

Appendix E Applicable Portions of the 2000 Transportation Plan





TO TETON VILLAGE

Public Transportation

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STARTS
B

Applicable Portions of the 2000 Transportation Plan

Appendix E

Editors Note:

A modified version of the 1994 Comprehensive Plan Chapter 8 Transportation has been included below to serve as a basis for transportation planning until such time that a Countywide Integrated Transportation Plan is completed. Much of the transportation planning background, data, recommendations and land use information have been removed as it was too dated to be of further use or it was inconsistent with or updated by the 2012 Jackson/Teton County Comprehensive Plan and/or 2008 Travel Demand Modeling (see Appendix F). In any instance where the 2012 Comprehensive Plan or the 2008 Travel Demand Modeling conflict with this appendix those documents take precedent.

1994 COMPREHENSIVE PLAN CHAPTER 8 TRANSPORTATION - *MODIFIED*

A. ISSUES

Introduction

Teton County's land use patterns, as with many mountain communities in the western United States, evolved in part due to the availability and convenience of the automobile. As a result, the primary transportation facilities supporting residential, commercial, and industrial areas are roadways. The traffic generated by present populations of residents and visitors on these roadways is exceeding the capacity of the existing roadway network. Future traffic volumes anticipated from continuing auto-dominated travel behavior and dispersed development patterns will far exceed the available roadway capacity. Mobility in Teton County will be severely diminished.

The purpose of this chapter is to serve as a framework for managing anticipated traffic growth in Teton. It is intended to serve as a guide from which this community can make policy decisions on issues as they relate to transportation.

The traditional approach to managing traffic growth is to increase roadway supply to meet increasing demand. As the 21st Century approaches, however, the roadway facilities required to satisfy projected traffic demand in Teton County are changing from rural in character to urban. Through the Comprehensive Plan, this community has expressed the specific goal of retaining its rural character. The rural character and natural environment of Teton County plays a key role in attracting visitors and tourists to Wyoming, which has a direct benefit to Wyoming's economy. Expansions of roadway facilities can run counter to this goal.

This chapter recognizes the need to provide for the mobility of residents and visitors. It also recognizes a need to provide this mobility within the context of community goals. To achieve this end, this chapter examines methods of managing traffic growth by shifting auto-dependence. Transit, pathway, and sidewalk system improvements with complementary land use patterns are identified in this chapter as appropriate means for shifting trips from the automobile to transit,

walking, and bicycling. To accomplish this result, the Town of Jackson, Teton County, and Wyoming Department of Transportation (WYDOT) must lead in developing and supporting the facilities necessary for these shifts.

Finally, this chapter recognizes that the convenience, affordability, and availability of the automobile in today's western society limit the vehicular traffic reductions that can be achieved by these shifts. As a result, roadway expansions will still be required in some cases.

Transportation Issues

Several transportation issues exist within our current system that contribute to vehicular dependence and congestion. These issues must be considered as the community plans to address its transportation problems. This section describes these issues.

Roadway Network Issues

- The main roadway network is limited by topography and land use, resulting in limited alternative route choices to destinations.
- Many locations on the main roadway network presently experience congestion at peak times of day. This congestion is anticipated to reach unacceptable levels if no corrective steps are taken.
- Roadway widening projects can run counter to community goals and character.

Transportation Modes Issues

- The single occupant vehicle is anticipated to continue as the dominant mode of transportation.
- The current public transit structure (funding, administration, etc.) does not allow for proactive transit planning.
- The public and private transit systems primarily provide skier shuttle services and do not adequately serve residents and summer tourists.
- Residents do not make significant use of the limited transit service that is currently provided.
- The walking and biking infrastructure and environment are incomplete.

Administration Issues

- The administration of the overall transportation system, as presently structured, is not well coordinated.
- Departments are not consistent in establishing processes for planning and implementing capital improvement projects.

Administration

The transportation system in Teton County considered in this chapter falls under the jurisdiction of three public agencies – the Town of Jackson, Teton County, and WYDOT. The paragraphs below give a general overview of how the transportation system components are presently administered.

START falls under the jurisdiction of the Town of Jackson. It is overseen by the ten member START Advisory Board, seven voting members appointed by the Town Council and Board of County Commissioners, two County Commissioners, and one Town Council member. The START budget is established annually, with funding coming from the Town and County through the annual budget process, WYDOT, and the Federal Transit Authority (FTA).

The Town of Jackson Public Works Department oversees the Town streets and sidewalks. The Town prepares a Five-Year Capital Improvement Program (CIP) that identifies capital improvement projects to be included in each year's municipal budget. The CIP includes a variety of street projects ranging from full street reconstruction projects to intersection realignments. In 1997, the Town put in place a continuing Pavement Management Program for street surface maintenance, but does not currently have a similar program for sidewalk management. The Parks and Recreation Department provides some snow removal and sidewalk maintenance within the Town.

Teton County's roadway system is overseen by the County Engineer and maintenance is administered by the County Road and Levee Department. The County has an ongoing program for grading gravel roads and seal coating paved roadways on an annual, rotational basis. The County does not currently maintain a roadway improvement program.

Jackson Hole Community Pathways is a joint Town and County department managed by the Pathways Director. The Town and County first adopted a Pathways Plan in 1994, and a Non-Motorized Transportation Improvement Program (TIP) is prepared annually listing projects to be initiated each year. The Non-Motorized TIP is forwarded annually to WYDOT as the community's request for consideration in WYDOT's State Transportation Improvement Program (STIP).

WYDOT develops a Ten-Year State Transportation Improvement Program (STIP). The STIP represents the annual WYDOT Construction Programs, with more detail included for projects within the first three years. WYDOT meets three times per year to review and refine the STIP. Projects are identified based on highway needs assessments that consider capacity, maintenance, and reconstruction needs.

Each of these agencies has mechanisms for planning and funding the systems that fall within its oversight. However, the administration of the overall transportation system (START, streets and roadways, sidewalks, and pathways) as presently structured, is not well coordinated and occurs somewhat autonomously. Additionally, while this community has developed a variety of transportation plans, the plans have not been well implemented.

