

Clearfield/Layton Circulator Study



Project Background

Purpose: Complete last mile travel between FrontRunner & regional employers

-Partnership of 8 stakeholders

-Project kickoff October 2013

-Final Report April 2014



Davis
COUNTY



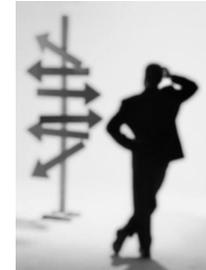
Project Needs

- Improve last-mile access from transit stations to existing jobs
- Pedestrian connectivity to Freeport Center
- Fill transit market service gaps
- Provide cost-effective solutions
- Attract economic growth



Evaluation of Alternative Routes

- Initial proposed 8 circulator routes
- Evaluation criteria to rank alternatives:
 - Match FrontRunner schedules
 - Maximize job access
 - Cost-effective
 - Strengthen economic development
- Ridership potential – WFRC travel model
- Stakeholder input to select 3 routes for implementation



Circulator Route Ridership

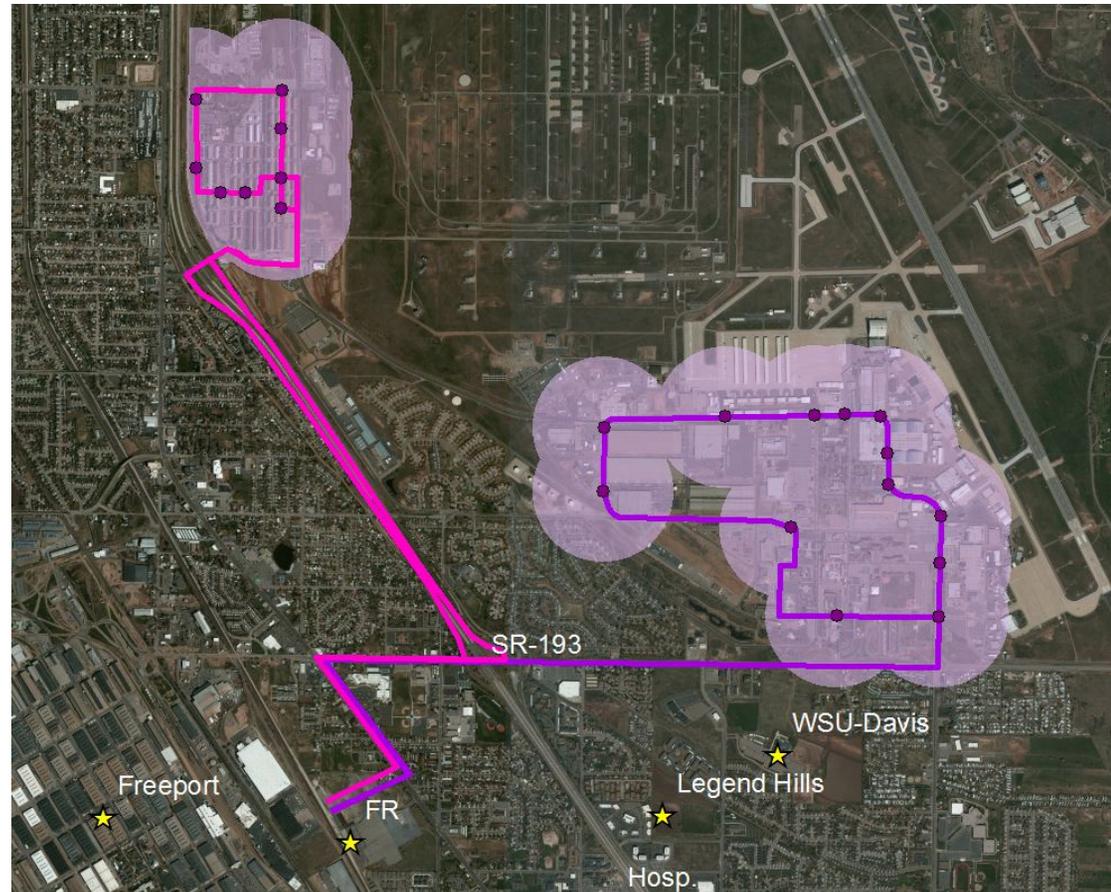
Circulator Route	Projected Circulator Ridership	FrontRunner Ridership Increase
Hill AFB	400-500	250-300
Freeport Center	200-300	100-150
Layton to Clearfield	400-700	150-300
Totals	1000-1500	500-900

