Executive Summary

TRANSPORTATION
CONSULTANTS, INC.

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Executive Summary

INTRODUCTION

The Cache Valley Transit District (CVTD) contracted with the team of LSC Transportation Consultants, Inc. (LSC) and Fehr & Peers to prepare a Short Range Transit Plan (SRTP) for the Cache Valley. The primary focus of the study is to improve efficiency of service delivery and effectively meet the transit needs of the community. Evaluation of the current performance is key to identifying opportunities to improve efficiency. CVTD is interested in determining the unmet transportation needs in the Cache Valley and between the Cache Valley and other nearby counties.

STUDY APPROACH

The purpose of this study is to prepare a five-year working plan to guide CVTD in meeting the transportation needs of residents and visitors to the Cache Valley. The plan identifies unmet transportation needs, evaluates service options to meet those needs and improve service delivery, and provides recommendations for implementing service changes over the next five years. In addition to the Short Range Transit Plan, long term service priorities have been identified.

The short range and long term recommendations in the plan will guide development of transit services by CVTD. As the plan is implemented, refinements may be needed for specific recommendations to address operational issues or changes in community conditions. Examples of refinements that should be anticipated are changes in bus stop locations, alterations of some route segments, and adjustments to schedules.

As part of the creation of the plan, two Interim Reports were prepared and submitted for review by CVTD staff, community stakeholders, the Steering Committee, the CVTD Board, and the community. A website was set up to disseminate the Interim Reports and information about the plan. CVTD used their website and social media outlets to reach out to the community to obtain broad input. The focus of the first Interim Report was to compile information about the current community conditions, evaluate the existing service, and

determine the level of unmet transportation needs. Interim Reports are provided to give the community an opportunity to participate in the planning process.

The second Interim Report presented service options that were developed based on the evaluation of existing service and community input. The options were evaluated using key performance measures and a preliminary recommendation was provided. Community input was obtained through the study website and a display at the Intermodal Transit Center. The options were presented to the Steering Committee and the CVTD Board. Feedback from these presentations was used to develop the recommended Short Range Transit Plan.

GOALS AND OBJECTIVES

To accomplish the mission of CVTD and implement the values, LSC has developed recommended goals and objectives. The following service standards were established based on performance of peer systems and recent performance of CVTD. The goals, objectives, and performance standards were presented for review and approval from the CVTD Board.

Goal 1: Provide high quality public transit service.

Objective 1.a: Maintain 95 percent on-time service running within zero to five minutes of the schedule time.

Objective 1.b: Ensure that 95 percent of transfers are made on-time at the transfer center.

Objective 1.c: Maintain a peak load factor of 1.5 or less on local routes and 1.0 or less on regional connector and commuter routes.

Goal 2: Operate efficient services.

Objective 2.a: Maintain a system-wide average of 35 passengers per revenue-hour or greater on fixed-route service.

Objective 2.b: Individual local routes should have an annual average of 25 or more passengers per revenue-hour.

Objective 2.c: Individual regional connector routes should have an annual average of 10 or more passengers per revenue-hour.

Objective 2.d: Individual commuter routes should have an annual average of 10 or more passengers per revenue-hour.

Objective 2.e: Call-a-Ride service should achieve an annual productivity of 2.5 passengers per revenue-hour.

Goal 3: Maintain funding through the Small Transit Intensive Cities (STIC) program.

Setting performance standards for the six categories is more of a challenge because the funding thresholds change each year based on the average performance of transit systems in cities from 200,000 to 1,000,000 in population. The performance standards have been set based on 2016 levels or current CVTD performance whichever is greater. The objectives are limited to the three categories in which CVTD received funding or is close to the threshold.

Objective 3.a: Passenger-miles per vehicle revenue-mile will exceed 7.0.

Objective 3.b: Vehicle revenue-hours per capita will exceed 0.7.

Objective 3.c: Passenger trips per capita will exceed 18.5.

PUBLIC OUTREACH

A key element in the plan is to provide opportunities for participation in the process. As part of the planning process, two survey efforts were completed. The first was a community survey which was widely disseminated throughout the community. A total of 3,034 responses were received to the community survey. This level of community participation is much higher than would be anticipated from public meetings and is significantly higher than typically seen on other projects completed by LSC.