B. PLAN GOALS AND OBJECTIVES

Basis

The goals and objectives of this chapter are based on developing a transportation system that meets the mobility and accessibility needs of residents and visitors in ways consistent with the character of this community as expressed in the Comprehensive Plan. Each goal is supported by objectives, which are specific and measurable ends that can be achieved by implementing this chapter. Strategies that include action plans for progressing toward the stated goals and objectives are discussed in Section C - Implementation. The goals and objectives will serve as guides for Town and County officials in making decisions and taking actions on issues relating to transportation. The goals and objectives address the following five elements affecting Teton County's transportation system:

1. **Alternative Modes and Programs.** Another important theme of this chapter is the fact that the "alternative modes" – walking, bicycling and public transit – are underrepresented in the community today and should receive emphasis in the future. By shifting automobile dependence toward the other modes, the Town, County, and WYDOT will be able to:
 - improve mobility choices for residents and visitors;
 - minimize negative community character, environmental and quality of life impacts of roadway system expansion; and,
 - ensure a sustainable transportation future for the region.
2. **Roads and Streets.** Although this Transportation Element has strong alternative modes and demand management elements, there will be a need to add capacity to the Teton County roads and streets network. An important aspect of this chapter is the identification of, and recommendations for, additions and expansions to roadways that include consideration of alternative modes.
3. **Funding.** This Transportation Element is intended to be a financially-feasible plan. By adopting it, the Town, County, and WYDOT are indicating an intent to seek funding of the elements of this chapter. This will require financial resources that are currently not available for transportation. It is anticipated that funding resources will come from various sources (e.g. Town, County, WYDOT, Federal Government, and public and private partnerships).
4. **Administration.** The administration of all elements of the transportation system in Teton County will play a key role in facilitating the achievement of the goals and objectives. Coordinating the administration of all elements will ensure that projects are undertaken that are consistent with this chapter and achieve the desired modal shifts. In recognition of the need to plan for visitor and recreationalist services, collaboration between Grand Teton National Park (GTNP,) Yellowstone National Park and Bridger-Teton National Forest should be pursued to address the transportation issues associated with these lands, particularly for the high volume summer months.

It is important to realize the potential impacts of not implementing this chapter. Roadway volumes on the primary network are generally at or near threshold volumes that require roadway expansions. The projected rate of traffic growth will require significant roadway expansions if no means of intervention are developed. By not beginning to develop the foundation for other modes of travel, in terms of both alternative mode facilities and land use development patterns, reduced mobility and accessibility will diminish the attractiveness and quality of life in this community.

C. IMPLEMENTATION

Introduction

This section describes the strategies and actions necessary to achieve the goals and objectives in Section B. This section is broken into the following five areas:

1. Alternative Modes and Programs Strategies
2. Street and Roadway Strategies
3. Funding Strategies
4. Administrative Strategies
5. Reserve Section
 - Teton Pass—Safety Features
 - Linking Transit Opportunities to other entities such as Grand Teton National Park, Yellowstone National Park, Driggs and Victor, Idaho.
 - Jackson Hole Airport
 - ✦ Supporting continued service at the airport while minimizing environmental and traffic impacts.
 - ✦ Management and coordination of ground transportation.
 - Alta, Kelly, Moose, and Moran

A timeline including recommended steps and schedules for implementing the strategies in this section is included as Attachment 1 at the end of this section.

Alternative Modes and Programs Implementation Strategies

It is the strategy of the Town, County, and WYDOT to place significant emphasis on the development of “alternative modes” – public transit, walking, bicycling – over the next twenty years.

Public Transit

The expansion of transit service to reduce the rate of traffic growth is a critical element of this chapter. In order to achieve the objective of a five-percent summer transit mode share, a significant change in the structure of the public transit system will be required.

As discussed in Section A – Issues, START is presently structured to serve the winter ski season, and provide on-call pickup services for the elderly and disabled. In addition to continuing these services, the restructured public transit system will be required to serve resident year-round commuting and recreational needs, and visitor and tourist year-round needs if the desired mode share is to be achieved.

While this chapter calls for the systematic expansion of the public transit system in Teton County (currently operated as the START system), it also intends that the private sector will play an active role in service delivery. Those services, which the private sector wishes to provide as market-driven, for-profit services, will not be supplanted by public transit. Those services that the private sector can offer more efficiently or effectively than a public transit provider, but which would not be offered as market-driven private services, will be considered for possible contracting through a competitive procurement system. Those services, which are best provided by the public, will be incorporated into the future Teton County public transit system.

To achieve the desired mode share, this chapter calls for public transit in Teton County to be operated as a year-round service. The system should be designed around spine service on US 26, 89, 191, WY 22 (including to Wilson), WY 390 and on local streets in Town. Services that should be considered in the design of a new system are:

- A circulator (short loop on high frequency) service operating within the Town of Jackson;
- Express commuter service to Jackson Hole from over Teton Pass and from Alpine;
- Express skier and summer tourist service to the Jackson Hole Mountain Resort;
- Transit service to popular Grand Teton National Park sites, and provisions for integrating with future GTNP transit systems; and
- Use of the proposed Multi-Agency Campus (MAC) site as a regional transit node and for additional parking opportunities in North Jackson.

Comprehensive improvements to the access system (bus stops, turnouts, and transit centers) should be considered. Where appropriate, as transit services increase, locations should be identified for transfers between routes. Adequate shelter and traveler accommodations should be provided at those locations. New development should contribute appropriately to these improvements.

Locations should be identified for remote park ‘n ride lots for the express commuter system, and parking lots for a peripheral parking system supporting the spine routes and town circulator. The Stilson site near the intersection of WY 22 and WY 390 has been designated as an intercept parking facility for skiers, ski resort employees and other Teton Village employees in the Teton Village Resort Master Plan. This parking site and facility will be provided and served by the Jackson Hole Ski Resort. Other parking areas on the west and north sides of the Town of Jackson should be identified and developed as peripheral intercept parking locations linked to the core area by the Town circulator.

The private sector should be encouraged to implement employee and visitor pass systems to encourage transit ridership. This should include a program of aggressive marketing to tourists and visitors so that people arrive in Teton County planning to utilize the transit system and possessing passes provided as part of the reservation process.

The public transit system should utilize a variety of vehicles suitable for each purpose including community transit vehicles for spine routes and specialty vehicles for the town circulator. Alternative fuels power should be gradually adopted as evolving technology allows. As the public fleet is expanded and replaced over time, emphasis will be placed on procurement of transit vehicles that are of a scale, appearance and power technology appropriate to the small, western, rural, mountain community character of Teton County.

The public transit system cannot grow and meet the mobility needs of residents, commuters and visitors in Teton County if funding is provided on an annually-appropriated basis with no provision for long-term predictability and stability. The public would be poorly served if transit services are introduced and then retracted in a later year for reasons of financial uncertainty. While the system should be subject to continual performance review and assessment, with adjustments as warranted, changes to service levels due to short term funding policy changes are not in the best interests of the community. The private sector, which will play a role in transit funding, will be unwilling to invest in transit if future service levels are subject to unanticipated fluctuations due to short-term local government financial considerations. The Town and County will work together with the private sector – including the resorts and the commercial business community – to create an equitable, permanent funding mechanism for long term sustainability of a regional public transit system.

Transit Strategy Statement:

Develop a transit system that is a viable alternative for trip making by providing comprehensive year-round service for residents and visitors through public and private partnerships.

