



PASSAGE PROJECT

Passage Project: A Transportation Vision

July Workshop

July 28, 2021



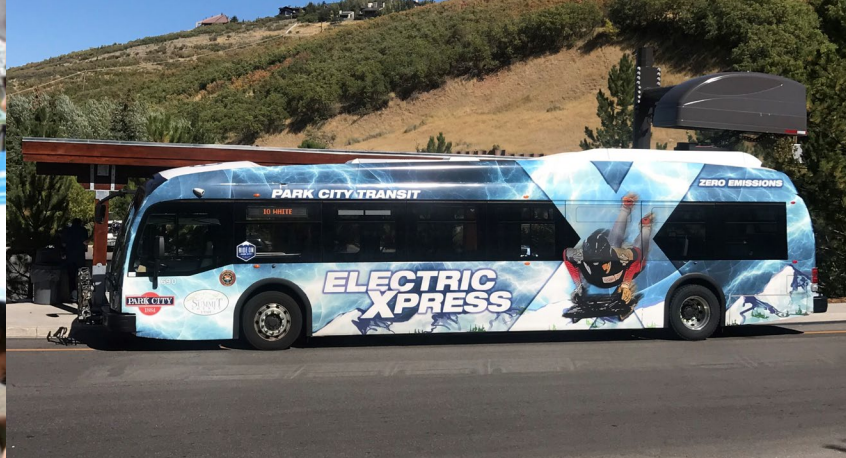
JACKSON HOLE
CONSERVATION
ALLIANCE



PASSAGE PROJECT

Project Background and Goals

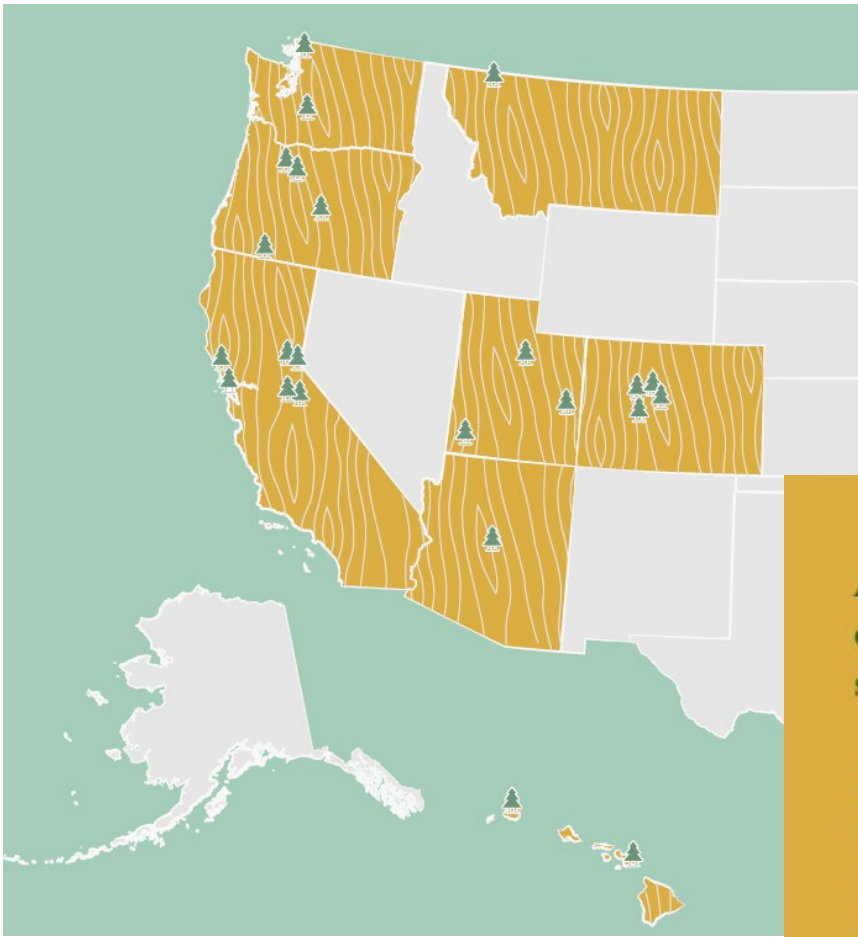
Why we are here



Transportation is how we
change the world.

From mitigating climate change to
improving public health and dismantling
historical inequities.

N NELSON
NYGAARD



Nelson\Nygaard has deep experience in mountain towns, rural environments, National Parks and wilderness gateway communities, and heavily touristed areas.

Among the mountain towns, national parks, and scenic areas where we've developed multimodal plans, active transportation plans, and/or transit shuttle access plans, are:

Vision Around the Mountain, OR (Mt. Hood Ski Resorts and Columbia Gorge)

Columbia Gorge Express, OR (Shuttle Access to National Scenic Area)

Park City, UT

Arches National Park, UT

Zion National Park, UT

Aspen, CO

Breckenridge, CO

Vail, CO

Eagle County, CO

Mount Rainier National Park, WA

Bellingham, WA

Bend, OR

Ashland, OR

Mammoth Lakes, CA

Truckee, CA

Tahoe Region, CA

Golden Gate Recreation Area, CA

Muir Woods National Monument, CA

Yosemite, CA

Stratton Mountain, VT

Green Mountain Transit, VT

Maui, HI

Kauai, HI

Glacier National Park, MT

Red Rock Ranger District, AZ

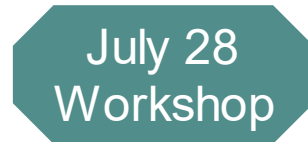
Nelson\Nygaard

Passage Project Schedule

SPRING 2021



SUMMER 2021



- Framing the Challenge
- Vision Elements
- Markets & Corridors



FALL 2021

- Draft Vision
- How We Get There



1 Intro and Presentation (40 minutes)

- A Community Vision and Stakeholder Input
- B Mobility Overview
- C Corridor Demands (WY22/390)

2 Breakout Groups (80 Minutes)

- A Managing Demand (40 minutes)
- B Corridor Design (40 minutes)

Today's Agenda





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Community Vision & Stakeholder Input

Summary

Many Stakeholders



Teton Village Association
Jackson Hole Land Trust
Grand Teton National Park
Jackson Hole Mountain Resort



JH Wildlife Foundation
Greater Yellowstone Coalition
Community Foundation of JH



HOAs
Wilson Residents
Teton Pathways & Friends of Pathways
Town of Jackson



WYDOT
Teton County
Chamber of Commerce
SMART

Stakeholder Questions

Core Values

What are the **core values** that should drive transportation planning and investment in Teton County?

Successes

What are big **accomplishments**? **Trends** that demonstrate success?

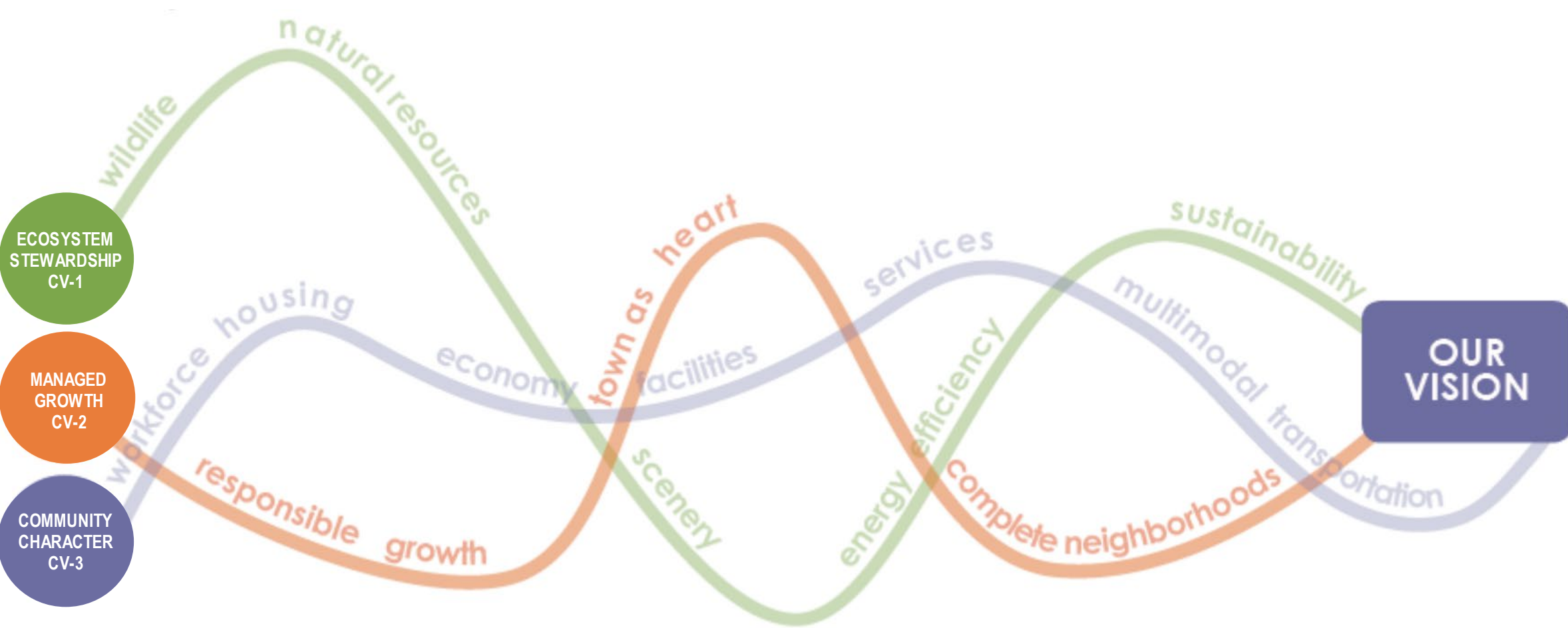
Challenges & Barriers

What are the biggest **challenges** to meeting regional transportation needs?

