



TRANSPORTATION REPORT ON PROGRESS



2018



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INTRODUCTION

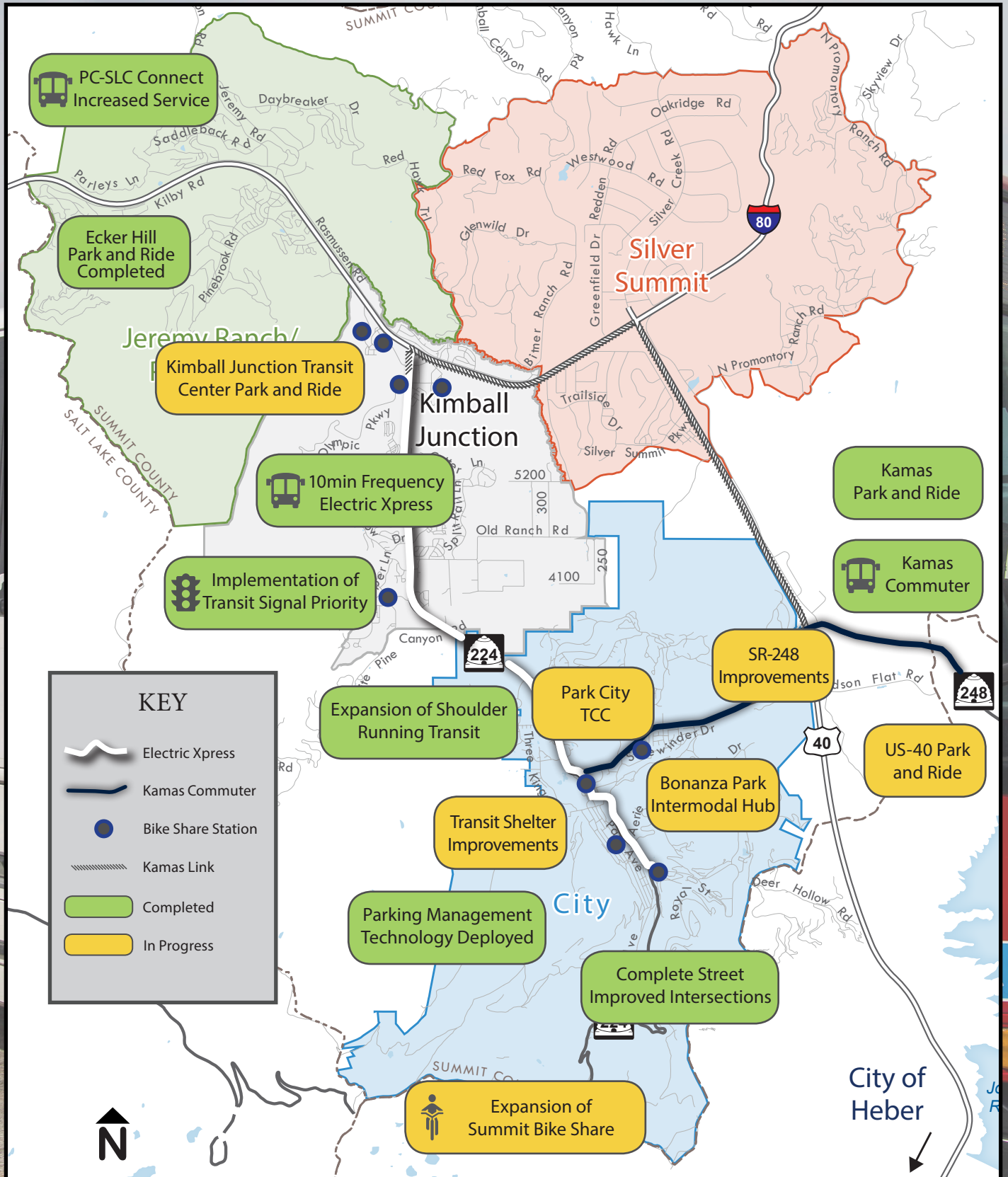
Park City values a regional comprehensive approach of projects, programs, and services that greatly improve mobility and safety, protect the environment, and enhance the economic vitality of the region.

