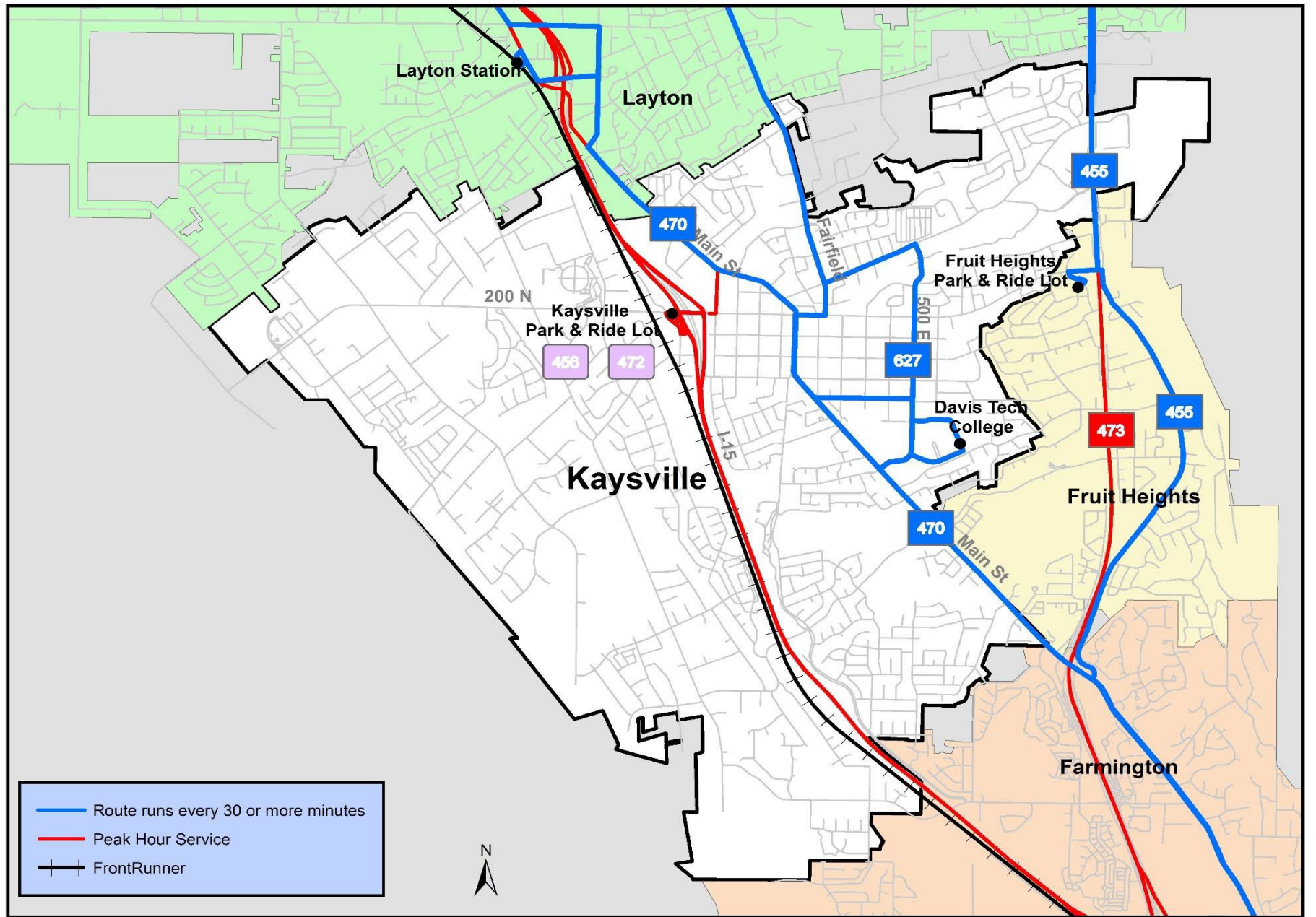


Trustee Beth Holbrook

Utah Transit Authority





Service in Kaysville

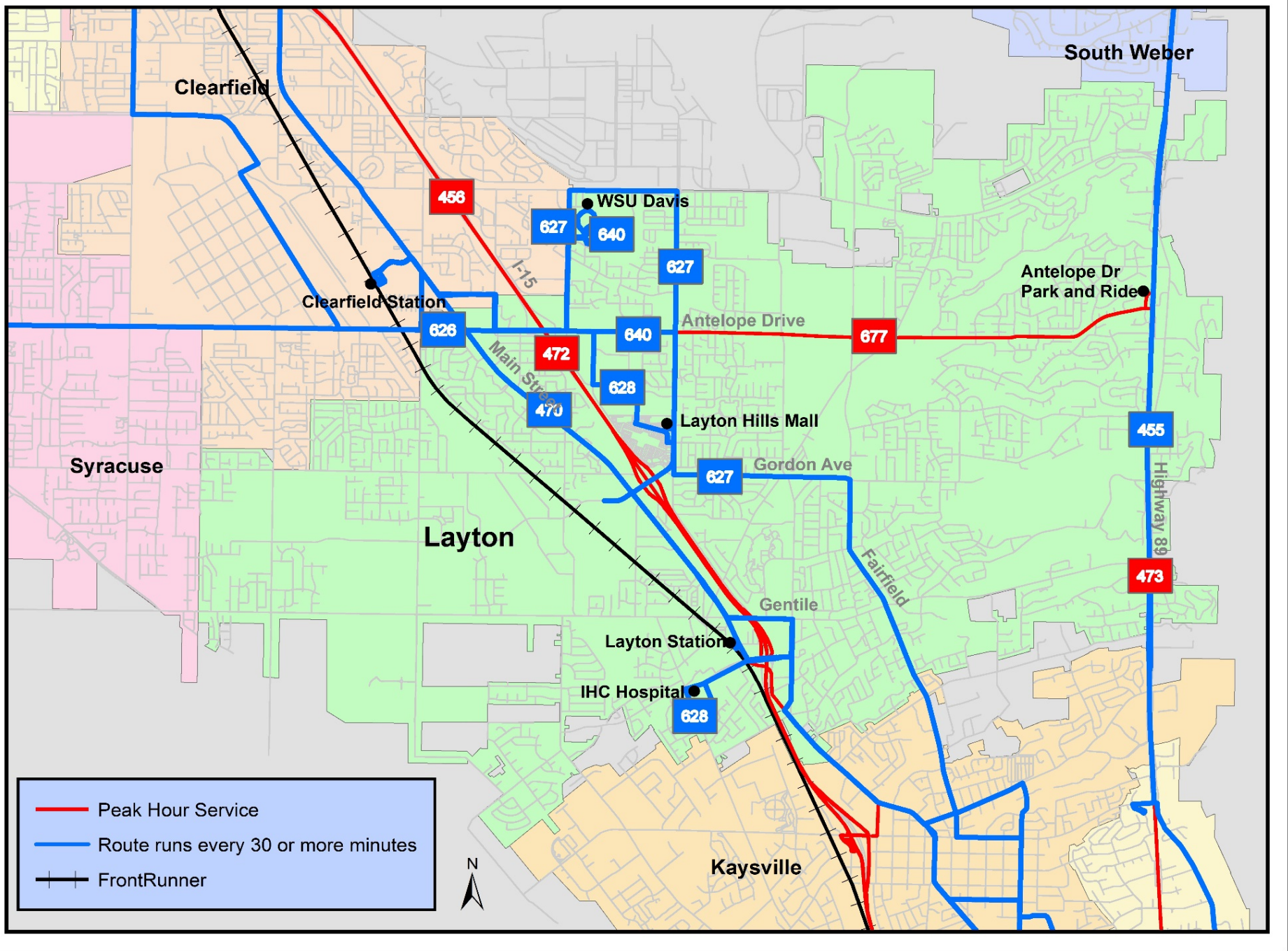
ROUTE	RIDERSHIP AVERAGE WEEKDAY	FREQUENCY IN MINUTES			HOURS OF SERVICE		
		WEEKDAY	SATURDAY	SUNDAY	WEEKDAY	SATURDAY	SUNDAY
627	383	30 RUSH HOURS 60 OFF PEAK	60	—	6:00 AM – 10:00 PM	7:30 AM – 7:45 PM	—
455	1342	30 RUSH HOURS 60 OFF PEAK	—	—	4:00 AM – 8:30 PM	—	—
470	3,214	20 RUSH HOURS 30 OFF PEAK	30	30	4:00 AM – 12:00 AM	5:45 AM – 11:30 PM	7:00 AM – 9:00 PM
456	36	Peak Hour Only	—	—	5:00 AM – 5:00 PM	—	—
472	388	Peak Hour Only	—	—	5:00 AM – 5:00 PM	—	—
473	524	Peak Hour Only	—	—	4:00 AM – 5:30 PM	—	—

