



September 2023

UTA Moves 2050

Long Range Transit Plan

Virtual Open House Presentation

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What is the UTA Long Range Transit Plan – UTA Moves 2050?



Responding to Needs

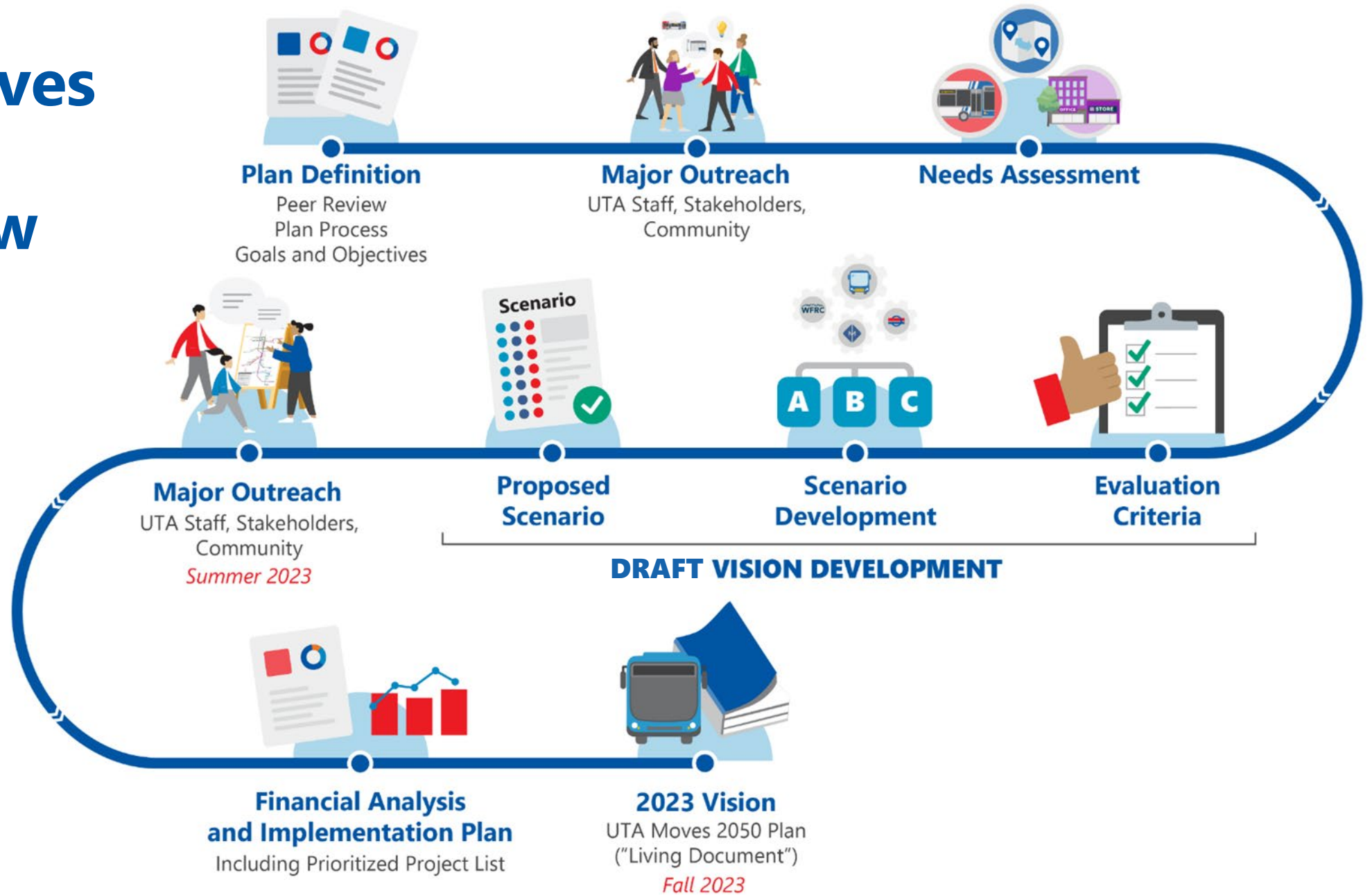
UTA is developing a 30-year Long Range Transit Plan focused on understanding and planning for the **future needs of the communities we serve**



