

TDM Performance Measures

Collecting data and reporting on TDM performance is vital to implementing a successful TDM program. The TDM Plan provided recommendations on performance measures and corresponding data collection methods that can be used to evaluate compliance and performance. Park City Transit and Transportation Planning are either collecting baseline data, or, reporting on progress of these metrics depending on the lifespan of the project/program listed.

A graphic representation of some of these metrics is provided on the last page.

GOAL	Reduce single-occupancy vehicle (SOV) mode share
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Collecting data and reporting on TDM performance is vital to implementing a successful TDM program. The TDM Plan provided recommendations on performance measures and corresponding data collection methods that can be used to evaluate compliance and performance as it relates to Transportation Demand Management. Park City Transit and Transportation Planning are either collecting baseline data, or, reporting on progress of the following metrics depending on the lifespan of the project/program listed. As a reminder, Staff are collecting metrics to report on a variety of transportation goals and projects outside of the TDM Plan.

Performance Measure	Target	Baseline	Data
Reduction in drive-alone trips on gateway corridors	None specified at this time	Weekday occupancy was 1.49, weekend occupancy was 1.99	Report card data reported differently, 83% of vehicles were SOV in 2018
Increase daily bus hours of the PC-SLC Connect regional service	Goal of increasing regional ridership YOY	PC-SLC Connect offered 8 trips per day in 2013	Service increase nearly 4 hours/day and doubled the daily trips to 16 per day. An additional 1,152 services hours a year
Provide additional regional transit routes to neighboring communities	The Short Range Transit Plan recommends service to Kamas and Wasatch Co	No regional service provided	The Kamas Commuter runs 7 days a week, averaging 7.3 hours per day. Added Park City Hospital and Deer Mountain stop. Wasatch County service demand analysis is underway
Increase in regional transit ridership	Goal of increasing ridership YOY	No regional service provided to the Wasatch Back. The PC-SLC Connect had 47,215 one-way passenger-trips in winter 2013-2014	The PC-SLC Connect ridership has increased; specific numbers are being sought from UTA
Increase in daily bus hours on local transit service	Goal of increasing ridership YOY	2016-2017 service hours, Park City Transit to provide	Increased service hours were influence by added hours in service to several routes including: Purple, White, Pink, Lime, Kamas Commuter. On SR-224 frequency increased from 30 min to 10 min and added 4 hours to Purple service
Increase frequency of Park City Transit network	Goal of increasing ridership YOY	2016-2017 bus route design and headway times	Increasing frequency and extending service to Quinn's Junction underway this Winter season. Frequency will almost double on several routes
Increase and maintain competitive transit travel times	Elevating travel by bus to be comparable to travel by car, or better	See infographic for baseline travel times. Collected as part of the LRTP update	In addition to measuring travel times, on demand transit service will help improve travel times for areas not currently or not well served by transit



Performance Measure	Target	Baseline	Data
Increase in local transit ridership	None specific identified	The 2019 on-board transit surveys set the statistically significant baseline	38% of respondents indicated they live in Summit County
Increase in visitor use of transit	None specific identified	The 2011 SRTP indicates nearly 50% of riders were visitors	46% of respondents indicated they were either short or long term visitors
Increase in carpool/vanpool	None specific identified	The TDM plan indicates that employers are to collect this information	RideAmigos will collect this data moving forward and targets can be set

GOAL Reduce Vehicle Miles Traveled

Performance Measure	Target	Baseline	Data
Increase percentage of housing units within 1/4 mile of transit routes and paved multiuse trails	None specified	None captured at this time	2019 numbers indicate 85.59% of residential units are within 1/4 mile of a trail or transit stop
Local affordable housing options for employees	None specified	None captured at this time	Current projects and under construction units indicates there are 565 units available or becoming available soon that are below market rate
Shorter commute distances	None specified	None captured for regional travel. rMOVE data can be extrapolated for 84060 and 84098 zip codes	RideAmigos can capture this information moving forward
Reduction in parking utilization	Elevating travel by bus to be comparable to travel by car, or better	Baseline travel times collected as part of the LRTP baseline conditions report	In addition to measuring travel times, on demand transit service will help improve travel times for areas not currently or not well served by transit

TDM By The Numbers

13 electric buses
with zero local emissions.



86% of residential buildings
within a 5 minute walk of transit routes & paved multiuse trails.



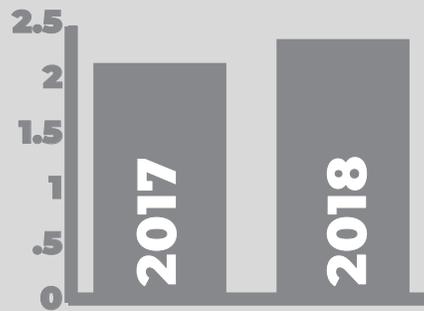
19 bikeshare stations
in Summit County.



20 added regional transit trips
on PC-SLC Connect and Kamas Commuter routes.



Transit Boardings (Millions)



9% increase in annual boardings

systemwide in 2018 compared to 2017 system-wide ridership. Source: CAD AVL Data

-2% decrease in percentage of commuters who drive alone

60% of commuters drove alone in 2017 compared to 62% of commuters in 2016. Source: 2017 ACS 5-year Estimates.

+2% increase in percentage of commuters who take transit

4% of commuters took transit in 2017 compared to 2% of commuters in 2016. Source: 2017 ACS 5-year Estimates.

6% decrease in travel times from 2018-19

to key destinations within Park City by bus, bike, and car. Source: Google travel directions 2018-19.

CO2 Emissions



+2% change in transportation CO2 emissions in Park City from 2017-2018

Regional growth has likely fueled this increase in CO2 emissions, due to an increase in the number of cars on the road, as well as the number of miles those cars drive. Source: Fuel Consumption and GHG Calculator, 2017-2018.

-2% change in average annual daily traffic (AADT) on HW 224 between 2017-2018

Significant transit improvements have been made on Highway 224. Shoulder bus lanes, added routes and frequency might have led to a decrease in AADT on this key corridor. Source: Fuel Consumption and GHG Calculator, 2017-2018.