

***JACKSON / TETON INTEGRATED TRANSPORTATION PLAN
PUBLIC WORKSHOP #1 – OUTCOMES***

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INTRODUCTION

On June 24, 2014, the Town of Jackson Hole and Teton County held a public workshop at the Center for the Arts to introduce the Jackson / Teton Integrated Transportation Plan to the community and gather input regarding current and desired transportation characteristics. The workshop included several display boards, maps, interactive exercises, and a presentation of transportation-related photos taken by community members, as well as a few non-profit agencies at booths outside the Center. At least 54 individuals attended the workshop. This document summarizes the outcomes of the interactive exercises, which are also available online until July 31, 2014. The six exercises include:

- How should the ITP improve your everyday life between now and 2025?
- Dashboard
- Define “Unbearable” Traffic
- What future improvements would you most like to see to START Bus?
- Transportation Characteristics in Complete Neighborhoods
- Transportation Characteristics in Rural Areas

HOW SHOULD THE ITP IMPROVE YOUR EVERYDAY LIFE BETWEEN NOW AND 2025?

Meeting attendees were asked to write, in 15 words or less, their ideas for how the Integrated Transportation Plan should improve their everyday life. The 66 responses received are organized by topic below.

Multimodal

- Create more alternative transit hubs for buses, shared bikes, car sharing and more bike paths!
- Increase bus service to downtown Wilson and continue bike safety improvements on bike paths with minimal signs
- Things should get “no worse,” buses/bike improvements to remove enough single occupant vehicles so streets are not widened
- Bus to year round residential areas, dedicated bike lanes on all town streets
- Allow a working couple with 2 kids in town who live in Melody Ranch to commute to school, work and after school activities w/o daily car trips
- Safe and accessible non-motorized routes to school
- Safe bike and ped travel throughout town and over residential development areas
- Focus on public and alternative transportation. Avoid giant 5 lane roads that are not ideal for Jackson Hole character or wildlife
- Slower auto speeds on side streets in town (less street lines) for bike/ped safety
- Safe routes to school between E Jackson and W Jackson for children to bicycle and or walk to school
- Safe choices for multi-modal modes of transportation. Safe bike routes throughout town and county
- Energy efficient and non-polluting transportation



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Bike

- Safe for my kids to bike around town
- Finish bike connections completing the Grand Loop. Create more mode options so roads don't get widened
- Facilitate year-round bike commuting through plowing/snow management
- Bike paths through town w/o on-street sections
- Connect the pathway around the south end of South Park Loop
- Encourage cross-state bicycle travel over Teton Pass
- It should improve everyday life once the bike path from Indian Trails to Wilson is complete
- Improve bike culture (vehicles to have more respect for bikes and vice versa)
- More bike parking spots around town

Pedestrian

- More safe sidewalks in town for summer and winter use
- Walkable town – safe for kids to walk to school and parks
- Improve sidewalks and walking districts
- I would like Jackson to be a quiet walkable town
- Better sidewalks that can be used in the winter
- Sidewalks along major streets in East Jackson

Transit

- Increase cost-efficient public transit to rural communities/areas of the County
- Bus transportation over Teton Pass with stop at the top (winter access)
- Mass transportation available for shift workers and college students between Teton Valley and Alpine and Town
- Bus service to Melody Ranch
- Put everyone else on a bus
- Bus service to run longer to serve late nights – restaurant owners and bar tenders
- More opportunities for START ridership (pickup/drop off in rural areas)
- Shuttles to GTNP enabling visitors and residents without cars/bikes to access the Park
- Increase options to access both National Parks without a private vehicle
- Bus service extended hours – including commuter buses to Star Valley/Victor
- Expand public transit (START)
- Bus service to Rafter J
- Provide later buses to Teton Valley, ID so it works for people who don't work 8-5
- Getting from Jackson to Idaho needs to be addressed beyond commuter service – some evaluation of cars going to Idaho Falls for retail and health services
- Late night bus service in town and to/from the Village. More service to the airport.
- Bus service – later hours and more stops to commuter neighborhoods (i.e. game Creek)
- Bus opportunities to/from Rafter J and Melody Ranch



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Roadways

- Connect: Hwy 22 – Indian trails, South Park – Rafter J, North Bridge
- After 45 years of discussion it is time for a road and bridge between Teton Village and the airport and Hwy 89 (road north)
- Build the Indian Trails Connector Please!! For those of us who live in South Park
- Indian trail connector

Wildlife

- Provide connections and crossings for wildlife passage
- Crossings for wildlife for less roadkill
- Move beyond a vision of protecting people and wildlife on the roads with structure built

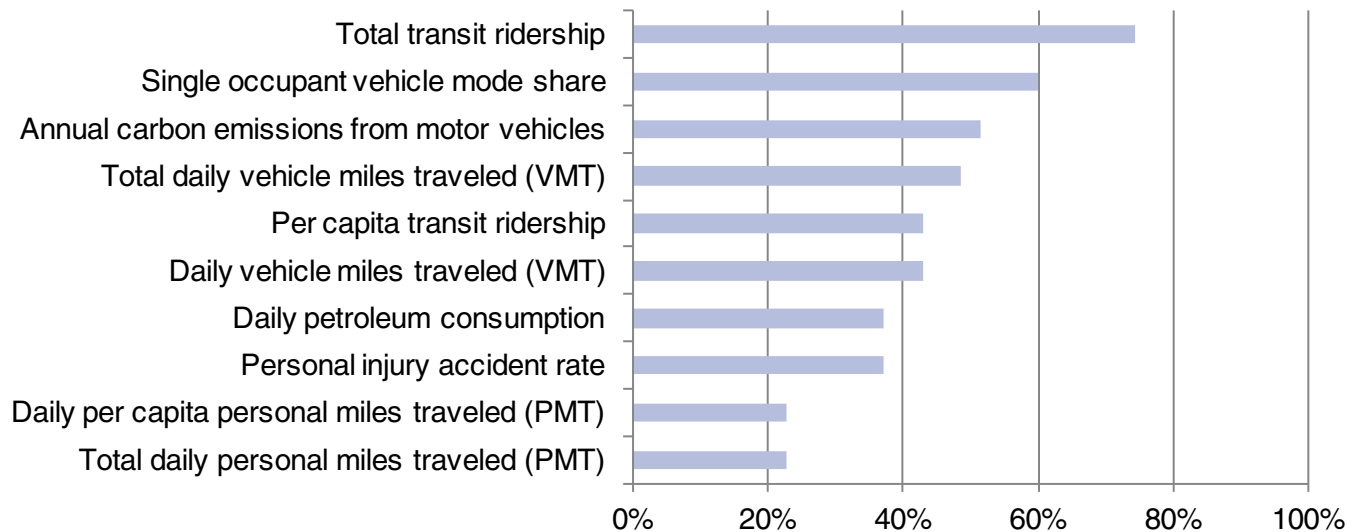
Others

- Declare war on automotive convenience. Cars are handy, but we've gone way overboard.
- Safely travel from one of town to the other time efficiently
- It shouldn't interfere with my business work needs
- Better interconnectivity for emergency response
- Integrated public art
- Better wayfinding/signage for tourists
- Deliver mail to homes – alternate days on-street overnight winter parking in Jackson
- No vehicle over 24" in Town Square excepts box trucks for delivery
- Monorail – Jackson to Wilson to Teton Village to Moose and back to Jackson
- Get everyone (including bikes) to slow down
- Tram – Airport to/from Teton Village
- Connect 2 bridges to nowhere to somewhere
- Stagger rush hour or alternate routes. Parents encourage school bus routes
- Reduce traffic through town on Hwy 89 and Broadway
- Close half of Town Square – close Pearl or make one way – trolley on Pearl

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DASHBOARD

Workshop attendees had the opportunity to create a “dashboard” of transportation indicators most important to them by selecting six out of 10 previously defined indicators. 35 individuals participated and their results are summarized in the chart below.



