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### Statement of Ideal

The Town of Jackson and Teton County residents and visitors will be able to safely, efficiently, and economically move into, within, and out of the county by a variety of transportation choices. The transportation system will be an interconnected multi-modal system that is based on energy conservation, enhancement of public health, and use of clean and renewable fuels. The transportation system will allow for viable populations of all native species, preservation of natural scenic vistas, and the safe, unimpeded movement of wildlife.<sup>1</sup>

Deleted: Reduce resident and visitor reliance on single occupancy vehicles while still allowing safe, efficient, and economic travel.

### What does this theme address?

- 6.1 – Increase alternative transportation modes
- 6.2 – Reduce reliance on single-occupancy motor vehicle travel
- 6.3 – Maintain a safe, efficient, interconnected, multi-modal transportation system

#### Priority Transportation Network Projects

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### Why is this theme addressed?

Traffic congestion and wider roads are inconsistent with the rural character and natural and scenic resource values of the community. Teton County’s development pattern (like many rural, mountain communities in the west) currently depends upon the automobile to move people to and from services. Traffic is growing at a faster rate than population in Teton County; and traffic levels have reached capacity on many of the community’s major roadways. Immediate action is needed in order to achieve the transportation goals defined in this Plan. If not achieved, the community will be plagued with increased congestion and the need for roadway widening in the near future.

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<sup>1</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 2  
<sup>2</sup> Rec. 359: (County 5-0, Town 5-0) Theme 6 should state the community’s transportation vision and values, so that they can be implemented through regulations and more detailed transportation planning and analysis in other documents (April draft structure)

In adopting principles, policies, strategies and indicators related to transportation, all of these bases for why the community finds transportation to be important must be addressed.<sup>3</sup>

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Single occupancy motor vehicles (SOV) are the least efficient means of travel in terms of traffic, impacts to the ecosystem, and social interaction. A transportation system oriented to the automobile requires more land and has a greater carbon footprint, both of which have negative impacts on rural character and of the community's ability to conserve wildlife and natural resources. In order to meet existing traffic needs and plan for a future that does not include the widening of roads, the community must devise a way to slow traffic growth along major corridors from 3.5% annually to 2%. This will require that at least an additional 10% of all trips along these major corridors be shifted out of single occupancy motor vehicles into another travel mode. Specifically, transit along major corridors offers the most viable alternative to vehicular travel, however, roadway designs that use the "complete streets" principle incorporating all alternative transportation modes (bikes, walking, rideshare, etc.) when possible will also be necessary to achieve this desired mode shift. The strategies outlined in this plan aim to create an interconnected alternative transportation system (including the pathways system) that includes transit, bicycle and pedestrian modes, which offer alternatives to private motor vehicle travel for many trips. These "Alternative Transportation" modes have the lowest environmental impacts and help lower Jackson's carbon footprint. Specific alternative transportation goals are established in the indicators section to apply to the complete transportation system not limited to the 10% mode shift reduction identified for the major corridors described above.<sup>4</sup>

**Alternative Transportation** means a transportation system including transit, bicycle and pedestrian modes (including the pathways system) which offer alternatives to private motor vehicle travel for many trips.

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In addition to the specific traffic and roadway justification for this theme, the realization of many of the community goals established in this plan have a direct correlation to our transportation system. Specifically:

- Reduce environmental impacts including climate change, and air/water/noise pollution.
- Reduce reliance on fossil fuels and promote alternative fuels.
- Reduce negative public health impacts of auto-centric transportation (obesity, diabetes, cardiovascular disease).
- Reduce economic impacts of a changing world, where the cost of oil will continue to rise.

Transportation choices made in Jackson and Teton County must be considered regionally. Workers living in Teton Valley in Idaho and Star Valley in Wyoming add to the traffic on Teton Pass and in Snake River Canyon. These trips inevitably increase the number of wildlife-vehicle conflicts and increase carbon emissions in the region. Isolated development within and outside of Jackson Hole reduces the viability of alternative transportation modes further complicating our transportation goals without widening or adding new roadways.

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Realistically, the continued convenience, affordability, availability, and necessity of the automobile, limits the amount of traffic reductions that will be achieved through travel mode shifts. Intersection and roadway

<sup>3</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 2

<sup>4</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 2-3

improvements will still be required in some areas. It is important for the community to work cooperatively<sup>5</sup> with the Wyoming Department of Transportation (WYDOT), other federal agencies, neighboring jurisdictions and private land owners to find solutions that are both consistent with community values and acceptable for partnering agencies.

