



# Jackson Hole Community Pathways

Jointly Funded Community Pathways & Trails Program of Jackson & Teton County





# Jackson Hole Community Pathways

- Joint program of the Town of Jackson and Teton County
- Responsible for planning, designing, constructing, and managing the Teton County Pathway System
- Anything related to non-motorized transportation and recreation
- Routine maintenance done by Parks and Recreation Dept.
- Capital maintenance managed by JHCP
- Operations funded jointly – even split
- Capital projects independently based on location







# JHCP Mission, Goals, Objectives

- *To plan and construct the Jackson Hole Community Pathways system; Improve bicycling and walking conditions on all streets and roads; Enhance community access to quality backcountry trail systems; and Institutionalize government and private awareness of the needs of bicyclists, pedestrians, equestrians, and Nordic skiers.*
- **Improve Facilities**
- **Increase Use**
- **Enhance Safety**
  - Meet needs of all levels of bicyclists
  - Meet needs of pedestrians, including persons with disabilities
  - Meet needs of equestrians
  - Meet needs of Nordic skiers
  - Increase safety through promoting education and enforcement
  - Encourage and Promote bicycling and walking

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graph TD; TC[TETON COUNTY WYOMING] --> TC_E[TC Engineering<br/>- County roads<br/>- Levees]; TC_E --> JHP[JACKSON HOLE COMMUNITY PATHWAYS]; JHP --> P&R[Teton County - Jackson PARKS & RECREATION<br/>Join In The Fun!]; P&R --> TOJ_PW[TOJ Public Works<br/>- Sidewalks<br/>- Streets]; TOJ_PW --> TOJ[TOWN OF JACKSON WYOMING]; TOJ --> Taskforce; Taskforce --> TC_E; Taskforce --> JHP; Taskforce --> P&R; Taskforce --> TOJ_PW;
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The diagram illustrates the organizational structure and relationships between various entities in Teton County and the Town of Jackson. At the top left is the Teton County Wyoming logo. Below it is a blue box labeled "TC Engineering" with sub-points: "- County roads" and "- Levees". Below that is a green diamond-shaped logo for "JACKSON HOLE COMMUNITY PATHWAYS" with icons for horseback riding, hiking, skiing, and cycling. Below that is a white box for "Teton County - Jackson PARKS & RECREATION" with the tagline "Join In The Fun!" and icons for snow, trees, and sun. To the right of the Parks & Recreation box is a red box labeled "TOJ Public Works" with sub-points: "- Sidewalks" and "- Streets". Above the Parks & Recreation box is a circular logo for "TOWN OF JACKSON WYOMING" featuring a mountain, river, and deer. In the center is a black and white photo of a man with a mustache, with a green oval labeled "Taskforce" below it. Arrows indicate the following connections: Teton County to TC Engineering; TC Engineering to Jackson Hole Community Pathways; Jackson Hole Community Pathways to Parks & Recreation; Parks & Recreation to TOJ Public Works; TOJ Public Works to Town of Jackson; Town of Jackson to Taskforce; Taskforce to TC Engineering; Taskforce to Jackson Hole Community Pathways; Taskforce to Parks & Recreation; and Taskforce to TOJ Public Works.





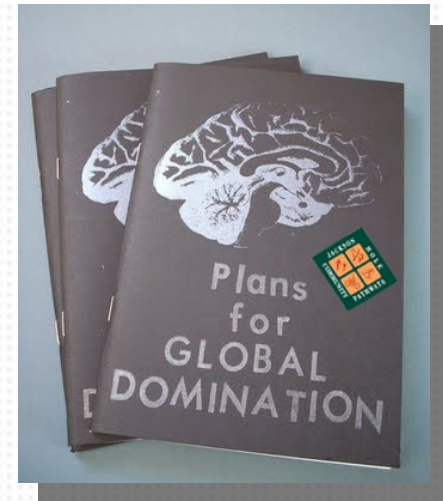
# Program History

- Pre-1991: The Dark Ages
- 1991
  - Town of Jackson and Teton County start Jackson Hole Community Pathways
  - Pathways Task Force formed, Tim Young chair
- 1992 – *Pathways in Jackson Hole* conceptual plan created
- 1993 – first funding grants
- 1994
  - Pathways Director position established (Tim Young)
  - Friends of Pathways founded
- 1995 – First trail construction
- 1996 – First 4 miles completed
- 2001 – Pathways Department reorganized (under P&R)
- 2002 – Tim Young steps down
- 2003
  - Jim Chandler hired
  - Pathways Program reorganized under Town Administration
- 2004 – Moose-Wilson path completed
- 2005 – Pathways Master Plan process starts



# Program History

- 2006
  - Jim Chandler steps down
  - Brian Schilling hired (Taskforce)
    - SMOOTH SAILING EVER SINCE!
- 2007 – Master Plan adopted
- 2011
  - Pathways reorganized under Teton County Engineering
  - North 89 Path completed
- 2012 – Comprehensive Plan adopted
- 2013 – Path22 construction started
- 2014
  - Path22 construction continuing
  - Integrated Transportation Plan
  - Complete Streets Plan
  - South Park Loop
- 2015







