Jackson / Teton County
Integrated Transportation Plan
Public Workshop

October 29, 2014
11:00am - 1:00pm
4:00pm - 7:00pm
Welcome to the 2nd public workshop for the Integrated Transportation Plan!

Workshop Goals

1. Engage the general public, key stakeholders, groups and agencies.
2. Educate participants about the Integrated Transportation Plan.
3. Gather public input to help make decisions that support our vision and improve our daily lives.

Workshop Activities

1. Check out the boards on the first floor to learn more about transportation trends and forecasts.
2. Go to the lower level and help us prioritize potential transportation improvements.
3. Visit the Integrated Transportation Plan website to participate further in the process.

www.tetonwy.org/compp/topics/integrated-transportation-plan/252992/
The Jackson/Teton Comprehensive Plan provides a transportation vision, supported by 3 principles:

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

1. Meet future transportation demand through the use of alternative modes.
2. Create a safe, efficient, interconnected, multi-modal transportation network.
3. Coordinate land use and transportation planning.

To achieve these principles, the Comprehensive Plan recommended the creation of an Integrated Transportation Plan (ITP). The ITP began in early 2014 and is expected to be complete by December, 2014. The ITP will:

- integrate land use and transportation, considering how one impacts the other.
- consider all modes of travel, including walking, biking, driving, and taking transit.
- involve the Town of Jackson, Teton County, and the Wyoming Department of Transportation.
- utilize a metrics-based approach to provide a detailed implementation strategy.
**Define “Unbearable” Traffic**

These charts show the results of an exercise asking workshop participants to identify future travel times that would be unbearable during the peak July hour, compared to today’s off-peak conditions.

A doubling of travel time, or more, would be unbearable to most and would reflect the point when roads would need to be widened.

**What future improvements would you most like to see to START?**

To help reduce traffic congestion and prevent widening roads, bus service could be expanded.

Workshop participants selected potential future improvements to the START bus system that they would most like to see.

**Dashboard of Transportation Indicators**

Increasing transit ridership was the most important metric of a successful transportation network, according to the majority of workshop attendees who created a “dashboard” of transportation indicators most important to them by selecting six out of 10 previously defined indicators.

60% wanted an indicator for wildlife collisions.


**Responses to: How should the ITP improve your everyday life between now and 2025?**

“Focus on public and alternative transportation. Avoid giant 5 lane roads that are not ideal for Jackson Hole character or wildlife.”

“More safe sidewalks in town for summer and winter use.”

“Tram – Airport to / from Teton Village.”

“Provide connections and crossings for wildlife passage.”

“After 45 years of discussion it is time for a road and bridge between Teton Village and the airport and Hwy 89.”

“More bike parking spots around town.”

“Safely travel from one end of town to the other time efficiently.”

“Better interconnectivity for emergency response.”

“Safe and accessible non-motorized routes to school.”

“Shuttles to GTNP enabling visitors and residents without cars / bikes to access the Park.”

“Monorail – Jackson to Wilson to Teton Village to Moose and back to Jackson.”

“Build the Indian Trails Connector Please!!”

“Increase cost-efficient public transit to rural communities/areas of the County.”

“Create more alternative transit hubs for buses, shared bikes, car sharing, and more bike paths!”

“Better wayfinding / signage for tourists.”

“Close half of Town Square – close Pearl or make one way – trolley on Pearl.”

“Late night bus service in town and to / from the Village. More service to the airport.”

“Create more mode options so roads don’t get widened.”
Traffic Trends (1 of 2)

Average Annual Traffic Growth: 2000-2013

- 0% - 1% (doubles in 100+ years)
- 1% - 2% (doubles in 50-100 years)
- 2% - 3% (doubles in 33-50 years)

Permanent Count Station (PCS)

Transit Growth Corridor

Source: WYDOT
Observations

- Traffic growth has been highest within the Town of Jackson & within Wilson
- National Park-related traffic growth has been less than 1% / yr
- Fastest traffic growth has been concentrated in the US-26 corridor at Y Intersection & High School Road
- Except at the Y Intersection, little traffic growth has occurred in Teton County since 2006
- START service increases + Village TDM program have limited traffic growth in the Town to Village corridor

(Average Annual Daily Traffic)
**Resident Population**

Teton County Population

- 18,257 in '00
- 22,268 in '13
- +1.7% per year

Source: U.S. Census Bureau

**Non-Resident Population**

GTNP Visitors

- 2,591 in 2000
- 2,705 in 2012
- +0.4% per year

Source: NPS

Daily In-Communers

- 2,284 in 2000
- 3,643 in 2012
- +5.0% per year

Source: U.S. Census Bureau

Second Home Owners

- 2,121 in 2000
- 3,044 in 2012
- +8.4% per year

Source: U.S. Census Bureau

**Effective Population**

2012 Teton County Effective Population

- 40,000 Daily Visitors
- 30,000 Seasonal Workers
- 61,000 Seasonal Residents
- 20,000 Commuters
- 30,000 Permanent Residents