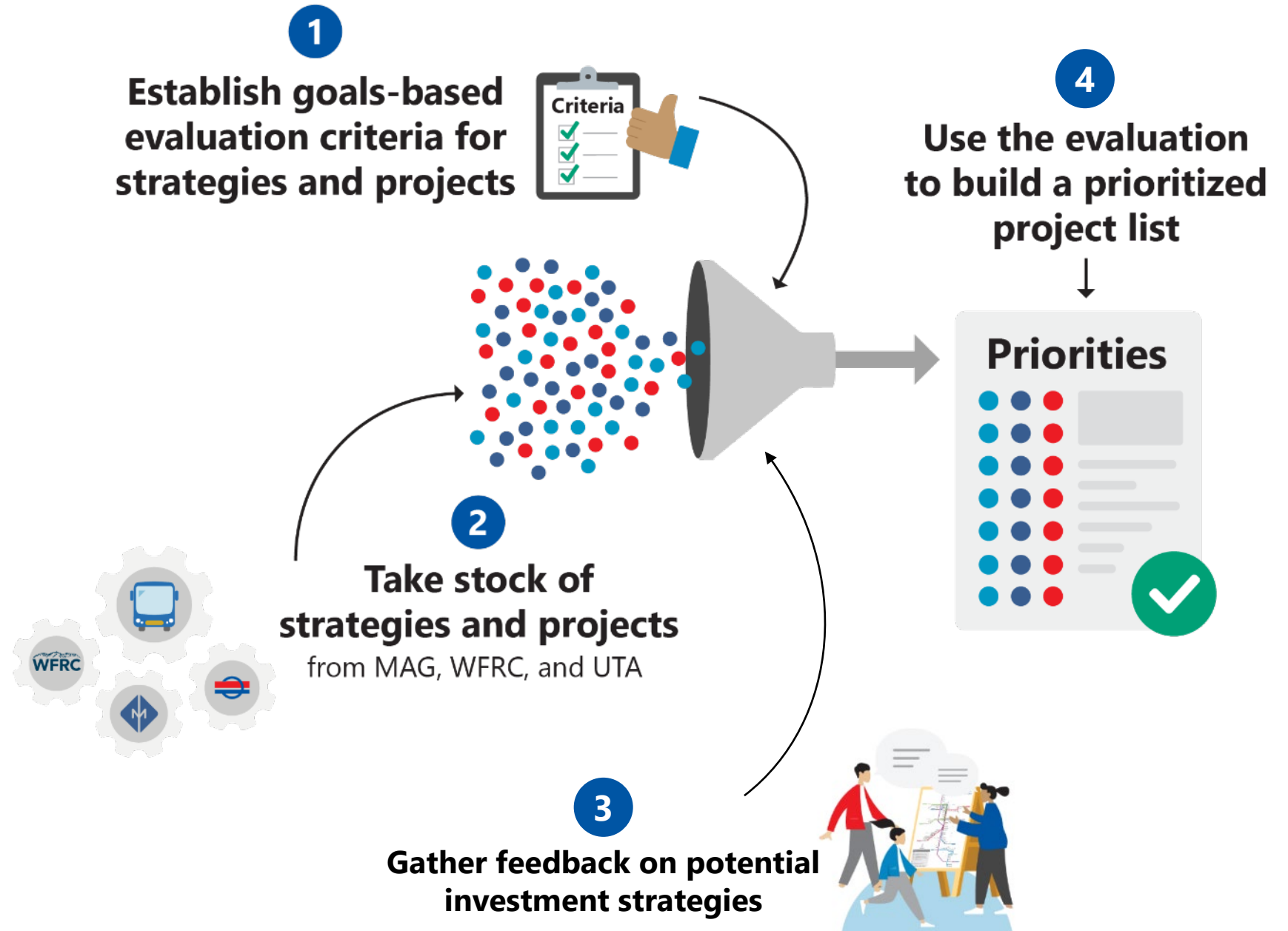
Thinking Big

It will result in a vision for the future of public transportation—***considering all ideas, not restricted by funding***