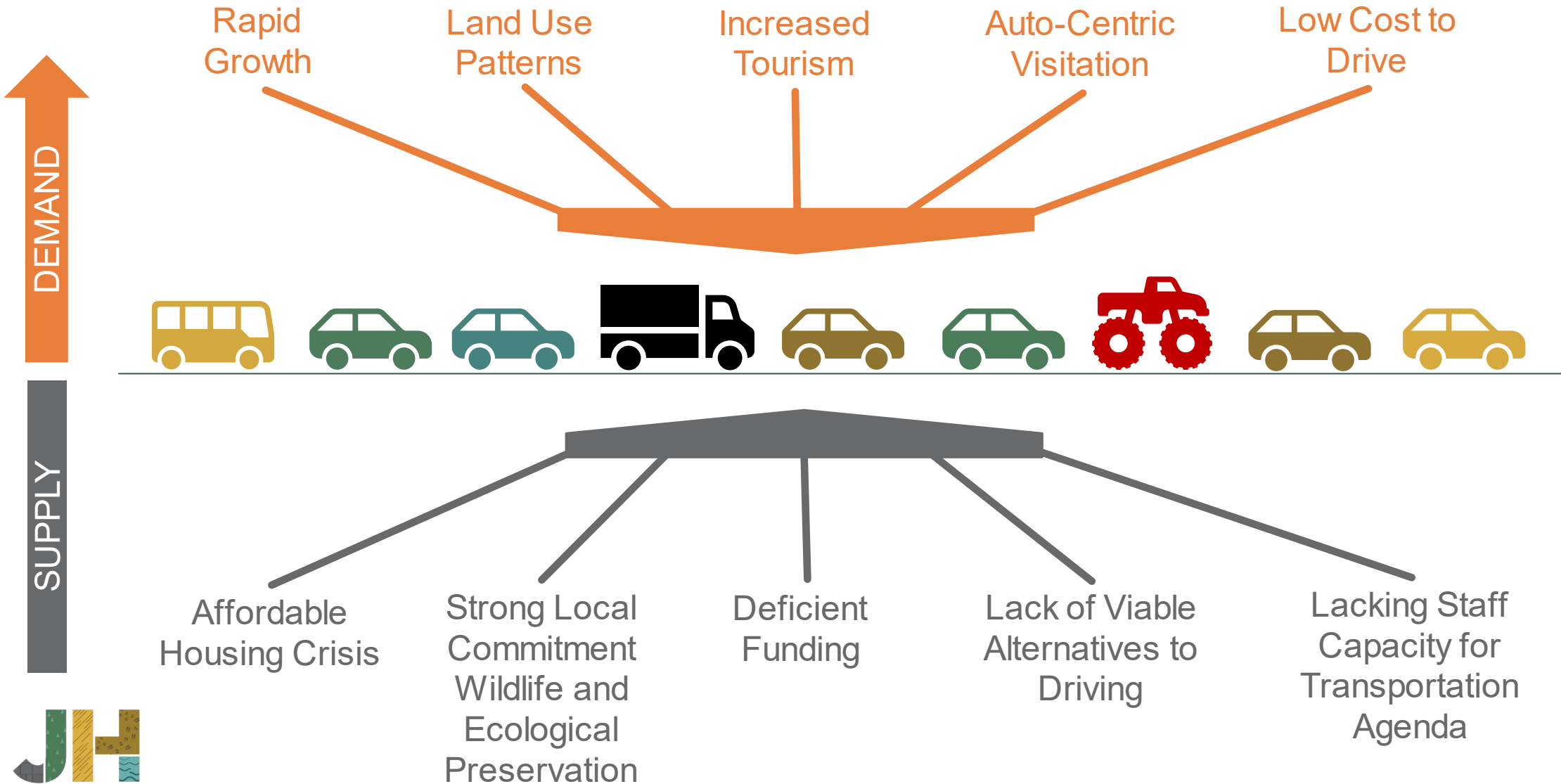
Opportunity & Priority

Where should Jackson and Teton County be **focused**?
What is needed to build a successful **coalition**?

