

Jackson/Teton County Community Engagement Summary PARKING

KEY THEMES ACROSS ALL EVENTS AND APPROACHES

- Parking is not a huge problem in most of the residential areas, except during the winter.
- Park and Ride parking is limited.
- There should be paid parking downtown. This could include permits or stickers for residents so they do not have to pay.
- Underground parking lots are a good idea.
- Add another floor to the parking at Home Ranch.
- Winter parking should be dictated by a parking permit program, or modeled after how big cities do street sweeping (alternating sides that must be clear certain days and times of the week.)
- There should be on-street parking in the winter in some capacity. Alternate-side parking in winter would allow for plowing and parking.
- Public streets should not be used as free storage for trailers, RVs, etc.
- The transportation system, parking, and roadways should all be designed to encourage alternative methods of transportation such as biking, walking, and using public transportation.
- Building more parking structures would increase available parking substantially.
- Increasing pedestrian safety by removing parking spaces near crosswalks and adding lights at crosswalks to improve visibility of pedestrians

SPANISH PUBLIC MEETING AND DISCUSSION

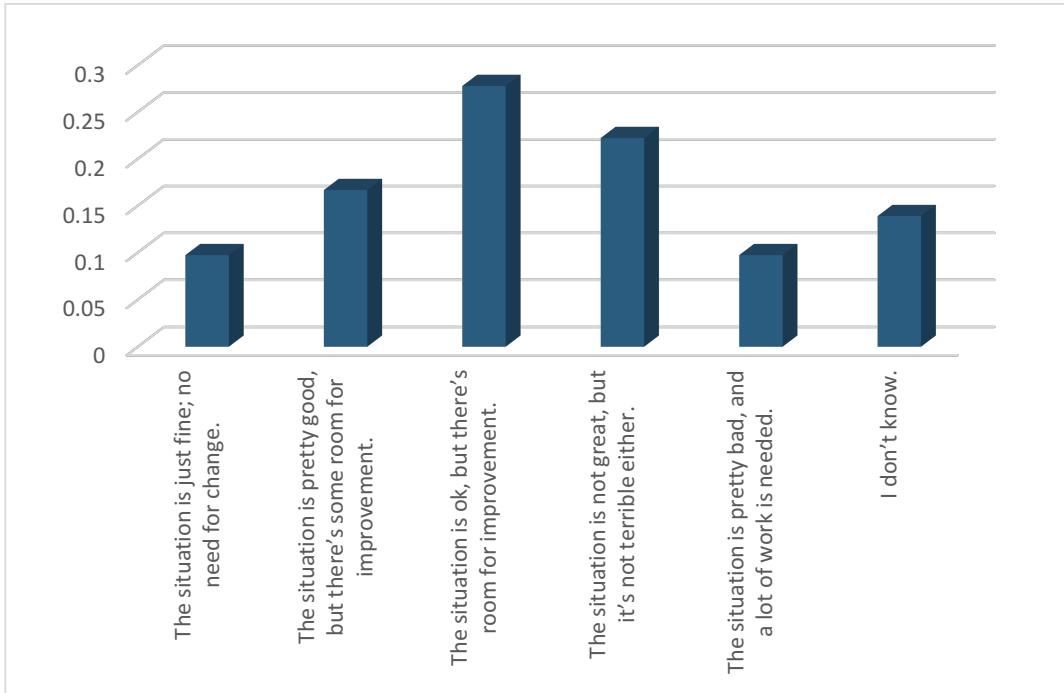
As the Latino Community Meeting had limited time, participants mainly talked about housing issues; however, they did express that parking is challenging in the winters.

ENGLISH PUBLIC MEETING AND DISCUSSION

POLLING DATA: REGARDING PARKING IN RESIDENTIAL OR COMMERCIAL AREAS OUTSIDE OF DOWNTOWN, PLEASE TELL US WHAT YOU THINK ABOUT THE CURRENT SITUATION.

	Responses	
	Percent	Count
The situation is just fine; no need for change.	9.72%	7
The situation is pretty good, but there's some room for improvement.	16.67%	12
The situation is ok, but there's room for improvement.	27.78%	20
The situation is not great, but it's not terrible either.	22.22%	16
The situation is pretty bad, and a lot of work is needed.	9.72%	7
I don't know.	13.89%	10
Totals	100%	72

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SMALL GROUP DISCUSSION

TOPIC	SPECIFIC ITEMS OF FEEDBACK
Areas where parking is just right	<ul style="list-style-type: none"> Parking is fine around the intersection of Pearl Street and King Street. Parking is fine by Smith's.
Areas with too little parking	<ul style="list-style-type: none"> Around the intersection of Powderhorn Lane and Alpine Lane, there are parking problems because of spillover parking from Downtown. It is OK to use this area to park and run to the store, but not to park large vehicles all day. The corner of Hansen and Redmond Street has too little parking because it is close to Downtown but also residential. There should be paid parking on the corner of Broadway and King Street. There is not enough parking by Elk Run area because of the bike path. There is not enough parking at the Park and Ride by K-Mart. It is too easy for people never to move their car when they park Downtown so they stay all day. This includes employees of the Downtown businesses. Parking is strained in alleys and needs more enforcement.
Areas that are acceptable for on-street recreation vehicle parking	<ul style="list-style-type: none"> The current regulations for recreational vehicle parking are appropriate. Recreational vehicles should not be allowed to stay in large lots for long periods of time.
Winter Parking	<ul style="list-style-type: none"> Maintain the ability for residents to park multiple cars. Parking restrictions may not be appropriate for the winter due to climate changes. Streets are too narrow in the winter.
Possible Solutions	<ul style="list-style-type: none"> Institute guest parking for overnight parking in residential areas. Allow parking on alternate sides of the street based on the day in the winter. Increase enforcement of commercial vehicles that are parking for extended periods on the street. Use paid parking strategically Downtown. There should be parking requirements for new development to ensure their offsets are accurate and appropriate. The Square should be a pedestrian-only area. Create seasonal parking restrictions.