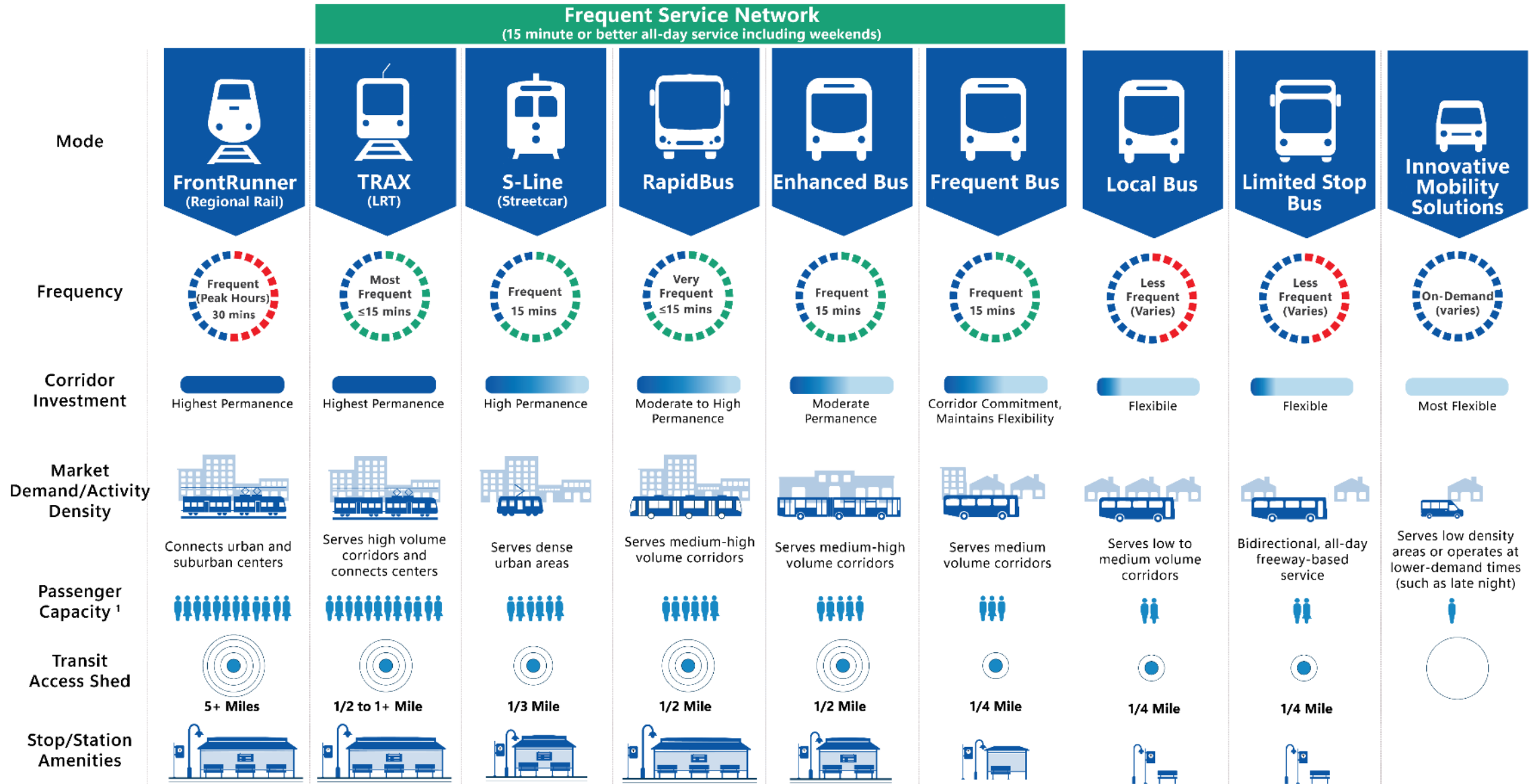
UTA Moves 2050: Overview



Plan Vision Development

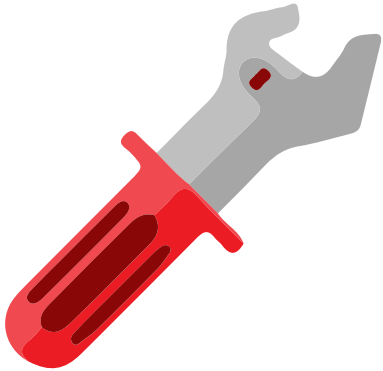


Coordinate Investment Strategy to Growth

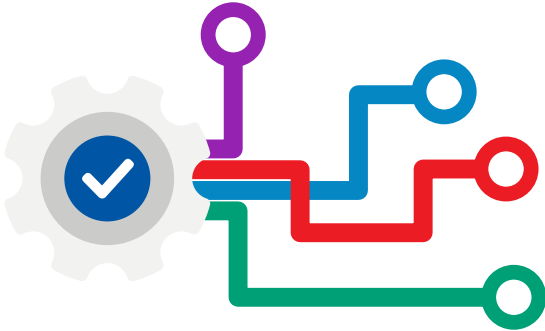


1. Based on vehicle capacity and frequency

Four Investment Strategies



**Maintain
Our System**



**Make the System
Work Better**

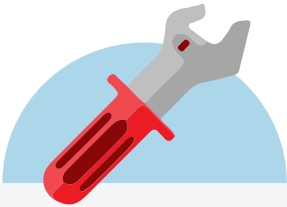


**Expand Frequent
Service Network**

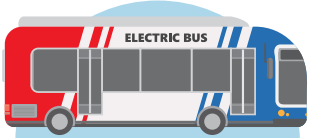


**Serve
Growth Areas**

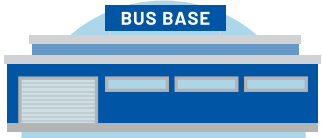
Maintain Our System



State of good repair



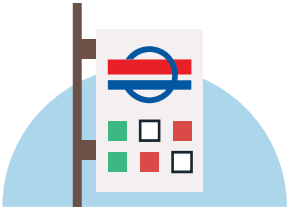
Updating bus fleet to go green



Facilities and support systems



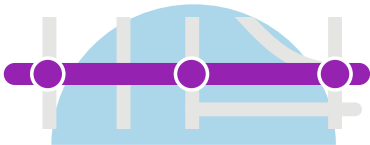
