PARK CITY
1884

TRANSPORTATION
REPORT ON PROGRESS

2017

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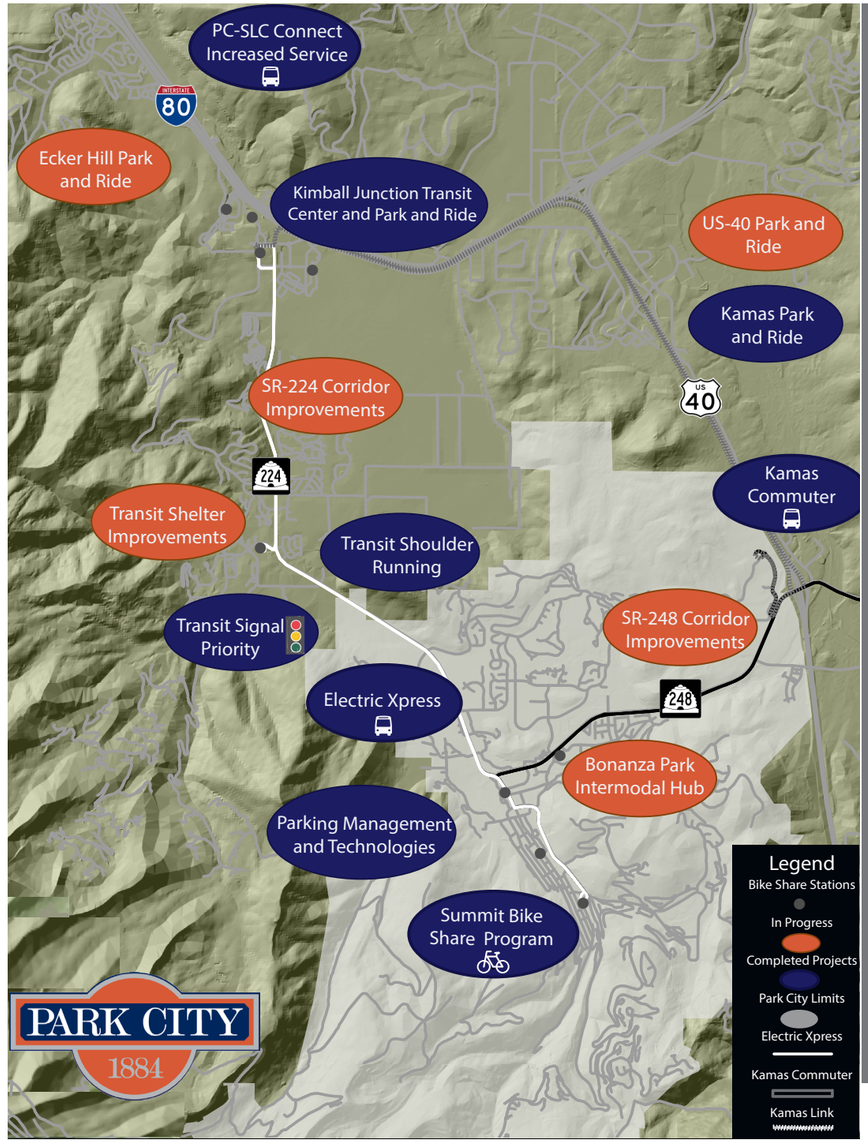
INTRODUCTION

TRANSPORTATION GOALS

Transportation is a "Critical Priority" which if not addressed properly could have a significant negative impacts on our community. As such, Park City staff appears before Council annually to report on transportation trends that illustrate where the City is succeeding in meeting its transportation goals as well as where improved approaches are required. This Transportation Report on Progress seeks to fulfill this purpose, in conjunction with the Traffic and Transportation Master Plan (TTMP) Report Card. In this report, staff starts by reviewing trends in major variables relating to population, economy, and traffic, which serve to provide context for a high-level evaluation of the City's performance across a small number of transportation goals established in the TTMP. Finally, this report concludes with an identification of next steps in order to further positive progress toward the City's transportation goals.