The previous County/Town Transportation Plan was adopted in 2000. Included as Appendix K: Transportation Supplemental Information are the applicable portions of the 2000 Transportation Plan for continued use by the community. This theme sets the broad principle and policy direction for the community supported by the information found in the appendix. The policies presented in this theme represent the focus for transportation planning in the future.<sup>6</sup>

## Principles and Policies

### Principle 6.1—Increase the share of trips made by alternative transportation modes

The primary goal of this plan is to reduce traffic growth to 2 % along major corridors by increasing the use of alternative modes of transportation. To achieve this goal, a year around mode shift away from the single occupancy motor vehicle is required. The most viable way to achieve a significant shift is an increase in the transit mode share along major corridors, and the completion of a system wide alternative transportation system including alternatives such as rideshare, walking, and biking throughout the community.<sup>7</sup>

#### Policy 6.1.a: Establish a permanent funding source for an alternative transportation system

In order to achieve the primary goal of reducing traffic growth on major collectors to 2% and in order to implement a system wide alternative transportation system, a permanent funding source must be established. An effort to increase the share of trips made by alternative transportation modes will require increased public investment to complete system wide improvements along with the implementation of a Transportation Demand Management Plan (TDM). Prioritizing a transportation mode shift requires viewing investment in alternative mode infrastructure as equally, if not more, important than investment in single occupancy motor vehicle infrastructure.<sup>8</sup>

Every member of the community will need to consider walking, bicycling, rideshare, or riding transit instead of driving his or her vehicle.

#### Policy 6.1.b: Shift community transportation behavior

The choice of mode of travel is made every day by residents and visitors in the valley. The town and county will work to make alternative modes of travel convenient and efficient, and increase the share of trips made by

<sup>5</sup> Rec. 363: (County 5-0, Town 5-0) The commissions believe more emphasis should be placed on working with WYDOT to complete mutually beneficial projects

<sup>6</sup> Rec. 370: (County 4-0, Town 4-0) Clarify the role of existing Chapter 8

<sup>7</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 3-4

<sup>8</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 3-4

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alternative modes. Community members will need to consider walking, bicycling, rideshare, or riding transit instead of driving their vehicles. Making the decision to use alternative modes benefits an individual's health in addition to the community's transportation and environmental goals.

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**Policy 6.1.c: Implement a Town/County Transportation Demand Management (TDM) plan**

The goal of a Town and County TDM program is to assist the community in meeting our alternative transportation and traffic growth goals. A TDM program focuses on changing or reducing travel demand, particularly at peak commute hours instead of increasing roadway supply. Doing so makes efficient use of the current roadway system without adding capacity. A TDM with the right incentives (or disincentives) influences travelers to use transportation systems in a way that reduces congestion. The Town and County will develop a TDM program, which emphasizes coordination and education of the community on measures such as car or vanpooling programs, bus pass subsidies, alternative work schedules, telecommuting options and parking management.<sup>9</sup>

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**Policy 6.1.d: Establish a Regional Transportation Authority**

The community will take a leadership role to work with adjacent counties, states, and federal land agencies to coordinate the design and use of external components of the transportation system by Teton County residents and workers. This will be achieved through the creation of a Regional Transportation Authority. Specifically, the community will explore the work completed by the Idaho Transportation Department and the Yellowstone Business Partnership, to create a Transportation Co-Op known as the Linx Co-Op. Involvement in this cooperative offers the community a tremendous opportunity to connect regionally, by alternative modes through complete streets.<sup>10 11</sup>

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**Policy 6.1.e: Interconnect all modes of transportation**

An alternative transportation system will provide a means to connect all modes of travel. Park'n'rides, bicycle parking, and complete streets will be incorporated into a comprehensive alternative transportation system including but not limited to transit, complete streets, and pathways.<sup>12</sup>

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**Principle 6.2—Reduce reliance on single occupancy motor vehicle travel**

Making alternative modes of transportation an easier choice requires that more emphasis be put on the provision of those modes than on the accommodation of the single occupancy motor vehicle (SOV).