# Pathway System

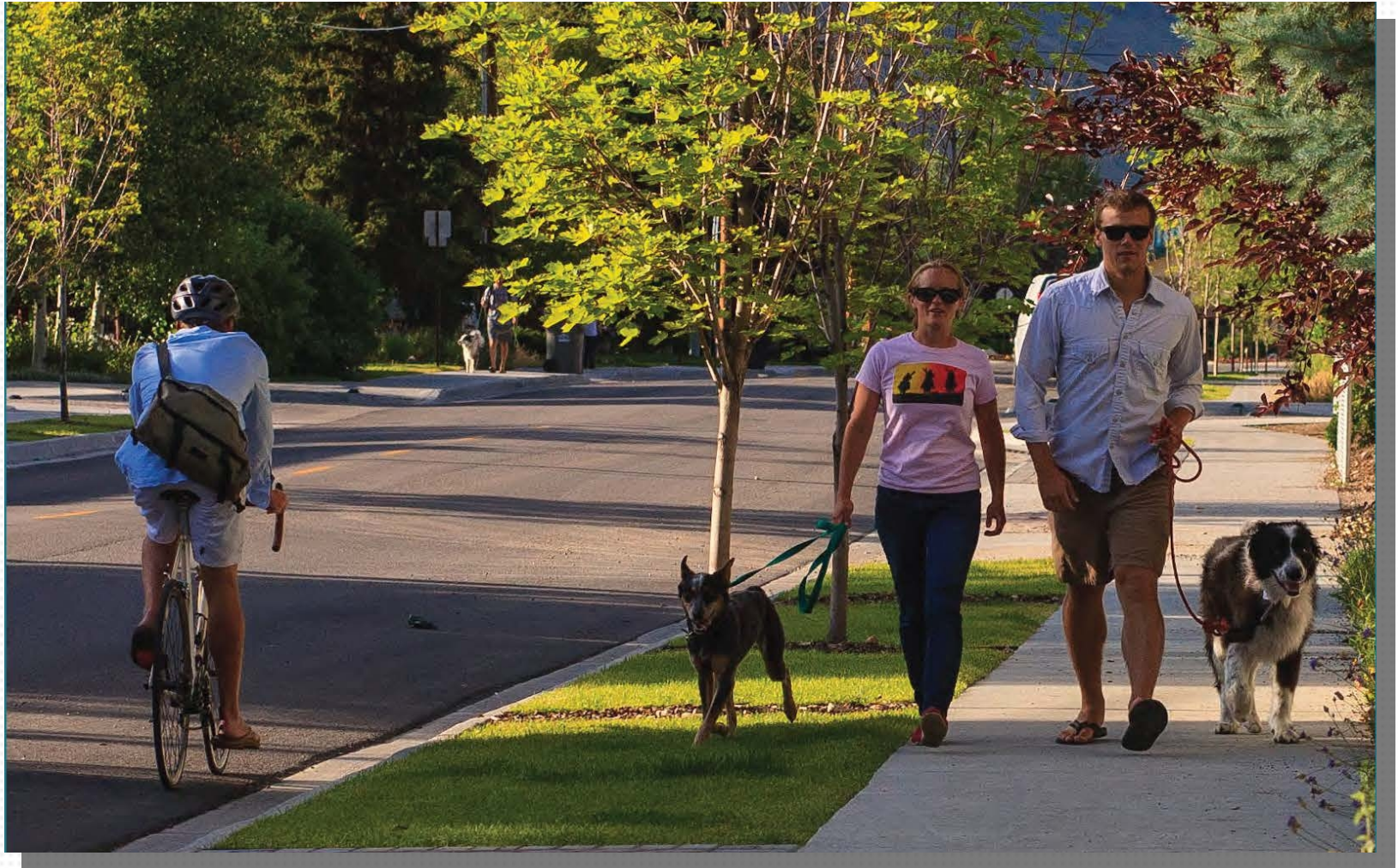
- 42 miles constructed - 2013
- Additional 15 miles planned for construction by 2017
- 14 miles in Grand Teton National Park (total of 42 planned)
- Also includes:
  - Sidewalks (~20 miles)
  - On-street Bike Routes
  - Trails (primarily USFS)
  - Winter Uses
    - Nordic
    - Fat Bikes







# Sidewalks







# On-Street Bike Routes







# Trails





# Winter Uses

- Grooming and Plowing
- Majority of system is either groomed or plowed. Some low priority routes not maintained.
- 21 miles of groomed trails, paths, levees for nordic skiing, walking, snow biking.
  - Usually longer, more separated stretches (no driveways, not directly adjacent to roads)
- 19 miles of plowed pathways for walking, biking, accessibility.
  - Focus on high priority routes near schools, in town, or where grooming is not effective.







# Winter Uses





# Pathways Master Plan (2007)

- Purpose: to guide the development of bicycle, pedestrian, and supporting multi-modal infrastructure...in Jackson Hole for the next 5 years.
- Recommendations on policy, organizational setup, programming, and project priorities
- “Top-10” project list for 5-year buildout. About 40% complete.

## Pathways Master Plan

THE TOWN OF JACKSON & TETON COUNTY, WYOMING



PLANNING + DESIGN  
June 2007



- County 5-year vision map
  - North Path completed
  - Path22 under construction
  - South Park Loop in planning
  - South Path: WYDOT 2016-18
  - Teton Pass seeking planning funds
  - Wilson – Snake not started



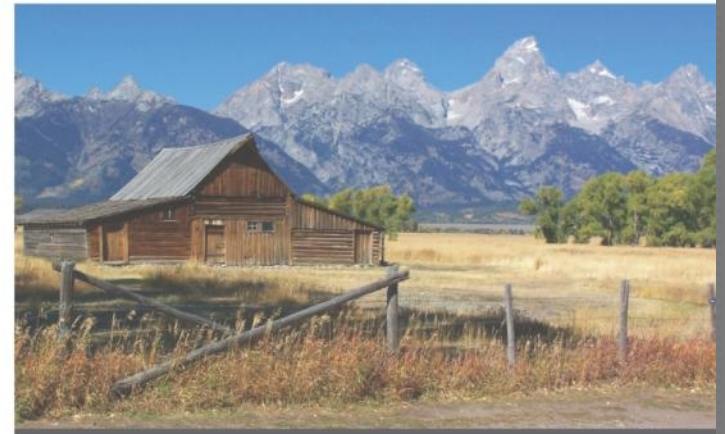






# Jackson/Teton County Comprehensive Plan (2012)

- ***Section 3 – Quality of Life (Ch. 7)***
- ***Principle 7.1 - Meet future transportation demand through the use of alternative modes***
- ***Principle 7.2 - Create a safe, efficient, interconnected, multi-modal transportation network***
- ***Principle 7.3 - Coordinate land use and transportation planning***



06 April 2012





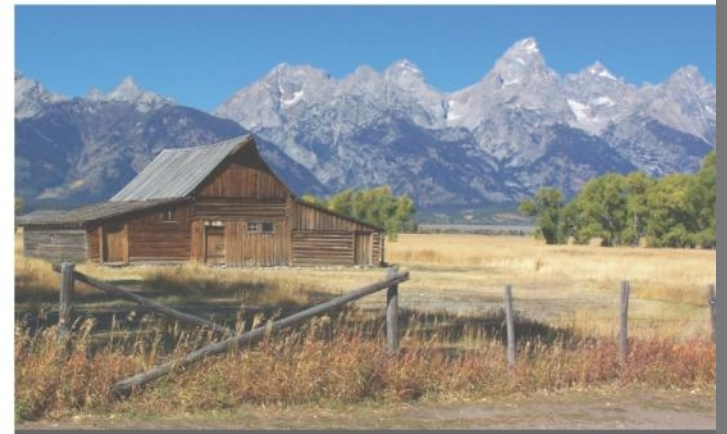
# Jackson/Teton County Comprehensive Plan (2012)

- **A transportation system oriented toward automobiles is inconsistent** with our Common Values of Ecosystem Stewardship, Growth Management and Quality of Life.
- The community's transportation vision is to **create a multimodal transportation system** by enhancing the current automobile oriented system to include a network of complete streets, transit, and pathways system.
- By pursuing this vision the community will ensure **all users** of the public right-of-way, including: pedestrians, bicyclists, automobile drivers, trucks and transit riders can do so in a **safe and efficient** manner.