The second survey focused on current users of CVTD and was conducted on the buses over a period of two days. There were 2,862 responses received through the onboard survey out of 7,178 passenger boardings, yielding a 40 percent response rate. LSC has worked in many similarly sized areas throughout the United States but this level of public feedback, in terms of the number of surveys received and the response rate, is significantly higher, illustrating a high level of public input in the Cache Valley Short-Range Transit Plan. In Colorado Springs,

CO LSC received 1,161 responses out of 4,452 passenger boardings, yielding a 26 percent response rate. In Grand Junction, CO LSC received 591 responses out of 2,268 passenger boardings, yielding a 26 percent response rate.

Meetings were held with CVTD drivers to obtain input regarding issues and changes to consider. The service options which were developed were provided to drivers to obtain input regarding specific options.

Public meetings were held in Hyrum, Smithfield, and at the Intermodal Transit Center in Logan during November to obtain input from community members regarding service changes to consider. The input from these meetings supplemented the information obtained through the two survey efforts.

After the second Interim Report was made available, a community outreach effort was made to obtain input regarding each of the options. An online response form was created along with a paper version which was available at a display in the Intermodal Transit Center. Interested individuals were contacted through email and the social media outlets of CVTD. A total of 947 responses were received with input and comments regarding the service options and the preliminary recommendations. Again, this level of participation is much higher than typically seen and much higher than could be anticipated through public meetings. The input was used to refine the recommendations for the Short Range Transit Plan.

In coordination with the posting of the draft plan on the project website, a community outreach effort was made to obtain input regarding the recommended plan. An online response form was created along with a paper version which was available at a display in the Intermodal Transit Center. Interested individuals were contacted through email and the social media outlets of CVTD. A total of 150 responses were received. This level of participation is much higher than we typically see for local transit plans. The number of responses is often less than 20. This is also much higher than would be expected for attendance at a public meeting.

SERVICE RECOMMENDATIONS

The recommended service plan is intended to guide CVTD in implementing service improvements. As the recommendations are implemented, refinements may be needed to address operational issues. These may include changes in the route alignment, schedules, interlining, and bus stop locations. Changes in community conditions may require adjustments to the plan as well. Implementation of the plan should consider community needs and operational requirements at the time the changes are made.

The recommended service plan is illustrated in Figure ES-1 and presented in Table ES-1. Note that all costs are presented in 2015 constant dollars so that the budgetary impacts of individual options could be compared with the most recent full year of service. The recommended service plan maintains the status quo for Routes 2, 6, 7, 9, 12, 13, and 15, as well as the Call-a-Ride service, and includes changes to Routes 1, 3/10, 4, 5, 8, 11, 14, and 16. The changes to existing routes are summarized below.

- The recommended service plan reduces weekday service on Route 1 to every 30 minutes.
- For Routes 3/10, Route 3 has been eliminated which eliminates service to the Cliffside Loop. In addition, Route 10 weekday service is reduced to every 60 minutes.
- The recommended service plan maintains the status quo service on Route 4 but includes new peak service on weekdays when USU is in session and on Saturdays. The new peak service will consist of adding two additional buses to Route 4, running 10 and 20 minutes after the current bus, thereby increasing the frequency of Route 4 to every 10 minutes.
- In the recommended service plan, the route structure of Route 5 has been changed slightly in order to serve the new North Logan High School. The route run time has been increased to 45 minutes in order to accommodate the change.

- The recommended service plan reduces weekday service on Route 8 to peak service only, operating 16 runs per day with seven morning and nine afternoon runs.

- In the recommended service plan, the route structure of Route 11 has been altered while maintaining the existing frequency.

- The recommended service plan alters the route structure of Route 14 reducing it to a 30 minute run time and begins new Saturday service.

- In the recommended service plan, the route structure of Route 16 has been altered to provide direct service to USU.

