need more localized service (providing more frequent service to existing development on the east side of I-15) via local bus, express bus, or BRT to serve additional destinations and connect to future FrontRunner service.
- Support for BRT/express bus/local use to complement FrontRunner.
- Opposition for transit in south Utah County was expressed (small percentage of overall comments). Primarily that it isn't needed, no one will use it, waste of money, etc.

GIS COMMENT MAP

(See Appendix I: GIS Comment Report)

There were 464 comments received from March to November using a GIS based comment map on the study website. The map and content were updated during each phase of the study and comments have been categorized as relating to purpose and need, initial evaluation, detailed evaluation and locally preferred alternative.

Purpose and Need

Comments received showed strong support for rail or bus rapid transit as the preferred modes. Many comments provided route and stop suggestions along Main Street in Springville, near Market Place Drive in Spanish Fork, at the School for the Deaf and Blind and 800 South in Payson. Preference was shown for transit operating in exclusive corridors. Suggestions were made for incorporating multimodal improvements at stop locations and rail crossings.

Initial Evaluation

Many comments received voiced support for the expansion of transit to Santaquin. There were mentions made of a need to develop transit connections to Eagle Mountain, Saratoga Springs and Vineyard. Comments also made requests for facilities and vehicles that are ADA accessible.

Detailed Evaluation

Comments received during the detailed evaluation were strongly supportive of the expansion of FrontRunner to south Utah County and beyond. Several comments called out expanding FrontRunner to St. George specifically. Concerns were raised regarding speed and frequency with suggestions to double track the expansion.

Locally Preferred Alternative

Station design and location were the focus of many comments received during the Locally Preferred Alternative phase. Many comments mentioned modeling the Springville Station in the style of the Springville Depot. There were several comments in support of a station at 800 South in Payson. Additional suggestions were provided to include capacity upgrades to nearby streets to address increased traffic demand in the area. Requests were made to consider how pedestrians and bicyclists

would access stop locations that are far from city centers. There were several suggestions to tie stop locations to already established TOD's.

Advisory Groups

Project partners and cities in the study area were engaged throughout the study process through the formation of an Executive Committee and Technical Advisory Committee (TAC). The TAC was composed of technical planning and/or engineering staff from each agency and the Executive Committee were comprised of Mayor/Polycymakers and/or City Managers who provided guidance throughout the process and made decisions at key milestones. The following agencies were engaged:

- UDOT
- UTA
- MAG
- Provo City
- Springville City
- Spanish Fork City
- Payson City
- Santaquin City
- Mapleton City
- Salem City

The following meetings were held throughout the study:

- Transit Study Kickoff (Meeting #1) – Combined Executive Committee and TAC meeting held November 17, 2020
- Purpose and Need and Evaluation Process (Meeting #2) – Combined Executive Committee and TAC meeting held January 12, 2021
- Initial Alternative Evaluation (Meeting #3) – TAC held meeting on March 3, 2021 and Executive Committee held meeting on March 11, 2021
- Detailed Alternative Evaluation and Locally Preferred Alternative Recommendation (Meeting #4) – Combined Executive Committee and TAC meeting held September 14, 2021
- Study Wrap Up and Implementation Next Steps (Meeting #5) – Combined Executive Committee and TAC meeting held November 9, 2021

Appendix A: Collateral

FrontRunner Stations
Interstate 15
Railroad
Study Area

UTAH LAKE
OREM
PROVO
SPRINGVILLE
BENJAMIN
3200 W
7300 S
SHARP RAIL LINE
TINIER RAIL LINE
SPANISH FORK
MAPLETON
SALEM
PAYSON
SANTAQUIN

289
15
77
89
141

SOUTH VALLEY TRANSIT STUDY

HOTLINE:
(385) 355-3133

EMAIL:
southvalleytransit@rideuta.com

WEBSITE:
southvalleytransit.com

EVENT CONTACT CARD

English



The English event contact card is divided into three main sections. On the left is a map of the South Valley region showing transit alternatives. The map includes a legend with the following items: Existing FrontRunner Stations (blue circle), BRT Stations (black circle), Freeway (grey line), Railroad (black line with cross-ticks), Commuter Rail Alternative (thick blue line), Bus Rapid Transit Alternative (medium blue line), Exclusive Transit (light blue line), and Mixed Flow (dotted blue line). The map also shows major roads like SR 89, SR 124, SR 147, SR 155, SR 168, SR 143, and SR 12, and cities including Springville, Mapleton, Spanish Fork, Salem, Payson, Benjamin, and Santaquin. A scale bar indicates 0.25 miles. A logo for 'SOUTH VALLEY TRANSIT STUDY' is overlaid on the map. The middle section features a large graphic with the text 'SOUTH VALLEY TRANSIT STUDY' in blue and black. The right section is titled 'TAKE THE SURVEY' and contains a QR code, a hotline number (385) 355-3133, an email address (SOUTHVALLEYTRANSIT@RIDEUTA.COM), and a website (SOUTHVALLEYTRANSIT.COM).

Spanish



The Spanish event contact card is a direct translation of the English version. The map on the left uses Spanish labels for the legend: Estaciones existentes de FrontRunner (blue circle), Estaciones BRT (black circle), Autopista (grey line), Vías de ferrocarril (black line with cross-ticks), Alternativa de tren suburbano (thick blue line), Alternativa de transporte rápido en autobús (medium blue line), Transporte exclusivo (light blue line), and Flujo mixto (dotted blue line). The map also shows major roads like SR 89, SR 124, SR 147, SR 155, SR 168, SR 143, and SR 12, and cities including Springville, Mapleton, Spanish Fork, Salem, Payson, Benjamin, and Santaquin. A scale bar indicates 0.25 miles. A logo for 'ESTUDIO DEL TRANSPORTE DE SOUTH VALLEY' is overlaid on the map. The middle section features a large graphic with the text 'ESTUDIO DEL TRANSPORTE DE SOUTH VALLEY' in blue and black. The right section is titled 'CONTESTE LA ENCUESTA' and contains a QR code, a hotline number (385) 355-3133, an email address (SOUTHVALLEYTRANSIT@RIDEUTA.COM), and a website (SOUTHVALLEYTRANSIT.COM).



COMMUNITY EVENT SIGNAGE



GIVEAWAY

WIN \$100 TO HANGAR 15 BICYCLES

How To Enter

Participants must submit a response to the Purpose and Need survey or leave a comment on the interactive map at southvalleytransit.com.

SCAN ME



southvalleytransit.com

*In order to qualify, all survey responses and comments need to be submitted by **May 6, 2021**.*

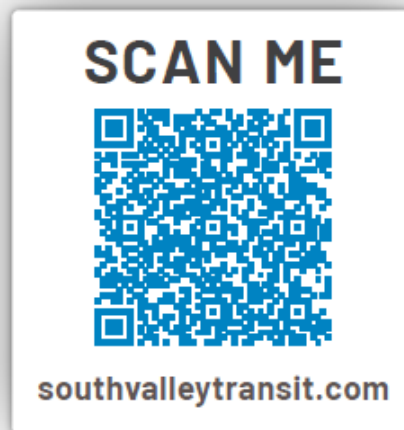


GIVEAWAY

WIN \$50 TO MAGLEBY'S

How To Enter

Participants must submit a response to the Purpose and Need survey or leave a comment on the interactive map at southvalleytransit.com.



In order to qualify, all survey responses and comments need to be submitted by June 13, 2021.

SOUTH VALLEY
TRANSIT
STUDY

GIVEAWAY

at

America's Freedom Festival at Provo

HOW TO ENTER

Scan the QR code below to leave a comment and your contact information on the interactive map.

SCAN ME



You could win a prize from any of the following companies!



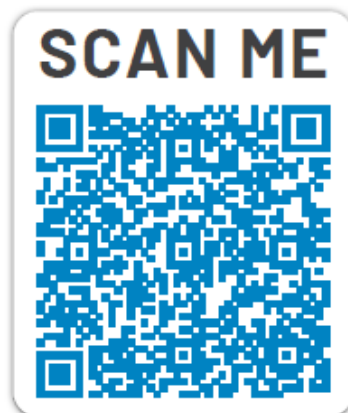


GIVEAWAY

at

Spanish Fork Fiesta Days

*Share your input for a chance to win a \$50 gift card
to Two Jack's Pizza in Spanish Fork.*



TO PARTICIPATE:

Scan the QR code to share your thoughts on the future of transit in southern Utah County by leaving a comment on the interactive map.

*Participants must provide contact information along with their comment. The giveaway will close **Sunday, July 25** and the winner will be notified via email on **Monday, July 26**. Only one entry per individual.*



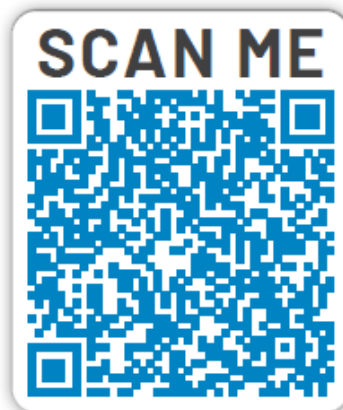


GIVEAWAY

at

Santaquin Orchard Days

Share your input for a prize and a chance to win a \$50 gift card to Maracas Mexican Grill.



TO PARTICIPATE:

Scan the QR code to share your thoughts on the future of transit in southern Utah County by leaving a comment on the interactive map.

*Participants must provide contact information along with their comment. The giveaway will close **Sunday, Aug. 8**, and the winner will be notified via email on **Monday, Aug. 9**. Only one entry per individual.*



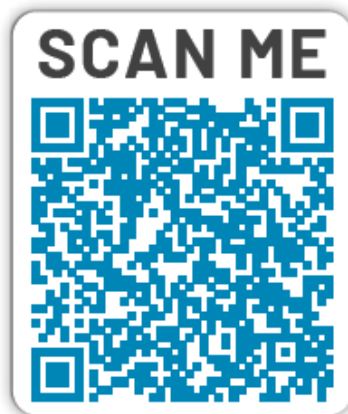


GIVEAWAY

at the

Utah County Fair

Share your input for a prize and a chance to win a \$50 gift card to Glade's Drive Inn.



TO PARTICIPATE:

Scan the QR code to share your thoughts on the future of transit in southern Utah County by leaving a comment on the interactive map.

*Participants must provide contact information along with their comment. The giveaway will close **Saturday, Aug. 7**, and the winner will be notified via email on **Monday, Aug. 9**. Only one entry per individual.*



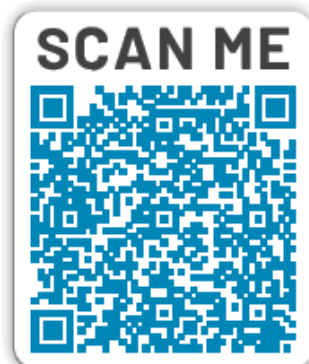


GIVEAWAY

at

the Provo Farmer's Market

*Share your input for a chance to win a \$50 voucher
to the Provo Farmer's Market.*



TO PARTICIPATE:

Scan the QR code to share your thoughts on the future of transit in southern Utah County by leaving a comment on the interactive map. If you use SNAP benefits, indicate this on your feedback and your entry will count twice!

*Participants must provide contact information along with their comment. The giveaway will close **Sunday, Aug. 22**, and the winner will be notified via email on **Monday, Aug. 23**. Only one entry per individual.*

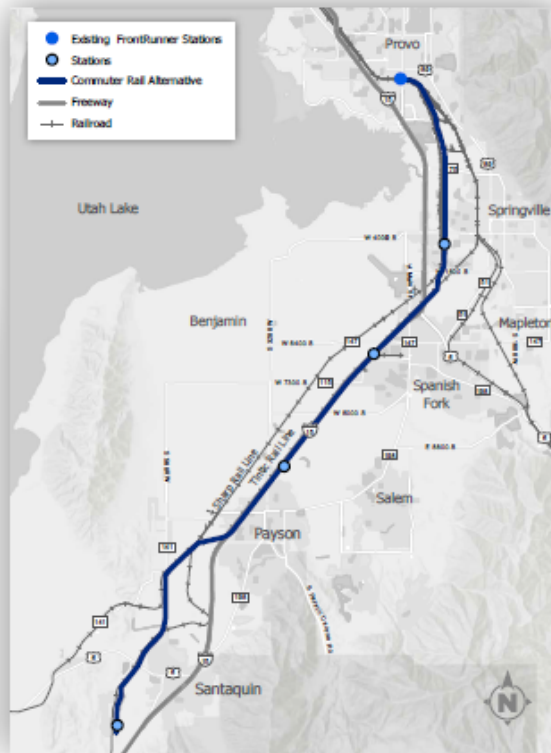




COMMUTER RAIL



SCAN ME TO TAKE THE SURVEY:



COMMUTER RAIL ALTERNATIVE STATISTICS

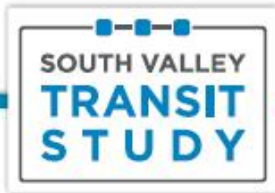
TRANSIT TRAVEL TIMES	TRANSIT RELIABILITY	TRANSIT RIDERSHIP	CAPITAL COST (2026 DOLLARS)	YEARLY OPERATION AND MAINTENANCE COSTS (2026 DOLLARS)	RETURN ON INVESTMENT (COST/RIDER)

CONTACT US

385-355-3133

southvalleytransit@rideuta.com

southvalleytransit.com



BUS RAPID TRANSIT (BRT)



SCAN ME TO TAKE THE SURVEY:



BRT ALTERNATIVE STATISTICS

TRANSIT TRAVEL TIMES	TRANSIT RELIABILITY	TRANSIT RIDERSHIP	CAPITAL COST (2026 DOLLARS)	YEARLY OPERATION AND MAINTENANCE COSTS (2026 DOLLARS)	RETURN ON INVESTMENT (COST/RIDER)

CONTACT US

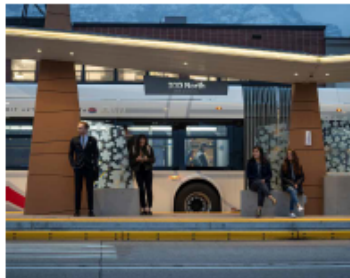
385-355-3133

southvalleytransit@rideuta.com

southvalleytransit.com



BUS RAPID TRANSIT (BRT) MIXED FLOW



SCAN ME TO TAKE THE SURVEY:

BRT OPTIONAL ALTERNATIVE STATISTICS

TRANSIT TRAVEL TIMES	TRANSIT RELIABILITY	TRANSIT RIDERSHIP	CAPITAL COST (2026 DOLLARS)	YEARLY OPERATION AND MAINTENANCE COSTS (2026 DOLLARS)	RETURN ON INVESTMENT (COST/RIDER)


CONTACT US

385-355-3133

southvalleytransit@rideuta.com


southvalleytransit.com

On-board Signage



SE SOLICITA LA OPINIÓN DEL PÚBLICO


Su opinión importa. El estudio del transporte de South Valley ha identificado una alternativa preferida en la región, que incluye ampliar el tren suburbano de Provo a Payson y agregar un servicio de autobús exprés de Payson a Santaquin.






Participe en la reunión virtual pública el **martes, 19 de octubre, de 6 p. m. a 7 p. m.**, para obtener más información sobre la alternativa preferida en la región, e interactúe en una sesión en vivo de preguntas y respuestas. Visite el sitio web de South Valley para conocer los detalles de la reunión.

COMUNÍQUESE CON NOSOTROS

ESCANEE
PARA MÁS INFORMACIÓN:



 385-355-3133
 southvalleytransit@rideuta.com
 www.southvalleytransit.com



**SOUTH VALLEY
TRANSIT
STUDY**

PUBLIC INPUT NEEDED

Your opinion matters. The South Valley Transit Study team has identified a Locally Preferred Alternative that includes extending commuter rail from Provo to Payson and adding express bus service from Payson to Santaquin.



CONTACT US

SCAN
FOR MORE INFO



-  385-355-3133
-  southvalleytransit@rideuta.com
-  www.southvalleytransit.com



PUNCH BOARD STICKERS




GIVEAWAY

at


America's Freedom Festival at Provo

Share your input for a chance to win an awesome prize from UTA and other great Utah County businesses.

SCAN ME



TO PARTICIPATE:

<p>1. Scan the QR code to share your thoughts on the future of transit in southern Utah County by leaving a comment on the interactive map.</p> <p><i>Participants must provide contact information along with their comment.</i></p>		<p>2. Take a screenshot of the confirmation and share the photo with a study representative at the booth.</p> <p><i>Only one prize per person.</i></p>
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GIVEAWAY

at

Festival Latinoamericano in Provo

Share your input for a chance to win prizes from UTA and other great Utah County businesses.

SCAN ME
TO TAKE
THE
SURVEY

➔



WAYS TO PARTICIPATE:

1. Scan the QR Code and complete the survey for the study. Take a screenshot of the confirmation and share the photo with a study representative.

2. Fill out a written survey at the booth and give it to a study representative.

Participants must provide contact information along with their comment. Only one prize per person.



SORTEO

en el

Festival Latinoamericano in Provo

Comparta su opinión para tener la oportunidad de ganar premios de UTA y de otras grandes empresas del condado de Utah.

ESCANEE
PARA
CONTESTAR
LA ENCUESTA

➔



FORMAS DE PARTICIPAR:

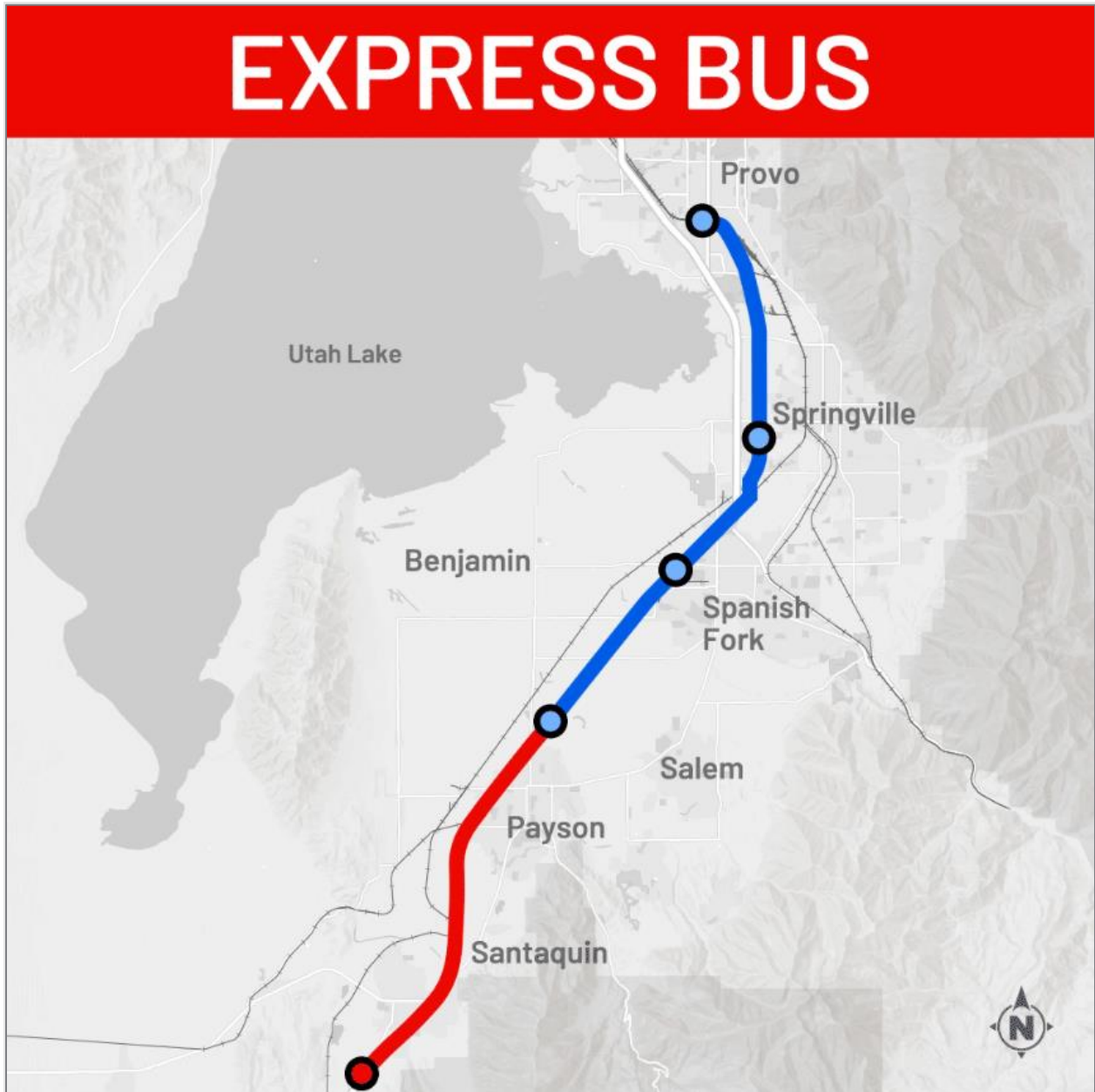
1. Escanee el código QR y conteste la encuesta del estudio. Haga una captura de pantalla de la confirmación y comparta la imagen con un representante del estudio.

2. Conteste una encuesta escrita en el quiosco y entréguelo a un representante del estudio.

Los participantes deben proporcionar información de contacto junto con su comentario. Un solo premio por persona.



SOCIAL MEDIA VISUALS



PUBLIC INPUT NEEDED



Online Public Meeting

**Thursday, Oct. 21
6 - 7 p.m.**

southvalleytransit.com

Appendix B: Social Media

UTA Social Media					
Social Channel	Date Posted	Visual & Topic	Number of Comments (Facebook and Twitter)	Number of Shares/Retweets	Number of Likes
UTA Facebook	4/20/2021	Google Maps Image - Take a survey link attached	1	1	3
UTA Facebook	10/14/2021	Public Input Needed flyer - public meeting	37	46	81
UTA Twitter	10/14/2021	Public Input Needed flyer - public meeting	1	7	18
UTA Instagram	10/14/2021	Map - public meeting			150
UTA Twitter (Retweet fr	10/18/2021	Public Input Needed flyer - public meeting			
UTA Twitter	10/21/2021	Public Input Needed flyer - public meeting	0	5	10
UTA Twitter (Retweet fr	10/20/2021	Public Input Needed flyer - public meeting			
UTA Twitter (Retweet fr	10/27/2021	Logo - Comment period			
Total UTA posts			Total	Total	Total
			8	39	262

Stakeholder Social Media						
Stakeholder Name	Date Posted	Visual & Topic	Social Platform	Number of Comments (Facebook and Twitter)	Number of Shares/Retweets	Number of Likes
Springville City	3/18/2021	Study Cover Page - Share your feedback	Facebook	8	2	35
Santaquin City	4/5/2021	Study Cover Page and Study Map - Share your thoughts	Facebook	0	4	11
Payson, Utah	4/14/2021	Study Cover Page - Share Feedback	Facebook	3	4	9
Santaquin City	4/16/2021	Study Cover Page and Study Map - Share your thoughts	Facebook	2	1	14
Santaquin City	4/22/2021	Study Cover Page and Study Map - Share your thoughts	Facebook	0	8	6
Santaquin City	4/29/2021	Study Cover Page and Study Map - Share your thoughts	Facebook	0	0	5
Santaquin City	5/6/2021	Study Cover Page and Study Map - Share your thoughts	Facebook	0	1	2
Payson, Utah	5/6/2021	Study Cover Page - Share Feedback	Facebook	0	3	7
Santaquin City	5/18/2021	Study Cover Page and Study Map - Share your thoughts	Facebook	1	0	1
Provo City, Utah	10/14/2021	Public Input Needed flyer - public meeting	Facebook	6	12	39
Springville City	10/18/2021	Public Input Needed flyer with map - public meeting	Facebook	11	23	65
Provo City, Utah	10/18/2021	Public Input Needed flyer - public meeting	Twitter	0	4	11
Santaquin City	10/18/2021	Public Input Needed flyer - public meeting	Facebook	0	3	4
Santaquin City	10/18/2021	Public Input Needed flyer - public meeting	Instagram			9
Provo City, Utah	10/18/2021	Public Input Needed flyer with map - public meeting	Facebook	0	9	6
Payson, Utah	10/19/2021	Public Input Needed flyer with map - public meeting	Facebook	0	3	14
Provo City, Utah	10/20/2021	Public Input Needed flyer with map - public meeting reminder	Facebook	0	0	4
Provo City, Utah	10/20/2021	Public Input Needed flyer - public meeting	Twitter	0	4	7
Santaquin City	10/20/2021	Public Input Needed flyer - public meeting	Facebook	0	0	0
Santaquin City	10/20/2021	Public Input Needed flyer - public meeting	Instagram			13
Spanish Fork City	10/20/2021	Map- public meeting	Facebook	56	30	188
Santaquin City	10/21/2021	Map - public comments	Facebook	0	0	0
Santaquin City	10/21/2021	Map - public meeting	Instagram			19
Santaquin City	10/26/2021	Map - public comments	Facebook	0	1	0
Santaquin City	10/26/2021	Map - public comments	Instagram			9
Provo City, Utah	10/27/2021	Map image - Provide feedback information	Facebook	28	11	102
Provo City, Utah	10/27/2021	Logo - Comment period	Twitter	0	3	4
Total Stakeholder Posts				Total	Total	Total
				19	102	495

Appendix C: Hotline Log

Date	Inbound/Outbound	Comment
3/16/2021	Inbound	Katie W. received a hotline call on March 16 at 3:46 p.m. from a transit user calling about the possibility of extending transit to Nephi. Katie explained the study constraints to the caller.
4/16/2021	Inbound	Katie W. received a hotline call on April 16 from a member of the Santaquin Planning Commission. She said she had seen materials the city sent out regarding the study but it only provided a phone number for contact and no web address. She was interested in seeing the details of the study and wanted to know overall project timeline. Katie W. gave her the project website address.
11/14/2021	Inbound	Missed call from 801-225-1516.
11/15/2021	Outbound	Macey called back 801-225-1516 and left a message for the caller asking them to call back the hotline or visit the study website.
10/14/2021	Inbound	Liz took the call while working on the line. The caller was calling in response to a recent survey. She wanted to voice her desire for the Front Runner line to extend to Payson. She believes it will be efficient and economically beneficial for the Wasatch Front to connect end to end with the Front Runner; the sooner the better to keep up with the current rapid growth.
10/15/2021	Outbound	10/15/2021 9:30 a.m. Macey called back the number. The man had called because he was curious about what time the buses run but he got it worked out. Macey explained that his hotline number is for a transit study that is taking place to extend FrontRunner and express bus further south. The man said he was kicked off the bus for having an e-cigarette along with another passenger. He said he is worried they will not let him back on the bus anymore. Macey explained again that she is not with UTA but encouraged him to contact a UTA representative who would be able to help him. Macey gave him the UTA customer service line (801-743-3882).
10/15/2021	Inbound	Katie W. received a hotline call on Oct. 15, at 10:45 a.m. from a man wanting to know the details of the online public meeting. Katie provided him with the web URL and let him know he could register online and receive more study information there.
10/15/2021	Inbound	Katie W. received a hotline call on Oct. 15, from Paul Shuman who was calling in support of extending FrontRunner to Payson. He lives in Santaquin and FrontRunner would be a huge benefit to him.
10/15/2021	Inbound	Blaine Murray called the hotline on Oct. 15 at 3:24 p.m. and left a voicemail. He was calling in reference to the expansion of FrontRunner to Payson. He was wondering why it has taken so long. He said he felt the trains would be full everyday. His suggestion was to get it done and get it done fast.

