



Parking Study

Initial Project Charter: November 8, 2016

Purpose and Need

Parking is a significant land use that affects what can actually be built in the denser areas of the Town and County. Parking availability and location is a key influencer of transportation decisions. Also, parking management has a major impact on public works operations. A comprehensive parking strategy that balances land use, transportation, and operations impacts is crucial to the implementation of the community's goals.

An update to the 2003 Downtown Jackson parking study is identified as an immediate (2015-2018) action in the Integrated Transportation Plan. An action that is supported by Strategy 7.3.S.1 of the Comprehensive Plan, which calls for a reevaluation of parking standards that currently promote travel by single occupancy vehicle. This initial charter for a Jackson/Teton County Parking Study responds to that policy direction from the community.

However, this Parking Study is more than just an update of the 2003 Downtown Jackson parking study. In fact the immediate impetus for this Parking Study is actually the identification in the Housing Action Plan of parking as an impediment to the provision of opportunities for the denser housing that is envisioned for certain areas of the community in order to provide workforce housing (Initiative 5A, pg. 5-3). In 2017 the Town will update its zoning to implement the Comprehensive Plan direction to allow denser housing options in Transitional subareas of Town. Part of the analysis of the trade-offs that come with density will be a discussion of parking need, parking issues, and the role of on-street and other publicly provided parking.

In addition, this Parking Study is the beginnings of implementation of the communitywide Transportation Demand Management Program (TDM) described in the Integrated Transportation Plan. Beyond zoning for housing, understanding parking and parking alternatives is critical to the design and implementation of the TDM. Parking can be used as a carrot and a stick in managing transportation and providing additional transportation capacity through alternate modes.

The Parking Study will be comprised of 4 projects

1. Residential, Non-Downtown Commercial, and Park-n-Ride Parking Study
2. Downtown Core Parking Study
3. Regional Corridor Parking Study
4. Communitywide TDM Scoping

The format of this charter is based on the capital project charter framework in the Integrated Transportation Plan. The charter framework was adopted to require that capital improvement projects consider all aspects of a project from initiation through final design. The intent is that a project charter

is first adopted at initial project development, then updated at completion of concept design and completion of final design. (See pages 38-42 of the Integrated Transportation Plan for a full description of Project Charters.) While this Parking Study is not a capital project that requires a project charter, the intent is applicable. This charter will serve as the initial charter for each of the 4 projects that make up the Parking Study. The scope of consultant services for each project will serve as that project's concept charter. Because this is a study, the recommended actions that come out of each project will be the final charter for each project.

Parking Study Objectives

The various projects of this Parking Study will identify potential changes to Town and County parking regulations and laws through an evaluation of the costs and benefits of multiple parking scenarios to:

- level of service for all modes
- maintenance protocols
- budget
- housing
- transportation
- safety
- ecosystem

The study will consider parking requirements, on-street parking, public parking lots, and the greater integrated transportation system. The conclusions of the Study will be recommended parking scenarios for implementation through the Land Development Regulations, Community Streets Plan, municipal code, public works standards, and other appropriate means. The primary questions to be answered relative to each project are:

- What parking is currently available for all modes and how is parking currently used?
- What is the future of parking demand?
- What programs might encourage a reduction in parking demand?
- What parking functions should be accommodated within the public right-of-way?
- What are the Level of Service (LOS) tradeoffs that come with on-street winter parking?
- What is the public's role in providing parking?
- What is the role of private business in providing public parking?
- What constraints does parking place on development and what are their dollar values?
- What is the role of START, pathways, and/or sidewalks to facilitate parking?

Environmental Review

This Parking Study does not require any Town, County, or Federal environmental analysis as it is not a capital project. Environmental impacts will be considered in evaluation of alternatives, as discussed above in the objectives section of this charter. However, the specific environmental impact will likely be difficult to quantify given the high level of the policy discussion in this Study. The final charter for each

project may identify specific environmental reviews that are needed to implement recommended parking scenarios.

Roles

Elected Bodies: Town Council and Board of County Commissioner roles and responsibilities are identified for each project as part of the initial outline of project elements.

Stakeholders: Stakeholder roles and responsibilities are identified for each project as part of the initial outline of project elements. A general list of stakeholders is identified below. A single stakeholder group may be identified or an individual group may be identified for each project.