<sup>9</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 4-5

<sup>10</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 6

<sup>11</sup> Rec. 360: (County 5-0, Town 5-0) Establish a Regional Transportation Authority

<sup>12</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 6

<sup>13</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 6

<sup>14</sup> Rec. 361: (County 5-0, Town 5-0) The commissions agree with Principle 6.1 (increase the share of trips made by alternate modes, especially transit by establishing a funding source for transit, shifting community behaviors, researching a Regional Transportation Authority, and interconnecting all modes of travel) as a general community transportation principle - with the exception that the policy should be to establish a Regional Transportation Authority not just explore

**Policy 6.2.a: Develop a land use pattern based on transportation connectivity**

A goal of this plan is to connect the existing county mixed-use neighborhoods and the Town of Jackson via a complete alternative transportation system. Within existing county mixed-use neighborhoods and the Town of Jackson active modes of transportation are viable for daily trips year-round. Connecting existing mixed-use neighborhoods via a larger complete alternative transportation system will maximize the efficiencies of the existing land-use pattern and help meet the community goal of reducing traffic growth.<sup>15 16</sup>

**Policy 6.2.b: Provide for alternative modes of travel as the preferable method to relieve traffic**

Where traffic congestion needs to be relieved, solutions that emphasize an increase in the mode share of alternative modes are most appropriate. Additional capacity that is created for single occupancy motor vehicles always fills up with more single occupancy motor vehicles. Conversely, if an increased proportion of the trips made are by alternative modes, growth in traffic will decrease. Specific alternative transportation goals are established in the indicator section.<sup>17</sup>

**Policy 6.2.c: Require development to implement and fund alternative transportation**

If development and redevelopment continues to focus on accommodating automobiles, people will continue to drive. The town and county will require facilities and building orientations that promote transit, walking, and biking in locations where such modes of travel are viable. In addition, specific provisions for alternative transportation components will be required in all developments including sidewalk easements, pathway easements, transit easements, funding for infrastructure and TDM strategies, and connectivity provisions.<sup>18</sup>

**Policy 6.2.d: Discourage single occupancy motor vehicles**

Incentives to use alternative modes of transportation will not be enough to reduce the reliance on single occupancy motor vehicles if the use of that mode remains as convenient as it is today. To discourage automobile use, the town and county will use "Level of Service D," as defined by the American Association of State Highway Transportation Officials standards for autos, as an acceptable level of congestion and delay along existing roadways and at intersections. Paid parking in areas served by alternate modes and other financial means can also discourage SOV travel.

**Principle 6.3—Maintain a safe, efficient, interconnected, multi-modal transportation system**

While the transportation vision of the community is to reduce reliance on the automobile and, in particular, single occupancy motor vehicle travel, the health, safety, and welfare of the community are paramount. Monitoring of the entire

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<sup>15</sup> Rec. 361: (County 5-0, Town 5-0) Nodal concept allowed as described in Theme 2 with non-additive growth  
<sup>16</sup> Rec. 374: (County 4-0, Town 2-2) add language referencing the traffic benefits of conservation easements  
<sup>17</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 5-6  
<sup>18</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 7  
<sup>19</sup> Rec. 362: (County 5-0, Town 5-0) The commissions agree with Principle 6.3 (maintain a safe, efficient, interconnected, multi-modal transportation system through implementation of "Complete Streets", coordinated transportation planning efforts, concurrent land use and transportation review, reduced wildlife and scenic impact, and maximized redundancy) as a general community transportation goal

transportation system and making appropriate increases to capacity will be required to support the alternative transportation goals. This will include widening roads and intersection improvements in some cases. In all cases, improvements will be designed and implemented consistent with community values. <sup>20</sup>

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**Policy 6.3.a: Create a transportation network based on “Complete Streets” and “Context Sensitive Solutions”**

The town and county will adopt and implement “complete street” and “context sensitive” policies and roadway design. Streets and roads will continue to be the primary components of the Teton County transportation network. To meet the community’s transportation vision, they should safely accommodate all users of the public right-of-way including: pedestrians, bicyclists, auto drivers, and transit riders. The community will also work with WYDOT to implement these policies into their projects within the community.

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**Policy 6.3.b: Coordinate transportation network decisions** <sup>21</sup>

Because the town and county do not have jurisdiction over much of the transportation network, cooperation with WYDOT is important in the realization of the community vision. The community will continue to work with WYDOT to incorporate community values into solutions for improvements to the state highway system while recognizing the mission, goals and Level of Service requirements of the Federal Department of Transportation. The Town and County acknowledge that continued cooperation with WYDOT is essential to accessing Federal Funding to complete local transportation improvements. The community will also work with private interests to acquire easements and rights-of-way needed to implement our transportation vision. <sup>22</sup>

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**Policy 6.3.c: Review land use proposals and decisions against their transportation network impacts**

A critical component of informed transportation planning is the concurrent review of transportation impacts with land use applications. As land use decisions are made that will have transportation impacts, the town and county will require that impacts be identified and mitigated. Development decisions will be made with an equal and concurrent consideration of both land use and transportation impacts. On a regional scale, we will recognize that the decisions of the community have effects reaching outside of our jurisdiction. Decisions regarding the balance of conservation and the provision of community needs will be evaluated for their local and regional transportation impacts.

