

Regular Joint Meeting
August 4, 2025
1:30 PM
County Commissioners Chambers
Chair: Mark Newcomb

NOTICE: THE VIDEO AND AUDIO FOR THIS MEETING ARE STREAMED TO THE PUBLIC VIA THE INTERNET AND MOBILE DEVICES WITH VIEWS THAT ENCOMPASS ALL AREAS, PARTICIPANTS AND AUDIENCE MEMBERS. PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING.

I. ZOOM LINK FOR PUBLIC PARTICIPATION

The Town and County reserve the right to close Public Comment via Zoom at any time. In-person comment will continue to be taken and written comments can always be submitted to Town Council by emailing electedofficials@jacksonwy.gov and to County Commissioners by emailing commissioners@tetoncountywy.gov.

To join, click link or copy it to your browser: <https://us02web.zoom.us/j/82656903390>

Or join at zoom.com with Webinar ID: **826 5690 3390** or by phone: **+1 669 900 6833**

II. CALL TO ORDER, ROLL CALL, AND ANNOUNCEMENTS

III. PUBLIC COMMENT

This section is reserved for comments on items that are not otherwise included in this agenda. Public comment is limited to 3 minutes. As a general practice, the Electeds will not hold discussion or debate these comments. Nor will they make any decisions presented during this time, but rather refer to staff for follow-up. If you would like to communicate with the Electeds during the meeting, please address them during this open public comment, when public comment is called for on a specific agenda item or send an email to council@jacksonwy.gov and commissioners@tetoncountywy.gov.

IV. CONSENT CALENDAR

A. Meeting Minutes

1. Correct START Board Appointment Motion (Keith Gingery)
2. July 7, 2025 Regular Joint Meeting

V. DISCUSSION/ACTION ITEMS

- A. 2025 Jackson Hole Fire/EMS Joint Powers Funding Assessment Report (Jodie Pond and Tyler Sinclair, 60 mins)
- B. E-Bike Use & Survey Workshop (Brian Schilling, 60 mins)
- C. Lodging Tax Ballot Question (Tyler Sinclair and Jodie Pond, 30 mins)

VI. MATTERS FROM COUNCIL, COMMISSIONERS AND STAFF

VII. PROPOSED ITEMS FOR FUTURE JOINT INFORMATION MEETINGS

Sep 8 - Teton School District Parks and Recreation Facilities Use Agreement
Sep 8 - Housing Supply Programs Update & Action Items
Sep 8 - JPA Fire/EMS Discussion
Sep 8 - Deed Restriction Template Updates - Release for 45-day Comment Period
Sep 8 - Sustainable Destination Management Plan Adoption
Sep 29 - 90 Virginian Lane - SD Update, Development Agreement

VIII. ADJOURN

Please note that at any point during the meeting, the Chair or Mayor may change the order of items listed on this agenda. In order to ensure that you are present at the time your item of interest is discussed, please join the meeting at the beginning to hear any changes to the schedule or agenda.

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JOINT MEETING AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: County Attorney

PRESENTER: Keith Gingery

MEETING DATE: August 4, 2025

SUBJECT: Correction to START Board Member Appointment Term

STATEMENT/PURPOSE

To correct a term of office for a recently appointed START Board Member

BACKGROUND/ALTERNATIVES

Julien Hass was appointed on July 7, 2025, to fill the partial term vacated by Kevin Regan at the Monthly Joint Meeting. In the motions given by both the Town Council and the Board of County Commissioners, the motion stated that the term was through December 31, 2028, but it should have actually been December 31, 2026. Below are the two motions from July 7, 2025:

On behalf of the County, a motion was made by Commissioner Carlman and seconded by Commissioner Propst to appoint Julien Hass to the START Board for a partial term expiring December 31, 2028. Chair Newcomb called for a vote. The vote showed all in favor and the motion carried for the County.

On behalf of the Town, a motion was made by Councilmember Schechter and seconded by Councilmember Viehman to appoint Julien Hass to the START Board for a partial term expiring December 31, 2028. Mayor Jorgensen called for a vote. The vote showed all in favor and the motion carried for the Town.

Current START Board:

Member	Term	
Jared Smith	1/1/2023	12/31/2025
Ty Hoath	1/1/2023	12/31/2025
Julien Hass	7/7/25	12/31/2026
Kristin Unrun	1/1/2024	12/31/2026
William Roscoe	3/18/2024	12/31/2026
LizAnn Rogovoy Eisen	1/1/2022	12/31/2027
Meghan Quinn	2/13/2023	12/31/2027

STAKEHOLDER ANALYSIS

All residents and visitors of and to Teton County

FISCAL IMPACT

None

STAFF IMPACT

None

LEGAL REVIEW

Gingery/Colasuonno

ATTACHMENTS

None

RECOMMENDATION

Correct the mistake

SUGGESTED MOTION

I move to correct the end of the term of Julien Hass to the START Board from December 31, 2028, to the correct end of term of December 31, 2026.

**MONTHLY JOINT MEETING
BOARD OF COUNTY COMMISSIONERS AND JACKSON TOWN COUNCIL**

JULY 7, 2025

JACKSON, WYOMING

The Teton County Board of County Commissioners and the Jackson Town Council met in a regular joint meeting (JM) at 1:30 P.M. in the County Commissioner's Chambers located at 200 S. Willow St. This meeting was held in-person and through the Zoom platform. Upon roll call the following were found to be present:

COUNTY COMMISSIONERS: Mark Newcomb, Chair, Wes Gardner, Vice-Chair, Natalia Macker, Luther Propst, and Len Carlman.

TOWN COUNCIL: Mayor Arne Jorgensen, Jonathan Schechter, Kevin Regan, Alyson Sperry, and Devon Viehman.

STAFF: Jodie Pond, Tyler Sinclair, Miles Contreras, Charlotte Frei, Ryan Hostetter, Lea Colasuonno, Mike Moyer, Paul Anthony, and Rose Robertson.

Public Comment. There was no public comment.

Consent Calendar.

A. Meeting Minutes. To approve the meeting minutes for the June 2, 2025 regular joint meeting and the June 9, special joint meeting as presented.

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Carlman to approve the consent calendar. Chair Newcomb called for a vote. The vote showed all in favor and the motion carried for the County.

On behalf of the Town, a motion was made by Councilmember Viehman and seconded by Councilmember Reagan to approve the consent calendar. Mayor Jorgensen called for a vote. The vote showed all in favor and the motion carried for the Town.

Matters for Discussion

A. Transportation System Monitoring: Traffic Impact Study Update.

Charlotte Frei gave staff comment. Commission and Council held discussion with staff. Chuck Huffine gave comment. Ryan Hostetter gave staff comment. Public comment was given by Amy Kuszak.

On behalf of the County, a motion was made by Commissioner Propst and seconded by Commissioner Macker to direct staff to initiate the process for updating the Land Development Regulations to adopt Traffic Impact Study and Travel Demand Management Requirements. Furthermore, direct staff to bring additional information regarding dedicated revenues, specifically a nexus study to provide support for a traffic impact fee and other user fees, to address traffic impacts to a future meeting.

Council and Commission gave comment.

Chair Newcomb called for the vote. The vote showed all in favor and the motion carried for the County.

On behalf of the Town, a motion was made by Councilmember Regan and seconded by Councilmember Viehman to direct staff to initiate the process for updating the Land Development Regulations to adopt Traffic Impact Study and Travel Demand Management Requirements. Furthermore, direct staff to bring additional information regarding dedicated revenues, specifically a nexus study to provide support for a traffic impact fee and other user fees, to address traffic impacts to a future meeting. Mayor Jorgensen called for the vote. The vote showed all in favor and the motion carried for the Town.

Charlotte Frei gave comment.

B. Joint Powers Agreements Timeline.

Tyler Sinclair and Jodie Pond gave staff comment. Commission and Council held discussion with staff. There was no public comment. Commission and Council held discussion.

On behalf of the County, a motion was made by Commissioner Propst and seconded by Commissioner Carlman to direct staff to schedule a review of Town and County joint efforts based upon the schedule, groupings and format described in the staff report, with additional direction to staff to provide analysis of reasonable alternatives and recommendations for each joint department or joint function. Further move to direct staff to schedule an update to a joint meeting of these two bodies after completion of the Fire/EMS review in the fall of this year. Chair Newcomb called for the vote. The vote showed all in favor and the motion carried for the County.

On behalf of the Town, a motion was made by Councilmember Schechter and seconded by Councilmember Viehman to direct staff to schedule a review of Town and County joint efforts based upon the schedule, groupings and format described in the staff report, with additional direction to staff to provide analysis of reasonable alternatives and recommendations for each joint department or joint function. Further move to direct staff to schedule an update to a joint meeting of these two bodies after completion of the Fire/EMS review in the fall of this year. Mayor Jorgensen called for the vote. The vote showed all in favor and the motion carried for the Town.

Matters From Commissioners, Council and Staff. There was no discussion.

Executive Session

On behalf of the County, a motion was made by Commissioner Carlman and seconded by Commissioner Carlman to enter executive session pursuant to Wyoming Statute §16-4-405(a)(ii) to consider appointments to volunteer boards, specifically the appointment of a board member as a public officer. Chair Newcomb called for a vote. The vote showed all in favor and the motion carried for the County.

On behalf of the Town, a motion was made by Councilmember Viehman and seconded by Councilmember Schechter to recess into executive session pursuant to Wyoming Statute §16-4-405(a)(ii) to consider appointments to volunteer boards, specifically the appointment of a board member as a public officer. Mayor Jorgensen called for a vote. The vote showed all in favor and the motion carried for the Town.

The meeting entered executive session at 3:38 p.m.

Commissioners present: Mark Newcomb, Wes Gardner, Natalia Macker, Luther Propst, and Len Carlman.

Councilmembers present: Arne Jorgensen, Jonathan Schechter, Kevin Regan, Alyson Sperry, and Devon Viehman.

Others: Lea Colasuonno, Town Attorney, and Rose Robertson, Deputy Clerk.

On behalf of the County, a motion was made by Commissioner Carlman and seconded by Commissioner Macker to exit the executive session. Chair Newcomb called for a vote. The vote showed all in favor and the motion carried for the County.

The Town exited the executive session.

Both entities exited the executive session at 3:42 p.m.

On behalf of the County, a motion was made by Commissioner Carlman and seconded by Commissioner Propst to appoint Julien Hass to the START Board for a partial term expiring December 31, 2028. Chair Newcomb called for a vote. The vote showed all in favor and the motion carried for the County.

On behalf of the Town, a motion was made by Councilmember Schechter and seconded by Councilmember Viehman to appoint Julien Hass to the START Board for a partial term expiring December 31, 2028. Mayor Jorgensen called for a vote. The vote showed all in favor and the motion carried for the Town.

Adjourn

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Carlman to adjourn. Chair Newcomb called for a vote. The vote showed all in favor and the motion carried for the County.

On behalf of the Town, a motion was made by Councilmember Schechter and seconded by Councilmember Regan to adjourn. Mayor Jorgensen called for a vote. The vote showed all in favor and the motion carried for the Town.

The meeting adjourned at 3:44 P.M.

TETON COUNTY BOARD OF COUNTY COMMISSIONERS

Mark Newcomb, Chair

ATTEST:

Maureen E. Murphy, County Clerk

TOWN OF JACKSON

Arne Jorgensen, Mayor

ATTEST:

Riley Hovorka, Town Clerk



JOINT MEETING AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: Town and County Administration

PRESENTER: Jodie Pond and Tyler Sinclair

MEETING DATE: August 4, 2025

SUBJECT: 2025 Jackson Hole Fire/EMS Joint Powers Funding Assessment – Report Presentation

STATEMENT/PURPOSE

The purpose of this item is to provide the Town Council (Council) and Board of County Commissioners (BCC) the Joint Powers Funding Assessment report prepared by Emergency Services Consulting International (ESCI). This is an informational only item with no action required.

BACKGROUND/ALTERNATIVES

Context

The Town of Jackson and Teton County have cooperated to efficiently provide coordinated services to the community for many decades. Areas of cooperation include Jackson Hole Fire/EMS.

Background

Earlier this year Town and County staff were directed by both the Council and the BCC to contract with ESCI for professional services for a report on funding options for Jackson Hole Fire/EMS. The report has been completed and will be presented today by ESCI staff member Chris Truty.

Analysis

The goal of this item is for the Council and BCC to review the assessment report, ask questions of the consultant and discuss and agree upon next steps in updating of the Joint Powers Agreement (JPA) for Fire/EMS. Staff recommend that after this Joint Meeting, the Council and BCC meet individually to discuss prior to returning at a Joint Meeting in October to discuss and determine next steps in updating the JPA.

Key Question 1: Do the Council and BCC agree to convene as individual boards to consider the funding models contained in the report prior to returning at a Joint Meeting in October to discuss and determine next steps in updating the JPA?

COMPREHENSIVE PLAN ALIGNMENT

The review and update of this joint agreement is consistent with Section 8: Quality Community Service Provision goal to:

Timely, efficiently and safely deliver quality services and facilities in a fiscally responsible and coordinated manner.

In addition, Section 8: Quality Community Service Provision provides policy direction on this topic as follows:

Policy 8.1.e: Budget for service delivery Budgeting allows for an annual commitment to service delivery objectives. Each year, the Town and County will evaluate service delivery objectives during the budgeting process, make appropriate modifications to the delivery approach, and affirm the desired service level with the appropriate amount of funding. Without adequate funding, even the most thoughtful and strategic approach will fall short of its objectives, so a careful budgeting process is essential.

STAKEHOLDER ANALYSIS

All residents and visitors to the Town and County are stakeholders in delivery, funding, and governance of government services.

FISCAL IMPACT

To be determined.

STAFF IMPACT

Town and County staff have spent approximately 16 hours in the oversight and review of this report.

LEGAL REVIEW

Gingery, Colasuonno

ATTACHMENTS

1. 2025 Jackson Hole Fire/EMS Joint Powers Funding Assessment
2. PowerPoint Presentation

RECOMMENDATION

Staff recommend that the Town and County elected officials review the report and convene as individual boards for discussions related to funding models contained in the report.

SUGGESTED MOTION

No action required at this time.



2025 JACKSON HOLE FIRE & EMS JOINT POWERS FUNDING ASSESSMENT

Jackson, WY

Teton County, WY

 1-800-757-3724

 info@esci.us

 www.esci.us



Emergency Services Consulting International
Helping Change the World, One Community at a Time



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Background & Process

In 2024, Teton County and the Town of Jackson agreed to revisit the funding elements of their Joint Powers Agreement, which provides for a shared fire department between the two entities. The original agreement states that funding for the department (through a separate accounting fund) will consist of contribution percentages based on the most recent census data of the two communities. (If both communities had equal populations, their funding contributions would be equal.) The current funding split is 54% County and 46% Town.

However, the updated funding commitments lay out a three-year transition to sharing percentages consisting of:

- 57% County/43% Town (as of July 1, 2025)
- 60% County/40% Town (as of July 1, 2026)
- 62% County/38% Town (as of July 1, 2027)

These temporary numbers were agreed upon until a permanent funding allocation could be established by January 1, 2031. If no agreement is reached by that date, the funding formulas will revert to the population-based agreement on July 1, 2031, as stated in the original language.

Teton County and the Town of Jackson retained Emergency Services Consulting International (ESCI) to produce a report outlining cost-sharing options for the Jackson Hole Fire and EMS agency. The project involved uploading data and documents from both this project and the previous year's Jackson Hole Fire and EMS (JHFEMS) Strategic Planning project. Information was collected from the prior project, along with additional information not previously provided, such as property valuations.

ESCI is an international firm offering specialized, high-quality consulting services in fire, EMS, police, and communications to organizations across the United States. As the trusted consulting arm of the International Association of Fire Chiefs (IAFC), ESCI has been meeting the needs of emergency service providers since 1976. ESCI consistently offers innovative and sustainable recommendations that are easy for the public to understand and valuable to elected officials in formulating sound public safety policies. Utilizing consultants nationwide who are leaders in their fields, ESCI provides consulting services to municipalities, districts, and non-profit organizations, as well as serving industrial and commercial sectors.

ESCI's broader Cooperative Services Feasibility Study, which encompasses a larger scope than this project, thoroughly evaluates the administrative, operational, and support elements of study participants. This study includes governance, organizational structures, staffing, programs and processes, service delivery, infrastructures, finances, contractual relationships, community risk, and response performance, after which it offers various strategies for jointly enhancing community services.



Executive Summary

The Jackson Hole Fire & EMS Department (JHFEMS) provides comprehensive emergency services to the communities of Teton County and the Town of Jackson. This report, prepared by Emergency Services Consulting International (ESCI), evaluates the funding mechanisms for the Joint Powers Agreement (JPA) that governs the shared fire department between these two entities.

The report outlines eight cost-sharing strategies to ensure an equitable distribution of funding between the County and the Town. These strategies consider factors such as call volume, assessed valuations, response area, fleet budgets, staffing, and the population served. The current funding split is transitioning from 54% County/46% Town to 62% County/38% Town by July 1, 2027. If no permanent agreement is reached by January 1, 2031, the funding formulas will revert to the original population-based contract in July of that year.

ESCI recommends using a weighted combined formula to determine funding contributions. This approach considers the dominant factors of incident count and population served, along with staffing and capital costs, to ensure a fair and sustainable funding model. By updating these factors annually and using rolling averages for projections, JHFEMS can maintain financial stability while continuing to deliver high-quality emergency services funded by both organizations.

The collaborative nature of the JPA highlights the importance of cooperation and shared responsibility in achieving the best outcomes for the community. The report emphasizes the need for a balanced approach to funding, considering the unique characteristics and needs of both the County and the Town.



Acknowledgments

Teton County

Jodie Pond
Board of County Commissioners'
Administrator

Mark Newcomb
Chairman

Wes Gardner
Vice-Chairman

Len Carlman
Commissioner

Natalia D. Macker
Commissioner

Luther Propst
Commissioner

Town of Jackson

Tyler Sinclair
Town Manager

Arne Jorgensen
Mayor

Kevin Regan
Council Member

Jonathan Schechter
Council Member

Alyson Sperry
Council Member

Devon Viehman
Council Member

ESCI would also like to thank the following individuals for their contributions to the report:

- * **Mike Moyer**, Jackson Hole Fire/EMS Fire Chief
- * **Melissa Shinkle**, Teton County Assessor



Community Overview

Service Area Population & Demographics

Teton County, Wyoming (referred to “County” in this report), spans approximately 4,216 square miles, making up 3,995 square miles of land and 221 square miles of water. Nestled in the northwest corner of Wyoming, the county is renowned for its stunning natural landscapes, including the majestic Teton Range and significant portions of Grand Teton and Yellowstone National Parks. As of the 2020 census, Teton County had a population of 23,331 citizens. The population density is sparse, averaging about 5.5 people per square mile. However, the distribution varies significantly across the county, with higher concentrations of people in Jackson and its surrounding areas, while more remote regions remain less populated. Seasonal populations also fluctuate, with estimates ranging from 43,000 to 58,000 people in the winter and summer, respectively. The community is diverse in age, with 18.5% of residents aged 65 years or older and 16.8% under the age of 18.

Income levels in Teton County are high, with a median household income of \$112,681 and a per capita income of \$75,541. The median value of owner-occupied housing units is also elevated, reflecting the town's desirability and the demand for property in the area. Despite these high-income levels, about 6.1% of the population lives below the poverty line. The county's appeal lies in its unique blend of natural beauty, recreational opportunities, and strong sense of community. The area is a haven for outdoor enthusiasts, with national parks and protected areas ensuring that the natural environment remains pristine and accessible. Additionally, the community is known for its commitment to sustainability and conservation.

The county seat, Jackson (referred to “Town” in this report), is the largest town in Teton County and serves as a hub for both residents and visitors, offering a mix of small-town charm and access to outdoor adventures. Jackson covers an area of approximately three square miles, or less than 1/10 of 1% of the entire county. Nestled in Jackson Hole Valley, the town, as of the 2020 census, had a population of 10,760, accounting for 46% of the county's population. The business community in Jackson is diverse and vibrant, featuring a mix of local shops, art galleries, cafes, and restaurants. The town is also home to several high-end boutiques and outdoor gear stores, catering to the needs of both locals and visitors. The local economy is heavily influenced by tourism, with many businesses thriving on the year-round influx of visitors. Housing in Jackson consists of a mix of single-family homes, duplexes, and apartment complexes. Despite high property values, the town maintains a balance of owner-occupied and rental properties.

Future Growth

Teton County has substantial growth potential, driven by its unique combination of natural beauty, recreational opportunities, and sense of community. The county's location within the Greater Yellowstone Ecosystem, along with its proximity to Grand Teton and Yellowstone National Parks, positions it as a prime destination for tourism, which continues to boost the local economy.



The Jackson/Teton County Comprehensive Plan, updated in 2020, incorporates innovative zoning tools and housing programs designed to balance development with conservation, promoting growth in complete neighborhoods with existing infrastructure. Growth in areas lacking infrastructure will be limited.

Despite the challenges posed by high real estate prices and limited private land availability, Teton County's commitment to affordable housing initiatives and workforce housing development is paving the way for future growth. The county's planning departments collaborate closely with the Affordable Housing Department to create zoning incentives for higher-density developments in town, ensuring that new growth is concentrated in areas with adequate infrastructure and amenities.

Finally, the plan anticipates an annual growth rate of approximately 1.5%, with a provision to reassess its strategy once a total growth reaches 7%. Since the plan's inception in 2020, the county has had time to monitor development and consider potential funding needs.



Organizational Overview

Governance And Lines of Authority

The Jackson Hole Fire/EMS Department (JHFEMS) is jointly managed and funded by two separate governmental organizations, Teton County and the City of Jackson. For administrative purposes, the department is considered a division of the Teton County government. Department members are either employees or volunteers of the county, and all department finances are handled through the county's finance processes. The fire department's finances are managed through a separate special governmental fund.

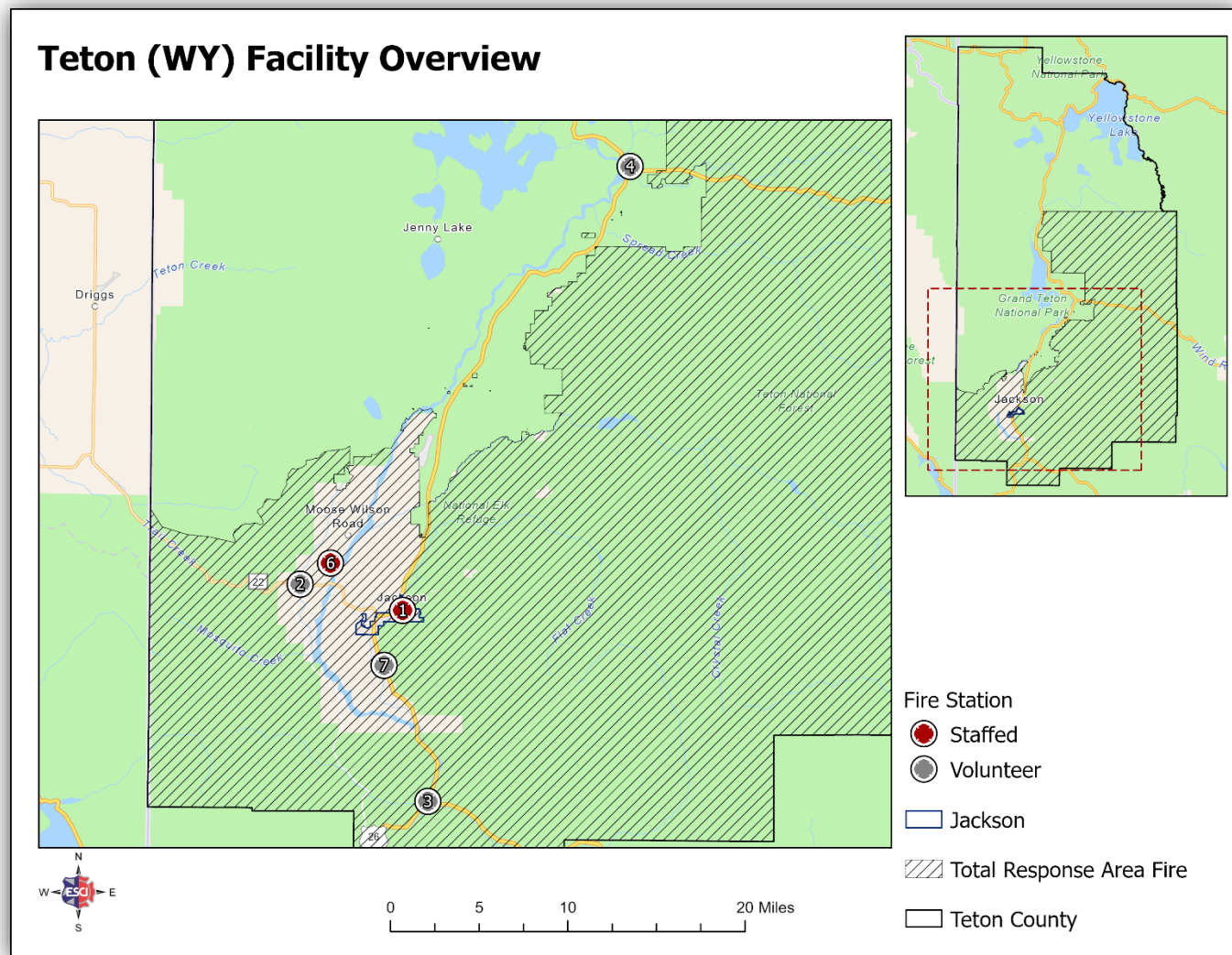
The formal joint governance of the organization is detailed in a Joint Power Agreement (JPA), now renewed through June 2028. The agreement states that the fire chief “shall have the power to manage the day-to-day affairs of the Department.” It is overseen by the County Commissioners’ Administrator in consultation with the Town Manager. The agreement also specifies that the County and the Town must both be involved in decisions, and approval is required from both parties for capital expenditures and land acquisitions. The JPA does not establish a joint oversight board or commission specifically for the fire department but requires both organizations to approve major decisions in a manner each considers appropriate. As a result, the entire Board of County Commissioners and the Jackson Town Council oversee the organization.

Response Area

The department is responsible for handling all emergencies across approximately one-half of the county, including the Teton National Forest and the National Wildlife Refuge area. It spans an area of roughly 1,935 square miles. Excluding federal properties, the department covers approximately ninety-one square miles of county and municipal lands. Most calls and stations are in the southwestern part of the county, near the highest population areas. The department does have conventional standard response times for these areas. However, the department does cover very remote areas, sometimes having response times that exceed one hour.

Below is a map of the fire station locations:

Figure 1: Jackson Hole Fire & EMS Stations





Organizational Design

The Jackson Hole Fire & EMS Department is a combination department consisting of 46 employees and 64 volunteers. The department operates out of six fire stations, with two staffed by full-time employees and the other four staffed by volunteers. The two staffed stations with full-time employees are:

- Station 1 – 60 E Pearl Ave (Jackson)
- Station 6 – 2505 N Moose Wilson Rd (Moose-Wilson Rd area)

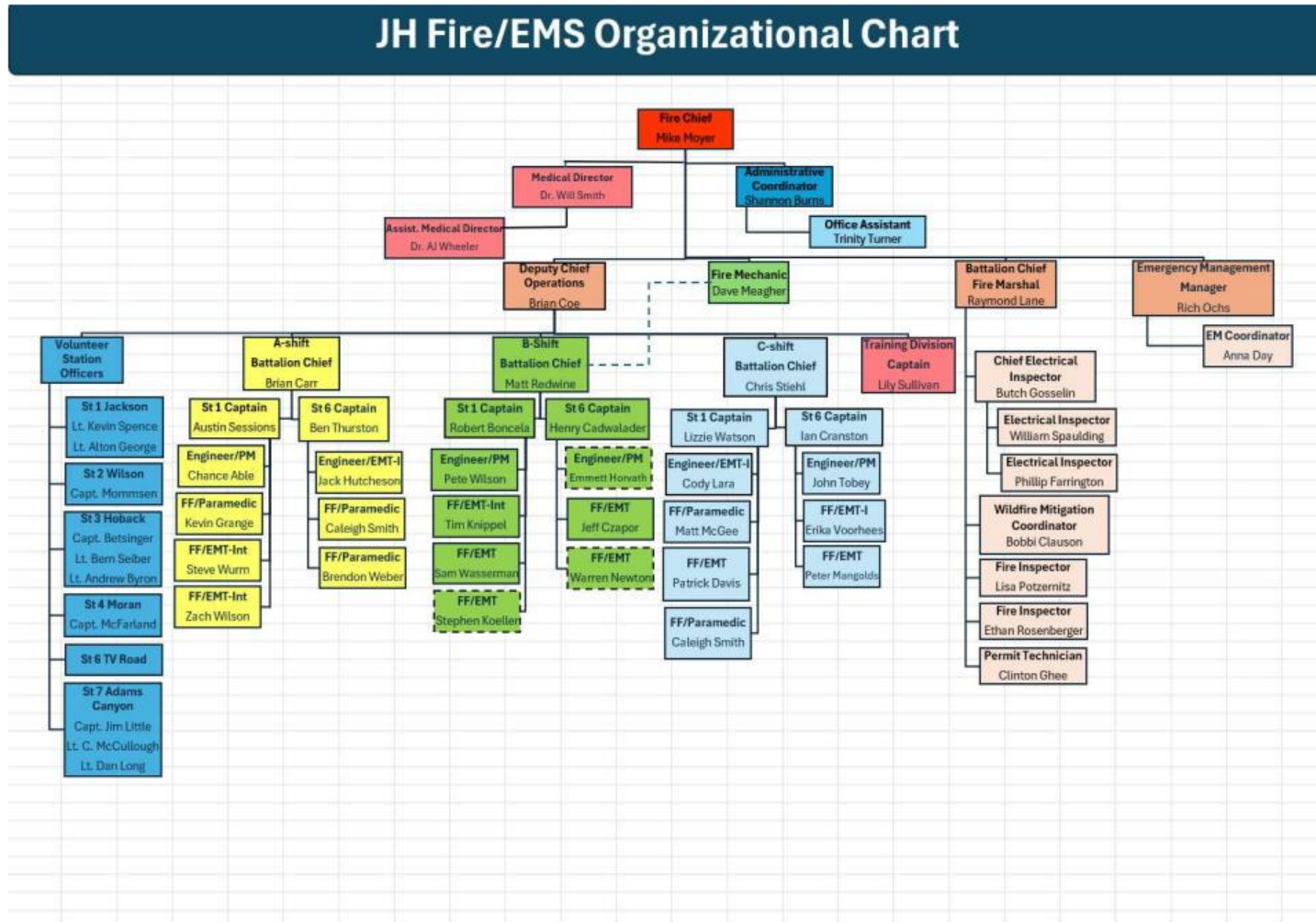
The stations staffed with volunteers are:

- Station 2 – 1315 N West St (Wilson area)
- Station 3 – 10995 S Hwy 89 (Hoback Junction area)
- Station 4 – 4 Moran Town Rd (Moran and Buffalo Valley areas)
- Station 7 – 3230 Adams Canyon Rd (South Park and Hwy 89 areas)

The fire department is led by the fire chief, with a deputy chief leading all operational elements, including both career and volunteer companies. In addition to the deputy chief, the chief oversees the fire marshal, who oversees fire prevention and public education, and the county's emergency manager. Rounding out the JHFEMS organization is the administrative staff and EMS medical directors, who provide oversight and accountability to the department's EMS services. Below is the current JHFEMS organizational chart.



Figure 2: JHFEMS Organizational Chart





Services Provided and Delivery Model

The fire department is an all-hazards department, which effectively means they respond to fire, EMS, rescues, hazardous materials, wildland responses, and all forms of community hazards. In addition, the department provides code enforcement, fire prevention services, and public education for all of Teton County, except Yellowstone National Park. Lastly, the department employs two emergency managers, who provide guidance on large-scale or unusual incidents that affect the communities.

The department operates from six fire stations across the county. Two of these stations, 1 and 6, are staffed with career firefighters, while the remaining four stations, 2, 3, 4, and 7, are staffed with volunteers who either respond on an as-needed basis or provide complementary staffing to the career stations. Various call types and locations can result in either a career station response without volunteers or a department-wide response involving both career and volunteer members.

Non-emergency services are provided by administrative and fire prevention staff who all operate out of Station 1 in Jackson.

The department also responds to aircraft emergencies, ranging from emergency situations such as simple standbys to a confirmed crash. This department partners with the Jackson Hole Airport Fire Department, located approximately ten miles north of Jackson.

Staffing

The two staffed stations have a daily complement of seven personnel, with four assigned to Station 1 and three to Station 6. The department has responses that include one or more vehicles, depending on the nature of the incident and the staffing (paid) of the appropriate station. If staffing allows, two vehicles will respond in tandem from a single station; otherwise, calls are handled by multiple stations if more than one vehicle is required.

The following is the staffing distribution across the six stations and the administration.

Figure 3: JHFEMS Staffing Distribution

	Paid	Volunteer
Station 1	15	18
Station 2	0	9
Station 3	0	6
Station 4	0	7
Station 6	12	6
Station 7	0	18
Administration	19	0



Facilities

JHFEMS operates out of six fire stations, a separate administration, and an EOC (Emergency Operations Center). Below is a graphic that identifies the general characteristics of each fire station and its current condition, as reported by JHFEMS staff.

Figure 4: JHFEMS Facilities

	Size (ft ²)	Bays	#Vehs	Condition	Built/Improvement
Station 1	18,200	4 (BI)	8	Very Good	2021
Station 2	2,800	2 (BI)	4	Poor	1965
Station 3	2,500	2 (BI)	4	Poor	1975
Station 4	2,100	2 (BI)	3	Fair	1975 /1985
Station 6	8,000	2 (BI)	5	Good	1994/2006
Station 7	9,800	4 (BI)	4	Good	1994
Administration	5,000	*		Good	1992
EOC	5,000	*		Good	1995/2010

Planned capital improvements for the facilities include the following:

- Station 4 roof replacement (2026)
- Station 6 renovations (2029)
- Station 6 alerting system (2026)
- Station 7 apparatus bay renovations (2027,2028)
- Station 7 exhaust extraction (2026)

Stations 2 and 3 were rated in 'Poor' condition, with the department receiving \$15,000,000 in SPET (Special Purpose Excise Tax) funds allocated for the replacement of both stations. There are no capital plans for either station. The 2026 capital plans refer to project funds for Stations 2 and 3, as well as future Stations 8 and 9; however, no funding has been identified yet for Stations 8 and 9.



Fleet

JHFEMS has a sizable fleet to cover the large response area, with a fleet replacement plan that projects out over the next five years.

The fleet consists of the following:

- 7 front-line engines/ 1 reserve
- 1 ladder truck
- 5 medic units
- 6 water tenders
- 4 wildland units
- 17 admin, support, and specialized vehicles

Over the next five years, the department plans to replace the ladder truck (2030), two ambulances (2027 and 2029), and three command vehicles (2026, 2028, and 2030). Estimated replacement costs are included in the 2026 CIP plan.



Finances

Current Funding

Joint contributions of Teton County and the Town of Jackson fund JHFEMS. Funding mechanisms are outlined in the terms of a Joint Powers Agreement, which sets funding percentages through June 30, 2025, and then transitions them to temporary funding formulas, the last of which will occur in July 2027. These formulas are temporary because the organizations would like to have a long-term funding formula agreed upon by January 1, 2031.

The agreement stipulates that if no alternative funding formulas can be agreed upon by January 1, 2031, the funding formulas will revert to one based solely on 2030 US Census numbers, divided by population percentages. As of June 30, 2025, the funding allocation between the two organizations was set at 46% for the Town and 54% for the County. Beginning July 1, 2025, the formulas will change as follows:

- 43% Town/57% County (eff: July 1, 2025)
- 40% Town/60% County (eff: July 1, 2026)
- 38% Town/62% County (eff: July 1, 2027)

Procedurally, the JHFEMS budget is approved as a part of the county's budgeting processes. However, both the County and the Town must approve the department's budget. Budgeted funds from both entities are transferred into the county's Fire/EMS fund, where all fire department finances, including capital expenditures, are managed. As recently as 2021, the fund had a healthy ending-year balance; however, over the last three years, including the current budget year, it has shown diminishing or near-zero fund balances.



Below is a review of the fire department's operations budget for the past five years.

Figure 5: JHFEMS Budget (2021-2025)

	2021	2022	2023	2024	2025 (Adopt)
REVENUES					
Intergovern	0	1,525	303	0	0
Serv Charges	1,943,917	2,308,230	1,932,724	4,258,348	4,591,486
Contrib	74,319	250	0	0	0
Miscellaneous	18,139	8,024	547,913	165,172	236,144
TOTAL	2,036,375	2,318,029	2,480,940	4,423,520	4,827,630
EXPENSES					
Wages/Benefits	3,919,973	3,597,929	4,541,783	6,129,870	6,689,647
Operations	819,118	1,157,161	1,380,069	1,228,085	2,250,144
Capital	5,834	51,945	557,359	191,351	1,441,332
TOTAL	4,744,925	4,807,035	6,479,211	7,549,306	10,381,123
FUNDING					
General Fund	4,544,269	2,491,406	2,707,097	3,625,626	6,496,610
Lodging Tax	150,000	150,000	150,000	150,000	150,000
Transfers Out	0	(1,546,795)	(851,279)	(429,298)	(1,160,114)
TOTAL	4,694,269	1,094,611	2,005,818	3,346,328	5,486,496
Beg Fund Balance	1,401,128	3,386,847	1,992,452	0	66,997
End Fund Balance	3,386,847	1,992,452	1	220,542	0
Fund Bal Change	1,985,719	(1,394,395)	(1,992,453)	220,542	(66,997)



Funding Strategies

In general, establishing funding mechanisms for a Joint Powers Agreement (JPA) involving multiple government agencies can be complex. JPAs do not have taxing ability, as they exist as a sub-organization of the participating agencies. Consequently, shared cost allocation strategies are confined to budget percentages funded by the participating agencies. It is up to each agency's elected officials to determine the source of revenue for their agency's contribution, and each board of elected officials must approve their contribution.

All agencies that participate in a JPA recognize the benefits of collaborative operations, including reduced costs due to the elimination of redundancy, increased efficiencies, and potential volume purchasing discounts. Determining what each participating agency's contribution should be involves agreeing on how each participating community receives services and contributing the appropriate proportion that is equitable to the services they receive.

Determining a fair cost-sharing formula can be contentious, as agencies may have varying levels of resources and differing views on how costs should be allocated, as well as different funding philosophies. Factors such as the population served, usage rates, and geographic considerations must be considered, which can complicate negotiations. Additionally, agencies may be concerned about the transparency and accountability of the funding process, requiring robust mechanisms for monitoring and reporting.

Political and administrative hurdles can also impede the establishment of funding mechanisms for a JPA. Agencies may have different governance structures, decision-making processes, and political agendas, which can lead to conflicts and challenges to collaboration.

