

SOUTH JORDAN CITY  
CITY COUNCIL STUDY MEETING

June 3, 2025

**Present:** Mayor Dawn Ramsey, Council Member Patrick Harris, Council Member Kathie Johnson, Council Member Don Shelton, Council Member Tamara Zander, City Manager Dustin Lewis, Assistant City Manager Jason Rasmussen, Assistant City Manager Don Tingey, City Attorney Ryan Loose, Fire Chief Chris Dawson, Deputy Police Chief Rob Hansen, Chief Financial Officer Sunil Naidu, City Engineer Brad Klavano, Director of Recreation Janell Payne, Public Works Director Raymond Garrison, Director of Planning & Economic Development Brian Preece, Director of Human Resources Teresa Cook, Communications Manager/PIO, Rachael Van Cleave, CTO Matthew Davis, Senior Systems Administrator Phill Brown, GIS Coordinator Matt Jarman, City Recorder Anna Crookston, Long-Range Planner Joe Moss, Streets Manager Logan Nickel, Streets Supervisor Dillon Underwood, Streets Supervisor Porter Mecham, Associate Director of Public Works Rawlins Thacker, Graphic Design Content Coordinator Tyson Cole, Planning Commissioner Sam Bishop

**Absent:** Council Member Jason McGuire

**Others:** Shawn Seager, Erie Walker, Linda Walker, Zeynep Kariparduc

4:36 P.M.  
REGULAR MEETING

**A. Welcome, Roll Call, and Introduction - *By Mayor, Dawn R. Ramsey***

Mayor Ramsey welcomed everyone present and introduced the meeting.

**B. Invocation – *By Council Member, Kathie Johnson***

Council Member Johnson offered the invocation.

**C. Mayor and Council Coordination**

City Manager Dustin Lewis provided an update regarding Summerfest event logistics. He noted that council members would receive a packet containing their shirt, hat, and breakfast tickets. He emphasized that the location of the breakfast has changed and will no longer be held at the fire station. Instead, it will take place at the corner of the park. A map is included in the packet for reference. Council members may park at the Public Works yard. He advised not to block any doors or equipment when parking in that area. He stated that if anyone forgets their access card, they may park in one of three designated yellow lots and walk to the breakfast site, where parade drivers will pick them up. He noted that the carnival has also been relocated to a larger area, allowing for more activities and improved safety.

Mayor Ramsey expressed enthusiasm for the upcoming Summerfest events, noting her excitement about the city float, which she described as impressive and uplifting. She mentioned the float preview would take place that evening and anticipated a good turnout. She asked if there was anything additional that needed to be coordinated for the event and emphasized that Summerfest is the primary focus for the week. She also acknowledged that graduation ceremonies for both Bingham High School and Herriman High School would be held the following day. She plans to attend both ceremonies and noted she typically receives a personal invitation from the senior class officers to participate. She highlighted graduation day as another significant event for the community.

**D. Discussion/Review of Regular Council Meeting:**

**Presentation Items:**

- Annie Cast Theater preview.
- City Youth Council end of year report.
- Oath of Office Ceremony City Youth Council.
- South Valley Chamber of Commerce annual update.

**Action Item:**

- Resolution R2025-30, Regarding certain parcels owned by the dissolved Glenmoor Special Service District and authorizing the Mayor to sign Quit Claim Deed transferring ownership of those parcels.

**Public Hearing Items:**

- Resolution RDA 2025-02, Adopting a final budget for the Redevelopment Agency of the City of South Jordan, Utah, for the fiscal year 2025-2026.
- Resolution R2025-21, Adopting a final budget; making appropriations for the support of the City of South Jordan for the fiscal year commencing July 1, 2025 and ending June 30, 2026 and determining the rate of tax, and levying taxes upon all real and personal property within South Jordan City, Utah made taxable by law for year 2025.
- Resolution R2025-31, Stating proposed compensation increase for specific City officers.
- Ordinance 2025-13, Fixing the compensation for the South Jordan elective and statutory officers.
- Ordinance 2025-04, Vacating a portion of Linger Lane right-of-way between Easy Bee Road and Lake Avenue.

Assistant City Manager Don Tingey provided an update on Resolution R2025-30 regarding the Glenmoor Special Service District property. He explained that although the city had previously assumed maintenance responsibilities for all parks in the area, ownership of the park properties was never formally transferred to the city when the Glenmoor Service District was dissolved. The issue came to light during the preparation of a grant application, which required proof of ownership. This action will provide the city with the necessary deeds, allowing for proper recording and the transfer of five parks and 12 associated properties into the city's name. He noted that while the matter had not previously been a priority, it became one in the context of the grant submission process.



Mayor Ramsey addressed the topic of employee compensation adjustments. She explained that the city is implementing a modest salary increase compared to neighboring cities, based on what is financially sustainable. While the increase is smaller, it reflects a responsible approach that avoids overextending the city's budget. The adjustment includes a 1% increase for all employees, excluding those on the step plan, which follows a separate structure. Mayor Ramsey expressed confidence that this approach will not create financial challenges in the future.

City Manager Dustin Lewis clarified the nature of the salary adjustment is a 1% merit-based increase, not a cost-of-living adjustment (COLA). Only employees who meet performance expectations will receive the increase. No general COLA will be applied this year.

#### **E. Presentation Items:**

##### **E.1. South Jordan Art's Council member appointment. (*By Director of Recreation Janell Payne*)**

Director of Recreation Janell Payne introduced Zeynep Kariparduc.

Zeynep Kariparduc expressed appreciation for the opportunity to speak and introduced herself as a Turkish American citizen and South Jordan resident of eight years. She shared that they are a professional visual and performing artist, with deep involvement in interfaith and multicultural initiatives. She expressed a desire to contribute to South Jordan's arts and cultural programs and bring a unique perspective to the community. She noted current service on the advisory board for the Living Traditions Festival and a nomination to the Utah Division of Arts and Museums advisory board. She has organized numerous arts and cultural events, including a recent multicultural ethnic dance festival at The Gateway, and mentioned ongoing discussions about potentially relocating that festival to South Jordan or Herriman. Additionally, she highlighted her role as chair of the Emerald Hills Institute, through which she has organized and taught a variety of cultural and educational art programs. These include Turkish marbling, Native American reading classes, Japanese origami, and other world arts workshops. She expressed interest in further contributing to South Jordan through these experiences and programs.

Council Member Harris inquired about the type of artwork the Ms. Kariparduc creates.

Ms. Kariparduc shared that she has taught Turkish folk dance for 10–15 years, including performances of whirling dervish traditions. Their dance groups have performed at various venues and events throughout the valley, such as the Living Traditions Festival, the Parliament of the World's Religions, and other cultural programs. In addition to performing arts, the applicant creates Turkish crochet and evil eye jewelry.

Mayor Ramsey reflected on her long-standing acquaintance with Ms. Kariparduc, recalling their first in-depth conversation during the planning of South Jordan's first Interfaith Day of Service. Mayor Ramsey remarked on the applicant's consistent presence at community and interfaith events, including the Utah Governor's inauguration devotional. She praised the applicant's active

volunteerism and community involvement, stating that she sees her participating across many venues and initiatives. Mayor Ramsey acknowledged the applicant's strong reputation and respect throughout the state. She expressed appreciation for the applicant's interest in serving on the city's Arts Council, emphasizing the Arts Council's importance within the community. Mayor Ramsey outlined the next steps in the appointment process, noting that the council members would discuss the application and that Ms. Kariparduc could expect to be contacted by staff in the near future.

E.2. South Jordan Senior Advisory member appointment. *(By Director of Recreation Janell Payne)*

Director of Recreation Janell Payne introduced Kaye Wadley.

Kaye Wadley shared her recent experience as a new resident and senior community member. Having moved to the area a year and a half ago, she began attending the Senior Center to connect with others and was impressed by the center's management and the respectful treatment of its members. Inspired by a conversation with a retired gentleman in St. George who described feeling "invisible" after transitioning to a new stage in life, she expressed her commitment to helping seniors feel seen and valued. Ms. Wadley emphasized the importance of recognizing seniors who may feel overlooked and highlighted her goal to ensure their voices are heard. She recounted a moment when Mayor Ramsey personally greeted seniors on a bus trip to a Bees game, an act that inspired her to want to serve the senior community.

Mayor Ramsey inquired about Ms. Wadley's previous residence prior to moving to the city, specifically asking if she came from St. George.

Ms. Wadley shared that she and her husband previously lived in Connecticut before moving to St. George, where they resided for 30 years. After the passing of her husband and, shortly thereafter, one of her daughters, she relocated to South Jordan to be closer to her remaining two daughters. She expressed appreciation for the community and its offerings, noting that she enjoys living in South Jordan and might have moved sooner if circumstances had allowed.

Mayor Ramsey thanked Ms. Wadley for attending and expressing interest in serving the community. She acknowledged the strength of the Senior Center team and expressed pride in the city's offerings and residents. Mayor Ramsey outlined that the selection process would continue with internal discussion among council members, and that Ms. Wadley could expect to be contacted by staff in the near future.

E.3. Sidewalk maintenance update. *(By Director of Public Works, Raymond Garrison)*

Director of Public Works Raymond Garrison introduced Streets Maintenance Supervisor Porter Mecham, Streets Maintenance Supervisor Dillon Underwood, Streets Manager Logan Nickel, and Associate Director of Public Works Rawlins Thacker.

Director Garrison reviewed prepared presentation (Attachment A), providing an update on the city's sidewalk maintenance program. He highlighted that the city currently maintains

approximately 475 miles of sidewalks, which increased by over 18 miles in the past four years. The recent approval of an additional crew in 2022 has significantly improved sidewalk replacement efforts. He explained the process for addressing sidewalk concerns, noting that tree roots are the most common cause of trip hazards. Arborists are involved to minimize tree damage during repairs, aiming to preserve tree health while ensuring sidewalk safety. Other causes include poor compaction during installation or utility work, water leaks, and settling. The department is actively pursuing preventative strategies, such as selecting appropriate tree species and using root barriers, to reduce recurring trip hazards. Reported hazards are marked with spray paint for visibility until repairs can be made. Current repair methods include concrete pumping, effective for settling issues, and grinding, which smooths uneven surfaces but serves as a temporary fix, especially in cases involving tree roots.

Council Member Shelton requested additional information about the concrete pumping repair method and how it functions.

Director Garrison explained the concrete pumping process used for sidewalk repairs. He described how small holes are drilled into the displaced concrete, and a specialized pump injects a cement-based slurry mixture into the voids beneath.

Streets Manager Logan Nickel noted this mixture is thinner than standard concrete and does not contain aggregate, which allows it to flow easily and avoids clogging the pump. As the slurry fills the space, it lifts the concrete slab back to the proper level. The material then hardens, providing a stable and even surface.

Director Garrison continued reviewing prepared presentation (Attachment A). He noted that while the city previously focused heavily on full sidewalk tear-outs and replacements, the growing volume of requests led to a shift in strategy. Although full replacements are still the most permanent solution, especially for areas affected by tree root damage, the department has increasingly incorporated more temporary methods, such as concrete pumping and grinding, to address immediate needs and maximize efficiency. He explained that when a sidewalk trip hazard is reported, the team inspects not only the reported location but also surrounding areas to identify and address additional hazards. This cluster approach improves efficiency and reduces costs by allowing concrete crews to address multiple work orders in a single area. He reviewed a bar graph from the presentation, indicating that while a significant number of sidewalk work orders are being completed (represented by gray bars), the volume of incoming requests (blue bars) continues to exceed completions. On average, the city handles about 100 sidewalk work orders per year. He noted that prioritization is based on a combination of first-come, first-served, and hazard severity. He acknowledged the challenge of balancing ongoing sidewalk hazards with available resources, but emphasized that the city is adapting its strategies to more effectively address the backlog.

Council Member Zander expressed support for the city's approach of addressing sidewalk issues in surrounding areas once a request is received. She inquired about the level of engagement with residents during the assessment process, specifically, whether staff communicate directly with

homeowners, such as by knocking on doors, or if the evaluation is limited to the condition of the sidewalk itself.

Director Garrison responded that staff typically assess the surrounding area for trip hazards without direct engagement unless residents are present. He noted that many homeowners are not home during assessments, so crews usually drive through and visually inspect nearby sidewalks. However, residents often approach the crews during active tear-out work to report additional hazards, which the team then evaluates on-site.

Council Member Zander asked what the best method is for residents to report sidewalk trip hazards or engage with the city regarding related concerns.

Director Garrison responded that residents can report sidewalk trip hazards through the city's website using the work order system. Once submitted, the issue is entered into the city's internal work order system for follow-up. He referred to a slide (Attachment A) showing a visual example where a single reported hazard (marked in blue) led to the identification of additional hazards in the surrounding area (marked in red), demonstrating the city's strategy of addressing clusters of issues for efficiency. He then reviewed two graphs comparing square footage of sidewalk removal and replacement completed by in-house crews versus contracted services. He noted that with Public Works now fully staffed, including a second sidewalk crew, the amount of work completed internally is expected to increase significantly in the coming months. He also shared that a shift in strategy was prompted by a field observation; some sidewalks that had been replaced just a few years prior were already lifting again due to developing tree roots. This led to the decision to expand the use of concrete grinding as a short-term mitigation approach. A contractor was hired to grind 66 locations, successfully removing 300 trip hazards. This strategy has allowed city crews to remain focused in designated areas without being pulled citywide for individual requests, improving efficiency in hazard elimination.

Mayor Ramsey expressed support for the sidewalk grinding strategy, noting that it helps the city catch up on repairs and buys time before full replacements are needed, allowing tree roots to develop naturally in the meantime.

Director Garrison concluded his presentation by showing photos illustrating the results of sidewalk grinding. He pointed out areas where grinding had successfully reduced trip hazards, as well as sections where voids beneath the sidewalk indicated that grinding would not be effective, requiring root or tree removal instead. He reported that year-to-date, the city has eliminated 685 trip hazards through a combination of grinding, pumping, and full sidewalk replacements. Looking ahead, he noted that the city has ordered its own concrete grinder, which will significantly enhance responsiveness. The goal is to address new trip hazard work order requests within 24 hours of submission. He emphasized that the grinder will be a "game changer," allowing one crew to perform grinding citywide while another focuses on full replacements in designated areas, greatly improving efficiency and workflow management.

Mayor Ramsey expressed appreciation for the Public Works team and acknowledged the difficulty of their work. She reflected on her own brief experience assisting with sidewalk repairs

and recognized the physical effort required to break up and replace concrete. She commended the department's dedication and high-quality work, emphasizing that their efforts significantly contribute to the city's appeal and residents' quality of life.

Manager Nickel highlighted the significant contributions of the city's in-house crews in sidewalk repair work. Referring to the presented graphs, he noted that while contractors completed approximately 8,800 square feet of concrete removal and replacement this year, the city's crews handled about 52,000 square feet combined, around 25,000 square feet each. He emphasized that contractors typically manage overflow or additional work beyond the city crews' capacity.

Council Member Johnson asked whether the city will discontinue using contractors for sidewalk grinding once the new grinder is operational.

Manager Nickel responded the city will continue to use contractors for larger or overflow projects, the acquisition of the new grinder will enable crews to address sidewalk grinding requests more quickly and efficiently. He emphasized that the main focus is to improve response times and maintain crew efficiency across different areas.

Council Member Shelton inquired whether the sidewalk work currently underway on 4000 West is being performed by city crews or contracted out.

Manager Nickel confirmed that the sidewalk work currently underway on 4000 West is being performed by a contractor. He explained that longer stretches of sidewalk, such as this project, are typically assigned to contractors to avoid tying up city crews for extended periods, allowing crews to focus on other areas.

Council Member Zander asked about contractor identification during sidewalk repair work. She inquired whether residents can distinguish between city crews and contracted workers, such as through uniforms or vests, to know who is performing the work. Director Garrison noted staff has logo uniforms. Council Member Zander acknowledged the positive impact of the city's public works employees on residents. She emphasized that the presence and respectful demeanor of South Jordan staff frequently receive praise from the community. She thanked the crews for their professionalism and noted that their courteous interactions contribute significantly to residents' positive perceptions of city services.

E.4. City communications update. *(By Communications Manager, Rachael Van Cleave & Director of Administrative Services, Melinda Seager)*

Director of Administrative Service Melinda Seager noted it had been some time since the team last reported to the Council. She expressed appreciation for the talented professionals on her team and explained that the presentation would provide updates on current communication trends, metrics, and initiatives.

Communication Manager Rachael Van Cleave reviewed prepared presentation (Attachment B). Handout (Attachment C). She introduced the team, which remains small but highly active, and highlighted the addition of an intern. She acknowledged Graphic Design Content Coordinator Tyson Cole, a team member and published cartoonist whose work has significantly elevated the

quality of the city's visual materials. His contributions include custom illustrations for events such as Summerfest and ongoing projects like the "Dine with Dawn" cartoon and the city's coloring page series. She reported that the team has received multiple awards for their work, including a national Silver Anvil Award for the public relations efforts surrounding the Pure SoJo project, and three Golden Spike Awards at the state level. One of these included top recognition in crisis communications for their creative response to the "Barbie Land" issue. She noted the division remains professionally active, with several team members holding or having held leadership roles in state public information and communications associations. She noted she currently serves as Vice President of the Utah Public Information Officers Association and will assume the role of President later this year. Communications Specialist Josh Timothy, recently completed service as President of the Utah Association of Government Communications and continues to assist with the city's drone program and related legislative monitoring. She outlined the Communications Division's primary goals; to position South Jordan as a leader in social media presence and engagement, to promote the city as a top location to grow or start a business, and to be recognized by peers as a leader in government communications. She noted that South Jordan was identified as the top municipal organization in a recent peer survey conducted by the statewide Public Information Officers Association, reflecting strong progress toward that objective. She emphasized that although the Communications team is small, they are deeply dedicated and tie all their work to the strategic priorities established by the City Council. She noted that the division operates under its own communications strategic plan, aligned with broader city goals. As the fiscal year draws to a close, she provided updates on several focus areas, beginning with social media. The team concentrated on growth, engagement, and improvement, and exceeded all key metrics for the year. For example, Instagram followers grew by 26%, surpassing the 25% target, and average account reach for Facebook and Instagram increased by 52%, with Instagram alone increasing by 95%. These results reflect a strategic emphasis on platforms that have proven especially effective in community engagement. She also reviewed efforts to support economic development, noting that it had been a significant area of focus over the past year. Key initiatives included the "Dine with Dawn" video series, promotional content tied to the Salt Lake Bees partnership, and other media supporting local businesses. The team tracked outcomes through newsletter engagement and social media reach, exceeding industry benchmarks. She explained that one of the more ambitious goals for the year was to positively impact public sentiment, something she acknowledged is one of the most difficult outcomes to achieve in a public relations campaign. She noted significant success in some areas while recognizing room for improvement in others. On social media, the team set a target for at least 60% of post engagement, such as comments and reaction emojis, to be positive. The actual results far surpassed this, with 99.8% of interactions on both Facebook and Instagram being positive. She highlighted this as a notable achievement, especially given the often critical or polarized nature of online platforms. However, she pointed out that results from the city's annual resident survey did not meet two sentiment-related goals. These lower marks were tied to perceptions around public safety and traffic, particularly as they relate to the urban center project. She noted that traffic issues are especially challenging to influence because many contributing factors, such as regional construction and state-controlled roads, are outside of the city's control. She added that the goals may have been overly ambitious given those external

variables, but emphasized that the feedback still provides important direction for future outreach efforts.

Mayor Ramsey observed that the sentiment reflected in the survey likely coincided with the months leading up to the opening of the new ballpark, a time marked by public uncertainty and concern. She noted that many residents expressed apprehension about potential issues such as traffic congestion, parking availability, and public safety, much of which was based on hypothetical or anecdotal fears. Now that the ballpark has opened and many of those anticipated problems have not materialized, Mayor Ramsey expressed confidence that public perception will improve going forward, as residents gain firsthand experience with the actual impact of the project.

Manager Van Cleave continued to review prepared presentation (Attachment B) by emphasizing the increasing demand placed on the Communications team due to the rising number of media inquiries. Since they began formally tracking in November 2022, the monthly volume has more than doubled by fiscal year. She attributed this growth to two main factors: first, the team's sustained efforts to build strong relationships with local media outlets through consistent responsiveness and proactive outreach like newsroom visits; and second, a surge in high-profile incidents. She then distinguished between "key outreach" efforts, planned initiatives such as public awareness campaigns, and "media drivers", unplanned events that require immediate response. She explained how the team has to be flexible, often putting aside scheduled work to manage emergent communications.

Director Seager continued by expressing sincere gratitude to the Council and the Mayor for their support and collaboration, noting that many of the media-related challenges faced by other cities have been avoided in South Jordan thanks to the consistent professionalism and coordination between elected officials and the communications team. She emphasized how valuable it is to have a trusted working relationship where the communications team is kept in the loop on operational developments, allowing them to align messaging effectively and avoid confusion or misrepresentation. She concluded by highlighting that the city's strong, unified approach to public messaging has protected its reputation and allowed staff to focus more on serving residents rather than managing preventable media crises.

Manager Van Cleave provided a training segment to the City Council on media relations, highlighting examples from other jurisdictions to emphasize the importance of coordination and caution in public communications. She shared anonymous examples, collected from colleagues locally and nationwide, of situations where elected officials unintentionally created confusion or controversy. These included instances such as a council member endorsing a political candidate using city letterhead, elected officials releasing city-related information before official messaging was approved, and officials sharing personal opinions in public forums that were interpreted as official city stances. She noted that such actions can blur the line between personal opinion and official city messaging, erode public trust, and force the city into reactive communication strategies. She emphasized that trust in government communication is essential and best maintained through coordinated, timely, and accurate messaging. To avoid confusion,

the city typically relies on the Mayor as the primary spokesperson, especially given Mayor Ramsey's willingness and effectiveness in public-facing roles. If the Mayor is unavailable or if the situation pertains to technical or incident-related matters, she, as the Public Information Officer (PIO), steps in. Additionally, subject matter experts may be called upon for specific topics. She expressed gratitude to the Council for their professionalism and collaboration, which has helped the city avoid the types of communication missteps experienced elsewhere.

Mayor Ramsey clarified that in the case of public safety incidents involving police or fire, she does not serve as the spokesperson. Instead, those communications are handled directly by the designated Public Information Officers (PIOs) for the Police or Fire Departments. This ensures accurate, timely, and appropriate messaging from subject matter experts during such incidents. She added that if the matter involves an ongoing investigation, she also does not serve as the spokesperson, allowing the appropriate officials and PIOs to handle communications to maintain the integrity of the investigation.

Manager Van Cleave clarified that for incident communications, the mayor or council members are generally not involved unless there is a public need for reassurance, where the mayor often serves as a more personal community presence rather than discussing case details. She emphasized the communication process; when council members are contacted by media, they should immediately notify City Manager Lewis, who will then inform her, or vice versa. This ensures they remain coordinated. She explained that while she focuses on preparing key messaging related to inquiries, City Manager Lewis is aware of political or situational dynamics that might affect communication strategy, so their close coordination is essential. She added that the same communication process applies to city staff. If staff are contacted by media, they are instructed to direct inquiries to her first. This ensures messaging aligns with the overall city communications strategy and any ongoing situations. She can then guide staff on how to respond appropriately, maintaining consistent and coordinated messaging across the city.

City Manager Lewis emphasized the importance of safety when media crews arrive unexpectedly at incidents like major water leaks. The priority is to keep media personnel safe and out of the active work area. Once the situation is secure, media can be directed to interview the appropriate subject matter experts without interfering with ongoing operations.

Manager Van Cleave explained that regular Public Information Officer (PIO) trainings are conducted with city staff to ensure consistent and clear communication. These trainings emphasize the importance of using prepared key messages and carefully chosen wording to maintain clarity, prevent confusion about who is speaking for the city, and uphold public trust. She provided the council with a one-page reminder sheet (Attachment C) encouraging them to reach out to her with any media inquiries so she can help prepare talking points or determine the best spokesperson for each situation. She also acknowledged and appreciated council members who proactively communicate with the communications team about upcoming media contacts, even when the topics fall outside the city's official messaging.

City Manager Lewis added that if any council members are invited to speak at events, the communications team is a valuable resource for preparation. They regularly assist by providing



bullet points, speaking notes, background on the hosting organization, and relevant key messaging that ties back to the city.

Mayor Ramsey expressed her appreciation to the communications team for the significant progress made since the City Council requested a more strategic approach to communications approximately two years ago. She acknowledged that the request has been fulfilled and emphasized the results of the team's efforts. She noted her own involvement in biweekly meetings with the communications staff to review analytics, evaluate data, discuss messaging plans, and ensure alignment on upcoming initiatives. Mayor Ramsey praised the team's hard work and effectiveness, remarking that the city's communications are among the best, as reflected in peer recognition and public feedback.

**F. Discussion Item:**

**F.1. FrontRunner Station Area Plan. (*By Long-Range Planner, Joe Moss & Wall Consultant Group, Shawn Seager*)**

Mayor Ramsey noted that the City has made strong progress on its Station Area Plans (SAPs) along the TRAX station, which have already been certified, and the city is also advancing well on the statewide SAPs that must be certified this year. She acknowledged that there is still significant work ahead but expressed confidence in the progress and efforts so far. As the chair of the Wasatch Front Regional Council, the certifying body for these plans, she shared her appreciation for the positive developments and highlighted South Jordan's leadership and accomplishments in this area.

Long-Range Planner Joe Moss provided a brief introduction to the FrontRunner Station Area Plan project, emphasizing the city's proactive approach in aiming to complete and certify the plan before the legislative deadline at the end of the year. He noted that the team is intentionally working ahead of schedule to avoid the congestion and delays that often occur during end-of-year meetings with the Wasatch Front Regional Council (WFRC), the certifying agency. He introduced Wall Consultant Group (WCG) Senior Planner Shawn Seager.

Mr. Seager, representing WCG and working in partnership with WFRC, provided an overview of the Station Area Plan process and South Jordan's progress. He praised the collaboration with city staff and noted the strategic effort to get four TRAX station area plans approved prior to opening the Central Station and the ballpark. This effort stems from a 2022 legislative requirement that mandated the creation of station area plans to align with the state's significant investments in public transit infrastructure, including FrontRunner, light rail, and BRT systems. The focus of this particular plan is the South Jordan FrontRunner Station, primarily on the west side of I-15, both north and south of 10600 South. Sandy City has completed a corresponding plan for the east side. Mr. Seager reviewed prepared presentation (Attachment D). He explained how this plan fits into the broader statewide effort, highlighting the progress made by WFRC and MAG in certifying other station area plans and the coordination efforts with Sandy City to ensure consistency across municipal boundaries. Mr. Seager continued his presentation by explaining how the South Jordan Station Area Plan was coordinated to align with Sandy City's adjacent plan, particularly emphasizing the proposed pedestrian bridge over I-15. He noted that while the

bridge may benefit Sandy more directly, it remains an important connection for regional mobility. To meet legislative requirements, WFRC provides a checklist for plan compliance, which the South Jordan plan fulfills. As part of the public engagement process, he and the planning team conducted multiple one-on-one stakeholder interviews and distributed quarter-page postcards with QR codes for survey participation. Every apartment unit and business within the project area received a survey card, resulting in 260 responses during the month-long survey period from March to April. Survey themes reflected common transit concerns; requests for later and Sunday FrontRunner service, more food options near the station, better first- and last-mile pedestrian connectivity (particularly across I-15), improved access to the Jordan River, availability of restrooms, and the need for shelters or warm waiting areas during cold weather. The plan includes several key recommendations, with a particular focus on improving east-west connectivity across I-15, whether through pedestrian infrastructure or enhanced transit links. While I-15 remains a physical barrier, he noted that the station benefits from excellent automobile access, which continues to serve the area well.

Mayor Ramsey shared an update regarding the WFRC's ongoing "Transit Fresh Look" project, which has been underway for the past nine months. With only one meeting remaining, preliminary data indicates that the preferred alternative for improving transit connectivity between the FrontRunner and the TRAX station, potentially through a dedicated bus rapid transit (BRT) lane along South Jordan Parkway, is the most prepared transit corridor in all of northern Utah County and southwest Salt Lake County. She emphasized that South Jordan may be the first to successfully implement such a connection, and the city will prioritize advancing this project.

Mr. Seager continued to review prepared presentation (Attachment D). He expressed enthusiasm about the city's transit progress and continued with a summary of key recommendations for the FrontRunner Station Area Plan. He emphasized the need for increased bicycle visibility, noting that while bike lanes exist, they aren't highly visible. He recommended using green paint for better lane definition, an inexpensive and effective strategy successfully used in places like Saratoga Springs and along Redwood Road. He also mentioned enhancing awareness of existing bicycle facilities, such as lockers, which are currently hard to locate without signage. Implementing wayfinding signs would help users navigate to these resources more easily. Additionally, he encouraged the continued preservation of the Jordan River corridor through thoughtful development agreements as the area to the north is built out. He also recommended shared parking improvements to support activity and vibrancy near the station. With more residents moving into the area, there is an opportunity to foster community engagement through amenities like food trucks or other activations that encourage public use of the space.

Council Member Zander inquired about the proposed pedestrian bridge over I-15, seeking clarification on what it entailed.

Mr. Seager confirmed that the pedestrian bridge concept has been in discussion for quite some time. He noted that the WFRC has played a key role in exploring funding options for the project, which would connect the South Towne Mall area in Sandy, crossing over I-15 and the FrontRunner line, and linking into South Jordan near 10200 South.

Council Member Zander asked about the cost of the pedestrian bridge over UVU. Mr. Seager confirmed it was approximately \$33 million. Mr. Seager shared that he was the planning director at MAG when the \$33 million pedestrian bridge project was funded. He explained that the funding was secured through partnerships with UDOT and the state legislature, who had an interest in UVU. He noted that the upcoming bridge would have a shorter span than the UVU bridge but would still be significant, estimating its cost to be around \$20 million.

Director of Planning & Economic Development Brian Preece added that the original plan for the bridge included BRT, pedestrian, and equestrian uses, but over time the scope narrowed to pedestrian-only. He noted that the project's cost has steadily increased and that the idea has been under discussion for quite some time. He added that Sandy City has met with them and that South Jordan has been supportive of the bridge project all along, though it is not a top priority for them. He explained that a bus circulator could address many transit needs, and that the high cost of the bridge has actually been an impediment to launching that circulator.

Mr. Seager shared a story illustrating the challenges of transit connectivity near the FrontRunner station. He recounted encountering a recent amputee and para-Olympian, who was a former professional rock climber trying to reach a climbing gym near REI. The man was attempting to use UTA's on-demand service, which was too busy during peak hours, and was hesitant to spend money on an Uber. Seeing his difficulty, Mr. Seager and a colleague offered to drive him there, highlighting the real-life impact of transit access limitations and reinforcing the importance of improved first- and last-mile connections in the station area plan. Mr. Seager concluded by outlining the recommendations included in the station area plan's implementation strategy. He emphasized that while the city is not expected to complete all items within the next five years, it is important to report progress regularly, highlighting studies, evaluations, and whether the initiatives align with city needs.

City Manager Lewis outlined the next steps, stating that the plan will be sent to the Planning Commission for their review before returning to the City Council for final adoption.

Director Preece noted that since this is a draft, now is the appropriate time for council members to provide any comments, suggestions, or requests for changes or additions to the plan.

Council Member Shelton expressed concern about the limited availability of land within the designated areas, questioning whether there is sufficient space for development or projects as outlined in the plan.

Mr. Seager acknowledged Council Member Shelton's observation, noting that the draft map on page 46 (Attachment E) highlights limited available land, much of which consists of newer buildings unlikely to be redeveloped. The yellow parcels on the map indicate potential development sites, primarily older properties near 100 South and by I-15, including some hotel properties. However, these parcels are currently owner-occupied and in use. The map provides a broad overview of parcels that might be available for future development. He noted that they had a positive meeting with Ultradent, who shared some infield projects they have planned. He mentioned that some parking lots may be developed as part of these projects, indicating potential future changes in land use.

Council Member Shelton asked if the infield projects discussed by Mr. Seager involved more manufacturing-type facilities.

Director Preece explained that Ultradent purchased one of the first office buildings in the area and they may need more office space as they expand. The city has encouraged them to focus on developing more office buildings and higher-intensity uses rather than manufacturing. While manufacturing is valued, it may not represent the highest and best use of the property.

Mayor Ramsey confirmed that five station area plans have been certified so far. One plan, shared with West Jordan, required no changes due to the area being fully developed with homes. Another plan presented on the same day involved significant changes, offering a contrast between the two. Afterward, four additional plans were certified together, making a total of five completed plans. The current plan under discussion is the last remaining one to be certified.

**Council Member Johnson motioned to recess the City Council Study Meeting and move to City Council Executive Closed Session to discuss the character, professional competence, physical or mental health of an individual. Council Member Shelton seconded the motion; vote was 4-0 unanimous in favor. Council Member McGuire was absent from the vote.**

***RECESS CITY COUNCIL STUDY MEETING AND MOVE TO EXECUTIVE CLOSED SESSION***

**G. Executive Closed Sessions:**

- G.1. Discuss the character, professional competence, physical or mental health of an individual.

***ADJOURN EXECUTIVE CLOSED SESSION AND RETURN TO CITY COUNCIL STUDY MEETING***

**Council Member Harris motioned to adjourn the City Council Executive Closed Session and move back to the City Council Study Meeting. Council Member Zander seconded the motion; vote was 4-0 unanimous in favor. Council Member McGuire was absent from the vote.**

**Council Member Harris motioned to adjourn the June 3, 2025 City Council Study Meeting. Council Member Zander seconded the motion. Vote was 4-0 unanimous in favor. Council Member McGuire was absent from the vote.**

**ADJOURNMENT**

The June 3, 2025 City Council Meeting adjourned at 6:33 p.m.

**This is a true and correct copy of the June 3, 2025 City Council Study Meeting Minutes, which were approved on July 15, 2025.**



**South Jordan City Recorder**



# Sidewalk Trip Hazard Elimination Program

Addressing sidewalk hazards across our community.



# Background Information

- Currently we have approximately 475 miles of sidewalk.
  - This has increased 18 miles in the last 4 years.
- In 2022 we were approved a second concrete crew.
  - Total of 9 employees in concrete.







# Damage Assessment



## Root Impact Analysis

- Tree roots cause a majority of sidewalk trip hazards.
- Our arborist analyzes the tree root system and gives our crews recommendations for the removal process.



## Poor Compaction

- Settling concrete to improper material, installation, water leaks, poor compaction during installation, utility trenches .



## Continuing Prevention Strategies

- Proper tree species, tree placement, and root barriers, encroachment permits, etc.







# Current Repair Methods

## Repair Solutions

- Concrete pumping for leveling
- Trip hazard grinding
- Mostly Temporary Solutions

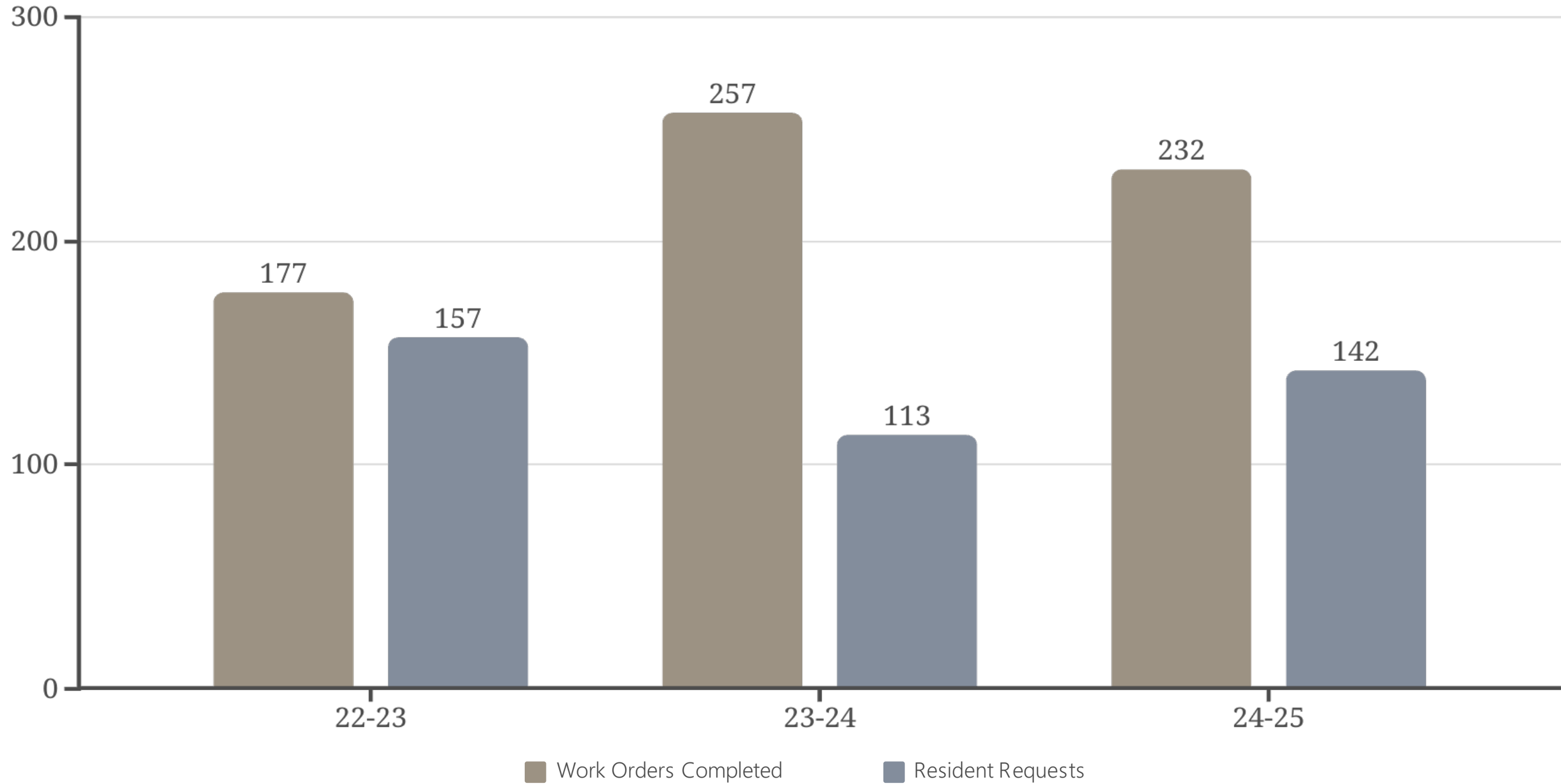
## Replacement Solutions

- Full sidewalk replacement
  - This solution includes tree root removal
- Usually last longer





# Work Order to Request Performance

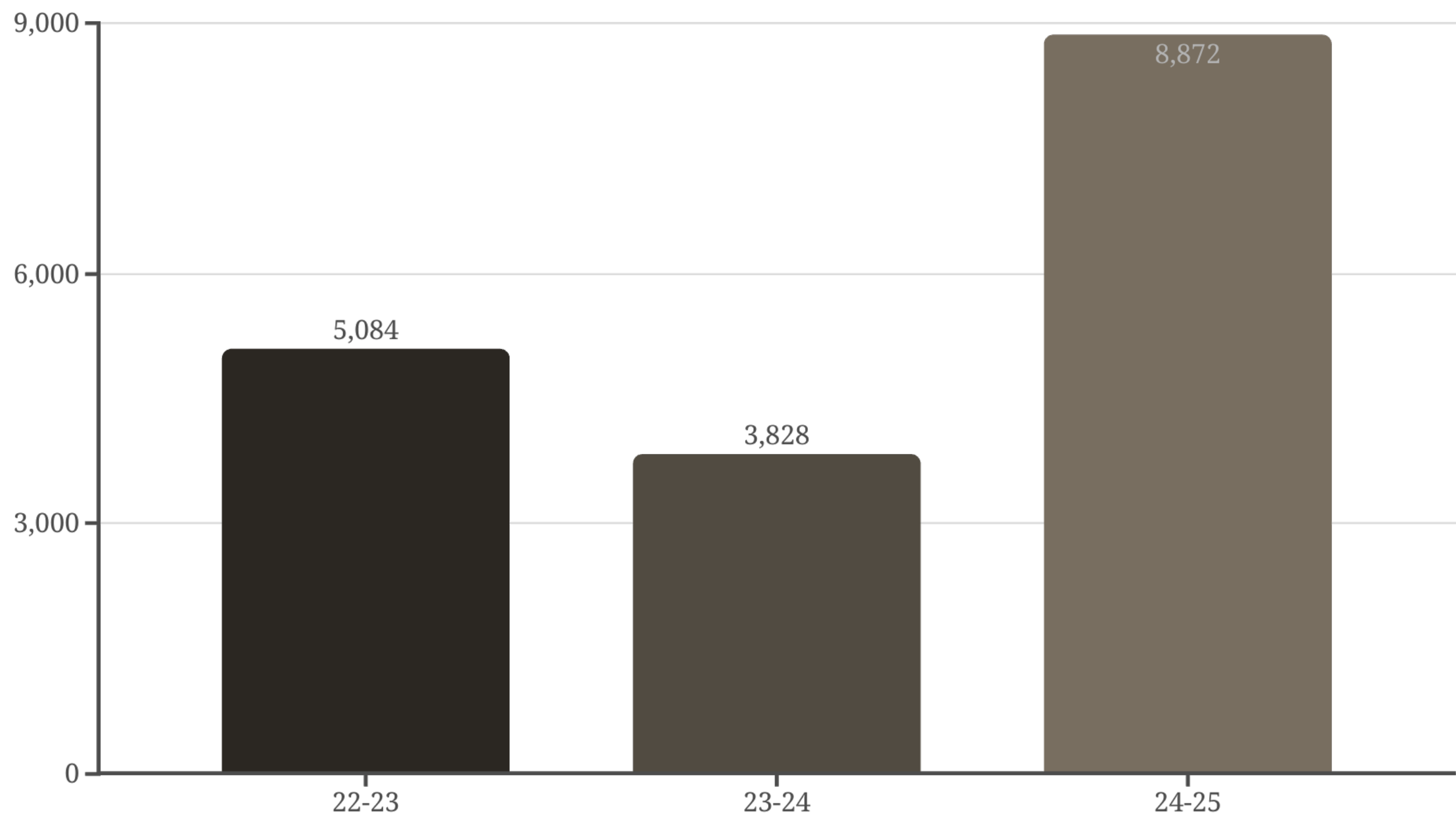




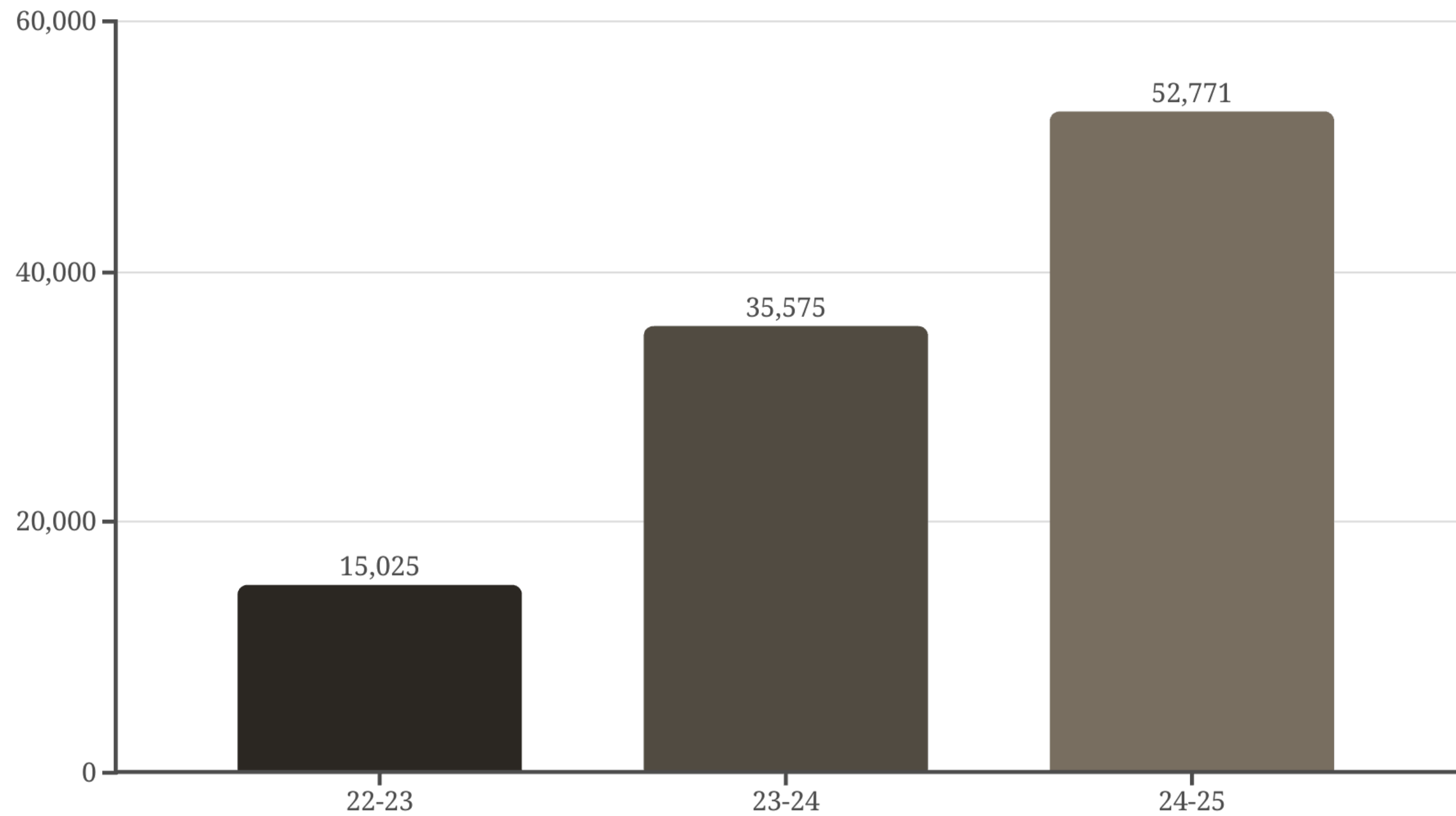
# One Resident Request

Turns into multiple work orders for the crew.

# Sidewalk Sq Ft Replacement Contracted Out



# Sidewalk Sq Ft Replacement by SJC Crews





# Trip Hazard Grinding

**2025** we put out an RFP and had **304** trip hazards eliminated by grinding the hazard down. This was at **66** different locations







# Trip Hazard Elimination Results YTD

**685** Trip Hazards Eliminated this year through repair and replace methods





# Enhanced Equipment Strategy



1

## Equipment Purchase

Purchasing a grinder for faster response to resident requests.

2

## 24-Hour Response Goal

Immediate action

3

## Crew Efficiency

Enable section-based repair and replacement workflows

Questions?





# SOUTH JORDAN CITY COMMUNICATIONS

MEDIA UPDATE, POLICY AND PROCEDURES



# THE DREAM TEAM



**TYSON COLE**

GRAPHIC DESIGNER/COMMS SPECIALIST

**JOSHUA TIMOTHY**

COMMUNICATIONS SPECIALIST



**RACHAEL VAN CLEAVE**

COMMUNICATIONS MANAGER/PIO



# Professionally Active Team

## **South Jordan Communications Achievements (Since 2023):**

- Finalist for 8 Golden Spike Awards (Utah PRSA), winning 3, including top crisis comms for Barbie Land.
- 2025 winner for national PRSA Silver Anvil for Pure SoJo communications.

### **Rachael Van Cleave**

- VP of Utah Public Information Officer Association.
- Former President, Utah Association for Government Communications.
- Conference speaker on South Jordan's campaigns.

### **Joshua Timothy**

- Former VP and President, Utah Association for Government Communications.
- Key driver of South Jordan's drone program.
- Expert speaker in his field.

### **Tyson Cole**

- New Yorker published cartoonist.
- Elevated South Jordan's visual presence: SoJo Race Series patches, Dine with Dawn cartoon, and coloring book series.

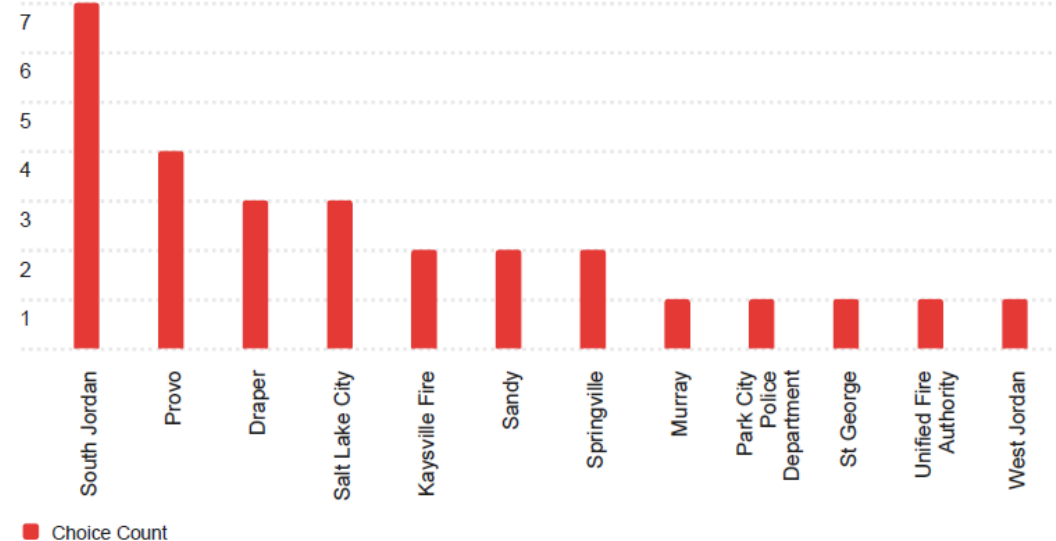
# Division Goals

- To be set apart as a leader in social media presence and engagement.
- To establish South Jordan as the best city to have or grow a business.
- To be considered a leader in government communications by our peers.

## Leaders in Government Communications in Utah

As Determined by Annual Survey Results

City Government Votes





# Comms Objectives & Strategic Priorities

## Engaging the Community

### Social Media (Growth, Engagement, Improvement)

✓ To receive a click distribution rate average of 2% on e-newsletter articles from August-December 2024.

**Achieved:** Click rate averaged 3.3%.

✓ Increase resident Facebook followers by 8% by June 30, 2025.

**Achieved:** 14% Increase

✓ Increase resident Instagram followers by 25% by June 30, 2025.

**Achieved:** 26% Increase

✓ To increase the average page/account reach for Facebook & Instagram by 10% from July 1, 2024 – June 30, 2025.

**Achieved:** 52% Increase (Average of FB -8%, Instagram 95%)



# Comms Objectives & Strategic Priorities

## Fostering Economic Development

### Economic Development Communications

✓ **3% post reach on Instagram and Facebook by Dec. 31, 2024**

- **Achieved:**
  - Instagram: 34%
  - Facebook: 6%

✓ **2% average click-distribution rate on related articles**

- **Achieved:**
  - 9% Click Distribution rate

✓ **2% engagement rate on posts**

- **Achieved:**
  - Instagram: 3.6%
  - Facebook: 1.66%
  - Combined: 2.6% average





# Comms Objectives & Strategic Priorities

## Fostering Economic Development, Engaging the Community, and Ensuring Sustainable Growth

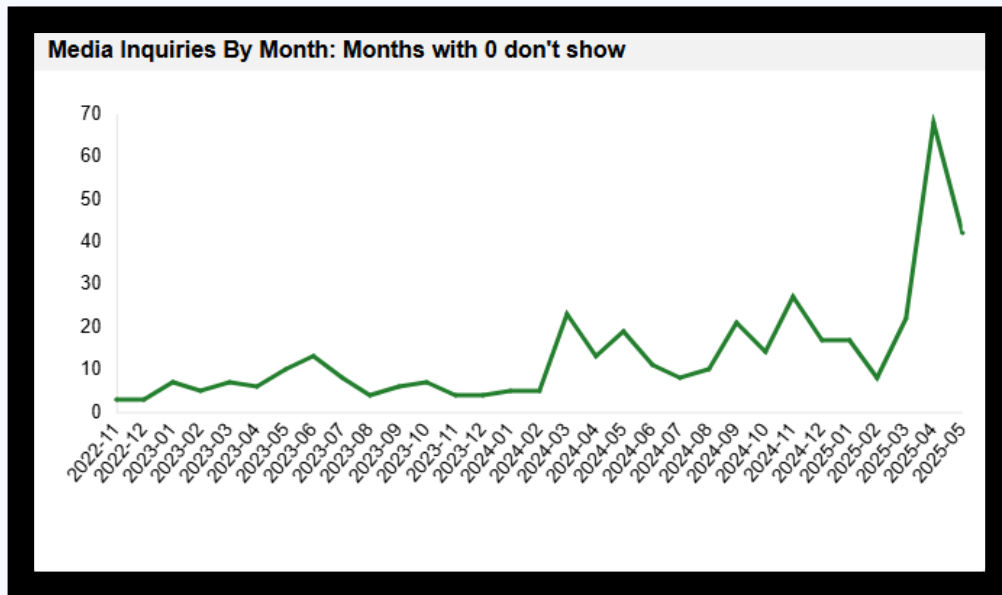
Urban Center/Bees-Related (ballpark, downtown, economic development, growth, TRAX)

- To have at least 60% of Facebook and Instagram post engagement be positive **August 1, 2024 - April 30, 2025. Achieved: 99.8%**
- To receive an average click distribution rate of at least 10% **August 1, 2024 – April 30, 2025. Achieved: 24%**
- To receive at least 2,000 unique users visit the web page **August 1, 2024 – April 30, 2025. Not Achieved.**
- To decrease the number of residents who perceive the project's impact on traffic as "somewhat negative" or "very negative" by 20%. **Not Achieved**
- To decrease the number of residents who perceive the project's impact on safety as "somewhat negative" or "very negative" by 5%. **Not Achieved**

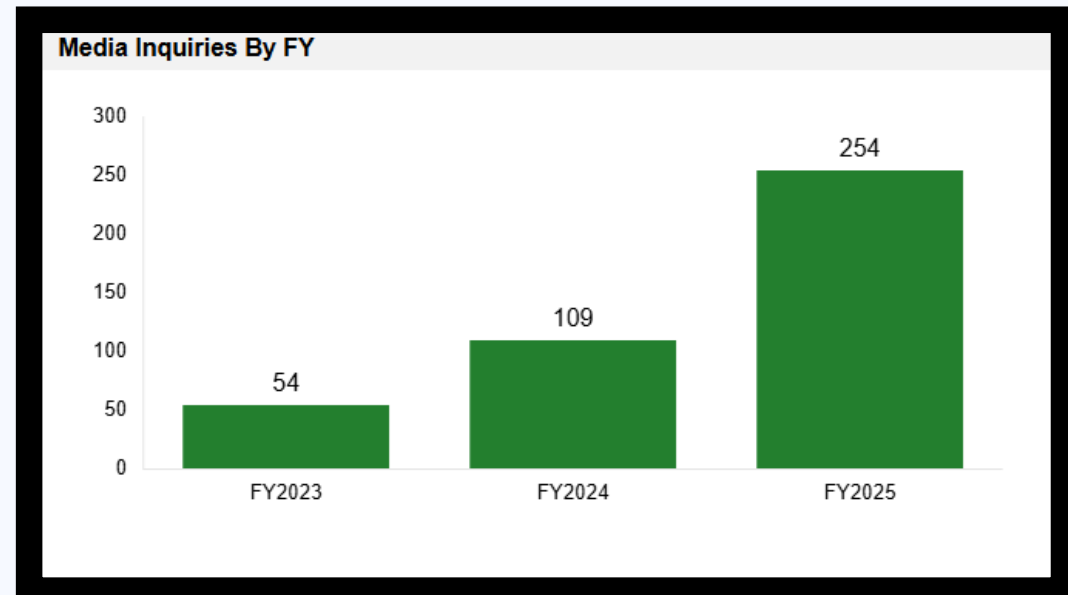


# MEDIA DATA/CHART

Media Inquiries by Month



Media Inquiry by FY



# KEY MEDIA DRIVERS

## Key Incidents

House Explosion – November 6, 2024  
Officer Involved Critical Incident – January 3, 2025  
House Fire – March 17, 2025  
Hit and Run – March 31, 2025  
Car Crash into Oquirrh Lake – April 21, 2025  
Wreck on Redwood Road – April 21, 2025  
Fire Fighter Passing/Funeral – April 21, 2025  
Missing Teenager – April 29, 2025  
Daybreak House Fire – May 12, 2025

## Key Outreach

State of the City – January 21, 2025  
TRAX Grand Opening – March 31, 2025  
Bees Ballpark, traffic, safety, etc.

