

# Jackson Hole Pathways and Trails Survey

## *Full Results*

## Spring 2015



Prepared for:  
*Teton County, WY*  
*Friends of Pathways*  
*Jackson Hole Chamber of Commerce*  
*Town of Jackson, WY*

*Headwaters Economics*

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The LOR Foundation, whose goal is to enhance livability in the Intermountain West, provided funding for this survey. The Foundation hopes that this information on pathways and trails contributes to a productive discussion about how best to meet the needs of Jackson Hole area residents today and in the future.

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## INTRODUCTION AND METHODOLOGY

The purpose of the Jackson Hole Pathways and Trails Survey is to gather public feedback on Jackson Hole's pathways and trails systems. The results of this first-of-its-kind survey effort are intended to provide a documentation of pathways and trails usage, satisfaction, strengths, weaknesses, and suggestions for improvement. The information in this report provides solid information to help community decision-makers, stakeholder groups, and interested citizens plan for the future of Jackson Hole's pathways and trails systems.

The survey was conducted using three primary methods: 1) a mail-back survey, 2) an online, invitation-only web survey to further encourage response from those residents already within the defined invitation sample, and 3) an open-link online survey for members of the public who were not part of the invitation sample. The analysis herein focuses on responses from all of these methods combined, properly weighted to be representative of the known characteristics of residents of Teton County (discussed in more detail below).

The primary list source used for the invitation mailing was a third party list purchased from Melissa Data Corp., a leading provider of data with emphasis on U.S., Canadian, and international address and phone records. Use of the Melissa Data list also includes renters in the sample who are frequently missed in other list sources such as utility billing lists. The open-link online survey was promoted in the local paper and on Facebook pages of various community organizations.

A total of 2,500 surveys were mailed to a random sample of Teton County residents in November 2014. The final sample size for this survey was a total of 1,179 (389 from the invitation survey and 790 from the open link survey), resulting in a ***margin of error of approximately +/- 2.9 percentage points calculated for questions at 50% response.***<sup>1</sup>

Given the robust response to the invitation sample (mail-back and online survey), with demographics that closely matched the underlying demographics of the community with regards to age, gender, and income, invitation results were not weighted. However, open link responses were weighted by age and gender, using Teton County 2010 Census demographic profile data. Open link responses were additionally weighted by use of the pathways, using the response patterns from the invitation sample, in order to not skew the results.

Responses to the invitation and open link samples were carefully compared and found to be very similar and ultimately were combined in order to create a more robust sample, in which more meaningful segmentation of the data, by variables such as location of residence, could be performed.

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<sup>1</sup> For the total sample size of 1,179, margin of error is +/- 2.9 percent for the 95% confidence interval, calculated for questions at 50% response (if the response for a particular question is "50%"—the standard way to generalize margin of error is to state the larger margin, which occurs for responses at 50%). Note that the margin of error is different for every single question response on the survey depending on the resultant sample sizes, proportion of responses, and number of answer categories for each question. Comparison of differences in the data between various segments, therefore, should take into consideration these factors. As a general comment, it is sometimes more appropriate to focus attention on the general trends and patterns in the data rather than on the individual percentages.

Additionally, aggregating the responses contributed to a more broadly representative survey sample, as the open link survey had a higher share of renters, younger respondents, and more income diversity than the invitation sample.

Due to variable response rates by some segments of the population, the underlying results, while weighted to best match the overall demographics of County residents, may not be completely representative of some sub-groups of the population, including younger residents and those in the Latino community.

The survey contained several open-ended questions to further probe respondent opinions and preferences. A full set of comments may be found under separate cover. However, several times within this report, in summaries and word clouds, a random samplings of comments are provided. For these samplings, 20 comments were chosen completely at random, providing a non-biased summary of the comments.

## EXECUTIVE SUMMARY

The results of the research program are intended to assist the Town of Jackson, Teton County WY, the Jackson Hole Chamber of Commerce, and Friends of Pathways in making informed decisions based on the needs and interests of local residents. A thorough analysis of survey results includes the following selected observations:

- Use of Pathways and Trails. Reported general usage patterns of pathways and trails were nearly identical, indicating the frequency of use of both systems are highly similar. ***Nine out of 10 respondents use the pathways and trails, with 1 in 2 doing so frequently.*** Only 9 percent of respondents noted they do not use pathways or trails at all.
- Average Use of Pathways per Month. Respondents estimated the days per month, on average, they personally use the pathways in the Jackson Hole area, both during summer (May through October) and winter (November through April). ***Overall, respondents use pathways roughly every other day in summer and every three days in winter.*** Average monthly pathways use is 16.1 total average days per month in summer and 11.8 days in winter. In summer, bicycling is the most popular activity (10.9 days on average per month). Walking comes in a close second, with 10.7 average days per month in summer. Walking is the most common activity in winter, at 8.6 average days per month. Skiing is the second most popular winter activity (3.6 days).
- Average Use of Trails per Month. Respondents also estimated the days per month, on average, they personally use the trails in the Jackson Hole area, both during summer and winter. ***Overall, respondents use trails nearly every other day in summer and every three days in winter.*** Average monthly trail use is 13.6 total average days per month in summer and 9.7 days in winter. In summer, walking is the most popular activity (8.3 days on average per month), followed by bicycling (5.5 days). In winter, skiing is the most popular trail use (5.3 days), followed by walking (4.3 days).
- Share of Use. When both pathways and trails systems were compared according to use, respondents indicated that ***pathways are important for both functional and recreational purposes, while trails use is overwhelmingly recreational.*** Respondents who used each system at least occasionally were asked to indicate what percentage of their overall use was delegated toward certain purposes. One in two respondents use pathways for recreation, one in four use the pathways for commuting and getting to and from places, and one in five use the pathways for walking dogs and for family outings. Meanwhile, roughly three in four use the trails for recreation and one in five use the trails for walking dogs and family outings. Just 2 percent of overall trail use is for commuting to work/getting to and from places (compared to 23 percent of pathways use).

- Satisfaction with Pathways and Trails. Respondents indicated their level of satisfaction with the maintenance and use of pathways and trails on a scale of 1 to 5, with 1 meaning “not at all satisfied,” and 5 meaning “extremely satisfied”. **Summer maintenance of pathways and trails received high marks from residents** (89 percent of respondents providing a rating of “4” or “5” for summer maintenance of pathways and 90 percent for summer maintenance of trails). Meanwhile, **winter maintenance of pathways and trails were identified as priorities for improvement** (just 61 percent of respondents provided a rating of “4” or “5” for both pathways and trails).
- Importance of Trail Improvements. Respondents rated the level of importance of various potential trail improvements on a scale of 1 to 5, with 1 meaning “not at all important”, and 5 meaning “extremely important”. **More loop trails** was identified as most important (56 percent of respondents providing a rating of “4” or “5=extremely important”). The next most important is **separate user group experiences** (51 percent wanting separate dog-walking, bicycling, hiking, and equestrian trails) followed by **enhanced signage** (45 percent). The remaining three potential improvement areas had a higher share of respondents indicating they were unimportant than important: enhanced trailhead facilities, more difficult trails, and more easy trails.
- Factors That Would Encourage More Frequent Walking or Biking. Respondents reported up to three factors that would encourage them to walk or bike to work more frequently from a list of nine options. The most identified factor, noted by just over a third of all respondents, was **“improve the network of pathways to get me where I want to go”** (34 percent). A second tier of response included: **living closer to work, more on-street bike lanes, and better integration with bikes and the START bus system.** A shower/dressing room at work, a free ride home in an emergency or if plans changed, and more bike racks/bike storage options at place of work did not play as big a role in factors that would encourage walking or biking to work more frequently. Twenty-three percent of respondents reported that no factor would encourage them to walk or bike to work more frequently.
- Important Factors in Decision to Move to or Stay in Teton County. Respondents rated the importance of various factors in their decision to move to or stay in Teton County using a scale of 1 to 5, with 1 meaning “not at all important”, and 5 meaning “extremely important”. The responses indicated that **outdoor recreation** played the most important role, with nearly all respondents providing a rating of “4” or “5=extremely important”. **Access to public land** came in second (91 percent), closely followed by **community character** (89 percent), **amount of open space** (85 percent), and **safe secure community** (85 percent).
- Allocation of Funding Toward Pathways and Trails. If given \$100 to spend across several different potential pathways and trails improvements, respondents would give the most toward building **new pathways/completing missing links** in the existing system (\$38 allocated, on average). The next most identified funding priority was **maintaining existing pathways** (\$28), followed by **better/safer intersections** (\$10).

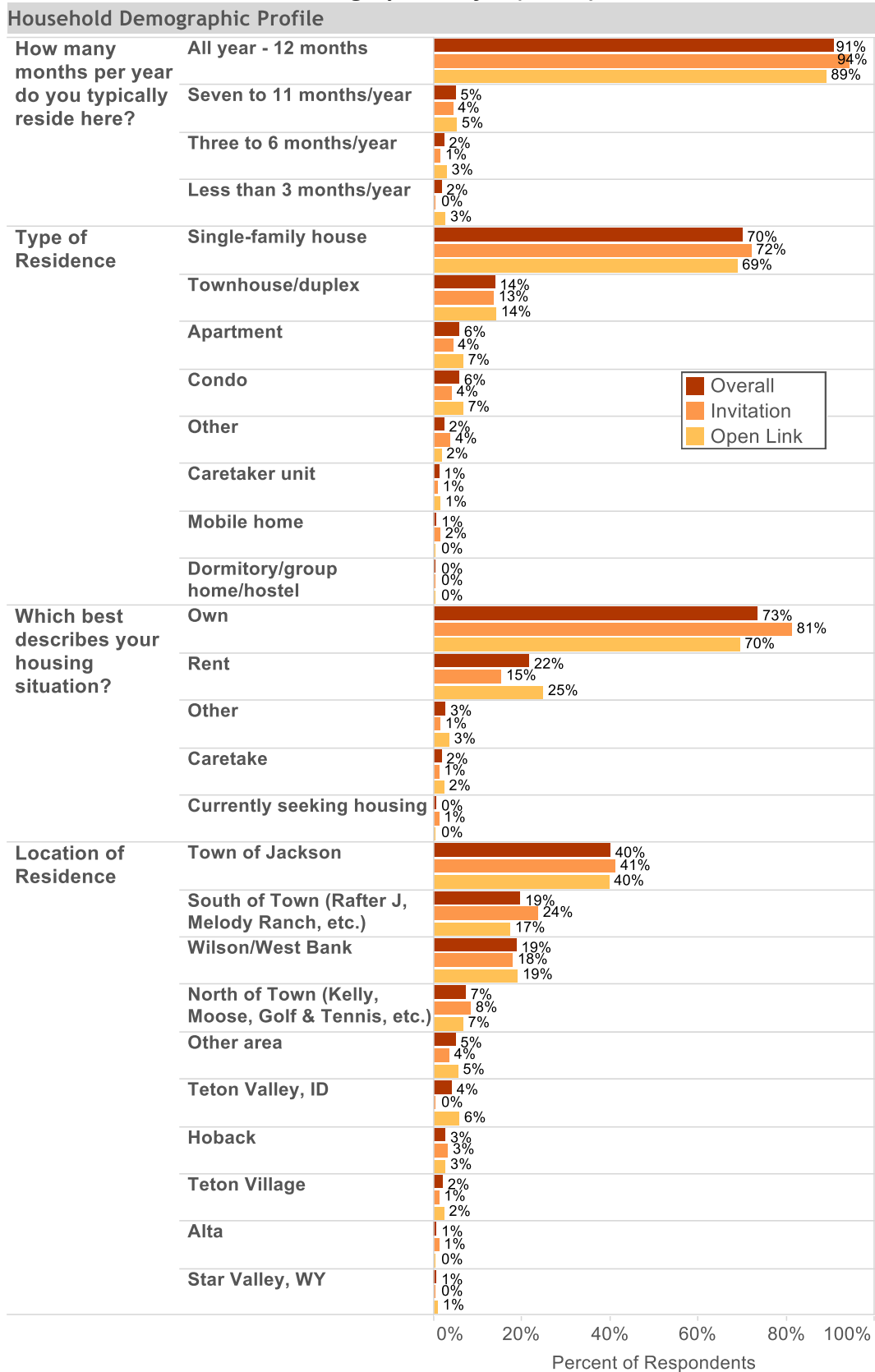
## DEMOGRAPHIC PROFILE

This section of the report discusses the household and respondent demographics of both the invitation and open link samples. As shown, the invitation sample and weighted open link sample closely match one another, thus grounding the decision to aggregate results into one overall sample within the report.

