

Transportation Overview
Jackson | Teton County Comprehensive Plan Update
Integrated Transportation Plan Technical Update
October 2019

Presentation Overview

1. 2012 COMPREHENSIVE PLAN
2. GROWTH MANAGEMENT PLAN REVIEW
 - THE COMP PLAN SEVEN YEARS LATER: ARE WE ON TRACK?
3. 2015 INTEGRATED TRANSPORTATION PLAN (ITP)
4. INTEGRATED TRANSPORTATION PLAN TECHNICAL UPDATE
5. NEXT STEPS

OUR VISION

Preserve and protect the area's ecosystem in order to ensure a healthy environment, community and economy for current and future generations.

OUR COMPREHENSIVE PLAN

The Comprehensive Plan was adopted in 2012 and is our guiding document that informs policy decisions and serves as the blueprint for future preservation and development efforts within the Town and County.

THE INTERCONNECTEDNESS OF OUR COMMON VALUES

COMMON VALUES OF COMMUNITY CHARACTER

While preserving and protecting the area's ecosystem is the core of our Vision and all aspects of our community character, our Vision cannot be achieved with a singular focus. Just as the strength of a rope depends on the integrity of each intertwining thread, the strength of our community character is derived from a commitment to all three Common Values, each in support of and reliant upon the others. In order for our ecosystem protection to result in a healthy environment, community, and economy, the community commits to achieving all three mutually supportive Common Values:

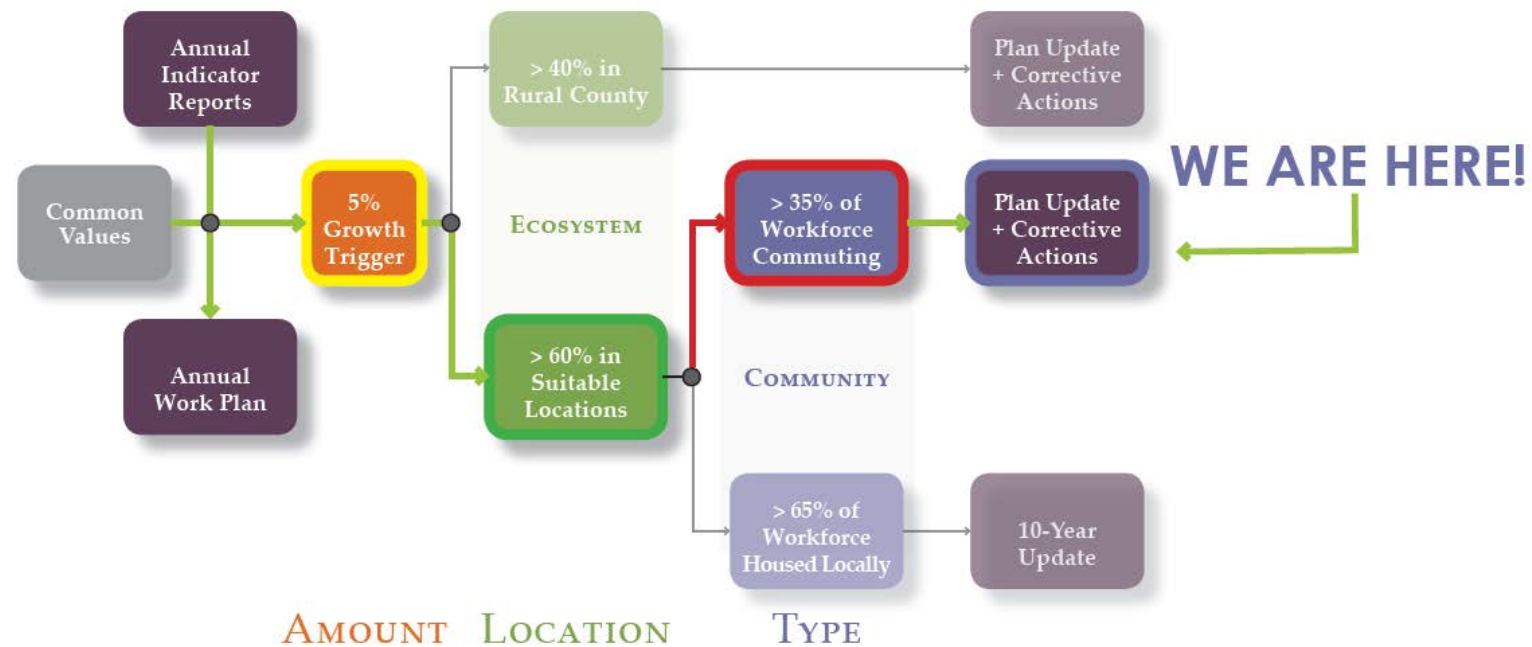
- **Ecosystem Stewardship (CV-1)**
- **Growth Management (CV-2)**
- **Quality of Life (CV-3)**



A Continuous Feedback Cycle



The Growth Management Program



Section 7: Multimodal Transportation

Community Goal:

Residents and visitors will safely, efficiently, and economically move within our community and throughout the region using alternative transportation.

- Are residents and visitors using alternative transportation?
- Within the community? Throughout the region?
- Is movement safe? efficient? economical?



What does this section address?

Principle 7.1 - Meet future transportation demand through the use of alternative modes

Principle 7.2 - Create a safe, efficient, interconnected, multi-modal transportation network

Principle 7.3 - Coordinate land use and transportation planning

A l t e r n a t i v e T r a n s p o r t a t i o n


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.

Section 7: Multimodal Transportation

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Section 7: Multimodal Transportation		
Trends		
	Trends/Events	Future Considerations
	<ul style="list-style-type: none">• VMT growth at the rate of effective population• Jackson to Moose Pathway (2012)	<ul style="list-style-type: none">• Increasing walk/bike mode share• High commuter transit growth• Flat per capita transit growth• VMT growth at the rate of effective population• ITP (2015)• Path 22 (2016)• Snow King Bollards (2018)
Perception	<ul style="list-style-type: none">• Without a significant shift in how the effective population travels, vehicle miles traveled and emissions will continue to rise.• Limiting workforce housing will not limit the workforce needed, it will only increase the distance it has to travel. <ul style="list-style-type: none">• Public is proud of pathways, START, and personal transportation decisions.• Transportation is not a priority in terms of work to do.	


Sources: Indicator Report

Section 2: Climate Sustainability through Energy Conservation

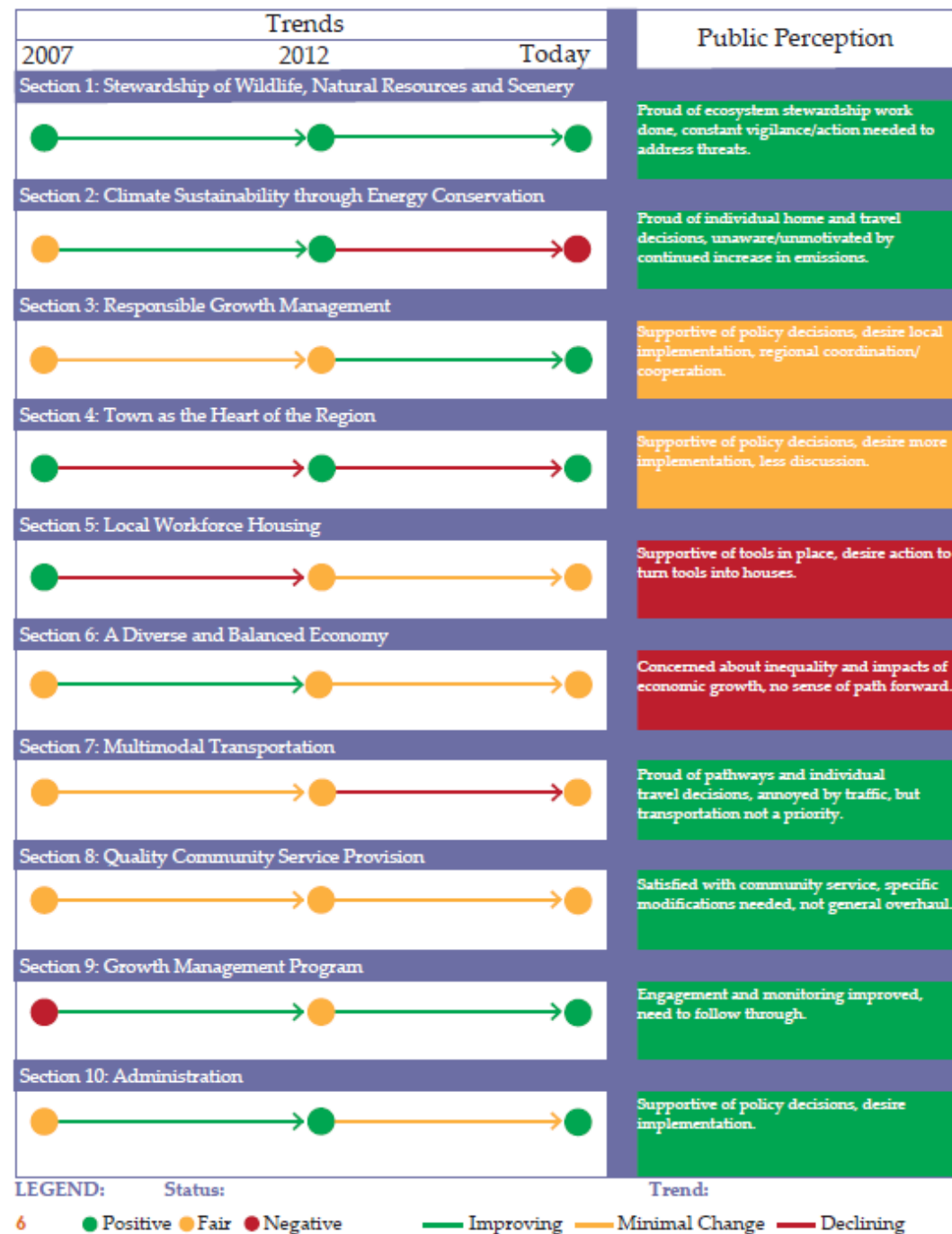
Community Goal:

Consume less nonrenewable energy as a community in the future than we do today.

- Have we consumed less electricity than we did in 2012?
- Have we consumed less natural gas/propane than we did in 2012?
- Have we consumed less air travel fuel than we did in 2012?
- Have we consumed less vehicle fuel than we did in 2012?