10/16/2021	Outbound	Katie W. returned the hotline call on Oct. 16 at 9:31 a.m. Blaine answered and Katie let him know that his call and support had been documented
10/18/2021	Inbound	Katie W. received a hotline call on Oct. 18, at 7:43 a.m. from Jeff Boyak. He called to express his support of the study and extension of FrontRunner. He said that he has no access to vehicle transportation and the extension to Springville would be helpful in his mobility. He wanted to know where the stops would be and Katie let him know that hadn't been determined yet.
10/21/2021	Inbound	Missed call no voicemail.
10/21/2021	Outbound	Macey called and left a voicemail asking them to call back the study hotline.
10/21/2021	Inbound	A man called and asked how to log onto the public meeting at 7 p.m. tonight. Macey explained that the public meeting was going on right now and it began at 6 p.m. The man said he was sad he misread the information. Macey explained that a recording of the meeting would be posted on the website at southvalleytransit.com. The man went to the website. Macey said that there were ways to comment that were outlined on the website as well. He said that was great.
10/23/2021	Inbound	An anonymous caller to ask what time the bus comes. Macey explained that this was a phone number for a transit study taking place. The caller apologized and said he would look up the times online.
10/28/2021	Inbound	Missed call: Hi, my name is Bradley court and I don't think I left any specific comments on the website. I really like the South Valley transit area, even though I live in Sandy Utah. I have lived in Provo just earlier this year and I am interested in seeing a rail go all the way to Pace and I think that would be nice on I have for example, I have friends and Spring Ville that would I'm sure benefit from having the commuter rail they're use it once in a while. And paste it would be nice and I don't think I I left any you you don't remember leaving any comments on form...
10/29/2021	Outbound	Macey called back the phone number (208-346-1849) and a recording stated, "this number cannot receive calls at this time."
10/28/2021	Inbound	Katie W. received a hotline call on Oct. 28, at 4:02 p.m. from Karina Rabadan (801-762-7897). She lives in Pleasant Grove and is supportive of the study and the planned extension of Front Runner and Express Bus from Provo to Santaquin. She uses transit and thinks that it would be easier to get to Spanish Fork by train. She thinks the decision to extend the train to Payson is good because up until Payson is populated.
11/2/2021	Inbound	Debbie called the hotline at 9:15 am on 11/02/21 and left the following voicemail: Hi, I think that they should um extend the commuter rail and uh my name is Debbie.

11/6/2021	Inbound	Katie W. received a hotline call on Nov. 6 at 1:28 p.m. from Serge St. Felix. He is a resident of Springville and is supportive of extending FrontRunner in south Utah County.
11/9/2021	Inbound	Linda called the hotline on Nov. 9 at 3:30 p.m. and left a message. She is in favor of FrontRunner extending to Payson.
11/9/2021	Inbound	Blake Anderson called the hotline on Nov. 9 at 5:09 p.m. and left a message. He said that they watched the recorded webinar and wanted to provide feedback. He said he is excited and supportive of the study.
11/10/2021	Inbound	Robert called the study hotline on Nov. 10 at 3:57 p.m. He wanted to know when they would start rail service from Provo to Santaquin. He mentioned he has a job opportunity in Santaquin and wanted to see what the possibility would be of using this service. He mentioned he was excited to read about study.
11/11/2021	Outbound	Katie returned Robert's call on Nov. 11 at 10:02 a.m. There was no answer and she left a message letting him know that construction was dependent upon further study, design and funding and could be anywhere from 10 to 25 years away. She left the study hotline number as a return number.

Appendix D: Email Summary

Date	Inbound/ Outbound	Comment
8/1/2021	Inbound	<p>Hello, I was wondering if I could come in and speak with someone concerning some questions I have about the plans for the future frontrunner lines? Thank you so much! Mary Grey</p>
8/11/2021	Outbound	<p>Hi Mary,</p> <p>I apologize for my delay in responding. I would be happy to have a phone call with you to learn more about your questions and see if we can get you some answers. When would work for you for a phone call?</p> <p>Thank you, Megan</p>
8/11/2021	Inbound	<p>Yes, thank you. Would tomorrow work? My schedule is fairly open after 11.</p>
8/15/2021	Inbound	<p>Does it still work to do a phone call?</p>
9/13/2021	Outbound	<p>Mary, please accept my apologies again. Your request slipped off my radar and I'm so sorry! I would like to set up a time to chat this week if you have availability – please let me know when might work for you:</p> <p>Thursday 9/16, between 10am-12pm Friday 9/17, 1-2pm Megan</p>
9/13/2021	Inbound	<p>Megan, Thursday at 10 would be great. Thanks! Would you prefer to have me call you or you call me?</p>
9/13/2021	Outbound	<p>That is great. If you'd like to call me, you can reach me at 801-244-3271 or 801-237-1966. Thank you.</p>
9/16/2021	Outbound	<p>Hi Mary,</p> <p>Feel free to call me anytime in the next hour if it still works for you.</p> <p>Thank you, Megan</p>

9/16/2021	Inbound	Megan, I am so sorry! I forgot to put it in my phone to remind me to call! Do you still have availability tomorrow?
9/17/2021	Outbound	Hi Mary, no worries! I was in meetings most of today so I'm just getting to this message. I have time next week on Monday afternoon, Thursday at 1pm, or Friday before 11. Let me know if you have any of those times free! Megan
9/21/2021	Inbound	Could we do Thursday at 1?
9/29/2021	Outbound	Hi Mary, Thanks for your patience while I followed up on our conversation. You may already know this, but UTA is working with Mountainlands Association of Governments (MAG), Utah Department of Transportation (UDOT), and the cities of Provo, Springville, Mapleton, Spanish Fork, Salem, Payson, and Santaquin on a planning study looking at different regional transit options for the area in southern Utah County. Like we talked about, one of those options is commuter rail, or FrontRunner, extension south from Provo. If a FrontRunner extension moves forward, the rail would follow the rail corridor just west of 1500 West in Springville – I attached a graphic showing the preferred alternative alignment for this extension. Given your location on 950 West in Springville, the future FrontRunner extension would likely travel west of you. I can't speak to the trail question you posed in our conversation, but perhaps the City of Springville could share more information about those plans. There is some work being done around the Sharp & Tintic rail lines which could relate to future rail corridors and uses. We have this fact sheet that might be helpful. This study is not the end of the process. I hope you will stay involved – we will be holding a few public meeting opportunities that may be of interest. The dates are still to be determined, but I'll send you those details when they're available. Please also share your feedback on this study via the website at southvalleytransit.com or via phone/email. Thanks Mary. Let me know if you have any follow up questions that I can help navigate! (Attached - Locally Preferred Alternative)

8/30/2021	Inbound	<p>Hello,</p> <p>I have been reviewing the information on the website for SV transit project. There is a lot of really great information and graphics to help get those interested up to speed.</p> <p>While on the Transit 101 page, I thought the way it's laid out is good..I had a couple of questions. The Local Bus Op Env cell has a little t after the description, but no reference below (only a. and b. at foot of table), and the LRT Op Env cell I think has a typo, streets on in should be streets or in, yes?</p> <p>TRANSIT 101 South Valley Transit (link to the website)</p> <p>Thanks in advance for any clarification on the table that you can provide.</p> <p>Lani Eggertsen-Goff</p>
10/25/2021	Inbound	<p>Katie W. received a hotline call on Oct. 25 at 7:51 p.m. from a stakeholder wishing to voice support for the study and the extension of FrontRunner in south Utah County.</p>
9/14/2021	Inbound	<p>Hi, I've been eagerly following along with updates and reading any article or mention I can find on the study to extend transit options through south Utah County.</p> <p>As a Santaquin resident, I was excited to see that my city was included in the study. I'd love nothing more than to have an alternative to driving to my job in Provo.</p> <p>However, the more recent mentions of the study I've seen have only spoken of connecting Provo to Payson. No mention of Santaquin.</p> <p>I would like to enquire as to whether Santaquin is still being included in the study's calculations. Or am I going to be stuck driving on I-15 for the foreseeable future?</p>
10/15/2021	Inbound	<p>I think it's a great idea to put this in place before large amounts of development creates higher prices to do it. I also think it'll help keep our air cleaner into the future. We have too many days with poor air quality. It's starting to affect not just our health, but our economy.</p>

10/15/2021	Inbound	I read a news article that UTA is thinking of extending frontrunner access to Payson. It provided a couple means of contact for us to utilize and submit our feedback. I think it would be fantastic to extend public transport to the southern end of Utah County.
10/15/2021	Inbound	Only one sentence: should have been done years ago.
10/15/2021	Inbound	<p>Hello,</p> <p>Just wanted to voice my support for the extended transit line!! I think it would be a great addition to our public transit!</p> <p>-Benton</p>
10/15/2021	Inbound	<p>Hi, my name is Gwenllian Horne. Just want to email in and say how much I am in support of an additional frontrunner station in Payson. Thanks for all you do!</p> <p>Gwenllian</p>
10/15/2021	Inbound	<p>I would love for frontrunner to come to Spanish Fork.</p> <p>I wouldn't have to drive to Salt Lake</p>
10/15/2021	Inbound	<p>I strongly disagree with only extending the frontrunner to Salem/Payson. Numerous people in my immediate neighborhood work for companies as far north as Lehi, and I know many people in Mona and Nephi do the same.</p> <p>In the last few years Santaquin has grown rapidly, and over the next 10-15 years may double in size again. A bus system isn't going to be utilized effectively because people would rather drive than have to the inconvenience of swapping public transportation.</p> <p>There needs to be a frontrunner stop in south Payson or Santaquin. It would serve Nephi, Mona, Goshen, Genola, Elberta, etc in addition to South Payson and Santaquin.</p> <p>Austin Hayden</p>
10/19/2021	Inbound	<p>Yes! I for one love this .its a long time coming and we so need better and more public transportation in utah county. Start with the frontrunner and add more bus routes. It's been a chore to use UTA with utah county lacking in public transport. We at one time have more bus routes and better schedules. But you focused on SLC. When we where in need. Just get the frontrunner to Payson already. Cause we want it , we need, we will use it.</p> <p>Rev High Priestess Char Norton M.W.R.</p>

10/20/2021	Inbound	<p>I would love a frontrunner station in Spanish Fork. That is where I live. I work in Salt Lake City and right now I either drive which costs a lot and has an effect on the environment, or I drive to Provo and take the train from there. A station in Spanish fork would also allow students to travel to UVU, BYU, or U of U. It would allow people in and around Spanish fork to take the train to the airport instead of drive and would allow for tourism, trips to temple square, the capital, and else where in the area. It would be well worth the investment.</p>
10/21/2021	Inbound	<p>This is public comment that came through the public portal.</p> <p>Customer saw an article on Fox13 news today regarding UTA wanting feedback on adding more FrontRunner service in Utah county and an express bus to go from Santaquin and Payson into Provo.</p> <p>He feels that it would be nice to extend the FrontRunner service and have an express bus in that area.</p> <p>Customers name – Jeffrey Peterson Contact #801-590-8023</p>

10/23/2021	Inbound	<p>I just got done watching the zoom presentation and was left a little perplexed by the Main Street Payson location over the 800 South location. I hope this is not set in stone. I am a Payson resident but use FrontRunner to get to my work at Intermountain Medical Center in Murray. I currently use The Orem station because Provo is too far off the freeway and requires more time to get there before the train leaves to get me to work before 7 am.</p> <p>Main Street, especially west of the freeway is a lot more rural and is prone to more congestion with single lane east/west travel. I live off 800 South and it has two lanes for each east and west bound travel. Was any of this a consideration, not to mention Main Street is going to have a lot more agricultural smell vs 800 South being more developed and not having to sit and wait with the smell of cattle and treatment plants?</p> <p>Also going from east Payson down to the station on Main Street would mean having to go around downtown Main Street because it is a one way traffic area by vehicle not to mention by bike or other methods of travel. My hope is that as things get more solidified that 800 South would be given more prudent assessment. Our city council presented the development of the area West of I 15 off 800 South with UVU and other entities as the area where FrontRunner would be stationed over a year ago.</p> <p>Thanks for your time and consideration,</p> <p>Richard Clark</p>
10/26/2021	Inbound	<p>One thing that I have noticed Utah has been not very good at is looking to the future for growth needs.</p> <p>Santaquin is growing very fast and will eventually become the gateway into Utah Valley and a hub for traffic from the west side of Utah Lake. Not planning for this future growth could be very detrimental to UTA and the State of Utah.</p> <p>I believe it would be in the best interest to have the commuter rail line extend all the way to Santaquin as was the original plan.</p> <p>Please don't continue to make the same mistakes that have been made in the past and let's plan for the future instead of just the current needs.</p>

10/26/2021	Inbound	<p>Hello! To whom it may concern,</p> <p>I think extending the train route further south sounds marvelous. I would love increased access to that area of the valley. I lived in Provo most of this year and live in Pleasant Grove now.</p> <p>Adam Jensen</p>
10/26/2021	Inbound	<p>I cannot access the map but I am so looking forward to when there will be a train station for Trax and Frontrunner and a bus terminal with parking in Spanish Fork!</p>
10/26/2021	Inbound	<p>What about using the D&RGW Tintic line to get out to Payson and Santaquin (since you guys already own it). If you want to get to Nephi, a spur before the trestle and then paralleling UPRR south, just like in Davis County. The trestle I'm speaking of is in the attached photo. (Attached - Screenshot)</p>
10/16/2021	Inbound	<p>(Sent from krdenaughel@gmail.com) Frontrunner should be extended South as soon as possible to cut down on emissions and spare the interstate from over crowding more..</p>
10/17/2021	Inbound	<p>(Sent from achandler8011@gmail.com) Hello, hope y'all are having a good day. I just read the plans to expand Frontrunner to Santaquin, and I just wanted to send some positive feedback. As a resident of Payson, I would love to not need to drive when I travel to Provo: having jobs up there is a pain with how expensive gas is. Having quick and easy public transit would be an amazing solution to that problem, and I'm sure many others would feel the same. Thank you for reading, and have a great day.</p>
10/27/2021	Inbound	<p>(Sent from sauvageaupc@gmail.com) I live outside the study area but am interested in how it will interact with the FrontRunner system as a whole. Will the land UTA owns be enough for double track eventually along with possible poles for electrification? By the time this project goes into service what will the FrontRunner fleet age be and how will that impact the type of vehicles used (Diesel or Electric)? Can Warm Springs handle the needs of this project and the Ogden to Brigham City line? Will there be space for secure overnight storage of train sets for the first trips of the day?</p> <p>It looks like it has not been decided whether or not to transfer in Provo. I wonder if some of the new electric train sets (like what is being built for CalTrain) let you decouple so one train of the train set could continue on to the other stops without having to change seats.</p>

10/28/2021	Inbound	<p>Hi,</p> <p>Both my family and my parents family have tried to access this study to provide feedback. This is the first time that I've even had anything render on the website southvalleytransit.com. This is the first that I've seen the email. I don't know what's changed, but I'm going to guess that we aren't the only ones that've struggled with being able to provide feedback. I suggest you look into alerting more people that the website works now, or secondary ways to provide feedback.</p> <p>Thanks,</p> <p>Adam Cardoza Springville, UT</p>
10/31/2021	Inbound	<p>Dear UTA,</p> <p>Please expand transit to south Utah Valley asap. Please prioritize it over more road building and road widening. If UDOT is really the Department of Transportation, our tax dollars should be going to transit and moving people rather than just moving cars in the inefficient and unsustainable way that they move people. People working and studying in Provo need viable commuting options other than via private owned automobiles.</p> <p>Thanks,</p> <p>Aaron Skabelund</p>
11/9/2021	Inbound	<p>Too much tax payers money will be spent for few riders. This may be a necessary project in the future but this is not needed now.</p>

11/9/2021

Inbound

Hi South Valley Transit Study,

I'm trying to give my public input at <https://www.southvalleytransit.com/comments>, but the map won't load. Is there another avenue to submit input?

I'm in Springville and commute to Provo, but the times and infrequency of the bus don't meet my needs. I would be very interested in having a Frontrunner stop in Springville to serve my and my family's needs, or an extension of the UVX down Springville Main St. or 400 S. I would ride light rail or BRT instead of driving my van for my commute. I'd also use it for things like performances and sports at BYU.

I would support an extension of the commuter rail (Frontrunner) on the rail corridor. I don't understand how a BRT on the rail corridor would work when going north of Provo.

I wouldn't support using I-15 because the freeway is already used by so many drivers and can't be relied on to stay open and fast-moving.

I would support using a BRT (like UVX) on Main St. if used the same as Provo, with preference given to the BRT at intersections. I would also support light rail on Main St., despite the cost and impact, and I'd be interested to see how an increase of vehicles would compare on these already busy roadways. I think BRT on Main St. has the most benefit and potential.

Cheers,

Krista Hanby

11/9/2021	Inbound	<p>Many of us in the Payson/Salem area do not want the commuter rail to come any further south and do not want the addition of buses.</p> <p>We have moved around a bit in my life and seen the inner city mess that comes to smaller towns when they connect by public transportation to big cities. We have seen nice middle size cities where they seldom had any theft, see a very clear huge increase in shoplifting, in the homeless in the town, and in overall decrease in safety for citizens directly after connection via public transit to larger cities. We lived through this before. After the new public transport was introduced, all the community bemoaned the day it arrived, but then it was too late and it couldn't be stopped.</p> <p>We in Payson and Salem say NO thank you to the commuter rail and more buses south of Provo.</p> <p>Julie and Gary Rorhbaugh</p>
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11/10/2021	Inbound	<p>I am currently a resident of Provo. The Front Runner is very important in so many ways that runs to the airport and further north.</p> <p>I have lived in Spanish Fork and also in Springville. Public transportation in Spanish Fork has never been good. Springville at least has bus service in certain areas if you catch the bus at Frontrunner Central Provo Station for sure.</p> <p>Please do add the commuter rail and extend it from Provo to Payson. As Utah population grows, it is a very smart and efficient task to complete. The Express bus service being set up to run from Payson to Santaquin makes so much sense. Any public transportation that can be used is helpful in cutting down on car traffic. Utah is a very blessed state to live in. Quality of life is affected in one way by smart public transportation in more areas.</p> <p>Thanks for whatever efforts are going forth to promote both of these projects.</p> <p>I appreciate being kept informed on the progress of these possible changes. I am hearing impaired so email is best way to communicate please.</p> <p>Shari Kone Shari.Kone@Yahoo.com</p>
11/10/2021	Inbound	<p>It seems a no-brainer for the Frontrunner line to be extended to Payson, given the rapid growth currently happening in that area. I would definitely use this service for convenience, safety, and environmental (cleaner air) sake. Please go for it...ASAP.</p>

11/10/2021	Inbound	<p>Thank you for doing this for our train. I ride everyday for work from Provo to North Temple. The FrontRunner is a fantastic train which has benefited my family and I am thrilled that it will be more accessible to all of Utah. I would love to see a Logan to St. George train, but I'll bear that with patience.</p> <p>Anyway, take the train as far north and south as you can. I love it and I believe it will only benefit our people in Utah by expanding it. I also feel like an express "double-tracked" method would be very useful if we start expanding in such a large way.</p> <p>Thanks</p> <p>Ryan</p>
11/10/2021	Inbound	<p>That would be awesome to extend the front runner even all the way to santaquin. I just purchased a townhome there since its a bit cheaper than further north and would love to use the frontrunner all the way to slc. Im all for extending the front runner. I've lived in utah coutry for 25+ yrs and we are growing a ton in the last handful of years.</p>

11/11/2021	Inbound	<p>Dear UTA</p> <p>My Name is David Peacock, I am a freshman at UVU. For my English project, I decided I wanted to petition for bus stops in Mapleton Utah. I have a few questions regarding the situation.</p> <ol style="list-style-type: none">1. What is the process of making decisions regarding where to develop bus routes?2. Has Mapleton ever come up in discussion as a place for a future bus route?3. What are some of the issues involved in trying to change a bus route?4. Why do you think Mapleton doesn't have any bus routes?5. Is it possible to have bus routes in Mapleton? If so, do you see it in the near future?6. If I want to petition to have bus stops in Mapleton, how would I go about it?7. Does UTA take feedback well from the general public? Would my opinion matter in the situation?8. How would you suggest I go about addressing this issue? <p>Thank you for taking these questions into consideration Sincerely David Peacock</p>
11/16/2021	Outbound	<p>Hi David,</p> <p>Thanks for reaching out and apologies for the delay. I'm including our service planning manager, Eric Callison, on this email to assist you with the information. Thank you!</p> <p>Megan</p>

11/19/2021	Outbound	<p>David:</p> <p>Thanks for your interest in transit and for reaching out! See my responses to your questions below. Hopefully this information is helpful to you for your project. Please let me know if you have any follow-up questions or if you need any other information.</p> <p>Link to UTA Five-Year Service Plan: https://storymaps.arcgis.com/stories/7c7a6bf90c1c42098cc26ad75281c632</p> <p>Link to MAG TransPlan 50 Transit Map: https://mountainland.org/static/files/transportation/TransPlan50/TransitMap8.20.pdf</p> <p>Thanks, Eric Callison (Attached - UTA Service Planning Process, UTA Simulation Outputs and Bus Routes Responses)</p>
11/18/2021	Inbound	<p>What is the projected completion date for The Payson stop?</p> <p>Brent Anderson 801 548 0602</p>

11/18/2021 Inbound Hello -

We are soon to be landowners of a large track of land (approx 235 acres) in close proximity to the proposed North Payson / Main Street station. Very excited to see the Locally Preferred Alternative and that the process is moving forward into Environmental Study. I watched your Oct 21st public meeting which was very helpful. Have a couple follow-up questions to that meeting:

- Is the Study still on track for completion at the end of November? I know public comment period closed Nov 12th.
- Will the study with the Locally Preferred Alternative be an actual published document?
- Is there any type of email list that provides updates/notices through the Environmental Study process or should I just follow the website www.southvalleytransit.com
- Will the Payson station location including station property boundaries be finalized as part of the Environmental Study? Or is that finalized through some other process?