BENEFITS

- Circulator routes timed to meet FrontRunner trains
- Convenience for employees
- Access to retail/hospitality center

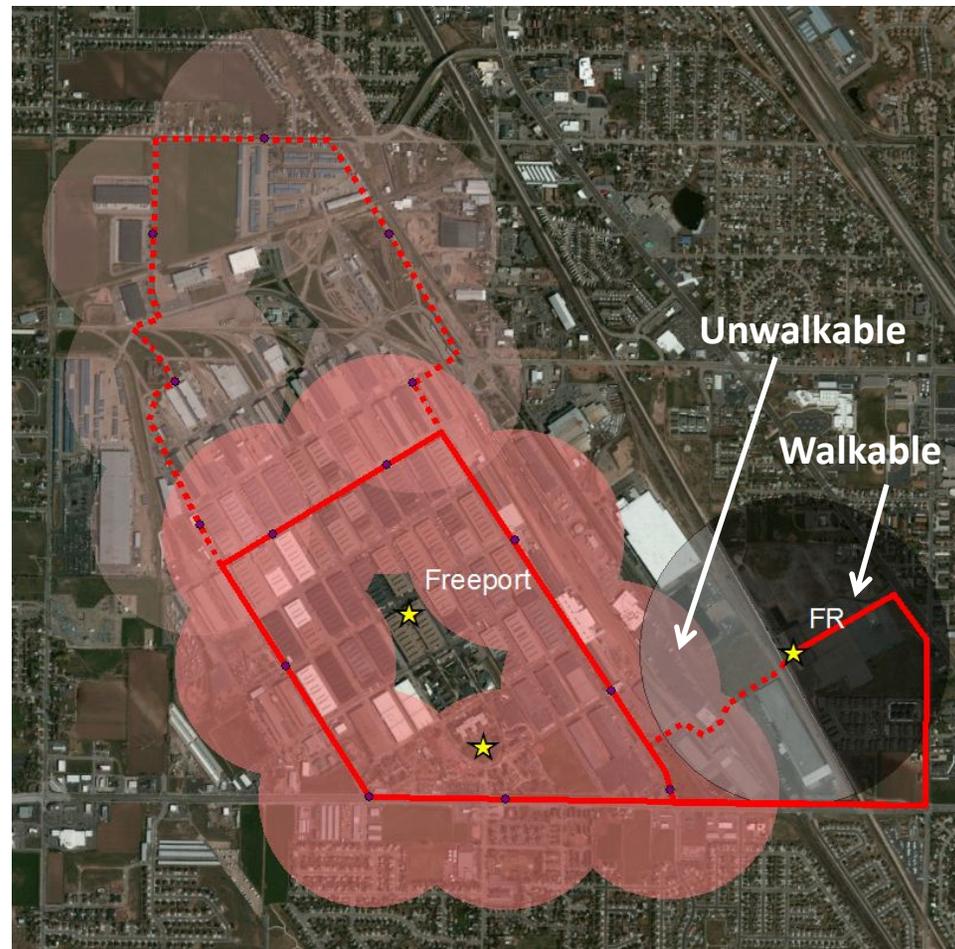
Hill Air Force Base Circulator

- Market Size
 - 20,000+ Employees
 - Most travel from north
- Potential Strategies
 - Vanshare
 - Shuttle Routes



Freeport Center Circulator

- Market Size
 - 8,000 Employees
 - Most travel from north
- Potential Strategies
 - Pedestrian Bridge
 - Vanshare Service
 - Shuttle Service



