

UTA Future of Light Rail Study

Stakeholder Kick-Off Meeting

In Association With:

HDR • Fehr & Peers • Avenue Consultants

Purpose and Need

The UTA light rail network has served the community for over 20 years and is a backbone to the region's transportation service

Needs addressed:

- Comprehensive analysis of the network
- Guidance for improvements in both the short and long term

Includes all existing lines and all planned TRAX and Streetcar lines in 2019-2050 RTP documents.



Scope of Work

Study Will:

- Analyze and recommend service, operational, and capital improvements to the regional light rail network
- Evaluate range of short and long term improvements – fleet, service characteristics, network expansion
- Evaluate existing conditions, projected changes in land use
- Consider connections and implications of other transit services
- Examine impact of each alternative on full system, including benefits/costs

Study culminates with Light Rail Strategic Plan, including timeline for implementation

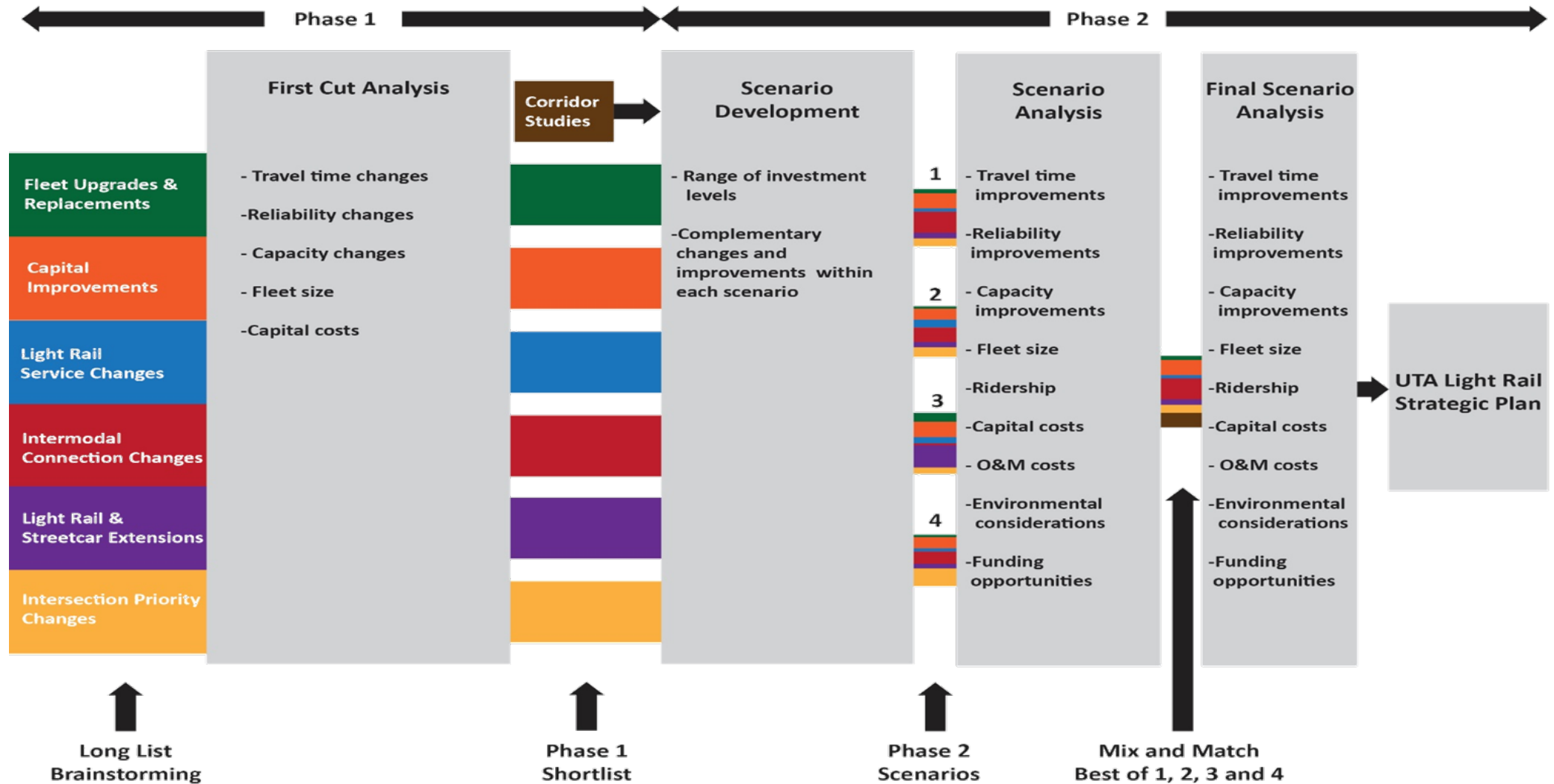


What will UTA and the community get from this study?

A realistic and phased plan for operational and capital improvements, which can be proposed for review and integration into the 2023-2050 RTP.