Thanks

Doug Rich

Appendix E: Public Meeting Report

Registration Report

Report 10/22/2021
Generated: 7:57

Topic	Scheduled Time	Duration	# Registered	# Cancelled	# Approved
South Valley Transit Study Public Meeting	10/21/2021 18:00	60	136	0	136

Zip	Registration Time	Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2020 before taxes?	How many people, including you, are in your household?	What is your race and ethnicity?	What is your gender? Select all that apply.	Please list any ADA accommodations or translation needs for the meeting.
	10/1/2021 13:03					
84663	10/14/2021 8:31	\$250,000 or above	6	White or Caucasian	Male	
84663	10/14/2021 9:08	\$60,000-\$66,999	4	White or Caucasian	Male	
84057	10/14/2021 9:08	\$54,000-\$59,999	2		Female	
84664	10/14/2021 9:29	\$100,000-\$149,999	2	White or Caucasian	Male	
84663	10/14/2021 9:34	\$60,000-\$66,999	2	White or Caucasian	Male	
84663	10/14/2021 9:53	\$33,000-\$39,999	2	White or Caucasian	Female	
84663	10/14/2021 10:41	\$19,000-\$25,999	2	White or Caucasian	Male	
84663	10/14/2021 11:05	\$60,000-\$66,999	6	White or Caucasian	Female	
11375	10/14/2021 11:05	\$67,000-\$79,999	1	White or Caucasian	Male	

84663	10/14/2021 11:26	\$80,000- \$99,999	2	Hispanic o r Latino, White or Caucasian	Female, Non -binary/non- conforming	
84663	10/14/2021 11:43	\$100,000- \$149,999	3	White or Caucasian	Male	
84651	10/14/2021 13:49	\$100,000- \$149,999	6	White or Caucasian	Male	
84660	10/14/2021 16:08		6	White or Caucasian	Male	
84042	10/14/2021 17:49	\$67,000- \$79,999	2	White or Caucasian	Female	
84653	10/14/2021 18:01	\$26,000- \$32,999	2	White or Caucasian	Female	
84663	10/14/2021 18:44					
84057	10/14/2021 22:09	Less than \$19, 000	1	White or Caucasian	Female	
84660	10/14/2021 23:12	\$80,000- \$99,999	8+			
84604	10/15/2021 8:03					
84660	10/15/2021 8:08	\$100,000- \$149,999	1	White or Caucasian	Male	
84062	10/15/2021 8:39		7	White or Caucasian	Male	
84664	10/15/2021 8:55	\$100,000- \$149,999	3	White or Caucasian	Male	
84664	10/15/2021 9:09	\$100,000- \$149,999	4	White or Caucasian	Female	
84601	10/15/2021 10:11	\$80,000- \$99,999	5	White or Caucasian	Male	
84664	10/15/2021 11:00	\$150,000- \$199,999	3	Prefer not to answer	Male	
84601	10/15/2021 12:07		2	White or Caucasian	Female	
84663	10/15/2021 13:12	\$19,000- \$25,999	1	White or Caucasian	Female	
84651	10/15/2021 14:59	\$150,000- \$199,999	4	White or Caucasian	Male	
84663	10/15/2021 16:35	\$80,000- \$99,999	2			
84101	10/15/2021 16:39					
84651	10/15/2021 17:39	\$67,000- \$79,999	2	White or Caucasian	Male	

84058	10/15/2021 20:29	\$80,000- \$99,999	2	Prefer not to answer	Prefer not t o answer	
84663	10/15/2021 20:46	\$40,000- \$45,999	2	White or Caucasian	Male	
84663	10/15/2021 21:20	\$100,000- \$149,999	4	White or Caucasian	Female	
84651	10/15/2021 22:21	\$100,000- \$149,999	4	White or Caucasian	Male	
84790	10/15/2021 22:57					
84663	10/16/2021 1:09	\$33,000- \$39,999	2	White or Caucasian	Female	
84651	10/16/2021 4:45	\$19,000- \$25,999	5	White or Caucasian	Male	
84663	10/16/2021 7:47		6	White or Caucasian	Male	
84651	10/16/2021 7:56		3	Prefer not to answer	Prefer not t o answer	
84653	10/16/2021 9:44	\$200,000- \$249,999	7	White or Caucasian	Male	
84651	10/16/2021 10:38		4	White or Caucasian	Male	
84663	10/16/2021 12:19	\$19,000- \$25,999	3	White or Caucasian	Male	
84663	10/16/2021 15:08	\$150,000- \$199,999	4	White or Caucasian	Female	
84003	10/16/2021 16:52					
84601	10/16/2021 21:10	\$200,000- \$249,999	4	White or Caucasian	Male	None
84651	10/17/2021 1:34		3	White or Caucasian	Male	
84655	10/17/2021 8:45	\$46,000- \$53,999	6	White or Caucasian	Male	
84601	10/17/2021 8:51	\$67,000- \$79,999	2	White or Caucasian	Female	
84660	10/17/2021 9:18	\$100,000- \$149,999	3	White or Caucasian	Male	
84651	10/17/2021 13:10	\$33,000- \$39,999	3	White or Caucasian	Male	
84655	10/17/2021 13:13	Less than \$19, 000	3	White or Caucasian	Female	
84770	10/17/2021 17:26	\$80,000- \$99,999	2	White or Caucasian	Female	
84660- 2108	10/17/2021 20:18					

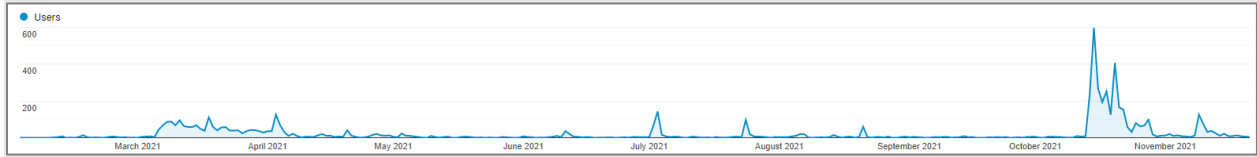
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84664	10/18/2021 6:11	\$67,000- \$79,999	3	Hispanic o r Latino	Male	
84651	10/18/2021 6:40	\$100,000- \$149,999	6	White or Caucasian	Male	
84601	10/18/2021 10:38			Prefer not to answer	Female	
84663	10/18/2021 11:12	\$80,000- \$99,999	7	White or Caucasian	Male	
84663	10/18/2021 12:33	\$60,000- \$66,999	2	White or Caucasian	Male	
84663	10/18/2021 12:41	\$100,000- \$149,999	2	White or Caucasian	Female	
84651	10/18/2021 13:55	\$67,000- \$79,999	4	White or Caucasian	Female	
84663	10/18/2021 13:58	\$150,000- \$199,999	4	White or Caucasian	Male	
84070	10/18/2021 14:01	Less than \$19, 000	1	White or Caucasian	Male	
84651	10/18/2021 15:56	\$80,000- \$99,999	3	White or Caucasian	Female	
80127	10/18/2021 16:14	\$100,000- \$149,999	3	White or Caucasian	Male	
84601	10/18/2021 17:00	Less than \$19,0 00,\$33,000- \$39,999	1	White or Caucasian	Female	
84604	10/18/2021 18:13					
84660	10/18/2021 19:22	\$67,000- \$79,999	2	White or Caucasian	Male	
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84062	10/19/2021 11:05					
84116	10/19/2021 17:31	\$46,000- \$53,999	1	White or Caucasian	Male	
84116	10/19/2021 18:03	\$150,000- \$199,999	6	White or Caucasian	Male	
84663	10/19/2021 19:45	\$40,000- \$45,999	4	White or Caucasian	Female	

84660	10/19/2021 22:17	\$200,000- \$249,999	4	Prefer not to answer	Male	
84651	10/20/2021 8:59	\$100,000- \$149,999	7	White or Caucasian	Female	
84660	10/20/2021 11:26	Less than \$19, 000	5	Prefer not to answer	Prefer not to answer	
84101	10/20/2021 12:08	Less than \$19, 000	1	Prefer not to answer	Prefer not to answer	
84664	10/20/2021 13:56	\$150,000- \$199,999	1	White or Caucasian	Female	
84660	10/20/2021 14:19	\$60,000- \$66,999	2	Hispanic o r Latino	Female	
84660	10/20/2021 14:27	\$80,000- \$99,999	3	White or Caucasian	Female	
84660	10/20/2021 14:29	\$46,000- \$53,999	4	White or Caucasian	Male	
84660	10/20/2021 14:36					
84660	10/20/2021 14:56	\$250,000 or above	2	White or Caucasian	Male	
84633	10/20/2021 14:57	\$100,000- \$149,999	6	White or Caucasian	Male	
84660	10/20/2021 15:06				Male	
84664	10/20/2021 15:15	\$150,000- \$199,999	2	White or Caucasian	Female	
84651	10/20/2021 15:16	\$67,000- \$79,999	2	White or Caucasian	Female	
84664	10/20/2021 15:34	\$67,000- \$79,999	7	White or Caucasian	Male	
84660	10/20/2021 15:52	\$100,000- \$149,999	5	White or Caucasian	Male	
84660	10/20/2021 16:33					
84660	10/20/2021 16:39	\$80,000- \$99,999	5	Prefer not to answer	Male	
84651	10/20/2021 17:03	\$46,000- \$53,999	4	American Indian or Alaska Nat ive	Male	
84660	10/20/2021 17:06		3			
84660	10/20/2021 17:20	\$150,000- \$199,999	6	Prefer not to answer	Male	
84660	10/20/2021 18:28	\$100,000- \$149,999	4	Prefer not to answer	Female	

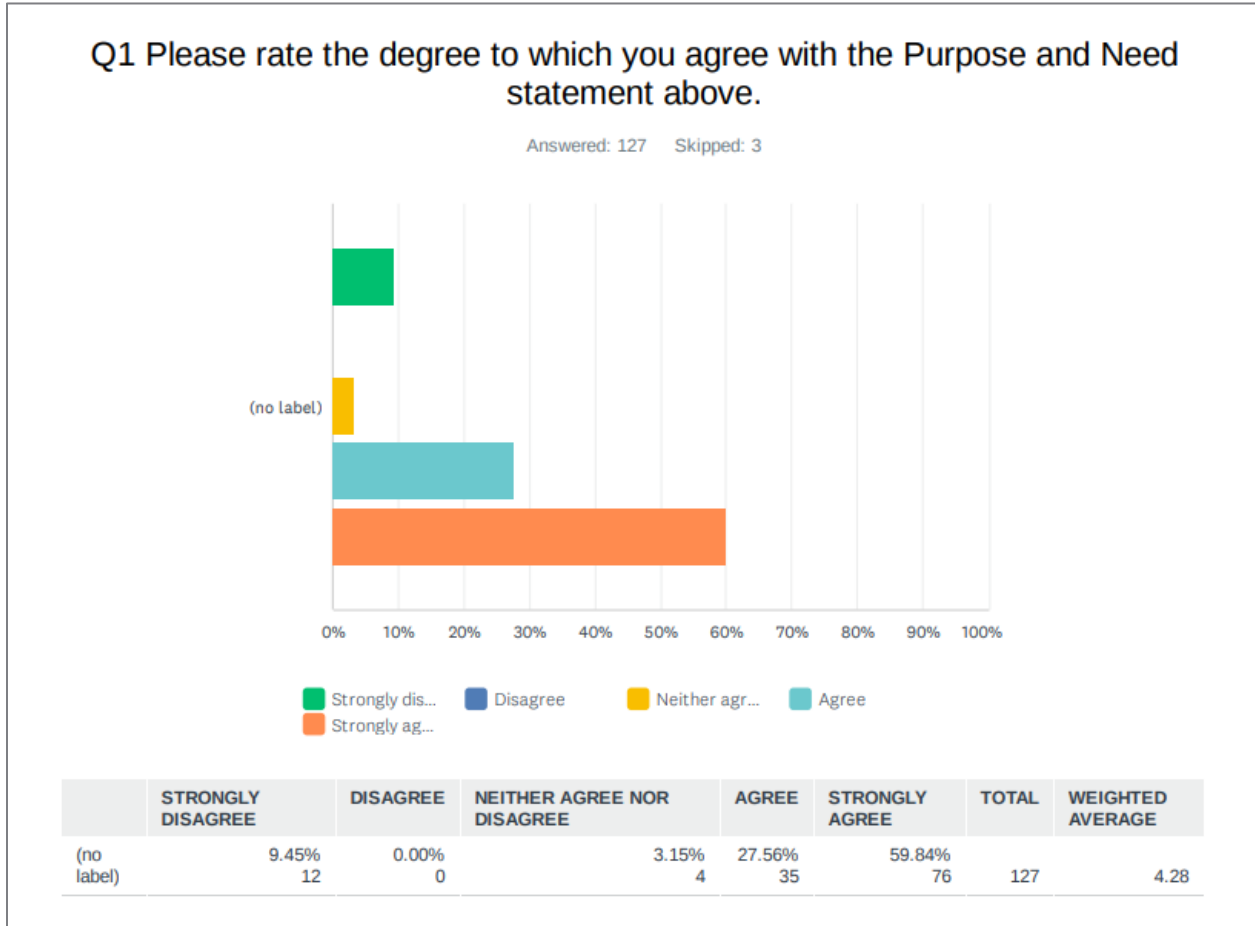
84651	10/20/2021 18:30	\$46,000- \$53,999	4	White or Caucasian	Male	
84655	10/20/2021 18:31	\$100,000- \$149,999	2	White or Caucasian	Male	
84121	10/20/2021 18:32	\$200,000- \$249,999	3	White or Caucasian	Female	
84660	10/20/2021 20:44	\$200,000- \$249,999	6	White or Caucasian	Male	
84660	10/20/2021 22:29	\$100,000- \$149,999	4	Hispanic o r Latino	Male	
84660	10/20/2021 23:49					
84660	10/21/2021 5:19			Prefer not to answer	Prefer not to answer	
84655	10/21/2021 7:30					
84003	10/21/2021 8:11	\$150,000- \$199,999	1	White or Caucasian	Male	
84653	10/21/2021 8:32	\$100,000- \$149,999	6	White or Caucasian	Male	
84606	10/21/2021 8:57		4			
84651	10/21/2021 10:44	\$80,000- \$99,999	6	White or Caucasian	Male	
84660	10/21/2021 10:58	\$150,000- \$199,999	7	White or Caucasian	Male	
84116	10/21/2021 11:21	\$60,000- \$66,999	2	White or Caucasian	Male	
84057	10/21/2021 12:06					
84651	10/21/2021 12:38	\$250, 000 or above	3	White or Caucasian	Male	
84655	10/21/2021 15:20	\$100,000- \$149,999	8+	White or Caucasian	Female	
84302	10/21/2021 15:28					
84085	10/21/2021 15:30	\$26,000- \$32,999	2	White or Caucasian	Female	
84655	10/21/2021 15:34	\$80,000- \$99,999	2	White or Caucasian	Male	
84655	10/21/2021 15:37		2	White or Caucasian	Female	
84009	10/21/2021 15:47	\$100,000- \$149,999	3	White or Caucasian	Male	
84660	10/21/2021 15:48	\$100,000- \$149,999	3	Prefer not to answer	Prefer not to answer	None

84655	10/21/2021 15:52	\$67,000- \$79,999	2	Prefer not to answer	Female	
84663	10/21/2021 15:54	\$60,000- \$66,999	2	White or Caucasian	Female	
84651	10/21/2021 16:16	\$80,000- \$99,999	3	White or Caucasian	Male	
84663	10/21/2021 16:21	\$67,000- \$79,999	5	White or Caucasian	Male	
84651	10/21/2021 16:58	\$150,000- \$199,999	2	White or Caucasian	Male, Female	none
84651	10/21/2021 17:22	\$67,000- \$79,999	5	White or Caucasian	Female	
84651	10/21/2021 17:43	\$100,000- \$149,999	5	White or Caucasian	Male	NA
84663	10/21/2021 17:54	\$67,000- \$79,999	3	White or Caucasian	Male	
84663	10/21/2021 17:58		2	White or Caucasian	Male	
84097	10/21/2021 18:00			White or Caucasian	Male	
84106	10/21/2021 18:01	\$80,000- \$99,999	3	Prefer not to answer	Male	None
84660	10/21/2021 18:08	\$54,000- \$59,999	2	White or Caucasian	Male	
84660	10/21/2021 18:29	\$150,000- \$199,999	2			
84651	10/21/2021 18:43	\$150,000- \$199,999	3	White or Caucasian	Male	

Appendix F: Google Analytics



Appendix G: Purpose and Need Survey Results



Q2 Please provide any additional feedback on the Purpose and Need statement.		
Answered	37	
Skipped	93	
Respondents	Response Date	Responses
1	Jun 12 2021 02:39 PM	I ride the bus almost everywhere.
2	Jun 11 2021 06:55 PM	A lot of people live that way that need transportation.
3	Jun 11 2021 02:56 PM	Yes
4	Apr 29 2021 05:22 PM	Yes there is growth but how many people will actually use public transportation. I will not use it. Maybe we need to widen I15 before we focus on causing more problems.
5	Apr 29 2021 04:53 PM	Need is growing, or at least it was until COVID-19 happened. Once things go 'back to normal' the need will be even greater.
6	Apr 27 2021 11:40 AM	It is the easiest way for me to visit my grandchildren by taking the train to Utah county
7	Apr 27 2021 10:35 AM	Add one more: Improve air quality by reducing the number of cars on the road.
8	Apr 20 2021 12:02 PM	The South valley desperately needs better transit options, especially as communities in and beyond Santaquin in the Goshen valley and Mona-Nephi prepare to grow.
9	Apr 03 2021 11:06 PM	UTA also needs a line that follows Hwy 89 from Santaquin north. If the only travel corridor is by I-15 you miss a lot of ridership.
10	Mar 25 2021 06:53 PM	I believe the study should also be evaluating the the transit alternative's ability to cater to lower income individuals who utilize less expensive housing further from Provo and other, more expensive "metropolitan" areas; and who may not be able to afford a personal vehicle, or simply would be better financially without one.
11	Mar 25 2021 04:48 PM	I hope this goes through. It will be a great benefit for the communities involved.
12	Mar 25 2021 04:22 PM	I think money could be saved by stopping the route earlier as the demand may not go that far south for a very long time.
13	Mar 22 2021 10:05 AM	More public transit will Lower emissions and pollution also.

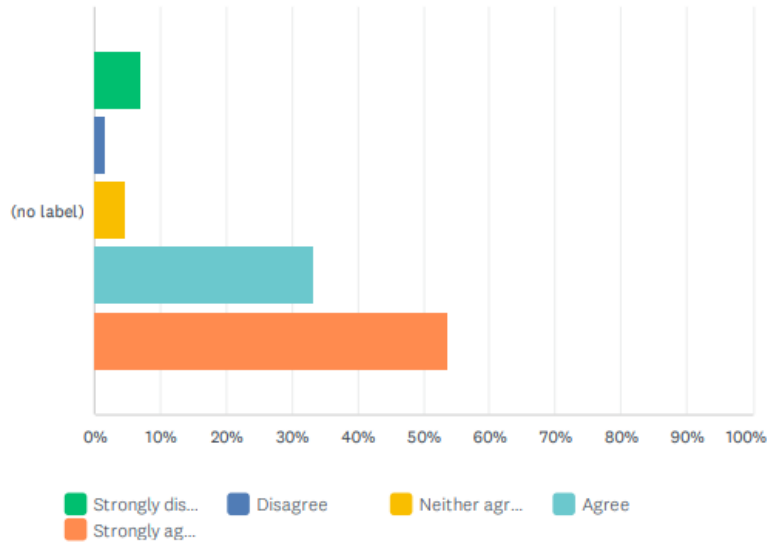
14	Mar 19 2021 01:42 PM	The traffic from the south Utah County into the Provo/Orem area is only getting worse with all the new developments. It's time we have some alternative transportation available. Not to mention kids from this area can take a front runner train to UVU or BYU.
15	Mar 19 2021 01:04 PM	Fast transit options that connect South Utah County to Salt Lake County are past due. The sooner transit options are in place the sooner cities and citizens can plan around their use.
16	Mar 19 2021 08:02 AM	We don't need rail or express bus. Rail brings all the homeless down and then the areas around the stops end up becoming sketchy areas and ruin the neighborhoods we live in! Express bus takes lanes on roads that would be more beneficial. University in Provo should have added two lanes instead of bus route it is now more congested then before.
17	Mar 15 2021 06:07 PM	Improve air quality and maintain a high quality of life in the valley
18	Mar 11 2021 03:49 PM	For Public Transit to be sucessful in Utah County you need to make sure it is 1. Affordable meaning that it will cost less to use Public Transit than to drive one's own transportation. 2. Must be beyond suspect of corruption. UTA in the past has been shadowed in corruption and problems. UTA has to be beyond approach in this area to get many of the skeptics back on board. You all do not accomplish both 1 and 2 you might as well just quit while you are ahead.
19	Mar 11 2021 11:39 AM	Springville is a "bedroom community" for commuters that typically work in the Provo to SLC area; there should be more options for public transportation.
20	Mar 11 2021 09:41 AM	whomever came up with the idea of UVX should be fired immediately. Sync the danmn traffic lights giving the UVX complete right of way... Make it faster and cheaper than a car and people will use it. Then replace it with light rail; like you should have done in the first place.
21	Mar 11 2021 08:14 AM	It seems obvious that an assessment of need should be completed before the construction process begins.
22	Mar 11 2021 07:52 AM	.

23	Mar 11 2021 02:27 AM	In north UT County, an accident occurred on the freeway which caused law enforcement to close a portion the freeway, right at rush hour. Every single major and minor arterial from the point of the mountain to American Fork was jam packed with cars. We need more options.
24	Mar 10 2021 03:52 PM	We need frontrunner to be extended at least to Spanish Fork . We now have a hospital opening and the growth is huge. We could totally benefit from some commuter transit here.
25	Mar 10 2021 01:51 PM	N/A
26	Mar 09 2021 10:26 AM	Any economic development in the region will come in a large portion from a younger demographic who does not have access to a car.
27	Mar 09 2021 09:07 AM	Sounds like the next boondoggle, right on the heels of the failed UVX.
28	Mar 08 2021 12:06 PM	I would perhaps include as part of the purpose to identify existing and future corridors that may need to be preserved (or eventually widened).
29	Mar 08 2021 11:44 AM	Love UTA ride bus 821/822 everyday to school would love front runner option
30	Mar 08 2021 07:42 AM	The legislature just reaffirmed its support to incentivize electrification of automobiles but keeping financial incentives in place. The same should be done to encourage transit use. Lack of convenient transit routes and frequency, coupled with high user fees, cripples use and the ability to expand the transit system.
31	Mar 07 2021 04:03 PM	How much growth are we expecting in south Utah County, and where? That impacts the degree of the need.
32	Mar 07 2021 01:28 PM	This should have been done a long time ago. Thanks for finally addressing it.
33	Mar 06 2021 09:46 PM	Please, please please do this. I would love to have the frontrunner come down to Spanish Fork so I don't have to drive
34	Mar 06 2021 08:26 PM	need front runner on tintic rails.
35	Mar 06 2021 07:37 PM	The regulatory and tax burden on private entrepreneurs should instead be adjusted to allow private companies incentive to create transit solutions of their own instead of relying on government boondoggles that are already failing and massively wasting tax money in other parts of the state.

<p>36</p>	<p>Mar 06 2021 06:14 PM</p>	<p>A practical alternative to private automobiles is crucial for air quality and health in Utah County. Automobile-based transportation is an extremely inefficient use of private and public dollars; transit has the ability to move more people per hour per dollar than automobiles.</p>
<p>37</p>	<p>Feb 17 2021 05:14 PM</p>	<p>Is this the same as the Point of the Mountain Transit Study?</p>

Q3 Please rate the degree to which you agree with Initial Range of Transit Options above.

