

POLICY QUESTIONS

Q1. What is the relationship between the Integrated Transportation Plan (ITP) and the Jackson/Teton County Comprehensive Plan?

A1. The ITP is designed to implement the transportation provisions of the Comprehensive Plan. The ITP does not change or supersede any provision of the Comprehensive Plan. Appendix A provides a summary of Comprehensive Plan transportation policies.

Q2. What is the relationship between the Integrated Transportation Plan (ITP) and Chapter 8 (Transportation) of the former, 1994 Comprehensive Plan?

A2. The ITP draws inspiration and information from the previous transportation plan, but completely replaces and supersedes it.

Q3. What is the relationship between the Integrated Transportation Plan (ITP) and other plans and documents that have been published by the Town and County over the years?

A3. The ITP represents the official transportation plan of the Town of Jackson and Teton County. It is the governing policy and implementation document for all transportation provisions of the 2012 Jackson/Teton County Comprehensive Plan.

Q4. What are the implications of adoption of the Integrated Transportation Plan (ITP) by the Town Council and County Board of Commissioners?

A4. The ITP will guide Town and County staff priorities and timing. Staff will begin work on implementation and future budget requests will include costs of implementing Action Plan elements. Future capital improvement plans will include capital projects identified in the ITP. Coordination with Wyoming DOT will be guided by the ITP. START system development – capital and operations – will be guided by the ITP. However, future elected boards will continue to have control over project decisions and budgets and may choose to fund, amend or update the ITP.

Q5. When will the Integrated Transportation Plan (ITP) be updated or revised?

A5. The ITP lays out a schedule for future updates. A technical update in 2019 will provide revised data and an updated traffic model, without changing any of the policy provisions of the Plan. The plan calls for a full update in 2024 that will revisit and reconsider all parts of the ITP and will make changes as appropriate at that time. However, the Town and County may also choose to update or revise provisions of the ITP as the elected bodies see fit if and when that is needed.



“WHERE CAN I FIND ___” QUESTIONS

Q6. Where can I find a digital copy of the Integrated Transportation Plan (ITP)?

A6. The ITP is available to read or download on the ITP page of the Teton County website at this link:

<http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/>.

The ITP webpage can also be accessed by following the “ITP” link on the Jackson/Teton County Comprehensive Plan home page available at: www.jacksontetonplan.com

Q7. Where can I find the Appendices to the Integrated Transportation Plan (ITP)?

A7. The Appendices are listed and are available to read or download on the ITP page of the Teton County website at this link:

<http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/>.

The ITP webpage can also be accessed by following the “ITP” link on the Jackson/Teton County Comprehensive Plan home page available at: www.jacksontetonplan.com

Q8. Where can I find information about the transit program?

A8. Chapter 2 (Transit Development) describes the transit program that will be pursued by the Town and County through START. Chapter 7 (Action Plan) describes the timing of specific transit projects and programs. Appendix I (Fixed Guideway Transit Feasibility) provides data and perspectives on the potential timing and feasibility of various types of high capacity transit in Teton County. Chapters 2 and 7, and Appendix I are available to read or download on the Teton County website at this link:

<http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/>.

Q9. Where can I find information about the bicycling and pathways program?

A9. Chapter 3 (Active Transportation) describes the policy direction and priorities for the bicycle and pathways program. Chapter 7 (Action Plan) describes the timing of specific bicycle projects and programs. Appendix G (Monitoring Active Transportation System Demand and Performance) provides information about techniques for keeping track of the amount and location of bicycling activity. Chapters 3 and 7, and Appendix G are available to read or download on the Teton County website at this link:

<http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/>.

Q10. Where can I find information about plans for street and highway projects in the Town of Jackson and in Teton County?

A10. Chapter 5 (Major Capital Projects) describes the regionally-significant street and highway projects that are specifically planned and addressed in the Plan. Chapter 5 also



includes a benchmarking system for determining when specific major projects may be needed. Chapter 5 does not list smaller projects such as resurfacing or routine reconstruction projects. The Integrated Transportation Plan (ITP) does not prevent or preclude and Town or County from determining that other capital street and highway projects not listed in the ITP are needed and should be built. Chapter 7 (Action Plan) describes the timing of project development for specific Capital Groups. Appendix H (North Bridge Traffic Impact Analysis) provides information and data about the estimated traffic impacts of building a new highway connection between US-26 north of Jackson and WY-390 south of Teton Village. Chapters 5 and 7 and Appendix H are available to read or download on the Teton County website at this link:

<http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/>.