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TOPIC	SPECIFIC ITEMS OF FEEDBACK
	<ul style="list-style-type: none">• Paid parking should only be implemented if there is a mechanism to protect neighborhoods, such as a resident parking pass.• Increase enforcement for all parking solutions.• Install more bike racks downtown to be used in the summer.• Create a lottery for tourist parking.• Allow overnight parking in some of the large lots to alleviate problems with winter parking.• Avoid underparking dense residential developments.• Create incentives for the use of alternative transportation.• Deincentivize all-day parking.
<i>General Comments</i>	<ul style="list-style-type: none">• Larger parking lots are often used in ways other than their intended uses.• There is a difference between an actual problem and a perceived problem. There are typically parking spaces available one to three blocks from a destination.• Managing and enforcing on-street parking for recreational vehicles is challenging and complicated.• Paid parking may be socioeconomically divisive, as some people can afford to pay for parking at any price.• There is a clear interdependence between parking and housing density. Decreasing parking will improve the driving pattern on many of the roads.• Bump-outs for landscaping are wasted space that could be used for parking.

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OPEN HOUSE

At the Open House, participants were asked to indicate the following on a map of Jackson:

- Areas where parking is just right and why
- Areas with too little parking and why
- Areas with too much parking and why
- Areas that are acceptable for on-street winter parking and why
- Areas that are unacceptable for on-street winter parking and why
- Areas that are acceptable for on-street recreational vehicle parking and why

All gathered feedback is outlined below.

TOPIC	SPECIFIC ITEMS OF FEEDBACK
<i>Areas where parking is just right</i>	<ul style="list-style-type: none">• Parking is adequate around the y-intersection.• Isolated residential neighborhoods have acceptable parking.• Most of the Town has adequate parking.
<i>Areas with too little parking</i>	<ul style="list-style-type: none">• It is hard to find parking at the TCSD complex during functions and events.• The Cache Creek Area has difficult summertime access.• Parks and the Fairground have limited access.• The southwest corner of Jackson has difficult parking in the winter.• There needs to be more parking for people shuttling to the airport.• Park and Ride should be moved out of structures as there is too little parking.• The Park and Ride needs additional parking.• Most of the Town has too little parking, as many businesses underestimate the parking spots needed for employees and patrons.• Build underground parking lots when appropriate to alleviate parking pressure all over town.• There is too little parking Downtown – this could be alleviated by creating employee parking elsewhere in the Town during the summer months.• There is not enough handicap parking around Town.• The parking situation in the alleys is a mess.
<i>Areas with too much parking</i>	<ul style="list-style-type: none">• There is too much parking around churches, and it could be used more efficiently.• There are no areas with too much parking.• The Downtown Core has too much parking.
<i>Areas that are acceptable for on-street winter parking</i>	<ul style="list-style-type: none">• Everywhere that is currently restricted should be allowed on-street parking during the winter.• The current restrictions are adequate.• Winter parking should be managed like street sweeping in big cities, where they alternate sides on different days of the week on non-essential corridors.• No areas are acceptable for on-street winter parking.• Most of Downtown is acceptable for on-street winter parking.• Winter parking lots should not be used for extended, 10-day use.• Allow winter parking unless there is a declared snow emergency.• East Jackson is acceptable for on-street winter parking should it be up-zoned for higher density and workforce housing.• Add more parking to the Home Ranch.
<i>Areas that are unacceptable for on-street</i>	<ul style="list-style-type: none">• It is unrealistic to limit on-street parking during the summer and winter.• The current restrictions are adequate.• Winter parking challenges could be alleviated with the issuance of a resident parking pass.

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TOPIC	SPECIFIC ITEMS OF FEEDBACK
<i>winter parking</i>	
<i>Areas that are acceptable for on-street recreational vehicle parking</i>	<ul style="list-style-type: none"> • No areas are acceptable for unhooked trailers. • Public lots should be used for recreation vehicle parking. • No public streets are acceptable for overnight recreation vehicle storage. • Recreational vehicles should be parked in outside core lots. • People should not be allowed to live in their recreational vehicle while it is parked on the street. • On-street parking for recreational vehicles is acceptable in the summer.
<i>General Comments</i>	<ul style="list-style-type: none"> • The real problem is tourist parking, not local parking. • The Downtown parking garage is working well. • This process offers a great opportunity to identify creative alternatives to the current winter parking ban. • There should be no paid parking; it takes away from the Town's character. • Housing is more important than parking. • Encourage more ridesharing. • Restrict parking options and force migration to other forms of transportation. • Not every home or apartment needs a parking space. • Design Jackson for people, not for cars. • Create more amenities to incentivize the use of alternative transportation. • Create paid parking Downtown and in other places with too little parking. • Create more transit centers throughout Jackson. • Begin to plan for a future where cars are not needed. • Evaluate the option of offering year-round, overnight, on-street parking with fees. • Housing should be exempt from parking requirements. • There are too many events and festivals. • Large trucks should be restricted to certain streets. • Public transportation and infrastructure must better accommodate bikers. • Construct more park-and-ride structures. • Decrease parking requirements for future development to encourage alternative transportation. • Open public parking lots at night on a consistent, offset schedule. • Create more underground parking. • Turn major roadways in a double-lane, one-way road for certain times of the day. • Consider creative options, such as an aerial tramway, light rail, or trolley. • Publish the names and phone numbers of all landlords and give to adjacent neighbors to lodge parking complaints, as they should be responsible for their building parking.

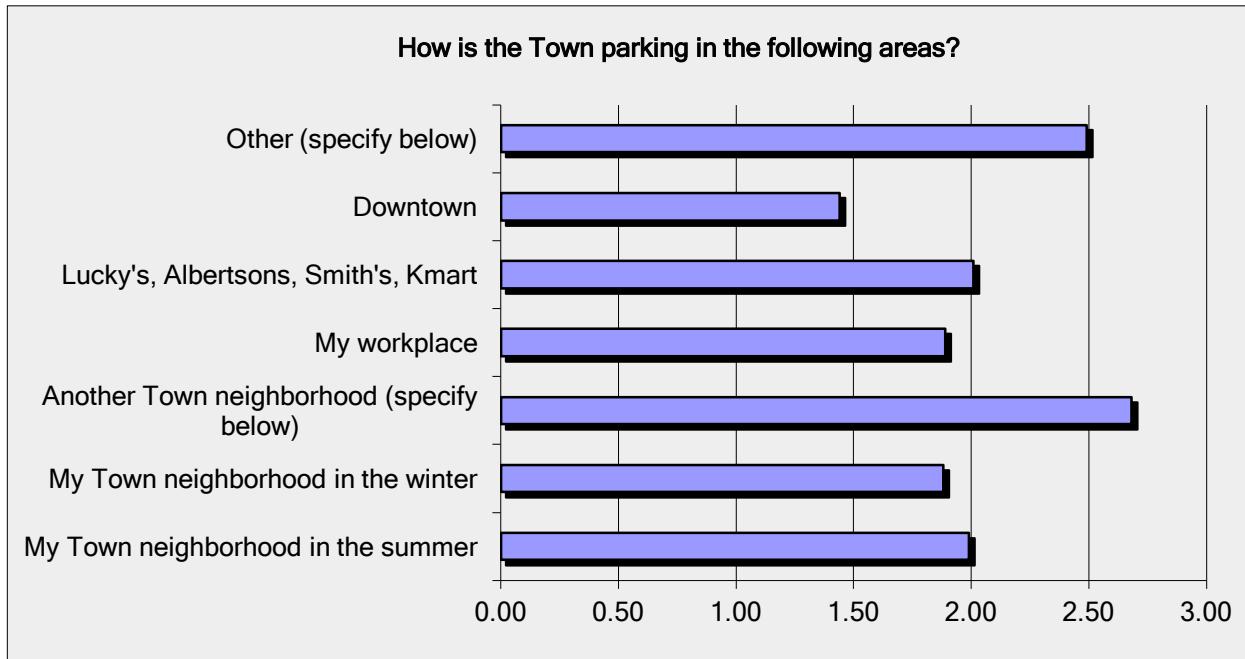
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ONLINE ENGAGEMENT