The implementation of the public transit system described in this chapter will consist of the following actions:

1. A five-year strategic transit system development program and transit development plan (TDP) will be prepared cooperatively by the Town, County, START, WYDOT and other stakeholder agencies in 1999 to guide transit system development in the initial five-year period of this transportation plan (2000 and 2004). The TDP will take into account the goals and objectives of this chapter, and the guidelines set forth in this section. The TDP will meet the requirements of the Federal Transit Authority for federal funding eligibility in order to take advantage of recently legislated TEA-21 funding.
2. Following completion of the strategic transit program and TDP, the Town and County will work with START to reassess the current organizational structure and funding basis for public transit in Teton County based on recommendations from the TDP.
3. The Town and County will jointly develop a full time, dedicated transit coordinator position whose responsibility will be the implementation of the Transit Development Plan, and managing the transit operation. The position will be filled by a person with experience in developing and operating a complete transit system.
4. Beginning in 1999, both the Town and the County will work to identify potential locations for park 'n ride facilities and peripheral intercept parking facilities. Measures will be taken to ensure preservation of these sites, and inclusion of these facilities in projects already in the planning process. The strategic transit program and TDP will guide timing for development of the sites into parking facilities. The proposed Multi-Agency Campus (MAC) site, which will provide additional parking for the downtown, will be considered as a regional transit node for North Jackson. Parking as it relates to the downtown core will be coordinated with the Downtown Core Study discussed later in this section.

Pedestrian and Bicycle Facilities

All round-trips include a pedestrian element, whether for the entire trip, or simply walking from the car to a local destination (e.g., shopping, transit stop, etc.). Providing for pedestrian and bicycle travel is a key element to achieving the desired pedestrian mode share. Many of the strategies in this chapter, including Town as Heart of Region and mixed-use villages, have been designed to provide a more hospitable walking and biking environment.

This chapter includes the enhancement of the pedestrian and bicycle environment to achieve modal shares of 13 percent and 10 percent respectively, as well as to reduce pedestrian and non-motorized vehicle accidents by 10 percent. This represents an 8 percent increase in total mode share.

All three jurisdictions will need to consider the needs of pedestrians in the planning and design of street and highway reconstruction projects. Provisions for continuous, barrier-free sidewalks to most destinations are required to improve the walking environment within the Town and all mixed-use villages. It is important for pedestrians to continue to be legal and anticipated users of the street and roadway system throughout the Town and County. The Town, County, and WYDOT street and roadway systems will be designed to safely accommodate pedestrians as an important mode of travel. Modern pedestrian facility design standards will be used to encourage a higher percentage of walking trips and to make longer walking trips more enjoyable and interesting. Maintaining sidewalks are an important aspect to encouraging pedestrian use. Town and County will work together to establish maintenance programs that keep sidewalks in good repair, safe and open in all seasons.

All three jurisdictions will need to consider the needs of bicycle riders in the planning and design of street and highway reconstruction projects. Programs for improved maintenance of road shoulders to accommodate safe bicycle travel in shared use with automobiles will be implemented. The provision of regular sweeping of designated road shoulders should be provided for both bicycle and motorist safety. Bicycles will continue to be legal and anticipated users of the street and roadway system throughout the Town and County. The Town, County, and WYDOT street and roadway systems and maintenance programs will be designed to safely accommodate bicycles, and utilize modern bicycle facility design standards to encourage increased bicycle use to meet the modal shift goals of this plan.

The Town, County, and WYDOT will continue to support development of a system of non-motorized pathways based on the Pathways in Jackson Hole Conceptual Plan and the pathway system map exhibits. In order to be a viable choice to the automobile, the Pathway System must connect main nodes of development in Teton County such as, the Town of Jackson, schools, the South Park area, Wilson, Teton Village, and Moose. The Town and County will continue to support a joint

Town/County Pathways Department, which will be charged with the detailed development and financial management of the system. Maintenance on the Town and County pathways will be provided by the Teton County/Jackson Parks and Recreation Department. Maintenance on other pathways, such as State or Federal, will be determined by the specific project. The design of pathways will include modern standards, be attractive to users, and fit the character of the area in which they are placed. The Town and County will cooperatively seek rights-of-way and easements for planned pathway corridors through the best available means. WYDOT will support this effort where WYDOT policies permit. The Town, County, and WYDOT will include bicycle, pedestrian, and pathway requirements into the planning process of future development and roadway projects.

Resort districts will be designed and built to make pedestrians and bicycles primary modes of mobility and access within the resorts, and participate with provisions to connect to the community pedestrian and bicycle systems and public land trail systems. Resorts will provide a system of pedestrian and bicycle facilities that encourages increased use of pedestrian and bicycle modes of travel, as a means of internally capturing their visitors and shifting a percentage of external trips to alternative modes.

Improving public land connections recognizes that the local and state pedestrian/bicycle system will be interconnected to the federal pedestrian/bicycle system. This will enhance both the local system and improve access to federal lands. The Town, County, and WYDOT will coordinate with public land management agencies to connect the Pathway System and on-street pedestrian/bicycle facilities with pathway and trail systems on federal lands, including Grand Teton National Park, the National Elk Refuge, and the Bridger-Teton and Targhee National Forests.

Pedestrian and Bicycle Facilities Strategy Statement:

The Town, County, and WYDOT street and roadway systems will be designed to safely accommodate and encourage pedestrian and bicycle use as important modes of travel. A system of separated pathways connecting major origins and destinations in Teton County will be incorporated into the transportation system.

The action for developing pedestrian and bicycle environments will consist of formally adopting the Pathways in Jackson Hole Conceptual Plan and Town of Jackson Sidewalk Master Plan. These plans indicate the locations of existing and proposed pedestrian and bicycle facilities. As such, it is essential that a careful evaluation of sidewalk, pathway, trail system, and bicycle lane requirements is conducted to ensure adequate facilities and connections are provided. As part of the evaluation, the external and internal connectivity of schools, commercial developments, health care facilities, resorts, recreation, federal lands, natural resources, and cultural resources will be considered.

The Town and County Pathways Department will direct and coordinate the review of these plans for additional facility and connectivity opportunities. A scheduling program should be included. Once the plan reviews are complete, the plans will be brought to the Technical Committee for review and recommendation to the Policy Committee. Once approved by the Policy Committee, the recommended plans will be forwarded to the Town and County Planning Commissions and elected officials for adoption.

The Pathways Department will continue to develop the annual Non-Motorized Transportation Improvement Program. Projects shown and prioritized on the adopted Pathways in Jackson Hole Plan and Jackson Sidewalk Master Plan will be selected. This Non-Motorized TIP will be forwarded to the Technical Committee for inclusion in the Town and County Transportation Improvement Program discussed later in this section.

The Town and County will incorporate provisions for pedestrians and bicyclists in revisions to the update of the Town Road and Street Standards and the County Roads Standards discussed below.

Transportation Demand Management Program

The development of a reliable public transit system and a high-quality walking and bicycling environment in Teton County will require the investment of public resources. As such, the public has a stake in seeing these investments be well utilized. To this end, a regional organization-based transportation demand management program (TDM) will be deployed to encourage the mode shifts called for in the objectives of this chapter and educate the public about the benefits

of using alternative modes. This program will consist of an Organization Transportation Coordinator Network (OTC) made up of representatives from many of this community's organizations including employers, schools, and homeowners' associations. This organization will establish a program made up of demand side strategies targeted at reducing congestion, either by eliminating vehicle trips, or changing their timing or location. This program should include:

- marketing and information;
- an education and awareness program;
- transit passes and commuter checks;
- parking management measures such as preferential parking for carpools, permit parking, paid parking, etc.;
- special events and promotions;
- support for bicycle parking and for showers and lockers for bicyclists; and
- an education program to encourage school age children to ride the bus, bicycle, and walk to school.