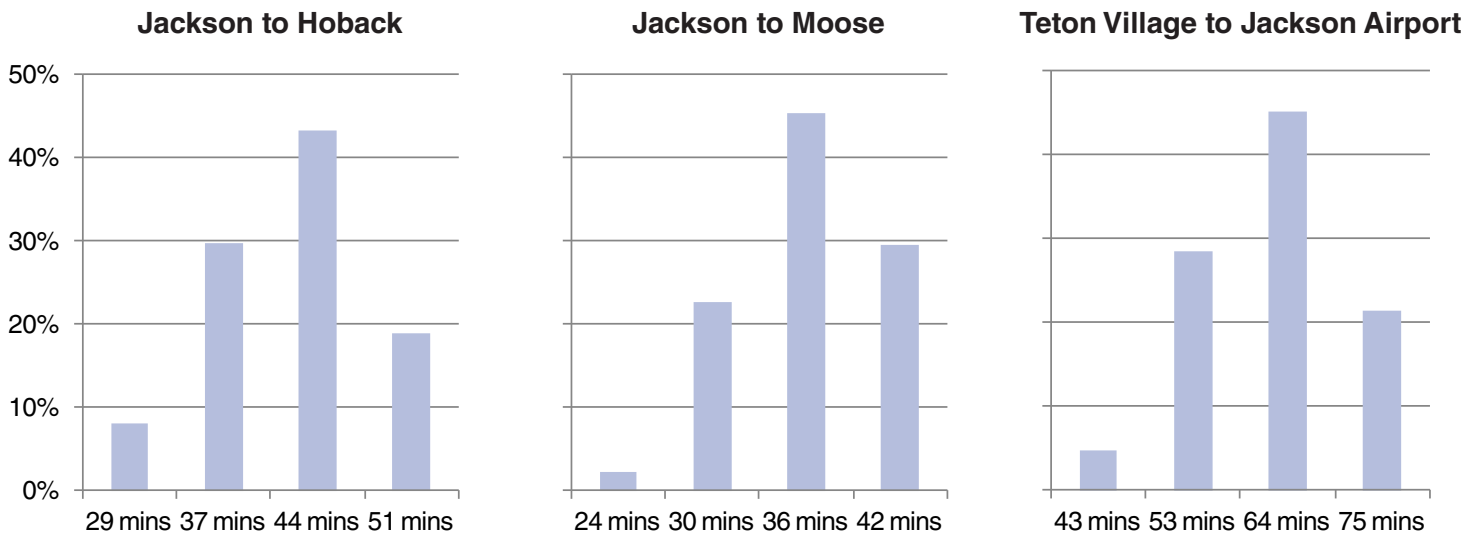
Meeting participants also created many of their own dashboard indicators, including the following:

- Wildlife-vehicle collisions – 21
- Bicycle mode share – 4
- Non-vehicular mode share – 3
- Comfort and safety of bicyclists on streets – 3
- Transit connectivity with region – 3
- Winter maintenance of bicycle and pedestrian facilities – 2
- Pedestrian mode share – 2
- Average wait time at 4-way stops by month – 2
- Number of cars that can turn left per given time frame at key intersections – 2
- Rental cars available – 1
- Non-vehicular miles traveled – 1
- Traffic queue on Snow King and Hwy 89 into Jackson – 1
- Ridership per transit mile – 1
- Vehicle collisions with pedestrians and bicycles – 1
- Participation in car share – 1
- Truck/trailer traffic volumes – 1
- Street parking in town – 1
- Daily amount paid for gasoline per person – 1
- Mode share of transit miles traveled – 1
- Protection of wildlife corridors – 1

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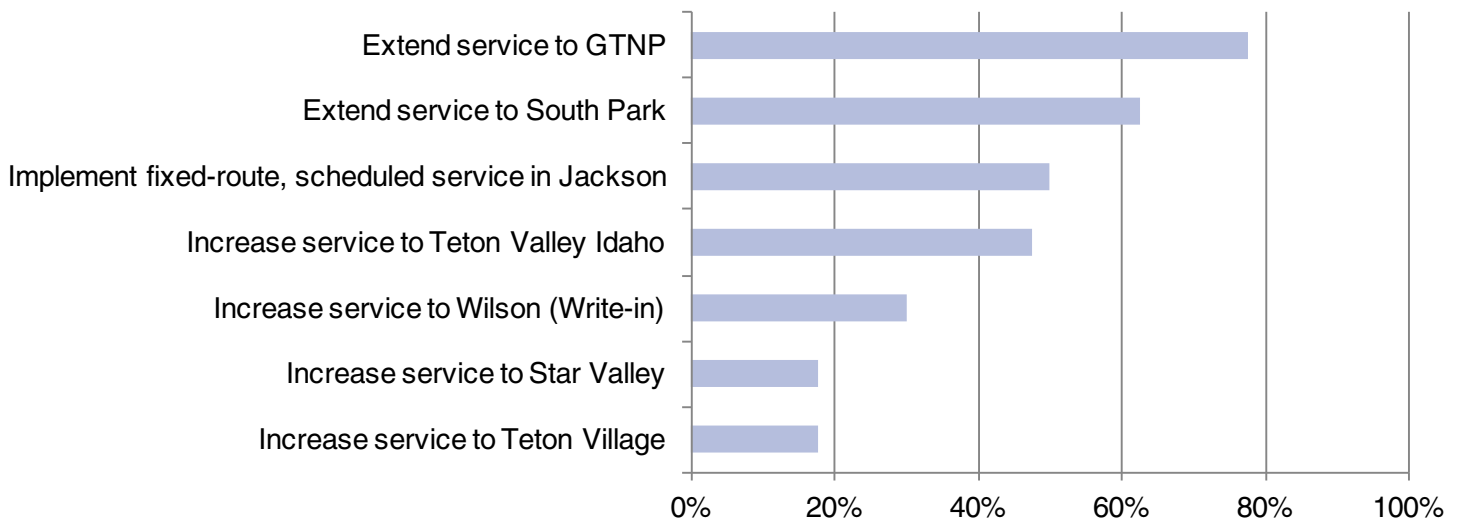
DEFINE “UNBEARABLE” TRAFFIC

A board displaying three travel routes and existing off-peak travel times asked meeting participants to identify future travel times (in minutes) that would be unbearable during the peak July hour. The results are summarized in the following charts.



WHAT FUTURE IMPROVEMENTS WOULD YOU MOST LIKE TO SEE TO START BUS?

At the workshop, participants were provided a list of potential future improvements to the START bus system and were asked to select those they would most like to see. 40 individuals participated in this exercise, and their results are summarized in the chart below.



