

September 14, 2015

Dear Board of County Commissioners and Jackson Town Council,

Thank you for this opportunity to comment on the September 2015 draft of the Integrated Transportation Plan (ITP).

The Alliance believes we have a responsibility to align our transportation decisions with our community's vision of people having the freedom to safely and conveniently get where they need to go on foot, bike, or transit, while not expanding the highways that divide our community. This means we should focus on providing people with transportation choices and deal with our traffic congestion through investments in public transportation, bicycling, and walking.

This draft takes constructive steps toward achieving this vision and we're encouraged by the proposed project development process that would help ensure transportation capital projects further advance our community's vision.

With a few specific improvements, this draft could more effectively advance the vision and goals of the 2012 Jackson/ Teton County comprehensive plan. Our comments focus on how to make this draft even stronger.

Plan Overview: While the Alliance believes we should set more ambitious goals in order to align the ITP with the comprehensive plan and our community's vision of a better transportation future, **we appreciate the overall program direction and primary outcomes in the draft ITP**, especially the doubling of transit ridership by 2024 (and again by 2035) and the 5% shift from single occupancy vehicle (SOV) trips to walking, bicycling, and transit by 2035.

As protecting wildlife and our families on our roads is a core community value, and over 200 animals are struck and killed by people driving cars on County roads every year, **the ITP should also include a safety goal to "develop a transportation safety program modeled after Vision Zero, for all modes of travel, including wildlife-vehicle collisions,"** in the "Plan Scenario Policy Direction" on page 6.

Transit Development: The Alliance supports the overall direction and level of detail in the strategic transit plan as detailed in the draft ITP, especially the concept of implementing bus rapid transit (BRT) between the Town of Jackson and Teton Village. We are encouraged by the additional language calling for an evaluation of park 'n ride facilities and demand for first and last mile access, and by the clarified language spelling out the need for collaboration between Grand Teton National Park and Southern Teton Area Rapid Transit (START) regarding the Park transit pilot project concept to ensure this service meets the needs of the Park.

Active Transportation: The Alliance supports the focus and emphasis on bicycling, walking, and pathways improvements given their cost-effectiveness at helping our community achieve our vision of a better transportation future.

In order to ensure bicycling, walking, and pathways improvements align with our community value of protecting wildlife, **the ITP should call for an analysis and accompanying mitigation of wildlife-impacts from bicycling, walking, and pathways improvements**, similar to how we plan for road improvements to ensure they protect wildlife and our families and increase habitat connectivity.

Transportation Demand Management: The Alliance supports the implementation of a transportation demand management (TDM) program as detailed in the draft ITP, especially the implementation of an annual performance monitoring and reporting system to track trends and evaluate the ongoing effectiveness of implementing the ITP. We encourage strong consideration in the immediate future of both car share and bike share programs as they offer cost-effective TDM measures. We **applaud the additional language calling for a parking management program** as this program could both improve our transportation system and support our local businesses.

Major Capital Projects: The Alliance appreciates the draft ITP calling for investments “guided by system preservation and efficiency needs,” and placing “low priority on expansion of road and street motor vehicle capacity.” We also **strongly support the proposed project development process** that would help ensure transportation capital projects further advance our community’s vision. **This process would be even stronger with the addition of a wildlife/conservation stakeholder on each project committee.**

While the proposed project development process is a large step in the right direction, additional language could more effectively align this section of the plan with the vision and goals of the comprehensive plan and our community’s values and vision of a better future.

Specifically, **the ITP should include an additional capital investment principle, “Priorities. Focus on and prioritize investments in public transportation, bicycling, and walking, along with strategic improvements to existing assets, before considering the construction of new auto-centric infrastructure.”** This addition would align with the comprehensive plan’s guiding principle to “meet future demand through alternative modes” and help ensure future capital projects advance our community’s vision.

We are also encouraged by the additional language in this section calling for the development of a wildlife crossings master plan, and encourage the consideration of additional language incorporating this plan into a transportation safety program modeled after Vision Zero.

Thank you again for the opportunity to comment on the September 2015 draft of the ITP. Please let us know if we can be of any assistance as you move forward with improving and adopting this plan.



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