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**Policy 6.3.d: Reduce wildlife and natural and scenic resource transportation impacts**

More vehicles on the road increase the likelihood of wildlife-vehicle collisions even if mitigation efforts are pursued. New transportation network projects will address wildlife crossing issues; furthermore, the community will provide for wildlife crossing needs along existing transportation facilities. New transportation network infrastructure will be designed to have only minimal and mitigated impact to wildlife and natural and scenic resources.

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<sup>20</sup> Rec. 375: (County 4-0, Town 2-2) Principle 6.3 - add language where appropriate...“Systematically plan for future mobility that meets the needs of residents and visitors within the context of community character”

<sup>21</sup> Rec. 363: (County 5-0, Town 5-0) The commissions believe more emphasis should be placed on working with WYDOT to complete mutually beneficial projects.

<sup>22</sup> Rec. 363: (County 5-0, Town 5-0) The commissions believe more emphasis should be placed on working with WYDOT to complete mutually beneficial projects.

**Policy 6.3.e: Maximize interconnection, redundancy, and hierarchy in the transportation network**

Critical to the assurance of a safe, efficient and complete transportation system is developing a network that is interconnected and has redundancy if a road or bridge ~~is closed~~ due to a natural hazard or other event. It will be important to strike a balance between adding new roads and widening existing roads to address this issue.

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## Potential Transportation Network Projects

Based on 2008 modeling and previous transportation planning efforts completed by the community, the following transportation network projects are suggested as priorities to relieve congestion at key intersections in the transportation network. This list is not an exhaustive list of the projects to be pursued in the timeframe of this Plan; it is intended to identify the projects for immediate consideration. Further study of these roadways will include modeling in order to determine appropriate roadway design including complete streets and context sensitive design principles. In addition to the five (5) projects listed below the projects and improvements identified within the Pathways Master Plan and Transit Development Plan will be considered concurrently.<sup>23</sup>

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Although the community is not generally supportive of widening roads, these five potential projects will be necessary in order to avoid complete congestion of the transportation network. More detailed traffic and environmental analysis will be done prior to the design and construction of any of these projects.<sup>24</sup>

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### 1. Tribal Trails Connector between Highway 22 and South Park Loop Road.

This project is projected to reduce traffic at the “Y” by 28% without causing significant increases in traffic at other major intersections. Design of this project will involve more detailed modeling of the road system and account for the unique safety concerns of the project’s proximity to the community’s major education campus.

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### 2. Upgrade Snow King – Maple Way.

This is a parallel east/west corridor identified for its ability to reduce traffic growth from the Y intersection, West Broadway, North Cache and South Highway 89.

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### 3. Reconstruct the “Y” (Highway 22/89/26 intersection). This project will improve all modes of travel and serve as a community gateway.

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### 4. Pursue a multi-lane roadway with WYDOT on Highway 22 between town and Highway 390.

This project will include consideration of a complete street design with trail connections, wildlife overpass, and other improvements.

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### 5. Redesign Highway 390 from Highway 22 to Teton Village. The goal of this redesign will be to implement a complete street/context sensitive design.

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Other projects were analyzed as well, but were determined to have minimal system benefit. A north crossing of the Snake River and the paving of Spring Gulch Road would decrease traffic at one congestion point, but increase traffic a similar amount at another congestion point. In the case of the north crossing, traffic would be decreased d at the “Y” but increase at Town Square. Paving of Spring Gulch Road would decrease traffic in Town but increase traffic at the “Y”. Both of these projects have land use, wildlife, and

<sup>23</sup> Rec. 365: (County 5-0, Town 4-1) In addition to the five project identified in the April draft, the projects identified in the Pathways Master Plan and Transit Development Plan (START) should be incorporated by reference

<sup>24</sup> Rec. 364: (County 5-0, Town 4-1) The Plan should be clarify that each of the five projects identified as necessary in the April draft should be studied for full system improvement and pursued



natural and scenic resource impacts that are greater than the transportation benefits they provide. Neither is recommended at this time.<sup>25 26 27 28</sup>

## Strategies

The Town of Jackson and Teton County will undertake the following strategies to implement the policies of this theme. The town and county should periodically update strategies as tasks are completed or when additional action is necessary, based on monitoring of the Theme’s indicators.