Park City Council has identified transportation improvements as a “Critical Priority” for the community. Properly addressing travel impacts and opportunities for the city and region is crucial. Transportation Planning staff have several tools in place for managing and improving mobility options and connections in and around Park City. **The Traffic and Transportation Master Plan** (2011), the **Transportation Demand Management Report** (2016) and the recently launched **Park City Forward Long Range Transportation Plan** development are all guiding documents for these efforts.

This Progress Report, in addition to the Traffic and Transportation Master Plan Report Card are methods for capturing and reporting on the progress of transportation improvements and initiatives. Park City Forward will create an even better framework with measurable metrics for success, and the future of reporting on transportation projects and programs will greatly improve.

In this report, you will find a transportation projects map, a snapshot of travel behaviors and trends in transportation and housing, project-specific information as it relates to some of Park City's goals, and information on the next steps looking ahead to 2019.

2018 PROJECT MAP





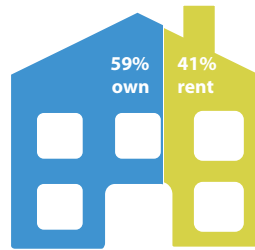
PARK CITY SNAPSHOT

POPULATION & HOUSING TRENDS

Park City is growing at a slower rate than that of the State of Utah (which is growing at a rate more than double that of the country). Regional centers surrounding Park City, however, are growing at significantly higher rates. The United States Census Bureau estimates Park City's population at 8,378 representing an approximate increase of 9%.

Park City's higher than average income and myriad of transportation options means households within the city spend less than average on travel costs. However, residents in the region spend a greater share of their total income on housing and transportation.

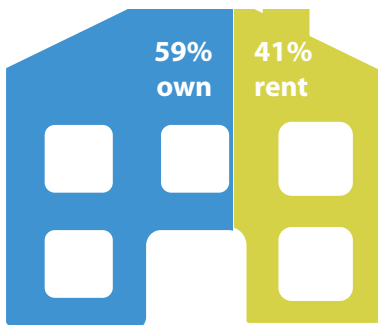
Park City has prioritized affordable housing options within the city, to help reduce the burden on residents and provide access to lower cost travel options.



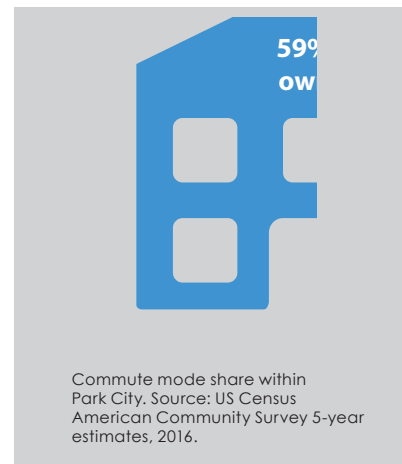
Sources: IPUMS NHGIS, University of Minnesota, www.nhgis.org; US Census Bureau 1980, 1990, 2000, 2010; US Census Bureau American Community Survey 5-year Estimates, 2016; Summit County Travel Demand Model 2018
*Kamas Valley includes Kamas, Francis, and Oakley.

TRAFFIC VOLUMES

Average daily traffic volumes (ADT) have been increasing on major corridors in the Park City area since 2010 - the beginning of economic recovery. 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 can be assumed to correlate with VMT - meaning year-over-year increases in ADT indicate increased total VMT. Park City traffic volumes have been increasing at a rate that is significantly higher than population growth. This is due to the robust recreational opportunities, booming employment opportunities, and unique events that Park City has to offer. Winter peak months indicate an increase of over 30% in vehicle miles traveled.



This graph shows average monthly traffic volumes on SR 224 and SR 248. Source: UDOT Automated Traffic Recorder data (January 2008 through November 2017)





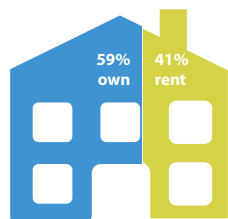
PARK CITY SNAPSHOT

TRANSPORTATION & EMPLOYMENT

Due to limited infill and residential growth opportunities in Park City, much of the local economy relies on the transportation system that connects employees from the region to the city center. Nearby communities are also adding jobs, and most job growth for the region is predicted to occur in Kimball Junction and Heber.



The Summit County Regional Travel Model indicates that service industry dominates in the number of jobs in Park City - with over 6,000 people working in the food and lodging industry and over 5,000 working in retail. Most of these employees commute from the Wasatch Front region and have non-traditional start times and closing times, making regional transportation peaks less predictable.