- Teton Village
- Teton Valley
- Star Valley
- Federal Land Managers
- Business Owners
- Homeowners
- Residents
- Airport
- WYDOT
- For Hire Transportation
- Chamber of Commerce
- Transportation Advocates
- Law Enforcement

Public Engagement: Public engagement for each project is identified below as part of the initial outline of project elements. Public engagement in this process will center on distribution of educational materials and solicitation of comment to identify parking concerns and opinions on the public's role in providing parking.

Risk Assessment

These are studies that are not just technical and quantitative; they are also qualitative and philosophical. Some of the transportation objectives of the community are more acceptable as high level concepts than they are when implemented through regulations, incentives and allowances. The objectives of this Study are partly to survey community opinions and identify options for moving forward; however the risk to achieving the objectives is the near certain disagreement about the preferred option for moving forward. One key to mitigating this risk will be buy-in to the process at the beginning so that even if the recommended alternative is not acceptable to all, everyone feels they have had an equal opportunity to participate and influence the conversation. Another key is that there is an established body of facts on the issues that all participants understand. This will take research and outreach so that when quantitative information exists, it is available to everyone participating in the

conversation. The goal of the Study will be to reach a recommended alternative that represents the broadest possible consensus.

Delays related to finding that consensus will be the greatest fiscal risk. When studies such as these address controversial topics the biggest fiscal risk is a desire to restudy and restudy to try and explain away differing opinions. While establishing facts and making them available is important, facts cannot bridge ideological divides. The initial buy-in discussed above will be important not only in giving the public the assurance that they will be able to participate, but will also give the encouragement and support for building a broad consensus and moving forward.

Extent, Resources, and Responsibilities

The Parking Study is actually a set of 4 projects that can be completed in parallel, or in series, as appropriate. The intent of dividing the work tasks this way is that this work program can become a continuing service task order. For example, tasks from Project 2 or 3 could be added to a contract to complete Project 1 if the tasks become timely, funding is available, and the consultant is qualified. The Town and County may contract with different consultants for different projects or tasks and may choose to wait on certain tasks while proceeding with others.

Project 1 - Residential, Non-Downtown Commercial, and Park-n-Ride Parking

While the Integrated Transportation Plan only mentions updating the Downtown parking study, the first project of the Parking Study will be an analysis of existing conditions and potential alternatives for the rest of Town outside of Downtown – the residential parking throughout Town, the commercial parking west of Karns Meadow, and the park-n-ride parking provided in those areas.

The Jackson/Teton County Comprehensive Plan envisions increased residential density in certain areas of Town to provide workforce housing opportunities that are needed in the community. The Town intends to update its residential zoning to implement this vision in 2017. That zoning will include parking requirements and also density allowances that depend on parking needs and standards. The Jackson/Teton County Housing Action Plan identifies parking requirements as one of the impediments to the provision of denser housing. This Parking Study project is needed to inform the conversation about residential density options in Town.

The Comprehensive Plan also envisions a transition to the form and function of the commercial areas around the "Y" intersection. Some of these areas, which have traditionally been characterized by auto-oriented design and use, are starting to be developed in a more pedestrian oriented manner with greater density of commercial and residential use. In order to implement the Comprehensive Plan a first generation parking study, like the one completed in 2003 for Downtown, is needed to inform the zoning updates planned for 2017. As part of this discussion locations for potential park-n-rides and the use of alternative modes of transportation specifically including START will be discussed.

Project Sponsor: Town of Jackson

Professional Services: \$ 75,000

Funding: \$ 50,000 budgeted for FY17 in Town Planning Professional Services
\$ 25,000 budgeted for FY17 in County Engineering Professional Services

Project Manager: Tyler Sinclair, Jackson/Teton County Planning Director
(in-lieu of Jackson/Teton County Transportation Planner)

Staff Resources: 500 hours (1/4 FTE)
Town/County Planning
Town/County Public Works
START
Law Enforcement

Task 1a: Residential Parking Inventory and Utilization

The first step is to inventory the available parking in residential areas and get a sense for how it is used. The work in this task will identify where spillover occurs and where that spillover ends up. This task will involve quantitative counts and surveys as well as a public forum to identify issues. While this initial survey work will be completed during the winter, it will not be solely focused on winter issues. It will also look at issues related to RV, boat, and other vehicle storage on-street along with other issues more prevalent in summer. We also need to embrace and plan for future trends in parking and transportation (e.g. ride share, car share, bike share, and lower rates of car ownership).