The ongoing Save-a-Space Program sponsored annually by Friends of Pathways serves as an example of an existing program that can be expanded. Local organizations will be specifically recruited to participate in the OTC network. Ultimately the Town will evaluate what role the TDM program can play in managing parking in the downtown area so that premium on-street parking is not consumed by employees to the exclusion of visitors and customers.

Transportation Demand Management Strategy Statement:

The Town and County will work together with the private and public sector to implement an organization-based transportation demand management program that encourages commuting by means other than single-occupant vehicle, and that is coordinated with expansion of the public transit system, pathways system and other alternative mode measures.

The actions for implementation of the transportation demand management (TDM) program described in this chapter are:

1. The Town and County will design and implement an organization transportation coordinator (OTC) network designed to engage organizations in the discussion, evaluation and improvement of systems for moving employees to work and students to school in the region. Data from the existing Save-a-Space program should be used to identify levels of participation and contacts from various organizations. This OTC network will be comprised of a designated "organization transportation coordinator" from participating companies and associations. The Town and County will initiate this process, with the intent that it will eventually become at least partially independent of local government. Resorts, lodging establishments, the downtown business community, local governments, St. John's Hospital, the Teton County School District and other employers will be recruited to participate in the OTC network. The Town and County will work closely with the Teton County School District to coordinate the START and School Bus Program to promote efficient use of transit service to school age children.
2. The TDM components of the Town and County Resort Regulations are hereby made a part of this Transportation Element. Adherence to and implementation of the TDM provisions of the Resort Regulations is a priority implementation measure.
3. As part of the Downtown Core Study discussed later in this chapter, the Town will continue to develop a parking strategy (paid parking, permit parking, shared parking) in the downtown core. Once this study is complete, the OTC network will assist in implementing the parking strategy.

Home Mail Delivery

Increasing the amount of home mail delivery is a means of reducing trips on the transportation network. Historically, residents viewed mail delivery pick-up at central locations as an opportunity for community interaction. However, the increased population and corresponding traffic volumes are now causing mail pick-up to be viewed as an inconvenience.

The amount of traffic generated by residents picking up mail is contributing to the traffic congestion this community is experiencing.

The majority of residents in Jackson Hole receive mail at post office locations. Home mail delivery is only provided to limited locations throughout the County along highway contract routes. Presently, there are six post offices in Teton County. Two are located in Jackson, while the other four are located in Wilson, Kelly, Moose, and Moran. In addition, the Jackson Post Office operates a contract postal station at Teton Village. Review of the Travel Study trip diaries indicates that 6.4% of total trips made were to the post office. While many post office trips are combined with other trips being made (e.g., grocery store), not having general home mail delivery increases the number of trips made by residents. In addition, few residents along the highway contract routes are utilizing delivery services (629 residences are served by the Jackson Post Office).

The U.S. Postal Service has made substantial investments in construction of the new Jackson Post Office, renovation of the old Jackson Post Office, and expansion of the Wilson Post Office. Many of these improvements have been made based upon continuing resident mail pick-up. Changing to a complete delivery system is not practical within the timeframe of this plan. However, expanding the delivery along existing routes is practical and necessary.

Home Mail Delivery Strategy:

- *The Town of Jackson and Teton County will encourage existing development along highway contract routes to receive mail by delivery, and require all new development along these routes to install centralized delivery units. The Town and County should encourage the U.S. Postal Service to increase highway contract routes to serve more residences in Teton County, beginning with spur routes along existing contract routes, and eventually all residences beyond a one-half mile radius of the post offices.*

The Town and County should pursue increasing home mail delivery to residents by taking the following actions:

1. Prepare a direct mailing to residents along highway contract routes advocating participation in delivery. The mailing should include a discussion of the benefits to the transportation system, and clearly explain the procedures and requirements for participation.
2. Identify additional near-term highway contract routes (i.e., Fall Creek Road), and work with the postmasters to implement these routes.
3. Request that no additional box capacity is added to the post offices, rather new routes are identified and infrastructure planned to facilitate mail delivery.
4. Amend the Land Development Regulations to require all new development along highway contract routes to provide mail delivery facilities meeting the specifications of the U.S. Postal Service.

Street and Roadway Strategies

Transportation Corridors

Shifting mode shares from the automobile to other modes is an objective of this chapter. In order for this shift to occur, facilities are required to accommodate each mode. The street and roadway corridors in this community provide the main base network on which all modes travel. As such, a shift in how streets and roads are viewed is appropriate. No longer should street and road projects be considered only from the perspective of benefits to motorists, rather all modes need to be considered. This section defines how improvement projects will be planned and designed to consider optimizing all modes of travel.

The strategies presented in this section are designed to encourage shifts to other modes, and to provide safety and mobility to the traveling public. These shifts are promoted as a means of relieving the rate of vehicular traffic growth with the intention of minimizing the need for roadway expansions, while providing residents and visitors with travel choices (increased mobility).

While this chapter is based on reducing our dependence on the automobile, it is important to realize that the automobile is the primary mode of transportation. In order to achieve the desired modal shifts, the roadway system must function at an adequate level. A congested roadway system will not enhance transit ridership, as riders do not like lengthy trip durations. Also, congested roadways result in corridors that are not conducive to walking and bicycling.

Year 2020 traffic volume projections that reflect the effects of implementing the land use and alternative mode strategies discussed in this chapter are reduced when compared with projections made with no land use changes or modal shifts. However, the need for additional roadway infrastructure remains in some cases. Providing alternative routes by constructing new corridors and increasing the capacity of the existing system by adding lanes and improving intersections are two forms of roadway expansions that will increase roadway capacity. The implementation of these projects must consider community character and include significant improvements to the pedestrian, bicycle, and transit environments if the targeted modal shifts are to be achieved.

This chapter includes a monitoring system to evaluate the progress of land use changes and alternative mode development, and their impacts on traffic volumes. As such, the phasing and timing of implementing projects is essential. Three factors affect the need and type of roadway reconstruction. These are anticipated traffic volumes, the physical condition of the roadway, and safety (based on accident rates and history). When expending public funds for roadway improvements, it is important that the facility being constructed adequately serve the public's need for an appropriate life span. In addition, it will be important to include facilities for other modes in these roadway investments to realize the benefits of the investments this community will be making in providing other modes (e.g. transit).

Transportation Corridor Strategy Statement:

To maximize the use of transportation corridors for all modes in an effort to minimize roadway expansion projects, and maximize mobility for residents, visitors, and tourists.