Ridership and Bus Stop Information

Kaysville Park and Ride Lot: 112 average daily boardings; 101 average daily alightings

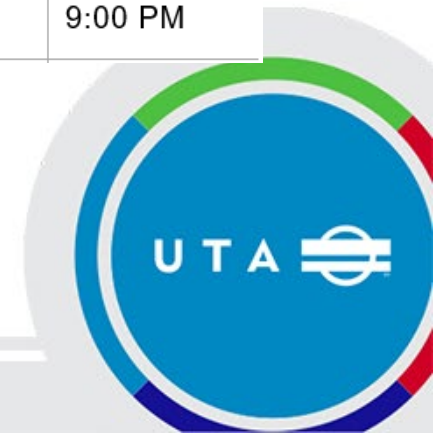
27 bus stops improved since 2016 with Prop 1 funds





Service in Layton

ROUTE	RIDERSHIP AVERAGE WEEKDAY	FREQUENCY IN MINUTES			HOURS OF SERVICE		
		WEEKDAY	SATURDAY	SUNDAY	WEEKDAY	SATURDAY	SUNDAY
626	243	30 RUSH HOURS 60 OFF PEAK	60	—	6:00 AM – 9:30 PM	7:45 AM – 7:45 PM	—
627	383	30 RUSH HOURS 60 OFF PEAK	60	—	6:00 AM – 10:00 PM	7:30 AM – 7:45 PM	—
628	431	30	30	—	6:30 AM – 10:00 PM	8:30 AM – 10:00 PM	—
640	888	30	30	—	5:00 AM – 9:30 PM	6:30 AM – 10:00 PM	—
455	1342	30 RUSH HOURS 60 OFF PEAK	—	—	4:00 AM – 8:30 PM	—	—
470	3,214	20 RUSH HOURS 30 OFF PEAK	30	30	4:00 AM – 12:00 AM	5:45 AM – 11:30 PM	7:00 AM – 9:00 PM



Service in Layton

ROUTE	RIDERSHIP AVERAGE WEEKDAY	FREQUENCY IN MINUTES			HOURS OF SERVICE		
		WEEKDAY	SATURDAY	SUNDAY	WEEKDAY	SATURDAY	SUNDAY
456	36	Peak Hour Only	—	—	5:00 AM – 5:00 PM	—	—
472	388	Peak Hour Only	—	—	5:00 AM – 5:00 PM	—	—
473	524	Peak Hour Only	—	—	4:00 AM – 5:30 PM	—	—
677	90	Peak Hour Only	Peak Hour Only	Peak Hour Only	7:00 AM – 4:00 PM	7:00 AM – 4:00 PM	7:00 AM – 4:00 PM

Ridership and Bus Stop Information

Layton FrontRunner Station: 812 average daily boardings; 745 average daily alightings

677: 2018-2019 ski season: 10,596 boardings. 83% increase from previous season

21 bus stops improved since 2016 with Prop 1 funds



UTA SERVICE CHOICES



June 19

What is UTA Service Choices?

This community engagement and service planning process is:

1. **Asking** the public to prioritize how bus service resources should be distributed.
2. **Gathering** the public's feedback through surveys, public events, and community leader workshops to form a clear view on the public's priorities for bus service.
3. **Developing** a bus network plan which incorporates the public's priorities from the engagement process.

Timeline

Spring 2019 Service Choices Public Engagement

Fall 2019 Draft Network Plan

Winter 2019 – 2020 Outreach on Draft Plan

2020 Refine Draft Plan
Begin Implementation Planning

Fall 2021 Planned Implementation Date



Ridership or Coverage?

The many different goals of transit service can be sorted into two major categories

Ridership means attracting as many riders as possible

Coverage means being available in as many places as possible, even if not many people ride

Future of FrontRunner



Scenario and Concept

Positive Train Control
Vineyard Station
Bluffdale Station
Centerville Station
Sunset Station
Ogden BDO Station
Payson Extension
Santaquin Extension
Brigham City Extension
15 Minute Headways
Electrification

Future PTC Baseline
• Existing conditions plus PTC.