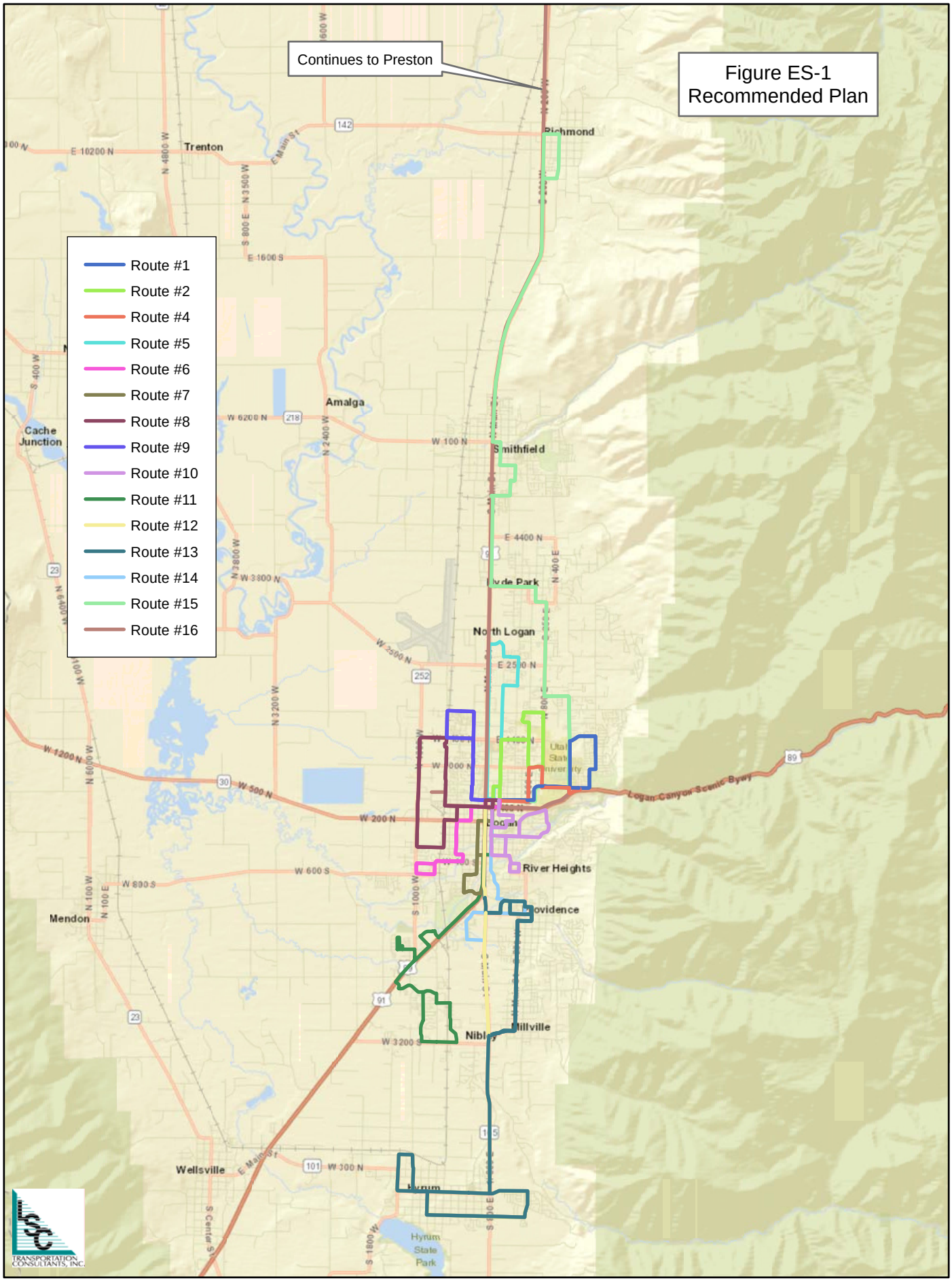
Figure ES-1
Recommended Plan
Continues to Preston
Route #1
Route #2
Route #4
Route #5
Route #6
Route #7
Route #8
Route #9
Route #10
Route #11
Route #12
Route #13
Route #14
Route #15
Route #16
Trenton
Richmond
Amalga
Cache Junction
Smithfield
Hyde Park
North Logan
Logan
River Heights
Mendon
Millville
Wellsville
Hyrum
Hyrum State Park
Logan Canyon Scenic Byway
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Table ES-1
CVTD Recommended Service Plan