- Opening Day
- Team Store Opening
- Other inquiries



## ELECTED OFFICIAL ACTIONS IMPACTING MEDIA MESSAGING

***\*These are examples given by colleagues from surrounding cities with no identifying information***

**Misuse of City Letterhead:** A city elected official endorsed a District Attorney candidate using official city letterhead—appearing to represent the whole City and creating confusion about the City's official stance.

**Jumping the Gun on Messaging:** A city elected official posted about City updates before final messaging was approved, forcing the City to publicly address incomplete or inaccurate information.

**Unofficial Opinions in Public Forums:** A city elected official commented in community Facebook groups, sharing personal opinions that appeared to be official City positions—leading to confusion and undermining public trust.



## ELECTED OFFICIAL ACTIONS IMPACTING MEDIA MESSAGING

### **What These Issues Have in Common:**

- Blurred lines between personal and official City messaging
- Created confusion about the City's official stance
- Undermined trust in the City and its communications
- Forced the City to react publicly, often under less-than-ideal circumstances



# SOUTH JORDAN'S PROCEDURES

**Mayor as the Spokesperson:** When a council representative is needed, the Mayor typically speaks on behalf of the Council and the City.

**Media Inquiries to the PIO:** Council members should notify the City Manager and PIO for coordination.

## **Why We Do This:**

- The PIO may already have key messages and verbiage prepared.
- Ensures a consistent message that aligns with City priorities and avoids conflicting statements.
- Prevents confusion about who is speaking for the City.
- Maintains trust and clarity in public communication.



## Media Procedures, Tips, and Takeaways



### City PIO

Rachael Van Cleave

(385) 267-5413

[rvancleave@sjc.utah.gov](mailto:rvancleave@sjc.utah.gov)

### First Steps: What to Do if Contacted by Media

**Step 1:** Immediately notify the City Manager and Public Information Officer (PIO), Rachael Van Cleave.

**Step 2:** Meet with or call the PIO to determine if you should speak to the media and receive coaching/talking points if the answer is yes.

**Step 3:** Practice your delivery with the PIO to ensure key messages are solid.

*Why this matters:*

- Ensures accuracy
- Prevents miscommunication
- Maintains public trust
- Aligns with city strategy and priorities

---

### When You *May* Speak to Media (With Caution)

- If you're speaking as a private citizen, ask the reporter not to use your Council title or make it clear you are not speaking on behalf of the city.
- If you're acting in a professional role outside the City (e.g., your day job), clarify you're not representing South Jordan.

- At community events where the PIO is present and has prepped you.

***Still unsure? When in doubt, reach out.***

---

## **Tips & Tricks for Interviews**

- Keep answers to **15 seconds or less**—use sound bites.
- Make eye contact with the reporter.
- Speak naturally—avoid jargon.
- Use calm, confident body language.
- Avoid “off the record” comments.
- Don’t speculate—stick to facts.
- Don’t say “no comment”—it sounds evasive.
- If interrupted, pause and return to your key point.
- Politely correct misquotes or leading questions.

### **1) What do you do if a reporter comes and shoves a mic in your face?**

- You say “Let me get our Public Information Officer for you to get you that information right away.” And you get Rachael. If Rachael isn’t around, you go down the list in this order:
  - Rachael Van Cleave
  - Joshua Timothy
  - Case Winder
  - Michael Richards
  - Ryan Lessner
- If the media calls and Rachael is in that day, but in a meeting, interrupt the meeting, or call or text.

### **2) What do you do if you see media or someone filming on or around City property?**

- If you see a media vehicle or a reporter anywhere on City property, notify Rachael right away (a text is fastest). Sometimes they show up and don’t call or inform Rachael and she doesn’t know what it’s about!

---

## **📍 On the Scene of the Incident/Emergency?**

- Never promise media access without approval of the Incident Commander.
- Don’t talk to the media without first talking with the IC or PIO and following the steps above.
- Inform the PIO if the press reach out to you.



# City Council Study Session

June 3, 2025



# South Jordan FrontRunner Station Area Plan



Joe Moss, Staff - Long Range Planner

Shawn Seager, WCG

# 2022 H.B. 462



UTAH STATE  
LEGISLATURE

[Legislators](#)

[Bills](#)

[Code](#)

[Committees](#)

[Audits](#)

[Budget](#)

[Research and  
Legal](#)

Enrolled

H.B. 462

[Printer Friendly](#)

1

## UTAH HOUSING AFFORDABILITY AMENDMENTS

2

2022 GENERAL SESSION

3

STATE OF UTAH

4

**Chief Sponsor: Steve Waldrip**

5

Senate Sponsor: Jacob L. Anderegg

6

### 7 LONG TITLE

#### 8 General Description:

9 This bill modifies provisions related to affordable housing and the provision of services  
10 related to affordable housing.

#### 11 Highlighted Provisions:

12 This bill:

- 13 ▶ defines terms;
- 14 ▶ requires certain political subdivisions to adopt an implementation plan as part of the
- 15 moderate income housing element of the political subdivision's general plan;
- 16 ▶ modifies the list of strategies that a political subdivision may select, or are required
- 17 to select, for implementation as part of the moderate income housing element of the
- 18 political subdivision's general plan;
- 19 ▶ requires certain municipalities to develop and adopt station area plans for specified
- 20 areas surrounding public transit stations;
- 21 ▶ requires certain political subdivisions to amend the political subdivision's general

### Bill Sponsor:



Rep. Waldrip,  
Steve

### Floor Sponsor:



Sen. Anderegg,  
Jacob L.

**Substitute Sponsor:** [Sen.  
Anderegg, Jacob L.](#)

**Drafting Attorney:** Gus Harb

**Fiscal Analyst:** Paul Kim

### Bill Tracking

[Tracking Page](#)

### Bill Text

[Introduced](#)

[Amended](#)

[Amended Pages Only](#)

[Enrolled](#) (Currently Displayed)

Requires a Station Area Plan  
for all fixed route stations  
(Light Rail, Commuter Rail,  
Bus Rapid Transit) in the  
UTA system



# West of I-15 North & South of 106 so.



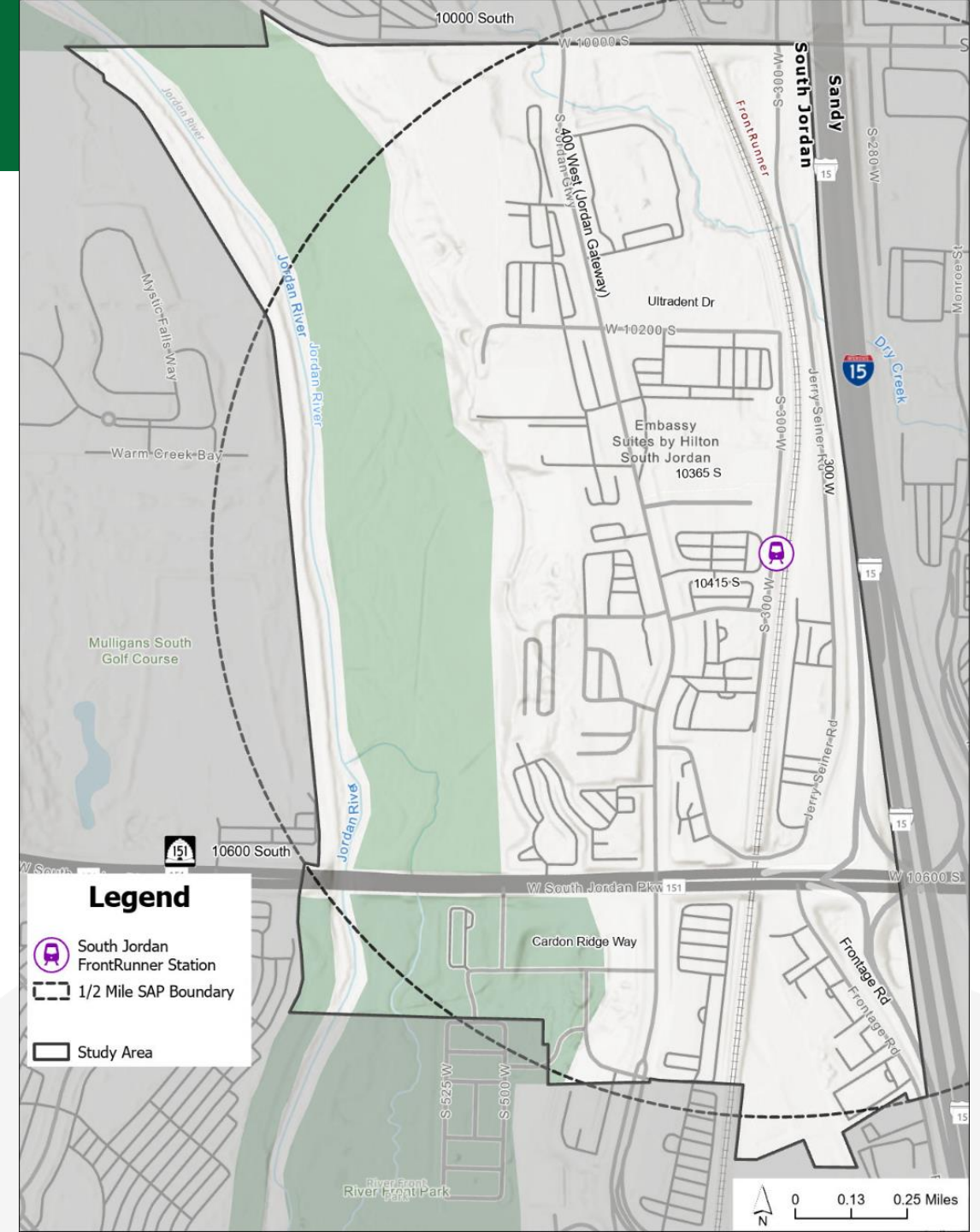
PSOMAS

**LRB** PUBLIC  
FINANCE  
ADVISORS  
LEWIS | ROBERTSON | BURNINGHAM





Sandy City completed a SAP for this FrontRunner Station east of I-15, in 2024.



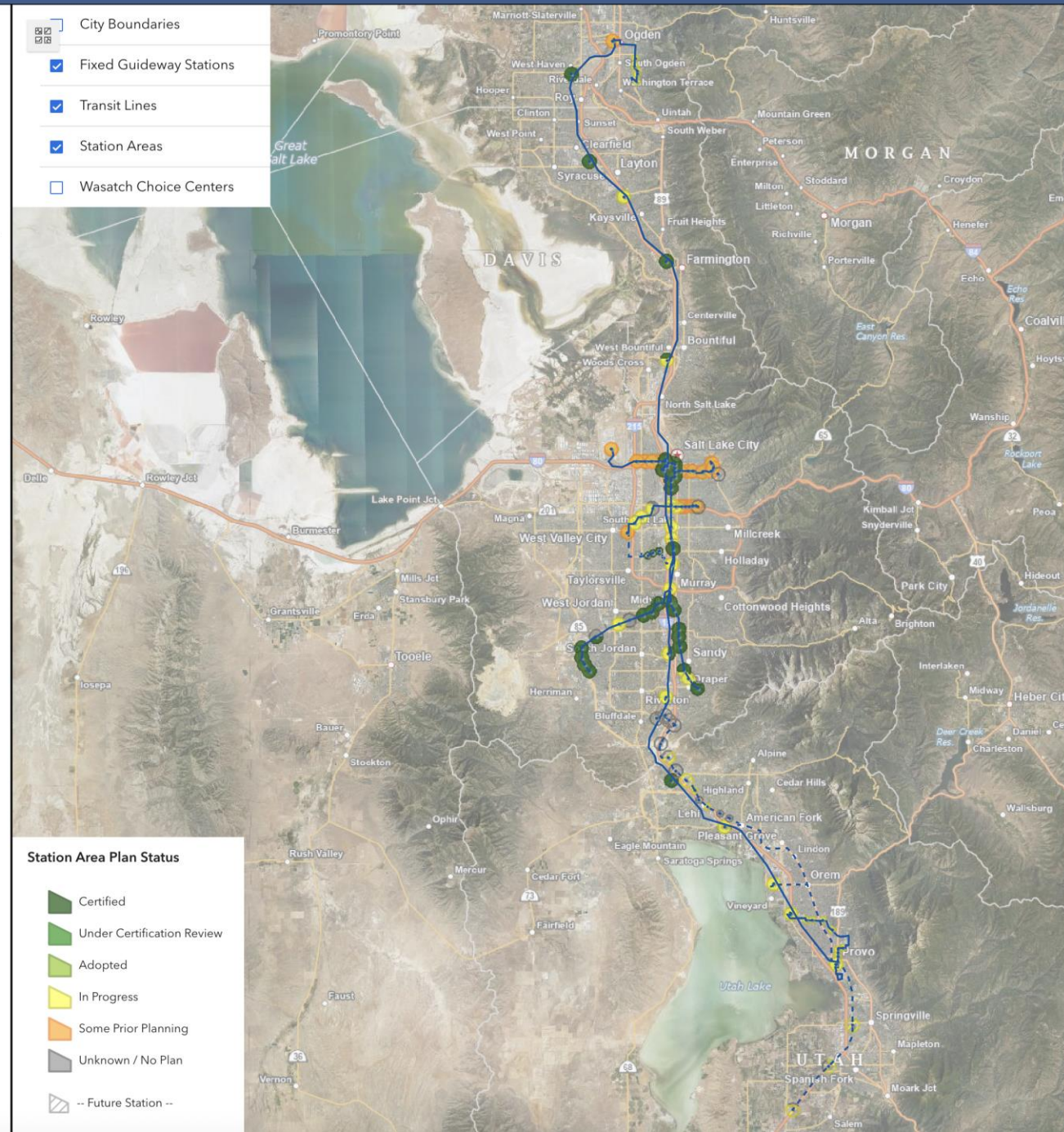
# System Progress

This map shows progress of Station Area Plans required under HB 462.

**WFRC** and **MAG** help certify and fund these plans.

**Click on a station area to view its plan status.**

- ☐ City Boundaries
- ☒ Fixed Guideway Stations
- ☒ Transit Lines
- ☒ Station Areas
- ☐ Wasatch Choice Centers

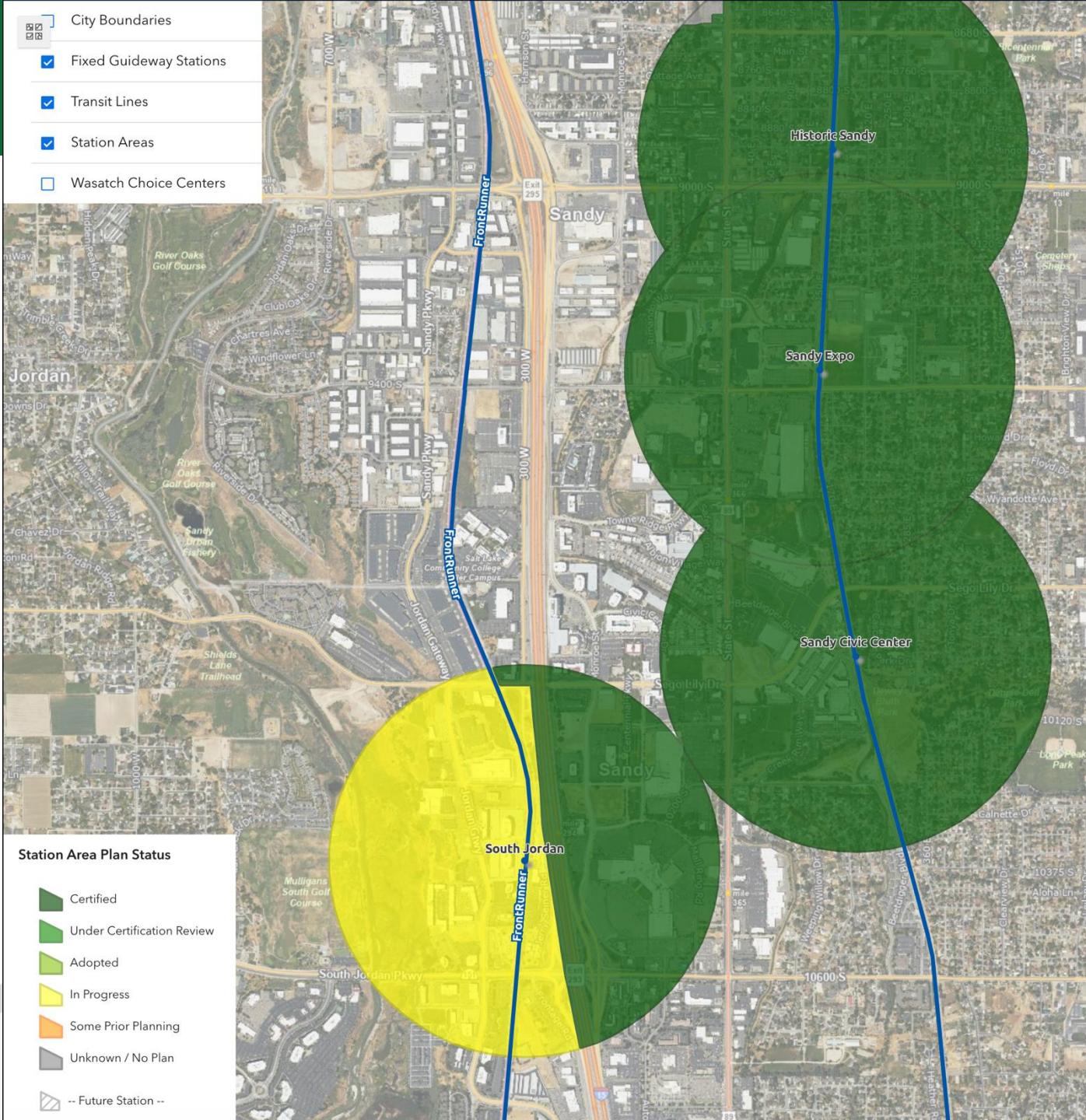


## Station Area Plan Status

- Certified
- Under Certification Review
- Adopted
- In Progress
- Some Prior Planning
- Unknown / No Plan
- Future Station --

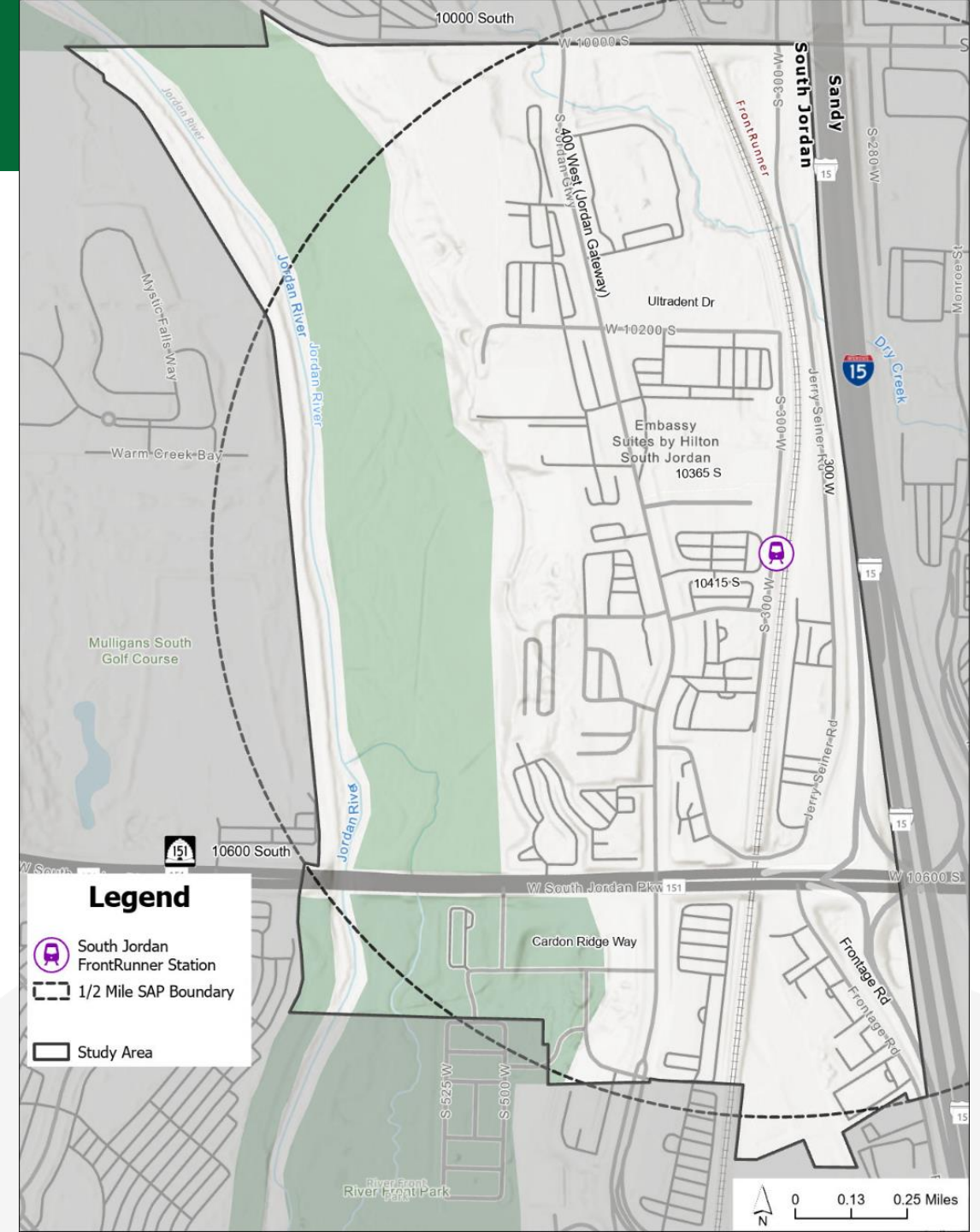


# Regional Progress





Sandy City completed a SAP for this FrontRunner Station east of I-15, in 2024.



# Checklist

## STATION AREA PLANNING: Certification Requirements Checklist

### PURPOSE

Use this checklist to do a preliminary assessment to determine whether your station area plan complies with [Utah House Bill 462](#). While this checklist is based upon Utah Code for Station Area Plans, filling out this worksheet does not guarantee certification. Please refer to the legislation to ensure compliance.

In order to formally submit your station area plan to WFRC for certification, please submit using this [online form](#).

1.0 Station Area Name: \_\_\_\_\_

2.0 Is the transit station built? \_\_\_\_\_

3.0 Is there a Qualifying Land Use Application?  
10-9a-403.1 1 (g)

If Yes, fill out 3.1.  
If No, skip to 4.0.

Use this checklist to help determine if your land use application qualifies per HB 462.

3.1 Submission date for qualifying land use application: \_\_\_\_\_

4.0 Does the Station Area Plan (SAP) include:

4.1a A statement explaining how the SAP promotes the objective to *increase the availability and affordability of housing*, including moderate income housing ☐

4.1b A statement explaining how the SAP promotes the objective to *promote sustainable environmental conditions* ☐

4.1c A statement explaining how the SAP promotes the objective to *enhance access to opportunities* ☐

4.1d A statement explaining how the SAP promotes the objective to *increase transportation choices and connections* ☐

Note, MPO staff will review the statements listed above to determine whether the SAP reasonably promotes the objective.

4.2 A vision for the station area, that describes: \_\_\_\_\_

4.2a Opportunities for the development of land within the station area under existing conditions ☐

4.2b Constraints on the development of land within the station area under existing conditions ☐

4.2c The municipality's objectives for the *transportation system* within the ☐

station area and the future transportation system that meets those objectives

4.2d The municipality's objectives for *land uses* within the station area and the future land uses that meet those objectives ☐

4.2e The municipality's objectives for *public and open spaces* within the station area and the future public and open spaces that meet those objectives ☐

4.2f The municipality's objectives for the *development of land* within the station area and the future development standards that meet those objectives ☐

4.3a A map depicting the *area subject to the SAP*, at least ½ mile from fixed rail or ¼ from BRT ☐

4.3b A map depicting the area where each *action is needed to implement the SAP* ☐

4.4a An implementation plan that identifies and describes actions needed over the *next 5 years* and the *responsible party(ies)* ☐

4.4b Implementation plan includes any actions to: ☐

- ☐ Modify land use regulations
- ☐ Make infrastructure improvements
- ☐ Modify deeds or relevant legal documents
- ☐ Secure funding or develop funding strategies
- ☐ Establish design standards for development
- ☐ Provide environmental remediation

4.5 Documentation of how all relevant and required stakeholders were involved, including all of the following: other impacted communities, UTA, MPO, DOT, owners of property within the station area, residents, and business owners ☐

5.0 Do you have a signed resolution or proof of adoption of the Station Area Plan and its elements? ☐

Station Area Plans must respond “Yes” to all items from 4.0 to 5.0 to comply, unless there is a statement of impracticability, signed and adopted in a resolution, for all of the conditions not met. If a Station Area Plan does not satisfy all of items 4.0 through 5.0, it likely does not qualify for certification. WFRC and MAG are the Metropolitan Planning Organizations (MPO) identified in HB462 as responsible for certifying station area plans. In doing so, the MPOs have policies in place that guide them to determine whether station area plans have *reasonably* met the requirements of Utah Code.

Please note: For communities in Weber, Davis, and Salt Lake Counties, the applicable Metropolitan Planning Organization (MPO) is the Wasatch Front Regional Council. Deadlines regarding SAP completion include receiving certification by the MPO. Please coordinate with your MPO to understand when your SAP would need to be submitted to the MPO in order to be reviewed for certification by the MPO's governing body.



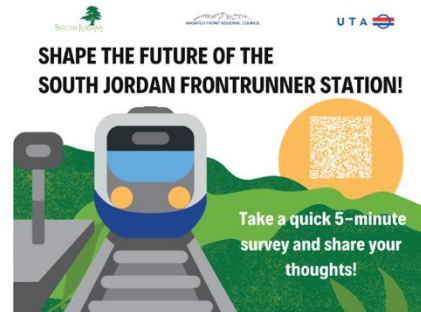
# Stakeholders and Public

- One-on-one Interviews

- UTA
- Sand city
- Pacific Corp.
- Ultradent
- Dr. Bryan Sonntag
- Utah Reclamation Conservation Commission
- Utah Sovereign Lands
- Great Salt Lake, Audubon Society
- DAI Harrison property
- Jordan River Commission
- Jerry Steiner GMC Kia
- WFRRC

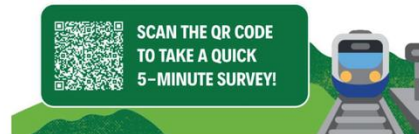
- Public Engaged

- Online Survey
- 500 postcards distributed to doors
- FrontRunner Platform Table Top
- April 1<sup>st</sup> and 2<sup>nd</sup> with Krispy Kreme



**HOW CAN THE SOUTH JORDAN FRONTRUNNER STATION WORK BETTER FOR YOU?**  
The City of South Jordan and Utah Transit Authority (UTA) want to hear your thoughts on how to make FrontRunner and bus service at the South Jordan Station more convenient, comfortable, and accessible.

- ✓ WHAT WOULD MAKE YOU MORE LIKELY TO USE TRANSIT?
- ✓ WHAT AMENITIES OR IMPROVEMENTS WOULD MAKE YOUR TRIP EASIER?



## Public Engagement - Survey

- **Survey open 3/25/2025 – 4/22/2025**
- **263 responses**
- **Main Themes**
  - Increased commuter rail frequency and expanded service hours
  - Additional food options in the station area
  - First and last-mile pedestrian and bicycle connectivity across I-15 into Sandy
  - Increased connections to the Jordan River Parkway Trail
  - Station amenities and services—warming shelters, restrooms, food & beverage



# Recommendations

- East-West Transit Connectivity
- Active Transportation Network Cohesion
- Jordan River Trail Access Expansion
- Jordan Gateway Cycle Track
- Increase Bicycle Visibility
- Enhance Pedestrian Experience
- 10600 South Active Transportation Improvements
- Jordan Gateway Pedestrian Accessibility
- FrontRunner Station Platform Improvements
- Pedestrian Bridge Over I-15
- Jordan River Corridor Preservation
- Shared Parking Implementation and Parking Improvements
- Establish Activity/Vibrancy Near Station
- Mixed-Use Infill Development
- Office Infill Development
- Owner-Occupied Residential Infill Development
- Attainable Housing Development
- Incorporate Environmentally Friendly Design
- Community Identity and Sense of Place
- General Plan Alignment with SAP



# Document and Questions?



## SOUTH JORDAN FRONTRUNNER STATION AREA PLAN

May 2025



### TABLE OF CONTENTS

EXECUTIVE SUMMARY	3	Station Platform Engagement	32
I. INTRODUCTION	5	Public Input and Key Messages	33
II. EXISTING CONDITIONS	6	IV. MARKET ANALYSIS	35
A. Previous Plans and Studies	6	A. Parcel Data Evaluation	35
B. Demographic and Socioeconomic Data	7	B. Sales Leakage	37
Population	7	Supportable Zoning	39
Age	8	C. Potential Barriers	43
Income and Housing Costs	9	V. PREFERRED VISION PLAN	44
Education	10	A. Land Use	44
Employment	10	B. Future Environmental Conditions	48
C. Land Use	11	C. Economics	49
D. Public Space and Urban Design	15	D. Transportation	50
E. Existing Environmental Conditions	16	Public Transit	50
F. Multimodal Transportation Assessment	17	Active Transportation	53
Public Transit	17	Vehicles	58
Active Transportation	20	VI. 5-YEAR IMPLEMENTATION PLAN	59
Vehicle Access	20	VII. APPENDICES	63
Pedestrian, Bicycle, and Street Connectivity	23	Appendix A – Survey Questions	64
Safety	23	Appendix B – Survey Results	66
III. STAKEHOLDER AND COMMUNITY ENGAGEMENT	25	Appendix C – Previous Plans and Studies	83
A. Stakeholder Engagement	25	Appendix D – Property Ownership	93
Property Ownership	25	Appendix E – Jordan River Best Practices Resources	95
B. Community Engagement	31		
Digital Survey and Postcard	32		

### TABLES

Table 1: Previous Plans and Studies	6	Table 9: South Jordan Sales Leakage	37
Table 2: Summary of Housing Stock	9	Table 10: Summary of South Jordan Sales Leakage	40
Table 3: Housing Cost Ratio	9	Table 11: South Jordan Supportable Commercial Zoning	40
Table 4: Existing Transit Service	17	Table 12: South Jordan Commercial Sq. Ft. Per Job	41
Table 5: FrontRunner Existing Avg Daily Boardings and Alightings	17	Table 13: Daybreak Urban Center Program TAZ Zones (2025 – 2050)	41
Table 6: Station Area Improvements - Survey Results	34	Table 14: Summary of Economic Opportunities and Challenges	42
Table 7: Study Area Parcel Characteristics	35	Table 15: South Jordan FrontRunner Station Implementation Plan	61
Table 8: South Jordan Parcel Characteristics	36		

### FIGURES

Figure 1: Study Area	5	Figure 13: January 2020 - December 2024 Crash History	24
Figure 2: TAZ Population and Household Projections (Study Area)	7	Figure 14: Study Area Property Ownership	26
Figure 3: Age Distribution as a Percent of Total	8	Figure 15: Station Usage - Survey Results	33
Figure 4: Educational Attainment	10	Figure 16: Total Taxable Value Distribution by Land Type	36
Figure 5: Projected Employment within Study Area	10	Figure 17: Quarterly U.S. Retail E-commerce Sales	43
Figure 6: Existing Land Use	10	Figure 18: Recommended Future Land Use	45
Figure 7: Study Area Development Potential	12	Figure 19: Study Area Development Potential	46
Figure 8: Study Area Existing Transit Service	18	Figure 20: UTA Transit Plans	50
Figure 9: Regional Existing Transit Service	19	Figure 21: UTA 5-Year Service Plan	51
Figure 10: Existing Active Transportation Facilities	21	Figure 22: Active Transportation Preferred Vision Plan	57
Figure 11: Existing Functional Class and Intersection Control	22	Figure 23: Project Implementation Plan Map	62
Figure 12: Salt Lake County Connectivity Scores	23		



This SAP meets the requirements described in HB462 by promoting the following objectives:

- Increasing the availability and affordability of housing, including moderate income housing by proposing to:
  - Update the General Plan to include future land use policies identified in the Station Area Plan,
  - Incentivise the development of underutilized or vacant land into owner occupied residential, and
  - Incentivise Mixed-Use infill development.
- Promotes sustainable environmental conditions by proposing to:
  - Facilitate shared parking implementation to reduce unproductive surface parking,
  - Continue Jordan River Corridor preservation area north to the end of the Study Area while allowing increasing housing development,
  - Avoid vertical development under the power line corridor due to utility constraints while encouraging placemaking and beautification,
  - Continue transit-oriented development around FrontRunner station to reduce trips, improve travel times, and improve air quality.
- Enhances access to opportunities by proposing to:
  - Incentivize mixed-use infill development with public spaces,
  - Encourage pedestrian bridge over I-15 to access South Town site,
  - Encourage public use, marketing, and engagement of public facilities, and
  - Add wayfinding to and from FrontRunner stations and destinations.
- Increases transportation choices and connections by proposing to:
  - Continue to encourage and partner with UTA and WFRG to expand transit options,
  - Building the Jordan River Pedestrian Bridge,
  - Facilitating active transportation network cohesion and visibility,
  - Implement shared parking to increase UTA station parking.



FrontRunner Bus Bay



# SOUTH JORDAN FRONTRUNNER STATION AREA PLAN

May 2025





# TABLE OF CONTENTS

EXECUTIVE SUMMARY . . . . .	3	Station Platform Engagement. . . . .	32
I. INTRODUCTION. . . . .	5	Public Input and Key Messages . . . . .	33
II. EXISTING CONDITIONS . . . . .	6	IV. MARKET ANALYSIS . . . . .	35
A. Previous Plans and Studies. . . . .	6	A. Parcel Data Evaluation . . . . .	35
B. Demographic and Socioeconomic Data . . . . .	7	B. Sales Leakage. . . . .	37
Population. . . . .	7	Supportable Zoning. . . . .	39
Age . . . . .	8	C. Potential Barriers . . . . .	43
Income and Housing Costs . . . . .	9	V. PREFERRED VISION PLAN. . . . .	44
Education . . . . .	10	A. Land Use. . . . .	44
Employment . . . . .	10	B. Future Environmental Conditions. . . . .	48
C. Land Use . . . . .	11	C. Economics. . . . .	49
D. Public Space and Urban Design . . . . .	15	D. Transportation. . . . .	50
E. Existing Environmental Conditions . . . . .	16	Public Transit . . . . .	50
F. Multimodal Transportation Assessment . . . . .	17	Active Transportation . . . . .	53
Public Transit . . . . .	17	Vehicles . . . . .	58
Active Transportation . . . . .	20	VI. 5-YEAR IMPLEMENTATION PLAN. . . . .	59
Vehicle Access . . . . .	20	VII. APPENDICES . . . . .	63
Pedestrian, Bicycle, and Street Connectivity . . . . .	23	Appendix A – Survey Questions . . . . .	64
Safety . . . . .	23	Appendix B – Survey Results . . . . .	66
III. STAKEHOLDER AND COMMUNITY ENGAGEMENT . . . . .	25	Appendix C – Previous Plans and Studies . . . . .	83
A. Stakeholder Engagement . . . . .	25	Appendix D – Property Ownership . . . . .	93
Property Ownership. . . . .	25	Appendix E – Jordan River Best Practices Resources . . . . .	95
B. Community Engagement . . . . .	31		
Digital Survey and Postcard . . . . .	32		

## TABLES

Table 1: Previous Plans and Studies . . . . .	6	Table 9: South Jordan Sales Leakage. . . . .	37
Table 2: Summary of Housing Stock . . . . .	9	Table 10: Summary of South Jordan Sales Leakage . . . . .	40
Table 3: Housing Cost Ratio. . . . .	9	Table 11: South Jordan Supportable Commercial Zoning . . . . .	40
Table 4: Existing Transit Service. . . . .	17	Table 12: South Jordan Commercial Sq. Ft. Per Job . . . . .	41
Table 5: FrontRunner Existing Avg Daily Boardings and Alightings. . . . .	17	Table 13: Daybreak Urban Center Program TAZ Zones (2025 – 2050) . . . . .	41
Table 6: Station Area Improvements - Survey Results . . . . .	34	Table 14: Summary of Economic Opportunities and Challenges . . . . .	42
Table 7: Station Area Parcel Characteristics . . . . .	35	Table 15: South Jordan FrontRunner Station Implementation Plan . . . . .	61
Table 8: South Jordan Parcel Characteristics. . . . .	36		

## FIGURES

Figure 1: Study Area. . . . .	5	Figure 13: January 2020 - December 2024 Crash History . . . . .	24
Figure 2: TAZ Population and Household Projections (Study Area). . . . .	7	Figure 14: Study Area Property Ownership . . . . .	26
Figure 3: Age Distribution as a Percent of Total. . . . .	8	Figure 15: Station Usage - Survey Results . . . . .	33
Figure 4: Educational Attainment . . . . .	10	Figure 16: Total Taxable Value Distribution by Land Type . . . . .	36
Figure 5: Projected Employment within Study Area. . . . .	10	Figure 17: Quarterly U.S. Retail E-commerce Sales . . . . .	43
Figure 6: Existing Land Use . . . . .	12	Figure 18: Recommended Future Land Use . . . . .	45
Figure 7: Study Area Development Potential . . . . .	14	Figure 19: Study Area Development Potential . . . . .	46
Figure 8: Study Area Existing Transit Service . . . . .	18	Figure 20: UTA Transit Plans . . . . .	50
Figure 9: Regional Existing Transit Service . . . . .	19	Figure 21: UTA 5-Year Service Plan . . . . .	51
Figure 10: Existing Active Transportation Facilities . . . . .	21	Figure 22: Active Transportation Preferred Vision Plan . . . . .	57
Figure 11: Existing Functional Class and Intersection Control . . . . .	22	Figure 23: Project Implementation Plan Map . . . . .	62
Figure 12: Salt Lake County Connectivity Scores. . . . .	23		



## EXECUTIVE SUMMARY

South Jordan's FrontRunner Station area has been in active development for nearly 25 years—beginning just before Salt Lake City hosted the 2002 Winter Olympics Games. FrontRunner commuter rail service began operating this station along with the rest of FrontRunner South project on December 10, 2012, following UTA's FrontRunner North Project in 2008, establishing commuter rail in Utah only seventeen years ago.

Significant economic development growth has occurred over the past 25 years within the Station Area; growth potential is flattening west of I-15 as land availability is approaching buildout. Most of the buildable property is already constructed and occupied by manufacturing, auto sales, freeway oriented hotels, job centers and some limited residential apartments.

This area is characterized as mostly privately-owned business property with the exception of the Jordan River Corridor, a majority of which is managed as habitat protection, mitigation and preservation. The Jordan River Trail is the one notable public space and is heavily used as a bicycle and pedestrian shared-use path and kayaking water trail. A boat launch and trail head with parking is located on the north end of this site at South Jordan's Shields Lane Park. Most notable is a lack of housing and restaurant services within a half mile radius of

the station. Sandy City has future plans to develop additional housing on the site of the South Town mall including a Housing and Transit Reinvestment Zone. South Jordan City has recently received interest in developing some additional housing on the north end of this site.

The Station Area has 30-minute UTA FrontRunner (750) Commuter Rail service in peak periods and 60 minute service mid-day. With only approximately 465 riders boarding per day from this station, it lies below-average in terms of use—accounting for about four percent of the 13,213 total average weekday boardings on the entire FrontRunner system.

The station acts as an important main line I-15 / commuter rail transfer opportunity as it is surrounded with office jobs and manufacturing. It is across and adjacent to the Sandy Cairns and South Town Mall site that is undergoing redevelopment by the Smith Entertainment Group with housing and entertainment opportunities. The station area benefits from excellent freeway access via I-15, which carries an Annual Average Daily Traffic (AADT) of approximately 200,000 vehicles. Additionally, 10600 South / Jordan Parkway (SR-151) experiences nearly 47,000 AADT, while the five-lane Jordan Gateway roadway, running north-south, accommodates approximately 18,000 AADT.

House Bill 462 ("HB462") was passed and signed into law in 2022, which requires cities with a fixed-guideway public transit station to develop a Station Area Plan (SAP) for that station. This SAP covers roughly the half mile radius surrounding the FrontRunner station in South Jordan City. Sandy City has developed a separate SAP for this station in its jurisdiction east of I-15 which was adopted in 2025.

**Barriers in the South Jordan Station Area include the Jordan River floodplain, I-15, railroad lines, and a power line easement, all of which limit connectivity and development.**

**This SAP meets the requirements described in HB462 by promoting the following objectives:**

- ◆ **Increasing the availability and affordability of housing, including moderate income housing by proposing to:**
  - Update the General Plan to include future land use policies identified in the Station Area Plan,
  - Incentivise the development of underutilized or vacant land into owner occupied residential, and
  - Incentivise Mixed-Use infill development.
- ◆ **Promotes sustainable environmental conditions by proposing to:**
  - Facilitate shared parking implementation to reduce unproductive surface parking,
  - Continue Jordan River Corridor preservation area north to the end of the Study Area while allowing increasing housing development,
  - Avoid vertical development under the power line corridor due to utility constraints while encouraging placemaking and beautification,
  - Continue transit-oriented development around FrontRunner station to reduce trips, improve travel times, and improve air quality.
- ◆ **Enhances access to opportunities by proposing to:**
  - Incentivize mixed-use infill development with public spaces,
  - Encourage pedestrian bridge over I-15 to access South Town site,
  - Encourage public use, marketing, and engagement of public facilities, and
  - Add wayfinding to and from FrontRunner stations and destinations.
- ◆ **Increases transportation choices and connections by proposing to:**
  - Continue to encourage and partner with UTA and WFRC to expand transit options,
  - Building the Jordan River Pedestrian Bridge,
  - Facilitating active transportation network cohesion and visibility,
  - Implement shared parking to increase UTA station parking.



FrontRunner Bus Bay

# I. INTRODUCTION

A Station Area Plan is intended to promote the State of Utah's investment in transit with goals and objectives to increase housing availability, improve access to job opportunities, protect the natural environment, and increase transportation options.

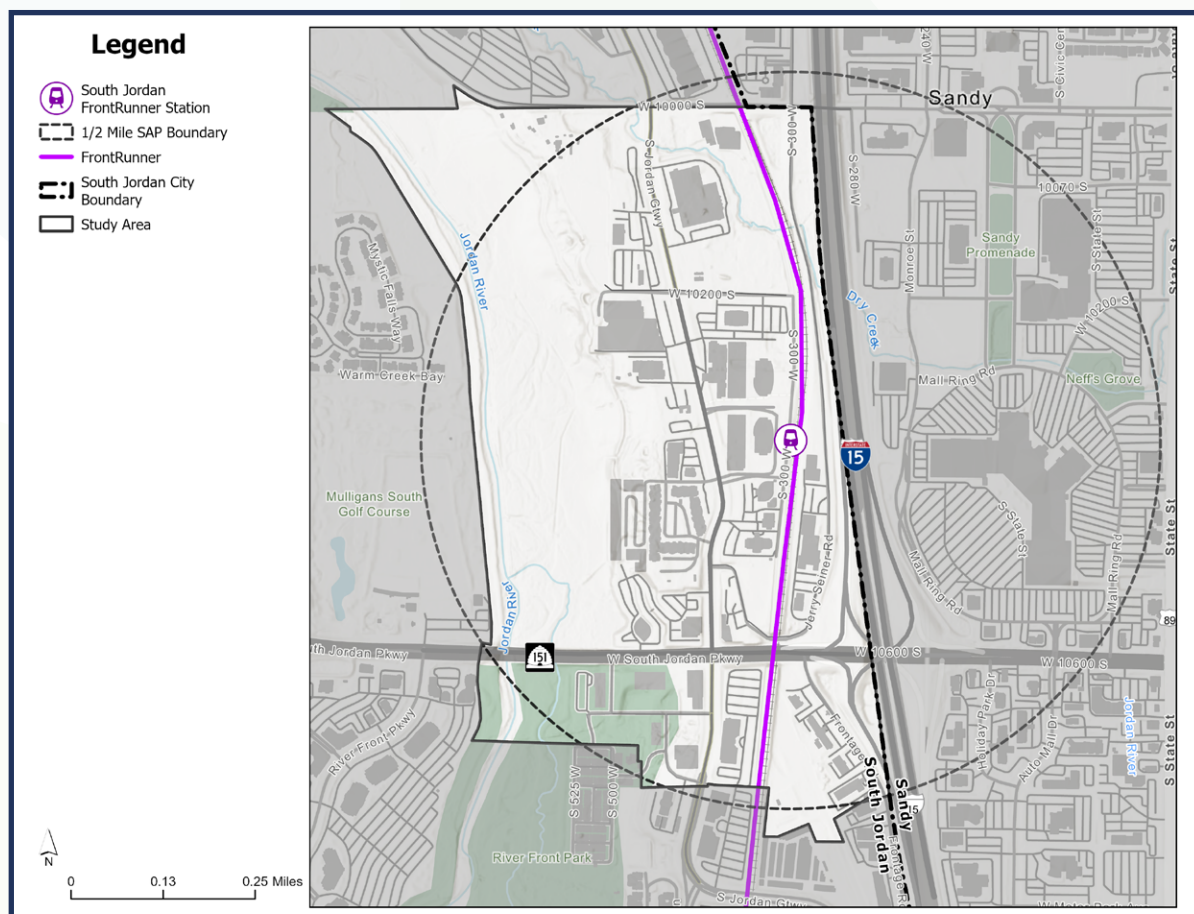
As a result of the 2022 Utah State Legislative session, [HB462 \(titled Housing Affordability Amendments\)](#), (a summary of which is located [on the Wasatch Front Regional Council \(WFRC\) website](#), passed and was signed into law. It requires a city that has a fixed-guideway public transit station (rail or Bus Rapid Transit) to develop an SAP for that station and update its general plan and zoning to implement the SAP if needed. HB462 requires that SAPs promote the following principles:

- ◆ Increase the availability and affordability of housing, including moderate income housing
- ◆ Promote sustainable environmental conditions
- ◆ Enhance access to opportunities
- ◆ Increase transportation choices and connections

Much of this FrontRunner Station area development has already been done through Developer Agreements and use of the site's Commercial Freeway Zone, Transit-Oriented Development Mixed-Use Zone, and Light Industrial Freeway Zone. The Jordan River Corridor has been successfully preserved with the Agricultural A1 Zone and by ownership of the United States Federal Government as mitigation property for the larger Central Utah Water Project (CUP).

The South Jordan City (City) applied for assistance from WFRC in 2024 and a consultant was hired to facilitate the planning process for the TRAX Red Line station areas located in Daybreak (in a separate document) and this FrontRunner Station near I-15 and 10600 South.

This SAP covers the half mile radius surrounding the South Jordan FrontRunner Station (located in South Jordan City boundaries). WFRC, UTA, and the City worked together to establish the formal Study Area boundary, which is shown below in **Figure 1**.



**FIGURE 1: Study Area**



## II. EXISTING CONDITIONS

### KEY TAKEAWAY

- ◆ More than twenty previous plans and studies have been completed in this area.

The existing conditions section documents demographics, existing plans, and existing land use. This section includes a multimodal transportation assessment documenting existing transit, active transportation, and vehicle networks.

### A. Previous Plans and Studies

A review of previous and ongoing planning efforts focused on the FrontRunner SAP area provides a baseline understanding of needs and possible solutions for the Study Area. All relevant studies and plans are summarized in **Table 1** below with a hyperlink to the document. A brief description for each plan or study is provided in the Appendix.

**TABLE 1: PREVIOUS PLANS AND STUDIES**

Study Name	Date Completed
WFRC 2023 The Point-Area West Transit Fresh Look Study	In Progress
<a href="#">UTA 2025–2029 Five-Year Service Plan</a>	2025
<a href="#">Moderate-Income Housing Plan</a>	2025
<a href="#">South Jordan Transportation Master Plan</a>	2024
<a href="#">Wasatch Front Regional Council Transportation Improvement Program</a>	2024
<a href="#">Wasatch Choice Vision</a>	2024
<a href="#">Sandy Station Area Plan - South Jordan Frontrunner</a>	2024
<a href="#">UTA Moves 2050 Long-Range Transit Plan</a>	2023
<a href="#">WFRC Regional Transportation Plan (RTP)</a>	2023
<a href="#">WFRC Access to Opportunities</a>	2023
<a href="#">WFRC SAP Guidance</a>	2022
<a href="#">Blueprint Jordan River</a>	2022
<a href="#">SLCo West General Plan</a>	2021
<a href="#">Southwest Salt Lake County Transportation Analysis and Solutions Development</a>	2021
<a href="#">South Jordan Sub Area Plan - Jordan River Gateway</a>	2021
<a href="#">Utah Reclamation Mitigation and Conservation Commission</a>	2021
<a href="#">South Jordan City General Plan</a>	2020
<a href="#">Housing Needs Study</a>	2014
<a href="#">South Jordan Gateway Study</a>	2013
<a href="#">Jordan River Corridor Open Space and Habitat Conservation Master Plan and Management Guidelines</a>	2011
<a href="#">South Jordan Economic Strategic Plan</a>	2011

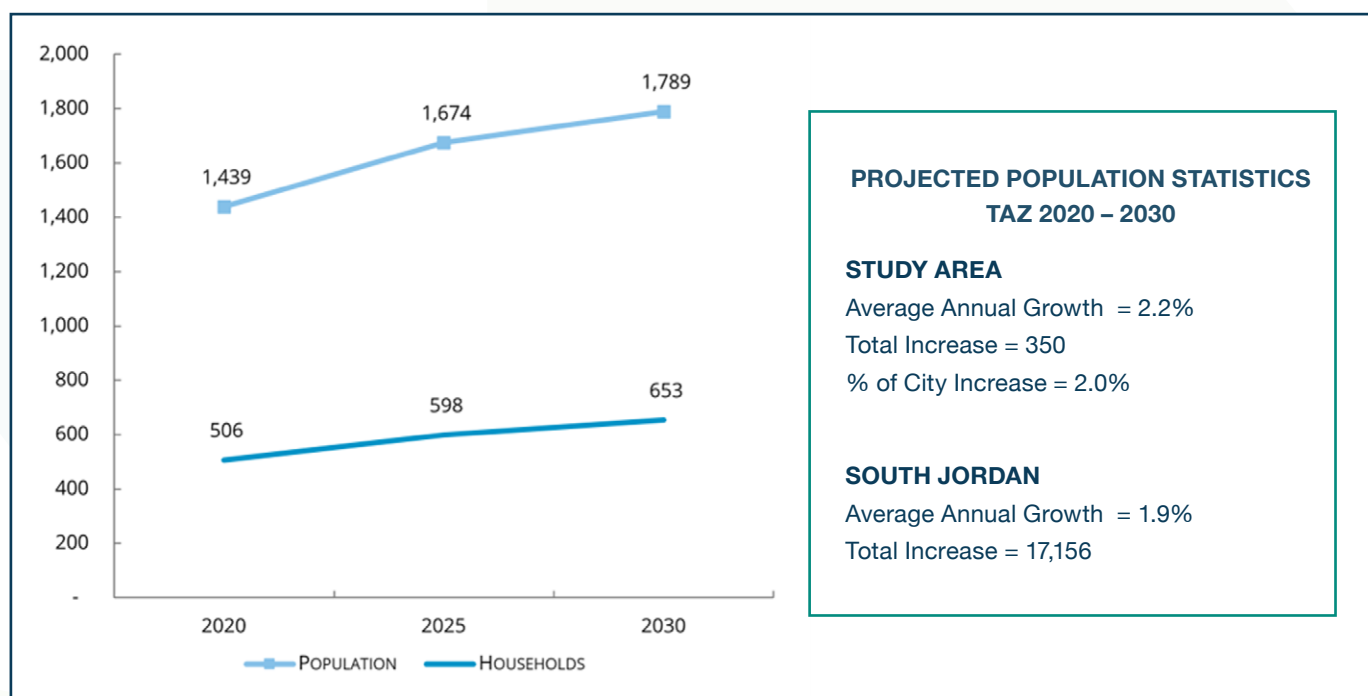
## B. Demographic and Socioeconomic Data

### KEY TAKEAWAYS

- ◆ 933 people are living in the Study Area in 2025.
- ◆ There is a younger population than the city-wide average age: 31 years compared to 34 years. They earn more than other renters in the City, have smaller average household sizes, and are more educated than the city as a whole.
- ◆ Employment is dominated by industrial manufacturing at Ultradent, and there is a high level of office employment with minimal retail sales (with the exception of the two automobile dealerships).