- Q11. Where can I find information about the public process and public review that occurred during Integrated Transportation Plan (ITP) development?

A11. A summary of the stakeholder interviews conducted early in ITP development is provided in Appendix B. The two public workshops held on the ITP (June and October, 2014) are reported in Appendices C and D. All of the ITP appendices are available to read or download on the Teton County website at this link:

<http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/>.

Also available at this web link is information from the three Joint Information Meeting (JIM) presentations and discussions of the ITP along with a comprehensive list and summary of Technical Advisory Committee (TAC) meeting materials and minutes, various presentations and other relevant information.

- Q12. Where can I find data used in development of the Integrated Transportation Plan (ITP)?

A12. Appendix E provides data in graphic format covering population, visitors, traffic, transit, mode share and highway wildlife mortality. Appendix E is available to read or download on the Teton County website at this link:

<http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/>.

“WHY” QUESTIONS

- Q13. Why does the Integrated Transportation Plan (ITP) call for a new north bridge over the Snake River and highway connection between US-26 north of Jackson and WY-390 near Teton Village?

A13. The ITP does not call for a new bridge or highway connection north of town. A potential new highway connection is one of the alternatives listed in Capital Group 3 in Chapter 5 (Major Capital Projects). Other alternatives include grading and paving Spring Gulch Road and building a fixed guideway transit system across the valley. Chapter 5



also sets a benchmark for initiating project development of Capital Group 3, which indicates that the need for initiating project development is unlikely to occur for many years, perhaps not until later than 2035. The ITP is designed to postpone, perhaps forever, the need to consider any of the Capital Group 3 alternatives. Chapter 5 is available to read or download on the Teton County website at this link:

<http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/>.

Q14. Why does the Integrated Transportation Plan (ITP) include widening of WY-22 west of Jackson? The Comprehensive Plan directs the Town and County to emphasize alternative modes, not highway construction.

A14. The Comprehensive Plan directs the Town and County to *“Pursue a multi-lane complete street roadway with WYDOT on Highway 22 between Town and Highway 390.”* (See page CV-3-21 of the Comprehensive Plan.) The Comprehensive Plan also provides guidance on congestion criteria for highway projects as follows: *“To discourage automobile use, the Town and County will use “Level of Service D” as defined by the American Association of State Highway Transportation Officials (AASHTO) standards for autos, as an acceptable level of congestion and delay along existing roadways and at intersections.”* (See page CV-3-18 of the Comprehensive Plan.)

Chapter 5 of the ITP shows that the traffic currently flowing through this corridor is already operating below LOS D during the summer months. The Comprehensive Plan also directs the Town and County as follows: *“Critical facilities, as defined by the electeds through service level planning, should be designed to provide an acceptable level of service to the peak effective population. Other facilities will be designed to accommodate average demand. Temporarily reduced service levels may occur at times of peak population; however, reductions should not produce a meaningful threat to the public safety.”* (See Policy 8.2.b on page CV-3-30 of the Comprehensive Plan.)

The ITP also states that *“The Town and County will work with WYDOT to explore the potential of dedicating new lane capacity in this corridor to exclusive Bus Rapid Transit (BRT)/high occupancy vehicle (HOV) use.”* (See page 30 of the ITP.) Chapter 5 is available to read or download on the Teton County website at this link:

<http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/>

Q15. Why does the Integrated Transportation Plan (ITP) call for building the Tribal Trails Connector between South Park and WY-22?

A15. The Tribal Trails Connector has been part of Teton County’s plans for years and the County holds a right-of-way easement for the corridor. The Comprehensive Plan directs the Town and County to: *“Consider the Tribal Trails Connector between Highway 22 and South Park Loop Road.”* (See page CV-3-21 of the Comprehensive Plan.)