Route	Service Description	Total Daily Vehicle-Miles	Total Daily Vehicle-Hours	Total Annual Vehicle-Miles	Total Annual Vehicle-Hours	Annual Operating Days	Annual Ridership	Operating Cost	Passengers per Hour	Cost per Passenger
Route 1	Existing weekday service is reduced to every 30 minutes.									
	Monday-Friday: 30 minute run time, 30 minute frequency, first run at 7:00am, last run at 7:30 pm.	166	13	42,532	3,328	256	195,394	$296,858	58.7	$1.52
	Saturday: 30 minute run time, 30 minute frequency, first run at 10:11am, last run at 6:30pm.	105	8	5,589	437	53	21,343	$38,995	48.8	$1.83
	Route 1 TOTAL	**272**	**21**	**48,121**	**3,765**	**309**	**216,737**	**$335,853**	**57.6**	**$1.55**
Route 2	*Monday-Friday: 30 minute run time, 30 minute frequency, first run at 6:13am, last run at 8:30pm.*	184	15	47,063	3,795	256	156,210	$334,837	41.2	$2.14
(status quo)	*Saturday: 30 minute run time, 30 minute frequency, first run at 10:13am, last run at 6:30pm.*	101	8	5,377	434	53	10,972	$38,252	25.3	$3.49
	Route 2 TOTAL	**285**	**23**	**52,440**	**4,228**	**309**	**167,182**	**$373,089**	**39.5**	**$2.23**
Route 4	*Status quo service - Monday-Friday: 30 minute run time, 30 minute frequency, first run at 7am, last run at 8pm.*	157	14	40,318	3,582	256	192,126	$305,603	53.6	$1.59
	New peak service - Monday-Friday: While USU is in session, two additional buses will be added to Route 4 during peak times, running 10 and 20 minutes after the current bus and operating on a 30 minute run time. Each new bus will operate 7 morning runs and 7 afternoon runs per weekday.	158	14	29,626	2,632	188	216,576	$96,061	27.9	$1.31
	Saturday: New service, 30 minute run time, 30 minute frequency, first run at 10:00 a.m, last run at 6:00 p.m.	96	9	5,071	451	53	14,914	$16,442	33.1	$1.10
	Route 4 TOTAL	**411**	**36**	**75,014**	**6,664**	**309**	**423,616**	**$418,105**	**63.6**	**$0.99**
Route 5	Slight change to route structure to serve new North Logan High School. Increase run time to 45 minutes. No cost difference.									
	Monday-Friday: 45 minute run time, 45 minute frequency, first run at 6am, last run at 7:30pm.	205	14	52,487	3,706	256	170,716	$343,634	46.1	$2.01
	Saturday: 45 minute run time, 45 minute frequency, first run at 10am, last run at 5:30pm.	117	8	6,175	436	53	22,173	$40,429	50.8	$1.82
	Route 5 TOTAL	**322**	**23**	**58,662**	**4,142**	**309**	**192,889**	**$384,064**	**46.6**	**$1.99**
Route 6	*Monday-Friday: 30 minute run time, 30 minute frequency, first run at 6:12am, last run at 8:30pm.*	186	15	47,523	3,771	256	121,771	$334,654	32.3	$2.75
(status quo)	*Saturday: 30 minute run time, 30 minute frequency, first run at 10:12am, last run at 6:30pm.*	102	8	5,415	430	53	9,891	$38,136	23.0	$3.86
	Route 6 TOTAL	**288**	**23**	**52,939**	**4,200**	**309**	**131,662**	**$372,790**	**31.3**	**$2.83**
Route 7	*Monday-Friday: 30 min run time, 30 min frequency, 1st run at 6:09am, last run at 8:30pm.*	145	15	37,117	3,796	256	207,701	$309,586	54.7	$1.49
(status quo)	*Saturday: 30 min run time, 30 min frequency, 1st run at 10:09am, last run at 6:30pm.*	79	8	4,201	430	53	14,361	$35,043	33.4	$2.44
	Route 7 TOTAL	**224**	**23**	**41,318**	**4,226**	**309**	**222,062**	**$344,629**	**52.6**	**$1.55**
Route 8	Reduce existing service to peak service only, operating 16 runs per weekday.									
	Monday-Friday: 30 minute run time and 30 minute frequency. Seven morning runs (6am, 6:30am, 7am, 7:30am, 8am, 8:30am, 9am) and nine afternoon runs (2pm, 2:30pm, 3pm, 3:30pm, 4pm, 4:30pm, 5pm, 5:30pm, 6pm).	**117**	**8**	**29,827**	**2,048**	**256**	**51,425**	**$191,982**	**25.1**	**$3.73**
Route 9	*Monday-Friday: 30 minute run time, 30 minute frequency, first run at 6:10am, last run at 8:30pm.*	154	14	39,447	3,694	256	162,505	$309,713	44.0	$1.91