Project Phases



Study Engagement

Target Audiences Include:

- Technical Advisory Committee
- Stakeholder Group
- Community Leaders
- General Public



Planned Engagement Activities Include:

- Meetings
- Open House (phase II)
- Online Engagement
- Public Survey



Stakeholder Engagement

Representatives from:

- Cities along alignment
- Cities where a study with a possible LRT extension is currently underway
- University of Utah
- Partner Agencies

Roles and responsibilities:

- Meet 4 - 6 times throughout the study (phases I & II)
- Provide critical local input
 - Land use & transportation
 - Local decision making
- Advise, guide, collaborate
 - Act as champions
 - Help achieve eventual buy-in



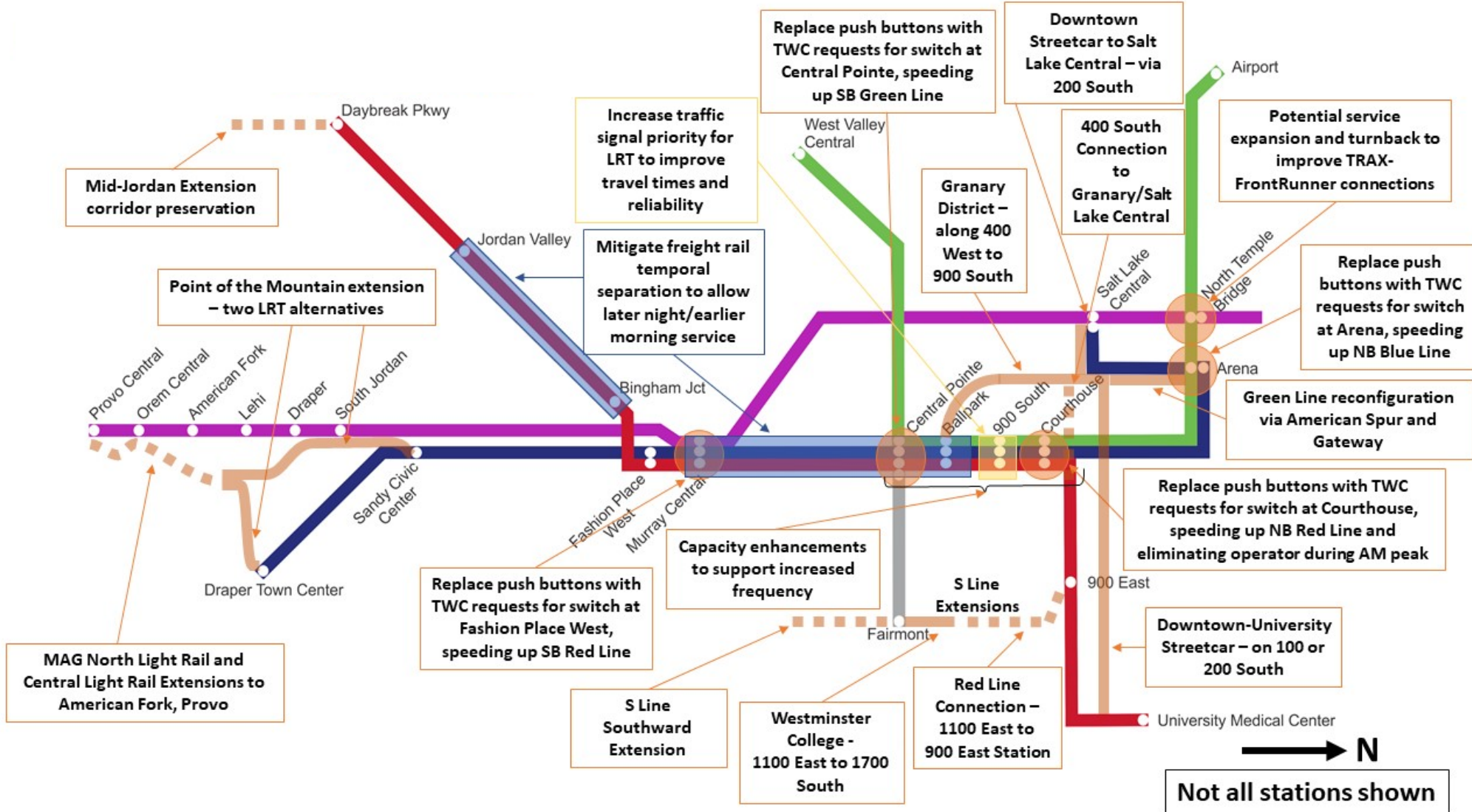
Potential Capital Improvements

Examples of capital improvements to be investigated:

- Improve traffic signal priority at intersections
- Automatic route selection at junctions
- New in-line turnback locations
- Signal and power upgrades to support higher frequencies
- Freight rail upgrades to allow increased span of service (where light rail and freight share tracks)
- Line extensions
- New lines
- Replacement/expanded fleet and support facilities

Other Ideas?