Since 2004, JHFEMS has been one of several collaborations between Teton County and the Town of Jackson. This has demonstrated that collaboration between the two entities, not just with the fire department, but also with other elements of government, has been successful, as these two communities interact with each other extensively.

Given the above potential challenges to determining equitable funding, many organizations negotiate an arbitrary amount that is agreeable to all parties. This simplifies the negotiation process, as the process does not have to factor in the differences between the participating organizations. However, it works only until one party begins to feel that the equity is being lost.

When arbitrary amounts no longer fit, the other form of determining equity is to base it on characteristics of the jointly funded organization, specifically those characteristics that may have a financial contribution. For example, a participating jurisdiction that receives more calls than a jurisdiction with fewer calls can be seen as utilizing more of the organization's finances and therefore should contribute more to its budget. To accommodate these characteristics, funding formulas are used that represent the various characteristics.



Some of those characteristics include:

- Incident counts within each jurisdiction (Total, Fire, EMS, or other)
- Area served, usually in square miles
- Population served
- Assessed value of each jurisdiction
- Staffing levels within each jurisdiction
- Capital requirements of each jurisdiction

Funding formulas can be based on any of the characteristics, all of them, or a combination of them. The simplest formulas use one characteristic but may not accurately reflect how the organization utilizes finances. The more complicated formulas take into consideration all the factors but can yield disagreement as to which percentage of a particular characteristic has a greater fiscal impact. The remaining part of this report will provide explanations and examples of all of them.

Shared Cost Allocations

The funding of this relationship is spelled out in the agreement. It is usually a formula that combines percentages of elements within the organization, such as population and/or area served, call volume, staffing numbers, assessment value, and/or any other factors the agencies believe should be factored into the formula. A weighting factor may also be introduced, when it is agreed upon that one formula factor should carry more weight than the others. The determination of how to allocate costs to individual communities is called cost allocation.

For a simple example, in a joint organization of two agencies where one organization has twice the call volume of the other, the busier organization may contribute two-thirds of the total cost of the agreement if call volume is the agreed-upon factor.

The following are eight different strategies for determining potential cost allocations. They include costs based on:

- 1) call volume
- 2) assessed valuation
- 3) response area
- 4) facility/fleet budgets
- 5) staffing
- 6) population served
- 7) combinations of factors
- 8) weighted combinations of factors

The strategies outlined below, and the numbers generated, are based on the most recent data provided by the two participating agencies. Since call volume data and population were determined



for 2024, JHFEMS's 2024 budget number (\$7,549,306) is the amount used to split between the two jurisdictions throughout the examples. Since the department's capital budget is included in this fund, no distinction is made between operational and capital expenditures.



Cost Sharing Strategy 'A': Call Volume

The first cost-sharing strategy involves basing costs on the volume of calls in specific areas. The department's call volumes would be split between calls that were within the Town boundaries and all other calls (County). Calls for mutual/automatic aid, which are calls outside both communities' boundaries, would be excluded from the count. Below is the distribution of calls between the two entities for the 2024 calendar year. In this strategy, the Town contributes 50.2% of the department's budget, and the county contributes 49.8%.

Figure 6: Cost Sharing Strategy (Call Volume)¹

Locale	2024
TOTAL CALL VOLUME	2,282
JACKSON	1,146
Percentage of Call Volume	50.22%
TETON COUNTY (No Jackson)	1,136
Percentage of Call Volume	49.78%
2024 JHFEMS BUDGET	\$7,549,306
Jackson Contribution	\$3,791,261
Teton County Contribution	\$3,758,045

¹JHFEMS and ESCI employed two different methodologies to determine the percentages of calls in and outside of Jackson, resulting in different call volumes. The purpose of the report is to show the funding methodology options and not focus on the accuracy of the figures, even though ESCI strived to be as precise as possible. The JHFEMS chief has stated that he will resolve the discrepancy and determine the algorithm for best accuracy.



Cost Sharing Strategy 'B': Assessed Valuations

The following cost-sharing strategy is based on assessed valuations of the communities. Assessed values are used rather than market values, as market values can fluctuate throughout the year, while assessed values are typically updated no less than annually.

Using assessed valuations comes from the perspective that service delivery costs are based on the value of the properties being served. This greater value may be in certain occupancy types, like business versus residential, or it could be one occupancy type where one agency has a greater quantity of properties. The higher the protected value, the higher the protection should cost, as more resources are required to protect areas or buildings of higher value. Below are the assessed valuations for both the Town and the County (without the Town) as of 4/30/2025². In this strategy, the Town contributes 22.49% of the department's budget, and the county contributes 77.51%.

Figure 7: Cost Sharing Strategy (Assessed Valuation)

Locale	2025
TOTAL ASSESSED VALUATION³	\$3,878,284,610
JACKSON	\$872,388,798
Percentage of Assessed Value	22.49%
TETON COUNTY (No Jackson)	\$3,005,895,812
Percentage of Assessed Value	77.51%
2024 JHFEMS BUDGET	\$7,549,306
Jackson Contribution	\$1,697,839
Teton County Contribution	\$5,851,467

To demonstrate consistent measurement differences based on a single budget amount, the 2025 assessment value was compared to the 2024 budget.

³ Figures provided by the Teton County Assessor's Office are the valuations as of 4/30/2025.



Cost Sharing Strategy 'C': Response Area

The next cost-sharing strategy is to base costs on coverage. Communities with larger areas may have a greater impact on fleet services and, consequently, higher costs. A variation of this would be where there is a high-coverage area with low accessibility and associated low call volumes; road miles could be used. For example, Teton County (excluding national lands) has an area nearly thirty times that of the Town, but much of it is national forest with minimal call volumes.

The two examples below are based on total response coverage area in square miles, independent of any call volumes, and total existing road miles (according to ESRI data), in the two jurisdictions. In this strategy, the Town contributes 3.29% of the department's budget, and the county contributes 96.71%. Using street miles, the Town contributes 13.46% of the department's budget, and the County contributes 86.54%.

Figure 8: Cost Sharing Strategy (Response Area/Road Miles)

Locale	2024		Locale	2024
TOTAL RESPONSE AREA	91.17 mi²		TOTAL ROAD MILES⁴	329.45
JACKSON	3.00 mi ²		JACKSON	44.36
Percentage of Response Area	3.29%		Percentage of Road Miles	13.46%
TETON COUNTY (No Jackson)	88.17 mi ²		TETON COUNTY (No Jackson)	285.09
Percentage of Response Area	96.71%		Percentage of Road Miles	86.54%
2024 JHFEMS BUDGET	\$7,549,306		2024 JHFEMS BUDGET	\$7,549,306
Jackson Contribution	\$248,372		Jackson Contribution	\$1,016,136
Teton County Contribution	\$7,300,934		Teton County Contribution	\$6,533,169

⁴ Excluding roads in federal lands



Cost Sharing Strategy 'D': Facility/Fleet budgets

The next cost-sharing strategy is based on the square footage of buildings and/or the number of apparatus housed in each station. These parameters would likely not be used in isolation, but, rather, as one of the factors in a combination formula or a weighted combination formula.

Currently, the department does not separate its operational costs by facility, but it should not be difficult to break out facility expenditures by facility. Facilities that support both organizations, such as the Administration and EOC, would have their costs split. Creating this formula would use all non-personnel expenditures. (Personnel expenditures will be handled in a staffing strategy outlined later in the report.)

A similar comparison can be made with the fleet where fleet costs are used as a parameter based on where a vehicle is permanently assigned. Some might suggest that fleet is an unfair parameter since units respond into the other's area and therefore costs for that unit may be distorted in one organization's favor. There are two responses to this situation. The first response is that the organizations could go to that level of detail and determine what percentage of response each unit made into the other's jurisdiction. This would involve analyzing response times for each unit over a year, a task that the department's CAD or RMS system may be able to provide. The second response is that it can be assumed that units that respond into the Town from the County, and vice-versa, are approximately equal or that the differences would be nominal.

To accommodate a fleet parameter, it is best to use annual allocations towards a fleet "lease" type of funding arrangement, where funds are set aside each year for vehicle replacement. This is typically achieved through a calculation that divides the calculated future purchase price of a vehicle by its expected lifespan in years. Life expectancy for frontline vehicles uses the standard recommended in NFPA 1910⁵; however, actual historical life expectancies for the JHFEMS fleet should be used.

The chart below displays the fleet type listing of the JHFEMS apparatus, along with a calculation based on an approximate 2025 purchase price for that vehicle type and its corresponding annual funding allocation. In practice, the purchase price to be used should be the anticipated future purchase price in the year of purchase.

⁵ NFPA 1910: Standard for the Inspection, Maintenance, Refurbishment, Testing, and Retirement of In-Service Emergency Vehicles and Marine Firefighting Vessels

**Figure 9: Current Vehicle Cost Allocation**

Veh Type	Purchase Price	Veh Life Expectancy	Annual allocation per vehicle
Engine	\$1,200,000	20 years	\$60,000
Truck	\$2,000,000	25 years	\$80,000
Medics	\$325,000	5 years	\$65,000
Rescues	\$300,000	15 years	\$20,000
Wildland	\$350,000	20 years	\$17,500
Tenders (Pumpers)	\$900,000	20 years	\$45,000
Misc Vehs	\$50,000	10 years	\$5,000

Below is a summary list of each station, including the total cost of the fleet within that station, categorized by vehicle type. The pricing used is estimated for 2025 purchases. The Cost column is the amount that would be set aside each year to fund the future purchase of that vehicle type.

**Figure 10: Cost Sharing Strategy (Fleet Size/Allocations)**

	Town	Cost	County	Cost
Station 1	Engines (2)	\$120,000		
	Truck (1)	\$80,000		
	Medics (2)	\$130,000		
	Tenders (1)	\$45,000		
	Misc (10)	\$25,000		
Station 2			Engines (1)	\$60,000
			Tender (1)	\$45,000
			Wildland (1)	\$17,500
Station 3			Engine (1)	\$60,000
			Rescue (1)	
			Tender (1)	\$45,000
			Wildland (1)	\$17,500
Station 4			Engine (1)	\$60,000
			Rescue (1)	
			Tender (1)	\$45,000
Station 6			Engine (1)	\$60,000
			Tender (1)	\$45,000
			Medic (2)	\$130,000
			Wildland (1)	\$17,500
Station 7			Engine (1)	\$60,000
			Rescue (1)	\$20,000
			Tender (1)	\$45,000
			Medic (1)	\$65,000
			Wildland (1)	\$17,500
Admin	Misc (5)	\$25,000	Misc (5)	\$25,000
TOTAL		\$425,000		\$835,000



Once the annual allocations are calculated, percentages are calculated, just like the other factors. Here, the total annual allocation for the fleet is \$1,260,000, such that the Town covers 33.73% of the cost and the County covers 66.27%. Below is how this translates to financial contributions.

Figure 11: Cost Sharing Strategy (Fleet Costs)

Locale	2025
TOTAL ANNUAL FLEET ALLOCATION	\$1,260,000
JACKSON	\$425,000
Percentage of Assessed Value	33.73%
TETON COUNTY (No Jackson)	\$835,000
Percentage of Assessed Value	66.27%
2024 JHFEMS BUDGET	\$7,549,306
Jackson Contribution	\$2,546,381
Teton County Contribution	\$5,002,925



Cost Sharing Strategy 'E': Staffing

The next cost-sharing strategy is based on staffing. The application is that a greater number of staff require greater financial commitment. While the staff interact with each other throughout the jurisdiction, for the purposes of calculations, personnel assigned to each station are technically primary responders to that station's area. Non-responding personnel, such as administration and fire prevention, are split evenly between the Town and the County. In addition, to measure personnel equivalence between career and volunteer personnel, a widely accepted ratio is to count three volunteer firefighters for every one career firefighter. This means the Town would count as 30.5 personnel (Station 1 and one-half administration), and the remaining stations and one-half administration would count as 36.8 members. The number below is based on these numbers.



The total allocation in the staffing factor for 67.3 equivalent personnel is 45.30% for the Town and 54.70% for the County.

Figure 12: Cost Sharing Strategy (Staffing)

Locale			2024
TOTAL PERSONNEL			110
-Career			46
-Volunteers			64
TOTAL EQUIVALENT PERSONNEL			67.33
	Career	Volunteer	Equivalents
Station 1	15	18	21
Station 2	0	9	3
Station 3	0	6	2
Station 4	0	7	2.33
Station 6	12	6	14
Station 7	0	18	6
Admin/Supp	9.5	9.5	19
JACKSON (Station 1/Admin-Career)			30.5
Percentage of Staff			45.30%
TETON COUNTY (No Jackson)			36.83
Percentage of Staff			54.70%
2024 JHFEMS BUDGET			\$7,549,306
Jackson Contribution			\$3,419,836
Teton County Contribution			\$4,129,470



Cost-Sharing Strategy 'F': Population Served

The next cost-sharing strategy is based on the population served. The application is that higher populations translate to higher call volumes, or demands, for service. Given that the Jackson/Teton County area experiences seasonal fluctuations, an average year-round population number can be developed based on census data for permanent residents and local estimates of visiting populations. For this example, population estimates from the 2023 American Community Survey, conducted by the US Census Bureau, are utilized.

In this example, the Town would be responsible for 46.01% and the County, 53.99%.

Figure 13: Cost Sharing Strategy (Population Served)

Locale	2024
TOTAL POPULATION SERVED	23,358
JACKSON	10,746
Percentage of Population	46.01%
TETON COUNTY (No Jackson)	12,612
Percentage of Population	53.99%
2024 JHFEMS BUDGET	\$7,549,306
Jackson Contribution	\$3,473,436
Teton County Contribution	\$4,075,870



Cost Sharing Strategy 'G': Combined Factors

The next cost-sharing strategy acknowledges that there may not be a single factor that can uniquely represent how finances are best allocated. The size of the community, whether geographically or demographically, as well as call volume and property values, all contribute to financing distinctions. If the participating organizations believe that all the factors contribute to the finances but from different perspectives, combining their contributions and splitting the costs between the parameters can be utilized. For example, if Jackson and Teton County agree that population, incident count, and assessed value all have a contributing value, then all three factors may be included.

This involves dividing the total budget by the number of factors to be included, in this example, three. Once this is complete, the individual factor splits (or percentages) with the previously outlined calculations are then used to arrive at the number that makes up that factor. Lastly, the factors are then added up to recommend a total contribution for each organization.

The example below cites this. Using the three factors of assessed value, incident count, and population served, Jackson would contribute 47.17% and Teton County would contribute 52.83%.

Figure 14: Cost Sharing Strategy (Combined Factors)

Budget Info	Budget Split 1	Budget Split 2	Budget Split 3	
JHFEMS Budget	\$7,549,306			
# of Factors Used	3			
Budget Split	\$2,516,435	\$2,516,435	\$2,516,435	
Locale	Staffing	Incident Count	Population Served	TOTAL
Jackson	30.5	1,146	10,746	
	45.30%	50.22%	46.01%	
Outside of Jackson	36.83	1,136	12,612	
	54.70%	49.78%	53.99%	
TOTAL	67.33	2,282	23,358	

Jackson Contribution	\$1,139,945	\$1,263,753	\$1,157,812	\$3,561,510 (47.17%)
Teton County Contribution	\$1,376,490	\$1,252,681	\$1,358,623	\$3,987,794 (52.83%)



Cost Sharing Strategy 'H': Weighted Combined Factors

The last cost-sharing strategy involves assigning different weights to combined factors. Besides an agreement that may include multiple elements affecting the organization's finances, there might be a belief that certain factors should carry more emphasis than others. This stems from understanding that a specific factor within the organization, community, or operation has a greater impact on finances than others. Weighting can also serve as a compromise method when agreement on the value of any factor cannot be reached.

Building on the previous example, if there is a belief that call volume should carry greater weight in calculations than staffing or population served, then a weighting factor can be applied. When using weight factors, the factors must sum to 100% to cover the entire budget. For example in Figure 15, the incident count might account for 50% of the calculation, while staffing and the population served each account for 25%. ($50\% + 25\% + 25\% = 100\%$). To do this, the total budget is divided by the percentages allocated to each factor. After that, the individual percentages from each factor are applied. The calculation below divides the total budget according to the assigned weights. The individual factor calculations are then allocated to the relevant categories. Using 'staffing' and 'population served', 25% of the department's total budget amounts to \$1,887,326 for each category, and 50% for 'incident count' is \$3,774,653. Using the 45.30% percentage for staffing results in a Jackson contribution of \$854,959 and a county contribution of \$1,032,368 for that part of the budget. The same approach is used for the other two factors, 'incident count' and 'population served'. Each jurisdiction's contributions for all factors are then summed to determine the final jurisdictional contribution. In this case, Jackson's contribution would be \$3,618,949 and Teton County's would be \$3,930,358.



Figure 15: Cost Sharing Strategy (Weighted Combined Factors)

	Budget Split 1 w/Pct	Budget Split 2 w/Pct	Budget Split 3 w/Pct	
JHFEMS Budget	7,549,306	7,549,306	7,549,306	
WEIGHTING FACTOR	25.0%	50.0%	25.0%	
Budget Split	1,887,327	3,774,653	1,887,327	
Locale	Staffing	Incident Count	Population Served	2024
Jackson	30.5	1,146	10,746	
	45.30%	50.22%	46.01%	
Outside of Jackson	36.83	1,136	12,612	
	54.70%	49.78%	53.99%	
TOTAL	67.33	2,282	23,358	
Jackson Contribution	\$854,959	\$1,895,631	\$868,359	\$3,618,949 (47.94%)
Teton County Contribution	\$1,032,368	\$1,879,022	\$1,018,968	\$3,930,358 (52.06%)



Strategy Summary

The following summarizes all the different strategies based on the latest numbers the organizations have provided and have been used in the examples. These strategies utilized the 2024 JHFEMS total budget of \$7,549,306.

Figure 16: Strategy Summaries

Strategy	Jackson Pct	Teton County	Jackson Contribution	Teton County Contribution
Call Volume	50.22%	49.78%	\$3,791,261	\$3,758,045
Assessed Valuations	22.49%	77.51%	\$1,697,837	\$5,851,467
Response Area	3.29%	96.71%	\$248,372	\$7,300,394
Resp Area (Road Miles)	13.46%			\$6,533,169
Fleet Budgets	33.73%	66.27%	\$2,546,381	\$5,002,925
Staffing	45.30%	54.70%	\$3,473,436	\$4,075,870
Population Served	46.01%	53.99%	\$3,473,436	\$4,075,870
Combined Factors	Call Vol/Staffing/Population		\$3,561,510	\$3,987,794
Weighted Factors (25/50/25)	Call Vol/Staffing/Population		\$3,618,949	\$3,930,358



Recommendations

When developing a particular formula, it is vital to attempt to establish the formula based on principles BEFORE looking at dollar amounts. If done the other way, where a funding amount or percentage is already in someone's mind, then the negotiations just become an exercise in trying to justify a particular amount that is desired. It is advised to negotiate based on principle first.

When recommending a particular strategy, using a formula with a single factor is effective if the organizations contributing to the cost are remarkably similar across all aspects. For example, two towns that have similar staffing, response models, populations, community demographics, and fleet distributions would work well with a model that only uses incident count as its funding factor.

The Town and the County are not like this. There are several characteristics that both communities share; consequently, a formula that combines factors and assigns weights seems appropriate. Given the vast differences between the communities and the potential for negotiating various factors, ESCI recommends using a weighted combined formula.



The dominant factors used most often in these formulas are the incident count and population served. These factors typically best reflect the services that the community uses.

In addition, assessed valuations and capital costs do contribute to the requirements, but as lesser indicators. ESCI recommends that these four factors be used in a weighted capacity as illustrated below using the 2024 budget number. The factors and weights used below are:

- Incident Count 35%
- Population Served 35%
- Staffing 15%
- Fleet Costs 15%

ESCI recommends that these factors and numbers serve as *starting points* for negotiations between the two communities.

Figure 17: ESCI Recommended Strategy (Weighted Combined Factors)

	Budget Split 1 w/Pct	Budget Split 2 w/Pct	Budget Split 3 w/Pct	Budget Split 4 w/Pct
JHFEMS Budget	\$7,549,306	\$7,549,306	\$7,549,306	\$7,549,306
WEIGHTING FACTOR	35%	35%	15%	15%
Budget Split	\$2,642,257	\$2,642,257	\$1,132,396	\$1,132,396
Locale	Incident Count	Population Served	Staffing	Fleet Costs
Jackson	1,146	10,746	30.5	\$425,000
	50.22%	46.01%	45.30%	33.73%
Outside of Jackson	1,136	12,612	36.83	\$835,000
	49.78%	53.99%	54.70%	66.27%
TOTAL	2,282	23,358	67.33	\$1,260,000
Jackson Contribution	\$1,326,941	\$1,215,702	\$512,975	\$381,957
Teton County Contribution	\$1,315,316	\$1,426,555	\$619,421	\$750,439
TOTAL JACKSON CONTRIBUTION	\$3,437,575	45.53%		
TOTAL TETON COUNTY CONTRIBUTION	\$4,111,731	54.47%		



While the above factor reflects the current year, most JPAs cover several years, which means that each of these factors, in combination, should be updated annually or projected out for several years.

- Incident Count can be projected based on past trends. Rather than calculating the average of the past five years, incident counts, which is most often used for trending, ESCI recommends a 3-year rolling average of the past five years. This rolling average tends to reduce the number of annual fluctuations, especially since early in the previous years, departments were still addressing the impact of COVID.
- The Population Served can be updated using the American Community Survey⁶, an element of the US Census Bureau. While the Census Bureau conducts an “in-person” decennial census survey, the ACS section provides annual calculated estimates that can offer a bit more accuracy.
- Staffing is a number that can be updated annually, and it can be decided whether it includes staffing levels at the end of a year or for the entire term of the JPA. It can also be discussed whether staff who are on the books but do not participate significantly (i.e., do not meet the accepted participation thresholds) should be included.
- Updated fleet costs can be calculated annually by adjusting the anticipated purchase price every year in a fleet replacement schedule spreadsheet. Most fleet replacement schedules only use an anticipated inflation index to project future costs. However, recently, costs have increased faster than inflation due to several issues. This means the base price of a vehicle must be adjusted to account for a possible higher inflation rate.

All these factors can be incorporated into a spreadsheet that is updated annually or as needed.

⁶ <https://www.census.gov/programs-surveys/acs/>



Conclusion

Jackson Hole Fire & EMS Department (JHFEMS) provides comprehensive emergency services to the communities of Teton County and the Town of Jackson. The collaborative efforts between these two entities, facilitated by the Joint Powers Agreement (JPA), have yielded well-coordinated and efficient fire and EMS services. The various cost-sharing strategies outlined in this report provide a detailed analysis of how funding can be equitably distributed between the County and the Town, considering factors such as call volume, assessed valuations, response area, fleet budgets, staffing, and the population served.

Moving forward, it is recommended that a weighted combined formula be used to determine the funding contributions of each entity. This approach considers the primary factors of incident count and population served, along with assessed valuations and capital costs, to ensure a fair and sustainable funding model. By updating these factors annually and using a rolling average for projections, the JHFEMS can continue to provide high-quality emergency services while maintaining financial stability.



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JACKSON HOLE FIRE & EMS

Joint Powers Funding Assessment





Jackson Hole Fire and EMS Department

Presentation Agenda



About ESCI/Project Nature

Community Overview/Organizational
Structure

Joint Organizational Cost-Sharing/Funding

Contributing Elements to Strategy
Development

Joint Funding Strategies

Recommendations for Funding Model





Jackson Hole Fire and EMS Department

Project Outline



**Emergency Services
Consulting International**

About ESCI

ESCI has been in existence since 1976 started by a west coast retired fire chief. It is the consulting arm of the International Association of Fire Chiefs. Most consultants are past fire chiefs or chief officers.

Project Objective/Methodology

The objective of the project was to provide options on how to jointly fund the Jackson Hole Fire and EMS Department. Current data was provided by both city and county staff along with data provided on a previous strategic plan project.





Jackson Hole Fire and EMS Department

Community Demographics



Geographic Size and Landscape

Non-federal Teton County spans 1,936 square miles of which, featuring majestic mountains and national parks like Grand Teton and Yellowstone. Majority is federal lands. The Town of Jackson occupies 3 square miles.

Population and Density

As of 2024, the county has a sparse population of 23,358 with density around 5.5 people per square mile, concentrated mainly in Jackson. Jackson has a population of 12,612. Community planning assumes a 1 ½% percent growth rate in the future.

Economic and Housing Profile

High median household income and property values reflect the area's desirability despite some poverty among residents. Jackson offers diverse housing types with balanced owner-occupied and rental properties amid high property values.

Community and Tourism

Jackson is a vibrant hub with diverse businesses, thriving on tourism and outdoor recreational opportunities year-round.

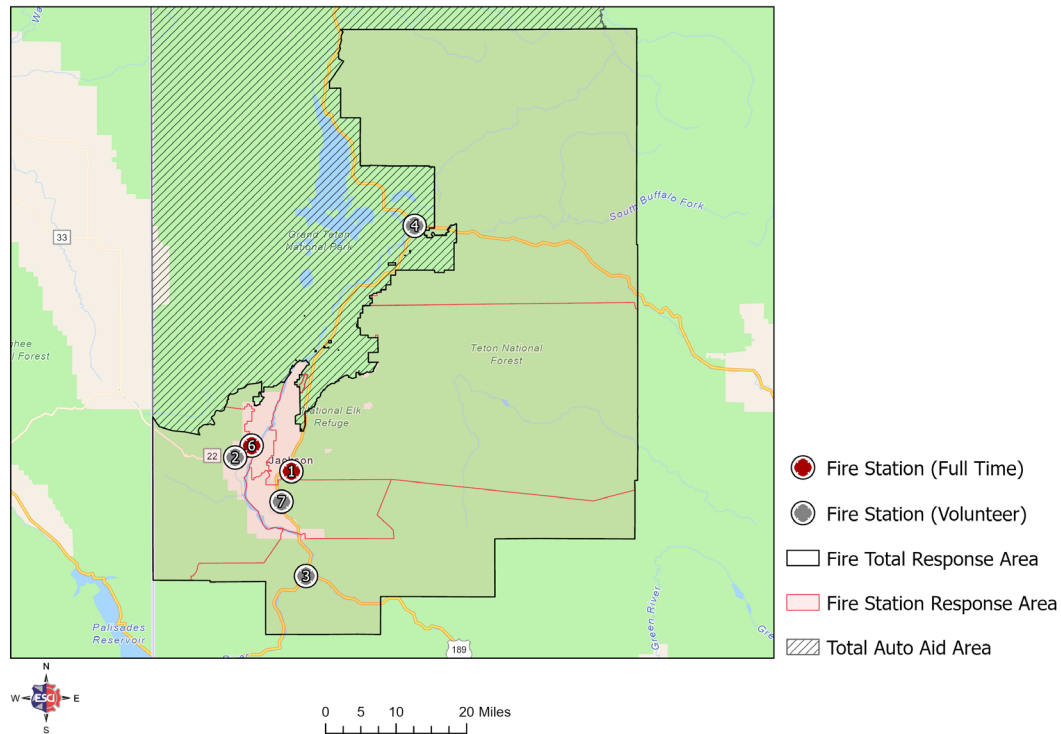




Jackson Hole Fire and EMS Department

Organizational Demographics

Fire Response Area



Fire Station Distribution

- 6 Fire Stations –
- 2 staffed w/career (Stations 1/6)
- 4 staffed w/volunteers (Stations 2, 3, 4, and 7)
- Condition
 - Very good condition – 1
 - Good condition – 2
 - Fair condition – 1
 - Poor Condition - 2

Staffing

- 46 career personnel between operations and administration
- 64 volunteers

Fleet

- 7 front-line engines/ 1 reserve
- 1 ladder truck
- 5 medic units
- 6 water tenders
- 4 wildland units (brush trucks)
- 17 administration, support, and specialized vehicles





Jackson Hole Fire and EMS Department

Governance and JHFEMS Demographics



Joint Governance Structure

JHFEMS is jointly managed by Teton County and the City of Jackson under a Joint Power Agreement valid through 2028, but is administratively a division of the county government.

Administrative Oversight

The fire chief manages day-to-day operations under oversight from County Commissioners and the Town Manager of Jackson.

Financial Management

Teton County handles department finances with a separate special fund for fire operations. 2025 adopted budget was for \$10,381,123 and a fund balance of \$0. Non-capital expenditures were 21.5% over the prior year.

Emergency Response Area

JHFEMS covers approximately 1,935 square miles, including automatic aid and remote areas, with some response times exceeding one hour.





Jackson Hole Fire and EMS Department

Current Funding Mechanisms



Joint Funding Contributions

Teton County and Town of Jackson jointly fund JHFEMS under a Joint Powers Agreement with defined percentages.

Transition of Funding Formulas

Funding percentages transition from 46% Town/54% County to 38% Town/62% County by 2027.

Budget Approval Process

Both County and Town approve the JHFEMS budget, which is managed within the county's Fire/EMS fund.

Financial Health Trends

The fund showed healthy balances in 2021 but has experienced decline over the past three years.





Jackson Hole Fire and EMS Department

Five-year JHFEMS Budget Review

	2021	2022	2023	2024	2025 (Adopt)
REVENUES					
Intergovern	0	1,525	303	0	0
Serv Charges	1,943,917	2,308,230	1,932,724	4,258,348	4,591,486
Contrib	74,319	250	0	0	0
Miscellaneous	18,139	8,024	547,913	165,172	236,144
TOTAL	2,036,375	2,318,029	2,480,940	4,423,520	4,827,630
EXPENSES					
Wages/Benefits	3,919,973	3,597,929	4,541,783	6,129,870	6,689,647
Operations	819,118	1,157,161	1,380,069	1,228,085	2,250,144
Capital	5,834	51,945	557,359	191,351	1,441,332
TOTAL	4,744,925	4,807,035	6,479,211	7,549,306	10,381,123
FUNDING					
General Fund	4,544,269	2,491,406	2,707,097	3,625,626	6,496,610
Lodging Tax	150,000	150,000	150,000	150,000	150,000
Transfers Out	0	(1,546,795)	(851,279)	(429,298)	(1,160,114)
TOTAL	4,694,269	1,094,611	2,005,818	3,346,328	5,486,496
Beg Fund Balance	1,401,128	3,386,847	1,992,452	0	66,997
End Fund Balance	3,386,847	1,992,452	1	220,542	0
Fund Bal Change	1,985,719	(1,394,395)	(1,992,453)	220,542	(66,997)

Revenue Trends

Revenues grew steadily from 2021 to 2025, driven by service charges and miscellaneous income.

Expense Increases

Expenses increased significantly, especially wages, operations, and capital costs from 2021 to 2025.

Funding Sources

General fund contributed most funding, with lodging taxes constant and transfers fluctuating over years.

Fund Balance Changes

Beginning and ending fund balances fluctuated, showing changes in financial health over the five years.





Jackson Hole Fire and EMS Department

Considerations in JPA Funding Mechanisms



Complexity of JPA Funding

Funding JPAs is complex due to lack of taxing authority and reliance on budget percentages from agencies.

Equitable Cost Allocation

Fair cost-sharing depends on service reception, population, usage rates, and geographic factors.

Political and Administrative Challenges

Different governance and agendas can cause conflicts and impede funding collaboration.

Negotiation Approaches

Arbitrary amounts simplify negotiations but may lose equitability; formulas based on usage improve fairness.





Jackson Hole Fire and EMS Department

Key Characteristics for Cost Allocation Formulas



Cost Allocation Characteristics

Key factors include incident counts, area served, population, assessed value, staffing, and capital needs.

Simple vs Complex Formulas

Simple formulas use one factor but may misrepresent costs; complex ones combine multiple factors for accuracy.

Strategies for Cost Allocation

Eight formulas and strategies include call volume, assessed valuation, response area, facility budgets, staffing, population, and weighted combinations.

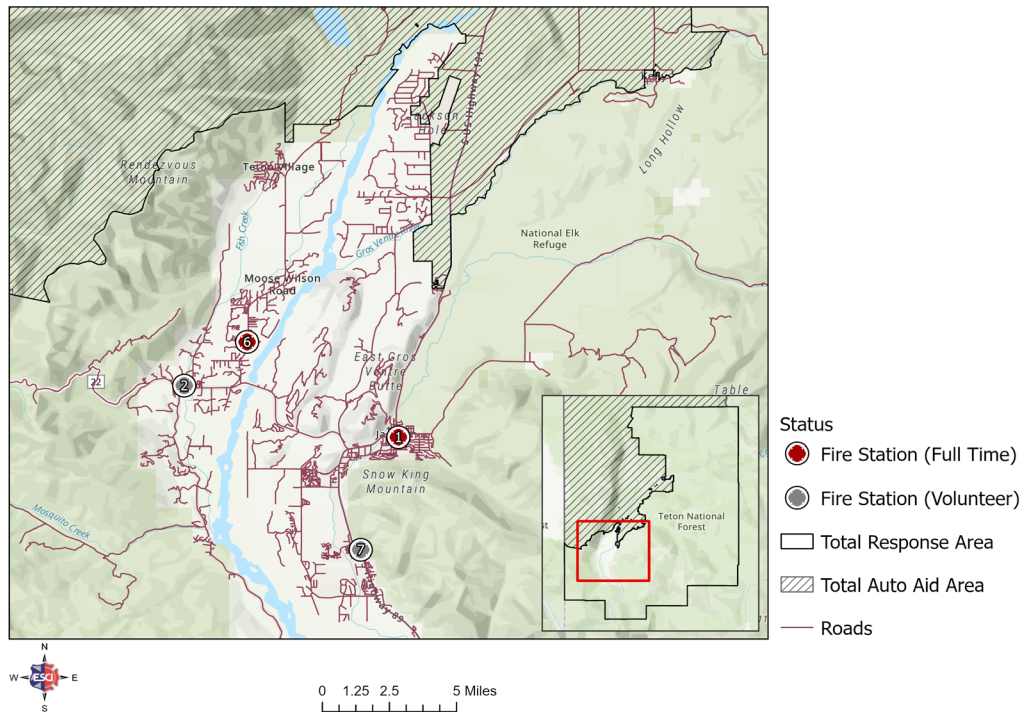




Jackson Hole Fire and EMS Department

Overview of eight cost-sharing strategies

Topographic & Road Density Challenges



- 1) Call Volume
- 2) Assessed Valuations
- 3) Response Area
- 4) Facility/Fleet expenses
- 5) Staffing
- 6) Population Served
- 7) Combined Factors
- 8) Combined/Weighted Factors

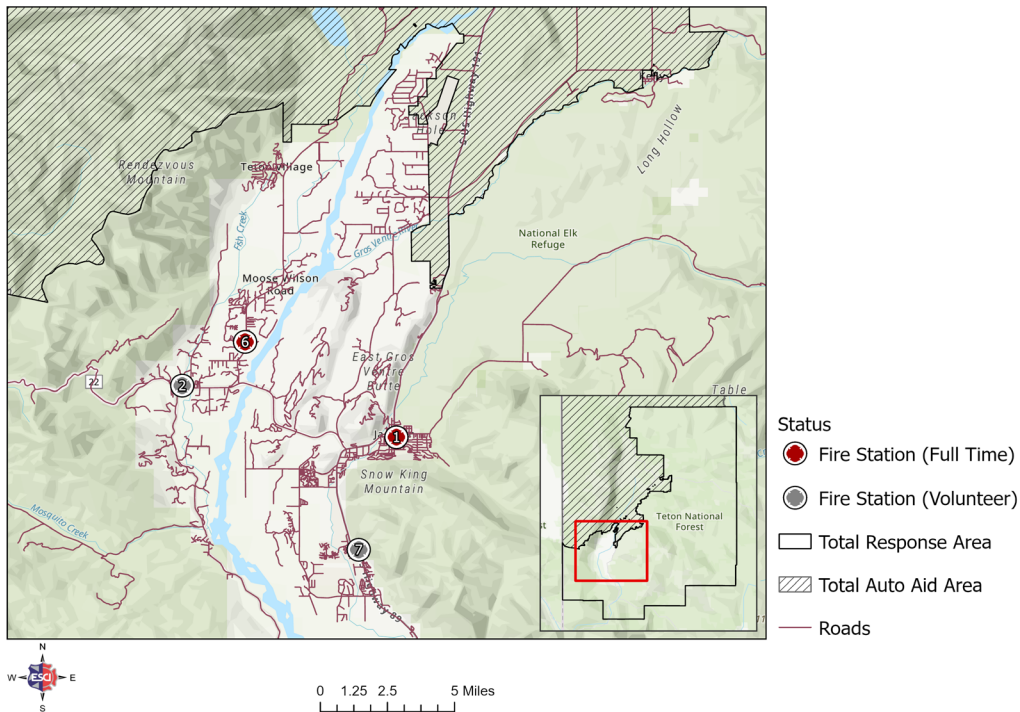




Jackson Hole Fire and EMS Department

Strategy Option #1: Call Volume

Topographic & Road Density Challenges



	Town of Silver Creek	Frontier County	Total Calls	Silver Creek Percent	Frontier Percent
2024	1,000	2,000	3,000	33.33%	66.67%
2023	500	2,000	2,500	20.00%	80.00%
Rolling Avg				26.65%	73.35%

- Straightforward factual calculation of where incident is located
- Based on costs are tied to usage
- Rolling averages can be used to avoid annual fluctuations

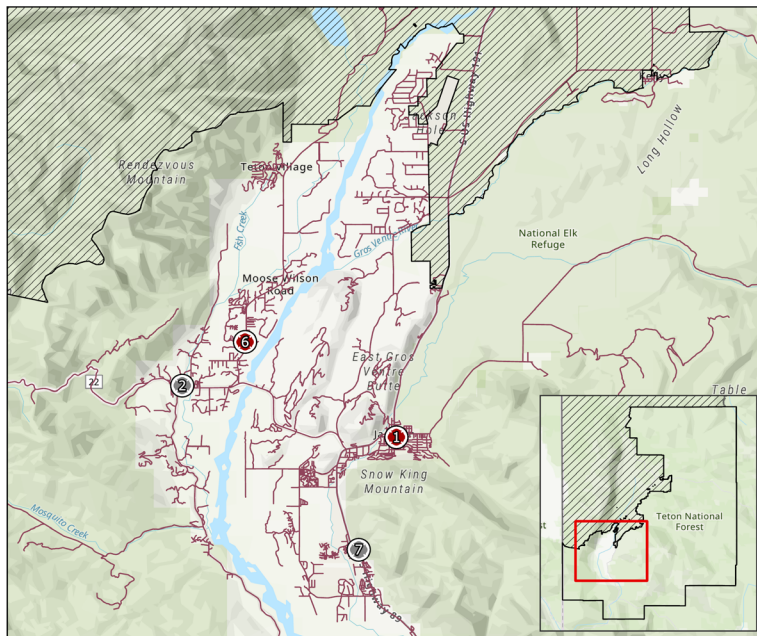




Jackson Hole Fire and EMS Department

Strategy Option #2: Assessed Value

Topographic & Road Density Challenges



	Town of Silver Creek	Frontier County	Total Valuation	Silver Creek Percent	Frontier Percent
2024	100M	300M	400M	20%	80%
2023	90M	270M	360M	25%	75%
Rolling Avg				22.5%	77.5%