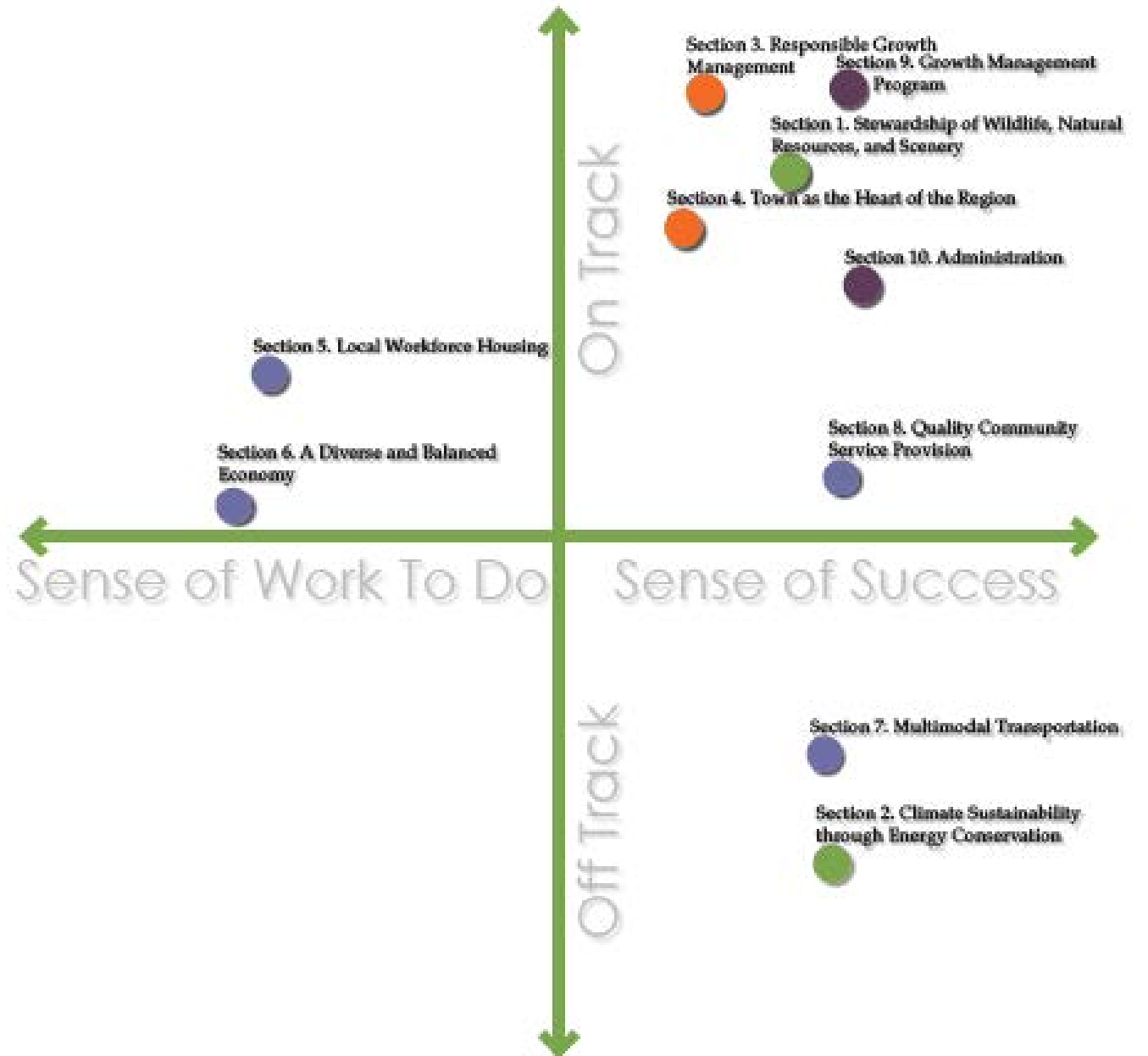
Section 2: Climate Sustainability through Energy Conservation			
Trends			
	Trends/Events		Future Considerations
	<ul style="list-style-type: none"> • Electricity use flat • Vehicle miles traveled growing slower than vehicle efficiency • Air travel growing slower than effective population • 10x10 (2007) • ECW (2011) 	<ul style="list-style-type: none"> • Overall emissions up 17% since 2008 • Electricity emissions down 50% • Electricity use up 26% • Ground transportation emissions up 21% • Air transportation emissions up 18% • Road to Zero Waste (2018) 	<ul style="list-style-type: none"> • Emissions will continue to rise if consumption patterns do not change. • Ground transportation is the sector with the most opportunity to effect positive change.
Perception	<ul style="list-style-type: none"> • Public is proud of individual home and travel decisions • Public unaware or unmotivated by continued increase in emissions 		

Report Card



GMP Conclusions

- Increasing Greenhouse Gas Emissions
- Continued Demand for Housing
- Increasing Inequality
- Development Pattern





JACKSON / TETON

INTEGRATED TRANSPORTATION PLAN



September 2015

Integrated Transportation Plan Meetings

In the 22 months between November 2013 and September 2015, there were:

- Eight (8+) Joint Information Meetings on the ITP
- Two (2) public workshops (attended by 190 people)
- 18 stakeholder interviews
- 10+ Transportation Advisory Committee meetings

What Does Adoption of the ITP Mean?

The ITP is designed as a blueprint for Town and County transportation priorities and timing. Specifically this document:

- Provides tools to help guide Town and County staff on capital project priorities.
- Informs future budget requests (Capital Improvement Plans).
- Guides Town and County coordination with WYDOT.
- Guides START system development, both capital and operations.

From the Resolution Adopting the Jackson/Teton Integrated Transportation Plan:

The Plan may be altered or amended at any time jointly by the Town of Jackson and Teton County and the document solely serves as a guiding document and is not a regulation under the Administrative Procedures Act ...

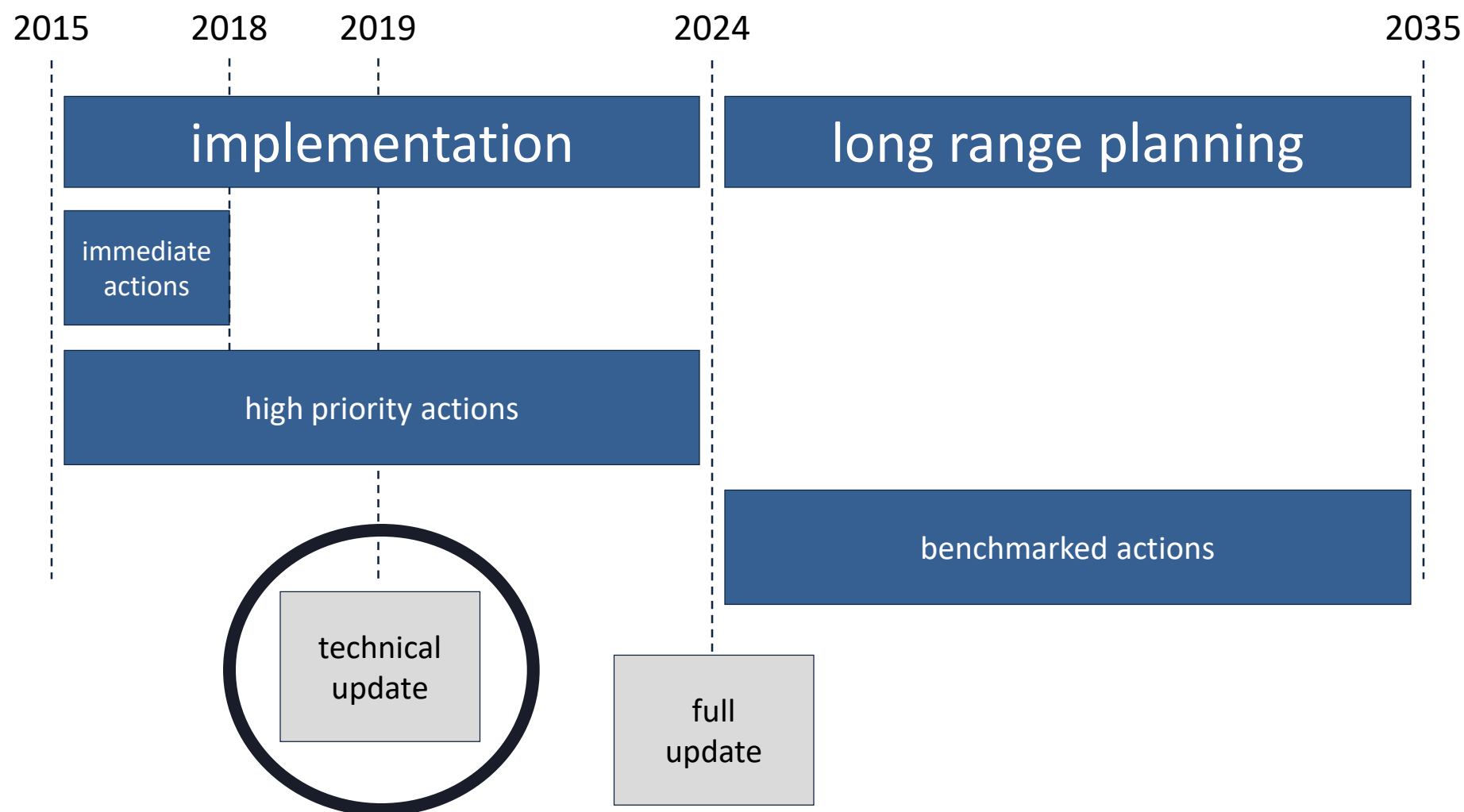
ITP Outline

1. **Plan Overview** – providing context and describing the Plan scenario
2. **Transit Development** – outlining strategic transit improvements
3. **Active Transportation** – outlining specific actions for walk, bike, etc. travel
4. **Travel Demand Management (TDM)**– establishing strategies by travel market and monitoring and reporting
5. **Major Capital Projects** – describing projects and establishing benchmarks
6. **Regional Transportation Planning Organization** – outlining 2 stages of organization
7. **Action Plan and Funding** – coordinating all implementation actions and identifying the need for additional funding

ITP brief refresh | mission

- ✓ integrated with & driven by Comprehensive Plan
- ✓ focus resulting from planning process:
 - take a strategic approach to traffic
 - grow the transit system
 - connect active transportation

ITP brief refresh | long range and strategic



ITP Figure 1.1

ITP brief refresh | two scenarios

baseline scenario

no intervention
trends continue
2013 travel behavior

plan scenario

ITP implementation
transit ridership x 4
5% drop in SOV

ITP brief refresh | key indicators

Table 1-1. Key Indicators Under the Baseline and Plan Scenario (Teton County).

Indicator		Base Year	Baseline Scenario		Plan Scenario	
		2013	2024	2035	2024	2035
Mode Share (of total annual trips)	SOV (single occupant vehicle)	54%	54%	54%	51%	48%
	MOA (multiple occupant auto)	29%	29%	29%	29%	29%
	Walk	9%	9%	9%	10%	11%
	Bicycle	7%	7%	7%	8%	9%
	Transit	1%	1%	1%	2%	3%
Annual vehicle miles traveled (VMT)		480 million	550 million	610 million	525 million	560 million
% Growth in VMT from 2013		-	14%	28%	9%	17%
Annual transit ridership		0.9 million	1.1 million	1.2 million	1.8 million	3.6 million