QUESTION 13: HOW IS THE TOWN PARKING IN THE FOLLOWING AREAS?

Answer Options						Rating Average	Response Count
	Lacking	Just right	Too much	Don't know			
My Town neighborhood in the summer	53	82	7	22	1.99	164	
My Town neighborhood in the winter	63	73	6	19	1.88	161	
Another Town neighborhood (specify below)	35	19	5	53	2.68	112	
My workplace	45	97	5	11	1.89	158	
Lucky's, Albertsons, Smith's, Kmart	19	139	17	2	2.01	177	
Downtown	116	51	9	3	1.44	179	
Other (specify below)	22	5	1	23	2.49	51	
						<i>answered question</i>	191
						<i>skipped question</i>	38

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QUESTION 14: IF YOU ANSWERED "OTHER" "MY TOWN NEIGHBORHOOD" OR "ANOTHER TOWN NEIGHBORHOOD" PLEASE PROVIDE BELOW. (N=51)

- Airport
- Airport parking is terrible. Too many rental car spots, not enough public parking. If you want to encourage public transportation then you need to provide better service (more routes and timely schedules).
- Airport parking is lacking because of too many dedicated rental car spaces
- East Jackson (4 responses)
- Streets in east and central Jackson.
- Town Square, side streets off Town Square, East Jackson
- East Jackson is also greatly lacking parking. People often park their boats and trailers in East Jackson and my own neighborhood (West Jackson) along the street as storage, making it not only difficult to find a parking spot when you are trying to have a few friends over for dinner, but also difficult to drive through the neighborhood with the parked vehicles/equipment and traffic (both vehicle and pedestrian).
- Town Parking Garage is half gone and unavailable to downtown employees and visitors.
- Parking garage is a horrible use of space and never used.
- The parking garage has helped, but more options for overnight parking in the winter would be helpful
- I can't believe that you just approved a housing development with 90 units and 92 PARKING SPACES!!! Terrible!
- We are fortunate to not have parking challenges where I live currently, but most of our friends do.
- Hospital
- Aspen drive
- There has been inadequate parking everywhere in town for 30 years!!!
- It's bad everywhere.
- Hidden Ranch subdivision
- ???
- Pearl and King
- East Pearl
- Behind DQ

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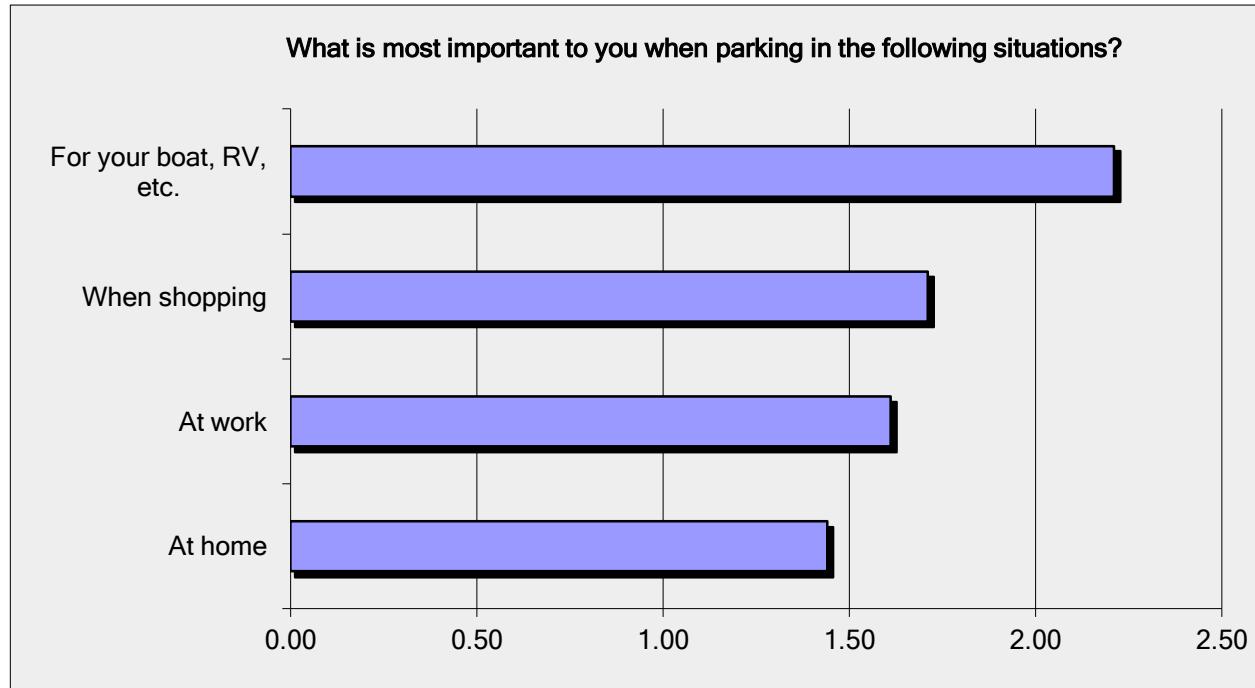
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- Availability of parking is mostly fine, but should be regulated with resident permits, and paid parking to encourage the use of alternative transportation. The parking requirements often dictate how much housing will fit on a site ("too much parking" required).
- The Grove
- The Grove is too congested, the library and other density in this neighborhood is enough! No more. Stop Habitat from doing more damage to our wildlife and way of life. We are at risk just trying to get out of our driveways.
- Simpson and Willow area. With the city, county and our offices sometimes you have to park blocks away
- Some parts of town, particularly Hall Ave and other similar areas simply have more density and people with lots of boats and extra cars and things.
- The only guest parking for New Teton. Village developments is fee based and has no overnight specific hours restrictions.
- Well, I live 5 miles south of town and have property and right off highway so parking not an issue for me personally unless I go to work.
- Tour buses and RV parking is terribly low!!
- Meadowlark Lane - many people park boats and trucks long-term on the street during the summer taking up parking spots.
- People need somewhere that it's ok to park to catch the START bus in the winter from Kmart or Albertsons (reducing trips to Stilson).
- I live and work in Hoback, but attend work functions in town and elsewhere in the county.
- Visitor and guest parking for residential owners in the village - especially affordable housing developments.
- Millward Redevelopment parking is not sufficient.
- Cottonwood Park
- Paid parking downtown to fund transportation and enforcement
- Cottonwood In the winter Smith's, Kmart, Albertsons is overcrowded with people parking to take the bus to village. My friends have gotten tickets for parking a vehicle on the street next to their house, this is ridiculous that someone can not park on street next to their house. It is bad enough that you can't park on street during winter, though I understand why in winter for snowplowing.
- There are many places in east Jackson where there is so much parking on the residential streets that it is only wide enough for one car to travel down the street at a time. While the library street area is wide enough for two cars the street parking blocks views and endangers pedestrians crossing for the library. Another bad location is the streetside parking and bike lane by the new post office.
- Rv's and boats stored on public roads are becoming nuisances.
- Cache Creek Drive and Redmond
- The core business district and all the Jackson neighborhoods are lacking in parking during peak seasons.
- Parking is just right, provided it is not impacted by unfortunate actions like blocking or removing spaces-- such as bump-outs (Redmond) or bike racks (all over).
- Please note that this did not let me use the same column choice for multiple rows. My neighborhood is fine in winter, when cars aren't allowed to park on the streets overnight, but during the summer the streets are too narrow for all the cars parking along them, creating hazards. Downtown and near my place of employment, parking is very difficult, and new, large-scale commercial development will make it worse this summer. Businesses and housing should be asked to build enough parking for their customers/residents without relying on the parking garage and/or street parking.
- Downtown
- I live downtown. You don't need more parking. Do you have space for more parking? No, you don't. And furthermore, paid parking will only screw over the outer neighborhoods, when tourist people park there and residents who live farther from downtown have nowhere to park outside their homes. You need to encourage and incentivize bikes. Maybe something better than a useless/inconvenient public transit system also would be helpful. Make it happen, people, change does occur.
- I'm not clear on Q #13 - Does lacking mean there is not much parking or not much available parking?
- Question 13 does not allow multiple answers.