- Straightforward factual calculation
- Based on belief that it costs more to protect higher value items
- Rolling averages can be used to avoid annual fluctuations

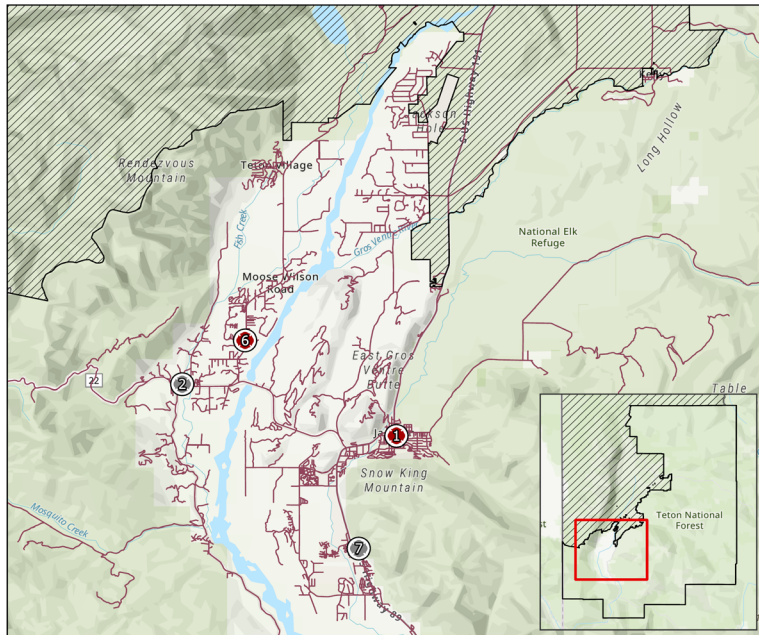




Jackson Hole Fire and EMS Department

Strategy Option #3: Response Area

Topographic & Road Density Challenges



Status

- Fire Station (Full Time)
- Fire Station (Volunteer)
- Total Response Area
- ▨ Total Auto Aid Area
- Roads

	Town of Silver Creek	Frontier County	Total Area	Silver Creek Percent	Frontier Percent
2024	10 mi ²	50 mi ²	60 mi ²	16.67%	83.33%

- Straightforward factual calculation
- Based on determination of cost per square unit of area covered

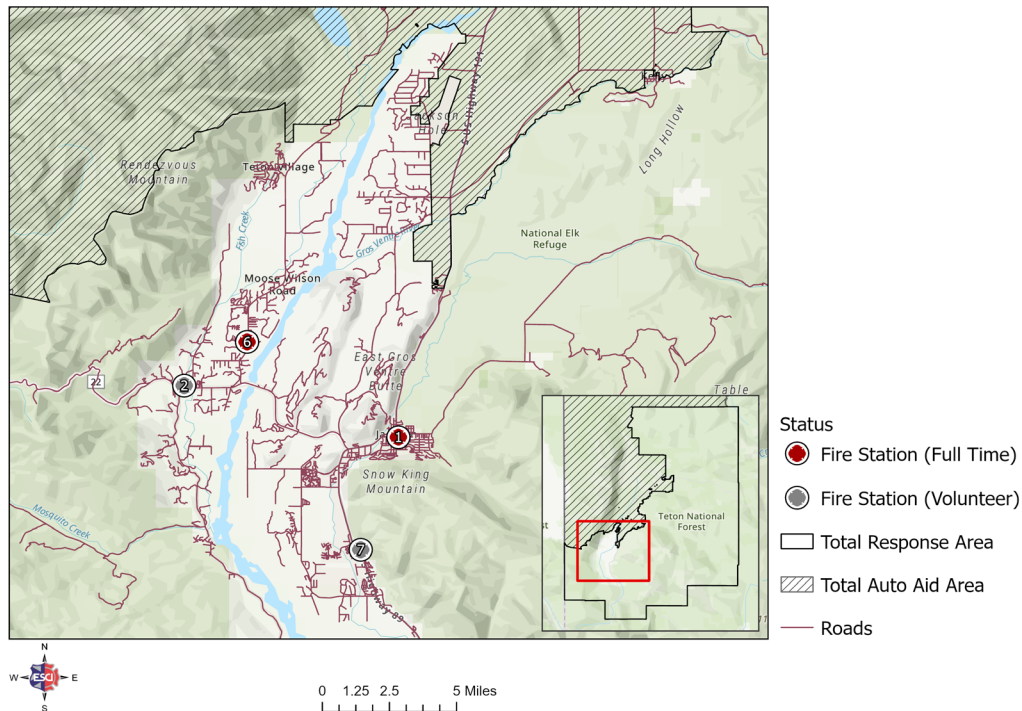




Jackson Hole Fire and EMS Department

Strategy Option #4: Facility/Fleet Expenses

Topographic & Road Density Challenges



	Town of Silver Creek	Frontier County	Total Calls	Silver Creek Percent	Frontier Percent
2024	1,000	2,000	3,000	33.33%	66.67%
2023	500	2,000	2,500	20.00%	80.00%
Rolling Avg				26.65%	73.35%

- Straightforward factual calculation of where facilities and fleets are located
- Based on costs are tied actual costs of service and that most incidents are handled by units in that area
- Rolling averages can be used to avoid annual fluctuations.
- Can be part of multi-factor calculation

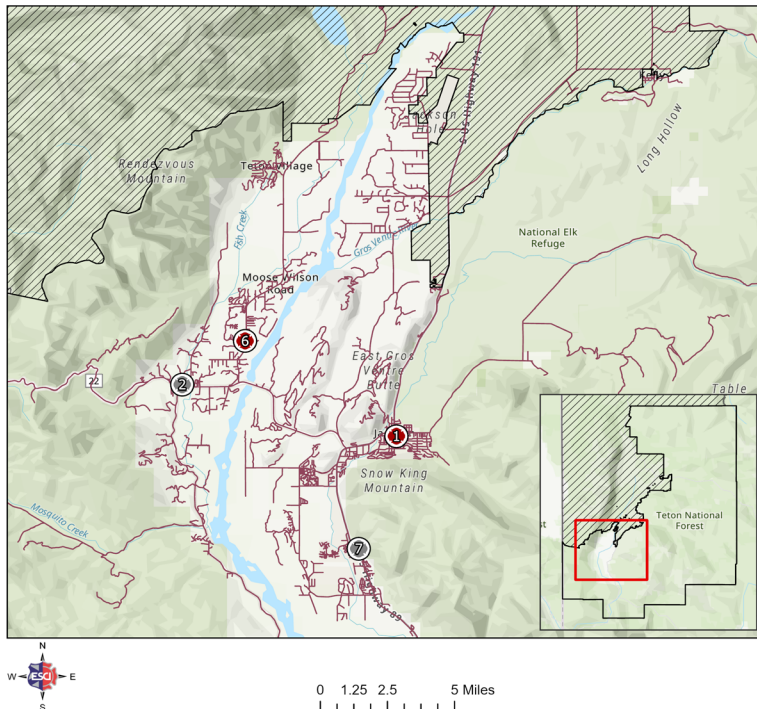




Jackson Hole Fire and EMS Department

Strategy Option #5: Staffing

Topographic & Road Density Challenges



	Town of Silver Creek	Frontier County	Total Staff	Silver Creek Percent	Frontier Percent
2024	28	14	42	66.67%	33.33%

- Straightforward factual calculation of where staff is located. Administration is split.
- Based on costs are tied actual costs of staff that service an area.
- Can be part of multi-factor calculation

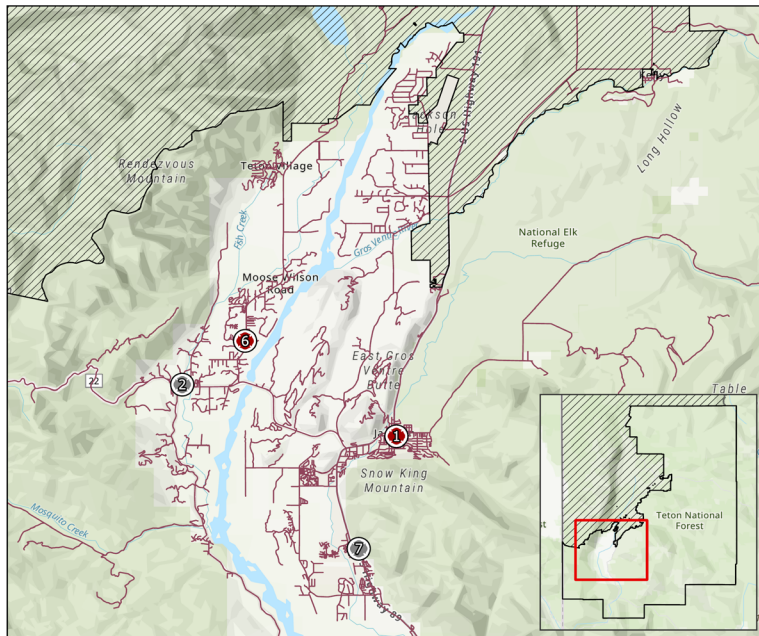




Jackson Hole Fire and EMS Department

Strategy Option #6: Population Served

Topographic & Road Density Challenges



	Town of Silver Creek	Frontier County	Total Population	Silver Creek Percent	Frontier Percent
2024	5,000	7,500	12,500	40.00%	60.00%
2023	4,000	7,000	11,000	36.36%	63.64%
Rolling Avg				38.18%	61.82%

- Straightforward factual calculation of populations of two jurisdictions
- Based on costs tied to the number of people protecting
- Rolling averages can be used to avoid annual fluctuations.





Jackson Hole Fire and EMS Department

Strategy Option #7: Combined Factors

Total Budget: \$6 million									
	Budget Percent (3 factors)		Town of Silver Creek	Frontie r County	Total	Silver Creek Percent	Frontier Percent	Silver Creek Percent	Frontier Percent
33.33%	\$2M	STAFFING	24	14	42	66.67%	33.33%	\$1,333,400	\$666,600
33.33%	\$2M	INC COUNT	1,000	2,000	3,000	33.33%	66.67%	\$666,600	\$1,333,400
33.34%	\$2M	POP SERVED	5,000	7,500	12,500	40.00%	60.00%	\$800,000	\$1,200,000
100%	\$6 M						TOTAL	\$2,800,000	\$3,200,000

- Factual calculation using negotiated multiple factors
- Total budget is split by number of factors to be used
- Percentages are calculated on the split portion of the budget





Jackson Hole Fire and EMS Department

Strategy Option #8: Combined Factors w/Weighting

Total Budget: \$6 million									
Weight	Budget (3 factors)		Town of Silver Creek	Frontier County	Total	Silver Creek Percent	Frontier County Percent	Silver Creek Percent	Frontier County Percent
20%	\$1.2M	STAFFING	24	14	42	66.67%	33.33%	\$800,040	\$399,960
50%	\$3M	INC COUNT	1,000	2,000	3,000	33.33%	66.67%	\$999,900	\$2,000,100
30%	\$1.8M	POP SERVED	5,000	7,500	12,500	40.00%	60.00%	\$720,000	\$1,080,000
100%	\$6 M						TOTAL	\$2,519,940	\$3,480,060

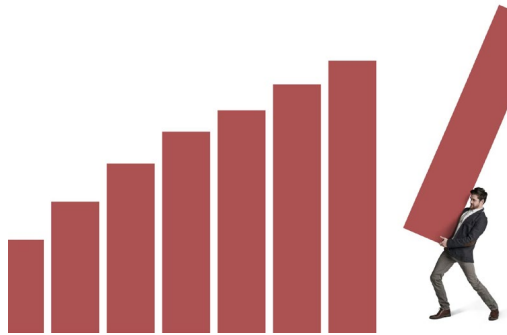
- Factual calculation using NEGOTIATED multiple factors with each having a NEGOTIATED assigned weight
- Total budget is split by weight percentages
- Percentages are calculated on the split portion of the weighted budget





Jackson Hole Fire and EMS Department

Cost Sharing Options Summary



Call Volume

Funding allocated based on the volume of emergency calls within town and county boundaries, excluding mutual aid calls.

Assessed Value

Funding allocated based on assessed values of each jurisdiction with Teton County's Assessed Value being exclusive of Jackson's Assessed Value.

Response Area

Funding allocated based on coverage area or road miles.

Fleet/Facilities Cost

Funding allocated based on expenses associated with fleet and facilities both current and future (capital expenses).

Staffing

Funding allocated based on how staff is distributed across its coverage area. Administration is split.

Population

Funding allocated based on populations of two jurisdictions with Teton County's population being exclusive of Jackson's population.

Combination Factors

Funding allocated based on a combination of the previous factors.

Weighted Combination Factors

Funding allocated based on a weighted percentage of a combination of the previous factors.





Jackson Hole Fire and EMS Department

Cost-Sharing Strategy Principles



- There is no right/wrong formula for cost-sharing, only one that everyone can agree upon.
- Determine cost-sharing principles BEFORE looking at actual numbers
- If using formulas, expect that some of the formula factors may be objective and some may be subjective to be negotiated.
- If possible, use rolling averages as they remove annual fluctuations.
- Agree on sources of information.
- Establish a periodic timeframe in which the contribution factors/ amounts will be updated and/or reviewed.





Jackson Hole Fire and EMS Department

Conclusion

Funding Complexities

Funding JHFEMS involves complexities due to joint powers agreements and diverse stakeholder interests.

Equitable Cost-Sharing

Applying fair cost-sharing formulas ensures sustainable financial support for emergency services.

Sustainable Emergency Services

Effective funding supports long-term, reliable emergency services benefiting the entire community.

Recommendation

Weighted Combined Factors





Jackson Hole Fire and EMS Department

Conclusion

Questions?





JOINT MEETING AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: Pathways

PRESENTER: Brian Schilling - Pathways Coordinator

MEETING DATE: August 4, 2025

SUBJECT: Pathway and E-Bike Safety Update

STATEMENT/PURPOSE

Staff will provide an update on the Pathway and E-Bike Safety recommendations last discussed at the January 21, 2025, Town Council meeting. Town staff and Friends of Pathways representatives will present the July 2025 FOP report on e-bike usage in the community and the Process Takeaways identified in the community outreach and analysis.

BACKGROUND/ALTERNATIVES

At the January 21, 2025, Town Council meeting, staff was directed to participate in the Friends of Pathways (FOP) process to develop a community-wide plan to maximize pathway and bike safety. This direction followed prior discussions and efforts by the Town Council, staff, and pathways advocates to develop recommendations to improve pathway safety (see the September 19, 2022 Town Council meeting info linked below for additional background information).

Since January, FOP has engaged in a community process to evaluate e-bike usage in the community. FOP recently released the report (attached below), which includes an analysis of issues, potential solutions, and several "Process Takeaways."

The report summarizes the outreach process:

"Amid growing concerns about the use of electronic bicycles on the community pathway system and street network in 2024, and public calls for action by the editorial board of the Jackson Hole News and Guide and the Pathways Taskforce, the Town Council asked the Pathways Coordinator to explore potential modifications to the Town's e-bike ordinances. In support of the Pathways Coordinator's work, Friends of Pathways was awarded a grant from the Community Foundation of Jackson Hole to facilitate a process that would look at the benefits, issues, and potential next steps in integrating e-bike use into the community transportation system. Friends of Pathways hired Alex Norton of OPS Strategies to design and facilitate the conversation."

The process included four main steps:

- Implementer Interviews
 - Interviews with key Town and County staff and other community members to scope e-bike benefits, issues, and potential solutions. The content of the interviews is incorporated into the work products of the report, the community survey, and the e-bike workshop summary.
- Community Survey
 - A public community survey to gauge the extent and type of e-bike use in the community, the realized and perceived benefits of e-bike use, the common issues with e-bikes, and the potential modifications that might alleviate those issues.
- Stakeholder Workshop

- FOP hosted a stakeholder workshop in April that was attended by 30 invited community members. The purpose of the workshop was to build on the input from the interviews and community survey, to discuss the logistics of implementation, and to prioritize next steps for integrating e-bikes into the community transportation network.
- Report and Presentation
 - The report summarizes the findings from the outreach process and includes a discussion of e-bike issues and benefits as well as suggested areas of focus and process takeaways for improving integration of e-bikes into the transportation network. The report will be presented to the Town Council and Board of County Commissioners in August 2025 (this meeting).

Issues and Benefits

The report documents both issues and benefits of e-bikes as communicated by survey respondents and interview participants. Not surprisingly, the interview results suggest that speed is the most common issue associated with e-bikes.

“Speed and its contribution to other issues were the most commonly discussed issues throughout the process, and most commonly experienced negative interaction with e-bikes...E-bike speed, the number one issue identified throughout the process, has to do with the e-bike technology that enables it, the e-bike weight that makes it harder to control, the choke points in the system where the speed is dangerous, and the behavior of e-bikers deciding when to take advantage of the technology while other users are around.”

While speed is the most widely perceived issue, the report also notes that many “e-bike” issues are not unique to e-bikes but are merely amplified by them, and that the issues exist on a spectrum of interrelated categories which help shape the conversation around potential solutions. Issues were organized into categories of Behavior, Rules & Norms, and Technology & Infrastructure. This spectrum of issues is shown on the right in Figure 1 and is discussed in detail on p. 9-11 of the report.

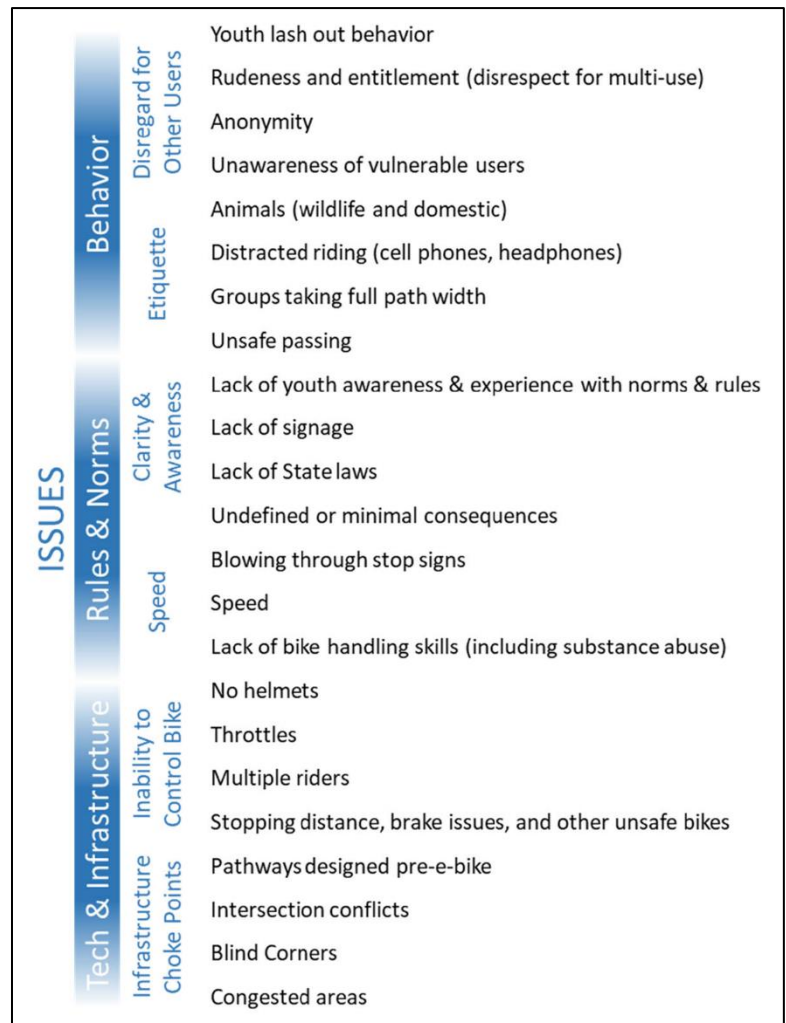


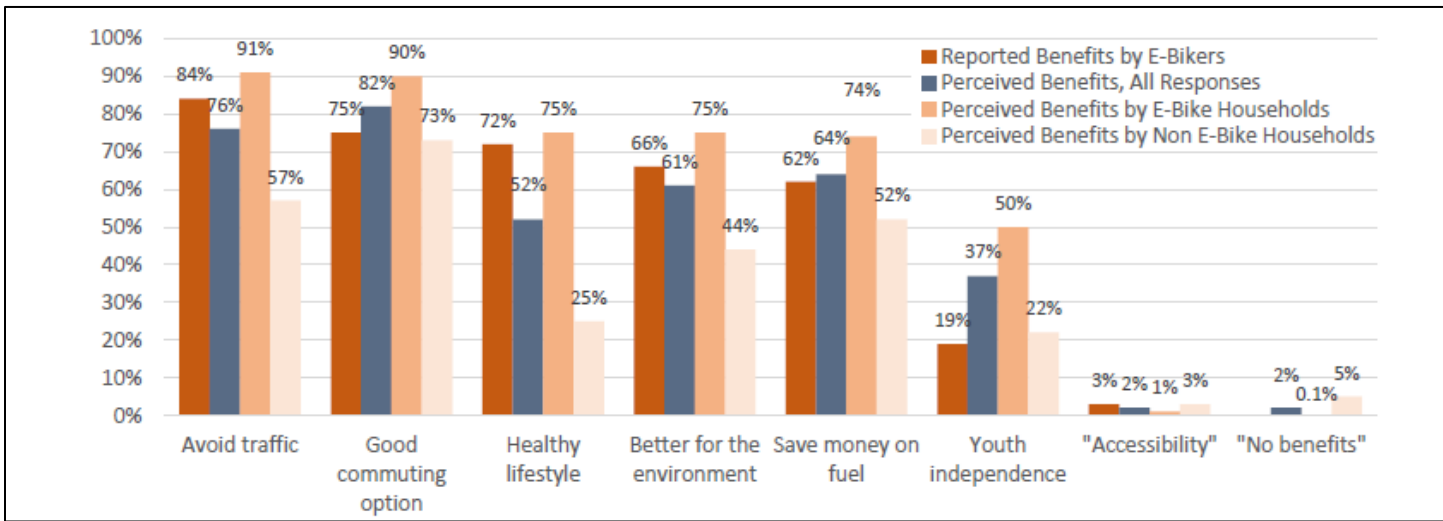
Figure 1- Spectrum of E-Bike Issues

In addition to the discussion on the more well-known issues created or amplified by e-bikes, the report also provides a discussion about how the community outreach process revealed the less frequently noted *benefits* of e-bikes. The survey and interviews indicate that an overwhelming portion of the community (95%) perceive at least some benefits or positives from e-bikes, and that even non-e-bikers recognize these benefits, although at a lower rate than e-bikers. The report notes:

“From the first interviews through the stakeholder workshop, the sentiment ‘don’t throw the baby out with the bathwater’ was a common refrain. Our community vision is that travel by walking, biking, carpooling, or transit will be more convenient than travel by single-occupancy vehicle. E-bikes keep vehicles off the road and provide an alternative to single-occupancy vehicles for an

The report highlights the finding that e-bikes provide a notable opportunity in helping the community reach its stated mobility goals and that e-bikes can be a highly useful tool in travel demand management.

The benefits identified in the outreach process are discussed in detail on p. 7-8 of the report and shown below in Figure 2.



Solution Spectrum and Process Takeaways



Recommendations

The final section of the report presents six areas of focus that Friends of Pathways recommends as implementable solutions for improving safety and user experience (the Process Takeaways). These are discussed in detail in the report on p. 17-22 and include:

- 1. Grow youth (and parent) bike skills and knowledge through the schools**
 - Issues Addressed: Lack of youth awareness & experience with norms & rules, Lack of bike handling skills.
 - Categories: Education
- 2. Keep Class 1, 2, & 3 e-bikes safe, and keep others off the pathways**
 - Issues Addressed: Throttles, Stopping distance, brake issues, and other unsafe bikes
 - Categories: Education, Enforcement, Engineering
- 3. Launch a Pathways Ambassador Program**
 - Issues Addressed: Anonymity, Animals, Distracted riding, Groups taking full path width, Unsafe passing, Blowing through stop signs, Speed, Undefined or minimal consequences
 - Categories: Education, Enforcement
- 4. Adopt and enforce a common set of pathways regulations**
 - Issues Addressed: Undefined or minimal consequences, Blowing through stop signs, Speed
 - Categories: Enforcement, Education
- 5. Deploy simple solutions at intersections**
 - Issues Addressed: Intersection conflicts
 - Categories: Engineering, Education, Enforcement
- 6. Employ calming and separation measures in congested areas**
 - Issues Addressed: Unawareness of vulnerable users, Congested areas
 - Categories: Engineering, Education, Enforcement

The report emphasizes that the identified actions are ones that can be implemented immediately or are already underway, but that the community should be willing to consider and propose other solutions in the future.

“Some of these takeaways are already being implemented by FOP, Community Pathways, the Town of Jackson, Teton County School District #1, and others. There are many more solutions that should continue to be incorporated into future discussions, programming, and capital improvement planning. However, coming out of this process, FOP is prioritizing the efforts that can be acted on immediately to encourage cycling as a mobility solution and improve the interaction of e-bikes with other users on the pathway system. While some of the takeaways are specific to e-bikes, many apply to all cyclists and will enhance the overall integration of the bike network into the broader transportation network.”

COMPREHENSIVE PLAN ALIGNMENT

Management of the pathway system so that it is safe and welcoming to all users is a fundamental goal of the Pathways program and is in line with the Town/County Comprehensive Plan.

- Policy 2.3.b: Create a safe, efficient, interconnected multimodal transportation network.
- Strategy 2.3.S.1: Promote and incentivize the increased use of electric modes of transportation (bikes, buses, cars).
- Principle 7.1 - Meet future transportation demand with walk, bike, carpool, transit, and micro-mobility infrastructure.
- Public safety

STAKEHOLDER ANALYSIS

Affected internal (Town/County department staff) stakeholders include Town/County Pathways, law enforcement (Town and County), Legal (Town and County), and Parks and Recreation. Key external stakeholders include

Friends of Pathways staff, Teton County School District, and community members and pathway users. The impacts to each group depend highly on which recommendations are approved for implementation. For example, education initiatives would primarily impact Town/County Pathways staff and FOP staff, and TCSD staff to a slightly lesser degree. Enforcement-related items would impact Town/County legal and law enforcement personnel.

FISCAL IMPACT

More direction is needed on which recommended measures are to be pursued in order to estimate the potential fiscal impact. Currently, the Town and County provide approximately \$25,000 annually in education and programming support for e-bike safety and education. The requested cost share from Friends of Pathways is likely to increase significantly if additional education measures are adopted. Engineering measures typically can have a significant price tag but are not recurring costs. Enforcement measures could have potentially significant fiscal impacts to the Town Police Department and the Teton County Sheriff's Office, so these will need to be discussed in more detail and evaluated by the respective agencies.

STAFF IMPACT

More analysis is needed to estimate the potential staff impact of the range of options. Also see Stakeholder Analysis. Based on the direction received, staff can work with Friends of Pathways and affected Town/County departments to develop a workplan and assess the staff impacts of implementing the desired actions.

LEGAL REVIEW

Gingery and Colasuonno

ATTACHMENTS

1. Friends of Pathways/OPS 2025 Report – *Review of E-Bike Integration on Pathways*
2. January 21, 2025 Town Council meeting files (E-bike Safety Scoping Report):
<https://jacksonwy.portal.civicclerk.com/event/2233/files/agenda/5363>
3. September 19, 2022 Town Council workshop files (Pathway Safety and E-Bike Usage):
<https://jacksonwy.portal.civicclerk.com/event/1740/files/agenda/4204>

RECOMMENDATION

Staff recommends that the boards discuss the various recommendations from the report and provide direction on which recommendations should be pursued. The boards could also propose additional measures not listed in the report. As noted in the report, some of the recommendations are already underway but others would require additional funding or resources or would have impacts to departments other than Pathways. Based on the direction, staff can work with Friends of Pathways and affected Town/County departments to develop a workplan and a budget request for implementing the desired actions.

SUGGESTED MOTION

I move to direct staff to report back to the boards with a workplan and budget that includes an assessment of the fiscal and staff impacts of the proposed recommendations.

2025 Review of E-Bike Integration on Pathways

Report of Friends of Pathways' 2025 process to review e-bike use of the community bike network



With funding from the Community Foundation of Jackson Hole

And support from OPS Strategies



Executive Summary

Following the summer 2024 cycling season, the community felt a need to reevaluate the use of e-bikes on the pathways and bike network. With a grant from the Community Foundation of Jackson Hole, Friends of Pathways initiated a stakeholder engagement process to evaluate the issues and identify potential solutions. Implementing the potential solutions will require time, coordination, and further discussion, but the process has highlighted the opportunity that e-bikes represent as a viable transportation solution. Many potential solutions to existing issues were identified through the process. While this report does not analyze the impact and feasibility of each potential solution in detail, Friends of Pathways emerged from our conversations with six areas of focus based on input from the process, spanning the solution spectrum of education, enforcement, and engineering, to better integrate e-bikes into the community bike network in the near term.



- Grow youth (and parent) bike skills and knowledge through the schools
- Keep Class 1, 2, & 3 e-bikes safe, and others off the pathways
- Launch a Pathway Ambassador program
- Adopt and enforce a common set of pathways regulations
- Deploy simple solutions at intersections
- Employ calming and separation measures in congested areas

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Background

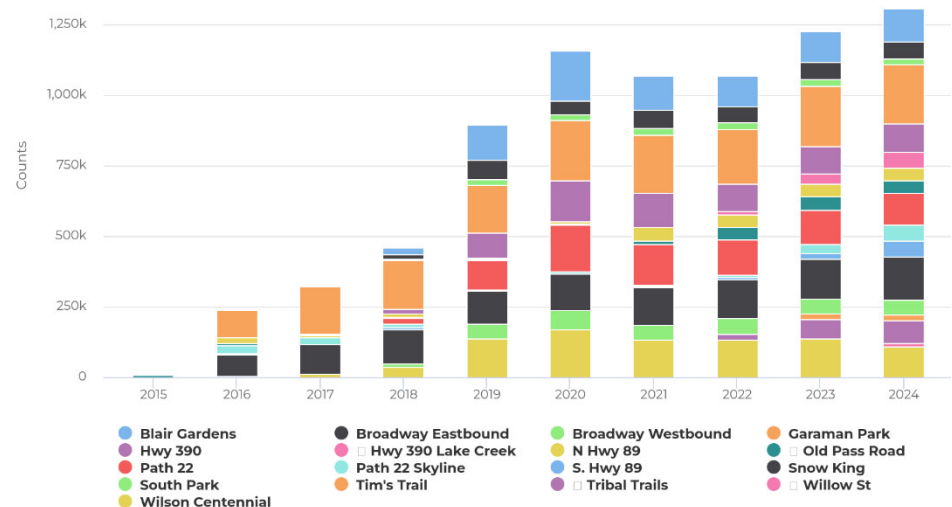
Pathway system and use history



The pathways system has grown to 70 miles and counting since work began in 1994. As more of the community is connected by the bike network, more cycling trips are possible. In 2016, Friends of Pathways (FOP) initiated an automated counting system to obtain regular traffic counts on the bike network. The first three years of counts saw a steady increase in use.

In 2019, there was a significant step change – a doubling of pathway traffic. Some of this was due to the opening of new miles of path and refinement of the counter program, but it predominantly corresponds with the introduction of e-bikes into the community on a large scale. E-bikes have significantly increased the accessibility and popularity of the community bike network as a transportation option.

Pathway Use Counts by Network Segment 2016-2024



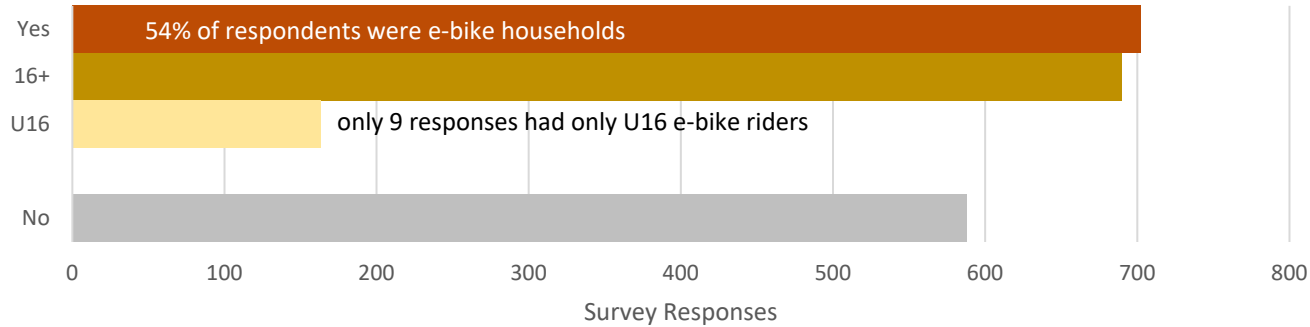
Source: Friends of Pathways

E-bikes are now a significant presence in the community. In our 2025 survey, 54% of respondent households (702 households) have an e-bike user. While that does not necessarily mean that half of all Teton County households have an e-bike, it does indicate that they are prevalent in the community and a significant part of our

community’s mobility. About 75% of e-bikers use their e-bikes on a daily or weekly basis when the roads and pathways are free of snow, indicating the extent to which e-bikes provide a transportation alternative for their owners. Younger riders use their e-bikes the most frequently. The most common type of e-bike used is a Class 2, which features a throttle that propels the bike without pedaling, but is supposed to be limited to 20 miles per hour. For e-bikers under the age of 16, Class 2 e-bikes are the majority of e-bikes used.

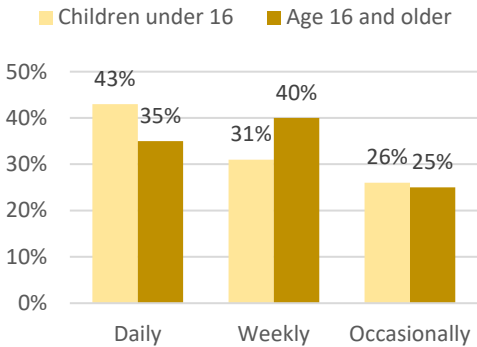
54% of respondents have an e-bike user in their household

Does anyone in your household use an e-bike? 2025 FOP e-bike survey



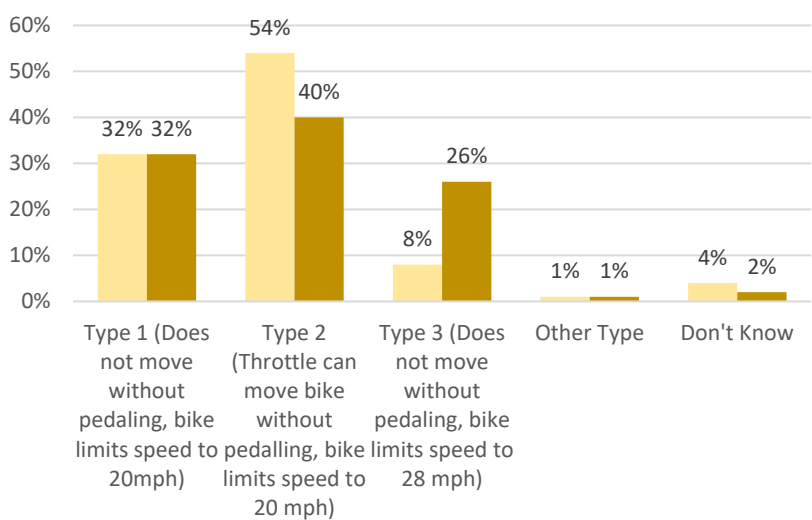
75% of e-bikers ride weekly or more

2025 FOP e-bike survey



Class 2 e-bikes are the most common type of e-bike used

2025 FOP e-bike survey



E-bike regulations

State Statute

An e-bike is considered a bicycle under Wyoming Law. Motorized bikes that do not meet the definition of an e-bike are considered motorcycles. Wyoming Statutes §31-1-101(a)(xxxiv) define an e-bike as:

"Electric bicycle" means a bicycle or tricycle equipped with fully operable pedals, a seat or saddle for the rider's use, and an electric motor of less than seven hundred fifty (750) watts that meets the requirements of one (1) of the following three (3) classes:

(A) "Class 1 electric bicycle" means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty (20) miles per hour;

(B) "Class 2 electric bicycle" means an electric bicycle equipped with a motor that may be used to propel the bicycle without pedaling and that is not capable of providing assistance when the bicycle reaches a speed of twenty (20) miles per hour;

(C) "Class 3 electric bicycle" means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches a speed of twenty-eight (28) miles per hour.

In addition, §31-5-707(b) requires that every e-bike manufactured in 2020 or later have a prominently displayed permanent label that indicates the Class number, top assisted speed, and motor wattage in at least 9-point font. Modifying an e-bike to change its speed or motor classification is prohibited unless the label is updated accordingly.

When riding an e-bike, or any other bicycle, on the road, cyclists are treated as drivers and have the same rights and obligations as other vehicles and drivers. The obligations include:

- Obeying traffic signs
- Obeying speed limits
- Signaling turning movements
- A minimum of a front white light in front and rear red reflector at night
- Use of a handheld wireless communication device while cycling is prohibited
- Cycling while impaired or intoxicated is prohibited

Except that, cyclists:

- Are not required to have a driver's license, registration, or insurance
- Must stay as far right as practicable and not impede normal, reasonable movement of traffic
- Cannot have more riders on the bicycle than the bicycle is designed for
- Cannot carry items that impede the use of both hands on the bicycle

Teton County

The state statutes summarized above govern the use of bicycles and e-bikes on public roadways in Teton County. On non-motorized pathways, Teton County can enact additional regulations, which it has, and these were last updated in 2019. Teton County Pathways provisions are enforceable as a trespassing violation. The Teton County Sheriff cannot issue a ticket for a violation of Teton County Pathways regulations, as they can for a violation of a state statute on a roadway. Violation of the Teton County Pathways regulations will result in a warning for the first two offenses. On the third offense within a 6-month period, Teton County shall issue a No Trespass Order against the offender for all Teton County pathways for a period of 6 months.

E-bikes are permitted on Teton County Pathways, including in Grand Teton National Park, subject to the same Class limitations and labelling requirements as in state statutes.

Town of Jackson

The Town of Jackson can adopt a municipal code that further regulates the use of e-bikes within its limits. The Town has adopted such codes, and they are enforceable by the Jackson Police Department through the issuance of tickets.

The Town of Jackson ordinance largely mirrors state statutes as they relate to bicycles and e-bikes. As stated in the state statute, bicycles and e-bikes on Town streets are subject to the same rules as vehicles regarding speed, stopping, signaling, yielding to pedestrians, and cell phone use.

