

# Chapter 4

# Implementation Plan



Complete Streets, as envisioned by the community in the *Jackson/Teton County Comprehensive Plan* and *Integrated Transportation Plan*, will not happen without specific steps being taken to establish policies, prioritize projects, and implement infrastructure improvements. This chapter outlines an action plan of necessary steps to help the Town of Jackson achieve its desired stewardship, growth management, and quality of life goals relating to transportation. As previously discussed, all streets should be designed and operated to enable safe, year-round access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. The local street system should allow all modal users to travel through Jackson, circulate between neighborhoods, and have access to local destinations.

By developing and adopting new street design guidelines, the Town of Jackson intends to encourage every transportation project to make the street network better and safer for all modes. This will be accomplished in four ways:

### 1) Private Development Applications

The new *Land Development Regulations* and this *Street Plan* combine to reflect the *Comprehensive Plan* philosophy to regulate development by providing predictable, consistent, clear, and nondiscretionary regulations. This includes enhanced public streetscapes and pedestrian environments.

As new projects are submitted through the development application review process, they shall be evaluated for compliance with the *Street Plan* and *LDR's*. Where needed, provisions for enhanced pedestrian frontages will be required to provide adequate space for elements such as the pedestrian travelway, sidewalk frontage zone, and transit stop amenities.

### 2) Construction of New Public Infrastructure

Both manuals intend to implement Character Districts that identify the form of development the community wants to see in the future, in addition to the impacts the community wishes to avoid. This includes new street construction and right-of-way retrofit projects. Every Town of Jackson Public Works project shall thus consider how best to accommodate various modes of travel, with any permitted exceptions to this policy clearly defined and documented.

### 3) Smart Allocation of Existing Resources

Minor modifications to routine street sweeping and winter snow removal from streets and sidewalks shall ensure safe passage by all users.

### 4) Prioritized Strategies for Change

Large Capital improvement Projects and smaller segments of missing sidewalk linkages shall be systematically funded and implemented through an identified needs-based approach. Highest priority for capital funding shall be given to corridors targeted for mixed-use reinvestment and corridors served by START transit.

## Policy Application and Exceptions

Facilities for all users shall be considered in the construction, reconstruction, retrofit, repaving and rehabilitation of all streets within the Town of Jackson. All projects shall assume 25 mph design speeds and full use of existing right-of-way. Specific street cross-sections, design treatments for each mode, and neighborhood character considerations shall be evaluated and selected on a corridor-by-corridor basis.

Any exceptions to applying the multimodal intent of this *Streets Plan* to a specific corridor must be approved by the Transportation Advisory Committee (TAC) and/or Town Council. This includes exceptions being requested because the cost of multimodal accommodation is excessively disproportionate to the need or probable use, and cases where there is a documented absence of current and future need.

Permitted exceptions to street design policy that may be approved by senior level staff include the following:

	<b>CONDITION</b>	<b>ACCOMMODATION</b>	<b>JUSTIFICATION</b>
<b>Exceptions to Bicycle accommodation:</b>	If a street carries <2,000 ADT traveling at speeds <30 mph and the street corridor is not part of the Jackson Hole Community Pathways System	<b>A shared roadway</b> is acceptable (no special bicycle design treatment or designation is required)	Cars and bikes may safely share streets when both modes are traveling at similar speeds.
<b>Exceptions to Pedestrian accommodation:</b>	If the street is local (Town of Jackson jurisdiction) and: <ul style="list-style-type: none"> <li>located within the Residential (Rs) character district with &lt;1 d.u./acre;</li> <li>and designed for vehicular speeds &lt;25mph</li> </ul>	<b>Sidewalks are not required</b> , but a sidewalk on one side is preferred	Pedestrians may walk within the street due to a lack of vehicular traffic and the desired rural character of the neighborhood.
	If the street is local (Town of Jackson jurisdiction) and: <ul style="list-style-type: none"> <li>located within the Village (Vil) character district with 1-4 d.u./acre;</li> <li>designed for vehicular speeds &lt;25 mph;</li> <li>not a BT Street;</li> <li>and not a designated as a pedestrian connector corridor</li> </ul>	<b>Sidewalks may be provided on one side of street only</b> , but sidewalks on both sides of street are preferred	Walking usage is anticipated to be low based upon land use densities. Pedestrians may easily cross the street to access a sidewalk due to lack of vehicular traffic.
<b>Exceptions to Large Design Vehicle accommodation on BT Streets:</b>	If an intersection is within Town of Jackson jurisdiction and: <ul style="list-style-type: none"> <li>not located on a designated BT Street;</li> <li>or located on a BT Street, but is not a corner that needs to accommodate large-vehicle right-turning movements</li> </ul>	<b>15' curb return radii</b> shall be standard.	A 28' curb radius shall only be required on corners where trucks and buses need to make frequent right-hand turning movements. All other street corners shall prioritize shortening pedestrian crossing distances to create safer walking environments.