A REGIONAL COMPREHENSIVE APPROACH

Of projects, programs and services that improve mobility and safety;
protect the environment, and enhance the economic vitality of the region.

KEEPING PARK CITY MOVING

Park City Transit and Transportation is designing and implementing an integrated system of trails, buses, roads, and alternative transportation options. We are committed to providing transportation access to all residents and visitors, preserving our small-town character, and meeting our net-zero carbon goals.

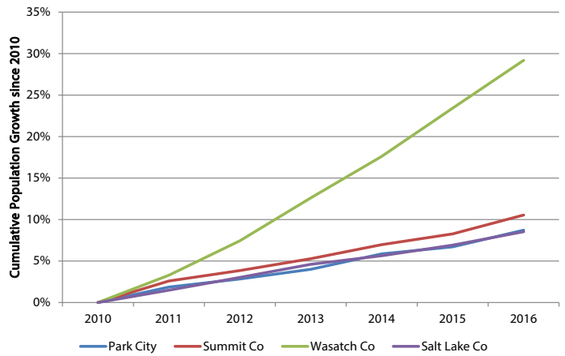
REVIEW OF TRANSPORTATION TRENDS: 2010 to Present, A Review of Population, Traffic and Economic Activity

POPULATION GROWTH

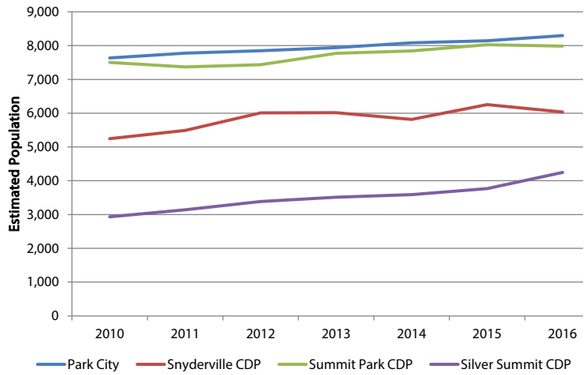
Park City is growing at a rate slightly less than that of the State of Utah (which is growing at more than double the rate of the country, as a whole). Surrounding population centers, such as Snyderville, Silver Summit and Wasatch Counties, however, are growing at significantly higher rates, and, taken as a region, Summit and Wasatch Counties are growing at rates well more than double the national average.

Per data from the American Community Survey, Park City has an estimated population of 8,300 in 2016. This represents an approximately 9% increase since 2010 (corresponding to a rate of 1.4% average annual growth).

Population Growth: Summit, Salt Lake, and Wasatch Counties



Population: Park City and Snyderville Basin



The figures above demonstrate percentage population growth in Summit, Salt Lake, and Wasatch Counties and population growth in Park City and surrounding Census Designated Places (CDPs) , respectively.

ECONOMIC ACTIVITY

Economic trends are generally powerful predictors of travel demand. Looking at taxable sales, a proxy for economic activity in Park City, a 10% increase is observed from 2015-2016. From 2010 to 2016, taxable sales in Park City increased consistently year to year, growing at an average annual rate of 8.5%.

POPULATION GROWTH: ANNUAL AVERAGE 2010-2016

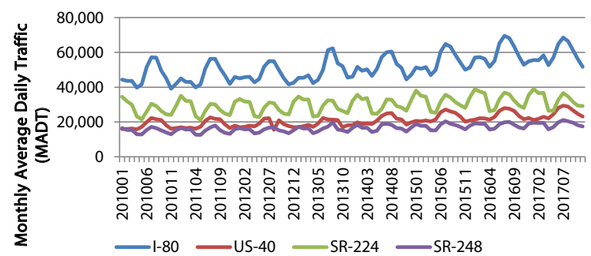
Park City	1.4%
Snyderville CDP	2.4%
Summit Park CDP	1.0%
Silver Summit CDP	6.3%
Summit Co	1.7%
Wasatch Co	4.4%
Salt Lake Co	1.4%
Utah	1.7%
USA	0.8%