The action for implementing this strategy is to formalize a Technical and Policy Committee planning and evaluation process for all roadway reconstruction and new roadway construction projects that consider the following:

1. The design life of project facilities (e.g. pavement structure, bus, etc.).
2. Specific land use projections for the corridor as developed for this chapter, and updated by the Town and County Planning Departments.
3. Transit needs for each corridor as identified by the updated Transit Development Plan.
4. Pedestrian and bicycle needs for the corridor as identified by the adopted Pathways in Jackson Hole Conceptual Plan and the Town of Jackson Sidewalk Master Plan.
5. Access consolidation opportunities as discussed in the Access Control Plan.
6. Monitoring data for modal shifts and traffic volumes collected as part of the implementation of this chapter.
7. Automobile level of service requirements that are tied to the actual operation of each corridor. This consideration takes into account examining level of service on a case by case basis that considers and evaluates all parameters affecting a specific corridor (e.g., number of accesses, potential development, roadway geometry, traffic volumes, etc.)
8. Pull out bays to accommodate a variety of purposes such as transit stops, scenic viewing, and recognized ride sharing.

These considerations will be part of the evaluation process the Technical and Policy Committees use as part of their review of street and road projects. The roles and responsibilities of these committees in reviewing transportation related projects is discussed later in this section.

Town Streets Functional Classification and Standards

Functional street classifications and street standards need to be established for the Town of Jackson. Their development will enable the Town of Jackson to keep street sections in line with the small town community character Jackson is seeking to maintain, while providing streets that serve the necessary function for which they are classified. In addition, classifications will be required by WYDOT in order for the Town to be eligible for funding under WYDOT's Urban Cities Classification. The Town of Jackson should meet the minimum population requirement of 5,000 to become eligible for this classification in the 2000 Census.

When the Comprehensive Plan was originally adopted, it listed the development of functional street classifications for the Town of Jackson as a goal. While evaluating appropriate street classifications, Town officials concluded that incorporating Town character is essential. In order to promote this character, street classifications must consider the historic, pedestrian-oriented downtown core and endeavor to make all of Jackson more conducive to walking, biking, and transit service. The Town is experiencing increasing traffic volumes, congestion, and parking demands that diminish the desired character. Many streets have no pedestrian or transit facilities. A well-balanced street classification that takes into account the needs of pedestrians, bicyclists, and transit will promote the modal shares specified by this plan by establishing an environment that invites the use of these modes.

Town Street Classifications and Standards Strategy Statement:

- *Develop street classifications and standards for the Town of Jackson that consider the functional use of each street, the character of each street, and the correspondingly appropriate provisions for the needs of motor vehicles, pedestrians, bicycles, and transit.*

The implementation of developing street classifications and standards for Town will require the following actions:

1. The Town will develop classifications that consist of two components, function and character. Example classifications that may be considered during development are:

Functional: Arterial (A), Collector (C), and Local (L) (Note: In order to be eligible for WYDOT Urban funding, the functional classifications will be required to match AASHTO standard classifications.)
Character: Commercial (C), Industrial (I), and Residential (R)
2. These classifications may be paired up to describe each Town street, giving each street possible functional/character classifications (i.e. AC, CC, LC, etc.).
3. The Town will prepare typical standards for each functional/character classification and present them for adoption by the Town (a process involving participation by other Town staff, review by the public, the Town Planning Commission and the Town Council, and approval by the Town Council) as part of a comprehensive public improvement standards development and adoption effort currently underway.
4. The Town will prepare revisions to Division 4700 Transportation Facilities as required to achieve consistency between Division 4700 and the adopted typical street standards.

Downtown Core Study

The downtown core of Jackson, centered by Town Square, continues to be the main attraction of the Town of Jackson. The primary state route (US 26, 89, 191) to and through Jackson bisects this core. Traffic along this corridor is heavy, particularly during the summer months. The incremental increase in traffic projected in this plan will degrade the level of service to a point where the quality of the downtown experience will be significantly diminished for both motorists and pedestrians.

In an attempt to relieve this congestion, parking and left turns onto and off of West Broadway-North Cache may need to be prohibited. Motorists seeking paths of least resistance and parking will heavily impact the adjacent street network. The vision of a traffic-clogged, pedestrian-challenged downtown gives rise to the consideration of alternative routes for the State Highway so that the downtown core can remain intact as a cohesive, accessible area that encourages walking.

In consideration of maintaining the downtown core as a viable, attractive area, a detailed study that takes into account the needs of motorists, pedestrians, and downtown merchants will be initiated. The study will examine efficiently moving traffic through the downtown area, and address needs for parking (both on street, peripheral, and satellite) and pedestrians and bicycles in order to maintain the character of Jackson’s downtown core. The study will incorporate the travel demand management (TDM) strategies discussed previously in this section, as well as the Town as Heart of Region land use strategy as it relates to the downtown core.

Downtown Core Study Strategy Statement:

- *Initiate a Downtown Core Study by the Town of Jackson that develops and analyzes a specific set of alternatives for possible modification of the State Route and Town streets in the vicinity of Town Square within 12 months of the adoption of the Transportation Element of the Comprehensive Plan.*

The Downtown Jackson Core Study should include the following items:

1. Definition of the downtown core limits.
2. A set of alternative roadway designs for potential modification of US 26, 89, 191, the designated State Truck Route, and the grid system within Downtown Jackson to promote and enhance alternative modes of travel while maximizing traffic throughput.
3. Impacts of alternative roadway designs on other streets in the downtown core.
4. Bicycle and pedestrian needs.
5. Parking needs.
6. Coordinate, consider, and incorporate other elements of this chapter and community such as, transit, TDM measures, and the Multi-Agency Campus.
7. Coordination with the Town as Heart of Region land use strategy.
8. Coordination with WYDOT and Teton County throughout the study.

County Road Jurisdiction, Classification and Standards

The Teton County roadway network requires a comprehensive evaluation of jurisdictional responsibilities, functional classifications, and roadway standards to reflect this chapter’s objectives of ensuring that roadway corridors accommodate and serve all modes of travel, reflect desired community character, and are safe.

The Teton County jurisdictional roadway network has evolved over the past several decades. Over time, roads have been assigned to Teton County’s jurisdiction based on a variety of criteria and conditions. The result is a County network containing roadways that are not consistent in terms of function and operation. In addition, the network lacks redundancy – alternative routes to specific destinations. A set of criteria should be established that defines a County jurisdictional road. The entire network (including private roads) should be evaluated against these criteria to establish a consistent, well-connected County road network. Realizing that roadway corridors are the basis for all travel modes, these criteria must consider the needs of pedestrians, bicyclists, and transit. Opportunities for developing new roadway corridors should be considered when strategic connections can be made that: interconnect private developments in ways that create appropriate networks, reduce traffic on existing roadway segments that otherwise may require substantial expansions, and are consistent with community character goals. Improving the connectivity of adjacent private developments for all modes will facilitate achieving the modal shares identified in this chapter.

As part of the network review, the functional classifications established in 1991 for each road will be reviewed to see that classifications are updated to reflect current and anticipated function and intensity of use.

Division 4700, Transportation Facilities of the Land Development Regulations (LDRs) was adopted in 1994. These regulations have now been applied for four years. These LDRs now require a detailed review to require development to provide transportation facilities in a manner consistent with this chapter. Incorporation of transit facilities and pedestrian and bicycle facilities in new development is essential to facilitating modal shares. Review of required private road cross sections and alignment requirements is required to promote road designs that are safe, can be served by emergency vehicles, and maintain adequate snow storage, while maintaining the rural character of the County. These standards should also promote and facilitate the connectivity of development (e.g., not allowing cul-de-sac streets).