## Maintenance Practices

It is the responsibility of the Town and County to oversee and maintain all infrastructure provided within public street rights-of-way. Maintenance practices should holistically address the needs of multiple street users, with responsibilities per department as follows:

- **Town Parks & Recreation Department** – street tree species selection; design of planting boxes; vegetative pruning; pathway system maintenance; snow removal from select sidewalk corridors.
- **Town Public Works Department** – design, operation, and maintenance of all public infrastructure, roads, water, wastewater systems, etc. including:
  - Engineering – oversees construction projects; forwards eligible Complete Streets projects onto the CIP; co-reviews development plans with Planning Dept. to ensure compliance with Town LDR's
  - Streets & Sidewalks – summer street sweeping; winter street plowing
  - Water & Sewer – coordination and maintenance of water mains, fire hydrants, wastewater mains, manholes, and other utility infrastructure.
- **Town Planning & Building Department** – supports short and long-range planning activities; co-reviews permit applications with Public Works Dept. to ensure compliance with the LDR's.
- **Jackson Hole Community Pathways** – bicycle parking rack maintenance and seasonal removal; **other roles??**
- **Teton County** – snow removal; **other roles??**

## Snow & Ice Removal

With the quantity of snowfall received annually in Jackson Hole, special provisions are required for smooth and efficient operations of transportation infrastructure throughout the winter months. The Town of Jackson Public Works Department provides snow plowing services, and requests the following assistance from the public to help maintain a high quality of snow removal services:

**STREETS** – Town crews plow, sand, haul, and blade the streets throughout the winter. These four operations are performed from November 1, through April 15. They clear snow between 3:00 AM and 7:00 AM. Plowing is done according to the following priorities: Town streets, alleys, and parking areas. Individual citizens must ensure that their vehicles and/or personal property are off the public right of way from 3:00 AM to 7:00 AM, regardless of weather conditions. Failure to comply with this restriction may result in the vehicle(s) or personal property being ticketed, towed, and/or impounded by the Jackson Police Department. Private subdivisions are not subject to these same restrictions.

**DRIVEWAYS & GARBAGE CANS** – Snowplowing may cause a build-up of snow in driveways and on sidewalks. It is the resident's responsibility to clear his/her own driveway. We recommend shoveling or blowing the snow back behind the curbing or asphalt and away from the driveway entrance. The Town right-of-way extends two to ten feet from the curb line depending upon the street and this is where the snow is deposited. In order to prevent property damage, please have all fencing, trees, lot corners, underground water systems and ornamental rocks in this area clearly marked. We also recommend that private refuse containers be placed on the curb after 7:00 AM. The department does offer limited snow removal assistance to senior citizens when time, personnel, and equipment allows.

**FIRE HYDRANTS** – Town personnel have placed markers on all fire hydrants located within the public right-of-way. These hydrants are maintained by Town crews. The Jackson/Teton County Volunteer Fire Department has an "Adopt a Fire Hydrant" program, and they encourage area residents to help clear snow from hydrants within their neighborhood. Fire hydrants within private developments are the responsibility of the homeowners.