## Population

According to Salt Lake County parcel data (verified by field inspection), there are two single-family units within the Study Area, with the remaining addresses attributed to multi-family units. After contacting both residential complexes and incorporating the single family homes, the total number of units within the Study Area is 578. For purposes of determining the average household (HH) size, Census tract-level data was used. The estimated HH size for single-family units is 3.03, and 1.61 for multi-family. The average HH size information was then multiplied by the total units to determine the population. The current population is estimated at 933 persons.



**FIGURE 2: TAZ Population and Household Projections (Study Area)<sup>1</sup>**

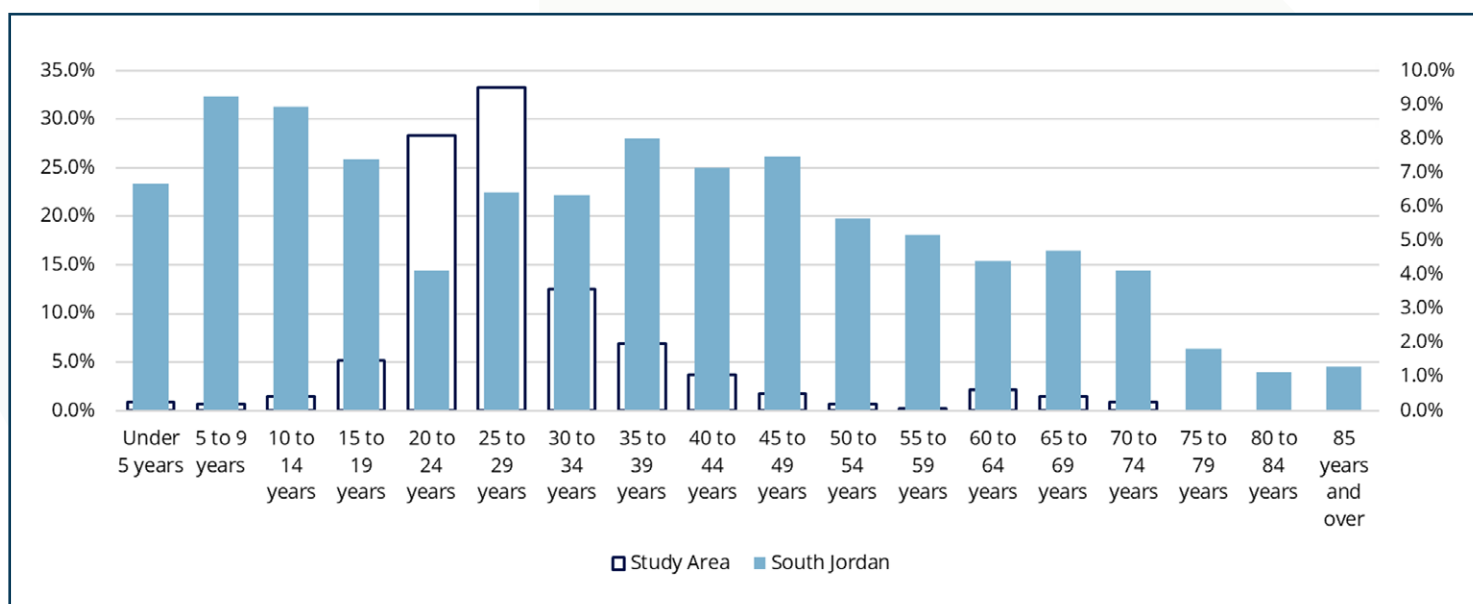
<sup>1</sup> It is important to note that future population projections would be created using the 2010-2020 Annual Average Growth Rate (AAGR) for the DEC populations from those years. This method was unable to be utilized, as historic address point data was unavailable for use at the time of calculation. The projections provided in the figure utilize Traffic Analysis Zone (TAZ) data from the Wasatch Front Regional Council, which provides recent, current, and projected population estimates for the Study Area and South Jordan City. These estimates show growth for both geographies through 2030, but population growth percentage for the Study Area is estimated at 2.2 percent. Additionally, household growth percentage is estimated to outpace population growth percentage across both geographies, potentially indicating a demographic shift toward smaller households.

It is also important to note that TAZ data estimates a higher population than the methodology utilizing a mix of information including parcel data, address points, and Census data. In 2025, TAZ estimates show a population of 1,674, a difference of 741 from 933. However, TAZ households are estimated at 598 in 2025, a difference of 20 from 578.

## Age

Utilizing 2020 Census block-level proportions as the base for the Study Area, **Figure 3** displays the distribution of population by age category for the Study Area and the City. The City's information was retrieved using 2023 ACS estimates. Where the City is comparatively balanced among categories, the Study Area has more specific concentrations within particular categories.

Notably, the Study Area has greater proportions of persons aged 25 to 29 but lower proportions of persons aged 0 to 24, indicating a continuance of the existing trend of a younger population in the Study Area. The median age for the Study Area is estimated at 30.5, while the estimate for the City is 34.4.



**FIGURE 3: Age Distribution as a Percent of Total**



**TABLE 2: SUMMARY OF HOUSING STOCK**

	Study Area		South Jordan	
	Count	Percent	Count	Percent
Single Family	2	0.4%	22,389	86.8%
2 to 4 Units	0	0.0%	292	1.1%
5 to 9 Units	0	0.0%	327	1.3%
10 or more Units	576	99.6%	2,709	10.5%
Mobile Home & Other	-	0.0%	84	0.3%
<b>Total Units</b>	<b>578</b>		<b>25,801</b>	

Source: Salt Lake County Parcel Data US Census Bureau, American Community Survey 5-Year Estimates (B25032), & Field Research

**Table 2** displays the distribution of housing structure occupancy by unit count. Parcel data indicates there are two single-family units within the Study Area, with the remaining distribution being 10 or more units. The Study Area has lower proportions of persons living in single-family units than the City and higher proportions of persons living in two or more unit structures. Additionally, there are no mobile home or other structure types represented in the Study Area.

## Income and Housing Costs

**Table 3** compares housing affordability for both renters and homeowners between the Study Area and City using the available Census tract-level data. The ratio of the Study Area's median rent to renter income is 26.9 percent. The ratio of the Study Area's owner-occupied median income to median mortgage is 23.6 percent. Ratios greater than 30 percent suggest the average renter or household owner is burdened by housing costs. Ratios greater than 50 percent suggest a severe burden.

**TABLE 3: HOUSING COST RATIO**

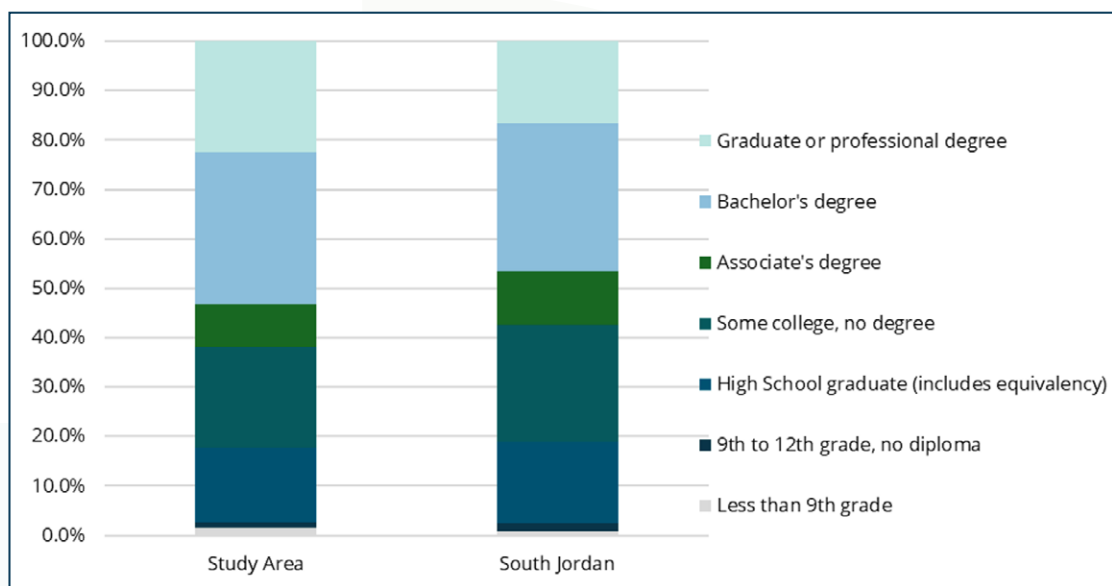
	Study Area	South Jordan
Median Household Income in the past 12 months	\$90,1792	\$126,400
Owner-occupied Median Income	\$133,611	\$143,153
Renter-occupied Median Income	\$81,181	\$78,864
Median Gross Rent	\$1,817	\$1,806
Owner-occupied w/Mortgage Cost	\$2,628	\$2,423
Median Rent to Renter Income	26.9%	27.5%
Median Mortgage to Owner Income	23.6%	20.3%

Source: US Census Bureau, American Community Survey 5-Year Estimates (B25119, B25088, B25064)

## Education

Utilizing 2023 Census tract-level proportions as the base for the Study Area, **Figure 4** displays educational attainment. Generally, residents of the Study Area have greater

educational attainment, with 61.8 percent of residents of the age of 25 or over holding an associate's degree or higher compared to the City at 57.5 percent.

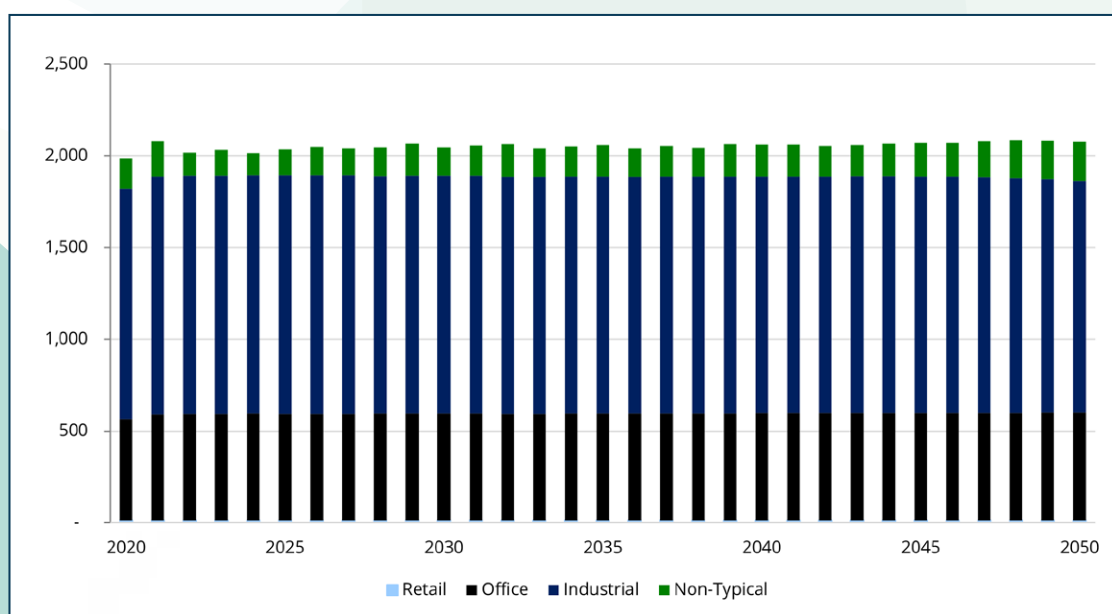


**FIGURE 4: Educational Attainment**

## Employment

**Figure 5** displays recent, current, and projected employment counts by industry type for the Study Area. These counts are provided through 2050. Through each 10-year period, percent growth of total employment is greater in the City than the Study Area. This extends to employment in the retail, office, and industrial job sectors. While non-typical

employment is expected to grow at a rate outpacing that of the City through 2030, it is anticipated to slow afterward through 2050. For the Study Area, the 10-year period of 2020 to 2030 is estimated to show the greatest percent growth for most sectors



**FIGURE 5: Projected Employment within Study Area**

## C. Land Use

### KEY TAKEAWAYS

- ◆ Residential land use is very limited in the Study Area.
- ◆ A significant portion of the land for employment is used for manufacturing by Ultradent.
- ◆ There are only four food and beverage establishments for thousands of employees.
- ◆ The vast majority of buildable property is already developed.
- ◆ Jordan River Corridor is a prominent public space and managed for habitat protection.
- ◆ The majority of existing development has occurred with development agreements.

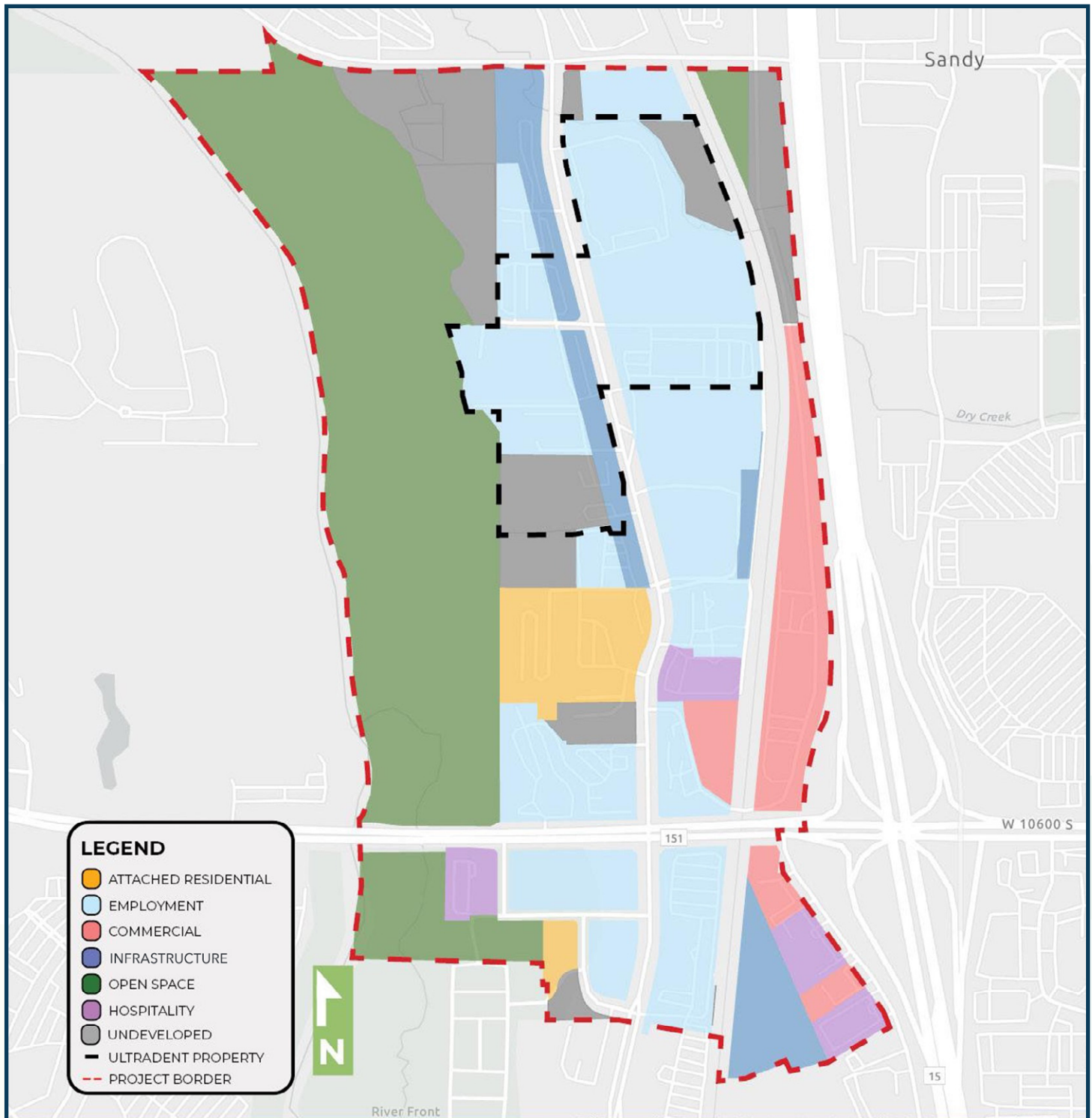
The area surrounding the South Jordan FrontRunner station is primarily characterized by employment-related land uses. A significant portion of the land within a half-mile radius is owned and occupied by Ultradent, a large employer in the City with a focus on manufacturing products and equipment. The remainder of the developed properties consist of office buildings, auto sales, freeway-oriented

hotels, preserved open space, some attached residential units, and the powerline corridor and facility. Buildable property in the immediate vicinity of the station is largely developed and occupied by these uses. There are a few undeveloped parcels that are earmarked for development shown in the existing land use map below.



Ultradent





**FIGURE 6: Existing Land Use**

Given the station's proximity to the Jordan River and the existing floodway and floodplain, a significant portion of the Station Area, particularly on the west end, is dedicated to open space. The Jordan River Trail, a popular shared-use path for bicycles and pedestrians, traverses this area but is currently disconnected from the core of the Station

Area. The Jordan River Corridor itself is a prominent public space, managed primarily for habitat protection, mitigation, and preservation. This natural corridor provides valuable ecological benefits and may have the potential for enhanced recreational opportunities. Integration of this amenity with the surrounding developed areas is limited at present.



Jordan River looking east

Residential land use within the defined station area is also limited, with some potential for continued residential infill on vacant parcels. Despite the limited space within the South Jordan Station Area, other locations within the slightly broader area could potentially accommodate additional residential development in the future. Existing units within the station area are almost exclusively for rent and include two owner-occupied, single-family residences, the Jordan Station Apartments (536 apartment units) and South Ridge Townhomes and Apartments (40 apartment units with an additional 145 townhomes just outside of the station area). As residential infill continues within the station area, the addition of for sale units would be beneficial.

There are a few commercial, food, and retail uses on the west side of I-15 and maintain some synergy to the station area's uses. There are four food and beverage establishments

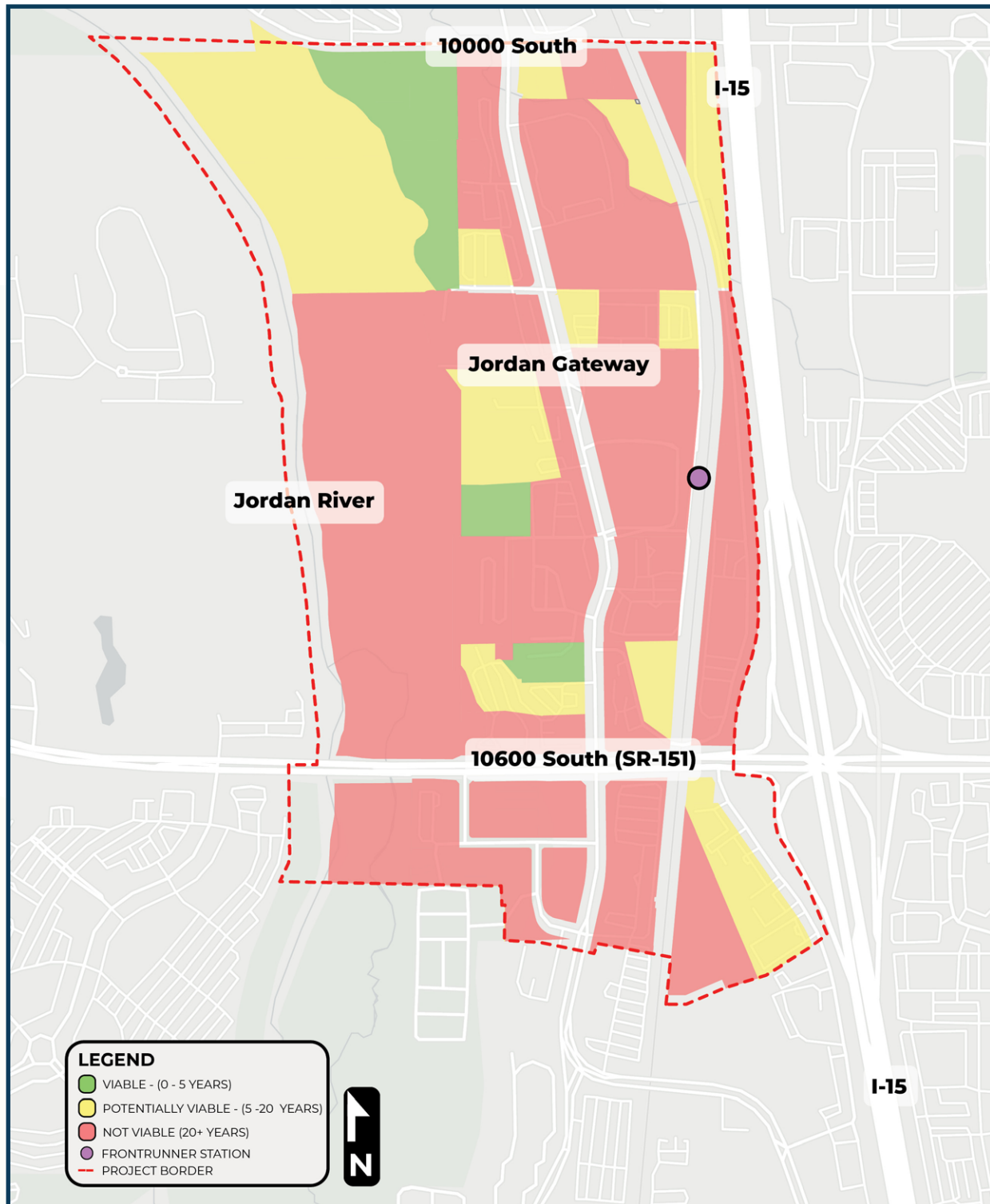
to support the 2,036 employees in the area, an appliance store, and a few vehicle sales establishments. Additional retail and restaurants exist on the east side of I-15 within and around The Shops at South Town. Opportunities for temporary uses like food trucks should be explored. The addition of these types of uses and additional residential units would enhance the vibrancy, walkability, and overall functionality of the station area, potentially attracting more transit riders and creating a more integrated environment.

Within the immediate station area, development has largely been guided by Development Agreements and the application of various zoning designations, including the Commercial Freeway Zone, Transit Oriented Development Mixed-Use Zone, and Light Industrial Freeway Zone.



Much of the development within the Station Area has little to no potential to be redeveloped in the next 20 years as most buildings are relatively newer construction. Those areas indicated in yellow on the redevelopment potential map below (**Figure 7**) have significant constraints with some ability for infill or open space improvements, within the next 5-20 years. The yellow swath on the northwestern edge

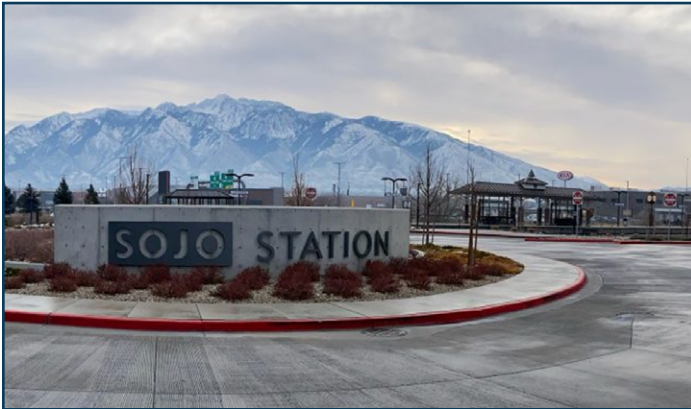
of the Study Area sits within the floodway and floodplain. There is opportunity to make some open space amenity improvements on the northern piece, whereas the southern half of the flood area north of 10600 South is highly restrictive towards open space improvements. The areas in green either have current development proposals or are more available to be developed in the near term (0-5 years).



**FIGURE 7: Study Area Development Potential**



## D. Public Space and Urban Design



South Jordan FrontRunner Station

The South Jordan Station Area presents a unique context for urban design. The area is predominantly non-residential uses, with some commercial, office, and industrial uses alongside natural open spaces. The area's urban framework currently reflects a functional arrangement of employment centers and transportation infrastructure. Jordan Gateway has eight-foot sidewalks running on both sides of the street, and the Jordan River Trail (on the west side of the Jordan River) is a 10-foot multi-use path offering north-south pedestrian collector routes. East-west connectivity is very limited with the sidewalks on 10600 South and Shields Lane being the only true east-west connector paths. There are also only five crossings on Jordan Gateway within the approximately 5,000 linear inside of the Study Area. Two of the crossings are at the northern and southern most parts of the Study Area. That leaves three crossings for 5,000 linear feet, or a crossing approximately every 1,250 ft. / quarter mile.

Smaller pockets of pedestrian-oriented spaces exist, but with the minimal connectivity and existing land uses, the area is relatively auto-oriented and auto-dependent despite having a FrontRunner Station and lots of employment. Adding to some of the difficulty in the area, the powerline corridor runs along Jordan Gateway restricting larger types of shade trees allowed in the park strips. Minimization of these shade trees along the predominant pathway hurts the comfort level and perceived safety of non-motorized users walking or biking along the corridor. These power corridors also require larger setbacks for buildings along this corridor, adding to the walking and biking distance for various uses and destinations within the area. These larger setbacks have been filled with surface parking lots further giving priority to

automotive access.

One positive of the powerline corridors which helps balance the lack of shade, distance, and visual barriers of the higher volume roadway, are the wider park strips beneath them. These park strips are landscaped and well-kept and maintained. They also contain lighting that is appropriately scaled for pedestrians. This level of detail adds to the area's overall pedestrian aesthetic, making it more inviting and safe for pedestrians than if the buffer didn't exist.

Despite the spread in connection points, clustering the east-west routes around heavier areas of foot traffic could enhance the functional interconnectedness of the public spaces, and various destinations within the Station Area. Additional opportunities also exist to enhance the pedestrian realm with additional pathways, pedestrian-scaled signage, furniture, temporary uses, art, and other elements which provide visual interest and visually compartmentalize the space for non-vehicle users. Key to these opportunities would be a bridge across the Jordan River with a strong connection between the FrontRunner Station and the Jordan River Trail. This would add to the accessible recreation opportunities for those who live and work within the Station Area.

The limited residential land use within the immediate Station Area contributes to the difficulty of viability of permanent restaurant and retail users outside of typical business hours. Hospitality uses can help, but infusing additional long-term residents will add to the range of services in the area helping create a more balanced mixed-use environment.

**Future urban design efforts should prioritize the creation of stronger linkages between the natural and built environments, accessible open space, mixed-use infill with an emphasis on residential units, and pedestrian-scaled design elements.**



## F. Multimodal Transportation Assessment

### KEY TAKEAWAYS

- ◆ South Jordan Station ranks low in daily ridership at 465 compared to other FrontRunner stations.
- ◆ Some active transportation facilities exist in the Study Area with limited connectivity to the station.
- ◆ The Study Area has excellent vehicle access with inadequate parking availability.
- ◆ The public reports a desire to use UTA VIA service, but it is often not available.

### Public Transit

Public transit typically includes buses, light rail, and shuttle routes. Public transit in South Jordan City is served by UTA. According to the ACS (2022), 2.1 percent of South Jordan


residents reported using public transit as their transportation mode to commute to work. This is compared to 1.8 percent of Utahns and 3.8 percent of people in the United States who use public transit as their transportation mode to commute to work.

[Existing transit service](#) in the Study Area is shown below in **Figure 8** and includes UTA On Demand, FrontRunner, and bus routes 201, F202, 218, and F514.

According to UTA's most recent ridership data from August to December 2024, the average weekday boardings and alightings at the South Jordan Frontrunner Station was 227 and 238, respectively. Shown below in the table are the surrounding FrontRunner station average daily boardings and alightings for comparison. As shown in the table, the South Jordan station has lower ridership than most stations.

**TABLE 4: EXISTING TRANSIT SERVICE**

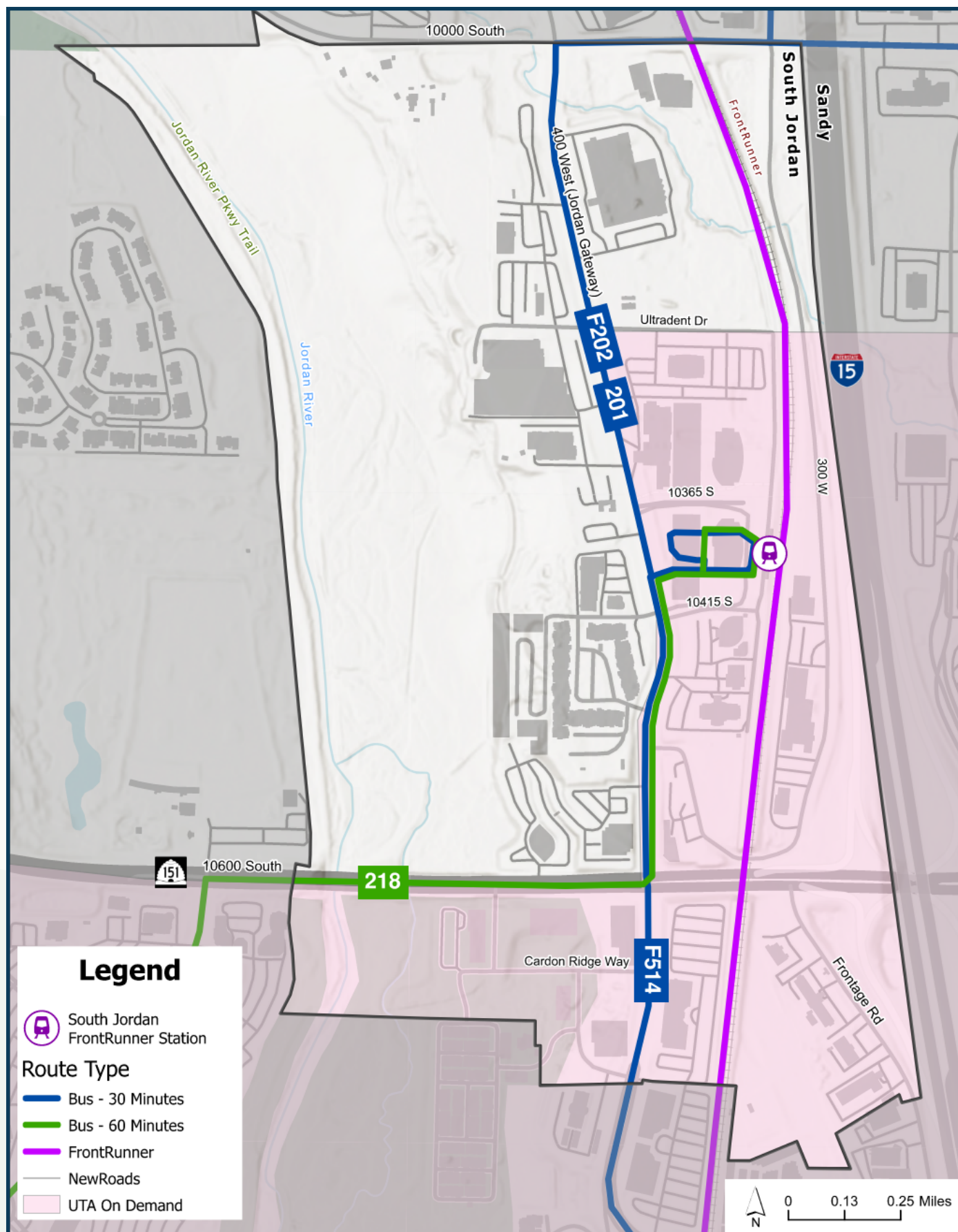
*Approximate frequency in minutes*

Regular service		WEEKDAY			SATURDAY		SUNDAY	
Route		Peak	Day	Night	Day	Night	Day	Night
 FrontRunner		30	60	60	60	60	—	—
UTA On Demand		WEEKDAY			SATURDAY		SUNDAY	
Zone		Hours			Hours		Hours	
A South Valley		4 am - 12:15 am			4 am - 1:15 am		—	

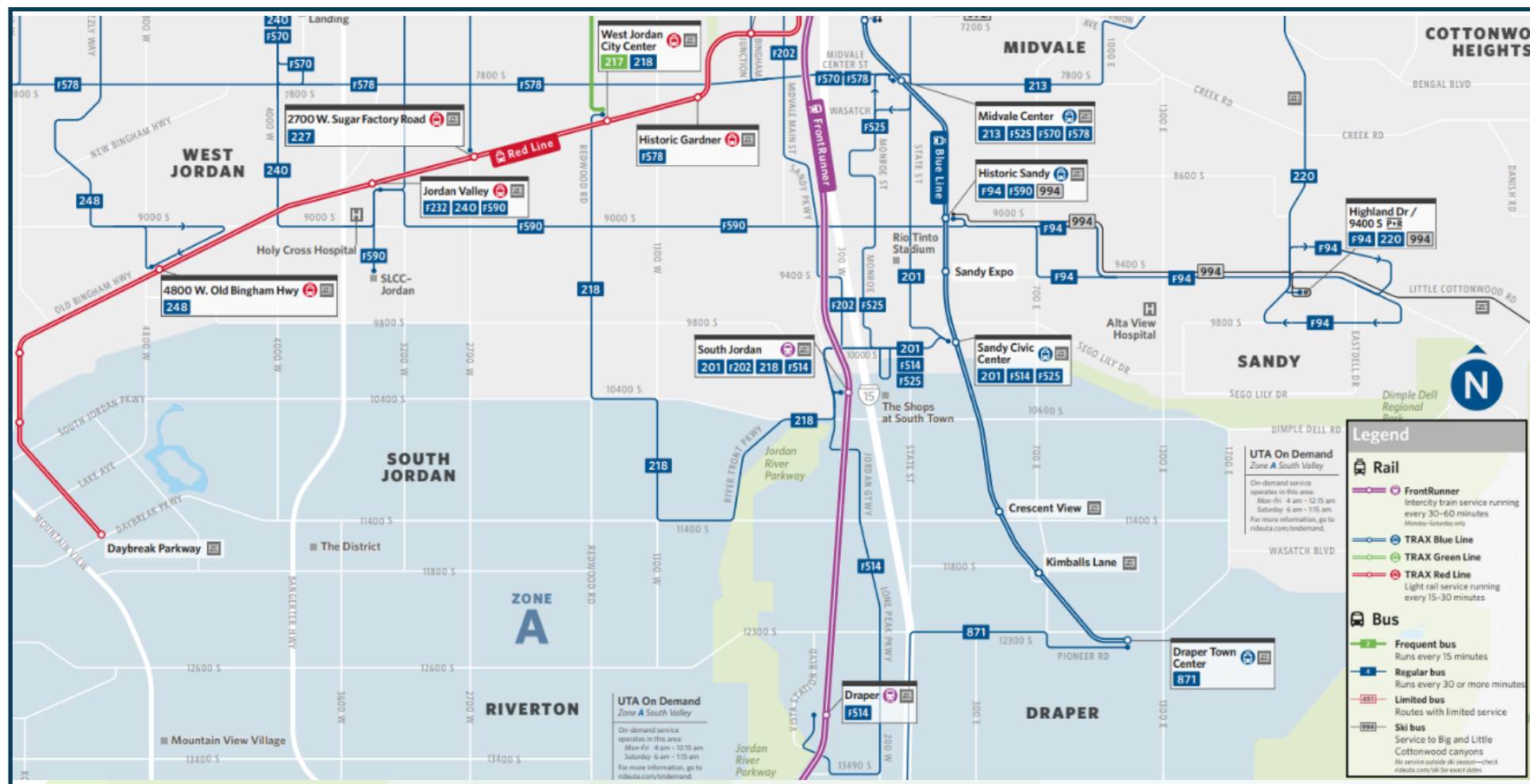
**TABLE 5: FRONTRUNNER EXISTING AVERAGE DAILY BOARDINGS AND ALIGHTINGS**

FrontRunner Station	Provo Central	North Temple	Ogden Central	Murray Central	Salt Lake Central	Orem Central	Lehi	Layton	Farmington	Clearfield	Woods Cross	South Jordan	American Fork	Roy	Draper	Vineyard
Average Boardings & Alightings	1,814	1,668	1,551	1,281	1,148	892	663	616	586	508	469	465	427	404	378	343





**FIGURE 8: Study Area Existing Transit Service**



**FIGURE 9: Regional Existing Transit Service**

UTA On Demand Zone A is an innovative form of transportation that connects riders with other transit services like TRAX, FrontRunner, or bus as well as to other destinations in the community. The app-based technology is managed by [Via](http://Via). Via technology matches multiple riders headed in a similar direction

and groups them into a single vehicle, allowing for quick and efficient shared trips. The UTA On Demand South Valley Zone and the FrontRunner operation schedule is shown in **Table 4**.



## Active Transportation

Transit ridership relies on adequate bike and pedestrian facilities. An inventory of the existing active transportation facilities within the Study Area was conducted to find gaps in the network and opportunities for improvement. **Figure 10** shows the existing active transportation facilities. The Preferred Vision Plan will discuss plans that already exist to fill these and other gaps and make further recommendations as needed.

## Vehicle Access

Preserving adequate vehicle access in the Station Area is essential for providing good transportation options for residents whose needs are not yet met by the transit or active transportation network in the first and last mile of service to the FrontRunner station. A majority of transit trips in Utah start and end with an automobile trip. Vehicle parking at the station is currently served by a shared parking agreement between adjacent businesses and UTA. **Figure 11** shows the existing roadway network with functional classifications and intersection control.

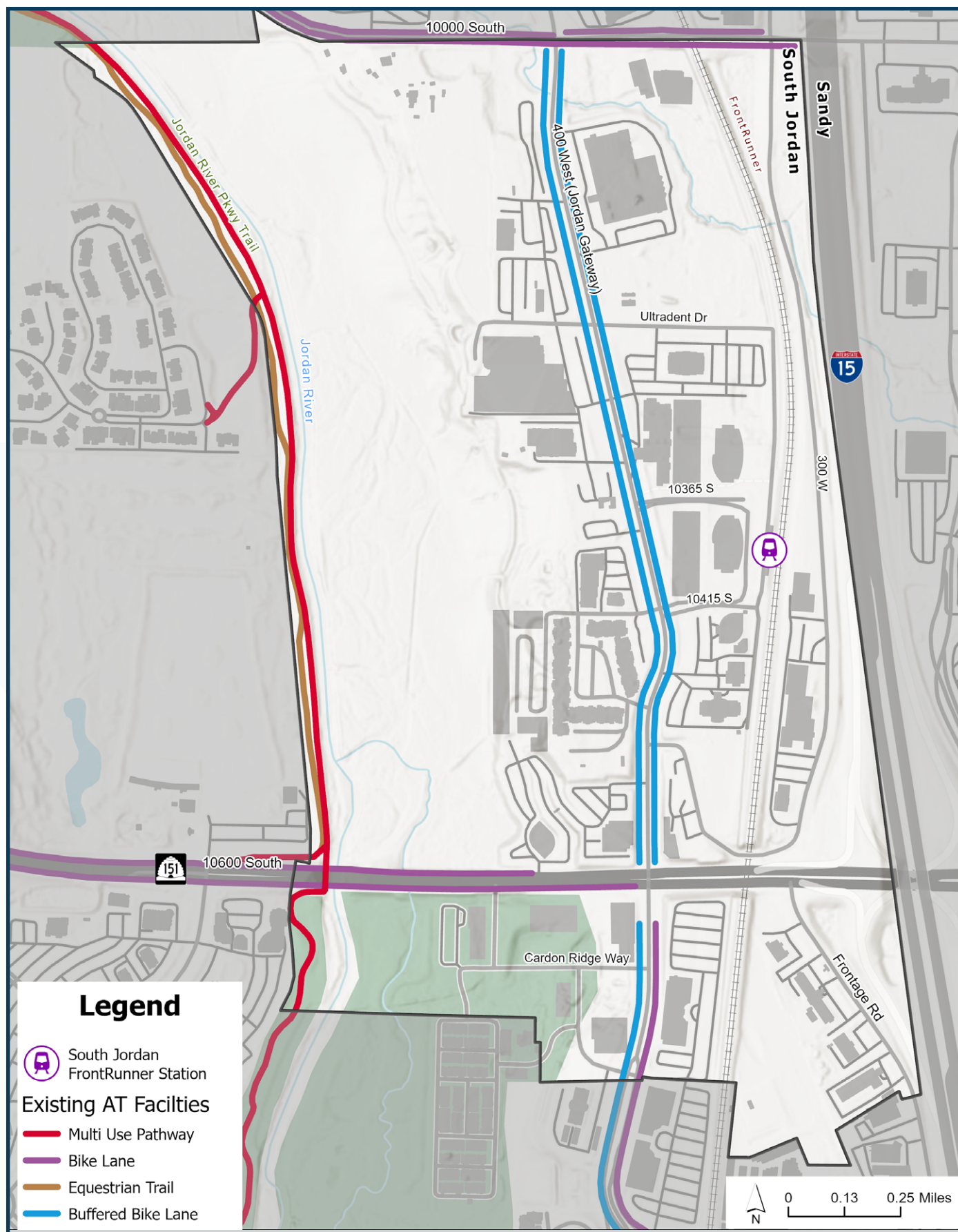
Public outreach efforts, including a recent community survey, have highlighted a recurring concern regarding parking availability at the FrontRunner station. Many respondents noted that the existing parking supply is limited and frequently operates at or near full capacity during peak travel times. Notably, 20% of survey participants specifically identified the need for additional parking as a top improvement priority. This feedback underscores the importance of addressing parking constraints to support current demand and accommodate future ridership growth.

In response to these findings, it is recommended that the City continue to collaborate on shared parking partners such as UTA, Ultradent, and other users where feasible with additional development. It is recommended the City consider a future parking study for the station to consider a transition from surface parking to structured parking. UTA is currently working on a study to look at a range of solutions to track utilization at the park and rides. The City may consider collaborating with UTA on this study to develop additional potential solutions.

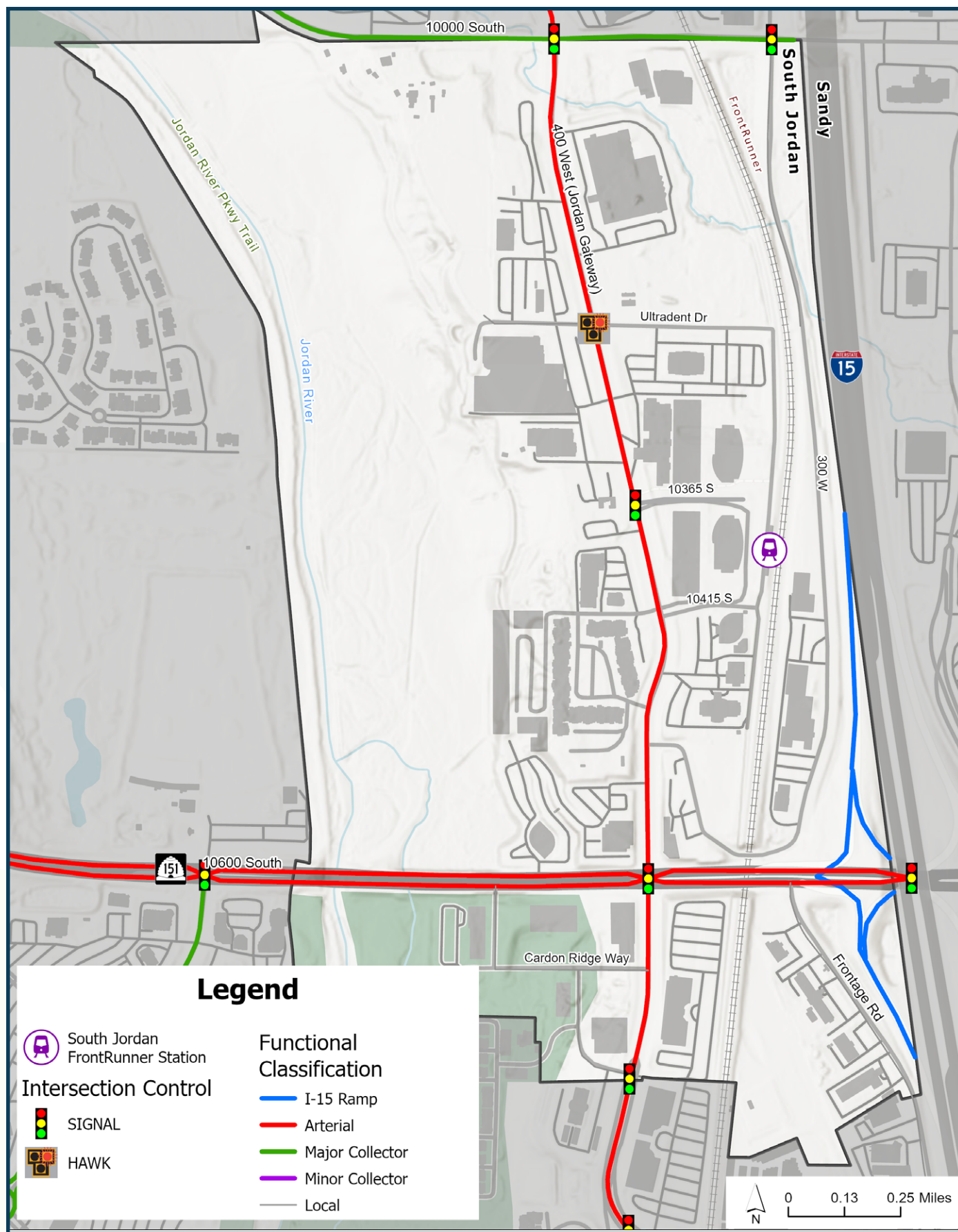


FrontRunner Parking Lot





**FIGURE 10: Existing Active Transportation Facilities**



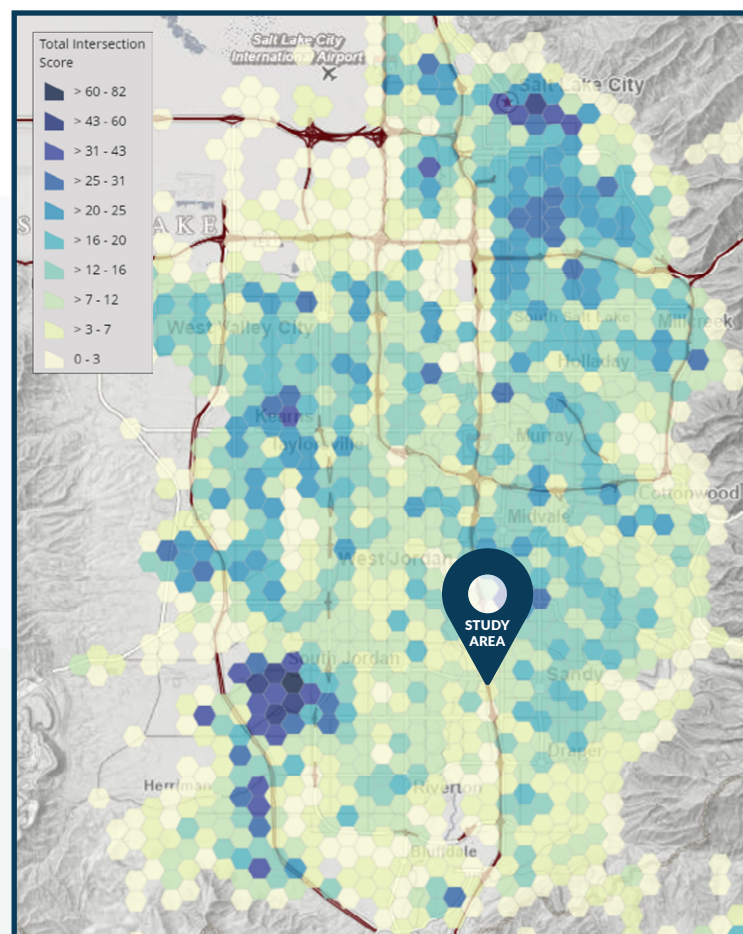
**FIGURE 11: Existing Functional Class and Intersection Control**



## Pedestrian, Bicycle, and Street Connectivity

A roadway system with excellent connectivity allows people multiple options when traveling between points within a city. Strong collector and arterial road connectivity distributes traffic between corridors, and a well-connected local street network allows short trips to be completed on local roadways rather than relying on regional collectors and arterials. A connected road network improves access and reduces travel times for all users and can reduce the need for future roadway widening. Good network connectivity also improves emergency access and response times and allows multiple exit routes in the event of emergencies.

WFRC maps [connectivity scores](#) across the Wasatch Front. The polygons depict a point system based on the number of four-way and three-way intersections within each polygon (one point for four-way, 0.5 points for three-way). As shown in **Figure 12**, the Study Area scores poorly when compared to Salt Lake County. Several transportation barriers exist within the Study Area including I-15, the rail lines, and the Jordan River. Any opportunity to provide additional pedestrian, bicycle or street connections in the Study Area should be taken. Recommendations for improved transportation connections are covered in the Preferred Vision Plan.



**FIGURE 12: Salt Lake County Connectivity Scores**

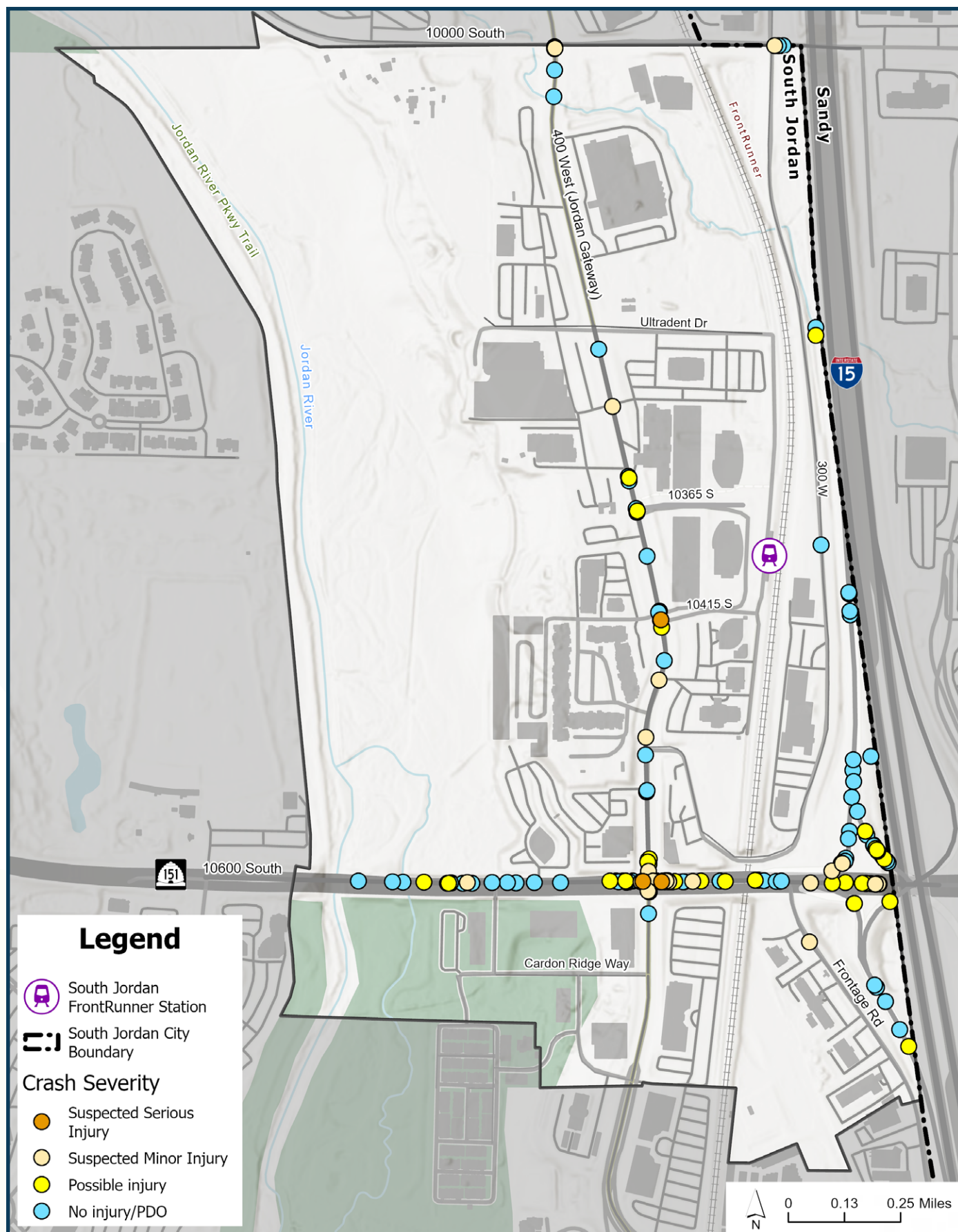
## Safety

Safety is a crucial consideration for road users when considering whether to walk or bike to a destination. If the route to a transit station provides too little separation from traffic or active transportation crossings feel too exposed, fewer people will utilize the transit stations. A review of crash data in and around the Study Area was conducted to ascertain where concerning trends may be and to develop recommendations to improve the safety of the road network. The most recent five full years of available crash data (January 1, 2020 to December 31, 2024) from UDOT Traffic & Safety were used to perform a safety analysis. While severe crashes (those resulting in fatalities or serious injuries) were the primary focus of this analysis, all reported crashes are mapped in **Figure 13** to make trends more apparent.