ITP brief refresh | strategic capital project programming

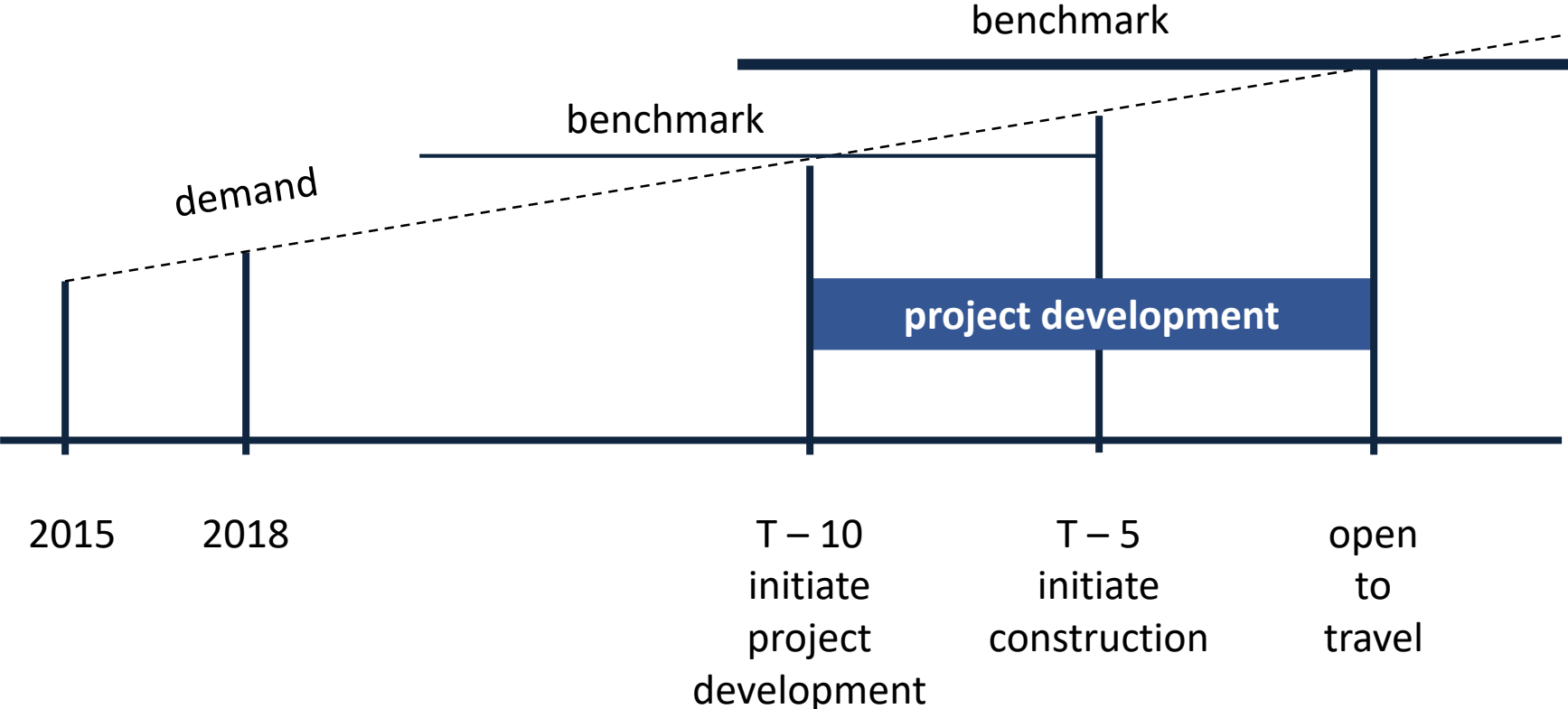
network approach

multimodal function

interagency coordination

strategic timing

ITP brief refresh | strategic capital project programming



ITP brief refresh | strategic capital project programming

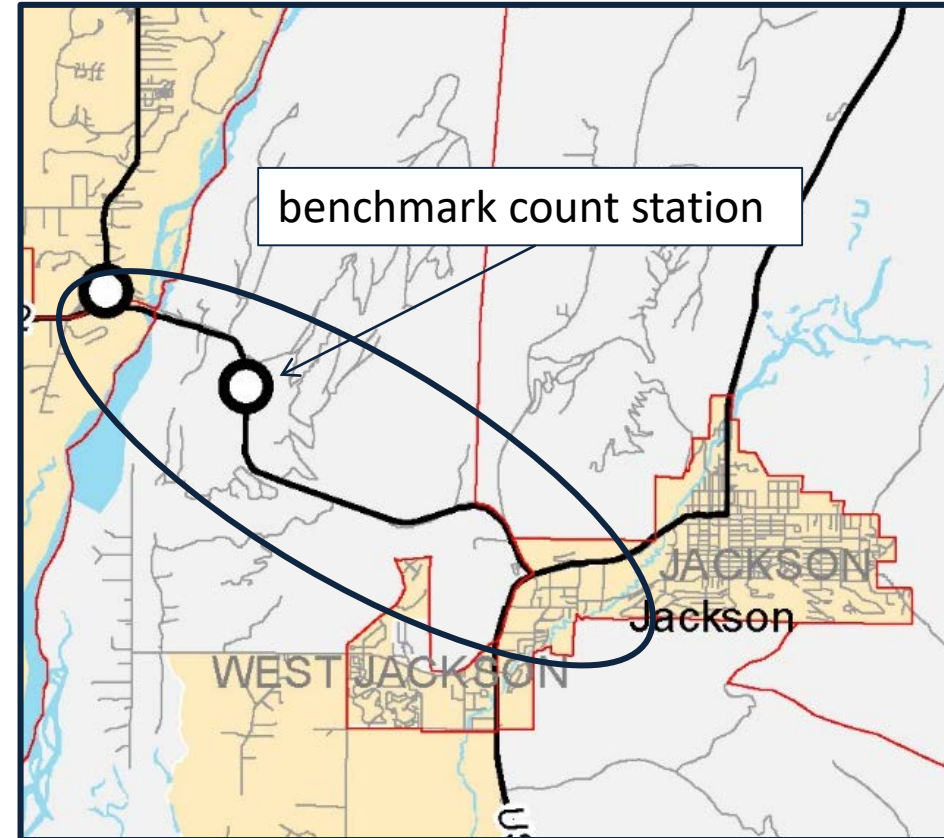
LOS D benchmark – major roadway corridors

- daily traffic – peak season – volume/capacity
- set by Jackson/Teton Comprehensive Plan

ITP brief refresh | capital groups benchmarking

capital group 1

- “Y” intersection
- Tribal Trails Connector
- WY-22 pathway
- WY-22 multi-laning/BRT
- WY-22 intersections
- wildlife permeability



ITP brief refresh | capital groups benchmarking

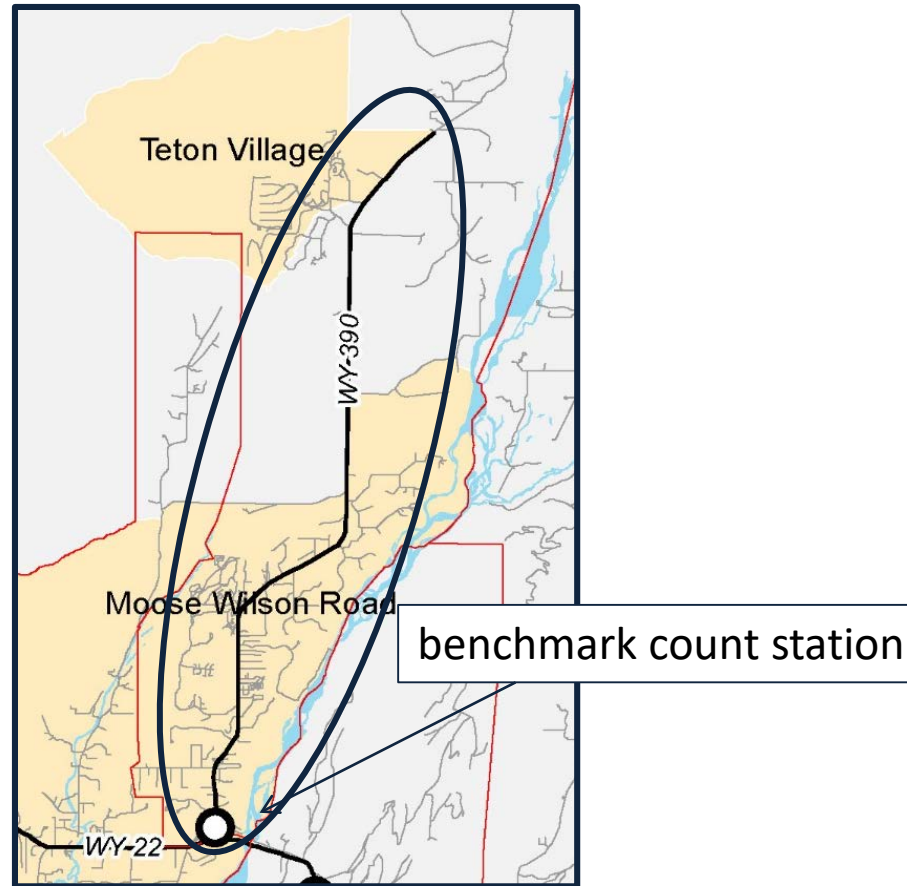
capital group 1

Group 1 Indicator Count Station WY 22 Jackson West (PC #158)	2013 (actual traffic)	2024 (forecast traffic)	2035 (forecast traffic)	1st Benchmark (initiate project development)	2nd Benchmark (initiate construction)
Summer average vehicles per weekday	21,379	23,800	27,000	18,600	20,000

ITP brief refresh | capital groups benchmarking

capital group 2

- WY-390
- WY-22 intersection
- wildlife permeability



ITP brief refresh | capital groups benchmarking

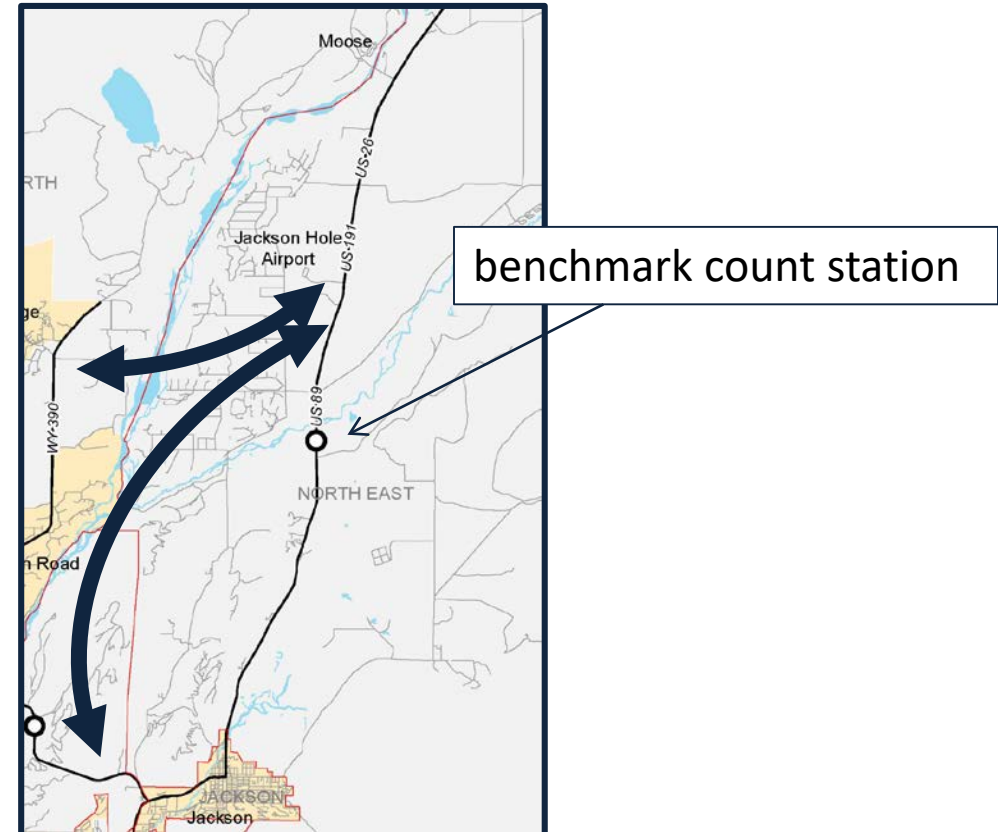
capital group 2

Group 2 Indicator Count Station WY 390 Teton Village (ATR #141)	2014 (actual traffic)	2024 (forecast traffic)	2035 (forecast traffic)	1st Benchmark (initiate project development)	2nd Benchmark (initiate construction)
Summer average vehicles per weekday	14,575	16,800	19,500	18,600	20,000