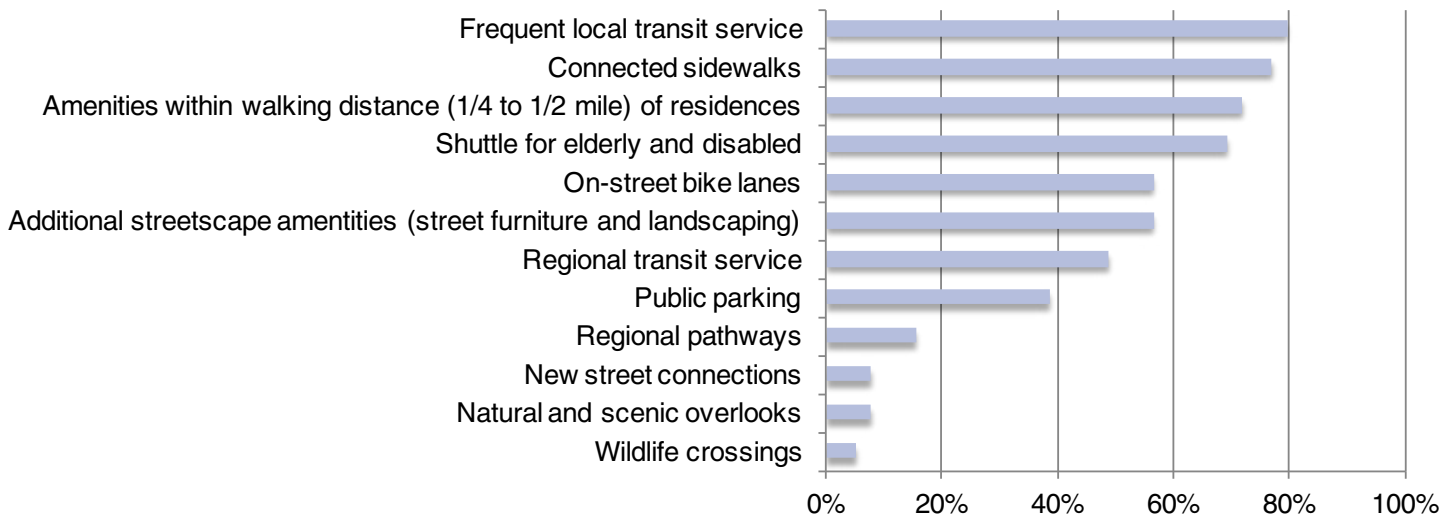
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TRANSPORTATION CHARACTERISTICS IN COMPLETE NEIGHBORHOODS

The Jackson / Teton County Comprehensive Plan identifies 15 character districts, 10 of which are defined as complete neighborhoods. Workshop participants were given a list of these neighborhoods and desired transportation characteristics, identified below, and selected those characteristics that they preferred in each district. 48 responses were received for this exercise, and the results are provided on the following pages.

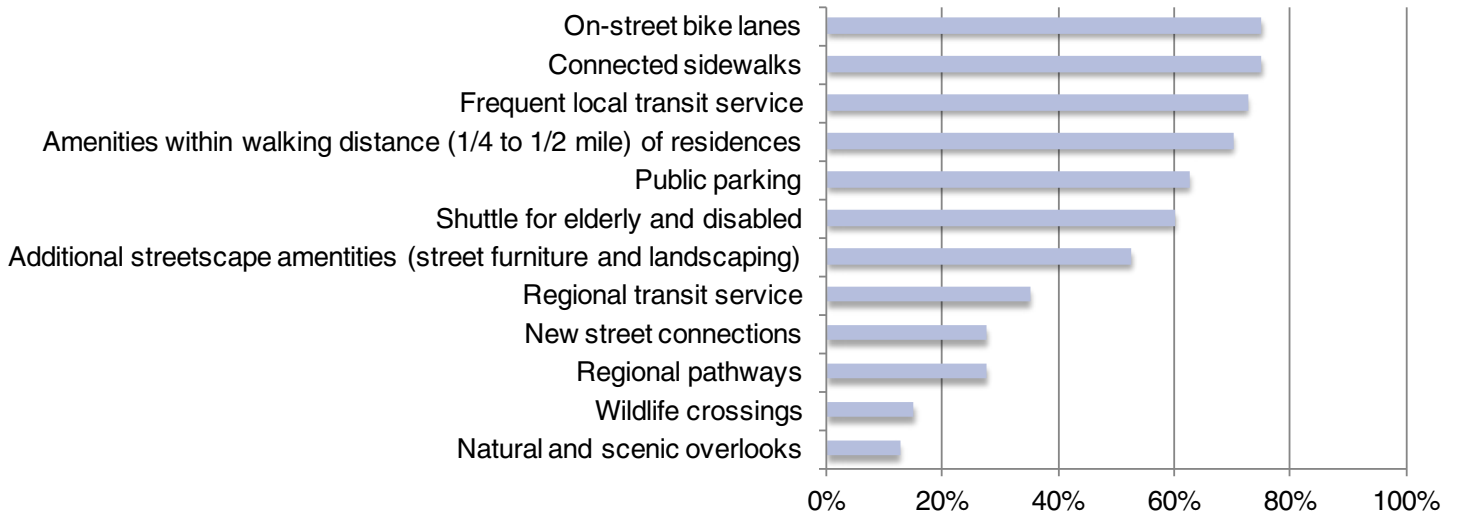
- Amenities within walking distance (1/4 to 1/2 mile) of residences
- Shuttle for elderly and disabled
- Frequent local transit service
- Regional transit service
- Connected sidewalks
- On-street bike lanes
- Regional pathways
- New street connections
- Additional streetscape amenities (street furniture and landscaping)
- Public parking
- Natural and scenic overlooks
- Wildlife crossings

District 1: Town Square

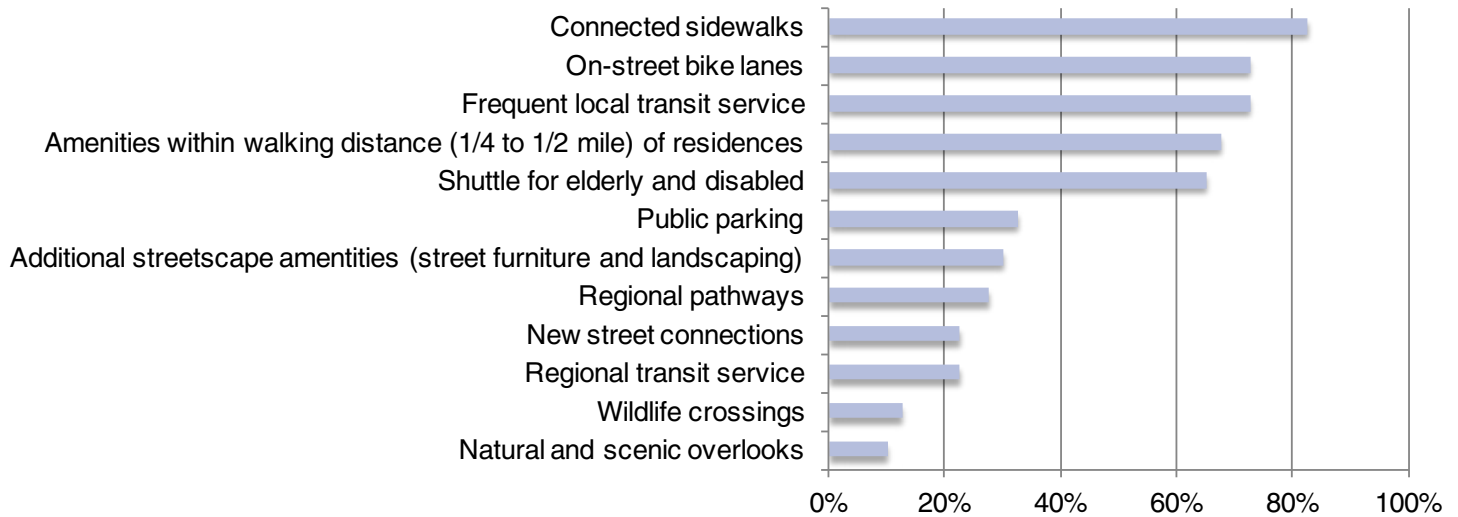


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District 2: Town Commercial Core