- Length of Residence in Teton County per Year. Respondents indicated how many months of the year they typically reside in Teton County. A majority of all respondents (94 percent of invitation and 89 percent of open link respondents) live in Teton County year-round.
- Type of Residence. Single-family homes are the most common type of residence among both invitation (72 percent) and open link (69 percent) sample respondents. Fourteen percent of all respondents live in a townhouse or duplex, 6 percent in an apartment, 6 percent in condos, and 4 percent in other types of homes.
- Own or Rent. A majority of respondents own their residence, but the invitation sample has a higher share of home owners (81 percent) than does the open link sample (70 percent).
- Location of Residence. Respondents to the survey represent many different geographic areas within Teton County. Jackson residents are most represented within the sample, with 40 percent of all respondents residing there. South of Town (Rafter J, Melody Ranch, etc.) and Wilson/West Bank are next most represented, at 19 percent each, respectively. Seven percent of all respondents are from North of Town (Kelly, Moose, Golf & Tennis, etc.), and 15 percent of respondents live in other areas (including Teton Valley, Hoback, Teton Village, Alta, and Star Valley, among other places). The invitation and open link samples are quite similar in their geographic representation of respondents. However, the invitation sample has a higher share of respondents who reside South of Town, while the open link sample includes some respondents (49 total) who live nearby but outside of Teton County, Wyoming.



**Figure 1**  
**Demographic Profile (Part 1)**



- Number of People in Household. Invitation sample respondents reported an average of 2.5 persons living in the household. Sixteen percent of invitation respondents reported living alone, 65 percent live in households of 2 to 3 people, and 19 percent live in households with 4 or more people.

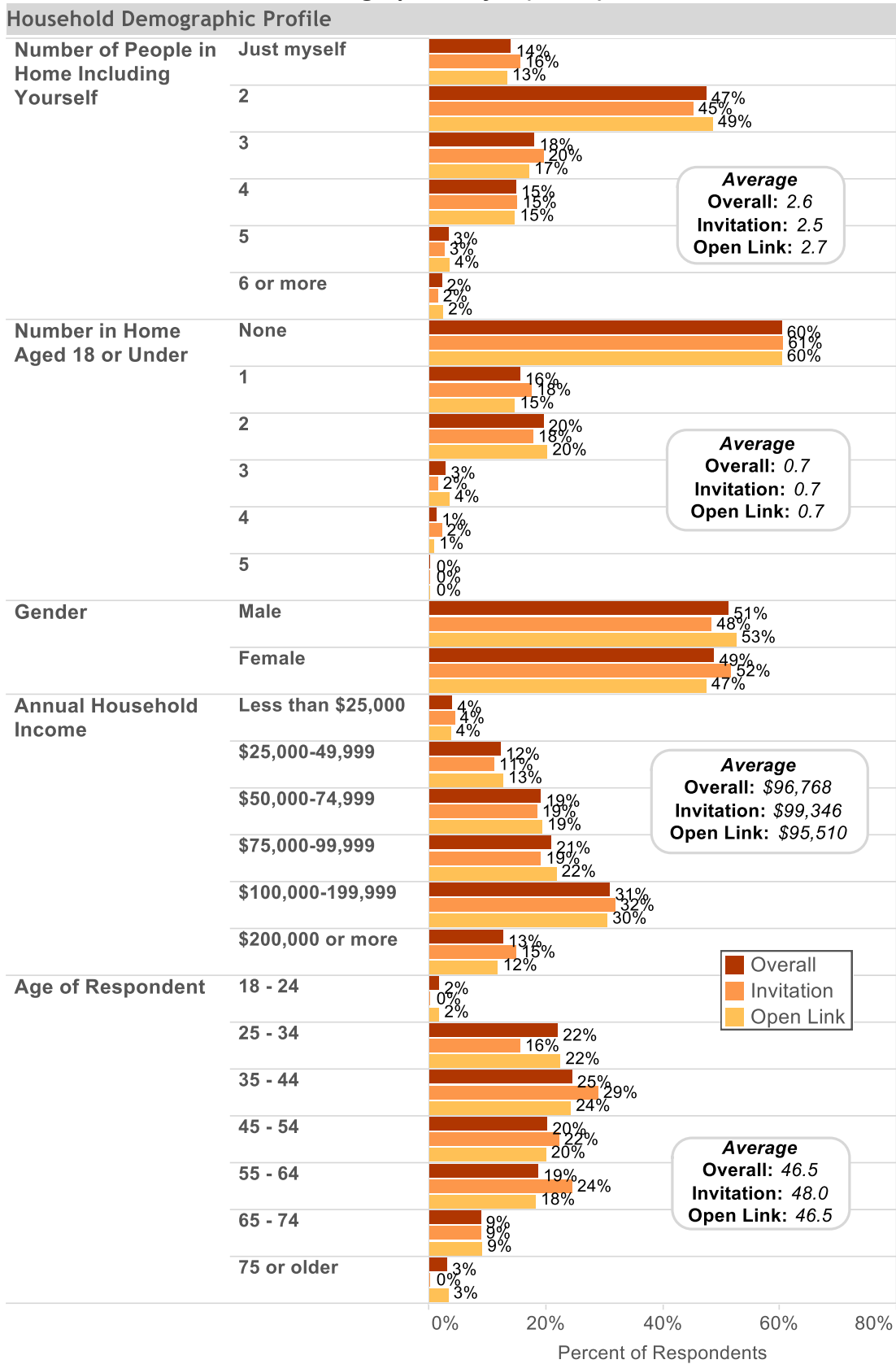
Open link respondents indicated living in slightly larger households, on average (2.7), however the household profile was very similar to the invitation sample: 13 percent live alone, 66 percent in household of 2 to 3 people, and 21 percent with 4 or more people. Overall, respondent households have an average of 2.6 persons living in the household.

- Presence of Children in Home. Most households do not have children at home (61 percent of invitation households and 60 percent of open link households). Overall, among the roughly 40 percent of households with children at home, most have either one (16 percent) or two children (20 percent) present. Overall, 4 percent of respondent households have three or more children at home.
- Gender. There was a near even split between males (48 percent) and females (52 percent) within the invitation sample, as well as the open link sample (53 percent male and 47 percent female). Taken together, 51 percent of respondents are male and 49 percent are female.
- Household Income. Just over half of invitation sample households (53 percent) earn an annual income of less than \$100,000 per year, with a bulk of those respondents reporting an annual household income of between \$50,000 and \$100,000 (38 percent). Forty-seven percent of invitation respondents earn \$100,000 or more per year (32 percent of respondents earn between \$100,000 and \$200,000, while 15 percent earn \$200,000 or more per year).

The open link sample has a generally similar income profile, although a slightly higher share of respondents within the \$50,000 and \$100,000 income category (41 percent) and slightly lower share of respondents earning over \$100,000 or more per year (42 percent).

- Age. The average age of invitation sample respondents is 48.0 years. Open link respondents are slightly younger on average, with an average age of 46.5. In particular, there is a higher share of open link respondents within the 25 to 34 (22 percent vs. 16 percent) age cohort than found in the invitation sample. Meanwhile, there are higher percentages of invitation respondents within the 55 to 64 (24 percent vs. 18 percent) age cohort. The average age of the combined, overall sample is 46.5.

**Figure 2**  
**Demographic Profile (Part 2)**

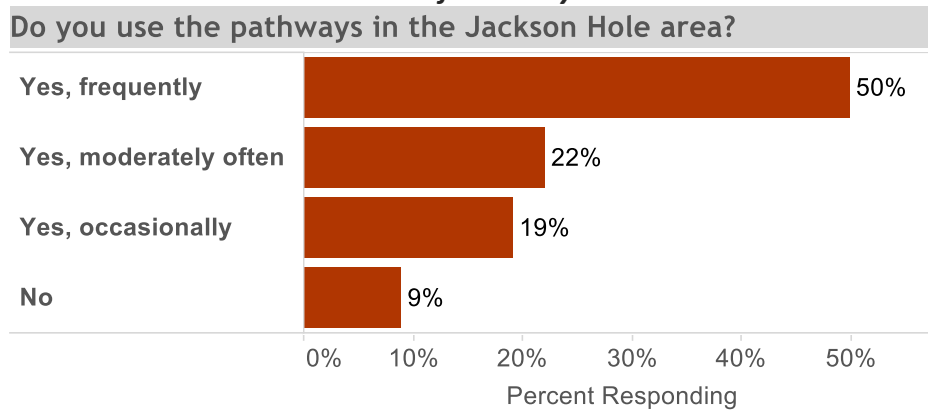


## PATHWAY USE

The first section of the survey asked respondents about their use of the local system of “pathways”. They were prompted to consider “pathways” to be all of the facilities in the Town of Jackson and Teton County for bicycling and walking, including:

- The paved system of what are often called “bike paths”
  - Pedestrian sidewalks generally found in town
  - Bike lanes
  - Other non-motorized pedestrian and bicycle and “complete streets” infrastructure
- Use of Pathways. Most respondents use the pathways at least occasionally (91 percent), with half of all respondents noting they use the pathways in the Jackson Hole area frequently. An additional 22 percent use the pathways moderately often and 19 percent use the pathways occasionally. Nine percent of respondents noted they do not use the pathways at all.

