

Principle 7.3—Coordinate land use and transportation planning

Current and future land use patterns and the associated roadway network will greatly affect the community's ability to meet its transportation goal. Complete neighborhoods and complete streets facilitate the use of alternative modes of transportation, lessening our dependence on the SOV and reducing our overall energy consumption. A compact land use pattern interconnected by an integrated alternative transportation system will have less impact on our wildlife and natural resources. Our community's land use pattern and transportation network are closely intertwined, so we must coordinate current and future development and transportation system improvements to support our shared vision.

Policy 7.3.a: Develop a land use pattern based on transportation connectivity

A goal of this plan is to interconnect existing County neighborhoods and the Town of Jackson with a multimodal transportation system. Within existing County and Town neighborhoods, alternative modes of transportation are viable for daily trips year-round, and these opportunities should be maintained and enhanced. Interconnecting existing neighborhoods (i.e. Rafter J and Melody Ranch), as well as future development, will maximize the efficiencies of the existing land-use pattern. The Town and County will consider the effects of the land use pattern on the local transportation system when defining appropriate locations for growth and development.

Policy 7.3.d: Reduce wildlife and natural and scenic resource transportation impacts

The presence of additional vehicles on our roadways will increase the likelihood of wildlife-vehicle collisions, even if mitigation efforts are pursued. New transportation network projects and enhancements to our existing transportation system need to be designed to minimize or mitigate impacts to wildlife, natural and scenic resources. Specifically, improvements need to address wildlife permeability, crossing issues and identified wildlife "hotspots". The community will need to cooperate with WYDOT on funding and planning to achieve the wildlife permeability goals of the community.

Policy 7.3.c: Require development to implement and fund alternative transportation

The Town and County will require facilities and building orientations that promote transit, walking, and biking in locations where alternative modes of travel are viable. In addition, specific provisions for alternative transportation infrastructure will be required in all developments, including the provision of sidewalks, pathways, easements, transit infrastructure, and other complete street features.

Policy 7.3.d: Review land use proposals and decisions against their transportation network impacts

A critical component of informed transportation planning is the concurrent review of transportation impacts with land use applications. As land use decisions are made that will result in transportation impacts, the Town and County will require that impacts be identified and mitigated. Development decisions will be made with an equal and concurrent consideration of both land use and transportation impacts. On a regional scale, we will recognize that the decisions of our community have effects reaching beyond our jurisdiction.