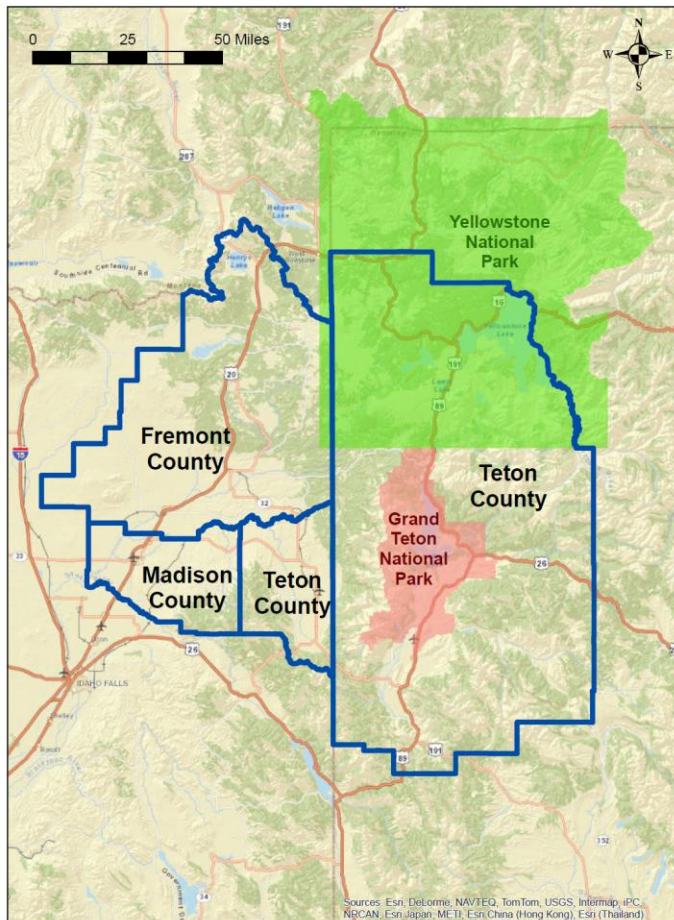


Multi-Modal Transportation Assessment and Development Strategy

AN INTRODUCTION

In February 2011 the Western Greater Yellowstone Consortium (WGYC) launched a 3-year planning process with the assistance of a \$1.5 million Sustainable Communities Planning Grant from the U.S. Department of Housing and Urban Development (HUD). The grant included funds to prepare a *Multi-Modal Transportation Assessment and Development Strategy* for the 4-county region of Fremont, Madison, and Teton counties, Idaho, and Teton County, Wyoming, which in addition to the counties, includes the



signatory Idaho cities of Island Park, Ashton, St. Anthony, Rexburg, Driggs, and Victor, plus the Town of Jackson, Wyoming. In addition to these 11 units of local government, the official consortium agencies include the Caribou-Targhee National Forest, the USDI Bureau of Land Management (Upper Snake River District), and the Idaho State Department of Lands. The Yellowstone Business Council (dba the Yellowstone Business Partnership) is the sole nonprofit partner in the consortium that has assisted Fremont County with the initial application process and is providing ongoing project management support.

The Greater Yellowstone Regional Transportation Cooperative (dba Linx) was pre-qualified through the grant application process to research and prepare this multi-modal assessment, with an emphasis on developing a multi-agency strategy for improving mobility across the 4-county region. The proposed strategy outlines four separate initiatives that together lay the foundations for an integrated transportation plan that can be implemented individually by local, state and federal governments, but most effectively in coordination with one another under the

consortium's *Regional Plan for Sustainable Development (RPSD)*.

In applying for the HUD grant, Fremont County desired to create a comprehensive, regional resource plan to serve as a voluntary guide to coordinate land use and development across county and state boundaries. Key to this coordination goal will be the application of YBP's Greater Yellowstone Framework for Sustainable Development as the overall, guiding document for both the RPSD and updates of local comprehensive land use plans. Each local government in the consortium will thus have the option to submit their own comprehensive plans for certification under the GY-Framework rating system that was based upon LEED and developed in concert with the U.S. Green Building Council as one of the first ecosystem-based rating systems in the country.

This *Multi-Modal Transportation Assessment and Development Strategy* should assist all consortium members in achieving the “Transportation and Connectivity” prerequisite and credit points necessary for certification under the GY-Framework rating system. While the entire set of requirements and strategies may be reviewed [see appendix ___], the individual credits and statements of intent are listed below:

TC Prerequisite 1: Transportation Plan

Intent: To reduce energy consumption and pollution from motor vehicles by encouraging use of pedestrian traffic, public transit, ride sharing/car-pooling, and alternative fuels

TC Credit 1: Alternative Transportation Amenities (1-3 points)

Intent: To reduce air pollution, global climate change gas emissions, and inefficient land use patterns by reducing dependence on automobile use

TC Credit 2.1: Efficient Vehicles: Fleets (1-2 points)

Intent: To reduce air pollution and global climate change gases from vehicle operations by improving average fleet mileage and by purchasing more efficient vehicles.

TC Credit 2.2: Efficient Vehicles: Alternative Fuels (1-2 points)

Intent: To reduce air pollution, greenhouse gases from vehicle operations, and support transportation alternatives to fossil-based fuels

TC Credit 3: Trails, Walkability, and Pathways (1-3 points)

Intent: To provide direct and safe connections for pedestrians and bicyclists to local destinations, neighborhood centers, existing trails systems, and publicly owned parks and natural resources and to promote public health through increased physical activity

Acknowledgments

Each of the four initiatives presented in this report were prepared with the assistance of individuals, agencies and organizations that are committed to improving mobility across the Greater Yellowstone region and the four consortium counties in particular. Many served on advisory teams and attended a series of team and public meetings to help improve this document and the recommendations made within it. However, the following individuals contributed to key aspects of this project and deserve special acknowledgment:

- Collette Rinehart, Linx Sales Manager (Island Park, Idaho)
- Kyle Babbitt, former Linx Program Associate (Island Park, Idaho)
- Kimberly Brown, former Linx Program Associate (Boise, Idaho)
- Kate Wilson, Idaho State University Graduate Student and GIS Consultant (Island Park, Idaho)
- Joe Gilpin, Alta Planning & Design – (Bozeman, Montana)
- Greg Newkirk, Fremont County GIS Specialist (St. Anthony, Idaho)
- Wendy Green Lowe, P2 Solutions (Idaho Falls, Idaho)
- Phil Cameron, Yellowstone-Teton Clean Cities Coalition (Jackson, WY)
- Charles Dickson, Community Transportation Association of America (WA DC)