Park and rides



Transit Centers / transfer / layover locations



IT



Corridor preservation

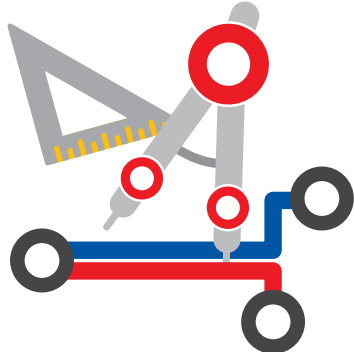


Workforce

Make the System Work Better



Fast and reliable service is important to existing customers and attracting new customers



Targeted capital improvements to improve on all types of service



Commit to improving technologies for paratransit and On Demand



New technologies

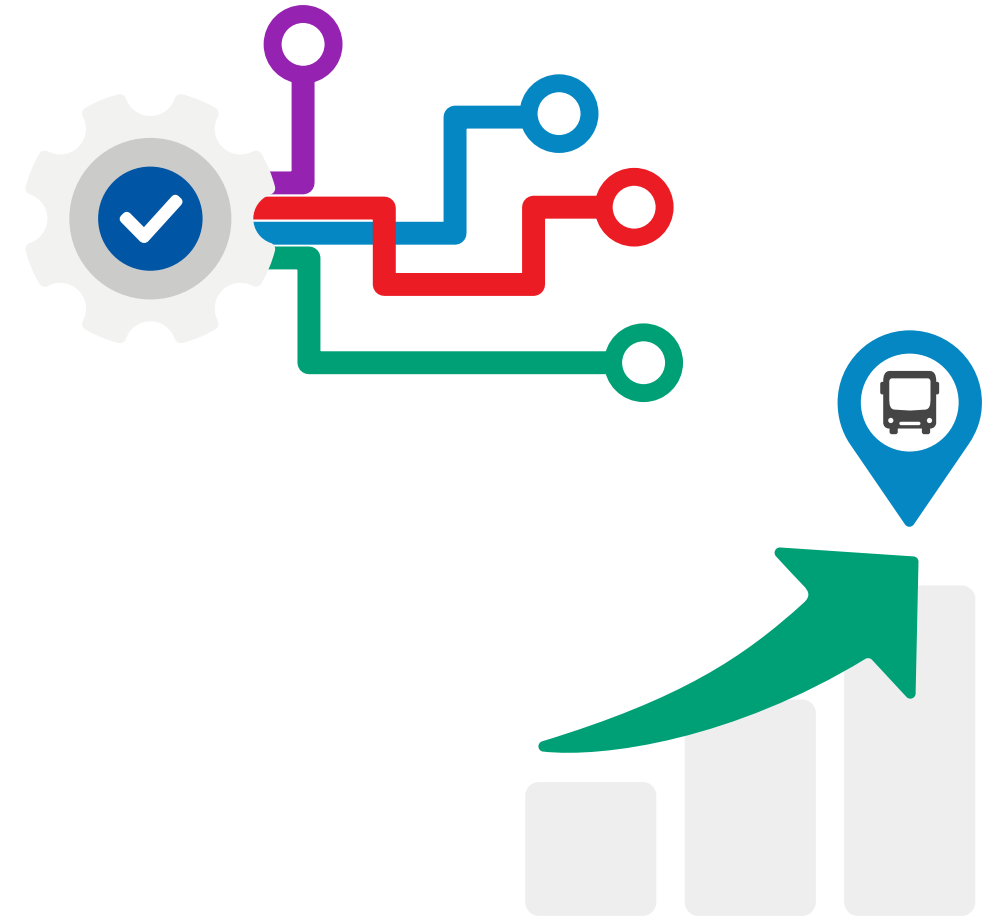
Expand Frequent Service Network

- Improve and expand frequency across system including:
 - Consistency across Frequent Service Network
 - Frontrunner
 - TRAX
 - Bus, including corridor improvements
 - Right of way preservation for potential future extensions