County Road Jurisdiction, Classification, and Standards Strategy Statement:

- *Comprehensively evaluate the County road system with respect to jurisdiction, classification, and design standards to establish a consistent roadway network that provides connectivity for all modes of travel and considers the character of each road.*

The discussion below outlines the actions for implementing a complete evaluation of County road jurisdiction, classification, and standards:

1. Establish criteria to define a County jurisdictional road. To be eligible for County jurisdiction, one of the following criteria shall be met. A County Roadway shall;
 - Provide connections between two existing public roadways, or
 - Provide access to public lands and facilities where access is physically possible and reasonable, or
 - Collect traffic from private development roads, but not be internal (within the boundary) to a subdivision or development.
 - Facilitate the interconnection of subdivisions and/or development for all modes.
2. The County should conduct a comprehensive review of the roadway network. Roads on the County system not meeting the criteria and roads not on the system meeting the criteria should be identified.
3. Roads not meeting the criteria should be removed from Teton County's jurisdiction and roads presently not on the County network that meet the criteria should be added to the County's jurisdiction.
4. The County should prepare a phasing program for adding and removing roads to the County system. This program should include:
 - Amend the LDRs to reflect the County Road Criteria.
 - Prepare a list and phasing schedule for removing and adding County roads.
 - Develop a cost of acquiring and maintaining new County roads.
 - Review this list with the Board of County Commissioners.
 - Conduct public meetings with affected property owners.
 - Begin implementation of the program.
5. Conduct a detailed review of Division 4700 Transportation Facilities. Upon acceptance of this chapter, a series of amendments to the LDRs that support the adopted strategies will be developed to support the strategies introduced in this chapter. In addition, other changes will be developed based on four years of experience in applying the current LDRs. As part of this review, representatives from the local design professions will be solicited for input on the functionality of the LDRs. A general review of these standards was conducted with the County Engineer during this planning process. Private road standards as currently written are considered appropriate considering public health and welfare. It is acknowledged through this review, however, that exceptions to these regulations may be appropriate in specific instances. Teton County now has the necessary expertise to make professional judgments regarding

deviations from these standards on a case by case basis, and will exercise this judgment as part of the development review process.

The functional classifications of specific county roadways established in 1991 were reviewed during the planning process. The review was conducted based on the following:

- Intensity of use - ADTs relative to the classification requirements of the LDRs.
- Function – The amount of developed area served by the road.

Based on the review, the following functional classification changes should be made:

- Fall Creek Road should be changed from a Minor Collector to a Major Collector. This road is presently serving volumes in the major collector classification. The roadway serves (collects traffic from) a large geographic area and distributes it to WY 22. It must be recognized, however, that the proposed construction upgrade for this road will not meet current LDR requirements for a major collector.

Access Control Plan

Access frequency and location are major factors influencing the carrying capacity of a roadway. In order to improve safety on higher volume roadways, left turn bays are constructed to remove turning vehicles from the main traffic stream, thereby reducing rear end accidents. As accesses become more frequent, continuous two-way left turn lanes are implemented. Also, as higher traffic volumes make accessing roadways difficult from side roads and driveways, providing additional lanes needs to be considered in order to create gaps in the traffic stream allowing vehicle access.

Consolidating and restricting accesses through access control is a method of deterring the need for additional lanes. The development and enforcement of stringent access control policies specific to Teton County would eliminate the need for continuous left turn lanes in some instances and improve roadway capacity and safety.

The WYDOT Rules and Regulations for Access Driveways to Wyoming State Highways establish the basic policy for access from private property onto state highways. The access control varies from full control to limited control of access depending upon the classification and intent of the highway facility being accessed. Limited control of access covers all state highways in Teton County.

For non-state routes the Town of Jackson and Teton County Land Development Regulations govern access control by specifying the type of street (classification) that can be accessed and spacing requirements. Accesses allowed under current standards will not function well on some corridors based on traffic projections without provisions for additional lanes.

Accesses to the roadway network are contributing to the degradation of roadway level of service (LOS). The planning process has identified the need for a cooperative effort between the Town, County, and WYDOT to develop a more restrictive access control plan that will limit further degradation of the roadway network level of service. WYDOT is currently rewriting its Rules and Regulations for Access Driveways to Wyoming State Highways. It is not known when this revision will be complete.

Developing an Access Control Plan for Teton County would be a means of reducing the number of accesses to roads and streets in the Town and County. WYDOT has indicated it would consider applying access control regulations on its system in Teton County if the regulations were more stringent than their current policies. In addition, an access control plan should include a proactive approach whereby the Town and County will identify high volume corridors with high access frequencies, and conduct workshops with property owners to identify access consolidation opportunities.

Access Control Plan Strategy Statement:

- *An Access Control Plan for roadways in the Town and County will be established with the intent of maximizing roadway capacity and safety by limiting accesses.*

The Access Control Plan will be developed by the Town and County. This plan will be developed within 12 months of the adoption of this chapter. Action items for developing the plan are:

1. Coordinate development with WYDOT.
2. Identify the appropriate frequency for accesses on the roadway network based on roadway classification and character.
3. Identify specific segments of roadway with frequent existing accesses where consolidation would benefit the operation of the road or street being accessed.
4. Identify mechanisms and incentives for working with property owners to consolidate existing accesses.
5. Recommend the necessary amendments to the Land Development Regulations.
6. Conduct workshops with property owners along identified corridors to discuss the benefits of consolidating accesses and identify consolidation opportunities.

Funding Strategies

This transportation plan is designed to be cost-feasible. It is the intent of the Town and County that the programs and projects contained in this chapter will be implemented and that the Goals and Objectives will be achieved. A political commitment to this chapter at the local level is necessary in order to fund and promote alternatives such as transit, bicycle, and pedestrian facilities that get vehicles off the road. To gain credibility in asking other public agencies and the private sector to financially participate, the Town and County needs to commit stable funding.

A range of financial resources are available to the Town and County for implementation of this plan, including general fund sources already in place, but also including sources currently not established. Absent a major change in direction, both the state and federal governments will continue to play an active role in the transportation program of this region as is the case throughout the country. Mobility is a fundamental aspect of our culture and economy and transportation programs will continue to be a partnership between the local, state and federal governments.

The private sector – employers, resorts, developers, retail shops, motels, etc. – also has a major role to play in ensuring the mobility of their employees and customers and thereby ensuring their own long-term viability. This role includes responsible design of land development projects as well as active involvement in planning and coordinating development of the transportation system. The respective Town and County boards must consult this chapter when reviewing development applications, and enforce developer requirements as they pertain to transportation in order to maintain credibility with WYDOT as to their commitment to the strategies contained herein.

The transportation program will be implemented with consideration of cost-effectiveness and stability. The long-term costs of short-term spending decisions will be considered, including the life cycle costs of maintenance, operations and re-capitalization.