(status quo)	*Saturday: 30 minute run time, 30 minute frequency, first run at 10:10am, last run at 6:30pm.*	87	8	4,630	434	53	12,824	$36,351	29.6	$2.83
	Route 9 TOTAL	**241**	**23**	**44,076**	**4,127**	**309**	**175,329**	**$346,064**	**42.5**	**$1.97**
Route 10	Option 2 is recommended which eliminates the Cliffside loop and reduces existing weekday service to every 60 minutes.									
	Monday-Friday: Route 10 operates on a 30 minute run time and a 60 minute frequency by interlining with Route 14.	104	8	26,496	1,920	256	72,581	$176,250	37.8	$2.43
	Saturday: Route 10 operates on a 30 minute run time and a 60 minute frequency by interlining with Route 14. Route 10's first run will be at 10:30am and the last run will be at 6:30pm.	62	5	3,291	239	53	5,919	$21,894	24.8	$3.70
	Route 10 TOTAL	**166**	**12**	**29,787**	**2,159**	**309**	**78,500**	**$198,143**	**36.4**	**$2.52**
Route 11	Changes to route structure while maintaining existing frequency.									
	Monday-Friday: 60 minute run time, 60 minute frequency, first run at 5:30am, last run at 5:30pm.	209	13	53,499	3,302	256	65,835	$323,328	19.9	$4.91
	Saturday: 60 minute run time, 60 minute frequency, first run at 10:30am, last run at 5:30pm.	125	8	6,611	408	53	3,732	$39,956	9.1	$10.71
	Route 11 TOTAL	**334**	**21**	**60,110**	**3,711**	**309**	**69,567**	**$363,284**	**18.7**	**$5.22**
Route 12	*Monday-Friday: 60 min run time with four a.m. and five p.m. departures*									
(status quo)	*(4:50am, 6am, 7am, 8am and 2pm, 3pm, 4pm, 5pm, 6pm)*	**204**	**9**	**52,280**	**2,305**	**256**	**54,045**	**$263,720**	**23.4**	**$4.88**
Route 13	*Monday-Friday: 75 minute run time, 75 minute frequency, first run at 9am, last run at 12:45pm.*	107	5	27,277	1,275	256	16,607	$141,689	13.0	$8.53
(status quo)	*Saturday: 75 minute run time, 75 minute frequency, first run at 10:15am, last run at 5:45pm.*	79	8	4,201	430	53	14,361	$35,043	33.4	$2.44
	Route 13 TOTAL	**186**	**13**	**31,478**	**1,705**	**309**	**30,968**	**$176,732**	**18.2**	**$5.71**
Route 14	Changes to the route structure with a 30 minute run time and new Saturday service.									
	Monday-Friday: New route structure operating a 30 minute run time and a 60 minute frequency by interlining with Route 10.	106	7	27,238	1,792	256	18,688	$170,887	10.4	$9.14
	Saturday: New service with new route structure operating a 30 minute run time and a 60 minute frequency by interlining with Route 10. Route 14's first run will be at 10am and the last run will be at 6pm.	68	5	3,625	239	53	1,855	$9,729	7.8	$5.24
	Route 14 TOTAL	**175**	**12**	**30,864**	**2,031**	**309**	**20,543**	**$180,616**	**10.1**	**$8.79**
Route 15	*Monday-Friday: 90 minute run time with seven a.m. and six p.m. departures (5:45am, 6:30am, 7:15am, 8am, 8:45am, 10:15am, 11:45am and 1:15pm, 2:45pm, 3:30pm, 4:15pm, 5pm, 5:45pm)*	433	19	110,822	4,942	256	119,248	$562,166	24.1	$4.71
(status quo)	*Saturday: 90 minute run time, 90 min frequency, 1st run at 10:15am, last run at 5:45pm.*	193	9	10,247	457	53	4,065	$51,982	8.9	$12.79
	Route 15 TOTAL	**626**	**28**	**121,070**	**5,399**	**309**	**123,313**	**$614,148**	**22.8**	**$4.98**
Route 16	Changes to route structure while maintaining existing frequency.									
	Monday-Friday: 2 hour commuter route with two a.m. and two p.m. departures (4:55am, 5:55am, 4:35pm, 5:35pm)	**291**	**8**	**74,547**	**2,048**	**256**	**29,868**	**$305,836**	**14.6**	**$10.24**
Call-A-Ride	*Maintain existing Monday-Saturday service.*	**370**	**33**	**114,309**	**10,237**	**309**	**26,650**	**$871,117**	**2.6**	**$32.69**
	TOTAL Recommended Service Plan:			**916,841**	**62,994**	**309**	**2,014,356**	**$5,740,171**	**32.0**	**$2.85**

Note: Numbers shown in Table have been rounded off.