

CHAPTER 7

SUMMARY OF RECOMMENDATIONS and the MULTI-MODAL DEVELOPMENT STRATEGY

The following recommendations have largely been derived from Chapters 4-6 of the Multi-Modal Assessment and are being presented here in summary form. It is suggested that the reader refer back to the discussion of each Initiative and/or Goal to fully understand the context for each recommendation. As other elements of the Regional Plan for Sustainable Development are completed for housing, recycling infrastructure, economic development and sustainability indicators, these recommendations will be updated for consistency with overall plan and integrated into an implementation timeline.

In the meantime, projects such as the Upper Valley Connector between Rexburg and Jackson must move forward in the near-term to secure needed funding for 2015. As progress is made on this regional public transportation project and other mobility recommendations, a new Chapter 8 will be added to highlight accomplishments made during Year 3 of the HUD grant. Power Point presentations and notes from all outreach efforts being made to local governments and the resulting media coverage will also be added.

INITIATIVE #1 – AN INCREMENTAL APPROACH TO DEVELOPING THE REGION’S PUBLIC TRANSPORTATION SYSTEM

Goal 1.1 – Enhance Intra-city and Commuter Bus Services within each Consortium County

RECOMMENDATION 1.1.1: The WGYC governments should monitor and fully participate in the Teton County/Jackson Hole Integrated Transportation Planning process, particularly with respect to cross-boundary coordination and examination of a Regional Public Transit Authority, one of the study objectives assigned to consultant Charlier Associates.

RECOMMENDATION 1.1.2: The Regional Plan for Sustainable Development (RPSD) should address how the entire region will assist in the growth of the START Bus system, including future phases of infrastructure development and expansion of routes to the airport, Grand Teton National Park, and into Idaho.

RECOMMENDATION 1.1.3: The WGYC Steering Committee should endorse Rexburg’s technical assistance application to CTAA to design a fixed-route system for the City that full integrates with intercity bus routes and schedules to benefit the entire 4-county region. In addition the consortium should offer a technical assistance monetary contribution of \$2500 in match support.

RECOMMENDATION 1.1.4: The WGYC governments should request that any transportation providers in rural Madison and Fremont counties that receive public funding through the RPSD efforts demonstrate their commitment to regional coordination, joint marketing of transit services, and connectivity with both public and private intercity and interstate bus services.

RECOMMENDATION 1.1.5: HUD grant managers should meet regularly with the Teton Valley Mobility Advisory Committee (TVMAC) through 2014 to ensure that the final RPSD reflects local government priorities in Teton Valley AND that the Consortium supports joint funding requests for Teton Valley that will help build the regional system (e.g. TIGER grant).

Goal 1.2 - Expand Intercity Bus Services to Improve Connectivity across the Western Greater Yellowstone Region

RECOMMENDATION 1.2.1: All Consortium governments and agencies should evaluate the proposed Upper Valley Connector service to determine what connectivity benefits would accrue to its residents and visitors in FY2015. If favorable, the City of Rexburg will advance an ITD funding application for up to \$80,700 in 5311 funds with \$45,300 in matching commitments that are needed by February 24, 2014.

RECOMMENDATION 1.2.2: The City of Rexburg should begin to negotiate now with Walmart to incorporate a North Rexburg Transit Center and Park & Ride facility as part of the new Super Walmart planned for completion in 2016. This should not preclude planning for downtown and campus infrastructure that will be critical intermediate hubs for an eventual fixed route system.

Goal 1.3 - Advance an Integrated Public Transportation Network that Links the Region's National Parks and Outdoor Recreation Areas

RECOMMENDATION 1.3.1: The Consortium should reach out to the concession staffs within both Yellowstone and Grand Teton national parks to propose greater coordination between the parks' pilot transportation systems and the regional gateway connections that are developing over time.

RECOMMENDATION 1.3.2: All local governments and chambers of commerce are encouraged to financially support the privately-operated pilot demonstrations as they attempt to build a sustainable ridership in both national parks.