Capital Improvement Opportunities

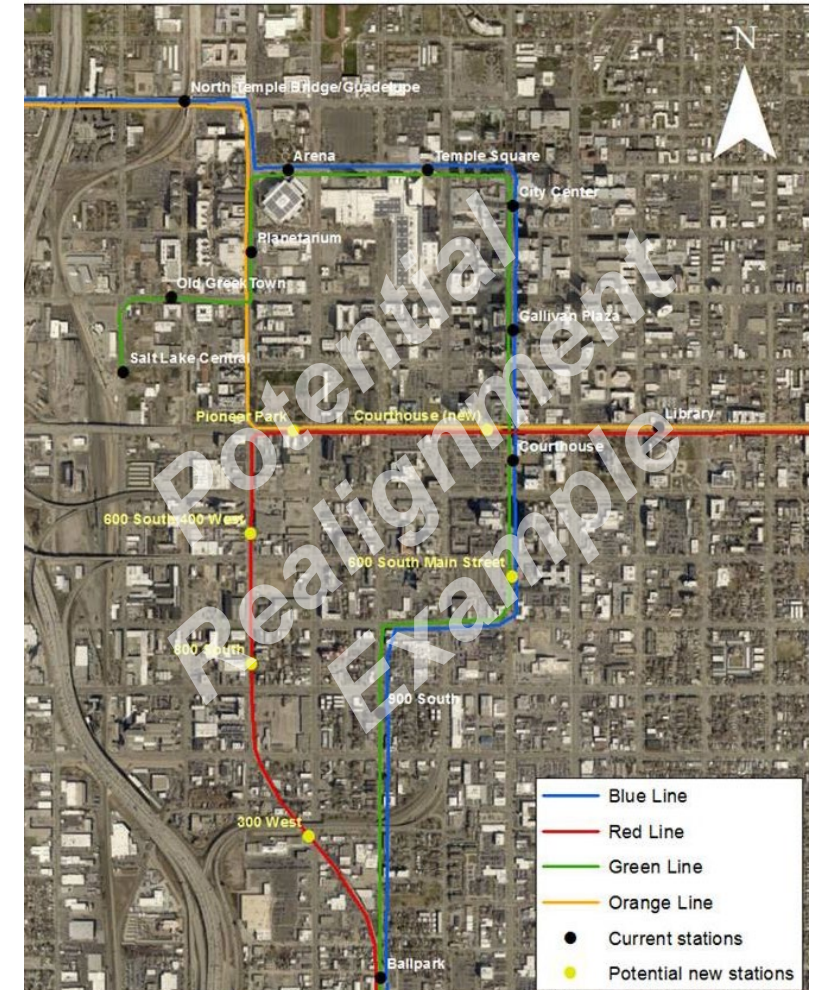


Potential Service Realignment

Examples of service realignments to be investigated:

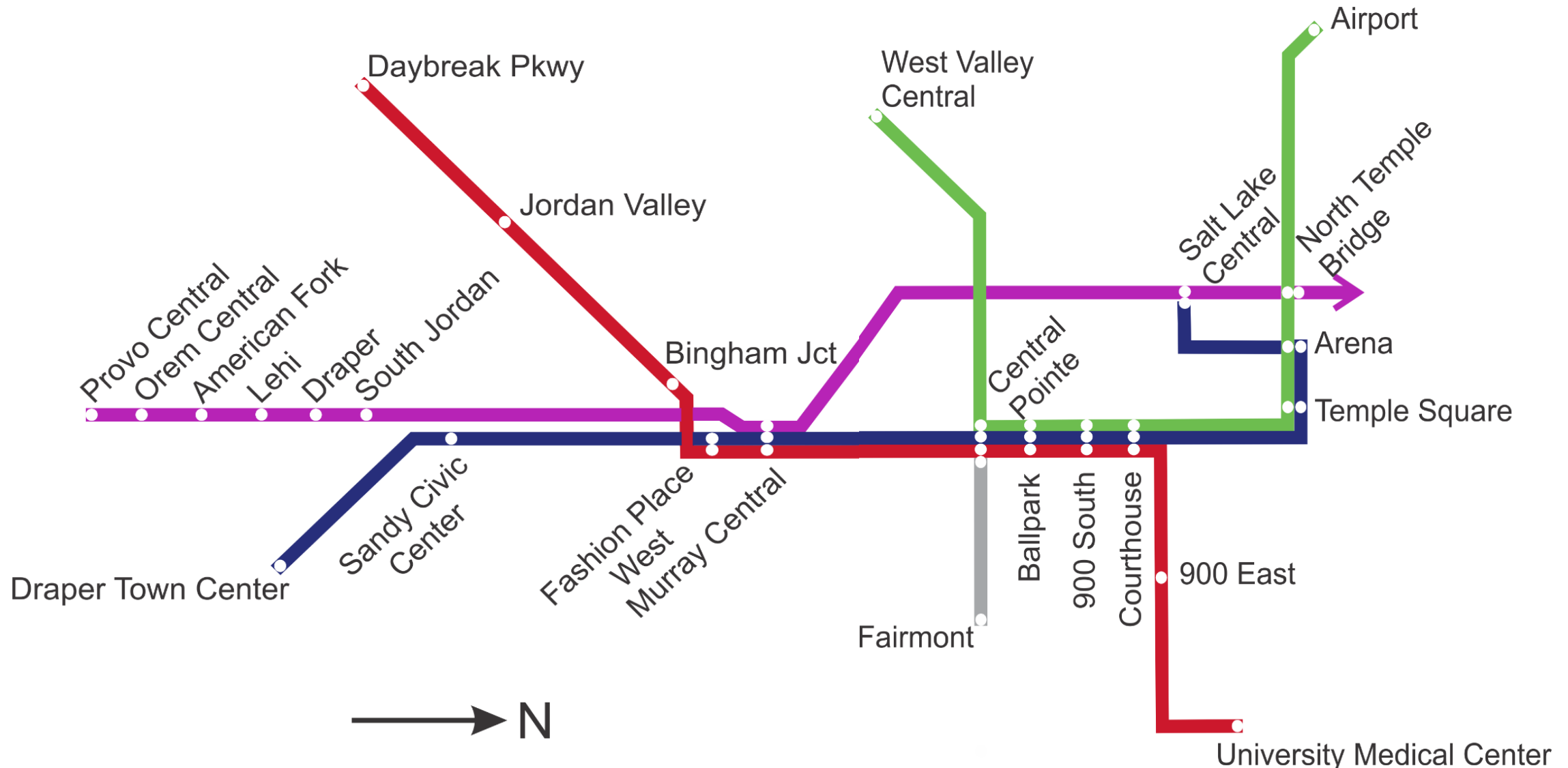
- Pairing branches of each line to match ridership
- Line turnbacks so frequency could be improved in the core, where ridership is highest
- Realignment of service in the Downtown SLC area
- Direct service between UMC and SLC airport
- Additional service along 400 South