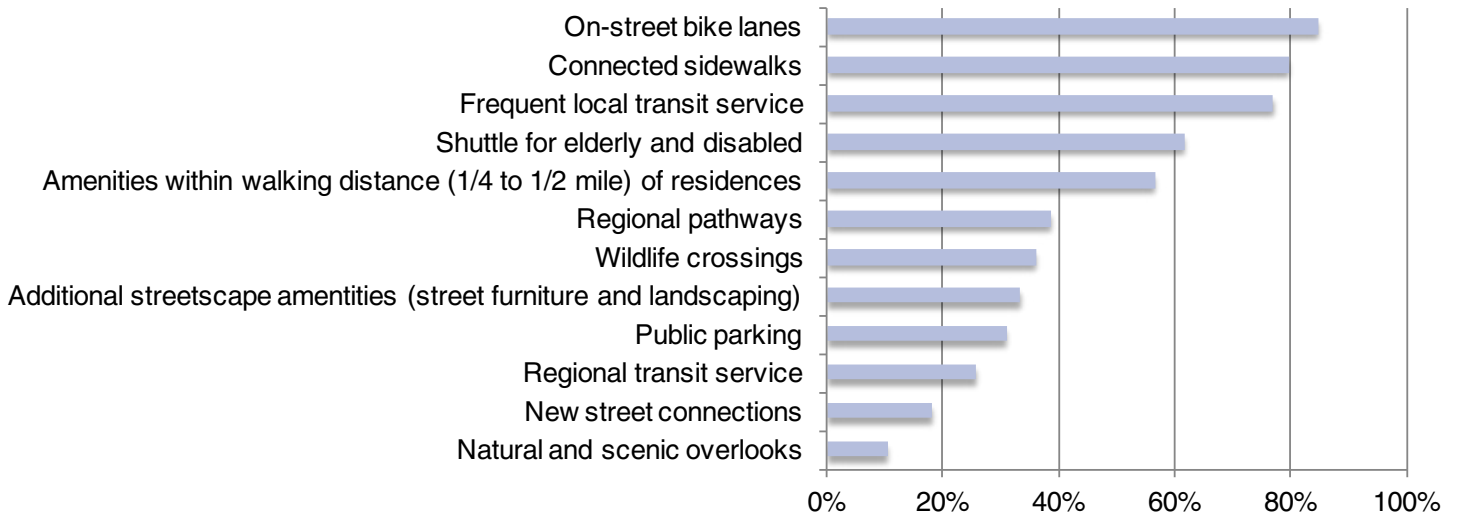


District 3: Town Residential Core

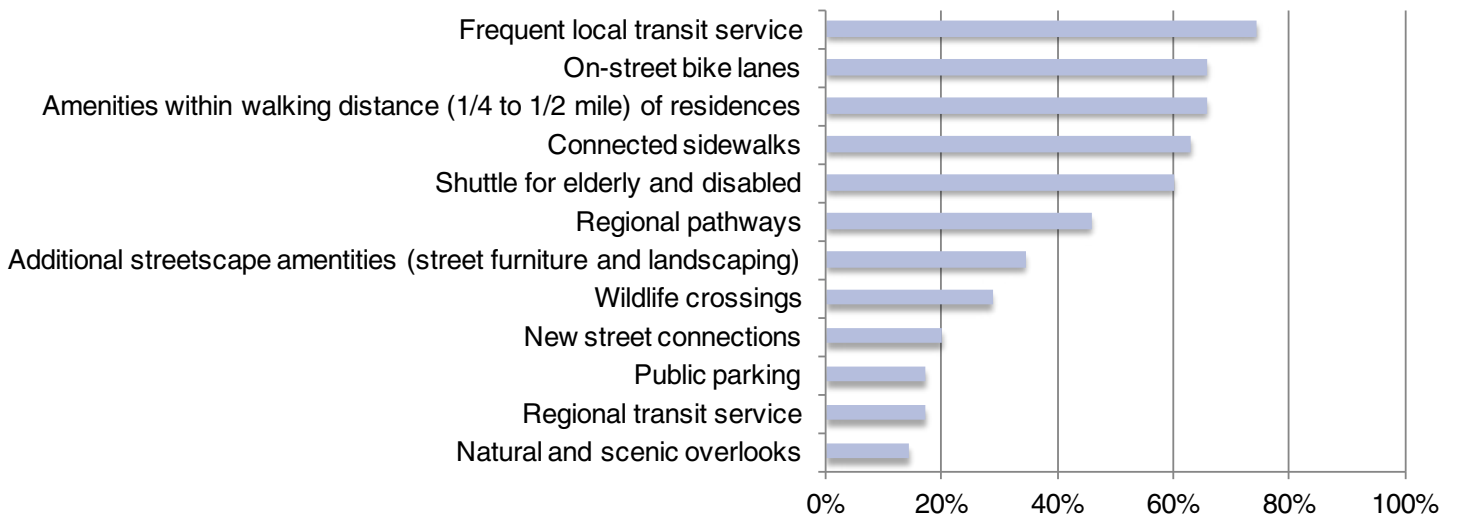


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District 4: Midtown

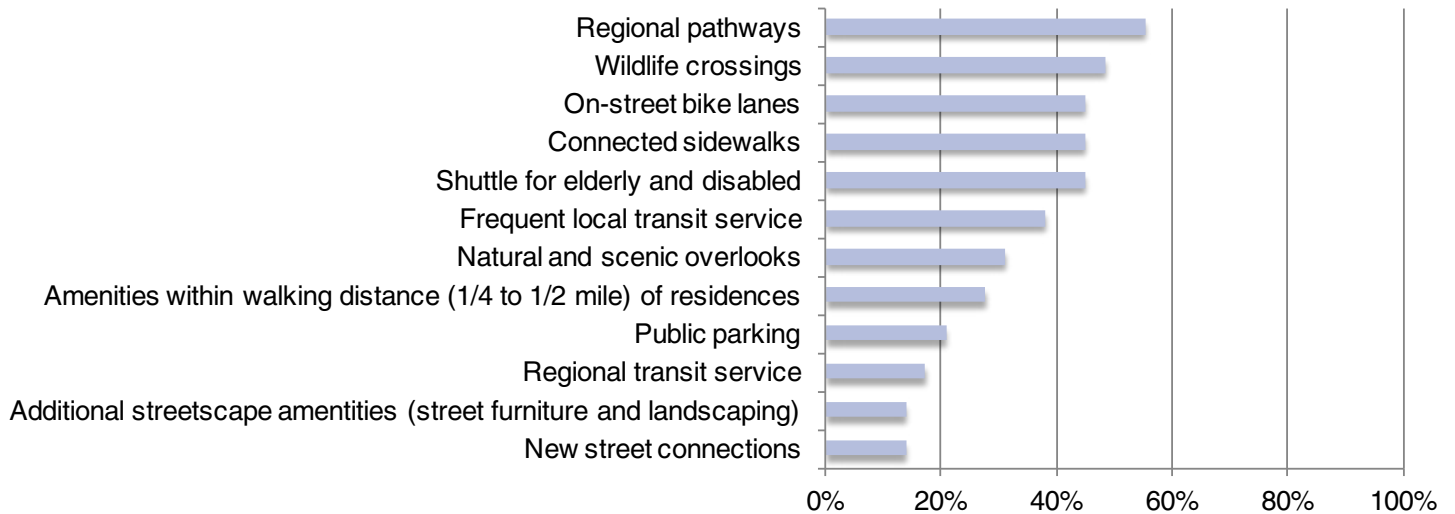


District 5: West Jackson

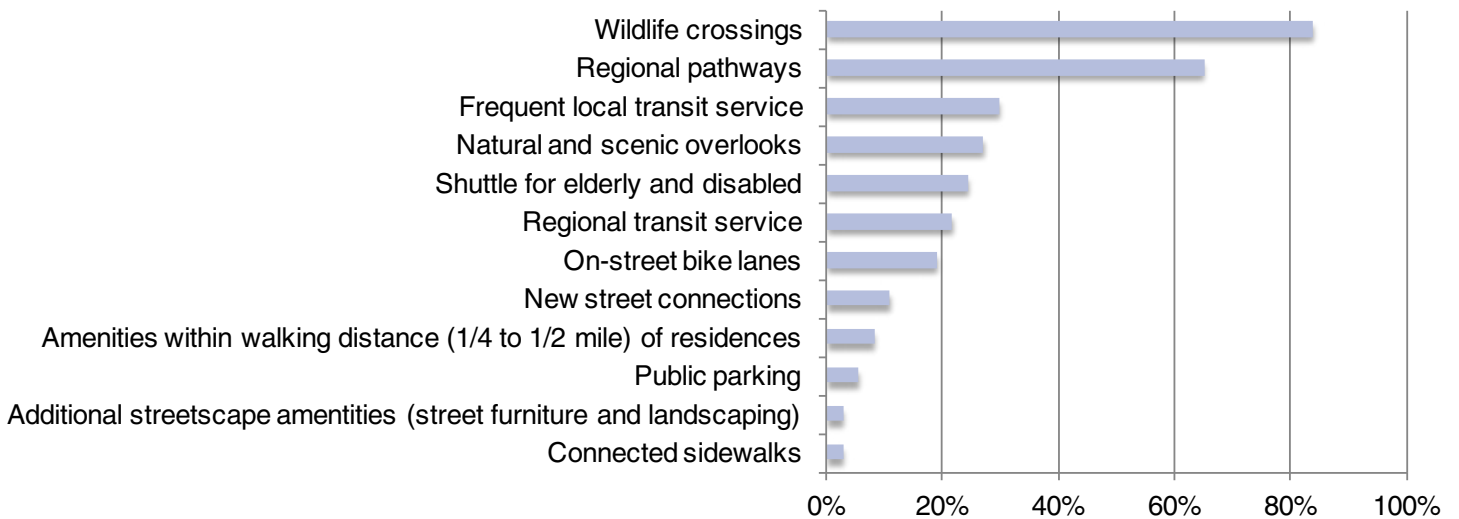


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District 6: Town Periphery

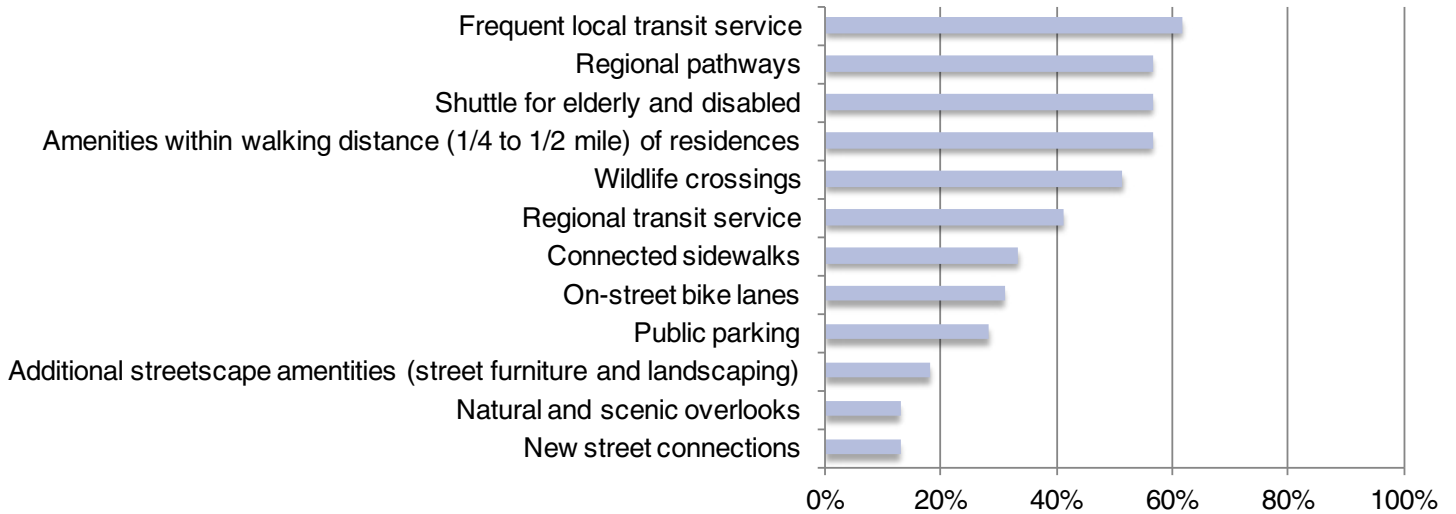


District 7: South Highway 89

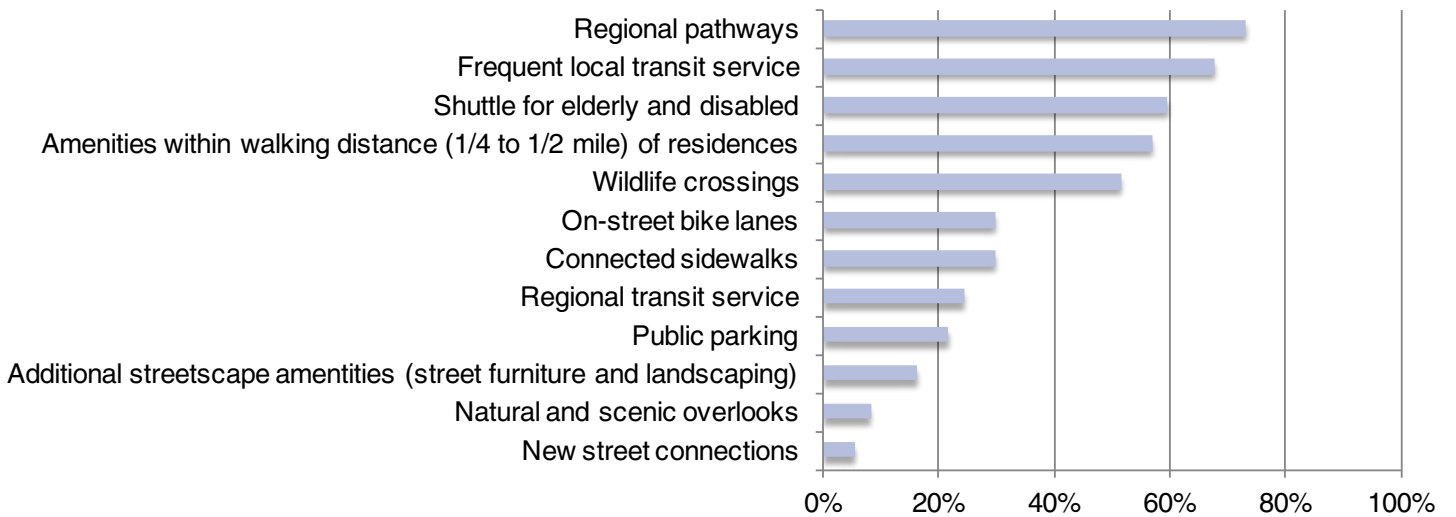


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District 11: Wilson

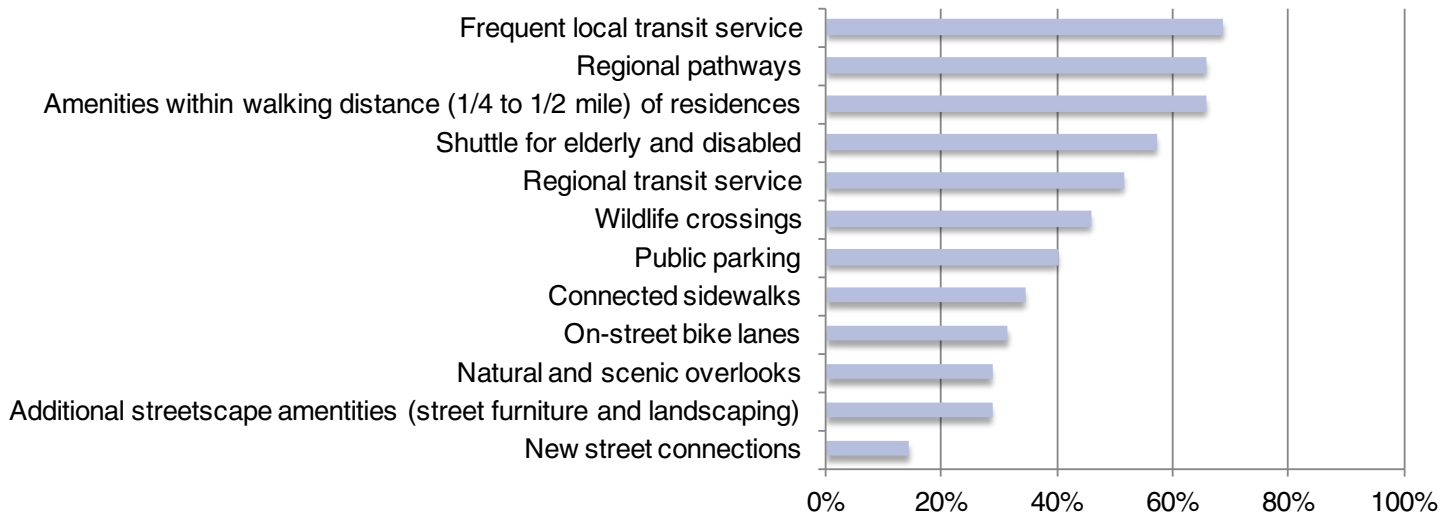


District 12: Aspens/Pines



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District 13: Teton Village



Workshop participants also provided the following written comments regarding desired transportation characteristics in complete neighborhoods.

Pedestrian

- My family lives 3 blocks from Town Square. We have 2 boys, 4 parks, Center for Arts, Snow King, and Davey Jackson in walking distance, but we can't get to any one of these on a connected sidewalk! Thanks for all your work!!
- I would like to see pedestrian walkways, boardwalks, street crossings, etc. properly maintained on a continuous basis. There are way too many nails popping, loose boards, crumbling concrete, and poorly maintained street crossings. This should be a priority to allow safe travel for pedestrians.