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QUESTION 15: WHAT IS MOST IMPORTANT TO YOU WHEN PARKING IN THE FOLLOWING SITUATIONS?

Answer Options	What is most important to you when parking in the following situations?				Rating Average	Response Count
	Parking that is close to your destination	Plenty of available parking	Parking that is inexpensive	Not applicable		
At home	91	36	13	43	1.44	183
At work	73	54	17	41	1.61	185
When shopping	79	70	28	10	1.71	187
For your boat, RV, etc.	13	29	28	109	2.21	179
<i>answered question</i>						190
<i>skipped question</i>						39



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QUESTION 16: WHERE DO YOU PARK IN TOWN (SELECT ALL THAT APPLY)

Where do you park in Town (select all that apply)						
Answer Options	At home	At work	When shopping	Your boat RV, boat, etc.	Rating Average	Response Count
On-street	14	48	107	4	2.58	173
In a town-owned parking lot/garage	4	21	88	0	2.74	113
In a privately-owned parking lot/driveway/garage	108	17	15	9	1.50	149
At an employer-provided location	2	104	7	2	2.08	115
At a storage facility that I own or rent	6	4	0	25	3.26	35
Not applicable	4	11	0	31	3.26	46
Other	4	5	2	6	2.59	17
If you selected "other" please specify.						22
						<i>answered question</i> 192
						<i>skipped question</i> 37

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Comments (n=22):

- In summer, I ride my bike to do errands all over. It's much more efficient and much less frustrating than sitting in ever worsening traffic
- Stilson and local Trailheads
- Most often commute by StartBus.
- No rec vehicle parking available in Teton village
- Streets nearby
- I park in private driveway at home, private lot at work, on the street shopping or private lot
- I couldn't select multiple answers on any given row. I park on-street at home, work, and shopping but couldn't select that.
- Why can I only pick one category on the left for shopping?
- The above only lets you select one item per line. At home I park in driveway and on street. when working I mostly walked to work and would park on street or hospital parking lot. When shopping I park on street or in parking lot of business
- employer provided location
- On street in the summer as it is not allowed in the condo lot.
- This question does not allow to select the same option for "At home", "At work", etc.
- In a privately-owned parking lot/driveway/garage.
- Nowhere to park/I don't know where to park
- I park on-street at home and at work
- I find plenty of parking
- Center events, Art Shows, Movies, etc. - this is confusing as presented
- Privately owned lot - would not let me check this - poorly designed survey answer - could not use same answer for more than 1.
- This question is not well designed or not working properly. I park on street while at home, at work and when shopping but I can only select one.
- This table does not cover all the possibilities.
- This section makes NO sense!
- Very poorly written question

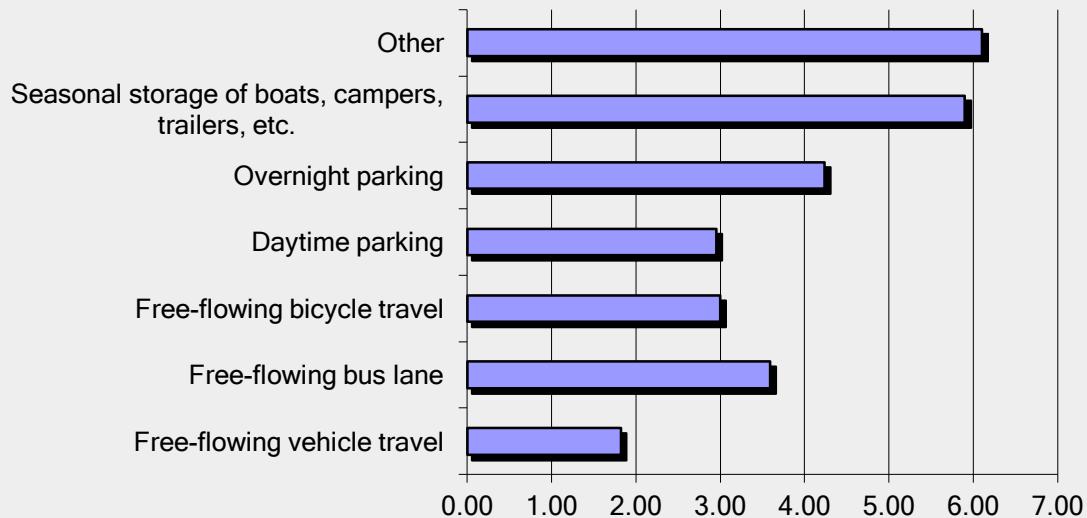
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QUESTION 17: WHAT IS THE MOST IMPORTANT USE OF TOWN ROADWAYS (CURB-TO-CURB) IN THE SUMMER?