**Figure 3**  
**Use of Pathways**

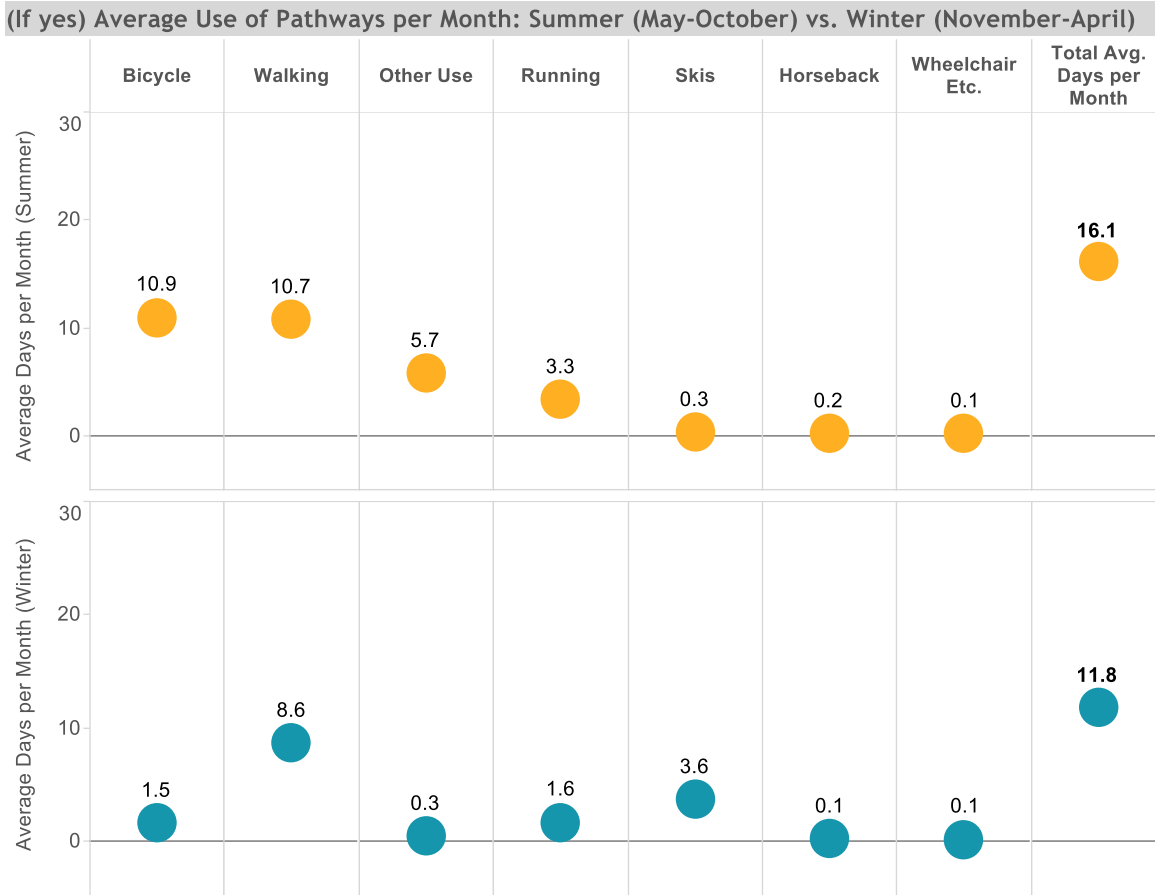


Those who responded they use the pathways at least occasionally were asked questions about their specific frequency of use, what they use the pathways for, and their level of satisfaction with the pathways:

- Average Use of Pathways per Month. Respondents estimated the days per month, on average, they personally use the pathways in the Jackson Hole area, both during summer (May through October) and winter (November through April). As shown in Figure 4, average monthly use is higher in summer than in winter, with 16.1 total average days per month in summer and 11.8 in winter. ***Essentially, respondents use pathways every other day in summer and one in every three days in winter.***

In summer, bicycling is the most popular activity (10.9 days on average per month), but in winter the average monthly use drops to 1.5. Walking comes in a close second, with 10.7 average days per month in summer. Walking is the most common activity in winter, at 8.6 average days per month. Skiing is the second most popular winter activity (3.6 days).

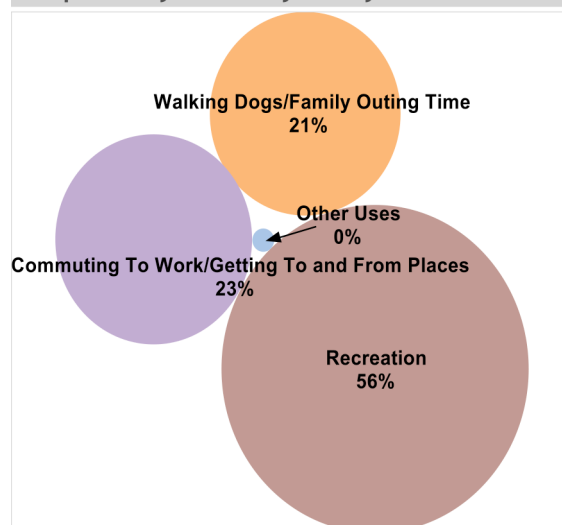
**Figure 4**  
**Average Use of Pathways per Month: Summer vs. Winter**



- Share of Use: Pathways.** Respondents who use the pathways at least occasionally were also asked to indicate what percentage of their overall use was delegated toward certain purposes. The most cited reason for using the pathways is for recreation (sport, fitness/health, general exercise, etc.), with respondents indicating that approximately 56 percent of their overall use is toward this purpose. Commuting to work/getting to and from places also makes up a notable share of overall pathways use (23 percent), closely followed by walking dogs/family outing time (21 percent).

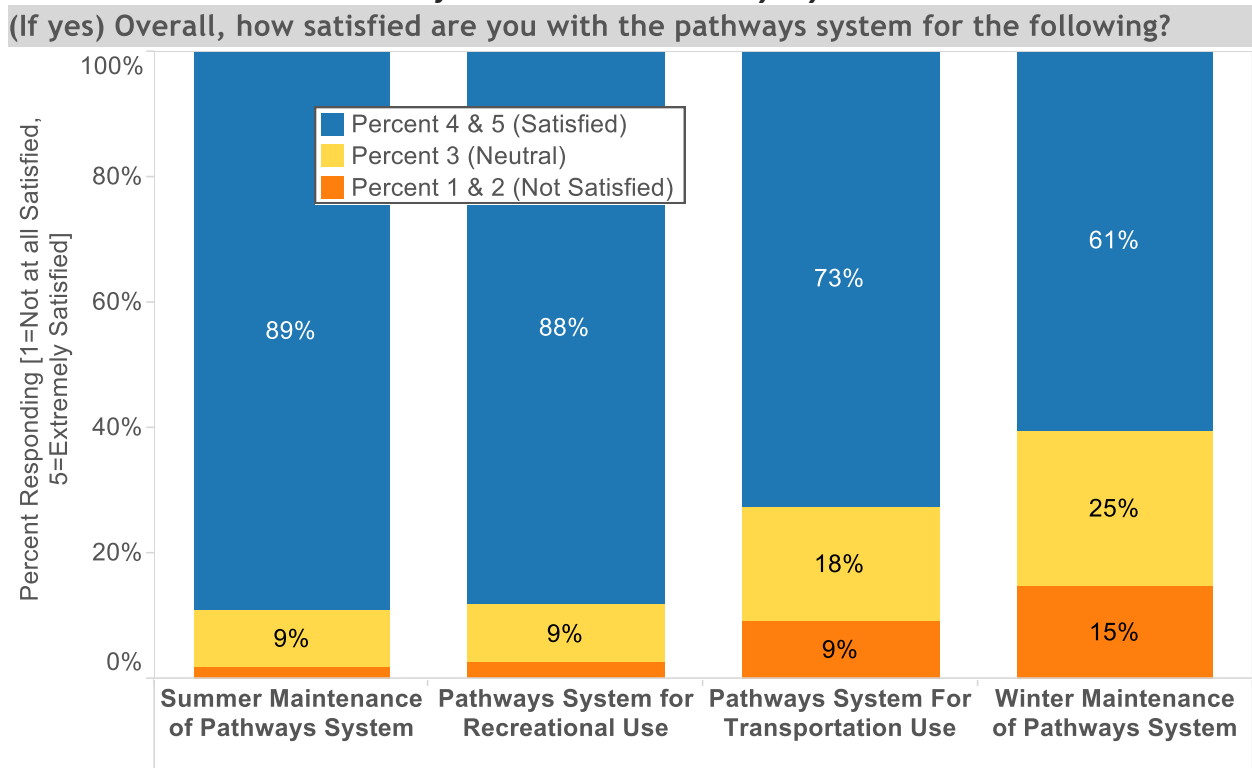
**Figure 5**  
**Share of Use: Pathways**

(If yes) What percent of your overall use of the pathways would you say is for:



- Satisfaction with the Pathways System.** Respondents were asked to indicate their level of satisfaction with the pathways system on a scale of 1 to 5, with 1 meaning “not at all satisfied”, and 5 meaning “extremely satisfied”. As shown in Figure 6, respondents are most satisfied with the summer maintenance of the pathways system (89 percent of respondents providing a rating of “4” or “5=extremely satisfied”), closely followed by the pathways system for recreation use (88 percent). A notable share of respondents are satisfied with the pathways system for transportation use (73 percent). Meanwhile, winter maintenance of the pathways system had the lowest level of satisfaction, with 61 percent satisfied respondents and 15 percent not satisfied (provided a rating of “2” or “1=not at all satisfied”).

**Figure 6**  
**Satisfaction with the Pathways System**



- What do you like about the current pathways system?** An open-ended question prompted respondents to indicate what they like about the current pathways system. Figure 7 is a word cloud of responses received for this question. The larger a word appears, the more frequently it was included in the open-ended responses. As shown, words such as “bike,” “safe,” “access,” “love,” “great,” and “system” appeared often in the responses. A random sampling of responses can be found on the following page. Overall, respondents noted enjoying the accessibility the pathways provide, as well as the convenience, easiness of use, how they enhance community, provision of safe travel, and the level of maintenance of the pathways.

**What do you like about the current pathways system (random sampling of comments):**

- Ability to safely walk/bike away from cars.
  - Amazing sense of community, well-maintained.
  - Cache Creek is close, the paved pathways allow for a SAFE walk or bike ride.
  - Convenience...ease of outdoor recreation and exercise, scenic. doggy baggie dispensers.
  - Easily accessible, safe.
  - Extensive, easy access.
  - Great exercise option.
  - I like being able to cycle around town and to GTNP and stay off the roadways as much as possible.
  - I live very close to it so I love the accessibility both for exercising and dog-walking.
  - It connects to all the places I like to go!
  - It provides a safe area to bicycle/recreate without the hazard of high speed vehicular traffic.
  - It's really wonderful to be able to bike to school with my child and have a safe route with no dangerous road crossings. The pathways connect us to some great recreational areas in town, and we're very thankful for that!
  - Many of the paths are not on the street. Even a few feet off the road is better for me and my dog.
  - Pathways/trails are well maintained and accessible.
  - Safe, sensible, well maintained.
  - Stilson Path and Village Paths are great.
  - The amount of pathways available. And proximity to house.
  - The new pathway all the way to the Park is tremendous. Much more relaxed bicycle experience.
  - There is almost a valley wide system that is social and functional for recreation and commuting for work or errands.
  - We love being able to walk in town without being on the streets and sidewalks. We like biking on committed paths rather than the roads, particularly when our children are with us.
- And what's missing, or what don't you like, about the current pathways system? Respondents additionally indicated areas for improvement. Figure 8 is a word cloud of responses received for this question. As shown, words such as "road," "winter," "park," "bike," "missing" and "south" appeared often in the responses. A random sampling of responses can be found on the following page. Overall, respondents noted areas where pathways are missing and ideas for connections, concerns over the spending dedicated toward the pathways, and discontent with the etiquette of some pathways users.