2030 Low Investment Scenario
• Adds double track to help with reliability issues



2050 Medium Investment Scenario
• Adds double track to allow 15 minute headways
• Continues diesel operations



2050 High Investment Scenario
• Adds double track to allow 15 minute headways
• Electrified system, more travel time savings

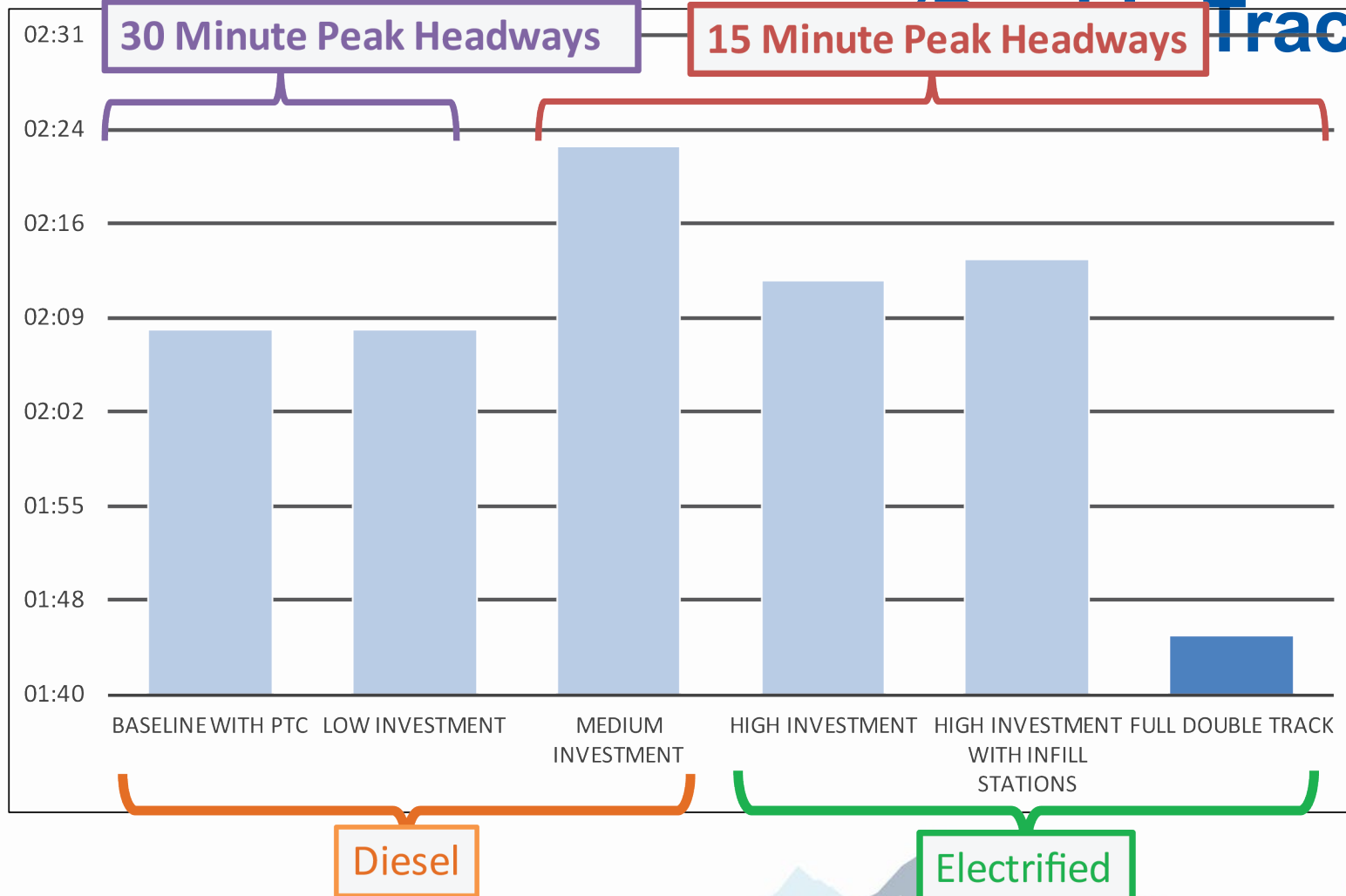


2050 High Investment Scenario with Infill Stations
• Adds double track to allow 15 minute headways
• Electrified system
• More stations, may limit travel time savings