Answered: 129 Skipped: 1



	STRONGLY DISAGREE	DISAGREE	NEITHER AGREE NOR DISAGREE	AGREE	STRONGLY AGREE	TOTAL	WEIGHTED AVERAGE
(no label)	6.98% 9	1.55% 2	4.65% 6	33.33% 43	53.49% 69	129	4.25

Q4 Please provide any additional feedback on the Initial Range of Transit Options.		
Answered	42	
Skipped	88	
Respondents	Response Date	Responses
1	Jun 11 2021 07:46 PM	Need a route/safe trail that hits south springville & mapleton to connect us to Provo brt rest of the valley
2	Jun 11 2021 02:56 PM	More busses
3	Apr 29 2021 05:22 PM	Freeway needs widened before any thing else.
4	Apr 29 2021 04:53 PM	Commuter rail is makes the most sense.
5	Apr 27 2021 11:40 AM	I would like to see thee trained extended to Springville and beyond.
6	Apr 07 2021 05:16 PM	Bring Fronrunner to Springville first, then Spanish Fork, and finally to Payson.
7	Apr 05 2021 01:49 PM	Is there any way the timeline for extending Front Runner to Springville can be sped up? It would make a huge difference for my family and our commutes to Provo and Salt Lake, and I know we're not the only ones. It will take a lot of cars off the road!
8	Apr 03 2021 11:06 PM	You need two routes from these booming and growing communities.
9	Mar 30 2021 08:50 PM	I think there should be an express bus and commuter rail transit options for south Utah County.
10	Mar 28 2021 07:41 PM	Bus Rapid Transit along the Main/State Street Corridor is my preferred option. Express Bus along the I-15 Corridor is the least desirable option.
11	Mar 25 2021 04:48 PM	great plan
12	Mar 23 2021 09:14 AM	Fronrunner should run to at least Spanish fork. A tray line would be so beneficial in lehi down to Springville area. There are a lot of walking distances to get to limited stops. I luckily gave a stop that is one mile from my house, but that Mile is on a hill so walking is very difficult due to my back injury. I stopped taking the bus because the hills in the neighborhood make walking that far too difficult. Perhaps having a bus that runs through uphill sections of neighborhoods would help.

13	Mar 23 2021 09:05 AM	Once this "spine" is determined, regular bus lines should cover other areas better, such as Mapleton, east Spanish Fork, and Elk Ridge
14	Mar 22 2021 02:35 PM	I think the I-15 corridor is ridiculous as a transit environment, in terms of traffic operations and land use. I guess it's good to have a punching bag to look like you are being thorough, but I wonder if there is another corridor that would have actually been a valuable comparison.
15	Mar 20 2021 10:37 PM	I really like the UVX compared to the other bus routes. The experience is nicer.
16	Mar 19 2021 01:42 PM	Great! the more options available the better it will be for the environment.
17	Mar 19 2021 01:04 PM	Connecting only the corridor near I-15 makes it difficult to get to transit stations. Consider adding some bus routes in Springville, Mapleton and Spanish fork that connect the East parts of the city to the transit stations.
18	Mar 19 2021 08:02 AM	The east side of I-15 in Springville is right next to homes we don't need UTA rail running next to our homes and creating stops by neighborhoods
19	Mar 16 2021 04:32 PM	I think only rail options should be considered. They are a fast commute option and take people off the roads-- busses only add traffic and so wouldn't be a viable long term investment or solution.
20	Mar 11 2021 11:39 AM	Buses are slow, with many stops. Those that commute from areas where there is no commuter rail or light rail would rather just drive their own vehicle. If the idea is to relieve congestion on I-15, there has to be a benefit other than just environmental or cost to appeal to the average business person. (Time is money)
21	Mar 11 2021 09:41 AM	BRT is a stupid idea... get rid of it.
22	Mar 11 2021 08:14 AM	Work particularly needs to be done on Front Runner to complete links through to Payson and beyond. New housing there is exploding.
23	Mar 11 2021 07:52 AM	.
24	Mar 11 2021 05:33 AM	Commuter/High-Speed Rail seems to be the best option for future development. Existing railway rights in the area exist and could be utilized.
25	Mar 10 2021 10:33 PM	A train station/stop in Spanish Fork would be amazing!

26	Mar 10 2021 03:33 PM	I ride the frontrunner every day. It would be much easier to get on it in payson than trying to get to it in provo.
27	Mar 10 2021 01:51 PM	Doesn't go far enough to fit need and demand
28	Mar 10 2021 12:19 PM	There needs to be local options that connects the suburban neighborhoods to the main range of transit options outlined below. Our cities are big enough for small busses to be used as a connecting element from the communities served by the initial range of transit options.
29	Mar 10 2021 09:27 AM	I know UTA and various government departments are already thinking and planning for this, but I want to voice my support for continuing FrontRunner south from Provo with stations at Springville, Spanish Fork, Payson, and Santaquin.
30	Mar 09 2021 03:37 PM	I want to make sure Salem and Mapleton, which aren't easily accessible via I-15 have more public transportation options available.
31	Mar 09 2021 10:26 AM	BRT like UVX would be wonderful especially down State street
32	Mar 09 2021 09:07 AM	Nobody will ride this. People don't move to south Utah County for UTA services.
33	Mar 08 2021 10:41 AM	We have to plan for the future. To delay until the need is critical would cost more.
34	Mar 08 2021 07:42 AM	The rail option should be high, but a main bus route quickly connecting the main cities to Provo should also be a priority.
35	Mar 08 2021 06:46 AM	I would also like to see planning for major roads west if I-15 between Provo & Santaquin
36	Mar 07 2021 05:37 PM	Having front runner stops all the way down to Santaquin would be awesome. I also think bus routes up into the Slate canyon neighborhoods would be appreciated.
37	Mar 07 2021 04:03 PM	Please provide s map. Written descriptions are limited.
38	Mar 07 2021 01:28 PM	Need to extend Frontrunner down to Santaquin.
39	Mar 06 2021 07:37 PM	The market, when properly unleashed, will blow away the options you have.
40	Mar 06 2021 06:14 PM	If the roadways of I-15 and Main/State Street are used, it will be crucial to provide a dedicated lane for the transit service.
41	Feb 26 2021 11:39 AM	We definitely need FrontRunner service, but we should also have BRT or Light Rail for shorter distance trips as well as being an alternative for FrontRunner outages

42	Feb 17 2021 05:14 PM	My first choice is Bus Rapid Transit. Please do not spend the \$\$ to install rail.
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Q5 Please provide any additional feedback or comments related to the South Valley Transit Study.		
Answered	42	
Skipped	88	
Respondents	Response Date	Responses
1	Jun 12 2021 03:56 PM	It would be good to have a Springville/Mapleton/Spanish Fork type of rail.
2	Jun 12 2021 01:44 PM	This should happen soon. I work in this area and would love more transportation options.
3	Jun 11 2021 02:56 PM	More light rail
4	May 19 2021 11:38 AM	It would be nice to allow business development at each stop. Especially the end stops of Commuter Rail. Having restaurants and shopping areas at stops makes using the public transportation more desirable.
5	Apr 29 2021 05:22 PM	I15 from Payson to Santaquin need to be widened.
6	Apr 27 2021 10:35 AM	Expanding commuter rail (as long as there is double tracking so trains can run every 15-30 minutes) is the most intriguing option. I would like to understand the pros and cons; bus service can't compete with driving for longer distances. Express bus on I-15 doesn't really solve anything.
7	Apr 20 2021 12:02 PM	I believe it would be highly beneficial to the communities for the transit option to give them footing to build transit oriented districts, that way we can put less strain on our ecosystem and water supplies.
8	Apr 20 2021 07:58 AM	Commuter Rail is needed ASAP to allow for population spread
9	Apr 07 2021 05:16 PM	Thank you for starting this effort. (Utah County usually waits until things have gotten bad before taking action. This is an opportunity to get ahead of that curve.)
10	Apr 03 2021 11:06 PM	Please add more stops on the east side of these communities, not just west side. I would love this option to commute from east side Spanish Fork to my east side Provo job. Going west makes zero sense. Not worth using the transit. Wastes too much time and west side is already congested.
11	Mar 30 2021 02:29 PM	I live in Spanish Fork and I ride fronrunner 3 to 4 days a week to my office at 5300 south. If it continued south to Spanish Fork I would love it.

12	Mar 28 2021 07:41 PM	I mean this in the nicest way possible: your website truly sucks. It is really bad and will affect the results of your study. The link to this survey is buried inside the "Comments" tab (which isn't an obvious place to look) and at the very, very bottom of the page. Furthermore, finding the interactive map is also not intuitive, and it doesn't load on mobile devices, which will skew the types of people who are able to leave feedback.
13	Mar 25 2021 08:13 PM	I don't agree with having Frontrunner in Santaquin.
14	Mar 25 2021 06:53 PM	I would love nothing more than for me and my wife to be able to ride the Frontrunner and UVX from our home in Santaquin to our jobs in Provo, on a daily basis.
15	Mar 25 2021 04:48 PM	go for it.
16	Mar 25 2021 03:49 PM	A front runner station in Payson. The rail road area in Santaquin is primarily farm land and should remain agricultural for as long as possible since farmable land in Utah is limited.
17	Mar 23 2021 03:35 AM	I tried to commute to SLC via Frontrunner from Payson. Loved the train. But three hour 45 minutes daily. Run Frontrunner to Santaquin.
18	Mar 22 2021 02:35 PM	What is being done to encourage transit supportive land use in the existing communities? Will the Springville and Spanish Fork city councils actually install crosswalks and sidewalks to support this transit?
19	Mar 20 2021 10:37 PM	Having more time slots for any of these options could allow me to hop on the bus from Springville back to Provo rather than have my friend drive me back.
20	Mar 19 2021 06:42 PM	Ease of access to any of these new transit alternatives is important and should be kept under close consideration during the initial planning/scoping phases. I personally would prefer one of the rail alternatives.
21	Mar 19 2021 01:42 PM	This is desperately needed in this area.
22	Mar 19 2021 01:04 PM	It is hard to justify using public transit when a car is faster and cheaper. Current transit options in South Utah County are almost non-existent. We need to increase options and decrease the price to use public transit for it to be used more.
23	Mar 19 2021 08:02 AM	South Utah county doesn't need expanded UTA services!

24	Mar 19 2021 12:26 AM	<p>One of the nice things about TRAX in Salt Lake and UVX in Provo is that the lines go right through the heart of the cities. Having train stations far from city centers works okay for commuting but is less useful for trips around the city (e.g. TRAX south of Salt Lake). The Main Street area may be slower but I think there are important benefits to developing transit along the main corridor that shouldn't be overlooked. Ideally we could have both--a faster line along the rail corridor and a RBT along main street.</p> <p>North/South transit is important but so is East/West. In Springville, many residents live several miles east from the shopping areas by the freeway.</p> <p>The 822 Bus is a great current commuter option! I'm glad we have it.</p>
25	Mar 16 2021 04:32 PM	Please make it more affordable for lower income households. Some UTA services are too cost prohibitive.
26	Mar 11 2021 03:49 PM	UTA has a serious credibility problem. I don't trust that organization.
27	Mar 11 2021 09:41 AM	Just run light rail up HWY 89 the entire length of Utah County & Connect it with the blue line and you will revitalize the entire corridor. Whatever you are tempted to do do NOT have the train stop for traffic lights. What you did with the Green Line is a horrible solution and whomever thought it would be a good idea to have the green line wait at traffic lights needs to be fired.
28	Mar 11 2021 07:52 AM	Hey front runner down here
29	Mar 11 2021 05:54 AM	This is a cumbersome survey and I'm not sure I understand how it will be helpful
30	Mar 10 2021 10:33 PM	While the buses are nice, train stations with adequate day and long term parking is most needed to get people up to Salt Lake and to the airport.
31	Mar 10 2021 01:51 PM	expanding local bus routes in the south county area would be very useful, as the current bus routes only run a few times a day and are super limited
32	Mar 10 2021 12:19 PM	Continuing the conversation about smaller connections between the suburban areas away from Main Street or the I-15 corridors, I think this would give options for more than just getting to the transit hubs, as it would give seniors, students and others the

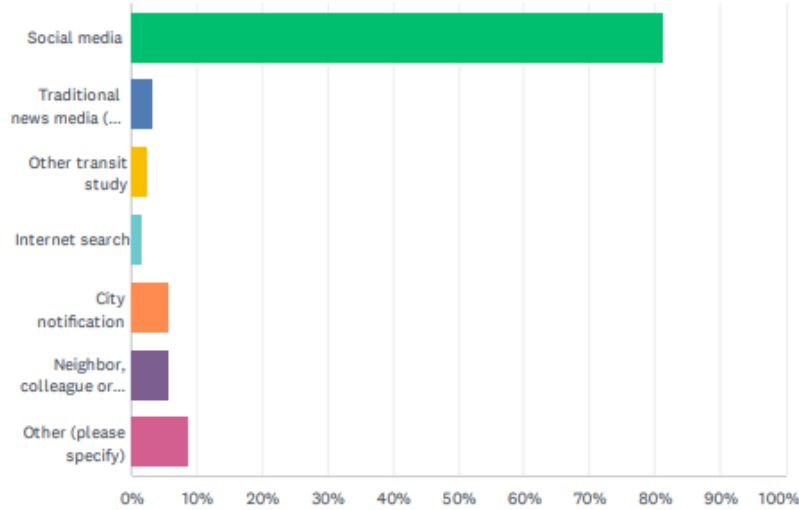
		ability to get around the city to the areas where they work, recreate, go to school, etc.
33	Mar 09 2021 10:26 AM	I'd love to be able to take a bus from BYU to the Springville Museum of Art
34	Mar 09 2021 09:07 AM	It's not needed.
35	Mar 08 2021 12:06 PM	Consideration given to centralized transit hubs (with commuter parking lots) vs a decentralized mesh of transit lines.
36	Mar 08 2021 06:46 AM	I would also like to see planning for major roads west if I-15 between Provo & Santaquin
37	Mar 07 2021 04:03 PM	Is this survey to give our feedback on various alternative options for transit, or is it to see how much we agree with the need for a change? I'm confused.
38	Mar 06 2021 07:37 PM	Quit wasting our stolen money. Taxes are legalized, but unlawful, theft.
39	Mar 06 2021 06:14 PM	High quality pedestrian and bicycle access to the stops/stations is crucial for maximizing the potential of the transit service. Space around transit stations should be used for high-density, mixed-use development rather than parking for cars. I realize access routes and land use are largely in the control of the municipalities, but any carrots or sticks or suggestions of best practices you can use to incentivize these things would be useful.
40	Feb 17 2021 05:14 PM	Eventually it would be great to take have a line that extends to St. George.
41	Feb 16 2021 08:32 PM	I live in Salem. I would love to see commuter rail extended south from Provo to Santaquin along the "rail corridor" with stations in Springville, Spanish Fork, Payson, and Santaquin. I would also love to see 15-minute (or better) frequency buses from Provo to Santaquin along the "Main St/State St" corridor, which would also connect to commuter rail stations at Spanish Fork and Payson.
42	Feb 16 2021 07:49 PM	I used to live in Salem and still have family living in Salem. I would love to see commuter rail extended south from Provo to Santaquin along the "rail corridor" with stations in Springville, Spanish Fork, Payson, and Santaquin. I would also love to see 15-minute (or better) frequency buses from Provo to Santaquin along the "Main St/State St corridor," which would also connect to commuter rail stations at Spanish Fork and Payson.

Q6 What additional information or resources would you like to see the study team provide to help you learn more about transit in general?		
Answered	25	
Skipped	105	
Respondents	Response Date	Responses
1	Jun 11 2021 02:56 PM	Snoop
2	Apr 29 2021 05:22 PM	A study of traffic congestion on I15 between Payson and Santaquin during rush hour and weekends.
3	Apr 07 2021 05:16 PM	Lock in rail rights now. (As part of this effort, PLEASE silence the existing trains that currently blast their horns 24/7 in the Springville area.)
4	Apr 03 2021 11:06 PM	Better information when changes are made. Post on all city websites and Facebook pages.
5	Mar 28 2021 07:41 PM	A more intuitive website for the South Valley Transit Study.
6	Mar 25 2021 08:13 PM	I'd like to learn how this project is funded.
7	Mar 25 2021 06:53 PM	I realize this is something that will eventually come, but if you could provide an "in the ballpark" idea of when some of these alternatives could be completed, that would be appreciated.
8	Mar 25 2021 04:48 PM	none
9	Mar 23 2021 09:14 AM	The cost of installing the infrastructure
10	Mar 23 2021 09:05 AM	Current usage of 805, 821, 822. Population not living near these routes.
11	Mar 19 2021 01:42 PM	Make people aware of the benefits of using public transportation over their own cars.
12	Mar 19 2021 12:26 AM	Bicycle transit plans
13	Mar 11 2021 09:41 AM	Operating budget over the past 10-20 years with project budget totals revenue shortfall etc. Why does UTA not run like a real business? Who are the stock holders?
14	Mar 11 2021 07:52 AM	Get front runner down here
15	Mar 11 2021 05:54 AM	How much cost is involved in different ideas and approaches
16	Mar 10 2021 10:33 PM	Bus impact in roadways
17	Mar 10 2021 03:33 PM	Plans to increase the frontrunner

18	Mar 09 2021 09:07 AM	Please stop wasting our taxes on UTA.
19	Mar 08 2021 12:06 PM	Pros and Cons to the different transit options and configurations.
20	Mar 08 2021 07:42 AM	If transit were free, how many more people would write it? What would be the demand to expand the system if it were free?
21	Mar 07 2021 09:10 PM	Upfront determine the right of way impacts especially to roads east of I-15. Look at a phased approach. With the brt study in northern Utah County happening and the over one billion dollar price tag. Can two transit projects be supported?
22	Mar 07 2021 04:03 PM	Maps showing proposed options, projected population trends, and an explanation of who has the authority (Utah government, county officials, etc.) to make these plans.
23	Mar 06 2021 07:37 PM	If they would eliminate regulations and taxes on private businesses to allow market solutions to prevail.
24	Mar 06 2021 06:14 PM	Societal cost/subsidy comparison of cars versus transit. Health effects of cars versus transit. Economic effects of cars versus transit.
25	Feb 17 2021 05:14 PM	I like you tube videos. I already follow your channel. It's great!

Q7 How did you learn about the study? (Select all that apply)

Answered: 128 Skipped: 2

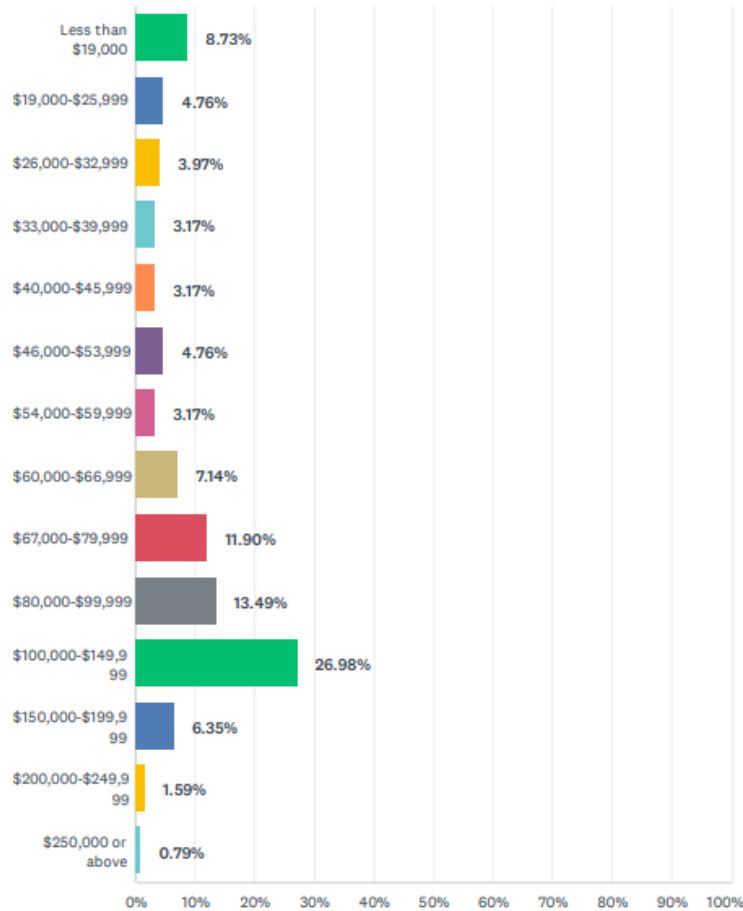


ANSWER CHOICES	RESPONSES	
Social media	81.25%	104
Traditional news media (TV news, newspaper, etc.)	3.13%	4
Other transit study	2.34%	3
Internet search	1.56%	2
City notification	5.47%	7
Neighbor, colleague or friend	5.47%	7
Other (please specify)	8.59%	11
Total Respondents: 128		

#	OTHER (PLEASE SPECIFY)	DATE
1	Springville City Days	6/12/2021 3:56 PM
2	Springville arts festival	6/12/2021 2:11 PM
3	David Borja	6/12/2021 1:44 PM
4	Art city days	6/12/2021 11:44 AM
5	Springville Art City Days	6/11/2021 8:23 PM
6	Springville booth	6/11/2021 6:55 PM
7	Booth	6/11/2021 2:56 PM
8	Art city days	6/11/2021 1:16 PM
9	Email from UTA	4/27/2021 10:35 AM
10	Up & Coming Springville Facebook group	4/5/2021 1:49 PM
11	Poster on bus	3/23/2021 9:05 AM

Q9 Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2020 before taxes?

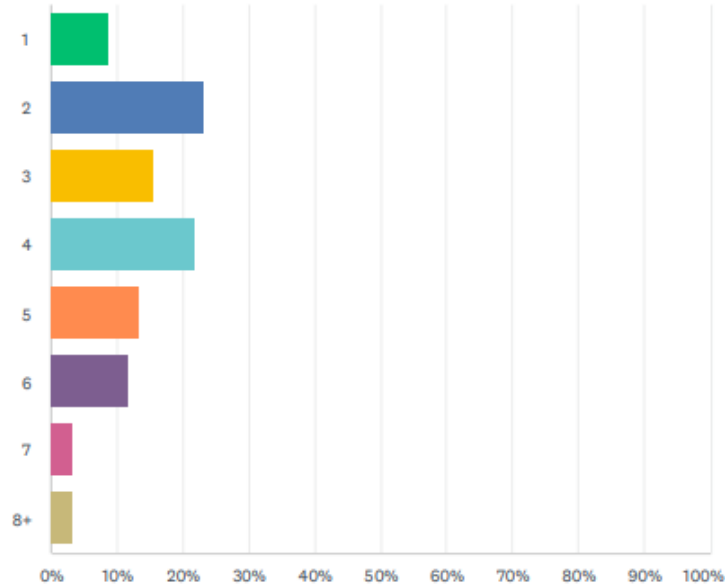
Answered: 126 Skipped: 4



ANSWER CHOICES	RESPONSES	
Less than \$19,000	8.73%	11
\$19,000-\$25,999	4.76%	6
\$26,000-\$32,999	3.97%	5
\$33,000-\$39,999	3.17%	4
\$40,000-\$45,999	3.17%	4
\$46,000-\$53,999	4.76%	6
\$54,000-\$59,999	3.17%	4
\$60,000-\$66,999	7.14%	9
\$67,000-\$79,999	11.90%	15
\$80,000-\$99,999	13.49%	17
\$100,000-\$149,999	26.98%	34
\$150,000-\$199,999	6.35%	8
\$200,000-\$249,999	1.59%	2
\$250,000 or above	0.79%	1
TOTAL		126

Q10 How many people, including you, are in your household?