***And what's missing, or what don't you like, about the current pathways system (random sampling of comments):***

- *A complete network of pathways around town would be the best. To be able to bike from East Jackson to the 83002 post office on dedicated paths would greatly increase the convenience, safety and enjoyment of the trip.*
- *Bikers going too fast on Village pathway. Very few bikers tell you they are coming upon you going way too fast.*
- *Connecting new pedestrian bridge over Snake to the pathway - I know this is in the works but is very needed. Unfortunately the new bridges feeds out on wrong side of road for heading into Jackson, so required to cross 22 at point with no signal and area people tend to speed. Sometimes it is easier to stay on Village Road and cross 22 at light even though have to use 22 bridge instead of new pedestrian bridge, but avoid trying to cross busy highway without signal.*
- *Continuity.*
- *Early closing of north of town pathway.*
- *How is the upkeep going to continue?*
- *I enjoy the pathways and use them quite often, on both road bikes and mountain bikes. At this point in time, I think this community has spent enough on pathways and needs to turn its attention to other community needs including affordable housing and school additions. I don't think the pathways should continue to be built in sensitive environments, especially in moose habitat near Rendezvous Park and in Grand Teton National Park, especially along the Moose-Wilson Road.*
- *I wish there was a way to extend the actual pathway system to downtown Jackson from the new post office.*
- *I'm not crazy about the paths that are directly next to the road, but sometimes that's the way it has to be.*
- *Lack of complete sidewalk infrastructure, missing pathway link from town to Snake River bridge.*
- *Missing connections.*
- *More sidewalks are needed in town, and more bike lanes like on Snow King Avenue.*
- *Needs to connect to Hoback.*
- *Nothing. The system is over the top and our town and county has overspent on pathways.*
- *Rider arrogance. They think they have the right of way at crossings and ignore the signage. Then yell at the drivers.*
- *Some of the jerks who use it. The folks who consider themselves 'elite' cyclists are sometimes a menace.*
- *The bike paths should not be closed Oct-April. Let people use them and stay off streets!*
- *The missing link in the whole system, a pathway from Jackson to Wilson.*
- *There needs to be a link between Wilson and Jackson. And if they were groomed more in the winter I'd use them for biking.*
- *Waiting for "the missing link" - Wilson to Jackson*



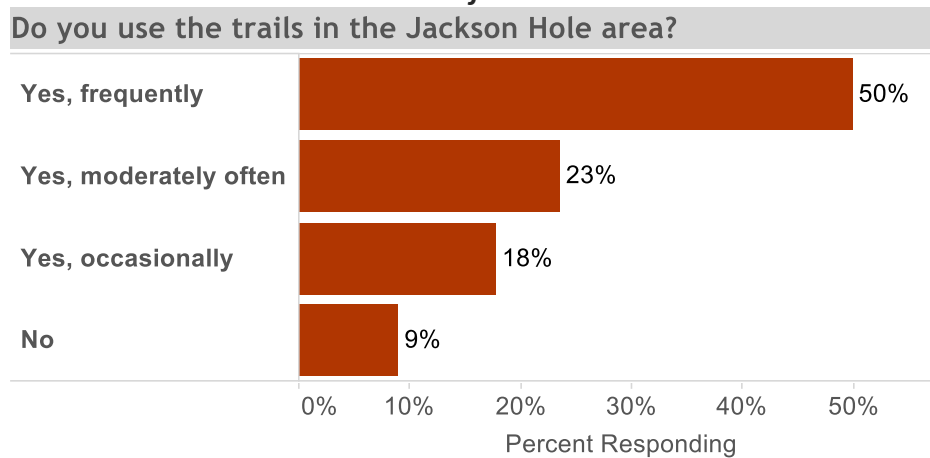


## TRAIL USE

Next, respondents answered questions about their use of the local system of “trails”. They were prompted to consider “trails” to be dirt single-track trails and dirt roads that are found in the Jackson Hole area on public lands like Bridger-Teton National Forest and Grand Teton National Park.

- **Use of Trails.** Most respondents use the trails at least occasionally (91 percent), with half of all respondents noting they use the trails in the Jackson Hole area frequently. An additional 23 percent use the trails moderately often and 18 percent use the trails occasionally. Nine percent of respondents noted they do not use the trails at all. Responses were nearly identical to those reported relative to pathways use, indicating the frequency of use of both pathways and trails are highly similar.

**Figure 9**  
**Use of Trails**

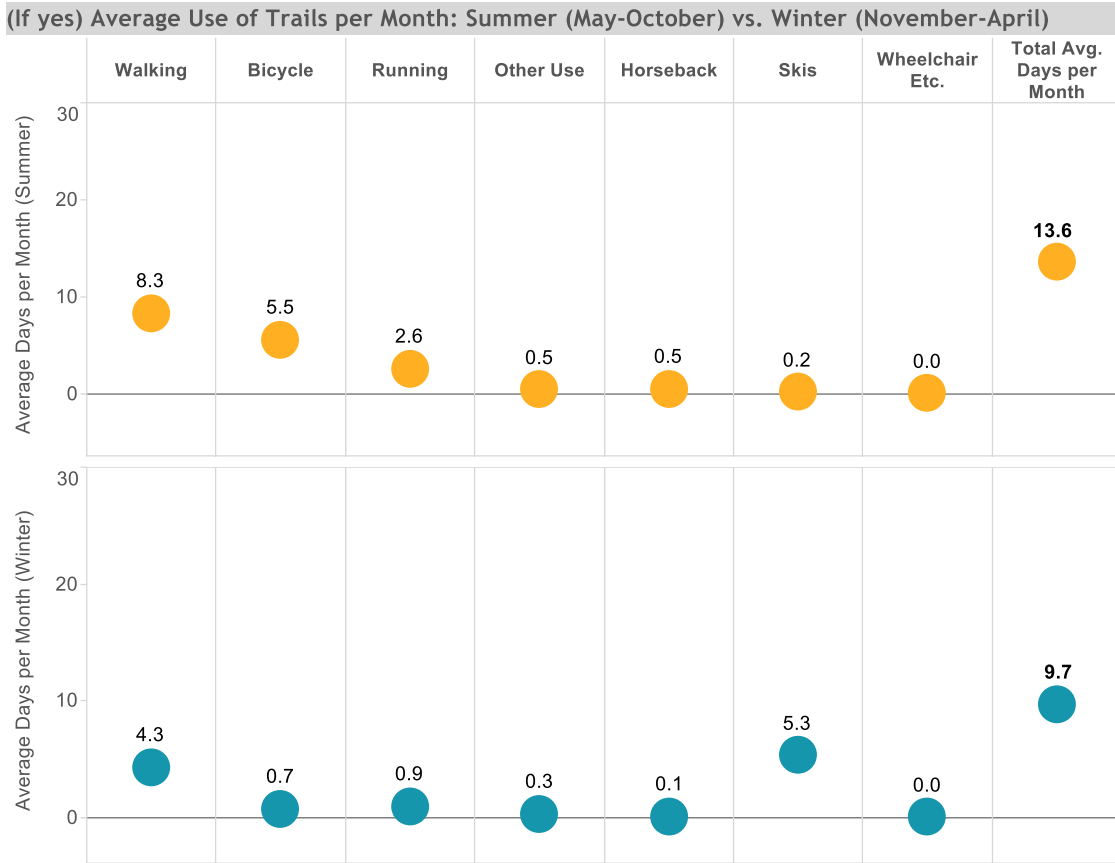


Those who responded they use the trails at least occasionally were asked questions about their specific frequency of use, what they use the trails for, their level of satisfaction with the trails, and importance of potential improvements of the trails:

- **Average Use of Trails per Month.** Respondents estimated the days per month, on average, they personally use the trails in the Jackson Hole area, both during summer (May through October) and winter (November through April). As shown in Figure 10, average monthly use is higher in summer than in winter, with 13.6 total average days per month in summer and 9.7 in winter. Total average use of trails in both summer and winter is lower than the average days reported for pathways use, indicating that respondents use the pathways more frequently. ***Essentially, respondents use trails nearly every other day in summer and one in every three days in winter.***

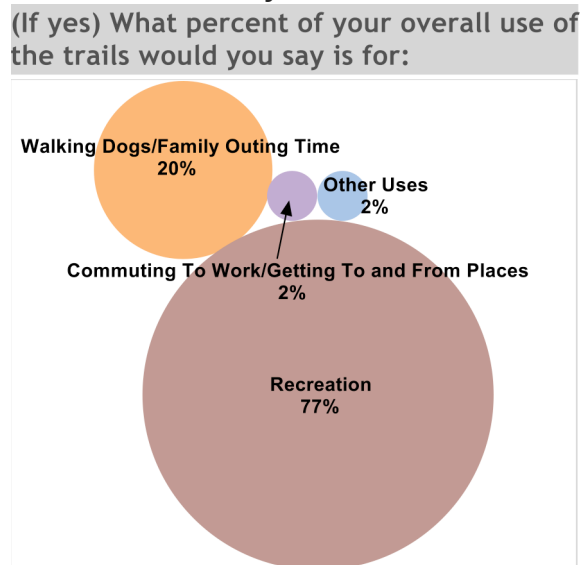
In summer, walking is the most popular activity (8.3 days on average per month), while average days walking in winter is roughly 4.3 days, making it the second most popular winter trail-based activity. In winter, skiing is the most popular trail-based activity (5.3 days).

**Figure 10**  
**Average Use of Trails per Month: Summer vs. Winter**



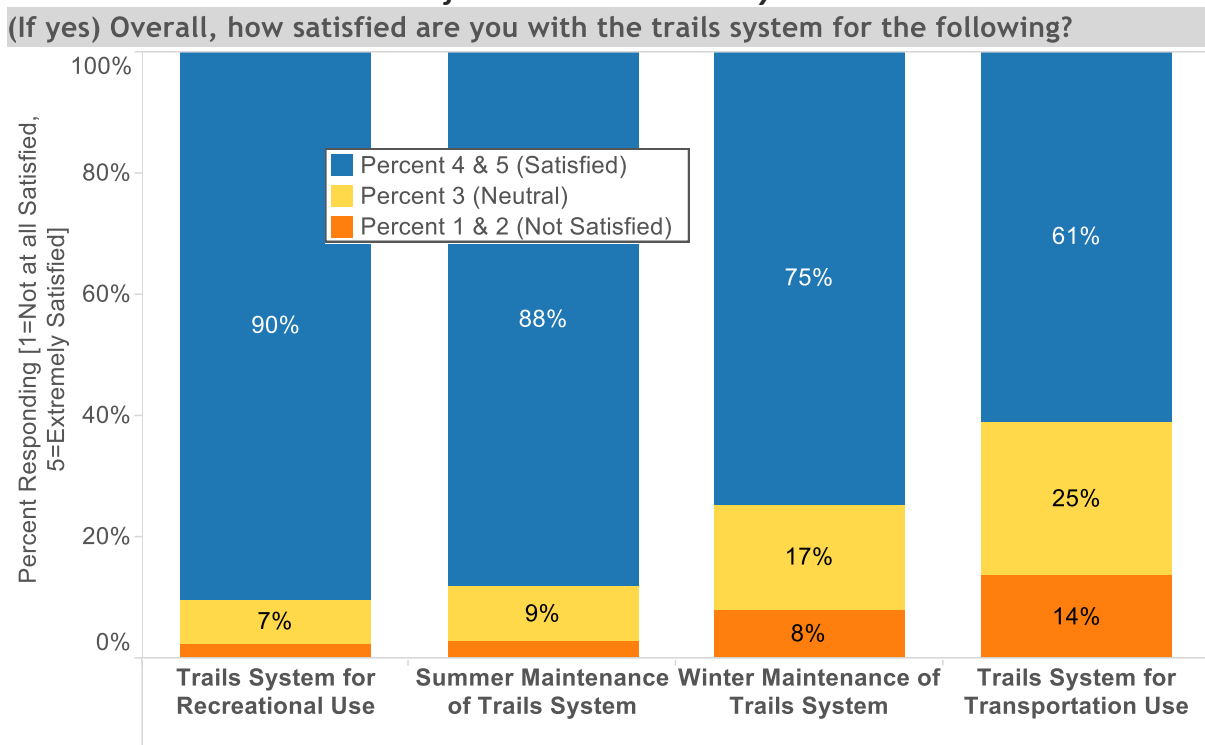
- Share of Use: Trails.** Respondents who use the trails at least occasionally were also asked to indicate what percentage of their overall use was delegated toward certain purposes. The most cited reason for using the trails is for recreation (sport, fitness/health, general exercise, etc.), with respondents indicating approximately 77 percent of their overall use is for this purpose. Walking dogs/family outing time also makes up a notable share of overall trails use (20 percent). Meanwhile, just 2 percent of overall use is for commuting to work/getting to and from places. Ultimately, while pathways use is geared to a mix of recreational and functional purposes, trails use is geared more toward recreational and leisure activities.