JACKSON | TETON  
COUNTY



*Comprehensive Plan*

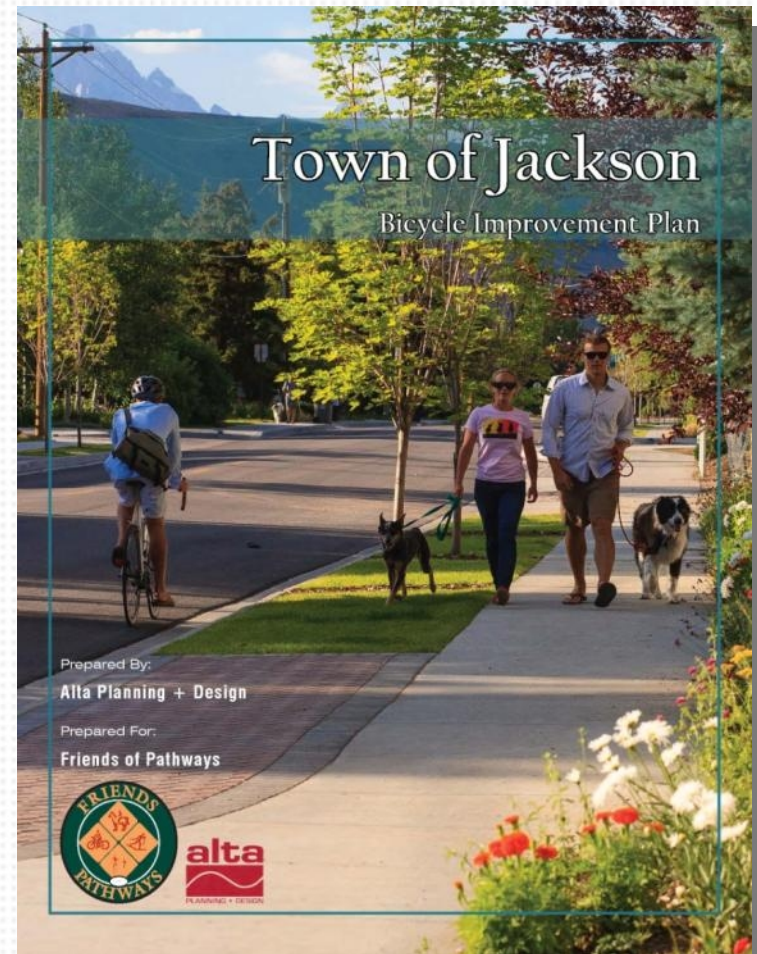


06 April 2012



# Town Bike Network

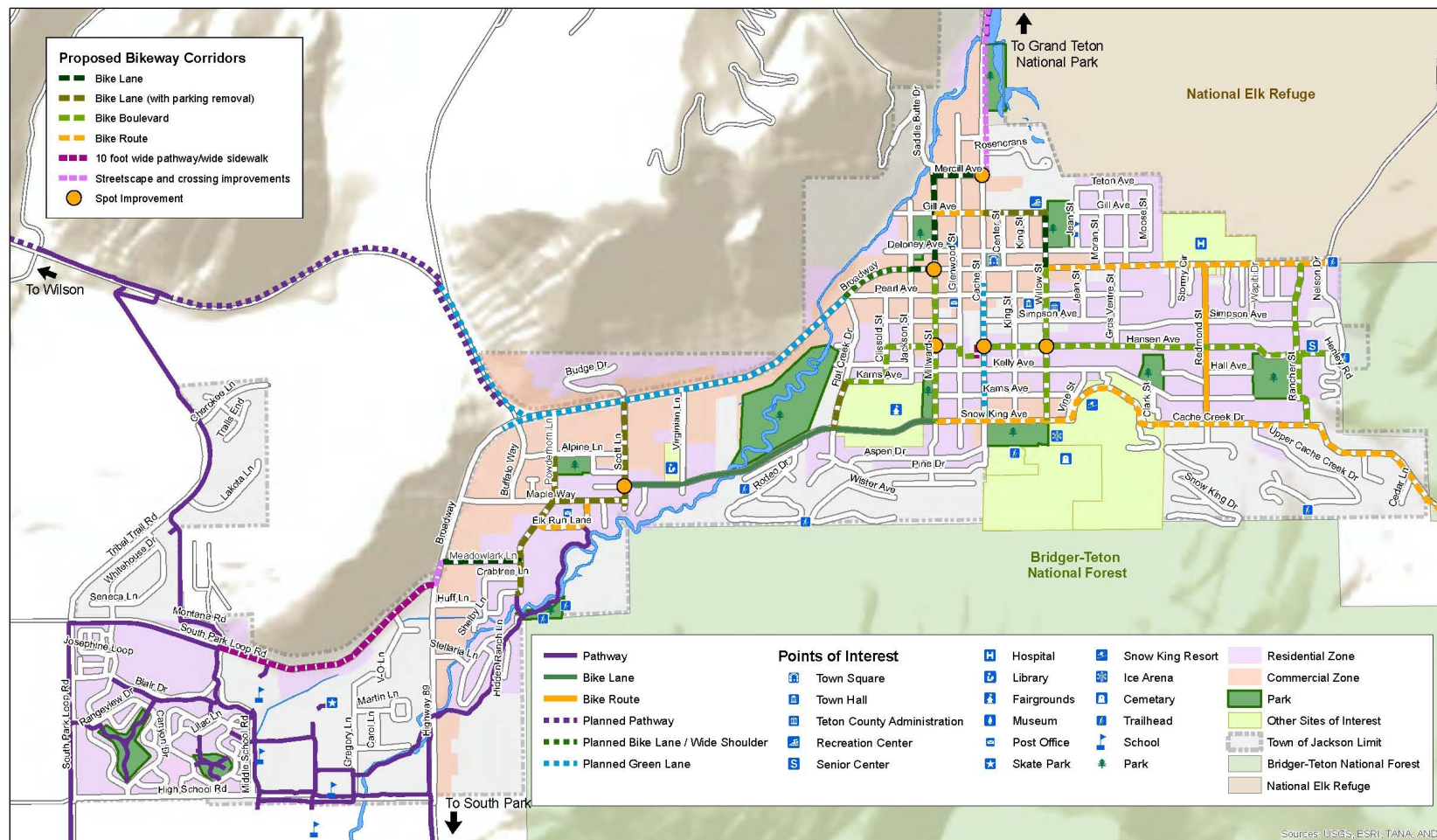
- Called for in Pathways Master Plan
- Defines system of on-street bike lanes, routes, and boulevards
- Identifies spot improvements
- Phase I completed Summer 2013
  - Signage and striping







