TTMP Report Card for 2017-2018

SR 223 Single Occupacy Vehice Share ¹ 30% 80% 60% 62% SR 243 Single Occupacy Vehice Share ¹ 30% 85% 67% 89% SR 243 Single Occupacy Vehice Share ¹ 10% 91% OFHN setMatein ² No significant change No signif	Metric (By Goal)	2040 Target	2015-2016	2016-2017	2017-2018	Goal Action
S2 Single Cocopany Visited Nam ² 596 88% 57% 94% Percer house/single 14 min from it up (Density > 4 units/cer) 100% 94% of Hill with density > 4 units/cer) No significant change No significant change No significant change Prever house/single 14 units/cer 100% 100% 100% No significant change No significant change Daily house more inclusion from inclusion inclus	Complete Streets (Goal One)					
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$ \left \operatorname{Prime} Control DVC MARC (fines - Drive Tues) 10 mm 16 mm$		10 min	15 min	10 min	10 min	
□ by Same Creck Laper Same Lape - Drive Time) 10 min 13 min 13 min 13 min 13 min □ bit Same Same Same Constructioned Same Same Case and Same Same Same Case and Same Same Case and Same Same Case and S	PCMR to PCHS (Bus Travel Time minus Drive Time)	10 min	5 min	5 min	8 min	
Regional Transit (Goal Trave) Use of the second secon	Transit Center to PC MARC (Bus - Drive Time)	10 min	16 min	16 min	8 min	
Dial Dial Dial Dial Dial No significant change Commender 5 SLC, Basin SLC, Basin SLC, Basin SLC, Basin, Kamas SLC, Basin, Kamas Prinzy luke confider completion (expected by 2020) 100% Added puth upgrades on east side of 224 No change No change No change Derive time Provider Completion (expected by 2020) 75% No change No change No change Derive time Provider Optime time State S min 7 min 6 min 7 min Derive time Provider S totate 6 min 7 min 6 min 6 min Derive time Provider S stotate 6 min 7 min 6 min 6 min Derive time Provider S stotate 6 min 0.7 0.9 1.0 Derive time Provider More than 1 0.7 0.9 0.6 0.6 Derive time Provider More than 1 0.3 0.3 0.4 0.4 Derive time Provider More than 1 0.3 0.3 0.4 0.4 Derive time Provider More than 1 0.3 0.3	DV to Snow Creek Liquor Store (Bus - Drive Time)	10 min	13 min	13 min	13 min	
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$ \left \begin{array}{c c c c c c } rac carbaic completion (capceld by 20.0) 0, 00% of 22.3 No change No chang$	Connected Out-of-the-car (Goal Four)					
$\begin{split} $	Primary bike corridor completion (expected by 2020)	100%		No change	No change	
Prove time PCMR to PCITS 6 minute baseline (BL) ² < 10% increase		75%	No change	No change	No change	
bit wine Transit Conver DC MARC (7 min BL)2 < 10% increase		< 10% increase	8 min	7 min	6 min	
Drive time DV to Sowo Cock Liquor Soxo (7 min BL) ² < 10% increase						
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Transportation Adds to Community (Goal Eight) Change in Gateway AADT/Housing Units Less than 1 1.04 1.01 1.20 Change in Gateway AADT/Housing Units Less than 1 1.04 1.01 1.20 Estimated Petrolem Consumption Equivalent (kBTU) Decreasing from 570 M 725 M 731 M 761 M Estimated Annual Greenhouse Gas Emissions (short tons) Decreasing from 570 M 64.0 K 64.5 K 67.1 K Convenient Multi-Modal Access (Goal Nine) Affordable housing developments response to ons) Additional park and ride spaces at Kinball Junction Transit Center, exploration of park and ride projects at Ecker and US-40/SR Completion of Ecker Hill park and ride, acquisition of Treasure Hill and Bonanza Flat to mitigate traffic impacts System & Demand Management (Goal Ten) N/A 4 new Variable Message Signs, phase Blyncsy installation, SCATs signal project; VMS agreement Near completion of new Park City satelife Traffic Operations Center, urgraded APCs and software on all transit vehicles, transit arrive time messase boards. New TDM implementation N/A Fatablished the TMA w/ monthly participation, adopted TDM plan in October 2016 Implemented Old Town parking dride, newly implemented Findpoce Shuttle. New TDM implementation N/A Fatablished the TMA w/ monthly participation, adopted TDM plan in October 2016 Implemented Clin Dyoe Shuttle.		10% increase	788	324	325	
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Requires additional monitoring						
Not on target. Improved approach required			Not on target. Improved approach re-	quired		

Notes

A complete description of how the measures in the Report Card are collected can be found on page APP-19 of the 2011 Traffic and Transportation Master Plan (TTMP).

¹TTMP specifies that Single Occupancy Vehicle counts for each SR-224 and SR-248 should be collected over a single weekday from 9 - 10 AM.

²TTMP specifies that the above drive time measures should be caluculated by taking the average of three runs during the peak hour. For this report card, staff has elected to instead monitor travel times as estimated by Google Maps over two weeks in December 2017, totaling to dozens of data points for each origin/destination pair described above.

³Values correspond to a weekday average from counts collected over the course of a full week in September 2018. 2015-2016 counts were taken in August 2015.