ITP brief refresh | capital groups benchmarking

capital group 3

- Spring Gulch Road
- fixed guideway transit
- north bridge



ITP brief refresh | capital groups benchmarking

capital group 3

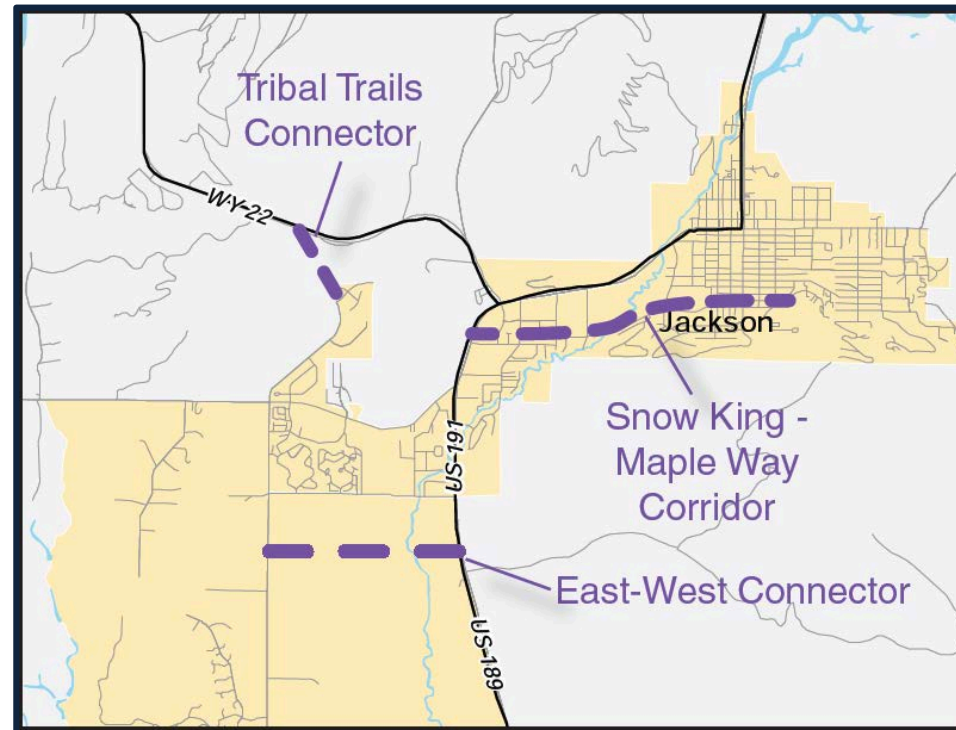
Group 3 Indicator Count Station US-26 Gros Ventre (ATR #84)	2014 (actual traffic)	2024 (forecast traffic)	2035 (forecast traffic)	1st Benchmark (initiate NEPA/PEL process)
Summer average vehicles per weekday	12,770	14,000	15,800	17,200

ITP brief refresh | capital groups benchmarking

capital group 4

- Tribal Trails Connector
- East-West Connector
- Maple Way – Snow King

*no LOS criteria
needed for connectivity*



ITP brief refresh | transportation demand management

commuters:

- employer involvement
- transit passes
- web tools, apps

visitors:

- real-time traffic info
- outreach before arrival
- web tools, apps

residents:

- access to schools
- special events
- web tools, apps

new development:

- tdm site plan
- program participation
- reporting, monitoring

ITP brief refresh | regional transportation planning organization

first stage organization – RTPO

- establish policy board

- establish technical advisory committee

- TDM program

- pathways program

- START planning services

- reporting and monitoring plan

- performance

- develop transportation funding proposal

- STIP evaluation and representation

ITP brief refresh | regional transportation planning organization

second stage organization – RTPO

prioritize and allocate new regional funding
regional transportation planning
grant administration

ITP brief refresh | action plan

immediate actions (2015 – 2018) (45)

high priority actions (2015 – 2024) (32)

benchmarked actions (2025 – 2035) (5)

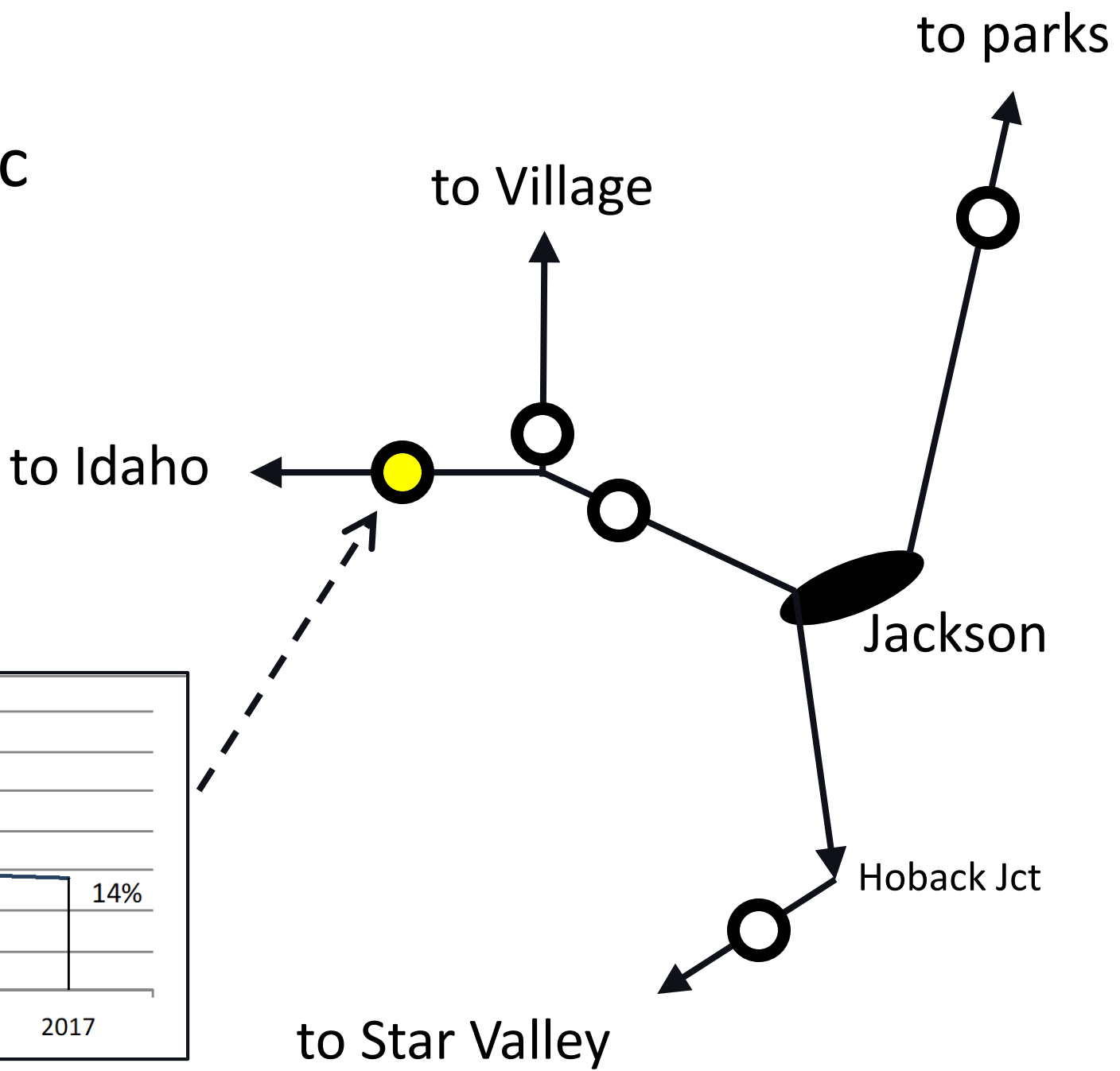
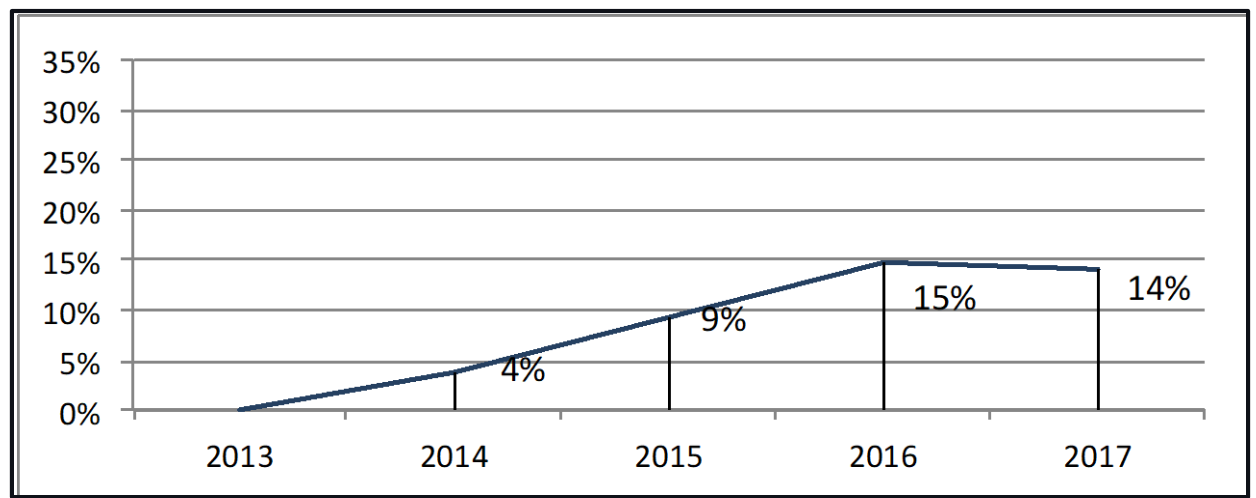
major trends | average daily traffic – July and annual