Historic crash patterns of concern within the Study Area are listed below:

- ◆ **There were no fatalities and three serious injury crashes in the Study Area from January of 2020 to December of 2024.**
- ◆ The majority of crashes occurred along 10600 South (SR-151) and near the I-15 interchange.
- ◆ There was one pedestrian involved in a serious injury crash at the Jordan Gateway and 10600 South intersection. This intersection is a UDOT facility near a freeway interchange that experiences high traffic volumes and high speeds, and the crossing distance is long (130+ feet). Care should be taken to provide a more comfortable and safe crossing environment for pedestrians: It is recommended the City work with UDOT to consider a pedestrian leading interval at the intersection or prohibit right-turns on red from the side streets. It is also recommended that under-mast lights are installed to provide increased nighttime pedestrian visibility.





**FIGURE 13: January 2020 - December 2024 Crash History**



## III. STAKEHOLDER AND COMMUNITY ENGAGEMENT

### A. Stakeholder Engagement

#### KEY TAKEAWAYS

- ◆ Two large employment stakeholders are supportive of transit use and purchase corporate passes for employees as they recover from the pandemic.
- ◆ I-15 automobile access is very convenient with a high level of service.
- ◆ Public engagement shows the need for improved connectivity for walking and biking to and from the station—particularly to the east side of I-15.
- ◆ Public feedback also indicated a desire for additional food and beverage services in the broader station area.

Stakeholders were identified through Salt Lake County property ownership data in the area and obtaining critical resource management agencies' contact information. One-on-one meetings were arranged to understand the stakeholders' interest in the Study Area, establish the area's existing conditions, understand future development possibilities, and establish key recommendations for this Station Area Plan.

#### Property Ownership

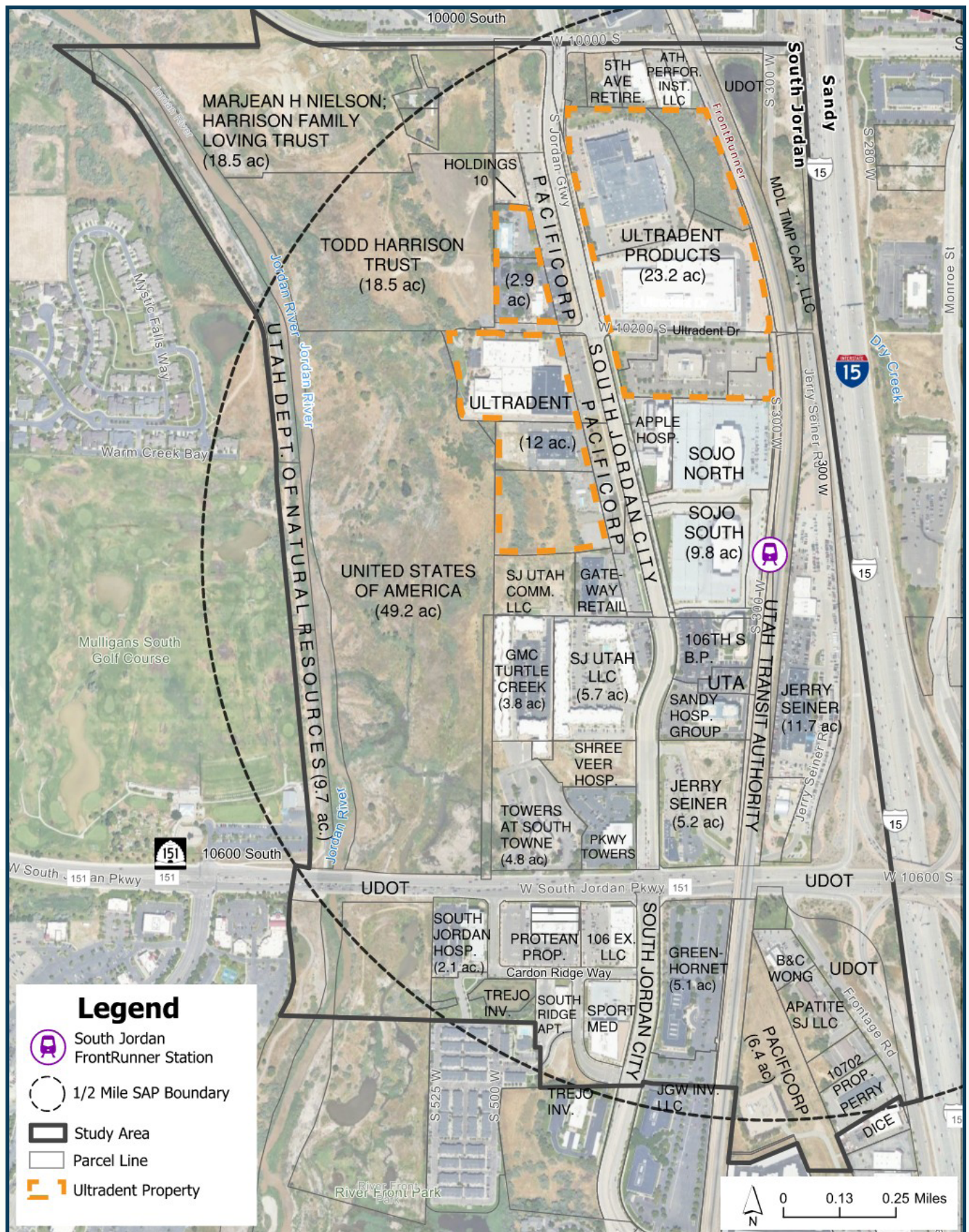
Within the Study Area, approximately seventy percent of the land is privately owned. Of this, Ultradent Products Inc. owns about twenty percent. Other large private property owners include Pacificorp / Rocky Mountain Power, the Jerry Seiner Dealership group, the Marjean H Nelson; Harrison Family Trust, and the Todd Harrison Trust. For a comprehensive list of property owners, see Appendix.

Publicly-owned land includes nearly 49.2 acres of land controlled by the Federal Government, known as the Jordan River conservation area. State entities include UDOT, UTA, and the Department of Natural Resources which own other portions of the Jordan River corridor north and south through the Study Area. South Jordan City's ownership in the area includes the right-of-way where the Jordan Gateway exists at the core of the Station Area.



Jordan River Trail





**FIGURE 14: Study Area Property Ownership**



## Rocky Mountain Power/PacifiCorp Interview - March 2025



The Rocky Mountain Power / PacifiCorp electric utility company is currently using all of the parcels that it owns in the station area. Future plans include the potential increase in substation capacity on the southern end of the planning area in a 6.4 acre parcel. These expansion activities include constructing additional infrastructure such as transformer banks and distribution capacity. The utility company is also planning upgrades to their north-south utility transmission line by increasing capacity from 46KV to 138KV in certain areas. In the future, there may also be a need for additional transmission lines in the existing north-south corridor if an increased capacity need arises.

The utility company does not plan to expand outside of their current property ownership footprint, and any future design plans under or adjacent to the utility requires a review by multiple departments in the company. Parking lots are considered appropriate and can be developed under transmission lines as long as they enable truck clearance and maintenance access for heavy vehicles.

## Great Salt Lake Audubon, Chapter of the National Audubon Society - March 2025



Several existing master plans designate the Jordan river corridor as a high-priority conservation area. These include:

- ◆ Jordan River Open Space & Habitat Conservation Plan
- ◆ Jordan River Natural Conservation Corridor Report
- ◆ Jordan River Commission's Blueprint Jordan River: Refresh (2022)
- ◆ Utah Division of Natural Resources' Jordan River Comprehensive Management Plan and others

These plans are reflected in the City's General Plan now. Some of these restrict public access to preserve critical habitat areas to protect nesting bird species and other wildlife.

The Great Salt Lake Audubon Chapter recommends the City consider mitigating impacts to the river corridor through strategic habitat conservation, establishing additional buffer zones, preserving land in the floodplains and acquiring additional private lands in the river corridor for preservation.

They recommend that new development in the SAP include bird-friendly building design elements such as minimization of light pollution, noise pollution, minimized nighttime construction, bird-friendly glass, solar shading on windows, and planting of native vegetation. They recommend monitoring and removal of invasive plants to improve habitat function and encourage habitat restoration.

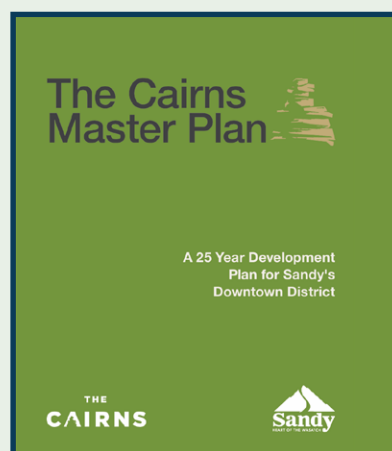
The chapter also encourages public recreation, including educational signage and trail connectivity, that is consistent with habitat preservation to support the recreational goals of the Jordan River Commission and its outdoor education and programs.

## Sandy City Planning Department - January 2025



Sandy City sees the South Jordan FrontRunner Station as a key aspect of the Cairns Development District - tied into the city's downtown vision. Sandy City is planning for significant development near the South Towne Mall site, adding between 1100- 2800 additional housing units and potentially moving the HTRZ from the Target Department Store area further south into the South Towne Mall site. The current HTRZ near Target has four approved projects which total:

- ◆ 706 housing units
- ◆ A hotel and parking structure



## Sandy City Planning Department - January 2025 (cont.)

Smith Entertainment Group recently acquired the South Town Mall property and is working on the south end of the mall site to build an ice hockey practice facility for the state's new NHL team. This in-progress development places an emphasis on community accessibility and benefit-providing recreation opportunities and youth activities in addition to the offices, locker rooms, and a practice ice rink for the NHL team. The project has an expected completion date in September 2025.



The Mall Site has existing zoning to support mixed-use development, including:

- ◆ A hotel
- ◆ Restaurant space
- ◆ 1,000 residential units

Each of these proposed land uses are currently approved. With new ownership, there is a strong desire for rebranding the site to look and function more like a mixed use and community-focused space to increase shopping, dining, and recreation offerings in Sandy.

To support future growth and mobility, Sandy City is preserving the right-of-way at 10200 South for a potential vehicular bridge, but acknowledges that South Jordan's Transportation Master Plan does not currently call for a

bridge at this location. Of more immediate interest in Sandy is improving pedestrian and bicycle connectivity as city officials see strong benefit in the following projects:

- ◆ Active transportation bridge over the freeway and railroad
- ◆ A potential extension of the AT connection to South Jordan FrontRunner further east, connecting to Dimple Dell Park
- ◆ An extension of the Shields Lane Shared Use Path to link with the North-South trail east of I-15 and into the Cairns District

Sandy also recently completed improvements to Monroe Street enhancing access into the South Towne Mall area. Sandy would like to see additional connections across I-15 to increase access to the South Jordan FrontRunner Station. Additional ideas and solutions include a bus or shuttle circulator route between South Jordan FrontRunner and Sandy's TRAX stations in partnership with UTA.

## Utah Department of Natural Resources, Division of Forestry, Fire & State Lands, Jordan River Restoration Program - February 2025



This resource management agency is charged with invasive weed control, and revegetation work in the Jordan River corridor. It manages programs to control invasive Phragmites, invasive Russian Olive and Tamarisk and recommends best practices for revegetation along the Jordan River following control of invasive plant species. This includes replacement with native riparian trees, shrubs, forbs (flowering Herbaceous species), and graminoids (grasses and grass-like species).

See Appendix E for Best Practice documents that provide additional details and specific recommendations for the Jordan River's ecological management. This State of Utah Department and Division work directly with the Jordan River Commission, the Utah Reclamation Conservation Commission, the Great Salt Lake Audubon Society, South Jordan City and others to build partnerships and work towards common ecological management goals.

## Jerry Seiner Buick, GMC, and Kia Auto Dealership of South Jordan - February 2025



The Jerry Seiner dealerships are a significant sales-tax-contributing entity in South Jordan City. The dealerships are situated between I-15 and the UTA and Union Pacific Railroad tracks. They are accessed from 300 West / Jerry Seiner Road.



Photo courtesy of Jerry Seiner Group

The dealerships don't have any existing plans in place to expand on their site, however, a future need to store additional inventory on site may be accommodated with a potential parking development. If a pedestrian bridge over I-15 is constructed, close coordination with Jerry Seiner will be necessary in order to avoid any operational interruptions and/or damage to their vehicle inventory.

## Ultradent Products, Inc. - February 2025



Ultradent is a global oral health manufacturing and training company. They are the largest single property owner and employer in the station area. Ultradent is a family owned business—committed to long-term growth and development within their existing site. Ultradent leadership has a high level of engagement and personal ownership in the Station Area. The adjacent Jordan River corridor and wildlife presence is a key and desirable asset to their employee base and its protection should remain a high priority.

Following a few near collisions between pedestrians and automobiles, Ultradent has expressed strong support for a range of improvements to enhance pedestrian safety near its campus—particularly along the Jordan Gateway as employees frequently travel between buildings on the east and west sides of the roadway. Potential enhancements mentioned are improving visibility of the pedestrian hybrid beacon signal such as adding high-visibility road painting.

Additional safety enhancements on Ultradent's property include potential solutions such as ornamental fencing and controlled access gates with respect to the occasional transient population that occupies portions of land along the Jordan River Parkway Trail.



Photo courtesy of STO Building Group

As a major employer that supplies discount transit passes to its employees, Ultradent is also supportive of enhanced access to the trailhead at the Jordan River, provided adequate access control measures are in place. High importance items include balancing the need for enhanced pedestrian safety while maintaining proper ingress and egress for large delivery vehicles. In a stakeholder discussion with Ultradent, company leadership identified the following initiatives and potential opportunities:

### Ultradent's Future Growth and Opportunities

- ◆ Seven to eight acres of property is allocated for future expansion activities in existing parking lots.
- ◆ There is consideration of a proposal to lease out a section of property for a year-round recreation facility that would serve employees, nearby offices, and hotels with pickleball and additional outdoor amenities.
- ◆ Southwest parking lot is currently barricaded for liability concerns and if a need arises, this may be made into a functioning parking lot.
- ◆ Dedicated space on site for seasonal food truck accommodations has support.
- ◆ There is support for a potential food venue space near building six.
- ◆ There is exploration of enhanced branding and visual recognition of Ultradent at the gateway to South Jordan.
- ◆ Freeway-facing signage
  - Digital signage displays
  - Visually-appealing flags on existing light poles
  - Campus-oriented signage to improve wayfinding



## Utah Reclamation & Conservation Commission - February 2025



The Commission's responsibility under Central Utah Project Completion Act is to mitigate adverse effects to fish and wildlife resources caused by Central Utah Project's Bonneville Unit. A major impetus for environmental programs established under CUPCA was awareness that prior mitigation efforts had lagged behind CUP construction or were inadequate when measured against modern environmental Standards.

In 1997 the Commission started purchasing parcels in this area including a 44-acre parcel on the north side of 10600 South. In 1999, a second 17-acre parcel on the south side of 10600 South in South Jordan. In 2000, a conservation easement was donated to the Commission on about 35 acres along the Jordan River and adjacent to the second parcel. Other parcels were acquired to link with other undeveloped parcels.

In 2018 The Commission donated about 3.8 acres to Sandy City for their use and maintenance as open space in 2018 and supported the construction of an access road to Sandy Pond and other components of the Jordan River Parkway.

The Commission's Jordan River Watershed Program will pursue permanent transfer of its 49 acres parcel in the Study Area near 10600 South to suitable entities in order to address immediate and long-term management needs as they have done in Sandy.

## Jordan River Commission - February 2025



The Jordan River Commission is a Utah Interlocal government agency of cities, counties, state agencies, and special districts working together to improve, restore and revitalize the Jordan River Parkway. The Jordan River Parkway Trail is a paved active transportation route running parallel to the Jordan River on the west side for the entire length of the station area. Guiding documents include 2022 Blueprint Jordan River Refresh, 2017 Jordan River Comprehensive Management Plan and the Best Practices for Riverfront Communities.

The Jordan River Commission is involved in a wide range of responsibilities pertaining to the Jordan River corridor including:

- ◆ Habitat and Natural Systems
- ◆ Water and the River
- ◆ Comfort and Inclusivity
- ◆ Recreation
- ◆ Safety and Wellbeing
- ◆ Development and Transportation
- ◆ Communications
- ◆ Education
- ◆ Art activities

The Jordan River Commission is the primary point of contact for the Jordan River Trail which includes providing consistent signage along the river and at trailheads, formalized boat launch and take-off points, and safety interventions regarding signage near boat hazards. The Commission is supportive of the proposed trail connection from the existing trail east across the Jordan River near 10200 South and connecting to the Jordan Gateway roadway.

## Altitude Residential Project (Proposed) by DAI Utah, Todd Harrison Property

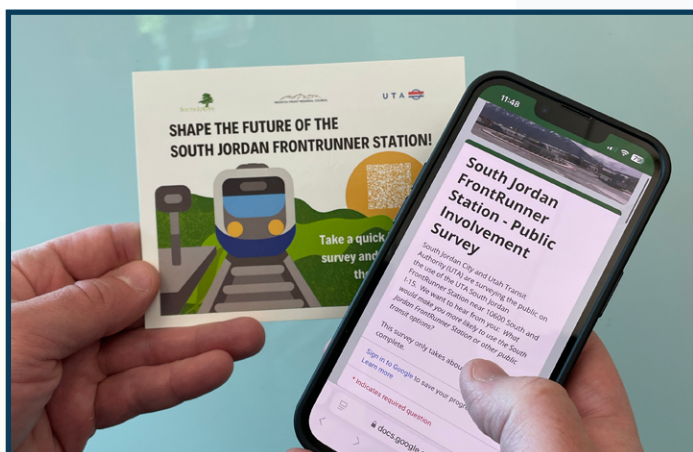
This proposed 18-acre project is currently before the South Jordan City Council. It is located in the north west quadrant of the study area. As of April of 2025 this proposed project consists of a multi-unit residential development with a mix of townhomes and condominiums for a total proposed 222 equivalent residential units. The proposed project includes a Jordan River Corridor wetland expansion, future Jordan River Parkway Trail Bridge over the Jordan River and new trail connection up to Ultradent Drive.



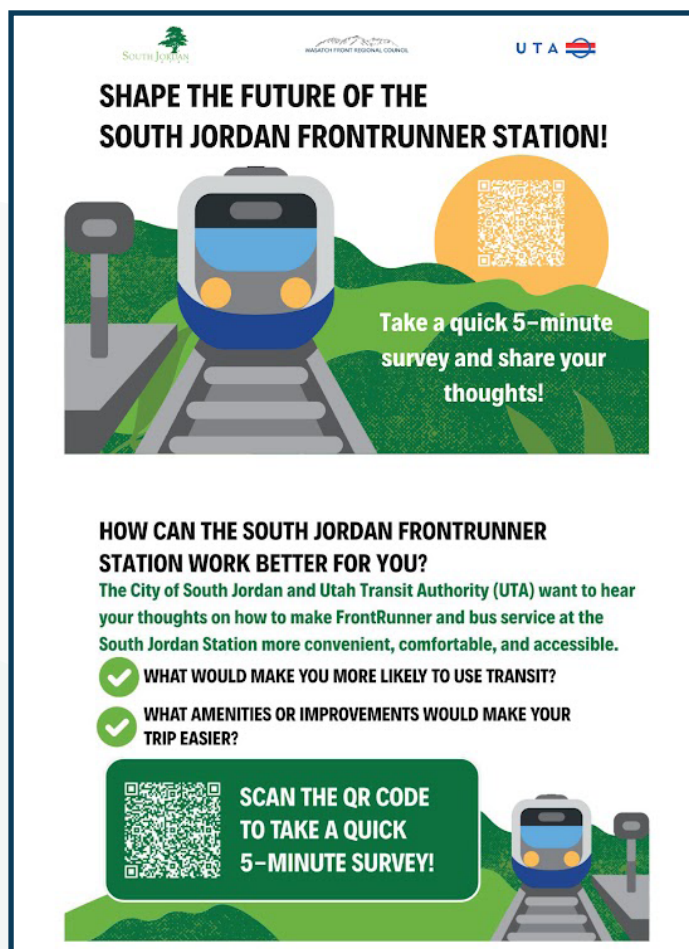


## B. Community Engagement

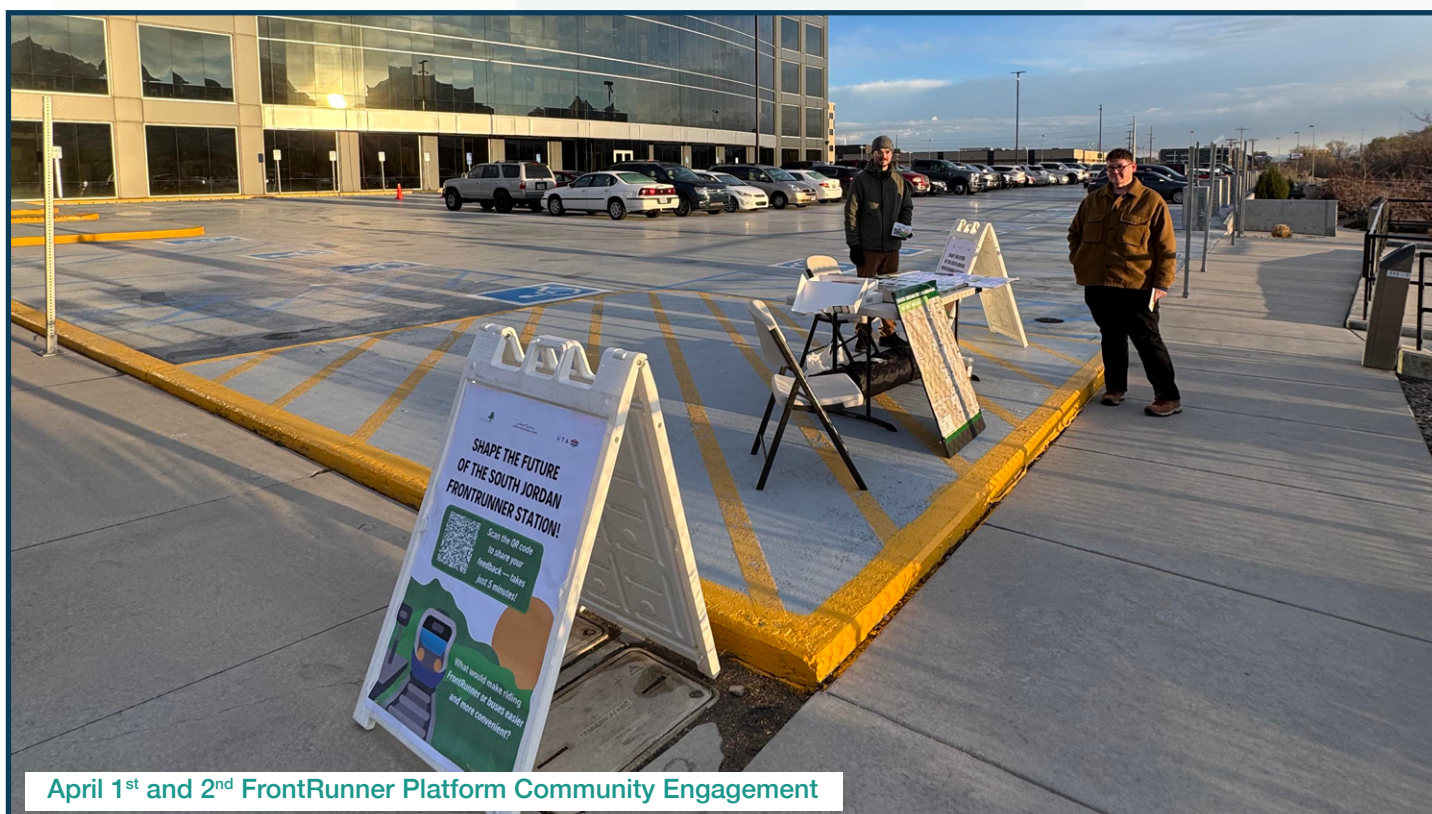
The planning process utilized a mix of in-person and online engagement opportunities to maximize input, informing the vision for the future of the station area. This approach kept the process inclusive and responsive to needs and aspirations of area stakeholders and the community. Residents and stakeholders provided their feedback and recommendations on land use and transportation in the station area, the station itself, and using public transit more broadly.



QR Code to Survey



Digital Post Card Handout



April 1<sup>st</sup> and 2<sup>nd</sup> FrontRunner Platform Community Engagement

## Digital Survey and Postcard

### March-April 2025

A brief community survey was developed to ask residents, businesses and transit riders for their ideas on ways to enhance the overall station area and suggestions for making UTA FrontRunner and bus service a more convenient and desirable transportation option. South Jordan City and UTA assisted in the creation of the project survey, utilizing both entity's prior best practices in gathering public input. The City distributed the survey through their E-Newsletter and promoted it on their social media platforms. Staff distributed 500 postcard handouts with informational material and a QR code to all businesses and residential buildings in the Study Area that could accept the handouts (ie. Social Security Administration does not allow distribution of this type of material, etc.) Postcard handouts were distributed to the following:

- ◆ Lucid Software
- ◆ Employee Navigator
- ◆ Embassy Suites
- ◆ Ultradent
- ◆ Holiday Inn
- ◆ Pinned Coffee Shop
- ◆ Jordan Station Apartments
- ◆ Evolve Wellness
- ◆ Momentum Development
- ◆ Cypress
- ◆ Motiv Health
- ◆ UBIC
- ◆ Jerry Seiner GMC and Kia Offices
- ◆ Presidio Real Estate
- ◆ Marshal Gates foundation
- ◆ BLOC pharmacy
- ◆ RCG Law Group
- ◆ Merrick Bank
- ◆ Sleep Inn
- ◆ La Quinta
- ◆ Phoenix Recovery
- ◆ NFP

- ◆ Luxury Executive Suites
- ◆ Clear Vision Institute
- ◆ XIMA
- ◆ York Howell & Gymon
- ◆ Integrated Financial Group
- ◆ Arbor Real Estate
- ◆ Presidio Real Estate
- ◆ 10656 Windsor Ridge Way Apartments
- ◆ Bryan S Finkie Building

These materials were also emailed to property owners and stakeholders in the area as a follow up to the one on one discussions held previously in the process with the project team.

## Station Platform Engagement

On April 1st and 2nd 2025, South Jordan City and UTA personnel staffed a public engagement booth near the FrontRunner platform during peak AM and PM commute times each day (7:00 AM-9:00 AM and 4:00 PM-6:00 PM). A postcard with a QR Code to the survey, flyers, area maps with potential improvements and a freeform comment board were included, providing a more interactive engagement for transit riders.



Platform Setup

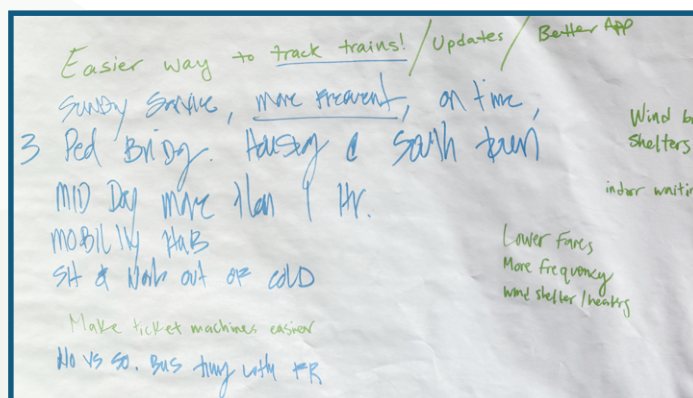
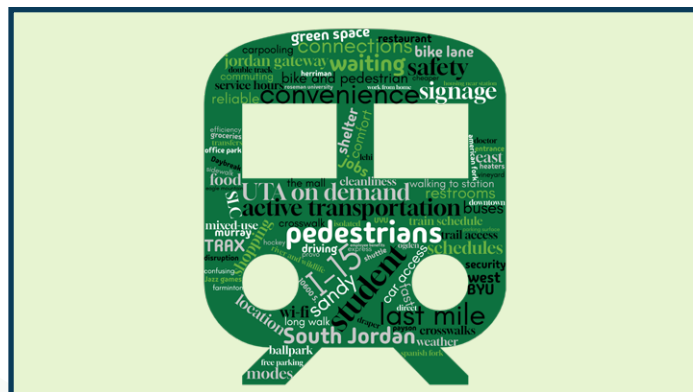


## Public Input and Key Messages

263 total survey responses were received and analyzed by the project team. Community input gathered both in-person and online found recurring sentiments of a desire for enhanced pedestrian and bicycle connections, improved transit connectivity and schedule alignment across various transit modes that converge at the station: FrontRunner, TRAX, bus service, and UTA On-Demand. Other key messages and recommendations from transit riders and area stakeholders included:

1. Increased commuter rail frequency and expanded service hours
2. Additional food options in the station area
3. First and last-mile pedestrian and bicycle connectivity across I-15 and into Sandy
4. Increased connections to the Jordan River Parkway Trail
5. Additional station amenities and services—warming shelters, restrooms, food and beverage offerings

Of the 263 responses received, 38.2% of respondents ride transit daily or a couple of times a week. 46.9% of respondents rarely or never ride transit. Over half of the survey respondents selected “Traveling to Work” as their primary purpose for using the South Jordan FrontRunner Station. This insight underscores the importance of tailoring future improvements to better support both regular commuters and potential new transit users.

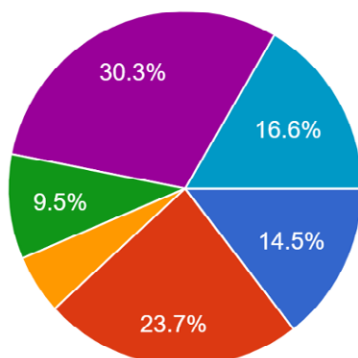


### What would make riding transit easier?

Increased transit, pedestrian, and bicycle connections to Sandy on the east side of I-15 were the most frequently cited improvement by respondents to the survey. Other desired improvements include increased shade and tree canopy in the station area as well as enhanced accessibility to the Jordan River Trail.

### 1) How often do you ride FrontRunner to or from South Jordan? Choose one.

241 responses



- A) Daily
- B) A couple of times a week
- C) Once a week
- D) Less than four times a month
- E) Rarely
- F) Never

**FIGURE 15: Station Usage - Survey Results**

Question seven of the survey asked respondents to choose five improvements based on a list of twelve potential improvements for the station area. Results found that Increased transit connections to South Towne and TRAX was the most frequently selected improvement desired.

**TABLE 6: STATION AREA IMPROVEMENTS - SURVEY RESULTS**

Rank	Improvement
1	Increased transit connection to South Towne and TRAX
2	Increased shade with trees or canopies
3	Potential pedestrian bridge over freeway
4	Connect the Jordan River Parkway Trail to the FrontRunner Station
5	Increased Jordan Parkway crossing safety and bike lanes
6	Pop up food truck plaza
7	Increased open space and public recreation opportunities
8	Increased access to Jordan River, bird refuge, passive recreation opportunities
9	Additional parking
10	Increased residential homeownership opportunities
11	Increased directional and wayfinding signage
12	Expanded employment opportunities

Together, the community and area stakeholders priorities reflect a strong desire for a more connected, comfortable, and accessible station area that accommodates active transportation options and adds to the quality of the public transit experience and desirability of supporting land uses. Additional enhancements such as facilities,

increased shade, and tree canopy would improve the daily functionality of the station and contribute to a stronger sense of place at the station, creating long-term community value. Safe, intuitive, and attractive connections are key to unlocking the station area's full potential.



**Pedestrian access to FrontRunner platform**

## IV. MARKET ANALYSIS

### KEY TAKEAWAYS

- ◆ Support and encourage office campus infill and development
- ◆ Short-term office development is stagnant in the broader Salt Lake County market with vacancies up from year previous, long-term forecast is positive for office development at this site
- ◆ Support and encourage multi-family development, demand is high
- ◆ Retail demand is low due to lack of roof tops and competition nearby

### A. Parcel Data Evaluation

Parcel characteristics for the Study Area and City were calculated and sorted between land use categories as outlined below. The distribution of land uses within the Study Area is shown below, with the greatest number of parcels being attributed to the “other” category. The “other” category generally comprises of government buildings and other exempt properties. The second most common property type is office, with 38 percent of the taxable value and 44 percent of the market value attributed to office property types. Commercial and industrial parcels also contribute significantly to total square footage and taxable and market values. Agricultural land, which may be converted for other uses in the future, comprises 13 percent of total acreage.

**TABLE 7: STUDY AREA PARCEL CHARACTERISTICS**

Category	Count	Acreage	Square Footage	Taxable Value	Market Value
Single-Family	1	0.50	2,718	\$444,600	\$244,530
Multifamily	3	11	609,639	\$145,862,780	\$80,346,992
Commercial	11	29	496,242	\$81,274,000	\$81,274,000
Office	19	48	999,107	\$220,826,800	\$217,582,320
Industrial	3	15	464,465	\$100,924,900	\$100,924,900
Vacant	17	41	-	\$12,060,900	\$11,181,245
Agricultural	2	37	1,480	\$5,476,690	\$120,020
Other	52	109	300	\$20,684,600	\$2,429,400
<b>Total</b>	<b>108</b>	<b>291</b>	<b>2,573,951</b>	<b>\$587,555,270</b>	<b>\$494,103,407</b>

Source: Salt Lake County Parcel Data

Commercial land use types include Restaurants, automotive related (dealerships), and hotels.

Industrial consists of light manufacturing, and industrial R&E.



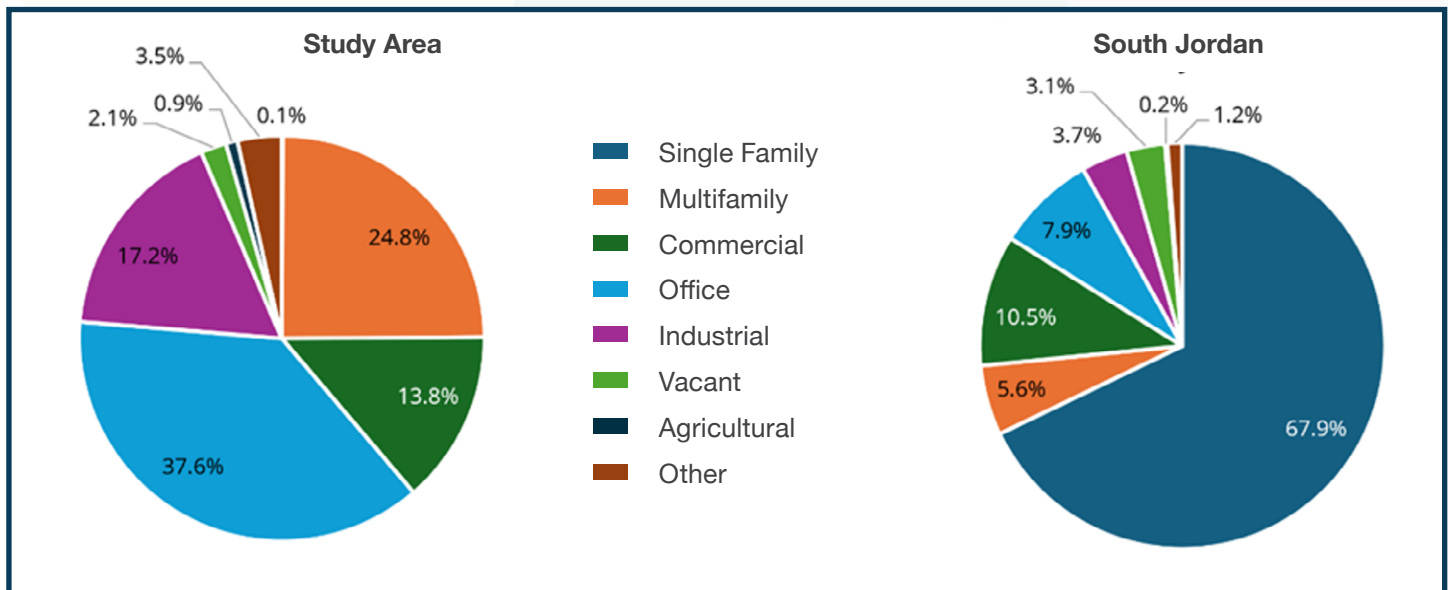
**TABLE 8: SOUTH JORDAN PARCEL CHARACTERISTICS**

Category	Count	Acreage	Square Footage	Taxable Value	Market Value
Single-Family	23,902	6,06	78,205,923	\$8,604,905,533	\$15,730,310,470
Multifamily	910	204	5,271,468	\$707,402,825	\$1,351,316,960
Commercial	286	724	5,662,083	\$1,327,606,535	\$1,422,963,980
Office	328	504	5,258,929	\$1,006,998,050	\$1,289,312,990
Industrial	28	175	2,735,300	\$471,212,169	\$472,197,950
Vacant	1,344	1,353	167,401	\$388,780,033	\$543,537,780
Agricultural	101	2,740	80,291	\$23,104,983	\$261,225,860
Other	2,502	2,633	3,858,279	\$150,327,096	\$1,307,851,780
<b>Total</b>	<b>29,401</b>	<b>14,396</b>	<b>101,239,674</b>	<b>\$12,680,337,229</b>	<b>\$22,378,717,770</b>

Source: Salt Lake County Parcel Data

As shown in **Table 8** and **Figure 16**, the City's overall parcel count, square footage, and taxable and market values illustrate a concentration of single-family development. At this scale, multifamily, commercial, and office uses

represent similar proportions of square footage and taxable and market values. Vacant and agricultural land in the City respectively represent roughly nine and 19 percent of total acreage.


**FIGURE 16: Total Taxable Value Distribution by Land Type**

## B. Sales Leakage

Utilizing 2023 taxable sales collection data from the Utah State Tax Commission, a sales leakage analysis was completed for the City to provide an overview of leakage and retention by commercial category in comparison to the State of Utah.

**TABLE 9: SOUTH JORDAN SALES LEAKAGE**

	South Jordan Direct Taxable Sales	Per Capita Spending	Utah Income Adjusted Per Capita Spending	Capture Rate	Per Capita	Total Leakage
<b>RETAIL</b>						
Building Material & Garden Equip	\$17,445,442	\$206	\$2,104	10%	(\$1,898)	(\$160,369,346)
Clothing & Accessories	\$86,704,186	\$1,026	\$937	110%	\$89	\$7,562,165
Electrical & Appliance	\$54,555,675	\$646	\$561	115%	\$85	\$7,152,386
Food & Beverage	\$157,951,160	\$1,869	\$2,468	76%	(\$599)	(\$50,610,579)
Furniture & Home Furnishing	\$11,738,847	\$139	\$495	28%	(\$357)	(\$30,130,435)
Gas Station	\$25,500,000	\$302	\$728	41%	(\$426)	(\$36,011,200)
General Merchandise	\$430,593,931	\$5,095	\$3,574	143%	\$1,522	\$128,598,559
Health & Personal	\$15,099,393	\$179	\$358	50%	(\$180)	(\$15,171,812)
Miscellaneous Retail Trade	\$45,477,702	\$538	\$993	54%	(\$455)	(\$38,411,430)
Motor Vehicle	\$467,611,596	\$5,533	\$3,841	144%	\$1,692	\$142,998,332
Nonstore Retailers	\$231,507,425	\$2,739	\$2,933	93%	(\$194)	(\$16,366,955)
Sporting Good	\$19,739,196	\$234	\$578	40%	(\$345)	(\$29,120,222)
Wholesale Trade-Durable Goods	\$94,984,697	\$1,124	\$2,859	39%	(\$1,735)	(\$146,623,377)
Wholesale Trade-Electronic Markets	\$10,384,280	\$123	\$478	26%	(\$355)	(\$30,015,480)
Wholesale Trade-Nondurable Goods	\$1,632,228	\$19	\$66	29%	(\$47)	(\$3,940,608)
<b>Total Retail</b>	<b>\$1,670,925,758</b>	<b>\$19,772</b>	<b>\$22,973</b>	<b>86%</b>	<b>(\$3,200)</b>	<b>(\$270,460,003)</b>

**TABLE 9: SOUTH JORDAN SALES LEAKAGE (Continued)**

	South Jordan Direct taxable Sales	Per Capita Spending	Utah Income Adjusted Per Capita Spending	Capture Rate	Per Capita	Total Leakage
INDUSTRY						
Agriculture, Forestry, Fishing & Hunting	\$35,995	\$0	\$17	3%	(\$16)	(\$1,360,181)
Construction	\$7,743,235	\$92	\$676	14%	(\$585)	(\$49,425,904)
Information	\$111,241,490	\$1,316	\$1,353	97%	(\$36)	(\$3,058,397)
Manufacturing	\$38,967,712	\$461	\$1,727	27%	(\$1,265)	(\$106,942,941)
Mining, Quarrying, & Oil & Gas Extraction	\$6,492,286	\$77	\$243	32%	(\$166)	(\$14,002,368)
Transportation & Warehousing	\$2,888,626	\$34	\$135	25%	(\$101)	(\$8,531,492)
Utilities	\$86,624,581	\$1,025	\$1,303	79%	(\$278)	(\$23,510,656)
<b>Total Industry</b>	<b>\$253,993,925</b>	<b>\$3,006</b>	<b>\$5,453</b>	<b>55%</b>	<b>(\$2,447)</b>	<b>(\$206,831,939)</b>
SERVICES						
Accommodation	\$27,237,338	\$322	\$1,231	\$0	(\$909)	(\$76,824,497)
Admin. & Sup & Waste Man.& Remed. Services	\$7,628,045	\$90	\$165	55%	(\$75)	(\$6,336,631)
Arts, Entertainment, and Recreation	\$11,435,904	\$135	\$523	26%	(\$388)	(\$32,776,128)
Educational Services	\$5,173,506	\$61	\$85	72%	(\$24)	(\$1,990,231)
Finance & Insurance	\$11,605,965	\$137	\$145	94%	(\$8)	(\$678,601)
Food Services & Drinking Places	\$194,041,780	\$2,296	\$2,874	80%	(\$578)	(\$48,857,296)
Health Care & Social Assistance	\$5,090,342	\$60	\$71	85%	(\$11)	(\$903,007)
Management Of Companies & Enterprises	\$350,000	\$4	\$13	32%	(\$9)	(\$757,935)
Other Services-Except Public Administration	\$45,117,694	\$534	\$915	58%	(\$381)	(\$32,236,042)
Professional, Scientific, & Technical Services	\$76,831,996	\$909	\$801	113%	\$108	\$9,114,324
Public Administration	\$2,500,000	\$30	\$133	22%	(\$103)	(\$8,717,042)
Real Estate, Rental, & Leasing	\$32,150,762	\$380	\$931	41%	(\$551)	(\$46,545,944)
<b>Total Services</b>	<b>\$419,163,332</b>	<b>\$4,960</b>	<b>\$7,889</b>	<b>63%</b>	<b>(\$2,929)</b>	<b>(\$247,509,030)</b>



**TABLE 9: SOUTH JORDAN SALES LEAKAGE (Continued)**

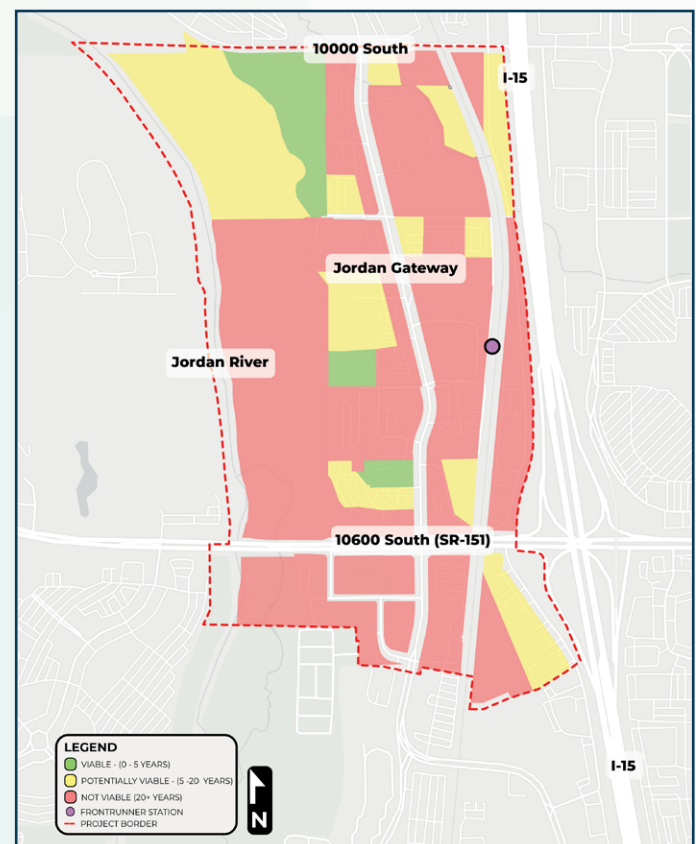
	South Jordan Direct taxable Sales	Per Capita Spending	Utah Income Adjusted Per Capita Spending	Capture Rate	Per Capita	Total Leakage
<b>OTHER</b>						
Private Motor Vehicle Sales	\$54,500,000	\$645	\$849	\$1	(\$204)	(\$17,221,156)
Special Event Sales	\$741,726	\$9	\$38	23%	(\$29)	(\$2,472,080)
Unknown/Non-classifiable	(\$14,000)	(\$0)	\$1	-24%	(\$1)	(\$72,532)
Prior-Period Payments & Refunds	\$626,450	\$7	\$364	2%	(\$357)	(\$30,158,066)
<b>Total Other</b>	<b>\$55,854,176</b>	<b>\$661</b>	<b>\$1,252</b>	<b>53%</b>	<b>(\$591)</b>	<b>(\$49,923,834)</b>
<b>TOTAL COMBINED</b>	<b>\$2,399,937,191</b>	<b>\$28,399</b>	<b>\$37,566</b>	<b>76%</b>	<b>(\$9,167)</b>	<b>(\$774,724,806)</b>

The City is leaking in all major categories in comparison to State average spending. The per capita spending in South Jordan is \$28,399, a figure 24.4 percent lower than the State's average of \$37,566. The total taxable sales leaking to other communities is estimated at just below \$775M. Assuming a sales tax levy of 0.5 percent based on point of sale, this equates to a loss of \$7.3M in annual sales tax revenues. In comparison, the per capita spending in West Jordan is \$23,266 and has a capture rate of 82 percent when compared to the State. Factors influencing a community's capture rate include total population, proximity to major freeways or surface streets, the population within a 360-degree trade area, geographic isolation, and competitive market sites.

## Supportable Zoning

The South Jordan Gateway Study (2013) assesses transportation, land use, and future development in the City's Gateway District, which surrounds the FrontRunner Station. The Study primarily focuses on the opportunity for transit-oriented development around the FrontRunner Station. Transit-oriented development aims to use existing transit infrastructure to contribute to dense and diverse development use near public transportation. With limited retail demand in the area, the Study Area can benefit from planning for infill development, primarily of office and residential land use for the area.

The map below illustrates development and redevelopment opportunities within the Study Area. The map identifies four areas that are currently available for infill office, hospitality, or residential development.


**Development and Redevelopment Opportunities**

Market factors at the county-level indicate Salt Lake County has experienced stagnant office construction in the second quarter of 2024. Office vacancies are at 17.94 percent (Q2 2024), an increase of 2.5 percent from the previous year.

### SL County Development Highlights: Office

- ◆ Permitting of office structures has been stagnant.
- ◆ Direct office vacancy is at 17.94 percent (Q2 2024), an increase of 2.5 percent from 2023.
- ◆ Increased vacancy rates and decreased sublease availability indicates a cautious market.
- ◆ It is expected that lower vacancy will allow developers to initiate new projects in the future.

To determine the supportable commercial zoning within South Jordan and the Study Area, this analysis evaluates future taxable sales growth, per capita spending by sector, and general retail and office zoning ratios from the City as a whole. Using two different methodologies, this analysis provides an estimate of supportable acreage by the following categories: general retail, industry, services, and total commercial acreage. The following table provides a summary of South Jordan's sales leakage (See **Table 9** for more details).

**TABLE 10: SUMMARY OF SOUTH JORDAN SALES LEAKAGE**

	South Jordan Direct Taxable Sales	Per Capita Spending	Utah Income Adjusted Per Capita Spending	Capture Rate	Per Capita	Total Leakage
Retail Subtotal	\$1,670,925,758	\$19,772	\$22,973	86%	(\$3,200)	(\$270,460,003)
Industry Subtotal	\$253,993,925	\$3,006	\$5,453	55%	(\$2,447)	(\$206,831,939)
Services Subtotal	\$419,163,332	\$4,960	\$7,889	63%	(\$2,929)	(\$247,509,030)
Other Subtotal	\$55,854,176	\$661	\$1,252	53%	(\$591)	(\$49,923,834)
<b>Total</b>	<b>\$2,399,937,191</b>	<b>\$28,399</b>	<b>\$37,566</b>	<b>76%</b>	<b>(\$9,167)</b>	<b>(\$774,724,806)</b>

The first methodology employed in this analysis utilizes estimated per capita spending of \$28,399 in South Jordan. Assuming a new population of 48,639 residents by 2050 in the City using TAZ estimates, the total supportable zoning is estimated at 5M square feet. This assumes a median sales volume of \$275 per square foot of gross leasable area.

**TABLE 11: SOUTH JORDAN SUPPORTABLE COMMERCIAL ZONING BASED ON PER CAPITA SPENDING**

	General Retail	Industry	Services	Other	Total
Per Capita Spending (State Income Adjusted)	\$19,772	\$3,006	\$4,960	\$661	\$28,399
New Growth in City (2050)	48,639	48,639	48,639	48,639	48,639
Total Spending	\$961,717,348	\$146,188,640	\$241,253,476	\$32,147,407	\$1,381,306,870
Median Sales Volume Per Sq. Ft. of GLA	\$275	\$275	\$275	\$275	\$275
<b>Supportable Sq. Ft.</b>	<b>3,497,154</b>	<b>531,595</b>	<b>877,285</b>	<b>116,900</b>	<b>5,022,934</b>

Source: WFRC TAZ Estimates

Employing an alternative methodology produces a slightly higher supportable square footage estimate as illustrated in the following tables. Using the 2024 City employment as a benchmark, an average of SF per job is calculated at 192.1 for office and 710.8 for commercial. Based on new

job growth in South Jordan using TAZ estimates and the average SF per job, the supportable commercial square footage results in 5.6M SF for office and 1.6M for retail, totaling a combined 7.3M SF.

**TABLE 12: SOUTH JORDAN COMMERCIAL SQ. FT. PER JOB**

	South Jordan Employment (2024)	Zoned SF	SF Per Job	New Job Growth in South Jordan (2024-2050)	Supportable SF
Office Use	27,376	5,258,929	192.1	29,589	5,684,199
Retail Use	7,966	5,662,083	710.8	2,373	1,686,347

Economic development research and concept plans have been completed by the City, developers, and other stakeholders due to an existing station area consisting of Downtown Daybreak, an HTRZ, and the Daybreak Field at America First Square, a new ballpark coming to South Jordan in 2025. The table below provides the current planned square footage applicable to the Daybreak Area.

While the City shows supportable square footage under both methodologies, existing plans envision that future retail and office development will occur Daybreak. As a result, development and redevelopment opportunities in the FrontRunner Study Area will primarily focus on infill development consisting of office, residential, and dining.

**TABLE 13: DAYBREAK URBAN CENTER PROGRAM AND ABSORPTION FOR USE IN TAZ ZONES (2025 – 2050)**

	Total Projected Units	Total Projected Retail SF	Total Projected Office SF
SS CDA /Urban Center Core	434	307,034	870,652
Urban Center Core	4,815	1,491,066	3,603,108
North Station	2,666	150,000	2,318,524
<b>TOTAL</b>	<b>7,915</b>	<b>1,948,100</b>	<b>6,792,283</b>

Source: WCG and Hodges Design

The supportable zoning analysis indicates that the Study Area can benefit from planning for infill development for the area due to limited retail demand in the area. Infill developments of focus in the area include office (i.e., healthcare, dental, technology sectors) and multi-family.

The City should support and encourage development and redevelopment opportunities that are currently available, as shown in the map above. The following table summarizes the opportunities and challenges in the Study Area regarding office, retail, hospitality, and residential development.