On Pathways within the Town of Jackson, the ordinances allow the Town to post a speed limit, which is set as 10 mph around Garaman Park and the public schools and 15 mph elsewhere on in-Town pathways. They also establish expectations that users stay on the right half of the pathway and overtake users travelling in the same direction in a responsible manner, with the onus on the overtaking user.

This evaluation of e-bikes in the community

Amid growing concerns about the use of electronic bicycles on the community pathway system and street network in 2024, and public calls for action by the editorial board of the Jackson Hole News and Guide and the Pathways Taskforce, the Town Council asked the Pathways Coordinator to explore potential modifications to the Town's e-bike ordinances. In support of the Pathways Coordinator's work, Friends of Pathways was awarded a grant from the Community Foundation of Jackson Hole to facilitate a process that would look at the benefits, issues, and potential next steps in integrating e-bike use into the community transportation system. Friends of Pathways hired Alex Norton of OPS Strategies to design and facilitate the conversation. The process had four steps.

1. Implementer Interviews

The first step was a series of interviews with implementation stakeholders. The purpose of these interviews was to scope the e-bike benefits, issues, and potential solutions that had already been identified by the key implementers of potential changes to e-bike policy. (A list of the interviews is below.) Implementers were interviewed because the potential solutions would be their work, and they are also the receivers of the complaints and real-world implications that come with e-bike issues. The interviews were groundwork to inform the later steps in the process. The content of the interviews is incorporated into the work products of the process: this report, the community survey, and the e-bike workshop summary.

All interviews were conducted by Katherine Dowson, Executive Director of Friends of Pathways, and Alex Norton of OPS Strategies.

- January 16, 2025: Brian Schilling, Pathways Coordinator, and Joe Lovett, Pathways Taskforce
- January 28, 2025: Matt Carr, Teton County Sheriff
- January 28, 2025: Seth Fethers, Assistant Principal, Jackson Hole Middle School
- January 30, 2025: Town of Jackson Police, Chief Michelle Weber, Sergeant Tony Matthews, Lieutenant Jeromie Traphagan
- January 31, 2025: Dick Stout, Teton County Attorney

- February 14, 2025: Charlotte Frei, Regional Transportation Planning Administrator, and Miles Contreras, Travel Demand Management Coordinator
- February 24, 2025: Travis Riddell, Teton District Health Officer

2. Community Survey

Following the initial interviews, a community survey was fielded from February 27 to March 24, 2025. (The survey results are attached as Appendix B.) The purpose of the survey was to gauge the extent and type of e-bike use in the community, the realized and perceived benefits of e-bike use, the common issues with e-bikes, and the potential modifications that might alleviate those issues.

The survey was distributed by Friends of Pathways, Town of Jackson, Teton County, Teton County School District #1 (via their Peachjar platform), and Coombs Outdoors. A sandwich board with a link to the survey was placed at the Teton County Recreation Center. Local media ran news articles about the survey, and other individuals and organizations forwarded the survey. As a result, the survey is not a random sample of community members to be used as a statistical representation of public opinion. Still, the nearly 1,300 responses provide insights into the scope of e-bike use and the experiences of a significant portion of the community. The survey responses were used to inform the materials used at the e-bike workshop.

3. Stakeholder Workshop

On April 12, 2025 FOP hosted a workshop at the Teton County Library to discuss e-bike benefits, issues, and solutions. The purpose of the workshop was to build on the input from the interviews and community survey to discuss the logistics of implementation and prioritize next steps for integrating e-bikes into the community transportation network.

Thirty community members attended the workshop. A list of attendees, complete description of the workshop, and report out of the conversation is included in the report out of the workshop attached as Appendix A.

4. Report and Presentation

The final step in the process is this report and its presentation to the Town Council and Board of County Commissioners August 4, 2025.

E-Bike Benefits

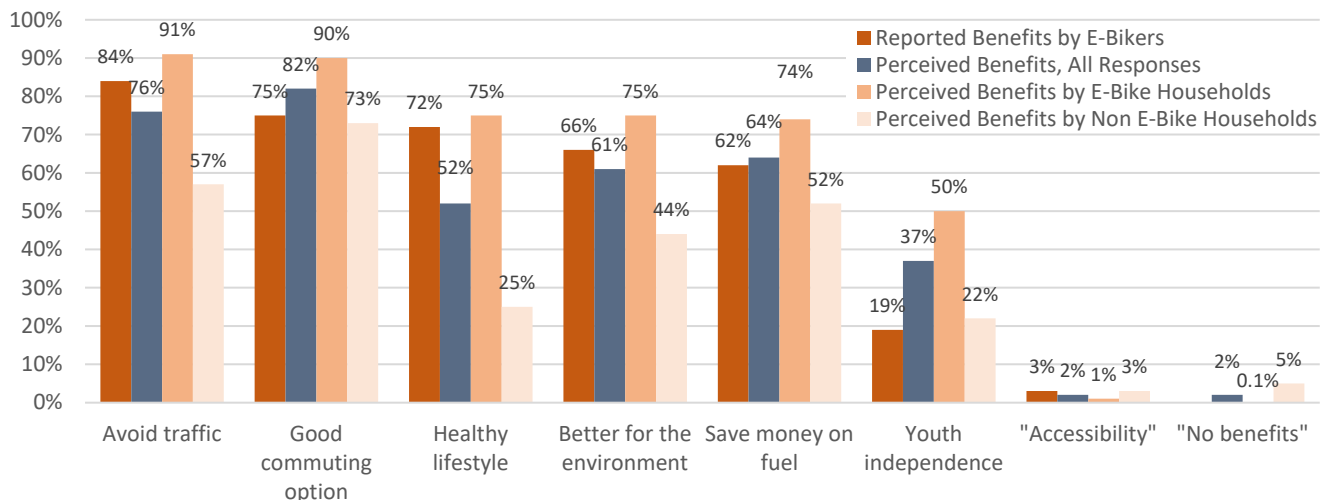
In almost any community policy conversation, negativity gets the headlines and attention. Bad examples are more impactful and emotional than met expectations. Being injured physically or emotionally, even one time, is far more memorable than the numerous interactions that occur without incident. This project was born out of, and focused on, a desire to comprehensively identify the issues and their solutions.

However, the process also quickly drew attention to the less-discussed benefits. From the first interviews through the stakeholder workshop, the sentiment “don’t throw the baby out with the bathwater” was a common refrain. Our community vision is that travel by walking, biking, carpooling, or transit will be more convenient than travel by single-occupancy vehicle. E-bikes keep vehicles off the road and provide an alternative to single-occupancy vehicles for an increasing portion of the year, especially when traffic is at its peak. E-bikes provide a mobility option for injured, aging, young, time-sensitive, sweat-adverse, and other populations looking for an alternative to driving with comparable levels of convenience. E-bikes introduce people to the pathway system and offer a travel choice that may supplant driving.

Interviewees from all fields were sure to mention the traffic, physical health, mental health, and community benefits of increased cycling, which has grown with the increase in e-bike use. As a result, the survey included questions about the actual benefits e-bikers get from their e-bikes and the perceived benefits of e-bike use by others.

95% of respondents perceive benefits or positives from e-bikes

Reported and perceived benefits of e-bikes, 2025 FOP e-bike survey



95% of survey responses identified some benefits or positives of e-bikes. Only 2% responded that they see no benefits of e-bikes, while 3% did not answer the question for reasons that were not shared. A handful of responses indicated that while there are benefits, e-bikes are inappropriate for pathways. The category of accessibility – e-bikes enabling access to pathways – was not provided in the survey as an option, but was mentioned by many respondents as an additional benefit.

“With bad knees and as a cancer survivor, I couldn't bike the pathways on a pedal bike.”
2025 FOP e-bike survey

The category “there are no benefits” was also not a selectable option, but a few respondents added some version of it to voice their displeasure.

The survey responses support the interviewees’ perception that e-bikes represent a real opportunity for traffic demand management. E-bikes as a traffic avoidance (and therefore reduction) and commuting option were the most commonly experienced and perceived benefits, even among non-e-bikers. E-bikers also feel the health benefits of e-biking discussed by the interviewees.

It is not surprising that e-bike users perceive a wider range of benefits than they actually experience in their personal use, because not all potential benefits align with an individual’s situation. Nor is it surprising that non-e-bikers perceive less benefit than e-bikers experience. The open responses throughout the survey suggest that e-bikers are more likely to frame e-bike use as an alternative to vehicle use, while non-e-bike users are more likely to frame e-bike use as an alternative to pedal biking. This dual framing is a potential explanation for the 50-point “healthy lifestyle” perception gap, which is, by far, the most significant difference in opinion between e-bikers and non-e-bikers.

Highlighting the benefits of e-bikes does not dismiss the work that is needed to accommodate them, and the rest of this report acknowledges that. However, this process emphasized the importance of thinking about e-bikes as an opportunity to optimize rather than a nuisance to eliminate. E-bikes are a part of our transportation system and can be part of the community’s transportation solution if we plan for them appropriately.

E-Bike Issues and Potential Solutions

The e-bike issues raised throughout the process are multifaceted. E-bike speed, the number one issue identified throughout the process, has to do with the e-bike technology that enables it, the e-bike weight that makes it harder to control, the choke points in the system where the speed is dangerous, and the behavior of e-bikers deciding when to take advantage of the technology while other users are around. As a result, this process examined issues and solutions along spectrums to capture some of the overlap and interrelation between them. Two linear spectrums still do not do justice to the interrelation of the various issues and solutions, but they helped organize the conversation. At the workshop, the issue and solution spectra were presented as a matrix that captured some of the interrelations of the topics. In this report, they will be presented linearly to accommodate the written format.

Issue Spectrum

Many e-bike issues are not unique to e-bikes, but they are amplified by e-bikes. E-bikes make cycling more convenient and accessible to the broader population. While this is the community’s goal, it also means there are more cyclists with less experience on the pathway and road system, increasing the likelihood of incidents. E-bikes also go faster and are heavier, amplifying the impact of an incident.

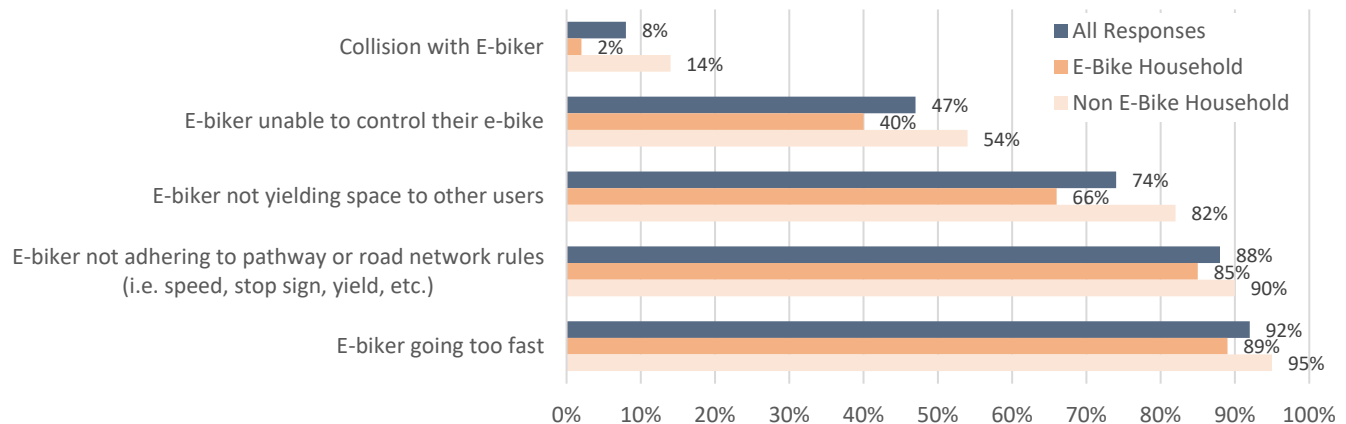
For this project, we organized the issues identified throughout the process into a spectrum to help categorize and group them, and also to consider the most appropriate solutions. Considering the issues as a spectrum also acknowledges that they overlap and bleed into one another, and that solutions may be found at the intersection of multiple issues. The issues identified on the right are still groupings that summarize the various issues that arose throughout the process. Specific examples of each issue can be found in the outputs from the Workshop and Survey in the Appendices.

Because the focus of the process was on identifying potential solutions, the issues spectrum is mainly used as an organizing axis for considering solutions. The 2025 FOP e-bike survey was conducted prior to the full development of the issues spectrum, and descriptions of negative interactions from the survey informed the design of the issue spectrum. As a result, the survey responses do not give a full picture of the prevalence of each issue, but the survey did ask about some of the issue themes.

ISSUES	Behavior		Youth lash out behavior
	Disregard for Other Users		Rudeness and entitlement (disrespect for multi-use)
	Etiquette		Anonymity
			Unawareness of vulnerable users
			Animals (wildlife and domestic)
			Distracted riding (cell phones, headphones)
ISSUES	Rules & Norms		Groups taking full path width
			Unsafe passing
			Lack of youth awareness & experience with norms & rules
			Lack of signage
			Lack of State laws
			Undefined or minimal consequences
ISSUES	Tech & Infrastructure		Blowing through stop signs
			Speed
			Lack of bike handling skills (including substance abuse)
			No helmets
			Throttles
			Multiple riders
ISSUES	Inability to Control Bike		Stopping distance, brake issues, and other unsafe bikes
			Pathways designed pre-e-bike
			Intersection conflicts
			Blind Corners
			Congested areas

92% of respondents have had a negative interaction with an e-biker going too fast

Reported negative interactions with an e-bike, 2025 FOP e-bike survey



The vast majority of survey takers had experienced negative interactions with e-bikes yielding space, following rules, and speed. Having a bad experience does not mean issues are rampant and constant, but it does mean that they exist and solutions should be explored. As with benefits, e-bikers and non-e-bikers experience negative interactions differently. This was especially true in terms of the perception of control and yielding of space.

Speed

Speed and its contribution to other issues were the most commonly discussed issues throughout the process, and most commonly experienced negative interaction with e-bikes. Getaway speed contributes to bad behavior. Access to speed leads to impatience and unsafe sharing of the bike system. Inability to control speed (especially combined with the weight of e-bikes) leads to intersection and public safety issues. Speed issues are not entirely unique to e-bikes, but e-bikes do facilitate higher speeds. It is what makes them more convenient and accessible. It is also where they differ the most from pedal bikes and become an obvious target of objections. Speed management was the most suggested solution in the survey.

Youth

Youth behavior is a common topic in the e-bike conversation. It appears frequently in survey responses and is commonly discussed in the community. However, throughout the process, it became clear that many issues characterized as or distilled down to youth e-biking are actually broader issues that are simply easier to attribute to youth because they are easier to identify. Many participants also commented that a few misbehaving youth can drive the narrative of a youth issue, when the majority of the youth population is no more of an issue than the majority of the adult population. As a result, we only called out youth related to two age-specific issues:

- “Youth lash out behavior” is common for teenagers in many forms as they rebel against systems and norms and find their place in the larger world. This is a behavioral development issue, not an e-bike issue, but e-bikes facilitate and bring the issues to the pathways. It is also primarily an age-specific issue where identifying age seemed relevant.

“I often see 2-3 kids on one bike, speeding through town without helmets or knowledge (or care) of traffic laws. I have also seen many dirt bike style, non-pedal assist bikes traveling very fast on pathways throughout town.”

2025 FOP e-bike survey

- “Youth lack of awareness & experience with rules & norms.” Many of the rules and norms on the pathways are modeled after the rules of the road, which are typically learned at the age of 15 or 16 when obtaining a driver’s license. Without driver’s education or experience driving a car, cyclists under the age of 16 lack firsthand experience from the driver’s perspective and have not received the common education on the rules of the road that keep everyone safe. There are other issues related to not following rules that apply to all ages, but the issue of youth e-bike use without driver’s education is an age-specific issue.

Other issues related to not following the rules of the road, riding unsafe bikes, riding in groups, and disrespecting other users, among others, may have different specifics between youth and adults, but are not youth-specific issues in our framing.

Cycling Issues vs. E-Bike Issues

Another distinction that often arose in discussions of these issues was that many of them applied to regular bikes as much as to e-bikes. Whether it was speed, pack riding, a lack of bike control, running stop signs, or entitlement, it was often noted that these problematic behaviors were just as much an issue for pedal bikes as e-bikes. For this process, we did not try to distinguish the two or identify which issues were predominantly e-bike-only issues, because the solutions can address the issue as a whole.

E-Bike Marketplace

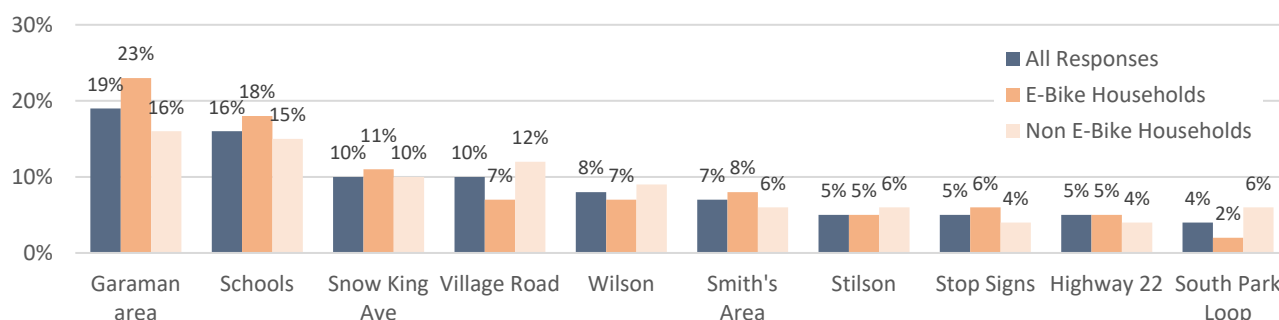
An issue that was under the surface throughout the process was the lack of standardization and control of the e-bike marketplace. While regulations limit e-bike pathway use to Class 1, 2, and 3 e-bikes, the marketplace is wide open and constantly expanding. Bike shops can help consumers find the right bike for the rider and intended use, but many consumers bypass the bike shop and look for the cheapest do-it-all option on the internet.

Intersections and Choke Points

While there were comments in the survey that e-bike issues are everywhere, the stakeholder discussion and the survey responses themselves narrow the bulk of the issue down to a few areas where the bike network constricts and e-bikers interact with other uses of the space – Garaman Park and the school area where the pathway interacts with park areas and Snow King Avenue and Moose-Wilson Road where the bike network frequently intersects the road network. These areas are integral to the bike network and where the highest level of space “sharing” is expected; it is unsurprising that they are the most frequent location of negative interaction.

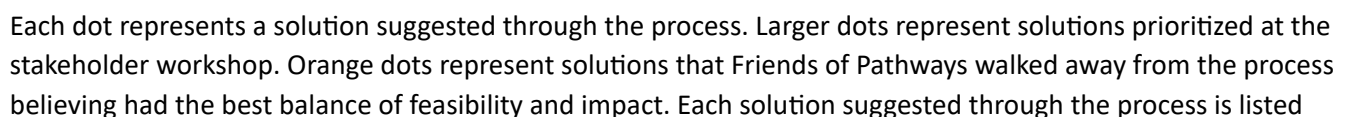
Parks and intersections are the problem areas

Where negative interactions occur, 2025 FOP e-bike survey



A word cloud from the suggested solutions in the survey provides context on the type of solutions the respondents were considering and reinforces the issues that were most important to them. The suggested solutions informed the creation of the solutions spectrum.

New Facilities



below. While each spectrum is fluid, for the purpose of the report, each solution is categorized using the solution (main heading) and issue (subheading) categories. Where logistical considerations were identified through the process, they are included below the solution. For this section of the report, each solution identified is listed. They are not evaluated for impact, cost, or popularity because the purpose of the process was to identify potential solutions for future consideration and implementation. FOP's recommended solutions are presented in the concluding section of the report, along with additional discussion.



Education

Disregard for Other Users

- Build a community path mindset
 - This can be a focus of the Ambassador's work
 - Focus on a culture of respect and safety
 - A community-wide education program is needed to set norms, but requires funding, especially if a professional marketing firm is employed.
 - Might include materials for rental companies to distribute
- Culture of user discussion of norms and behavior
- Neighborhood outreach program
- Highlight the shared nature of pathways
- Vehicle driver education on the interface with the bike network

Etiquette

- Public awareness campaign for bike safety (staying to the right, bells, etc.)
- Videos and visual aids
- Positive reinforcement of good behavior
 - Some sort of incentive reward program would require partnership with local businesses and could be implemented by the Ambassador program.

Clarity & Awareness

- Employed Bike Safety/Pathways Ambassador
 - Help organize a team of Ambassadors that includes neighborhood and teen peer-support positions.
 - FOP has received a grant from the Travel and Tourism Board to start this work by May 2026.
- Give people the knowledge to make better decisions
- Continue Middle School education, expand to elementary schools
- Pedal bike classes and advocacy early on
 - Incorporating bike skills into PE education is a partnership FOP is working on with the elementary schools
- Rules "quiz" or Pedal Ace program
- Education on insurance
 - In addition to the physical harm that may occur in an e-bike/vehicle collision, damage to the vehicle is the responsibility of the e-bike rider if the vehicle had the right-of-way and is likely not covered by car insurance.
- Middle School survey for awareness and stats

- FOP began this work in the spring of 2025 in the Middle School and High School.
- Research into other successful e-bike programs

Speed

- Education on injury risk
- “Snow angel” type campaign
 - JHMR’s “she was 5, you were doing 50, snow angel” campaign was frequently cited as a highly effective campaign that could be used as a model.

Inability to Control the Bike

- Riding drunk education
- Parent education (weight, bike class, brakes, insurance, etc.)
 - Could be a partnership with the schools during orientation, just like learning how to ride the bus is incorporated into the family curriculum.
- Programs to address the underlying socio-economics of “bad” decisions
 - Such as unsafe components or too many riders on an e-bike
- Bike tuning education and promotion
 - Might include safety checks and quick tune stations at community events. Would require coordination with bike shops.
 - There is a liability component for bikes that cannot be adequately tuned to a safe level without new components (i.e., needing new brakes); in such cases, education is the only option that can be provided.
- Stopping distance education

Infrastructure Choke Points

- Education that the “e-bike problem” is a congestion issue, it’s all the bikes



Enforcement

Disregard for Other Users

- Require a visible e-bike license plate
 - The intent is to make the rider identifiable, but it requires a much larger e-bike licensing requirement and new laws.
 - The political cost of new laws can be higher than the benefit of other approaches (applies to all new law solutions).
- New laws regarding one-wheels and other new technologies

Etiquette

- Curfews or restricted hours
- Ban phone and headphone use while riding
 - Difficult and tedious to enforce.
- Incentivize continued e-bike use in High School
- Dog leash enforcement

Clarity & Awareness

- Focus enforcement in September and April to set the standard
 - While ticketing sounds simple, it has a significant cost in terms of time and resources.
- Consequences for parents
 - It can be time-consuming to track them down and enforce consequences on them, which may require new laws; notification may be as effective.
- Consequences for rental companies
 - This may not be achievable without new laws, given rental company liability waivers.
- Require an e-biker license if not old enough for a driver's license
- E-bike age limits
- Bike safety school for violations

Speed

- Speed limit enforcement – ticketing
- Increasing penalties (impounding bikes, etc.)
- Require insurance
- Use of automated “your speed” signs in slow zones

Inability to Control the Bike

- Require helmets
- Make sure non-Class 1,2,3 bikes are on the street (dirt bikes, etc.)
 - Look at the new Utah e-bike bill and work with People for Bikes, WY State Trails, and others.
- Color-coded tags by bike Class on e-bikes
- Ban throttles
- Require winter tires in winter
- Limit riders per bike
- Focus enforcement on roadways – situations are more dangerous when cars are involved

Infrastructure Choke Points

- Dismount or walk zones in congested areas like Garaman



Engineering

Disregard for Other Users

- Wider paths
- Separate paths for e-bikes

Etiquette

- Lane lines

Clarity & Awareness

- Stop and yield signs on pathways
- Red paint at stops

- Signs in Spanish
- Increase painting refresh frequency

Speed

- Sign and potentially paint speed limit on pathways
- More slow zones
- Widen paths on straightaways
 - The intent is to facilitate passing where higher speeds are expected and could take many forms such as passing lanes.
- Speed bumps or dips

Inability to Control the Bike

- Fix potholes/heaves to avoid swerving

Infrastructure Choke Points

- Traffic calming measures in congested areas
 - Chicane gates and other physical measures to slow cyclists as they enter slow zones is already being worked on by Community Pathways.
- Separate bikers and walkers in congested areas
- Improve crosswalks
- Lighting
- One-way paths in congested areas
- More redundancy in bike system to spread bike traffic
 - An alternative cyclist route to Garaman Park was specifically identified as a needed solution.

E-Bike Process Takeaways

Friends of Pathways emerged from our conversations with six focus areas for feasible solutions.



- Grow youth (and parent) bike skills and knowledge through the schools
- Keep Class 1, 2, & 3 e-bikes safe, and others off the pathways
- Launch a Pathway Ambassador program
- Adopt and enforce a common set of pathways regulations
- Deploy simple solutions at intersections
- Employ calming and separation measures in congested areas

Some of these takeaways are already being implemented by FOP, Community Pathways, the Town of Jackson, Teton County School District #1, and others. There are many more solutions that should continue to be incorporated into future discussions, programming, and capital improvement planning. However, coming out of this process, FOP is prioritizing the efforts that can be acted on immediately to encourage cycling as a mobility solution and improve the interaction of e-bikes with other users on the pathway system. While some of the takeaways are specific to e-bikes, many apply to all cyclists and will enhance the overall integration of the bike network into the broader transportation network.

Grow youth (and parent) bike skills and knowledge through the schools

Issues Addressed: Lack of youth awareness & experience with norms & rules, Lack of bike handling skills

Youth use of e-bikes presents a unique issue compared to adult use for two specific reasons: the lack of physical and mental development in youth and unfamiliarity with road rules, as they are not yet licensed drivers. Limiting youth access to the pathways is contrary to the community's mobility goals and does not embrace the opportunity e-bikes present to build a culture of alternative transportation among the younger generation. Instead, FOP recommends continuing to build its bike skills and bike safety programs in partnership with TCSD#1. FOP is already engaged in this work and is excited about the increased enthusiasm from the schools, as well as the coordination with School Resource Officers (Sheriff's Office) and JPD.



Education

- Teach bike skills in elementary school. The ability to ride a bike and understand the physics of stopping distance, turning, and safe speed is a skill that is best developed at a young age when children are learning how to move. These are physical education skills that can be incorporated into PE classes with support from FOP.
- Teach bike safety in middle and high school. With a skill development foundation in elementary school, bike workshops in later grades can focus on safe bike riding and introduce the rules of the road/pathway that youth are expected to follow when riding their bikes.
- Parent education when shopping for e-bikes. Class, size, weight, and components significantly impact bike handling and safety. They are especially important for children who are smaller and less experienced riders. One of the most important aspects of e-bike education is ensuring that parents have the necessary information to make informed decisions about the appropriate e-bike for their children.

Keep Class 1, 2, & 3 e-bikes safe, and keep others off the pathways

Issues Addressed: Throttles, Stopping distance, brake issues, and other unsafe bikes

The state statutes and local regulations already establish that only Class 1, 2, and 3 e-bikes are considered bicycles allowed on pathways. The survey indicates that Class 2 e-bikes (with throttles that do not require pedaling, but are limited to 20 mph) are the most popular bikes on the system. We also know from our conversations that system overrides and failing or inadequate components cause significant issues with bike control. FOP does not believe it is feasible to ban the most prevalent e-bike (Class 2) from the pathway system, and that attempting to do so would be counterproductive to the community's overall mobility goals. And, while a licensing and inspection program is too onerous to implement at this time, there are efforts that we can pursue to achieve better compliance and safer operation within the existing rules, even in the face of an unregulated marketplace. Instead of trying to walk back existing allowances or introduce a licensing system, FOP recommends:



Education

- Information on where the various e-bikes on the market fall into the Type 1, 2, and 3 classifications: this will require effort to maintain in a changing marketplace, but providing some reference will help inform consumers.



Enforcement

- Ambassador information about the Class 1,2,3 regulations. As part of the Pathway Ambassador program, recommended below, the Ambassadors can help people understand:
 - The classes of e-bikes allowed on the pathways.
 - The implications of system modifications for the allowance of e-bikes on the pathways (i.e., if you modify your Class 2 to go faster, it is now a motorcycle and only allowed on the road)
 - The importance of maintenance and functional components, and options for tuning and upgrading.
- JPD enforcement of non-Class 1,2,3 e-bike use on the pathways. As part of the JPD enforcement program, recommended below, tickets should be issued when a bike model that is not allowed on the pathway system is seen.
- A longer-term item to think about for the future is supporting marketplace regulation that would standardize and clarify the types of bikes being sold. Utah recently passed similar legislation that could be used as a model.



Engineering

- Bike tunes and checks at school and community events. Tightening brakes and other routine maintenance measures improve the safety and handling of e-bikes. Incorporating such checks into community events in partnership with local bike shops will improve the ability of e-bike riders to handle their bikes. (This will also improve marketplace information by identifying the bikes and components that mechanics are unwilling to tune because of the liability associated with certain models.)

- This program could potentially include stickers that confirm the Class and maintenance date, and achieve the intent of a required inspection program without the requirement.

Launch a Pathways Ambassador Program

Issues Addressed: Anonymity, Animals, Distracted riding, Groups taking full path width, Unsafe passing, Blowing through stop signs, Speed, Undefined or minimal consequences

The success of the Teton Pass Ambassador program was frequently mentioned throughout the process as a way to bridge education and enforcement when an enforcement-based solution is infeasible and not the desired outcome. A Pathways Ambassador program offers the opportunity to provide a more consistent presence than law enforcement and serves as a mechanism for implementing several solutions proposed during the process. FOP is willing to host such a program and collaborate with the Town and County to facilitate it. FOP has already received a grant from the Travel & Tourism Board to support the pilot of this work. While the potential efforts listed below are attributed to an Ambassador, the program may actually be a team of Ambassadors who represent various demographics.



Education

- Building a community pathway mindset. The Ambassador's presence can build an ethic of shared use and respect for other users. "Share the road" goes both ways, and applies to all users of the pathway.
- Consistency and clarity of norms and rules. The Ambassador program will offer a consistent message about norms and expected behavior, ensuring that everyone operates from the same set of expectations. Providing this messaging in real time on the pathways will make it more effective than messaging that is provided out of context in general media.
- Let people know about Pedal Ace and other resources. While the Ambassadors cannot issue tickets or citations, they can inform violators of the potential consequences and point them toward Pedal Ace and other resources that help them improve their e-bike handling and pathway responsibility.



Enforcement

- Incentives for good behavior. The Pathways Ambassador can recognize good behavior and provide incentives donated by the community to provide positive reinforcement of the rules.
- Identify problem areas and consistent violators. The consistent presence of the Ambassador will help identify issues and locations that require additional education, enforcement, and engineering solutions.

Adopt and enforce a common set of pathways regulations

Issues Addressed: Undefined or minimal consequences, Blowing through stop signs, Speed

A common set of pathway regulations, including speed limits, yield expectations, and youth helmet requirements, can be adopted by the Town and the County. Having standard, consistent rules built from the array of regulations that already exist in various jurisdictions will make it easier to communicate expectations and provide the Ambassador program with a solid foundation. Town ticketing and occasional County enforcement on frequent violators will reinforce the regulations. The Jackson Police Department can write tickets

for violations on Town pathways. While the County enforcement mechanism is more cumbersome under current law, it does not invalidate the positives of setting County rules to create a culture where there are rules governing pathway use. While changes to state statutes may be necessary in the future, they are not the place to start; aligning existing laws and the Ambassador program presents an opportunity for progress within the existing system.



Enforcement

- Standardize rules. The County has the statutory authority to regulate pathway use and should set rules that match the Town. Additional rules in the Town and County to clarify intersection and helmet expectations should also be considered. Speed limits should vary by location, but the presence and expectation of speed limits should be ubiquitous.
- Town Pathway patrol program. Even ten days a year, at times and locations that have the most impact, will reinforce the culture that there are rules on the Pathways, which can be supported throughout the year by the Ambassador. News of even a few tickets will spread through the community and improve Pathway culture.
- Make ticket payment or an educational alternative easy. The Town should allow ticket payment or an e-bike school equivalent, like [Pedal Ace](#), to be logistically easy for the violator, understanding that there will also have to be options for someone to contest their ticket.
- County enforcement in partnership with the Ambassador. The Ambassador should work with the County Attorney to understand the circumstances and evidence required to enforce consistent violations of County regulations, utilizing the established process.



Education

- Incorporate common regulations into all education and Ambassador programs. Simple, consistent messaging – i.e., “there is a speed limit, know it” – can be incorporated into messaging and reinforced by the Ambassador once it exists.

Deploy simple solutions at intersections

Issues Addressed: *Intersection conflicts*

Intersections are a common area of conflict and confusion. Part of the solution lies in education through targeted messaging and the Ambassador program. Part of the solution is engineering. While large intersection solutions involving new infrastructure should be considered when intersections are being rebuilt, there are simple, impactful solutions that can be deployed in the near term. These simple solutions can be retained when effective and replaced by an alternative if they are not. FOP is willing to provide personnel support for the engineering solutions in coordination with the Town, County, and WYDOT to ensure they happen on the appropriate seasonal schedule.



Engineering

- Signage to set user expectations for the pathway. Stop and yield signs, appropriate to the intersection context, should be installed along the pathway to set expectations.
- Pathway and bike lane paint at intersections. Annual painting on pathways and bike lanes as riders approach intersections will provide additional notice of intersection expectations and

reinforce the signage. Consistent paint schemes, sensitive to the context of the intersection, on bike lanes and pathways will reinforce the idea of a standard set of regulations on the bike network.

- Crossing treatments. Paint, raised crossing that can be removed for plowing, bollard bulb-outs for visibility, and other treatments should be deployed to notify motorists that a pathway crossing exists. Many of these treatments can both improve cyclist visibility and reinforce cyclist expectations at the intersection.



Education

- Intersection education campaign. FOP is planning an educational campaign that will reiterate the intersection rules – traffic rules apply on streets, cyclists do not have the right-of-way as pedestrians – and focus on the reality that, regardless of right-of-way, the cyclist is the vulnerable user and should approach intersections defensively.
- Ambassador reinforcement. Ambassadors at intersections can help reinforce the educational campaign.



Enforcement

- Town enforcement. On-street and pathway intersections should be a focus of the JPD enforcement.

Employ calming and separation measures in congested areas

Issues Addressed: *Unawareness of vulnerable users, Congested areas*

As pathways transition to a more significant transportation option and gain popularity, we need to provide sufficient capacity and manage congestion effectively. Calming and separation measures in high-traffic areas, especially where pathways interface with parks like Garaman, the school fields, and R-Park/Stilson, should be the priority. Some potential solutions, such as providing separate biking and walking paths, require significant infrastructure investment. Other measures, such as fencing and calming measures, are easier to implement.



Engineering

- Install calming measures. Chicane gates and path treatments reinforce and indicate slow zones, and distinguish travel lanes from park areas. Signage can also help park users understand that the pathway is a travel lane.
- Install physical separation between fields and park areas where appropriate. Part of the conflict, as pathways run through parks, is the impervious nature of the park space and travel lane. Pathway users, especially e-bike users, need to slow down and stay on the pathway. At the same time, park users need to respect that the pathway serves as a travel lane, not an extension of the passive park area. Context-appropriate separation will help with this and can be seasonal if necessary for park or pathway maintenance.
- Where possible, create separate paths for cycle-through traffic. Where possible, the physical separation may involve making a separate path for cycle traffic, allowing the pedestrian path to remain more integrated into the passive park area.

- *Work more broadly to create redundancy in the pathway system. This suggestion differs from the rest of our suggestions in its long-term focus. Garaman and school field congestion is a function of the success of the S Highway 89 underpass and the lack of other options for crossing the highway in the southern portion of Town. E-bikes, pedal bikes, and pedestrians are constricted to a limited area by a lack of alternatives. Forty-five percent (45%) of the community lives in Town, and another 44% access Town from the south or west. For further emphasis, approximately 25% of the Town's residential units will be located west of Broadway as Northern South Park is fully developed. Multiple options for crossing S Highway 89 and W Broadway are crucial to the community's mobility. While large, long-term capital investment solutions are not the focus of our takeaways, we would be remiss not to point out their importance in the context of this conversation.



Education

- Ambassador focus. Ambassador presence in these areas will help create and reinforce the culture of a slow zone and shared space as engineering solutions are implemented.



Enforcement

- Reduced speed limits in congested areas. Establishing and enforcing reduced speed limit slow zones in these areas will also help alleviate conflict.

Appendix A: Workshop Summary

On April 12, 2025 FOP hosted a workshop at the Teton County Library to discuss e-bike benefits, issues, and solutions. Thirty members of the community attended the workshop.

Attendees

- Ali Wheeler, The Hub Cycles
- Amy Puccia, FOP Board Member
- Bill McNamara, Wheel Wranglers
- Brian Remlinger, FOP Board Member
- Brian Schilling, JH Community Pathways
- Doug Lowham, Hoback Sports
- Frances Wachs, Teton County Public Health
- Hal Wheeler, The Hub Cycles
- Jared Weston, Town of Jackson Police
- Jason Moment, Pathways Task Force
- Jenn Newtown, Grand Teton National Park
- Jeromie Traphagan, Town of Jackson Police
- Jim Rooks, Friends of Pathways
- Jody Pond, Teton County Administrator
- Joe Lovett, Pathways Task Force
- Jonny Ziem, Town of Jackson
- Katherine Dowson, Friends of Pathways
- Katie McNamara, Wheel Wranglers
- Kim Hunt, Community Member
- Miles Contreras, Teton County
- National Elk Refuge
- Sam Petri, Friends of Pathways
- Sam Pope, FOP Board Member
- Samantha Wilmot, Friends of Pathways
- Seth Fetters, Jackson Hole Middle School
- Teton County Sheriff's Deputy
- Teton County Sheriff's Deputy
- Tia Stanton, Teton County Sheriff's School Resource Officer
- Tim Farris, Trails Supervisor, BTNF
- Tyler Sinclair, Town of Jackson Manager
- Will Mook, AMPL Director

Agenda

- 10:00 Welcome
- 10:10 Survey Review (table discussion)

- 10:30 What is missing from the Issues/Solutions Matrix (table discussion)
- 11:00 Break
- 11:05 What do people need to know about the feasibility of the solutions? (table discussion)
- 11:25 Prioritization (full group discussion)
- 12:00 Closing & Lunch (informal discussion)

Participants were assigned to one of five tables to facilitate conversation and enable all attendees to participate. Each table worked in parallel on each agenda item. The table assignments were made to mix implementation sectors so that the participants at each table could

Materials

Survey Review

To review the survey, each participant was provided with an 11x17 “placemat” that included the agenda and a summary of survey results. The placemat is attached as the second-to-last page of this appendix. Each participant was given a few minutes to review the placemat and asked to offer

- One observation from the survey results that popped for them
- One question of further curiosity that the survey results raised in their mind

Issue/Solution Matrix

To work on issues, solutions, implementation logistics, and prioritization, each table worked on a shared 36x48 issues solution matrix that was prepopulated from the feedback of the interviews and community survey. The matrix is attached as the final page of this appendix.