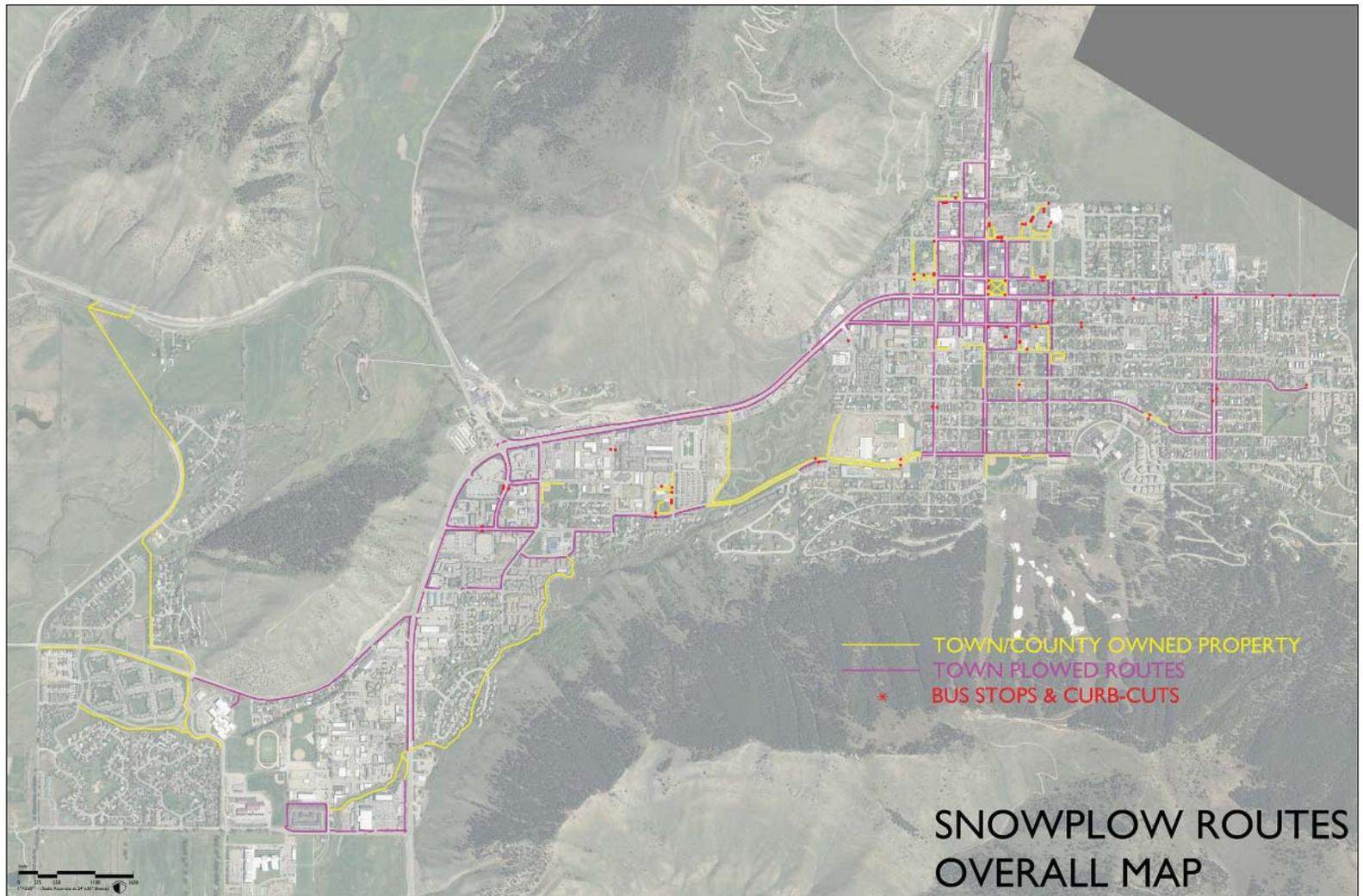
**WINTER OVERNIGHT PARKING** – The Town of Jackson prohibits parking on all streets and alleys between the hours of 3:00am and 7:00am from November 1 until April 15. Enforcement will take place every morning during these dates. If you must leave your car overnight, please plan ahead and find an alternative location. Overnight parking is allowed in the Public Parking Garage located at the intersection of Milward and Simpson for up to 72 hours.

**SIDEWALKS** – Town Ordinance requires the removal of snow and ice from sidewalks in front of residences, businesses, and lots of land within Town limits. Every person in charge or control of any building or lot of land within the Town fronting or abutting on a paved sidewalk or boardwalk shall remove and clear away snow and ice from the sidewalk. The snow removed from sidewalks may not be deposited onto any roadway (street or alleyway), sidewalk, or in front of fire hydrants.

In business districts, snow and ice needs to be removed from sidewalks within six business hours after the cessation of any fall of snow, sleet or freezing rain, or by the beginning of business hours the next day following such a fall, whichever period is longer. All other sidewalks need to have snow and ice removed the same day of cessation of any fall of snow, sleet or freezing rain or within the first six hours of daylight after the cessation, whichever period is longer. *Municipal Code 12.20.020(A)*

Exceptions include those streets identified on the map at right. Teton County and Town Parks and Recreation Department will be responsible for removing snow from these sidewalks.