### Strategy 6.1: Establish a dedicated funding source for alternative transportation

- Dedicate a seventh cent sales tax, additional mil property tax, or other funding source to the provision of infrastructure for alternative transportation modes.<sup>29</sup>
- Continue to fund the administration of alternative mode travel programs through the General Fund so additional money can be dedicated to infrastructure.

### Strategy 6.2: Expand START

- Identify an appropriate location for a new START storage and maintenance facility that will allow expansion of transit service.
- Pursue transit service between Jackson and the airport.<sup>30</sup>

### Strategy 6.3: Create a Countywide Transportation Demand Management (TDM)

#### <sup>31 32</sup> program

- Educate the community on alternative transportation options and benefits.
- Pursue home mail delivery.
- Encourage or require students in all grades to use active modes of transportation rather than driving or being driven to school.
- Establish a trip reduction coordinator to work with employers to reduce trips and facilitate rideshare.

### Strategy 6.4: Update road design standards

- Town and County will adopt “Complete Streets” and/or “Context Sensitive” policies for all roadways.

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<sup>25</sup> Rec. 366: (County 4-1, Town 0-5) A north crossing should be identified in the list of projects to be studied

<sup>26</sup> Rec. 367: (County 4-1, Town 2-3) Language precluding consideration of a north crossing should be removed from the Plan

<sup>27</sup> Rec. 368: (County 4-1, Town 2-3) Language precluding consideration of paving Spring Gulch Road should be removed from the Plan

<sup>28</sup> Rec. 376: (County 2-2, Town 1-3) Add an east-west connector through South Park to the list of Potential Transportation Network Projects

<sup>29</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 8

<sup>30</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 8

<sup>31</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 8

<sup>32</sup> Rec. 372: (County 4-0, Town 4-0) Institute a community-wide Transportation Demand Management (TDM) plan

- Town and County will work with WYDOT to have “Complete Streets” and/or “Context Sensitive” policies incorporated into all WYDOT roadways<sup>33</sup>
- Include wildlife crossing and other wildlife mitigation standards in road design regulations.<sup>34</sup>

**Strategy 6.5: Update land use review standards**

- Concurrently review development projects for transportation impacts be mitigated.
- Track incremental impacts and periodically evaluate their cumulative effect.
- Reevaluate parking standards and other regulations that may promote the single occupancy motor vehicle.
- Adopt specific provisions for current planning review to require alternative transportation components including but not limited to sidewalk easements, pathway easements, transit easements, funding for infrastructure and TDM strategies, and connectivity provisions.<sup>35</sup> Specific provisions for alternative transportation components will be identified in all current planning approvals.<sup>36</sup>

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**Strategy 6.6: The Transportation Advisory Committee (TAC) will cooperatively create, maintain, implement, and monitor a joint town/county Transportation Capital Improvement Plan<sup>37</sup>**

- Prioritize Town, County, WYDOT, projects within the plan across all modes to implement this theme.
- Periodically evaluate the entire transportation system for inadequacies and propose remedies.
- Prepare comments and recommendations on the State Transportation Improvement Plan (STIP) funding requests.

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**Strategy 6.7: Establish a Regional Transportation Authority**

- Discuss with neighboring jurisdictions and state and federal officials the costs and benefits of a Regional Transportation Authority. Specifically, explore the work completed by the Idaho Transportation Department and the Yellowstone Business Partnership, to create a Transportation Co-Op known as the Linx Co-Op. <sup>38</sup>
- Discuss with neighboring jurisdictions improvements that can be made to the regional transportation system.

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Periodically evaluate the entire transportation system for inadequacies and propose remedies.¶

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**Strategy 6.8: Update the Town/County Pathways and Transit Plans<sup>39</sup>**

- TAC along with the START Board and Pathways Advisory Committee will coordinate an update to the Pathways and Transit Plans at a minimum every 5 years to assist in the implementation of the this Theme.