- The first exercise was to fill in any gaps in the prepopulated matrix with additional issues or specifics and additional solutions or specifics.
- The second exercise was to review the matrix and discuss implementation logistics. Participants were asked to speak only to their own area of implementation and give everyone a chance to weigh in. They were asked to consider time, cost, public reaction, and any other components of feasibility.
- Finally, each participant was asked to prioritize the three solutions that they believed were the most important next steps based on their own balance of aspiration, impact, and feasibility. The prioritization dot exercise was followed by a full group share and discussion.

Report Out

Survey Review

The following notes were made regarding observations and additional questions raised by the survey summary:

- Did people understand what [Type] 1, 2, 3 were prior to taking survey?
- LAW catching up to technology!
- Higher percentage of negative interactions with responders who don’t have e-bikes – why?
- Many respondents had NO e-bike.
- Did enough families respond?

- What was different between “reported” and “perceived”?
- Survey kids? Middle School. High School.
- Misperception that this is a ‘kids’ problem.
- It’s not about e vs regular – speed is speed.
- Is this an ‘e-bike’ problem or would these % look the same for ‘regular’ bikes?
- Is the survey high quality?
- Perceived risk vs actual
- Perceived negative interactions vs real?
- What % of non-e-bike users are cyclists/pedestrians/etc?
- Total # of e-bikes in community? Probably hard to figure out
- How many total e-bikes in Town + County?
- Similar issues from e-bike and non-e-bike users
- Good representation of bikes/pathway users
- Survey bias?
- Not just kids – e-bike households.
- Benefits
- 90% problems
- Negative interactions: behavior, e-bike types
- High agreement between e-bike and non-e-bike on speed impacts
- Inherent bias in survey
- Validity – reliability of survey
- Can people really ID an e-bike vs normal bike?
- Who’s comp. surveys? Can we survey youth cyclists?
- Missing data? Youth perspective
- Speed seems to be the biggest concern
- Speed seems to be universal (not dependent on age or use) I wonder how we can change?
- Visitors/rentals? Survey instrument?
- U16 only – think that is higher
- Suggestion – double-riding question on survey

Issue/Solution Matrix

Issues

The following additional Issues were added to the matrix.

- Behavior
 - Adult behavior
 - Too much focus on youth
 - Accountability – how to identify problem users
 - Wildlife
 - Dogs off-leash
 - Dogs
 - Path for all, not just peds or bikes
 - Multiple users on same pathway

- All users lack of awareness
- Cyclists not giving notice before passing
- Norms & Rules
 - Community outreach to create safety
 - How to educate and contact riders
 - Education by parents. Parent support.
 - Licenses to operate e-bikes
 - Signage – lack of clarity in rules of the pathway
 - Signage and striping
 - Lack of reading signs
 - Court system – timeline
 - Need now, State statute for pathway speed zone
 - State laws (or lack thereof)
 - % of speeders
 - Substance use on bikes
 - Unsafe bikes
- Technology & Infrastructure
 - Is [bike handling skills, helmets] about e-bikes or just bikes?
 - Out of class e-bikes
 - E-motorcycle use
 - Technology – bikes that are not 1, 2, 3 or have been hacked/altered
 - Pedals
 - Internet sales
 - Multiple large people (not parents with little kids)
 - Perception/reactions – time & distance
 - Pathway not designed/built with e-bikes in mind.
 - Width of pathways
 - Should there be a dismount zone (slow zone) in Garaman?

Solutions

The following additional Solutions were added to the matrix.

- Education
 - Build community path mindset
 - Community-wide education program – well funded!
 - Culture of safety campaign
 - Funding \$ education 3Es
 - Positive reinforcement
 - Incentives reward system
 - Education that the “e-bike problem” is a congestion issue, it’s all bikes
 - Driver education
 - Make e-bike education part of PE curriculum (ongoing)
 - PE unit for bike skills
 - Bike Bus (like our walking school bus to JES)

- Adult-focused education
- Education with rental companies
- Rental e-bike education videos
- Parent education
- Parent education campaign
- Parent classes orientation during schools, start in elementary school
- The Pathway Penguin mascot “chill out”
- Pathway Ambassadors
- Neighborhood watch/ambassadors
- Peer support in teens
- Kids e-bike ambassadors
- Research other successful e-bike campaigns
- Bike JHMS PE unit
- Going to parents for education example: St. John’s
- Brain injury type of class for kids
- Bi-lingual content
- Tech safety education, tune-ups, misuses
- Tune up stations at community events
- Free tunes at people’s market, etc.
- Education by time and distance perception reaction teaching using math
- Enforcement
 - Change law about one-wheels etc. + age
 - Work with State for labeling requirements and
 - State statute define e-bikes, labeling and bike paths
 - Add age limits to Class 1, 2, & 3
 - Signs in Spanish
 - Proper signage (MUTCD)
 - Court system – alternatives to tickets!?
 - Bike school required if fined
 - Multiple tickets = bike confiscated for a period of time
 - Dog leash enforcement
 - Enforce bike lights
 - Require safety vests
 - Bike permit/yearly sticker
 - Age limits for Class 2 & 3
 - 16 years or older only can ride ebikes
 - Blue + red flashing lights
 - Digital ‘your speed’ sign vs speed limit
 - Family Zone signs
 - Dismount zone by Garaman
- Engineering
 - Separate use trails
 - Separated use in some areas?

- Separate bikes from walkers in congested areas
- Widen paths in straightaways
- Many reminders signage to encourage good etiquette
- Better signage and striping, regulatory and etiquette
- No yields – stop signs only
- Different colors for signage on pathways
- Increase painting refresh frequency
- Striping/paint
- Street paint red stop boxes
- Warning strips in pavement (at stops)
- Speed limit painted on pathway
- Speed bumps
- Speed DIPS etc.
- Repaint crosswalks
- Physical crosswalk design
- Raised crosswalks
- Safe Systems – build safety into infrastructure
- Chicanes – speed control construction
- Chicane gates
- Gates
- Traffic calming
- Make issue areas physically distinct from all other pathways
- Speed bumps or wider trails for pedestrians in tight, blind corners
- New route instead of Garaman Park

Logistical Considerations

The following logistical considerations were added to the matrix with the referenced solution in parentheses.

- Education
 - (education) – ongoing \$\$ and staff need, but lower annual cost than infrastructure
 - (bike safety public awareness campaign) – doable: need volunteers or paid? Ambassadors
 - (community-wide education program) – hire a professional marketing firm
 - (culture of norms) – how to change the culture of helmets?
 - (behavior classes) - \$
 - (incentives reward system) – bagel bucks for good behavior or whatever – low cost, cost effective
 - (videos and visual aids) – bikers might not see or hear if they are moving
 - (bike bus) – Very doable! Someone to lead it, which I'm sure we could find.
 - (ambassador) – doable with money
 - (kids ambassadors) – staff cost, lots of time to manage a program, Kids/Adults stronger ambassador program
 - (in-school bike education) – doable with School District buy in
 - (in-school bike education) – currently happening
 - (injury risk education) – bring St. Johns into the process
 - (“snow angel” type campaign) – try this, low cost, low reaction, effective

- (JHMS student survey) – easily doable we just need to decide the data we want
- (education through parents) – doable: working with local businesses, funding for lunch/drinks
- (parent education) – doable: educators coming to parents with the info/tools
- (parent education) – JHMS parent nights?
- (parent education) – feasible with school involvement
- (bike tuning/safety checks) – community/business interest or volunteer time
- Enforcement
 - (enforcement) – fairly significant \$\$ and staff time. Ongoing
 - (existing/new rules) – need to amend state law, other states as models
 - (new rules) – fairly low cost, but high public reaction
 - (visible bike license plate) – what is the purpose, consequences?
 - (curfews or restricted hours) – enforcement issues
 - (distracted riding bans) – enforcement issues
 - (age limit on e-bikes) – enforcement issues
 - (age limit on e-bikes) – helmet and 2+ riding key
 - (consequences for parents) – how do you track them down?
 - (consequences for parents) – kid or parent
 - (e-bike license) – State not Town/County
 - (consequences for rental companies) – Is this their responsibility? Probably not.
 - (enforce existing rules) – test pilot area at Garaman
 - (state statute) – Utah e-bike bill, contact them to discuss how, work with People for Bikes, WY State Trails, etc.
 - (speed enforcement) – County/Town police resources
 - (impounding bikes) – where do you store them?
 - (keep non-Class 1,2,3 off pathways) – feasible, yes?
 - (keep non-Class 1,2,3 off pathways) – talk to Sherrif!! Enforce/create laws
 - (keep non-Class 1,2,3 off pathways) – convincing someone we can write tickets
 - (require insurance) – equity issue – all bikers? including traditional?
 - (require helmets) – low cost, easy to enforce, low public reaction, not that effective
 - (require helmets) – for all
 - (limit riders per bike) – enforcement issues – need more PD/Sheriff?
- Engineering
 - (separate uses) – expensive/requires additional right-of-way
 - (separate paths for e-bikes) – money, space
 - (pathway stop and yield signs) – consistent, same as cars
 - (paint solutions) – annual cost/resources
 - (striping) – fairly low cost
 - (wider paths) – could increase speed, extra cost and maintenance
 - (wider paths) – cost
 - (wider/separate paths) - ? Big Lift
 - (walk zones) – Garaman
 - (traffic calming) – either slow or expensive
 - (chicane gates) – difficult getting agreement on location

- (redundancy in bike system) – expensive to maintain more pathways \$\$
- (new facilities) - \$\$\$
- (new facilities) – lots of staff time. Lots of public process and reaction. Worth the investment \$\$.

Prioritization

The following solutions were prioritized by the group. Solutions are ordered by the number of votes received in the workshop and are followed by their placement in the Issue/Solution Matrix [Issue | Solution].

- 10 – Traffic calming measures in congested areas [congested areas | new rules/inf. modifications]
 - 1 – Chicane gates [congested areas | new rules/ inf. modification]
- 6 – State statute to define e-bikes and labeling on bike paths – look at Utah bill [speed | new/existing rules]
 - 2 – make sure non-class 1, 2, 3 bikes are on street (dirt bikes, etc.) [throttles | existing rules]
- 3 – Pathways Ambassador [etiquette/awareness | classes/existing rules]
 - 2 – Neighborhood watch/ambassadors [etiquette/awareness | classes/existing rules]
 - 2 – Kids e-bike ambassadors
- 5 – Bike permit and yearly sticker [appropriate technology | new rules]
- 3 – Build community path mindset [disregard for other users | community]
 - 1 – Culture of safety campaign [disregard of other users | community]
- 3 – Speed enforcement – ticketing [speed | enforcement existing rules]
- 3 – Red paint at stops [awareness | inf. modification]
- 3 – Wider paths [handling skills | inf. modification/new facilities]
- 2 – Proper signage (MUTCD) [lack of signage | inf. modification]
 - 1 – Stop and yield signs [lack of signage | inf. modification]
- 2 – E-bike age limits [youth awareness | new rules]
 - 1 – Must be 16 to ride e-bike [youth awareness | new rules]
- 2 – Limit riders per bike [inability to control e-bike | new rules]
- 2 – Education that the “e-bike problem” is a congestion issue – it’s all bikes [etiquette | community]
- 2 – ban throttles [throttles | new rules]
- 2 – Speed bumps [speed | inf. modification]
- 2 – Striping [etiquette/awareness | inf. modification]
- 2 – Safe Systems – build safety into infrastructure [choke points | inf. modification/new facilities]
- 2 – Bike safety school for violations [awareness/speed | enf. existing rules]
- 1 – Consequences for parents (and kids) [clarity | existing/new rules]
- 1 – Incentives/rewards system for good behavior [etiquette | community]
- 1 – Continue e-bike education in schools [youth awareness of etiquette/rules | classes]
- 1 – Communitywide education program – well funded [etiquette | community/classes]
- 1 – Separate bikes from walkers in congested areas [infrastructure choke points | new facilities]
- 1 – bike bus [bike handling skills | classes]
- 1 – Stopping distance education [stopping distance | classes]
- 1 – Digital your speed sign vs speed limit [speed | new rules]
- 1 – Bike tuning education and promotion [bike issues | community]
- 1 – bi-lingual content [awareness | community/classes]

- 1- more redundancy in bike system to spread traffic [congested areas | new facilities]

Full Group Discussion

The following topics were discussed by all participants. The discussion began by looking at the highest priorities

- Traffic calming measures (e.g., chicane gates)
- Limit the number of riders per bike
- Centerline striping
- Painting
 - Red at stop
 - Slow zones
- Wider Pathways
- Build safety into infrastructure
- County ability to enforce laws
- Separate uses in congested areas
 - Width
 - Separation
- Redundancy in Network to avoid congestion
- Broadway pathway
- Sight lines impacting flow of pathways
- Permits/Stickers on Bikes
 - Logistics
 - Accountability
 - Touch point
 - Labelling 1, 2, 3 (Utah Bill)
- Pathway Ambassador
 - Cultural shift
 - Incentives

- Agenda
- 10:00 Welcome

10:10 Survey Review (table discussion)

Observations

Questions

10:30 What's Missing (table discussion)

Issues

Solutions

11:00 Break

11:05 What do people need to know about the feasibility of the solutions?

(Speak to your implementation area, table discussion)

11:25 Prioritization

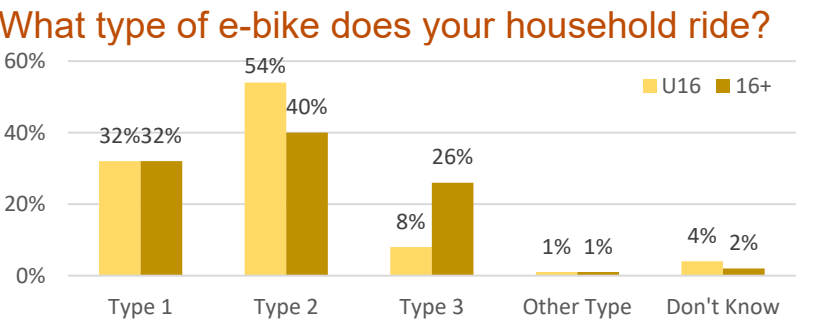
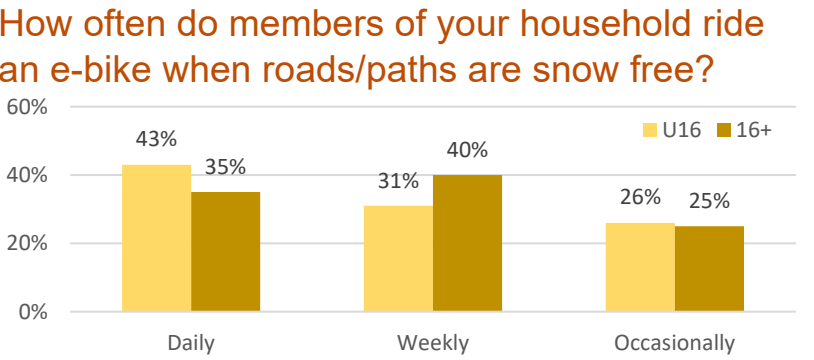
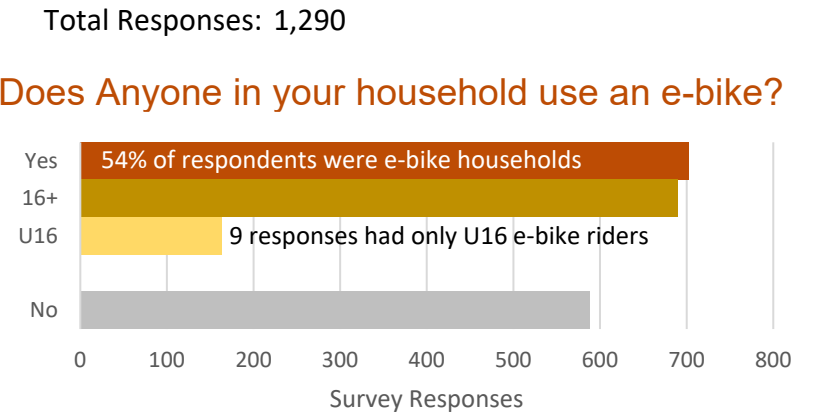
Dot exercise (3 min)

Full Group discussion

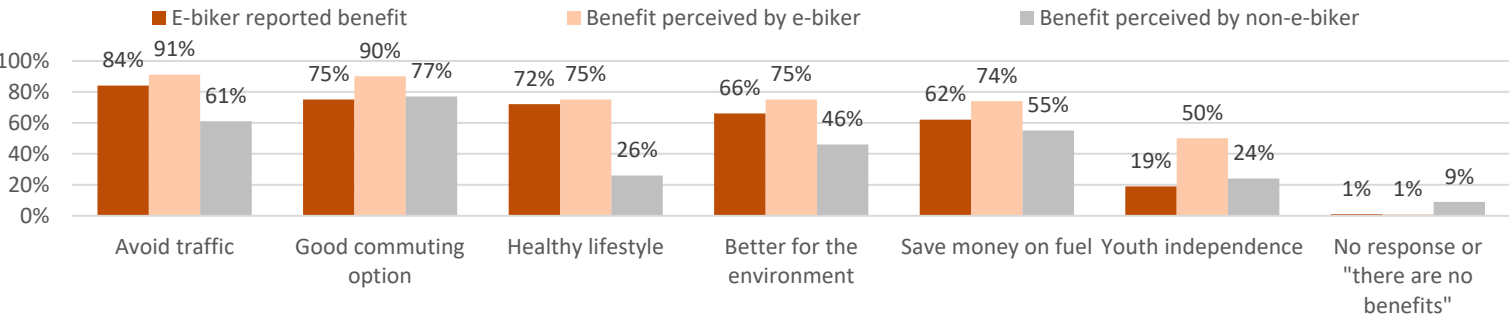
12:00 Lunch (optional)

Space for Notes

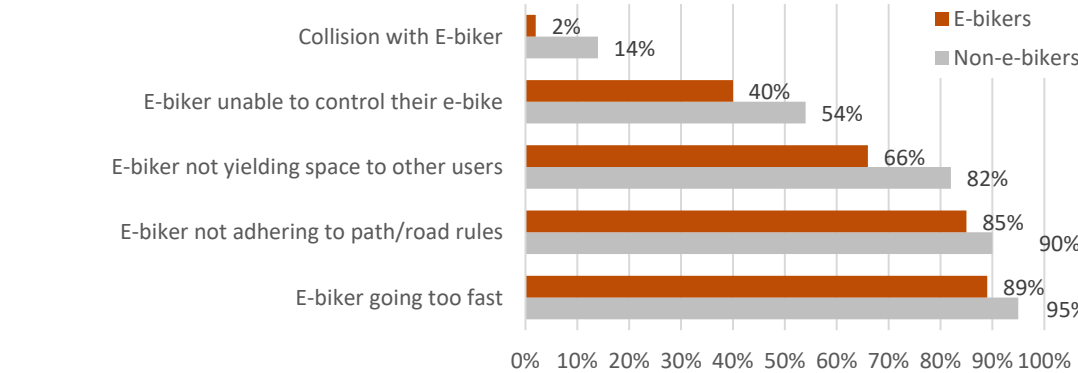
2025 E-Bike Survey Results Summary



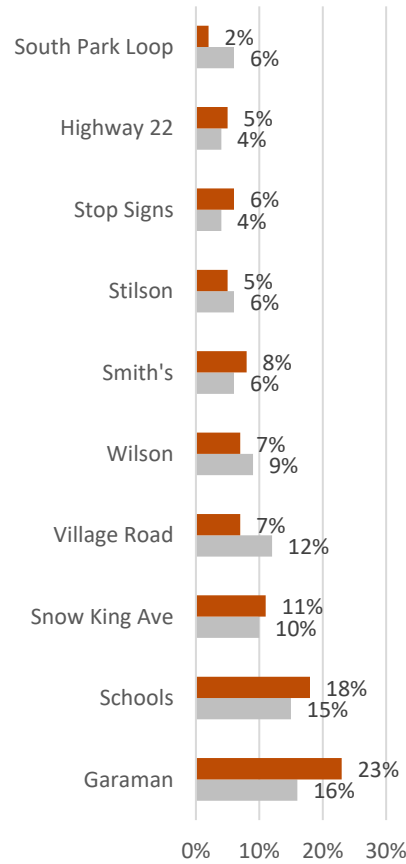
What are the benefits of e-biking?



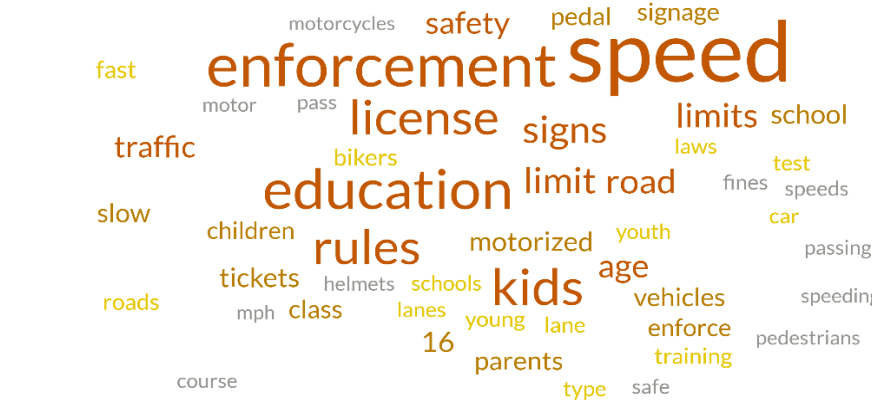
What negative e-bike interactions have you had?



Where?

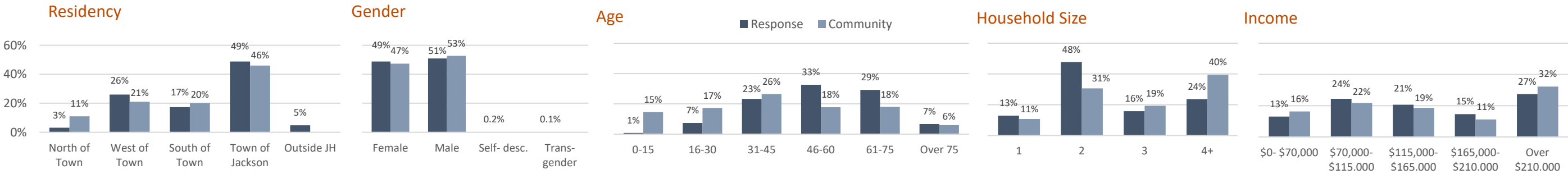


Suggestions



Who responded to the survey?

Survey respondents self-selected (not a random community sample). However, responses were representative of community geography, gender, and income but over-represented older members of the community and, thus, smaller households.





ISSUES

Behavior						Norms & Rules					Technology & Infrastructure								
Disregard for Other Users			Etiquette			Clarity & Awareness				Speed	Inability to Control E-Bike				Infrastructure Choke Points				
youth lash out behavior	rudeness & entitlement	anonymity	unawareness of vulnerable users	distracted riding (cell phones, headphones)	Groups taking full width	unsafe passing	lack of youth awareness & experience with norms & rules	lack of signage	undefined or minimal consequences	blowing through stop signs	SPEED	lack of bike handling skills	no helmets	throttles	multiple riders	stopping distance and brake issues	intersections (ie 89/22, Village Road, Town road network)	blind corners	congested areas (Garaman, schools, Stilson)

Use this space to add or elaborate on ISSUES

Use the grid to add or elaborate on SOLUTIONS

SOLUTIONS

Education		Use the grid to add or elaborate on SOLUTIONS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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Appendix B: Survey Results

A community survey was fielded from February 27 to March 24, 2025. The purpose of the survey was to gauge the extent and type of e-bike use in the community, the realized and perceived benefits of e-bike use, the common issues with e-bikes, and the potential modifications that might alleviate those issues.

The survey was distributed by Friends of Pathways, Town of Jackson, Teton County, Teton County School District #1 (via their Peachjar platform), and Coombs Outdoors. A sandwich board with a link to the survey was placed at the Teton County Recreation Center. Local media ran news articles about the survey, and other individuals and organizations forwarded the survey. As a result, the survey does not represent a random sample of community members to be used as a statistical representation of public opinion, but the 1,290 responses do give insight into the experience of a large portion of the community, including e-bikers and non-e-bikers. The survey responses were used to inform the materials used at the e-bike workshop. Responses were anonymous.

As evident by the responses to the demographic questions, while the survey was not random, the respondents were representative of the community in terms of geography, gender, and income. Respondents were older than the community as a whole, and relatedly represented smaller households without children. Responses were also almost entirely English-speaking. The survey was made available in Spanish. However, Voices JH did not have the capacity to assist in survey distribution, and Friends of Pathways was unable to leverage their success in reaching the immigrant community.

The response to each question is reported below. OPS Strategies analyzed the responses against respondents' demographics and user experience to identify any differences in opinion between respondents. Other than geographic specificity (i.e., people in Wilson experience issues in the Wilson area), opinions were consistent across responses. As a result, the responses are reported with only the following breakdowns:

- All respondents were asked the first two questions. The responses to these questions are reported in aggregate along with a comparison between e-bike owners and non-e-bike owners.
- Questions 3-6 are about e-bike ownership and were only asked of respondents who indicated e-bike ownership in Question 2.
- Questions 7-11 are about e-bike interactions and were asked of all respondents. The responses to these questions are reported in aggregate along with a comparison between e-bike owners and non-e-bike owners. For open-ended questions, the responses are separated into the same categories.
- Questions 12-18 are demographic questions that were used to analyze whether there are different experiences among user groups and also to judge the representativeness of the survey sample. These questions are compared to Census data on the community's demographics as a whole.

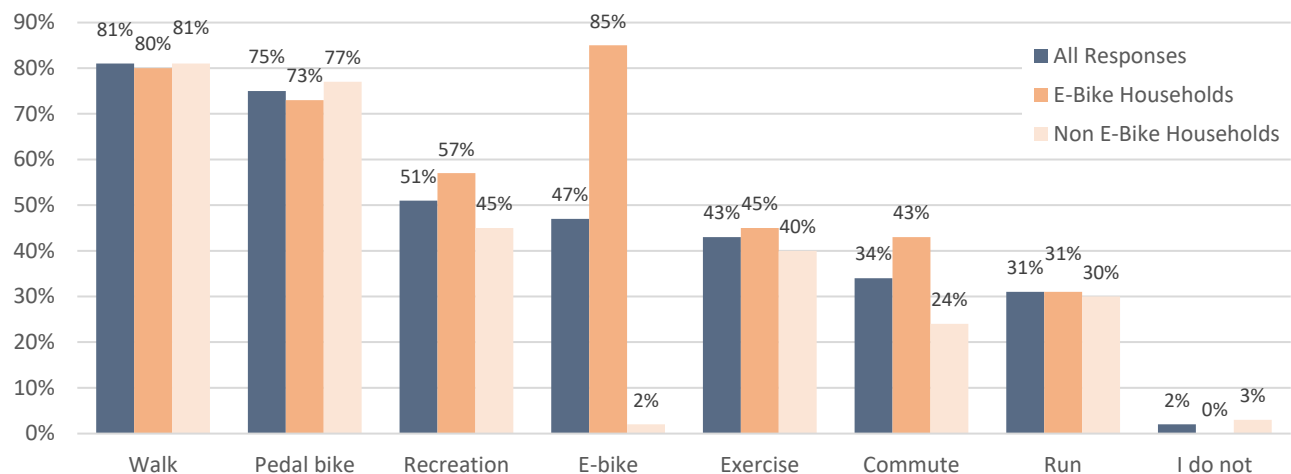
Jump to a question

1. [How do you use the pathway system \(select all that apply\)](#)
2. [Does anyone in your household use an e-bike? \(select one\)](#)
3. [How often do members of your household use an e-bike when the pathways and roads are snow-free? \(select one\)](#)
4. [What type of e-bike do members of your household use? \(select one\)](#)
5. [When using your e-bike, have you ever: \(select all that apply\)](#)

6. [What benefits do you or your household get from e-bike use? \(select all that apply\)](#)
7. [What benefits or positives do you perceive from the use of e-bikes by others? \(select all that apply\)](#)
8. [Have you had any of the following negative interactions with an e-bike on the pathway network? \(select all that apply\)](#)
9. [If yes, where did the negative interaction\(s\) occur?](#)
10. [If you want, please describe the negative interaction\(s\).](#)
11. [What education, enforcement, or pathway network design improvements would make e-bikes more compatible with other pathway and street users?](#)
12. [How did you hear about this survey? \(select one\)](#)
13. [Where do you live? \(select one\)](#)
14. [What is your gender? \(select one\)](#)
15. [What is your age? \(select one\)](#)
16. [What is the primary language spoken in your household? \(select one\)](#)
17. [How many people live in your household? \(select one\)](#)
18. [What is your annual household income? \(select one\)](#)

1. How do you use the pathway system (select all that apply)

1,290 of 1,290 responded



Other responses – e-bike households

- All of these previously until E-Bikes took over the Pathways
- classic skiing
- Dog walk
- dog walk
- Dog walk
- dog walking on a leash
- E skateboard
- Equestrian

- errands
- errands
- Errands; Grocery shopping, appointments, recycling
- Exercise dog
- i have a motorcycle
- Nordic skiing
- relax by the river
- rollerblade
- Rollerblade
- Rollerblade
- Rollerblade
- rollerblades
- rollerblades
- shopping, errands
- Sightseeing
- skate boarding
- skate skiing
- Skateboarding, long boarding, roller blading, horseback riding
- Used the horse trail in wilson, not safe anymore with ebikes.
- Walk dog
- walk dogs on leash
- walk my dog
- Walk my dogs
- walk our dog
- walks with my dog and toddler
- Work

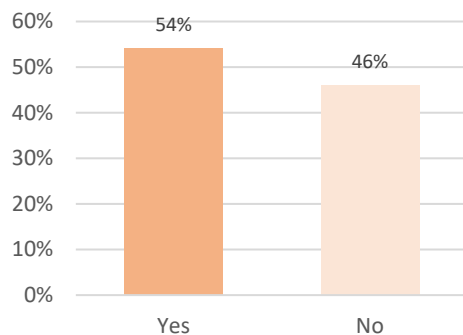
Other responses – non e-bike households

- Conversations/meetings with friends
- Dog
- Dog walk
- Dog walk
- Dog walk
- dog walk
- Dog walking
- Dog walking
- Dog walking
- Dog walking
- Dog walking
- Dog walking
- Dog walks!
- electric skateboard

- errands into town from north of town
- Exercise my dog
- I ebike but I pedal. No boost imo those should go away
- In town travel
- leased dog walks
- On Leash Dog Walking
- Pick up mail; go to bank; go to medical appointments; alternative to driving by car
- Roller skating with my posse
- Rollerblade
- Shopping
- skate board
- Skateboard
- Skateboarding and E Onewheel
- Ski
- Ski
- Social walks with friends & family
- travel around town (instead of a car) to and from places, not just work commute!
- Walk dog
- walk dogs w friends and their dogs
- x-country ski
- XC ski
- XC Skiing

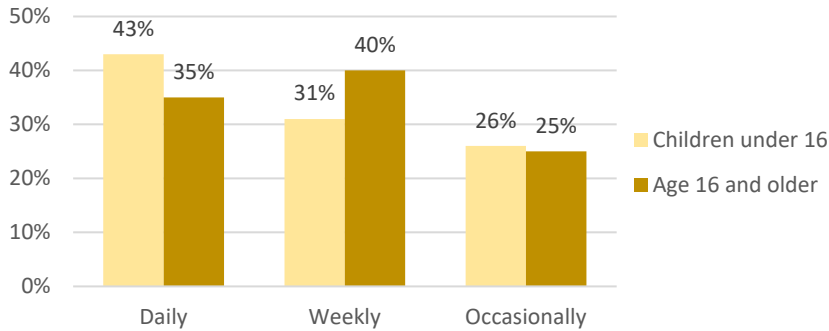
2. Does anyone in your household use an e-bike? (select one)

1,290 of 1,290 responded



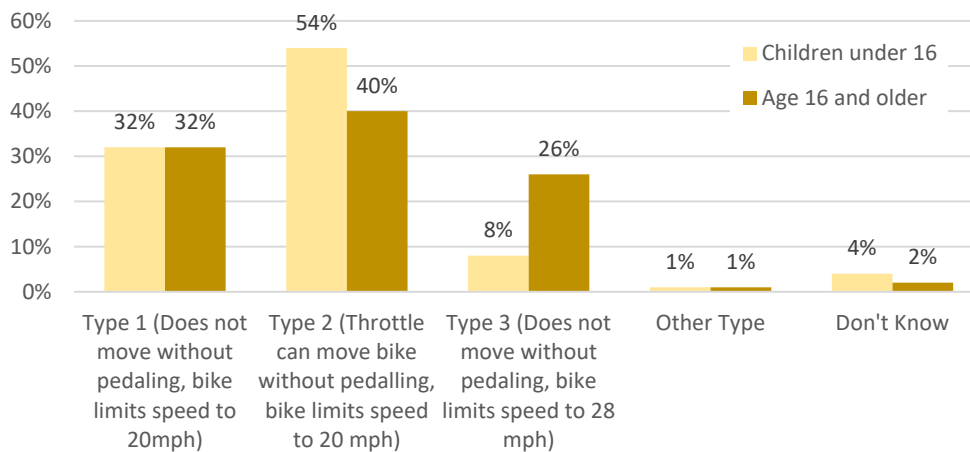
3. How often do members of your household use an e-bike when the pathways and roads are snow-free? (select one)

690 of 702 responded for 16 and older, 163 of 702 responded for children under 16



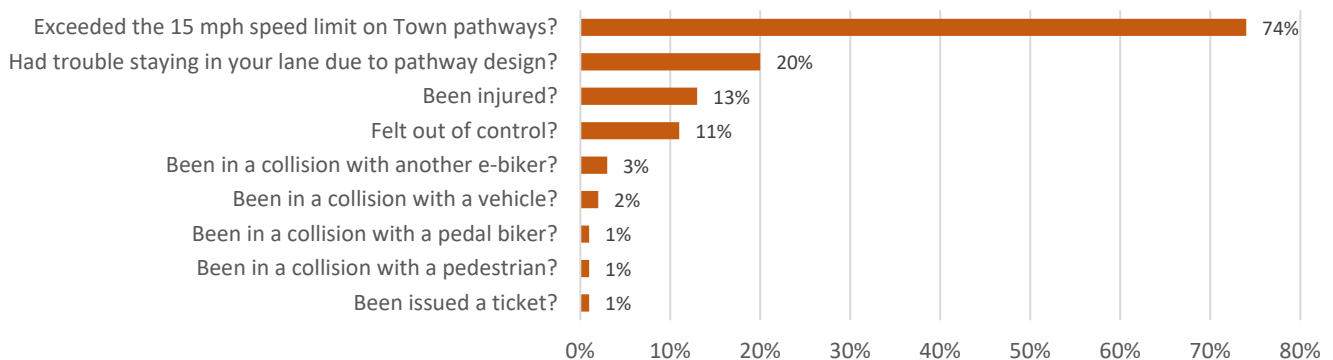
4. What type of e-bike do members of your household use? (select one)

682 of 702 responded for 16 and older, 146 of 702 responded for children under 16



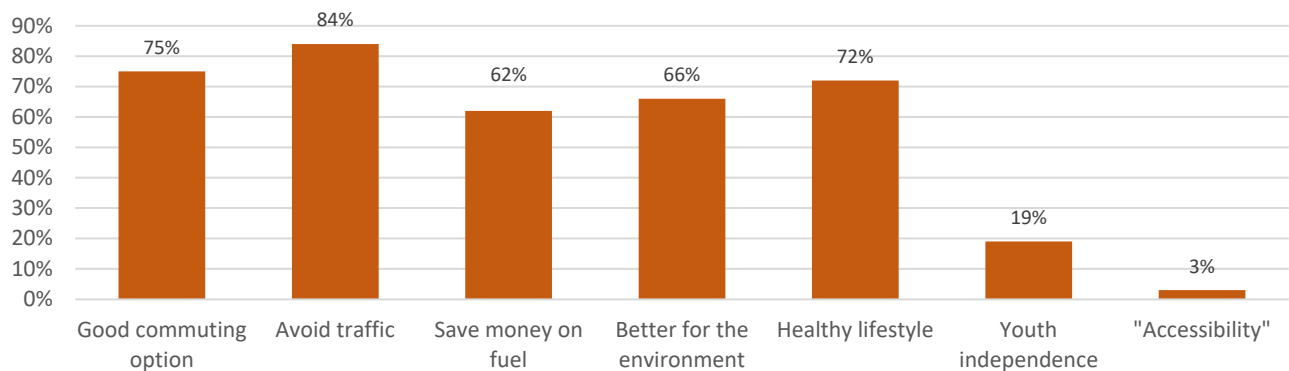
5. When using your e-bike, have you ever: (select all that apply)

249 of 702 responded



6. What benefits do you or your household get from e-bike use? (select all that apply)

695 of 702 responded. Question 6 gave respondents a list of benefits to select from and also gave them the option to add other benefits. The other responses were categorized by theme, and the most frequently mentioned category – “Accessibility” – is included in the chart reporting responses. All other responses are listed below.



