



Transit Feasibility Study

Board Meeting

September 24, 2025



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Project Overview



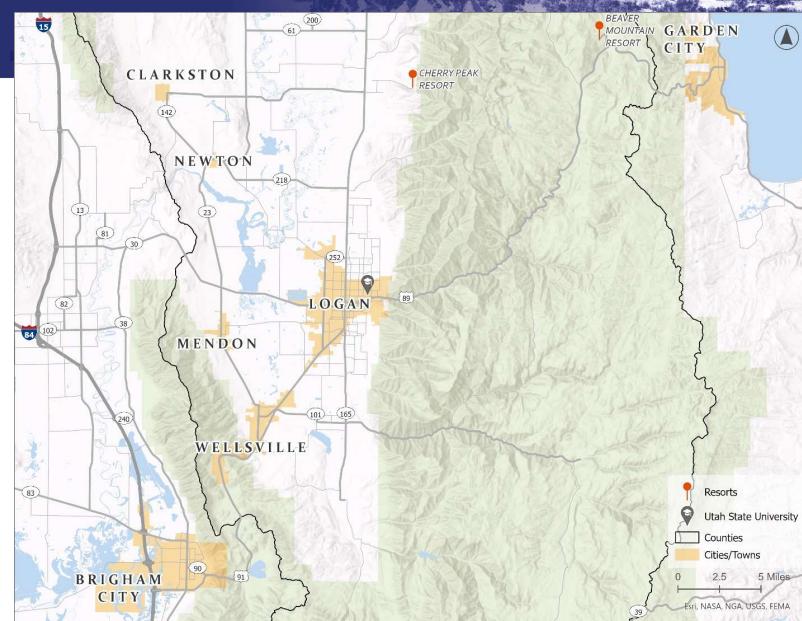
- **Purpose:** Evaluate transit demand in currently unserved areas and explore potential new transit services.
- **Phase 1:** Analyze existing conditions and trends.
- **Phase 2:** Develop and evaluate service concepts.
- **Phase 3:** Summarize potential service options.

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Study Areas

- Brigham City
- Wellsville
- Clarkston
- Newton
- Mendon
- Garden City
- Beaver Mountain Lodge
- Cherry Peak Resort
- Cache County trailheads



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Project Schedule



Analyze
Evaluate
Summarize

 Market Conditions
 Travel Patterns
 Trends and Projections
 Stakeholder Meeting
 Develop Concepts
 Refine Concepts
 Summary Report
 Board Presentation



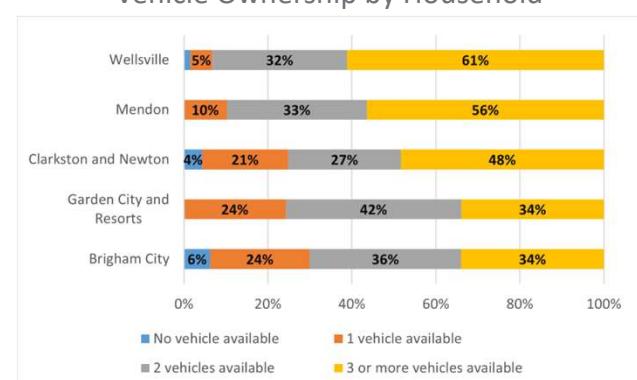
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Key Findings



- Vehicle ownership is high in all study areas.

Vehicle Ownership by Household



Study Area	No vehicle available	1 vehicle available	2 vehicles available	3 or more vehicles available
Wellsville	5%	32%	36%	61%
Mendon	10%	33%	33%	56%
Clarkston and Newton	4%	21%	27%	48%
Garden City and Resorts	24%	24%	42%	34%
Brigham City	6%	24%	36%	34%



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Key Findings

- Vehicle ownership is high in all study areas.
- **Limited access to basic needs in outlying areas.**



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Key Findings

- Vehicle ownership is high in all study areas.
- Limited access to basic needs in outlying areas.
- **Significant number of commuters to/from Logan.**

Commuter Inflow/Outflow

Community	# of Residents who work in Logan	# of Workers who live in Logan
Brigham City	440	228
Wellsville	456	57
Mendon	148	22
Clarkston	71	0
Newton	81	7
Garden City	4	13

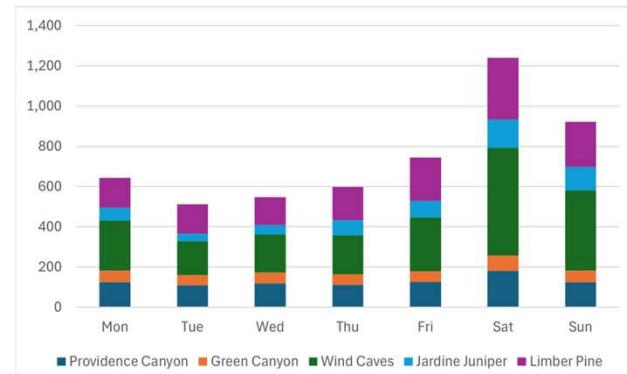


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Key Findings

- Vehicle ownership is high in all study areas.
- Limited access to basic needs in outlying areas.
- Significant number of commuters to/from Logan.
- **High seasonal activity at recreation destinations.**

Trailhead Visitors



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Stakeholder Input

- Transportation options between **Logan and Brigham City** remain limited, despite both being key regional hubs and activity centers.
- Garden City, trailheads, and ski resorts draw **seasonal visitors and local residents**, such as employees and USU students.
- Introducing new transit services could attract Connect Transit's main rider market: **USU students**.