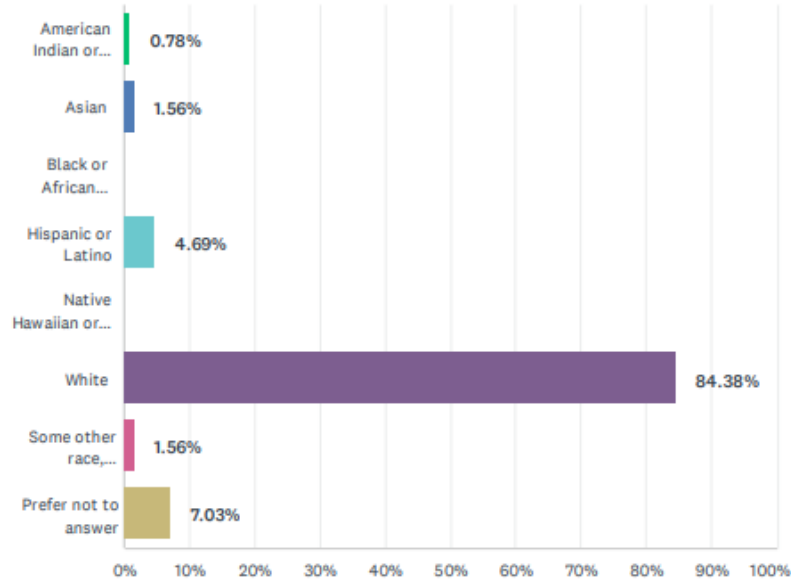
Answered: 129 Skipped: 1



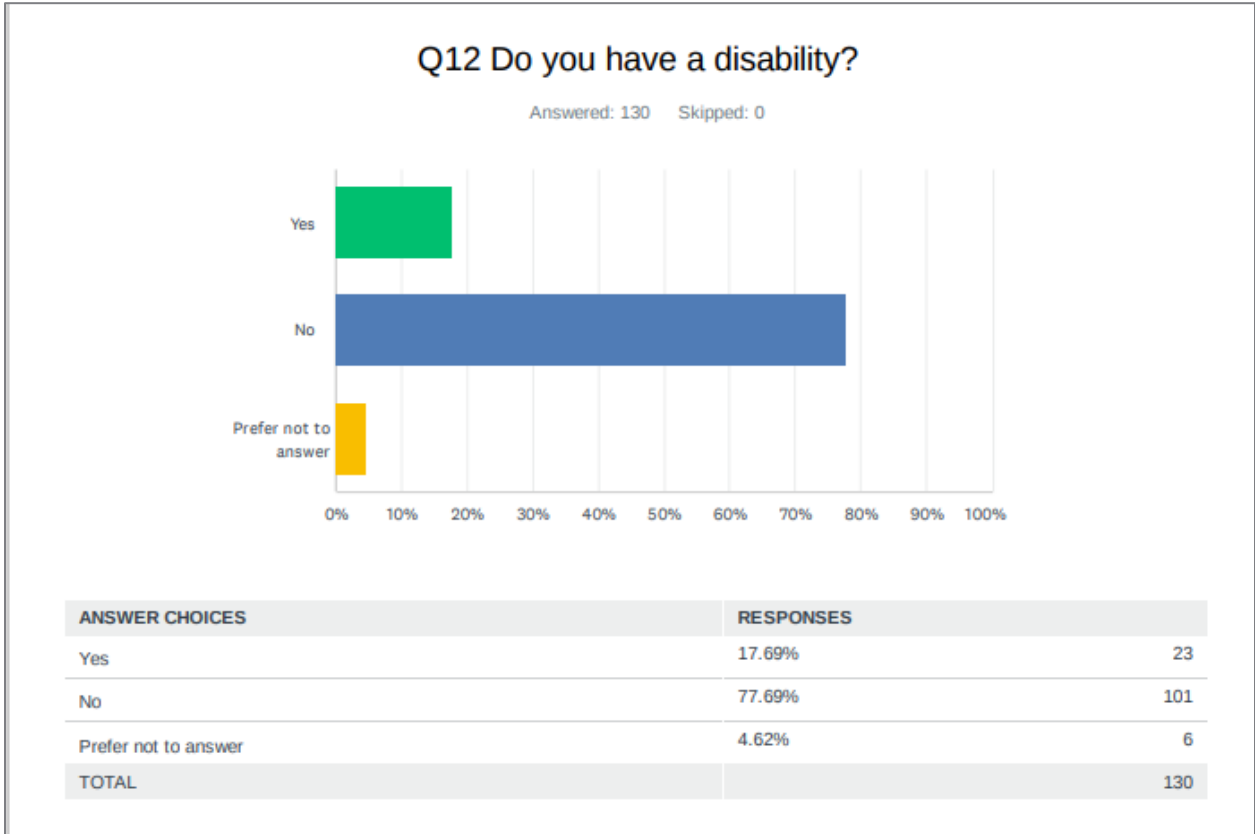
ANSWER CHOICES	RESPONSES	
1	8.53%	11
2	23.26%	30
3	15.50%	20
4	21.71%	28
5	13.18%	17
6	11.63%	15
7	3.10%	4
8+	3.10%	4
TOTAL		129

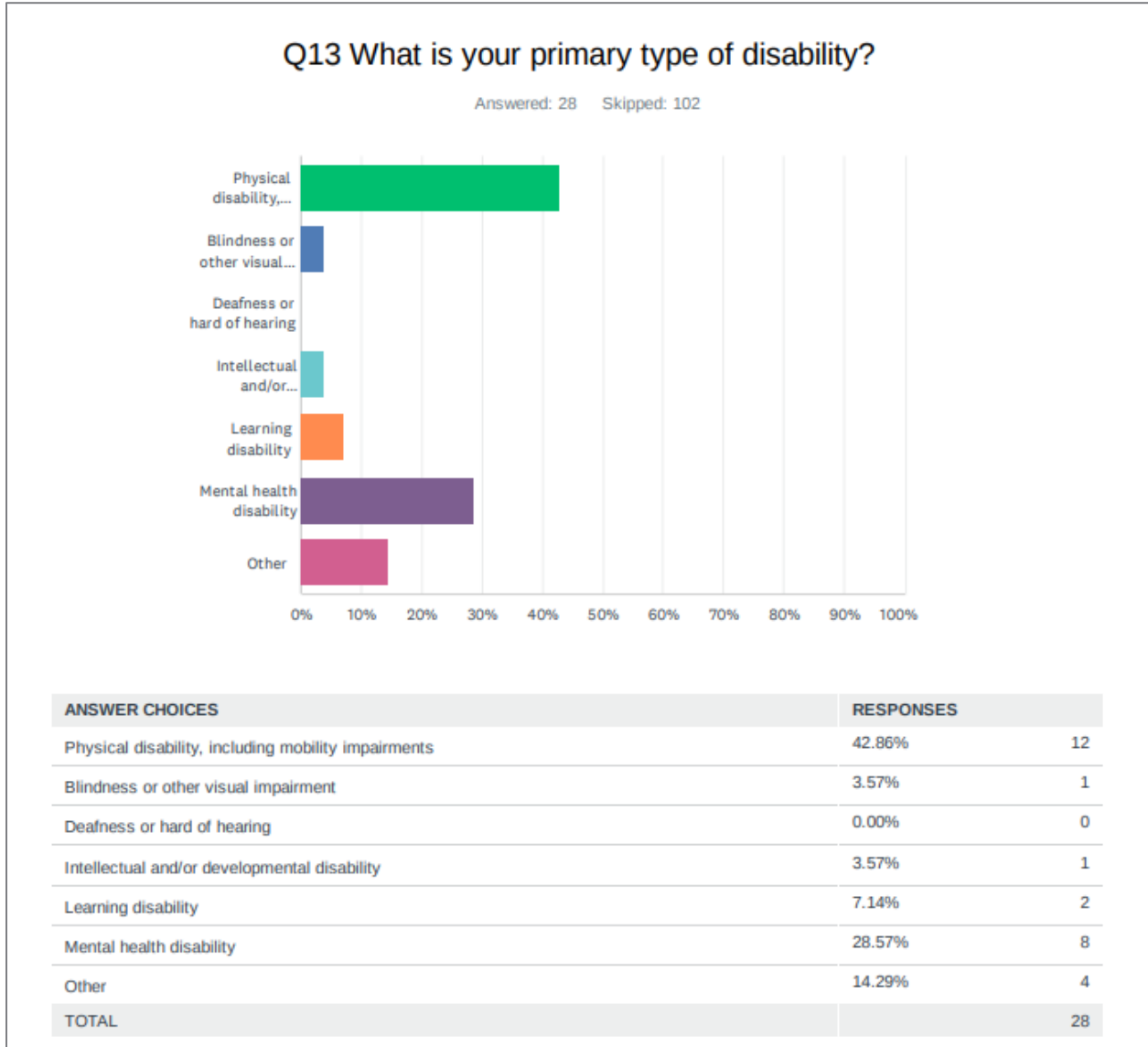
Q11 What is your race and ethnicity?

Answered: 128 Skipped: 2



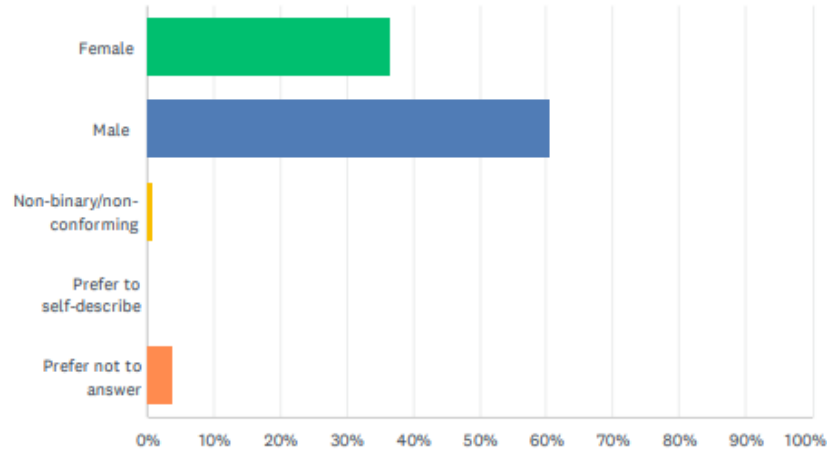
ANSWER CHOICES	RESPONSES	
American Indian or Alaska Native	0.78%	1
Asian	1.56%	2
Black or African American	0.00%	0
Hispanic or Latino	4.69%	6
Native Hawaiian or other Pacific Islander	0.00%	0
White	84.38%	108
Some other race, ethnicity, or origin	1.56%	2
Prefer not to answer	7.03%	9
TOTAL		128





Q14 What is your gender? Select all that apply.

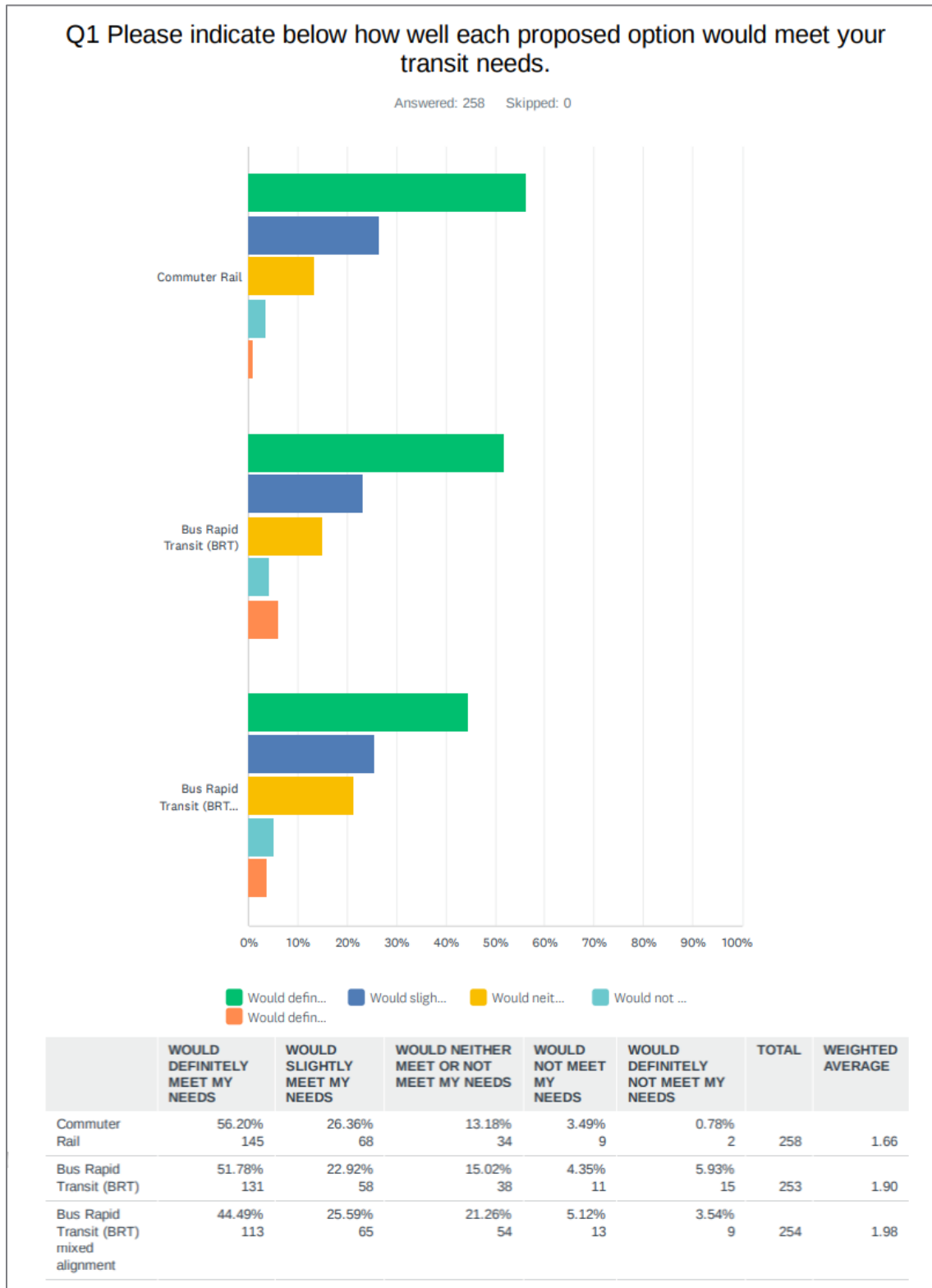
Answered: 129 Skipped: 1



ANSWER CHOICES	RESPONSES
Female	36.43% 47
Male	60.47% 78
Non-binary/non-conforming	0.78% 1
Prefer to self-describe	0.00% 0
Prefer not to answer	3.88% 5
Total Respondents: 129	

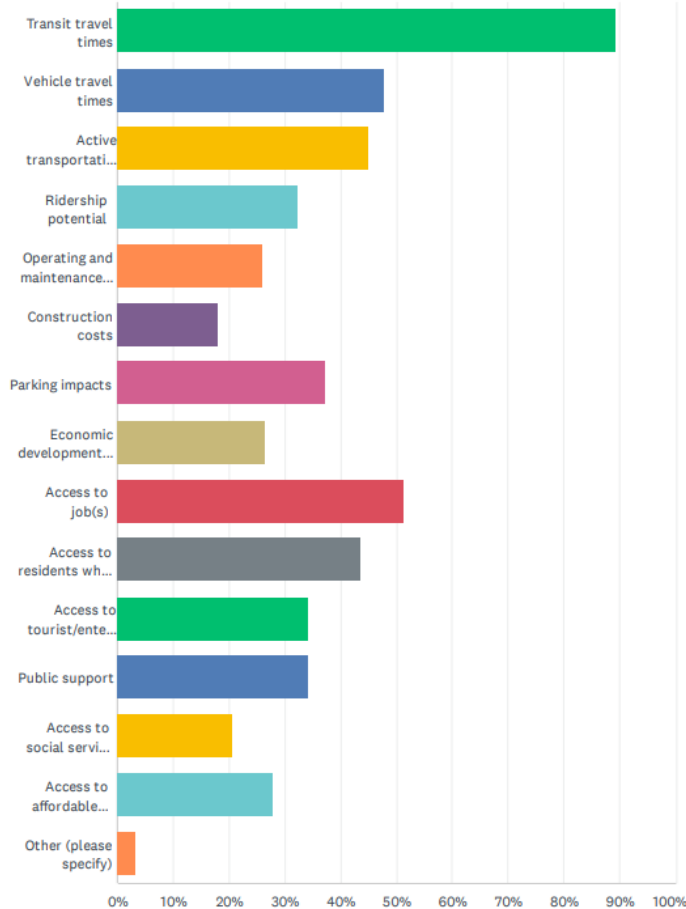
#	OTHER (PLEASE SPECIFY)	DATE
1	WTF	3/9/2021 7:24 PM
2	There are two genders	3/9/2021 9:07 AM

Appendix H: Detailed Alternative Survey Results



Q2 What are the top five (5) most important factors you considered while ranking the transit options listed above?

Answered: 258 Skipped: 0



ANSWER CHOICES	RESPONSES
Transit travel times	89.15% 230
Vehicle travel times	47.67% 123
Active transportation considerations (bike, pedestrian, trails, etc.)	44.96% 116
Ridership potential	32.17% 83
Operating and maintenance costs	25.97% 67
Construction costs	17.83% 46
Parking impacts	37.21% 96
Economic development opportunities	26.36% 68
Access to job(s)	51.16% 132
Access to residents who need transit	43.41% 112
Access to tourist/entertainment destinations, civic/cultural assets, and open spaces	34.11% 88
Public support	34.11% 88
Access to social services and resources	20.54% 53
Access to affordable housing	27.91% 72
Other (please specify)	3.10% 8
Total Respondents: 258	

Please provide any additional feedback or comments on the South Valley Transit Study.		
Answered	81	
Skipped	177	
Respondents	Response Date	Responses
1	Sep 06 2021 02:57 PM	None
2	Sep 06 2021 02:53 PM	Need more runs
3	Sep 06 2021 02:34 PM	N/A
4	Sep 06 2021 02:19 PM	Na
5	Sep 06 2021 02:12 PM	Carro
6	Sep 06 2021 02:01 PM	Should be cheaper
7	Sep 06 2021 02:00 PM	N/A
8	Sep 06 2021 01:24 PM	Tah bueno
9	Sep 06 2021 01:23 PM	Nothing else
10	Sep 06 2021 01:21 PM	None
11	Sep 06 2021 01:16 PM	Me gusta mucho el transporte gratis
12	Sep 06 2021 12:44 PM	I use the UTA system regularly and I find all of these options really helpful
13	Sep 06 2021 12:34 PM	Ningun
14	Sep 06 2021 11:53 AM	Apt. 13
15	Sep 06 2021 11:51 AM	Esta buena
16	Sep 06 2021 11:49 AM	Free transit for youth in school please
17	Sep 06 2021 11:29 AM	Have use tracks for north bound commute and find it i really like it especially when weather and traffic because of time of day travel
18	Sep 06 2021 11:21 AM	Do it.
19	Sep 06 2021 10:58 AM	Ninguno

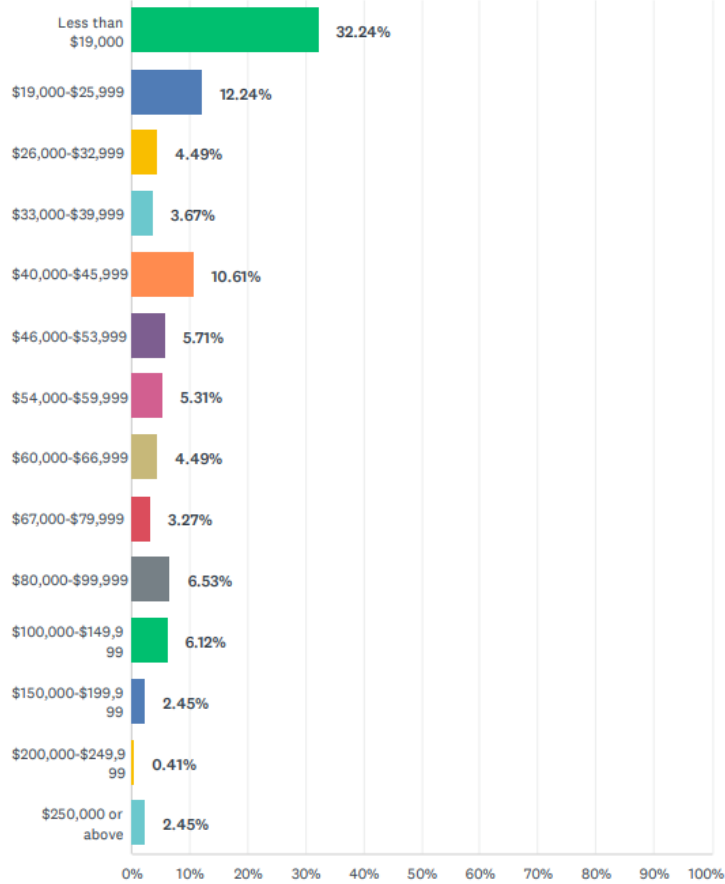
20	Sep 06 2021 10:56 AM	No tengo
21	Sep 04 2021 07:48 PM	None
22	Sep 04 2021 07:47 PM	N/a
23	Sep 04 2021 07:37 PM	Eagle Mountain???
24	Sep 04 2021 07:34 PM	Buen servicio de tren
25	Sep 04 2021 07:20 PM	The UTA is really nice and cool
26	Sep 04 2021 07:06 PM	Bueno
27	Sep 04 2021 05:56 PM	I want more train in springville
28	Sep 04 2021 05:54 PM	It would be great to have more public transit in utah valley
29	Sep 04 2021 05:39 PM	Na
30	Sep 04 2021 04:59 PM	DO IT
31	Sep 04 2021 04:51 PM	All good
32	Sep 04 2021 04:50 PM	Have toast
33	Sep 04 2021 03:40 PM	Muy bien
34	Sep 04 2021 03:30 PM	No at this time
35	Sep 04 2021 03:30 PM	Keep it low cost
36	Sep 04 2021 03:25 PM	Im going on the trax soon
37	Sep 04 2021 03:23 PM	Im going on the Trax soon
38	Sep 04 2021 03:06 PM	it's great
39	Sep 04 2021 03:06 PM	I love it's!!!
40	Sep 04 2021 02:42 PM	N/A
41	Sep 04 2021 02:22 PM	No comment
42	Sep 04 2021 02:02 PM	Provo - Santaquin
43	Sep 04 2021 01:49 PM	N/A

44	Sep 04 2021 01:28 PM	Your homies ;) 💰 🤖 🚗
45	Sep 04 2021 12:54 PM	I would consider voting for this
46	Sep 04 2021 12:36 PM	Expanding transit would benefit the community
47	Sep 04 2021 12:23 PM	I can't wait for it because I ride to Santaquin weekly and it takes the entire day from Orem to Santaquin back to Orem so I would love this
48	Sep 04 2021 12:15 PM	More jobs
49	Sep 04 2021 12:15 PM	Good service
50	Sep 04 2021 11:28 AM	Muy bueno tener
51	Sep 04 2021 11:19 AM	Es perfecto para mi
52	Sep 03 2021 08:32 PM	None
53	Sep 03 2021 08:31 PM	Front runner
54	Sep 03 2021 08:27 PM	Good
55	Sep 03 2021 08:25 PM	Súper good
56	Sep 03 2021 08:25 PM	Generaría mejor conectividad entre ciudades
57	Sep 03 2021 08:23 PM	Es algo muy importante para la comunidad
58	Sep 03 2021 08:21 PM	Make the hours longer and open up on Sunday! Frontrunner Sunday! Needed!
59	Sep 03 2021 08:14 PM	Bueno no lo 3 usado pero me 8magino que es muy practici para las personas que lo usan
60	Sep 03 2021 08:08 PM	This would be great!
61	Sep 03 2021 07:55 PM	Not see enough, highly subsidized. Loses money each year
62	Sep 03 2021 07:49 PM	De acuerdo
63	Sep 03 2021 07:35 PM	Call me or text me about the results of this survey! 1-847-302-9800
64	Sep 03 2021 07:22 PM	Give free rides to students. We're broke
65	Sep 03 2021 07:21 PM	Me parece perfecto
66	Sep 03 2021 07:16 PM	Na

67	Sep 03 2021 06:52 PM	Pasar más seguido
68	Sep 03 2021 06:51 PM	Public transport is the best thing! Anything that gets cars off the road has my support, the UVX is so great and expanding it would be amazing
69	Sep 03 2021 06:50 PM	I love public transportation and we need more of it.
70	Sep 03 2021 06:46 PM	None
71	Sep 03 2021 06:34 PM	Front runner would be great to have!
72	Sep 03 2021 06:28 PM	Hj
73	Sep 03 2021 06:25 PM	Good Service
74	Sep 03 2021 06:06 PM	Es muy importante para eliminar la contaminación del aire.
75	Sep 03 2021 05:49 PM	You should put tracks all the way to Santaquin.
76	Sep 03 2021 05:42 PM	Please extend the train south to help people.
77	Sep 03 2021 05:38 PM	It's great
78	Sep 03 2021 05:32 PM	Bus routes are good bito have in this community because some people need the bus if they have no personal transportation
79	Sep 03 2021 05:29 PM	I feel like a bus system might be best. If the front runner does make it down to Payson / santaquin, there is no bus system to move around once there. A stop by Spanish fork hospital could be helpful for many people that need access to healthcare
80	Sep 03 2021 04:40 PM	I would love a bus that goes directly from Provo to Spanish fork - no stops. I say bus, instead of front runner, because I feel a bus would leave more frequently.
81	Sep 03 2021 04:38 PM	None at this time.

Q6 Which of the following BEST describes your TOTAL ANNUAL HOUSEHOLD INCOME in 2020 before taxes?