RECOMMENDATION 1.3.3: The Consortium should encourage Yellowstone National Park to follow Grand Teton's lead in preparing a comprehensive transportation services plan where shuttles could help ease congestion in high traffic area

INITIATIVE #2 – AN INTEGRATED, RECREATIONAL TRAILS NETWORK WITH COMPLETE STREETS POLICIES FOR WESTERN GREATER YELLOWSTONE

Goal 2.1. Lay the Groundwork for Development of a Region-wide Trails Network.

RECOMMENDATION 2.1.1: Create warehouse of information and resources pertaining to trails in the region. Hire a GIS specialist to monitor, update and work with counties to maintain the ArcGIS online interactive maps necessary for this collaboration. Currently through this project, the Fremont County GIS department has been collecting all the trail data available.

RECOMMENDATION 2.1.2: Create a regional task force to organize and prioritize trail construction locations that will fill in the gaps of trail access in the area, as well as provide funding resource information and aide. Idaho Pedestrian and Bike, Montana Bike and Walk, and Wyoming Pathways are currently working on this and needs matching funds to support phase planning.

RECOMMENDATION 2.1.3: Raise needed funds to expand public awareness of this regional trail system as gaps are filled. Idaho Pedestrian and Bike, Montana Bike and Walk, and Wyoming Pathways will need matching funds to help the Western Greater Yellowstone region brand its trail network, properly sign the regional trails and develop promotional materials for public information.

RECOMMENDATION 2.1.4: Coordinate with all counties and federal agencies to uniformly accommodate new trail-oriented sports (e.g. snow bikes) in the region, including how to fairly include new uses into recreation fee schedules.

RECOMMENDATION 2.1.5: Consider accessibility when developing this region wide system. Items to consider when building new trails are smoothness of surface for wheeled travel; accessible parking and ramping to the trail system; passable entranceways; gravel or flat trail edge transition for visually impaired, trail widths, etc.

RECOMMENDATION 2.1.6: Work with the Linx Regional Transportation Cooperative to identify potential multi-modal hubs within the trails network. Hubs are critical to the process; these are location were transportation options link together; i.e. bus stops with covers – ideally near services, coffee, parking, or potential rail/bus transfer points for future depots and Park and Ride locations.

Goal 2.2. Advance Economic Development Scenarios that Integrate the Trails Network Concept

RECOMMENDATION 2.2.1: Fill the gaps in the trail network from Jackson to West Yellowstone to connect rural communities in a manner that will attract business and future investment. Strategies should be explored for how to best accommodate those recreationists who will use a combination of motorized

trails, non-motorized trails and public transportation, thus increasing the days visitors will spend outside the national parks and across the 4-county region.

RECOMMENDATION 2.2.2: Support creation of a multi-modal trail system along U.S. Highway 20 that connects cities from Idaho Falls to Island Park. Explore creative, legal uses of the railroad right-of-way (paralleling the current tracks) that would accommodate a variety of travel modes. Connect to the following attractions: Trails of Madison County, Henry’s Fork Greenway, and St. Anthony Sand Dunes

RECOMMENDATION 2.2.3: Help Linx bus providers invest in more bike/ski carriers and design schedules and multi-modal stops compatible with the emerging regional trail system. Coordinate service with established routes in and through Yellowstone and Grand Teton National Parks and promote more loop excursions and recreational adventures using public transportation

RECOMMENDATION 2.2.4: Ensure those entities that offer Zip Cars/WE Cars (e.g. BYU-Idaho), equip the vehicles with bike and ski racks to maximize their year-round use in accessing 4-county recreation sites.

RECOMMENDATION 2.2.5: Expand coordination among those in the snowmobile industry to promote packages outside the national parks. Work with destination marketing organizations and chambers of commerce to ensure that businesses work together to offer sled rentals, meals, lodging and evening entertainment, thus increasing the desirability of Western Greater Yellowstone as a snowmobile destination. Work with all states on a multi-state permitting system to make it easier to be in compliance with state and national park rules.

RECOMMENDATION 2.2.6: Coordinate with the Nordic ski community in a manner similar to that of the snowmobile industry to promote one and two-week destination vacations in the 4-county region. Explore restoring the Lucky Dog ski trail system in the Big Springs area (where the snowmobile closure has been maintained) and collectively marketing the public and private trail systems that exist in Western Greater Yellowstone.