Community Vision: Comprehensive Plan

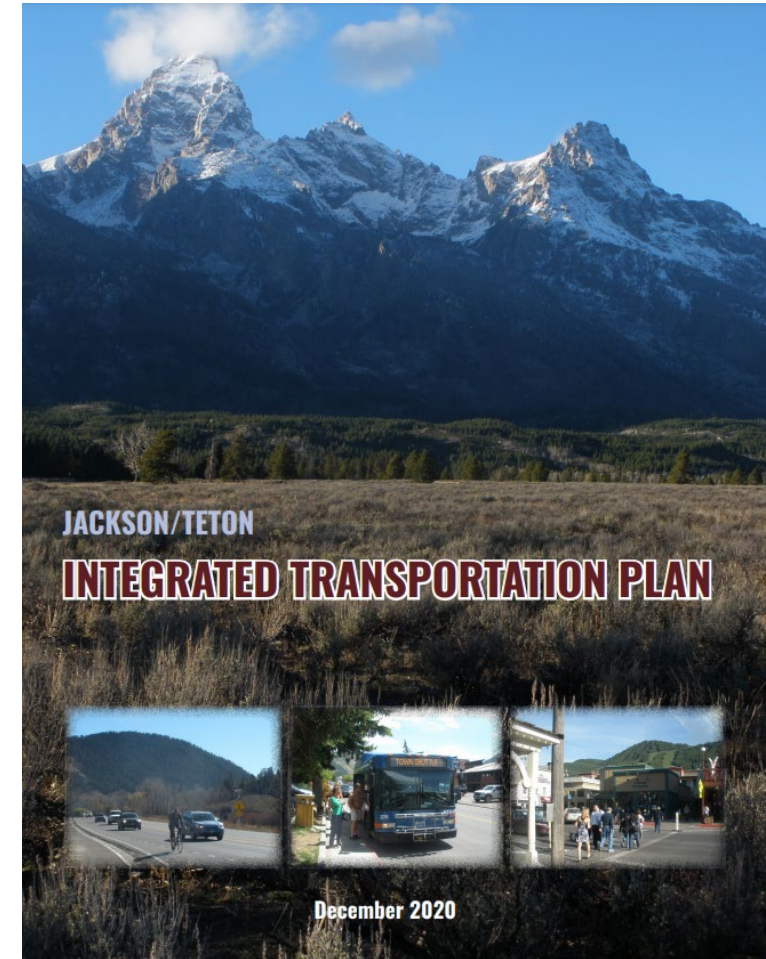


Intersectional Challenges

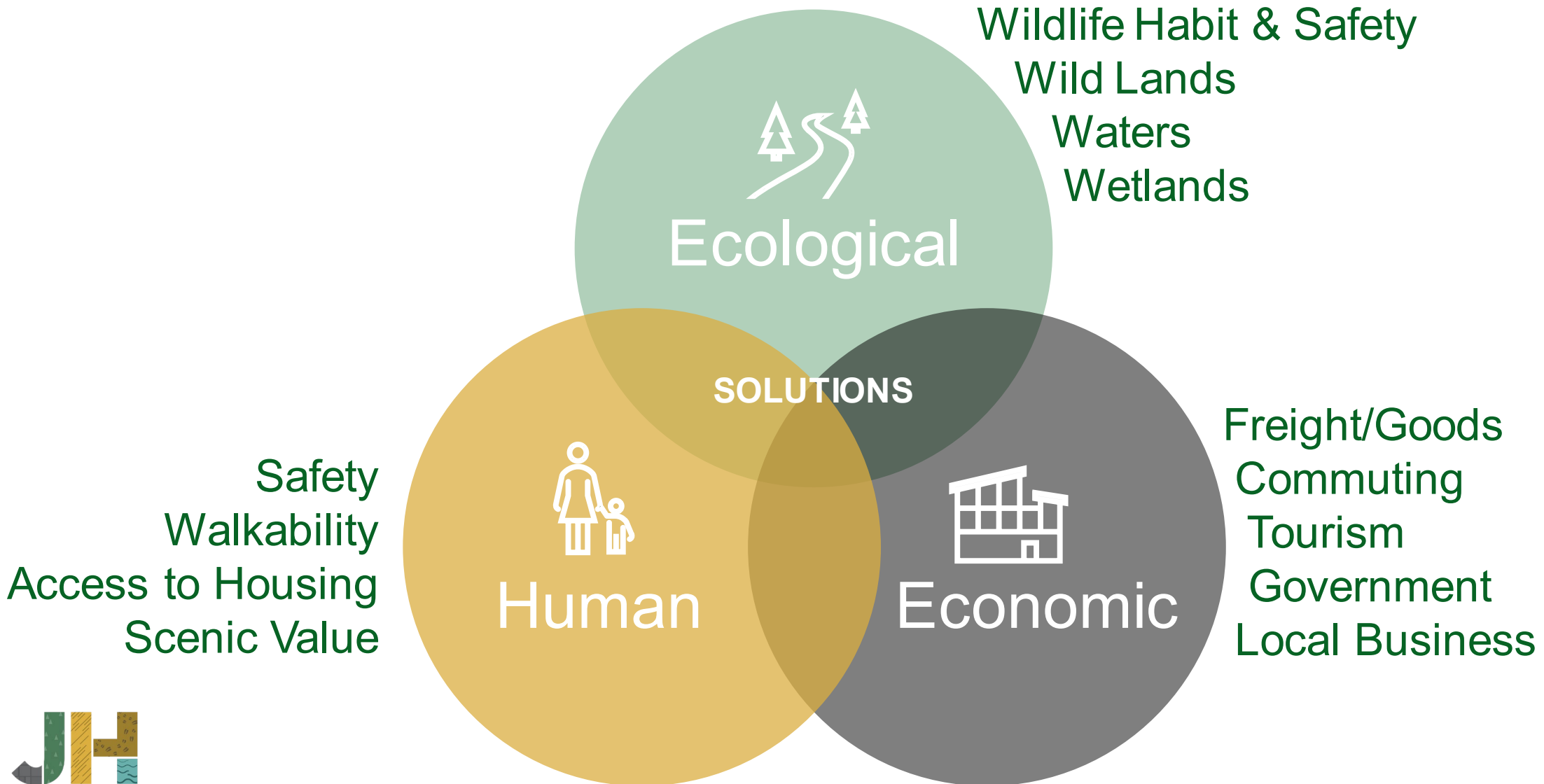


Jackson/Teton County Integrated Transportation Plan

- High level of familiarity and support for ITP
- ITP is a blueprint
- Strong agreement that **transit, TDM, and land use** needs to be local and regional focus to make meaningful changes in travel patterns
- Two core ITP challenges:
 1. Capital project triggers approach doesn't reconcile climate and alternative transport goals (reactive vs proactive)
 2. Demand management needs to precede and be integral with capital project development



Balanced WY 22/390 Corridor

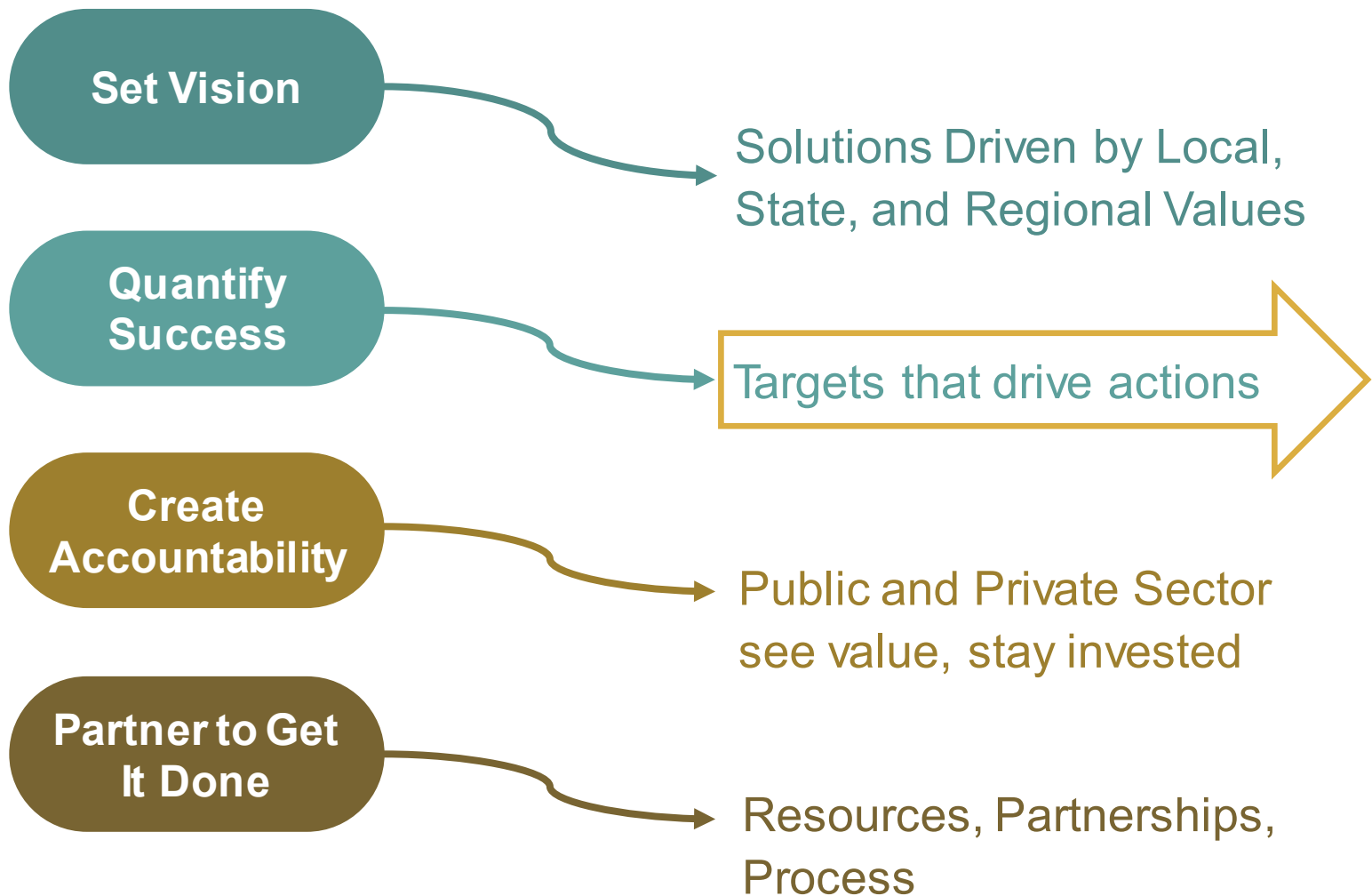


Vision Statements for a Balanced Corridor

A WY22/390 corridor that **balances preservation of scenic corridor, safety for wildlife and people, and regional and interstate mobility needs.**

Consider the “**roadway**” as **part of an ecosystem** that includes residential communities, wildlife corridors, sensitive habitats and wetlands, and economic systems.

Put WYDOT & Teton County at the **forefront of innovation** in delivering a state highway project that is developed through **community partnership** and **recognizes human, wildlife, and ecological needs.**



Mobility Overview

Challenges We Face Together

Travel Market Segmentation



Commuters

Housing affordability crisis increasingly forcing workers to live in Teton and Lincoln County, ID

Vehicle Miles
Traveled Per
Job Accessed



Visitors

Scenic beauty, wildlife, recreation, community charm, and National Parks drive high visitation.

Visitation
Oriented to
Car Travel



Local Travelers

Low density development patterns, limited disincentive to drive even for short trips

