Two foreign exchange students, one from Costa Rica, the other from Brazil, riding bikes on a spring snow tunnel road, getting to know each other better, having fun, and doing something they cannot do at home!
Intergovernmental transportation cooperation counts for a lot in Jackson Hole; the 2013 government shutdown highlighted the importance of the transportation partnership between the National Park Service and Teton County.
Pathways in Jackson Hole are a tremendous community achievement; Tim Young's tireless advocacy and visionary sense of the possible made much of it happen, including the amazing new non-motorized bridge across the Snake River near Wilson.
I would suggest that while cars remove one from the environment, bikes bring you into it, a question of life! This photo taken after a long day of teaching/parent teacher meetings. I left work feeling drug down, I arrived home happy and energetic.
It's great to see way finding signs in the Town of Jackson! I'm eager for the day when a pathway along the Moose-Wilson Road will make the "Grand Loop" safe for everyone, not just the elite riders who are the only ones who can currently safely ride that amazing road.
START is great - less cars on roads. It is for everyone.
Narrow street is great, slows traffic - what about year around on street parking?
Good site and street design: trees, grass, sidewalk and no curb cuts.
Fix treacherous areas on the main route (north of Hoback Junction).
Maintain the local charm (Spring Gulch Road).
Create more neighborhoods with ample facilities for walking, cycling, bussing. Redmond is alive with action and a fabulous community space because people are out of their cars. Continue making Jackson more livable.
Wyoming presents certain challenges :-) . This was plowed perfectly the day before.
Praise the upgrades (Hoback round about).
Opportunity: Inspire Federal Lands to examine their transportation plans with the successes in Teton County. Connect our community to essential trailheads with all forms of transportation.
Opportunity: mobilize Jackson residents to travel by foot or on bikes or skis in the winter. We all recreate outside, why not facilitate winter transportation planning to get more folks on the road on foot? Build, design, and plan for winter non-motorized travel.
Examine areas of concern at particular times of year, such as parking on Teton Pass during ski season, and seek solutions that make sense for visitors as well as the summer influx of visitors.
Opportunity: Expand the view of essential parking to include cyclists.
Opportunity: Integrate public art and ensure that the transportation plan focuses on making streets places for people as well as vehicles.
The round-about is a major improvement to my morning commute to work.
These wayfinding signs are great, particularly given the number of visitors in this community.
A lack of sidewalk hasn't stopped pedestrians. They've created their own. This is right outside the library and a popular bus stop. Evidence of gaps in the pedestrian network.
This is the intersection of Scott Lane and Snow King Avenue. It's been vastly improved for bikes, but it doesn't work well at all if you're on foot. And it's especially bad if you're on the north side of Snow King Avenue and you want to travel north along Scott Lane. High traffic, no marked crosswalks, lots of bicycles and impatient drivers.
Bicycle route wayfinding signs pointed the way down this street, and while it works well for bikes, it's hostile to pedestrians. There are no sidewalks, and lots of on-street parking to negotiate. Visitors are likely to assume a designated bike route is a good way to walk somewhere, but there is no infrastructure for them here.
I am happy that Cache Creek Drive is a shared road. This picture shows some issues: cyclist riding far into the road, impatient driver (was going too fast, braked and swerved), and "sidewalk to nowhere." I would like concentrated effort to slow down cars and make the sides of the road more friendly to pedestrians and bikers. This could be wider shoulders where possible - doesn't have to be sidewalk, speed bumps, ticket cameras for speeders. And if they are shown holding their phone or watching their lap they could get an extra large fine.
Snow King Ave. should be our showcase bike and pedestrian corridor. This photo shows that we need to keep up with bike lane sweeping and the sidewalk would be really treacherous for someone in, say, a motorized wheelchair such as the one that just happened to go by on the back of the SUV as I was taking the photo. This is a beautiful corridor through town, and we should show it love beyond grooming the grass in the medians between the sidewalk and the road.
I want everyone who wants to to be able to get around like this safely. It is great to have these bike lanes and the sidewalk for this type of group (varying ages and bike skills).
Another sidewalk to nowhere near a beautiful bus stop and our even more beautiful library. I understand that development will include improvements, but I do hope that we maximize what is done when it is done. This area is especially treacherous in the winter because it forces everyone into the street.