Funding Strategy Statement:

The Town and County will work together to develop transportation funding mechanisms that balance the role of government with the role of the private sector, that are equitable with respect to who pays for and benefits from public expenditures, that leverage available state and federal resources, and that are stable and sustainable.

It is the intent of the Town and County that the programs and projects contained in this chapter be implemented, and that the goals and objectives be achieved. It is anticipated that the transit program, the roadways program, the bicycle and pedestrian programs, the TDM program, and the access control program may require investments of public funds beyond what is currently programmed, budgeted or otherwise available.

The following funding sources will be considered as potential means of meeting the funding requirements of this chapter:

1. **General Fund Appropriations.** The stability and commitment of this funding needs to be improved. Typically, these are not a desirable source of sustained funding for operations, maintenance or re-capitalization because they are subject to short-term fluctuation and detract from other public needs. Reliance on annual general fund appropriations precludes long-term capital planning and discourages routine maintenance and re-capitalization in favor of capital expenditures. (That is one reason the State has established a dedicated fund for the Wyoming highway program.) However, local road and street maintenance and certain other transportation needs will continue to require funding from these sources.
2. **State and Federal Funds.** Teton County residents pay taxes into the state and federal transportation coffers. It is the responsibility of local government to work aggressively to ensure that an equitable portion of these funds are returned to the region for use in addressing community transportation needs. This includes roadway, transit and “enhancements” (bicycle and pedestrian improvements) programs. The Town and County will actively seek to identify needed transportation projects and programs that are eligible candidates for state and federal assistance, and will undertake the preliminary planning and design necessary to compete for such grants.
3. **Private Sector Participation.** This plan is explicit in its recognition of a role for the private sector in the funding of transportation systems and services in Jackson Hole. The areas where this is most important to the realization of this plan are:
 - site design and infrastructure in private development projects that consider mobility and access needs; that will provide appropriate transit access facilities, walkways, sidewalks, crosswalks, trails, and local streets; and that will incorporate good planning and design to ensure the systematic development of a multi-modal transportation network;
 - transit service delivery by private transit providers; and,
 - direct cost participation in the implementation of public transit services.
4. **Tourism-Based Revenue Sources.** The Town and County will pursue authority to implement local tourism-based taxes or fees to fund transportation needs.
5. **Districts and Transportation Authorities.** The Town and County will explore other potential funding systems for transportation including those for which authority already exists in Wyoming as well as those for which new local authority would have to be provided by the Legislature.
6. **Impact Fees.** The Town and County will continue to assess the potential role that impact fees could play in meeting the capital needs in the transportation plan.
7. **Capital Facilities Tax.** The Town and County will continue to identify capital projects that are appropriate for consideration by the voters through the Capital Facilities Tax.

Administrative Strategies

Policy and Technical Committees

Implementation of this plan will require technical advice and committed oversight to achieve the stated goals and objectives. The Policy and Technical Committees are intended to be the forums for implementation, oversight, adjustments, and updates of the transportation plan as described in this chapter.

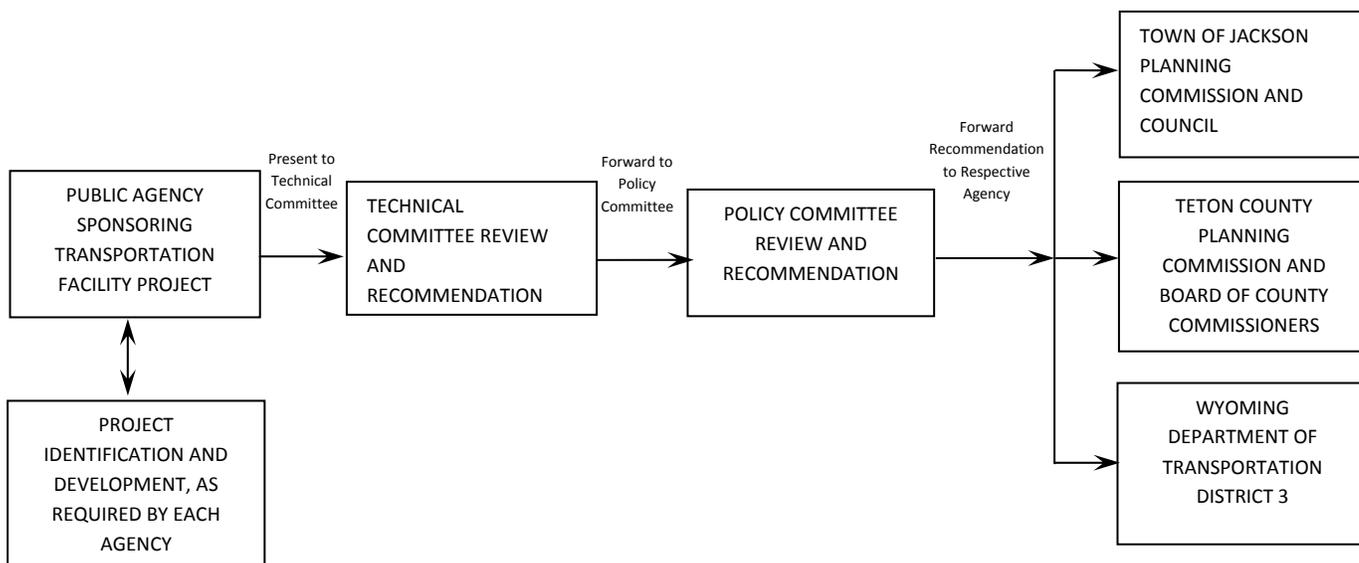
As such, the Policy Committee will provide oversight to the implementation of the plan and will provide a necessary and important link to the elected officials whose decisions have a direct bearing on this chapter’s success. The Policy Committee will provide direction to the administrators of their respective agencies to allocate necessary resources for implementing chapter components. The Policy Committee will serve as advocates for allocating the necessary stable funding sources required to implement elements such as transit.

The Technical Committee will provide technical advice on chapter implementation to the Policy Committee. It is the entity that will provide technical reviews and recommendations to Town and County staff charged with implementing elements of the plan, including developing recommended studies and monitoring the plan’s implementation. The

committee will serve as an advisory board for development application reviews as they relate to the transportation system and this plan.

It is the intent of this plan that transportation facility expansion projects undertaken in Teton County, regardless of jurisdiction, will be reviewed by the Technical Committee, with recommendations forwarded for consideration and review by the Policy Committee. The Policy Committee, as an advisory board, will forward recommendations to the Town and County boards (Planning Commission, Town Council, and Board of County Commissioners). These boards will solicit public comment on a case by case basis, and determine if an official response to the sponsoring agency is warranted. This process is not intended to circumvent the public comment processes established by the sponsoring agency. In recognition of the need to plan for visitor and recreationalist services, collaboration between Grand Teton National Park (GTNP,) Yellowstone National Park and Bridger-Teton National Forest should be pursued to address the transportation issues associated with these lands, particularly for the high volume summer months.