Source: JHCA

**Town of Jackson Population**

- 8,692 in '00
- 9,840 in '13
- +1.0% per year

Source: U.S. Census Bureau
**Visitor Trends**

**Grand Teton National Park Visitors**

- Annual Visitors: 0.3% per year
- Summer Visitors: +0.8% per year
- Shoulder Visitors: -1.3% per year
- Winter Visitors: -1.4% per year

**Moose Entrance Traffic**

- Average July Daily Traffic: -0.4% per year
- Average Annual Daily Traffic: +0.8% per year

**Jackson Hole Lodging Occupancy**

- July: -1.6% per year
- February: -2.2% per year
- November: -2.5% per year

Sources: National Park Service, Jackson Hole Chamber of Commerce
**START Bus Ridership Trends**

**Mobilizing Jackson Hole**

**Public Workshop #2**

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### Annual Transit Ridership

(Thousands)

- **Teton Village Route**
  - **Winter:** +17.7% per year
  - **Summer:** +13.4% per year
  - **Shoulder:** +62.8% per year

- **Town Shuttle**
  - **Winter:** +10.0% per year

- **Star Valley Route**
  - **Winter:** +4.1% per year

- **Teton Valley Route**
  - **Winter:** +40.5% per year

- **Visitors**
  - **Winter:** +14.5% per year

- **Residents**
  - **Winter:** +57.9% per year

- **In-Commuters**
  - **Winter:** +16.9% per year

### By Population

- **Visitors:** +1.6% per year

- **Residents:** +57.9% per year

- **In-Commuters:** +40.5% per year

- **Annual Transit Ridership:** +16.9% per year

### By Route

- **By Population:**
  - **Visitors:** +1.6% per year

- **Residents:** +57.9% per year

- **In-Commuters:** +40.5% per year

- **Annual Transit Ridership:** +16.9% per year

### By Season

- **Winter:**
  - **Teton Village Route:** +17.7% per year
  - **Town Shuttle:** +10.0% per year
  - **Star Valley Route:** +4.1% per year
  - **Teton Valley Route:** +40.5% per year
  - **Visitors:** +14.5% per year
  - **Residents:** +57.9% per year
  - **In-Commuters:** +16.9% per year

- **Summer:**
  - **Teton Village Route:** +13.4% per year

- **Shoulder:**
  - **Teton Village Route:** +62.8% per year

### Source:

START Bus
WILDLIFE - VEHICLE CRASH CLUSTERS

Source: Highways Mitigation Opportunities for Wildlife in Jackson Hole Report, 2011
Baseline Forecast

The baseline forecast demonstrates what the population, traffic volumes, transit ridership and other transportation indicators would be in the years 2024 and 2035 in Teton County if no interventions (programs, policies or capital improvements) are made to the transportation system or travel behaviors. The baseline forecast is based on the following primary assumptions:

- Land use and demographic trends between 2001 and 2013 will continue
- No change in mode share from 2013
- No change in average trip lengths from 2013

### Indicator | 2013 | 2024 | 2035
--- | --- | --- | ---
Single occupant vehicle mode share (Summer) | 52% | 52% | 52%
Average daily person miles traveled (PMT) | 2.13 million | 2.43 million | 2.76 million
Average daily vehicle miles traveled (VMT) | 1.36 million | 1.55 million | 1.75 million
Annual transit ridership | 899,318 | 1,030,000 | 1,170,000
Daily per capita\* PMT (Summer) | 52 | 52 | 52
Daily per capita\* VMT (Summer) | 33 | 33 | 33
July per capita\* transit ridership | 1.1 | 1.1 | 1.1
February per capita\* transit ridership | 3.3 | 3.3 | 3.3
Annual tons of carbon emissions from motor vehicles | 67,000 | 56,000 | 54,000
Annual petroleum consumption (gallons) | 25.3 million | 21.1 million | 20.1 million
Annual highway personal injury crash rate (per million VMT) | 0.4 | 0.4 | 0.4
Average annual fatal wildlife collisions | 250 | 280 | 320

*Per effective population
In 2013, there were 2,464 riders boarding buses everyday while the number of vehicle miles traveled daily totaled 1.36 million.

If there’s no change in travel behavior or transportation infrastructure, then by 2024 daily transit ridership will increase almost 400 while daily VMT will increase nearly 200,000.