Make the System Work Better/ Serve Growth Areas

- Operate most routes on weekends, including Sunday
- Extend evening service
- Upgrade existing route frequency
- New routes in select areas
- Innovative Mobility Solution Zones service to provide temporal and geographic coverage
- Develop limited stop bi-directional all-day service to improve regional connectivity

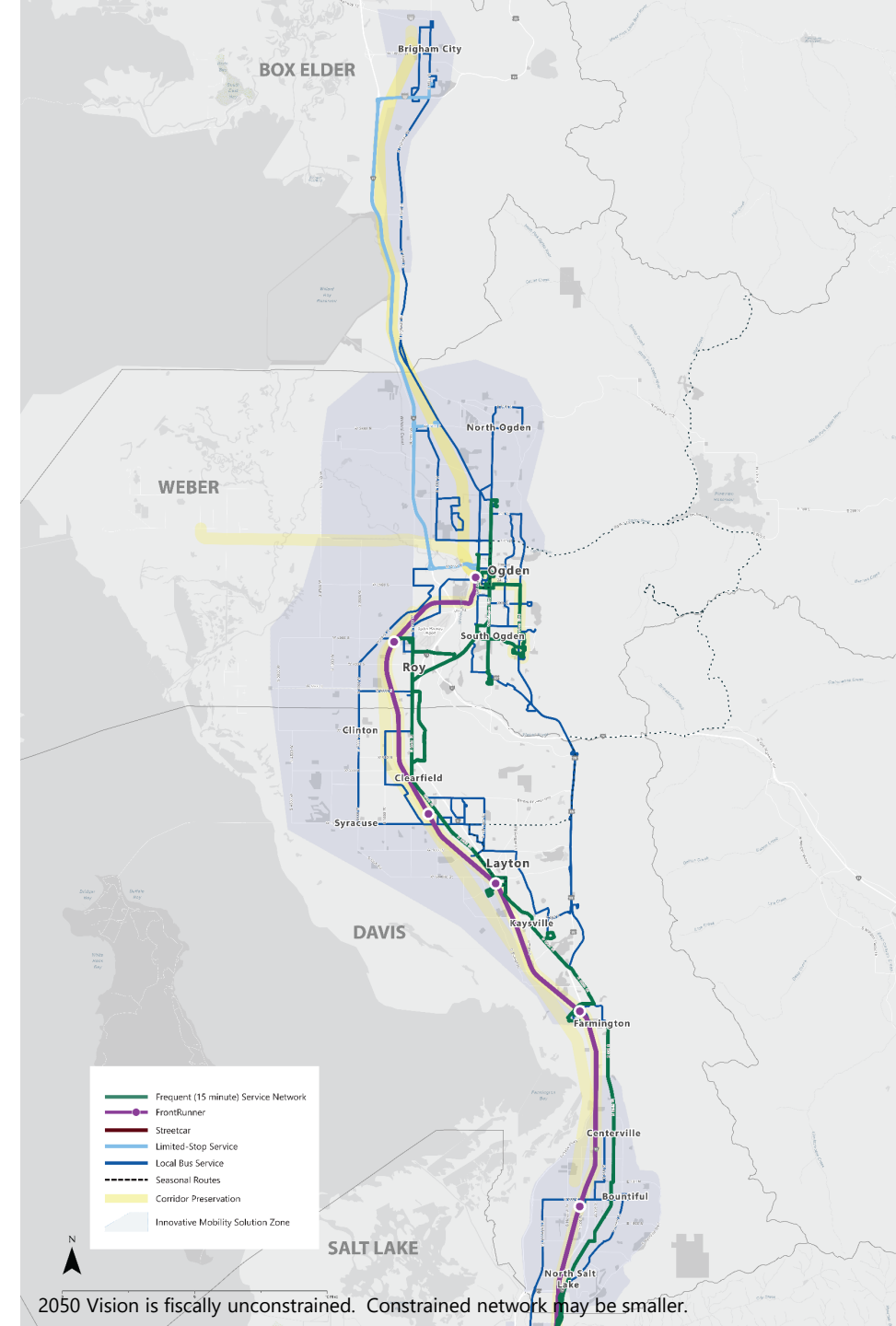
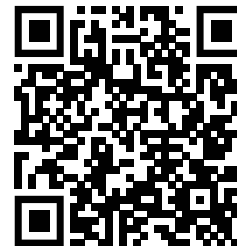


North Box Elder, Davis, Weber

Highlights of Box Elder/Davis/Weber County Investments

- **Frontrunner:** More frequent service, seven days a week
- **Expanded service network**, including to Hill AFB, Layton, Roy, Farmington, and Ogden
- Improved **weekend frequency**
- **Later evening** service
- **Innovative Mobility Solution Zones** to expand geographic and temporal coverage

Follow this link to
comment on the
map!