# Town Bike Network



Map 5: Recommended Bikeways

# Town Bike Network

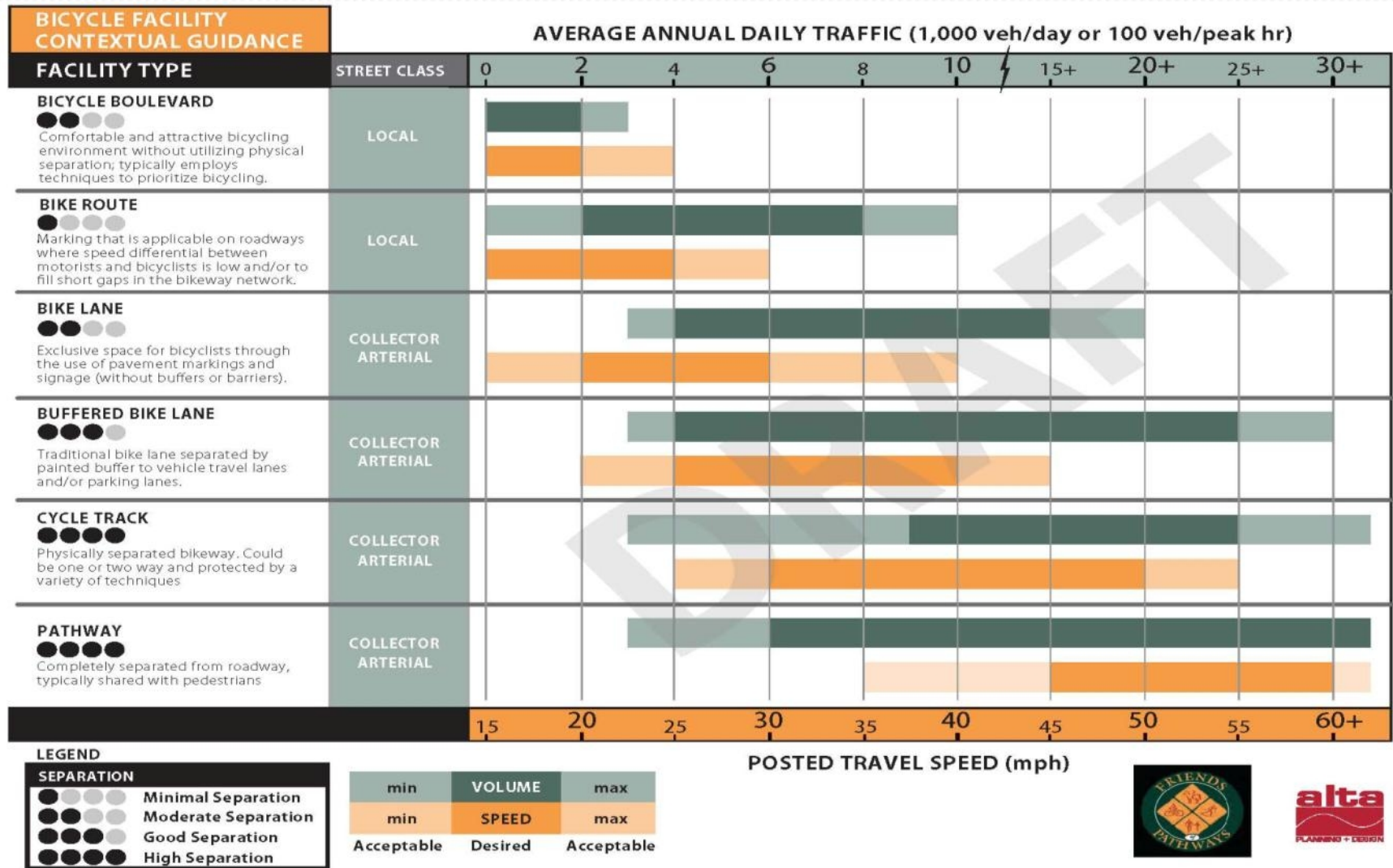


Figure 2 – Bicycle Facility Selection Guidance (Speed & Volume)

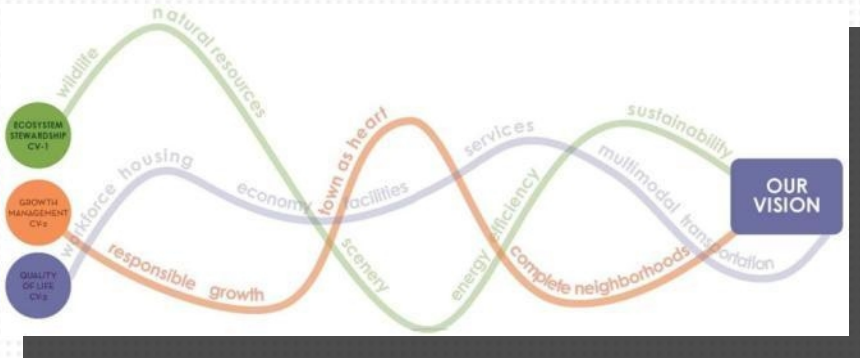






# Current Planning Projects

- Integrated Transportation Plan
  - Teton County and Town of Jackson – 2014
  - Translate the broad goals and objectives of the Comp Plan into a defined implementation plan
- Complete Streets Plan
  - Town of Jackson – 2014
  - Pedestrian mobility plan for Town streets
  - Will help define expectations for future street projects
  - Complete streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users.
  - *Pedestrians, bicyclists, motorists, transit riders, and users of all ages and abilities are able to safely and comfortably move along and across a complete street.*





# Recent Projects - North 89 Path

- 5.9 mile path between Town of Jackson and Teton Park in 2011
- GTNP extended path another 6 miles to Moose in 2012
- Forms continuous 20 mile path between TOJ and Jenny Lake
- Cooperation with US Fish and Wildlife (National Elk Refuge)
- \$4.85M in ATPPL, ARRA, and local SPET funding
- 20x (or greater) increase in use