2024 Baseline Scenario

In order to achieve a 5% mode shift from driving to alternative modes, transit ridership would need to more than quadruple from the baseline scenario.

2024 Scenario 1:
5% Mode Shift

In order to achieve no VMT growth from 2013 levels transit ridership would need to increase about 900%.

2024 Scenario 2:
No Growth in VMT

If transit ridership doubled from the baseline scenario, VMT growth would be reduced by 1.2%.

2024 Scenario 3:
Double Transit Service
OTHER CAPITAL PROJECTS (1 of 2)

Mobilizing Jackson Hole Public Workshop #2

Town Streets
- Will be guided by a Complete Streets policy to provide safe access and circulation for all users, regardless of age, ability, or mode of transportation
- Projects will be determined through the Town's capital planning and programming process

County Roads
- Complete Streets capital projects in areas identified in the Comprehensive Plan as Complete Neighborhoods
- Complete neighborhoods within a mile of each other may require bicycle and pedestrian improvements (within 2.5 miles may require bicycle improvements)
- Projects will be determined through the County's capital planning and programming process

New Regional Pathways
- Pathway links that are more than a mile in length
- Will support mode shift away from motor vehicles and promote economic vitality
- Complete the core Pathways System identified in the Pathways Master Plan

New Local Pathways
- Pathway links that are less than a mile in length
- Will support mode shift away from motor vehicles and promote economic vitality
- Complete the core Pathways System identified in the Pathways Master Plan

Put your money here - Spend wisely!
OTHER CAPITAL PROJECTS (2 OF 2)

MOBILIZING JACKSON HOLE

PUBLIC WORKSHOP #2

PUT YOUR MONEY HERE - SPEND WISELY!

Snow King – Maple Way, Corridor Upgrade
• Important multimodal corridor and link for vehicles, bicycles, transit, and pedestrians
• Would benefit both local and regional streets, including West Broadway

Pedestrian Upgrades – Town Sidewalks, Crosswalks
• The Town will pursue stand-alone pedestrian improvements where needed

Pedestrian Upgrades – County Sidewalks, Crosswalks
• The County will pursue stand-alone pedestrian improvements where needed
• Prioritized generally for Complete Neighborhoods

Wildlife Safety
• Implement crossing treatments and strategies to mitigate the impacts of transportation-wildlife conflicts on state highways
• Town and County roads programs will provide for wildlife permeability and safety

Public Parking Facilities
• Coordinated management and provision of public parking facilities
• Would support mixed-use development greater than rural densities
• Potentially funded through developer fees
START Bus Strategic Actions

MOBILIZING JACKSON HOLE

START Bus Vehicle Maintenance Facility Completion
- To meet START's fleet storage capacity and maintenance needs
- Necessary to expand transit services
- High priority in the Comprehensive Plan

Fares and Passes
- Fare-free Valley services ($1 million/year)
- Implement bulk-rate discount commuter pass

Commuter Transit Services
- Includes routes that serve areas outside Teton County
- Increase service levels (# of runs/day)
- Implement express runs + local runs

Corridor Transit Services
- Includes routes within Teton County that serve locations outside Jackson (such as Teton Village)
- Further increases in level of service (runs/day)
- New service to airport
- New service to Grand Teton National Park

Circulator Transit Services
- Split Town Shuttle into 2 or more streamlined routes
- Increase service levels (runs/day)
- Potential for other circulators

PUT YOUR MONEY HERE - SPEND WISELY!
Mobilizing Jackson Hole Workshop #2

**County Transportation Demand Management (TDM) Program**
- Goal of reducing single-occupant vehicle mode share
- Employer coordination
- Manage transit passes and other benefits
- Host events and promotions
- Provide an information clearinghouse (especially for transit)
- Tourism outreach
- Monitoring and reporting of indicator performance measures for ITP
- Potential bike share or car share initiatives

**State of Good Repair Program**
- Maintenance and upkeep of existing multimodal facilities/ equipment
- Protect public investment in functionality of existing transportation system
- Periodic recapitalization of START Bus fleet
- Resurfacing of pathways, roads and streets
- Maintaining bridges
- Maintaining sidewalks

**Form a Regional Transportation Authority (RTA)**
- Plan, coordinate and implement regional transportation projects
- Provide a permanent funding source for START Bus and other alternative transportation programs
- Manage the TDM program
- Planning for Pathways program
- Strategic transit planning
- Enhance ability to receive federal discretionary funds and grants

**Put your money here - Spend wisely!**
The Group 1 capital projects (listed below) are interdependent and would be planned and designed as one integrated capital project with WYDOT as the lead agency. Timing would be predetermined by benchmark 1 & 2 traffic levels (see table below).