**ENFORCEMENT** – In order to increase walkability of the community in the winter, the Town of Jackson is stepping up enforcement of the restriction against depositing snow on sidewalks. Shoveled or plowed snow dumped on the sidewalk limits the ability for pedestrians to utilize the sidewalk, particularly members of our elderly community. No person, partnership, corporation, joint-stock company or syndicate shall deposit or cause to be deposited any snow and ice on or against a fire hydrant or on any sidewalk or roadway. *Municipal Code 12.20.030*



## Additional Considerations for Multimodal Corridors

With the adoption of this *Streets Plan*, winter maintenance resources are recommended to be enhanced and/or reallocated to provide a higher level of snow removal services within select multimodal corridors. Future policy modifications to be considered include the following:

- Corridors served by START transit should provide an accessible, maintained winter walking route leading to a paved landing area at all bus stops.
- Corridors striped with on-street bicycle lanes adjacent to curbs should have additional maintenance focus on the right-hand pavement edge to prevent wind-rowing of snow within the bicycle lane. When constructing or reconstructing streets to provide curb-side bicycle lanes, detached sidewalks with furnishings zones should be required for snow storage purposes.
- Construction of attached sidewalks are not recommended, in part due to conflicts with street snow plowing activities. Detached sidewalks with furnishings zones are preferred for snow storage purposes, as well as to enhance the all-season quality of the overall pedestrian environment. However, attached sidewalks may be considered for exemption from future snow plowing requirements when there is a continuous detached sidewalk that receives winter maintenance provided on the opposite side of the street.

## Priority Corridor Improvements

Finally, this *Streets Plan* recognizes that while many existing streets within the Town of Jackson do not provide desired levels of multimodal accommodation, especially adequate pedestrian facilities, the Town lacks resources to add sidewalks and make improvements along all routes within a short-term time frame. For this reason, the map on the following page identifies priority corridors where various Complete Street enhancements are most needed. These major capital retrofit projects shall be combined with a reallocation of maintenance resources to make the existing Town street system most efficiently work for all users, while maintaining the long-term vision to implement Complete Streets throughout the community. Design elements shall additionally be routinely considered and incorporated within development application and review processes, following design guidance provided within this toolkit and the new *Land Development Regulations*.

Priority action items include the following:

### 1) Road Corridor Enhancements

The *2012 Comprehensive Plan* recommended focusing on select corridors to enhance pedestrian and commercial vitality. South Cache Street was reconstructed in 2014 to add sidewalks and pedestrian amenities. **XX, XX, and XX corridors have received funding to proceed with xx, xx, and xx work in xx year.....**

### 2) Internal Connectivity Project

The *2014 Integrated Transportation Plan* recommended improving multimodal connectivity in general within communities, and specifically along Snow King Avenue/Maple Way within the Town of Jackson. This identified ITP Capital Project is scheduled for construction by 2024.