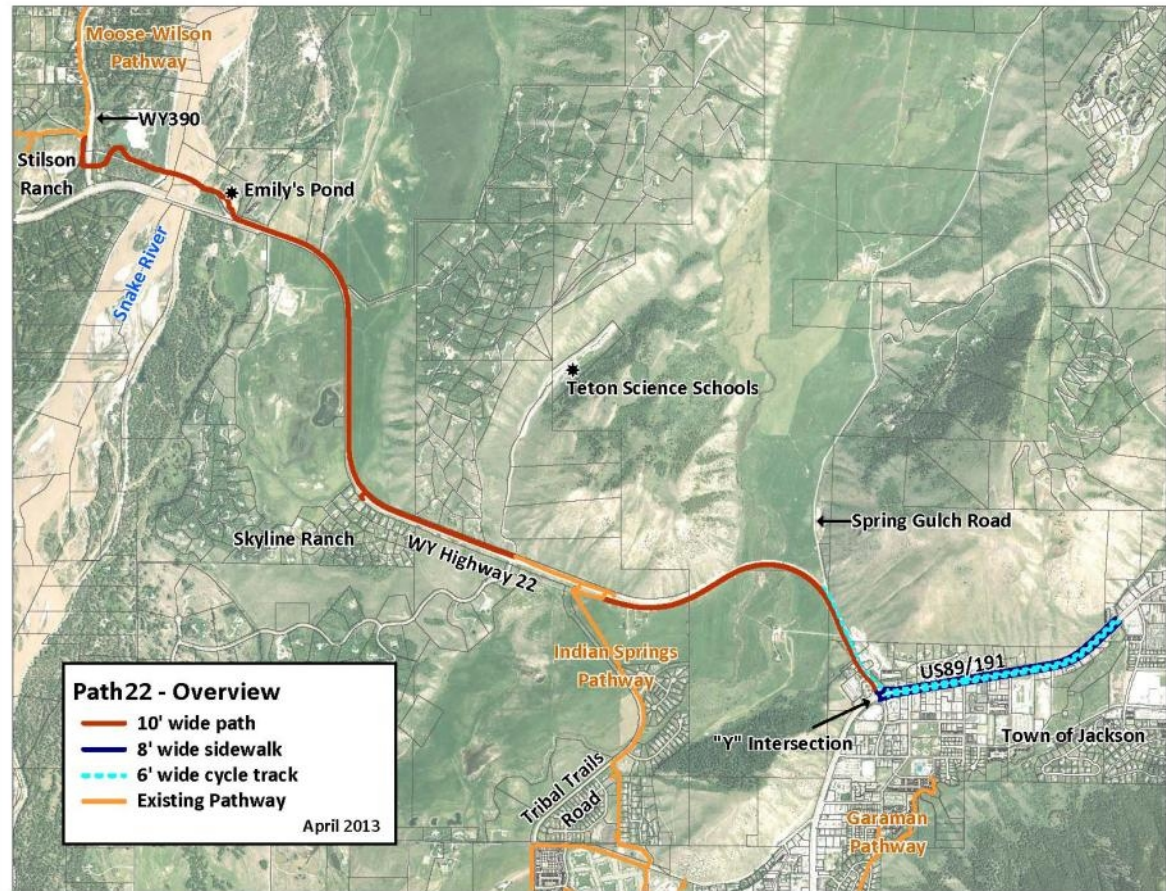






# Current Projects - Path22

- The “Missing Link”
- 4 mile segment between Stilson Ranch and the Town of Jackson
- Connects the existing systems on either side of the Snake River
- Includes a 700-foot bridge across the Snake River
- \$10M in SPET funding
- Started construction 2013







# Current Projects - Path22







# Current Projects - West Broadway

- Cycle Tracks and Sidewalks
- “Next generation” bike facilities
- \$3.8M+ Scenic Byways, FTA Livability, TIGER, local SPET funding
- Phase I started construction 2013
- Phase II starting 2014



8' WIDE STANDARD  
SCORED CONCRETE

4' WIDE PLANTER STRIP WITH  
LAWN, STREET TREES, & LIGHTS

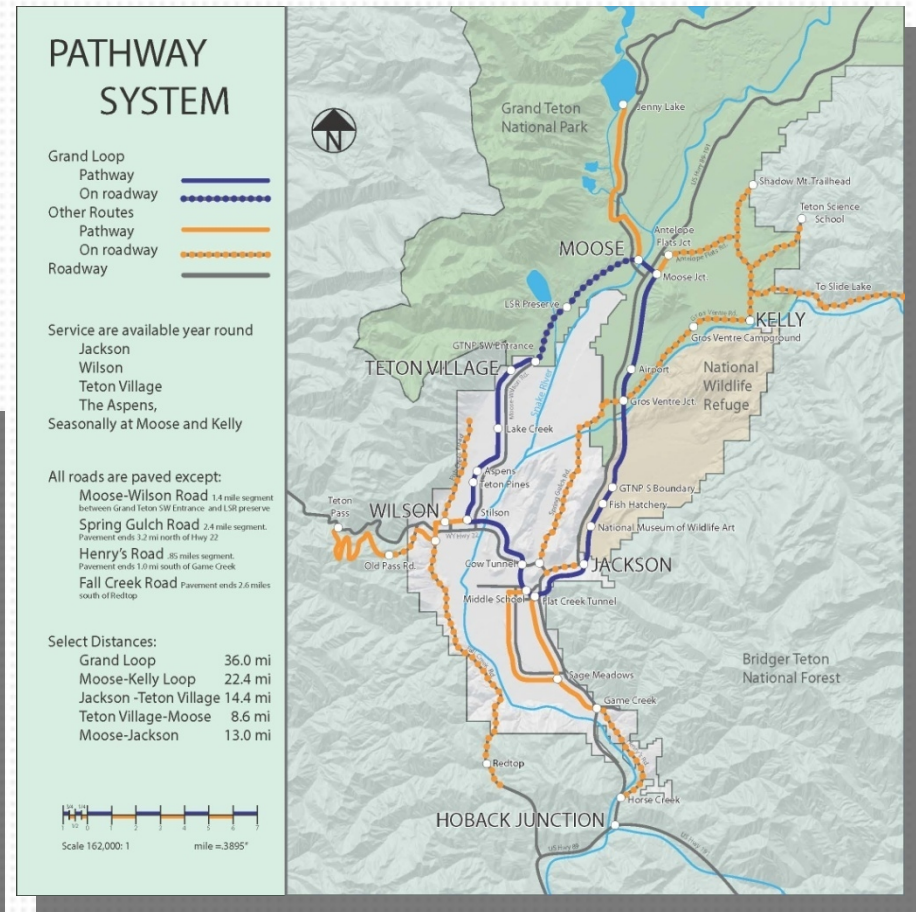
6' WIDE CYCLETRACK

## CYCLE TRACK & SIDEWALK



# Current Projects - Wayfinding

- Wayfinding signage for the off-street pathway system
- Installation in summer 2014
- Builds off of TOJ Bike Network
- Funded by Lodging Tax