| Deliverable | Timing | Responsibility |
|---|------------|----------------|
| Educational Materials on Trends in Parking Need | February 1 | Consultant |
| Inventory of Parking in Residential Areas | March 1 | Staff |
| Utilization Study of Parking in Residential Areas | March 1 | Staff |
| Public Input on Parking Issues at Public Forum | March 1 | Public |
| Summary of Public Input | March 15 | Consultant |

Task 1b: Districts 4 & 5 Parking Inventory and Utilization

Concurrently with Task 1a, an inventory and utilization study of the parking in the commercial areas west of Karns Meadow is necessary. This inventory will look at on-street and off-street parking and will also look at how larger parking lots such as those at Smith's, Albertsons, and Kmart are used as park n' rides or for other means than service of the destination. It will look at options such as fee-in-lieu and parking reductions due to internal capture that are currently implemented Downtown. It will also look at other options used in other communities that might be applicable. Like the residential inventory this will be a quantitative and qualitative survey. The two surveys will be completed concurrently to understand their relationship, and also to consolidate the public forums where input will be gathered.

| Deliverable | Timing | Responsibility |
|---|----------|----------------|
| Inventory of Parking in D4&5 Commercial Areas | March 1 | Staff |
| Utilization Study of Parking in D4&5 Commercial Areas | March 1 | Staff |
| Public Input on Parking Issues at Public Forum | March 1 | Public |
| Summary of Public Input | March 15 | Consultant |

Task 1c: Level of Service Documentation

In order to discuss residential and commercial parking options, we also need to understand the level of service (LOS) that is being provided for various modes of transportation in each season, especially in winter, so that we can understand any tradeoffs we may be making in our parking decisions. This will include a conversation about the purpose of the public right-of-way and on-street parking. This will involve quantifying our current parking and transportation LOS for all modes, comparing those LOS with other peer communities, and asking the public their impressions of the LOS provided. This quantification of LOS will also include quantification of the cost to a developer of providing off-street parking, both in terms of actual construction cost, and in terms of lost/gained revenue due to the site area required.

| Deliverable | Timing | Responsibility |
|---|----------|----------------|
| Quantified LOS Goals/Actuals for Bus Routes, Sidewalks, Streets | March 1 | Staff |
| Peer Study | March 1 | Consultant |
| Costs of Off-Street Parking (Actual + Opportunity Lost) | March 1 | Consultant |
| Public Input on ROW LOS at Public Forum | March 1 | Public |
| Summary of Public Input | March 15 | Consultant |

Task 1d: Alternative Development/Review

Alternatives review will look at various options available to the community to provide residential parking, the various options available to the community to provide parking in the commercial areas west of Karns Meadow, and also begin to consider the park n' ride options discussed in more detail in Project 3. Each alternative will identify the amount of parking provided, the amount of density enabled, the expected level of service, maintenance requirements, and the needed transportation infrastructure to facilitate the alternative in addition to any other issues identified in the previous tasks. Stakeholders with technical expertise in the subject matter will review and comment on the alternatives, as will the public. The public comments on the alternatives may occur as part of this process, or they may be rolled into public evaluation of various alternatives related to zoning for the area of Town outside of Downtown (identified in the Comprehensive Plan as Character Districts 3-6).

| Deliverable | Timing | Responsibility |
|---|--------------|----------------|
| Residential Parking Policy Alternatives | April 1 | Consultant |
| Stakeholder Comments on Alternatives | May 1 | Consultant |
| Public Comment on Alternatives | Part of D3-6 | Staff |

Task 1e: Recommended Alternative

Based on the comments on the alternatives, the consultant will develop a recommended alternative, which may be a combination of components of the alternatives analyzed. The

recommended alternative will include a description of the philosophy and intent behind the alternative as well as a list of actions to implement the alternative. The recommended alternative will be the final component of the Rest of Town Parking Study that will pull all of the project deliverables together. Implementation of the recommended alternative will begin once it is adopted by the Town Council, with the Character District 3-6 LDR Updates and the FY18 Budget, but may take many years to fully execute.

| Deliverable | Timing | Responsibility |
|---------------------------------------|---------|----------------|
| Residential Parking Study | June 1 | Consultant |
| Adoption of Residential Parking Study | June 15 | Council |

Project 2 - Downtown Parking

An update of the 2003 downtown parking study is specifically called for in the Integrated Transportation Plan and the Comprehensive Plan. But an evolution is also needed. Since the 2003 Parking Study, a new Comprehensive Plan has been adopted that envisions the downtown as a vibrant, pedestrian-oriented, mixed-use area that hides and deemphasizes off-street parking. Since 2003, additional questions have also arisen as more applicants have incorporated housing into downtown development and the use of public parking has come into question in various circumstances. All of the original elements of the 2003 study will be revised along with consideration of new ideas and trends.