The Tribal Trails Connector will serve several functions. It will provide much-needed direct connectivity between South Park and WY-22 west of Jackson. As such, it will provide redundancy for emergency services and general traffic and will improve local connectivity between South Park and all of Teton County west of Jackson. It will reduce future traffic through the “Y” Intersection (WY-22/US-26), reducing the future footprint required for expansion of that intersection. The project will be designed according to a project development and chartering process described in Chapter 5 of the ITP and according to more specific guidance provided in Appendix L. In particular, Appendix L addresses features to improve safety and prevent cut-through traffic. Network analysis will include modeling or simulation of traffic flows for different alternatives and combinations of alternatives, using current traffic data and forecasts. For example, traffic simulation will compare traffic flows with and without the Tribal Trails Connector and evaluate different “Y” intersection alternatives, including a roundabout. Chapter 5 and Appendix L are available to read or download on the Teton County website at this link: <http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/>.

Q16. Why doesn't the Integrated Transportation Plan (ITP) call for replacing the “Y” Intersection with a roundabout?

A16. The ITP is not a design document and does not specify design solutions for projects. However, Chapter 5 (Major Capital Projects) does list design options to be considered for the “Y” and that list includes a roundabout. However, on federal and state highways, roundabouts may not have more than two through lanes in each direction. The maximum capacity of a two-lane roundabout is about 50,000 vehicles per day, although this varies widely depending on the roundabout configuration and percentage of turning movements, among other factors. The feasibility of a roundabout to replace the “Y” may be greater when the Tribal Trails Connector is considered because some traffic through the “Y” would instead use the Connector. Whether a roundabout would be a feasible solution to the need to rebuild and expand the “Y” Intersection will not be known until a full design study has been completed. Appendix L provides more specific guidance for the project development process to be used for Capital Group 1 projects, including the “Y” Intersection. Chapter 5 and Appendix L are available to read or download on the Teton County website at this link: <http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/>.

Q17. Why does the Integrated Transportation Plan (ITP) include potential widening of the section of WY-390 just north of WY-22? The Comprehensive Plan directs the Town and County to emphasize alternative modes, not highway construction.

A17. The Comprehensive Plan directs the Town and County to “*Redesign Highway 390 as a complete street from Highway 22 to Teton Village.*” The Comprehensive Plan also provides guidance on congestion criteria for highway projects as follows: “*To discourage automobile use, the Town and County will use “Level of Service D” as defined by the American Association of State Highway Transportation Officials (AASHTO)*”



standards for autos, as an acceptable level of congestion and delay along existing roadways and at intersections.” (See page CV-3-18 of the Comprehensive Plan.)

Chapter 5 of the ITP shows that the traffic currently flowing through this corridor is already operating below LOS D during the summer months. The Comprehensive Plan also directs the Town and County as follows: *“Critical facilities, as defined by the electeds through service level planning, should be designed to provide an acceptable level of service to the peak effective population. Other facilities will be designed to accommodate average demand. Temporarily reduced service levels may occur at times of peak population; however, reductions should not produce a meaningful threat to the public safety. (See Policy 8.2.b on page CV-3-30 of the Comprehensive Plan.)*

The ITP states that *“Planning and conceptual design of improvements in this corridor will evaluate the feasibility of extending the BRT/HOV corridor along WY-22 to Teton Village through dedication of any new throughput lanes to BRT/ HOV use.” (See page 30 of the ITP.)* Chapter 5 is available to read or download on the Teton County website at this link: <http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/>

Q18. Why does the Integrated Transportation Plan (ITP) not recommend light rail transit, an aerial gondola, or some other sort of modern transit system? How can we achieve our goals if we rely on bus transit?

A18. The ITP development process considered the potential feasibility of high capacity, fixed guideway transit. This is documented in Appendix I. Someday, ridership on the transit system in Teton County may approach levels that would justify the expense of building a high capacity, fixed guideway transit system. However, based on current data and trends, it is unlikely that will happen between now and 2035, the farthest horizon year considered in the ITP. Appendix I is available to read or download on the Teton County website at this link: <http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/>

Q19. Why doesn't the Integrated Transportation Plan (ITP) address wildlife safety and highway wildlife mortality?

A19. The ITP does address wildlife safety and mortality. Chapter 5 (Major Capital Projects) includes a section providing guidance on addressing wildlife protection. Also, Chapter 5 specifies that wildlife protection measures are to be included in design of Capital Group 1 and 2 projects. Finally, Appendix J provides a summary of wildlife protection resources available in Teton County. Chapter 5 and Appendix J are available to read or download on the Teton County website at this link: <http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/>