Other Ideas?



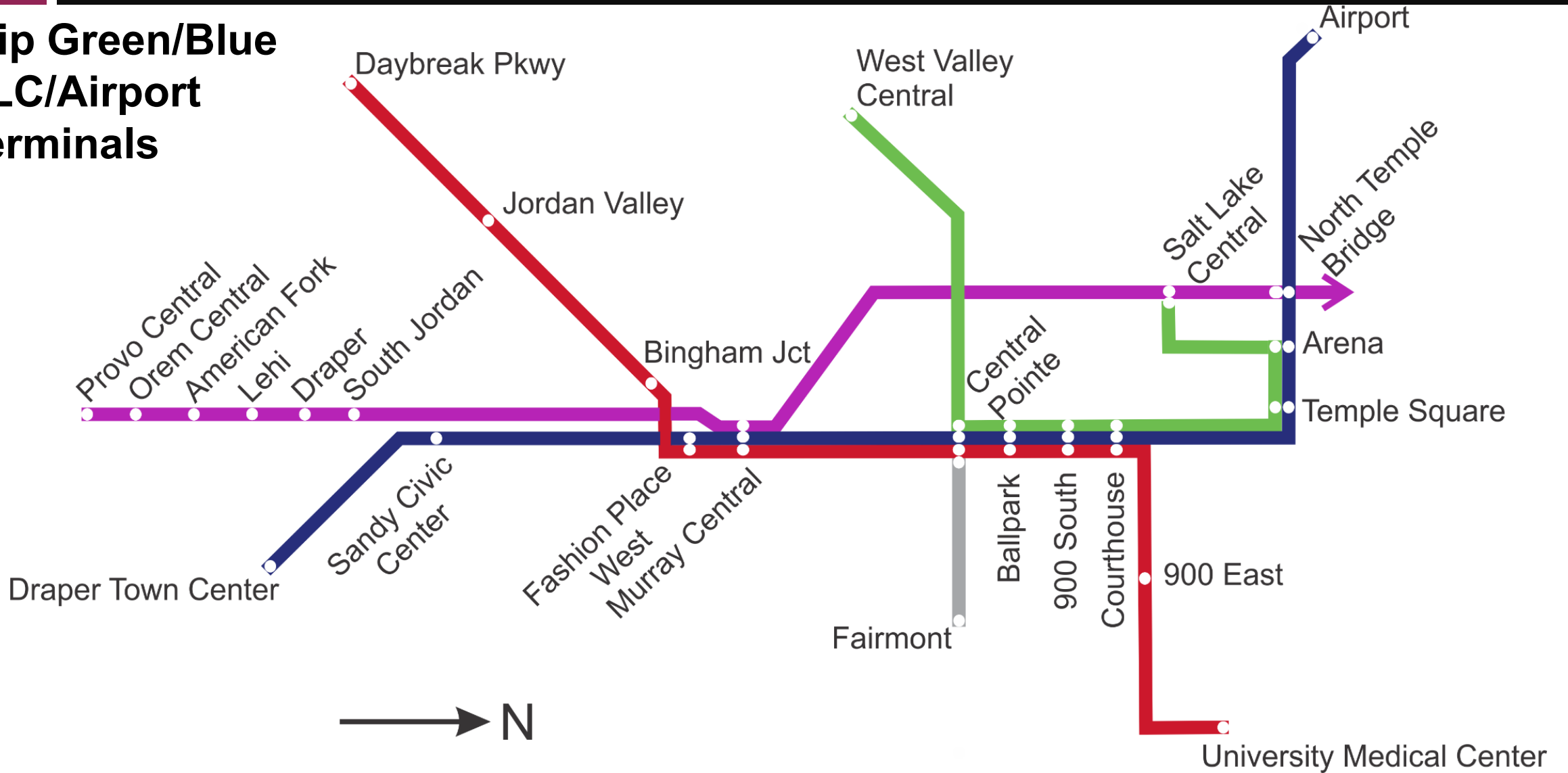
Possible Light Rail Service Realignmentments