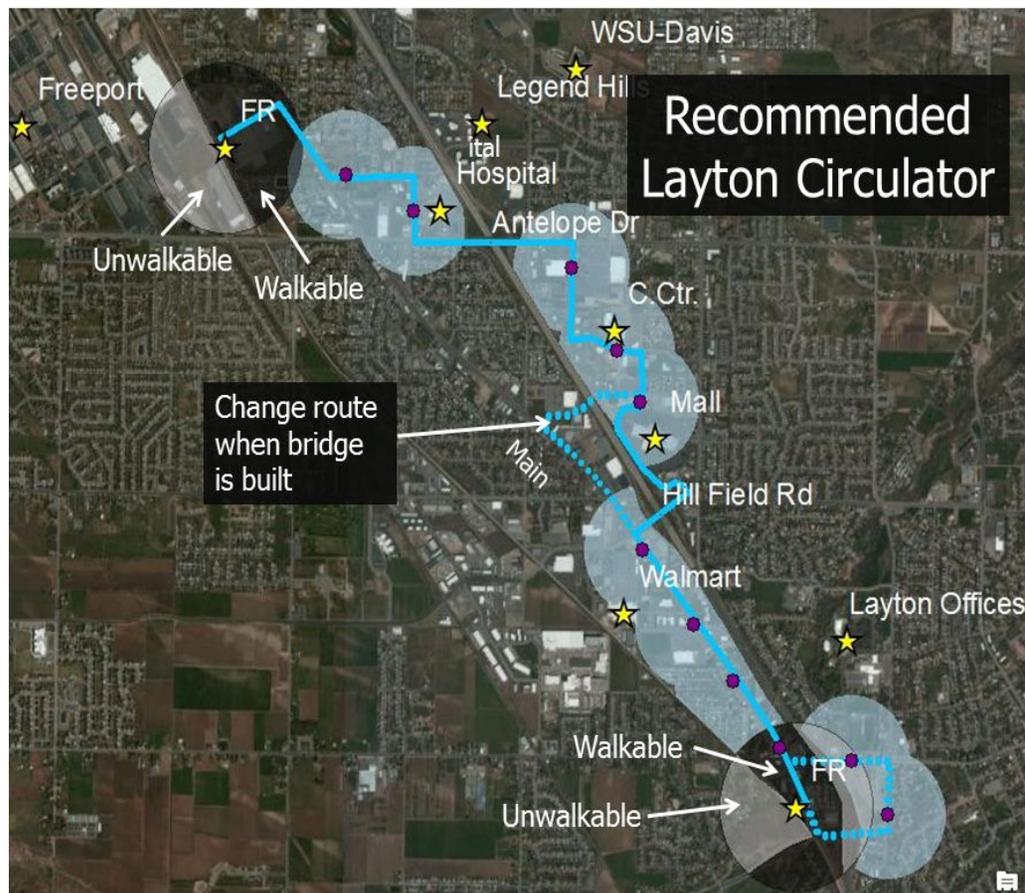
Layton Circulator

- Market Size

- 10,000 employees in Layton Main St. corridor
- 10,000 employees at Davis Hospital/Layton Hills Mall
- Layton Hospitality Zone

- Potential Strategies

- Shuttle services



Circulator Cost Estimates

Capital Costs

Alternative	Peak Hour Vehicles	Reserve Vehicles	Vehicle capital cost range		Annualized capital costs
Hill Air Force Base Circulator	4	2	-	-	-
Freeport Circulator	1	0.5	\$ 270,000	\$ 375,000	\$ 46,000.00
Layton-Clearfield Circulator	2	1	\$ 540,000	\$ 750,000	\$ 92,500.00
Pedestrian Bridge	-	-	\$ 3,000,000	\$ 6,000,000	\$ 371,700.00
TOTALS	7	3.5	\$ 3,810,000	\$ 7,125,000	\$ 510,200.00

Hill Air Force Base Operating Costs*

Alternatives	Peak Headway	Annual Service Hours	Annual Service Miles	Vehicles	Annual O&M Cost
Hill Air Force Base	15	6,300	92,600	4	\$ 595,406.00

*FrontRunner trains do not currently meet at Clearfield Station

Annual Operating Costs*

Alternatives	Peak Headway	Annual Service Hours	Annual Service Miles	Peak Vehicles	Annual O&M Cost
Freeport Circulator	30	1,900-3,800	20,000-29,900	1	\$ 129,000-193,400
Layton-Clearfield Circulator	30	3,800-8,500	35,000-78,600	2	\$ 226,200-509,000
Additional Circulator Program		5,700-12,300	55,000-108,500	3	\$355,200-702,400

*Assumes FrontRunner trains will meet at Clearfield Station

Modes Considered

- Circulator Bus
- Vanshare
- Pedestrian bridge



Next Steps

- Explore funding options for circulator routes
 - New funding is need to implement any of the proposals.
- Evaluate pedestrian bridge connection to Freeport Center