Answer Options	1	2	3	4	5	6	7	Rating Average	Response Count
	112	20	22	6	5	3	4		
Free-flowing vehicle travel	112	20	22	6	5	3	4	1.82	172
Free-flowing bus lane	10	39	33	37	25	14	7	3.59	165
Free-flowing bicycle travel	30	54	36	16	21	8	8	3.00	173
Daytime parking	19	50	35	57	10	1	0	2.95	172
Overnight parking	7	6	34	27	77	12	2	4.24	165
Seasonal storage of boats, campers, trailers, etc.	4	3	3	5	9	91	44	5.90	159
Other	1	0	1	5	5	11	28	6.10	51
<i>answered question</i>								186	
<i>skipped question</i>								43	

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What is the most important use of Town roadways (curb-to-curb) in the summer? Please rank these topics from more important (1) to less important (7).



QUESTION 18: IF YOU ANSWERED "OTHER" PLEASE SPECIFY BELOW (N=16).

- We have lost more than a few spaces in the last 10 years due to the Town eliminating spaces for beautification purposes only. DUMB
- Keeping large vehicles such as boats, campers off the residential and downtown streets
- Visitor parking
- Management and development of park-n-ride areas outside of town square for a "car free"- pedestrian friendly town experience during summer. A simple shuttle service could be utilized for this purpose.
- Don't build more roads...as it will just encourage more cars....what we need is less tourism.
- Close off for pedestrian use and special events
- Depends a lot on which street and neighborhood and what the hell does curb to curb mean anyway
- I do not believe that discussion should be framed as 'most important.' The solutions should be reviewed as a balance. All of these points, other than seasonal storage, are important. Other than preparation time of a few days prior to use, seasonal storage has no place on the streets. An ability to place each on continuum of important to not important would have been more meaningful.
- All of these are extremely important!!!
- Where bike paths are available it needs to be against the law for bikes to be on the highway. Bikes must follow the traffic laws and where possible be encouraged to stay out of traffic-dense areas. Large vehicles such as semi, bus and RV need to be routed away from the town square. NO OVERNIGHT RV PARKING in any parking lots or side streets or pull outs.
- Why can't I rank some things equal?
- Implement paid parking in town, particularly downtown. Roadways should accommodate bike/ped and transit first, single-occupancy vehicles lower priority.
- At no time would overnight parking (health and safety hazard) ever be a priority. At no time would parking boats, campers and trailers on public street ever be a wise decision. The owners should take responsibility for their "toys." The streets are for SAFE flow of traffic, not a storage facility! The Teton County officials need to STOP enabling the citizens. Where is the infrastructure (clean water, sewer processing, police/sheriff force) needed for so much development? The "affordable" housing is a joke. The qualifications should be more stringent. People building homes and paying outrageous "affordable housing" fees so someone else gets an "almost free" home. Those paying the fees worked, saved and earned funds to buy or build a home. Why can't others do the same?

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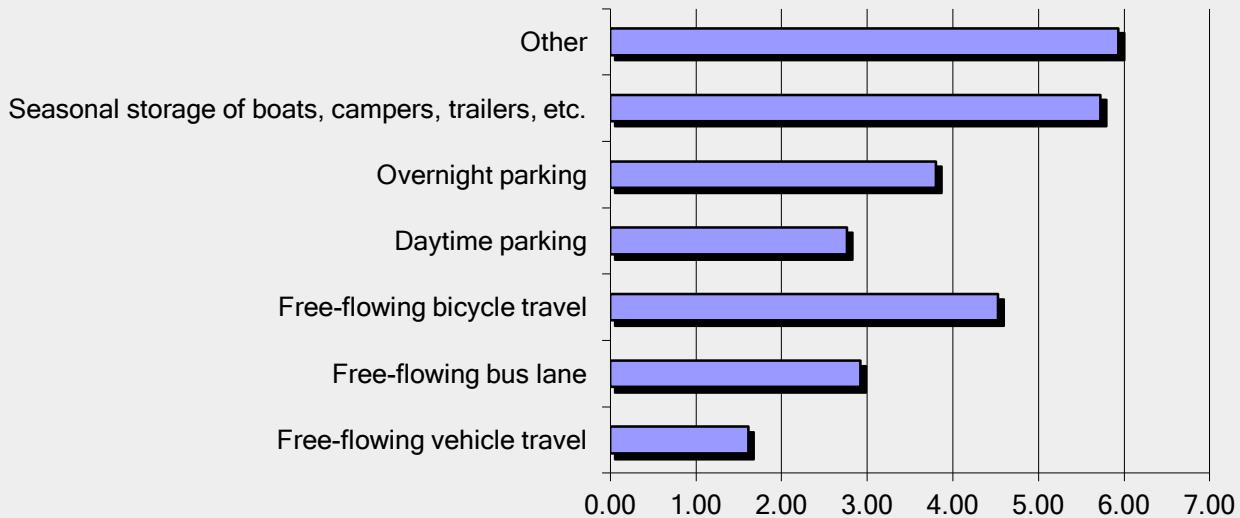
- The bus system needs to be revamped; it is poor use of taxpayer money to have empty buses around town. I would say that more than most of the buses going by my house are empty or have one to a few riders. Look at smaller buses for town routes and use larger ones to Teton Village, Driggs, Alpine.
- Camping
- Bicycle and pedestrian crossings are becoming a game of Kamikaze chicken. Quite regularly cyclist do not yield or avoid vehicles. Pedestrian cross walks are treated as "zones of invulnerability" as pedestrians just saunter out into traffic and hope drivers will stop and tolerate an unhurried crossing pace.