Existing Service



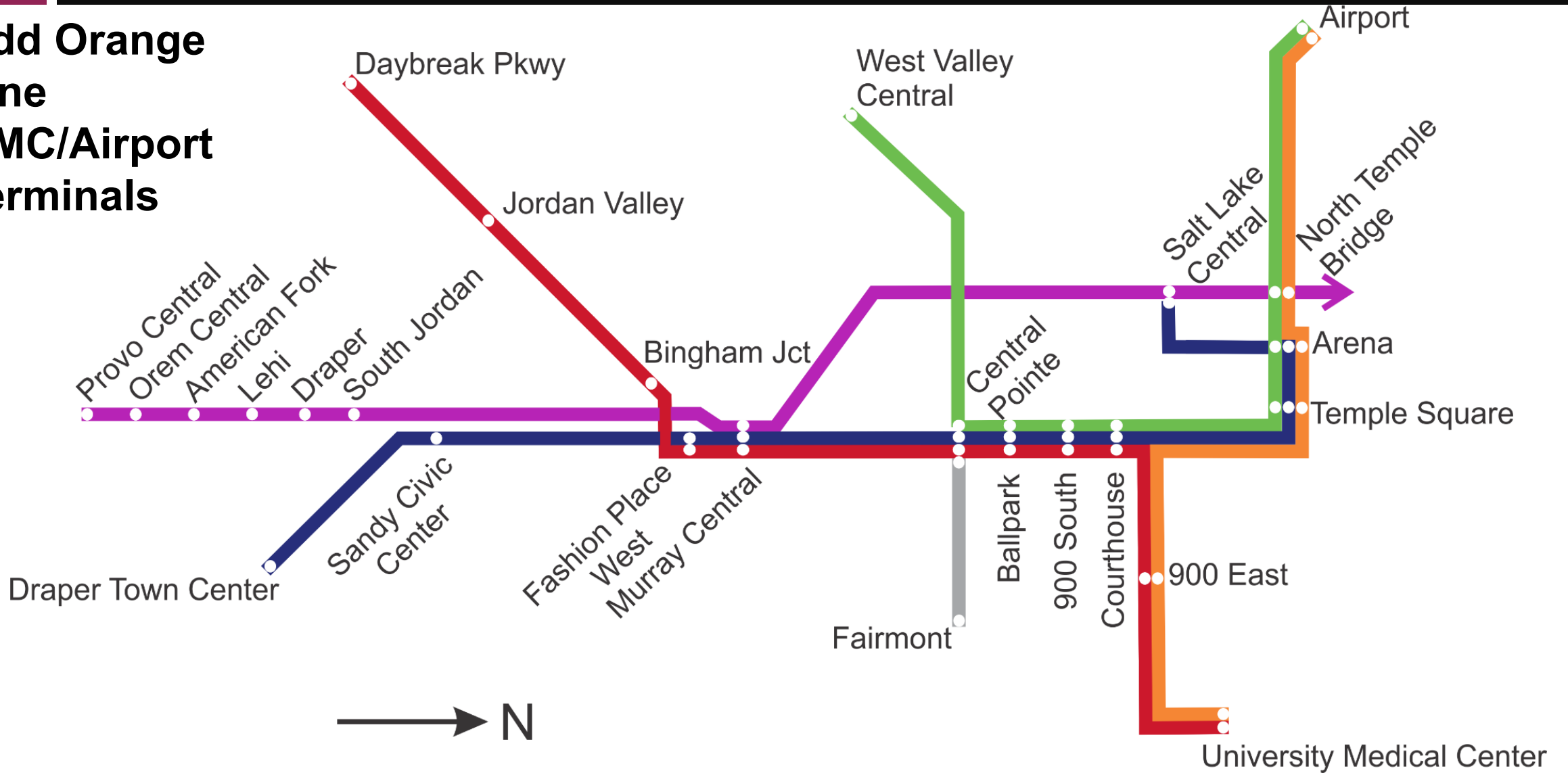
Possible Service Realignment: Example 1

Flip Green/Blue SLC/Airport Terminals