- Want safe routes to school.
- Regional pathways – N. Bridge and Spring Gulch in District 13: Teton Village.
- Want pathway/extension of Alpine Lane in District 4: Midtown.
- Want pathway along Flat Creek.



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Bike

- Want protected on-street bike lanes.
- District 1: accommodate bikes on street near Town Square, e.g. bike lanes, and more bike parking near Town Square, especially bike corrals.
- District 3: bike path or designated lane on Snow King.
- Speed of biker on pathways is a barrier.

Transit

- Capacity of START buses: generally vacant/empty. Are such large buses necessary when only 1-2 riders are on board, especially in winter?
- E. Kelley/Vine Street: needs larger turn radius or smaller buses because don't fit intersection.
- Want START bus to downtown Wilson.

Roadways

- More and better streets for vehicles; need to be wider and/or less congested. 80-90% of transportation occurs by vehicle, so need to spend 80-90% of planning effort on vehicles, rather than multi-modal planning.
- Connections! Indian Trails connector, South Park to Rafter J, North Bridge, on Zenith/Range Road alignment.
- Want new street connection / loop to avoid Town Square.
- Want new street connection Rosencrans to King.
- Want wildlife crossings north of Jackson, Broadway, Highway 22.

Parking

- East Broadway from hospital to N. Cache: on-street parking doesn't meet demand. Few available spaces. Makes it unsafe for bicyclists especially on E. Kelly. The more dense the neighborhood becomes, public parking is needed.
- Charge people for public parking.
- Provide free public parking.

Amenities

- Public art should be included as an amenity in all complete street projects.
- Provide public art as a streetscape amenity.
- Need a grocery store on east side of town – biking/walking to Albertson's/Smiths is time consuming.
- Want grocery stores in District 1: Town Square and District 2: Town Commercial Core.
- With aging population, need more accessible benches, especially benches/chairs that are mobility accessible with raised handlebars. Lack of age-friendly infrastructure is an invisible barrier to mobility. Work with AARP in demonstrating an “age suit.”
- Want dark skies lighting.

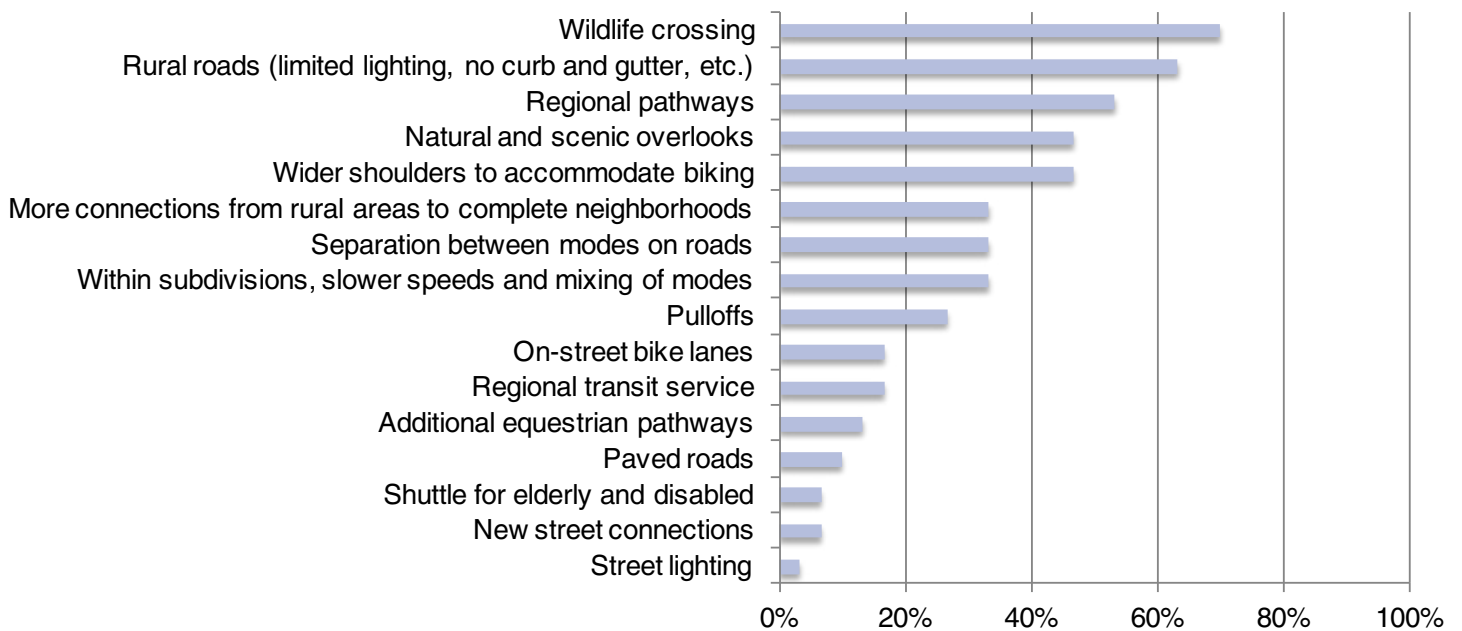
PUBLIC WORKSHOP #1 – OUTCOMES

TRANSPORTATION CHARACTERISTICS IN RURAL AREAS

The Jackson / Teton County Comprehensive Plan identifies 15 character districts, five of which are defined as rural areas. Workshop participants were given a list of these areas and desired transportation characteristics, identified below, and selected those characteristics that they preferred in each district. 35 responses were received for this exercise, and the results are provided on the following pages.