**TABLE 14: SUMMARY OF ECONOMIC OPPORTUNITIES AND CHALLENGES IN THE STUDY AREA**

Category	Demand	Opportunities	Challenges	Target Industry
Office	High	Corporate office expansion Office campus development Infill development	Property owner's willingness to expand Land availability Site stability and grading issues	Healthcare Dental Technology Public Administration
Retail	Low	Eating establishments *Storage units *Automotive	Land availability Site stability and grading issues Competition from adjacent retail (in City and out of City)	Food Trucks, Restaurants *High End Storage (vertical) *Car Dealerships
Hospitality	Moderate	Hospitality	Property owner's willingness to redevelop Land availability	Hotel Hotel Redevelopment
Multifamily	High	Infill development Mixed use development	Willingness from property owners Land availability Site stability and grading issues Quality of product	Vertical high density

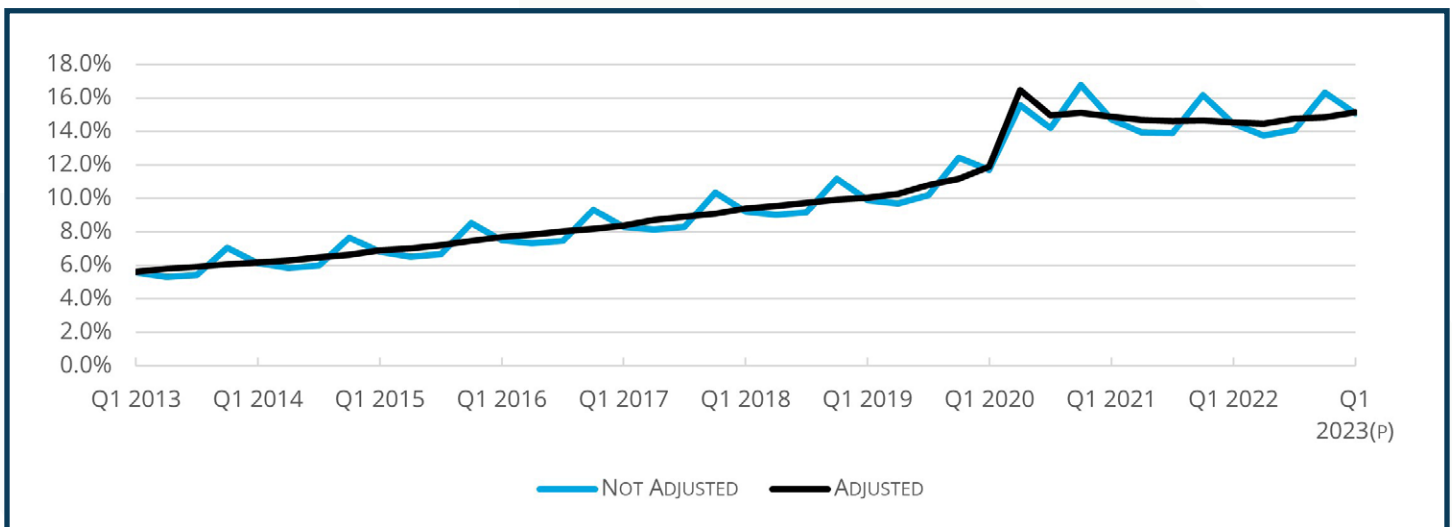
\*This use should be limited to areas not easily accessible on foot from the station.



## C. Potential Barriers

In addition to the challenges provided above in **Table 14**, some development may be impacted by factors that serve as barriers toward unconstrained development growth within the community. Proximity to a regional transportation network such as I-15 allows communities to attract larger developments like distribution centers or industrial centers which in turn stimulate job growth and spending. However, the lack of immediate east-west connections across I-15 and traffic concerns may limit access to the Study Area.

Additionally, online sales will continue to impact the traditional brick-and-mortar approach. The US Census Bureau's estimate of retail e-commerce sales as percent of total quarterly retail sales continues to rise, increasing from nearly 5.6 percent in 2013 to 15.1 percent during the first quarter in 2023. Data on retail sales is provided below in **Figure 17**.



**FIGURE 17:** Quarterly U.S. Retail E-commerce Sales as a % of Total Quarterly Retail Sales

Monthly retail sales numbers by the Census Bureau show sales from non-store retailers like Amazon, eBay, QVC, and Alibaba increased 6.5 percent from 2022 to 2023. Given this trend, additional measures must be taken to ensure profitability of location-based retail. Methods to promote increased commercial development include the following:

- ◆ Allow for more residential development and population growth.
- ◆ Provide development incentives.
- ◆ Promote niche markets that will capture sales from surrounding communities.
- ◆ Remove barriers to entry.
- ◆ Promote other types of commercial development (industrial, tech, office, etc.).

**While the analysis illustrates the potential for substantial office development, increased vacancy rates resulting in cautious developers may highlight challenges for maximizing this land use. However, market trends suggest office vacancy rates may decrease, allowing developers to initiate new projects.**



## V. PREFERRED VISION PLAN

This Preferred Vision Plan for the South Jordan FrontRunner Station SAP has been created over the past 20 years from previous planning efforts, stakeholder coordination, City Council meetings, Planning Commission meetings, public meetings, and this Station Area Planning exercise.

The Preferred Vision shows how station areas will meet the principles as described in HB462. The transportation facilities and land use laid out in the City's development code and SAP will build a beautiful area that provides easy access to jobs, increases in affordable housing and attainable housing, and enhances access to recreation, entertainment, and sporting events within the station area and across I-15 at the South Town Mall Site.

### A. Land Use

#### KEY TAKEAWAYS

- ◆ Establish a vibrant mixed-use area with increased access to housing and services (such as more restaurants or Pop-Up Food Truck Plaza) to activate the site.
- ◆ Promote residential infill on the remaining buildable parcels of for sale units to support restaurant and food services.
- ◆ Provide additional multimodal connectivity: recreation, employment, and retail opportunities should be considered to enhance and improve the urban environment and community character.

The land use vision for the South Jordan Station Area focuses on creating a connected and vibrant mixed-use community that leverages the proximity to the FrontRunner station and the surrounding amenities. Due to the highly-developed nature of the station area, this plan focuses on adding the missing details and uses that would better allow this area to function internally as a community while still supporting the region as a whole. The recommended future land use map below shows proposed land uses for the Station Area.

After reviewing the existing conditions and following the discussions with the property owners and City representatives, the project team developed this future land use map to guide the development within the station area. These land uses support the City's vision to establish a vibrant mixed-use area with increased access to a range of housing types and services. They are synergistic and enhance the existing Station Area uses and provide additional opportunities for housing, employment,

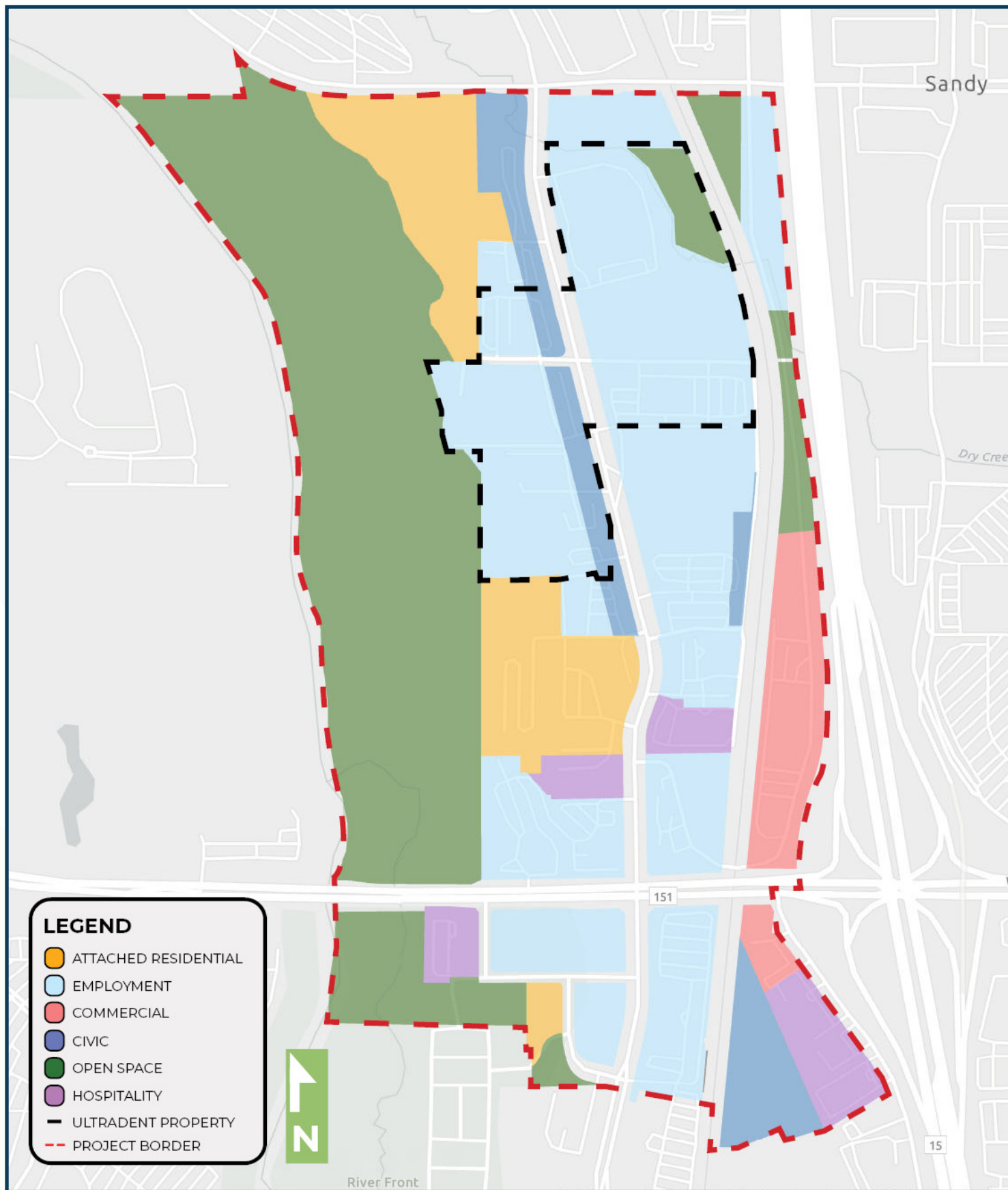
recreation, and shopping. These uses are also consistent with the state's desires of increased development intensity around major infrastructure developments.

Each parcel was reviewed to better understand their near (0 - 5 year), medium (5 - 20 year), and long-term (20+ years) development potential. Those with near-term development potential should be considered for attached residential uses with a focus on owner-occupied for sale units with some percentage of attainable units. These additional residential units will better support and facilitate the vibrancy of the area outside of business hours. Extending the hours of the area's functional use while adding owner-occupied units will add to the potential viability of additional commercial and retail services within the area. This may also lead to an increase in ridership and use of the FrontRunner Station.

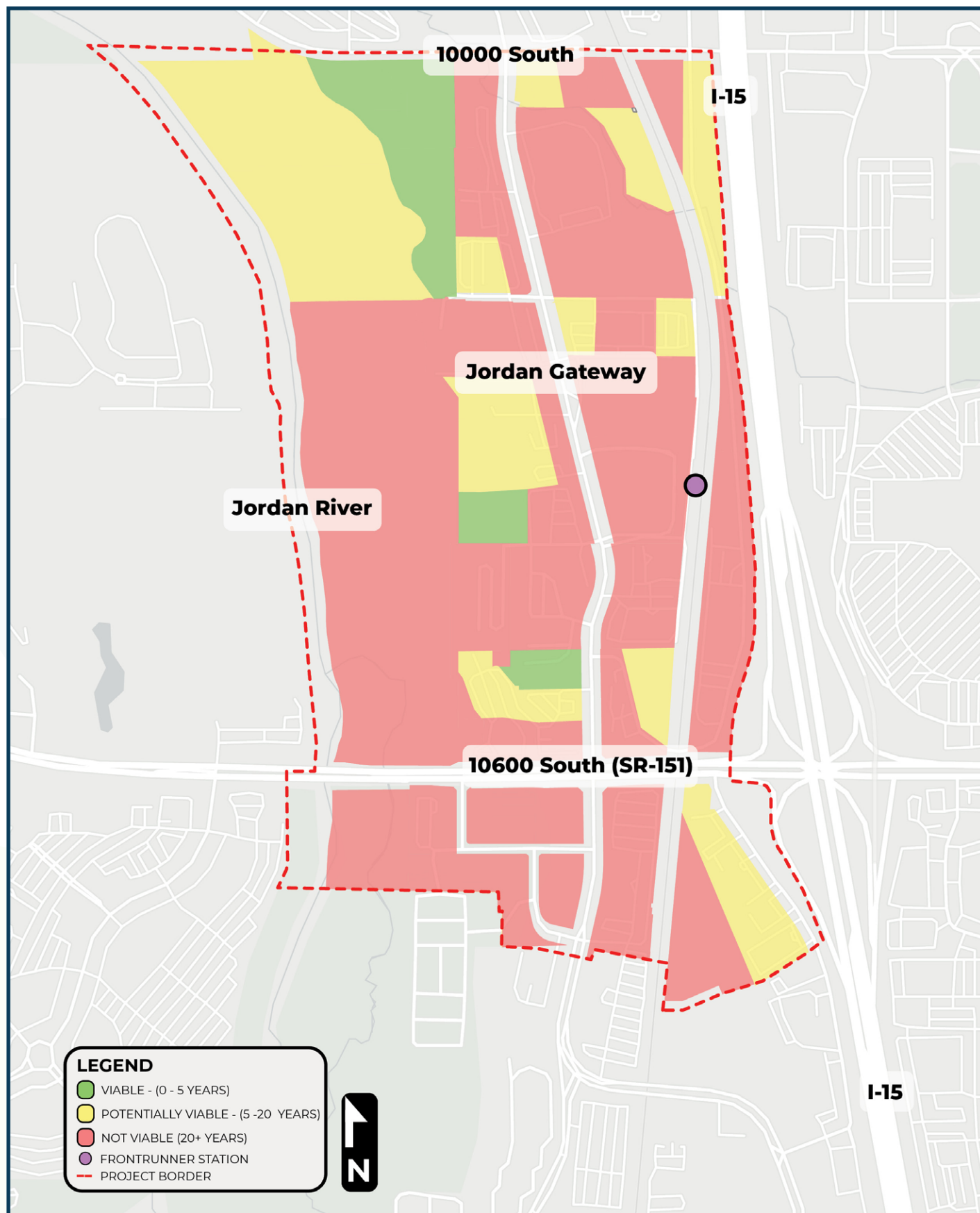
**Sustainable transit-oriented communities significant residential units to create a culture of walkability and vibrancy to non-residential uses. The balanced mix of uses is critical in maintaining a community long-term. It is imperative to find a better balance of jobs to residents within the area to add a heightened level of self-sufficiency and sustainability to the station area.**

Given the total number of square feet in office, commercial, and industrial uses above (**Table 7**) divided by the jobs per square foot (**Table 12** and utilizing a conservative 1,500 square feet per industrial job, there are approximately 6,230 office, commercial, and manufacturing jobs within the Study Area. If we factor in the estimated population of 933 people (without accounting for individuals of working age), there are 6.7 jobs per resident in the area. A healthy balance for a mixed-use community is 1.3 per household. That number increases in strictly multifamily residential communities. An estimated 440-750 additional housing units are to be constructed on build-out. This healthier balance between households and jobs promotes walkability, increases the demand for commercial service, and supports the City's vision.





**FIGURE 18: Recommended Future Land Use**



**FIGURE 19: Study Area Development Potential**

To further support the City's vision, the following elements should be considered to enhance and improve the urban environment, community character, multi-modal connectivity, and recreation, employment, and retail opportunities:

### Enhance Residential Infill Development

- ◆ **Objective:** Increase the supply of owner-occupied housing with a percentage focused on attainable residential units to meet the growing demand and promote sustainable urban development.
- ◆ **Goal:** Promote residential infill that is accessible to a diverse population, and incorporates street facing pedestrian-scaled design elements to improve long-term character and vibrancy of the community.
- ◆ **Strategy:** Encourage residential development on vacant parcels, particularly on the west side of the Study Area, and integrate design standards for public-facing facades only. Look for opportunities to reduce parking ratios, requirements for completely enclosed parking, and encourage residential square foot maximums.

### Promote Infill Development and Expanded Employment Opportunities

- ◆ **Objective:** Encourage the development of underutilized or vacant land to create a mix of office, residential, and commercial spaces that support local employment, economic growth, and community character.
- ◆ **Goal:** Foster a dynamic and diverse land use pattern that integrates residential, commercial, and recreational spaces, enhancing the overall livability of the area.
- ◆ **Strategy:** Identify key infill sites for development, including areas along the power corridor, surface parking lots, and on or near the Ultradent Campus, to create new employment opportunities and support existing industries.

### Develop Recreational Opportunities

- ◆ **Objective:** Create a multi-purpose sports complex to serve as a recreational hub for the community, addressing the area's need for amenities that support both residents and the workforce population of approximately 6,230 employees.
- ◆ **Goal:** Enhance recreational opportunities and promote active lifestyles within the Study Area while creating community gathering spaces that activate the area outside traditional business hours, supporting the 24-hour vibrancy identified as lacking in the current assessment.
- ◆ **Strategy:** Identify suitable locations near existing employment centers for recreational facilities that

could include indoor and outdoor amenities like pickleball courts, fitness trails, and community gathering spaces. These facilities could serve as anchors for evening and weekend activity, complementing the predominantly daytime employment uses in the area.

### Activate the Site

- ◆ **Objective:** Create, promote and establish activity / vibrancy near and around the station to activate the site with areas of interest and public gathering opportunities by creating reasons to linger and participate in the site rather than only passing through it.
- ◆ **Goal:** Create a vibrant and dynamic space that attracts residents and visitors during business hours and evenings, supporting local businesses and extending activity beyond the current daytime employment dominated periods.
- ◆ **Strategy:** Engage with local businesses, establish public space for events and activities like a Pop-Up Food Truck Plaza that designate areas for food trucks and provide necessary utility infrastructure to support their operation. Program the site with activities such as music, sporting activities, cultural/art events, special interest events like bicycle maintenance clinics, bird-watching lectures etc.
- ◆ **Consider locations** near the FrontRunner station platform, employment and hospitality land uses to maximize foot traffic. Incorporate seating, shade structures, and lighting to create a welcoming environment in currently underutilized surface parking areas. The market analysis and stakeholder feedback identified the limited food options, protection from the weather conditions and restrooms at the site.

### Implement Community-Centric Street Improvements

- ◆ **Objective:** Enhance the streetscape and promote active transportation through street improvements that address the connectivity and safety concerns identified in the transportation assessment.
- ◆ **Goal:** Create a safe and attractive environment for pedestrians and cyclists that improves the quarter -mile spacing between existing crossings and enhances the comfort of east-west connectivity.
- ◆ **Strategy:** Implement patterned road segments, bike lanes, and intersection enhancements along major corridors. Key improvements should include the proposed 10-foot, two-way cycle track with a four-foot buffer on the west side of Jordan Gateway, enhanced mid-block crossings with pedestrian hybrid beacons, and under-mast arm lighting at signalized intersections to increase nighttime visibility and safety. These enhancements are explained in further detail in the Transportation section below.



## B. Future Environmental Conditions

### KEY TAKEAWAYS

- ◆ Transit-oriented development around FrontRunner the stations reduces trips, travel times and carries multiple positive environmental impacts such as air quality.
- ◆ Avoid, minimize, and mitigate future adverse impacts to the Jordan River Parkway corridor.

South Jordan City is proud of its sustainable environmental efforts and are actively promoting these by continuing the sensitive lands preservation policy that restricts development in the Jordan River Corridor while allowing the few remaining undeveloped private property parcels on the north end of the site (between 100 - 102 South and between Jordan Gateway Road and the Jordan River) to develop their property that is outside of the steep riparian corridor.

The National Wetlands Inventory (NWI) was established by the US Fish and Wildlife Service (FWS) to conduct a nationwide inventory of U.S. wetlands to provide biologists and others with information on the distribution and type of wetlands to aid in conservation efforts. The Jordan River in this area is designated forested shrub wetland riparian corridor.

Preserving the remaining land in the Jordan River Corridor from development through the development process will result in a win-win outcome for the Jordan River Corridor and the remaining private property owners. Acquiring or restricting future development on additional private lands in the river corridor for preservation in accordance with the City's development policies will convert private lands into permanent habitat conservation consistent with the Jordan River Commission.

### Continue to Preserve Existing Jordan River Corridor

- ◆ **Objective:** Preserve natural habitats and provide passive recreational amenities through the promotion of the nature preserve that complements the Jordan River's ecological significance as identified by conservation stakeholders.
- ◆ **Goal:** Enhance community awareness and buy-in of the recreational opportunities within the Study Area while protecting the significant wetlands identified in the National Wetlands Inventory and supporting the wildlife habitat documented in the area.
- ◆ **Strategy:** Develop additional educational signage that promotes conservation and outdoor activities as appropriate including do not enter signage. Encourage future bird-friendly design elements such as minimization of light pollution, native vegetation plantings, and invasive species removal efforts. Coordinate with the Jordan River Commission to align with broader regional habitat preservation goals.



Jordan River Trail



## C. Economics

The market analysis suggests that while the City has supportable square footage, existing City plans envision that future retail and office development will occur at Daybreak. As a result, development and redevelopment opportunities in the FrontRunner Study Area will primarily focus on infill development consisting of office and residential land use. The following policies serve as a strategic response to the market analysis:

### Foster Economic Growth and Job Creation

- ◆ **Objective:** Stimulate local economic growth by encouraging the development of office spaces that cater to existing industries, such as health, technology, dental, and public administration, while promoting flexible work environments to encourage utilization of public transportation.
- ◆ **Goal:** Promote office development that complements existing businesses in key sectors, promoting a sustainable economic base in the Study Area.
- ◆ **Strategy:** Encourage expansion of office development at key sites including Ultradent Campus, infill locations within the power corridor, and vacant parcels.

### Strengthen Hospitality Offerings

- ◆ **Objective:** Promote growth in the hospitality sector by allowing development of new hotels and leisure facilities to attract regional visitation.
- ◆ **Goal:** Increase the development of high-quality hospitality infrastructure that focuses on providing new offerings and revitalizing existing space.
- ◆ **Strategy:** Develop hotels at key parcels, with a focus on revitalization of aging sites. Areas of focus include the south-east quadrant of Study Area and vacant parcels.

### Address Housing Demand

- ◆ **Objective:** Meet the growing demand for housing by increasing the supply of attainable and market-rate residential units while promoting sustainable urban development.
- ◆ **Goal:** Increase the housing stock to ensure housing accessibility for a diverse population.
- ◆ **Strategy:** Encourage the development of underutilized or vacant land, particularly on the west-side of the Study Area, to build higher-density housing and incorporate sustainable building practices and green design elements in residential projects to reduce energy consumption, improve long-term affordability, and promote environmental responsibility.



## D. Transportation

A primary objective of the SAP is to facilitate the increase of transportation choices and connections. This section summarizes the current transportation plans in the Station Area and identifies opportunities for additional improvements to enhance access for transit users.

### KEY TAKEAWAYS

- ◆ Improve wayfinding to transit and AT facilities/services
- ◆ Study a Circulator Route Connecting Key Destinations
- ◆ Transition Surface Parking to Structured Parking & Screen
- ◆ Construct a Jordan River Pedestrian Bridge
- ◆ Construct parallel trail north from the Station to Shields Lane to more directly connect business north of 10000 South
- ◆ Construct pedestrian bridge over I-15 to the South Town site near 10200 south
- ◆ Re-evaluate transit needs with growth in Sandy

## Public Transit

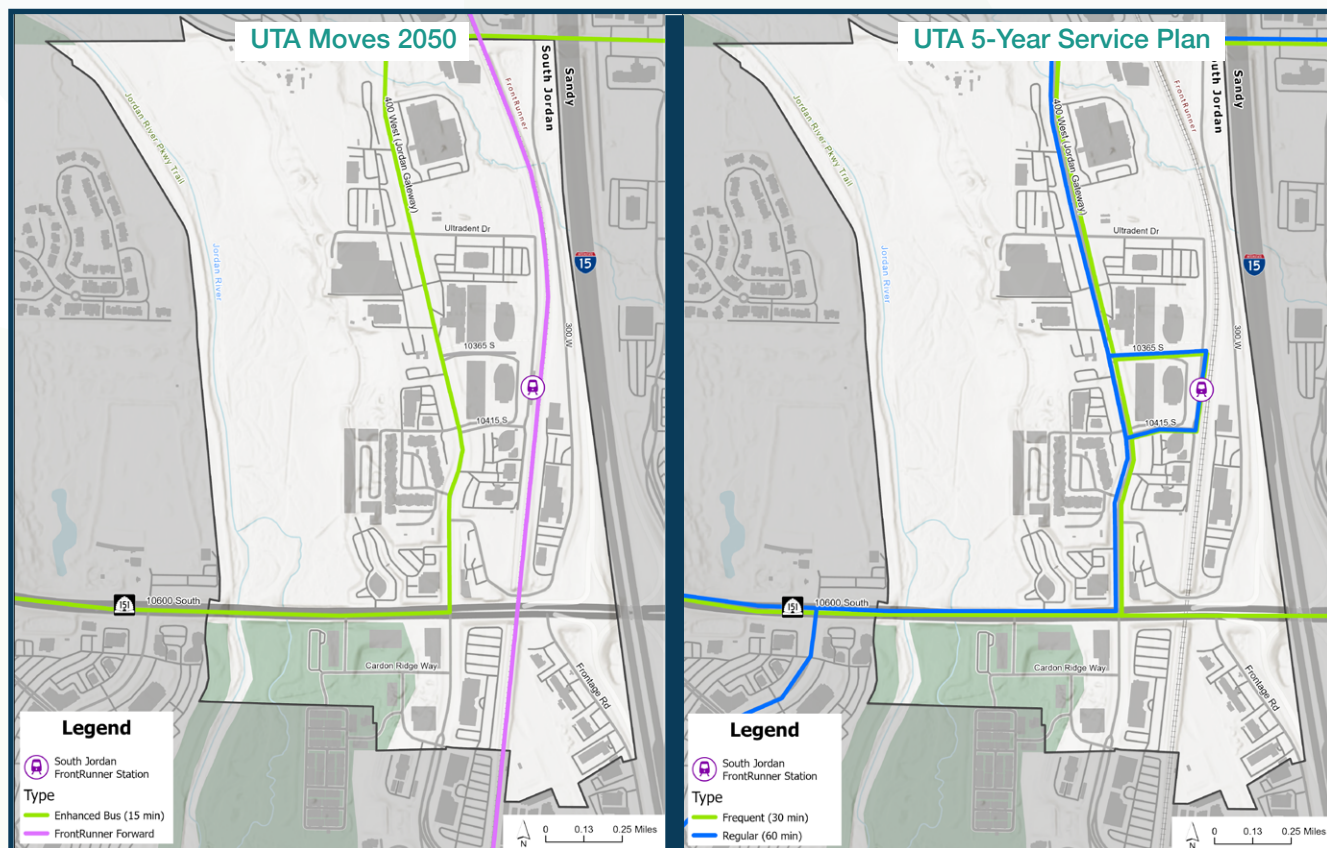
Several transit plans have been completed previously in the Study Area and are summarized below and in **Figures 20 and 21**. This station area plan reaffirms and supports the transit recommendations made in the WFRC RTP, UTA Five-Year plan, and UTA Moves 2050: LRTP 2023-2050 Plan.

### UTA Moves RTP 2050

- ◆ South Jordan / Sandy Connector Core Route (15 minute frequency) - Sandy Expo TRAX Station to South Jordan FrontRunner Station, planned in Phase 2 (2032-2042).

### UTA 5-Year Service Plan (2025-2029)






- ◆ **Route 219 (60-minute frequency)** - Route 219 will be a new north-south route on Redwood Rd between Sandy Civic Station and Bluffdale with connections to Sandy City Hall, South Jordan Station, Riverpark Business Park, South Jordan Towne Center, Riverton City Center, and Bluffdale City Hall. The route will initially operate Weekdays at 60-minute frequency planned in 2025.
- ◆ **Route 218 (30-minute frequency)** - Headways on Route 218 will be increased to 30 min from 60 min in 2025.



**FIGURE 20: UTA Transit Plans**



# UTA 5-Year Service Plan

-  South Jordan Station
-  FrontRunner
-  Frequent Bus Service (30 min)
-  Regular Bus Service (60 min)
-  1/2 Mile SAP Boundary

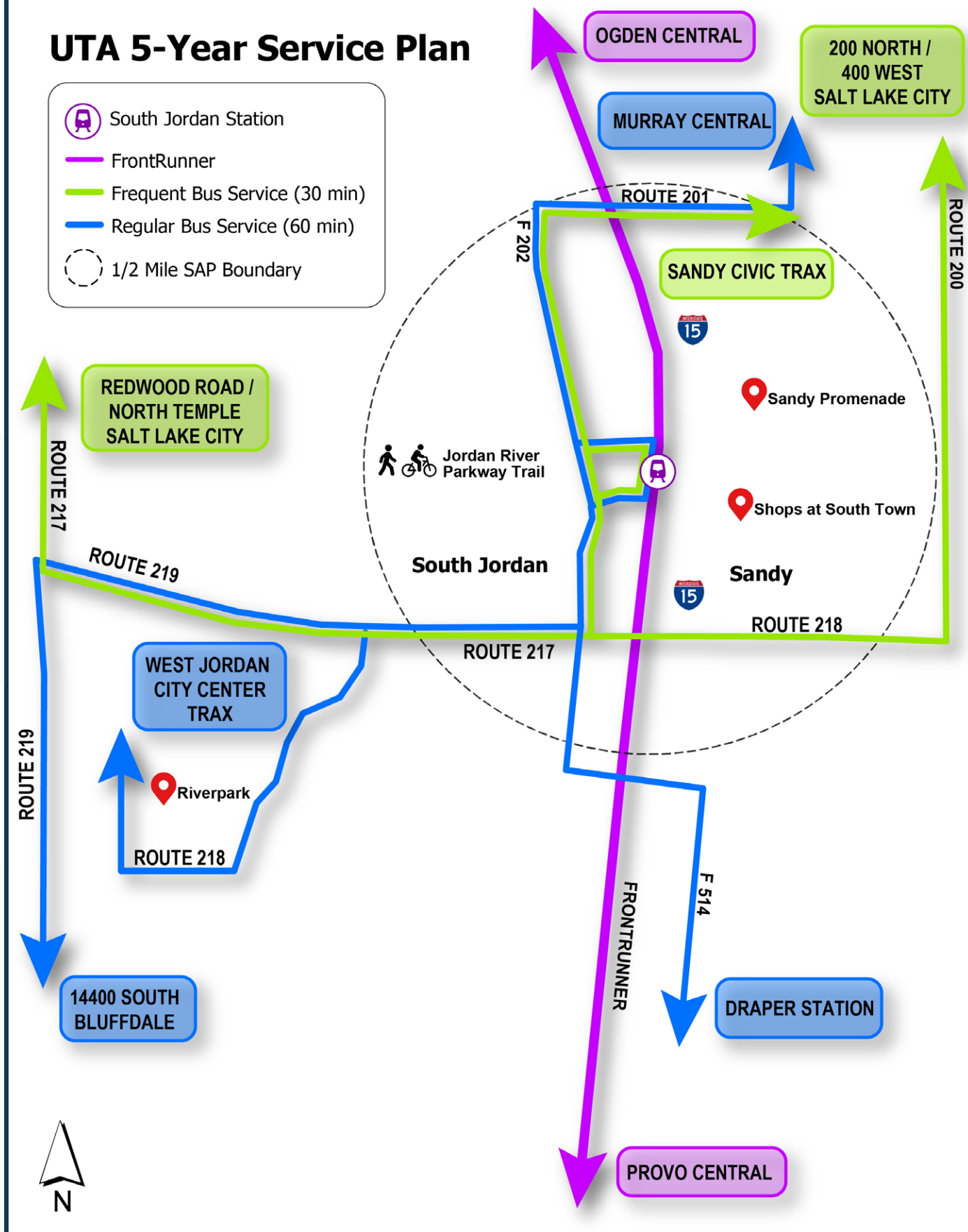
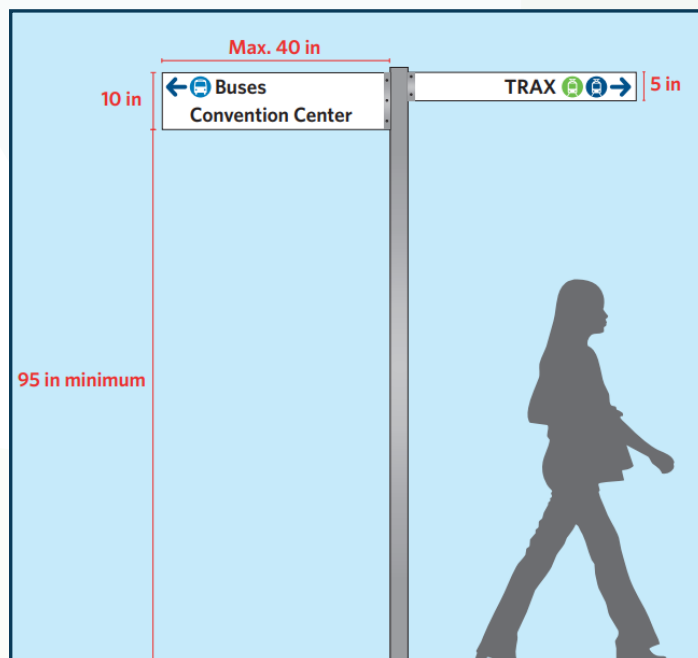


FIGURE 21: UTA 5-Year Service Plan

## Wayfinding Signage

It is essential that transit users have a convenient and comfortable transit experience. Special care should be taken to accommodate disadvantaged transit users (i.e. people with disabilities) and families at the stations. Adequate lighting should be provided at the stations and wayfinding should allow for simple and easy navigation. A wayfinding system will direct people from point to point and confirm their progress along a route. Wayfinding also serves as an additional marketing source: signage builds brand recognition and equity. They elevate a brand story and create a sense of place. It is recommended the City work with UTA to make wayfinding consistent with the standards in the UTA Wayfinding & Signage Sign Schedule and Drawing Package. Signage should reflect the area's character and guide residents and visitors to key destinations, including the FrontRunner. As an example, UltraDent has branded their buildings and grounds with Utah specific theming (Arches, Bryce Canyon, and Zions National Parks). Signage within the area could utilize this brand or the existing SOJO Station branding.



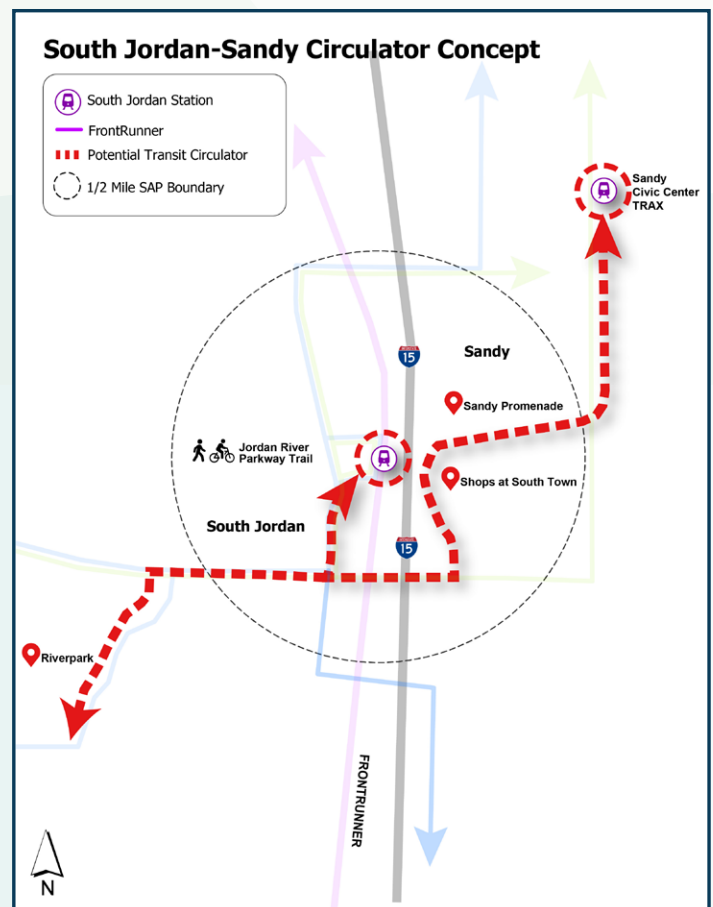
Source: UTA Wayfinding & Signage Sign Schedule and Drawing Package

## East Side Transit Connectivity

Considering the challenge of getting to the east side of the rail line and I-15, there is a critical need for transit connections that link with the Sandy Civic Center TRAX station in Sandy. This concept has been studied previously and demand for this connection is anticipated to grow as Sandy City is expected to add over 2,000 additional residential units and other commercial/office uses in their

boundary on the east side of I-15. In an effort to connect the South Jordan FrontRunner Station to the east side of I-15 and Sandy, this circulator concept route (shown below) could be incorporated into existing and future UTA lines to provide frequent service that connects key destinations. Some of the major destinations nearby this proposed circulator route include:

- ◆ SOJO Station Office Complex
- ◆ Riverpark Corporate Center
- ◆ The Shops at South Towne
- ◆ Sandy Civic Center TRAX
- ◆ Jordan High School
- ◆ Towne Ridge Office Park
- ◆ Mountain America Expo Center
- ◆ Jordan Commons
- ◆ Real Salt Lake Stadium
- ◆ Mountain America Office Building
- ◆ Hale Center Theatre
- ◆ Sandy City Hall
- ◆ Ultradent Campus



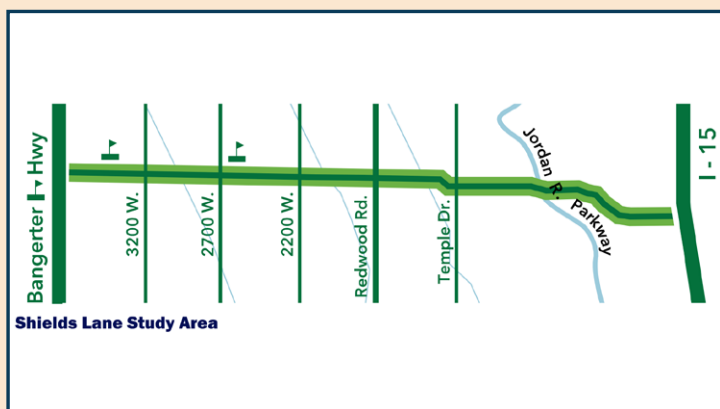
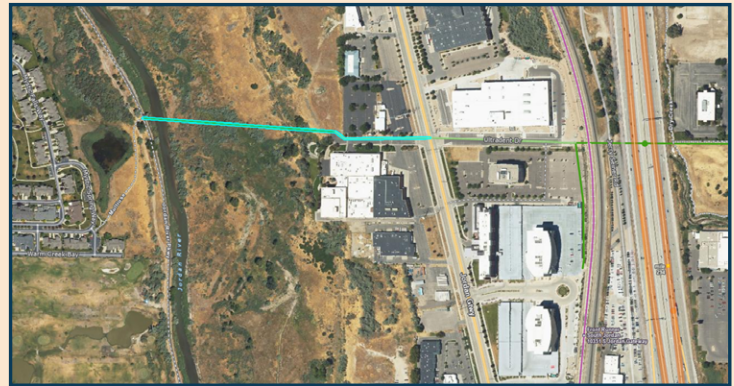
## Active Transportation

There are several active transportation improvement projects in the planning phase within the Study Area including a Jordan River Bridge, the 9800 South (Shields Lane) active transportation improvements, and a pedestrian bridge over I-15.

### Active Transportation Projects Currently Underway

#### Jordan River Bridge

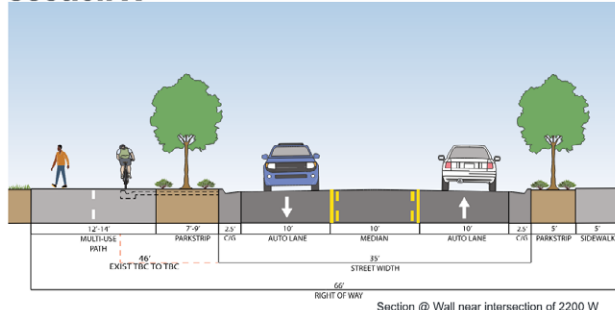
The Jordan River Trail (JRT) Connector to the FrontRunner Station is a proposed 0.2-mile trail and bridge connection, providing pedestrians with a safer and more direct route from the JRT to the South Jordan FrontRunner Station. The project is identified in the 2023 Regional Transportation Plan and was awarded funding from the Congestion Mitigation and Air Quality Program (CMAQ) in October 2024. This project has an estimated cost of \$1.55 million with \$1.45 million in federal aid funds and the remaining \$135,000 coming from local government and other sources.



#### 9800 South (Shields Lane) Active Transportation Improvement

Shields Lane serves as one of South Jordan City's primary east-west corridors and currently functions as a key active transportation route, providing pedestrian and bicycle access to two elementary schools and one middle school. While future trail development in the City focuses on north-south connections, there are no existing or planned east-west trail facilities. The Shields Lane Solutions Development Study aims to identify future improvements that preserve and enhance this corridor's vital role in the City's active transportation network.

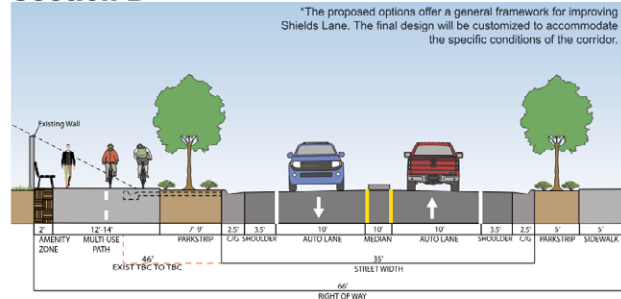
#### Section A



#### Project Description

This proposal prioritizes pedestrian and bike safety, ease of maintenance, park strip impacts considerations, cost, and smooth traffic flow while preserving a center median for emergency access.

#### Section B



**Versatile path for all users, improved safety, and enhanced community connection.**



## Pedestrian Bridge over I-15

As a part of a long-term vision to enhance multimodal connectivity and improve access to regional transit, a potential pedestrian bridge has been identified in Sandy providing a direct connection to the South Jordan FrontRunner Station. While still conceptual and dependent on additional coordination and funding resources, the structure could be similar in scale to the pedestrian bridge in Orem that links the Orem FrontRunner Station to Utah Valley University and surrounding high-density housing. As the Cairns downtown area in Sandy continues to grow with additional housing developments and other land uses with high visitation, so too may the demand and desire for a more direct pedestrian connection to the South Jordan FrontRunner Station. This potential link aligns with both communities' aspirations in South Jordan and Sandy for improved first-last mile options, safer active transportation routes, and a more integrated transit network.



UVU Pedestrian Bridge

Several additional improvements are recommended to the active transportation network as a part of this station area plan are explained in more detail below, and are shown in **Figure 22**.

1

## Jordan Gateway Cycle Track

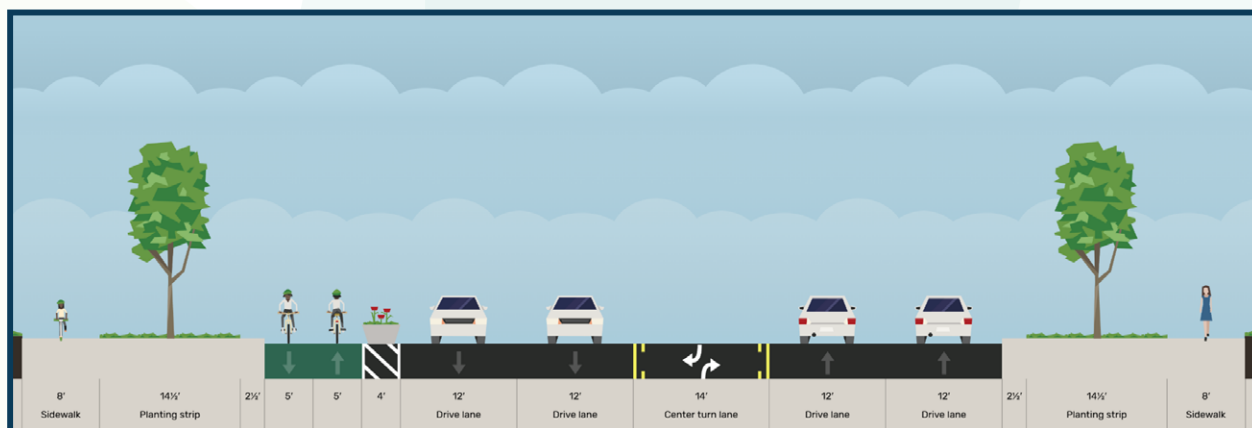
As a part of this station area plan, a north-south cycle track is recommended for Jordan Gateway. One conceptual design features a 10-foot, two-way travel lane for cyclists with a four-foot buffer, fitting within the existing asphalt width while preserving current vehicle travel lane dimensions. It is proposed that the cycle track be constructed on the west side of Jordan Gateway as there are fewer side street accesses and less dense development compared to the east side. The evaluation on final design should leave room for temporary implementation designs.

Beyond providing a dedicated space for cyclists, a well-designed cycle track offers multiple benefits. It serves as a

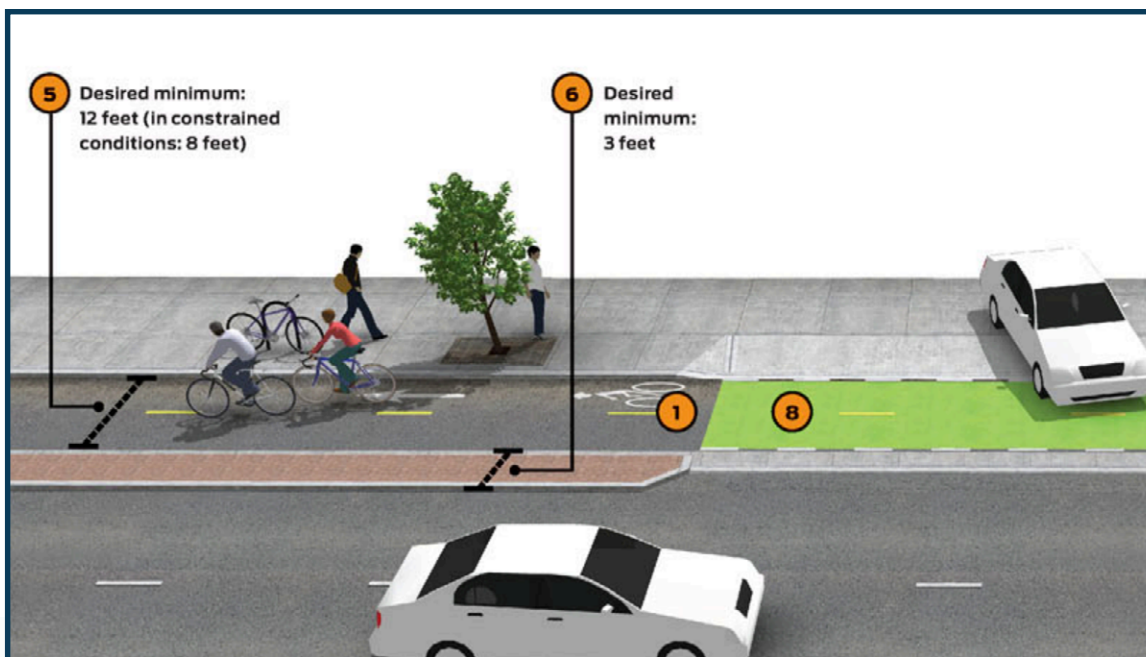
traffic-calming measure, encouraging safer vehicle speeds. By reallocating space, it shortens pedestrian crossing distances at mid-block crossings, improving walkability. Additionally, the cycle track contributes to the aesthetic enhancement of the corridor, creating a more inviting and vibrant streetscape that supports active transportation.

Furthermore, a cycle track on Jordan Gateway would also provide a connection to the 9800 South (Shield's Lane) proposed active transportation facility from the FrontRunner station promoting seamless multimodal transportation to/from the station.

One alternative to a cycle track on Jordan Gateway would be a lane width reduction strategy which could be implemented the next time the roadway is re-stripped and would include 4 x 11-foot travel lanes and a 12-foot, two-way left turn median. The extra asphalt width could be used for additional bicycle lane buffer or lane width.



Example Jordan Gateway Cycle Track Cross Section



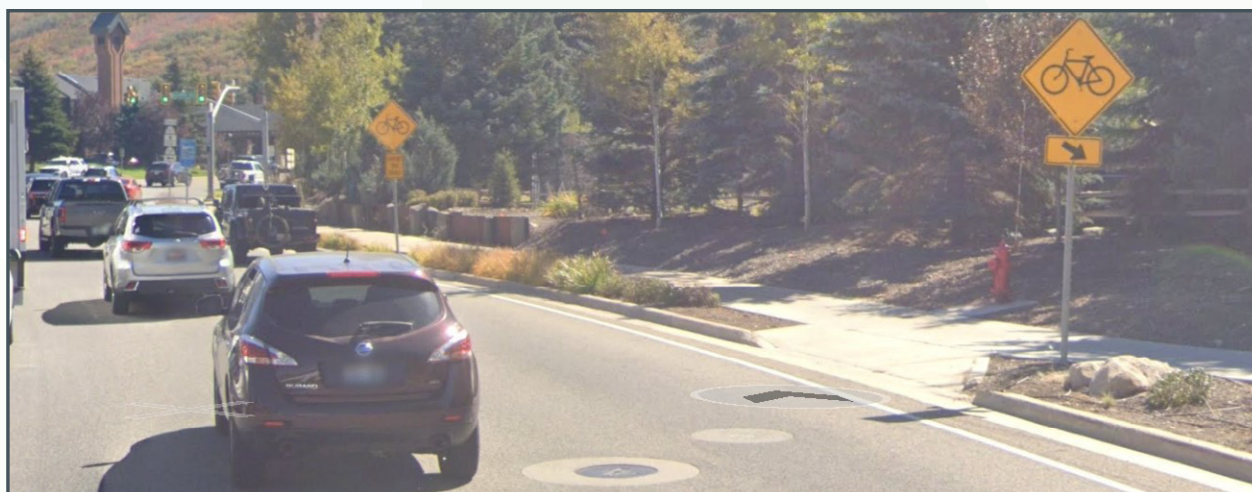
Source: NACTO

## 2

### Existing Bike Lane Enhancement

The existing bike lanes on 10600 South and on Jordan Gateway south of 10600 South end abruptly before reaching the intersection at 10600 South and Jordan Gateway. There is no clear signage or transition for bicyclists, creating confusion between bicyclists and drivers and posing a

significant safety risk. The City should implement clear and consistent transitions that guide bicyclists to either safely exit the roadway or merge into vehicle traffic in a predictable manner.



On-Street Bike Transition - Park Avenue, Park City



### 3 Enhance Pedestrian Experience

There are multiple opportunities to enhance the existing pedestrian hybrid beacon (PHB) at the intersection of Jordan Gateway and Ultradent Drive. Planned infrastructure investments—including a pedestrian bridge over I-15 and a multi-use bridge over the Jordan River—will significantly increase east-west active transportation demand through this intersection. As a result, Jordan Gateway and Ultradent Drive are expected to become a critical active transportation crossing, warranting improvements to ensure pedestrian safety and comfort.

Two primary improvement options are recommended, each with associated trade-offs:

#### 1. Full Signalization:

Upgrading the intersection to a fully signalized configuration would offer the highest level of control for pedestrian crossings and provide a predictable traffic environment. However, it may introduce an increased risk of vehicular collisions due to added intersection conflicts, potentially reducing overall intersection safety.

#### 2. Enhanced Pedestrian Hybrid Beacon:

Enhancing the existing PHB could balance safety and operational performance. Potential improvements include expanding the system to incorporate two mast arms with an additional center-mounted beacon, increasing the total number of signal heads from two to three per direction. Installing beacons at ground level makes it easier for turning movements to see the beacons. Installation of a raised median could further support pedestrian safety by serving as a refuge and providing a visual cue to motorists, promoting traffic calming. A conceptual example of an enhanced PHB treatment is provided below.

Additional improvements at the intersection include constructing directional pedestrian ramps on the side streets with intersection bulb outs.



Pedestrian Hybrid Beacon in Tucson, Arizona

It is also recommended that the City explore under-mast arm lighting at signalized crosswalks within the station area where traditional lighting installations are challenging to enhance nighttime pedestrian crossing visibility.

### 4 Encourage UDOT to Enhance Transportation Facilities at the 10600 South Interchange

It is recommended that the City encourage UDOT to increase the user comfort of east-west active transportation facilities at the 10600 South Interchange such as improved lighting, enhanced striping, and other strategies to enhance the experience for vulnerable users.

### 5 Jerry Seiner Road Sidewalk

When the adjacent property develops, city policy will require developer to complete sidewalk at the following location, thus completing the sidewalk network in the Study Area.