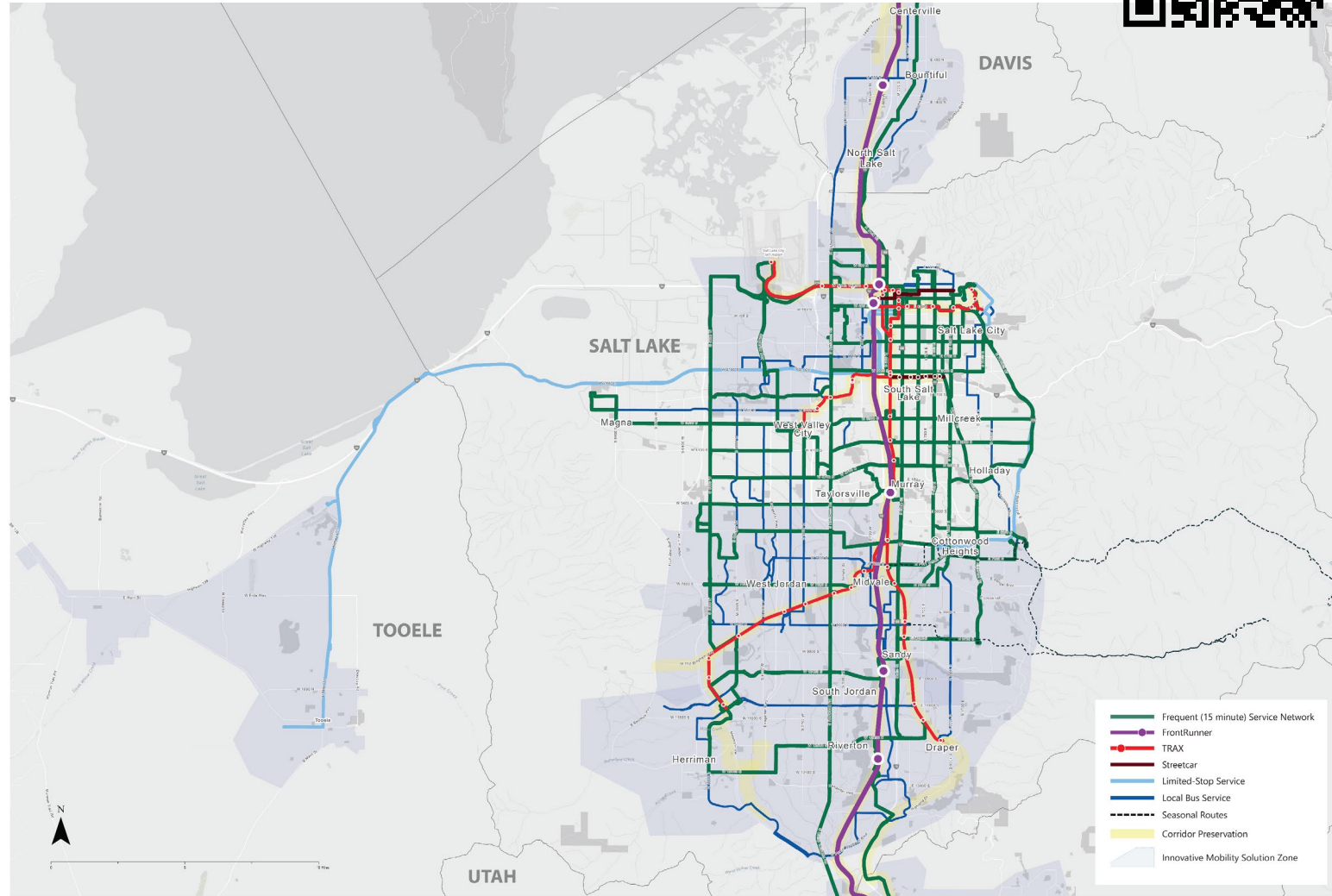


Central Salt Lake, Tooele

Highlights of Salt Lake/Tooele County Investments

- **Frontrunner:** More frequent service, seven days a week
- **TRAX:** Service expansion
- **Direct connections** between SLC Airport, Daybreak, and West Valley City
- Expanded **network of service routes**, including in Southwest Salt Lake County
- **Additional routes** to Utah County
- Improved **weekend frequency**
- **Later evening** service
- **Innovative Mobility Solution Zone** to expand geographic and temporal coverage

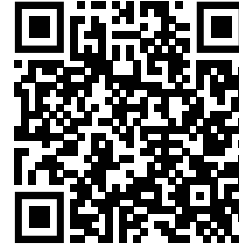
Follow this link to comment on the map!