QUESTION 19: WHAT IS THE MOST IMPORTANT USE OF TOWN ROADWAYS (CURB-TO-CURB) IN THE WINTER?

Answer Options	1	2	3	4	5	6	7	Rating Average	Response Count
	121	24	4	6	3	3	4	1.61	165
Free-flowing vehicle travel	20	62	28	17	13	10	4	2.92	154
Free-flowing bus lane	3	9	26	26	36	26	13	4.53	139
Free-flowing bicycle travel	14	53	63	26	8	0	0	2.76	164
Daytime parking	13	14	27	43	32	9	5	3.80	143
Overnight parking	5	0	3	8	15	65	30	5.72	126
Seasonal storage of boats, campers, trailers, etc.	2	0	1	5	4	4	24	5.93	40
<i>Other</i>									
								<i>answered question</i>	179
								<i>skipped question</i>	50

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What is the most important use of Town roadways (curb-to-curb) in the winter? Please rank these topics from more important (1) to less important (7).



QUESTION 20: IF YOU ANSWERED "OTHER" PLEASE SPECIFY BELOW (N=15).

- Need to be able to plow snow.
- Buses and bicycles create a hazard on roadways and streets far bigger than alleviating congestion! Bicycles are slow and congest and are dangerous to everyone. Cyclists do not obey stop signs!!!! EVER. Buses take up two lanes and are hazardous!!! Bulbouts are hazardous!!!!
- Lanes completely clear of snow to eliminate narrow passage; allows for parking and 2-way traffic flow.
- Improved bus schedule that actually allows for those of us not living directly in town to utilize in the winter. However, do not need a dedicated bus lane to accomplish ridership interest.
- Better and closer parking at JHMR
- Snow storage
- I do not believe that discussion should be framed as 'most important.' The solutions should be reviewed as a balance. All of these points, other than seasonal storage, are important. An ability to place each on continuum of important to not important would have been more meaningful.
- There is need for some snow plowing room.
- All of these are extremely important!!
- Overnight parking should not be allowed on the streets.
- Implement paid parking in town, particularly downtown. Roadways should accommodate bike/ped and transit first, single-occupancy vehicles lower priority.
- At no time should our public streets be used for "camping or storage" of privately owned junk/stuff/toys etc. Ever! If you own an item, store it. Be responsible. Why is our government even considering the public roads as storage? It isn't the responsibility of the government!
- Quit narrowing roads to add more sidewalks, i.e., buses and cars have to stop on East Broadway to wait for school or town bus to turn left off Rancher. This winter it was impossible for cars and bus to pass in opposite directions in many places.
- Allow overnight parking on streets.
- I cannot answer question 3 or 19 as your program won't allow me to insert numbers.

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QUESTION 21: IF YOU WERE UPDATING THE TOWN'S PARKING POLICIES AND REQUIREMENTS WHAT WOULD YOU DO? (N=129)

- Add back all the parking spaces the Town has eliminated in the last 10 years.
- Require large employers to provide on-site employee parking.
- implement paid downtown parking and increase the number of parking structures. Not allow overnight parking on the street in the winter due to the need to remove snow.
- N/A
- More overnight parking in the winter for those who drink downtown to reduce driving.
- Loosen restrictions for overnight parking during winter; base this on the weather and not set dates (Nov 1 - Apr 1). Think about one side overnight parking for part of the month. Don't allow developers to have less than the required parking areas. Continue to focus on bike pathways and bike marking to encourage commuting. Pay for parking downtown (yup, I said it).
- Parking over all is fine
- Stop commercial construction
- Increase the number of parking spots required for new developments
- Allow some overnight parking on streets in wintertime. plow opposite sides? let people dig themselves out?
- No overnight parking of rv, boat, trailers in downtown or residential areas
- Change the winter parking rules to opposite side of street different days of the week.
- No traffic on the town square. More parking garages.
- Ensure ample patrolled parking for local residents during busy seasons using permit.
- I don't feel I'm aware enough of the current parking policies and requirements to fully answer. I'm glad to have signed up for the email list to become more aware.
- I would focus on how to keep traffic flowing.
- People should not be allowed to park boats/RVs/trailers or unauthorized vehicles on the roadside long term. Perhaps people should get free (or very small fee) permits for their primary vehicle. Vehicles/boats/RVs/etc. without a permit must be moved every 2-3 days to allow for visitors and short-term situations but to discourage long term storage on town streets.
- I would not use paid parking, you will just shove the problem to the outer streets, causing a mess there, between residents and workers/tourists. I would seriously give bikes prime parking and right of way on paths, instead of the other way around. More tourists, more workers (you hope service workers keep moving here that is...) and you will never get ahead of a traffic problem. If you are serious about encouraging bikes then do it - make it clear and give that mode of transportation priority.
- Reduce Residential Parking Requirement for certain projects and require the lease/house to agree to the limited parking as condition of lease or ownership.
- Stop trying to grow a city that is "land limited" by squeezing more tourists and business into the same space.
- Allow some street parking in crowded neighborhoods during the winter. Have certain days with no parking so the road can be cleared.
- Not change
- Charge hourly parking that requires hourly or over two hours meter-feeding to encourage people who go to work and park a car all day to use alternative transportation.
- Put in meters 2. Cite vehicles taking up more than one spot/or parking inappropriately.
- Implement a local pass for purchase to park at Stilson or future park and ride indefinitely, aka long term car or boat storage.
- Widen Redmond, Pearl and Snow King Ave back to original width. Remove complete street specs on Redmond. Reinstall parking on both sides and remove sidewalk on west side and tree/paver prettiness!! Remove bulbouts!!! And buses.
- Expand the gill lot,
- More parking garages, more park and ride options, more convenient bus locations.
- Allow overnight parking in the parking garage for up to one week.