This graphic shows travel flow to and from the region. Source: US Census Longitudinal Employer-Household Dynamics (LEHD), 2015
Note: LEHD data includes only workers who have been employed for three consecutive quarters and therefore does not capture seasonal workers.

More and more people come to Park City from outlying areas like the Wasatch Front, Eastern Wasatch County, and Summit County. Three schools in the Park City School District fall within the Park City boundaries. More than 75% of students attending these schools live outside the city and travel in. School attendance in the Park City School District is expected to increase by 2028.

TRANSIT SERVICE

Park City Transit serves both local destinations and adjacent communities with free bus and shuttle services. Transit is a key link for residents, employees, and visitors - especially during peak months. During the winter, bus ridership for Park City Transit sees between 20 and 40 boardings for every 100 residents and visitors in the area.

The number of service hours offered by Park City Transit has dramatically increased in 2017. While ridership is overall on an upward trend since 2011 (by 11%), bus boardings per service hours are low due to the significant increase in service - nearly 60% more service hours.

THE TOP FIVE BUSIEST BUS STOPS ON A SUMMER SATURDAY:

- OLD TOWN TC** 950 boardings
- Park City Mountain** 610 boardings
- KIMBAL JUNCTION** 390 boardings
- FRESH MARKET** 310 boardings
- DEER VALLEY SNOW PARK** 270 boardings



This graph shows transit boardings, service hours, and productivity for FY 2011-2018 (excluding year 2016, as data was unavailable). Source: Park City Transit.

Source: Park City Transit.



PARK CITY BY THE NUMBERS - 2018

28 

MILES OF PATHWAYS RESURFACED

 **1.11**



VEHICULAR OCCUPANCY VS. CAPACITY ON STATE ROADS

 **2M**

TRANSIT BOARDINGS THIS YEAR

50,529

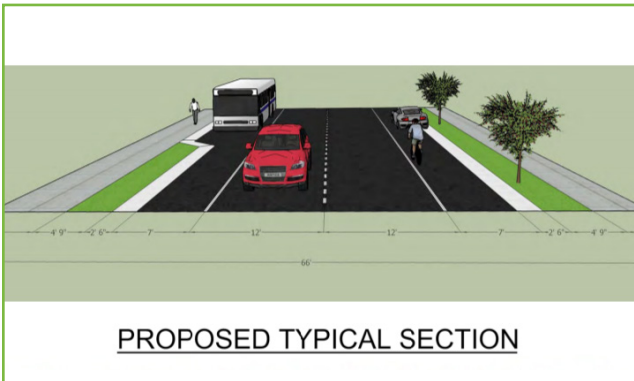
GALLONS OF DIESEL FUEL SAVED WITH ELECTRIC BUS SERVICE

4.9 ~ 22.7

DIESEL BUS MPGS VS ELECTRIC BUS EQUIVALENCY

GOAL SPOTLIGHT

GOAL: A multi-modal transportation system with complete streets and balanced mobility choices



PROSPECTOR AVENUE COMPLETE STREET IMPROVEMENTS

Park City was awarded a small urban roadway grant from the Utah Department of Transportation for improvements to Prospector Avenue between Bonanza Drive and Sidewinder Drive. The project will enhance and promote multi-modal transportation uses by creating a safe environment for all modes, reducing vehicular speeds by introducing a complete street cross section, defining more efficient use of existing space by better marking travel lanes and bus pullouts, and upgrading street lighting.



HILLSIDE AVENUE IMPROVEMENTS

Design improvements included both Hillside Avenue and a new pedestrian connection through Chambers Trail. The complete street improvements enhanced the function, safety, and aesthetics of the area. The project provided improvements that include a temporary speed bump, striping and signage to support walkability, safety, traffic calming features and additional aesthetics on Hillside Avenue. The project gathered and incorporate the community's comments in the development of a final design, trail features, and alignment for the project.



GOAL SPOTLIGHT

GOAL: Access to a convenient transportation system, including regional transit connections



SHOULDER RUNNING BUS FOR SR 224

Park City Municipal and the Utah Department of Transportation (UDOT) have partnered to implement shoulder-running buses on State Route 224. This allows buses, at the discretion of the driver, to use the 12ft shoulders as travel lanes during peak times. This keeps the bus travel times down, and allows for more predictable on-time service for system users.