Task 2a: Inventory and Utilization Update

The first step downtown is to update the inventory of parking spaces and study of utilization first completed in 2003, introducing study of parking for all modes. The update will include a quantitative survey as well as a qualitative survey of parking perceptions. Part of the update will be the creation of a database that can be updated on a regular, seasonal basis to understand changes in parking supply and utilization as various programs are implemented. The inventory will also look at where downtown parking spills over and the impacts it has on adjacent neighborhoods. We also need to embrace and plan for future trends in parking and transportation (e.g. ride share, car share, bike share, and lower rates of car ownership).

| Deliverable | Timing | Responsibility |
|---|-------------|----------------|
| Educational Materials on Trends in Parking Need | Summer 2017 | Consultant |
| Database to Enter and Track Parking | Summer 2017 | Consultant |
| Inventory of Parking Downtown | Summer 2017 | Staff |
| Utilization Study of Parking Downtown | Summer 2017 | Staff |
| Public Input on Parking Issues at Public Forum | Summer 2017 | Public |
| Summary of Public Input | Summer 2017 | Consultant |

Task 2b: Parking Demand Management

Managing vehicle parking demand is one of the TDM programs to be considered in implementation of the Integrated Transportation Plan. Teton Village's vehicle parking demand management has had a measurable impact on its parking need, and other locations have seen similar benefits. The first part of this task will be an evaluation of what other

communities have done to manage parking. The appropriate management options for downtown will depend on the inventory and utilization data, but will include a review of parking allowances, incentives, and requirements such as utilizing paid parking to reduce parking demand and direct parking to appropriate locations. Review of the Parking Demand Management Options will be done both by stakeholders with technical expertise on the issue and the general public.

| Deliverable | Timing | Responsibility |
|--|-----------|----------------|
| Evaluation of Parking Management Options | Fall 2017 | Consultant |
| Stakeholder Comments on Parking Management Options | Fall 2017 | Consultant |
| Public Input on Parking Management Options | Fall 2017 | Public |
| Summary of Public Input | Fall 2017 | Consultant |

Task 2c: Purpose of Public Parking Downtown

For the past 10 years the Town has provided public parking downtown in a coordinated manner based on the 2003 Parking Study. Since that time however, additional utilization pressure for that parking has arisen – from the airport shuttle park n' ride to residential demand. This task will build on the utilization survey to discuss what types of parking demand are best provided as a public utility and at what fee. This task will run concurrently with the parking demand management task. The stakeholder and public comment processes for the two tasks may be consolidated.

| Deliverable | Timing | Responsibility |
|--|-----------|----------------|
| Cost/Benefit Evaluation of Public Provision of Parking Types | Fall 2017 | Consultant |
| Stakeholder Comments on the Purpose of Public Parking | Fall 2017 | Consultant |
| Public Input on the Purpose of Public Parking | Fall 2017 | Public |
| Summary of Public Input | Fall 2017 | Consultant |

Task 2d: Recommended Alternative

Based on the data and comments from the stakeholders and public, the consultant will develop a recommended alternative, which may be a combination of components of the options analyzed. The recommended alternative will include a description of the philosophy and intent behind the alternative as well as a list of actions to implement the alternative. The recommended alternative will be the final component of the Downtown Parking Study that will pull all of the project deliverables together. An implementation schedule of the recommended alternative will be included with recommended actions.

| Deliverable | Timing | Responsibility |
|------------------------------------|-------------|----------------|
| Downtown Parking Study | Winter 2017 | Consultant |
| Adoption of Downtown Parking Study | EOY 2017 | Council |

Project 3 - Regional Corridor Parking

The Integrated Transportation Plan establishes a community goal to double transit ridership in the next ten years, then double it again in the following ten years as a method of increasing transportation

capacity. This ambitious goal is focused in large part on commuter and corridor routes. These corridor and commuter routes often lend themselves to park n' ride concepts and sometimes create new parking issues that need to be addressed. The ITP also identifies interceptor parking as a potential transportation demand management tool for downtown, noting the success of the Stilson parking lot in intercepting trips to Teton Village. This project will also need to look outside the boundaries of Jackson and Teton County to evaluate the parking needs on the Teton Valley and Star Valley commuter routes as well as a potential corridor route north to Grand Teton National Park and the airport.