This was a great example to me of the variety of ways people get around. I am also parked in front of the post office, and I am hoping that we continue to explore ways to get home mail delivery to reduce trips to the post-office.
Jackson's highways cut across important wildlife habitat and corridors. Wildlife collisions are costly for both people and wildlife.
Hundreds of animals are killed on our roadways annually. Wildlife is our highest value for living in Teton County and millions of visitors come to Jackson to see wildlife each year. Our wildlife drives our economy.
Jackson's wildlife is one of the most important values to local residents and our local economy depends upon our world-class wildlife that we must protect from our roadways.
There are solutions to wildlife collisions, in Wyoming, Montana, and Canada wildlife crossings have reduced wildlife-vehicle collisions by nearly 90%. Wildlife crossings are the most effective way to protect wildlife from our roads and ourselves from wildlife on our roads.
It's not enough to slow down and pay attention. On average 114 mule deer, 35 elk, and 15 moose a year on Teton County roads.
Wildlife crossings are bridges and tunnels designed to help wildlife safely cross the road. Combined with fences, wildlife crossings can reduce wildlife-vehicle collisions by nearly 90%. They have been built south of Jackson near Pinedale and in Nugget Canyon and have been very successful at protecting humans and wildlife.
Bikes are a wonderful means of transportation. This photo indicates bikes belong on roads and that our community values cycling as transportation.
This photo shows how bike parking can be priorities over car parking. More people can park bikes in the same space as a person can park a car. In this location, the bike parking is directly adjacent to a business front door, making this bike corral very popular.
Waterways are nature’s transportation corridors. This is a view of Flat Creek, where a pathway would enable people to walk and cycle along a hidden gem of a place, that is currently used for employee parking a trash storage. We can do better. Opening a corridor like this will encourage active transportation over car use.
Near Flat Creek, two of the buildings in this photo are for rent and have been for some time. Business has not done well. Even though the location is serviced by heavily travel roadways, the place is ugly and rundown and has a poor sense of place. This is a shame.
Photo show substandard sidewalks which are prevalent throughout Jackson. This photo indicates to people visiting our community that we do not value walking.
This is a typical stretch of west Broadway. Pedestrian crossing are few and too far between. This photo shows that Jackson is about people in cars, and pedestrians and cyclists only if they don't impede the movement of people in cars.
Sometimes there are only two buses that go from Victor to Jackson, but because I have to be at work at 8AM, I can only take the earliest bus and because of the stops, I arrive at work 15-30 min. early. I get the bus outside "Sundog" even though that restaurant hasn't been there for over a year. I don't know how newcomers find it.
There is only one bus I can take home, so I have to leave work at 5 on the dot or I am stuck over the pass, but the bus stop is across the street from work. When I worked in Teton Village, I had to change buses at Stilson Ranch and hussle to make that connection, often calling drivers and asking them to wait.
I take the bus most of the month, so a monthly pass works for me. The cost is $105, which is almost not worth it, but my work reimburses half of that expense. Passes have to be bought on the bus and by check, so I have to make sure I'm taking the bus to and from work on days I buy my pass.
A bench and shade and right across the street from work! My bus stop home is sweet. But, shelter from rain and snow would be even better.
If I drive to work, it takes half the time of the bus, but there isn't enough parking at the lot and I usually park on the street.
Kids and adults can, will, and do want to get to where they need to go (commute) without a car in JH, and to do so they need safe options for transportation and recreation.
This photo tells our residents and visitors that we aren't yet serious about completing our infrastructure for all users - completely connecting residents with safe and enjoyable means to get to where we need to go.
For the most part, vehicles are good about yielding to pedestrians on crosswalks. It's great that there are bicycle racks in busy areas like this, too.
Understandably, vehicles sometimes get impatient with the continuous flow of tourists, especially around town square.
I have yet to see anyone use the electrical car recharger, but I think it's fantastic that we have one now!
It seems like there is always some inconvenient construction project going on in Jackson during the summer months.
Bike paths and signs encourage bike commuting in Jackson - way cool. Also it's great that cell use and driving are now illegal - however, it seems like it still happens too often.
We're so lucky to have trails out our back doors!
I really like what was done on Redmond with the pavers and green space. It is a very friendly environment for walking about town. I wish this was on every street! The bad thing that has been noticed about this type of design on Redmond is the decreased parking. It is especially bad in the winter, as the side with parking still needs snow plowing. The snow gets pushed into the available parking spaces, which decreases parking even more. If this can be fixed than it is a great year round feature! But for summer use it is great.