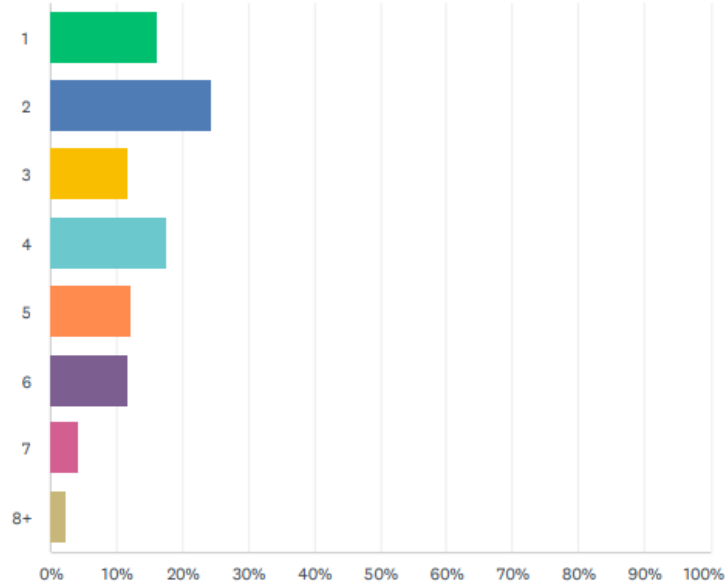
Answered: 245 Skipped: 13



ANSWER CHOICES	RESPONSES	
Less than \$19,000	32.24%	79
\$19,000-\$25,999	12.24%	30
\$26,000-\$32,999	4.49%	11
\$33,000-\$39,999	3.67%	9
\$40,000-\$45,999	10.61%	26
\$46,000-\$53,999	5.71%	14
\$54,000-\$59,999	5.31%	13
\$60,000-\$66,999	4.49%	11
\$67,000-\$79,999	3.27%	8
\$80,000-\$99,999	6.53%	16
\$100,000-\$149,999	6.12%	15
\$150,000-\$199,999	2.45%	6
\$200,000-\$249,999	0.41%	1
\$250,000 or above	2.45%	6
TOTAL		245

Q7 How many people, including you, are in your household?

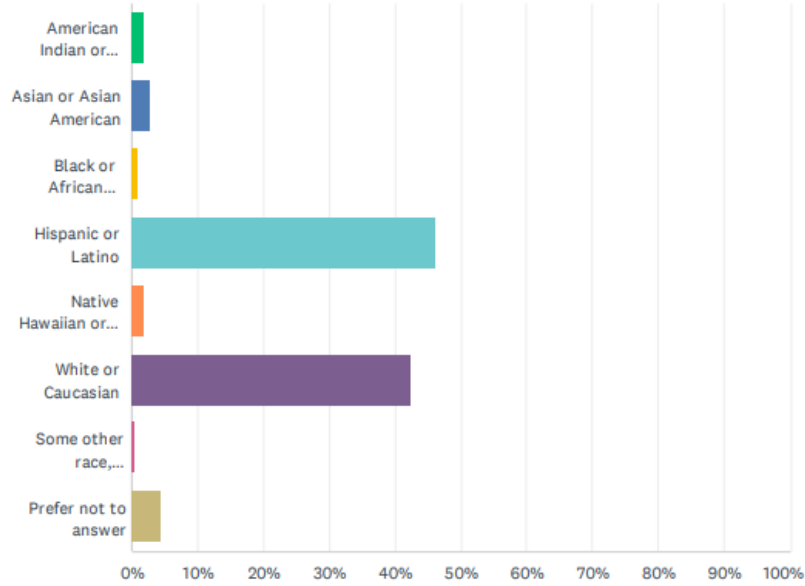
Answered: 247 Skipped: 11



ANSWER CHOICES	RESPONSES	
1	16.19%	40
2	24.29%	60
3	11.74%	29
4	17.41%	43
5	12.15%	30
6	11.74%	29
7	4.05%	10
8+	2.43%	6
TOTAL		247

Q8 What is your race and ethnicity?

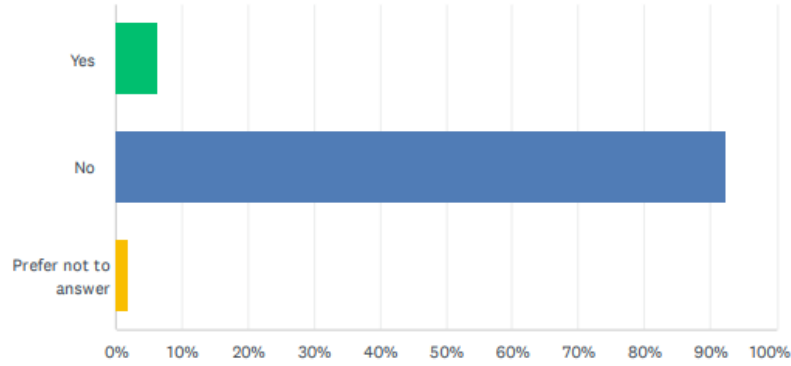
Answered: 250 Skipped: 8



ANSWER CHOICES	RESPONSES
American Indian or Alaska Native	1.60% 4
Asian or Asian American	2.80% 7
Black or African American	0.80% 2
Hispanic or Latino	46.00% 115
Native Hawaiian or other Pacific Islander	1.60% 4
White or Caucasian	42.40% 106
Some other race, ethnicity, or origin	0.40% 1
Prefer not to answer	4.40% 11
TOTAL	250

Q9 Do you have a disability?

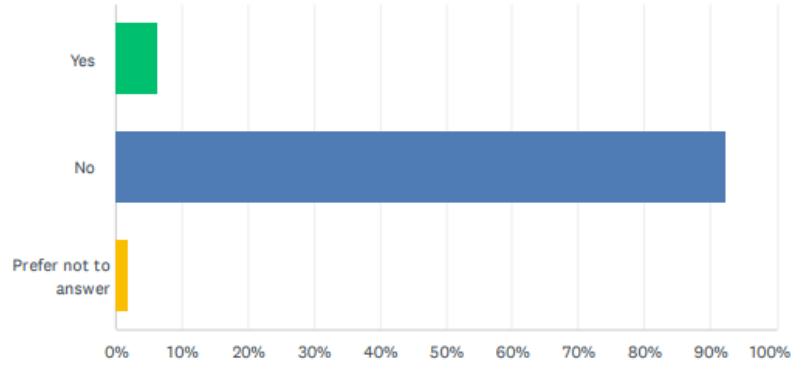
Answered: 245 Skipped: 13



ANSWER CHOICES	RESPONSES	
Yes	6.12%	15
No	92.24%	226
Prefer not to answer	1.63%	4
TOTAL		245

Q9 Do you have a disability?

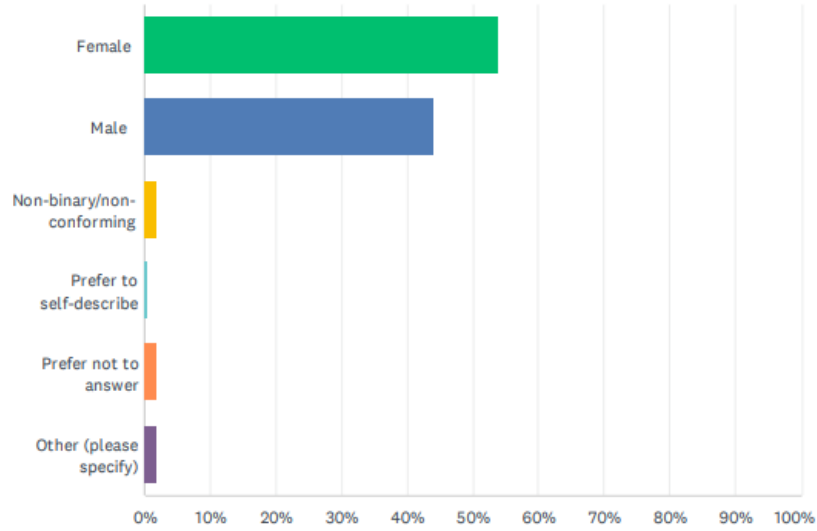
Answered: 245 Skipped: 13



ANSWER CHOICES	RESPONSES	
Yes	6.12%	15
No	92.24%	226
Prefer not to answer	1.63%	4
TOTAL		245

Q11 What is your gender? Select all that apply.

Answered: 248 Skipped: 10



ANSWER CHOICES	RESPONSES	
Female	53.63%	133
Male	43.95%	109
Non-binary/non-conforming	1.61%	4
Prefer to self-describe	0.40%	1
Prefer not to answer	2.02%	5
Other (please specify)	2.02%	5
Total Respondents: 248		

Appendix I: GIS Comment Report

Date	Phase	Event	Comment
3/18/2021	Purpose and Need	N/A	Springville could really use a FrontRunner station here!!
3/18/2021	Purpose and Need	N/A	Would love to see more frequent bus service along this route. It's tough to plan on it when it only comes once an hour.
3/18/2021	Purpose and Need	N/A	Will this area ever have any light rail? It's such a great spot and the track gets maybe one or two trains crossing a week.
3/19/2021	Purpose and Need	N/A	Extend Fronrunner south of Provo and have it run every 15 mins so that it is a viable option for commuting
3/22/2021	Purpose and Need	N/A	This area is highly transit-supportive in its land use. It would be a shame to neglect it if the rail corridor is chosen for operation reasons. Wal-Mart isn't transit supportive at all!
3/28/2021	Purpose and Need	N/A	Please extend Front Runner to Springville sooner rather than later. When you do, please don't waste the space around the station on a giant parking lot. Instead work with Springville City to create dense, walkable, transit-oriented development around the station and excellent bike routes to the station.
3/28/2021	Purpose and Need	N/A	When building the Front Runner station in Springville, please ensure that pedestrians and people walking can easily pass from one side of the tracks to the other. That way the station will increase both inter- and intracity connection. It will also help to facilitate transit-oriented development on both sides of the tracks and increase ridership.
3/28/2021	Purpose and Need	N/A	BRT along Springville Main Street? Yes please! I think there should be a BRT stop here at approximately 380 S Main Street.
3/28/2021	Purpose and Need	N/A	I think there should be a BRT stop here at approximately 20 South Main Street, in front of the library, the splash pad, and the civic center.
3/28/2021	Purpose and Need		I think there should be a BRT stop here, just north or just south of the intersection of 400 N and Main.
3/28/2021	Purpose and Need		I would like to see a BRT stop in this general vicinity of 900 N Main Street where there are

		already some higher density homes that can contribute to ridership.
3/28/2021	Purpose and Need	A BRT stop in the vicinity of 1400 N Main Street would serve northern Springville. This area is zoned for commercial development, but I imagine some higher density homes will also be built here someday. In fact, developers have already approached the city to request a zoning change. It would be good to have a BRT stop that can serve this future growth if it did happen.
3/28/2021	Purpose and Need	I wish this area could remain open fields, but I assume it will fill in with houses before too long. It would be good to have a BRT stop in this area to serve these future homes, especially if you can coordinate with Springville City to make sure it connects to a good walking/bicycling trail, maybe along Dry Creek.
3/28/2021	Purpose and Need	I know it's may be an unrealistic dream, but gosh I wish the Front Runner could run along 400 W (the U.P. corridor) in the heart of Springville instead of clear out by the freeway. It would be so much more useful and accesible in the heart of the city. *sigh* ...maybe someday.
3/28/2021	Purpose and Need	I would like to see BRT or light rail routed through this area to increase its usefulness. For example it could run (going south) like this: SR 51 > Spanish Fork Parkway > Canyon Creek Parkway > 1000 N > Spanish Fork Main Street. This would increase access to numerous restaurants, doctors offices, Costco, Lowes, Walmart, the city splash pad, the hospital, etc. etc. I ride the 821 and I wish it was easier to access these places.
3/28/2021	Purpose and Need	I would love for this southern BRT/light rail line to simply be an extension of UVX, avoiding the need for a transfer or a detour through the Provo Station.
3/28/2021	Purpose and Need	The I-15 corridor seems VERY undesirable to me, and not very useful --especially without a bus-only lane.


3/28/2021	Purpose and Need	If BRT is chosen PLEASE make sure it travels in a bus-only lane and with signal prioritization along the entire route. The sections of UVX where the fully loaded bus has to mix with private (mostly empty) vehicles are so obnoxious!
3/28/2021	Purpose and Need	I would love to see BRT or light rail stations that match the historic brick architecture along Main Street. And which grant real shelter for passengers waiting to board.
3/28/2021	Purpose and Need	When you extend Front Runner to Springville (coming soon, right?) can you please double-track it from the start? There is pent-up demand for frequent commuter rail service in Springville.
3/28/2021	Purpose and Need	If BRT/light rail stops were to include mid-block pedestrian crossings in the historic downtown area, it would help to reduce illegal speeding and make downtown a more enjoyable place to shop and spend money.
3/28/2021	Purpose and Need	If wishes were fishes I would prefer to have electrified light rail running down Springville Main Street. However, I LOVE riding the UVX bus rapid transit light and I understand that BRT is often cheaper to implement. Both BRT and light rail are fantastic options and I think even the most skeptical Springville residents would come to love them.
3/28/2021	Purpose and Need	BRT/light rail should be center-running, with stops located in the center of the street, similar to UVX.
3/28/2021	Purpose and Need	A BRT/light rail stop in the vicinity of Memorial Park would attract a lot of riders during the annual Payson Scottish Festival.
3/28/2021	Purpose and Need	I would like a BRT/light rail stop somewhere near the Payson Library, Historic Main Street, and the historic theater.
4/2/2021	Purpose and Need	Is there enough space under this viaduct to include a bicycle/pedestrian path alongside the train tracks so that people in the neighborhoods north of SR 77/400 S can easily access the Front Runner station?
4/2/2021	Purpose and Need	UDOT plans to build a viaduct here when they rebuild the 1600 S corridor. Coordinate with them to ensure that there is enough space under the viaduct for double tracking as well

		as a bicycle/pedestrian path to connect neighborhoods north and south.
4/2/2021	Purpose and Need	Dry Creek is one of the primary waterways of Springville and has been neglected in past years. Residents are beginning to show interest in restoration. Perhaps the construction of new Front Runner tracks could play a role in enhancing/restoring the creek at this crossing.
4/2/2021	Purpose and Need	I want Springville to have the flagship Front Runner station: iconic architecture (maybe some nice brickwork to match the nearby Strap Tank Brewery and the historic downtown), comfortable shelter out of the wind for passengers waiting to board, intuitive wayfinding, foot crossings to the west side of the U.P. tracks, plenty of benches, drinking fountains, bathrooms, lots of trees, covered bicycle parking and plenty of bike lockers, plenty of art and murals, transit-oriented homes built atop the parking lot to maximize utility (and ROI for UTA). Maybe these are pie-in-the-sky, but I want them nonetheless.
4/2/2021	Purpose and Need	A BRT/light rail stop near this charter school and within walking distance of Bicentennial Park (with dog park) would be nice.
4/2/2021	Purpose and Need	The current bus stops along this Ironton Road section of HWY 89 are quite sad --even dangerous sometimes. Center boarding BRT/light rail stops would be a welcome upgrade.
4/2/2021	Purpose and Need	This area near the District offices, the Fairgrounds, and the high school might be a good location for a BRT/light rail stop -- especially during Spanish Fork Fiesta Days when thousands attend the rodeo.
4/2/2021	Purpose and Need	A BRT/light rail stop here near the City offices and the new library (est. completion Fall 2022) would be nice.
4/2/2021	Purpose and Need	BRT/light rail stop somewhere near here along the historic main street.
4/2/2021	Purpose and Need	BRT/light rail stop here near the Post Office, Maceys, Costco, dollar store, and various other stores, shops, and eateries.

4/2/2021	Purpose and Need	BRT/light rail stop near here to serve passengers visiting the numerous restaurants in this area, as well as the splash pad at North Park.
4/2/2021	Purpose and Need	BRT/light rail stop near here to serve passengers visiting the numerous restaurants, the Walmart, the Department of Workforce Services office, etc.
4/2/2021	Purpose and Need	BRT/light rail stop near here to serve passengers visiting the Lowe's and the new hospital?
4/2/2021	Purpose and Need	Perhaps BRT/light rail could even loop through the hospital site, with a stop right near the front doors.
4/2/2021	Purpose and Need	If BRT/light rail is chosen, perhaps it could turn west along SR 77/400 S and then south along Springville's 1200 W, which is planned to be a regional arterial connecting with Spanish Fork. This would help to connect Springville residents with businesses, grocery stores, and offices on the west side of town, including the IHC InstaCare, the Clyde Recreation Center, and the school for the deaf and blind. This route would put a lot of homes within walking distance of transit (as opposed to SR 51, which is largely industrial), and Springville City is already putting the majority of their high density housing in this area. This would also help to connect Springville residents to the Front Runner station, reducing the need for people to drive a car to the station. Plus, it would facilitate a connection with Spanish Fork's commercial sector and the new hospital.
4/2/2021	Purpose and Need	A BRT/light rail stop near here would serve the Clyde Recreation Center, the Utah School for the Deaf and Blind, and would connect passengers to the Front Runner station.
4/2/2021	Purpose and Need	A BRT/light rail station near here could serve the InstaCare, the numerous businesses in this commercial sector, and the growing number of multi-family homes nearby.
4/2/2021	Purpose and Need	A BRT/light rail stop near here would be well connected to the city trail system, which would help give all residents in the Dry Creek neighborhoods access to transit.
4/2/2021	Purpose and Need	Perhaps a BRT/light rail stop near here could serve the Spanish Fork Recreation Complex.

4/2/2021	Purpose and Need		A BRT/light rail stop near the Sri Sri Radha Krishna Temple would get a lot of use during the various cultural events that happen here every year.
4/2/2021	Purpose and Need		I would love to have access to Salem Pond via BRT/light rail.
4/7/2021	Purpose and Need		Why go to the expense and trouble of building a BRT system when just dedicating a lane for regular bus use would accomplish practically the same thing?
4/14/2021	Purpose and Need		The only way I'd use public transportation is if it doesn't take my 35 min commute and make it 2+ hours. If there was a frontrunner station that could get me to Lehi. I'd consider it.
4/15/2021	Purpose and Need		I would think a Frontrunner Station around here on Main and 8th south in Payson would be vital to assist with the population explosion that will inevitably come. It would create opportunities and decrease traffic.
4/27/2021	Purpose and Need		This looks like an excellent study and evaluation. Obviously with a UVU satellite out to Payson this will be a very important to have soon.
4/30/2021	Purpose and Need		I think a BRT or Light Rail alignment would be better utilized along Canyon Creek Parkway to serve the growing residential, retail, and medical offices that are springing up along the route, as well as use down 1000 North, before turning onto Main Street
4/30/2021	Purpose and Need		This would be a great location for the Spanish Fork FrontRunner station, and could help divert traffic off of the super congested Main Street
4/30/2021	Purpose and Need		The only way that BRT or Light Rail could succeed in this area is if they have absolute priority, the traffic near Rees Elementary and 400 North in Spanish Fork is very discouraging. Also, for this service to succeed on Main Street in SF, traffic signal priority AND bus lanes are critically needed because of the heavy traffic
5/5/2021	Initial Evaluation	Bike to Work Day	Would LOVE to see more bike lanes all through East Bay!
7/2/2021	Initial Evaluation	Provo Freedom Festival	In Springville next to visit he Walgreens to Desert Industries we need bus service and to walmart

7/2/2021	Initial Evaluation	Provo Freedom Festival	I love this idea
7/2/2021	Initial Evaluation	Provo Freedom Festival	It's very convenient and super saves on gas
7/2/2021	Initial Evaluation	Provo Freedom Festival	It was super cool
7/2/2021	Initial Evaluation	Provo Freedom Festival	At the Freedom fair
7/2/2021	Initial Evaluation	Provo Freedom Festival	Uta
7/2/2021	Initial Evaluation	Provo Freedom Festival	Super cool to be here
7/2/2021	Initial Evaluation	Provo Freedom Festival	This is an amazing idea I hate that we have no transportation in Santaquin
7/2/2021	Initial Evaluation	Provo Freedom Festival	I love the extension idea!
7/2/2021	Initial Evaluation	Provo Freedom Festival	Great plans!
7/2/2021	Initial Evaluation	Provo Freedom Festival	Great public transportation
7/2/2021	Initial Evaluation	Provo Freedom Festival	I think more front runner station like things down south would be awesome! Then we can travel south easier.
7/2/2021	Initial Evaluation	Provo Freedom Festival	Luv dis system
7/2/2021	Initial Evaluation	Provo Freedom Festival	Would love commuter rail to go further
7/2/2021	Initial Evaluation	Provo Freedom Festival	Clean, fast transportation.
7/2/2021	Initial Evaluation	Provo Freedom Festival	No freeway exit at 1700 N in Provo!
7/2/2021	Initial Evaluation	Provo Freedom Festival	This would help getting to work without having to worry about driving.
7/2/2021	Initial Evaluation	Provo Freedom Festival	Great service! Buses are clean and always on time.
7/2/2021	Initial Evaluation	Provo Freedom Festival	Would love to see it expand. We love that area of the valley!
7/2/2021	Initial Evaluation	Provo Freedom Festival	I'd love to see the buses running more often and on sundays
7/2/2021	Initial Evaluation	Provo Freedom Festival	I love UTA services! They are super effective!
7/2/2021	Initial Evaluation	Provo Freedom Festival	It would be cool to have a train here
7/2/2021	Initial Evaluation	Provo Freedom Festival	I love the options we have here, maybe we would benefit if the station had easier access for pedestrians.

7/2/2021	Initial Evaluation	Provo Freedom Festival	Yes to all the changes!
7/2/2021	Initial Evaluation	Provo Freedom Festival	We are so excited for the train station in Vineyard
7/2/2021	Initial Evaluation	Provo Freedom Festival	UTA rocks! Very convenient.
7/2/2021	Initial Evaluation	Provo Freedom Festival	I think it's awesome that it goes to Santaquin!
7/2/2021	Initial Evaluation	Provo Freedom Festival	I love springville!!!!
7/2/2021	Initial Evaluation	Provo Freedom Festival	
7/2/2021	Initial Evaluation	Provo Freedom Festival	I love Utah transit!
7/2/2021	Initial Evaluation	Provo Freedom Festival	Nice to have a southern extension on FrontRunner
7/2/2021	Initial Evaluation	Provo Freedom Festival	We love the transit system in Utah. Thanks for all you guys do!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love UTA!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Awesome!
7/3/2021	Initial Evaluation	Provo Freedom Festival	It has a lot of people riding that have not paid
7/3/2021	Initial Evaluation	Provo Freedom Festival	Love this!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Love it's!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I would like a crosswalk right here. It's important to make sure Freedom Blvd can continue to handle the traffic brought by the UTA station!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I really appreciate the uta uvx here. It makes getting around the BYU area much faster and easier.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Very nice and convenient
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love that the UTA buses are always clean and on time
7/3/2021	Initial Evaluation	Provo Freedom Festival	Yrs. Payson front runner great idea
7/3/2021	Initial Evaluation	Provo Freedom Festival	FrontRunner to Payson to connect southern Utah County to the rest as the whole county grows.
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love frontrunner but wish it moved faster

7/3/2021	Initial Evaluation	Provo Freedom Festival	I love trax! Super easy to use but just a little to expensive to use regularly.
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love front runner, expanding down to payson will be fantastic!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Awesome
7/3/2021	Initial Evaluation	Provo Freedom Festival	Run more trains and treat and buses on Sunday
7/3/2021	Initial Evaluation	Provo Freedom Festival	UTA IS AWESOME!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Boom Shaka Laka
7/3/2021	Initial Evaluation	Provo Freedom Festival	I like public transportation
7/3/2021	Initial Evaluation	Provo Freedom Festival	Thank you for your service!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love UTA
7/3/2021	Initial Evaluation	Provo Freedom Festival	It would be awesome to have good connection from here to Lehi!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love the ride!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I would love to see more stops across the valley..
7/3/2021	Initial Evaluation	Provo Freedom Festival	You guys do great! You support clients I we serve well.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Love uta great sevjce
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love to use this this
7/3/2021	Initial Evaluation	Provo Freedom Festival	WE LOVE UTA!!!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Would love to have front runner down to Payson or Santaquin.
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love riding on bus and froont runner.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Rapid transit from BYU to south Utah County would be amazing
7/3/2021	Initial Evaluation	Provo Freedom Festival	All busses could use more ADA seating many times we have to wait for the next buss
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love riding the front runner.
7/3/2021	Initial Evaluation	Provo Freedom Festival	We need a stop at the spring creek park
7/3/2021	Initial Evaluation	Provo Freedom Festival	Boom!