TRAFFIC VOLUMES

Average Daily Traffic (ADT) numbers have been steadily increasing on the major corridors in the Park City area since 2010. The year 2010 to present generally corresponds to a period of economic recovery and continued economic growth, in the region, state, and the country. At the national level, this has generally been shown to be associated with year-over-year growth in estimated vehicle miles traveled (VMT). VMT can be difficult to estimate, but ADT numbers are expected to trend similarly – that is, year-over-year increases in ADT generally indicate increased total VMT. Since 2010 traffic volumes have been increasing at rate significantly higher than population growth in Park City

The figures show Monthly Average Daily Traffic (MADT) numbers and cumulative percent changes in ADT from January 2010 to November 2017 for regional highways.

Monthly Traffic Volumes on Regional Highways



The figure above demonstrate seasonal variaiton and traffic volume growth on regional highways.

ADT: ANNUAL AVERAGE GROWTH 2010-2017

I-80	3.4%
US-40	4.5%
SR-224	2.6%
SR-248	3.4%

Traffic Volume data is collected for Interstate-80 (at a point at the mouth of Parley's Canyon in Salt Lake County), US-40 (at a point in Wasatch County approximately two miles north of Heber), State Route (SR)-224 (at a point 0.1 miles north of Canyons Resort Drive), and SR-248 (at a point just east of Richardson Flat Road in Park City). The source of all the data is from UDOT Automatic Traffic Recorder (ATR) counts. Months are shown in YYYYMM format.

GOAL: BUILD COMPLETE STREETS

Low average vehicle occupancy levels create inefficiencies characterizing the use of transportation infrastructure in our community. The consequences of low vehicle occupancy levels include:

- **Traffic:** increased roadway congestion and travel times
- **Environment:** increased levels of emissions of greenhouse gases
- **Air and Water Quality:** increased levels of emissions of harmful particulate and pollutants

AVERAGE VEHICLE OCCUPANCY VS. VEHICULAR CAPACITY

Comparing actual vehicular occupancy vs. available vehicular capacity on regional highways.

PROGRESS ON GOAL

A significant shift in behavior toward ridesharing, transit, and active travel is essential in reversing current trends that show an increase in Single Occupancy Vehicle (SOV) use. In January 2018, the City adopted a Complete Streets Policy, which provides a framework for right-of-way solutions that are increasingly accessible and safe for multimodal users. The City has also partnered with the Utah Department of Transportation (UDOT) to conduct an Environmental Assessment for an SR-248 Improvement Project, and implemented transit service improvements, carpooling incentives and parking management strategies that will encourage users to travel more efficiently.

GOAL: REDUCE CAR TRAVEL

PROGRESS ON GOAL

Park City staff implemented the City's first frequent express route and advanced the SR-224 designated transit lanes and transit signal priority (TSP) projects. These implemented projects further the mobility and accessibility afforded to residents, employees, and visitors using transit by reducing transit journey times and increasing journey time reliability. The addition of the electric bike share program also serves to advance these goals, and improves first-mile/last-mile connectivity for transit journeys.

Even with these advances, however, transit journey times are still significantly longer than those by private auto. A great deal of additional effort will be necessary to realize significant shifts in behavior toward ridesharing, transit, and active travel.