# Funding Sources

- Operating Costs
  - Town of Jackson and Teton County general funds
  - Lodging tax
  - Recreational Trails Grants
  - Private donations
  - Partnerships
  - Other
    - Transfer Tax
- Capital
  - Town and County capital funds
  - Specific Purpose (SPET) Tax
  - Federal Enhancement funds via WYDOT
  - Lodging Tax
  - Recreation District
  - Other Federal
    - TIGER
    - Scenic Byways
    - FLAP
    - ATPPL (Sarbanes)
    - Stimulus (ARRA)



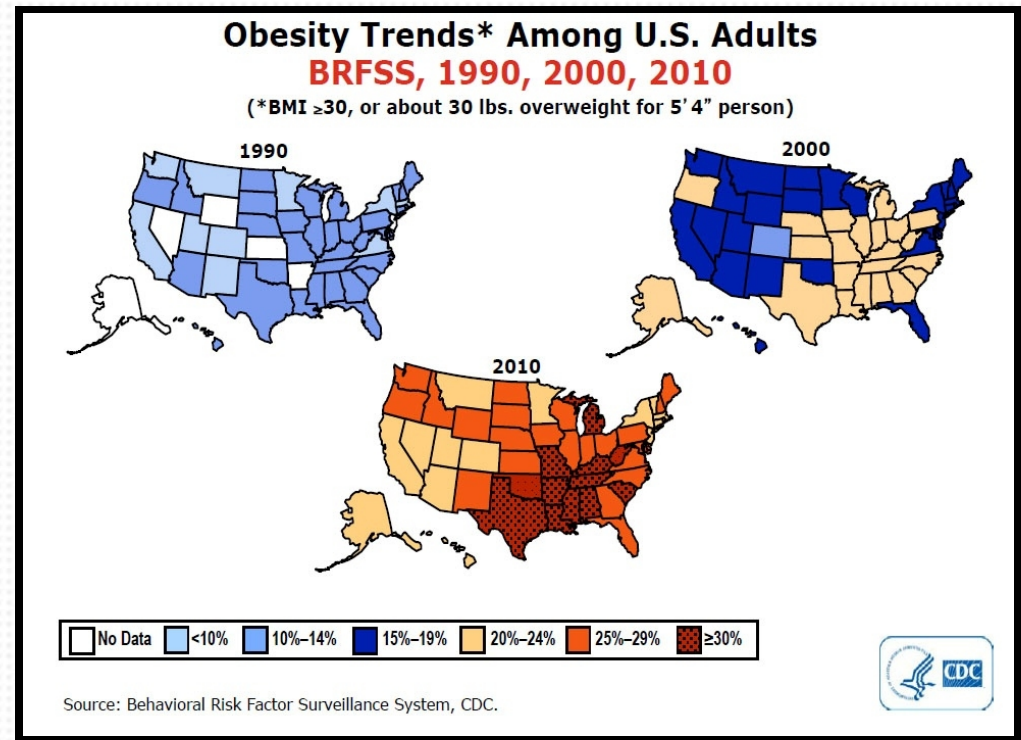
# WHY??????





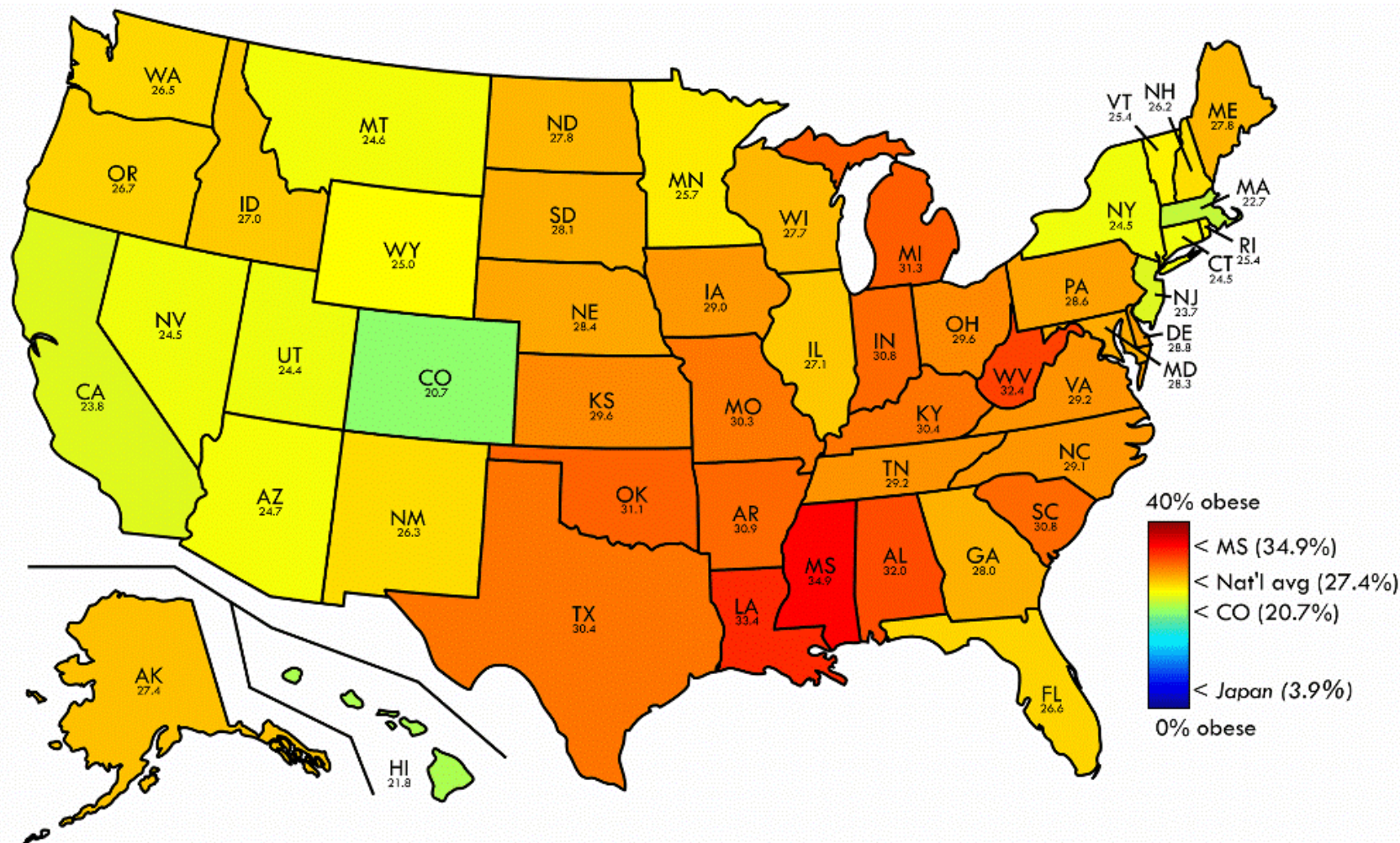
# Benefits

- Safety
- Sustainability
- Public Health
- Livability / Quality of Life
- Transportation Equity
- Mobility and Travel Choice
- Recreation Opportunities
- Economic Impact