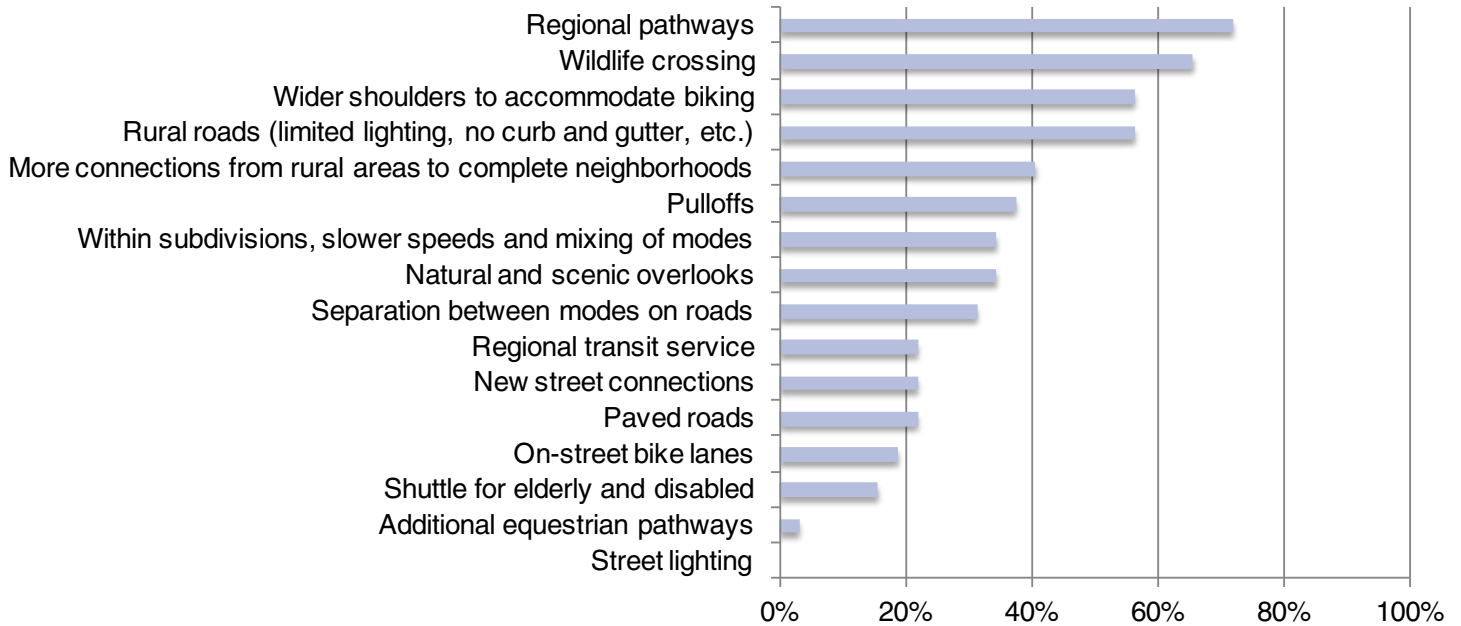
- Rural roads (limited lighting, no curb and gutter, etc.)
- Paved roads
- New street connections
- Street lighting
- Shuttle for elderly and disabled
- Regional transit service
- Wider shoulders to accommodate biking
- On-street bike lanes
- Regional pathways
- Additional equestrian pathways
- Natural and scenic overlooks
- Pulloffs
- Wildlife crossing
- Within subdivisions, slower speeds and mixing of modes
- Separation between modes on roads
- More connections from rural areas to complete neighborhoods