Task 3a: Evaluation of Existing Local Park 'n Ride Lots/Areas

Currently a number of parking lots serve as park 'n rides. The capacity and utilization of Stilson, Albertsons, Kmart, Smith's and other parking lots that are intentionally or unintentionally being utilized as park n' ride locations needs to be surveyed in winter and summer to understand the potential for future use as part of the corridor and commuter transit system. Locations should also be evaluated for their function as interceptor parking for trips downtown. These evaluations should include discussion of appropriateness of structured parking and how multiple uses might share such a structure. Some of this work maybe completed as part of Project 1.

| Deliverable | Timing | Responsibility |
|--|--------|----------------|
| Identification of Park 'n Ride Locations | TBD | Staff |
| Inventory and Utilization Survey of Park 'n Rides | TBD | Staff |
| Technical Evaluation of Park 'n Ride Options | TBD | Consultant |
| Stakeholder Input on Park 'n Ride Desires and Issues | TBD | Consultant |
| Public Input on Park 'n Ride Desires and Issues | TBD | Public |
| Input Summary | TBD | Consultant |

Task 3b: Evaluate BRT/HOV Lane

The Integrated Transportation Plan identifies implementation of a Bus Rapid Transit (BRT) and/or High Occupancy Vehicle (HOV) lane on the Jackson to Teton Village corridor as critical to the community's transit goals. The majority of the work to plan that project will be done as part of the Capital Group 1 Charter, but there is a parking component to making the project work that may, depending on timing, be a separate analysis that fits better in this Parking Study. The purpose of this task is to evaluate BRT routing through the lens of parking provision to identify potential opportunities and threats to BRT and parking in the areas at either end of the BRT/HOV route.

| Deliverable | Timing | Responsibility |
|---|--------|----------------|
| Study of Parking Impacts from BRT/HOV in Peer Communities | TBD | Consultant |
| Evaluation of Park 'n Ride Opportunities for BRT/HOV | TBD | Consultant |
| Stakeholder Input on Park 'n Ride for BRT/HOV | TBD | Consultant |
| Public Input on Park 'n Ride for BRT/HOV | TBD | Public |
| Input Summary | TBD | Consultant |

Task 3c: Regional Approach

The commuter transit routes and the northern corridor transit route each terminate outside Jackson/Teton County. A study of the parking needs in those areas must involve those communities in order to coordinate the transit expansion envisioned in the Integrated Transportation Plan. This Task will require cooperation with neighboring Counties and Federal Land Managers on the regional transportation system and where parking will be needed. It may also include cooperation with schools and other transportation providers to think about shared resources for parking and transportation demand management.

| Deliverable | Timing | Responsibility |
|--|--------|----------------|
| Inventory and Utilization Study of Remote Parking | TBD | Partners |
| Identification and Evaluation of Remote Park 'n Ride Options | TBD | Consultant |
| Stakeholder SWOT Analysis of Remote Park 'n Ride | TBD | Consultant |
| Public SWOT Analysis of Remote Park 'n Ride | TBD | Public |
| Summary of Input | TBD | Consultant |

Task 3d: Recommended Alternative

Based on the data and comments from the stakeholders and public, the consultant will develop a recommended alternative, which may be a combination of components of the options analyzed. The recommended alternative will include a description of the philosophy and intent behind the alternative as well as a list of actions to implement the alternative. The recommended alternative will be the final component of the Regional Corridor Parking Study that will pull all of the project deliverables together. An implementation schedule of the recommended alternative will be included with recommended actions.

| Deliverable | Timing | Responsibility |
|---|--------|----------------|
| Regional Corridor Parking Study | TBD | Consultant |
| Adoption of Regional Corridor Parking Study | TBD | Jurisdictions |

Project 4 - Communitywide TDM

The Integrated Transportation Plan calls for a communitywide Transportation Demand Management (TDM) Program with various components focused on commuters, new development, residents, and visitors. This project is broader than just parking, and the parking components of the TDM are largely addressed in the other projects of this charter. This project is more of a continuation of the Parking Study into continued implementation of the ITP and may be more of an ongoing task order than a single continuous effort. Some of the tasks in this project could be added into other Parking Study projects depending on timing and need. This whole project may eventually become its own charter, or it may become the job description of a Transportation Demand Coordinator.