Vehicle Miles
Traveled Per
Job Accessed



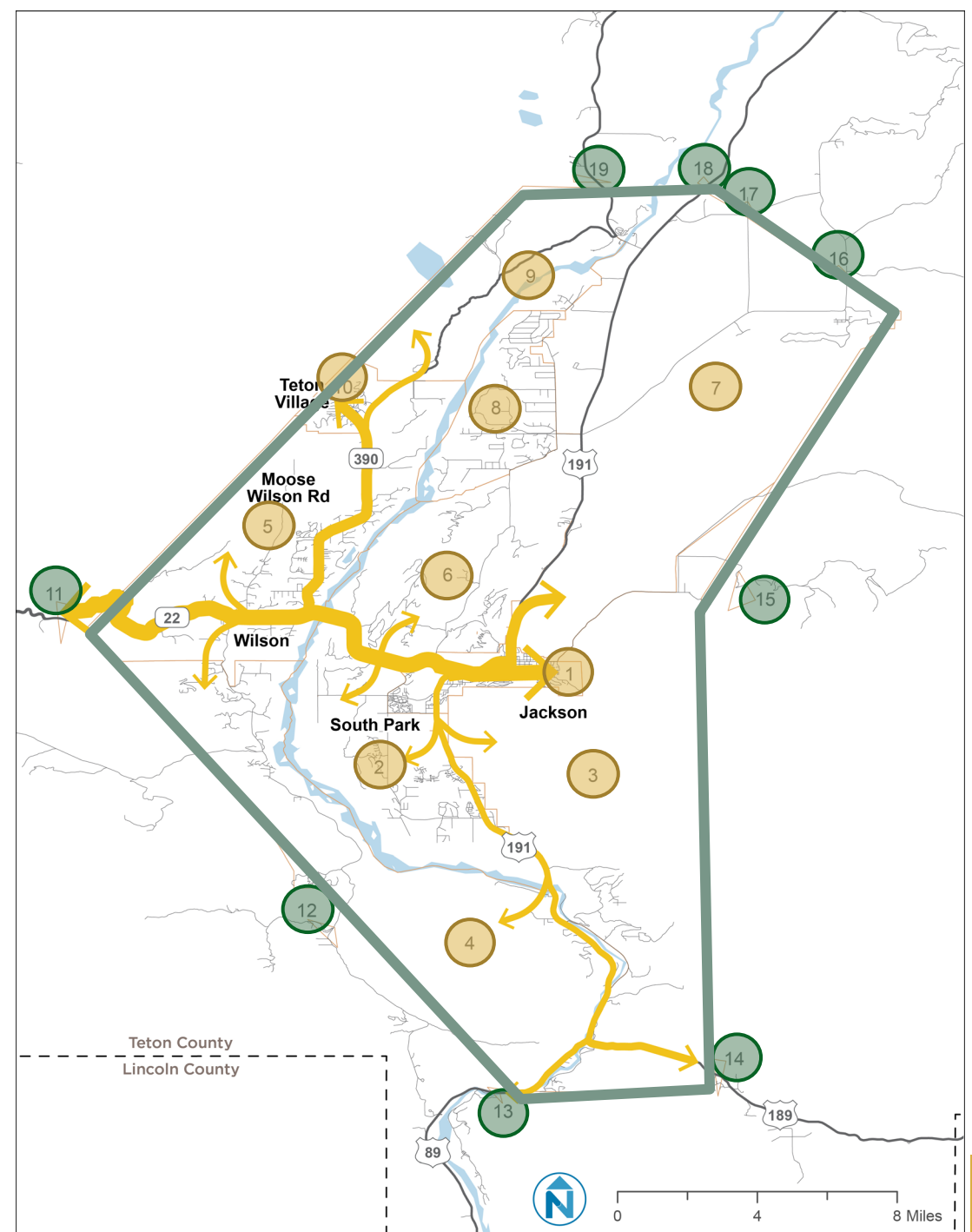
Origin-Destination Pairs

124,000 total peak period person trips (2016)

89% within Valley

11% external to region

- **2-3% of all peak hour trips to/from GTNP**
 - 6-10% of all external regional trips
- **About 35% of all interzonal trips are likely to use WY 22**



22/390: Capacity Constraints

Vehicular lane capacity overview

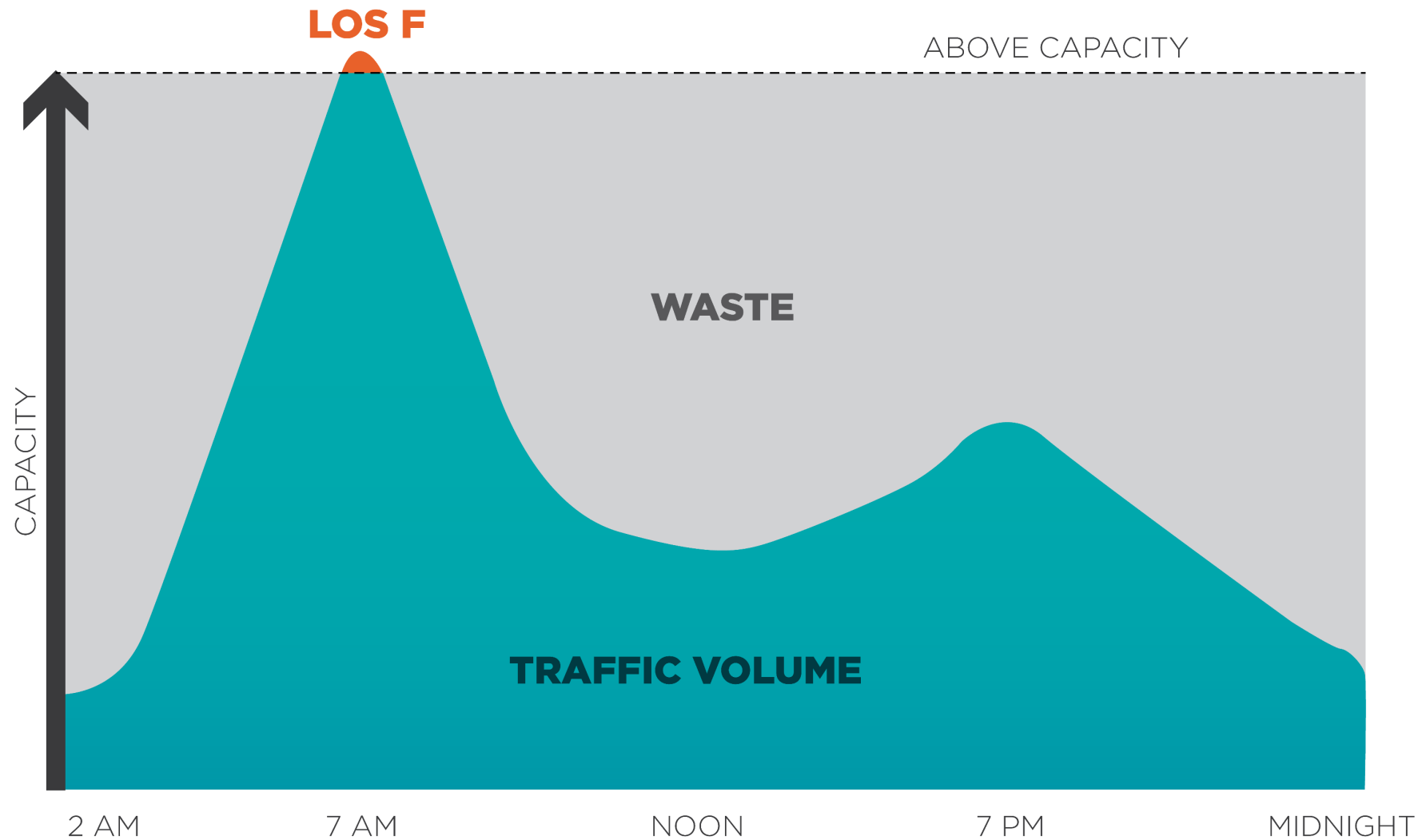
Roadway Type	Hourly Capacity per Lane (veh/hr)
Rural segments with few driveways	~ 1,600
Segments near intersections	~ 600 – 1,200
...when lanes are blocked	0

July 2020 peak direction flows (scaled up)

Location	Max hourly directional volume (approx.), veh/hr	Notable time periods (> 800 veh/hr)
WY 22 west of WY 390	1,000	Eastbound: 7-9am Westbound: 4-7pm
WY 22 west of Jackson (near Pratt Rd)	1,050	Eastbound: 7a-6p Westbound: 8a-7p
WY 390 north of WY 22	725	None (summer only)

Source: WYDOT Count Data

22/390: Designing for Peak Direction and Hour



General Example – Not representative of any data in Jackson

22/390: Maximizing Person Throughput

Current HOV Trends

- Up to 33% of vehicles HOV2+ in weekday peak
- 45-55% HOV2+ in weekend peak

HOV Lane Scenario	Existing Condition
	1 General Purpose Lane (veh/hr/ln)
<i>Capacity at most constrained points (high level)</i>	~800
“Peak of peak” directional volume, weekend	1054
“Peak of peak” directional volume, weekday	984

Add HOV Lane Condition	
1 General Purpose Lane (veh/hr/ln)	1 HOV Lane (veh/hr/ln)
~800	~800
580	474
656	328