**Figure 11**  
**Share of Use: Trails**



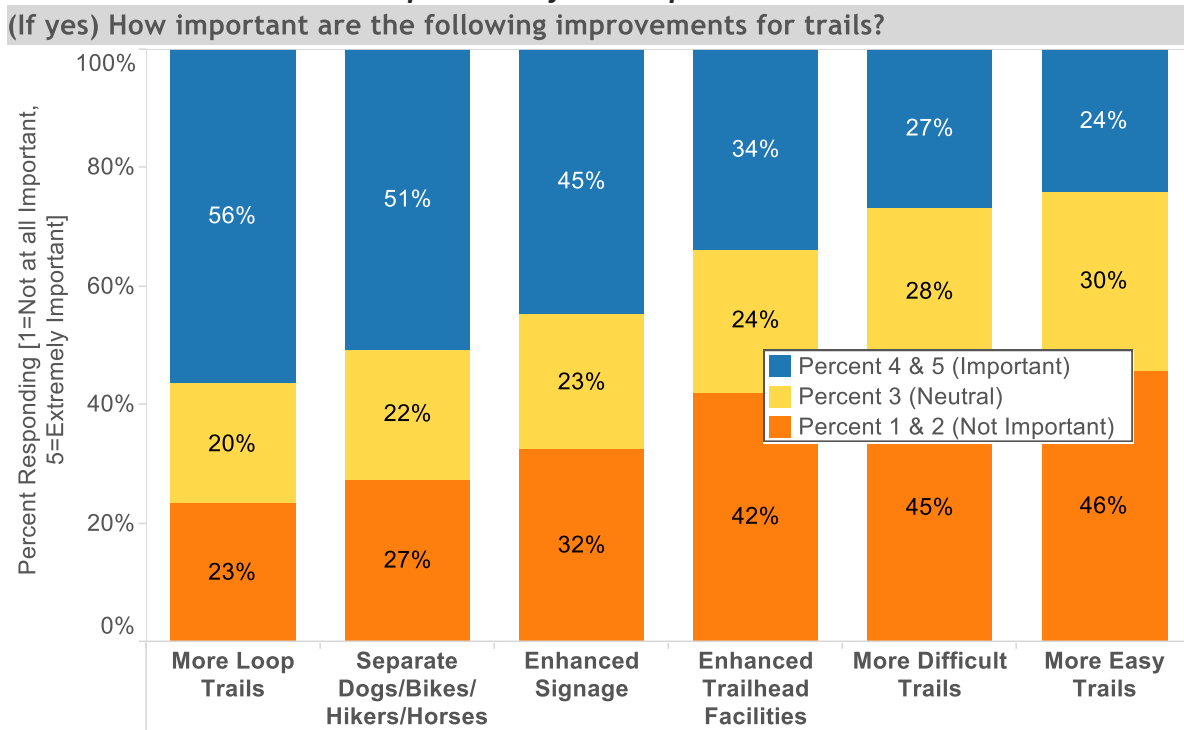
- Satisfaction with the Trails System.** Respondents were asked to indicate their level of satisfaction with the trails system on a scale of 1 to 5, with 1 meaning “not at all satisfied”, and 5 meaning “extremely satisfied”. As shown in Figure 12, respondents are most satisfied with the trails system for summer recreational use (90 percent of respondents providing a rating of “4” or “5=extremely satisfied”), closely followed by the summer maintenance of the trails system (88 percent). A notable share of respondents are satisfied with the winter maintenance of the trails system (75 percent). Meanwhile, the trails system for transportation use had the lowest level of satisfaction, with 61 percent satisfied respondents and 14 percent not satisfied (provided a rating of “2” or “1=not at all satisfied”). These results confirm the findings from the overall share of pathways and trails use—that pathways are used more for transportation, while the trails are used more for recreation.

**Figure 12**  
**Satisfaction with the Trails System**



- Importance of Trail Improvements.** Another question asked respondents to rate the level of importance of various potential trail improvements on a scale of 1 to 5, with 1 meaning “not at all important”, and 5 meaning “extremely important”. As shown in Figure 13, respondents reported that creating loop trails was most important (56 percent of respondents providing a rating of “4” or “5=extremely important”). The next most important is separate dog/bikes/hikers/horses (51 percent providing a rating of “4” or “5”), followed by enhanced signage (45 percent). The remaining three potential improvement areas had a higher share of respondents providing a rating of “2” or “1=not at all important” than “4” or “5”. This included: enhanced trailhead facilities (42 percent not important vs. 34 percent important), more difficult trails (45 percent not important vs. 27 percent important), and more easy trails (46 percent not important vs. 24 percent important).

**Figure 13**  
**Importance of Trail Improvements**



- What do you like about the current trails system?** Respondents were again prompted to indicate what they like, this time relative to the trails system. Figure 14 is a word cloud of responses received for this question. As shown, words such as “great,” “access,” “towns,” “love,” “options,” and “variety” appeared often in the responses. A random sampling of responses can be found on the following page. Overall, respondents noted enjoying the variety of trails, accessibility, ability to take dogs off-leash, connecting with nature, the views, and opportunity for exercise.

**What do you like about the current trails system (random sampling of comments):**

- *Again that my dogs can be on these trails. I am very grateful to be able to do this.*
  - *Close to town, easy access.*
  - *Close to town, lots of options exist, well maintained.*
  - *Easily accessible.*
  - *Easy access.*
  - *FOP and the USFS partnership is working really well. Having a paid trail crew is an incredible resource.*
  - *For Mtn. Biking they are world class. I also think that we have enough trails for everyone.*
  - *Great place for trail running and I don't get lost.*
  - *Great places to hike and bring dogs.*
  - *I like that the trails are multi use (unless you are in the no biking area of Wilderness lands).*
  - *I love there are so many options.*
  - *It's pretty good.*
  - *Love our trails. Love that they continue to expand.*
  - *Provides access to different mountain ranges.*
  - *That it exists!*
  - *The guys that build them. Layout, scenery and separation.*
  - *There are tons of options.*
  - *Usually not many other people present if careful about when to go.*
  - *We like the unmaintained trails best. Definitely like motorized and non-motorized separated.*
  - *We live in a beautiful place and our trails are world class no matter what we do. We're providing dog poop bags, but how do we get people to not just leave them on the trail?*
- And what's missing, or what don't you like, about the current trails system? Respondents additionally indicated areas for improvement. Figure 15 is a word cloud of responses received for this question. As shown, words such as "dogs," "people," "bikers," "creek," "cache" and "poop" appeared often in the responses. A random sampling of responses can be found on the following page. Overall, respondents expressed concerns about maintenance of the trails, desire for designated uses on trails, concerns over impact of trails on wildlife, and discontent with the role of mountain bike use on the trails.

**And what's missing, or what don't you like, about the current trails system (random sampling of comments):**

- *As soon as you groom for XC skiing the snowmobiles trash them.*
- *As trails get more crowded, it would be nice to have more options and possibly have certain trails designated for hikers, bikers, or horses. 99% of all users are courteous, but there are some people that don't share well.*
- *Disappointed not grooming Cache Creek all the way 5.5 miles. Too much dog poop everywhere and dogs not under control (even though owners say so).*
- *Do not continue to build bicycle trails in wilderness study areas. Mountain biking is appropriate in frontcountry type terrain, but not otherwise. Make sure you work with private landowners to make sure their needs are not being ignored.*
- *Frequent encounters with out of control dogs.*
- *Further expansion in GTNP will be a huge improvement on even the current (very good) system.*
- *I don't like snowmobiles ruining the skate tracks. I wish we had more mountain bike options such as adding a better trail down Wilson Canyon. I wish that there was more grooming and that Cache was groomed to the end and Game was groomed more often. I think we can have better signs to tell snowmobiles where to go on the track since they tend to go down the middle of the trail and ruin the conditions for others.*
- *I don't like stepping in horse poop. Dog owners are expected to pick up but horse owners are not?*
- *I wouldn't say its missing or I don't like it, but I am concerned about the impact on wildlife any new trails could have. I think we have a lot of trails now and, even though we see more usage every year, I think any new trails need to not impact wildlife.*
- *I'd like to see a bit more grooming in the winter, especially for snow/fat bikes. Trail maps at trail junctions (not just trailheads) would be helpful.*
- *Lessen the grade on the super steep trails - more switchbacks. Provide access on High School Butte - we miss it.*
- *Limited winter options.*
- *More mapping/information. Fresh water access.*
- *Need more options at cache creek. Make a route around the stairway on Hagen.*
- *Nothing is missing.*
- *Safe parking.*
- *That traps (leg hold, conibear, snares, etc.) can be found on any trail on public land minus NPS land.*
- *This past summer the mess on snow king. Making it impossible to bike or hike across the town hill without running into a snowmaking machine or infrastructure...aside from alleviating the mess on the King. Think we have excellent trails in town and on the pass.*
- *Trails in Alta.*
- *Would be better to separate mt bikers and hikers/dogs. Stressful to hike with mt bikers flying by. As a mt bicyclist unleashed dogs are an issue.*



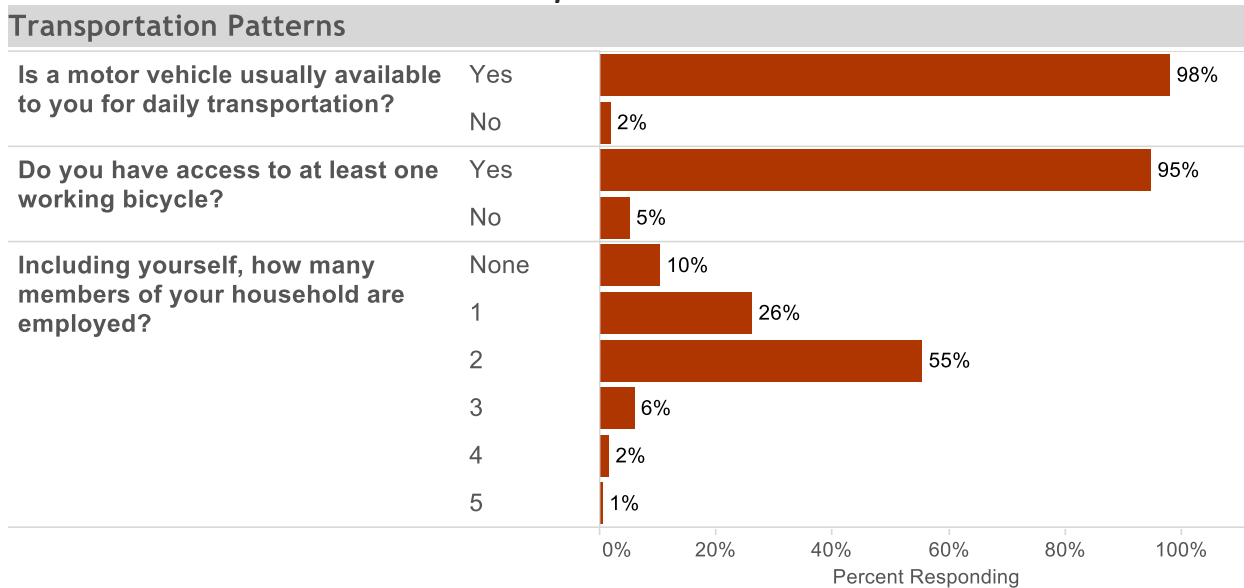


## DAILY TRAVEL/COMMUTING

The next section of the survey included a series of questions on daily transportation, including availability of motor vehicles and bicycles, number of employed household members, average use of different modes of transportation, factors that would encourage alternative transportation to work, and time and distance to work and nearest paved pathway.