CONTINUED SIGNAL PRIORITY IMPLEMENTATION

Park City implemented signal priority control for twenty intersections along transit bus routes in the city. Forty buses were retrofitted with GPS-based signal equipment allowing buses along the specified routes to trigger signal phases reducing wait time, and give transit the priority movement. Green lights are held longer, or, red light cycles decrease.



GOALS SPOTLIGHT

GOAL: Use of system management and demand management to minimize impacts



OPENING OF PARK CITY TRAFFIC OPERATIONS CENTER
Park City Transportation, in partnership with UDOT, Park City Police, Park City EMS, and Park City Transit Operations are in the final steps of completing a satellite Traffic Operations Center (TOC) housed at the Park City Police facility. This new, state of the art TOC will activate during peak times including the Sundance Film Festival, and World Championships. In addition to monitoring traffic flow, this facility will function as an Emergency Operations Center (EOC) as needed. The TOC streamlines operations adding many efficiencies to the system including increased emergency response and time, control over traffic signals. UDOT signal operators may also work out of this facility.

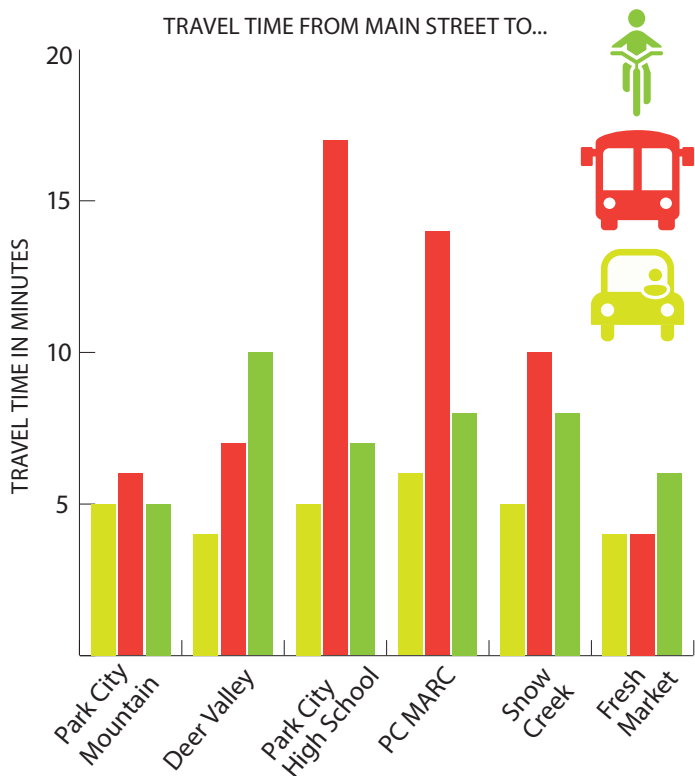


ECO COUNTERS ON TRAIL FACILITIES

Eco Counters were installed on the Rail Trail, the Poison Creek trail, and the McLeod Trail in August 2018. These counters allow for the continuous collection of number of trail users on these facilities to compare year over year numbers.



GOAL: Future mobility and accessibility will be as good or better than it is today



This information is from the Park City Forward Briefing Booklet compiled by Nelson|Nygaard.

JOURNEY TIMES

Park City staff increased duration of service on the 10 minute Electric Xpress bus, and advanced signal priority and shoulder-running transit options. These projects, in conjunction with the electric bike share program, improve travel times and first/last mile connections. Even with these advances, however, transit journey times are still significantly longer for some trips than those by private automobile.

Some transit trips, including the Old Town Transit Center to PC MARC trip, have reduced travel times by 50%, going from a 16 minute journey to an 8 minute journey by bus.



DEVELOPMENT OF COMPLETE STREETS POLICY

In January of 2018, Park City Council officially adopted a Citywide Complete Streets Policy to help guide transportation improvements in the community. The policy is used to retrofit existing streets with amenities, and create space for vulnerable roadway users. A Complete Streets Matrix is under development to guide the implementation of comprehensive complete streets elements to be incorporated in new projects.

TRANSPORTATION

A PARK CITY COMMUNITY CRITICAL PRIORITY

PARK CITY FORWARD | Park City's transportation system provides safe, year-round transportation options to promote a thriving, inclusive, and active "car optional" mountain community.