major trends | key indicators

annual average daily traffic

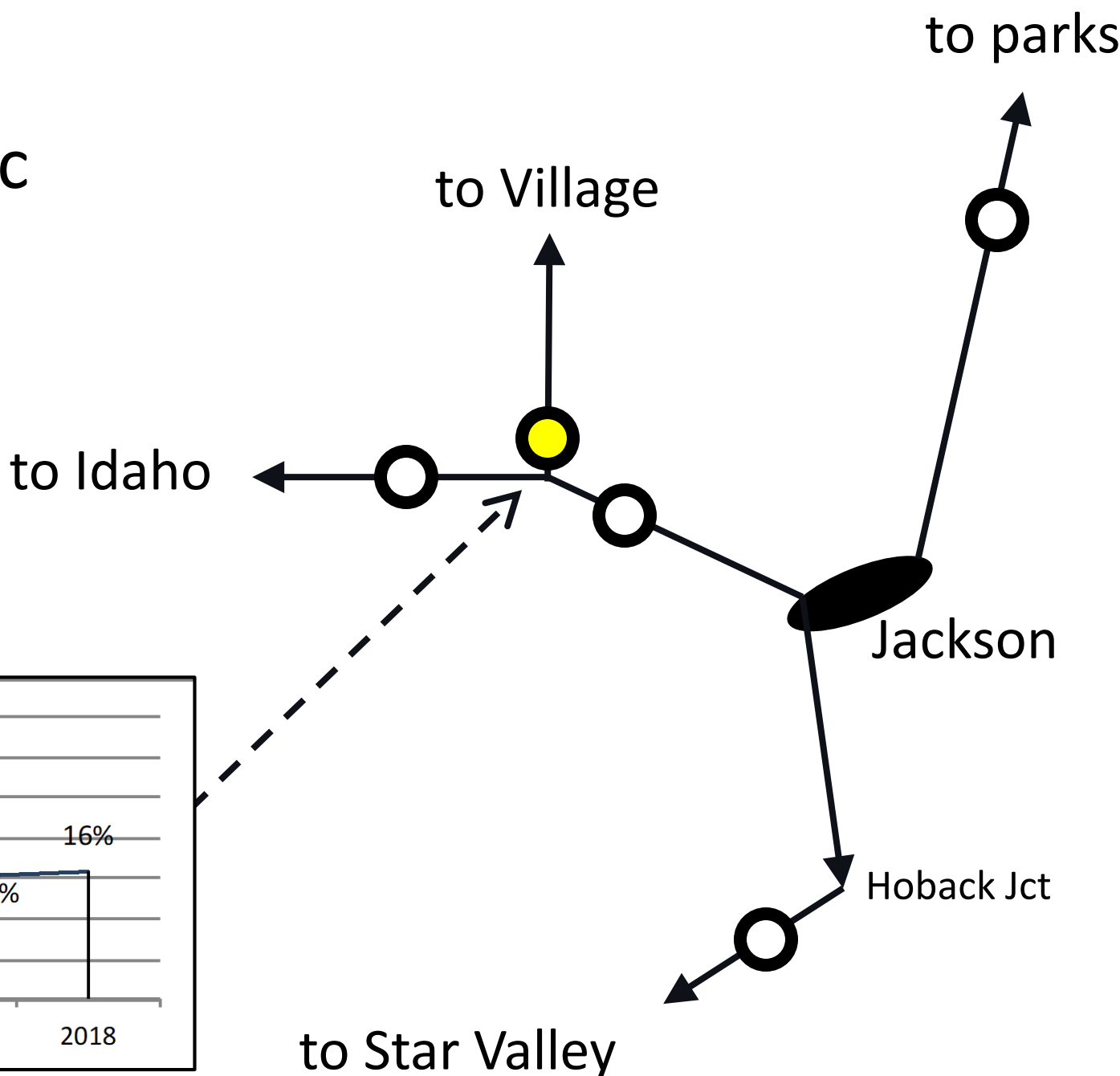
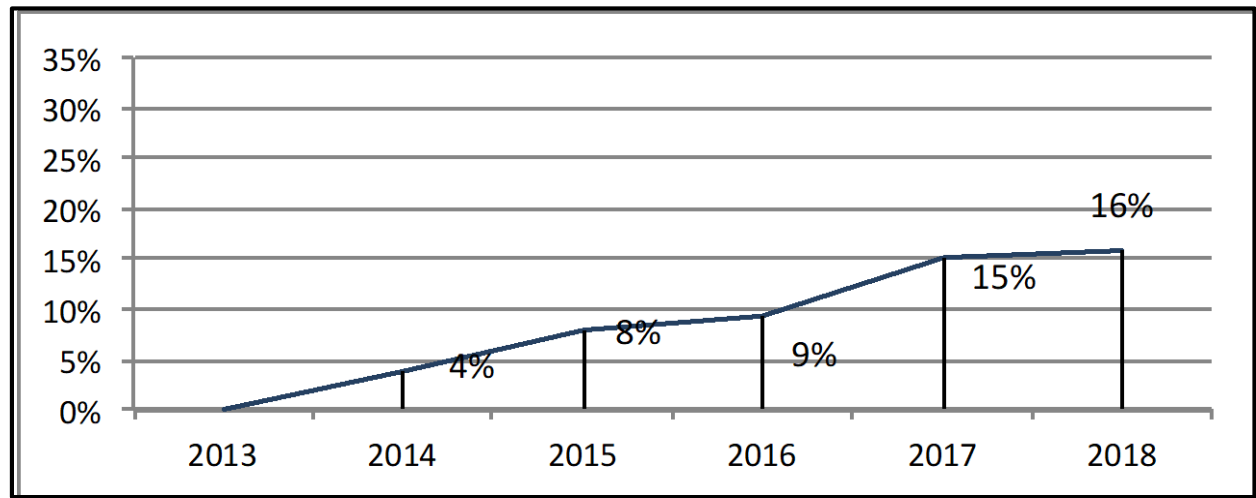
WY-22 west of WY-390 (#82)



major trends | key indicators

annual average daily traffic

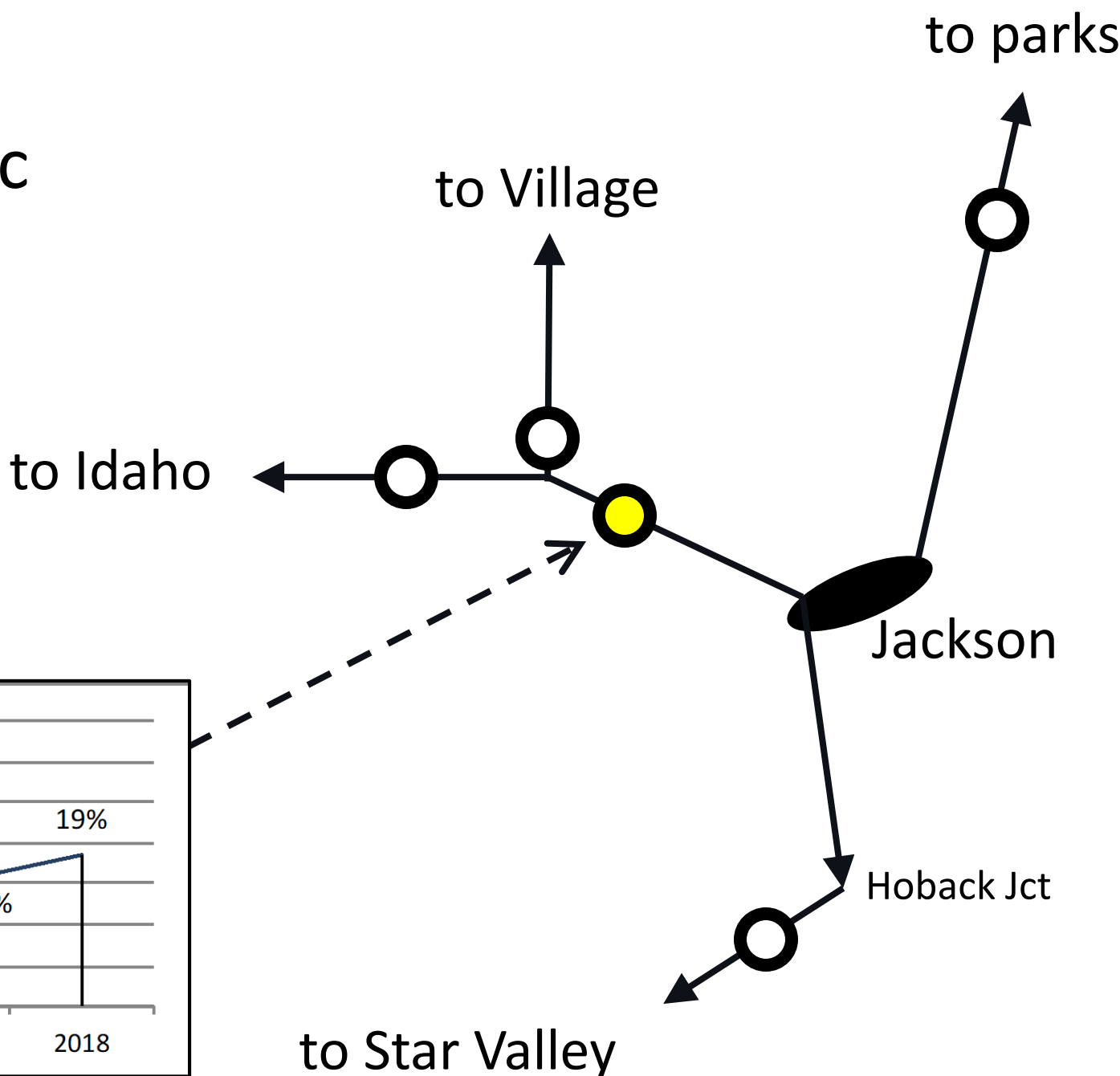
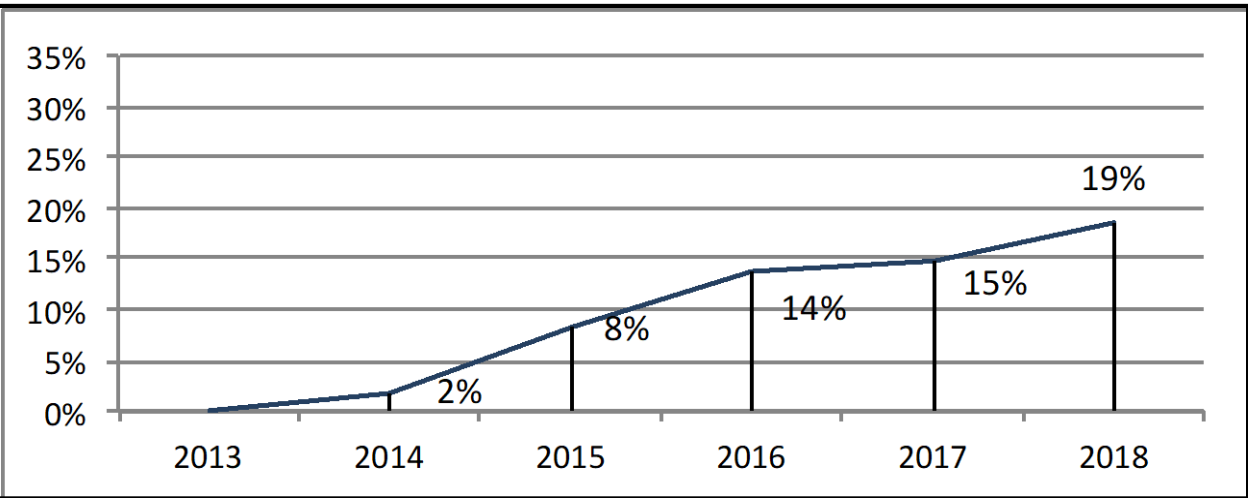
WY-390 north of WY-22 (#141)