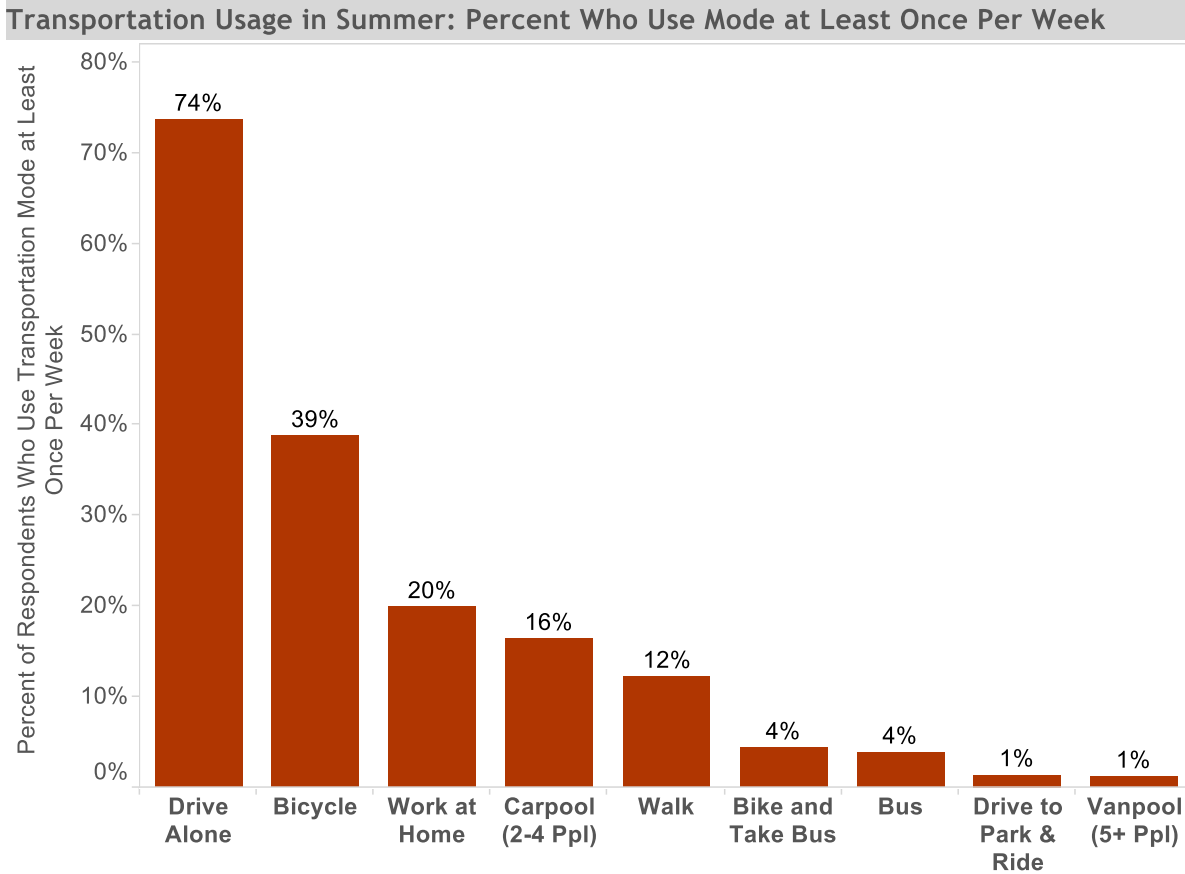
- Availability of a Motor Vehicle or Working Bicycle. Almost all respondents have access to both a motor vehicle (98 percent) and a working bicycle (95 percent).
- Number of Employed Household Members. Of the ninety percent of households that have at least one employed household member, most note there are two employed persons (55 percent), followed by households with one employed person (26 percent). Eight percent of households have at least three employed persons. Overall, respondent households have an average of 1.6 employed household members.

**Figure 16**  
**Transportation Patterns**



- Transportation Usage in Summer. Respondents were asked how many average days a week they typically use nine different modes of transportation to get to work in the summer. Figure 17 shows the results to this question. As shown, driving alone is the most common transportation mode, with 74 percent of respondents using this method at least once per week in the summer for an average of 3.2 days per week. Bicycle was next most common, with 39 percent of respondents using this method at least once per week for an average of 1.3 days per week. Twenty percent of respondents work at home at least once per week (1.1 days on average), 16 percent carpool at least once per week (0.6 days on average), and 12 percent walk at least once per week (0.5 days on average). Very few respondents indicated biking and taking a bus (4 percent), bussing (4 percent), vanpooling (1 percent), or using the park and ride (1 percent) at least once per week during the summer.

**Figure 17**  
**Transportation Usage in Summer**



- Factors That Would Encourage More Frequent Walking or Biking.** Respondents reported up to three factors that would encourage them to walk or bike to work more frequently from a list of nine options (Figure 18). The most identified factor, noted by just over a third of all respondents, was “improve the network of pathways to get me where I want to go” (34 percent). A second tier of response included: living closer to work (25 percent), more on-street bike lanes (23 percent), and better integration with bikes and the START bus system (23 percent). A shower/dressing room at work (14 percent), a free ride home in an emergency or if plans changed (10 percent), and more bike racks/bike storage options at place of work (8 percent) did not play as big of a role in factors that would encourage walking or biking to work more frequently. Twenty-three percent of respondents reported that no factor would encourage them to walk or bike to work more frequently.

Meanwhile, 19 percent of respondents identified an “other” factor not listed. Open-ended responses for this question are varied, but several themes include not walking or biking more because of rider etiquette on pathways, limited bus service, family obligations, needing to let dogs out, night job, weather, and lack of time.

**Figure 18**

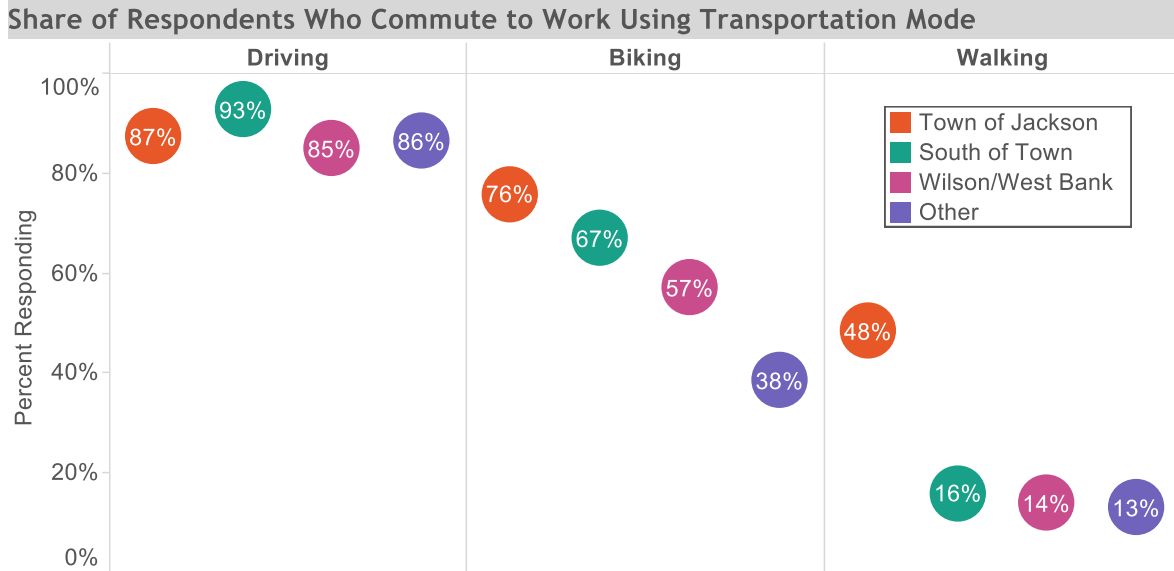
**Factors That Would Encourage More Frequent Walking or Biking**



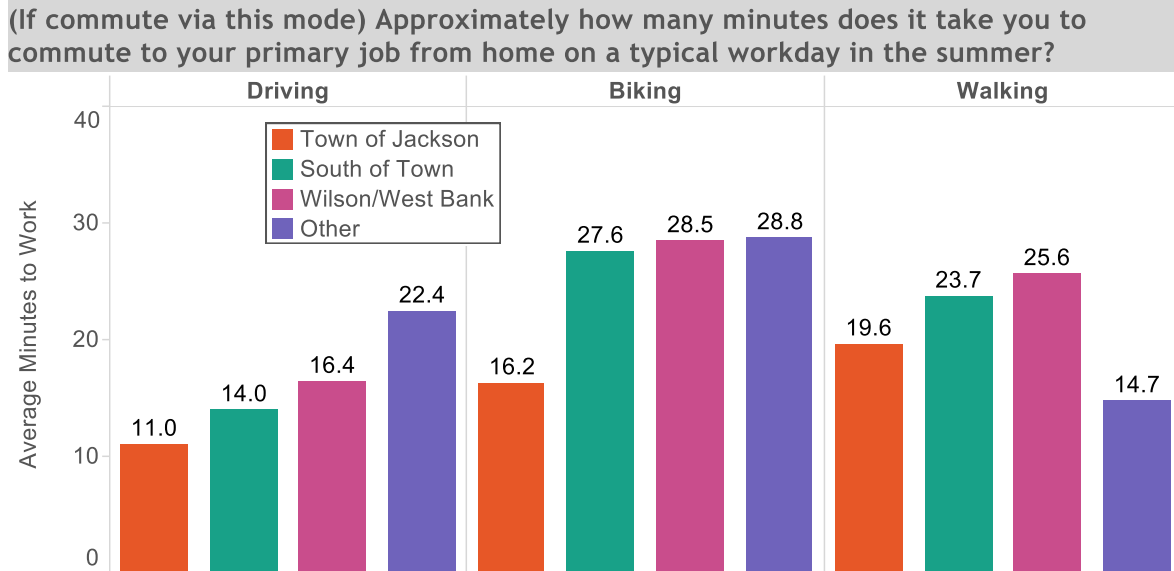
Figures 19 and 20 explore minutes from home to work for driving, biking, and walking from the three most represented areas of residence within Teton County. All other areas of residence were grouped into an “other” category. Results are also highlighted below:

- Commuting by Biking.** Overall, 36 percent of all respondents never use this mode to commute. However, among the 64 percent of respondents who have used this mode before, the average biking commute time is 21.8 minutes. Town of Jackson residents have the shortest biking commute time (16.2 minutes), while North of Town (33.0 minutes), Teton Village (38.2 minutes), and Hoback (60.0 minutes) have the longest identified biking commutes.
- Commuting by Driving.** Overall, 88 percent of respondents have used this mode to commute before for an average time of 14.5 minutes. Again, Town of Jackson respondents have the shortest driving commute (11.0 minutes), while Teton Valley (25.0 minutes), Hoback (25.0), and Star Valley (41.7) residents have the longest driving commutes.
- Commuting by Walking.** Overall, 30 percent of respondents commute by walking to their primary job, taking an average of 20.2 minutes. This is the least utilized of the three modes probed. Teton Village residents identified the shortest walking commute (7.6 minutes), while South of Town (23.7), Alta (25.0), and Wilson/West Bank (25.6) reported the longest walking commutes.