# Benefits

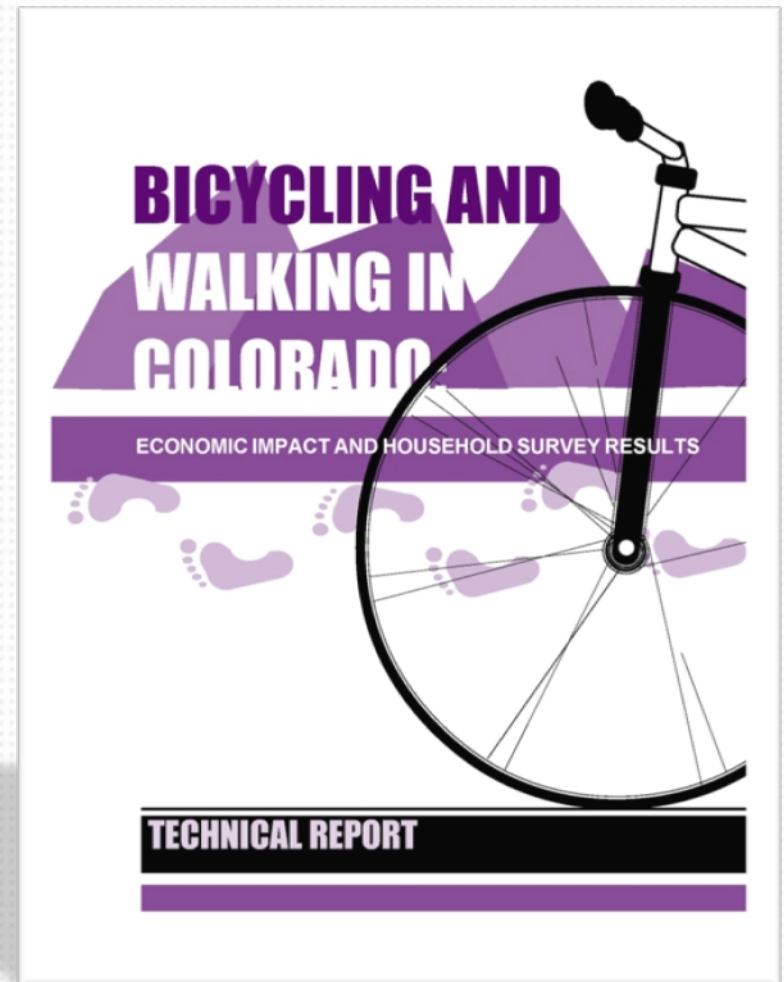






# Economic Development

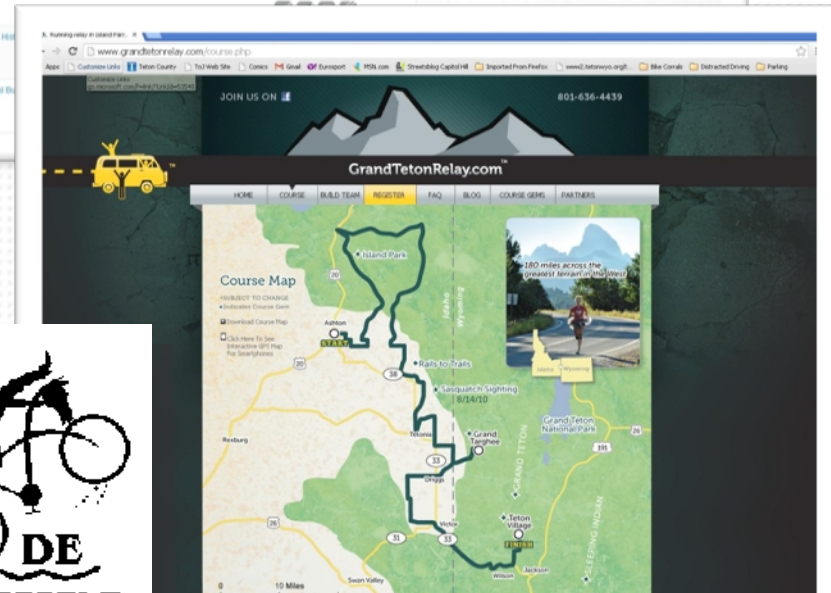
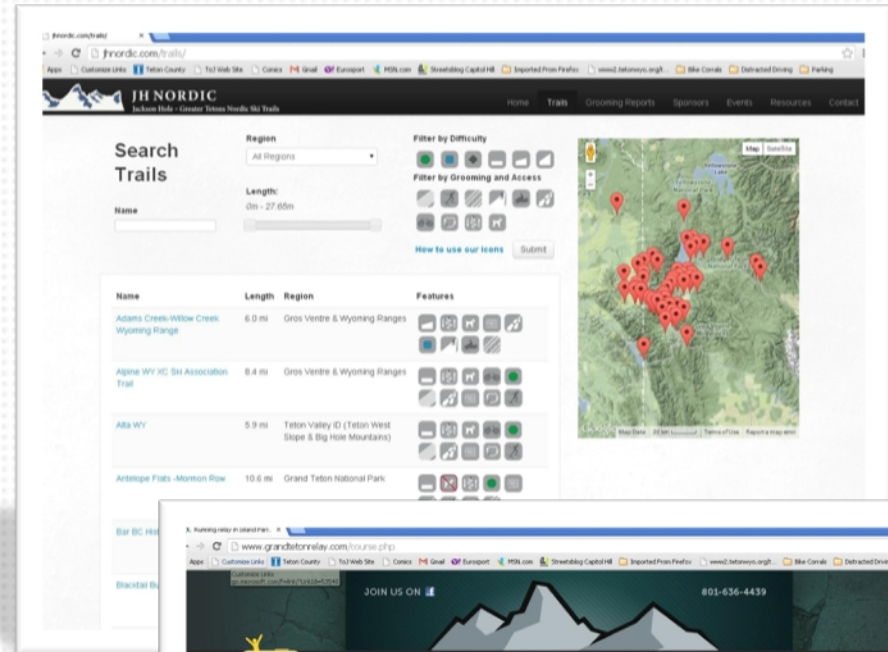
- Colorado Economic Impact Study (2000)
  - Total economic benefit from bicycling in Colorado is more than ***\$1 billion annually***
- Jackson Hole Trails Economic Impact Study (2011) showed \$19 million annual economic benefit