2050 Vision is fiscally unconstrained. Constrained network may be smaller.

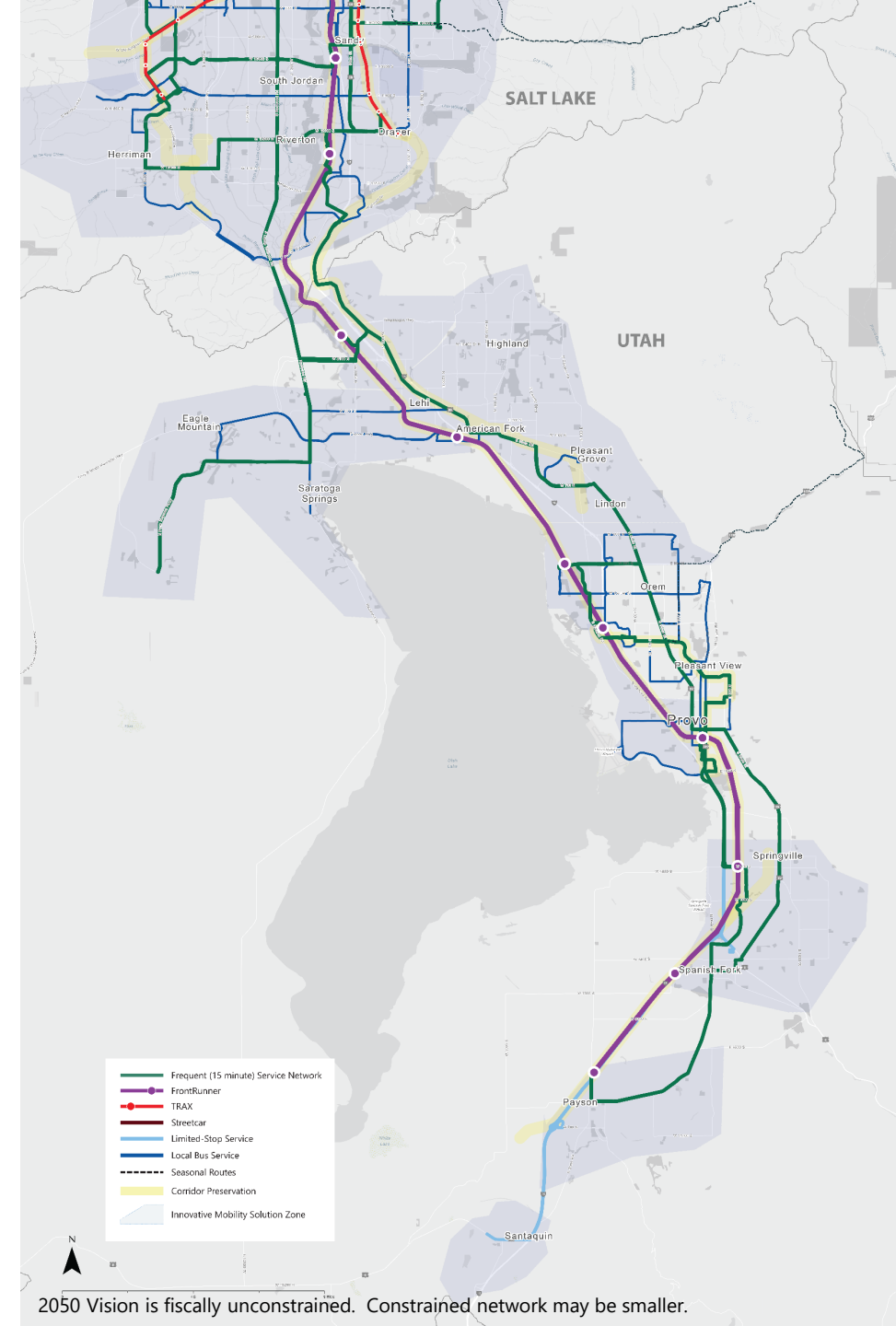
South Utah

Follow this link to comment on the map!