**Multimodal Reconstruction of the Y Intersection (WY-22 and Broadway)**
- Would fully accommodate the needs of all modes of transportation
- High priority in WDOT PEL Study

**Tribal Trails Connector**
- New multimodal network link connecting South Park Loop Road with WY 22
- Would provide significant relief of the Y intersection
- Would improve local and regional connectivity
- High priority in WDOT PEL Study.

**WY-22 Multi-Lane, Multimodal Improvements, Jackson to WY-390**
- Future traffic may warrant a four-lane + median cross section
- Improvements to accommodate the needs of all modes of transportation
- Medium priority in WDOT PEL Study, high priority in Comprehensive Plan

**WY-22 Pathway, Wilson to Jackson**
- Complete major remaining gap in the Pathway network
- High priority in Comprehensive Plan

**Multimodal Reconstruction of the Intersection of Spring Gulch and WY-22**
- Three design options, including a roundabout, from WYDOT PEL Study
- High priority in WDOT PEL Study

<table>
<thead>
<tr>
<th>Group 1 Indicator Count Station</th>
<th>2013 (actual traffic)</th>
<th>2024 (forecast traffic)</th>
<th>2035 (forecast traffic)</th>
<th>Benchmark 1 (initiate project development)</th>
<th>Benchmark 2 (initiate construction)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average July vehicles per weekday</td>
<td>22,829</td>
<td>26,548</td>
<td>30,257</td>
<td>18,600</td>
<td>20,000</td>
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The Group 2 capital projects (listed below) are interdependent and would be planned and designed as one integrated capital project with WYDOT as the lead agency. Timing would be predetermined by benchmark 3 & 4 traffic levels (see table below).

**WY-390 Multimodal Improvements, WY-22 to Teton Village**
- Identified in the Comprehensive Plan as a “complete” street that should accommodate all modes of travel
- Future traffic may warrant 2-lane + median or 4-lane + median from WY-22 to Lake Creek
- Medium priority (WY-22 to Lake Creek) and low priority (Lake Creek to Teton Village) in WDOT PEL Study
- High priority in Comprehensive Plan

**Multimodal Reconstruction of the Intersection of WY-390 and WY-22**
- Five design options, including a roundabout, from WYDOT PEL Study
- High priority in WYDOT PEL Study

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<tr>
<th>Group 2 Indicator Count Station</th>
<th>2013 (actual traffic)</th>
<th>2024 (forecast traffic)</th>
<th>2035 (forecast traffic)</th>
<th>Benchmark 3 (initiate project development)</th>
<th>Benchmark 4 (initiate construction)</th>
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<tbody>
<tr>
<td>WY 390 Teton Village (PC #141)</td>
<td>15,652</td>
<td>18,678</td>
<td>21,693</td>
<td>18,600</td>
<td>20,000</td>
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The Group 3 capital projects (listed below) would be alternatives in a multi-stage NEPA (National Environmental Policy Act) process. The costs and magnitude of these projects would require substantial lead time (at least 10 years). Initiation of a planning and design process would be predetermined by benchmark 5 traffic levels (see table below), and may not be needed for some time, if ever.

**Pave and Upgrade Spring Gulch Road**
- Potential bypass route for through traffic around Jackson
- Would require paving and reconstructing and realigning portions of the corridor
- Would be an alternative to a New North Bridge as part of the NEPA EIS process
- Considered a potential corridor for a regional pathway or non-motorized link

**Fixed Guideway Transit**
- Rail or other elevated guideway transit
- Potential markets include Town-to-Village, Town-to-Airport and Airport-to-Village

**New North Bridge and Highway Corridor**
- Provide a new direct roadway and transit corridor between Teton Village and US 26 near the Jackson Hole Airport in the general vicinity of Sage Brush Drive/Golf Course Road
- Would provide a bypass route around Jackson
- Would be one alternative evaluated as part of the NEPA EIS process

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<tr>
<th>Group 3 Indicator Count Stations</th>
<th>2013 (actual traffic)</th>
<th>2024 (forecast traffic)</th>
<th>2035 (forecast traffic)</th>
<th>Benchmark 5 (initiate NEPA process)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average July vehicles per weekday at US 26 Gros Ventre (PC #84)</td>
<td>14,362</td>
<td>16,561</td>
<td>18,754</td>
<td>17,200</td>
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<tr>
<td>Average July vehicles per weekday at US 26 Jackson South (PC #32)</td>
<td>12,192</td>
<td>13,992</td>
<td>15,778</td>
<td>17,200</td>
</tr>
</tbody>
</table>
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