7/3/2021	Initial Evaluation	Provo Freedom Festival	We need a bus stop at the Spring Creek Park in Provo
7/3/2021	Initial Evaluation	Provo Freedom Festival	Front runner is fun
7/3/2021	Initial Evaluation	Provo Freedom Festival	Coolio
7/3/2021	Initial Evaluation	Provo Freedom Festival	This is a nice place to visit!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love riding, but I want to feel more like I have good security if anything were to happen.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Great service, thank you!! I love that byu students get to ride for free!!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love the front runner! It is very fast and efficient!
7/3/2021	Initial Evaluation	Provo Freedom Festival	It is fun and fast!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I don't like the bus lane. Wish there was less traffic for cars- 3 lanes would be better for cars.
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love public transportation!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Public transit is the best!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Awesome place for a ride here would be sick.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Cool
7/3/2021	Initial Evaluation	Provo Freedom Festival	I live in Spanish fork and I would love to see front runner come to the south end of the valley. I have been using front runner for years and I'm about to get a job in Taylorsville and would love to commute with mass transit.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Would love more transportation options
7/3/2021	Initial Evaluation	Provo Freedom Festival	I would love to see front runner down to Spanish Fork and further south.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Nice booth
7/3/2021	Initial Evaluation	Provo Freedom Festival	We like taking frontrunner up to SLC.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Transit is important. A rewards program would be fun.
7/3/2021	Initial Evaluation	Provo Freedom Festival	I'd love to see a station out by the high school or the empty land near the police station
7/3/2021	Initial Evaluation	Provo Freedom Festival	I like

7/3/2021	Initial Evaluation	Provo Freedom Festival	I wish uta did more west of the lake
7/3/2021	Initial Evaluation	Provo Freedom Festival	We live in Provo and and love UTA transit! Can't wait to see it expand further south for more travel options!
7/3/2021	Initial Evaluation	Provo Freedom Festival	It was clean and smooth to get from downtown Provo to BYU, loved the ease
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love how clean the busses are
7/3/2021	Initial Evaluation	Provo Freedom Festival	I would love to see more electric rail cars
7/3/2021	Initial Evaluation	Provo Freedom Festival	We would love to see a stop near the recreation center!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I would love to see a spot by the Provo Rex center. I also don't always feel safe riding it alone on the evening due to homeless looking people on it.
7/3/2021	Initial Evaluation	Provo Freedom Festival	The front runner is one of the best methods of public transit I've ever experienced
7/3/2021	Initial Evaluation	Provo Freedom Festival	Springville is growing exponentially at a rapid pace and springville being tied into the transit would be a great idea!
7/3/2021	Initial Evaluation	Provo Freedom Festival	If you could get here that would be cool
7/3/2021	Initial Evaluation	Provo Freedom Festival	I've never ridden the train but I'm glad that we have one if I ever need it.
7/3/2021	Initial Evaluation	Provo Freedom Festival	It's great!!
7/3/2021	Initial Evaluation	Provo Freedom Festival	This is amazing
7/3/2021	Initial Evaluation	Provo Freedom Festival	Light rail is amazing
7/3/2021	Initial Evaluation	Provo Freedom Festival	We need more stops on the west side of Provo and the more rural areas.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Love the location here in Spanish Fork, convenient location
7/3/2021	Initial Evaluation	Provo Freedom Festival	This station rocks
7/3/2021	Initial Evaluation	Provo Freedom Festival	N/A
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love being a student and having free transportation
7/3/2021	Initial Evaluation	Provo Freedom Festival	Love what you're doing! Thanks for making transportation available!

7/3/2021	Initial Evaluation	Provo Freedom Festival	It would be helpful for heads up time (like on the frontrunner) for when the next bus time.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Hits all the convenient spots in Provo
7/3/2021	Initial Evaluation	Provo Freedom Festival	Thanks you
7/3/2021	Initial Evaluation	Provo Freedom Festival	Thanks
7/3/2021	Initial Evaluation	Provo Freedom Festival	We love using the busses! Save a car ride save the planet. We wish there was a year long pass available to the public.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Very nice UTA. 10/10 would approve
7/3/2021	Initial Evaluation	Provo Freedom Festival	super efficient travel! makes not having a car super worth it and helps me stay in college and still get where I need to go. 10/10 would not have survived the semester without it!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Thank you!
7/3/2021	Initial Evaluation	Provo Freedom Festival	Fast and convenient. I love by UTA as a student and getting to campus is a breeze!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love that the train takes me up to SLC so I don't have to deal with parking
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love utah buses and the schedule
7/3/2021	Initial Evaluation	Provo Freedom Festival	Good service
7/3/2021	Initial Evaluation	Provo Freedom Festival	Payson should get a station
7/3/2021	Initial Evaluation	Provo Freedom Festival	Great buses always running on time and great bus drivers. Friendly service
7/3/2021	Initial Evaluation	Provo Freedom Festival	Love the fortfunner from Provo to Ogden.
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love the front runner from Provo to Ogden.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Great service,use it for clients often
7/3/2021	Initial Evaluation	Provo Freedom Festival	Send info please - need light rail by to Eagle Mtn
7/3/2021	Initial Evaluation	Provo Freedom Festival	Need light rail to Eagle Mtn
7/3/2021	Initial Evaluation	Provo Freedom Festival	Excited for the BRT expansion to lehi as well as the new Vineyard Frontrunner station!

7/3/2021	Initial Evaluation	Provo Freedom Festival	The train will stop here for long chunks of time and block access to the frontrunner and busses. It would be great to have another pedestrian access point. If you're coming from Freedom it's going to take an extra 20 minutes to walk around to the dangerous university overpass.
7/3/2021	Initial Evaluation	Provo Freedom Festival	I ride uta all the time and love it
7/3/2021	Initial Evaluation	Provo Freedom Festival	Love the front runner so much. People need more access and I love the extensions.
7/3/2021	Initial Evaluation	Provo Freedom Festival	Love the frontrunner wish it was more accessible and had more stops everywhere
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love UTA and use the frontrunner to get to and from school/work
7/3/2021	Initial Evaluation	Provo Freedom Festival	Great service
7/3/2021	Initial Evaluation	Provo Freedom Festival	The Provo free bus is amazing!
7/3/2021	Initial Evaluation	Provo Freedom Festival	I love the free bus.
7/22/2021	Initial Evaluation		Love the UTA systems and how easy it can be to get around by calling for trip planning! :)
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Would love to get the front runner Doen south
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Please extend front runner to south Utah county!!!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Spanish Fork needs a stop on Main Street near 7-11 and another stop near the Rec Center in Springville. This would make it so my teenagers could go to the Rec Center when I am at work.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Need light rail or better highway to Saratoga Springs
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Great way to get around.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Huge fan of this!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I work in downtown Salt Lake City. And I ride the front runner every day. But I live in Payson and I have to drive to Provo every day just to get on the front runner. I would love to have a stop nearer to me!!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	An extension to saniqui would be awesome! I love the tracks.

7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Yes we need service to Utah county areas
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Love riding frontrunner
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	A train to santaquin would be great.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	We live in Salem and work in west valley of Salt lake every day
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Can't wait to have Frontrunner!!!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Please bring Front Runner to Spanish Fork.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I would love to be able to get to Salem easier
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	We should have more uta in santaquin but it's nice
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	A lot of people will love it
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I would love to have light rail from slc to Saint George
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	So excited about the extended track
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	An extension of the front runner to south Utah county would make transportation much easier for my family.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Please bring this to Santaquin!!!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Please bring this to Santaquin. UTA has been a blessing to my family
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Can't wait! Payson to Lehi commute for me!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I think it's great, can't wait!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I use front runner all the time but have to drive from salem to orem. I Love this!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	We LOVE frontrunner! Closer access to Salem would be incredible!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Front runner please
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I would love to see more stops on the East side of Provo!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Front runner please
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I really like the work you are doing, keep it safe and clean

7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I am so excited for this to come South!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Please bring thr front runner south!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	You guys totally rock!! Thank you for the help w my student too!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	This is a road
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	It would be great to get more uta options further south
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	*
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Bring it on down! Love using the trains to travel to Salt Lake City @
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	<3
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Fiesta days
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	You need to get service in juab county i love riding front runner
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Love front runner
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	We need more bus services in south provo utah and we need fronrunner services south of provo utah towards nephi.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Front runner to Spanish Fork please
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	It's a great idea!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I love UTA!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Awesome public transportation 👍
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I think that it would be great
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Front runner further south
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Let's get more transit in southeast Provo
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Love the light rail. Super convenient
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Doesn't affect me
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Love front runner!!

7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	It is good
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Very good. Nice service.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Bring Front Runner to Spanish Fork! Love the train
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	We'd love service in the south valley and to eagle mountain
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Support commuter and light rail!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Utah rocks.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Hi!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I love the idea of the coming down to Santaquin!! More public transportation the better for our community.
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I'm so excited to have it come closer to spanish fork. We use it all the time to go to Bountiful!
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	FrontRunner needs to come down south
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	Commute to SLC. Would make it nicer to have a station in Spanish fork
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I love being able to use the front runner. As a student I like an alternative to using a car to get around. Especially with rising gas prices
7/24/2021	Initial Evaluation	Spanish Fork Fiesta Days	I love uta ride! it would be incredibly useful to extend it all the way to santaquin! thanks
8/5/2021	Detailed Evaluation	Utah County Fair	TEST
8/6/2021	Detailed Evaluation	Utah County Fair	would love to get here on the transit!
8/6/2021	Detailed Evaluation	Utah County Fair	Wish there was transit options. Where is front runner.
8/7/2021	Detailed Evaluation	Santaquin Orchard Days	Can't wait for the train to come to Santaquin.
8/7/2021	Detailed Evaluation	Santaquin Orchard Days	I cant wait
8/7/2021	Detailed Evaluation	Santaquin Orchard Days	Excited !!
8/7/2021	Detailed Evaluation	Santaquin Orchard Days	Yes, please do.
8/7/2021	Detailed Evaluation	Santaquin Orchard Days	What's up?

8/7/2021	Detailed Evaluation	Santaquin Orchard Days	Trans are cool
8/7/2021	Detailed Evaluation	Santaquin Orchard Days	Please bring more transportation this way
8/14/2021	Detailed Evaluation		I think it's an awesome decision
8/14/2021	Detailed Evaluation		I think it's a fairly good idea wise choice keep up the good work
8/14/2021	Detailed Evaluation		Thank you
8/14/2021	Detailed Evaluation		It would make it easy to do things down south
8/14/2021	Detailed Evaluation		Add to Santaquin
8/14/2021	Detailed Evaluation		I think the front runner expansion is a good idea.
8/14/2021	Detailed Evaluation		I think more accessible public transportation is a great thing!
8/14/2021	Detailed Evaluation		Trax to Spanish Fork would be very convenient
8/14/2021	Detailed Evaluation		UTA is really growing to help all communities,
8/14/2021	Detailed Evaluation		Please continue to expand Utah county
8/14/2021	Detailed Evaluation		Yes; extend transportation south and north
8/14/2021	Detailed Evaluation		It's a good idea to expand
8/14/2021	Detailed Evaluation		EXPAND
8/14/2021	Detailed Evaluation		Support the front runner
8/14/2021	Detailed Evaluation		I support front runner
8/14/2021	Detailed Evaluation		I believe the expansion would be an amazing deal in today's economic deals with higher fuel pricing and traffic build up on the freeway system
8/14/2021	Detailed Evaluation		I'm in favor of the expansion
8/14/2021	Detailed Evaluation		I take train every day to work love it
8/14/2021	Detailed Evaluation		I love the idea of further expansion to carbon country area

8/14/2021	Detailed Evaluation		I think unlock transport is a great service and would love to see it expanding across the state to areas like carbon or emery county.
8/14/2021	Detailed Evaluation		I see no problem in expanding the transits reach.
8/14/2021	Detailed Evaluation		Keep up the good job
8/14/2021	Detailed Evaluation		Love it's going to Santaquin
8/14/2021	Detailed Evaluation		El evento es muy bueno Pero falto un poco de publicidad
8/14/2021	Detailed Evaluation		No me gusta porque tardan mucho en pasar
8/14/2021	Detailed Evaluation		Expansion of light rail
8/14/2021	Detailed Evaluation		I'd like to see more east west travel options for tram and fronrunner
8/14/2021	Detailed Evaluation		I love to have fronter runner go to saint grous
8/14/2021	Detailed Evaluation		Train to St George would be fabulous,
8/14/2021	Detailed Evaluation		I like having fronrunner & trap lines to get me around fast without any hassles since I don't drive. Any expansion in the riding lines would be an added help to all
8/14/2021	Detailed Evaluation		Santaquin train would be good
8/14/2021	Detailed Evaluation		Looks good!
8/14/2021	Detailed Evaluation		I think it is very useful to have extended service to Santaquin.
8/21/2021	Detailed Evaluation	Provo Farmers Market	Love to ride
8/21/2021	Detailed Evaluation	Provo Farmers Market	Love uta. I use trax. Would love more routes in salt lake
8/21/2021	Detailed Evaluation	Provo Farmers Market	Yes. Love the Fronrunner. Please extend!
8/21/2021	Detailed Evaluation	Provo Farmers Market	Do the extension!
8/21/2021	Detailed Evaluation	Provo Farmers Market	I don't use it much but I think it's a great resource for people who need it
8/21/2021	Detailed Evaluation	Provo Farmers Market	Comment
8/21/2021	Detailed Evaluation	Provo Farmers Market	I think that expanding the line south would be a great idea and would make transport a lot easier for people!

8/21/2021	Detailed Evaluation	Provo Farmers Market	UTA is a great transportation system, I say extend it so more people can enjoy it!
8/21/2021	Detailed Evaluation	Provo Farmers Market	I live in Santaquin Utah. Would love to see front runner extended
8/21/2021	Detailed Evaluation	Provo Farmers Market	I wish I could go south
8/21/2021	Detailed Evaluation	Provo Farmers Market	I live in Provo and work in payson a few times a week. I would love an affordable option for that commute.
8/21/2021	Detailed Evaluation	Provo Farmers Market	I like the front runner, but I wish there was an express train
8/21/2021	Detailed Evaluation	Provo Farmers Market	Love the frontrunner. Please expand as far south as you can.
8/21/2021	Detailed Evaluation	Provo Farmers Market	Front runner going down south pass Provo is best
8/21/2021	Detailed Evaluation	Provo Farmers Market	I think it would be great if we could expand the train to go to Payson. It would benefit alot of people
8/21/2021	Detailed Evaluation	Provo Farmers Market	Uta is cool
8/21/2021	Detailed Evaluation	Provo Farmers Market	There are a lot of new developments in southern utah county, it would hopefully reduce traffic.
8/21/2021	Detailed Evaluation	Provo Farmers Market	Public transportation is always a good idea. If people use it, it'll help reduce fossil fuel emissions.
8/21/2021	Detailed Evaluation	Provo Farmers Market	I ride the bus. I like it's affordable.
8/21/2021	Detailed Evaluation	Provo Farmers Market	My clients would use this
8/21/2021	Detailed Evaluation	Provo Farmers Market	I would like the idea of going all the way to Santaquinn.
8/21/2021	Detailed Evaluation	Provo Farmers Market	It would develop Southern Utah County significantly if the front runner were expanded. We would use it regularly!
8/21/2021	Detailed Evaluation	Provo Farmers Market	A train going south would be nice
8/21/2021	Detailed Evaluation	Provo Farmers Market	Love front runner
8/21/2021	Detailed Evaluation	Provo Farmers Market	I think a front runner line anywhere South of Provo would be nice. I would be able to ride down to other school districts for student teaching.
8/21/2021	Detailed Evaluation	Provo Farmers Market	Need more frequent departures in the mornings.

8/21/2021	Detailed Evaluation	Provo Farmers Market	Very convenient for someone who is a student and commutes to salt lake for Utah county!!
8/21/2021	Detailed Evaluation	Provo Farmers Market	Please extend Frontrunner as far south as possible.
8/21/2021	Detailed Evaluation	Provo Farmers Market	We need more
8/21/2021	Detailed Evaluation	Provo Farmers Market	Expand to Payson
8/21/2021	Detailed Evaluation	Provo Farmers Market	The front runner is awesome, very fast and efficient. Definitely should expand to payson
8/21/2021	Detailed Evaluation	Provo Farmers Market	This would be super convenient!
8/21/2021	Detailed Evaluation	Provo Farmers Market	I think that the frontrunner should extend down to the Payson area.
8/21/2021	Detailed Evaluation	Provo Farmers Market	I don't use it besides for getting to the airport
8/21/2021	Detailed Evaluation	Provo Farmers Market	Front runner stop
8/21/2021	Detailed Evaluation	Provo Farmers Market	It would be nice here
8/21/2021	Detailed Evaluation	Provo Farmers Market	We love front runner. I think front runner should be cheaper in the winter to encourage less cars on the road
8/21/2021	Detailed Evaluation	Provo Farmers Market	I think it would be very nice to have Front runner go farther south. The limited transportation prevents a lot of students from going there.
8/21/2021	Detailed Evaluation	Provo Farmers Market	It would be great to have the front runner and buses to go to Santaquin! I could have used it for work last summer. Also, I would love buses in Vineyard/ west Orem. I have to walk a half hour to get to the busses
8/21/2021	Detailed Evaluation	Provo Farmers Market	Is there a way to make it faster? The Provo to slc trip takes too long to be useful
10/14/2021	LPA		How is this station accessible from the main parts of Spanish Fork City? It seems disconnected to me.
10/14/2021	LPA		Other maps from UDOT, MAG, and Spanish Fork have identified that the station would be here (south of the proposed Center St. interchange. Has it moved to the north side of that interchange?
10/14/2021	LPA		A flyover bridge would be required at some point. Correct? Would that be closer to the Provo station or further south toward/in Springville?

10/14/2021	LPA	<p>I live in Payson and support this. I work in Lehi at the moment and would be a daily weekday rider. Some questions I have are with the proposed location and the route to where parking would be. It seems that existing roads will need to be enhanced to get to the location and accommodate traffic. Is this being discussed?</p> <p>Also, I have been keeping up to date with the proposed new freeway enhancements for the area and its new location. How is this going to tie into where this station will be located and the new freeway interchange?</p>
10/14/2021	LPA	<p>The Spanish Fork Station should have a new street to connect it to Center Street and 400 North (both of which are major roads in SF). It should also have good bus service to improve accessibility to the station and its community. If possible, there should be improved pedestrian and bicycle connections, though it'll be somewhat distant from major residential areas where it's being shown</p>
10/14/2021	LPA	<p>I would love to have the frontrunner to Payson please! And even eventually to Santaquin. I'm in Nephi and we get on the "Runner" in Provo.</p>
10/14/2021	LPA	<p>We are excited to have Front Runner available in the South Valley. However, we hope that it will be joined by an extensive expansion of bus services within the South Valley. Spanish Fork in particular has almost no bus services on the East side, where growth has been exponential in recent years.</p>
10/15/2021	LPA	<p>I live in Payson and I think both the Frontrunner ti Payson and the express bus from Santaquin to Payson is an excellent idea. I live in Payson and we could benefit from this change. It is something needed . We feel left neglected in the south end of Utah County. This part of the county is growing like crazy and this will be beneficial. Thanks for considering this.</p>
10/15/2021	LPA	<p>Will the express bus stop at 800 South in Payson? There are several large developments that would benefit from direct access. Red Bridge is building a green focused community</p>

	<p>that would be proud to host a location for the express bus to stop.</p>
<p>10/15/2021 LPA</p>	<p>Just north of the Springville station appears to be the location of the fly over to cross the Union Pacific track. Is this correct or just an anomaly of the map? Also, the access to this location seems to be indicated as coming from the West on the map. Wouldn't it be smarter to enter from the East if the track is indeed on the east side of the Union Pacific Rail? As an extension of this, would access be readily available from the 400 South thoroughfare going into Springville? This would really make the most sense but would require some new roadways. As an overall perspective from a resident of Mapleton, I am excited to have a FrontRunner Station this close. Please follow through with this particular plan and PLEASE don't give us the BRT alternative at this end of the valley. Riders from this area absolutely don't want to have to make a transfer from BRT to Frontrunner in Provo. We need FrontRunner here.</p>
<p>10/15/2021 LPA</p>	<p>Can we have the FrontRunner go down to the 800 S exit? I feel it would be a lot more convenient for people overall, as it would make the bus trips shorter to Santaquin. And there is already the bus stop there by Chevron/Texaco. Plus, there is that existing vacant rail line that heads down past the Phillips gas station/Wendy's there on the West side of I-15 with plenty of land that could be used for the FrontRunner station.</p>
<p>10/15/2021 LPA</p>	<p>Another Payson resident here who would fully utilize Frontrunner. Great idea, PLEASE DO IT!!!!</p>
<p>10/15/2021 LPA</p>	<p>Arrowhead Trail and the surrounding roads would need to improve their sidewalk situation.</p>
<p>10/15/2021 LPA</p>	<p>I think the proposed location for a Springville station here is the best possible location. However access to the station from both sides of the tracks and also commuters coming from both the north (central Springville) and the</p>

		south (north Spanish Fork and Mapleton) is imperative.
10/15/2021	LPA	I feel a Frontrunner Station near the south freeway exit would be a better option (better balance between serving both Payson and Santaquin residents) than one at the north end of Payson. That is unless there also would be a Santaquin station in the not too distant future. In that case than a station near the proposed north location is great.
10/15/2021	LPA	Yes! I frequently travel to Las Vegas and this would be an awesome option to have
10/15/2021	LPA	Commuter rail is a much better option than BRT. Frontrunner, contrary to what I initially thought it would be, helps alleviate road traffic and has value. To me it seems like BRT ridership is not very high, as generally I only ever see sparsely populated buses. Combine that with the fact that traffic on Provo and Orem streets where BRT was retrofitted to accommodate BRT seems MUCH worse (due to more constricted space and new traffic pattern restrictions, blockages, and changes) than prior to it's existence, I would conclude that BRT is nothing short of a complete failure and waste of money.
10/15/2021	LPA	I imagine the Spanish Fork Frontrunner Station will be located in best correlation with the proposed new Center St. interchange, but like another commenter, it seems much better situated, useful, and accessible for more people if it is to be located on the south (and east) side of the freeway than on the north (and west) side. Why make the vast majority of people travel over to the opposite side of the interchange to access the station?
10/15/2021	LPA	I would love to see a bus run on Canyon Road in Spanish Fork. I would also like to suggest a bus stop closer to the Deseret Industries in Springville. I know a lot of their employees could use that transportation.

10/16/2021	LPA	If the station is going to be that far west is there going to be a bus from East Springville to there
10/16/2021	LPA	I live life in a wheelchair and the slow progression of my illness is starting to limit how far I can drive. I really like this proposal to bring the front runner this far south. I am in Spanish Fork and add my voice to that of others that if it feasible, it seems it would be more readily accessible if a stop was on the East side of the freeway. I also would like to see bus route expansion to the south east side of Spanish Fork. Personally I could really benefit with bus stops along Canyon Road.
10/16/2021	LPA	I live life in a wheelchair and the slow progression of my illness is starting to limit how far I can drive. I really like this proposal to bring the front runner this far south. I am in Spanish Fork and add my voice to that of others that if it feasible, it seems it would be more readily accessible if a stop was on the East side of the freeway. I also would like to see bus route expansion to the south east side of Spanish Fork. Personally I could really benefit with bus stops along Canyon Road.
10/17/2021	LPA	I (and many other factory workers) work along 1400 N, and adding a Springville Station right here would be so helpful and convenient.
10/17/2021	LPA	So am I right to assume that new roads would be constructed here at 400 N right after the flyover to give access to the new station?