THE ALLIANCE | Passage Project

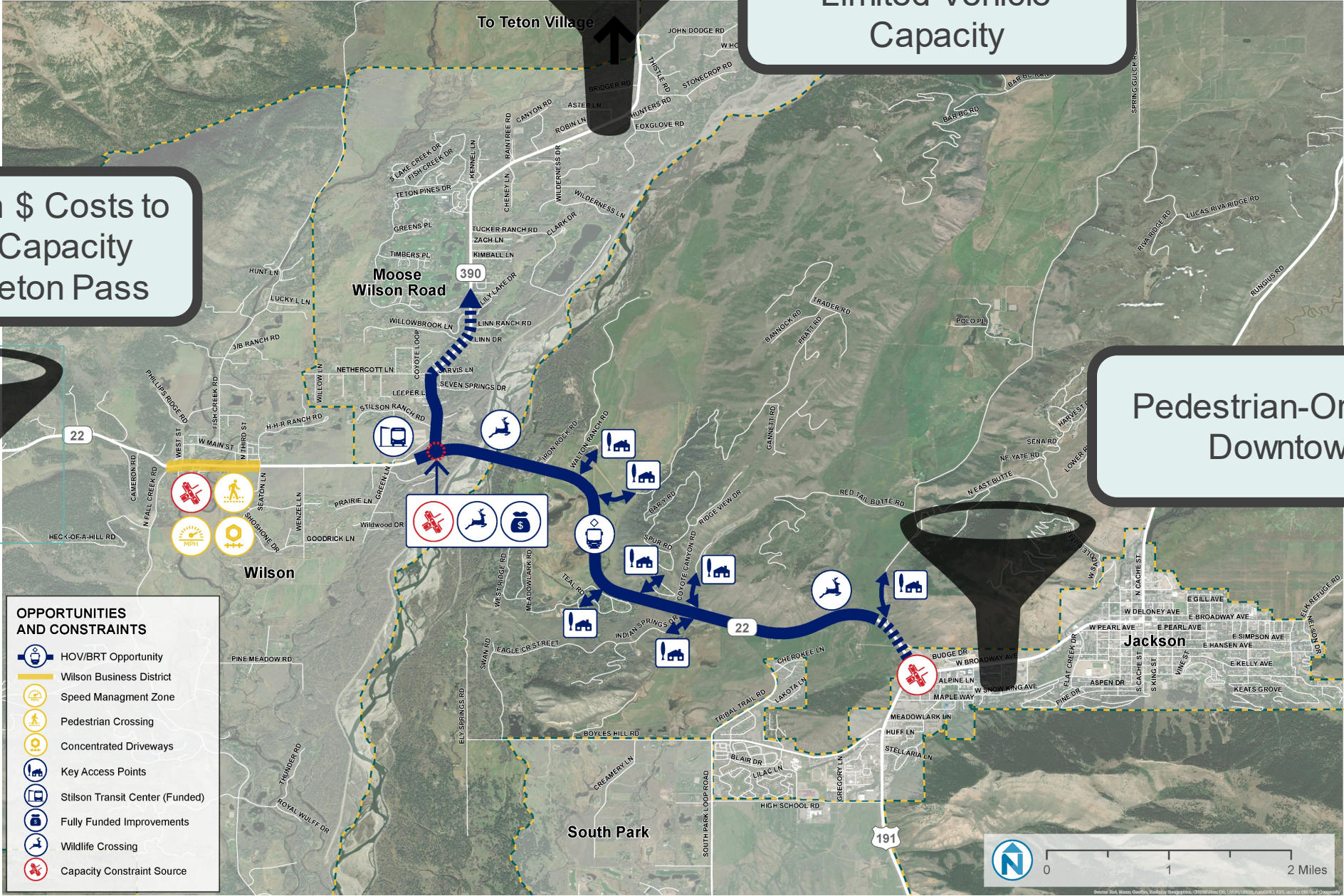


Constrained System

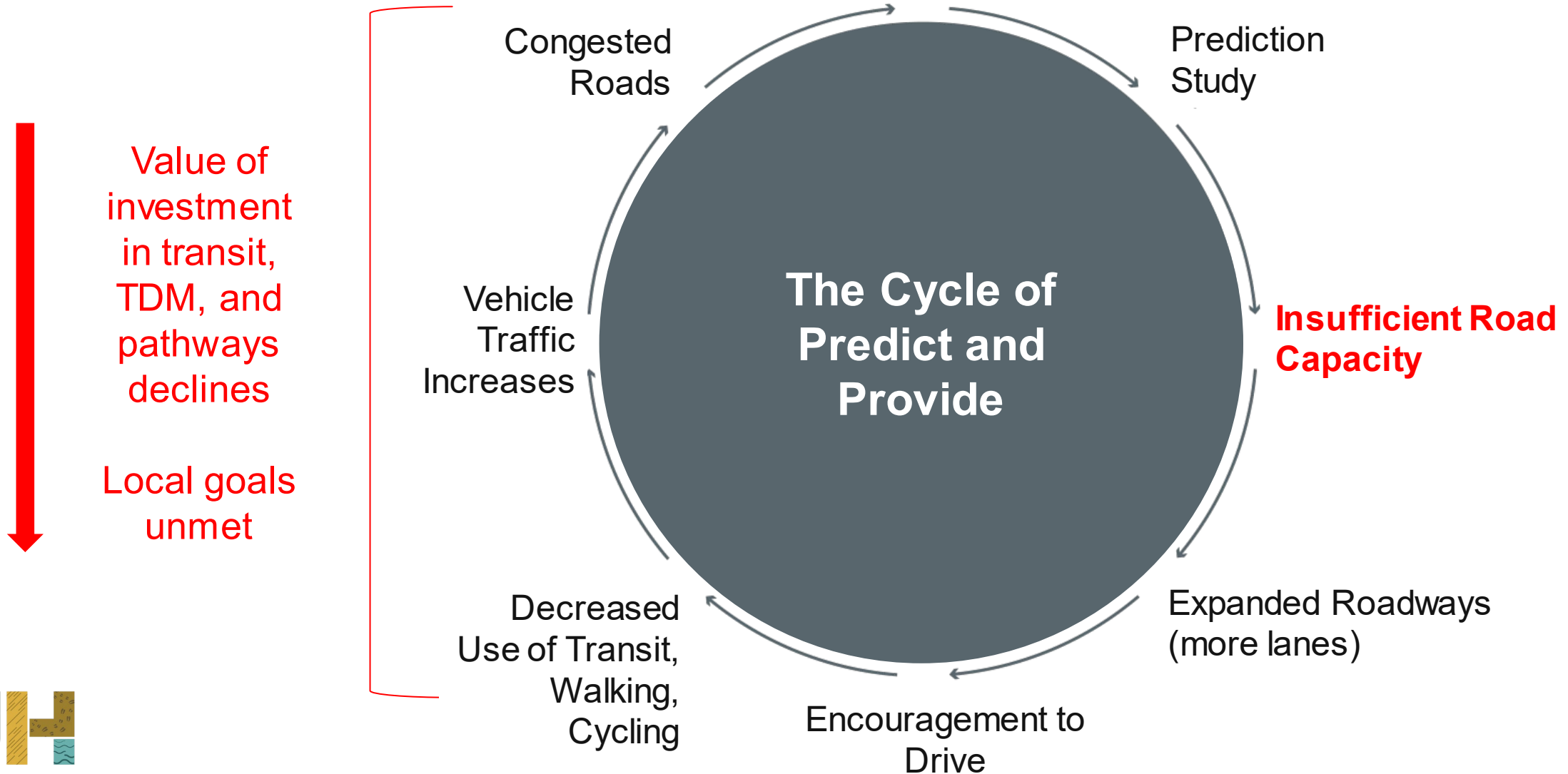
National Park with Limited Vehicle Capacity

Multi Billion \$ Costs to Expand Capacity through Teton Pass

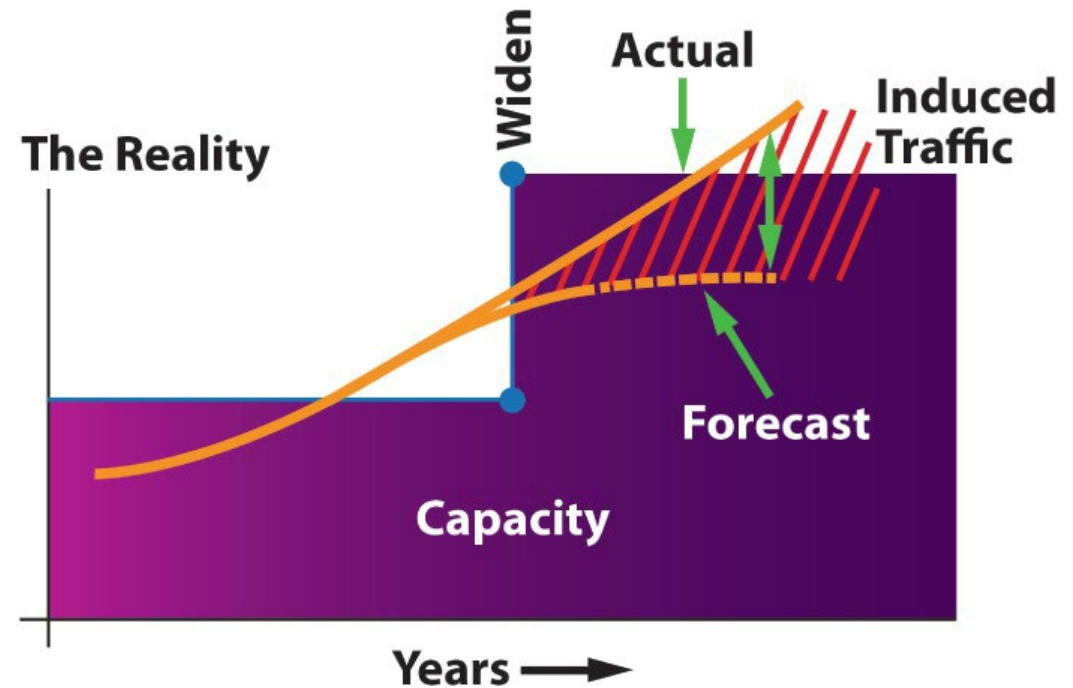
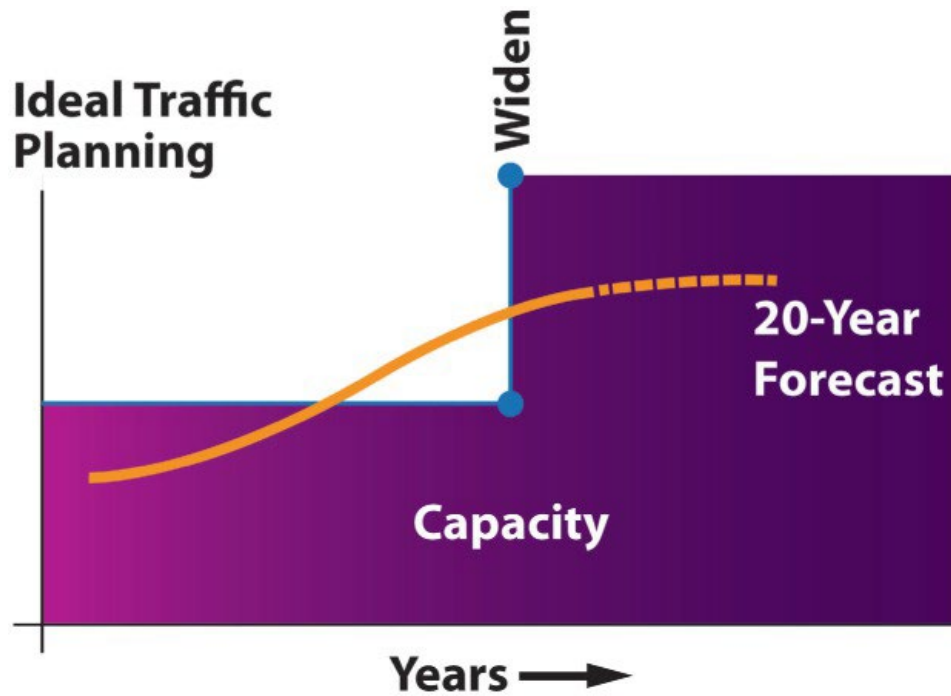
Pedestrian-Oriented Downtown