Redmond street bulb outs. As a pedestrian I really like this feature. But you can notice some damage, which may have been caused by a snow plow. Again, I see winter issues with this design, but it is very pedestrian friendly.
Great concept for bike traffic to be in the middle lane. However, the cyclists sit in the middle of the right hand turn lane and it backs up traffic for the right turn vehicles. Maybe mark an actual 'lane' for the cyclists instead of just a bike image. It is confusing to all.
A complete disaster area. Too many road frontages with no direction whatsoever. Parking is erratic and no sidewalks for pedestrians. Very dangerous for both cars and pedestrians!! Busiest road in the summer and when cars are parked parallel to the road it's very difficult to see. (Most vehicles are motorhomes or other large vehicles that reduce visibility significantly for vehicles pulling out of this area).
A left hand turn signal would be very beneficial here during the summer. There is so much traffic coming north/south through here that almost daily people have to run a red light to make a left hand turn.
Better signage is necessary here, because people get confused at this intersection and try to go straight in the right turn lane. Also, I've been in the right hand turn lane when the green arrow never comes on. This is a big problem during high peak season when there are so many pedestrians. As this is the main travel route through town it is essential to keep that green arrow going all day long. The traffic backs up past the Lexington regularly, and this is not a good way for visitors to enter into Jackson from the park.
Multi-use pathways through our community are a great way to travel and to get out of the way of traffic!
Traffic and pedestrians usually co-mingle well around town square, if everyone has patience.
Bike pathways are a great fossil-fuel-free way to recreate around town.
Grateful for START buses-- they cut down on resource use, pollution, and save money for locals and tourists alike.
Biking on the pathways is fun and safe from vehicles.
Not many communities have the backcountry network of trails that Jackson has within its city limits!
Animal crossings for wildlife, and lower speed limits, especially at calving time, to keep adults and juveniles from being hit. This baby moose was next to HWY 22 for two days, until he nearly wondered out onto the road, with traffic moving at 55.
Moose- Wilson Road, no room for two way traffic, especially when folks stop to view the abundant wildlife. Close it to autos and make it wildlife, bikes and pedestrians only.
In this special place, it is all about the wildlife and scenery. View, vistas and drives like this one, would be ruined by big fat highways. Keep our roadways as they are, so that tourists and residents can easily view wildlife along our scenic corridors, from either side of the road, without cars in the way. Preserving this is very important to our economy and our heritage.
This a typical residential street (East Pearl) with no sidewalks on either side forcing pedestrian to walk in street, including around parked cars and in the unplowed snow in winter.
This picture shows residential parking in the ROW. A common condition in East Jackson. Establishing a new sidewalk here would be difficult because it would eliminate or greatly reduce off-street parking.
I like these pedestrian crosswalk flags. They really get the driver's attention.
This is a gravel drive on a steep entrance road to significant new development. When it rains or during snow melt, this road is cut with deep gullies and causes significant sedimentation into streams. It's not bike-friendly. Needs to get rid of gravel roads and parking areas to degree possible.
Good example of major roadway providing no accommodation for bicyclists. Bicyclist has to squeeze in next to BMW on uneven pavement or wait in line directly behind car which is not safe.
This is a min-block pedestrian cut-through that not only provides more convenient options for pedestrians but adds storefront opportunities for smaller businesses.
There is no safe place for kindergarteners through 2nd graders to cross Broadway on their bikes to get to Jackson Elementary School.
Alleys may be an opportunity to pave seldom used existing roads as bike/pedestrian routes through town.
Snow King Avenue should have a separated pathway whenever there is adjacent Town land (Karns meadow, rodeo grounds).
It is obvious that a sidewalk should be here instead of a social trail, especially next to the library.
This is the most dangerous area on the town bike route (people pulling into the bike lane to make a right from Snow King Ave onto Scott) and is even worse for pedestrians. Where are the crosswalks?
Bus service needs to be added to service Rafter J and Melody Ranch/lower South Park Loop.
We are very happy that the town has decided to support electric vehicles. This picture shows that the existing stations are being used and expanding their presence will be a benefit to many. The town's leadership and dedication to alternative fuels is impressive.