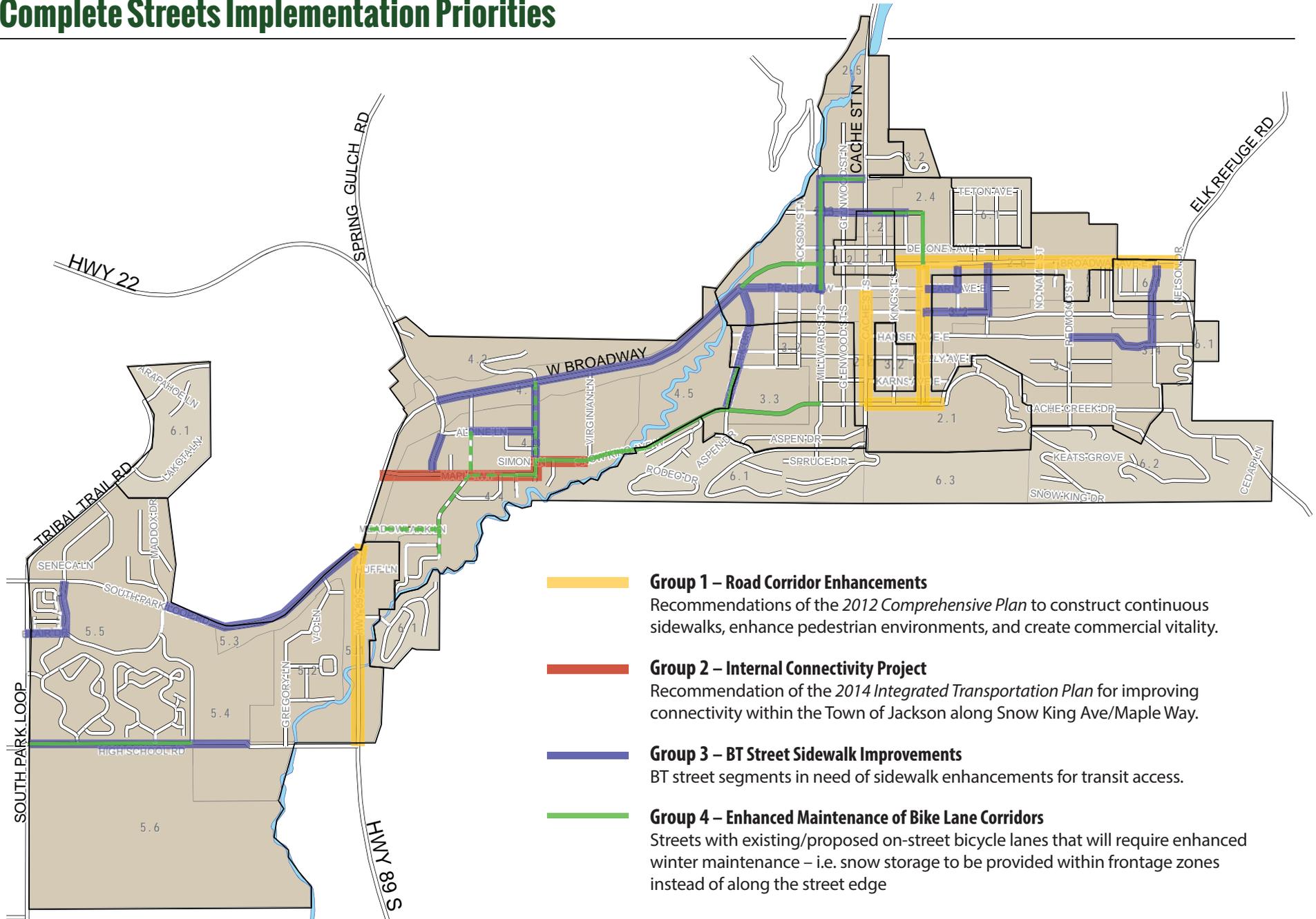
### 3) BT Street Sidewalk Improvements

Two implementation goals of the *Integrated Transportation Plan* are to double transit ridership by 2024, and to improve internal connectivity within the town and villages. Providing complete and comfortable pedestrian routes to access START transit is recommended as a first step in enhancing the Internal connectivity of the sidewalk and multi-use pathway system within the Town of Jackson.

### 4) Enhanced Maintenance of Bike Lane Corridors

A final near-term action item shall be to re-prioritize winter maintenance along streets with striped bicycle lanes. Wind-rows of snow routinely accumulate along the outside edges of streets and shall be removed and stored at back-of-curb, within sidewalk frontage zones.

# Complete Streets Implementation Priorities



## Complete Streets Action Plan 2015 - 2024

	Location	Year	Responsibility	Notes
<b>Plans and Ordinances</b>				
Adopt <i>Town of Jackson Streets Plan</i>		2015	Planning Dept. Public Works Dept.	
Incorporate <i>Streets Plan</i> recommendations into <i>Land Development Regulations</i>		2015–2020??	Planning Dept.	as part of ongoing LDR update process
<b>Major Capital Projects</b>				
Group 1: Corridor Studies and R.O.W. Acquisitions	E. Broadway	2015	Public Works	funding for ??concept plan & R.O.W. acquisition approved on xx date?
	S. Milward	2015	Public Works	
	Snow King Avenue	2015	Public Works	
	S. Highway 89	2015	Public Works	
Group 1: Construction	E. Broadway	??	Public Works	
	S. Milward	??	Public Works	
	Snow King Avenue	??	Public Works	
	S. Highway 89	??	Public Works	
Group 2: Planning, Engineering, Construction	Snow King/Maple Way Connectivity Project	2024	Planning Dept. Public Works Dept.	
<b>Transit System Enhancements</b>				
Group 3: Missing Sidewalk Links				
Curb Extensions to aid right-turning Bus movements	Vine Street, turning right onto Kelly Ave	??	??	on-street parking currently on north side of Kelly Ave, but could shift parking to south side, restripe, and add curb extension
	Vine Street, turning right onto Snow King	??	??	would eliminate parking close to corner
	Broadway, turning right onto Scott Lane	??	??	would narrow street prior to Wolf Auto entrance, then widen to allow on-street parking
Bus Stop Improvements				
<b>Enhanced Maintenance</b>				
Group 4: Allocation of additional resources for snow removal		??	Town Council	