The Vicious Cycle of Predict and Provide



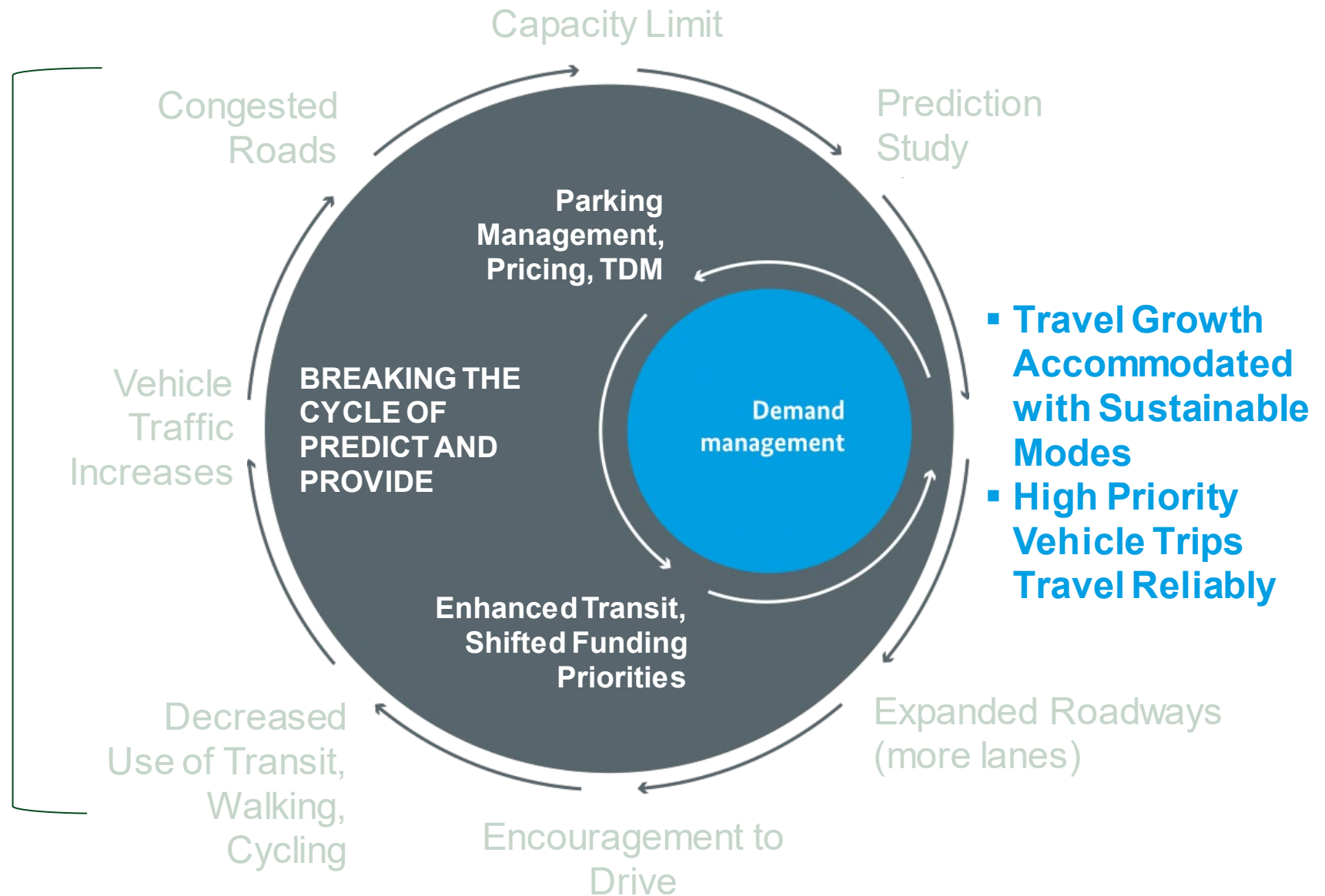
The Vicious Cycle of Predict and Provide



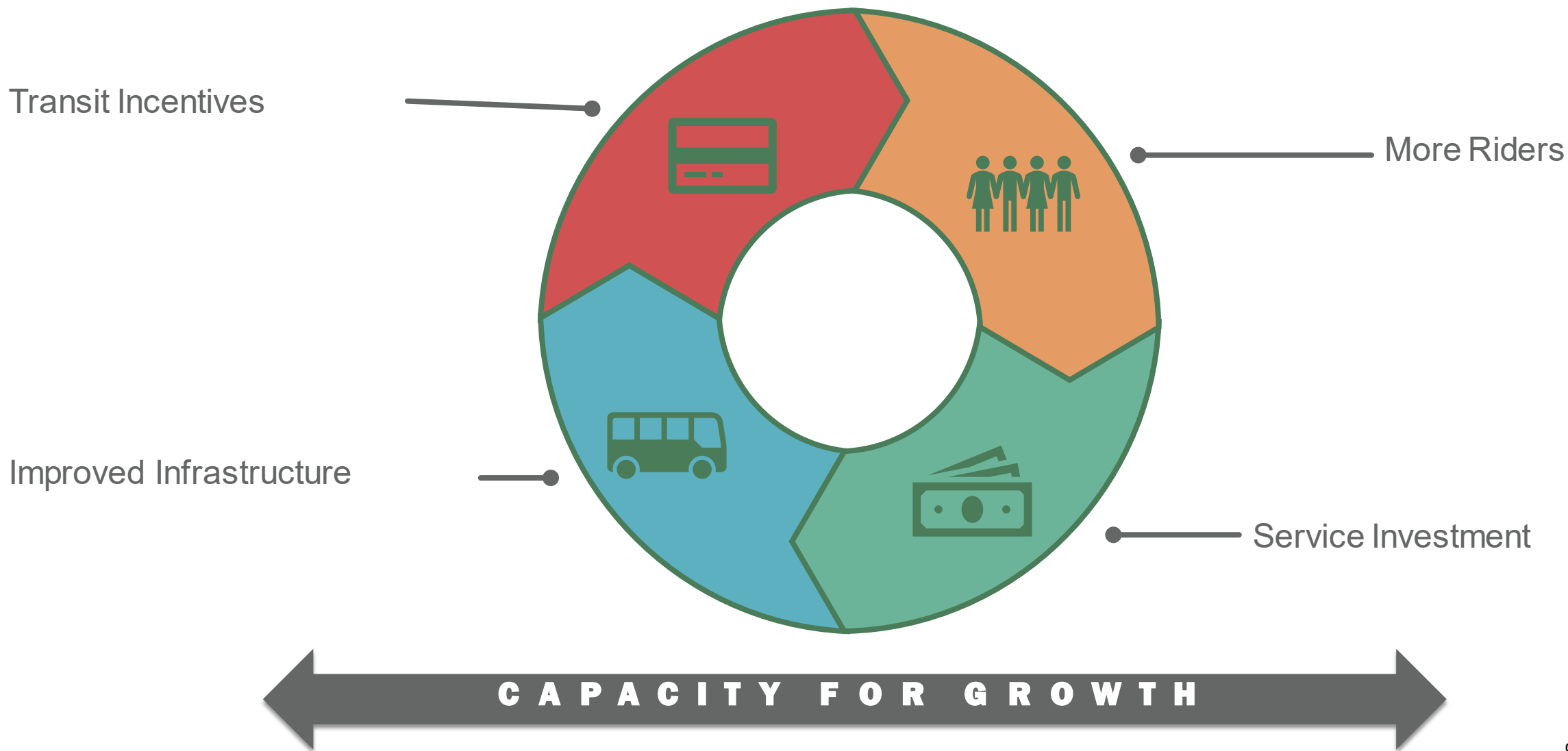
Breaking the Cycle

↑
Value of investment in transit, TDM, and pathways increase

Local goal are met



Seattle Experience: How to Start a Virtuous Cycle





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A Comprehensive Approach

Meeting Local Goals Requires a Collaborative Approach



Keys to Managing Demand



The 5 Ps in Action

1. Aspen, CO – VelociRFTA Bus Rapid Transit
2. Little Cottonwood Canyon – Enhanced Bus with Peak Shoulder Running Lane
3. Boulder County, CO – Bus & Bike
4. Napa, CA - Napa Valley Forward
5. Breckenridge, CO - Town-Wide Pricing Program
6. Truckee North Tahoe TMA