major trends | key indicators

annual average daily traffic

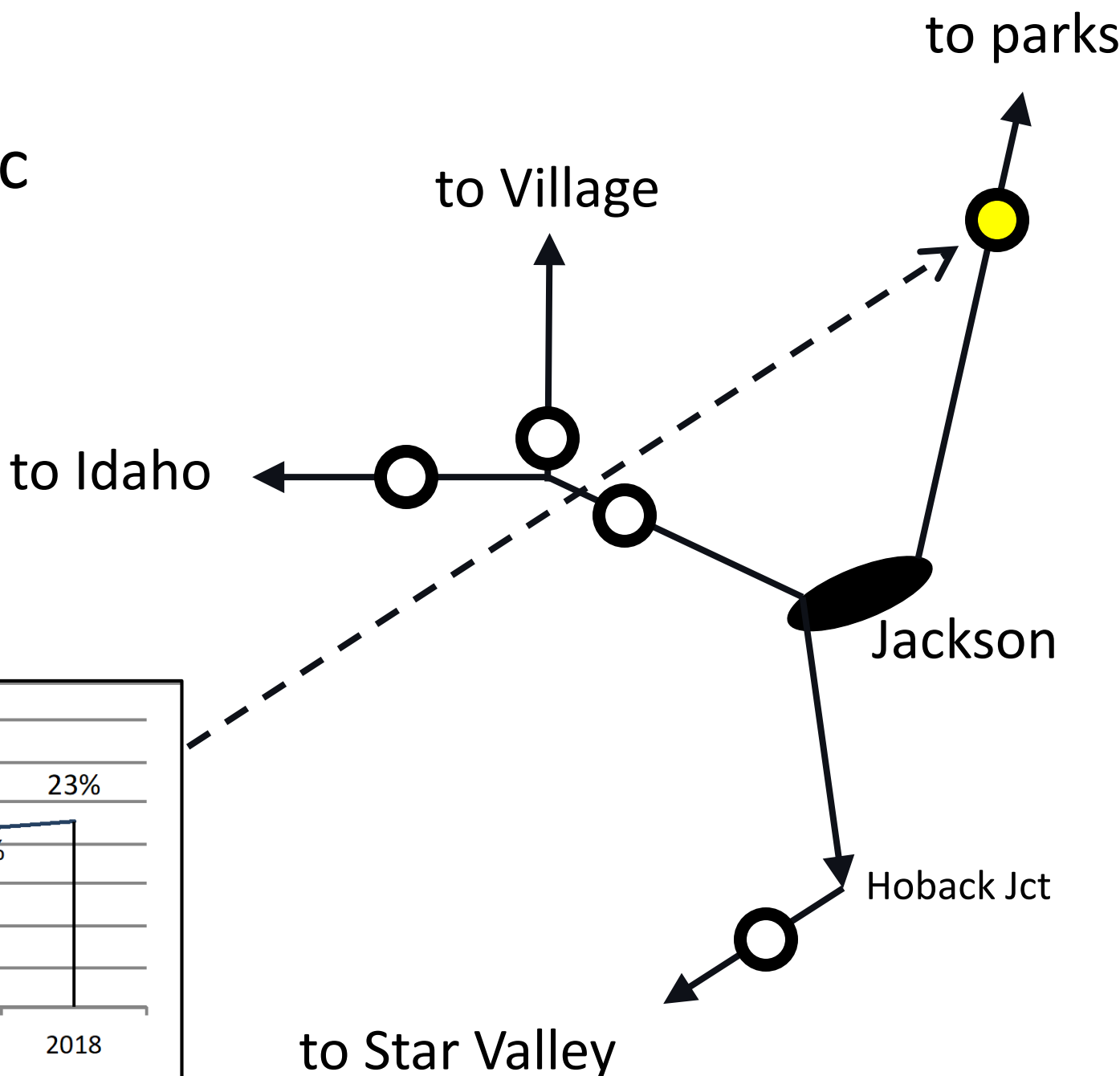
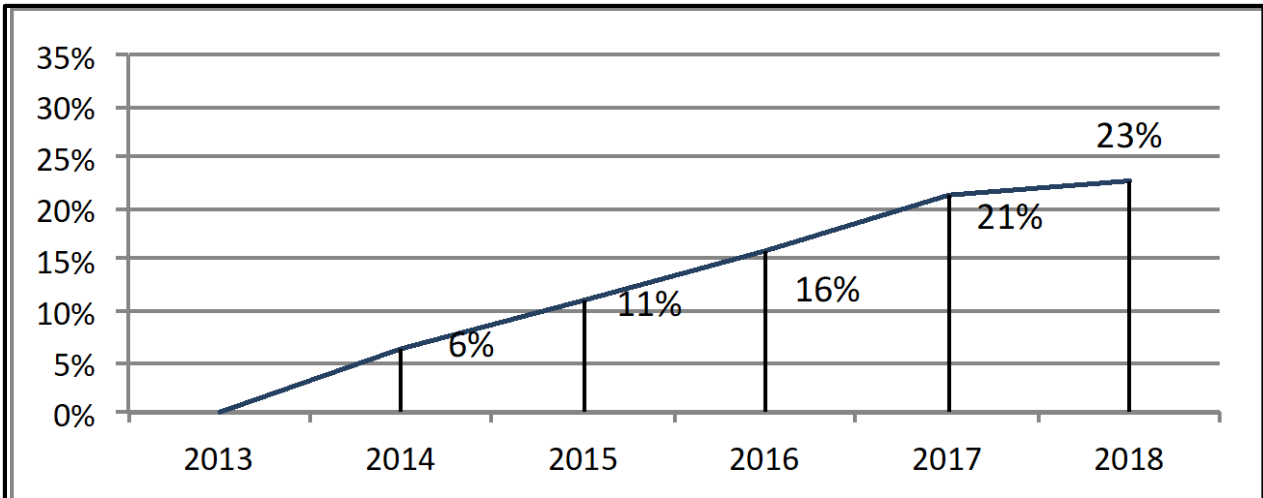
WY-22 west of Jackson (#158)



major trends | key indicators

annual average daily traffic

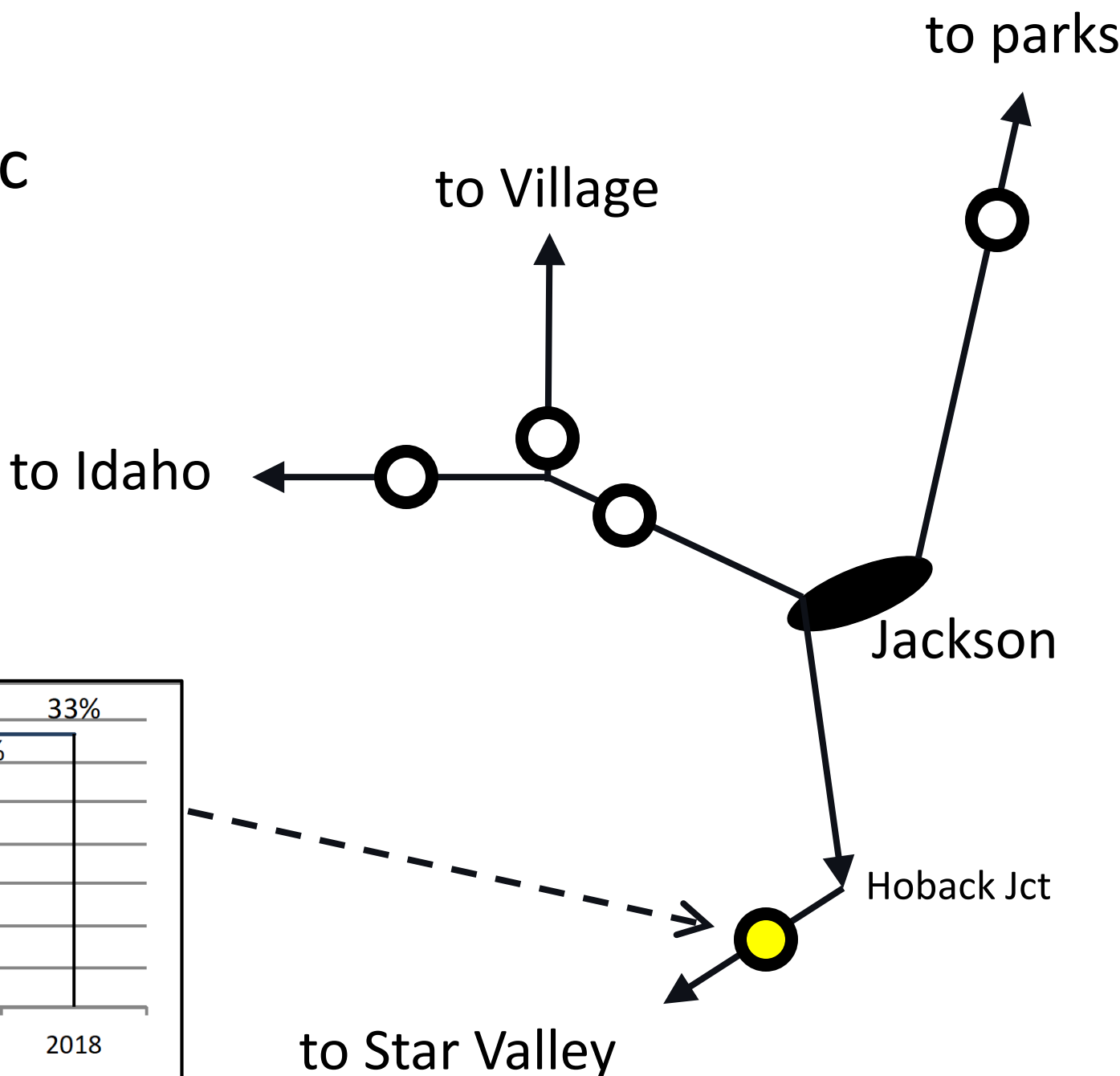
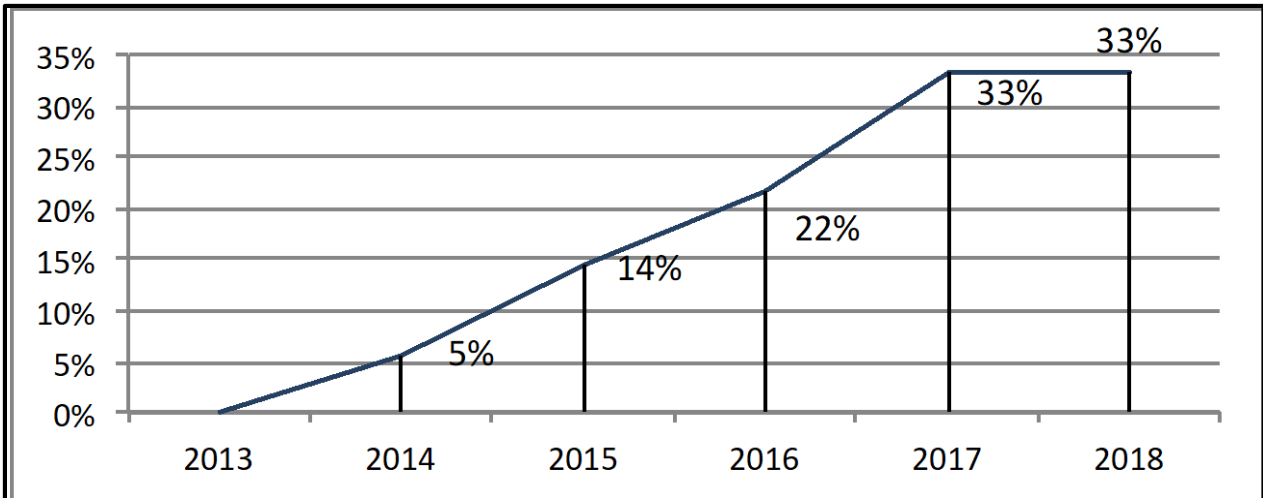
US-191 south of Gros Ventre Jct (#84)



major trends | key indicators

annual average daily traffic

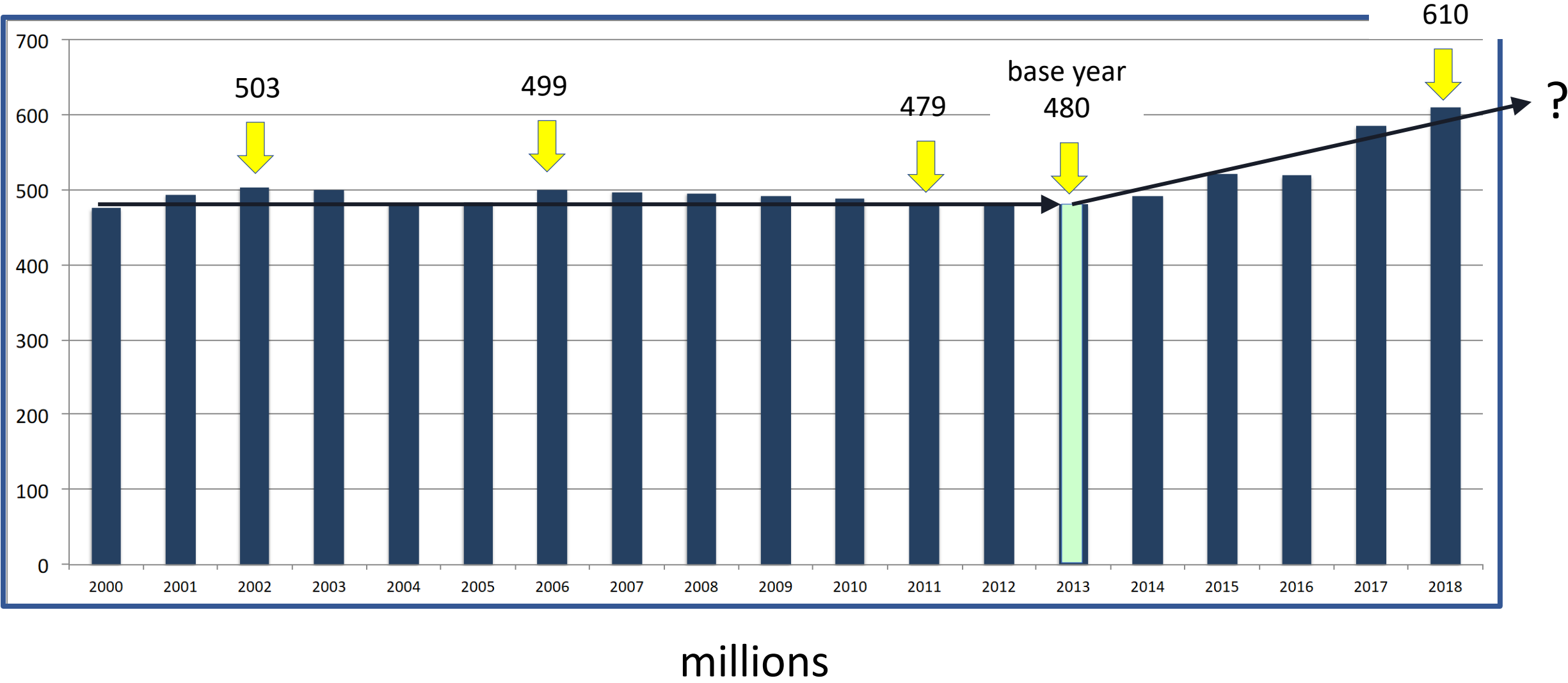
US-89 at Lincoln Co line (#74)