District 8: River Bottom

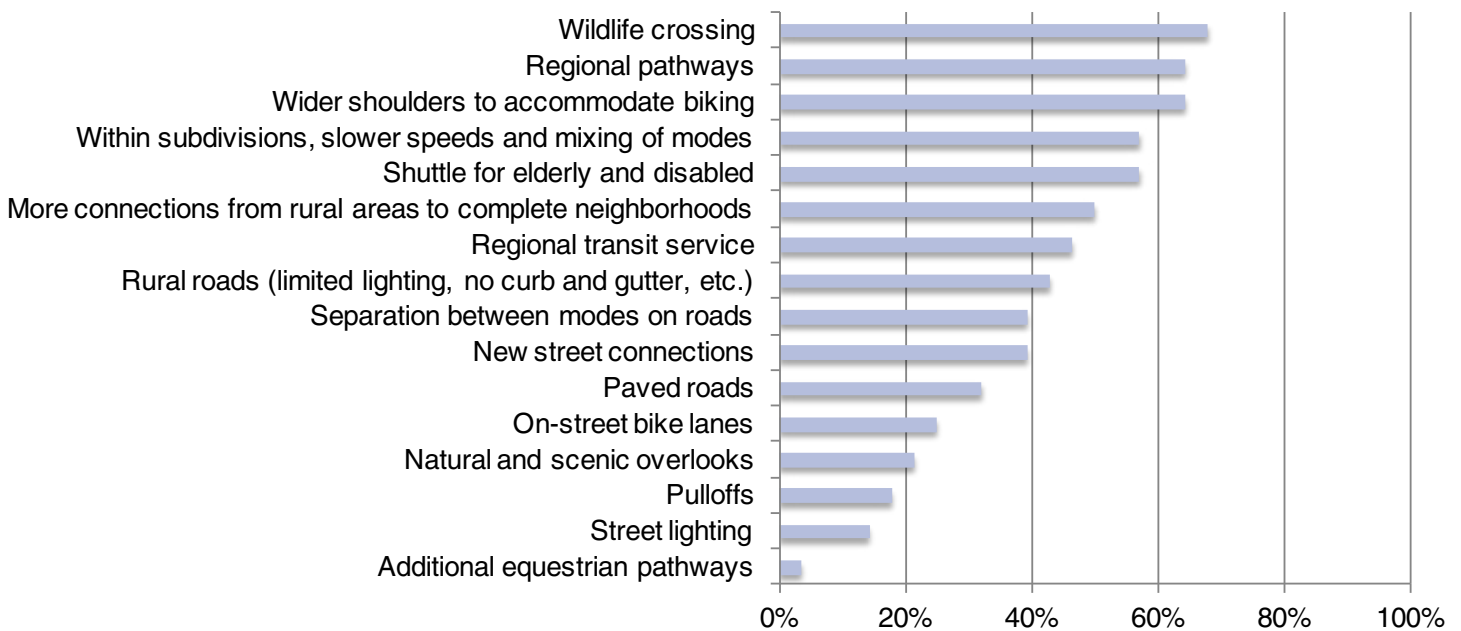


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District 9: County Valley

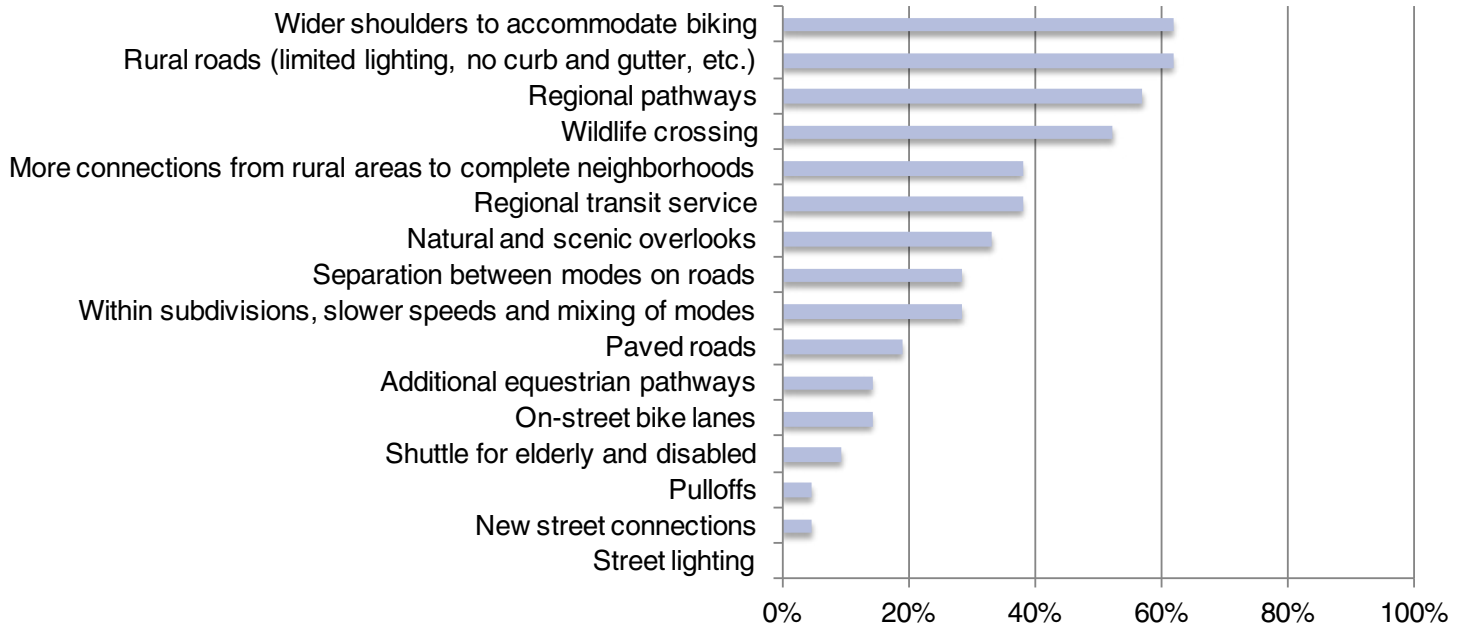


District 10: South Park

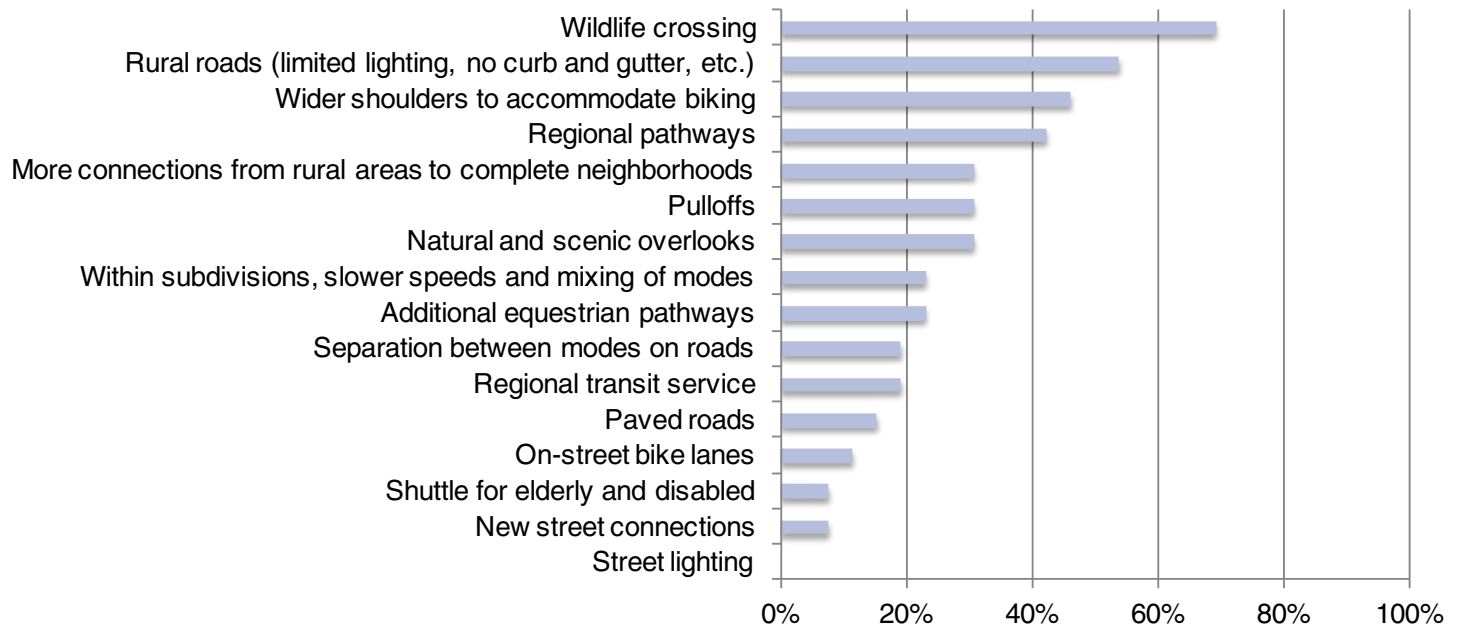


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District 14: Alta



District 15: County Periphery





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Workshop participants also provided the following written comments regarding desired transportation characteristics in rural areas.

Pedestrian and Bike

- Boardwalks need repair – loose boards and nails are a trip hazard.
- Regional pathways – want good connection with Teton Valley and rest of E. Idaho.
- More connections from rural areas to complete neighborhoods - want only non-motorized connections.

Transit

- More opportunities to access/depart START bus in rural areas.
- Regional transit service – integrate with other service like START.
- Want regional transit service to airport from District 9: County Valley.
- Not sure the ITP is sufficiently addressing the need for Jackson/Teton County to not only connect to E. Idaho for commuter service, but to show leadership and innovation beyond its boundaries. The idea of a regional or rural transit planning entity (equivalent to an MPO) is desperately needed for the tri-state, rural towns/counties at the mercy of individual state transportation agencies. Once dismissed as impractical to organize, the ITP might give convincing reasons for all small towns, counties and federal/state entities to align for the purpose of enhance regional mobility.

Roadways

- Build Tribal Trails connector!
- It is now time for a connector road and bridge from Teton Village to Highway 89. This would reduce pressure on the Moose Wilson Road in the Park, pressure on Highway 390 and 22 between the village and Wilson and Jackson.
- Connections! Indian Trails connector, South Park to Rafter J, North Bridge, on Zenith/Range Road alignment.
- New street connections – Melody to Rafter J in District 10: South Park. (2)
- Pave Spring Gulch.
- Want wildlife crossings only where needed based on studies and collisions.
- Wildlife crossings need to be built, not just talked about.
- Create safe ingress and egress to existing subdivisions off high vehicle volume roads without adding multiple continuous lanes.
- Nothing in today’s workshop references current or expected “level of service” and how it affects federal funding. Only mention was “what is an acceptable commute/travel time.”
- Public alleys need code enforcement – lots of litter, outdoor storage.
- Want dark skies lighting.