10/17/2021 LPA	<p>It seems the proposed location for the Payson station is an odd and relatively inaccessible choice. If the goal of public transit is to cut down on vehicle traffic and make the FrontRunner accessible to more people, then why create a stop in one of the least-populated and unused parts of town? It's also literally the stinkiest place I can imagine having to sit and wait for the train, right by the sewage and water treatment plant! It also seems like this location would add more congestion to the north end of Main St where we already have heavy traffic and multiple accidents. Unless UDOT/UTA/Payson City plan on tearing down houses to widen Main Street (which they definitely should NOT do!) or unless this somehow links the station to the proposed weird future freeway interchange that basically converts that exit into a feeder road for an exit further north, then a station near the 800 South exit seems to be a wiser choice. The south end of town is experiencing more rapid growth, both commercial and residential. It seems like it would reduce more traffic to put it nearer to the large businesses in the industrial park with their hundreds of employees and the multiple high-density housing units with their hundreds of vehicles too. Plus it seems like that end of town would be more accessible to the Santaquin residents coming in by bus, and the Salem & Elk Ridge residents that would be driving over via State St/Hwy 198.</p>
10/18/2021 LPA	<p>Bad idea. Let's keep Spanish Fork rural. Train lines mean more people and more crime.</p>
10/18/2021 LPA	<p>Would this be considered a "Quiet Zone" station? This area has a lot of residential communities and currently expanding. Having a horn blare at all times of day would be detrimental. Also, would the use of the rails in the stretch from 400 S to 1600 S be exclusive to the Front Runner or in addition to the existing use of Union Pacific's?</p>
10/18/2021 LPA	<p>I would be thrilled to have a transit in town!</p>

10/18/2021	LPA	<p>I am not sure why the Payson Fronrunner stop is where it is located? Seems residents of the local area would have to drive out of their way to get to it. Most residents are on the east side of I-15 and the stop looks to be on the west side of the interstate between the 8000 S and Payson offramps. My recommendation is to put it closer to the Payson Main St or off of 800 S in Payson.</p> <p>I drive from Payson to Provo, Monday thru Friday, to work at the Univ of Utah.</p>
10/18/2021	LPA	<p>Create an I-15 ramp exit here! 400 S exit is too busy, especially for Mapleton and South Springville to use.</p>
10/18/2021	LPA	<p>Fronrunner is so important to help my family have other ways of being connected to the rest of the Wasatch Front.</p>
10/18/2021	LPA	<p>I very much look forward to Front Runner coming to Santaquin. I work in Murray and have used the train in the past to get to and from work. However, having to go to Provo to start my ride means a 20 minute car ride, a Front Runner ride, a light rail ride, and finally a bus ride just to get to my office. Having a nearby station would allow me to walk or ride a bike to start my commute, and allow me to ride to my office from the IHC Front Runner station. It would also allow us to visit extended family in Box Elder county in a more relaxing way without adding to road congestion. Traveling to Salt Lake International would be an almost door-to-terminal experience. Allowing our us and kids to travel to Jazz games, Bees games, the zoo, and Lagoon a much more appealing idea and would make us feel truly connected to the entire Wasatch Front.</p>
10/20/2021	LPA	<p>My work in Lehi offers a free UTA pass, so I would love to finally have the option to rail commute from Payson. Excited at the prospect and opportunities this will bring to Payson, along with the MTech and UVU campuses.</p>

10/20/2021 LPA	<p>I have been looking forward to Frontrunner coming to Payson for a long time. I drive to the station and Provo and then ride the Frontrunner to Lehi where I work. A station at PG Main would open more ridership for Payson residents because even if it came here, I know many neighbors who would like to use it but wouldn't because there is no stop in PG. Even the Express Bus going to PG would be a benefit. Also need to double track - the train delays are outrageous due to the single track system - that has to be thought of in advance</p>
10/20/2021 LPA	<p>I am concerned about the additional traffic on Center St and 400 N especially before and after school. Traffic is already heavy during those times and it is often difficult to travel in and out of nearby neighborhoods. I'm also worried about the increase of noise. The freight train near my neighborhood isn't a big deal as far as noise because it is infrequent and usually runs about 9:30 or 10:30 am. This new commuter rail will run pretty consistently from 6 am until after midnight if the schedule is similar to others. Will something be done to limit the noise especially at night? I noticed that others are suggesting that the rail be placed on the East side of the freeway... PLEASE DON'T!!! I really don't want the rail across the street from my house! Having it on the other side of the freeway from my house will be bad enough! I understand how beneficial the rail will be for some but from my point of view I can see a lot of negatives!</p>
10/21/2021 LPA	<p>We would love to see the FrontRunner station come to the 800 S. area of Payson. There are going to be thousands of residential units build in this area over the next ten years. This area of the city has higher density planned as well as the industrial park and there will be many people who will be able to use the rail often. The station on the north Payson exit does not seem ideally located.</p>

<p>10/21/2021 LPA</p>	<p>I concur with the analysis that the Frontrunner would be the most economical and efficient mass transit to support South Utah County. I have ridden Frontrunner since it was constructed to Provo for my daily commute. Extending it to the South is a much better option than Bus Rapid Transit. The Station location at the north end of Payson would be less desirable as it is further from current apartments and retail centers, the north freeway exit has a clunky design, and near the notable smell of the sewage treatment plant. The south freeway exit seems to be a better option, but I would use it no matter where it is built. It would certainly be utilized better than the 805 bus. The Frontrunner extension would significantly improve parking problems at the Provo station.</p>
<p>10/22/2021 LPA</p>	<p>As a civil engineer, and also as a Payson resident, I join with those who have already expressed excitement about bringing FrontRunner down to Payson. I also hate to see a squandered opportunity!</p> <p>As the 2nd largest FrontRunner passholder in the state, UVU is no doubt lobbying very hard to have a stop near their campus. I'm a huge supporter of UVU! And a stop near their campus makes sense given there will be additional future development near the new I-15 interchange near north Payson and Salem. However, the proposed I-15 interchange and UVU campus are quite a bit north of where the ENTIRETY of Payson residents currently reside. Not extending FrontRunner to the 800 South (Payson) interchange is a disservice and a missed opportunity, and ignores the existing population and the enormous increase in population growth/growth projections ALREADY occurring in south Payson and Santaquin, including the new MTech campus and the Red Bridge development coming to that area. Where UTA already owns the right of way clear to 800 South, it makes little sense to stop FrontRunner north of Payson City. It would also be foolish to not at least include that extension within the environmental impact study (EIS); otherwise the risk is there</p>

	<p>that the extension may be warranted, but the EIS hasn't been done. The risks of excluding it outweigh the risks of including it. A more serious consideration needs to be given to adding a SECOND stop in Payson at 800 South.</p> <p>Thank you.</p>
<p>10/22/2021 LPA</p>	<p>Bring commuter rail to santaquin. Santaquin's main street can not handle a stupid bus.</p>
<p>10/22/2021 LPA</p>	<p>I have been very excited about the frontrunner coming to Payson, but I was under the impression that it would actually be coming to Payson and serving its citizens, and not only for the mini college town being built to the north. I figure since we're the ones paying taxes, it should be built in a location to better accommodate us as the permanent residents.</p>
<p>10/22/2021 LPA</p>	<p>Having the front runner go to the 800 s interchange would be more beneficial to not only payson residents but santaquin as well.</p>
<p>10/22/2021 LPA</p>	<p>If we're going to the effort of bringing front runner south to Payson, please consider a more accessible stop. UVU campus and most of our traffic is south of where front runner is projected to stop. Let's make it convenient so it gets used!</p>

10/22/2021	LPA	Please find a way to get front runner to 800 south. This would make us so much more convenient to Payson residents.
10/22/2021	LPA	This would be an amazing spot for the front runner. With a school, tons of resident housing and stores, restaurants in the works it would be a great stop for UTA
10/22/2021	LPA	I live in this neighborhood. It's a 35-40 minute walk to the nearest bus stop. Are there any plans for more public transit here?
10/22/2021	LPA	The FrontRunner should go to the Main Street exit of I-15 (and preferably to the Walmart exit). Payson residents who work north should've benefited too... not just future university students coming south. And if you look at the froth in Santaquin, you should be planning for it's continuation to them ASAP.
10/22/2021	LPA	We live off 800 S here in Payson. My Husband works in Murray. He commutes 4 days each week. We would love for the stop to be easily accessible by bike from 800 S
10/22/2021	LPA	The stop is too far north of Payson. For people go do not have a car and rely on friends or a bike, they so have to ride the bus and then get on front runner. What is the reason for not having the stop near 800 South? This would be a more centralized location for Payson residents.
10/22/2021	LPA	All four of my kids go, or have gone to UVU in Orem. They would use this everyday and we would love it to go to 800 South where it's more convenient to people in Payson.
10/22/2021	LPA	A stop at 800 South in Payson would benefit a high population of Paton residents as well as Santaquin, Genola, Goshen, etc.
10/22/2021	LPA	Please bring front runner to 800 S park and ride.

10/23/2021 LPA	<p>Frontrunner to Santaquin will be much more useful for local residents than a bus. Even if it has less stops per day the ability to go from Santaquin to eventually Brigham City will be invaluable for growing Utah. A bus does not properly plan for the future and would a hassle for Santaquin residents.</p> <p>Also, like everyone else is saying a station on 800S in Payson near the already available park and ride will be much easier to access than the currently proposed area and the Park and Ride is already prebuilt infrastructure.</p>
10/23/2021 LPA	<p>There is explosive growth happening on the south-end of Payson and even greater growth at Summit Ridge (Santaquin south exit). It appears foresight of current and already approved-future home building projects have been excluded from these plans. I know it's not as simple as just wishing it be done and the funds magically appear, but to 'add-on' at a later point is only going to strap generations beyond current Utah residents with greater tax burdens Please take another look!</p>
10/23/2021 LPA	<p>It makes no sense to stop the train so far north of Payson. It does not serve the Payson community there. It makes more sense to place the end where more housing and businesses are at currently. 800 south is also the end of the express bus route at the current moment, it only makes sense. I have used the express bus to the Provo EastBay station and then onto front runner. We have been waiting for front runner to come to south Payson. More reasons to than not to.</p>
10/23/2021 LPA	<p>Bring Front Runner all the way to Payson! Don't leave it up North.</p>
10/23/2021 LPA	<p>I would love to see front runner come down to Payson!</p>
10/24/2021 LPA	<p>With the Red Bridge area developing it seems like it would be beneficial to bring front runner South to this point. It would also benefit Santaquin residents. Please consider this option.</p>

10/25/2021	LPA	Can we keep this underpass open to access the front runner. Putting the frontrunner to payson is a great move. I use to use the 805 to salt lake. when the frontrunner was started in provo my commute time doubled. It force me back in my car. This would make it possible for me to ditch my car again.
10/25/2021	LPA	We would love the Front Runner coming to Payson. My husband is going to school at UVU (Lehi Campus) and he works in Lehi. We would really benefit from having the Front Runner come to Payson.
10/25/2021	LPA	Let's do it. I love using the Frontrunner on days the freeway is jammed or the snow is too bad I'd rather not wreck myself. I think it's a good play.
10/26/2021	LPA	It would be great to have an extended service area all the way to Santaquin. It would definitely be used.
10/26/2021	LPA	Having the train stop near the 800 South and I-15 interchange in Payson would be the most effective location for the train to stop. With the current roads in Payson this area would be able to handle increased traffic from cars more easily and be more convenient for people who live South of Payson To connect in to the rail line.
10/26/2021	LPA	I think that Springville would be better served with the rail corridor that follows the right of way along 400 West
10/27/2021	LPA	What about saratoga Springs and Eagle Mountain?
10/27/2021	LPA	I would love to see front runner go through Spanish fork. I work in salt lake so boarding from Spanish rather than Provo will make my commute so much easier.
10/27/2021	LPA	Station by Noorda-COM medical school would have significant positive impact on growth and development of research opportunity and student recruitment
10/27/2021	LPA	I would love to have frontrunner extended to Spanish Fork. I ride frontrunner when I travel to Salt Lake to visit family and when I travel to the airport. It takes away the stress out of driving in freeway traffic.

10/27/2021	LPA	I think it is so great that we are expanding south. As a university student having the ability to get to UVU through public transit is a much needed solution and it takes the worry, of parking at school, away.
10/28/2021	LPA	I would love to see FrontRunner expand down south! It'd make it so much easier to get down there.
10/28/2021	LPA	Let's get it built. That's a great spot for it too.
10/28/2021	LPA	Fronrunner to Spanish Fork would be great!
10/28/2021	LPA	We need to get fronrunner extended all the way to ST George and on up to Logan. If we don't get the planning in place now, it'll never happen. Express busses suck and don't really get people anywhere faster than a car, so no-one like using it. Fronrunner does exactly that.
10/28/2021	LPA	Id prefer to have the stations to be further away from the residential area and closer to the retail/commercial areas. My Preference Approx 500 S 1500 W.
10/28/2021	LPA	Id prefer to have the SF station located here. Its closer to the exit and there is already a right turn lane off of main street onto 900 N. Also having the station would also be closer to the fading retail area plus easier bus transit location.
10/28/2021	LPA	This location is not even located in Spanish fork City Boundaries, its in Palmyra boundaries. How would that effect how our taxes expenses/benefits that are used for this station?
10/28/2021	LPA	I feel we need an exit here for access to the Hospital, close to an interstate access and connections to Highway 6.
10/28/2021	LPA	Put the stop here next to wendys. its easier access to the interstate; that would benefit the average rail user as well as a nod of convincence for travelers from further south. Having it that close would also be convinient for when there needs to be access to the train yard, mechanical station and storage yard. It is placed well for both retail, industrial and residential areas. There is plenty of room to have parking and bus station. ALSO think about how it could also be utilized in the

		Foothill BLVD project. This would be a great tie in location.
10/28/2021	LPA	If a station is to be built here, where will the access points be? If 400 N and 100 South are access points these roads need significant improvements to handle the increased flow of traffic
10/28/2021	LPA	Why not put the stop here at the UTA park and ride that is already here? Plus, as quite a few other people have commented, if you put the stop so far out of town, then people are going to have to drive further to get to the stop. Why not put it near the freeway exit?
10/28/2021	LPA	This seems like a terribly inconvenient spot to put a train stop. Won't you have to make more roads to support this? We should be building around what people are going to use, not what you want people to use.
10/28/2021	LPA	In a city planning commission meeting last night, residents were told that unless the city moves the access road on the east side of I 15 further east, UDOT will not consider making improvements to the Main Street exit in Santaquin. Can you explain how moving Highland Dr in Santaquin helps UDOT planning for future connectivity? Thank You
10/30/2021	LPA	The further our rail network is expanded, the better!
10/30/2021	LPA	805 Bus Route adding stops at PG and Lehi would be nice to have while it takes 15 YEARS to build this. Transfers from 805 to Train and vice versa are a nightmare especially when the train is delayed which happens frequently. Adds so much time the commute that I don't want to ride
11/2/2021	LPA	Would have preferred it to be closer to main street but honestly anything beats going clear to provo.

11/5/2021	LPA	Please consider including the history of the old Springville Station and rebuild some form of it at the new stop. It could include a restaurant or other amenities as well. I think that having frontrunner will be a great benefit to the community and will bring back memories of the old interurban that my grandma rode to salt lake before it was torn out.
11/5/2021	LPA	Don Strack has put together some information about the Springville Depot with images and plans of the building. I think it would be really great if when the new frontrunner station comes to Springville someday that the station could be rebuilt. Here is a link to the plans https://donstrack.smugmug.com/UtahRails/Springville/
11/9/2021	LPA	I think expanding the train to Payson and busses to Santaquin is acknowledging we are expanding and is an excellent idea to make education (college) closer to outlying individuals. I hardily approve!! Thanks for letting me have a place to comment and tell you what an excellent job you are doing:) Keep up the great work!
11/9/2021	LPA	Yes please run to Payson! There are businesses there I would frequent more often if I could ride the train there!!
11/9/2021	LPA	Yes! Please, I am all for it. I see a great need for extending FrontRunner south of Provo. I go to shop at least 2x week (from Provo) down to Spanish Fork & Payson, and I would soooo much rather hop on FrontRunner for this, instead of having to drive I-15. It would be great to connect Santaquin too. Then the whole corridor from Payson/Santaquin up to Ogden would be easy reachable with public transportation. Keep it affordable, though, so many can ride it. That's the whole point: to keep public transportation more affordable, convenient and with frequent runs, so folks would chose that, rather than cars.
11/9/2021	LPA	Very busy intersection in Spanish Fork with a lot of businesses. A lot of workers would be able to get off at this stop to go to work in the area

11/9/2021	LPA	I think this is a great idea, but if you don't increase the train capacity then adding more riders from the south makes the service less usable.
11/10/2021	LPA	Front Runner has been so helpful for me as a Provo resident to get to Lehi and SLC. I'm sure it is the same for residents south of Provo. Please make this happen!
11/10/2021	LPA	Seems a more convenient place to place the commuter station.
11/10/2021	LPA	I think extending to Payson will be a great service that will expand economic development throughout Utah County
11/10/2021	LPA	I take the FrontRunner everyday from Provo to North Temple and back. It is a fantastic way to travel. The more people can enjoy this train service, the more cars come off the road, the more spread out people can live, and the more safe our roads become. If it was up to me, I would have a rail system from St. George to Logan!
11/10/2021	LPA	It would be great if this could come all the way to 800 S
11/10/2021	LPA	All for this! I have loved using the Frontrunner and am so glad seeing all the comments explaining how a new south line would be life changing for so many people. Let's do it!
11/10/2021	LPA	I support extending the Front Runner. I suggest extending it to the 800 S. area, where the community is really growing.
11/10/2021	LPA	Love the idea of getting the front runner down to Payson. I think it'd be better to put it off the 800 exit, it's better located for more people in the community to have better Access. There's already to much traffic off the main street exit too, this could balance it out more.
11/10/2021	LPA	I would love the front runner to come all the way to Santaquin!
11/11/2021	LPA	Rather than extend the line, first prioritize double-tracking the existing line (Provo to Ogden) for more frequent scheduling. Add Sunday service. THEN extend the line.
11/11/2021	LPA	As many have said, going to the far north of Payson isn't going to help anyone who actually lives in Payson. If this is to benefit the community, and not just the new UVU

		building, please bring the station further south. At least to 800 South
11/11/2021	LPA	Don't make parking extra
11/11/2021	LPA	It would benefit more residents to bring the front runner down to 800 South
11/12/2021	LPA	This needs to be extended 100%. I never want to go to Salt Lake but Spanish Fork and Payson are very desirable especially for their shopping areas. Please help I feel trapped in Provo without being able to travel south.
11/12/2021	LPA	The Commuter Rail Line should be extended all the way to Santaquin.
11/12/2021	LPA	Bring the front runner all the way down to Santaquin. If there is going to be a bus to Payson, It just makes it a more complicated process for those who need the train to commute.

<p>11/12/2021 LPA</p>	<p>Connecting active transportation to FrontRunner is crucial for high ridership and for effecting a modal shift in transportation choices.</p> <p>It is very important that an at-grade bike/ped crossing of all tracks be included in the project here. This will connect riders to destinations on both sides of the tracks and make the FrontRunner a hub for multi-modal mobility.</p> <p>Springville City is currently drafting an Active Transportation Master Plan. 700 S will be one of the primary east-west corridors for bicycle and pedestrian connectivity through the city and will bring people directly to the FrontRunner station. A bike/ped crossing at the station will greatly increase the utility of the 700 S corridor, and subsequently increase FrontRunner ridership.</p> <p>Furthermore, Springville has already created a transit-oriented zone (the "Village Center [VC]" zone) in the area east of where the station will be located. City Council members have discussed a willingness to also apply this transit-oriented, mixed-use zone west of the tracks if a bike/ped crossing can be created at the station. This would increase ridership, reduce roadway congestion on I-15, and make wise land use possible.</p> <p>Please implement an at-grade bike/ped crossing of all tracks here at the station. Thank you.</p>
<p>11/12/2021 LPA</p>	<p>Increasing active transportation connectivity is crucial for increasing ridership on FrontRunner. Springville City is currently drafting an Active Transportation Master Plan that includes a multi-use path under this viaduct to connect pedestrians and bicyclists to the future FrontRunner station.</p> <p>Connecting with the station means this multi-use path will be an important piece of the regional transportation network. I understand that space under this viaduct is limited, but</p>

	<p>please squeeze every inch out of it that you can, so that we can ensure that a high quality bike/ped path can fit alongside the tracks.</p>
<p>11/12/2021 LPA</p>	<p>Residential growth in Springville and the rest of south Utah County is explosive. The extension of FrontRunner needs to be accelerated if we want these cities to create smart growth and avoid the negative effects of car-centric sprawl.</p> <p>We need FrontRunner service *yesterday*! This process needs to be accelerated!</p>
<p>11/12/2021 LPA</p>	<p>Springville City, in cooperation with state and federal agencies, is studying options for flood mitigation along the Hobble Creek in this area. (Additional info can be found at hobblecreekwatershedplan . com). The railroad bridges at this location create a bottleneck that results in severe flood risk. These railroad bridges also present an obstacle for riparian habitat restoration.</p> <p>Also, the railroads at this location are a significant barrier to a proposed Hobble Creek River Trail shown on the Active Transportation Plan currently being drafted by Springville City. This trail would be an important regional transportation corridor, connecting the Lakeview Parkway Trail in Provo to the Mapleton Lateral Canal Trail.</p> <p>UTA should coordinate with Springville City to ensure that FrontRunner tracks and bridge(s) work in tandem with the Hobble Creek Watershed Plan and the Active Transportation Plan to create --rather than limit-- future opportunities for connectivity, flood control, and habitat restoration.</p>

11/12/2021 LPA	<p>At some point, UDOT plans to rebuild this viaduct. UTA should coordinate with UDOT, Provo, and Springville to ensure that there will be enough space under the viaduct for future double-tracking and for future active transportation facilities (i.e. a multi-use trail) connecting Springville and Provo. Currently the road under this viaduct is one of the primary routes for people on bicycles traveling between the two cities.</p>
11/12/2021 LPA	<p>Any possibility of an inter-city multi-use trail being constructed in conjunction with/alongside the FrontRunner tracks?</p>
11/12/2021 LPA	<p>Currently, south Utah Valley has no transit service on Sundays, making it very difficult for people to travel on Sundays without using a car (which many cannot afford).</p> <p>Maybe it's outside the scope of this particular study, but can we please get Sunday FrontRunner service? Nearly every Sunday I find myself wishing I could ride the train to visit family.</p>
11/12/2021 LPA	<p>An active transportation facility like a multi-use trail alongside the FrontRunner tracks from the Spanish Fork station and under this viaduct will help to connect riders to the hospital and this growing commercial area. Spanish Fork City is already making great investments in active transportation infrastructure and this presents an opportunity to enhance southwest-northeast connectivity for people commuting to and from work without a car.</p>
11/12/2021 LPA	<p>There are plans to convert the Tintic rail line northeast of this point into a multi-use trail. That trail should continue alongside the FrontRunner tracks in Spanish Fork, where it can connect with the trail network the city is building. If necessary, a bike/ped crossing of the FrontRunner tracks should be created here to enable that.</p>

11/12/2021	LPA	<p>When UDOT reconstructs 1600 S, UTA should coordinate to ensure that a viaduct built here includes enough room for future double-tracking and for a multi-use trail alongside the tracks to keep the FrontRunner and 1600 S from becoming a barrier to active transportation modes.</p>
11/12/2021	LPA	<p>Springville City is drafting an Active Transportation Plan that includes a proposed Dry Creek Trail along the Dry Creek in this area (exact alignment is unspecified). This multi-use trail would connect people with the regional Utah Lake Shoreline Trail in the west, and would connect residents in this area with Downtown Springville. Currently, the railroad is a barrier that makes this trail impossible. Construction of the FrontRunner tracks presents an opportunity to create new connectivity for active transportation modes. An at-grade bike/ped crossing in this area should be created in coordination with Springville City.</p>
11/12/2021	LPA	<p>This is a poor location for a Payson Station. It should be located further south, close to Utah Ave, 400 S, or 800 S where it will be adjacent to more residents and more destinations. A station this far north will not be very useful to me, and I expect it will be similarly inaccessible for many people. Connecting people to this location via active transportation modes will be much more difficult than locations to the south. This location seems like maybe it was chosen primarily for its convenience as a park-and-ride --at the expense of people who cannot afford to drive or choose not to.</p>

<p>11/12/2021 LPA</p>	<p>Currently, most FrontRunner stations consist of little more than a giant parking lot. I understand that park-and-ride is an important part of every FrontRunner station. However, parking alone is a poor use of land that could instead be used for transit-oriented development. Springville City has created a transit-oriented zone ("Village Center" zone) on the land adjacent to the future station, and City Council and staff members have expressed a willingness to expand and/or enhance that zone. I would like to see housing (and maybe even shops) built above a park-and-ride garage at the Springville Station. Building housing at the station would help alleviate the state's housing crisis (in walkable location rich with amenities!), increase FrontRunner ridership, and would be a profitable venture for UTA. Springville is the prime location for creating a flagship, forward-thinking station design. And it should be part of the initial construction of the station, to avoid the difficulty of trying to build around an already-functioning station.</p>
<p>11/12/2021 LPA</p>	<p>Mass transit costs mass amounts of money, raising taxes and only providing for a few people. Some say they will ride the Commuter Rail line, then great, but buses are a different story!! Buses usually have one or two people in them at a time, they jam up traffic, cause accidents and bring people into suburbs, often, increasing crime. All the while, the expense of running these buses day and night is very costly. In the beginning they run on main thoroughfares and then all of a sudden they are running in the neighborhoods. We would be better off putting all this money into improving roads, providing ride share posts and giving more funds to the Paratransit Program in each city. Just look at honest numbers- how many people really ride buses? Many cities in Utah Valley have been noted as the safest and best cities to live in. Let's keep it that way!</p>
<p>11/13/2021 LPA</p>	<p>Myself and my entire family would love to see the front runner go all the way to payson! We love it, but hate having to commute to provo to use it. Definitely a great idea!</p>

11/14/2021	LPA	I don't use public transportation, but I would if the train came to my area. I would not use it if I had to take a bus, and transfer to a train after a few minutes. I would prefer to have the train come to Santaquin, otherwise, I doubt I'll use it.
11/15/2021	LPA	An extension of the train would be invaluable to the substantial growth for this area. Our family would be more apt to use train transportation service; however, not likely to use the express bus. We need to start planning ahead. The traffic bottle necks on Main Street in Santaquin, are already a great example that planning is happening too late to address these issues. Our family votes Train to Santaquin. Thank you!
11/19/2021	LPA	This area makes sense to me for a rail station. If we can incorporate freeway ramps nearby somehow that would make it that much better.