Town-Wide Pricing Program - Breckenridge, CO

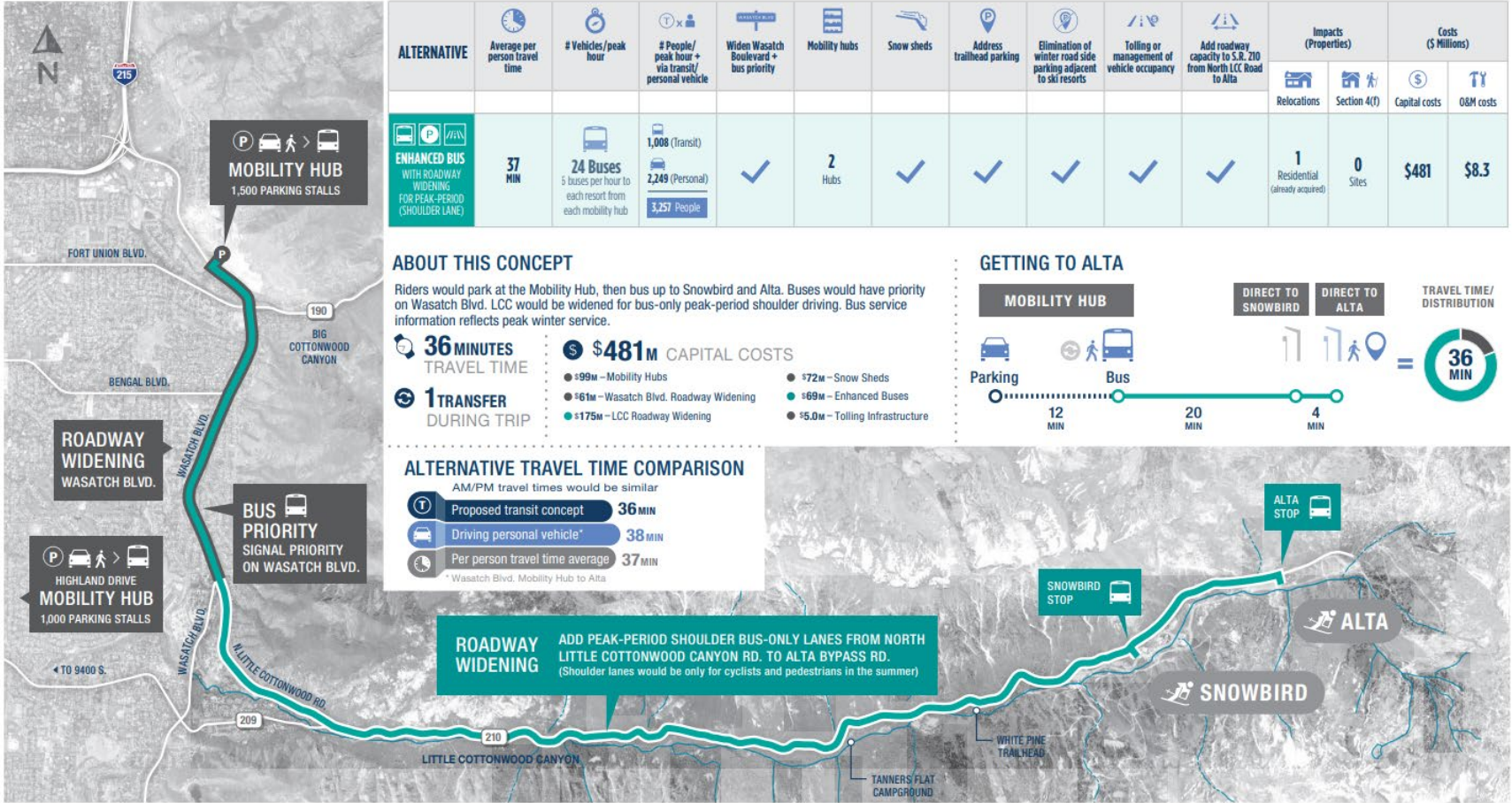
Aspen, CO VelociRFTA Bus Rapid Transit



Little Cottonwood Canyon, UT – Shoulder Lane Bus

ENHANCED BUS SERVICE WITH PEAK-PERIOD SHOULDER LANE (PPSL) ALTERNATIVE

Little Cottonwood Canyon
ENVIRONMENTAL
IMPACT STATEMENT
S.R. 210 | Wasatch Blvd. to Alta



Other Bus on Shoulder Examples

Typical Bus on Shoulder Policies

- Buses only use the shoulder when overall speed of traffic speeds are less than 35 mph
- Buses on shoulder are allowed to go up to 15 mph faster than other
- Priority for shoulder use is always given to emergency vehicles, stalls or breakdowns



Clark County, WA has shoulder running buses on multiple state highway corridors (WA State Route 14 above); the Twin Cities have over 300 miles of Bus On Shoulder

Boulder County, CO – Bus & Bike Program

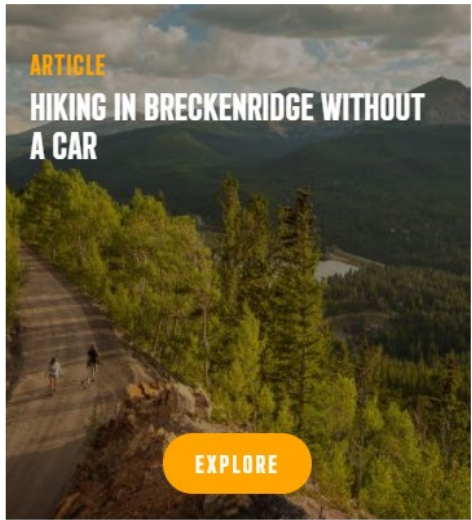


Napa, CA – Napa Valley Forward



Napa Valley Forward reduces local traffic congestion along State Route 29 and the Silverado Trail by improving the roadway and by encouraging alternatives to driving alone.

Breckenridge, CO - Parking Pricing, No Car Visitation



THE TOWN OF BRECKENRIDGE HAS IMPLEMENTED AN INNOVATIVE SMART PARKING SYSTEM. PATRONS CAN PAY FOR PARKING WITH CREDIT CARDS AT THE PAY STATION OR ON THEIR SMARTPHONES WITHOUT EVER HAVING TO VISIT A PAY STATION.

Tahoe, CA – Truckee North Tahoe TMA



First Tuesday
Breakfast Club
7:30-8:45am at North Tahoe Event Center
Presented By: North Lake Tahoe Resort Association/Chamber of Commerce

Dec. 3

Winter Transportation Update
Learn about winter transit initiatives from across the region! TMA will discuss the kick-off of FREE TART Service, SATCo will share learnings from their micro-transit program in Olympic Valley, CalTrans will provide informational resources and TRPA will give an update on their regional transportation plan.

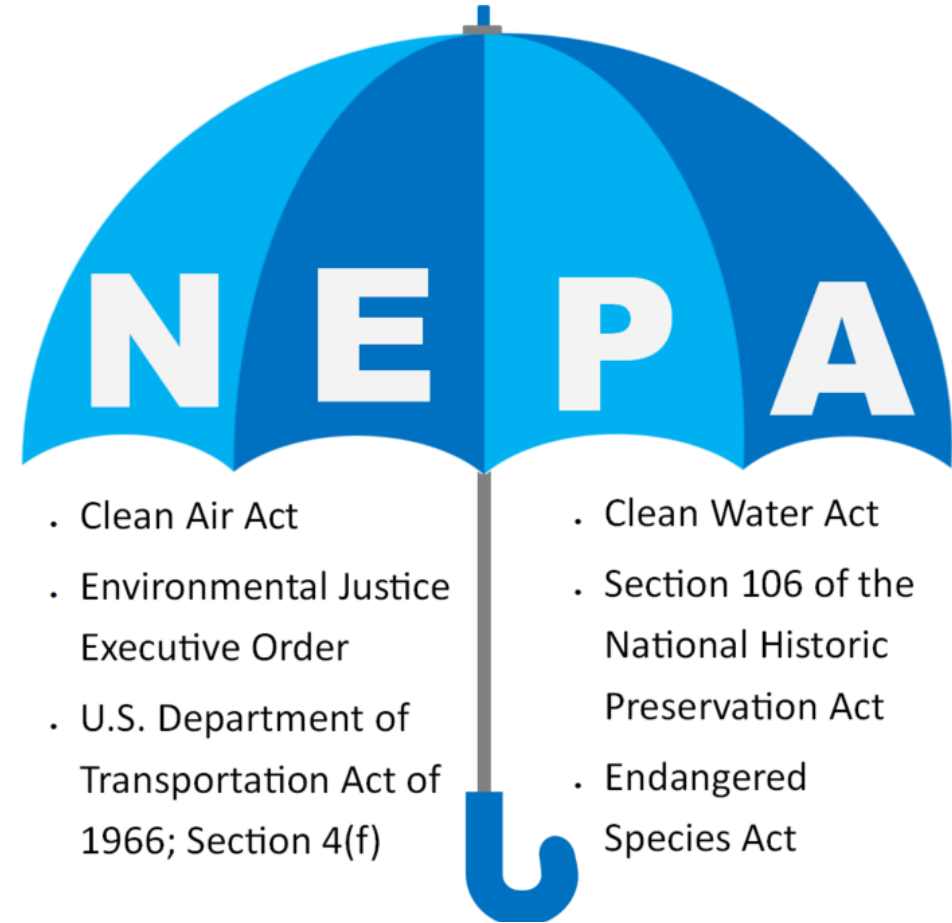






WYDOT WY22 Planning Study

- WYDOT will commence process to identify and evaluate alternatives for WY 22 (currently estimated Fiscal Year 2024)
- Includes NEPA analysis, the umbrella process required to ensure eligibility for FHWA funds
- Two primary purposes of the NEPA process are **better informed decisions** and **citizen involvement**