RECOMMENDATION 2.2.7: Design and market multi-modal travel packages that illustrate how one can fly into Jackson, Idaho Falls or West Yellowstone and then bus, bike and hike to all desired destinations. Coordinate with interested resorts, restaurants and transportation providers to collectively market their services in campaigns oriented to youth and international travelers.

Goal 2.3: Respond to Complete Streets Recommendations Made by Alta Planning & Design

Region-Wide Recommendations

RECOMMENDATION 2.3.1: As roads and highways are reconstructed, resurfaced and maintained, take advantage of opportunities to provide four foot minimum shoulders for bicyclists and pedestrians. Shoulders should have at least four feet of clear width exclusive of a rumble strip (if present). On some highways, greater widths should be considered where applicable.

RECOMMENDATION 2.3.2: Where shoulders exist, and roadway sealing operations will be undertaken, it is important to keep the overlay or chip seal seam out of the middle of the shoulder. If the entire width of the roadway is not going to be surfaced, then the seal coat should either terminate just outside of the fog line or extend the entire width of the roadway to the outside edge of the paved surface. A seam down the middle of the shoulder can result in an uneven surface for bicyclists and pose a potential safety hazard.

RECOMMENDATION 2.3.3: In certain areas near communities, or on high traffic/high scenic value, a separate paved path may be desirable to accommodate bicycle and pedestrian traffic. Separate planning efforts will be needed to determine candidate sections of roadway.

Fremont County

RECOMMENDATION 2.3.4: Fremont County should update and complete its Development Regulations, particularly the chapter reserved for trail development in roadway corridors.

RECOMMENDATION 2.3.5: Fremont County should think more broadly about the types of improvements to be provided each time a LID comes up for consideration. It may not always be possible to provide complete streets elements, but they should be discussed at the beginning if they are feasible and affordable.

City of Island Park

RECOMMENDATION 2.3.6: In Island Park, continue to work with ITD when they are reviewing highway sections. Pursue creation of a separate trail system in the right-of-way along the highway with improvements for summer bike travel

City of Ashton

RECOMMENDATION 2.3.7: Because Ashton is at the beginning of the Rails-to-Trails route to Tetonia, it needs to pursue the significant potential it has to attract bicycle tourism and improve recreational options for local residents

City of St. Anthony

RECOMMENDATION 2.3.8: St Anthony could benefit from some specific analysis of existing roadway corridors, existing trail facilities and other upcoming road projects to determine opportunities for pedestrian and bicycle connectivity and more complete streets.

Madison County

RECOMMENDATION 2.3.9: The Trails of Madison County group should make their trail map more easily accessible to the community and consider printing them and making them available to local residents and incoming BYU students.

City of Rexburg

RECOMMENDATION 2.3.10: Rexburg's city ordinance that requires home sales to provide sidewalks if they are not present could be a tremendous asset to the city. The City should periodically inventory sidewalks and prioritize resources to fill gaps and create connections that go beyond the individual property owners. A cost sharing program could incentivize homeowners to work with the City to plug important gaps in the pedestrian network and result in a more connected Rexburg.

RECOMMENDATION 2.3.11: The City of Rexburg should consider, either by itself or with its partners of Madison County and BYU Idaho, commissioning a non-motorized transportation plan that would provide detailed analysis of pedestrian and bicycle facilities and provide the agencies with a prioritized project list with which the non-motorized network could grow intelligently and make efficient use of local resources.

Teton County, Idaho

RECOMMENDATION 2.3.12: Enthusiasm for the idea of a joint Teton County, Victor and Driggs Transportation Plan was high. Further discussions will be required to see if adequate funding can be assembled. This cooperative planning process would be of great benefit to the County.