Figure 6. Technical and Policy Committee Review Processes



The Policy and Technical Committees will facilitate the update of the transportation plan, as described in this chapter every five years. Interim revisions will be undertaken as part of a biennial monitoring and revision program.

It is important that the Transportation Plan be adaptable to changing conditions. The plan is based on forecasting future conditions, which requires fairly broad assumptions. The major goal of this plan is to change present trends and conditions to arrive at a future with a more balanced transportation system. In order to arrive at a desired transportation future, the conditions and trends will need to be monitored, and the plan adapted accordingly to achieve the plan’s goals and objectives. It is important that the Town, County, and WYDOT commit to providing the necessary funding and resources to allow the revisions and updates to occur.

Policy and Technical Committees Strategy Statement:

- *The Policy and Technical Committees will provide a coordinating function that ensures that the development of all transportation systems and infrastructure occur in accordance with this plan.*

Functions of the Technical Committee will include technical advice to Town, County, and WYDOT staff charged with implementing components of this plan, and developing recommendations to the Policy Committee on issues relating to:

1. Monitoring the effects of implementing this chapter, as outlined later in this section.

2. Preparing a biennial report to the Town Council and Board of County Commissioners discussing the monitoring results and recommending any “mid-stream” changes required.
3. Coordinating the Town/County transportation improvement program (TIP), as discussed in this section.
4. Coordinating the Town/County TIP with the WYDOT State Transportation Improvement Program.
5. Researching and identify alternative funding sources.
6. Promoting and developing private and public partnerships.
7. Administering the Access Control Plan.
8. Developing and coordinating the organization transportation coordinator program.

Transportation Improvement Program (TIP) – Development and Coordination

The Town and County will develop a Transportation Improvement Program that represents a master summary of the transportation components of the improvement programs developed by each agency and department.

Coordinating the planning and programming of improvements to the transportation system is essential to developing the well-balanced transportation system promoted in this chapter. As local funding is limited, better near and long-term planning is necessary to optimize the use of available funds as well as strategically identify available state and federal funding opportunities. In order for the Town and County TIP to take into account the needs of all modes, it will need to be assembled by the Transportation Technical Committee, for recommendation to the Policy Committee with input from each agency department. Developing a TIP for all modes of travel for both the Town and County will also allow the review of proposed projects for consistency with the goals, objectives, and policies set forth in this plan. The TIP will also serve as a mechanism from which coordination with the WYDOT State Transportation Improvement Program (STIP) can occur.

The policy statement for TIP development states that:

- *The Town of Jackson, Teton County, and WYDOT, through the Transportation Technical and Policy Committees, will jointly develop a five-year Transportation Improvement Program that will be reviewed and updated annually for roads, pathways, streets, sidewalks, bridges, and transit. Projects eligible for state funding will be forwarded to WYDOT for consideration and listing in the State Transportation Improvement Program (STIP).*

The action requirements for preparation of a community TIP are:

1. The TIP will be assembled and prioritized by the Technical Committee based on improvement programs developed by Town and County departments in coordination with WYDOT. These departments include:
 - Town Public Works for Town street, sidewalk, and transit (START) project needs.
 - County Road and Levee Department for road and bridge maintenance.
 - County Engineer for road and bridge projects.
 - Jackson Hole Community Pathways for Town and County pathways.
2. As the only department that presently does not develop any type of TIP, the County Engineer will establish a TIP for roads and bridges to be incorporated in the TIP.
3. The TIP will be economically viable based on available funding sources.

4. The TIP will include maintenance items in order to ensure that the life-span of the transportation infrastructure and facilities invested in by this community is maximized.
5. The TIP will meet the goals and objectives for all modes of transportation and the land use measures established in this chapter.
6. The TIP will be presented to the Policy Committee for its review. Appropriate sections will be submitted to each appropriate jurisdiction for final approval.

Monitoring Program

The strategies presented in this chapter identify a variety of mechanisms for reducing the rate of traffic growth in Teton County. Substantial investments will be required from the public and private sector to implement these strategies. They are also designed to minimize the need to expand the roadway system. As such, it is imperative that the effects of these strategies be carefully monitored.

A monitoring program that measures traffic volumes, transit ridership, mode shares, land development trends and rates, resort TDM monitoring results, and parking trends is essential to measure the success of implementing this chapter. It is also necessary to identify and implement mid-stream adjustments and changes to traffic mitigation programs to ensure their success. Finally, the data collected from a comprehensive monitoring program will greatly aid in updates to the transportation planning process.

Monitoring Program Strategy Statement:

The Town, County, and WYDOT will work together to consistently monitor traffic volumes, transit ridership, parking, land development, and resort TDM monitoring results in order to measure the effectiveness of the strategies recommended in this chapter.

The monitoring program will consist of the following data collection systems:

1. **Traffic Counters:** Counting and monitoring traffic volumes will be critical to assessing the impacts of the strategies in this chapter and in planning and determining specific roadway project needs. As discussed in Section A – Issues, annual traffic counts are lacking in Teton County. This strategy proposes the addition of permanent traffic counters at the following locations:
 - A. On US 26, 89 south of the Town of Jackson
 - B. On West Broadway
 - C. On North Cache Street
 - D. On US 26, 89 north of the Town of Jackson
 - E. On WY 390

The cost of installing permanent counters range from \$10,000 to \$20,000 depending on the number of lanes of the facility being monitored, and the type of system. The Town, County, and WYDOT, through the Technical and Policy Committees will work together to identify funding sources and counter location priorities.

In addition, this strategy recommends collecting July ADT counts biennially at representative locations to compare with 1996 baseline ADT counts.

2. **Transit Ridership:** START presently collects and monitors detailed ridership data. This strategy recommends that START, as it evolves and expands based on the recommendations of the TDP, continue to collect and monitor this data in detail.
3. **Bicycle and Pedestrian Counts:** In order to accurately assess the effectiveness of shifting motor vehicle trips to the nonmotorized modes, data on bicycle and pedestrian trips must be collected by the Town and County with support from WYDOT.

4. **Parking Data:** Through implementation of the Downtown Core Study, the existing parking supply in the downtown core will be quantified, and changes to parking requirements in Town will be identified. This data should be updated annually in order to balance parking supply with the TDM measures determined by the OTC.
5. **Land Development:** Through this transportation planning process, the Town and County Planning Offices have quantified the amount of existing development by traffic zone in the Town and County. In addition, projections have been made for residential and commercial development to the year 2020. This strategy recommends updating this data biennially to reflect ongoing development, and evaluating and comparing the rate of growth with the amount projected to horizon year 2020 as part of this process.
6. **Resort TDM Monitoring:** The monitoring program will take into account the resort TDM monitoring programs.

Reserve Section

The following issues presented in this section have been identified as issues to be analyzed at a future date.

1. Teton Pass—Safety Features
2. Linking Transit Opportunities to other entities such as Grand Teton National Park, Yellowstone National Park, Driggs and Victor, Idaho.
3. Jackson Hole Airport
 - Supporting continued service at the airport while minimizing environmental and traffic impacts.
 - Management and coordination of ground transportation.
4. Alta, Kelly, Moose, and Moran