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Case Studies



King County Metro Trailhead Direct

- Operates seasonally from Seattle
- Available on summer weekends only
- Utilizes smaller-sized vehicles



Intercity Express Bus Collaboration

- Serving Skagit and Whatcom Counties, WA
- Jointly funded and managed by participating agencies
- Launched with support from a state grant

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Potential Service Options



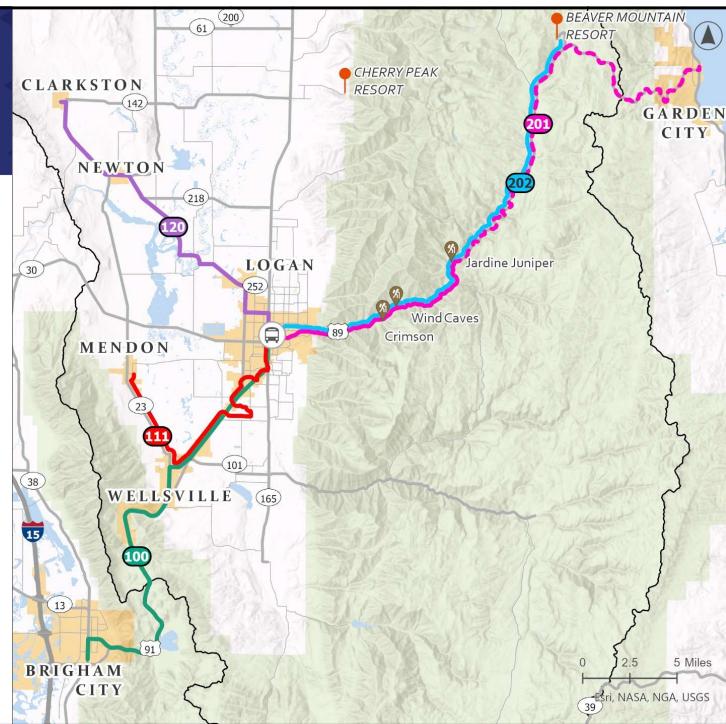
- Five key target market segments:
 - Long-distance commuters
 - Older adults, especially Summer Citizens
 - Visitors, both local and out-of-town
 - USU students, including commuters and those in ski classes
 - Residents with limited or no vehicle access
- Three potential new service offerings:
 - Express commuter route connecting Logan and Brigham City
 - Feeder routes linking surrounding areas to Logan
 - Seasonal shuttles for summer and winter recreational activities

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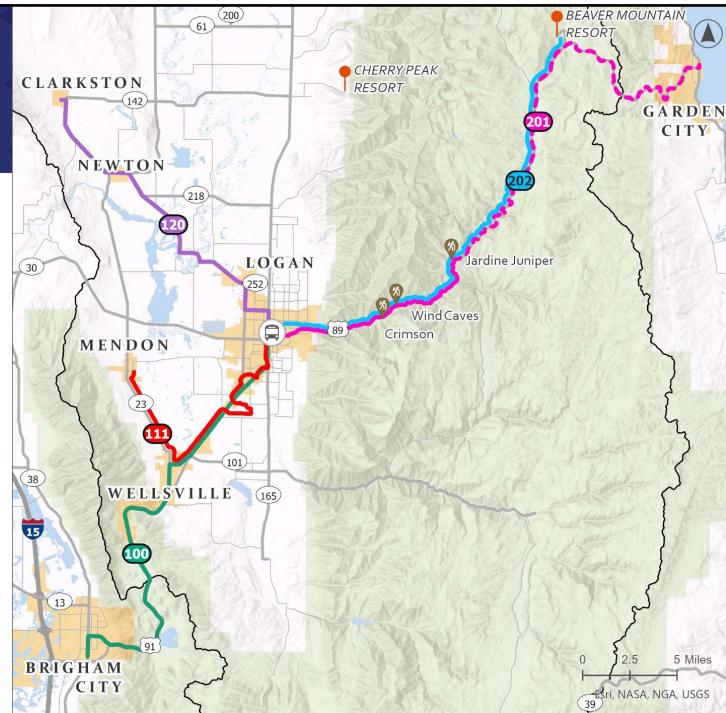
Service Options

Route	Days of Operation	Service Span	Headways
100	Weekdays	5 am - 8 pm	45 - 90 minutes
111	Weekdays	5 am - 8 pm	60 minutes
	Saturday	11 am - 7 pm	60 minutes
120	Weekdays	5 am - 8 pm	45 - 90 minutes
	Saturday	11 am - 7 pm	90 minutes
201	Saturday	7 am - 7 pm	30 minutes
202	Friday	8 am - 8 pm	120 minutes
	Saturday	8 am - 8 pm	60 minutes



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Service Options



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Considerations



- The service options reviewed involve high costs and could impact Connect Transit's other priorities.
- They should be weighed carefully against system needs in the next transit plan update.
- Charging a fare might be considered for some options.