<sup>33</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 8

<sup>34</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 9

<sup>35</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 8

<sup>36</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 8

<sup>37</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 9

<sup>38</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 9

<sup>39</sup> Rec. 372: (County 5-0, Town 4-1) Update the Pathways Master Plan, and the Transit Plan

**Strategy 6.9: Complete a Teton/Jackson Travel Study<sup>40</sup>**

- TAC will coordinate a Travel Study at a minimum every 5 years to assist in the evaluation of the indicators identified below

**Strategy 6.10: Utilize Appendix K Transportation Supplementary Information<sup>41 42</sup>**

- Town, County, TAC and other agencies will utilize the information, in Appendix K specifically the Transportation Administration Strategy going forward
- TAC will update and/or complete a more detailed transportation plan similar to Chapter 8 Transportation of the 1994 Comprehensive Plan

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**Indicators**

The community will use<sup>43</sup> the following indicators to monitor achievement of this theme’s values. Planning staff will compile the best available data from any appropriate agencies on each indicator in the period stated below and present the methods and results to the public and appointed and elected officials as detailed in the Administration chapter of this Plan. With indicator data as a guide, amendments to Plan policy or implementation may be pursued.<sup>44</sup>

Deleted: The community will use the following indicators to monitor achievement of this theme’s values.¶

Multi-Modal Transportation Indicators <sup>45</sup>	Baseline <sup>46</sup>	Goal	Review Period
1. Traffic growth rate <ul style="list-style-type: none"> <li>• Major corridors (Hwy 89, 22 &amp; 390)</li> <li>• Non-major corridors</li> </ul>		<2% TBD	5 yr
2. Percentage change in resident travel mode shares of total trips within the complete roadway system: <ul style="list-style-type: none"> <li>• All alternative modes on major corridors</li> </ul>		<sup>47</sup> >10%	5 yr

<sup>40</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 10

<sup>41</sup> Rec. 358: (County 5-0, Town 5-0) Incorporate Friends of Pathways 3/18/19 comments – pg. 10

<sup>42</sup> Rec. 372: (County 5-0, Town 4-1) Clarify the role of existing Chapter 8 – Transportation Plan and include stronger language about implementation and accountability and specifically include the Transportation Administration Strategy

<sup>43</sup> Rec. 139: (County 2-3, Town 4-1) Replace “will use” with “should consider using”

<sup>44</sup> Rec. 199: (County 4-0, Town 3-1) Conservation alliance 11/12 Action #5: Add language that clearly explains how indicators will be used to draft and amend land development regulations. Language should be added that explains how a science-based monitoring program will be further developed with appropriate agencies and partners. A baseline column, with quantifiable documentation of existing conditions, should be added to all indicator tables in the new Plan.

<sup>45</sup> Rec. 373: (County 4-0, Town 4-0) Direct staff with the help of the TAC and other local transportation experts – to amend the indicators section to be consistent with the policy changes recommended by the commissions and add the following indicators:

- Quality of Service
- Livability (as defined by federal highway bill)
- Level of Service (multi-modal)

<sup>46</sup> Rec 199 (County 4-0, Town 3-1) Conservation alliance 11/12 Action #5: Add language that clearly explains how indicators will be used to draft and amend land development regulations. Language should be added that explains how a science-based monitoring program will be further developed with appropriate agencies and partners. A baseline column, with quantifiable documentation of existing conditions, should be added to all indicator tables in the new Plan.

Deleted: Update Chapter 8

<ul style="list-style-type: none"> <li>• Drive Alone</li> <li>• Rideshare</li> <li>• Walk</li> <li>• Bicycle</li> <li>• Transit</li> </ul>		<p><b>-25%</b>  <b>+3%</b>  <b>+5%</b>  <b>+7%</b>  <b>+10%</b></p>	
3. Percentage of road network with “Complete Streets” or “Context Sensitive Solutions” design		<b>Increase</b>	<b>1 yr</b>
4. Percentage of total effective population within ¼ mile of transit stops		<b>Increase</b>	<b>1 yr</b>
5. Implementation of 5 priority network projects		<b>Monitor</b>	<b>1 yr</b>
6. <u>Wildlife-vehicle collisions</u>		<b><u>Decrease</u></b>	<b><u>1 yr</u></b>
7. <u>Quality of Service for all modes</u>		<b><u>Increase</u></b>	<b><u>5 yr</u></b>
8. <u>Livability as defined by the Federal Highway Administration</u>		<b><u>Increase</u></b>	<b><u>5 yr</u></b>
9. <u>Level of Service all modes</u>		<b><u>Increase</u></b>	<b><u>5 yr</u></b>

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<sup>47</sup> Rec. 371: (County 4-0, Town 4-0)The Plan's mode share goal should be formulated by the TAC to be realistic, but exceed the mode share goals of the 2000 Transportation Plan