GOAL/DESTINATION: 25% TRIP REDUCTION ON GATEWAY CORRIDORS BY 2030

2030 | 15M ANNUAL CAR TRIPS

2018 | 20M ANNUAL CAR TRIPS

NOW

2003 | 15M ANNUAL CAR TRIPS

THEN

1

SIMPLE

Convenient; free transit; one system for a variety of users (tourist / workforce / locals)



SUSTAINABLE

Electrified fleet powered by 100% renewable energy; economic model that does not increase taxes to residents



SAFE

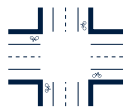
A network of corridors for walking and biking; increase safety for pedestrian, bikers & natural environment



SEAMLESS

A car-optional town

PROGRESS



COMPLETE STREETS IMPLEMENTATION



ENHANCED

"Fare Free" Transit Service



SR-248 IMPROVEMENTS



TRAFFIC COMMAND CENTER



TRANSIT SIGNAL PRIORITY

PARK CITY FORWARD MASTER PLAN



REGIONAL INTELLIGENT

Transportation System Improvements



GUARANTEED

Ride Home Program



NEW

Dedicated Local Revenue



PROACTIVE

Transportation Demand Management



LOCAL & REGIONAL Parking Management



EVENT TRANSPORTATION MANAGEMENT



IMPROVED LAND USE & Transportation Integration





OVERARCHING GOAL/DESTINATION

Park City elected officials have identified an aggressive and forward-thinking goal for Park City's gateway corridors.

25%

TRIP REDUCTION ON GATEWAY CORRIDORS
BY 2030

TRIP REDUCTIONS

During the February 2019 Council Retreat, Park City elected officials adopted an aggressive goal to reduce single occupancy vehicle trips in the area. Park City's gateway corridors, SR-248 and SR-224 carry residents and visitors into the heart of the city; reducing single occupancy vehicle trips will help facilitate transit movement, reduce congestion, and help us achieve our goals.

Park City Transportation Planning staff will report on this goal annually, and continue to monitor and collect robust transit and transportation data to measure our progress.



LOOKING FORWARD

“Business as usual will no longer work. Park City’s diverse community and travel needs create unique challenges for our local transportation system. New, bold, and innovative solutions are needed.” - *Park City Forward Briefing Book*

PARK CITY FORWARD



a transportation blueprint

PARK CITY FORWARD

Park City Forward, launched in summer 2018, is a program set in place to update and improve upon the existing Traffic and Transportation Master Plan (TTMP). While the existing TTMP, created in 2011, is valuable and guides the work of the Transportation Planning Department, it is nearing the end of its useful and relevant lifetime. Park City Forward is a Long Range Transportation Plan, the outcomes of which will provide an updated report on existing conditions, aggressive and comprehensive goals with assigned performance measures, and a list of project recommendations and prioritization. The process will include intensive data gathering, community outreach, and phased plans for the future of the transportation system.



LOOKING FORWARD

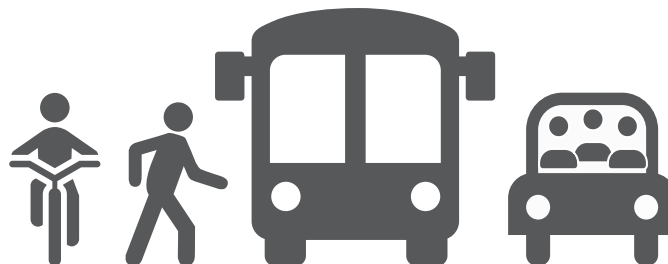
UPCOMING PROJECT UPDATES

Park City has made significant advancements for multimodal options in 2017 and, looking forward, Staff have identified the following next steps for further advancing the City's multi-modal transportation goals:

- Continue to develop a comprehensive performance monitoring approach and methodology with the Park City Forward study
- Prioritize additional ITS (Intelligent Transportation Systems) projects to increase network efficiency
- Take inventory of and systematically upgrade transit stop shelters and amenities
- Continue work on complete street metrics and capital improvements that support the safety of users
- Invest in transit service

UPCOMING PROGRAM UPDATES

Staff will continue Transportation Demand Management initiatives to incentivize transit ridership, and influence mode shift. Providing comprehensive transportation and transit information is also a top priority; with emphasis on streamlined coordination between City departments and the public.



Prepared by
Transportation Planning Staff
Park City Municipal



2018