Highlights of Utah County Investments

- **FrontRunner**: More frequent service, seven days a week. Extension to Payson
- Extended **service** to Eagle Mountain, Saratoga Springs, Springville, Spanish Fork, Salem, and Payson
- **Additional routes** to Salt Lake County
- Central Corridor **BRT**
- **UVX Extension** to Vineyard Frontrunner
- Improved **weekend frequency**
- **Later evening** service
- **Innovative Mobility Solution Zones** to expand geographic and temporal coverage



Investments will be Evaluated Considering UTA Strategic Plan Goals



Moving Utahns to a Better Quality of Life

- Air quality
- Access to transit



Exceeding Customer Expectations

- Ridership
- Increased frequency & span
- Travel time improvements



Achieving Organizational Excellence

- Cost-Effectiveness



Building Community Support

- Access to communities with high need

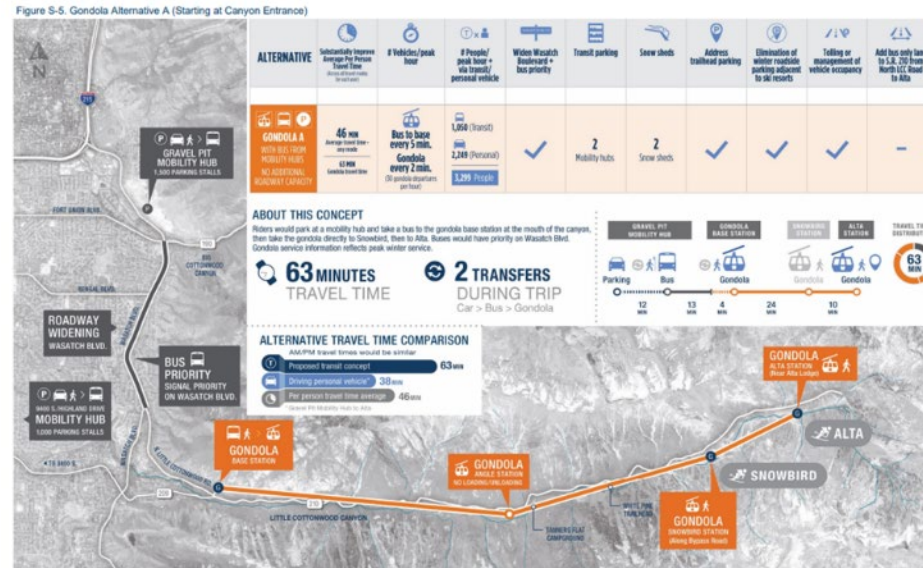
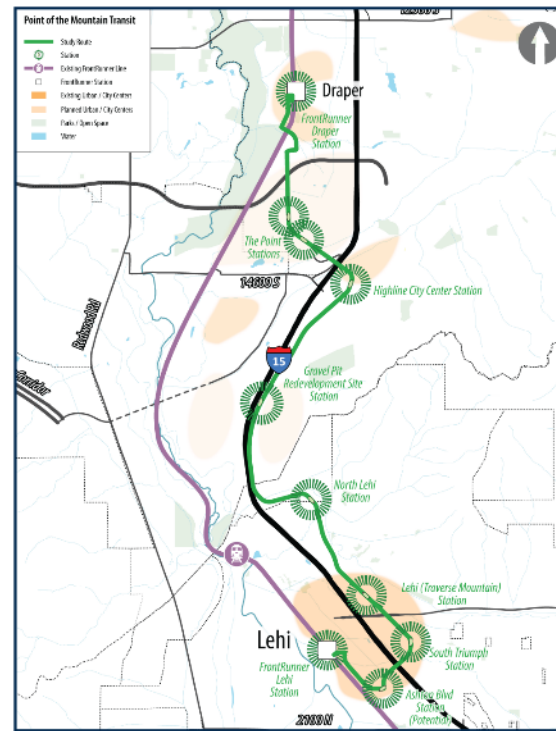


Generating Critical Economic Return

- Serving future transit-supportive land use
- Improved access to jobs & essential services

Regional Planning Processes Concurrent with UTA Moves 2050

- Point of the Mountain
- LCC EIS
- Seasonal service (ski bus)



UTA Moves 2050 Next Steps



We Want Your Feedback on the Draft Vision!

- The Draft Vision Network is financially unconstrained.
- Because UTA has a limited budget, we're asking you to use this Draft Vision Network as a jumping off point--tell us what you like, what you don't, and any other ideas for the network you have.
- We'll use your feedback to help prioritize elements in our Final Network.



[StoryMap](#)



[Interactive Map](#)



[UTA Moves 2050](#)

Questions & Discussion



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