**Figure 19**  
**Share Who Commute to Primary Job by Transportation Mode**



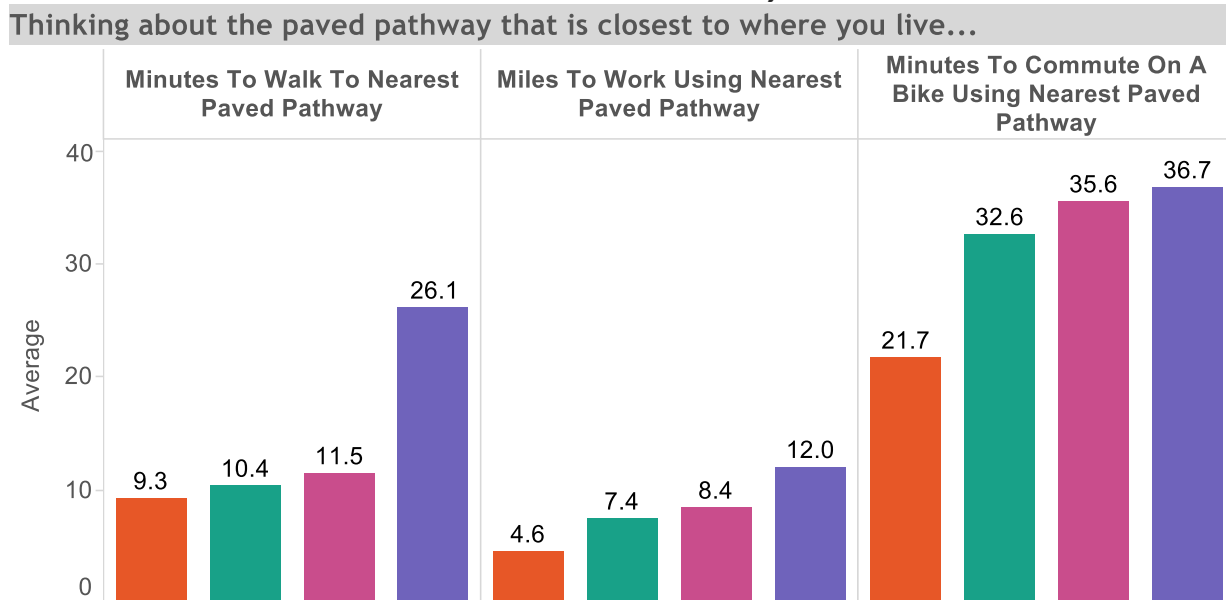
**Figure 20**  
**Length of Time to Commute From Job to Home**



Respondents also were instructed to think about the paved pathway closest to where they live (Figure 21). Overall, 59 percent of respondents knew the name of that nearest pathway.

- Minutes to Walk to Nearest Paved Pathway.** A majority of respondents knew how long it would take to walk to the nearest paved pathway, with just 11 percent of all respondents indicating they did not know or were not sure. Town of Jackson respondents were more likely to be unsure (12 percent) than South of Town (6 percent) or Wilson/West Bank (2 percent) respondents. Overall, respondents are a 12.8 minute walk to their nearest paved pathway, with Town of Jackson respondents being the closest (9.3 minutes). Alta (33.2 minutes) and Hoback (69.9) residents indicated having the longest walk to their nearest paved pathway.
- Miles to Work Using Nearest Paved Pathway.** Overall, 60 percent of respondents knew how many miles it would be to work using the nearest paved pathway. Respondents from the South of Town were most likely to know the distance, with just 23 percent indicating they did not know. While 42 percent of Town of Jackson respondents did not know the miles to work using the nearest paved pathway, these residents indicated the shortest distance to work (4.6 miles) of all the geographic areas. Hoback (18.2 miles) and Star Valley (35.0 miles) residents reported the longest mileage to work.
- Minutes to Commute on a Bike Using Nearest Paved Pathway.** Overall, 58 percent of respondents knew how long it would take to commute to work on a bike using the nearest paved pathway. Again, respondents from the South of Town were most likely to know how long the commute would take on a bike, with just 27 percent of respondents reporting they did not know. Town of Jackson residents indicated the shortest commute (21.7 minutes), while Teton Village (45.2 minutes) and Hoback (81.2 minutes) indicated the longest commute.

**Figure 21**  
**Nearest Paved Pathway**



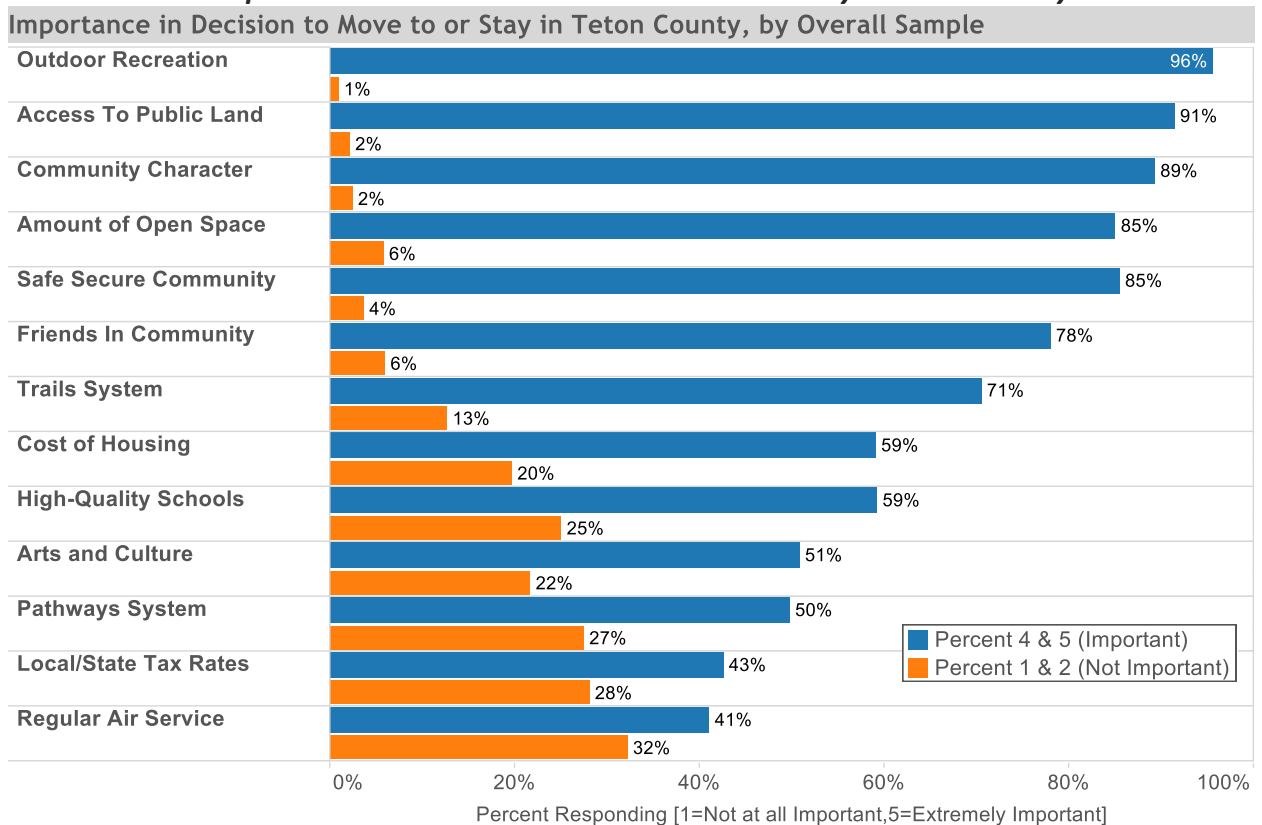
## HOUSEHOLD PRIORITIES

The following section of the survey probed factors important to respondent households in their decision to move to or stay in Teton County, as well as choosing the location of their current residence in the area:

- Important Factors: Teton County.** Respondents rated the importance of various factors in their decision to move to or stay in Teton County using a scale of 1 to 5, with 1 meaning “not at all important”, and 5 meaning “extremely important”. As shown in Figure 22, outdoor recreation played the most important role, with 96 percent of respondents providing a rating of “4” or “5=extremely important”. Access to public land came second (91 percent), closely followed by community character (89 percent), amount of open space (85 percent), and safe secure community (85 percent).

**Figure 22**

**Important Factors in Decision to Move to or Stay in Teton County**

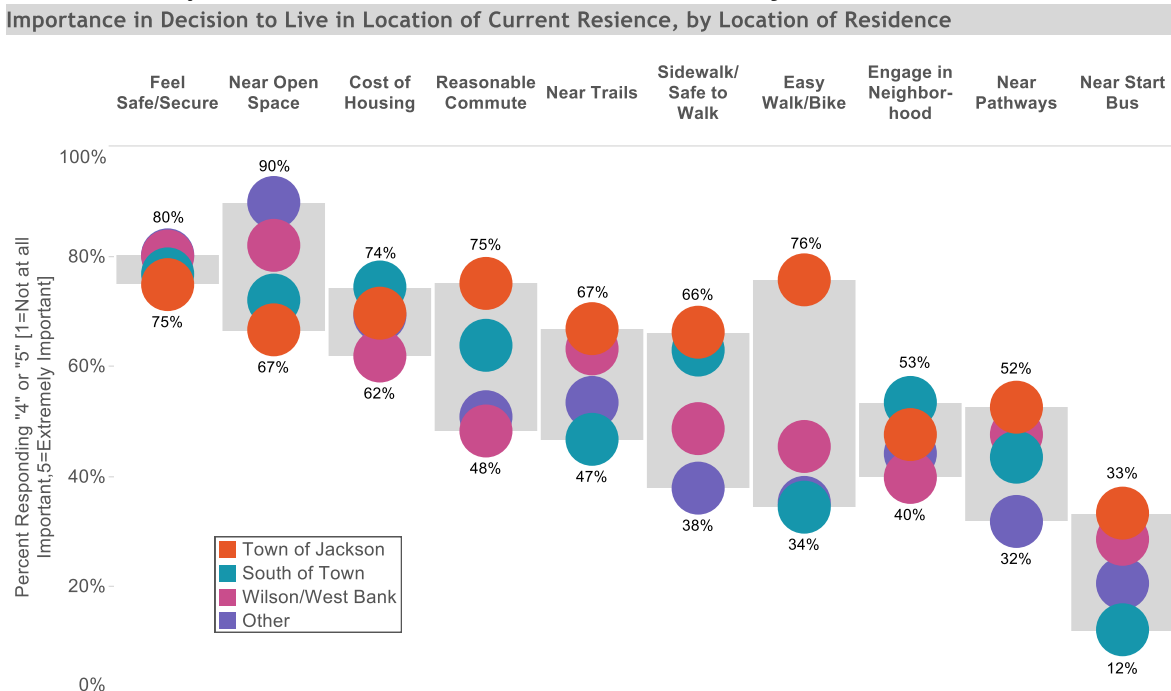


- Important Factors: Current Residence.** In a related question about current residence, respondents rated the level of importance of various factors. Overall, the factor identified as most important was overall feeling of safety and security (77 percent of respondents providing a rating of “4” or “5=extremely important”), closely followed by proximity to open space (75 percent). Meanwhile, proximity to the START bus system was identified as not important (rating of “2” or “1=Not at all important) by a higher share of respondents (49 percent) than those who identified it as important (26 percent).

Figure 23 explores the importance of various factors by the major locations of residence among respondents. This figure shows the percentage of respondents who provided a rating of “4” or “5=extremely important”, in order of importance by the overall sample. As shown, among Town of Jackson residents, being within an easy walk/bike to other destinations in the community (76 percent), reasonable commute (75 percent), and overall feeling of safety and security (75 percent) were identified as the most important factors. Among respondents who live South of Town, safety and security was identified as most important (77 percent), closely followed by cost of housing (75 percent) and proximity to open space (71 percent). Meanwhile, among residents of Wilson/West Bank, proximity to open space (82 percent) and safety and security (80 percent) were identified as most important.

