

TAC Members Attending

- Bob Hammond, WYDOT Resident Engineer
- Larry Pardee, Town of Jackson Public Works Director
- Dave Gustafson – Superintendent of Roads and Levees, Teton County
- Michael Wackerly – START Bus Administrator
- Tyler Sinclair – Town/County Planning Director
- Sean O’Malley – County Engineer
- Brian Schilling – Pathways Coordinator

Project Consultants Attending

- Jim Charlier – Charlier Associates
- Patrick Picard – Charlier Associates
- Bruce Meighen – Logan Simpson Design
- Libby Kaiser – Logan Simpson Design
- Amy Schmaltz – Fehr and Peers

Workshop Debrief

- Transit mode shift 2000-2012 was significant
- Michael Wackerly attributed much of this to:
 - Parking restrictions in Teton Village
 - Employee bus pass program
 - Intercept lot at Stilson
 - Transit service increases
- Bicycle mode share has increased slightly
- Public comment: Can SOV travel realistically decline just from mode shift?
- The ITP will be a metrics-based action-oriented plan (this is not intended to be a visioning project)
- We will need a method for collecting better bike/ped data
- Tyler Sinclair’s comments:
 - We need to be more strategic in the future about how we talk about transportation in Teton County
 - We need to address not just the bike/ped/transit modes, but the vehicular traffic
 - We also need to address the big transportation projects
- Bruce Meighen’s comments:
 - Creating awareness of the ITP within the Town/County was effective
 - Most of the workshop attendees were those that already had a vested interest in the project
 - We need to get a better spectrum of everyday folks



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- TAC agreed to keep the photo voice going as well as the survey questions from the workshop on the website through mid-July

VMT/Travel Model

- Is a Transportation Demand Management (TDM) program appropriate for the County?
 - The TDM model example demonstrated at the workshop could be very useful
 - The TDM model will be made available to the County
- The VMT model drafted by Fehr and Peers is land use based and incorporates local travel pattern data (where available) and a national travel pattern data
- The model will utilize 2025 and buildout land use data to make VMT forecasts
- The VMT model will be made available to the Town/County to adjust inputs over time
- A TAZ map is being developed
 - It is proposed that the TAZ map align with the Comp Plan Character districts
 - Align TAZ boundaries with Census boundaries
- The Town/County will need to discuss federal aid urban systems route designations with WYDOT in the near future

Action Plan

- An Action Plan will be developed as part of the ITP
- The Action plan will include a list of capital projects and other actions to be implemented in a 3 year, 10 year, and beyond 10 year time-frame
- The Action Plan will include:
 - Project description and objectives
 - Project elements
 - Map (if appropriate)
 - Concept drawings or pictures (if appropriate)
 - Cost estimates
 - Implementation time frame/prioritization
- Between now and the beginning of August the TAC will outline a draft list of actions to be included in the Action Plan
- Sean O'Malley's comments:
 - Would the Action Plan include trigger points for certain projects?
 - Yes and the outcomes could be multimodal projects
- The action plan capital projects for the Town may already have been identified through the Town's 10-year CIP process
- CIP has been completed for the County
- Would a multimodal/multijurisdictional Action Plan work?
 - It can guide Town/County projects
 - Will strive to also include WYDOT and National Parks/Forests



Big Data

- Big data includes:
 - Trip maker characteristics
 - Travel time between different points
 - TDM specifically focusing on particular origins and destinations
 - Linked to demographics
- Sources of data include:
 - Cell phone data
 - Vehicle GPS data
 - License plate data
- The TAC decided not to pursue collection of any of these data sources for this project as of now, but would like a detailed list of available resources in the ITP that can be used to improve data monitoring during ITP implementation
- Michael Wackerly's comments:
 - START Bus is in the process of developing an RFP for advanced technology and data collection

October Public Workshop

- This workshop would be used to present draft elements of the ITP and Action Plan
- Comments:
 - What do we need to ask for from the public in this workshop?
 - It's suggested that we not just ask for projects, but develop a draft list of criteria to evaluate the projects that the public can comment on
 - Can we include a list of criteria choices with consequences, etc.?
 - Can we turn this into a scenario exercise?
 - A trend scenario and a preferred scenario was included in the scope and will be presented in October