Task 4a: Transportation Planner/Coordinator Job Description

One of the immediate actions (2015-2018) identified in the Integrated Transportation Plan is to create, fund, and fill a TDM Coordinator position. Furthermore the Comprehensive Plan calls for exploration of a joint Town-County Transportation Department (Strategy 7.1.S.8). The first step in both of these actions is to create a job description for a Transportation Planner that can

work to implement the ITP and grow into the TDM coordinator as the TDM is put in place. This task would explore whether this should be a joint position as envisioned in the Comprehensive Plan. This job description would be ready for discussion of funding as part of the FY18 budget.

| Deliverable | Timing | Responsibility |
|--|-------------------|----------------|
| Transportation Planner/Coordinator Job Description | April 1, 2017 | Consultant |
| Fund Transportation Planner/Coordinator | July 1, 2017 | Council/BCC |
| Hire Transportation Planner/Coordinator | September 1, 2017 | TBD |

Task 4b: Employer-Based TDM Strategies

The Integrated Transportation Plan identifies a number of employer-based strategies to address demand for transportation to work (ITP, pg. 19-20). Short trips within the community are the most responsible for traffic growth in the past decade, so TDM initiatives targeted at commuter trips will significantly free road capacity. Such initiatives have been successful in Teton Village. Some of the first tasks in establishing a successful communitywide TDM will be to work with employers to evaluate the various initiatives suggested in the Integrated Transportation Plan and look at other efforts in surrounding communities. This task will evolve into a much larger and ongoing effort but is identified in this charter as a starting point. The result will likely be an action plan for phasing in a wide range of initiatives.

| Deliverable | Timing | Responsibility |
|---|--------|----------------|
| Evaluate Potential Employer-Based TDM Strategies in ITP | TBD | Consultant |
| Evaluate Other Options for Employer-Based TDM | TBD | Consultant |
| Stakeholder Input on Employer-Based TDM Strategies | TBD | Consultant |
| Public Input on Employer-Based TDM Strategies | TBD | Consultant |
| Recommended Employer-Based TDM Program | TBD | Consultant |
| Stakeholder Input on Employer-Based TDM Strategies | TBD | Consultant |

Task 4c: Update Transportation Demand Management LDRs

Transportation facility and parking requirements for new development in the Town and County are outdated and automobile centric. This relates to everything from County cross-section design standards to standards for review of the transportation impacts of new development. These standards need to be updated, building on the work the Town has done with its Community Streets Plan, to represent the community's desire for accommodation of all modes of travel and de-emphasis of single occupancy vehicles. This includes consideration of standards for the Level of Service provided in the entire cross-section of a roadway for all modes of travel. These standards also need to incorporate requirements, incentives, and allowances consistent with the TDM goals of the community to reduce the transportation demands of new development, without prohibiting new development. This is a large task that will likely evolve into its own charter or be included as part of other charters.

| Deliverable | Timing | Responsibility |
|---|--------|----------------|
| County Community Streets Plan | TBD | Consultant |
| SWOT Analysis of Current LDRs Against Comp Plan and ITP | TBD | Consultant |
| Stakeholder and Public Input on Transportation LDRs | TBD | Consultant |
| Updated Transportation LDRs | TBD | Consultant |

Task 4d: Sharing Bikes, Cars, Rides

Another set of initiatives identified in the Integrated Transportation Plan is exploration of the opportunities for bike, car, and ride share to address some of the community's transportation demand. This task is important for expansion of transit service as it address first and last mile transportation where transit is impractical but an alternative to walking is needed in order to make transit viable. It also addresses the need for parking that comes from the "storing" of vehicles for occasional use. Sharing of transportation resources is an emerging trend that represents an opportunity for the community to get in front of changes that are likely in the future. Implementing or enabling such programs will likely be a long-term discussion and likely be some sort of public-private partnership or cooperation.

| Deliverable | Timing | Responsibility |
|---|--------|----------------|
| SWOT Analysis of Current Regulations/Policies vs. Sharing | TBD | Consultant |
| Requirements, Incentives, Allowances for Sharing | TBD | Consultant |

Task 4e: Bus Rapid Transit

Including consideration of Bus Rapid Transit (BRT) and/or High Occupancy Vehicle lanes in the improvements to WY22 and WY390 is an important part of the transit goals of the Integrated Transportation Plan. Studying the needs of a BRT system and possible routing may be a task that is included in the Capital Group 1 Charter, or it may be a separate task that informs Capital Group 1, but has a larger scope because it also extends to Capital Group 2.

| Deliverable | Timing | Responsibility |
|-----------------------------------|--------|----------------|
| Evaluate Design Needs of a BRT | TBD | Consultant |
| Evaluate Routing Option for a BRT | TBD | Consultant |