Possible Service Realignment: Example 2

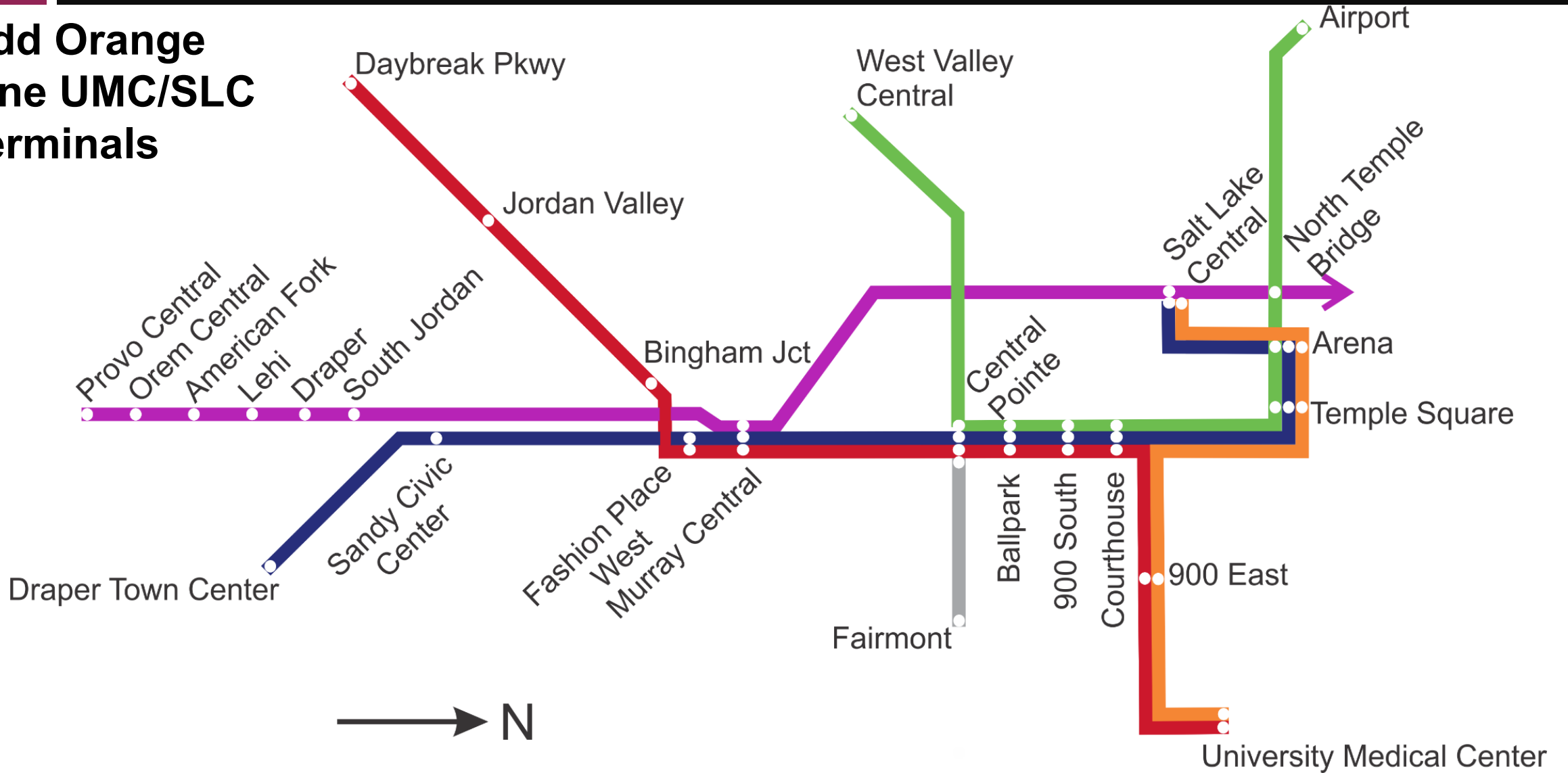
**Add Orange
Line
UMC/Airport
Terminals**