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PARKING

- Institute paid parking/ parking meters. Try to force others to take bus and/ or ride bikes into town instead of driving. Take cars off the road.
- Charge for parking in town center, but provide more free and longer parking away from town center.
- Allow overnight parking on one side of the street at a time in the winter. Have people move their cars every other day to the other side of the street. Have paid parking downtown.
- ??
- Require less and support car share.
- I would like to see a permit that employers could give employees that would allow for them to park more than 3 hours outside of the town square.
- Charge for parking downtown from Memorial Day to Labor Day, 7am-6pm. Require less parking be built for multi-family development near services with access to transit. Partner with KMart and/or Albertsons to build a park and ride facility.
- Make downtown parking metered and establish out of town free lots to encourage public transit use within town.
- Paid parking program
- Allow on street parking during the winter months. Alternate street side parking should be implemented.
- Charge for parking.
- Put in parking meters , but give residents parking stickers for their cars so locals don't pay. This could be done with car tag renewal each year.
- Put in parking meters within 3 blocks of town square. And stripe parking spots for all parallel parking downtown.
- Lower the parking requirements. Look at Albertsons on Christmas Day. The store is closed but half full of ski traffic.
- Require more parking when sites are developed.
- Ensure every new housing unit has at least 2 on-site parking spaces.
- I would reduce the amount of parking required by commercial businesses and focus on sidewalks and complete streets.
- Require payment especially for use of public parking lots by cars and buses.
- Allow for people to overnight park/sleep in their cars in certain areas around town.
- I'd put in parking meters for non residents...issue stickers for residents.
- Paid parking to encourage the use of alternative transportation, resident parking permits for alternating winter on-street parking overnight.
- Alternate plowing and cleaning to allow overnight parking, like big cities (Boston).
- Build more parking lots.
- Really have found no problem with current regulations.
- Pay for parking downtown core around square; possibly no cars period on north and east side of square in summer pedestrian only; mechanism for winter overnight street parking. Maybe alternate side of street on alternate nights and then helps enable less parking required for developments. Better safer sidewalks and bike lines do promote walking. Way more people walking up and down South Cache at night with good sidewalks and lighting.
- Get the buses and large vehicles out of downtown. They should have a travel corridor to parking so they don't congest the town square. We need to expand parking with garages at for example the ranch parking lot. Garages should be at least 3-stories.
- Pay attention to this survey!
- Winter parking should allow people to park on designated sides of the street on certain days of the week. There is a lack of parking in the winter without the ability to park on the road.
- Begin looking at parking as 'infrastructure' similar to streets and utilities. It should be reviewed and planned as a whole and not as individual impacts and mitigations. Paid parking is a must. We should discard the current foundation of our parking regulations that essentially parks every car twice, one at home and one at work - archaic.

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- Perhaps shorten duration of on-street parking in summer from 14 days down to 7 except in the TOJ garage? It would be nice to have more open storage areas available to people like the lots both Cottonwood and Rafter J have south of town, for a fee of course.
- Put more parking garages in. Extend sidewalks and make town square parallel parking only to give it a more pedestrian friendly feel
- .5 space per household for overnight guest parking. Designated parking areas for neighborhoods
- Prohibit trailer parking without the trailer being attached to a vehicle. Allow parking in the winter on certain sides of the street only on certain days so the other side can be plowed each night.
- That's a tough one. No open land to allow that most homes were built in town with no garages because not to many people lived here wasn't a problem then.
- Extend the season where you can park on city streets day and night. The winter curtailment is much too long -- starts too soon and should end sooner.
- Reduce traffic.
- Widen the roads. Biking is not a means of transportation in a valley that is covered in snow and ice for most of the year. Pathways is merely for sport. Stop large buses in small narrow streets and neighborhoods. They need to remain on the highways.
- Larger parking structures and parking meters.
- No more hotels in Teton County!!
- Make sure businesses had adequate parking for guests and employees. Be sure guests can park and maneuver their RVs and leisure equip trailers. Start to hold businesses--most definitely developers--accountable for parking and housing!!! Current and past special exemptions have created our problems now!!! STOP these special exemptions and ridiculous infractions of our Master Plan!! Start firing public employees (i.e., Walgreens engineering approvals) who are NOT doing their jobs! Housing leaders (i.e., Grove housing overrun costs and " studies" 500K) instead of contractor and professional responsibility!!!
- Put another parking structure in the Ranch Lot and leave the larger vehicle parking as is.
- I know we need more parking, but some parking is so close to intersections that you can't see to pull onto the roadway, especially when trucks and RVs park there. Perhaps making those spots closest to corners compact car parking only would help?
- Overnight on-street parking in the winter. There are plenty of ways to accomplish our snowplowing needs, as well as provide space for residents. Even day - even side of the street, odd day - odd side of the street. I was just in San Fransisco, where they have crazy parking demand and crazy street cleaning schedules (2x per week)... people seem to manage fine knowing when/where they can/can't park. How many DUIs could be mitigated by someone knowing they wouldn't wake up with an overnight parking violation on their car?
- Eliminate on-street diagonal parking on south broadway between Cache and Willow. This would eliminate traffic and accident concerns and also allow for eastbound traffic through Cache to be a straight line which may reduce (constant) confusion of tourists visiting the area. Eliminate all Town Square bordering on-street parking. This area is terribly congested and was designed as a pedestrian attraction. Construct elevated parking in Home Ranch lot, similar to Parking Garage structure, to compensate for parking spaces. Institute hourly parking meters within downtown corridor to collect revenue and discourage single occupancy vehicle usage.
- Parking is not the issue.
- Stop growing
- Consider fee for parking in corridor, consider additional parking garages to alleviate daytime parking issues in summer and overnight parking in winter, consider additional fee at registration for boat, RV, etc. storage on street in neighborhoods in summer.
- Alternate parking days/nights for plowing.
- Fines for people that double park.
- Remove parking on the square and near crosswalks. There are way too many people on foot when I leave work at SJMC. I feel like I am going to hit a pedestrian because I cannot see them
- Alter night residential parking.
- Less parallel parking and more "nose in" parking.