Other Responses

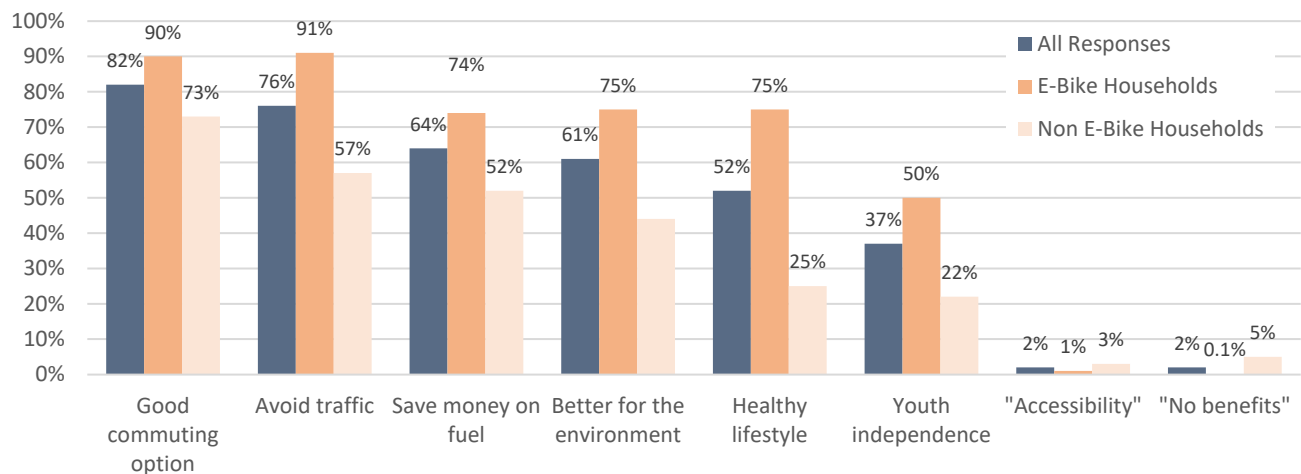
- Access to trails for an old cancer survivor
- Allows us to ride a longer distance than we can on pedal bike
- As a senior with heart issues, still allows freedom and exercise.
- Assists with disability.
- At older age it enables us to be able to take long rides
- Beyond avoiding traffic, I'm not adding to traffic
- Carrying stuff i can't carry on my regular bike
- e moutain bike on harder trails do to age and injuries
- E-Bikes are great forBalance imparities.
- go up longer hills without having a heart attack
- Husband has a recumbant bike and needs electric to put him up the hills.
- I can keep up with my fit family!
- I have a tumor in my hip that keeps me from being able to ride a bike without pedal assist. Having an e-bike has changed my life for the way better
- I have chronic fatigue and fibromyalgia along with all other sorts of debilitating illnesses. An e-bike allows me to both get exercise and lift my pirit by being in the outdoors. It has positive effects for my body and mind.
- I have had hip replacements and even with a lot of PT a regular bike is difficult. The e-bike lets me get that kind of exercise. My concern on the pathways have been the expert cyclists who speed and race on the pathway and do not call out when approaching behind. They are dangerous!
- I'm over 65 and this gets me going and out of the house. The assist from an R bike is imperative for my wife and I.
- leaves car available for other member of family or friends to use; saves time over walking

- Old - the motor helps
- Supports post surgery physical therapy program
- We use our pathways much more now that we ebike.
- With bad knees and a cancer survivor, I couldn't bike the pathways on a pedal bike.
- Get exercise. Minimize environmental impact.
- Enjoyment
- For fun!
- Fun
- Fun
- Fun
- Fun
- Fun
- Fun and no roadrage stuck in traffic drivers
- Fun!
- Fun!
- Fun!
- Fun!!!
- It's fun!
- Its fun????
- Live Mas
- Mental health boost, it's a blast!
- Pleasure
- Recreation
- recreation
- recreation
- Great way to recreate with family
- Increasing my children's outdoor time and fostering their love of biking
- Not used enough anymore to get any benefit
- Nothing
- avoid parking issues on town square
- don't have to worry about parking! That's huge.
- hard to park a car during summer season because of number of visitors
- I work on the sqare, by ebiking, I do not have to worry about parking and I do not get sweaty as I do on a regular bike
- motor vehicles waste taxpayer dollars
- We only have 1 car
- We replaced one car with one e-bike.
- Saves time compared to car
- 2 working family. Kids to school, doctor etc. on own.
- Another option from motorcycle
- Conquering Nature
- Convience

- exercise and touring
- faster errands
- I do opt for my regular bike over e-bike most of the time. I also usually ride my e-bike on the road.
- Mtn Bike trails
- Our household has both Type 1 and Type 3 e-bikes. We would readily forfeit the Type 3 e-bikes if needed to ensure safe use of pathways for all.
- Practice bike safety before license to drive a car

7. What benefits or positives do you perceive from the use of e-bikes by others? (select all that apply)

1,249 of 1,290 responded. Like Question 6, Question 7 gave respondents a list of potential positives to select from and also gave them the option to add other positives. The other responses were categorized by theme, and the two frequently mentioned categories – “Accessibility” and “No benefits” – are included in the chart reporting responses. All other responses are listed below.



Other responses – e-bike households

- allowing ill people who cannot ride a regular bike to get out and get exercise and enjoy the outdoors.
- Can travel further distances than on a regular bike.
- disability access
- good for older people
- I have a tumor in my hip that keeps me from riding a regular bike. Using a pedal assist bike has greatly changed my life for the better
- I’m over 65 and the E bike helps get my wife and I going. The assist is tremendous for us and we are safe and responsible, as are others we see.
- Medical limitations prevent pedal biking
- Nice for older people
- Community, you can still say hi when you see your friends.
- Increase community interaction

- Practice following rules and respecting others on our paths builds community
- Smiles from people, happy dogs that wag thier tails
- exercise
- enjoyment, quality of life
- recreation
- No positives.
- An affordable commuting option
- Save money on vehicle ownership - we were able to delay purchasing a 2nd vehicle until winter. Once our son is older, our 2-worker household could potentially have 1 vehicle again for a few years.
- Beyond avoiding traffic, I'm not adding to traffic
- Eases parking for car drivers, and bikers don't need to worry about parking
- for getting around (other than work), less time than walking and sometimes than driving; reduces car traffic for everyone
- reduce vehicle traffic
- The fewer cars, the safer our streets. Motor vehicles terrorize the beautiful town of Jackson
- all of the above but not on the pathways
- Dog exercise
- Efficiency
- Family time together on cargo bikes
- Helps teens get to and from summer job
- school and activities commute
- Transporting kids
- Type 1s help some people

Other responses – non e-bike households

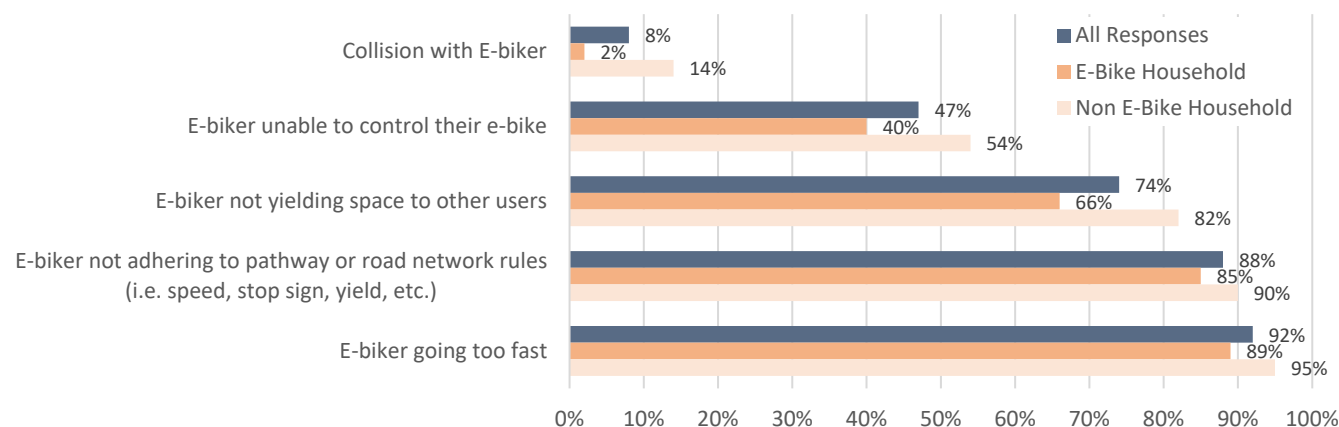
- ADA Option
- assisting handicapped and elders to ride
- Can go further distance than pedal bike
- Easier way to get back up the mountains
- Enable either aging or less able people to pursue cycling
- Encourages use of pathways by more people
- for older folks who are not able to ride a regular bike anymore
- gets people otherwise unable to bike the opportunity
- good for crippled old folks
- good for handicapped individuals and seniors
- good for old crippled folks who cannot sit a regular bike
- Helpful for some seniors
- Icreases accessibility to outdoor recreation
- Older folks with mobility issues, safe place for parents and their young children
- Provides older people ability to bike
- Enjoyable part of the day
- Fun

- Fun!
- Absolutely NO benefit comes from these awful motorcycles
- Absolutely none
- I do not actually perceive any benefits from the use of e-bikes. Most of the people I encounter never rode a pedal bike and therefore have little to no bike handling skills.
- I do not perceive any benefits from the use of ebikes
- I do not see the benefit of another motorized vehicle interfering dangerously with pedestrians!
- I see no “positives” or benefits
- I was hit by an electric bike while walking my dog. Please get rid of electric bikes
- Kids don't need an e-bike to be independent. Not to be the 'back in my day guy,' but there are many benefits to riding a regular old bicycle that don't include increased hazards to the user and others from an e-bike.
- No benefits, lazy assholes
- No benefits, they are motorized vehicles and dont belong on the trails. They belong in the roads for drivers over the age of 16 and state licensed.
- no good uses are seen
- NO healthy positives/ healthy benefits. They are dangerous/too fast
- None
- None
- None
- none
- none
- None
- None
- NONE
- None
- NONE
- None
- None
- none how can you save money? ebike costs \$2,000 and up
- None of the above
- None- get a pedal bike
- None.
- None. Get a pedal bike and some exercise
- Not that healthy- better to pedal on your own power
- An e bike is a motorcycle and should not use pathways
- approx 50% of ppl I see riding e-bikes are pedalling. They do not belong on non-motorized pathways.
- get these dangerous ebikes off the pathways
- Ok when not in pathways.
- FREES PARENTS FROM NEEDING TO PICKUP CHILDREN, REDUCES MOTOR VEHICLE USE IN TOWN
- Great to see parents and kids together-better than the car
- Reduces vehicles on roadways

- All above apply to non motor bikes as well
- All the above are possible depending on specific circumstances
- Cons far outweigh the pros
- Do not like them, they are dangerous!!!
- Lazy biking
- Scary for others because of speed and number of ebikes on paths
- summertime commuting option
- why can't "youths" ride regular bikes?

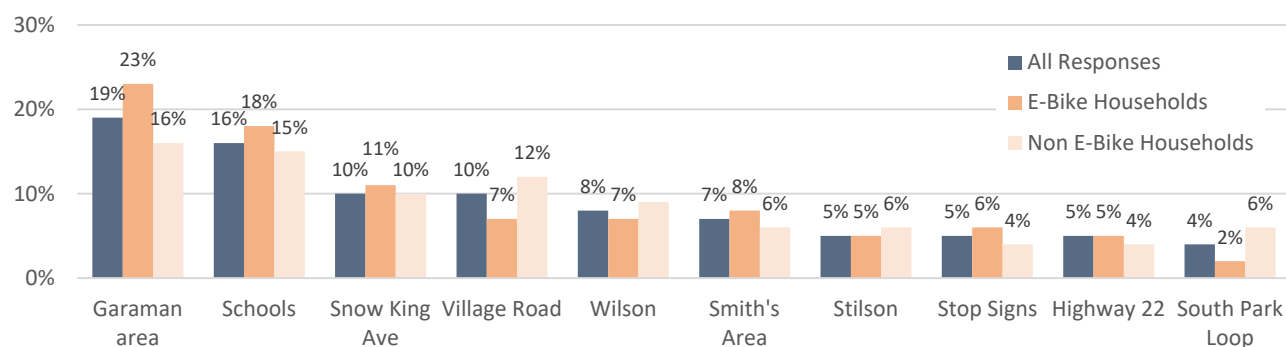
8. Have you had any of the following negative interactions with an e-bike on the pathway network? (select all that apply)

1,080 of 1,290 responded



9. If yes, where did the negative interaction(s) occur?

961 of 1,290 responded. While this was an open-ended question, responses were grouped by searching for various uses of place names (and spelling) to identify the most common responses. The full list of responses follows the summary chart.



Responses - e-bike households

463 of 702 responded

- All over the pathway system. Its the non pedal assist e bikes that are the problem. They go to fast.
- 1. Between high school and post office, 2. Along Moose-Wilson Rd
- 1) Moose-Wilson Road pathway 2) Snow King Ave
- 3-way at tribal trail connector and 22
- 390 pathway. Wilson School pathway 22 pathway.
- 89 Tunnel near Smiths
- adjacent to 390
- All around Wilson
- All bike paths
- all over
- All over any crossing or while a pedestrian user.
- All over the paths
- All over the pathways, but near Garrison Park and Tribal Trails
- all over town
- all over town, between the schools and post office is the worst. All over town in general, bikers do not heed to rules of the road.
- All over town, both on and off the bike paths. Garaman park area is bad.
- All over town, especially near middle and high schools.
- All over town; hard to say exactly but e-bikes running stop signs all over; my son on his e-bike has been cut off by other e-bikers; once an e-bike grazed his back tire and he almost had an accident. This was at snow king at scott lane in the bike lanes. Fortunately, the cars stopped and checked on him.
- All over, but more often on bike path at school soccer fields, and connector to Garaman park. Kids go a million miles an hour and know nothing of the rules of the road.
- All over, including ebikes where they should not be ridden.
- All over, mostly kids and entitled adults that ignore road crossing signage and rules.
- All over, near middle school, Garaman Park tricky for all types Of users.
- All over! These have happened many times
- All over. The most problematic areas I've experienced are in the Town - the entire from the schools through to Garaman. The limited sight distances, curves, hills, etc. are very than the more open pathways along the County infrastructure.
- All pathways and particularly after school
- All throughout East Jackson
- Almost every ebiker I encounter is fine but middle school age children are sometimes looking at phones and biking
- Along 390 where I live
- along highway 22 and stilson pathway
- Along highway 89 (too fast). Not stopping at stop signs (Snow King Ave).
- along snow king
- Along the Moose Wilson Road
- Always near the post office and library
- anywhere there were tweens/teens riding ebikes
- Area around Russ Garman park

- Around Smiths grocery store pathway area Through Garman park
- Around the middle school
- around the pathway near Smiths and also Garamin park and really all pathways
- at all points of the pathways... town, stilson to WES - the worst, at Emily's Pond, near the rodeo grounds w 3 young kids on a bike together blowing through a stop sign on the wrong side of the street
- At most pathways. E-bikes and regular bikes don't stop at stop signs or move over for people coming the opposite direction
- At stop signs
- At stop signs. Too often, bicyclists don't stop.
- bazinga
- Between Garaman and new post office.
- Between garamin park and the smiths tunnel
- between garmin and smiths
- Between post maple way office and Blair community gardens to HWY 22. There is an important topic not listed here. As a dog owner many unleashed/uncontrolled dog near miss and accidents witnessed because of dogs not listening, crowed areas and bikers not seeing a dog come onto the path from the woods.
- Between post office and smiths
- Between schools and maple way post office
- Between Snake River Bridge and Skyline
- Between the soccer fields and Summit School parking lot.
- Between the tunnel past smiths an Russ Garaman Park, Snowking Ave,
- Between town & TV
- Between Wilson and Jackson
- Bike path along 390
- Bike path along highway heading towards Wilson
- Bike path between Middle School and the post office
- Bike path near "new" post office
- bike path near new post office
- Bike path near underpass by Smiths
- Bike paths, R park
- Bike trail
- By elk run/creekside and Wilson/Stilson pathway area
- By Hidden Ranch
- By JH Middle School
- By Russ Garamin park- but I definitely noticed the middle school kids (I'm assuming) be better at the slow zone after an officer was out monitoring.
- By Smiths
- By snow king
- by Teton literacy
- By the aspens on the way to Teton village
- By the High School. Always by the high school.
- BY The Middle School

- By the middle school
- Centennial Trail
- Congestion near tribal trails
- Cottonwood Park
- Daily when children are going to and from school; near Garaman Park all the way south to Smiths
- Don't remember specifically but many places
- Downtown Jackson, pathway tunnel near Skyline, Fish Creek Road
- During the school year in the fall after school.
- E bke need to slow down with people and pedal bike on the pathway.
- ebikers go too fast!!
- Entering Garaman park
- Every section of every path in town. Russ Garamon area the worst though.
- Every stop sign in Jackson.
- Everywhere
- Everywhere
- everywhere
- Everywhere
- Everywhere
- Everywhere
- Everywhere
- Everywhere
- Everywhere in town, pathways and roads.
- Everywhere on the pathways
- Everywhere, particularly by the middle school
- Everywhere!
- Everywhere. I often think of the flat creek area behind creekside condos.
- Everywhere. Road bikes as well as e bikes
- Flat creek
- Flat Creek pathway
- Flat creek pathway
- Flat Creek pathway Gariman, pathway-22, kids riding fast on sidewalks.
- Frequently in between Flat Creek and Rafter J
- from the pedestrian bridge over the snake river to 22, also along 390 bike path
- from the post office to schools
- From visitor center to fish hatchery, from Smiths to school while walking my dogs.
- Garaman
- Garaman park
- Garaman Park
- Garaman park and bridge near smiths and north of town near airport
- Garaman Park and meadows east of Snake River Bridge.
- Garaman Park area
- Garaman park area,

- Garaman park area. After school when the Middle Schoolers get let out.....MANY OF THEM HAVE NO RESPECT for other path users
- Garaman Park mostly and not riding on the pathways in the school fields area
- garaman park pathway
- Garaman Park Pathway
- Garaman Park pathway area
- Garaman park, middle school soccer fields, snow king ave.
- Garaman Park, Snake River Bridge
- Garaman Park; path junction near Whole Foods, corner of snow king and scott lane stop sign. Stop sign at corner of flat creek and Millward and snow king ave
- Garaman Park.
- Garaman park. Kids going to fast and using the entire width of the pathway
- Garaman Park...people go way too fast at the intersection.
- GARAMAN PATH-KIDS GOING HOME FROM SCHOOL-3 ON ONE BIKE
- Garaman Pathway
- Garaman Pathway
- Garaman Pathway; Sink or Swim trail (a one wheel); Snow King & Flat Creek Drive Stop Sign (failure to yield)
- Garaman trail, Rafter J pathways
- Garamen pathway
- Garamin
- garamin park, pathway near smiths
- Garamin park. Hiway 22
- Garamin park. intersection of cache and kelly
- Garamin Pathway between PO and Smiths
- Garamon park
- garamon park pathway
- Gareman park.
- garemen park pathway
- Gariman trail
- Garman Park and along Snow King ave.
- Garmin park pathway
- Garraman Park area, Snow King Ave
- Generally children making poor choices
- Generally in the town pathway
- Gregory lane crossing
- Hey 390 pathway
- High school road
- High School Road and South Park Loop Road - where there should be a stop sign to avoid many issues
- highway 22
- Highway 22, Snow King Ave, section from 89 tunnel to new post office (which includes Garaman Park)
- highway 22, village road

- Highway 22, village road, Wilson area
- Honestly I've had the most issues with regular bikers refusing to ride single file
- I believe the worst area (with the worst encounters) is between the "new post office" to the tunnel under the highway, with several blind corners that people still try to pass on.
- I have had a few on the corner of Maple & Scott Lanes.
- I have never had a bad experience
- I helped a middle-school age child off of Snow King Ave roadway after he crashed not operating in a safe way. I've also seen several other young riders go way too fast in a crowded section of pathway, when more caution should have been exercised - typically on the Garaman section of pathway.
- I live in Wilson and work on the town square. I've seen all of these things along this stretch of the pathway and also going North to Teton Village.
- I was hit by an ebike in my vehicle, going the wrong direction and too fast. Not on pathway.
- I've observed the above on many pathways and roads
- I've had as many, if not more, negative interactions with regular bikes and joggers with ear buds than e-bikes. However, my positive or non interactions far exceeds any negative.
- I've had numerous negative interactions across many different pathway sections. Near the schools, Russ Garamin, Teton park, Village Road pathway, WY 22 between Science School and Stilson, Stilson to Wilson school
- I've had these occurrences on nearly every pathway in the county
- I've seen it on the village pathways, along highway 22, in the pedestrian bridge over the snake, in town.... Everywhere that bikers are. But I've seen the same thing with pedal bikers, especially road bikers. There seems to be a odd entitlement that bikers have with the path ways viewing them as strictly bike paths and not multi use pathways,
- I've seen the behavior selected above all across the Town of Jackson as well as throughout the county
- Ignoring stop signs
- In all sorts of places such as neighborhoods near the schools as well as on and around May Park area. These areas stand out in my mind because there is a higher concentration of bikers, especially below 18, during some hours and one can easily see multiple e-bikers violating pathway rules and riding dangerously. But I have also observed bikers in their 20s, 30s, and 40s going too fast and riding wrecklessly, for example, texting while having a headset on and riding at high speed.
- In many places. A lot of times it seems safer to be on the roads vs the pathways w all the fast and reckless ebikers and no one is controlling this. Seems the pathways are becoming very unsafe for pedal bikers and people on foot.
- In Rafter J; near Russ Garaman Park
- in the town area behind the post office, near the school and near Emily's pond
- In town
- In town
- In town
- In town
- in town all over
- in town and in the vicinity of schools
- In Town and throughout the County

- In town and WY 22
- in town pathway along flat creek and beyond, near school campus area
- In town pathways
- In Wilson, between Wilson and Jackson, in Jackson
- Indian Trails
- Indian trails
- Intersections, on shared paths with walkers
- It happens in the morning by Garman Park and after 3pm in the same spot.
- it's always the middle schoolers on e-bikes, they simply don't know the rules of the road and don't know how to yield or signal to people. and I frequently see them blow stop signs. but I'm a sophomore and make sure to signal and everything.
- It's mainly kids who go too fast on the bike path, and/or bike while looking at their phones. No helmets, multiple kids in one bike, etc. I saw 2 girls riding while looking at their phones and ran right into the bleachers at the giants field. Ive seen kids pass on a blind curve. I had another kid on Snowking stop his Ebike in the middle of the bike lane to talk to a friend on the other side. When I stopped behind him and asked him to move, he did so to his left, getting in front of cars. A truck had to slam on his breaks to avoid killing him. It's not just e-bikes though, I have had road bikers speed by me going 30 miles an hour through garaman park.
- Just about everywhere. This is especially common near the middle and high schools, and Garaman.
- Just about everywhere.....occasionally
- Lots of kids, don't know the rules of the road so many locations. Particularly intersections.
- Lots on snow king. Definitely on the pathways
- Mainly by middle school and down by Farman park
- Many different pathways
- Many different places - mainly Snow King Age and the pathways network between Gregory Lane and the new post office.
- Many different places on the Russ Garaman, South Park/Melody trails.
- Many places between Town and Wilson but most often avoiding stop signs in town and going too fast on bike path from town to Wilson on 22.
- Many places but I commonly have these interactions on the pathways near the schools
- may park
- Melody Ranch, and town path near Josie's TH
- middle school
- Middle school area, garaman park, r-park
- middle school pathway not yielding to pedestrians crossing to soccer fields
- Moose Wilson Road
- Moose Wilson Road path, roads in town of Jackson
- Moose Wilson road pathway
- Moose-Wilson and 22
- Moose-Wilson pathway, 89 pathway s of Smith's
- More than one, sadly. I've had a few ones within GTNP, between Jackson and Wilson, and between Wilson and Teton Village.

- Most often on the section between the post office and the schools.
- Most pathways in town...
- Mostly 390.
- Mostly along Moose-Wilson road
- Mostly around Garmin park after school
- Mostly around the schools
- Mostly between post office and schools on bike path
- Mostly in the section from 89 to new post office
- Mostly in town
- mostly in town & near Garaman Park area
- Mostly the bike path along the river south of town
- Mostly the middle school kids and on the pathway behind Hidden Ranch area
- multiple areas but especially at intersections like on snowking ave where biker is in bike lane rather than a fully separate pathway
- Multiple locations
- Multiple locations, mainly by kids
- Multiple locations.
- Multiple places
- Multiple places
- My negative interactions are mostly at stop signs and it is not only e-bikers that do not stop
- name a pathway in Jackson and on some roadways
- Near and on the snake river bridge.
- Near Garaman Park
- Near Garaman Park and Jackson Hole Middle School
- Near Garaman/flat creek, near rafter J on hwy 89
- near Garamon Park and along the bike paths between schools and end of Flat Creek section
- Near gariman park
- Near JH Middle School
- near JHMS/ along pathway between Pres church and highway/ 3 Creek pathway
- Near library, on bike path south of town hwy 89
- near Maverik
- Near middle school
- near post office
- Near Russ Garaman (of course)
- near schools
- Near schools- middle school area near community garden and around Summit and Colter. En route to Smith's, and the connector past from Smith's to the post office
- near Smiths food store/ rafter J area
- Near stilson
- near Stilson pathway
- Near the Bird.
- Near the churches on tribal trail, near the back side of smiths before the tunnel.

- Near the middle school
- Near the middle school
- near the middle school and between smiths and the new post office path
- near the middle school and soccer fields and by garaman park.
- Near the schools
- near the schools. near smiths
- Near the tunnel by Russ Garaman park
- Negative interactions with any pathway user seems to be in the more congested areas near the new post office/garaman park area.
- No negative interactions
- no negatives
- None
- Not stopping at intersections, various locations
- Not with e-bikes but road bikers are out of control and rude
- Nothing but positive for me.
- Often all over. But to be fair, regular cyclists do all of those things too.
- ok
- Old Post Office path to middle/high schools, Snow King Ave, Willow St
- On all pathways between the Village, Wilson and town of Jackson.
- on path along village road.
- On pathway between sagebrush and Jenny lake
- on pathway by Skyline Ranch
- On pathways between Hwy 22 and the Middle School. Most problems with pedal bikers and their attitudes towards multi-use.
- On roadways
- on streets
- On the bike bridge over the snake
- On the bike path and by the football games
- On the path between South Park Loop and the cabins going towards Hoback, but the bikers that are not on e-bikes are so much worse and are going too fast, in a competitive racing manner, and behave so entitled. E-bikes can at least stop fairly quickly, you can hear them, and and they aren't out there racing or training. Regular pedal bikes on pathways are so inconsiderate of pedestrians. The number of incidents I have had as a runner with pedal bikes is countless, they are so disrespectful.
- On the path from Smiths to the school.
- On the pathway between Gregory Lane and Garaman Park, especially right after middle school gets out, or after sporting events
- On the pathway headed south of town
- On the pathways all over
- On the pathways in town and along Village Rd
- On the roads in town
- on the street
- On the windy mile

- On way to Rafter j, Harriman park
- Only on straight-aways with clear views.
- particularly along areas where bike lane share road: snow king, scott, and maple areas, particularly at intersections/corners
- path 22
- Path to Snake River pedestrian bridge from Wilson, 390, Stilton path
- Path22, Centennial Trail (Stilson-Wilson), Tim's Trail, all over town
- Pathway along highway 22.
- Pathway behind Hidden Ranches, South Park Loop, Section between Indian Springs and through the tunnel at Skyline, Between Stilson and Wilson School.
- Pathway behind Smith's grocery
- Pathway between Colter Elementary and Post Office
- Pathway between Elk Run to Smiths and from the Y to Wilson Bridge
- pathway between schools and Garuman park
- Pathway by Russ G Park
- pathway by Russ Garaman Park
- Pathway from Post office to Smiths
- Pathway from Smiths south to Rafter J and area around middle and high schools
- Pathway in Teton park
- pathway on the village road.
- Pathway on Vil road with visitor on rented ebike
- pathways
- Pathways and streets in town.
- Pathways around Middle School and ball fields
- Pathways between middle school and elk run
- Pathways between schools and new crab lane
- Pathways in Town of Jackson - Garamon, school zones
- Pathways near High School Butte and Garaman (sp?)
- Pathways near middle school and community garden.
- Pathways near Middle School and Garmen Park
- Pathways near Middleschool, Pathway north of Garaman Park
- Pathways south and west of town. In town
- pathways south of town to middle of town, (my normal route)
- Pathways surrounding schools
- Pathways to school
- Pedestrian having two dogs take up the whole path. Actually it was the director of friends of pathways Katherine Dowson. She needs to understand the path is not just for her and her dogs.
- People are always going too fast near Garaman park, despite the speed limit.
- primarily on section along tribal trails and SPL
- Rafter J
- Rafter J
- Rafter J

- Rafter J - kids need license. It's always middle school kids.
- Rafter J all the way to and including town
- Riders (mostly youth but also adults) not adhering to traffic signals and ignoring stop signs at intersections. Snow King Avenue is especially bad. Also: speeding through slow zones like Garriman park.
- RODEO GROUNDS STOP SIGN
- Rus Garaman, by Middle School, on 22, R park, Stilson
- Rus Garamon park
- Russ Garaman
- Russ Garaman
- Russ Garaman Park
- Russ Garaman park
- Russ Garaman pathway, On pathway by school complex
- Russ Garaman trail and all around town (not adhering to stop sign)
- Russ Garamond area and Smiths to Melody
- Russ Gariman trail
- Russ Garman pathway
- S Park Loop Rd near high school hill
- school to wilson bridge
- Scott Lane
- Several places- near Garaman park; village road near the Aspens; snow king near the rodeo just to name a few
- Several places. Often in stretch between Garamen and 89 underpass
- several times between colter elementary and Hidden Ranch
- Skyline Tunnel
- Snake river bridge
- Snow King and Flat Creek intersection, numerous non-pathway intersections
- Snow King and scott and Snow King and Powderhorn
- Snow King and Scott In.
- Snow King Ave
- Snow King Ave
- Snow king ave
- Snow King Ave
- Snow King Ave
- Snow king Ave & library intersection
- Snow King Ave and connecting pathway through Garaman park to the Highway.
- Snow King Ave and Garaman pathway
- Snow King Ave at Virginian Lane
- Snow king ave where the bollards are placed
- Snow king ave, and behind the new post office and all the way to Smiths
- Snow King Ave, and Garaman Pathway
- Snow King Ave, Signal at Smiths and Garaman Pathway

- Snow King Avenue
- Snow king avenue
- Snow King Avenue
- Snow King Avenue, East Hansen
- Snow King Avenue. Simpson Street.
- Snowking Ave
- Snowking corridor
- Snowking Dr.
- Sometimes e-bikes are traveling too fast on the Stilson and village stretches of the road
- somewhere between Wilson and Jackson. also in town next to flat Creek
- South 89 between HSR and Rafter J, WY22 Pathway, Garaman Pathway, Snow King Ave. and other town streets.
- South of the rafter j. Bikes don't yield crossing driveways. The park with all the speed limits is another place people are hazardous.
- South of town pathway
- South Park and in town
- South Park Loop
- South Park Loop (drag race site for kids with e-bikes), Garaman (so dangerous), lane along Alpine soccer parks (incredibly dangerous - kids flying by 6 year old kids playing soccer)
- South Park pathways, Garamin
- South Park, S 89 pathway
- South town bike paths
- Stilson area
- Stilson Lot, Garaman
- Stilson Pathway
- Stilson pathway
- Stilson Pathways
- Stilson to Wilson path. All the time
- Stilson, indian springs Ranch, Nethercott, Aspens market
- Stilton area
- stop signs
- stop signs
- Stop signs along Snowking Ave + Garamin park to Smiths section of path
- Stop signs and young kids on ebikes
- Stop signs at in town intersections
- Stoplight near Smiths; several places
- Teenagers - doubling, texting, not wearing helmets.
- The cross-walk by Flo Mcall studios. Gregory Lane. Middle school kids headed home after bell toward the Hidden Ranch/underpass.
- The intersection at the library, and snowing ave.. over and over and over again
- The pathway between the New Post office and Smithss
- The section of pathway along Flat Creek between the new PO and the tunnel under Hwy 89

- The stop signs along Snow King.
- The town pathway between the new post office and smiths
- There have been a few: RT 22 near tribal trail; near Emily Stevens; pathways near stilsons
- there're some blind spots between the two tunnels in between park and smiths. Lots of bikers and walkers, hard to go slow and pass, commuters too that go too fast. The mirrors for the blind spots I personally don't think are effective.
- Throughout Jackson
- ToJ Pathways especially near schools, Garaman Park/Post office. Rafter J.
- Too many to answer
- Too many to count
- Town pathways
- Town and Hwy 390
- Town of Jackson
- Town of Jackson street.
- Town of Jackson, Kelly and willow intersection
- Town path ways
- Town paths and stop signs
- Town pathway
- Town pathways
- Town pathways and Hwy 22
- Town pathways and pathway south of town
- Town Pathways and roads
- Town Square, near the middle school, alone Snow King path between town and Smiths
- town, stilson, garaman park, 22 pathway tunnel
- Tribal Trails and highway
- trivial trails and hwy
- Tunnel from Stilson to Emily's Pond, entering tunnel next to Skyline, in town near high school, in town on wooden bridge by Smith's, in town at tunnel under Broadway, in town near Flat Creek
- Tunnels and sharp turns on path near Whole Foods/Garman Park.
- Upstream from Smiths
- Usually around Garamin park
- Usually at stop signs and yield signs in town and at the entrances of Rafter J.
- Usually between Russ Garaman and the schools.
- Usually in town
- Various 4 way stops around town.
- various locations. All with youth on throttle bikes
- Various places in town and on the South Park Loop
- Village pathway along 390
- Village Road
- Village Road, last summer.
- Virginian Lane and Snow King Ave
- West bank

- West Bank bike paths
- West side
- Westbank trail between Wilson School and Teton Village
- When school lets out the Middle Schoolers are fast and furious through Garaman and onto Snow King Ave.
- Where haven't they occurred? On pathways, on bike lanes, on roads. Its often teenagers but not always
- Where the bike path runs along the road.
- Where the pathway crosses Gregory Lane, section between Smith's and underpass at Highway 89/Flat Creek (curvy, blind corners), near Garaman Park. I also use pathway sections often around South Park loop/Indian Trails and there are less issues here because they are less congested and seem to have fewer people commuting on e-bikes.
- Willow St, Snow King Ave, and Russ Garaman pathway
- Willow Street
- Wilson
- Wilson
- Wilson and village road paths
- Wilson Centennial Pathway
- Wilson pathway
- wilson to jackson, Elk refuge, GTNP
- Wilson to Stillson
- Wilson to stilson, the stilson intersections
- Wilson underpass, wilson to stilson
- Wilson, a teenager was on their phone. I read them the riot act.
- Without a doubt, in and around all of the Jackson Hole schools!! On occasion, some issues with riders downtown not following bike rules and basic rider safety.
- Young people not adhere to traffic laws. Mainly blowing thru stop signs, risking collision with vehicles. excessive speed observed occasionally
- Your survey doesn't offer options about dog walkers with long leashes, road bikers and mountain bikers. Pathway issues are not just E-Bike issues. This survey does nothing but put a negative spin on E-Bikes> Maybe we need to educate pathway users on watching out for e-bikes
- zone near Garamond park tunnel under Hidden Ranches

Responses – non e-bike households

498 of 588 responded

- Bike path near Skyline. 2) Bike path next to 390.
- 390 south o Teton Pines
- a bunch of places. i dont remember the exact sopt, but a lot is around the school and target
- across from the Presbyterian Church on Montana Rd, the four way at Hi-Country/South Park Loop/Middle School Rd, and the four way at Maple Way by the new post office (where the Picnic cafe is, as well as the Teton Subaru and the post office)
- All around Jackson
- All around town....it's terrible.