Possible Service Realignment: Example 3

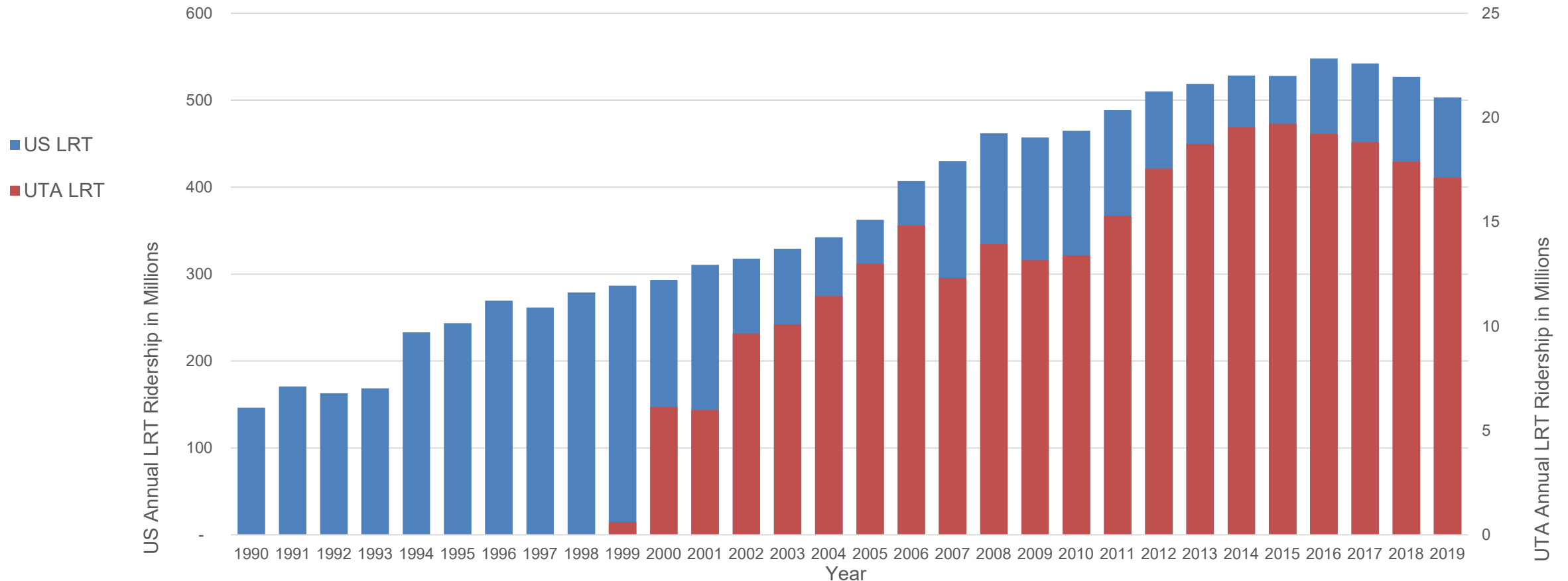
**Add Orange
Line UMC/SLC
Terminals**



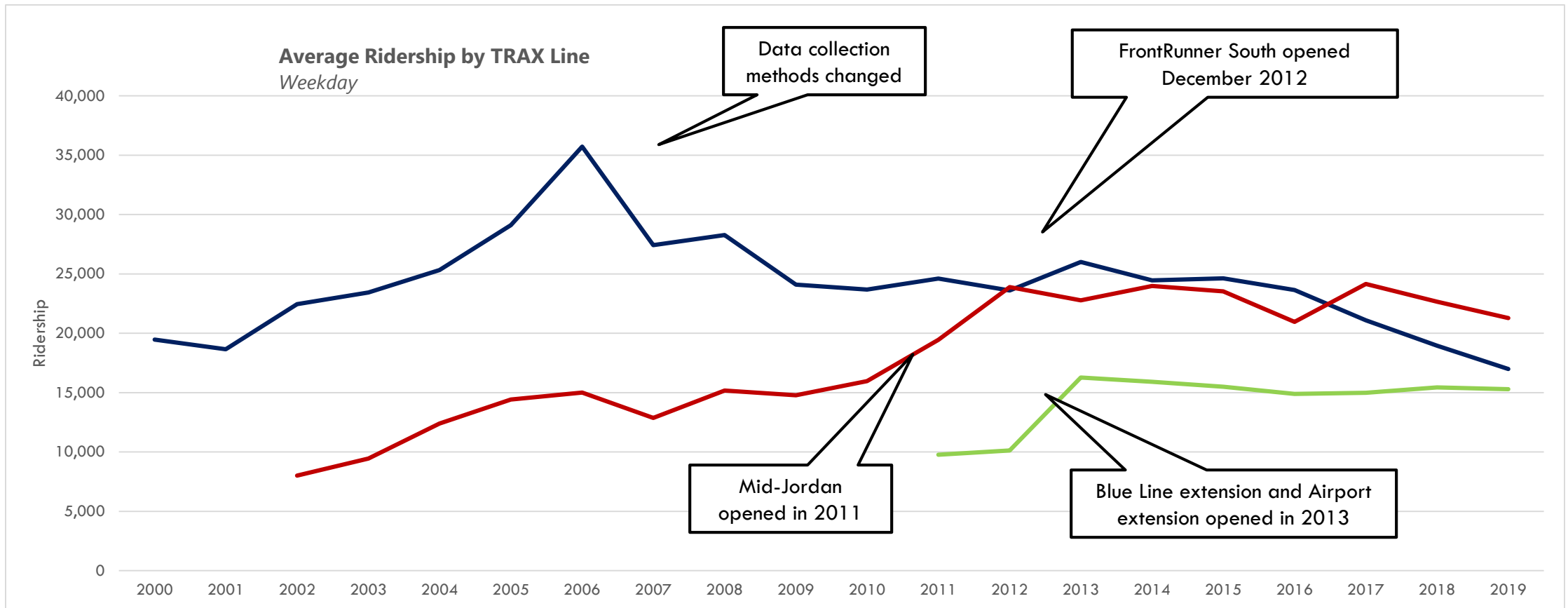


Ridership Trends

Comparison of total US annual LRT ridership with UTA annual LRT ridership 1990 - 2019