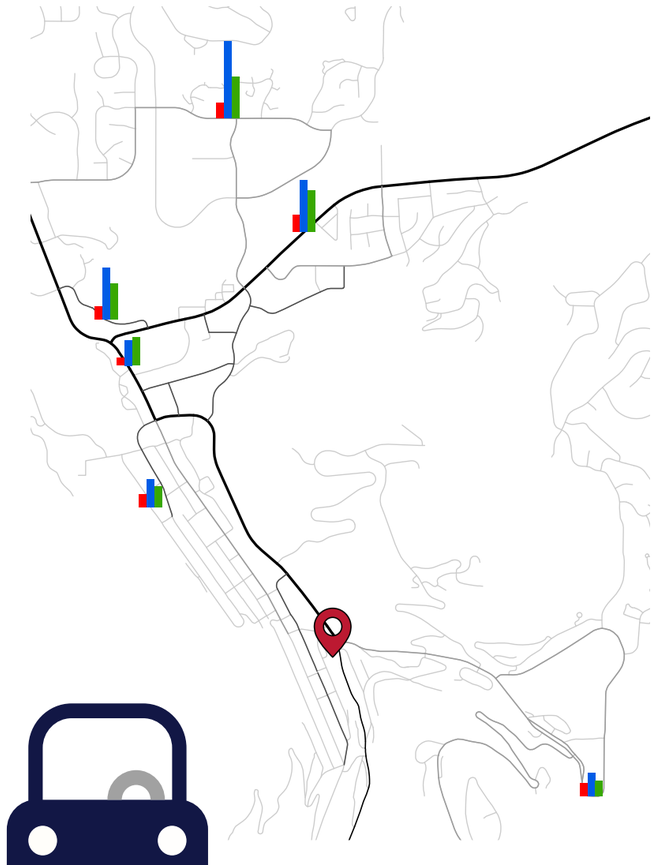
PROJECTS

DEDICATED TRANSIT LANES – Park City entered into an agreement with the Utah Department of Transportation (UDOT) to facilitate the operation of transit vehicles on the shoulders of SR-224 between Canyons and Kimball Junction, in order to help transit vehicles bypass congestion on the corridor, improving transit journey times and reliability. In summer 2018, Park City and UDOT will implement neccessary signage and striping improvements.

TRANSIT SIGNAL PRIORITY – Working with the UDOT and the vendor, Global Traffic Technologies, Park City is implementing Transit Signal Priority (TSP) on the SR-224 and SR-248 corridors. TSP systems coordinate traffic signal operations to either hold a green light longer of to cut a red light cycle short in order to allow transit vehicles equipped with TSP hardware and software to pass through signalized intersections more reliably. The project will be fully implemented in early 2018.

JOURNEY TIME TO MAIN STREET FROM...

PCMC	5	11	8
Deer Valley	5	9	6
High School	7	20	16
MARC	6	30	16
Snow Creek	5	20	14
Fresh Market	3	10	11



GOAL: PROVIDE QUALITY TRANSIT

PROGRESS ON GOAL

Park City made significant investments in new transit services in 2017. This year compared to last, Park City Transit added a 26% increase in service hours and experienced a significant increase in passenger boardings. Currently the ridership is not proportional to the increased investment as the system saw a 12% decrease in the passenger boardings per service hour. Potential riders commonly take time to acclimate to changes in service, and staff will continue to monitor response to these changes in services and their impact on the system.

2017 TRANSIT PERFORMANCE (FROM 2016)

11% INCREASE IN PASSENGER BOADINGS

26% INCREASE IN SERVICE HOURS

-12% CHANGE IN PRODUCTIVITY

PROJECTS

ELECTRIC XPRESS – Park City Transit introduced the Electric Xpress, the first battery electric express route in Utah. Park City Transit purchased six fully electric 40-foot buses with the award of a $3.9 Million Federal grant. Service began summer 2017, connecting Park City's Main Street core with Kimball Junction, with intermediate stops on Park Avenue and at the Canyons Transit Hub.

KAMAS COMMUTER – Park City Transit added its first regional commuter service connecting Park City and the Kamas Valley. The service operates six roundtrips daily on weekdays during peak hours.

PC-SLC CONNECT– Park City Transit, in partnership with UTA, doubled the number of weekday roundtrip runs on the 902 to a total of eight roundtrip runs; four in the morning, one midday and three in the evening. A route change for both the 902 and 901 occurred in 2017, which terminates both routes at the Kimball Junction Transit Center to leverage the Electric Xpress.