RECOMMENDATION 2.3.13: Draft roadway cross-sections were presented by Teton County for consultant input. They were the same whether for unpaved or paved roads with varying lane widths and shoulder widths. In reality, the shoulder on these roads will feel the same whether it is 2 feet or 4 feet in width. Only on the rare event of two vehicles meeting head-on while overtaking a bicyclist would any of these cross sections become uncomfortable. It is recommended that the County also consider a separate paved cross-section that could stem from a large future subdivision being constructed in the County, with an improved route to Highway 33, or Victor/Driggs. Such cases should consider a painted 4 foot shoulder for bicyclists or pedestrians.

RECOMMENDATION 2.3.14: The entire Teton County is covered by the Sheriff's department. Part of the discussion revolved around poor bicycling behavior. A diversion program was suggested where bicyclists are ticketed but can attend a training course administered by the Sheriff's Department that would remove the ticket from the individual's record.

City of Driggs

RECOMMENDATION 2.3.15: Of the three, Driggs seems like it has a bit more history pursuing *Complete Streets* elements and could be the most likely to consider passing a *Complete Streets* Policy. All three agencies could continue to strengthen development regulations, code, design standards and others that would all support *Complete Streets* principles with or without an actual policy in place.

City of Victor

RECOMMENDATION 2.3.16: Work with the city staff to develop multi-modal improvements that will better connect the city and possibly focus on revitalizing the old railroad depot.

Teton County, Wyoming

RECOMMENDATION 2.3.17: Teton County and the Town of Jackson have a lot of enthusiasm for the Integrated Transportation Plan concept. A 2013 launch date for this project would be very welcome to the community

Town of Jackson

RECOMMENDATION 2.3.18: The Town seems well positioned to pass a Complete Streets Policy/Resolution/Ordinance. Public, and staff support seems to exist. This could be a short term action completed within the next year if the Town Council is open to it. This would be the only Complete Streets Policy outside of the Cheyenne area in Wyoming.

RECOMMENDATION 2.3.19: Sidewalk replacement/construction program. The 2007 Pathways Master Plan recommended the city devote monetary resources, maintenance budget and staff time to repairing and expanding the in town pedestrian network. This recommendation has not been implemented. The recommendations that will stem from the Complete Streets Action Plan could form the basis for an ongoing Pedestrian improvement plan in Jackson.

INITIATIVE #3 – COLLABORATIVE MARKETING of MULTI-MODAL TRANSPORTATION – APPLYING THE REGIONAL CO-OP CONCEPT

RECOMMENDATION 3.1: As part of the public outreach associated with review of the final RPSD, design a user survey targeting the following seven customer archetypes to assess interest in riding the Upper Valley Connector and accessing Yellowstone and Grand Teton national parks.

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|---------------------------|------------------|-----------------------------------|
| Rural Residents | College Students | Year-round and Seasonal Employees |
| Recreational Riders | Urban Youth | International Visitors |
| Special-Interest Visitors | | |

RECOMMENDATION 3.2: Form a mobility advisory committee of representatives from all the Consortium governments, regardless of their status as Co-op members. The committee will assist with problem solving in designing and implementing inter-city bus services and share responsibility for administering FTA grants across the four counties.

RECOMMENDATION 3.3: In implementing the inter- and intra-city services across four consortium counties (see Initiative #1), apply to the extent practicable the branding and messaging recommendations that Flying Horse Communication advanced in the Linx Strategic Communications Plan.

RECOMMENDATION 3.4: Fully explore what online options exist through the Idaho 511 website to properly promote the proposed Upper Valley Connector service and the existing intercity and on-demand services that serve the four-county region.

RECOMMENDATION 3.5: Work with all seven providers to further explore what incentives can be offered in 2014 to have all provider routes in the four counties appear in the Lock Media webstore for trip planning and/or online ticketing purposes

RECOMMENDATION 3.6: If a sufficient number of providers and local governments within the region are interested in coordinating their routes and piloting the concept, it should be feasible to begin testing a multi-day pass on a smaller, four-county scale – such as on the proposed Upper Valley Connector – in 2015.

RECOMMENDATION 3.7: Consortium partners should work with the Yellowstone-Teton Clean Cities Coalition to design an “Efficient Travel” campaign that will implement Green Fleet, Electric Vehicle and Idle-Free programs for those interested across the four-county region.