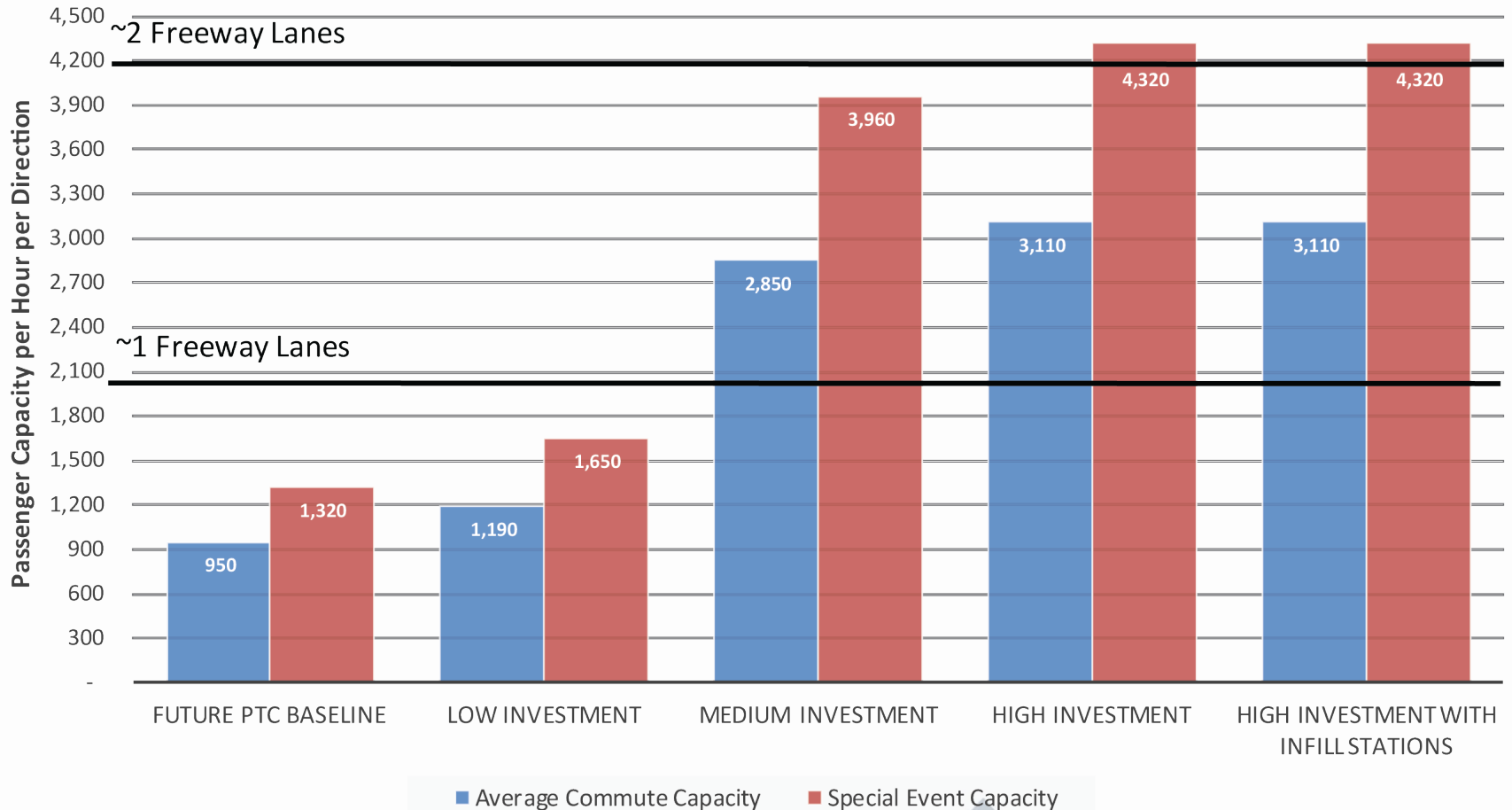


Ogden to Provo Average Travel Time

(Baseline with PTC Track)



Added Person Capacity



More Information

rideuta.com/service-choices