- All bike paths
- All over the place. Uneducated unskilled riders everywhere especially The kids and tourists on rental bikes
- All over the system
- all over the town
- All over town
- All over town
- All over town and the path from new post office to the schools
- All over town!
- All over town, on the bike paths in Rafter J, the bike paths by Garaman park, Elk refuge road, bike paths in the park, road in the park during seasonal closures.
- All over town.
- All over town. Especially from younger riders, blowing through stop signs, not giving enough room when passing
- All over, but seemingly most concentrated around intersections and blind corners. Specifically, 1. The section in between Gregory Lane and the field by Colter Elementary - both the little curve by Gregory lane and that t-intersection at the field 2. Where the pedestrian bridge at Garraman park intersects the bike path 3. Where the bike path dumps out behind the post office
- All over. Too many to list
- All pathways
- All pathways + roadways
- All pathways but especially Russ Garaman during school commute
- All pathways, especially near middle school
- All Teton county pathways.
- All the bike paths especially - town and the village road path
- All throughout town roads and paths
- Almost all of my negative bike encounters (which is a lot) is on the pathway near garaman park.
- Almost anywhere in town, on the pathways along 390 and 22, the path between town and Wilson. Snow King avenue. We might as well take the stop signs down and spend the money on whiskey.
- along 390 and 22
- Along bike path at Melody Ranch. Also, near collision when ebike youth rounded a corner without stopping at the stop sign and headed directly into my front bumper; ebiker on the wrong side of the street and going way fast.
- Along Snow King Ave
- along the bikepath
- Along the pathway from WY 22 to the Middle School and High School
- around the middle school
- Around town, pathway, while driving.
- At major intersections within town & on the bike pathways
- At many stop signs
- At middle school, at soccer fields, on Pearl Street, before high school, on Cache St

- Baseball park over by the high school. Zero acknowledgment of blind corners, pedestrians, or baseball families. They just “fly” through.
- Behind Hidden Ranch-Garhahman Path
- Behind my condo at creekside townhomes
- Behind Smith’s, on Snowking Ave. and also in the slow zone along flat creek near Josie’s Ridge.
- Between Colter Elementary and Smith's Grocery
- between garaman park and smith's- especially the blind turn about halfway between those two locations.
- Between High school and Garaman park
- Between high school road and rafter J
- Between J and W.
- Between Rafter J and High School Road
- Between Rafter J and Smith's
- Between Russ Garaman park and trailhead on Elk Run.
- Between smiths and new post office.
- between the Aspens and town
- Between the middle school and the new post office, often
- BETWEEN the village and town on the bike path
- Between Wilson and Teton Village. The vacationers who have ridden any bike in decades rent e-bikes and think they’re on motorcycles up and down the pathway. Reckless.
- bike path
- Bike path
- Bike path along Snow King, from Snow Kong Resort, all the way to Broadway, and going south on Broadway to the Smith's connector. Almost daily. The same on Wilson Street from the Rec Center to Snow King.
- Bike path between Brown'scurve & middle school - this is a combat zone
- Bike path between Cottonwood and New post office
- Bike path from behind the Post Office to the schools
- Bike path heading out of town past Smith's. Behind Hidden Ranches.
- Bike path near Josie's Ridge trailhead. Snow King Ave.
- Bike Path near Post office
- Bike path next to Three Creeks
- Bike path out to Village from Wilson
- Bike paths
- Bike paths between Jackson and Teton Village, Wilson. Town intersections.
- Bike paths in TOJ and in GTNP
- Bike paths, neighborhoods
- Bike paths, streets, stop signs, even trails where they are banned
- Biking lane bollards on Snow King Ave and Willow
- blind corners and city side walks
- Boyles Hill Rd
- Broadway and Millward

- By schools and Pearl street
- By smiths
- By Target
- By the middle school and also by nethercott lane
- by the middle school soccer field, snow king trails
- By the middle school, high school, Blair apartments
- By the post office
- by the schools
- Cannot Remember
- Centennial pathway from Wilson to Stilson, path from Stilson will Teton Village. All the paths around the middle/highschool
- Centennial Trail and Trails near schools, and Snow King Avenue, Broadway Ave, and Willow St.
- City limits - rampant
- Collision at the intersection of Virginian Lane and Snow King Avenue and then observing hundreds of instances of E-bikers not adhering to rules of the road,.
- Collision on Garaman pathway, e bike to fast on Stilson pathway and connector from hwy 22 to schools, e biker not yielding on all pathways - they weave and don't realize they can not stop at speed, people do not consider an e bikes weight vs speed and if a walker or stroller or pedal biker moves an e bike will not be able to stop - that is the same with a pedal bk=iker going too fast they will not be able to stop instantly, running stop signs all over town. mostly visible on snow king ave at the rodeo grounds corner , the library corner and Scott lane - the roads that parrallel pathway connectors. Teen Pass e bikers riding to the Black Canyon trails!!
- corner of Willow and Broadway
- Cottonwood pathway to the schools + all areas around the schools
- crowded pathways in town
- Different portions of the bike path...or on streets with bollards.
- do not recall
- Down Snow King, Highway 22 bike path
- Dozens of places throughout the JH Pathways system -- too many to name
- E bikers riding into designated wilderness areA
- Elk Runt to Creekside Village to Garaman Park
- en la calle
- Especially after high school was out, lots of kids going fast with multiple kids on the bikes
- Every intersection and along every roadway with a bike lane.
- Every path I've been on.
- Every stop sign in town; e-bikes on every sidewalk in town;
- Every stop sign that exists in the Town of Jackson.
- Everywhere
- Everywhere
- everywhere
- everywhere
- Everywhere

- Everywhere
- Everywhere
- Everywhere it could
- everywhere lol
- everywhere they are operated, especially near schools
- EVERYWHERE THEY RIDE IN TOWN AND IN THE PARK
- Everywhere!!
- Everywhere. Ebikes go wayyyyyyy too fast when passing more vulnerable, slower users. I no longer find joy in using the pathways recreationally and consider it a risk to my health.
- Flat Creek
- Flat Creek Comm. Pathway near Post Office
- Flat Creek near Garman Park.
- four way stop Virginian lane and Snowking by library
- Frequently between R Garaman and the schools
- From Wilson to Jackson, TV to Jksn, in Jackson
- From Wilson to Jackson.
- Garaman area
- Garaman Park
- Garaman Park area all the way to schools
- Garaman Park area, VERY common!
- Garaman Park Pathway & street path
- Garaman Park, intersection of Snow King Ave and Virginian Ln
- Garaman Park, S-curve- bridge near Eagle Village, pathways around Middle School and Elementary school, Gregory Lane
- Garaman path
- Garaman path, Intersection by the Aspens, Rodeo intersection
- Garaman Pathway
- Garaman pathway along river
- garaman pathway gregory lane to post office (multiple locations) as well as sidewalks around town.
- Garaman pathway, pathway next to hwy22
- Garaman Pathway, Snow King Bike Lane, 3 Creek Pathway
- garaman trail
- Garaman Trail and collision occurred at intersection near bus stop by the high school
- Garaman trail towards Smith's. Usually after school is let out. Riding on wrong side of trail on blind turns, riding with two people on bike. Riding on class 3 bikes going way too fast.
- Garaman, Melody and Stilson.
- Garamin
- Garamon park area
- Garamon park area
- Garamon park, athletic fields
- Gariman Park area
- gariman park primarily, but throughout the complete network

- Garraman park
- Garriman Park to Gregory lane and the corner of snow king and millward
- Gary an path
- Generally I see these problem everywhere e-bikes are being ridden by kids.
- Grand Teton National park , on the hill between moose and Taggart
- Gros Ventre Jct. every single one
- GTNP pathway
- GTNP pathway in summer
- GTNP pathway north of taggart
- gtnp pathway, in summer
- GTNP, trail between village road and town
- Have seen at numerous intersections and 4 way stops
- Hidden Ranch path
- High School Rd. intersection, Melody Ranch path area, path near Middle School
- Highway 22 path, moatly
- Highway 22 pathway
- Highway 390
- Highway Tunnel area near Smith's, Garaman path, Rafter J pathways
- How much time do you have? Plenty stories
- Hwy 22 and Indian Springs Drive
- Hwy 22 Pathway near Skyline
- I have experienced multiple interactions ranging from Jackson, Emily's pond area, Wilson, and the bike path along Moose-Wilson Rd.
- I have had multiple negative interactions with e-bikers on Teton county pathways from Teton village to munger mountain elementary. The worst interactions have been in town and in the section between town and the village
- I have these with pedal bikers too. Anywhere on the paths. Stop signs get ignored far too often.
- I live near the schools. I use the bike path daily. No child should be on an e-bike!!! Also, I ride all over valley with a pedal bike and have encounters everywhere!
- I mostly go from Whitehouse Drive to 199 E Pearl and I witness at least 1 of these issues on a daily basis in the Spring/Summer/Fall.
- I saw them almost take a walker
- I think that the e-bike classification can lead to increased use of other motorized vehicles (even though I know there is signage against this). I have seen users on the south park loop riding electric dirt bikes that don't even have pedals
- I use the bike path every day and have not encountered a pathway free of speeding by E-bikers with and without helmets. The temptation to speed (just like high speed skiers at JHMR) is simply too great. On the bike path along the Village Road, it appears many E-bikers are visitors who have rented E-bikes without having ridden a bike since childhood and do not even know there are any speed limits. E-bikers (mostly visitors I think) regularly disregard the "no E-bikes" signs on the Old Pass Road. It is only a matter of time before the first fatality.

- I use the Garaman pathway almost daily in the warmer months. The e-bike etiquette is terrible. It's become dangerous for walkers and pedestrians. I also see all ages of e-bikers running through stop signs on Snow King Ave, but kids are the most frequent offenders.
- In town- kids on ebikes not obeying stop signs, not obeying speed limits ,2 riders on one bike on the phone, not wearing helmets!!!
- In between Garaman and Smiths.
- In front of my parents' house on S HWY 89 by Yeti
- In front of our house. The E bikes are dangerous because the people who ride them do not follow the rules. I have seen so many bad interactions and it is very, very, very scary. People should use regular bikes and to be used the e bikes inside the Town.
- In front of Smiths.
- In front of the Village, the Aspens, intersections at Stilson, and right before Wilson.
- In Jackson
- In my neighborhood and on the pathways on South Park lane and along flat creek
- In numerous places, but mainly between the schools and the new Post Office - kids commute to/from school. Too often!
- in Stilson area
- In the area behind Hidden Ranch Loop
- In the city streets and Garaman path
- In the Cottonwood neighborhood (people going too fast on the pathway) and downtown Jackson (people biking on the side of the road next to cars)
- In the pathways by most houses
- in the streets
- In town
- In town mostly, but some on the westbank. They go way too fast and ride two across and don't get out of the way of pedal bikes. Also, not letting bikers know when they are going to pass from behind.
- In town on the bike path by the creek
- In town on the sidewalks and on all the pathways.
- In town, during the summer on the roads.
- In town. GTNP
- In various locations both in and north of town.
- In various locations, most common I experience is E-biker not adhering to rules
- In Wilson on pathway
- Indian Trails & South Park Loop pathway
- Indian Trails Bike Path
- Indian trails subdivision
- Intersection from my neighborhood to HWY 89
- Intersection of library and at the end of snowing they do not stop which is a violation in the town
- Intersections throughout town
- Intersections, bike lanes on town streets
- I've had several really bad experiences including being run off the pathway by two e-bikes riding abreast near spring gulch light. Most of the problematic e-bike users are teens in my experience.

- just South of the tunnel under 22
- Kids blew through a stop sign in East Jackson. I'm glad I saw them and stopped bc I was in my car and could have hurt them.
- Many areas
- Many e-bikers go too fast all over the place. Some kids do wheelies and other tricks. Others are distracted and not paying attention.
- Many negative interactions. Mostly near presbeterian church, schools, etc
- Many occasions on the pathways near the middle school and along south park road
- Many places
- many times in many places
- May are riding too fast
- Middle school and Garaman Park area.
- Middle School Area
- Middle school, smiths parking lot, along pathway from middle school to town.
- Middle schoolers riding to/from school
- Misc locations
- Moose - Wilson Road
- Moose Wilson Pathway
- Moose Wilson road
- moose wilson road
- Moose Wilson Road
- Moose wilson road
- Moose Wilson road between highway and village
- moose wilson road near aspens etc
- Moose Wilson Road, Garaman Park
- Moose Wilson road.
- Moose Wilson. E-bike users on sidewalk going faster than cars on the road.
- Moose-Wilson path
- most everywhere
- Most negative interactions occur on the curvy sections of trail, such as Garaman Park and south of Garaman Park.
- MOST OFTEN AROUND THE SCHOOLS, also e-bikers on narrow sidewalks and not on the paved shoulder bike lanes, crowd off the pedestrians.
- Most paths
- Most stop signs
- most times while driving, or see infront of my house
- Mostly between smiths and the old post office
- mostly between the post office and Smith's
- Mostly in Garaman Park, some on South Park Pathway
- Mostly in town/near town
- Mostly on the pathway between the schools to town
- Mostly on the village road. Also Stinson.

- Mostly Stilson to Aspens section
- multiple locations
- Multiple locations on the bike paths and roads throughout town
- Multiple locations on the pathways system
- Multiple places
- Multiple places - near Emily's Pond, between Jackson and Wilson, between Jackson and Rafter J, in Rafter J
- N/A
- n/a
- Near Elk Refuge HQ.
- near fairgrounds and target
- near Garaman park
- Near Garaman park
- Near Garaman park
- Near Garaman Park and from there to the schools
- Near Garaman Park. Near the soccer fields by the middle school and Colter Elementary.
- near Hidden Ranch
- Near indian trails and stilson
- Near Jackson Hole Middle School.
- Near Josie's. Near Blair Apartments.
- Near middle school
- Near Middle School, Garaman, Village Pathway, Wilson Pathway
- Near post office path
- Near Presbyterian church path and near new post office path
- Near Russ Garaman park. Also at highway underpass on 22
- Near Shooting Star
- Near smiths
- near target
- Near Teton Pines and also near the high school
- Near the High and Middle schools.
- Near the library
- Near the Middle School
- Near the Middle School and near the Aspens
- Near the Middle School and the curves on the south end of the Village Road.
- Near the middle school/high school road
- Near the schools
- Near the schools and all over town
- near the schools, flat creek path, highway paths near 22
- Near Tribal Trail & Lakota intersection and along nearby turns in the pathway.
- Near Westbank center
- Near Wilson School on pathway
- no

- no
- North of town along Elk Refuge
- North of town and in the Teton park
- not stopping at Snow King and Millward, Willow and Pearl, Weaving the bollards on Snow King Ave on the electric dirt bikes, 4 kids on a radwagon on Snow King Ave without helmets and blowing through stop sign at Millward.
- Nowhere
- Numerous locations
- Numerous times; almost daily; have almost been hit 2-3 times due no communication from biker coming up behind me
- Often near Russ Garaman Park--usually between the park and Smith's; along 22 near Spring Gulch (between Albertson's and Teton Science School).
- Old pass Road, also in the back street in Wilson, village road path
- on all paths from just north of Hoback to as far north as Jenny lake
- On all pathways
- On all pathways around town
- On bike path near Smiths
- on bike paths in town, Wilson and 390
- On bike paths within the town and county, as well as in bike lanes and on other roads without bike lanes, commonly at intersections
- On every pathway I use! I use most of them at one time or another, from village to Stilson to town pathways.
- On GTNP path and also on Moose Wilson road path
- On most pathways in Wilson and Jackson areas...also in GTNP
- On pathway that parallels 390
- On pathways between Post Office and Middle School
- On pedestrian sidewalks and pathways
- On sidewalks (where they don't belong) and bike paths around town.
- On streets, bike lanes along streets, and pathways. Everywhere,.
- On the bike path by Garaman park
- on the bike path in Indian trails and near the Jr High
- On the bike path that starts near Garamond park and heads to W. Jackson. Also on bike lanes throughout the town of Jackson, particularly along Snow King.
- On the pathway and on town sidewalks
- On the pathway on Moose-Wilson Rd. In town on sections of the pathway. Out near the Middle school and even down on the South park section near Rafter J.
- On the pathway to the village
- On the pathway, but also in town on the streets
- On the pathways
- On the section of the pathway from Stilson to Teton Pines
- On the sides of the roads or on the sidewalks
- On the Snow King pathway.

- On the Village Road pathway
- On the village road pathway/stilson/wilson road
- on the Wilson bike path behind the Stilson parking lot
- On, or near, Snowking
- outside of school
- over by smiths I was run off the bridge. coming around the curve to fast. have 3 or more kids on the e-bike.
- Path along Flat Creek, near the library, along Maple Way, Pearl Street, other areas
- Path from town to smiths grocery.
- path south of high school road,(worst),numerous other locations as well
- pathway
- Pathway & Downtown Jackson
- pathway along 390 to the Village
- Pathway along 390, Stilson to Teton Village.
- Pathway along Rte 22 near Emily's Pond and along the Garaman pathway
- pathway and sidewalks
- Pathway between H.S. Road and Rafter J, Flat Creek path
- Pathway between post office and whole foods
- Pathway between the Post office and the schools, south park loop pathway
- Pathway between Wilson and Teton Village
- pathway by airport
- Pathway by middle school, garaman park
- pathway by smiths
- pathway from south of Melody into town, out to Wilson, pathway from Wilson to Teton Village.
- pathway in south park, Stilson Ranch pathway
- Pathway near garamin and new post office. Also most don't stop at stop signs intersecting with Kelly ave.
- Pathway near Garamon, Wilson bridge, snow king ave protected lanes, willow ave protected lanes, some town sidewalks
- pathway near post office and middle school
- Pathway near Smith's, by the middle school/community garden, park behind the post office and near JES.
- pathway near start of Josie's Ridge
- pathway next to Hwy 22
- pathway off of hwy 22 near Indian Trails
- Pathway on Teton Village Rd, next to R Park, and Stilson's path
- pathway west of middle school, near Flat Creek @ Yokel park, pathway along Teton Pines, pathway by Skyline
- Pathways
- pathways
- Pathways - ALL!!
- Pathways - near Indian trails, near garaman park

- Pathways all over Teton County
- Pathways and roads.
- Pathways around Stilson and R Park
- pathways south of town
- Pearl St.,
- PO to town section
- pools of e-bike users taking up the entire pathway and refusing to make space for oncoming / behind bike traffic.
- post office area
- Primarily on snow king avenue
- Primarily on the pathway sections near/in Russ Garaman Park
- Public streets(Kelly, snow king, Broadway), pathway near new PO.
- Rafter J
- rafter J, Pathway south of town, village road
- Renters from Teton Village.
- Riding from Indian Trails connection to Wilson
- Rude riders
- Russ garaman
- Russ Garaman
- Russ garaman and by hidden ranch
- Russ Garaman bike path and path near Smith's.
- Russ Garaman Pathway
- Russ Garamin pathway
- Russ garraman park bike path area, streets all over town not stopping at stop signs
- Russ garriman path and path by smiths
- s Park loop and Blair DR
- Section between Smiths and Garaman
- section between the "new" post office and Smiths (Garaman area); Snow King Ave
- Several locations
- Several parts of Jackson and Wilson. Snow King Avenue.
- sidewalks in town
- SK ave
- Smith's
- Smiths area
- Snake River pedestrian bridge multiple occasions, R park pathway. Stilson.
- Snow King
- Snow King "pathway" and Garaman pathway
- Snow King and Willow, Snow King and Flat creek.
- Snow King Ave
- Snow King Ave
- Snow King Ave
- Snow King Ave & Garaman

- Snow king Ave, Broadway
- Snow King Ave, Russ Garaman area, Cache Street
- snow king ave, very common
- Snow king ave. 390 trail, south of town and everywhere in between.
- Snow King Drive, Willow Street, Kelly St, Pearl St, High School Rd
- Snow King Road and on other streets.
- Snow King, Village path
- Snow King/Virginian Lane/Scott Lane intersections
- So many places
- So park loop, Indian Trails area
- South Hwy 89 near river access pathway that goes to Hoback Jct
- South of Melody Ranch
- South of Smiths grocery store
- south park
- South Park
- South Park
- south park and Stilson
- south park areas and Stilson
- south park Indian trails
- South Park Loop areas of pathway (south of town).
- South Park loop path
- South Park Loop Rd
- South Park loop road, Pathway by Josie's
- South Park loop, along highway 89, from town to Wilson, from Wilson to Village, by middle school, behind Smith's, from Smith's to town
- South Park loop, Park pathway.
- South Park Loop. Garamon Park to Snow King avenue. Highway 89. Anywhere near the high school/middle school.
- South Park Loop/ Rafter J; Snow King path in Summer
- South Park on path and along village rd path
- Southern pathways, Melody Ranch
- southpark
- Southpark
- Stilson area and along Moose-Wilson/Hwy 390
- Stilson meadows pathway, Main Street Wilson
- Stilson Pathway, Pedestrian Bridge over Snake River, Dike
- stilson to aspens
- Stilson to Wilson
- Stilson to Wilson and 390 pathways
- Stilson trail
- Stilton, Village Rd, Wilson, Bridge over snake
- Stinson pathway

- stop signs stuff like that
- Streets, pathways primarily along snow king ave and near russ garaman, and new post office
- Stretch by Stilson, on the pathway towards Teton Village and on section to town. Blowing through the yield signs at Nethercott and intersections by the Aspens, this happens all the time. Once had an ebiker try to go in front of my truck and horse trailer as I was pulling out of Nethercott just beyond the stop sign.
- Summer 2023
- Teton village road
- Teton Village to Stilson; Schools to Garaman to Post Office; along Snow King
- The bike path between smiths and Rafter J, the pathway through town to go to the library
- the bike path multiple times when children got out of school
- the bike path, on the roads
- the bike paths around the middle school
- The bike paths near the Josie's trailhead.
- The interaction was not
- The whole core pathway system as well as GTNP absolutely clueless bike renters
- There were multiple incidents, in the town of Jackson itself.
- These interactions are occurring on pathways and some roadways throughout Teton County - even in GTNP.
- throughout our path system
- TOO many places to mention
- Too numerous to count
- Too numerous to recall all incidents but mostly Rafter J and pathways in town and around South Park
- Town
- Town of Jackson and south of town
- Town of Jackson, pathway system in town, pathway system on the way to the village
- TOWN STREETS AND FOREST TRAIL PATHS ON SHADOW MTN
- Tribal Trail
- Tribal Trail
- Tribal trail and on WY 22
- Tribal trails/Southpark loop
- typically not on pathways but on Snow King Avenue
- Ubiquitous- Multiple negative interactions almost every time I use the pathway system. Especially egregious from Wilson to the Snake bridge.
- Usually when I be walking in the pathways
- Usually along Snow King Ave
- Usually between the Pearl St. P.O. and Garaman Park
- Usually hi-speed passes by an e-bike with no warning occur on Hwy 22 or on Hwy 89 btwn High School Road and S Park Loop Rd. These are long, flat stretches where e-bikes can get moving at dangerously high speeds. I HATE that they don't announce their presence (by shouting or using a bell) b4 making a hi-speed pass - what if I happen to grab my water bottle at that moment and wobble on my bike a little? I've also seen way too many youngsters going too fast thru the Garaman park stretch.

- Various locations
- various locations
- various places - snake river bridge
- Various points around the pathways. Anecdotally I think the biggest points of conflict are near JHHS and Russ Garaman
- Village Road
- Village Road bike path
- Village road pathway
- Village road pathway
- Village road, Stilson to Wilson, by R park
- Village Road: Stilson lot to Teton Village
- W 390 Bike Path and GTNP bike path
- We live by the Lutheran Church and often encounter students, but most importantly also other adult e-biker and bikers who don't alert you or slow down when passing you. I would say the students have gotten better over the years. The adult road bikers and e-bikes still are a problem.
- We live near Garaman park and the path between Garaman and the middle school is the stretch that we use the most. I have witnessed several instances of young people exhibiting the behavior listed in the previous question.
- west Broadway Avenue.
- Wilson pathway. A 50 lb child on a 40 lb bike with no control and speeding. Lazy parenting. Children do NOT belong on ebikes. It's a motorized vehicle. Actually I don't believe they should be on certain pathways, such as Wilson Meadows. This survey is completely limited. I would say probably designed by Friends of Pathways
- Wilson pathways
- wilson to stilson, teton village road pathway, pathway between Smiths and Flat Creek
- Wilson/Stilson, all town pathways
- Within town - Garamin park, Snow King Ave
- Wow, I see it all the time!
- Yes
- Yes. I was told f you when the e bike failed to stop at a stop sign and I was turning. Off snow king Ave
- You see it where ever e-bikes travel.

10. If you want, please describe the negative interaction(s).

Responses - e-bike households

315 of 702 responded

- 1. Snow King Ave: Multiple e-bikes with multiple teens on each, a couple bikes slowed at stop sign at Cache but a couple others went through with no decrease in speed. One almost got hit by a car that was legally coming through the intersection after stopping. I was on a bike coming up to the intersection in the opposite direction and heart stopped when I thought they were going to get hit! 2. Pathway from Garaman Park to highway: lots of tweens and teens getting to or from school traveling pretty fast and not always respectful to slow down, or yielding as appropriate, to pedestrians on the path. I observe

many kids (appear 10 and under in age) doing much better overall than the older ones, and there are some older ones with good behavior as well, so all kids on e-bikes are not causing problems.

- 1. Speeding (mostly kids, some adults); 2. Riding 2 side by side and speeding; 3. Speeding at curves where there is no visibility of lanes beyond the curve
- 1. A road biker being entitled and not yielding the way. My e-biker to e-biker interactions have been great. I have been using an ebike for ten years to ride to work and get groceries. Car traffic and the disrespect and disregard is a thousand times worse from them than any e-biker. The only problem with e-bikes is kids that are too young on too powerful of e-bikes.
- 1) Moose-Wilson Road pathway - politely signaled e-bike rider to slow down because a small child was around a blind corner. They turned around, chased us down, and yelled at us for encouraging them to slow down. 2) Snow King Ave - (not a pathway, but bike route with bollards) - youth not stopping or slowing at any stop signs.
- 12-15 year old boys with 3 kids per bike and lacrosse poles sticking out flying around corners 12-15 year old girls on their phones while ebiking without helmets, flying around corners while texting
- 3 kids no helmets no pedaling all messy with their phone going around 30mph
- 5 boys on e-bikes racing in both lanes. I was crossing the bridge with two Bernese Mtn dogs and they almost hit us. I asked them to follow the rules and single file and slow passing pedestrians. No response .
- A lot of e bikers do not stop at stop signs and Race the cars through an intersection that are have the right a way through. Teenagers are the worst. No Respect for others and a sense of entitlement from being unleashed by their parents. They also are cutting through vegetative open space when they do not want to follow the pathway
- Adults and children who don't stay in their lane, traveling over the speed limit in congested areas and pass without alerting
- All my negative interactions have been with NON e-bikes. Speed is an issue with peddle bikes as well. Not an option in the survey, so putting it here.
- All of the above
- Almost every time I walk my daughter to soccer in the late afternoon, I have to pull her off the path to avoid e-bikers going way too fast and not paying attention to their surroundings.
- almost got hit
- Also failure of e-bikers to indicate they are overtaking from behind when you are walking or cycling regular bike. This is a very common issue
- Always without a drivers license not obeying traffic/network rules.
- Any negatives are not necessarily linked to ebikes. There are more ebikers, so it just causes the chances of an issue with an ebiker to be greater. That said, I see just as many issues with other users. Such as dog walkers not having their do on a leash in the Garaman area. Also, road bikers don't seem to obey any pathway rules such as peed, or staying in lane.
- Asked a fellow eBiker to obey stop signs and he swerved into me intentionally and made a verbal threat. Dude was in his late 20's/early 30's and had a really bad case of "Dude-Tude".
- Assholes
- Ban E Bikes for 16 and younger
- batholomewl
- Being passed inside the Flat Creek Tunnel beneath U. S. Hwy 191

- Big group of teens on e-bikes, often not wearing helmets, often with passengers
- biker going too fast and no alert before passing.
- Bikers almost crashed into my car twice, almost crashed into me several times on pathways, dogs almost run over. Essentially about half the time I don't notice in time to squeeze onto the side of pathway it's a close call. I avoid the path during rush hour (before/after school).
- Bikers on rentals not staying in lane, not yielding to oncoming bikers, passing incorrectly
- bikes going too fast for circumstances, riders taking right of way
- Blowing the stop sign repeatedly.
- Blowing through intersections, not knowing whose turn it is to go at a stop sign. Coming to a stop in the middle of the pathway. Being on the wrong side of the pathway. Having too many people on the E bike versus what the bike was designed to hold.
- Blowing through stop signs. Not ringing bell or announcing when passing
- blown stop signs , speeding , multiple passengers, weaving pathway , not all kids either
- Both instances, they were teenagers, with multiple kids on the e bike. going too fast and distracted being on their phones.
- Both my child and my very old dog have been almost hit many times on the pathway adults and tween/teens alike. We have also encountered ebikes taking the entirety of the pathway in a mob of many bikers (tween/teens) and ebikers going WAY too fast (adults and tween/teens
- Caused \$10,00 damage to my car. They were not held accountable.
- children going way to fast
- children going way too fast on a no pedal assist bike.
- Children using e bikes and not being responsible/safe.
- children with 1 or 2 passengers going too fast AND in groups of many e-bikes
- Coming around a corner fast in the wrong lane (head-on), passing me on blind corners/blind hills, not stopping and looking when pathway crosses the road (even though traffic is supposed to yield, the e-biker approached very quickly and didn't give traffic time to see them). This type of behavior reflects poorly on all cyclists and frustrates drivers.
- Confusing cross walk. Kids probably need more education on cross walks and being a defensive driver.
- Couple close calls with ebikes passing at high speed without announcing themselves or giving enough space. Sometimes people seem to lack the handling skill to go that fast safely, so they're not riding straight, which makes them unpredictable. At least on one occasion it was a tourist who was distracted by recording a video on her phone at the time.
- Creating havoc when ebikes blow through intersections, truly scary moments when kids riding side by side practically force you off the trail. Getting passed by someone riding 30+MPH---also very scary!
- Cut off by van exiting gas station
- Dad with child on e-bike flew through yield, and then yelled at me for not yielding! Even though he was in the wrong! Entitled confidently incorrect male energy
- Damn kids! Too many , too fast. Unsafe to use the paths before and after school due to too many kids going too fast.
- disrupting flow of vehicle traffic, not waiting at stop sign
- E biker didn't stop at intersection, almost hit her

- E Bikers on multiple occasions running stop signs, also non e bikers. Age ranges from school age to people in their 40's and 50's.
- E bikes around the middle school are incredibly treacherous for other pathway users who are walking or biking. I try to avoid this area from 4-4:30 during the warmer months.
- E-bike going too fast and almost colliding with me.
- E-biker did not stop at intersection/stop sign
- E-biker not stopping at stop signs
- E-bikers going too fast for conditions / number of other users on the pathway; riding recklessly by veering around other users at high speed and poor line-of-sight, coming up behind and passing me at high speed without alerting me, ...
- E-bikes and road bikes are often going very fast and can sometimes act like they own the pathway. High speeds going through tunnels and around blind corners.
- e-bikes going too fast, being on wrong side of path nearly hitting people
- E-bikes moving too fast, not giving notice (bell or, verbal cues) when coming from behind.
- Ebike travelling way too fast, multiple riders on bikes, not slowing down for people walking, blatant speeding and doing wheelies
- ebiker not pedaling but still going too fast and not slowing down or warning of his approach.
- ebikers rounding corners too fast to slow down for hikers,dags, walkers etc
- Elementary kids start soccer at the same time the middle school lets out, leading to lots of close calls as e-bikers zip by the fields and kids chase soccer balls. Have also seen more problems when younger riders have passengers than when they ride alone.
- Every day. Especially during school commute times, we live on the the Stilson path and walk dog every morning. Also on most commutes from Wilson to Town and back. Most people are good, its just a few. Also, the tourist e-bikers are scary!
- Excess Speeds and Traveling on wrong side of path
- Excessive speed, not announcing passing intentions
- Excessive speed, riding in packs (both lanes)
- Excessive speed; distracted riding (watching phones while riding!)
- Excessive speed. Kids using cell phones WHILE riding ebikes.
- Failure to overtake responsibly, no signaling on passing, excessive speed
- failure to stop or adhere to right of way
- Folks bike too fast and e-bikes enable that much more easily (v. a pedal bike); and folks with little/less biking experience and skill use them (which happens with pedals too, but does not lead to the same complications); kids riding with multiple people on a bike and adding weight, thus impacting the braking/stopping capacity and lengthening the distance needed to stop the bike (they nearly ran over my 4-year old, had I not physically grabbed their bike to stop it manually about one foot from her)
- Foolish kids
- Frequent occurrence, mostly kids
- Frequently kids under 16 going way too fast, not staying on their side, passing in blind corners, getting dangerously close

- From Smiths kids were riding abreast taking entire path on e-bikes and racing. Almost hit my puppy and older dog and I was forced off path. Other location was folks not following bike etiquette on e-bikes taking entire trail.
- full speed on pathway with kids walking to parking lot - kids cutting through fields on bikes
- Gang of tweens riding erratically all over path. Not staying in single file. Not paying attention to oncoming bike lane. Riding fast. No helmets.
- Generally speed and not yielding caused by younger riders (often w/ a rider and passenger on the bike). No control seen by tourists unfamiliar with how to use an e-bike
- Going too fast across driveways
- Going too fast and almost hitting myself or my leashed dog
- Going too fast when pathway is congested, especially with families with young children. Don't announce passing, especially at fast speeds. Passing too fast.
- Groups of young e-bikers (and e-motorcycle riders) riding together on both sides of the pathway at high speed. young e-biker passing me then ignoring stop sign riding into oncoming motor vehicle traffic on roadway . Young e-bikers not using bell or other method of signaling their intention to pass.
- Habitual speeding, and not staying on correct side of pathway are common place
- Happens with high school and middle schoolers going too fast recklessly and riding unsafely, there should be someone checking speeds.
- High school kids running me over
- High schooler not paying attention
- I also believe that when you are trying to adhere to the speed limit, other bikers (not just e-bikers, will pass unsafely
- I am a mom who tells the kids to slow down or watch out. I am normally ignored or jeered at. Doesn't hurt my feelings, but I know they don't see themselves as mortal or that their actions could hurt or even kill someone.
- I am certain I am the only biker who uses hand signals and stops at stop signs. Both ebikes and regular bikes do not stop at stop signs. Kids have no business being on a bike with a throttle. Bikes with 3 on board one ebike, no helmets, weaving in and out of the bike lane, passing people, going into car traffic and back into bike line without even thinking of looking. The garaman pathway - kuds are flying thru there as are adult regular bikers. I here "coming by" all the time. I do also walk dogs on the bikepaths but have pretty much given up due to bikers zipping along at 28 miles an hour. This is Wilson pathways too. There are scooters, electric skateboards in the lanes as well.
- I don't mean to stereotype but it's usually teenagers going too fast and not paying attention. I think the pathways should be reserved for type 1 e-bikes only since most of the kids are not pedaling and only using the throttle
- I hate to label, but I see a trend of teenagers and kids traveling too quickly on e-bikes near my house and not slowing down in the curvy sections.
- I have been hit twice by kids on ebikes, My dog has been hit 3 times. See many e bikes with more than 2 young kids on it. Been yelled at by students on e bikes numerous times.
- I have been lucky, but I have heard negative stories and have had friends who have been hit and hurt.
- I have had MANY negative interactions involving kids on e-bikes, but the one that comes to mind is when I watched a middle-school age e-biker almost hit a kindergartener as he got off the bus on Snow King Ave. The bus had stopped and the kids were getting off, and the e-biker did not stop like they are

supposed to. Instead he accelerated and reached the door of the bus just as this tiny kid stepped off to cross the bike lane. He locked up his brakes and was able to stop in time, but was basically touching the little kid when he stopped. I really think that he could have killed the kindergartener if he had hit him. And then he just rode away. Also, SO MUCH TEXTING while operating e-bikes.

- I helped a middle-school age child off of Snow King Ave roadway after he crashed not operating in a safe way. I've also seen several other young riders go way too fast in a crowded section of pathway, when more caution should have been exercised - typically on the Garaman section of pathway.
- I often encounter middle and high school aged e bikers who ride too fast, don't pay attention to other riders, and are otherwise oblivious to other pathway users.
- i ran into my friend when he brake checked me
- I see many folks not riding like a vehicle.
- I see middle school aged (or they look that young) blowing through stop signs without even slowing down
- I think there are 2 issues. 1)kids going faster than they should. They also don't do a good job of using voice or bell when passing. 2)tourists who rent bikes. Seems like they don't have much experience with e-bikes or riding bike paths. I notice this frequently on the Moose to Jenny Lake path.
- I usually say "slow down" which doesn't make a difference; most offenders seem to be kids, maybe middle schoolers
- I walk or bike the pathway several times a day every day for nearly 24 years. Thank you! You see a lot in that time. The biggest issue in the last 3 years has been out of control dogs and kids going scary fast on the path. I have see several dogs be hit and people fall trying to avoid a dog walking out of the woods to pathway while their owner walks ahead talking on their phone. I was hit by a biker avoiding a dog in this very scenario during covid.
- I was on bikeway northbound nearing Garaman park and exiting the tunnel when I encountered opposing e-bikers, 3 bikes abreast, on the pathway taking up both the southbound (their lane) and the northbound side (my lane). Each bike had 2 passengers (probably middle schooler age) . No helmets. One bike crashed into thicket to the side of the patch.
- I would like to see all pathway users use extra caution on the section of pathway I described above. It is congested at certain times of the day and everyone needs to work together to keep all users safe
- I've had e-bike users travel very fast around blind corners and approaches south of town. Very fast speed through the park with all the speed limit signs. The worst are the Sauron bikes that don't even have pedals on them. They travel very fast. Also the electric skateboards/one wheel are pretty hazardous they travel pretty fast and definitely don't have much control.
- If you don't have to pedal it is an electric motorcycle and should not be allowed on the pathways. Without exception every close call/negative experience was with a rider and their passengers no pedaling and usually no helmets. But they did have one or more phones out since they were not occupied with pedaling!
- Ignoring stop signs
- In Melody, kids ride 2 and 3 to a bike, throttling to top speed, earbuds in. No way they can stop Quickly if needed. Dangerous for pedestrians, leashed dogs etc. On path between 89 tunnels and Maple way, combo of congestion and blind corners feels dangerous during after school and after sports commute. People ignore speed limits there. Patrol During high traffic time would be great.
- Intersections with side roads, walking!