Ridership Trends by TRAX Line



Ridership Trends Nationally

Transit ridership was down nationally, even prior to COVID-19

Why?

- Reduction in overall trips per household, regardless of mode
- Increased access to autos
- Low gas prices
- New alternatives, such as ridesharing
- Decreases in transit service due to funding limitations



Ridership Trends Nationally

Who's bucking the trend?

Houston

- Restructured to a high-frequency system, saw a 10% ridership bump



Seattle

- Access to transit improvements made 15-minute service accessible to 80% of residents within a 1/4-mile walk





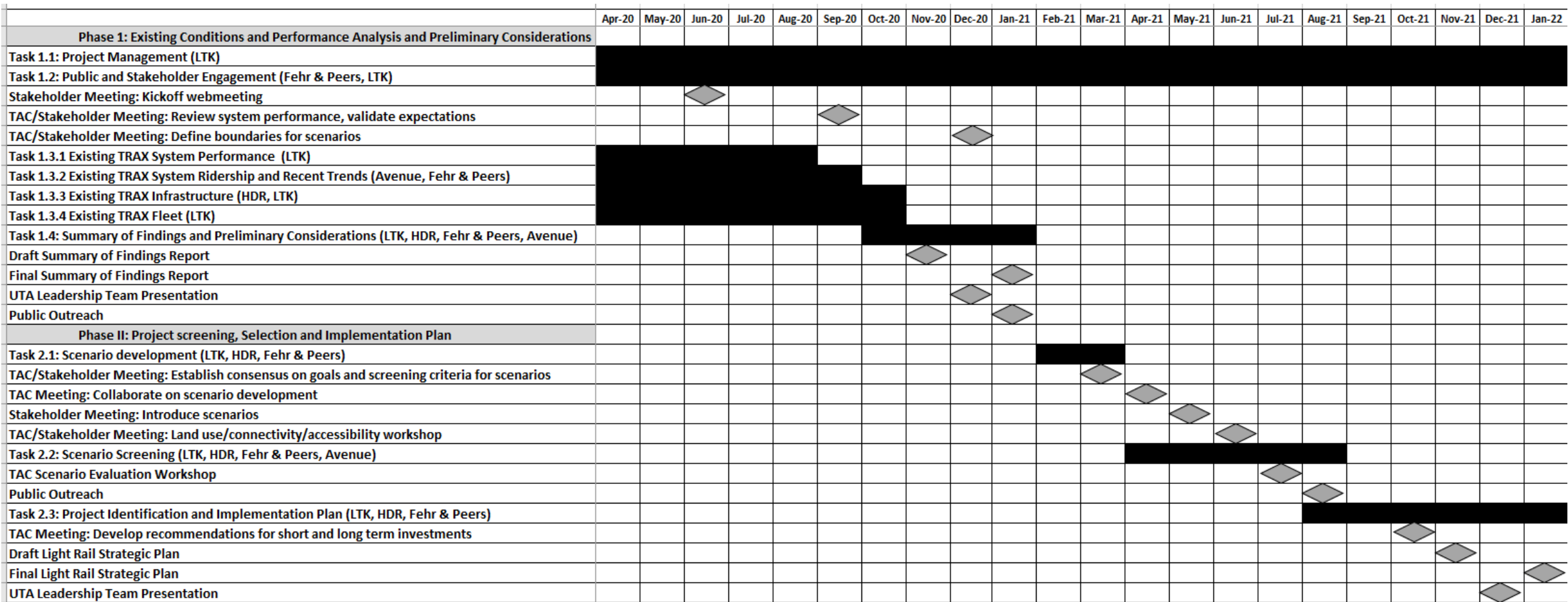
Ridership Trends Locally

For this study, we will evaluate:

- Local effects of factors known to influence transit ridership, such as:
 - Household income
 - Auto ownership
 - Transit costs
 - Transit access
 - Service levels
 - Transit speeds
 - Rider perceptions
 - Disruptive technologies
- Role of land use changes and contribution to expected ridership

Future of Light Rail Study

Review of Schedule/Forthcoming Meetings



Next Steps

Continue study focus areas:

- Fleet strategy
- Improving service reliability and travel times
 - Greater intersection priority
 - Increasing trunk line to 65 MPH
 - More efficient and universal boarding
- Lengthening span of service
- Increasing service coverage
- Improving connections



Questions?