major trends | vehicle miles of travel in Jackson Hole

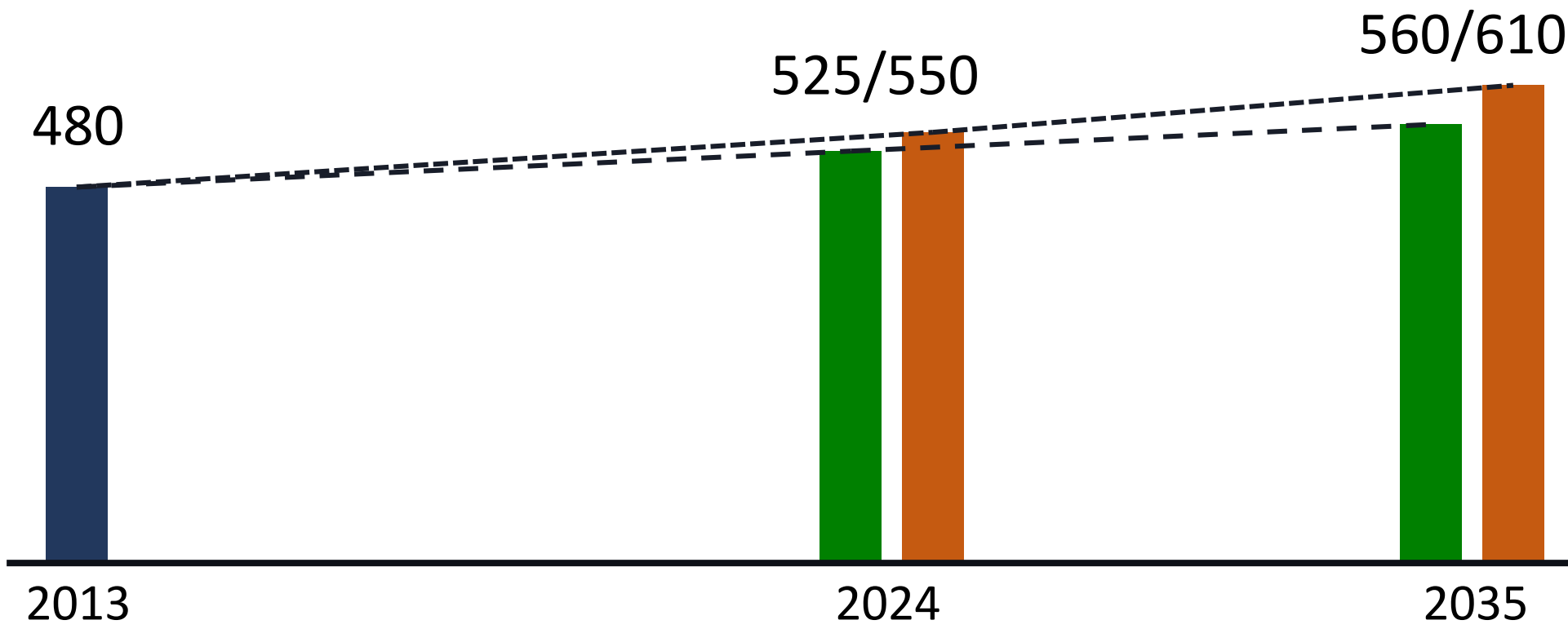


major trends | annual vehicle miles of travel



major trends | key indicators

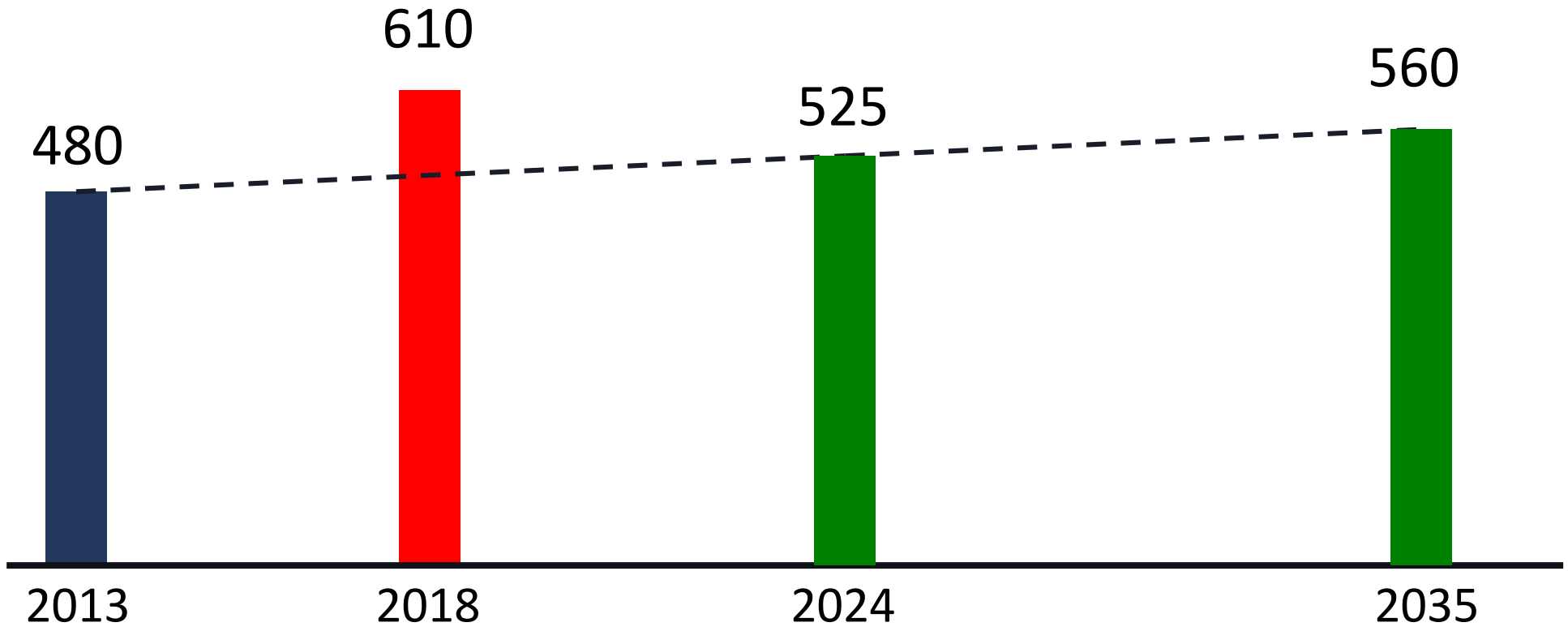
base plan trend



annual vehicle miles of travel – Jackson Hole – millions

major trends | key indicators

base plan actual



annual vehicle miles of travel – Jackson Hole – millions

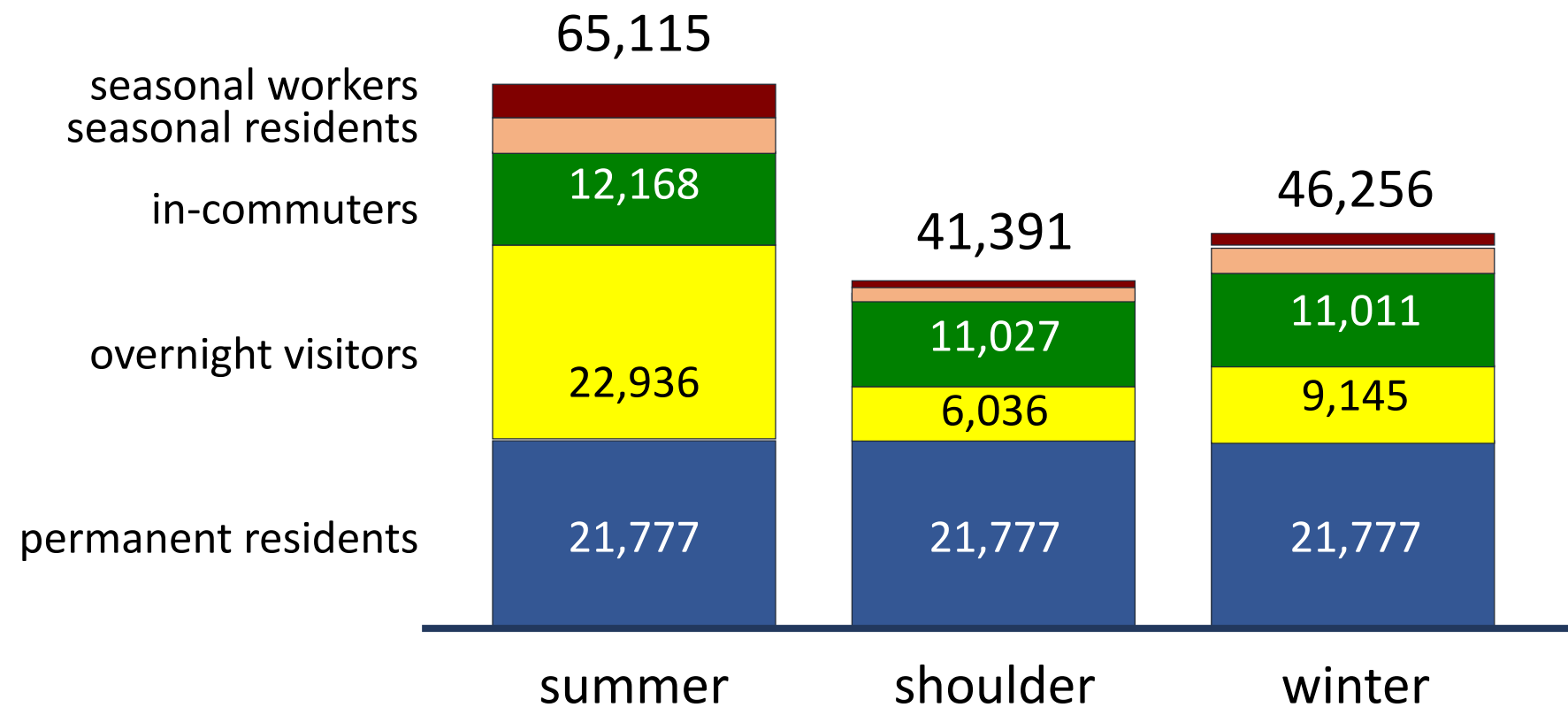
major trends | vehicle miles of travel

evaluating VMT

	summer Jun-Jul-Aug- Sep	shoulder Apr-May-Oct-Nov	winter Dec-Jan-Feb-Mar
residents			
in-commuters			
visitors			
others			