Among all the other areas of residence, proximity to open space was identified as most important, often closely followed by safety and security. The exception was residents of Star Valley, who identified cost of housing as most important. Ultimately, results show that residents of Teton County, regardless of exact location of residence, value open space and considered it highly important in their decision to live in the area.

**Figure 23**  
**Important Factors in Decision about Location of Current Residence**







***Decision to Live in Current Residence (random sampling of comments):***

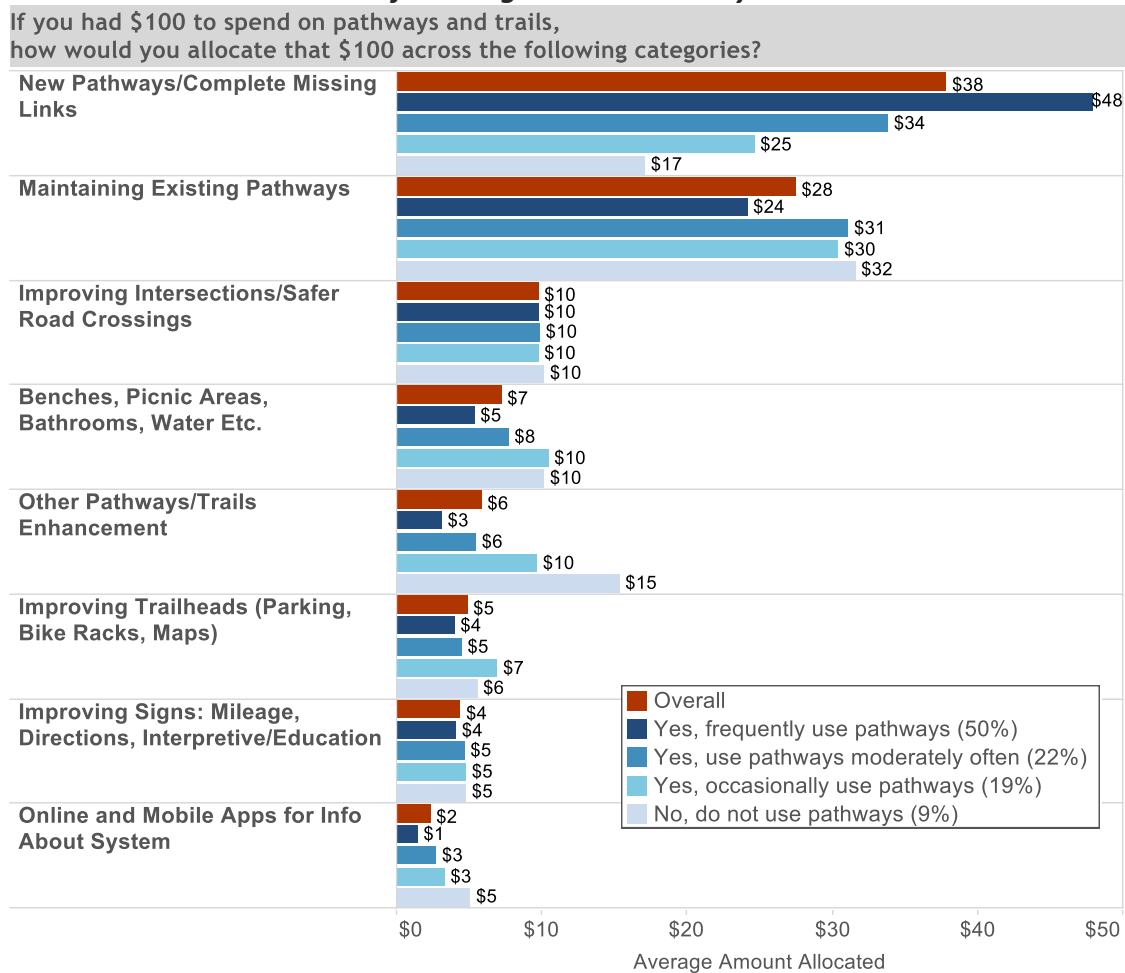
- *Affordable rent is the only reason I live where I do*
- *Away from Jackson, which is very unpleasant in summer*
- *Close proximity to a local park*
- *Distant from Jackson, which is very unpleasant and difficult during tourist season, and becoming more so every year*
- *great location, great price*
- *I did not have any input on the location of my home. It is an affordable home and I only had the option to take it or not.*
- *I'm a caretaker and trade work for rent otherwise I probably couldn't afford to live in the county. I work retail.*
- *It was available when I was forced to move by the wealthy landlord who wanted to rent to other wealthy people for more money.*
- *It's been in the family for 50+ years. We love it.*
- *Location - piece of land*
- *My friend was staying in a hotel for 9 months until he got off a waiting list at a local apartment and got housing. No one in that position will chose housing based on any factor accept availability, but you didn't have that option in your drop down list.*
- *One of the cheapest places to live in Teton County.*
- *Price! Much cheaper in Idaho, plus I like the community better than Jackson.*
- *Proximity to work.*
- *Seriously, cost of housing makes everything else not a part of the decision - I commute a long way and hate it. I think I'm moving away from the area so that I can bike to work every day.*
- *The home was priced right*
- *View*
- *We could afford it*
- *We were picked in the Housing Authority lottery and were able to build a house.*

## PRIORITIES FOR FUTURE ENHANCEMENTS TO THE PATHWAYS AND TRAILS SYSTEMS

- Allocation of Funding Toward Pathways and Trails. If given \$100 to spend across several different potential pathways and trails improvements, respondents would give the most toward building new pathways/completing missing links in the existing system (\$38 allocated, on average). The next most identified funding priority was maintaining existing pathways (\$28), followed distantly by improving intersections/safer road crossing (\$10).

Funding priorities varied by frequency of pathways use (Figure 25). The most frequent pathways users allocated \$48, on average, toward new pathways/completing missing links, compared to \$34 from moderate users, \$25 from occasional users, and \$17 from those who do not use the pathways. Relative to maintaining existing pathways, it was the non-users who allocated the most (\$32), while the frequent users allocated \$24 on average. Improving intersections/safer road crossing was allotted the same average amount by each user group (\$10). Meanwhile, the less frequent users and non-users allocated more money toward benches, picnic areas, bathrooms, water fountains, as well as other pathways/trail enhancements than frequent users.

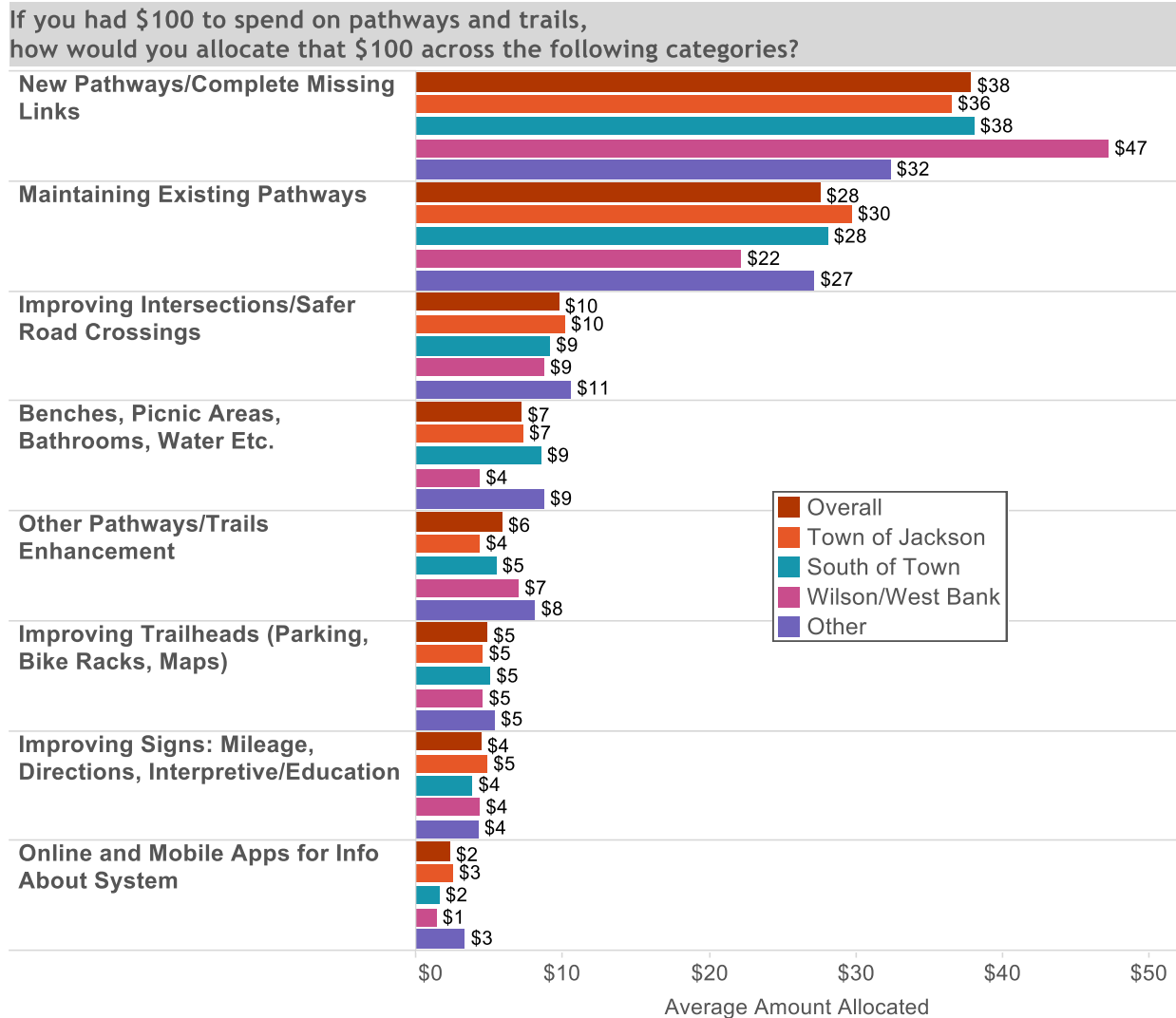
**Figure 25**  
**Allocation of Funding Toward Pathways and Trails**



Funding priorities also varied by location of residence. Residents of Wilson/West Bank allocated more money, on average (\$47), to new pathways and completing missing links than residents of other locations. Town of Jackson residents were also most likely to allocate money toward new pathways/missing links. They also allotted slightly more toward maintenance of existing pathways (\$30) than other respondents. Those who live South of Town gave more money toward amenities such as benches, picnic areas, and bathrooms than the other respondents (\$9). Meanwhile, respondents of other locations tended to allot more money toward safer road crossing (\$11), benches and other amenities (\$9), and other enhancements (\$9).

**Figure 26**

**Allocation of Funding Toward Pathways and Trails by Location of Residence**



- Importance of Reducing Vehicle Trips in Teton County.** Respondents rated the importance of three different goals in reducing the overall number of vehicle trips in Teton County using a scale of 1 to 5, with 1 meaning “not at all important”, and 5 meaning “extremely important”. As shown in Figure 27, respondents rated for the betterment of the community at large as most important, with 68 percent of all respondents providing a rating of “4” or “5=extremely important”. For my household’s personal lifestyle/health was indicated to be second most important (60 percent), followed by to save my household money (42 percent).

Frequent pathways users were more likely to indicate each of these factors were important (providing a rating of “4” or “5”) than the other user groups. For betterment of community at large was particularly important to frequent pathways users, with 79 percent of these respondents providing a rating of “4” or “5”. Meanwhile, for non-users of the pathways, saving money was identified as the most important of the three goals (40 percent).

**Figure 27**  
**Importance of Reducing Vehicle Trips in Teton County**