# Economic Development

- Promotion
- Tourism
- Direct and Indirect impacts
- Cycling/Nordic/Running events
- Year-round resort activities



GREATER YELLOWSTONE COALITION

CycleGREATER  
YELLOWSTONE







# Transportation Trends

- Younger generations are adopting different travel habits
- VMT dropping since 2007, per capita VMT since 2004

## Millennials Are Driving Less

18 – 24 Years of Age

13.3%

Percent of Population

1995

20.8%

Percent of Driving

13.9%

Percent of Population

2009

13.7%

Percent of Driving



Figure 1: Vehicle-Miles Traveled Per Capita Peaked in 2004<sup>5</sup>

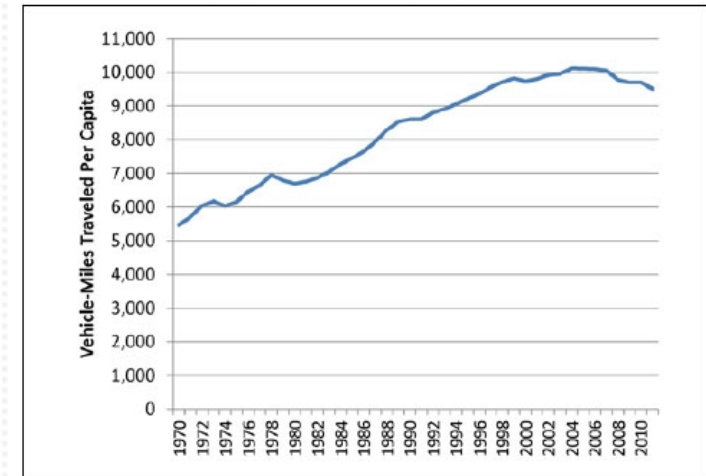
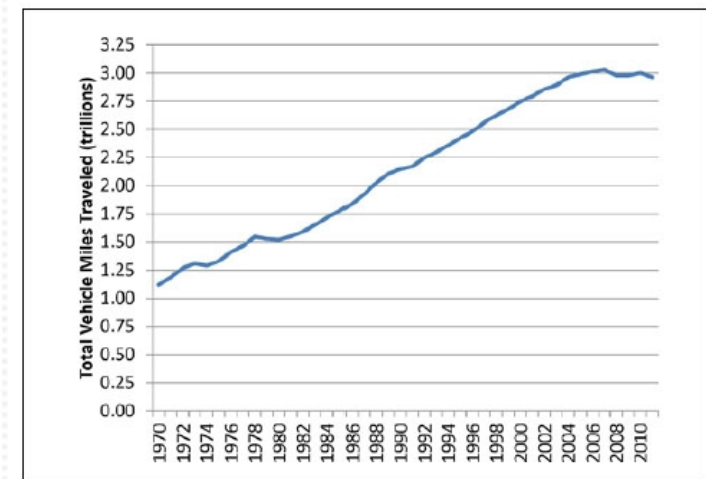
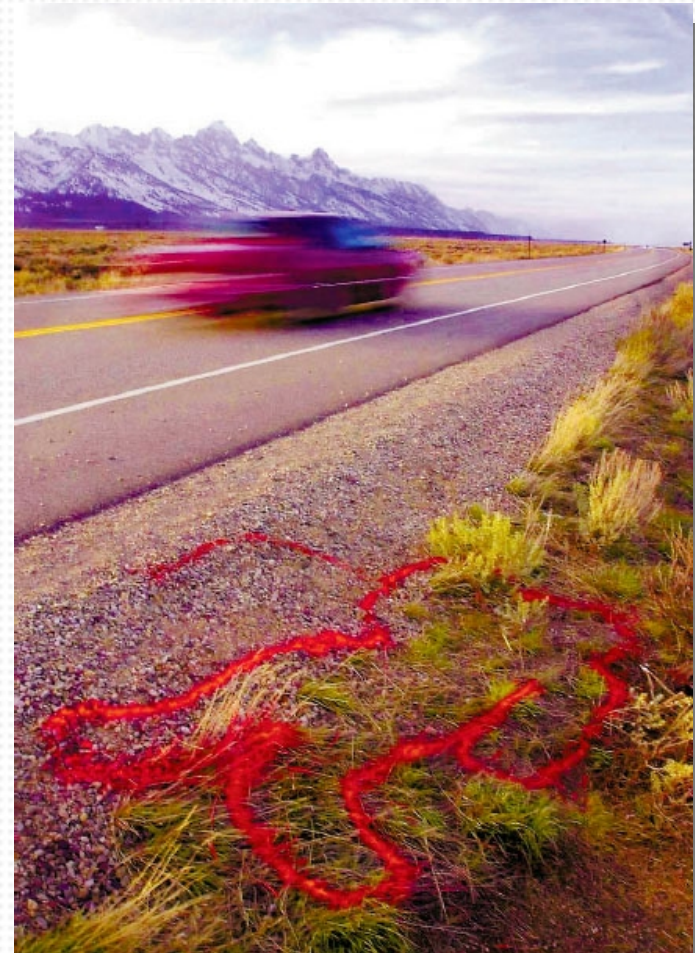


Figure 2: Total Vehicle-Miles Traveled Peaked in 2007<sup>6</sup>





# Safety for All Users







# Recognition and Celebration



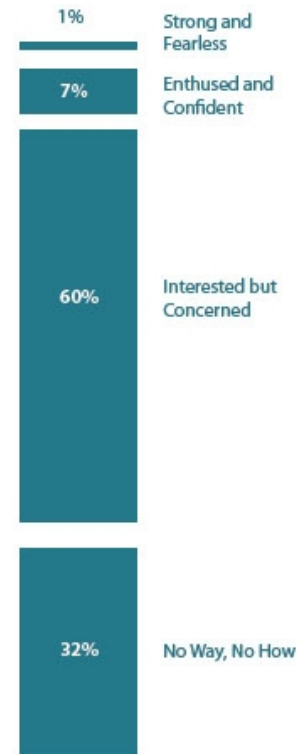
- Gold level Bicycle Friendly Community
- Celebrations, ribbon cuttings, and events







## Users



**Figure 1: Typical distribution of bicyclist types**





# Users







# Users







# Users







# Users







# Users







# Users