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- I'd add paid parking in and around the town square to encourage greater use of the parking garage and other potential future satellite parking opportunities.
- Require 2.5 parking places for two bedroom units like the rest of the United States requires and stop cutting slack for 'workforce' or 'affordable housing.'
- Come up with solution for no winter parking. For example, alternate days. Incentivize alternative modes of transport at all costs.
- Nothing.
- Where bike paths are available, it needs to be against the law for bikes to be on the highway. Bikes must follow the traffic laws and where possible encouraged to stay out of traffic dense areas. Large vehicles such as semi, bus and RV need to be routed away from the town square. NO OVERNIGHT RV PARKING in any parking lots or side streets or pull outs. Parking without a campsite should equal a ticket.
- Make more parking lots downtown and require underground parking for any new buildings.
- Paid parking meters downtown, convert Home Ranch to a parking garage like the one on Millward.
- Better bike lanes, build lot for boat/camper storage and restrict it on streets.
- Build another parking structure in the northern part of town, incentivize more underground parking for new developments. Allow on street overnight parking in town with a rotation to allow for snow removal. Require less parking for newer developments and seek out more cross parking opportunities. Provide tour bus parking somewhere. Not turn parking lots into summer camp sites. Make all Town and County employees park at a park and ride facility say at the bus barn and incentivize other large institutional employers to do the same.
- #1 put parking meters downtown to encourage turnover and make it easier to park near shopping - and to just park at all. Right now it's way too hard to park, which means it's not expensive enough. Our tourists have plenty of money to spend on parking. Perhaps give locals parking stickers which allow 2-hour parking, but don't let employees fill the downtown streets with their cars either. #2 allow on-street alternate side parking in the winter. There are plenty of other places that get a lot of snow that just deal with it, and we can too.
- Reduce the amount of overnight parking closures in winter, metered parking on town square, research back-in parking for town square.
- Allow some form of on street parking at night during the winter. Even if it requires a paid permit for the extra hassle in snow removal.
- Not sure
- Provide more parking; we don't have enough. Stop adding density!!! Stop promoting growth. Concentrate on a "livable Jackson Hole" instead of social engineering.
- Paid street parking, keep the parking structure free for now, get rid of on street parking on the blocks surrounding the square, reduce parking to one side of the street in winter.
- Size restrictions for vehicles using on-street parking.
- Employees working in town should park away from downtown area. Health is maintained by exercise and this community is quite fit and athletic (enjoying the outdoor activities available) so walking 4 to 10 blocks should be welcomed by locals unless they are handicapped in some way. Allow visitors and shoppers, etc. the parking places close to their destinations.
- Paid parking downtown. no RV parking during the summer on town streets. Ticket in winter only if storm and plowing is required.
- Overnight parking during winter, alternative sides of the street so that plows can do their job. If a car is on the wrong side of the street, tow it. Also, we need to reduce the amount of parking on town residential lots and re-allocate that parking to more housing. Density, Density and Density.
- Implement paid parking in town, particularly downtown. Roadways should accommodate bike/ped and transit first, single-occupancy vehicles lower priority. Expand bike share and bike parking. Study the implementation of a pedestrian town square.
- Parking meters must be installed at all spots around the town square. In the designated parking spots, there must be no overnight boat parking. These lots must also become paid parking, at a less expensive rate and for a longer period of time.

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- Issue parking permits for neighborhoods, limit the number of vehicles per residence and enforce movement of vehicles every 72 hrs. No overnight parking on the streets in the winter.
- More off-street parking not on Broadway so as to not interfere with traffic flow.
- No street parking in the winter to allow safe snow plowing of the streets. NO private non-motorized vehicles "stored" or parked on the street EVER for more than 3 hours. That is not a safe, hazard free (think people urinating on neighborhood lawns) solution. If you own a trailer, camper, etc. get a rental storage unit/area to house it like a normal responsible adult. The streets need to be free flowing for emergencies and basic traffic.
- Paid parking around the town square, less emphasis on public parking in general to discourage driving. Less development and less density.
- In winter have alternate side overnight parking to allow plowing/snow removal and really do a great job clearing the road curb to curb and removing in town snow piles to keep sidewalks and the roadway safely passable to all users.
- Seek community input. Make fact-based decisions.
- Provide adequate parking for developments: each apartment, townhouse etc. needs 2 parking places per unit. Residents should be able to park vehicles, trailers etc. on the street next to their residence continuously except during winter ban. Look at alternate side of street parking at night in winter.
- I would make a park and ride lot south of town and add additional busses. I'd also move all the bus parking to the industrial area south of town.
- Consider metered parking around the square.
- Not allow businesses to use the parking garage. Require all new developments to have more than adequate parking. Several new proposals are showing up with limited parking. Jackson is not a town where people come to live without a car. People may take advantage of biking or public transport but they still have a car and likely a camper and a boat to park even in the affordable units. Parking is the number one complaint in the dense housing clusters. Just drive by these places at night and see how much is overflowing these developments onto the streets. Do not allow any proposals without substantial parking PLEASE!
- Build a second level of parking at Home Ranch. Allow on street parking on alternate sides of the street in the winter.
- Require paid parking in all areas of town with permits in residential neighborhoods.
- Nothing
- There should not be any requirement for parking with residential.
- Allow camping.
- Seasonal storage of boats, campers, trailers, etc. should be banned year-round from public streets in the town of Jackson. It makes the roadway dangerously narrow. Parking should not be allowed on side streets near the town center at all in order to allow traffic and bicycles to flow freely and safely. If needed, more parking garages should be added to accommodate loss of parking on the side streets. On a side note, pedestrian crossings should be marked with flashing red lights in the road as seen in other cities, and pedestrians not using crosswalks or not crossing at intersections should be cited. It is getting very dangerous around the town square for drivers and pedestrians. All parking near the pedestrian crosswalks around the town square should be removed, so that drivers can actually see the pedestrians that are about to cross. Cars parked near the crosswalks now block part of the view of the crosswalk, and this is very dangerous.
- Nothing, except enforce the ban on camping in your car or parking your RV on the Jackson's streets! Paid parking will not help anything. It will just be a burden on locals and tourists. No need for another parking garage. No changes to neighborhood parking. It's already dense.
- Limit parking to one side of the street and allow it year round to accommodate more density. I would also get sidewalks throughout and shrink the roads, though I realize that may be in conflict with adding sidewalks.
- Ensure that cars do not park in the bike lane- noticed this a lot on Snow King Avenue, which requires repeatedly merging into traffic.
- Paid parking downtown

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- Paid, metered daytime parking with paid parking permits for downtown employees. Moving cars around the block to avoid a ticket is a waste of time and gas and doesn't parallel our community's "no-idling" efforts.
- Remove as many restrictions as possible (physical and legal). Maximize parking options - do not try to restrict parking or vehicle use (blocked spaces, meters, paid parking, etc.).
- Do away with "in lieu of"; require residential and lodging to provide realistic amounts of parking; stop assuming that if you don't provide parking, people won't have cars - they do and they will; don't allow long-term boat or RV parking on long-term streets in the summer (or winter) - if adequate parking is provided for new residential developments, this won't be a problem; stop forgoing parking in the name of denser development - we should be gaining parking as we grow, not losing it.
- Allow street parking in the winter. Both sides of the street overnight and alternate sides of the street during the day so the town can plow.
- Maintain limitations on parking related to time of day when parking is/isn't allowed, time limits, ensure that parking remains free downtown to access businesses.
- Provide parking time limits on some surface streets.
- Plan for more off street parking for all new projects, and add more public off street parking.