by season
and by traveler category

major trends | total effective population in 2017

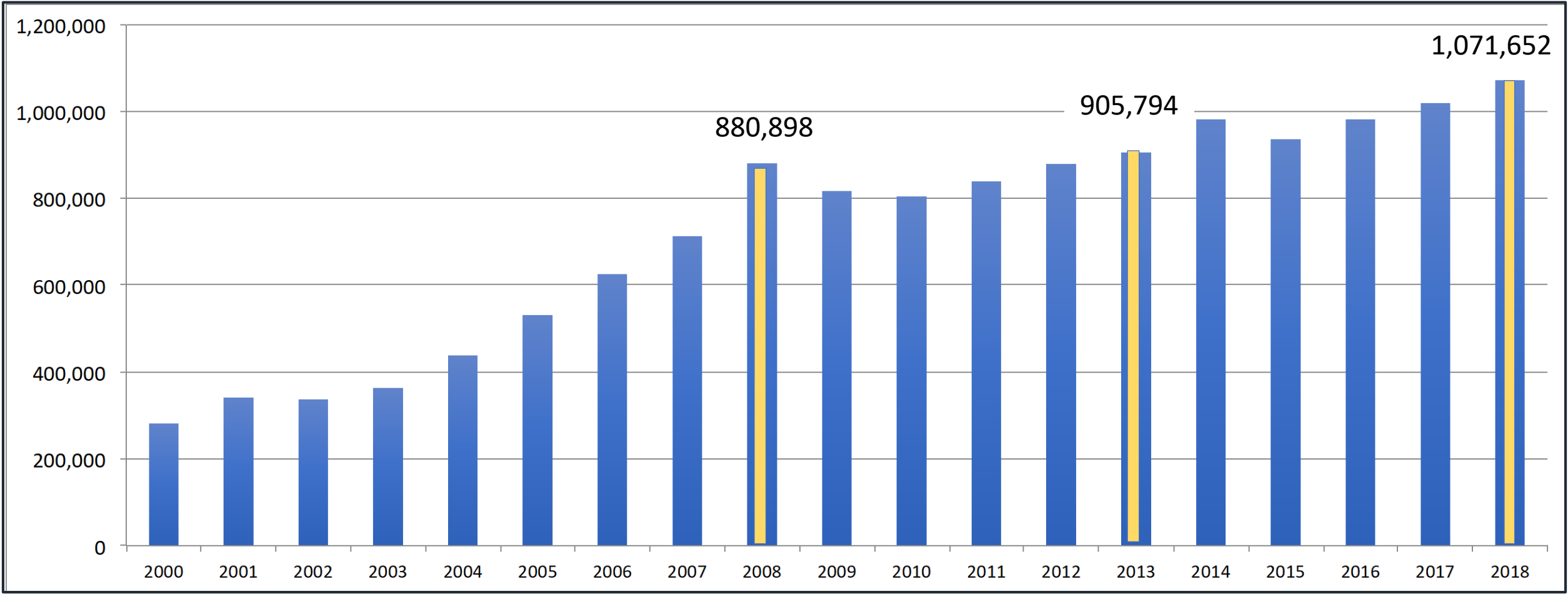


major trends | transit ridership



photo credit: Jackson Hole Traveler

major trends | annual transit ridership - START

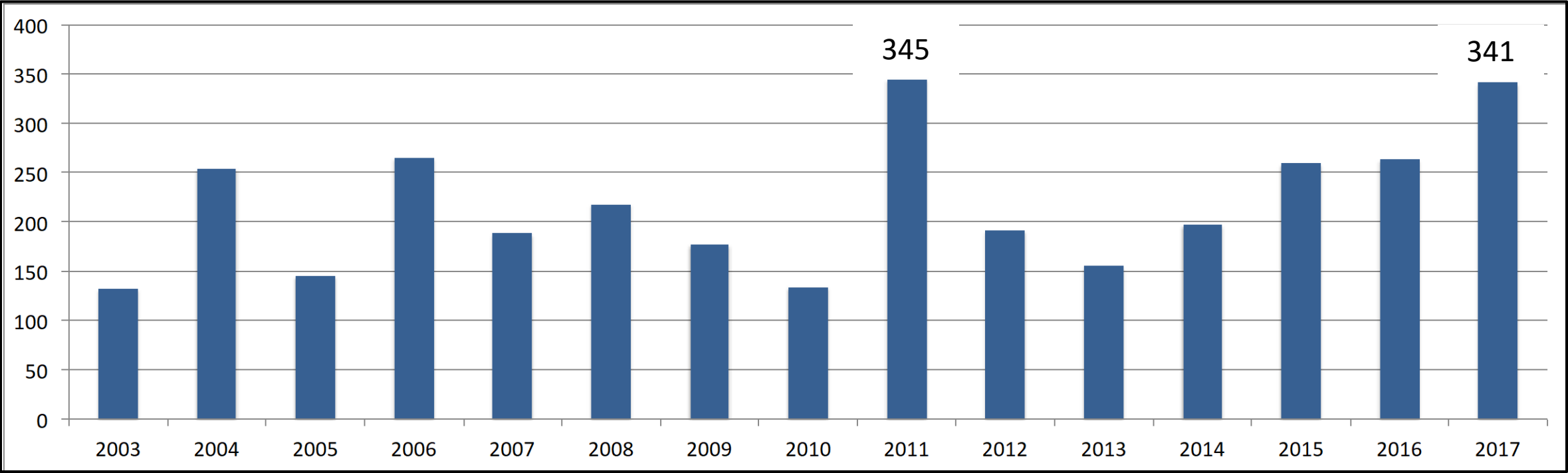


major trends | wildlife collisions



photo credit: buckrail.com

major trends | wildlife/vehicle collisions | winter season



overall ITP direction | discussion topics

- ✓ LOS D – highway capacity
- ✓ WY-22 bus rapid transit
- ✓ transit funding
- ✓ ITP – TDM implementation

discussion topics | LOS D – highway capacity

def. 'induced travel' –
tapping into latent demand for travel by increasing capacity

nearly all travel is discretionary:

whether
to make a
trip

when to
make a
trip

what
route to
take

what
mode to
take

whether
to share
a ride

discussion topics | transit funding

ITP puts major emphasis on transit expansion

- ✓ double by 2024 and double again by 2035
- ✓ system is at capacity now in winter
- ✓ how to increase public support for transit
- ✓ potential for organizational changes (RTPO or RTA)

discussion topics | ITP implementation

little progress has been made on the ITP Action Plan

- ✓ no success hiring transportation planner
- ✓ lack of political consensus
- ✓ need for a simple, coherent narrative

How to Get Involved

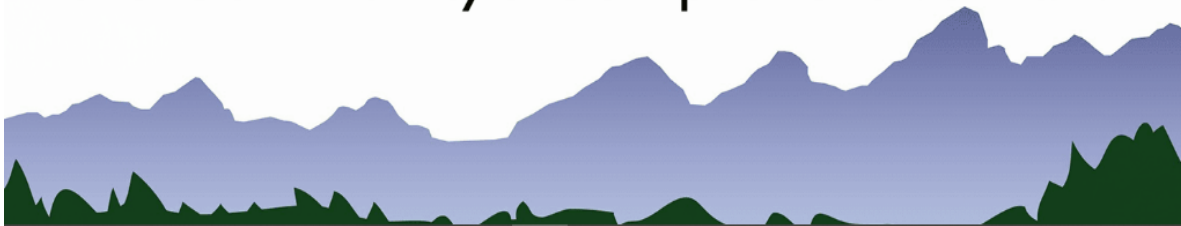
How Are We Doing?

Join us in our Five-Year Community Review

Click Here

Share your thoughts and ideas

to help us meet the Vision and Goals in
the Community's Comprehensive Plan!

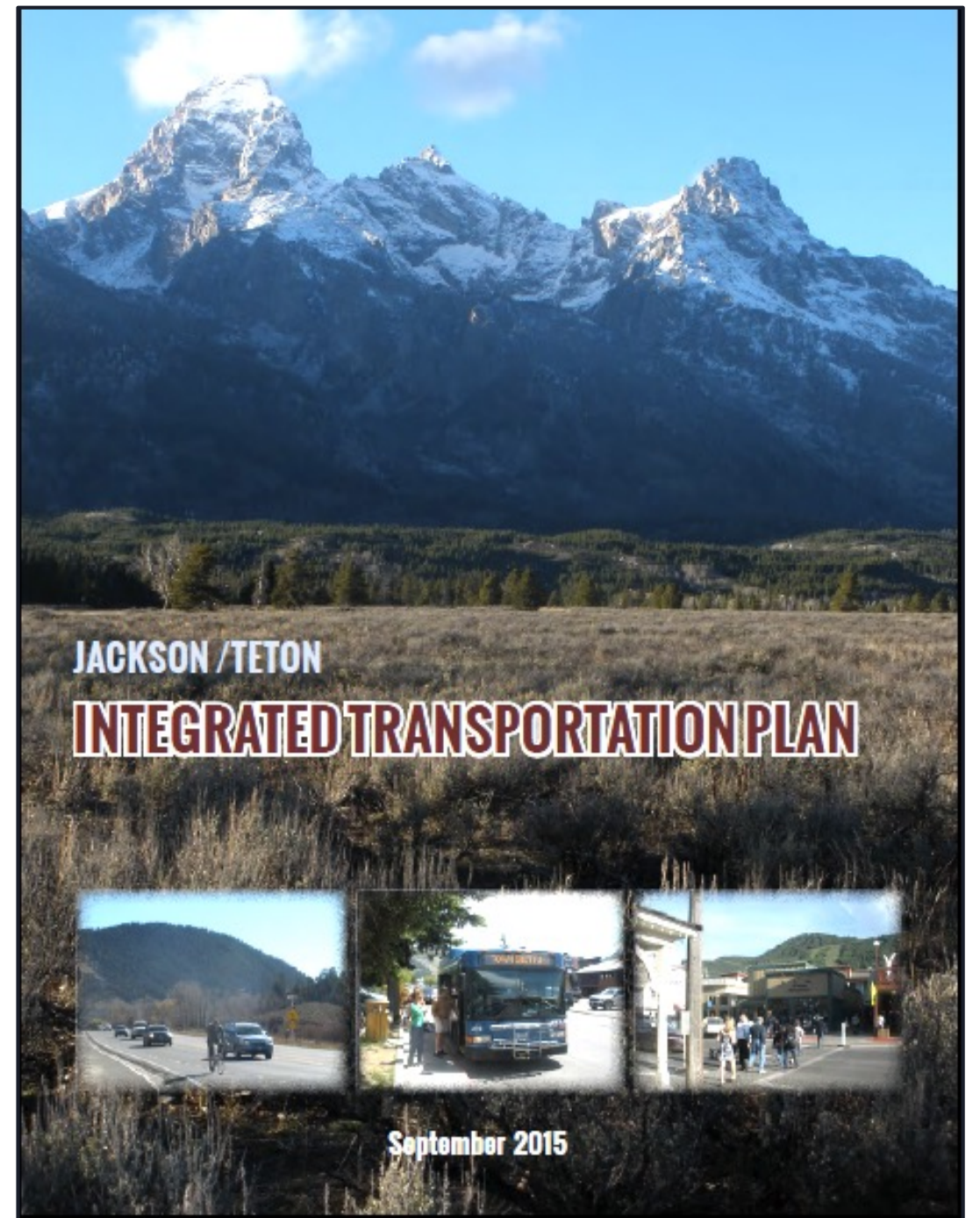


<http://jacksontetonplan.com/>

- ✓ ITP - Joint Information Meetings
 - ✓ November 4, 2019 – refresh, review, discuss
 - ✓ December, 2019 – draft update for review
 - ✓ January, 2010 – approve update



thank you!



September 2015