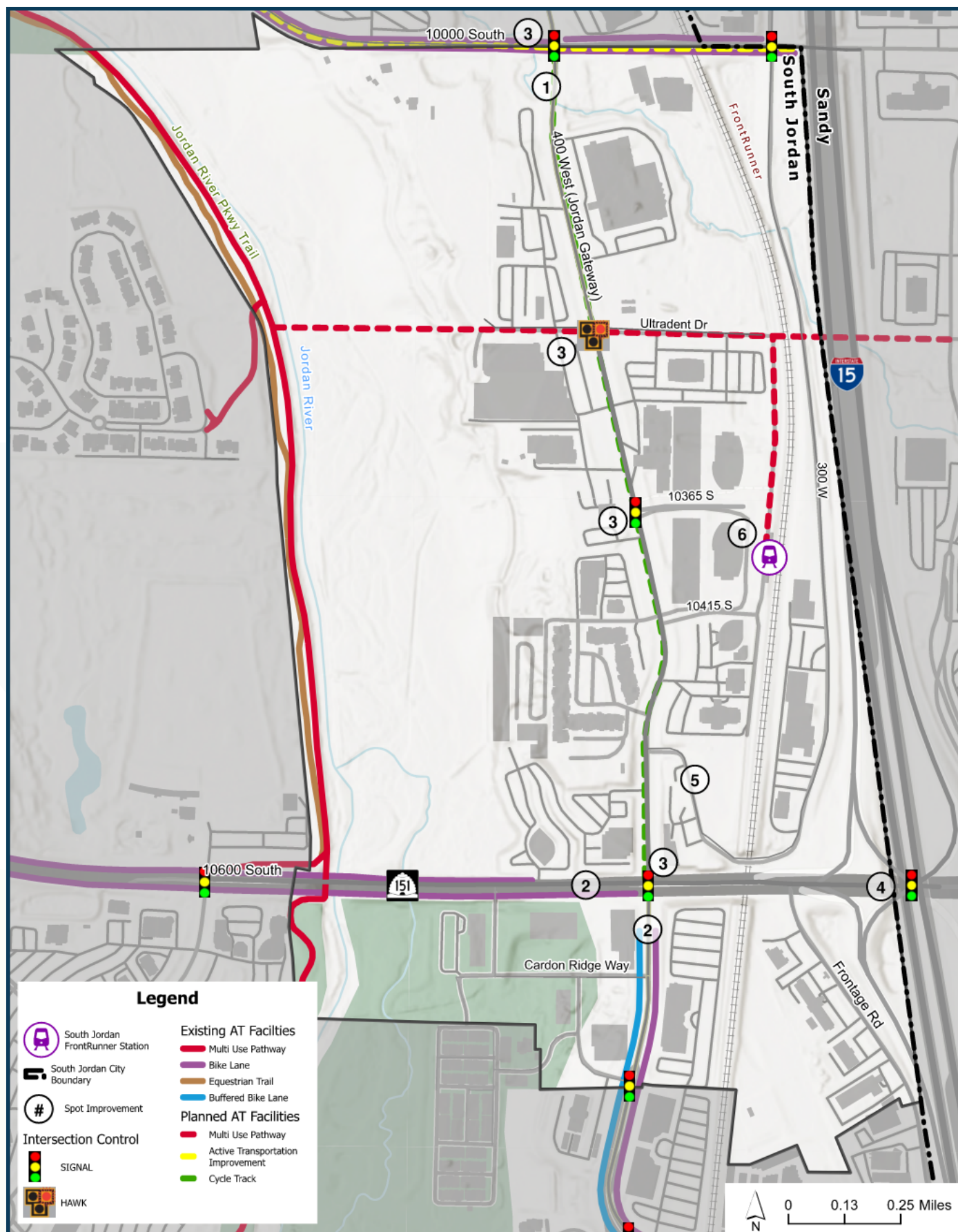


Proposed Jerry Seiner Sidewalk Improvement

### 6 Bicycle and Storage Maintenance Amenities Promotion

It is recommended that the City work with UTA to increase the visibility and awareness of bicycle storage and bicycle maintenance amenities through signage and platform promotional materials.





**FIGURE 22: Active Transportation Preferred Vision Plan**

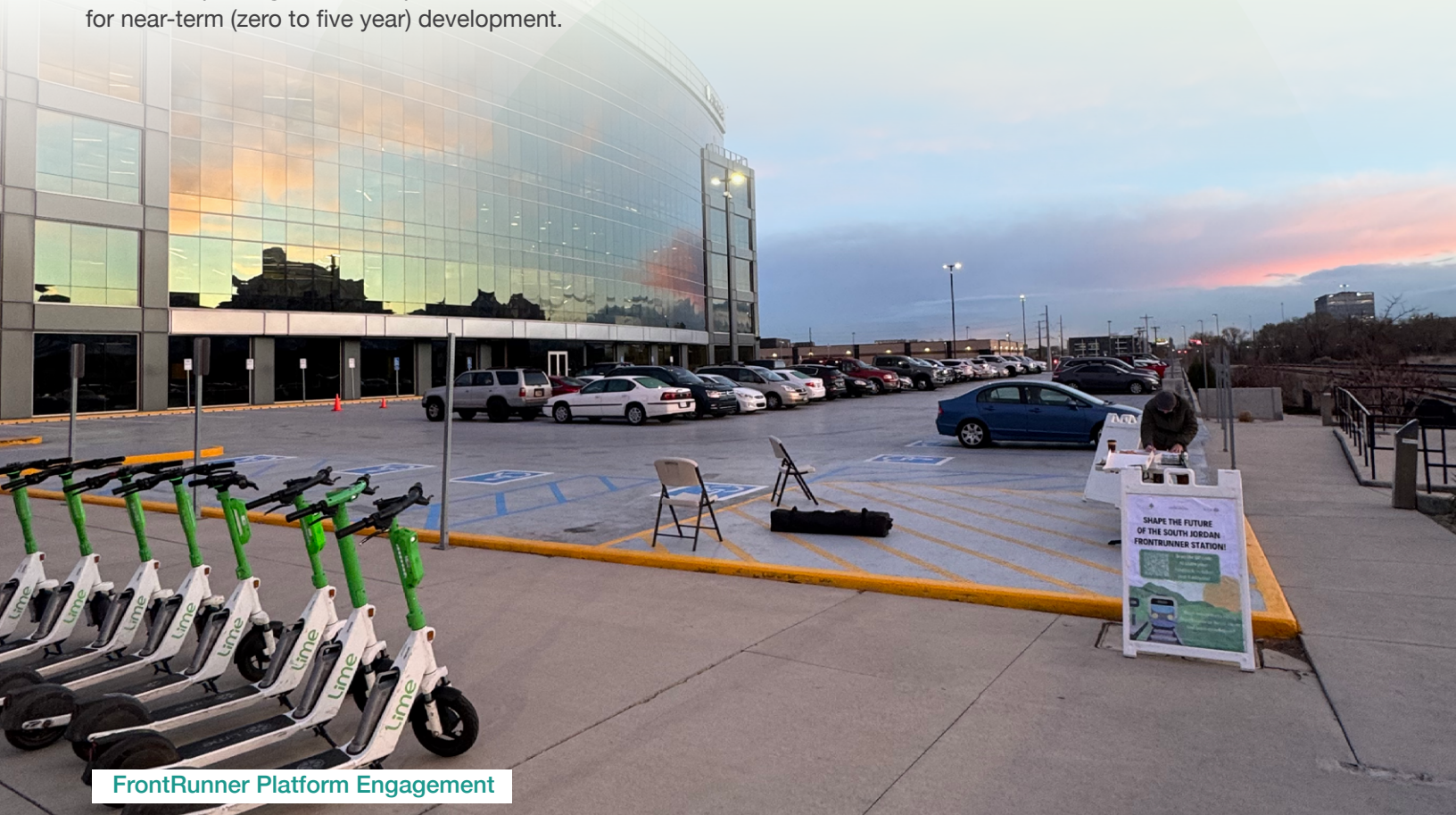
## Vehicles

No roadway projects are currently planned in the Study Area. An intersection improvement project is scheduled for phase #2 (2033-2042) at Jordan Gateway and 10000 South. Public outreach has indicated that parking at the FrontRunner station is limited and frequently operates at or near capacity, with 20% of responses in the survey mentioning additional parking as a needed improvement. Therefore it is recommended that the City, UTA, and adjacent businesses collaborate on an expanded shared parking agreement.

To minimize the visual impact of structured parking along I-15 and maximize land use in this high-value transit-oriented corridor, it is recommended to transition surface parking to structured parking while implementing effective screening and design strategies. The objective is to create an aesthetically pleasing environment that seamlessly integrates parking facilities into the urban landscape, supporting both economic development and improved transit accessibility. This can be achieved through the use of landscaping, architectural elements, and facade treatments that reflect the station area's unique identity. Additionally, opportunities for shared parking between businesses with complementary peak hours should be explored, and structured parking should be prioritized in areas identified for near-term (zero to five year) development.

“ UTA Frontrunner riders take up our work parking stalls. There needs to be more UTA parking at this particular station. ”

— Comment from public on site April 2nd 2025



FrontRunner Platform Engagement



## VI. 5-YEAR IMPLEMENTATION PLAN

Successful implementation of the South Jordan FrontRunner Station Area Plan will continue to occur in phases through multi-agency cooperation. **Table 15** and **Figure 23** below summarizes the recommended implementation plan.

Implementation actions can include projects, programs, policies, and plans for transportation, land use, regulatory framework, urban design, and environmental enhancements.

Actions the City can take, in association with other public sector partners to support private sector stakeholders to induce land owners to act in alignment with the plan to collectively achieve the vision for development in the station area.

The recommendations have a description, recommended phases, rough order of magnitude costs, and range of impact and indicates if the implementation item is related to the State of Utah HB462 and Station Area Planning principles:

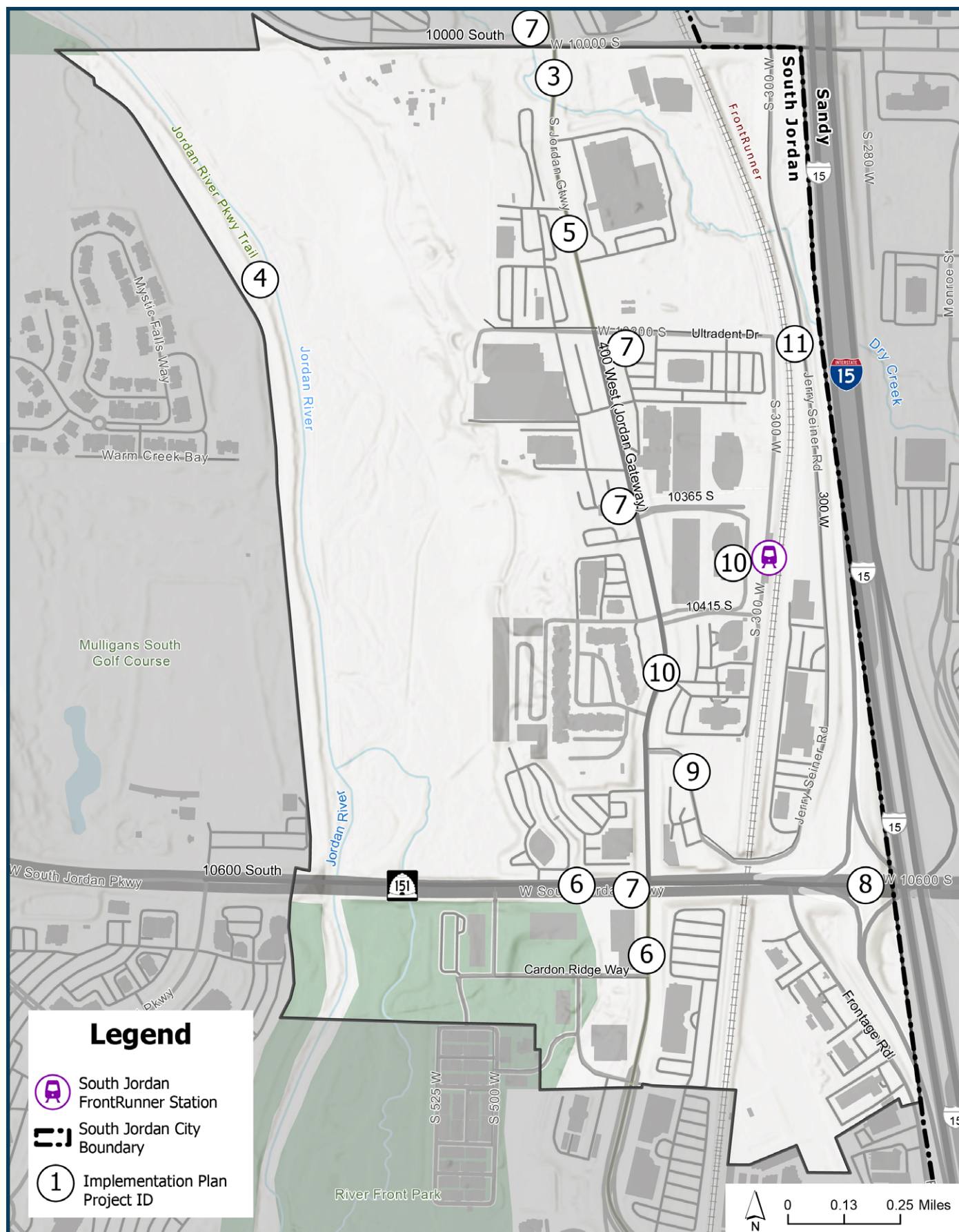
- ◆ Affordability of housing, including moderate income housing
- ◆ Promote sustainable environmental conditions
- ◆ Enhance access to opportunities
- ◆ Increase transportation choices and connections





TABLE 15: SOUTH JORDAN FRONTRUNNER STATION IMPLEMENTATION PLAN												
Project ID	Category	Project	Cost, Potential Funding (\$=Less than \$1M, \$\$=\$1M-\$10M, \$\$\$=\$10M+)	Housing	Environment	Access to Opportunity	Transportation	Priority	Project Champions	Near-term (1-2 years)	Mid-term (3-5 years)	Long-term (5+years)
1	Policy	<b>General Plan Alignment</b> - Update South Jordan General Plan to include future land use policies identified in the Station Area Plan	\$, South Jordan City	Y	Y	Y		High	City	City staff implement		
2	Policy, Program	<b>East-West Transit Connectivity</b> - Continue to encourage and partner with UTA and WFRC to expand transit options such as additional service routes and circulators to nearby employment centers and housing.	\$\$, UTA, WFRC, City and developer agreements.			Y	Y	Medium	South Jordan City, UTA and Sandy City	Continue to work with UTA to refine future Transit service in the annual UTA five Year plan development cycle	Implementation	
3	Project	<b>Active Transportation Network Cohesion</b> - Enhance active transportation wayfinding and markings with themed signage around the FrontRunner station, along Jordan River Parkway and Shields lane improvements.	\$, Developer agreements, UTA, City, WFRC, Salt Lake County			Y	Y	Low	City, UTA	City to initiate a collaboration with UTA to make wayfinding consistent with the standards in the UTA Wayfinding & Signage	City Develops Sign Schedule and Drawing Package.	Installed as development occurs and opportunity arise
4	Project	<b>Jordan River Trail Network Expansion</b> - Expand the trail network connecting the Jordan River Trail with a bridge across the Jordan River connecting to key destinations within the station area, creating a comprehensive active transportation system linking residential, employment, and recreational uses.	\$\$, Funding in place, Work with Jordan River Commission and Private Property owners to gain an easement up the slope to Ultradent Drive			Y	Y	High	State of Utah, City, Salt Lake County	During private development negotiations work with private property owner to secure easement	Jointly work with Jordan River Commission to secure permits and develop construction Plans/Package	
5	Project	<b>Jordan Gateway Cycle Track</b> - Evaluate feasibility of including a Cycle Track on Jordan Gateway to the Active Transportation Plan in the next modification. (Active Transportation Improvement #1)	\$, City			Y	Y	Low	City	City initiate a planning study to identify issues and opportunities		Implementation
6	Project	<b>Bicycle Visibility</b> - Incorporate high visibility bike lane paint at intersections along Jordan Parkway, Shields Lane, and 10600 South near the station to enhance existing bike lanes (Active Transportation Improvement #2)	\$, City				Y	Medium	City, UDOT	City initiate discussion with UDOT Region 2 to develop a striping and paint plan	Implementation	
7	Project	<b>Enhance Pedestrian Experience</b> - Enhance pedestrian experience through evaluation of improvements of crossings and lighting opportunities such as under-arm mast lighting and improvements to existing intersections and crossing signals. (Active Transportation Improvement #3)	\$, City, UDOT				Y	Low	City, UDOT	City coordinate with UDOT Region 2 and Implement		
8	Project	<b>10600 South Active Transportation Improvements</b> - Encourage UDOT to evaluate ways to increase visibility and safety of pedestrian and bicycle crossings along 10600 South and at the I-15 interchange through improved lighting and enhanced striping. (Active Transportation Improvement #4)	\$, UDOT, City, WFRC, Salt Lake County			Y	Y	Medium	City, UDOT	City coordinate with UDOT Region 2 and implement		
9	Project	<b>Jordan Gateway Pedestrian Accessibility</b> - Complete sidewalk connection to Jordan Gateway by completing missing links, and construct crosswalk on the south leg of 10365 South and Jordan Gateway. (Active Transportation Improvement #5)	\$, City			Y	Y	Low	City	City to require completion of sidewalk when adjacent property develops	Ongoing	Ongoing
10	Project/Policy	<b>FrontRunner Station Platform Improvements</b> - Increase visibility of existing bike storage and maintenance amenities through signage and promotional materials. Consider adding cold weather shelters, transit/ orientation maps, and other passenger amenities (Active Transportation Improvement #6)	\$, UTA and City				Y	High	UTA	City Coordinate with UTA and UTA implements		
11	Project	<b>Pedestrian Bridge Over I-15</b> - Work with Sandy City as they take the lead in constructing a pedestrian bridge connecting the FrontRunner station area to Sandy City's Cairns District (including South Towne Mall redevelopment) to enhance regional connectivity and provide direct access to entertainment, retail, and future housing.	\$\$\$, Sandy City, Federal Government, State of Utah, WFRC, Salt Lake County and South Jordan City			Y	Y	Low	Sandy City	South Jordan City reach out to Sandy City to coordinate	Sandy City and South Jordan City Coordination on Funding, Design and Permitting	Implementation

TABLE 15: SOUTH JORDAN FRONTRUNNER STATION IMPLEMENTATION PLAN (continued)												
Project ID	Category	Project	Cost, Potential Funding (\$=Less than \$1M, \$\$=\$1M-\$10M, \$\$\$=\$10M+)	Housing	Environment	Access to Opportunity	Transportation	Priority	Project Champions	Near-term (1-2 years)	Mid-term (3-5 years)	Long-term (5+years)
12	Policy	<b>Jordan River Corridor Preservation</b> - Continue Jordan River preservation area north to the end of the study area while balancing with increasing housing development needs. Continue natural restoration projects and programs lead by the Utah Department of Natural Resources, Jordan River Commission, and others to revegetate eroded river banks and mitigate invasive weed species	\$, City developer agreements, State of Utah, Utah Reclamation Conservation Commission, Utah Sovereign Lands, Jordan River Commission, Great Salt Lake Audubon Society	Y	Y			High	City, Salt Lake County, Jordan River Commission, Developers	City looks for opportunities to partner with Jordan River Commission and Utah DNR	Implementation	
13	Project	<b>Shared Parking Implementation and Parking Improvements</b> - Continue to collaborate on shared parking partners such as UTA, Ultradent, and other users where feasible with additional development. Consider a future parking study for the station to consider a transition from surface parking to structured parking.	\$\$, South Jordan City, UTA, WFRC, and Private stakeholders				Y	High	City , UTA, Developers	City and UTA reach out and work with partners / stakeholders	City leads facilitation	Implementation
14	Policy	<b>Establish Activity/Vibrancy</b> - Create, promote and establish activity / vibrancy near and around the station to activate the site with areas of interest and public gathering opportunities by creating reasons to linger and participate in the site rather than only passing through it.	\$, Developers, City			Y		High	City, Developers	City works with property owners to gauge interest discuss options	City Economic Development Department facilitates discussions	Implementation
15	Project/Policy	<b>Mixed-Use Infill Development</b> - Evaluate land use code to remove barriers for higher-density and mixed-use infill and redevelopment on underutilized parcels, focusing on existing industries, such as health, technology, dental, and public administration a more balanced mix of uses with both employment and housing opportunities near transit.	\$, Developers, City	Y		Y		Medium	City, Developers	City works to promote sites in conjunction with landowners/developers	Ongoing	Ongoing
16	Project/Policy	<b>Office Infill Development</b> - Encourage expansion of office and hospitality development at key sites including Ultradent Campus, infill locations within the power corridor, and at vacant parcels.	\$, Developers, City, Ultradent			Y		Medium	City, Developers	City works to promote sites in conjunction with landowners/developers	Ongoing	Ongoing
17	Policy	<b>Owner-Occupied Residential Infill Development</b> - Establish incentives for owner-occupied residential development on available parcels with a percentage as attainable units to better balance the station area's jobs-to-housing ratio and support greater buy-in and transit ridership	\$, Developers, City	Y		Y		High	City, Developers	City works to promote sites in conjunction with landowners/developers	Ongoing	Ongoing
18	Project/Policy	<b>Attainable Housing Development</b> - Encourage the development of underutilized or vacant land—particularly west of Jordan Gateway Road—for higher-density, attainable housing to improve long-term affordability and better utilize existing infrastructure.	\$, Developers, City	Y	Y	Y		High	City, Developers	City works to promote sites in conjunction with landowners/developers	Ongoing	Ongoing
19	Project/Policy	<b>Incorporate Environmentally Friendly Design</b> - Incorporate sustainable building practices, green design elements, and Jordan River protection measures into new development to reduce energy consumption and promote environmental preservation of the existing Jordan River Corridor.	\$, Developers, City		Y			Medium	City, Developers	City works with developers and Jordan River Commission	Ongoing	Ongoing
20	Project/Policy	<b>"Community Identity and Sense of Place</b> - Support placemaking improvements on Jordan Gateway consistent with Ultradent's improvements to enhance the public realm. Community-centric street improvements promote placemaking and boost pride in the community, wayfinding signage creates a sense of place within the station area, establishing a themed neighborhood feel."	\$, Developers, City			Y		High	City, Developers, Ultradent	City looks for opportunities along Jordan Gateway as infill happens to establish a theme and allocate space to celebrate growing neighborhood ownership	Ongoing support from City	Ongoing support from City



**FIGURE 23: Project Implementation Plan Map**



# VII. APPENDICES

**Appendix A – Survey Questions**

**Appendix B – Survey Results**

**Appendix C – Previous Plans and Studies**

**Appendix D – Property Ownership**

**Appendix E – Jordan River Best Practices Resources**

## | Appendix A – Survey Questions

## A. Survey Questions



### South Jordan FrontRunner Station - Public Involvement Survey

South Jordan City and Utah Transit Authority (UTA) are surveying the public on the use of the UTA South Jordan FrontRunner Station near 10600 South and I-15. We want to hear from you: *What would make you more likely to use the South Jordan FrontRunner Station or other public transit options?*

This survey only takes about 5 minutes to complete.

shawn.seager@wcg.us [Switch account](#)

Not shared

\* Indicates required question



1) How often do you ride FrontRunner to or from South Jordan? Choose *one*. \*

- ☐ A) Daily
- ☐ B) A couple of times a week
- ☐ C) Once a week
- ☐ D) Less than four times a month
- ☐ E) Rarely
- ☐ F) Never

2) What is currently preventing you from riding public transportation more frequently? Choose *any that apply*. \*

- ☐ A) Driving my own car
- ☐ B) Service hours don't match my schedule
- ☐ C) Trains/buses don't come often enough
- ☐ D) I already use it frequently
- ☐ Other: \_\_\_\_\_

3) What purpose do you use the South Jordan FrontRunner Station for? \*  
Choose *any that apply*.

- ☐ A) Travel to work
- ☐ B) Travel to school
- ☐ C) Travel to my home
- ☐ D) Leisure/social (e.g., fun, shopping, dining)
- ☐ E) Travel for recreation (e.g. Jordan River Trail)
- ☐ F) General errands or appointments (e.g., medical visit, grocery shopping)
- ☐ G) N/A
- ☐ Other: \_\_\_\_\_

4) What do you like best about riding FrontRunner to or from South Jordan? Choose *up to three*. \*

- ☐ A) Avoid vehicle congestion during commuting hours
- ☐ B) I don't own a personal vehicle and rely on transit service
- ☐ C) Improve air quality
- ☐ D) Economic benefits - reducing my travel costs
- ☐ E) Proximity to Jordan River Trail
- ☐ F) Proximity to Shopping at South Towne Mall
- ☐ G) Proximity to my office
- ☐ H) Proximity to my home
- ☐ I) Environmental benefit
- ☐ J) N/A
- ☐ Other: \_\_\_\_\_

5) What would encourage you to ride FrontRunner / Transit more? Pick *your top 5*. \*

- ☐ A) Increase transit frequency (more buses and/or trains per hour)
- ☐ B) Add later evening service or earlier morning service
- ☐ C) Make transit routes faster / shorter travel time between destinations
- ☐ D) Add more weekend service, including Sunday service
- ☐ E) Additional amenities and services at the station - restrooms, concessions, lockers etc.
- ☐ F) Provide more connections between regional transit services
- ☐ G) Connection to Jordan River Trail
- ☐ H) Connection to South Towne Mall
- ☐ I) Improved Safety / Security
- ☐ J) Employer reimbursement program

6) What other means of transportation do you use to get to the station? \*  
Choose *any that apply*.

- ☐ A) Driving
- ☐ B) Walking
- ☐ C) Biking
- ☐ D) Scooter, skateboard, or other personal wheeled device
- ☐ E) Rideshare - Uber, Lyft
- ☐ F) Bus
- ☐ G) UTA On Demand
- ☐ H) N/A
- ☐ Other: \_\_\_\_\_

7) Please select the improvements you think would be most beneficial:

- ☐ A) Expanded employment opportunities
- ☐ B) Additional parking
- ☐ C) Potential pedestrian bridge over the freeway
- ☐ D) Increased residential homeownership opportunities
- ☐ E) Increased transit connections to South Towne and TRAX
- ☐ F) Increased Jordan Parkway crossing safety and bike lanes
- ☐ G) Increased open space and public recreation opportunities
- ☐ H) Pop up food truck plaza
- ☐ I) Increased access to Jordan River, bird refuge, passive recreation opportunities
- ☐ J) Connect the Jordan River Parkway Trail to the FrontRunner Station
- ☐ K) Increased directional and wayfinding signage
- ☐ L) Increased shade with trees or canopies

8) What other ideas do you have for this area and where?

Your answer

Submit

Page 1 of 1

Clear form

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## | Appendix B – Survey Results

Timestamp	1) How often do you ride FrontRunner?	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial.	8) What other ideas do you have for this area and where?
3/25/2025 12:56:59	F) Never	F) Trains/buses don't come often enough	Na	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	A) Driving, C) Biking	4 - Increased residential ownership opportunities, 5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 7 - Increase open space and public recreation opportunities, 9 - increase access to Jordan River, bird refuge, passive recreation opportunities, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/25/2025 12:57:11	D) Less than four times a month	G) I already use it frequently	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	B) I don't own a personal vehicle and rely on transit service, Don't feel like I'm going out of my way like Murray Station	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	C) Biking	1 - Expanded employment opportunities, 5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station, 12 - Increase shade with trees or canopies	A fast bus down 114th South or South Jordan Parkway would make me way more likely to use this station vs Murray.
3/25/2025 12:58:01	E) Rarely	F) Trains/buses don't come often enough, Station too far from my work	A) Travel to work	A) Avoid vehicle congestion during commuting hours, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), F) Provide more connections between regional transit services, G) Connection to Jordan River Trail, J) Discounted fee program / employer incentives	A) Driving, B) Walking	6 - Increase Jordan Parkway crossing safety and bike lanes, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station, 11 - Increase directional and wayfinding signage	More transportation connections to west side of South Jordan
3/25/2025 13:13:57	F) Never	F) Trains/buses don't come often enough	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	N/A - I don't ride it	C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving	1 - Expanded employment opportunities, 4 - Increased residential ownership opportunities, 5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 7 - Increase open space and public recreation opportunities, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station, 12 - Increase shade with trees or canopies	We need bus routes in South Jordan that connect to FrontRunner. We can't go anywhere in South Jordan via the bus so the FrontRunner and TRAX stations are underutilized.
3/25/2025 13:15:02	F) Never	D) Driving my own car	A) Travel to work	D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, I) Improved Safety / Security, J) Discounted fee program / employer incentives	A) Driving	1 - Expanded employment opportunities, 3 - Potential pedestrian bridge over the freeway, 5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 11 - Increase directional and wayfinding signage, 12 - Increase shade with trees or canopies	
3/25/2025 13:15:57	D) Less than four times a month	G) I already use it frequently	D) Leisure/social (e.g., fun, shopping, dining), F) General errands or appointments (e.g., medical visit, grocery shopping), I use the busses more often than FrontRunner	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., J) Discounted fee program / employer incentives	F) Bus	5 - Increase transit connections to South Towne and TRAX, 7 - Increase open space and public recreation opportunities, 8 - Pop up food truck plaza, 11 - Increase directional and wayfinding signage	
3/25/2025 13:19:03	E) Rarely	F) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs	C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving	2 - Additional parking, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities	
3/25/2025 13:20:07	E) Rarely	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint, D) Economic benefits - reducing my travel costs	D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, G) Connection to Jordan River Trail, I) Improved Safety / Security, J) Discounted fee program / employer incentives	A) Driving, B) Walking, C) Biking	3 - Potential pedestrian bridge over the freeway, 6 - Increase Jordan Parkway crossing safety and bike lanes, 7 - Increase open space and public recreation opportunities, 8 - Pop up food truck plaza, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station, 12 - Increase shade with trees or canopies	
3/25/2025 13:21:25	D) Less than four times a month	D) Driving my own car, G) I already use it frequently	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), Travel downtown/avoiding parking and congestion	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint, D) Economic benefits - reducing my travel costs	B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, J) Discounted fee program / employer incentives	A) Driving	4 - Increased residential ownership opportunities, 5 - Increase transit connections to South Towne and TRAX	
3/25/2025 13:24:34	E) Rarely	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	C) Make transit routes faster / shorter travel time between destinations, H) Connection to South Towne Mall	A) Driving, B) Walking	5 - Increase transit connections to South Towne and TRAX, 8 - Pop up food truck plaza, 12 - Increase shade with trees or canopies	
3/25/2025 13:25:05	D) Less than four times a month	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	D) Add more weekend service, including Sunday service	A) Driving, B) Walking	6 - Increase Jordan Parkway crossing safety and bike lanes, 8 - Pop up food truck plaza, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities, 12 - Increase shade with trees or canopies	
3/25/2025 13:25:45	E) Rarely	D) Driving my own car, E) Service hours don't match my schedule, F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services, J) Discounted fee program / employer incentives	A) Driving, B) Walking, C) Biking, D) Scooter, skateboard, or other personal wheeled device	3 - Potential pedestrian bridge over the freeway, 6 - Increase Jordan Parkway crossing safety and bike lanes, 7 - Increase open space and public recreation opportunities, 12 - Increase shade with trees or canopies	
3/25/2025 13:40:53	E) Rarely	E) Service hours don't match my schedule, F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	E) Rideshare - Uber, Lyft, UTA On Demand	2 - Additional parking, 3 - Potential pedestrian bridge over the freeway, 5 - Increase transit connections to South Towne and TRAX, 8 - Pop up food truck plaza, 12 - Increase shade with trees or canopies	
3/25/2025 13:41:33	E) Rarely	D) Driving my own car	E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours	D) Add more weekend service, including Sunday service	A) Driving	2 - Additional parking, 3 - Potential pedestrian bridge over the freeway, 5 - Increase transit connections to South Towne and TRAX, 11 - Increase directional and wayfinding signage	

Timestamp	1) How often do you ride FrontRunner?	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial.	8) What other ideas do you have for this area and where?
3/25/2025 13:41:37	E) Rarely	I'd like to go to the airport from Daybreak on a direct line.	D) Leisure/social (e.g., fun, shopping, dining), Airport	C) Improve air quality / environmental benefit - reducing my carbon footprint, H) Proximity to my home	C) Make transit routes faster / shorter travel time between destinations	A) Driving, B) Walking	4 - Increased residential ownership opportunities, 5 - Increase transit connections to South Towne and TRAX, 7 - Increase open space and public recreation opportunities, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station, 12 - Increase shade with trees or canopies	Please enhance the tools for planning trips. I always use public transportation in foreign cities, places where I don't even speak their language, but each time I consult the TRAKS/UTA site, I'm disappointed by the confusion.
3/25/2025 13:47:36	E) Rarely	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint	C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving	5 - Increase transit connections to South Towne and TRAX, 8 - Pop up food truck plaza, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station, 11 - Increase directional and wayfinding signage	
3/25/2025 13:49:33	E) Rarely	F) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving	5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 12 - Increase shade with trees or canopies	
3/25/2025 13:54:59	E) Rarely	D) Driving my own car	I try to ride it when going downtown, but my assignments often end around 9:00 to 10:00. Late evening service is not good.	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service	A) Driving		The announced double-tracking and more frequent service will be a blessing.
3/25/2025 13:57:23	F) Never	D) Driving my own car, locations	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint, D) Economic benefits - reducing my travel costs	C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, G) Connection to Jordan River Trail, J) Discounted fee program / employer incentives	A) Driving, B) Walking, E) Rideshare - Uber, Lyft, UTA On Demand	3 - Potential pedestrian bridge over the freeway, 6 - Increase Jordan Parkway crossing safety and bike lanes, 7 - Increase open space and public recreation opportunities, 8 - Pop up food truck plaza, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/25/2025 13:59:00	F) Never	I work by the station but I leave West of here, so can't use FrontRunner. I used to use it a lot before moving	don't use	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), G) Connection to Jordan River Trail, H) Connection to South Towne Mall, J) Discounted fee program / employer incentives	A) Driving	5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 12 - Increase shade with trees or canopies	This has nothing to do with FrontRunner but with buses: it would be nice to have an Express bus from way West in Daybreak to the FrontRunner station. Just a thought...
3/25/2025 14:00:49	E) Rarely	F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	Jazz games	J) Discounted fee program / employer incentives	A) Driving	2 - Additional parking	Security patrols
3/25/2025 14:09:06	E) Rarely	G) I already use it frequently.	D) Leisure/social (e.g., fun, shopping, dining)	D) Economic benefits - reducing my travel costs	B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, H) Connection to South Towne Mall, I) Improved Safety / Security	A) Driving, B) Walking	5 - Increase transit connections to South Towne and TRAX, 7 - Increase open space and public recreation opportunities, 8 - Pop up food truck plaza, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities	
3/25/2025 14:11:16	E) Rarely	Work from home; us when heading downtown	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint, I) Its fun!	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving, C) Biking	1 - Expanded employment opportunities, 3 - Potential pedestrian bridge over the freeway, 5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station	Cover the station (protect from weather), Clearer signage for parking and getting to the station.
3/25/2025 14:15:23	E) Rarely	Train trips take too long. Trains should be faster/similar to driving time.	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving, C) Biking, E) Rideshare - Uber, Lyft, UTA On Demand	3 - Potential pedestrian bridge over the freeway, 4 - Increased residential ownership opportunities, 6 - Increase Jordan Parkway crossing safety and bike lanes, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station	Have trains stop at every third location. Have first train stop at station 1, 4, 7, 10, etc. Have second train stop at 2, 5, 8, 11, etc. This will decrease stops and increase speed of service.
3/25/2025 14:24:40	F) Never	D) Driving my own car, E) Service hours don't match my schedule, F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), F) General errands or appointments (e.g., medical visit, grocery shopping)	C) Improve air quality / environmental benefit - reducing my carbon footprint	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., I) Improved Safety / Security	A) Driving, B) Walking, C) Biking, D) Scooter, skateboard, or other personal wheeled device, E) Rideshare - Uber, Lyft, UTA On Demand	1 - Expanded employment opportunities, 2 - Additional parking, 3 - Potential pedestrian bridge over the freeway, 4 - Increased residential ownership opportunities, 5 - Increase transit connections to South Towne and TRAX, 7 - Increase open space and public recreation opportunities, 11 - Increase directional and wayfinding signage, 12 - Increase shade with trees or canopies	
3/25/2025 14:27:21	E) Rarely	F) Trains/buses don't come often enough	B) Travel to school	B) I don't own a personal vehicle and rely on transit service, C) Improve air quality / environmental benefit - reducing my carbon footprint, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., I) Improved Safety / Security, J) Discounted fee program / employer incentives	A) Driving	3 - Potential pedestrian bridge over the freeway, 5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 8 - Pop up food truck plaza	
3/25/2025 14:30:07	F) Never	D) Driving my own car, Late to work when I have ridden in the past	A) Travel to work, Visit downtown SLC	Nothing	C) Make transit routes faster / shorter travel time between destinations, J) Discounted fee program / employer incentives	A) Driving	12 - Increase shade with trees or canopies	Less costly uta travel and more on time trains
3/25/2025 14:39:45	E) Rarely	D) Driving my own car	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service	A) Driving	2 - Additional parking, 8 - Pop up food truck plaza	
3/25/2025 14:48:40	E) Rarely	E) Service hours don't match my schedule	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service	A) Driving	2 - Additional parking, 3 - Potential pedestrian bridge over the freeway, 5 - Increase transit connections to South Towne and TRAX, 12 - Increase shade with trees or canopies	
3/25/2025 14:53:04	F) Never	I live on the west side of Mountain View Corridor, so I ride the Red Line to Murray Central, and catch Front Runner from there. The lack of bus service in western South Jordan is a problem	I wish that I could use it, but I would use to to ride Front Runner to work. Too bad there are no buses where I live	I can't use it, it is too far. No buses to western South Jordan. Of course if there were, it might be quicker to ride the Red Line	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving, E) Rideshare - Uber, Lyft, UTA On Demand, Red Line (Daybreak station), Front Runner (Murray Central Station)	5 - Increase transit connections to South Towne and TRAX	Sorry, I really don't have any. South Jorday City is to big to feel connected. It is like everything West of Bangenter Highway is an afterthought. It might as well be its own city



Timestamp	1) How often do you ride FrontRunner?	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial.	8) What other ideas do you have for this area and where?
3/25/2025 15:01:40	D) Less than four times a month	E) Service hours don't match my schedule	A) Travel to work	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving	5 - Increase transit connections to South Towne and TRAX	
3/25/2025 15:05:04	C) Once a week	They do not go where I need to travel. Doctors, shopping (grocery).	B) Travel to school	A) Avoid vehicle congestion during commuting hours	F) Provide more connections between regional transit services	A) Driving	2 - Additional parking, 3 - Potential pedestrian bridge over the freeway, 12 - Increase shade with trees or canopies	
3/25/2025 15:14:01	E) Rarely	I do not work. But I would like the choice.	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving	2 - Additional parking, 3 - Potential pedestrian bridge over the freeway, 5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 7 - Increase open space and public recreation opportunities, 11 - Increase directional and wayfinding signage, 12 - Increase shade with trees or canopies	
3/25/2025 15:20:31	B) A couple of times a week	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g., Jordan River Trail), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, F) Proximity to Shopping at South Towne Mall	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving, F) Bus	5 - Increase transit connections to South Towne and TRAX, 6 - Increase Jordan Parkway crossing safety and bike lanes, 7 - Increase open space and public recreation opportunities, 8 - Pop up food truck plaza, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station, 12 - Increase shade with trees or canopies	
3/25/2025 15:31:43	B) A couple of times a week	G) I already use it frequently	F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour)	A) Driving	7 - Increase open space and public recreation opportunities	
3/25/2025 15:32:06	F) Never	F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint	C) Make transit routes faster / shorter travel time between destinations	A) Driving		
3/25/2025 15:43:01	D) Less than four times a month	D) Driving my own car, E) Service hours don't match my schedule	D) Leisure/social (e.g., fun, shopping, dining), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality / environmental benefit - reducing my carbon footprint, H) Proximity to my home	F) Provide more connections between regional transit services, I) Improved Safety / Security	B) Walking, C) Biking, E) Rideshare - Uber, Lyft, UTA On Demand	3 - Potential pedestrian bridge over the freeway, 5 - Increase transit connections to South Towne and TRAX, 8 - Pop up food truck plaza, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/25/2025 15:52:42	F) Never	D) Driving my own car	G) N/A	A) Avoid vehicle congestion during commuting hours, C) Improve air quality	C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	8 - Pop up food truck plaza, 9 - Increase access to Jordan River, bird refuge, passive recreation opportunities, 10 - Connect the Jordan River Parkway Trail to the FrontRunner Station, 12 - Increase shade with trees or canopies	
3/25/2025 15:54:55	F) Never	G) I already use it frequently	G) N/A	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), G) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	N/A	5 - Increase transit connections to South Towne and TRAX	
3/25/2025 16:20:30	F) Never	D) Driving my own car	G) N/A	A) Avoid vehicle congestion during commuting hours, C) Improve air quality	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes	
3/25/2025 16:20:52	F) Never	D) Driving my own car	G) N/A	I don't use public transportation	B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations	H) N/A		
3/25/2025 16:21:18	A) Daily	E) Service hours don't match my schedule, F) Trains/buses don't come often enough, G) I already use it frequently	A) Travel to work, C) Travel to my home	B) I don't own a personal vehicle and rely on transit service, G) Proximity to my office, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	B) Walking, F) Bus	E) Increased transit connections to South Towne and TRAX	
3/25/2025 16:24:33	D) Less than four times a month	G) I already use it frequently	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g., Jordan River Trail), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, So I don't have to pay for parking	B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, I) Improved Safety / Security	A) Driving, E) Rideshare - Uber, Lyft	E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities	nothing comes to mind
3/25/2025 16:34:52	F) Never	safety/security	G) N/A	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, H) Proximity to my home	C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services, I) Improved Safety / Security	H) N/A	D) Increased residential homeownership opportunities, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, L) Increased shade with trees or canopies	Finish new senior center
3/25/2025 16:35:38	E) Rarely	F) Trains/buses don't come often enough	A) Travel to work, F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc., G) Connection to Jordan River Trail	A) Driving	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, J) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/25/2025 16:39:28	E) Rarely	D) Driving my own car, F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	D) Add more weekend service, including Sunday service	A) Driving	L) Increased shade with trees or canopies	
3/25/2025 16:45:32	F) Never	F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g., Jordan River Trail), F) General errands or appointments (e.g., medical visit, grocery shopping)	E) Proximity to Jordan River Trail, F) Proximity to Shopping at South Towne Mall, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services, G) Connection to Jordan River Trail, H) Connection to South Towne Mall	B) Walking, C) Biking	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	

Timestamp	1) How often do you ride FrontRunner?	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
3/25/2025 16:46:08	E) Rarely	D) Driving my own car, F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs	D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/25/2025 16:52:54	E) Rarely	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, Someone else does the driving	D) Add more weekend service, including Sunday service	A) Driving	F) Increased Jordan Parkway crossing safety and bike lanes	Please add Sunday routes to FrontRunner
3/25/2025 16:59:43	B) A couple of times a week	Cleanliness/The Type of People sometimes on	A) Travel to work, B) Travel to school, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, I) Improved Safety / Security, J) Employer reimbursement program	A) Driving	G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
3/25/2025 17:06:41	E) Rarely	D) Driving my own car, I work from home and do not use public transit often	E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours	F) Provide more connections between regional transit services	A) Driving	G) Increased open space and public recreation opportunities, K) Increased directional and wayfinding signage	
3/25/2025 18:52:13	F) Never	My work commute is on the west side only.	G) N/A	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, G) Connection to Jordan River Trail, H) Connection to South Towne Mall	A) Driving	B) Additional parking, C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	The east/west commute is the worst for where we live. We rarely take tax downtown on the weekends. But there are no worthwhile UTA connections going east/west.
3/25/2025 19:16:27	D) Less than four times a month	D) Driving my own car	Visiting family	D) Economic benefits - reducing my travel costs	E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, E) Rideshare - Uber, Lyft	E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	More offices or residential nearby
3/25/2025 19:18:13	E) Rarely	E) Service hours don't match my schedule, F) Trains/buses don't come often enough	A) Travel to work, B) Travel to school, D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving	A) Expanded employment opportunities, E) Increased transit connections to South Towne and TRAX, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/25/2025 19:40:10	E) Rarely	D) Driving my own car, E) Service hours don't match my schedule, F) Trains/buses don't come often enough	G) N/A	A) Avoid vehicle congestion during commuting hours, I) Environmental benefit	E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	H) Pop up food truck plaza, K) Increased directional and wayfinding signage	
3/25/2025 19:57:27	E) Rarely	D) Driving my own car, E) Service hours don't match my schedule, F) Trains/buses don't come often enough, No parking at station	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving, E) Rideshare - Uber, Lyft	B) Additional parking, E) Increased transit connections to South Towne and TRAX	
3/25/2025 20:03:20	F) Never	D) Driving my own car, F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	A) Driving	B) Additional parking, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes	
3/25/2025 21:16:46	E) Rarely	G) I already use it frequently	E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	B) Walking, C) Biking, F) Bus, G) UTA On Demand	E) Increased transit connections to South Towne and TRAX	When I take the Front-runner, I take Trax to the Murray Central station. I would love to have a bus option that goes all along the South Jordan Pkwy. If that existed, I would probably use the South Jordan station more often.
3/25/2025 22:22:47	F) Never	D) Driving my own car	G) N/A	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving, B) Walking	B) Additional parking	Express trains from Daybreak to downtown Would definitely increase ridership
3/25/2025 22:30:19	E) Rarely	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations	A) Driving		
3/25/2025 22:49:27	E) Rarely	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) I ride it downtown so I don't have to find parking.	A) Increase transit frequency (more buses and/or trains per hour), F) Provide more connections between regional transit services	A) Driving	B) Additional parking, C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, F) Increased Jordan Parkway crossing safety and bike lanes	
3/25/2025 22:50:02	E) Rarely	D) Driving my own car, E) Service hours don't match my schedule, No service on Sundays	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, Safer than driving in bad weather	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving	B) Additional parking, E) Increased transit connections to South Towne and TRAX, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
3/26/2025 0:44:14	E) Rarely	F) Trains/buses don't come often enough, Connecting trains don't go close enough to where we are going	D) Leisure/social (e.g., fun, shopping, dining)	Avoid congestion and parking downtown for sports games or shows	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving, Tracks	E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	We really enjoy taking public transit when we visit other cities because it is convenient. Public transit in Utah is very inconvenient because it takes way longer and connections don't go through to the right places at the right times. Just figuring out a way to make public transit feel like it's not an afterthought in city planning and have it planned around the city better.
3/26/2025 0:53:34	F) Never	D) Driving my own car	G) N/A	I don't currently use it.	I) Improved Safety / Security	A) Driving		
3/26/2025 4:22:29	D) Less than four times a month	D) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., G) Connection to Jordan River Trail, I) Improved Safety / Security	A) Driving	B) Additional parking, G) Increased open space and public recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	

Timestamp	1) How often do you ride FrontRunner?	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
3/26/2025 6:04:16	E) Rarely	F) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving	E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	More bus routes Daybreak to front runner
3/26/2025 6:30:17	F) Never	I don't know how to use it.	G) N/A	I don't use it.	A) Increase transit frequency (more buses and/or trains per hour), I) Improved Safety / Security	A) Driving	B) Additional parking, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, L) Increased shade with trees or canopies	
3/26/2025 7:30:03	E) Rarely	Buses don't go where I want to go	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	F) Provide more connections between regional transit services	A) Driving	B) Additional parking, C) Potential pedestrian bridge over the freeway	How about a bus that passes in front of the Jordan River temple
3/26/2025 8:33:45	E) Rarely	F) Trains/buses don't come often enough	G) N/A	A) Avoid vehicle congestion during commuting hours, C) Improve air quality	C) Make transit routes faster / shorter travel time between destinations	A) Driving	E) Increased transit connections to South Towne and TRAX	
3/26/2025 13:01:49	F) Never	A) Driving my own car	G) N/A	J) N/A	G) Connection to Jordan River Trail	H) N/A	J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/26/2025 13:57:42	E) Rarely	B) Service hours don't match my schedule	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	L) Increased shade with trees or canopies	make sure the surrounding roadways and infrastructure can handle the additional congestion
3/26/2025 15:56:07	E) Rarely	A) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	J) N/A	B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX	
3/26/2025 16:21:41	E) Rarely	Schedules are confusing	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	C) Make transit routes faster / shorter travel time between destinations	A) Driving	K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
3/26/2025 16:30:04	D) Less than four times a month	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), Access to transportation to ski resorts	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving, E) Rideshare - Uber, Lyft	B) Additional parking, G) Increased open space and public recreation opportunities	
3/26/2025 17:32:32	D) Less than four times a month	C) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., G) Connection to Jordan River Trail, H) Connection to South Towne Mall	A) Driving, B) Walking, D) Scooter, skateboard, or other personal wheeled device	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
3/26/2025 18:36:54	F) Never	B) Service hours don't match my schedule, I have to drive my car to the station and from my final destination so it is not convenient.	G) N/A	J) N/A	D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage	
3/26/2025 21:07:17	E) Rarely	There's no way for me to get to the station from my house besides driving a car which is not convenient when my husband and I want to go out for drinks	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	F) Provide more connections between regional transit services	A) Driving	E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes	
3/27/2025 9:29:03	E) Rarely	A) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	fun / adventure of rail	C) Make transit routes faster / shorter travel time between destinations, H) Connection to South Towne Mall	A) Driving	B) Additional parking, C) Potential pedestrian bridge over the freeway	
3/27/2025 12:38:58	E) Rarely	A) Driving my own car, cost	A) Travel to work	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., G) Connection to Jordan River Trail	E) Rideshare - Uber, Lyft	A) Expanded employment opportunities, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	Good Work! We love SoJo and UTA
3/27/2025 13:58:24	B) A couple of times a week	D) I already use it frequently, Unsafe to access the station - discourages me from accessing the station by bike	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, Do my part to reduce traffic congestion	A) Increase transit frequency (more buses and/or trains per hour), F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	A) Driving, C) Biking	D) Increased residential homeownership opportunities, F) Increased Jordan Parkway crossing safety and bike lanes, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	Create a community with a greater mix of uses, gathering spaces, businesses, and more housing and housing types in the area. Currently it mostly feels like an office park surrounded by parking lots.
3/27/2025 15:53:18	F) Never	don't want to drive to station because I live in Daybreak- night as well use own car	G) N/A	J) N/A	F) Provide more connections between regional transit services, H) Connection to South Towne Mall	H) N/A		Access to and from the station without a car would be huge to improve on. There aren't good east-west transit options, you take your life in your hands biking up SoJo Parkway, and if you drive then you are stuck in traffic and add to the traffic problem. We instead need convenient and safe ways to travel without a car that encourage people to be a part of the traffic solution. More widening of vehicle lanes on SoJo Parkway won't solve the traffic problem, it ultimately compounds it.
3/27/2025 20:09:45	E) Rarely	A) Driving my own car, C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, C) Improve air quality	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving, B) Walking	E) Increased transit connections to South Towne and TRAX	
3/28/2025 8:14:13	E) Rarely	D) I already use it frequently	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving, B) Walking	F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, L) Increased shade with trees or canopies	



Timestamp	1) How often do you ride FrontRunner?	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
3/28/2025 9:54:23	F) Never	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	E) Travel for recreation (e.g. Jordan River Trail)	C) Improve air quality, D) Economic benefits - reducing my travel costs, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, G) Connection to Jordan River Trail	H) N/A	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities	Connectivity is everything. If the station is standalone and you have to have a car to access any other amenities, it's next to useless. Add pedestrian crossings, bike travel, and buses that run regularly to nearby destinations and suddenly you've got a thriving transportation corridor that people are excited to visit. Thanks!
3/28/2025 11:40:29	E) Rarely	A) Driving my own car, C) Trains/buses don't come often enough	C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving	C) Potential pedestrian bridge over the freeway, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/28/2025 11:43:08	E) Rarely	A) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	take visitors, guests and grandchildren to various places	D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, G) Connection to Jordan River Trail, H) Connection to South Towne Mall	A) Driving	E) Increased transit connections to South Towne and TRAX, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/28/2025 13:14:03	B) A couple of times a week	A) Driving my own car, C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving	D) Increased residential homeownership opportunities, G) Increased open space and public recreation opportunities	
3/28/2025 13:14:16	A) Daily	D) I already use it frequently	A) Travel to work, E) Travel for recreation (e.g. Jordan River Trail)	B) I don't own a personal vehicle and rely on transit service, F) Proximity to Shopping at South Towne Mall, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, H) Connection to South Towne Mall	A) Driving, C) Biking	E) Increased transit connections to South Towne and TRAX	I heard about a pedestrian bridge over the highway to facilitate access to the hockey arena. That would be amazing!
3/28/2025 13:14:31	B) A couple of times a week	station not close to my home.	A) Travel to work	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations	A) Driving	B) Additional parking	UTA Fronrunner riders take up our work parking stalls. There needs to be more UTA parking at this particular station
3/28/2025 13:14:33	B) A couple of times a week	I can work from home and the commute is long even with the FrontRunner. Also, sometimes the FrontRunner has delays which add to my commute.	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	D) Increased residential homeownership opportunities, L) Increased shade with trees or canopies	
3/28/2025 13:14:58	F) Never	A) Driving my own car, The FrontRunner track does not go to Eagle Mountain	G) N/A	J) N/A	F) Provide more connections between regional transit services	A) Driving	D) Increased residential homeownership opportunities	
3/28/2025 13:15:00	B) A couple of times a week	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, H) Connection to South Towne Mall, J) Employer reimbursement program	A) Driving, C) Biking	B) Additional parking, C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, H) Pop up food truck plaza	Front Runner is constantly late/not on time. We need consistent train schedule AND a clear communication platform for when the train is delayed, etc. There is no good updates for it. A UTA app allowing people to follow updates and purchase/tap on/off in app would be great.
3/28/2025 13:15:16	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	E) Additional amenities and services at the station - restrooms, concessions, lockers etc., G) Connection to Jordan River Trail, H) Connection to South Towne Mall	A) Driving, B) Walking	A) Expanded employment opportunities, B) Additional parking, C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, F) Increased Jordan Parkway crossing safety and bike lanes, L) Increased shade with trees or canopies	
3/28/2025 13:15:31	B) A couple of times a week	I only go into work twice a week	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	C) Potential pedestrian bridge over the freeway, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
3/28/2025 13:15:36	B) A couple of times a week	A) Driving my own car, B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving, B) Walking, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	
3/28/2025 13:16:50	F) Never	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	G) N/A	J) N/A	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving	B) Additional parking, E) Increased transit connections to South Towne and TRAX, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	Expanding the network with more station locations and improving efficiency would make a big difference.
3/28/2025 13:18:05	C) Once a week	B) Service hours don't match my schedule, C) Trains/buses don't come often enough, Lack of public transit going east/west	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving, B) Walking	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	I'd love to use public transportation, but the current system is too inconvenient. I live in Pleasant Grove and commute to South Jordan twice a week. To take public transport, I first have to drive to the AF station, which adds up to a 40-minute commute. In comparison, driving myself takes only 30 minutes, even with traffic.
3/28/2025 13:18:22	E) Rarely	A) Driving my own car	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	C) Make transit routes faster / shorter travel time between destinations	A) Driving	D) Increased residential homeownership opportunities	
3/28/2025 13:19:10	B) A couple of times a week	A) Driving my own car, Wish it was faster and didn't have as many stops and slow points between Farmington and South Jordan	A) Travel to work	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	C) Make transit routes faster / shorter travel time between destinations	A) Driving, B) Walking	H) Pop up food truck plaza, L) Increased shade with trees or canopies	LOVE this stop, super convenient. Just wish it didn't take so long to get there from Farmington, wish there was an express option, then I'd ride it ALL the time.
3/28/2025 13:20:15	B) A couple of times a week	A) Driving my own car	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving, C) Biking	C) Potential pedestrian bridge over the freeway	