PC-SLC CONNECT PERFORMANCE

- 5% Increase in Passenger Boardings
- 35% Increase in service hours
- -23% change in productivity

GOAL: INCREASE MULTI-MODAL OPTIONS

PROGRESS ON GOAL

Park City made significant advancements for multi-modal options in 2017 with the new electric bike share program. Additionally, the Park City and Synderville Basin area was named a Gold Level Bicycle Friendly Community by the League of American Bicyclists. The Gold Level award recognizes Park City and Snyderville Basin's commitment to improving conditions for bicycling through investment in bicycling promotion, education programs, infrastructure and pro-bicycling policies.

BICYCLE FRIENDLY COMMUNITY
2017-2021
GOLD
THE LEAGUE OF AMERICAN BICYCLISTS

INNOVATION IN MOTION

Bike share system's performance for the first year of the program.

32,600
Recorded miles

9,600
Total trips

43,800
Total calories burned

29,570
Total CO2 saved (lbs.)

SUMMIT BIKE SHARE

Introduced in partnership with Summit County, Park City's electric bike share program represents another critical step toward the City's goals of providing improved transportation options and contributing to a more sustainable future.

With nine stations and a total of 88 electric pedal assist bicycles, Summit Bike Share is the first fully electric bike share program in the nation. The program provides commuters and visitors alike with increased opportunity to accomplish short errands, connect to Park City Transit, or simply enjoy the City's many great pathways and destinations.

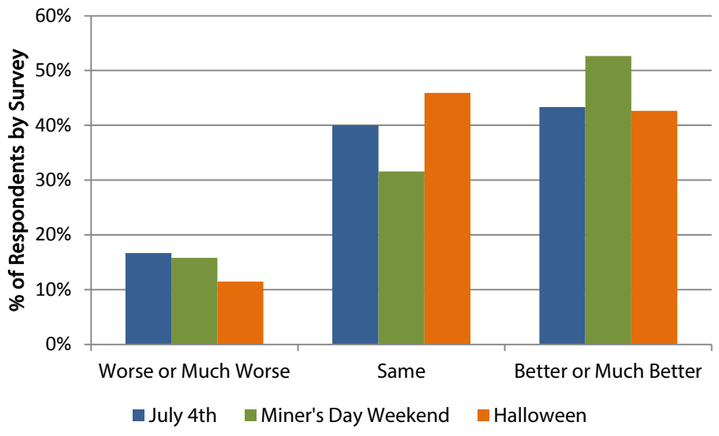
GOAL: SYSTEM & DEMAND MANAGEMENT

PROGRESS ON GOAL

Park City staff committed significant resources toward implementation of the City's downtown parking demand management program and development of increased measures to mitigate the negative transportation impacts associated with larger special events. Parking staff implemented significant aesthetic and wayfinding improvements in the downtown parking district, and on December 15, 2017, officially launched the parking demand management program. City staff have also made strides to provide additional opportunities for feedback from the community on special event operations. Respondent data suggest that the City has made significant year-over-year progress in managing the impacts of special events on our transportation system.

EVENT MANAGEMENT FEEDBACK

Responses from special events surveys suggest that Park City has been making progress in better managing the transportation impacts of special events. The figure at right shows responses to the question, "This year, was traffic better, worse or the same compared to last year?" for three major special events in 2017.



PATH FORWARD

NEXT STEPS

Park City made significant advancements for multimodal options in 2017 and looking forward, Park City staff has identified the following next steps for further advancing the City's multimodal transportation goals.

- Continue to develop a comprehensive performance monitoring approach and methodology.
- Prioritize additional ITS (Intelligent Transportation Systems) projects and expertise to further improve traffic operations and system performance.
- Advance critical infrastructure projects, most notably those for Park City's gateway corridors, including the SR-248 Improvement Project
- Continue to develop a comprehensive suite of TDM (Transportation Demand Management) solutions to advance toward City goals for multimodal transportation, environment, and local air and water quality.

Prepared by
Transportation Planning Staff

2017