Early Wins

Create the proof that transit and demand management can succeed

Tools for managing travel at the destination end

Paid parking

TMA

TDM for new development

Enhanced local and regional transit

Implement START Route Plan

Commuter Service

Vanpool program

No Car Visitation Program

National Park Shuttle/Access Programs

Traveler Information

Improved Options



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Workshop Agenda

Everyone will participate in 2 breakout groups

GROUP 1: Transportation Demand Management

40 MINUTES

- What innovative solutions can we use to address key travel markets?
- What local resources and assets are available to deploy?

GROUP 2: Design Solutions for WY22/390

40 MINUTES

- What design solutions can improve person capacity/throughput?
- What design solutions can improve safety (human and wildlife) while preserving access?



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Breakout Group 1

Managing Demand

What is needed for TDM Success?

- Strategies involving financial incentives or fees are most effective in creating behavior change
- Programs and policies are most effective when coupled with improvements to non-SOV options



Influencing traveler behavior requires detailed understanding of market motivations for each market segment



Managing Long-Distance Commutes

How can we connect jobs to affordable housing options with fewer Single Occupant Vehicle (SOV) trips?



Challenges





Opportunities

STRATEGY	SEGMENT	EFFECTIVENESS
Transportation Management Association	Town Employees, Small Businesses, Visitors	High
Enhance Commuter Bus Service	Long Distance Commuters	Medium
Bike & Transit Commute Programs	Local and Long-Distance Commuters	Medium
Expand and Update Park-and-Ride	Long-Distance Commuters, Visitors	Light



Inspirational Examples



**Transportation Management Association
Missoula, MT**



**Bus Rapid Transit (BRT)
Roaring Fork Valley, CO**



Managing Demand at the Destination

How can we reduce SOV trips and parking demand generated by new development and major employers?



Challenges

- Building for Peak Season Congestion Can Induce Off-Peak Demand
- Neighborhood Impacts

Core Destinations

Governance

- Adversity to Regulation/Pricing
- Limited Local Precedents
- Laws not Aligned with Regional Vision

Limited Disincentive

Land Use Patterns

- Higher Demand for Parking
- People Drive When Options Available

- Low-Density, Auto-Oriented Growth Generates More Vehicle Trips



Opportunities

STRATEGY	SEGMENT	EFFECTIVENESS
Parking Management/Pricing	Residents, Visitors, Town Employees	High
Employer-Based Programs	Town Employees, Commuters	Medium
Development Requirements	Major Employers, Residents	Medium



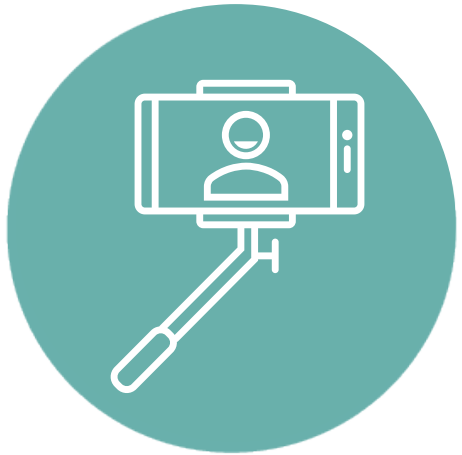
Inspirational Examples



**Trip Reduction Ordinance
North Lake Tahoe, CA**



**Park City Downtown
Parking Program (Pricing)
& Electric Express**

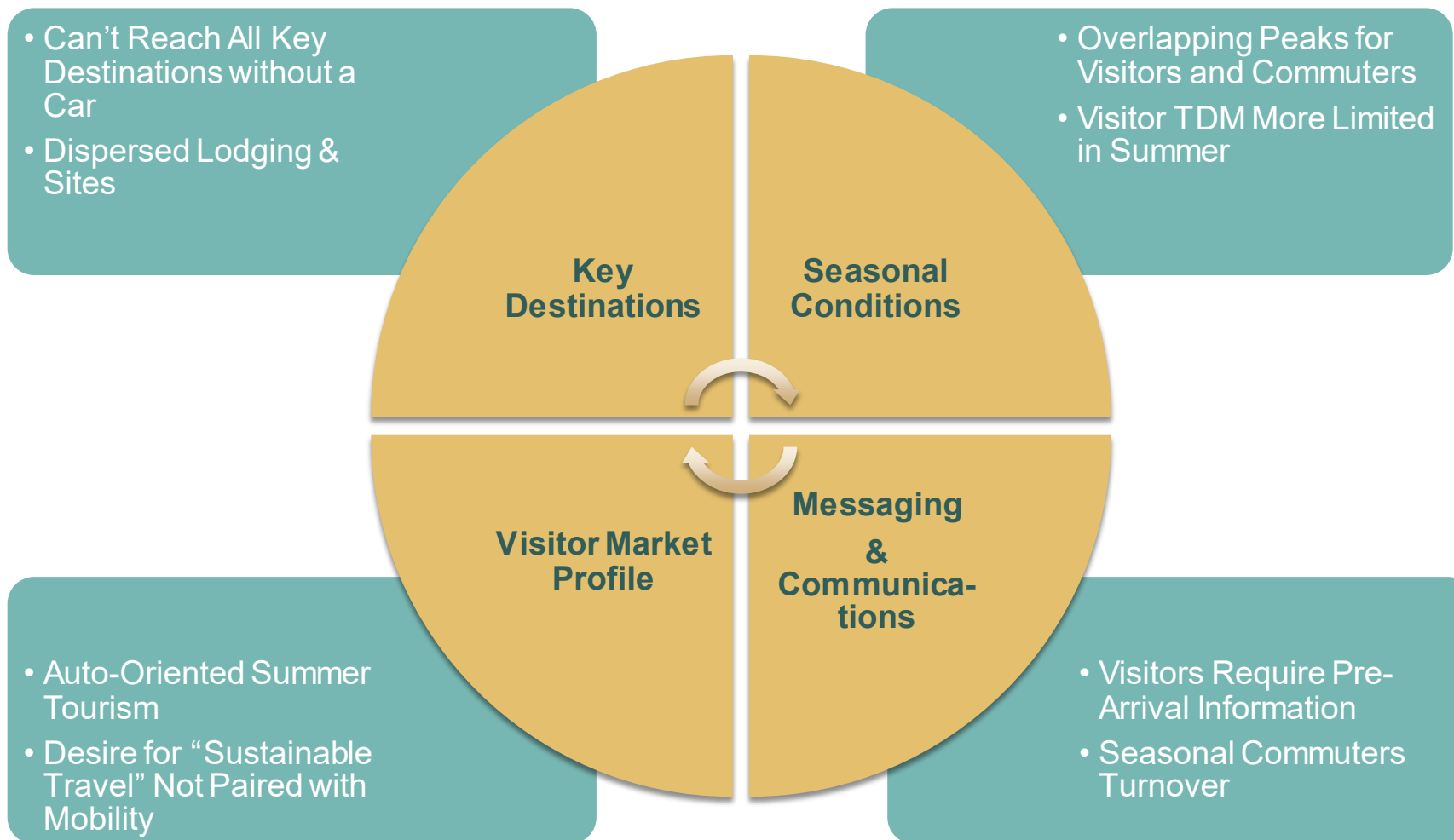


Car-Free Summer Visitation

How can we reduce pressure on the mobility system as visitation surges while providing quality access to the destinations that make Jackson a world-class travel location?



Challenges





Opportunities

STRATEGY

SEGMENT

EFFECTIVENESS

Transit Service to GTNP and Airport

Visitors, Residents

High

Zero-Fare Transit

Visitors, Residents

High

Shared Mobility

Visitors, Residents, Town
Employees

Medium

Information and Messaging

Visitors

Lower



Inspirational Examples



**National Park Transit Service
Yosemite, CA**



**Zero-Fare Transit
Missoula, MT**



**Microtransit
Aspen, CO**



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