Timestamp	1) How often do you ride FrontRunner?	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 3.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial.	8) What other ideas do you have for this area and where?
3/28/2025 13:20:26	D) Less than four times a month	The FrontRunner trains are outdated and have terrible wi-fi. Air conditioning sometimes doesn't work well in the summer.	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving, C) Biking	L) Increased shade with trees or canopies	
3/28/2025 13:20:41	B) A couple of times a week	A) Driving my own car	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., H) Connection to South Towne Mall	A) Driving	B) Additional parking, C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza	
3/28/2025 13:22:40	E) Rarely	A) Driving my own car	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), F) Provide more connections between regional transit services	A) Driving	G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	
3/28/2025 13:23:18	A) Daily	C) Trains/buses don't come often enough, D) I already use it frequently	A) Travel to work, E) Travel for recreation (e.g. Jordan River Trail)	B) I don't own a personal vehicle and rely on transit service, C) Improve air quality, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, H) Connection to South Towne Mall	A) Driving, C) Biking	C) Potential pedestrian bridge over the freeway	
3/28/2025 13:23:50	B) A couple of times a week	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	C) Make transit routes faster / shorter travel time between destinations, J) Employer reimbursement program	B) Walking	C) Potential pedestrian bridge over the freeway	
3/28/2025 13:24:07	E) Rarely	C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations	A) Driving, B) Walking	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, L) Increased shade with trees or canopies	
3/28/2025 13:24:14	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving, B) Walking	E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, L) Increased shade with trees or canopies	
3/28/2025 13:24:41	D) Less than four times a month	A) Driving my own car	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	B) Walking, C) Biking, G) UTA On Demand	B) Additional parking, F) Increased Jordan Parkway crossing safety and bike lanes	
3/28/2025 13:25:16	E) Rarely	Station is too far from house	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	F) Provide more connections between regional transit services	A) Driving		It's a great station - I'd use it every day if there were a Spanish Fork frontrunner station
3/28/2025 13:25:18	D) Less than four times a month	Vineyard station has zero parking from apartments parking there and just limited parking in general	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour)	A) Driving	B) Additional parking	
3/28/2025 13:25:25	C) Once a week	B) Service hours don't match my schedule	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), G) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving	B) Additional parking	
3/28/2025 13:25:28	E) Rarely	It's expensive	A) Travel to work	D) Economic benefits - reducing my travel costs, Able to do other things while commuting	C) Make transit routes faster / shorter travel time between destinations, I) Improved Safety / Security	A) Driving	D) Increased residential homeownership opportunities	
3/28/2025 13:25:44	E) Rarely	C) Trains/buses don't come often enough, There are no buses in the west most area of south Jordan. It would take me a long time to reach the front runner station via public transport	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, E) Rideshare - Uber, Lyft	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, F) Increased Jordan Parkway crossing safety and bike lanes, L) Increased shade with trees or canopies	
3/28/2025 13:27:01	F) Never	A) Driving my own car, B) Service hours don't match my schedule, C) Trains/buses don't come often enough, Route	G) N/A	C) Improve air quality, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving, C) Biking	B) Additional parking, C) Potential pedestrian bridge over the freeway, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	
3/28/2025 13:31:36	D) Less than four times a month	A) Driving my own car, Closest train/bus station takes the same time to get to as driving directly.	A) Travel to work	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	H) Connection to South Towne Mall	A) Driving, C) Biking	C) Potential pedestrian bridge over the freeway	
3/28/2025 13:43:07	B) A couple of times a week	D) I already use it frequently	A) Travel to work	G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving	L) Increased shade with trees or canopies	I wish there was a stop at the SoJo station at 10a. It currently skips a stop that time.
3/28/2025 13:45:32	D) Less than four times a month	its too cold to wait outside in the winter for me	A) Travel to work	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, Proximity to my home, Proximity to my office, Economic benefits - reducing my travel costs	E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving, B) Walking, C) Biking, D) Scooter, skateboard, or other personal wheeled device	L) Increased shade with trees or canopies	i want areas to not be freezing in during the winter lol
3/28/2025 13:45:33	C) Once a week	A) Driving my own car	A) Travel to work, E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, E) Proximity to Jordan River Trail, G) Proximity to my office	G) Connection to Jordan River Trail	A) Driving, C) Biking	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/28/2025 13:46:45	E) Rarely	No close stop by my house in Draper	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	B) Walking	D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX	
3/28/2025 13:52:18	C) Once a week	D) I already use it frequently	A) Travel to work, Airport	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving	B) Additional parking	

Timestamp	1) How often do you ride FrontRunner?	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial.	8) What other ideas do you have for this area and where?
3/28/2025 14:00:17	E) Rarely	A) Driving my own car, Other passengers are tweekin	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, I) Environmental benefit, Economic benefits for the public, not personal	C) Make transit routes faster / shorter travel time between destinations, I) Improved Safety / Security	A) Driving, B) Walking	C) Potential pedestrian bridge over the freeway, G) Increased open space and public recreation opportunities, L) Increased shade with trees or canopies	
3/28/2025 14:00:23	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service	A) Driving, B) Walking	L) Increased shade with trees or canopies	
3/28/2025 14:04:52	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, I) Improved Safety / Security, J) Employer reimbursement program	F) Bus	C) Potential pedestrian bridge over the freeway, H) Pop up food truck plaza	
3/28/2025 14:11:32	B) A couple of times a week	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, Ability to work while commuting	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service	A) Driving	E) Increased transit connections to South Towne and TRAX	Increased reliability (fewer delays).
3/28/2025 14:12:38	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, E) Proximity to Jordan River Trail, G) Proximity to my office	B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, G) Connection to Jordan River Trail	C) Biking	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	
3/28/2025 14:15:44	B) A couple of times a week	C) Trains/buses don't come often enough, D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service	B) Walking	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/28/2025 14:19:02	B) A couple of times a week	D) I already use it frequently	A) Travel to work	D) Economic benefits - reducing my travel costs, G) Proximity to my office, Work during commute	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving		
3/28/2025 14:20:30	B) A couple of times a week	D) I already use it frequently	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	C) Improve air quality, G) Proximity to my office, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	B) Walking, C) Biking, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, I) Increased access to Jordan River, bird refuge, passive recreation opportunities	
3/28/2025 14:22:09	F) Never	C) Trains/buses don't come often enough, Even if they came more frequently, they take indirect routes or make so many stops that the public transit options usually take 3-4 times longer than driving, I just don't have that flexibility in my schedule to devote to transit.	G) N/A	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving, C) Biking, E) Rideshare - Uber, Lyft	E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities	Express train from Provo to Ogden, with limited stops (eg Lehi, SLC) to make it a legitimately faster way to travel. Right now it's just not faster unless where you live and where you're going are very close to the train line.
3/28/2025 14:29:37	F) Never	A) Driving my own car, B) Service hours don't match my schedule	B) Travel to school, D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, E) Proximity to Jordan River Trail	G) Connection to Jordan River Trail, I) Improved Safety / Security	A) Driving, B) Walking, D) Scooter, skateboard, or other personal wheeled device	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities	
3/28/2025 14:43:43	E) Rarely	Carpooling with someone who doesn't work near a station, so he has to drive anyways	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving		
3/28/2025 14:45:41	F) Never	A) Driving my own car	G) N/A	J) N/A	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving	D) Increased residential homeownership opportunities, F) Increased Jordan Parkway crossing safety and bike lanes, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/28/2025 14:47:41	B) A couple of times a week	D) I already use it frequently	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	B) Walking, C) Biking	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, I) Increased access to Jordan River, bird refuge, passive recreation opportunities	
3/28/2025 14:52:53	B) A couple of times a week	D) I already use it frequently	A) Travel to work	B) I don't own a personal vehicle and rely on transit service, G) Proximity to my office, I) Environmental benefit	D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., H) Connection to South Towne Mall	A) Driving, C) Biking, D) Scooter, skateboard, or other personal wheeled device	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/28/2025 15:06:32	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving		
3/28/2025 15:40:52	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services, H) Connection to South Towne Mall	E) Rideshare - Uber, Lyft	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza	
3/28/2025 16:08:26	E) Rarely	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	The main thing I need is more direct/often bus service from Redwood Road to the station



Timestamp	1) How often do you ride FrontRunner?	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial.	8) What other ideas do you have for this area and where?
3/28/2025 16:13:34	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour)	A) Driving		
3/28/2025 17:01:02	F) Never	A) Driving my own car, C) Trains/buses don't come often enough. There's a bus stop right by my house that could take me from Keams to the Murray station to go to SoJo for work but the commute is 1 hour during normal hours and sometimes up to an hour and half during peak times. My commute is typically 25-40 minutes regardless of traffic.	A) Travel to work	C) Improve air quality, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving, E) Rideshare - Uber, Lyft	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza	I work in the buildings that share parking with SoJo station and the ability to more easily and quickly get to and from work along with more options for food/recreation that I could take advantage of immediately before/during/immediately after work are the biggest draws for me. The more flexibility and optionality I have there, the more likely I am to use it. My employer offers a fully comped transit pass but my commute is 2-3x just driving. If it could be closer to 1-1.5x (or perhaps even as much as 2x but it was consistent and reliable) then I'd have to consider it.
3/28/2025 18:17:47	F) Never	C) Trains/buses don't come often enough	F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving		
3/29/2025 3:14:58	C) Once a week	C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service	C) Biking	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX	
3/29/2025 10:02:07	E) Rarely	The time difference between driving and public transit is not doable with my schedule - it's too time consuming for me to make it work.	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, E) Proximity to Jordan River Trail	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, G) Connection to Jordan River Trail, J) Employer reimbursement program	A) Driving, C) Biking, E) Rideshare - Uber, Lyft, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	In general, improving safety and comfort for pedestrians and cyclists through enhancing and adding active transportation infrastructure.
3/29/2025 15:41:57	E) Rarely	A) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	C) Improve air quality, I) Environmental benefit	F) Provide more connections between regional transit services	A) Driving	E) Increased transit connections to South Towne and TRAX	I live pretty far west in Daybreak, so in order to use frontrunner, I would want a TRAX line to meet up at either the Draper station or the South Jordan station. Because going north to Murray just to then go south on the Frontrunner wastes a lot of time.
3/29/2025 20:01:12	E) Rarely	No stations near house - driving to station or multiple transfers make it really inconvenient	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	H) N/A	E) Increased transit connections to South Towne and TRAX, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	It would be help to extend trax lines into more places in the city. I saw a imagined route that takes the Red line extended curve towards 118 - having trax go east west and connecting to frontrunner could really reduce the road traffic. I feel like everything - the trax lines, front runner, i-15 - all go north and south, but there's not a good way to get off that corridor.
3/30/2025 6:49:29	F) Never	A) Driving my own car, B) Service hours don't match my schedule, C) Trains/buses don't come often enough, No bus service in Herriman; a 20-min drive to the nearest Trax stop, it takes almost twice as long to get downtown than driving the whole way.	G) N/A	J) N/A	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, G) Connection to Jordan River Trail	H) N/A	F) Increased Jordan Parkway crossing safety and bike lanes, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/30/2025 7:37:53	E) Rarely	I work from home	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), F) General errands or appointments (e.g., medical visit, grocery shopping)	C) Improve air quality, E) Proximity to Jordan River Trail, F) Proximity to Shopping at South Towne Mall	G) Connection to Jordan River Trail, H) Connection to South Towne Mall	C) Biking, F) Bus	C) Potential pedestrian bridge over the freeway, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/30/2025 11:20:00	D) Less than four times a mo	too cold or hot waiting on platform to transfer	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	bus from daybreak pkwy trax, new ballpark to SJ frontrunner, heated/air conditioned waiting area for transfers
3/31/2025 7:59:00	D) Less than four times a mo	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	G) Proximity to my office, H) Proximity to my home, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	A) Driving, C) Biking	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	Double tracking will likely have massive improvements across the board, at least if it can help when trains are down/not working. One of the biggest concerns both me and my husband have is that the transit isn't reliable enough. We've had enough situations where we planned on using transit and then train outages/issues made it so we were not going to arrive to our destination on time.  This was a severe disruption (had to pay lots of \$\$\$ for an Uber, partner had to leave work to drive etc.) so it's safer to just "not" plan on using the frontrunner because the risk of it not working when you need it is too high/too frequent.
3/31/2025 8:43:03	E) Rarely	I live between the Murray and SoJo stations and work at Lucid, so my public transit commute would be really inefficient	When the car is unavailable and I need to get somewhere other than my home	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	C) Make transit routes faster / shorter travel time between destinations	A) Driving, C) Biking	E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
3/31/2025 9:21:18	B) A couple of times a week	A) Driving my own car, B) Service hours don't match my schedule	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving, B) Walking, C) Biking	B) Additional parking, C) Potential pedestrian bridge over the freeway	
3/31/2025 9:29:45	C) Once a week	B) Service hours don't match my schedule	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, I) Improved Safety / Security, J) Employer reimbursement program	A) Driving, B) Walking	C) Potential pedestrian bridge over the freeway, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	South Jordan station is actually great. Farmington Station, however... is really frustrating and takes far too long from parking to train access.  Biggest issues with getting on Frontrunner more regularly are that there should be trains every 15 mins during peak hours and the trains need to move faster. I know this is slated for investment, but it kills current utilization.
3/31/2025 9:46:41	D) Less than four times a mo	B) Service hours don't match my schedule, UTA police presence has disappeared. Trax is a homeless shelter all day every day. There is limited seating due to homeless people and all of their belongings and pets and it smells disgusting.	A) Travel to work, travel to airport	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, I) Improved Safety / Security, J) Employer reimbursement program	A) Driving, F) Bus		

Timestamp	1) How often do you ride Front Runner?	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
3/31/2025 10:26:33	B) A couple of times a week	C) Trains/buses don't come often enough	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving	A) Expanded employment opportunities, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	
3/31/2025 12:29:54	B) A couple of times a week	C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service	A) Driving, C) Biking	J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	
4/1/2025 4:02:42	D) Less than four times a month	A) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, H) Proximity to my home	E) Additional amenities and services at the station - restrooms, concessions, lockers etc., I) Improved Safety / Security	A) Driving, E) Rideshare - Uber, Lyft	B) Additional parking, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, L) Increased shade with trees or canopies	
4/1/2025 7:33:36	B) A couple of times a week	A) Driving my own car, C) Trains/buses don't come often enough	B) Travel to school	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, Proximity to Roseman university	C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving, B) Walking, F) Bus	L) Increased shade with trees or canopies	Restrooms would be great. Student pass including Roseman university
4/1/2025 7:34:20	A) Daily	D) I already use it frequently	A) Travel to work, B) Travel to school, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
4/1/2025 7:36:00	B) A couple of times a week	D) I already use it frequently	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, I) Improved Safety / Security, J) Employer reimbursement program	A) Driving	F) Increased Jordan Parkway crossing safety and bike lanes, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage	
4/1/2025 8:04:59	B) A couple of times a week	C) Trains/buses don't come often enough	B) Travel to school	B) I don't own a personal vehicle and rely on transit service	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	Please ask bus drivers to never be early!!! Because they pass up to 8 minutes early, it takes another 45-60 minutes longer for me to get where I need to go!! It is better they be late than early. I spend most of my time waiting for buses than I do riding them because they pass by earlier than scheduled. Also, bus 218 should come more often than once an hour. Thank you.
4/1/2025 8:28:42	B) A couple of times a week	C) Trains/buses don't come often enough, D) I already use it frequently	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving, B) Walking, D) Scooter, skateboard, or other personal wheeled device, E) Rideshare - Uber, Lyft	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
4/1/2025 8:31:11	B) A couple of times a week	C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, C) Biking, F) Bus, G) UTA On Demand	J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage	
4/1/2025 8:40:32	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	C) Make transit routes faster / shorter travel time between destinations	A) Driving, B) Walking	H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities	
4/1/2025 9:35:05	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour)	A) Driving	F) Increased Jordan Parkway crossing safety and bike lanes, H) Pop up food truck plaza	
4/1/2025 10:07:17	B) A couple of times a week	B) Service hours don't match my schedule, C) Trains/buses don't come often enough, D) I already use it frequently,	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., J) Employer reimbursement program	B) Walking, F) Bus	A) Expanded employment opportunities, C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
4/1/2025 11:52:46	E) Rarely	C) Trains/buses don't come often enough, Much longer commute when using public transit	A) Travel to work	C) Improve air quality, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service	B) Walking, C) Biking, F) Bus	C) Potential pedestrian bridge over the freeway, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
4/1/2025 13:04:02	E) Rarely	A) Driving my own car	I haven't yet had the need to use the FrontRunner, but I use the TRAX Redline frequently.	J) N/A	D) Add more weekend service, including Sunday service	A) Driving, E) Rideshare - Uber, Lyft	E) Increased transit connections to South Towne and TRAX	
4/1/2025 13:13:17	F) Never	there is no service in the areas I need to go	just drive by and wish that it connected to the places I need/want to go	I would ride it for all of the above if it was possible to use it effectively	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	H) N/A, its not worth the effort to get there for most trips I need to make	F) Increased Jordan Parkway crossing safety and bike lanes, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	more bus service to go west into South Jordan and connect through to Herriman
4/1/2025 16:11:36	B) A couple of times a week	A) Driving my own car, C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	C) Biking	A) Expanded employment opportunities, C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	In the near term having any kind of food options would be amazing. Longer term I would love to see more residential units near the station so more people can enjoy the wonderful service that FrontRunner provides for our valley.

Timestamp	1) How often do you ride FrontRunner?	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial.	8) What other ideas do you have for this area and where?
4/1/2025 16:19:18	B) A couple of times a week	C) Trains/buses don't come often enough, D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	B) Walking, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	I would much appreciate public bathrooms and signage about their accessibility
4/1/2025 16:23:21	B) A couple of times a week	C) Trains/buses don't come often enough, D) I already use it frequently	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving, B) Walking, D) Scooter, skateboard, or other personal wheeled device, E) Rideshare - Uber, Lyft	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
4/1/2025 16:52:11	E) Rarely	A) Driving my own car, Don't need a monthly pass and would take frontrunner 2 days a week but need a discounted punch card or the ability to buy a specific number of rides each month or quarter	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, J) Employer reimbursement program	A) Driving	H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
4/1/2025 16:53:58	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, H) Proximity to my home	C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., J) Employer reimbursement program	A) Driving, B) Walking	A) Expanded employment opportunities, E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	I think the train wifi needs a major boost
4/1/2025 17:12:46	E) Rarely	C) Trains/buses don't come often enough	C) Travel to my home	H) Proximity to my home	C) Make transit routes faster / shorter travel time between destinations	B) Walking, D) Scooter, skateboard, or other personal wheeled device	A) Expanded employment opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
4/1/2025 17:13:26	E) Rarely	A) Driving my own car	B) Travel to school, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service	A) Increase transit frequency (more buses and/or trains per hour), I) Improved Safety / Security	B) Walking, G) UTA On Demand	A) Expanded employment opportunities, H) Pop up food truck plaza	Have security inside the train and on the train station for safety
4/1/2025 17:21:30	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), H) Connection to South Towne Mall	B) Walking, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX	Pedestrian bridge over the freeway would cover it
4/1/2025 17:25:37	C) Once a week	C) Trains/buses don't come often enough	A) Travel to work	I can use when I don't have my car	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, J) Employer reimbursement program	A) Driving, B) Walking, E) Rideshare - Uber, Lyft, F) Bus, G) UTA On Demand	E) Increased transit connections to South Towne and TRAX, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
4/2/2025 7:00:05	A) Daily	D) I already use it frequently	A) Travel to work, B) Travel to school, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g., Jordan River Trail)	A) Avoid vehicle congestion during commuting hours	A) Increase transit frequency (more buses and/or trains per hour)	D) Scooter, skateboard, or other personal wheeled device, E) Rideshare - Uber, Lyft, F) Bus, G) UTA On Demand		
4/2/2025 7:04:57	A) Daily	C) Trains/buses don't come often enough, D) I already use it frequently	A) Travel to work, C) Travel to my home	D) Economic benefits - reducing my travel costs, G) Proximity to my office, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving	E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	Additional train cars during busy hours for more sitting or educate riders to be willing to share seats when they take up two spots, something to help keep us cool or warm while waiting for the train (Especially when there are delays).
4/2/2025 7:29:25	A) Daily	D) I already use it frequently	A) Travel to work, Visiting a friend near the Orem station	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., J) Employer reimbursement program	A) Driving	B) Additional parking, G) Increased open space and public recreation opportunities, L) Increased shade with trees or canopies	Heaters in winter. Better App/way to track trains and get updates.
4/2/2025 7:30:24	A) Daily	C) Trains/buses don't come often enough, D) I already use it frequently	B) Travel to school, D) Leisure/social (e.g., fun, shopping, dining)	B) I don't own a personal vehicle and rely on transit service, D) Economic benefits - reducing my travel costs, F) Proximity to Shopping at South Towne Mall	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, H) Connection to South Towne Mall	A) Driving, B) Walking, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza	
4/2/2025 7:31:02	B) A couple of times a week	A) Driving my own car, Remote work every other week	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, Employer offers commuter benefit free to us AND less stress in the morning... like getting chauffeured to work.	C) Make transit routes faster / shorter travel time between destinations	A) Driving		What if train transportation could be dramatically improved and personalized for timing. You arrive at the train station when you want, there are two tracks, coming and going, that are always ready to receive passengers. The stations have acceleration (like the Superman ride at Magic Mountain) tracks that get the pods to speed before merging onto the main coming or going tracks. I don't like waiting at the stations in the cold and I don't like having waiting too long and stopping at stations along the way.
4/2/2025 7:32:37	A) Daily	D) I already use it frequently	B) Travel to school	B) I don't own a personal vehicle and rely on transit service, D) Economic benefits - reducing my travel costs, H) Proximity to my home	C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
4/2/2025 7:32:45	A) Daily	A) Driving my own car	B) Travel to school	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	E) Increased transit connections to South Towne and TRAX	
4/2/2025 7:33:48	A) Daily	D) I already use it frequently	B) Travel to school	B) I don't own a personal vehicle and rely on transit service, D) Economic benefits - reducing my travel costs	E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
4/2/2025 7:47:13	A) Daily	D) I already use it frequently	A) Travel to work	B) I don't own a personal vehicle and rely on transit service	D) Add more weekend service, including Sunday service	B) Walking, F) Bus		
4/2/2025 7:57:44	A) Daily	D) I already use it frequently	B) Travel to school	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs	E) Additional amenities and services at the station - restrooms, concessions, lockers etc., H) Connection to South Towne Mall, I) Improved Safety / Security	A) Driving, B) Walking	C) Potential pedestrian bridge over the freeway, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
4/2/2025 8:04:33	B) A couple of times a week	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work	Usually able to relax on the train	A) Increase transit frequency (more buses and/or trains per hour)	A) Driving	L) Increased shade with trees or canopies	More shelter from the elements.



Timestamp	1) How often do you ride FrontRunner?	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial.	8) What other ideas do you have for this area and where?
4/2/2025 8:11:44	B) A couple of times a week	I only use it when I need to go to the office in Salt Lake. Two times a weeks or sometimes more often.	A) Travel to work	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	A) Driving, F) Bus	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	
4/2/2025 8:16:28	A) Daily	D) I already use it frequently	B) Travel to school, C) Travel to my home	C) Improve air quality, D) Economic benefits - reducing my travel costs, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, I) Increased shade with trees or canopies	
4/2/2025 8:23:47	A) Daily	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	Really appreciate the free parking at all front runner stations
4/2/2025 8:28:51	A) Daily	D) I already use it frequently	B) Travel to school, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), F) General errands or appointments (e.g., medical visit, grocery shopping)	B) I don't own a personal vehicle and rely on transit service, C) Improve air quality, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, G) Connection to Jordan River Trail, H) Connection to South Towne Mall	A) Driving, B) Walking, E) Rideshare - Uber, Lyft, F) Bus, G) UTA On Demand	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	I'd love more bus stops in the South Jordan area similar to how Orem/Provo transit is structured. Specifically, transit to The District and South Town Mall (or the various shopping districts/recreational areas nearby) would help make the area more accessible to more people, and would bring all of the environmental/economical benefits public transit provides.
4/2/2025 8:31:43	A) Daily	D) I already use it frequently	B) Travel to school, D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, F) Proximity to Shopping at South Towne Mall, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service	B) Walking, C) Biking, D) Scooter, skateboard, or other personal wheeled device, F) Bus	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	A crosswalk at the south end of the station would halve my walk
4/2/2025 8:34:18	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home	B) I don't own a personal vehicle and rely on transit service, C) Improve air quality, G) Proximity to my office	F) Provide more connections between regional transit services, I) Improved Safety / Security	E) Rideshare - Uber, Lyft, G) UTA On Demand, UTA on demand was not upto the mark because they are very rare to connect and we need to spend around 20 minutes on the app continuously	E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	UTA on demand was not upto the mark because they are very rare to connect and we need to spend around 20 minutes on the app continuously And we're not sure the cab will connect. I was completely dependent on the UTA demand because there is no connection to south jordan frontrunner station from my home (420 w cadbury dr.)
4/2/2025 8:41:08	B) A couple of times a week	A) Driving my own car, Alternating work schedule	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving, D) Scooter, skateboard, or other personal wheeled device, F) Bus	C) Potential pedestrian bridge over the freeway, H) Pop up food truck plaza	Increase Buses to the Jordan River Parkway. Maybe every 30 minutes but an hourly bus it hard and inconvenient
4/2/2025 8:49:28	A) Daily	A) Driving my own car, B) Service hours don't match my schedule, C) Trains/buses don't come often enough, D) I already use it frequently	B) Travel to school	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving, E) Rideshare - Uber, Lyft	B) Additional parking, L) Increased shade with trees or canopies	
4/2/2025 8:53:04	B) A couple of times a week	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving, B) Walking, F) Bus	A) Expanded employment opportunities, C) Potential pedestrian bridge over the freeway, G) Increased open space and public recreation opportunities, L) Increased shade with trees or canopies	More bus routes and have employers promote riding public transportation as part of their benefits package.
4/2/2025 8:53:31	A) Daily	D) I already use it frequently	B) Travel to school	A) Avoid vehicle congestion during commuting hours, H) Proximity to my home	C) Make transit routes faster / shorter travel time between destinations	A) Driving		
4/2/2025 9:00:52	A) Daily	D) I already use it frequently	A) Travel to work, B) Travel to school	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, C) Improve air quality	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, H) Connection to South Towne Mall	A) Driving, F) Bus	B) Additional parking, E) Increased transit connections to South Towne and TRAX	
4/2/2025 9:07:13	B) A couple of times a week	C) Trains/buses don't come often enough. Needs more frequent connection transportation to places of interest like grocery shopping or malls	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, H) Proximity to my home, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, I) Improved Safety / Security	B) Walking	A) Expanded employment opportunities, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	As someone who loves learning about urban planning in Europe and Japan, it'd be great if we could have light rails on main roads that branch off of the front runner station. Like eliminate 1 or 2 lanes middle lanes for a light rail that goes on 10400 S heading west. There's so much congestion there during rush hour that if we had more options of transportation, it would spread out how people travel and hopefully reduce car traffic as well. Then maybe off of that light rail route, there could be bus stations for busses with their own lanes to take people through smaller streets. If this was as fast, convenient, and reliable as driving, I think it could work.  And of course, expanding the front runner east and west and having more light rails branch off of those would be amazing too!
4/2/2025 9:09:23	B) A couple of times a week	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	B) Walking, D) Scooter, skateboard, or other personal wheeled device, F) Bus	D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	Double track would be huge, but that's more of a frontrunner wide thing and not a south jordan station thing. It would also help with consistency of trains which would be huge
4/2/2025 13:51:52	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), J) Employer reimbursement program	C) Biking	C) Potential pedestrian bridge over the freeway	

Timestamp	1) How often do you ride FrontRunner?	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial.	8) What other ideas do you have for this area and where?
4/2/2025 16:22:44	A) Daily	B) Service hours don't match my schedule, C) Trains/buses don't come often enough, the train speed isn't fast enough sometimes	A) Travel to work, B) Travel to school, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, B) Walking, F) Bus	B) Additional parking, C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, L) Increased shade with trees or canopies	Increased parking here, but also shuttles that go to and from Morgan Stanley. We have hundreds of employees but it's a 21 minute walk for us if we take the front runner like me. but mainly in Vineyard! I come from vineyard every day and parking is absolutely horrible and there is only one entrance!
4/2/2025 16:25:23	B) A couple of times a week	B) Service hours don't match my schedule, C) Trains/buses don't come often enough, Price to include family members in travel (I am on a monthly pass, they are not)	A) Travel to work, C) Travel to my home	D) Economic benefits - reducing my travel costs, E) Proximity to Jordan River Trail, Internet access and power stations allow me to work on my commute. It allows me to be with my family sooner. (Also, safety against accidents)	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, G) Connection to Jordan River Trail	A) Driving, B) Walking, C) Biking, Friend/other ride	B) Additional parking, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	Windbreaks/heating or cooling options during uncomfortable temperatures would make me want to ride the train more.
4/2/2025 16:57:59	C) Once a week	No need do due to work from home schedule.	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	J) Employer reimbursement program	B) Walking, D) Scooter, skateboard, or other personal wheeled device	A) Expanded employment opportunities	
4/2/2025 16:58:49	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, E) Rideshare - Uber, Lyft, G) UTA On Demand	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX	
4/2/2025 17:03:57	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, H) Proximity to my home, The South Jordan Station has one of the better UTA parking lots and better/quicker freeway access than Draper's	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving	B) Additional parking, L) Increased shade with trees or canopies	
4/2/2025 17:13:57	C) Once a week	Buses and other things are not free for BYU students	C) Travel to my home	B) I don't own a personal vehicle and rely on transit service	A) Increase transit frequency (more buses and/or trains per hour)	G) UTA On Demand		
4/2/2025 17:18:40	D) Less than four times a month	I don't need to	D) Leisure/social (e.g., fun, shopping, dining)	B) I don't own a personal vehicle and rely on transit service, more chill and fun	F) Provide more connections between regional transit services	B) Walking, C) Biking	E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, L) Increased shade with trees or canopies	you should make there be rooms on the train like in Harry Potter
4/2/2025 17:20:57	B) A couple of times a week	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving		
4/2/2025 17:22:40	C) Once a week	C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc., J) Employer reimbursement program	A) Driving, E) Rideshare - Uber, Lyft	C) Potential pedestrian bridge over the freeway, K) Increased directional and wayfinding signage	The lack of clear connection from the local mall to the train station is a barrier. Another barrier is the lack of signage on main road near the station the lack of reasonable connection times from buses away from the South Jordan station. EG neighboring offices are too far for walking from this location yet many bus routes are hourly and are not in sync with the Station meaning you generally wait an hour to catch a connecting bus Creates the need for either paying for rideshare or waiting. This creates people trying to avoid the train station here and find alternative ways to their locations that are more convenient and timely.
4/2/2025 17:43:02	C) Once a week	B) Service hours don't match my schedule	B) Travel to school, C) Travel to my home	B) I don't own a personal vehicle and rely on transit service, I) Environmental benefit	D) Add more weekend service, including Sunday service, J) Employer reimbursement program	A) Driving, F) Bus	E) Increased transit connections to South Towne and TRAX	
4/2/2025 17:48:53	E) Rarely	C) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, F) Proximity to Shopping at South Towne Mall	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving, E) Rideshare - Uber, Lyft, F) Bus	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	I find that compared to other stations, this station is isolated and has fewer connections and the wait time is longer. There is no incentive to ride the bus to get to SLCC because the wait is long even though the campus is nearby. It's easier to walk. Getting to South Towne is easier, but there is still a wait time for the bus to leave.
4/2/2025 18:08:25	B) A couple of times a week	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, J) Employer reimbursement program	A) Driving	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, L) Increased shade with trees or canopies	
4/2/2025 18:27:25	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	E) Additional amenities and services at the station - restrooms, concessions, lockers etc., H) Connection to South Towne Mall	A) Driving	E) Increased transit connections to South Towne and TRAX, L) Increased shade with trees or canopies	
4/2/2025 20:36:30	A) Daily	B) Service hours don't match my schedule, D) I already use it frequently	A) Travel to work, B) Travel to school, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, C) Biking, D) Scooter, skateboard, or other personal wheeled device, F) Bus, G) UTA On Demand	B) Additional parking, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
4/2/2025 22:58:24	A) Daily	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours	D) Add more weekend service, including Sunday service	G) UTA On Demand	I) Increased access to Jordan River, bird refuge, passive recreation opportunities	I would leave the area west of the station the open land. There is dear that come through
4/3/2025 7:41:34	A) Daily	D) I already use it frequently	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g., Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, C) Biking, F) Bus	A) Expanded employment opportunities, D) Increased residential homeownership opportunities, F) Increased Jordan Parkway crossing safety and bike lanes, L) Increased shade with trees or canopies	The entrance for parking is difficult to find if you don't know where you are going. Some clearer, safe marking, or a dedicated entrance that doesn't interfere with businesses could be helpful. Perhaps a sign along the stoplight pole to direct traffic?
4/3/2025 8:35:10	B) A couple of times a week	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, F) Proximity to Shopping at South Towne Mall, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	D) Increased residential homeownership opportunities, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	Please improve the parking lot coating. I have slipped on the ice many times because in the winter because it freezes and is more slick than regular concrete or asphalt.

Timestamp	1) How often do you ride FrontRunner?	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial.	8) What other ideas do you have for this area and where?
4/3/2025 9:15:46	F) Never	B) Service hours don't match my schedule. C) Trains/buses don't come often enough. There's not an easy close bus stop from the train station either to my work	A) Travel to work, G) N/A	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc.	A) Driving	B) Additional parking, C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	Cheaper fare programs for workers and non student people.
4/3/2025 11:19:35	B) A couple of times a week	D) I already use it frequently, I don't feel safe taking it at night.	B) Travel to school	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., I) Improved Safety / Security	A) Driving	B) Additional parking, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
4/3/2025 18:26:41	E) Rarely	More frequently I use Trax as the trains are where I want to go. If I want to go to Ogden I do take the Frontrunner.	D) Leisure/social (e.g., fun, shopping, dining)	C) Improve air quality, I) Environmental benefit, I prefer it to driving if I can take to where I want to go	E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving	D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	Better signage. I don't know where to park. Is the parking structure for Frontrunner? It's not clear. I parked at the SJ station in the open pkg lot that's probably for the office tower.
4/3/2025 19:12:14	B) A couple of times a week	Front runner has been notoriously slow and late way too much. I also work a hybrid schedule so I work remotely some days each week	A) Travel to work, C) Travel to my home	D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., I) Improved Safety / Security, J) Employer reimbursement program	A) Driving	B) Additional parking, C) Potential pedestrian bridge over the freeway, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, K) Increased directional and wayfinding signage	
4/4/2025 13:01:00	E) Rarely	A) Driving my own car, C) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining)	J) N/A	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	H) N/A	C) Potential pedestrian bridge over the freeway, L) Increased shade with trees or canopies	
4/4/2025 14:10:56	D) Less than four times a mo	C) Trains/buses don't come often enough. Sometime the train is late so it is hard to plan my schedule, and because of so many stops it talks a while to get where I am going.	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, I) Improved Safety / Security, J) Employer reimbursement program	A) Driving		
4/4/2025 17:51:07	A) Daily	A) Driving my own car, D) I already use it frequently. Bus connections not in my area (The District in South Jordan)	A) Travel to work, Travel to the airport	A) Avoid vehicle congestion during commuting hours, G) Improve air quality, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, F) Provide more connections between regional transit services, H) Connection to South Towne Mall, I) Improved Safety / Security	A) Driving	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, L) Increased shade with trees or canopies	
4/4/2025 18:54:04	B) A couple of times a week	C) Trains/buses don't come often enough, D) I already use it frequently	A) Travel to work, B) Travel to school, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, B) Walking, F) Bus	A) Expanded employment opportunities, B) Additional parking, D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	More bus routes through the South Jordan area. An idea is between Daybreak and the Frontrunner station.
4/5/2025 10:52:45	D) Less than four times a mo	A) Driving my own car, Distance and horrible access to the American Fork Station.	A) Travel to work	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	C) Make transit routes faster / shorter travel time between destinations	A) Driving, B) Walking, C) Biking	C) Potential pedestrian bridge over the freeway, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	Just work with American Fork to improve the safe and ease of access to the AF station. It is without any sidewalk or bike lane. It is dangerous to ride or walk there.
4/5/2025 14:46:14	F) Never	TRAX is much easier to get to from Daybreak	G) N/A	J) N/A	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, H) Pop up food truck plaza, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
4/6/2025 9:35:13	A) Daily	C) Trains/buses don't come often enough, D) I already use it frequently	B) Travel to school, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving	E) Increased transit connections to South Towne and TRAX, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	
4/6/2025 10:32:08	B) A couple of times a week	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), I) Improved Safety / Security, J) Employer reimbursement program	A) Driving, B) Walking	C) Potential pedestrian bridge over the freeway, L) Increased shade with trees or canopies	
4/7/2025 5:50:38	E) Rarely	Hard to come by public transportation	A) Travel to work	B) I don't own a personal vehicle and rely on transit service, D) Economic benefits - reducing my travel costs, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., I) Improved Safety / Security	E) Rideshare - Uber, Lyft	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	
4/7/2025 7:14:35	E) Rarely	A) Driving my own car, I live in Eagle Mountain and the traffic from the Lehi station to my house doesn't reduce my travel time	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs	C) Make transit routes faster / shorter travel time between destinations	A) Driving		add a better way to get from Eagle Mountain to Lehi or AF station
4/7/2025 7:30:04	F) Never	A) Driving my own car, B) Service hours don't match my schedule, C) Trains/buses don't come often enough	G) N/A	J) N/A	A) Increase transit frequency (more buses and/or trains per hour), F) Provide more connections between regional transit services	H) N/A		
4/7/2025 7:38:41	E) Rarely	A) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours	D) Add more weekend service, including Sunday service	A) Driving	E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza	



Timestamp	1) How often do you ride FrontRunner?	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
4/7/2025 7:53:26	E) Rarely	A) Driving my own car, C) Trains/buses don't come often enough	A) Travel to work, D) Leisure/social (e.g., fun, shopping, dining)	G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), F) Provide more connections between regional transit services	A) Driving	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, L) Increased shade with trees or canopies	
4/7/2025 8:14:01	F) Never	The connection from daybreak to the south Jordan front runner is not in the area covered by my pass. I connects in Murray and my pass does not work at this location. The UTA app says I need to connect via 2 busses and does not give the front runner option	A) Travel to work	A) Avoid vehicle congestion during commuting hours	F) Provide more connections between regional transit services	A) Driving	E) Increased transit connections to South Towne and TRAX, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	Allow daybreak to south Jordan front runner with eco pass
4/7/2025 8:25:25	F) Never	A) Driving my own car, It's hard to get to a station. It's slower than driving my own car. There are sketchy people.	G) N/A	J) N/A	I) Improved Safety / Security	H) N/A		
4/7/2025 8:29:29	C) Once a week	I no longer live near a Front Runner Station. I used to use it once a week.	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations	A) Driving	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities	I would like to suggest improvements to enhance the cleanliness, comfort, and overall experience of the Front Runners. First, providing disinfecting wipe stations on each level of the train would allow passengers to clean their area before use, promoting a cleaner environment. Additionally, adding more tables would greatly benefit working professionals commuting to and from work. I recommend installing tables at all seats on the top level to better accommodate these needs.  The afternoon sun can also be quite blinding, so adding window shades would significantly improve comfort. Another idea is to introduce designated quiet zones for passengers who prefer a more peaceful environment during their commute. This would allow those who need to work, relax, or focus to do so without disturbances.
4/7/2025 8:34:52	A) Daily	C) Trains/buses don't come often enough	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, I) Improved Safety / Security, J) Employer reimbursement program	A) Driving, B) Walking	A) Expanded employment opportunities, H) Pop up food truck plaza, L) Increased shade with trees or canopies	
4/7/2025 8:52:55	E) Rarely	C) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, E) Rideshare - Uber, Lyft	E) Increased transit connections to South Towne and TRAX	if the train was as fast or almost as fast I would ride. I do not like adding hours to my day commuting.
4/7/2025 9:13:33	F) Never	It is inconvenient. I live in Payson, Utah.	G) N/A	A) Avoid vehicle congestion during commuting hours	F) Provide more connections between regional transit services	A) Driving, B) Walking	C) Potential pedestrian bridge over the freeway, L) Increased shade with trees or canopies	
4/7/2025 9:17:16	E) Rarely	A) Driving my own car	A) Travel to work	C) Improve air quality, G) Proximity to my office, I) Environmental benefit	F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, B) Walking, F) Bus	E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
4/7/2025 9:59:00	E) Rarely	A) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	I) Environmental benefit	E) Additional amenities and services at the station - restrooms, concessions, lockers etc., I) Improved Safety / Security	A) Driving	K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	
4/7/2025 10:25:45	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, J) Employer reimbursement program	A) Driving	A) Expanded employment opportunities, D) Increased residential homeownership opportunities, L) Increased shade with trees or canopies	
4/7/2025 10:39:58	F) Never	A) Driving my own car, Location compared to where I live and work is not workable for me	G) N/A	A) Avoid vehicle congestion during commuting hours	H) Connection to South Towne Mall, J) Employer reimbursement program	A) Driving	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	
4/7/2025 11:46:09	D) Less than four times a month	I used to ride frequently, but recently changed jobs and can now walk to work	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, D) Economic benefits - reducing my travel costs	A) Increase transit frequency (more buses and/or trains per hour), D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., J) Employer reimbursement program	B) Walking	D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	I used to ride the FrontRunner regularly for my old job in SLC. It was fantastic. However, I ran into issues when I tried to get anywhere in South Jordan. Not a ton of bus options out into the city toward Daybreak.  I also love the idea of connecting the FrontRunner station to the Jordan River trail. I do see how you could connect via existing roadways, but I would be curious what connections UTA could make!
4/7/2025 13:25:10	A) Daily	D) I already use it frequently	A) Travel to work, C) Travel to my home	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, H) Connection to South Towne Mall, J) Employer reimbursement program	A) Driving, B) Walking, C) Biking	C) Potential pedestrian bridge over the freeway, L) Increased shade with trees or canopies	
4/7/2025 14:02:21	A) Daily	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work	D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, I) Improved Safety / Security	A) Driving, B) Walking		The frontrunner only comes once every hour in the early afternoon and the cars are crowded which makes it very hard to ride in the afternoon.
4/7/2025 15:48:30	E) Rarely	C) Trains/buses don't come often enough	D) Leisure/social (e.g., fun, shopping, dining), F) General errands or appointments (e.g., medical visit, grocery shopping)	C) Improve air quality, D) Economic benefits - reducing my travel costs, H) Proximity to my home	D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving	C) Potential pedestrian bridge over the freeway, E) Increased transit connections to South Towne and TRAX, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, L) Increased shade with trees or canopies	
4/7/2025 16:57:05	D) Less than four times a month	A) Driving my own car, C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, J) Employer reimbursement program	A) Driving	C) Potential pedestrian bridge over the freeway, L) Increased shade with trees or canopies	
4/7/2025 22:57:33	B) A couple of times a week	C) Trains/buses don't come often enough, D) I already use it frequently	C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining), F) General errands or appointments (e.g., medical visit, grocery shopping)	A) Avoid vehicle congestion during commuting hours, B) I don't own a personal vehicle and rely on transit service, D) Economic benefits - reducing my travel costs	B) Add later evening service or earlier morning service, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, I) Improved Safety / Security	A) Driving, B) Walking, F) Bus	A) Expanded employment opportunities, B) Additional parking, C) Potential pedestrian bridge over the freeway, G) Increased open space and public recreation opportunities, L) Increased shade with trees or canopies	Close spaces to cover when it's winter, older people we can't be to exposed to coldness

Timestamp	1) How often do you ride FrontRunner?	2) What is currently preventing you from riding public transportation more frequently? Choose any that apply.	3) What purpose do you use the South Jordan FrontRunner Station for? Choose any that apply.	4) What do you like best about riding FrontRunner to or from South Jordan? Choose up to three.	5) What would encourage you to ride FrontRunner / Transit more? Pick your top 5.	6) What other means of transportation do you use to get to the station? Choose any that apply.	7) Please select the improvements you think would be most beneficial:	8) What other ideas do you have for this area and where?
4/8/2025 9:04:21	F) Never	A) Driving my own car. From Riverton I will need to drive 10 minutes to the Red Line, ride 27 minutes to Murray Central, wait for a Front Runner train to take me south to South Jordan. In order to get to work by 7am, I would need to leave my house at 5:50am. If I drive the commute takes 25 minutes maximum.	G) N/A	J) N/A	F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving	E) Increased transit connections to South Towne and TRAX, I) Increased access to Jordan River, bird refuge, passive recreation opportunities	
4/8/2025 12:44:29	E) Rarely	B) Service hours don't match my schedule, the work stop (10600 s) is convenient. The home stop (Eagle Mountain City Center) is not	D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving	C) Potential pedestrian bridge over the freeway	Would use a TRAX or FrontRunner option if in Eagle Mountain City Center
4/8/2025 13:04:32	E) Rarely	Ticket prices are more expensive than fuel costs to drive into work.	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining)	A) Avoid vehicle congestion during commuting hours, It is currently a great service if/when it becomes financially beneficial.	J) Employer reimbursement program	A) Driving		If your service costs the end user less money than for them to drive, they will use it. If your costs are the same or more expensive (as they currently are) people will continue to drive. Where is the benefit?
4/9/2025 7:25:09	C) Once a week	C) Trains/buses don't come often enough	A) Travel to work	C) Improve air quality, G) Proximity to my office, I) Environmental benefit	A) Increase transit frequency (more buses and/or trains per hour), E) Additional amenities and services at the station - restrooms, concessions, lockers etc., J) Employer reimbursement program	A) Driving, B) Walking, F) Bus	C) Potential pedestrian bridge over the freeway, D) Increased residential homeownership opportunities, H) Pop up food truck plaza	
4/9/2025 9:15:03	E) Rarely	A) Driving my own car	D) Leisure/social (e.g., fun, shopping, dining)	J) N/A	D) Add more weekend service, including Sunday service, F) Provide more connections between regional transit services	A) Driving	E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, J) Connect the Jordan River Parkway Trail to the FrontRunner Station	I live in Daybreak, if there were a way to get from Daybreak to this station it would make using a car something I would never have to worry about. Creating a TRAX connection to this station would be amazing and decrease traffic from Daybreak to this station.
4/9/2025 11:17:27	E) Rarely	C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, F) Provide more connections between regional transit services	A) Driving, C) Biking, F) Bus	E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes	Need more ways to get to the front runner stations from other areas of the city like sugar house, Millicreek, Olympus cove
4/9/2025 12:28:33	A) Daily	D) I already use it frequently	A) Travel to work	A) Avoid vehicle congestion during commuting hours, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, D) Add more weekend service, including Sunday service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., J) Employer reimbursement program	C) Biking	C) Potential pedestrian bridge over the freeway, L) Increased shade with trees or canopies	Increased frequency
4/9/2025 21:47:31	B) A couple of times a week	A) Driving my own car, C) Trains/buses don't come often enough. It is cheaper to drive my family than purchase individual tickets for even 1-2 of them on top of my own ticket.	A) Travel to work, C) Travel to my home, E) Travel for recreation (e.g. Jordan River Trail)	A) Avoid vehicle congestion during commuting hours, E) Proximity to Jordan River Trail, I can save time to be with my family sooner by working on the train with Wi-Fi and tables on board.	A) Increase transit frequency (more buses and/or trains per hour), C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, J) Employer reimbursement program	A) Driving, B) Walking, C) Biking, Friend	B) Additional parking, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, G) Increased open space and public recreation opportunities, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, K) Increased directional and wayfinding signage, L) Increased shade with trees or canopies	Tiered pay options to encourage more family travel.
4/10/2025 14:38:46	E) Rarely	A) Driving my own car, B) Service hours don't match my schedule, C) Trains/buses don't come often enough. Not as many routes needed for me to get within comfortable walking distance of my work or home.	A) Travel to work, C) Travel to my home, D) Leisure/social (e.g., fun, shopping, dining), E) Travel for recreation (e.g. Jordan River Trail), To the airport	A) Avoid vehicle congestion during commuting hours, C) Improve air quality, I) Environmental benefit	B) Add later evening service or earlier morning service, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services, I) Improved Safety / Security, J) Employer reimbursement program	A) Driving, B) Walking, C) Biking	C) Potential pedestrian bridge over the freeway, F) Increased Jordan Parkway crossing safety and bike lanes, L) Increased shade with trees or canopies	I am all for public transit, I wish we had more options available!!!! I would use it everyday if there were more stops and more frequent trains. Thank you for having this service.
4/11/2025 7:36:01	B) A couple of times a week	C) Trains/buses don't come often enough	A) Travel to work	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, H) Proximity to my home	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, H) Connection to South Towne Mall	A) Driving, D) Scooter, skateboard, or other personal wheeled device, E) Rideshare - Uber, Lyft, F) Bus	C) Potential pedestrian bridge over the freeway, L) Increased shade with trees or canopies	Make restroom available to public. Reduce the scheduled time between transfers. (I normally have to wait 20 to 25 minutes after my bus arrives for the train to arrive [and visa versa]. That's a lot of extra commute time per day when you do it both ways).
4/14/2025 13:57:24	C) Once a week	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	A) Travel to work, B) Travel to school, Work and drop off kids tip school downtown they go to Catholic school and the school bus picks them up from north temple	A) Avoid vehicle congestion during commuting hours, D) Economic benefits - reducing my travel costs, G) Proximity to my office	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, C) Make transit routes faster / shorter travel time between destinations, E) Additional amenities and services at the station - restrooms, concessions, lockers etc., F) Provide more connections between regional transit services	A) Driving	D) Increased residential homeownership opportunities, E) Increased transit connections to South Towne and TRAX, F) Increased Jordan Parkway crossing safety and bike lanes, H) Pop up food truck plaza, I) Increased access to Jordan River, bird refuge, passive recreation opportunities, J) Connect the Jordan River Parkway Trail to the FrontRunner Station, L) Increased shade with trees or canopies	Heat lamps for the cold winter days
4/18/2025 7:47:20	D) Less than four times a month	B) Service hours don't match my schedule, C) Trains/buses don't come often enough	C) Travel to my home	G) Proximity to my office, I don't like much about Front Runner	A) Increase transit frequency (more buses and/or trains per hour), B) Add later evening service or earlier morning service, J) Employer reimbursement program	B) Walking	L) Increased shade with trees or canopies	

## | Appendix C – Previous Plans and Studies

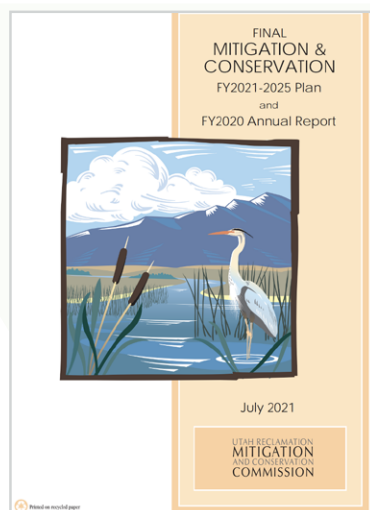


## C. Previous Plans and Studies

PREVIOUS PLANS AND STUDIES	
Study Name	Date Completed
WFRC 2023 The Point-Area West Transit Fresh Look Study	In Progress
<a href="#">UTA 2025–2029 Five-Year Service Plan</a>	2025
<a href="#">Moderate-Income Housing Plan</a>	2025
<a href="#">South Jordan Transportation Master Plan</a>	2024
<a href="#">Wasatch Front Regional Council Transportation Improvement Program</a>	2024
<a href="#">Wasatch Choice Vision</a>	2024
<a href="#">Sandy Station Area Plan - South Jordan Frontrunner</a>	2024
<a href="#">UTA Moves 2050 Long-Range Transit Plan</a>	2023
<a href="#">WFRC Regional Transportation Plan (RTP)</a>	2023
<a href="#">WFRC Access to Opportunities</a>	2023
<a href="#">WFRC SAP Guidance</a>	2022
<a href="#">Blueprint Jordan River</a>	2022
<a href="#">SLCo West General Plan</a>	2021
<a href="#">Southwest Salt Lake County Transportation Analysis and Solutions Development</a>	2021
<a href="#">South Jordan Sub Area Plan - Jordan River Gateway</a>	2021
<a href="#">Utah Reclamation Mitigation and Conservation Commission</a>	2021
<a href="#">South Jordan City General Plan</a>	2020
<a href="#">Housing Needs Study</a>	2014
<a href="#">South Jordan Gateway Study</a>	2013
<a href="#">Jordan River Corridor Open Space and Habitat Conservation Master Plan and Management Guidelines</a>	2011
<a href="#">South Jordan Economic Strategic Plan</a>	2011

### Utah Reclamation Mitigation and Conservation Commission

Final Mitigation & Conservation Plan July 2021 is a federal program for restoring, protecting and conserving fish, wildlife and related recreation resources in Utah that were impacted by federal water development projects authorized under the Reclamation Act of 1902 particularly the Central Utah Project's Bonneville Unit.