We would love to see a bike locker located next to several bus stops in town. Specifically the Redmond bus stop as it services people for a mile radius in East Jackson. This will allow people to use 100% alternative transportation even if they are farther than walking distance from a stop.
We are excited that there will be a Level II charger in the Home Ranch Lot in the future! We also feel that as the EV infrastructure in the region develops, this will be a great place for a DC Fast Charger.
We would love to see Ethanol and Biodiesel at at least every gas station in town. There are many flex fuel vehicles in the community, but there is currently no place to fill up on Ethanol. There are also many diesel vehicles that could benefit from running on B20.
The traffic coming in and out of town in the summer feels as though it is getting worse every year. Given that many of the cars going from town to the parks, and back are going to the same places, it would be helpful in many ways to look at the possibility of introducing a park shuttle. A shuttle can transport over 50 people, eliminating 20-30 cars per bus. This would decrease traffic, emissions, and increase people's sanity.
We would like to see more hybrid electric buses in the Town Shuttle. We would also like to see Biodiesel used in as many buses as possible, and CNG investigated as a fueling option.
Good example of parking located in the back of a major development with minimal curb cut and interference with pedestrian activity. Would be better if painted crosswalk across the entrance was more of a physical extension (e.g., pavers) of the sidewalk.
Good example of new pedestrian-friendly streetscape improvements. However, the bike lane/shoulder should be more prominently marked on the street.
One of the main routes into Jackson - not something a herd of people is going to walk down. Why add pavers to create a 15' wide sidewalk? Trees are much more needed and would make this gateway more attractive for those that do walk by.
Great sidewalk! Great city connection! What you don't see is how HORRIBLE it is walking down city sidewalks in the winter. Why does the city maintain them (poorly)? Property owners should be responsible for clearing sidewalks in winter - they can see the problem areas. And it fosters neighborliness for individuals unable to shovel and clear sidewalks. I grew up in a small town doing this.
I love cutting through the fairgrounds on my walk home. There is almost something happening. There should be a way to incorporate this space into transportation plans – much like the center for the arts block crossing.
LOVE the town alleys! With so many back alley apartments in town, these can really be incorporated into pathways. Add some mid-block crossings and voila!
Sidewalk to nowhere. There are a lot of these in town. Annoying, but a part of piecemeal redevelopment.
Mid-block connectivity
Super block development leads to connections occurring despite not being built.
Trail connection via pathway.
Pathway and park area located along Flat Creek - utilizing natural amenities.
Sidewalk ends abruptly, resulting in foot path.
Bikes turning right should not have to stop.
Facing cul de sacs - limits connectivity.
Really like that Snow King has sidewalks (they could be wider), trees, and a bike lane. It can feel like a boulevard, though - perhaps the car lanes could be narrower and/or a landscaped median could provide some traffic calming.
Two buses can pass one another here where parking is only allowed on one side of the street, but further down the street where cars are parked on both sides, two buses passing is incredibly tight!
Increased housing density without enough parking pushes vehicles out onto the street, leaving no room for friends, guests, or other visitors to the residences to park.
Though attractive to look at, a wide berth filled with pavers and trees between the sidewalk and street significantly narrows the travel route for cars, buses, and bicycles.
Here, a driver travels on the center line to safely pass a cyclist, leaving little space for an oncoming vehicle to navigate alongside a line of parked cars.
One car door opening can be a life-changing event for a cyclist that rides far to the right to leave room for a traveling car coming up behind them.
Fortunately, there's no oncoming traffic so a car can straddle the center line to avoid passengers exiting a parked car.
These green boxes work nice when the bike lane proceeds straight. However, I almost witnessed 2 crashes today when cyclists were trying to turn left from the right curb position to access an intersecting route.
The use of green markings and/or the dashed bike lanes through jogs in a route is very effective. Combined with the attractive and functional signage, it is very easy to follow the bike routes.
Crosswalk design for low maintenance...markings placed to avoid wear from cars driving over them and recessed to survive snow plowing.
My favorite block....an enjoyable, complete street for all modes.
Miserable environment for bicyclists and pedestrians.
Sidewalks please.
I think we need an inner city hotel shuttle that helps people get around to where they need to be from their hotel. There are lots of businesses in town that have buses & vans that could get paid to facilitate this need. We wouldn't need to create a new bus system.