This Final Mitigation & Conservation Plan dated July 2021 summarizes the history of the Commission's activities and outlines the future plans of the parcels they manage.

In 1997 the 44-acre parcel on the north side of 10600 South in South Jordan was acquired by the Commission. In 1999, a second parcel (about 17 acres) was acquired by the Commission on the south side of 10600 South in South Jordan. In 2000, a conservation easement was donated to the Commission on about 35 acres along the Jordan River and adjacent to the second parcel. In 2001, about 17 acres were purchased along the Jordan River between 9800 South and 10000 South. These parcels link with other undeveloped parcels. In 2008, the Commission issued a license agreement to Sandy City to construct an access road to the city's park and fishing pond and other components of the Jordan River Parkway in Sandy City. The Commission donated the underlying fee plus adjacent acreage of approximately 3.8 acres to Sandy City for their use and maintenance as open space in 2018.

The Commission will continue property management while entering discussions with several parties with the intent of identifying a suitable entity to transfer the federally owned property for ownership and management. The Commission will continue providing support to the Jordan River Commission and Technical Advisory Committee.

## Sandy Station Area Plan - South Jordan Frontrunner (2024)

Sandy's portion of the South Jordan Frontrunner Station Area is a key redevelopment zone east of I-15, serving as the southern gateway to The Cairns, Sandy's downtown district. Anchored by the Sandy Promenade and South Towne Mall site, the area is positioned for significant transformation with a mix of four- to eight-story commercial and residential buildings and multimodal connectivity enhancements. At full build-out, this area is projected to add 1,100-2,800 new housing units.

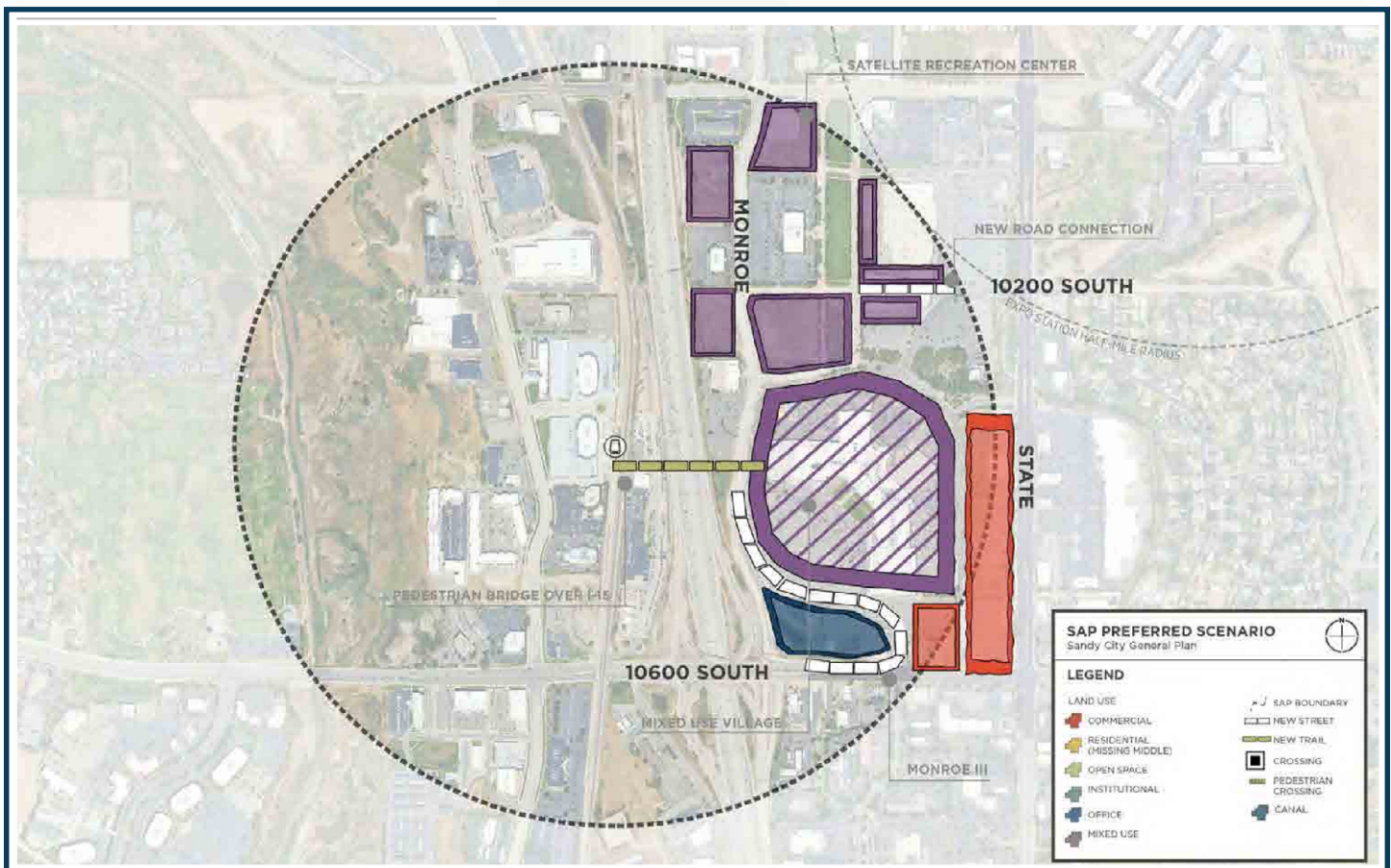
### Notable Development Projects:

- ◆ South Towne Mall site redevelopment - Future home of the Utah NHL team's practice facility and new community-focused amenities - expected completion date in late 2025

- ◆ Mixed-use developments with preliminary approvals - Red Sky, Summit, and Shulsen

### Key Recommendations from the plan:

- ◆ Develop a pedestrian-cyclist bridge over I-15 and Monroe Street near 10200 South to enhance connectivity
- ◆ Explore funding sources (grants, general funds, UDOT, WFRC) for pedestrian bridge feasibility studies
- ◆ Streamline UTA transit service between South Jordan Station and Civic Center TRAX to improve regional mobility
- ◆ Establish an HTRZ over a portion of South Town's west end for residential uses to meet the HTRZ State Statute requirements ( $\frac{1}{3}$  mile radius)





### South Jordan Gateway Study (2013)

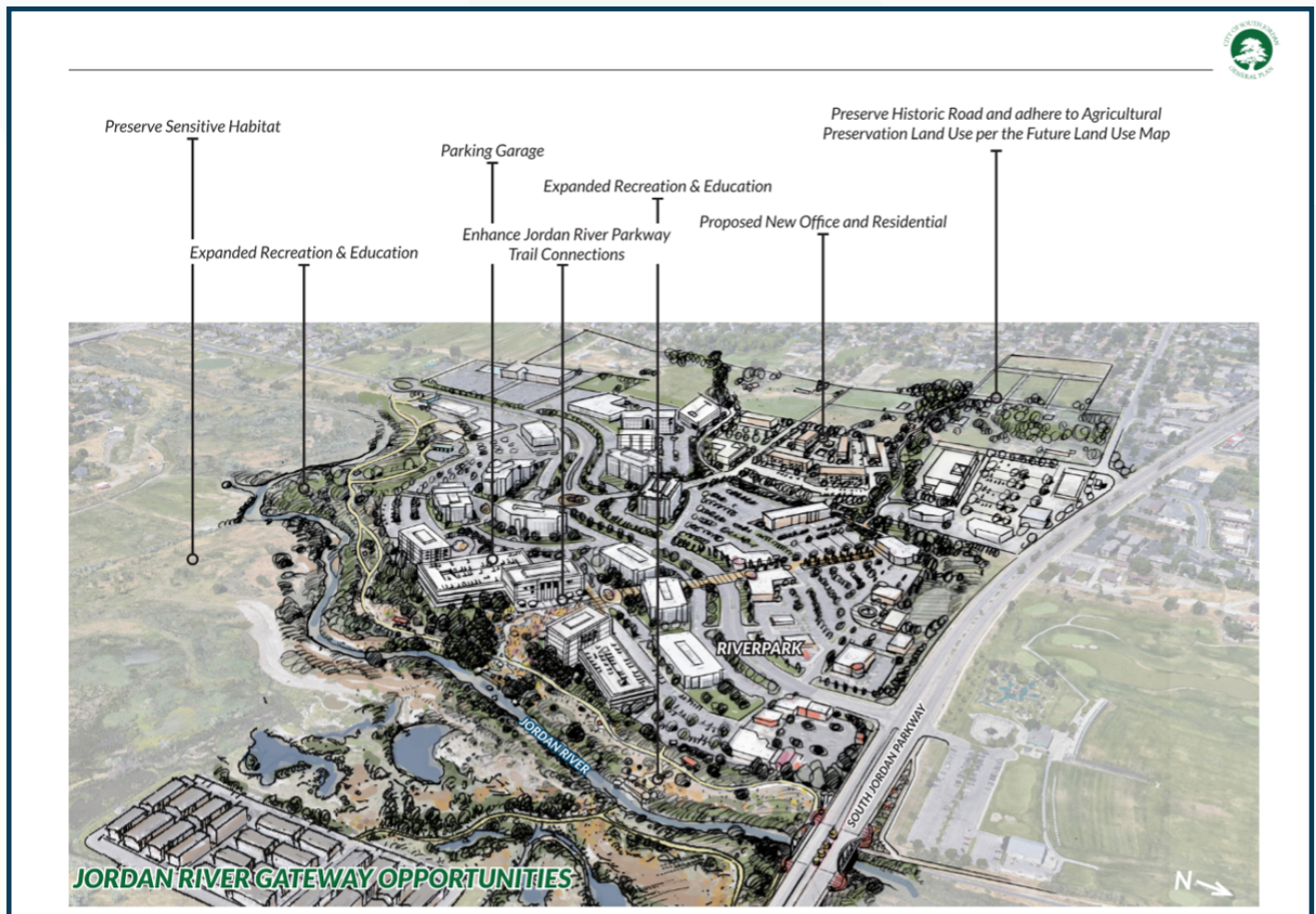
The South Jordan Gateway Study assesses transportation, land use, and future development opportunities within the Gateway district—the area centered around the FrontRunner Station. The assessment identifies the gateway district as an area with significant untapped economic potential and social value. The framework outlined in the study aims to:

- ◆ Unlock economic value by attracting high-wage employers and expanding commercial offerings
- ◆ Lead in developing state of the art mixed use projects that serve South Jordan's growth and identity
- ◆ Incentivize market-driven transit-oriented land use and development
- ◆ Work with Sandy to establish a Joint Circulator Bus Route linking Sandy Civic TRAX station and South Jordan FrontRunner Station
- ◆ Assess the future of the Mulligans Golf and Games site and establish three scenarios

### South Jordan Sub Area Plan - Jordan River Gateway (2021)

Building off of the 2013 South Jordan Gateway Study, the Sub Area Plan, Jordan River Gateway, provides additional visioning for design and land use scenarios and establishes specific goals and policies. The Jordan River Gateway is a key entry point into South Jordan, located adjacent to the Frontrunner Station and serves as a critical regional connection via I-15, the Jordan River Parkway Trail, and commuter rail. The plan aims to align with the Blueprint Jordan River Plan, emphasizing a balanced approach to urban growth and ecological preservation of the river.

**Vision:** “The Jordan Gateway is where South Jordan’s rural heritage and urban lifestyle meet. with public transit, freeway access, and regional trail connections, this area is accessible for all, making it a City-wide gathering destination. This area is a careful balance of natural open space preservation and economic amenities that highlights our unique blend of land use.”





## Key Recommendations

- ◆ Mixed-use development encouraged west of the River Park development
- ◆ Office and retail expansion in River Park development
- ◆ Conserve Jordan River open spaces, ensuring access to recreation while protecting natural habitat
- ◆ Enhance connectivity between River Park development and South Jordan station through public transit and active transportation improvements
- ◆ Promote overlapping land uses near the Jordan River to extend visitor activity throughout the day

## Blueprint Jordan River

The Blueprint Jordan River Plan highlights a regional vision for a continuous, 50-mile “blue-green” corridor connecting Utah Lake to the Great Salt Lake. The Plan emphasizes ecological restoration, access to recreation, and deepening community integration along the river’s corridor. In South Jordan, the Plan highlights opportunities for enhancing trail connectivity, restoring the riparian habitat and improving public access to the river corridor in a responsible manner. The South Jordan FrontRunner Station is a key amenity in drawing recreational users to the Jordan River Trail for day-long adventures. These opportunities make the Blueprint Jordan River Plan a useful document for integrating ecological and recreational goals with the transit-oriented development around South Jordan FrontRunner Station.

## Key Recommendations

- ◆ Optimize habitats and natural ecosystems
- ◆ Use a coordinated watershed approach to improve water quality
- ◆ Manage river flows for natural river function
- ◆ Enhance the hydrological function of the river
- ◆ Make the Parkway a welcoming place for visitors of all abilities, backgrounds, and circumstances
- ◆ Mitigate homelessness in the Jordan River Parkway
- ◆ Enhance opportunities for recreational uses and active transportation throughout the Parkway
- ◆ Improve access to the Parkway and enhance the Parkway’s role as a regional transportation corridor
- ◆ Ensure that development highlights the Jordan River and enhances the Parkway

## WFRC SAP Guidance

The Wasatch Front Regional Council Station Area Plan Certification and Technical Assistance website projects information as to what an SAP is meant to accomplish. An SAP is intended to promote shared objectives such as housing availability and affordability, access to opportunities, sustainable environmental conditions, and transportation choices and connections. As a result of the 2022 state Legislative session, HB462 (titled Housing Affordability Amendments, a summary of which is located here) passed and was signed into law. It requires a city that has a fixed-guideway public transit station (rail or bus rapid transit) to develop an SAP for that station and update its general plan and zoning to implement the SAP. HB462 also requires that SAPs promote the following principles:

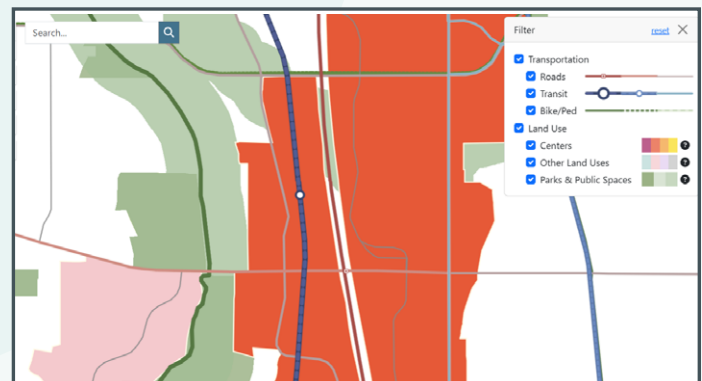
- I. Increase the availability and affordability of housing, including moderate-income housing
- II. Promote sustainable environmental conditions
- III. Enhance access to opportunities
- IV. Increase transportation choices and connections

## Wasatch Choice Vision

The Wasatch Choice Vision illustrates a voluntarily implemented regional vision of how changes could occur between now and 2050. Its goal is to support the economy, improve air quality, and enhance the quality of life for Utahns living across the Wasatch Front.

This vision was developed by WFRCI, Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), Utah League of Cities and Towns, Utah Association of Counties, Governor’s Office of Planning & Budget, Kem C. Gardner Policy Institute and the Salt Lake Chamber & Local Chambers of Commerce.

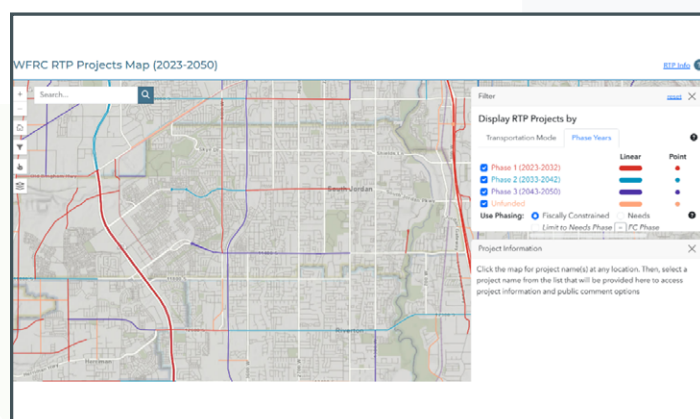
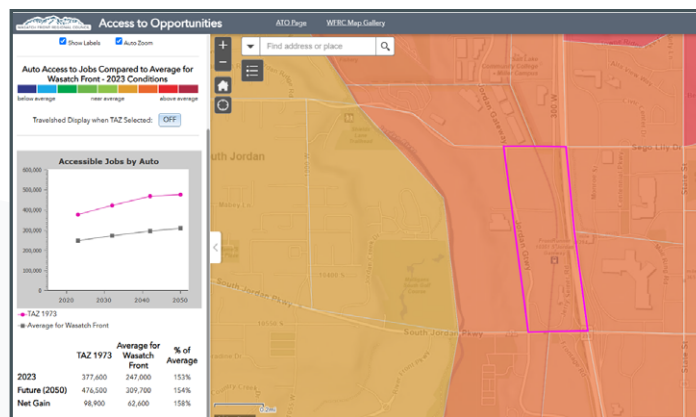
The South Jordan Station Area FrontRunner planning area is designated by the Wasatch Choice Vision as an urban center with significant commerce, a regional destination retail center with the intersection of major freeways and arterials along and a junction point of high capacity transit network.



## WFRC Access to Opportunities

The Access to Opportunity (ATO) score for the SAP is calculated at 73 out of 120 for South Jordan City. Access to jobs and community necessities were the weakest elements in this score. Access to Opportunities is a way to measure how well people can connect to basic needs and amenities including jobs, schools, grocery and other retail, parks, community centers, recreation, and entertainment.

This GIS-based tool can be utilized to understand future access opportunities for the project area, and help identify weak points for different destinations (jobs, households) and by different modes (auto, transit).



## WFRC Regional Transportation Plan (RTP)

The Regional Transportation Plan (RTP) sets the regional long-term strategy for Salt Lake County's future transportation system. The 2023–2050 RTP outlines investments for all modes of transportation and forms the transportation element of the Wasatch Choice Vision.

Utah is experiencing rapid growth which amplifies the weight of the decisions we make now and over the next few decades. The RTP addresses growth patterns and the transportation of people and goods which impact growth-related issues such as poor air quality, high costs of living, and congested roadways. The RTP looks to the future to consider how transportation infrastructure can work with land and economic development decisions to maximize overall quality of life.



### UTA 2025–2029 Five-Year Service Plan

The 2025-2029 Five-Year Service Plan is a dynamic guide for UTA’s near-term future. Our region is growing rapidly, and where and how we grow affects the transportation network. This vision for the future of UTA works to address these effects through improvements to the transit system. This plan, like a route map, is a snapshot in time. It reflects UTA’s intended service based on the best information available. This plan is updated every two years and considers both the UTA Long-Range Transit Plan as well as other regional and local transportation plans in its development.

### UTA Moves 2050 Long-Range Transit Plan

Where and how we grow affects the transportation network. UTA has developed a Long-Range Transit Plan for the next 30 years as a vision for the future of public transportation. This plan, “UTA Moves 2050”, focuses on understanding and responding to the needs of the community we serve today, tomorrow, and beyond.



### Wasatch Front Regional Council Transportation Improvement Program

WFRC develops and manages the Transportation Improvement Program (TIP). The TIP is a six-year program of roadway, transit, and active transportation projects for the Salt Lake-West Valley and the Ogden-Layton urbanized areas. It is updated once a year and provides a carefully reviewed prioritization of roadway, transit, bicycle, and pedestrian projects in the region, including operation and maintenance of the existing transportation system. The TIP is developed in close collaboration with UDOT, UTA, and cities and counties along the Wasatch Front and aligns with the Wasatch Choice Vision.



## Southwest Salt Lake County Transportation Analysis and Solutions Development

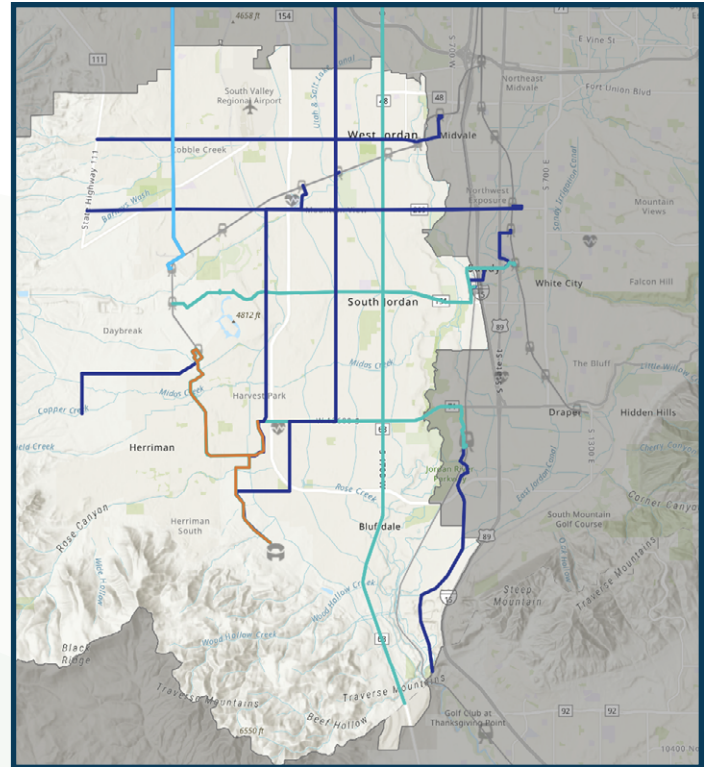
The purpose of this 2021 study was to identify solutions to mobility concerns in southwest Salt Lake County, focusing on east-west mobility. It explores short-, mid-, and long-term solutions that improve mobility. Partners included Bluffdale, Copperton, Herriman, Riverton, South Jordan, West Jordan, representatives from Salt Lake County, and three partner agencies: UTA, UDOT, and WFRC.

## WFRC 2023 The Point-Area West Transit Fresh Look Study

The Point-Area West (Southwest Salt Lake County and Northwest Utah County) is one of the fastest-growing areas in the United States. Local leaders are interested in the degree to which transportation plans and current construction are meeting the needs of this growth. The study's hypothesis: With all the growth and land use changes, what could be the future of transit in this area? The study is in progress now and expected to deliver recommendations in 2025.

## South Jordan City General Plan

The South Jordan General Plan serves as a guide for future growth and investment while preserving the City's high quality of life and unique character. The 2020 South Jordan General Plan includes existing conditions, a vision statement, framework maps, and goals and strategies for South Jordan as it continues to develop.



## South Jordan Economic Strategic Plan

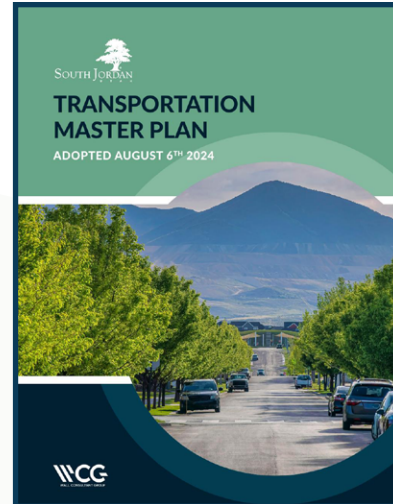
The South Jordan Economic Development Strategic Plan was prepared in November of 2011. The plan provides objectives and implementation strategies for seven focus areas including:

- ◆ Promote Transportation Improvements.
- ◆ Foster a Regional Retail Perspective.
- ◆ Advance Neighborhood/Community Retail to Capture Incremental Growth.
- ◆ Encourage Specialized Commercial Development.
- ◆ Support the Development of Highway Commercial and Transit Oriented Development.
- ◆ Expand Upon the Existing Class A Office Strengths.
- ◆ Build Economic Diversity through Premier Research and Business Parks.

### Jordan River Corridor Open Space and Habitat Conservation Master Plan and Management Guidelines

The Jordan River Corridor Open Space and Habitat Conservation Master Plan and Management Guidelines document, completed in 2011, outlines the active river channel, the 100 year floodplain, and the 500 year floodplain. A significant portion of the FrontRunner Station area is affected by these designations. As such the plan establishes “instructions for the long-term preservation and management of open space and natural areas.” A portion of the station area is shown as a conservation area which protects against the natural course of the river and avoids flood damage here and at other locations along the river. Several zoning ordinances are recommended to regulate specific sections of the river, and are outlined as follows:

1. “Natural Area Open Space” Zoning and Ordinance which “preserves and protects natural areas which are of community, regional, federal, and international importance.”
2. “Public Safety Federal Emergency Management Agency (FEMA) 100- and 500-year Floodplain Zone No-Build” Ordinance which protects against major flooding and costly damage while preserving the ecological functions and habitat areas
3. “Stream Setback No-Build” Zoning and Ordinance establishes measures and best management practices consistent with major federal, state, and other local codes and “improve[s] stream health and water quality, preserve[s] riparian buffers and public safety floodplain areas, and preserve[s] wildlife habitat.”
4. “Wetland, Special Aquatic Site (i.e., Seeps and Springs), Perennial and Intermittent Stream Channel, and Terrace Slope Ephemeral Drainage Channel Protection” Ordinance which establishes bounds and guidance on how to address these locations.
5. “Green Space Site Design” Ordinance “sustains community and regionally important natural area passive recreation experiences and wildlife habitat values.”
6. “Steep Slope/Hillside Protection No Disturbance Setback” Ordinance provides setbacks to protect against long-term degradation of the water way and slopes.
7. “No Wildlife Hunting or Trapping” Ordinance leaves the area open for public use.



### South Jordan Transportation Master Plan

The South Jordan City TMP guides transportation infrastructure investments for the future by documenting the roadway network’s existing operation and forecasting roadway conditions to future years 2033 and 2050. This allows planners to quantify the effects that land development and the resulting population growth may have on the transportation system, in order to assess future roadway project needs. Included in this discussion is an update to the 2020 Active Transportation Plan and recommendations for transit improvements, to be implemented in partnership with UTA. These recommendations were provided with the aim of improving transportation efficiency across each available mode of transportation, which in turn benefits all modes. The TMP also covers City transportation management-related best practices, such as access management standards, safety analyses, identifying policy and ordinance changes, truck routes, traffic calming, and livable street standards.

### SLCo West General Plan

The Salt Lake County West General Plan is intended to give guidance on unincorporated land that falls under the county’s jurisdiction as of 2021. It “envision[s] safe and beautiful places for current and future generations to live, work, and recreate.” Although this plan does not overlap with the Study Area, several synergistic points should be noted. These synergistic points fall under the transportation, active transportation, and public transportation maps and align with the city’s general plan, trails plan, and transportation master plan outlined above. The Study Area also serves as a major town center for much of Central Oquirrh’s future growth

### Moderate-Income Housing Plan

With a population projected to reach nearly 97,000 by 2030, the City is experiencing strong demand for housing—especially affordable options—as rising home prices and a tight housing market put pressure on both renters and homeowners. While most residents commute out of the city for work, South Jordan continues to attract families and professionals with its walkable neighborhoods, parks, and strong local economy. This report examines current housing conditions, demographic trends, and future needs, highlighting a growing gap in affordable housing and the City’s efforts to support inclusive, balanced development.

### Housing Needs Study

The Housing Needs Study was completed in 2014. At that time, the City was “short on affordable units for the low- (LIH) and very low-income households (VLIH) and held an excess of moderate-income household (MIH) units.” The moderate-income level ranged from \$117,135–\$216,279 at the time of the study. The study also showed a need for 2,265 MIH units but provided over 5,000 MIH units. It also showed the need for 763 LIH and 825 VLIH but provided 28 and 5 units respectively.



## | Appendix D – Property Ownership

## D. Property Ownership

South Jordan FrontRunner SAP Study Area Property Ownership

RANK	OWNER NAME	OWNER TYPE	ACRES
1	UNITED STATES OF AMERICA	PUBLIC	59.84
2	ULTRADENT PRODUCTS INC	PRIVATE	37.09
3	PACIFICORP / UTAH POWER & LIGHT CO.	PRIVATE	19.71
4	MARJEAN H NIELSON	PRIVATE	18.95
5	TODD HARRISON TRUST	PRIVATE	18.45
6	JERRY SEINER DEALERSHIPS	PRIVATE	16.82
7	SOUTH JORDAN CITY	PUBLIC	14.66
8	SOJO STATION NORTH AND SOUTH, LLC	PRIVATE	9.74
9	SOUTH RIDGE APARTMENTS LLC	PRIVATE	8.15
10	JGW INVESTORS LLC	PRIVATE	6.93
11	DESERET GENERATION & TRANSMISSION CO-OPERATIVE	PRIVATE	6.49
12	UTAH DEPARTMENT OF TRANSPORTATION	PUBLIC	6.45
13	SJ UTAH LLC	PRIVATE	5.72
14	GREENHORNET SPACE AGENCY II, LLC	PRIVATE	5.09
15	UTAH DEPT OF NATURAL RESOURCES DIV OF PARKS & RECREATION	PUBLIC	4.97
16	UTAH DEPARTMENT OF NATURAL RESOURCES DIV PARK & REC	PUBLIC	4.89
17	TOWERS AT SOUTH TOWNE, LLC	PRIVATE	4.76
18	STORAGE WORLD II, LLC	PRIVATE	4.61
19	MDL TIMP CAPITAL, LLC	PRIVATE	4.29
20	GMC TURTLE CREEK LLC	PRIVATE	4.01
21	SOUTH JORDAN HOSPITALITY, LLC	PRIVATE	3.57
22	UTAH TRANSIT AUTHORITY	PUBLIC	3.56
23	PERRY DICE LLC	PRIVATE	2.70
24	106TH SOUTH BUSINESS PARK	PRIVATE	2.62
25	106 EXCHANGE II, LLC	PRIVATE	2.50
26	SJ UTAH COMMERCIAL LLC	PRIVATE	2.48
27	PARKWAY TOWER, LLC	PRIVATE	2.46
28	T AND S WATKINS FAMILY II LLC	PRIVATE	2.31
29	SANDY HOSPITALITY GROUP, LLC	PRIVATE	2.18
30	APATITE SOUTH JORDAN LLC	PRIVATE	2.09
31	SPORTS MEDICINE RESEARCH AND TESTING LABORATORY	PRIVATE	2.00
32	PROTEAN PROPERTIES INC	PRIVATE	1.99
33	SHREE VEER HOSPITALITY LLC	PRIVATE	1.94
34	TREJO INVESTMENTS LLLP ET AL	PRIVATE	1.84
35	5TH AVE RETIREMENT LLC	PRIVATE	1.79
36	APPLE HOSPITALITY SOUTH JORDAN 7144, LLC	PRIVATE	1.75
37	GATEWAY RETAIL PARTNERS LLC	PRIVATE	1.48
38	ATHLETIC PERFORMANCE INSTITUTE LLC	PRIVATE	1.30
39	SOUH RIDGE APARTMENTS II, LLC	PRIVATE	1.19
40	B&C WONG UTAH LLC	PRIVATE	1.12
41	671 POPLAR, LLC	PRIVATE	1.12
42	10702 PROPERTY, LLC	PRIVATE	1.06
43	HOLDINGS10 LLC	PRIVATE	0.75
44	RICHARD G NIELSON	PRIVATE	0.59
45	SUMMIT GROUP OF PARK CITY, LLC	PRIVATE	0.51
46	RIVERPARK LLC	PRIVATE	0.20

## | Appendix E – Jordan River Best Practices Resources



# Best practices for revegetation along the Jordan River (Utah, USA) following control of invasive plant species

Rae Robinson, Keith Hambrecht, and Eric McCulley

Version 2 | January 2024

This document was informed by the experience of practitioners working in wetland and riparian areas in the region, including those working with the Jordan River Commission and Division of Forestry, Fire and State Lands.

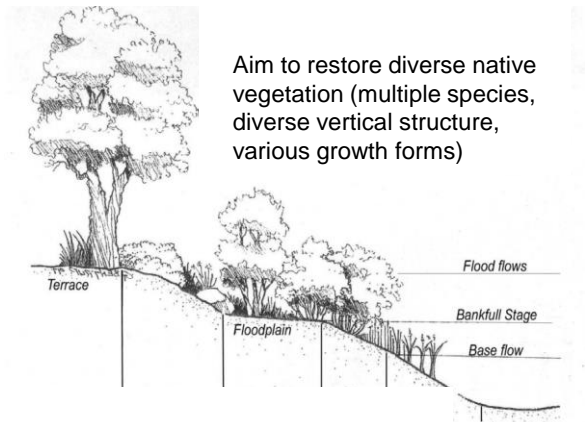
## Introduction

A common goal for land managers along the Jordan River is to control *Phragmites* (*Phragmites australis* subsp. *australis*), Russian olive (*Elaeagnus angustifolia*), tamarisk (*Tamarix* species), and puncturevine (*Tribulus terrestris*) and restore diverse plant communities (with numerous native tree, shrub, grass, and forb species). We summarize best practices for revegetation from our experience and those of practitioners working on the Jordan River in UT.



## Why pursue active revegetation

Removing large populations of invasive species may result in the loss of important ecosystem functions (e.g., temperature regulation/shade, nutrient cycling, bank stabilization, habitat). Ideally this loss is temporary and diverse native plants replace (and improve) these ecosystem functions. But often native plants fail to quickly recover, especially if environmental conditions are not favorable, secondary invasions threaten the restoration site, or surrounding native plant populations (in the seedbank and adjacent areas) are insufficient. **Active revegetation can accelerate native species establishment and prevent reinvasion of invasive species.**



Source: Hoag, et al., 2001. Riparian Planting Zones in the Intermountain West. Information Series #16. NRCS - Plant Material Center, Aberdeen, ID.

## When to revegetate

Revegetation can be implemented at a restoration site before, during, or after invasive plant control, depending on the site. The timing of revegetation will depend on restoration goals, the extent of the invasion, and how well the species has been controlled. Multiple years of revegetation may be necessary to achieve the desired cover or density of species.

### Revegetation prior to invasive species control

Example: Planting trees earlier in the restoration process gives planted trees a “head start”. Caution— be sure not to plant or seed in areas that will be in the way of future invasive species control treatments.

### Revegetation during invasive species control

Example: If removing Russian olive and tamarisk trees patch by patch at a site, consider revegetating newly barren patches using a phased approach.

### Revegetation after effective invasive species control

Example: When revegetating an area that was previously occupied by a dense *Phragmites* stand, be sure *Phragmites* cover and biomass is minimal (after many years of treatment) before proceeding with revegetation.

### Revegetation after a disturbance of earth (e.g., utilities, trails, boat ramps)

Revegetate within two weeks of the disturbance, no matter the time of year. Follow up with additional revegetation treatments in the fall and spring.





## Important considerations

- The quick recovery of native plant cover to an area will provide resistance to future reinvasion.
- Mark and protect revegetation areas. Do not let herbicide drift damage native plant communities. Be sure to protect revegetation areas from herbivory (e.g., use at least 14-gauge welded wire fencing around trees).
- Invasive plant seeds are transported on shoes and equipment. Be sure to properly clean equipment before moving to a new site.



## Revegetation methods

Moisture is key to successful revegetation, especially in the first few years following planting or seeding. Knowledge of water availability at your site (e.g., depth to ground water, timing and duration of inundation) will be valuable to your restoration planning. Supplemental irrigation or selection of drought-tolerant species may be required for drier sites. Generally, revegetation should take place in the fall or spring to capitalize on favorable conditions. Below are short descriptions of revegetation methods that may be useful along the Jordan River.

Plant materials	Brief methods and equipment	Notes
 <p>Seed</p>	<ul style="list-style-type: none"> <li>• Sow a species-diverse seed mix (the species in the mix will depend on your restoration goals)</li> <li>• Use a handheld seed spreader and rake, Argo or UTV with hopper and harrow, or hydroseeder</li> </ul>	<ul style="list-style-type: none"> <li>• Harrow or rake seeds into soil to ensure good seed to soil contact.</li> <li>• Many species exhibit dormancy. Fall seedings will allow for greater seed dormancy break. If seeding in the spring, consider a cold stratification treatment.</li> <li>• Reach out to the Jordan River Commission for seed mix examples and guidance.</li> </ul>
 <p>Potted plants (i.e., plugs, containerized plants of all sizes)</p>	<ul style="list-style-type: none"> <li>• Use shovels or machine-powered augers for digging holes</li> <li>• Water the hole prior to planting</li> <li>• When planting the tree, create a shallow depression around the tree at the soil surface</li> <li>• Water the tree immediately after planting</li> </ul>	<ul style="list-style-type: none"> <li>• Deep-rooted plants (e.g., 30" tall potted plants) may do better than plants with shallower roots when ground water is less available.</li> <li>• Knowledge of site hydrology is key. Supplemental irrigation may be needed in the first two to three years.</li> </ul>
 <p>Cuttings/pole plantings</p>	<ul style="list-style-type: none"> <li>• Some wetland plants (e.g., willows, cottonwoods) can be propagated from cuttings.</li> <li>• See "A Guide for Harvesting, Storing and Planting Dormant Willow Cuttings" (Wildlands Restoration Volunteers, 2008) for more information.</li> </ul>	<ul style="list-style-type: none"> <li>• Soak cuttings in water for 2-10 days prior to a dormant planting.</li> <li>• Rebar, an auger, or a water stinger can be used to create deep holes (a majority of the cutting will be buried).</li> </ul>
 <p>Sod mats</p>	<ul style="list-style-type: none"> <li>• Use stakes to secure mats to the ground</li> <li>• If hydrology is insufficient to keep roots wet, supplemental irrigation may be needed following installation</li> </ul>	<ul style="list-style-type: none"> <li>• Sod mats may be useful in areas with consistent hydrology and a 3:1 slope or less.</li> <li>• Native plant nurseries usually need a long lead time to grow sod mats for projects.</li> </ul>

**Plant material source** — It is best practice to source local plant materials (e.g., from within the watershed, state, region) whenever possible. However, sourcing materials from further away (but still within the West) is acceptable for species that have a high degree of plasticity (e.g., many bulrushes, rushes, sedges) or those that are not available otherwise.

## Species to consider for revegetation

Functional group	Common name	Scientific name	Wetland indicator status*
Riparian trees	Box elder	<i>Acer negundo</i>	FACW
	Black hawthorn	<i>Crataegus douglasii</i>	FAC
	Fremont cottonwood	<i>Populus fremontii</i>	FACW
	Peachleaf willow	<i>Salix amygdaloides</i>	FACW
	Whiplash willow	<i>Salix lasiandra</i>	FACW
Shrubs	Big sagebrush	<i>Artemisia tridentata</i>	FACU
	Fourwing saltbush	<i>Atriplex canescens</i>	UPL
	Rubber rabbitbrush	<i>Ericameria nauseosa</i>	UPL
	Broom snakeweed	<i>Gutierrezia sarothrae</i>	NI
	Chokecherry	<i>Prunus virginiana</i>	FAC
	Skunkbush sumac	<i>Rhus trilobata</i>	FACU
	Golden currant	<i>Ribes aureum</i>	FAC
	Woods' rose	<i>Rosa woodsii</i>	FACU
	Sandbar/coyote willow	<i>Salix exigua</i>	FACW
	Greasewood	<i>Sarcobatus vermiculatus</i>	FAC
	Silver buffaloberry	<i>Shepherdia argentea</i>	FACU
	Common yarrow	<i>Achillea millefolium</i>	NI
Forbs (flowering herbaceous species)	White sagebrush	<i>Artemisia ludoviciana</i>	FACU
	Swamp milkweed	<i>Asclepias incarnata</i>	OBL
	Showy milkweed	<i>Asclepias speciosa</i>	FAC
	Hairy false goldenaster	<i>Chrysopsis villosa</i>	NI
	Rocky Mountain beeplant	<i>Cleome serrulata</i>	FACU
	Blanket flower species	<i>Gaillardia spp.</i>	FACU
	Curly cup gumweed	<i>Grindelia squarrosa</i>	FACU
	Annual sunflower	<i>Helianthus annuus</i>	FACU
	Nuttall's sunflower	<i>Helianthus nuttallii</i>	FACW
	Lewis flax	<i>Linum lewisii</i>	NI
	Canada goldenrod	<i>Solidago canadensis</i>	FACU
	Saltgrass	<i>Distichlis spicata</i>	FAC
Graminoids (grasses and grass-like species)	Nebraska sedge	<i>Carex nebrascensis</i>	OBL
	Common spikerush	<i>Eleocharis palustris</i>	OBL
	Common field sedge	<i>Carex praegracilis</i>	FACW
	Arctic rush	<i>Juncus arcticus</i>	FACW
	Torrey's rush	<i>Juncus torreyi</i>	FACW
	Western wheatgrass	<i>Pascopyrum smithii</i>	FAC
	Sandberg bluegrass	<i>Poa secunda</i>	FACU
	Nuttall's alkaligrass	<i>Puccinellia nuttalliana</i>	FACW
	Hardstem bulrush	<i>Schoenoplectus acutus</i>	OBL
	Chairmaker's bulrush	<i>Schoenoplectus americanus</i>	OBL
	Common threesquare bulrush	<i>Schoenoplectus pungens</i>	OBL
	Alkali sacaton	<i>Sporobolus airoides</i>	FAC
	Sand dropseed	<i>Sporobolus cryptandrus</i>	FACU

### \* Wetland indicator status abbreviations

UPL = upland (almost never occur in wetlands)

FACU = facultative upland (usually occur in non-wetlands, but may occur in wetlands)

FAC = facultative (occur in wetlands and non-wetlands)

FACW = facultative wetland (usually occur in wetlands, but may occur in non-wetlands)

OBL = obligate (almost always occur in wetlands)

NI = non-indicator

*Note: Some of the species in this table may not be commercially available. Local collection of seed or cuttings may be possible by some nurseries, seed collectors, students, or volunteers.*

For more information about the Jordan River Cooperative Weed Management Area please contact Rae Robinson, Jordan River Vegetation Project Coordinator, at [raerobinson@utah.gov](mailto:raerobinson@utah.gov).



# Best practices to control non-native, invasive Russian olive and tamarisk within the Jordan River Corridor (Utah, USA)

Rae Robinson, Keith Hambrecht, and Eric McCulley

Version 2 | January 2024

This document was informed by the experience of practitioners working in wetland and riparian areas in the region, including those working with the Jordan River Commission and Division of Forestry, Fire and State Lands.

## Introduction

Russian olive (*Elaeagnus angustifolia*) and tamarisk (*Tamarix* species) are non-native, invasive tree species that are common in the Jordan River system and are on the State of Utah Noxious Weed List. These species outcompete native plant species, reduce the complexity of the ecosystem, and make it difficult for wildlife and humans to access the river. A common goal for land managers along the Jordan River is to control these two species and support the recovery of a diverse riparian plant community (native trees, shrubs, grasses, and forbs). We summarize best practices for controlling these species from our experience and those of practitioners working on the Jordan River in UT.



## Important considerations for Russian olive and tamarisk control

In general, plan to remove invasive trees and revegetate with native plants in phases. This will help to mitigate the dramatic and quick loss of structure, habitat, and shade.

### Bird habitat

- If there are known high use areas by birds, especially sensitive species, map and monitor these locations. Avoid removals in these areas or wait until nearby higher quality habitat is established and see if birds shift over to these new spots.
- When possible, use a frill cut treatment on large diameter, tall, and straight Russian olive trees to provide perches.
- Typically, it is fine to remove lone Russian olive and tamarisk trees, as they do not provide frequently utilized habitat.

### Shade

- In some situations, it may be appropriate to revegetate the project site with native plants prior to removing all of the tall shade-providing invasive trees. Once tall native vegetation is established, the rest of the invasive trees can be removed.



### Erosion

- Invasive trees growing on and near the river's edge assist in stabilizing the bank. Removing these trees may lead to bank erosion over time. Consider these effects before removing invasive trees along the river's edge.

## Revegetation

Many restoration sites will need active revegetation to restore ecosystem functions and fulfill restoration goals. For more information, see "Best practices for revegetation along the Jordan River (Utah, USA) following control of invasive plant species".

## Selection of techniques

There are several different ways to control Russian olive and tamarisk. We highlight the most effective strategies below. The cut stump method will kill the tree and allow for the biomass to be chipped or piled. The frill cut method will kill the tree slowly and will result in standing dead branches that may create desirable bird habitat. For small project areas, hand-pulling first-year seedlings works well for preventing infestations. These control treatments can occur any time of year except for when the ground is frozen.

### Cut stump for Russian olive and tamarisk

- For tall trees, cut the stumps a few feet tall and clear the biomass away from the tree. Once the biomass is cleared from the area, cut stumps low and **immediately** apply herbicide to the cambium layer, the layer of living cells underneath the bark of the tree. No need to apply herbicide to the bark or inner core wood.
- Before applying herbicide, be sure to wipe away any dirt or sawdust from the stump that would inhibit herbicide uptake.
- **Any untreated stumps or whips will vigorously regrow.**
- Consider cutting stumps to ~4" above the ground to allow for retreatment if regrowth occurs.
- Chip or pile the biomass. Piles should be densely packed and be no bigger than 6 x 6 ft. Piles can be burned or left to provide habitat for insects, birds, and small mammals. Do not pile in areas that could flood—intact branches have the potential to take root.
- While chainsaws or a skid steer with a mastication head attachment can be used for large trees, heavy duty loppers work well for smaller stems.



Cut stump herbicide application set up

### Frill cut for Russian olive

- With a hatchet or ax, chop through the bark into the tree at a downward angle so the frill cut will hold the chemical.
- **Immediately** inject or pour 1ml of herbicide into each frill cut.
- Space frill cuts around the stem(s) of the tree, one frill for every 2–3 inches of the tree diameter at breast height. Leave space in between the cuts—the tree must be able to move the chemical via intact phloem.
- Multiple stems should be treated separately.
- Leave the tree in place for at least a year to be sure the tree has been killed.



A frill cut

### Recommended herbicide mixtures

*You must follow all labels of the products applied.*

- Russian olive – for cut stump and frill cut, undiluted glyphosate
- Tamarisk – for cut stump, undiluted triclopyr or imazapyr at labeled rate
- Penetrant/surfactant for cut stump treatments (e.g., LI-700 at ~2 oz per gallon)
- Dye (at the labeled rate)

Use caution when applying herbicide near native vegetation. Imazapyr herbicides persist in the soil (potentially affecting desirable seedlings) and have more label restrictions.

For more information about the Jordan River Cooperative Weed Management Area please contact Rae Robinson, Jordan River Vegetation Project Coordinator, at [raerobinson@utah.gov](mailto:raerobinson@utah.gov).

# Best practices to control non-native, invasive *Phragmites* within the Jordan River Corridor (Utah, USA)

Rae Robinson, Keith Hambrecht, and Eric McCulley

Version 2 | January 2024

This document was informed by the experience of practitioners working in wetland and riparian areas in the region, including those working with the Jordan River Commission and Division of Forestry, Fire and State Lands.

## Introduction

Controlling *Phragmites* (*Phragmites australis* subsp. *australis*) is a common goal of many land managers working in wetland and riparian areas in North America. In this document we summarize best practices for controlling *Phragmites* from our experience and those of practitioners working on the Jordan River in UT. We plan to update this document as we make progress treating *Phragmites* on public and private lands along the Jordan River so that it will be a relevant resource for those working to control *Phragmites* on the Jordan River.

## Non-native, invasive *Phragmites australis* subsp. *australis*

The *Phragmites* species we reference in this document is the non-native, invasive subspecies that is not originally from North America, has aggressive characteristics, and is on the State of Utah Noxious Weed List. Almost all of the *Phragmites* in northern Utah is *Phragmites australis* subsp. *australis*. This subspecies outcompetes and replaces diverse native plant communities which sustain diverse resident and migratory wildlife species. *Phragmites* encroaches into the river channel and up the banks of the Jordan River, impeding human and wildlife access along and to the river. The native subspecies, *Phragmites australis* subsp. *americanus*, does not grow as densely and may have subtle morphological differences (e.g., leaf sheath falls off easily in the native subspecies; it stays tightly attached to the dead culm in the non-native subspecies).



## How to prioritize sites

The criteria below may be useful in identifying areas to prioritize *Phragmites* control and restoration.

These criteria were developed by the *Phragmites Working Group for the Jordan River*.

**Critical need** — areas where ecosystem functions and services are at great risk and demand immediate attention

**Protection** — areas where ecosystem functions and services are of high quality but need management to maintain this status

**Leveraged efforts** — areas where control efforts would build upon other investments along the Jordan River

## How to control *Phragmites*

- We recommend integrating mechanical (i.e., mowing), chemical (i.e., herbicide), and revegetation strategies to control *Phragmites* on the Jordan River. Research shows that the application of these three strategies is much more effective than one of these techniques alone.
- Typically, *Phragmites* will need to be controlled with mechanical and chemical treatments within the same year, for 3–5 years. Revegetation will likely be needed to assist in the recovery of native plants.
- Other strategies to control *Phragmites*, such as grazing and water control, may apply in some places on the Jordan River, however due the nature of the Jordan River system (e.g., highly developed, regulated flows), these strategies may be less applicable.



## Treatment timeline for Phragmites control

June – July	July – September	October – April
Mowing <sup>a</sup>	Herbicide <sup>b</sup>	Mowing <sup>c</sup>
		Revegetation <sup>d</sup>

The above table shows a coarse timeline for controlling Phragmites. **This timeline should be repeated each year until Phragmites is controlled (typically this will take 3–5 years).** The timing of these treatments may vary due to the weather from year to year and the location of the restoration site.

**a:** Mowing in June or July can improve access for spraying and reduce seed production. This step is optional. Take precautions to avoid disrupting nesting birds.

**b:** Appropriate timing for spraying may vary within a given site. Drier areas may need to be sprayed in July before plants are drought-stressed (see note below about drought stress). Phragmites growing in wet areas likely can be sprayed in August and September. Spraying later in the season has been shown to yield better long term control.

**c:** This mowing treatment will break up the standing dead Phragmites and will allow light to reach the soil surface (important for germination of native plants).

**d:** Revegetation (e.g., sowing seeds, planting trees) adjacent to small patches of Phragmites can be pursued in the first year of control. Revegetation within dense Phragmites stands should be pursued only when significant progress has been made in reducing Phragmites cover and biomass. Care should be taken to avoid spraying or mowing newly revegetated areas. Generally, the best time to revegetate is in the fall or spring when conditions are cool and moist.

## Important considerations for the timing of treatments

- **Spray Phragmites with herbicide before it becomes drought-stressed.** When the plant is stressed it has a weakened ability to metabolize the herbicide. Drought stress can present as obvious or subtle yellowing of the leaves. Context clues, like the current drought status, or distance to water can help determine if the plant is drought-stressed. Be aware that there may be a shorter window to spray Phragmites that is growing further from water.
- **Do not mow Phragmites within one month of an herbicide treatment, before or after.**
- **Be sure to spray Phragmites before the first frost.**



### Recommended herbicide mixture

You must follow all labels of the products applied and calibrate your spray equipment.

- Aquatic-approved glyphosate; use the high end of the labeled rate (e.g., RoundUp Custom at 3 Qt/acre, or 1.5% solution for handheld spot spray)
- Aquatic-approved, non-ionic surfactant (e.g., LI-700 at labeled rate)
- Ammonium sulfate (8 to 17 lbs per 100 gallon spray solution)
- Clean water
- Dye (at the labeled rate)

Aquatic-approved imazapyr herbicides are also an option, but they are more expensive, persist in the soil (potentially affecting desirable seedlings), and have more label restrictions. Consider using imazapyr, if the label allows, in areas where glyphosate has been used for many years to prevent herbicide resistance from developing.

## Other considerations

- Create work corridors to allow vehicles and people to efficiently access the restoration site. This may involve removing some Russian olive, tamarisk, and Phragmites.
- Consider bank erosion—in some places it may not be appropriate to remove Phragmites if its removal will accelerate erosion that will negatively affect infrastructure.
- To prevent clonal expansion of small Phragmites stands, consider hand pulling Phragmites runners.

## Phragmites treatment methods, equipment, and materials

### Mowing — to reduce seed production, improve access, and remove dead biomass

Equipment	Useful when...
Brushcutter (e.g., Stihl FS 561 C-EM with tri-bladed brush knife attachment)	Small area; poor vehicle access
Marsh Master or other wetland tractor with mower	Large area; mostly flat, wet ground
Skid steer with mowing attachment	Patches of all sizes; dry ground
Mini excavator with mowing attachment	Steep slopes



### Herbicide spraying — to kill the plant

Equipment	Useful when...
Backpack sprayer	Small area; short or sparse Phragmites; poor vehicle access
Argo (amphibious side-by-side)	Wet ground (but avoid deep standing water); tall Phragmites
UTV (side-by-side)	Dry ground
Drone	High vantage point nearby; poor access by foot and vehicle
Marsh Master or other wetland tractor	Large area; mostly flat, wet ground
Boat (e.g., Jon boat)	Poor access from land



### Revegetation — to assist in the recovery of native plant species and prevent Phragmites reinvasion

#### Plant materials

Seed

Potted trees, shrubs, grasses, forbs

Cuttings

Sod mats

*For more information about revegetation see “Best practices for revegetation along the Jordan River (Utah, USA) following control of invasive plant species”.*

For more information about the Jordan River Cooperative Weed Management Area please contact Rae Robinson, Jordan River Vegetation Project Coordinator, at [raerobinson@utah.gov](mailto:raerobinson@utah.gov).