- Irresponsible
- It is a horrible intersection and there should be a stop sign to slow vehicles, slow bikers and even wake up pedestrians who have the right of way but don't feel like they have to watch out for anybody but themselves
- It seems that people have unregulated bikes and often exceed the 20mph speed limit
- It's always been young kids, younger than high school. They are out of control, too fast, several people riding on one bike, not stopping at stop signs.
- it's always young kids going way too fast and not paying attention to others using the pathways.
- It's common there
- It's usually youth riding too aggressively and not using proper signaling
- just generally going too fast without regard for people they might hit
- Just guys and kids going way too fast
- Just inattention
- Just kids going too fast and not paying attention
- Just observed
- Just one example: Bunch of kids riding at high speed right in front of the exit from Smith's - literally 3 feet from front door. That's not unusual
- Just people being rude.
- just people going too fast and not paying attention
- Just people on e-bikes and regular pedal bikes going too fast.
- Just riders (especially teens, but by no means limited to youth) going too fast, not yielding and treating the pathway like their road. They are the minority, but enough that it is nerve-wracking at times.
- Just startling so far, but could be bad. In general it has been kids around 12 years old.
- Katherine was very rude and confrontational. Immediately mentioned she was the director as though that gives her the authority to take the entire path to run with her dogs who by the way are not in her control. It's obviously fine to run with your dogs but make sure they stay to the grass part of the path.
- Kid drove past at 30 mph when I was walking.
- kids blowing through stop signs, kids riding next to each other taking up the whole path
- kids and adults ignoring stop signs. kids on cell phone, kids talking to their passenger and not watching the road.
- Kids are riding bikes with throttles, looking at their phones with the weight of other kids on the backs. I won't let my six year old ride his own bike on the pathway anytime around after school hours. We've been almost crashed into on our bike (with him on the back) almost regularly commuting by the schools (we live in Cottonwood) by kids who were out of control. I am very on the defensive when kids are riding near us and have navigated getting out of their way. I was driving and saw two kids on an ebike flip over backwards trying to do a wheelie on 89 by Whole Foods. If they'd fallen a little farther into the road, they would have been killed by the truck behind me. I also saw an adult aggressively fly out in front of the car in front of me because the biker didn't stop when the car had the right of way and I'm sure didn't see them. The the biker was yelling and flipping the driver off. I'm sure the driver was terrified.
- Kids are too free with their speed, one to two extra passengers, not paying attention, ie too many in a group, on phone...
- Kids biking while on their phones, people going WAY too fast

- Kids especially ride too fast, many zooming along without even peddling
- kids go too fast - that area to/from schools needs to be monitored, maybe 10% of people stop for stop signs
- Kids go too fast and ignore all signs
- Kids going as fast as they can, passing and creating dangerous situations, carting one or more of their friends with them, having no respect or knowledge of the rules of the road. NO BELLS!!!
- Kids going fast
- Kids going to fast and no warning.
- Kids going to school driving too fast and weaving in and out of other users without safe space
- Kids going too fast on e-bikes, not staying in their lane, not knowing rules of the road, throttling instead of pedaling and getting going too fast for their ability
- Kids going too fast passing on blind turns kids with two passengers on their bike
- Kids going way to fast
- kids going way to fast, not pedaling at all and using as a motorbike. Not paying attention, near collision several times, passing or approaching from behind with no warning
- Kids have a hard time controlling these big heavy bikes filled with other kids. I've had to yield to them because they are not capable of yielding to anyone.
- Kids having a bad attitude when encouraged to slow down or swearing at adults who encouraged better behavior.
- Kids heading to school going too fast. But they all used their bells or announced their presence.
- Kids just aren't as aware as adults while still going similar speeds
- Kids not letting people know they are passing.
- Kids not stopping at stop signs and kids riding too fast around pedestrians and other bikers
- Kids on bikes going too fast. Kids on bikes using their phone while riding. Adults in bikes with kids on board, while going too fast and on their phone. Without helmets...it's true. I've seen it a few times. Mom's and dad's.
- kids on e-bikes going too fast who are not of driving age, so not familiar with vehicle rules. Multiple times have seen them erratically cross in front of cars (in the stilson intersections)
- Kids out of control with 3 people on bike. Kids 2 wide on pathway going too fast to move over in time
- Kids riding e bikes out of control or stopped around blind corners
- kids riding recklessly, reported to police who showed little interest
- kids riding to and from school going way to fast.
- kids riding too fast in packs, with multiple kids on a single bike. person riding what amounts to an electric motorcycle on the pathway at 40 mph
- Kids riding too fast weaving in and out of bollards do they could pass people
- Kids today too fast usually with kids on the back
- Kids totally out of control, no adherence to stop signs even by adults
- kids trying to pass me on the right as I was wanting to make a right turn
- Kids using ebike recklessly, going too fast, not yielding, not stopping, carrying more than 1 passenger.
- Kids with 2-3 of them on one ebike not paying attention that I was coming or give me enough space to pass.
- Large groups on both sides of path, no helmet, speeding

- lots of bikes (also applies to pedal bikes) going faster than cars, lack of clarity about what direction they will go at corners and who has right of way. Also when on a bike, the path from north of town ends abruptly when reaching town and things become very dicy
- Lots of kids riding without helmets, speeding and/or not in control of their bikes.
- Many e-bikes run stop signs in town
- many negative interactions with multiple middle school age children on one ebike that is class 2 or class 4. These kids are having fun but not in a safe manner. They do not understand the momentum of 3 125 pound kids and a 75 pound ebike because they are using a throttle not assisted pedaling. I don't even understand the difference of a throttle ebike on the pathway and a motorcycle. They should not be allowed if they don't require human power unless it is an electric wheelchair. Not to mention since they are not pedaling or exerting effort one or more of them is usually using a phone. ridiculously unsafe behavior
- MANY students racing by recklessly over the speed limit with type 2-3 e-bikes. I go walking with my 97 year old father, and they almost forced him off the path. Also dangerous almost collisions with people (mostly adolescents) when I'm riding my type 1 e-bike. They fly around blind corners.
- middle school fields are a free-for all when the MS kids get let out of school
- middle schoolers and younger with too many on bike and going too fast, not paying attention
- Middle schoolers not paying attention
- Middle Schoolers. PE class saw a MS clip an elderly lady on her bike, he kept riding on.
- Most fall under ebiker going way too fast or e-bike not adhering to road rules, but I've seen (almost) everything.
- Most kids went around us but some were spacing out and talking and oblivious.
- Most negative experiences are with other users, not necessarily ebikers. Dog walkers not having their dogs on a leash, or road bikers going too fast, or walkers with ear buds in and can't hear when ringing bell to pass (or saying on your left).
- Mostly teens ripping through the pathways on their way to school or practice.
- Mostly youth going way too fast and riding multiple riders abreast
- Multiple interactions with people going too fast between new post office and Smith's. It's been better since the speed limit signs are up and middle schoolers seem to get training.
- Multiple kids piled onto an e-bike hauling ass. I was walking and had to jump out of the way cause the kid driving couldn't control the bike.
- multiple speeding situations, reckless driving, running stop signs
- My main concern is speed, and multiple people (usually teens) riding bikes. I'm concerned that so many kids ride without helmets, too, and would love to see continued efforts to help them ride more safely.
- My main concerns are more than one child on an e-bike and the driver on their phone. I've seen this more times than I can count. Also, people on vacation that maybe haven't ever been on an e-bike or bike path stopping in turns or blocking the entire bike path when they stop to take a photo.
- My negative interaction circles around teens staring at their phones when they should pay attention to the path ahead. It's rare in comparison to how many people I encounter when using the system on daily basis in the summer. I've had a few close calls where teens (distracted by the content they're consuming) veered off their designated lane into the upcoming traffic. No collisions, although heated exchange happened.
- N/A

- Near collisions
- Nearly all of my near miss collisions / negative interactions have been with kids riding e-bikes. Mostly riding too fast, out of control, riding a bike that was too big for them, etc.
- negative interactions are unfortunately an almost daily experience, and vast majority involve young riders.
- never has happened
- No -these questions should also be asked of Amish/ non e bikes also
- No bell or warning, too fast and too close. Have also observed e-bike with 3 riders, no helmets
- no hands riding while using phone. riding too close for comfort
- No real e-bike incident. Pedal bikers rarely alert that they are behind you, I run with my dog and who is leashed and maybe 3 feet away and I have had several close calls with bikers racing/training that gave no alert and scared my dog, I have had to run off the path, close collisions. There has been countless pedal bike incidents - - too many to count.
- No stopping, not yielding to others, not warning of approaching
- Not bad, just groups of kiddos taking up the whole path on their way to school when I'm commuting and wanting to pass
- Not in town
- Not just ebikers, but all cyclists are guilty of the negative aspects
- not many, but some people dont know turn signals on a bik and/or blow stopsigns
- Not ringing a bell, passing safely
- Not slowing going too fast. No control of bike with multiple riders. Not stopping for crossings.
- Not stopping at stop signs is the biggest. Not slowing down at slow zones
- Not that big of a deal, I just noticed the behavior
- Not to sound like the old fart, but it's usually packs of middle schoolers
- Oblivious Type 3 e-bikers going too fast, not ringing bells, wearing headphones, totally tuned out while going too fast, riding at the limit of their ability to control heavy bikes, riding across solid yellow lines on sharp turns and quick hills. It's not just kids either - all ages do this.
- Often kids going too fast...kids piled on a bike together
- ok
- On multiple occasions riding my e-bike in and around Jackson, I have had to come to an immediate stop and/or move off the pathway to avoid collisions with other e-bike riders (i) riding carelessly and/or recklessly, (ii) exceeding the speed limit, and/or (iii) not complying with basic bike riding rules of the road and etiquette. In a few cases, I've actually fallen off my bike in an attempt to move off the pathway to avoid a collision.
- One of them involved three teens on one bike swerving and not being aware of others, another involved teens not looking while turning into traffic, another was e-biker straddling two lanes and not leaving room to pass from other direction.
- One was with a young E-biker who was riding on the sidewalk then almost ran into me when he hopped off the sidewalk and I was crossing the road, it was a close miss. I had another bad interaction at that corner when a pedal bike ran through a stop sign as I was acerating into the intersection as I had stopped, and it was my turn. The pedal bike cut me off and then began swearing at me as if I had broken traffic rules.

- Other rider going too fast at night no lights on.
- Out of control kids riding 4 deep at the path at Smiths not stopping
- Out of control ride, too often teens or younger.
- out of control riders, failure to stop or go slow, use of cell phones, too many passengers and too many without helmets
- Overall sometimes see bike users not obeying traffic laws
- passed by ebike with no notification, kids throwing trash from parent's ebike
- Passed by fast bikes Stop sign adherence
- Passing recklessly and not adhering to stop signs
- passing speeding without warning, youth rudeness
- Pathway narrow, dog walking, biker going too fast and scared dog and forced oncoming biker off the path.
- Pedal bikers getting angry with dog walkers. Young e-bikers going way too fast.
- Pedestrians are not yield to, pedestrians have to move over!
- People always blowing stop signs
- People are also often looking at their phones while riding
- People are careless and self-centered. Vibe from some e-bikers that people are obstacles. Also experienced walkers that take up the entire pathway despite me approaching/riding slow, ringing bell, politely announcing "on your left." Lots of cranky folks. People texting and scrolling on phones with one hand on the throttle rolling through stop signs.
- People going too fast, many of them young people. People who are walking in groups and people walking dogs also frequently cause hazards on that pathway by taking up the whole pathway and being oblivious to other users.
- People like to complain.
- People not announcing they are coming, going way too fast
- People not paying attention or 2 abreast. Often young kids on their phones.
- People of all ages going too fast and not following the rules.
- People passing in irresponsible places. I usually don't even mind kids speeding around. It would be great if there were just "no passing zones." Pedestrians and all other bikes also need to be equally responsible for yielding and not walking in the middle or (2-3) people wide when people are trying to commute. Whatever type of bike it is, they should always be single file to allow passing.
- People walking or riding side by side and not yielding, going too fast for congested areas or near pedestrians/Kids/dogs
- Presumably middle schoolers going too fast on Willow St, I was on a Dutch-style cargo e-trike with my kids in the bucket, signaling that I am turning left, and the youngsters passed me on the left even though I was actively turning, when they should have waited. I was able to stop my e-trike and avoided collision.
- Primarily youth on e-bikes going from town to Cottonwood/Blair when children's soccer practice is occurring. They bike faster than they can control the bikes in this zone and do not slow to avoid the people and small children that have to cross the pathway. Bikes are frequently loaded with more than one person.
- reckless and irresponsible use of ebike by middle schoolers/teens
- Riders going too fast

- Riders not paying attention (looking at phone); too many people on a bike which made it difficult for them to control the bike or stop
- Riding into my lane, going too fast, bad passing decisions.
- riding too fast, riding without pedaling like a motorcycle, not paying attention to their riding
- rude young people double and triple riding without helmets going too fast
- rude, uncooperative biker, mostly young ones
- Run off path by teens out of control
- running stop signs
- running stop signs
- Sadly, the negative interactions I've had have mostly been with teens or tourists. Mostly just not abiding by traffic laws like stop signs, and not using hand signals to signal where they will turn or not turn.
- School age child with 2 passengers speeding around pedestrians.
- see above - plus the bollards on both sides of the streets at the intersection of Broadway and Willow weekly I have witnessed people not stopping for stop signs and assume other traffic waits for them v taking their turn to cross. Those bollards are also where kids weave in and out of them for fun =dangerous w traffic.
- See above.
- Single or sometime multiple kids on a throttle assist bike riding on non bike trails, or riding through stop signs, not in lane on blind corners, riding too fast, not respecting pedestrians etc. Dangerous for all.
- So far, it hasn't gotten personal with me.
- So many kids going too fast!!
- Some e-bikers just think they always have the right of way and don't have to obey traffic signs. For the most part I haven't had any issues
- Speed
- Speed wasn't the problem. It was that they didn't hail! It happens more often with road bikes passing.
- Speed. No courtesy.
- speeding
- Speeding and not slowing down to pass.
- speeding cutting corners and 2+people on one bike going too fast
- Speeding is the most common and I have seen e-bikes narrowly miss pedestrians and their pets. The bikes that have a bunch of kids piled on them lose control or cut corners of pathways because they are too heavy to steer with precision.
- Speeding, three to a bike, weaving while taking selfies, lacrosse sticks tied perpendicularly across their handlebars, not yielding for cars
- speeding, not alerting when passing
- Stilson parking lot to Wilson
- students and young adults exceed safe speeds, ride in the center of the path, ride double and triple students with poor control, traveling in wrong lane, not safe speed in crowded areas between schools and Flat Creek- toward town, high speeds without helmets, crossing center of the pathway around blind corners or hills, ride two across the pathways taking up a lot of space across the width of the path, loud music played at the same time and not able to hear others on the pathway, walkers having to yield to bikers, notifying pathway users of passing, etc.

- Teen not yielding or looking both ways as they were turning to cross a road and I almost hit them with my car; a youth passing a group of other bikers at a blind corner where there was a solid yellow line (no passing)
- Teen-aged throttle jockeys multi-tasking on their phone and/or carrying friends on back end of bike.
- Teenage e-bike riders out of control, riding too fast, weaving in and out of car traffic
- Teenager passing other teen riders on blind corner
- Teenagers, looking out of control, with multiple people on the bike, and no helmets
- teens packing multiple kids on a bike, making it unstable; tweens not anticipating turns early enough, going too fast; tweens mouthing off to adults who have asked them to slow down; teens not adhering to stop/yield signs; teens/tweens not adhering to speed limits within town
- The faster ebikes with 2-3 people hanging off them.
- The high school and middle school children who do not know the effects of head on collisions. Very scary to be walking right after they get off of school
- The most "scary" interaction was last May. I happened to be riding my road bike when the schools let out , about 3:30pm. There was a continuous tsunami of mostly kids on their e bikes . They were zooming around the curves and not paying attention . It was jarring to say the least.
- The non-pedal e-bikes are the equivalent of soundless motorcycles driving fast on the Pathway, but there is no equivalent licensing requirement. My experience is that users ride them more like motorcycles than bikes.
- there is just a lot of traffic and it's crowded. generally, it's speed related where people are going too fast.
- There were several groups of middle schooler with 2 kids to a bike going fast. I am always just worried about them crashing and getting hurt.
- These were clearly tourists from out of town that had no clue how to ride a bike or considered that they weren't the fastest rider on the path. I was pedaling a road (non e-bike) and had to wait a long time before they yielded to the side of the path.
- They cut me off when I'm driving my car
- they are going too fast to interact
- They didn't stop at stop signs. Near first post office.
- They don't stop.
- They never stop
- They pass in corners, jump curbs, ride on sidewalks, general disregard for other users. Fortunately, only close calls and no collisions.
- This form seems biased. What about asking about good ebikers
- Too fast
- Too fast and inattentive biker
- Too many
- Too many children with no concern for others
- Too many kids on one bike without helmets going too fast and not following the rules
- Tweens speeding, not wearing helmets, running stop signs
- Typically it has been teenage kids, riding way too fast and dangerously out of control, not paying attention at all to cars and other pathway users.

- Typically teenagers, but also fairly regularly adults/parents pass going way too fast for the sightlines and number of users
- usually driver less than 18 yrs, multiple kids on ebike, driver distracted with earphones, don't know common road rules or courtesy, hard to predict what young ebike driver will do. high speeds with heavy loads(passengers)
- Usually it's kids going to fast
- Usually middle school age boys going too fast, most e bikers don't announce themselves, startling others & dogs.
- Usually the negative incidents are the same; young kids not stopping at stop signs assuming they have the right-of-way over a vehicle
- Usually younger kids not properly stopping or yielding at intersections that also involve cars and/or walking pedestrians
- Way too fast
- We have frequently encountered middle/high school age children on E-bikes moving too fast at intersections, past pedestrians and especially near small children. Also frequently see 2-3 teens on a single E-bike, often hanging off the back or sides of the bike, and RARELY using helmets. Multiple people hanging off the bike makes it difficult for the driver to control the bike.
- We've rode that pathway since it was created on traditional bikes, which we still primarily ride. We are now the minority as most all bikers are on e-bikes. We believe the pathway is more dangerous because of the speed of e-bikes, particularly with young riders, middle school riders.
- When walking and riding my horse, I've been forced off the path/trail a number of times by E-Bikes
- Why is this survey only concerning e-bikes? If the problem lies with students as reported by the newspaper, focus on that. Bicyclists on regular bikes don't always follow biking protocols such as fast passing without warning, running stop signs, not using turn signals. Bike users, whether regular or e-bikes may exhibit bad behaviors -- don't assume that all e-bikers users are jerks! And don't look to "punish" e-bike users who follow the law and are responsible when riding.
- Young e-bikers not paying attention to other riders
- Young kid, maybe 12, on full throttle (not pedaling) looking at his phone, almost hit me and my son (on our ebike) on the pathways near Garmen Park. Two girls (maybe 13) riding an ebike, not pedaling, negative response when I asked them to slow down near my son on a strider bike.
- Young kids going far too fast.
- Young kids in big groups going to fast in a slow, congested area, blowing stop signs on sk
- Young kids not paying attention
- Young kids on Level 2 bikes going full speed with zero consideration for other riders, pedestrians, etc. Bonus points for having 2-3 kids on the bike.
- Young kids riding recklessly. Others going way too fast.
- Young kids running me off the bike path
- Young kids way to fast multiple kids on one bike
- Young people going way too fast along other bikers
- Young people going Way too fast on curves.
- Young riders speeding with little consideration for others! No communication !
- Young riders with too many passengers, looking at phones while riding, going too fast, not signaling with bell or vocally when passing, etc.

- Younger riders going too fast and not in control often with other riders on the back
- Younger riders not knowing when to pass safely. Passing on a curve. Or not knowing proper hand signals which goes for both adults and younger riders.
- youth not paying attention, too fast, cell phone use, etc
- Youth not slowing for walkers, near collisions. Same with e-scooters, near collisions on windy path by Garaman

Responses – non e-bike households

332 of 588 responded

- 1. High schoolers riding 3 on an ebike going way too fast in middle of path. Collided with me and caused me to fall off the path. 2. E-bikes had dog attached on leash behind e-bike, leash got caught in back tire and almost caught the dog in it too. Girl was listening to music and did not hear multiple others yelling trying to help her.
- 1) E-bike traveling well over 30mph passed me within inches with no bell or other warning. 2) In the "S" curve near Stilson, E-bike oncoming took up 80% of the pathway. To avoid collision, I went off the pathway.
- 1) Collision, 2) forced off the road
- 2+ passengers on an e-bike; e-biker going too fast; e-biker distracted by passengers; e-biker not in their own lane; e-biker texting; e-biker coming up on me so fast I did not know they were approaching or getting ready to pass (no "alert" signal)
- 3 e-bikes riding abreast and I rode off the path to avoid a collision
- 3 girls on bike got distracted and turned into me as I came towards them on bike- i fell as forced to leave path; teen boys riding in group came around corner & forced me off path on my bike-I fell into fence with injuries; walking when large adult men going very fast in middle of path forced me off path (multiple times, by Pines)
- 30 MPH is absurdly dangerous in town ~ Especially with children ~ they seemingly have zero concept or control
- 390 psthway
- After alerting an e-bike rider to my presence, she turned left in front of me as I was passing on the left. I was able to stop, but barely.
- aggressive speed around blind corners
- All around town on the pathway systems I have been cut off and had very negative interactions with very young and older people alike being very rude and inconsiderate and dangerous
- All encounters have been kids under 18
- All going too fast
- All interactions have been with young e-bike operators generally going too fast, some riding 2 abreast with 1 or 2 others on the back of each bike and unable to properly maneuver/control the bike, requiring me to veer off the pathway into the bushes or grass.
- ALL motorized transportation should be banned from the bike paths.
- almost hit many times
- Almost hit several times!! Over entitled attitude of the local kids !! Very arrogant/ disrespectful don't give a F! About anyone else

- Always not notifying
- An e-biker was going faster than my family (on pedal bikes) and did not see my children biking in front of me. E-biker passed me and then almost hit my children in front of me as he tried to get in front of me. Another incident was a group of children who were not yielding to the posted stop signs and almost ran into my vehicle who had the right of way.
- And they start yelling on your left like instaly as they are near me and go pretty fast.
- As noted above
- Avoided collision 2 times by riding off pavement. Inability to control large ebikes with cargo/children, e bikers looking at phones (surprisingly common) and poor control (approaching wobbling in lane or startled reaction to oncoming users), excessive speed including gas pwered small motorcyces (early teen or younger), failure to yield.
- Being cut off, ebikers passing when there are oncoming users, flying around blind corners and crossing into oncoming users, passing without giving an audible warning, leaning into oncoming traffic and yelling in their faces, harassing me for calling them out on their poor etiquette
- Biker going too fast and passing me with no warning.
- bikers are renting e-bikes and are out of control
- Bikers going too fast and forcing me off pathway. Coming up from behind and passing at high speed without warning.
- Bikes going way over the 'allowed' speed limit and not stopping per road rules
- BLATANT disregard for traffic regulations; CHILDREN operating essentially a motor vehicle with no respect for traffic regulations and pedestrians and NO parental accountability.
- Blew past the stop signs, excessive speed on Garaman
- Blowing through stop signs, riding in motor vehicle traffic, failing to yield, speeding, no safety equipment, careless attitude
- Both e-bikes and pedal bikes not stopping at stop sign, nearly hitting others, including cars.
- Brushed twice, one the ebiker was cutting through when I and three others were traveling westbound single file and a couple was traveling eastbound single file, the ebiker blasted through the center of both groups. The second time the ebikers were traveling side by side, no indication and the inner biker hit me. Speeding by with no indication, this has happened several times. Also, other electronic contraptions on the path, scooters, electric dirtbikes, electric hover boards and long boards, once again no indication. I believe those aren't allowed.
- Came up and was going so fast - it startled myself and more so, my dog - now dog is afraid of bikes
- Cars at roundabout + ebikers unaware of right of way= very scary close-calls, actual collisions and a lot of yelling!
- Children speeding without tegard for proper etiquette.
- close calls nearly colliding with speeding e-bikes, groups of speeding e-bikes, frightened wildlife, failure of e-bikes to yield
- coming up behind you fast; not yielding to oncoming traffic, but trying to squeeze between myself and oncoming bike. very fast speeds and not announcing themselves with either voice or bell
- Commuter going way too fast speeding by me while I was running. Also while walking with children.
- Consistently passed by e-bikes going way faster than the posted speed limit. Almost exclusively teenagers.

- Constant speeding, taking up the entire path, etc. Happens every day except when there is snow on ground.
- Countless incidents worst was 3 kids on one e bike fly across Gregory not stopping forced me and another car off the road to avoid collision with bike
- Crowding and speeding. No courtesy towards walkers. 3 kids to a bike without helmets.
- Death by inattentive riders
- Disregard for all rules and safety
- Distracted reckless riders
- do not stop at stopsigns, 2 or 3 kids on one bike speeding, reckless riding on streets
- E bike going too fast, not yielding ROW, impolite, scared the crap out of me
- e biker shows a disregard for others on the bike path. They go too fast and are generally too young to have a motorized drivers license
- E bikers generally go way too fast, don't notify when passing. I've clocked them driving along with them doing 30 mph along the village road.
- e bikers passing at fast speeds, not giving enough room when passing, not stopping, speeding
- E Bikes are way too fast, inconsiderate and they fail to give warning (maybe one in twenty give warning) on passing. I was passed by a person with a fishing rod, pointed forward, in one hand and a cell phone in the other.
- E bikes blasting by me at 30 plus mph along hwy 22 without notice. I'm on a road race bike, that means they are flying. On phones will going fast.
- E bikes overtaking walkers without fair warning. All bikers on cell phones ... safely you can't do both. Parents on cargo e bikes with 2-3 kids and on the cell phone!!
- e bikes routinely do not stop or look or slow down crossing S Park Loop
- E- bikes going WAY too fast and passing without signaling with voice or bell
- e-bike approaching swiftly and silently from the rear - a clear "on the left / right" just like on the ski slopes would eliminate the problem.
- E-bike riders are riding in the wrong lane going around a curve and moving too fast to react to potential obstacles and people traveling in the opposite direction. My husband was also involved in a crash with an e-bike last summer on the curve by the fish hatchery, in which the e-biker was traveling in the wrong lane around the curve. While I do not have children, I worry that these parts of the path are not safe for young children learning to ride bikes, as they are treated like bike highways.
- E-BIKE RIDERS SEEM OVERLY ENTITLED AND "TO HELL" WITH ANYONE IN THEIR WAY
- E-bike sped on by without notice.
- E-Bike speeding around blind corner while my two little granddaughters and I were taking our time walking on the bike path. I was pulling one granddaughter in a wagon and my other granddaughter was on a push bike. We stopped to smell honeysuckle when all of a sudden a man on an E-bike went speeding past us. Because of the blind corner we didn't see him coming. He almost hit my granddaughter and her push bike.
- E-bike users zooming up from behind. Faster on sidewalk than cars on moose Wilson. Super dangerous
- E-biker going too fast almost plowed into my car
- E-biker hit my handlebars because he was on the phone and not paying attention. Kids at middle school ran my neighbor off the bike path with their bikes. Kids terrorizing Rafter J and Cottonwood subdivisions this summer on e-bikes, breaking windows/harrassing residents. E-bikes routinely seen going the wrong

direction/wrong side on pathways and streets/ignoring stop signs/on their phones while riding/not wearing helmets/overloaded "cargo bikes". Internal combustion engine motorcycles are now seen on the pathways. E-biker ripping up the grooming at the elementary/middle school ski track. People over-running their dogs on pavements with e-bikes. E-bikers riding 2 and 3 abreast, not yielding to other pathways users. Kids riding e-bikes that are too large for them to handle, many people (kids and adults) unable to ride bicycles properly and cannot control an ebike.

- E-biker not respecting other's space- endangering others
- E-bikers and most road bikes do not stop at stop signs and ride straight through
- e-bikers going to fast, coming close to being run over, not alert others that they are passing
- E-bikers going to fast, not realising there is a sharp turn up ahead, they skid off the road, if other's were on the road they would be taken out as well; E-bikers failing to stop at stop signs completely; even when I am actively looking for them, E-bikers go so fast that when I look, they aren't there, and then I think I am clear to go and they suddenly appear and don't check to make sure I see them, resulting in many near collisions (which would also be prevented if they stopped but they assume I see them and zoom right through); E-bikers not going single file and if they are riding in a group, running others off the bike path because they refuse to move into single file
- E-bikers going too fast, not paying attention, crossing over the center.
- e-bikers going very fast and without regard for walkers or pedal bikes. Also, no warning of their coming up from behind and/or passing.
- e-bikers not paying attention to road rules, thinking they always have the right away, not checking the blind sides to see if car close to them, cutting across lanes to make a left hand turn, not signaling or signaling as they are already cutting in front of a car.
- E-bikers not slowing down when approaching me while running or out for a walk with our dog (leashed).
- e-bikers run/roll through the stop sign at Snow King Ave and Virginian, especially during morning work/school commute times
- E-bikers, and bicyclists in general, do not obey traffic. Honestly, road bikers are the worst because they do not want to unclip from their pedals to come to a stop so they blow right through stop signs.
- E-bikes are too fast and the riders are too irresponsible to be on shared path systems.
- E-bikes going to fast on blind corners and in the wrong lane. E-bikes tailgating me without making me aware of their presence. Nearly rear ended from someone sucking my rear wheel and when I stopped for a vehicle crossing the pathway, game on. E-bikes rolling two or three wide. No awareness or etiquette.
- E-bikes often go at full speed past our home, blow through stop signs and I have seen two collisions, one by the Community School and the other at the four way stop sign by the town post office
- e-bikes refuse to follow any rules including speed limits
- e-bikes too fast, out of control, kids on e-bikes
- E. bikers going way to fast while walking with small grandchildren. No warning they were coming. Failure to stop at stop signs. Failure to obey traffic signs and lights.
- ebikers riding side by side, no helmets, noisy. I had to stop to let them by
- Everyone in Jackson is in a big hurry. E-bikers are no different
- Excessive speed, kids testing how fast they can take corners, speeding past with no alert, yelling at me to get my dogs even when they're leashed. Not enough time to pull dogs closer. Rude behavior from adults and children. So sick of it!!

- Excessive speed, no hands riding moving back and forth across pathway, passing too close in same direction, same in on coming traffic, not attentive to those around them
- Family with younger kids on Rental E Bikes
- Fly by others without greeting, saying on your left, or ringing bell. They don't slow down when passing others. Occasionally out of control. need for greeting & slowing down to avoid causing accidents.
- Gang of Youths taking the entire Pathway and then yelling F*ck You when you alert them.
- General lack of control/experience
- Generally e-bikers seems out of control and inconsiderate to others. Most don't wear helmets which is bad for them. All ages. Occasionally I see a safe, respectful, considerate e-biker though.
- Going down to the underpass, one e biker user was on the phone, hands off the handlebar and clearly not paying attention
- going too fast and ran heel over
- Going too fast not acknowledging their passing, poor cycling skills
- Going too fast. Not stopping at stop signs , multiple kids on one bike. No helmets
- Going too fast. Not slowing down. Not warning. No bell. Riding with no hands. Looking at phone.
- going way too fast and not announcing which way they are coming
- Going way too fast for regular bikers - should be on the road not the pathway going that fast!
- group consumes entire trail, fails to respond to "on your left", rides in "squirrely" fashion
- Had to quickly stop a large truck multiple times because kids with no license and three of them loaded on an e-bike don't attempt to stop at stop signs In central and east Jackson
- Have seen the full gambit. Excessive speed, operator unable to control the e-bike in a "pressure" situation (needing to stop suddenly, needing to swerve back in lane to avoid collision while passing, etc)
- High speed
- High speeds of e-bikes is the biggest problem making pathways unsafe for pedestrians! Typically e-bikes are going too fast and fail to slow for pedestrians and share the pathway; consequently, as a pedestrian it feels the only safe options are to either stop or move completely off the pathway.
- hit or 'brushed' by ebikes while walking
- Hordes of kids coming through tunnel at one time. (Isolated incident). More common is that ebikers are moving so fast that it is unnerving to be passed, especially without warning.
- How much time do you have? I'll buy the beer if you'll listen.
- I do know someone who was hit by Smiths and the ebiker did a hit and run. Also overloaded bikes w kids unable to control bikes or stop at stop signs.
- I feel like these interactions are not only e-bike users... standard pedal bikers make mistakes too
- I fully get the advantages to e-bikes, but many who use them, young and old, turn their brain off the minute they are on them. When e-bikers aren't paying attention it's dangerous for everyone! Pedestrians, dog walkers, drivers and often the riders themselves.
- I had an ebike and sold it after too many near miss interactions with other e-bikes on the path. Rider's not concentrating and riding side by side. mainly kids but sometimes families. So many blind corners that were terrifying. Also during commute times you looked at the sun before and exiting tunnels which made them basically blind when you entered as eyes could not adjust. There are no lines to keep you on right hand ride. Tunnels need more delineation

- I had to yell at two girls riding side-by side to move over as they were talking and not paying attention to my oncoming and another girl passed a slower rider, coming into my lane so she could keep up with her friends.
- I have had a minor collision with a kid on an ebike. Fortunately no one was seriously injured. I have also almost hit several kids on e-bikes driving in town. I often see 2-3 kids on one bike, speeding through town without helmets or knowledge (or care) of traffic laws. I have also seen many dirt bike style, non pedal assist bikes traveling very fast on pathways throughout town.
- I have had e-bikes nearly run over my toddlers on their strider bikes, almost hit my dog who was on a leash, wearing headphones so they can't hear you, often passing without signaling their presence, speeding middle schoolers with no helmets who aren't holding the handlebars and are holding and looking at their phone
- I have seen e-bikers and pedal bikers run stop signs but I have found that pedal bikers are even less likely to stop than someone on an e-bike. Probably because of the energy it takes to get going again.
- I just feel very uneasy, unsafe with the speed. The e-bikers ride, they don't yield properly when the path is crowded. They don't follow biking rules. They don't announce when passing. They wear headphones so they cannot hear people around them. I find it very uneasy. I often bike on the main road instead of the bike path when it's too congested because of that reason.
- I live on the 3rd floor of Eagle Village Condos, have a view of the path nearby and the S curve coming off bridge. i use the system on a regular basis. I very much enjoy the pathway and watching the activity and see its importance to people having it available to them. Of most concern, i observe Excessive speed!,also 2 to 3 riders on a bike, cellphone type distractions (Not all riders offend, but enough to have changed the pathway experience significantly over the last few years, just by way of increase, in number of bikes, but also their size and available power. I witness rider impatience, even occasional bully behavior, towards pedestrians, dog walkers, families with small children in strollers. Over 5 years, pathway courtesy has changed dramatically. Rarely hear a bell ring anymore or even verbal warnings for other riders and pedestrians' safety. Maybe an appealing new technology device should be offered.to promote useage. Bikes take shortcuts across our groomed lawns, specifically coming off the bridge to short cut to Smith's.
- I live on the bike path behind Smith's and regularly see school age children going too fast while looking at their phones and disrespecting nearly every person who tells them to slow down and/or pay attention.
- I walk often on the Town sidewalk near the whole foods. Multiple times a week, an ebike will pass me (no sound or letting me know) and will almost knock me into the Highway. It's scary considering it's a sidewalk and it's attached to the highway.
- I was a first responder to an e bike incident that needed emergency medical attention on the bike path near the village. I've been passed with out any indication that there was an e bike behind me, many, many times. My young children have been yelled at by fast moving e-bikers. E Bikers not in control of there bike because they are looking at their phone with no hands on the bars. I could go on an on about the negative interactions I've had with most e-bikers.
- I was almost hit twice and scared multiple times
- I was coming out of Smith's and a bunch of junior high students came zooming by on the sidewalk, not slowing down at all.
- I was hit by an electric bike while walking my dog. Please get rid of the electric bikes. People who ride electric bikes use their cell phones. People who ride electric bikes are rude.

- I would add to what I checked above that the e-bikers frequently do not communicate (verbally or with a bell) to let me know that they are passing me. Often there are groups of kids all riding e-bikes so the number of riders going too fast can be overwhelming and scary.
- I'm often passed without warning by people going too fast. I frequently encounter e-bikes (and bikes in general) running stop signs and turning in front of me without signaling. I've almost been hit by an e-biker going too fast as a pedestrian (I was walking and recovering from major surgery). I was almost hit by an e-biker while stopping on my bike at a stop sign and they apparently weren't planning to stop.
- I've been clipped multiple times by passing ebikers and road cyclists. There have been several occasions when the biker had to take evasive action passing pets too closely. Ebikers and road cyclists have split between myself and wife to pass us causing a scene. They should be banned near high traffic zones. Road cyclists are just as fast and disrespectful.
- I've commuted from Rafter J to town since the bike path was put in. I think e-bikes are a great tool. But I have had many close encounters with e-bikers where I have had to take defensive measures to avoid an accident. This has been mostly children but also some adult going too fast on an e-bike disregarding the safety of others. Zipping up behind and passing without letting me know they are there and riding toward me at great speed, going around other pathway users into my lane. I've taken to unclipping from my road bike and slowing down so I don't get run into.
- I've had kids ride their e-bikes from the pathways directly in front of my car. I have had e-bikes going way too fast for the area (either conditions or amount of people). I've had e-bikes almost hit me while walking, running, or pedal biking. I regularly see bikers of all sorts not adhering to stop signs.
- I've had my handlebars clipped by irresponsible children who do not stop or apologize, I've been nearly run over by ebikes while walking several times, I've almost been hit in my car countless times by people not stopping at stop signs.
- Ignorant arrogant inconsiderate dangerous
- Immature Children not paying attention. Being rude to passerbys
- In the summer the e-bikes are out in force and riders are often on their phone, riding with headphones, going too fast, and not yielding to slower traffic. Of course I do see responsible riders too.
- irresponsible young children with no idea of the damage they could do to themselves and others
- It's constantly
- Its mostly just kids from middle school going very fast and drifting around coners without being sure if no-ones there
- Ive had a woman ride my tail for 20 miles on the grand loop even after telling her to stop.people "race" me up a hill only to get in front of me and purposely slow me down on the downhill while brake checking me while not letting me pass(this is a real thing) I've had kids blow through stop signs almost hitting me or my girlfriend(i used to ride the bike paths ALOT, grand loop almost daily) had adults come from behind at high speed with no warning and almost run me off the path as they cut in front of you(many times). I've had huge groups of tourists spread across the whole trail unwilling to move over(this happens alot even with groups of 2) I've seen people blow stop signs and come very close to getting flattened by cars, kids going 30 with another on the back and the driver resting the feet up on the handlebars. Bikes going by when walking our dog yelling at us to "get off the damn path". I like bikes and people that actually know how to ride and follow the rules and have manners, but for 90% of the folks out there this is not the case. And this.....combined with the absolute hatred of bikers from motorists(I've had many many run ins almost to the point of violence with crazy drivers)it honestly makes me not even want to use the

paths anymore. I just ride in the woods most of the summer now as the paths have become unpleasant and I know I'm just one guy but I'm sure there are more folks out there who feel the same way. I try to ride at weird hours alot just to avoid the chaos the paths have become (mostly village rd and highway to town, also in town) moose wilson is becoming a spot now also

- Just being passed by groups of kids going way too fast, all piled on one bike, and blowing through stop signs. This has happened multiple times.
- Just general inconsideration. Not yielding, brushing too close, 3-4 kids on one bike, running stop signs...
- Just going to fast and not following stop signs, causing almost accidents.
- Just going way to fast for the number of people on the trail
- Just kids being kids really. Fast and distracted
- just looked at me like I was in the wrong on my petal bike
- Just youth going way to fast and not appreciating their own mortality or mine or my dogs.
- kid on ebike collided with me
- Kids and adults on e-bikes going too fast, on phones, with too many passengers, passing too close to walkers with dogs and kids, not letting walkers know they are passing.
- Kids are out of control, they don't care, won't obey rules
- Kids commuting to and from school not obeying rules (speed), too many on one vehicle, distracted driving (texting), traveling 2 abreast in tunnels and blind corners, and being disrespectful to other pathway users.
- kids dont know how to signal or they dont understand how traffic laws work
- Kids going too fast, talking on their phones, with passengers, out of control, passing too close to other users, not paying attention
- Kids going way to fast all the time
- Kids on E-bikes, going too fast, with passengers on them, swerving, going by walkers too closely, on their phones
- Kids on ebikes go way too fast, often out of control, with multiple kids piled on an ebike (and without helmets) and have almost hit me and my kids many times.
- Kids out of control, going really fast, not yielding, they never pedal, it's kind of a motorcycle. Alamo hit me and or my dog while waking on the bike path or the road near where I live. They go incredibly fast and do not slow down
- Kids racing, disregard for others.
- Kids riding 3 on a bike out of control, coming so close to purposely scare me and my dog, going way over the speed limit, mouthy and laugh if you ask them nicely to slow down, I've seen them kick over a speed sign by the community garden (near middle school), then follow me around the block when I told them to go pick it up!!!
- Kids riding too fast. Kids not yielding to other users. Kids on their phones while driving the e bike. Kids not signaling or communicating their intended actions. Kids not wearing helmets. Kids riding too many people on the e-bike.
- Kids speeding to school, coming around curves with no warning
- kids texting while steering the bike, multiple e-bikes side by side around blind turn
- Kids too young to operate an ebike and don't have the knowledge on how to handle. Additionally too many kids on one bike, it becomes an extreme safety issue. I have seen this on numerous occasions. Unfortunately, nothing will be done until a child is injured or worse.

- large group of teenagers taking 95% of path, didn't yield. All on phones and talking and paying no attention.
- Many renters are clueless. One cannot hear e bikes approaching. They MUST ring a bell. Also they ride two and three abreast.
- Many times E bikes blow the stop sign almost colliding with my car at intersection of Old west cabins and Hwy 89 S
- Many times last summer I encountered e-bikers on Broadway Ave. It's frustrating because they come up faster than normal bikers, but don't have the same awareness of cars as regular bikers do. Instead of riding in the road, they just ride the shoulder. I turned in front of one once, not seeing how fast he was coming, and got screamed at/cursed at by a grown man. If he had been a car, he would have had to yield behind me, but because he was technically a biker he thought he didn't have to pay attention to road rules, even though he was going almost as fast as I was.
- Many youth riders that know nothing about the rules of the road are out on the streets endangering themselves and others. They eventually turn into bad drivers because they already have the bad driving habits in place.
- Most of the issues stem from kids, usually loaded 4 deep, ripping around on E-Bikes
- Mostly kids, but multiple riders on an e-bike, never stopping at stop signs, flying around corners, not slowing for kids walking or on pedalless bikes.
- Multiple instances of bikes failing to adhere to traffic signs. Not even slowing down and blowing through stop or yield signs often times with 2 to even 3 kids on the bikes.
- Multiple interactions with kids going way too fast
- multiple kids on one bike (no helmets), speeding, not adhering to stop, not maintaining lanes etc
- multiple kids riding an adult sized bike; backroads guests riding 3 abreast; commuter going 40 miles an hour; tourists renting from TV and riding on pathway 4 abreast.
- Multiple negative interactions, culminating with my life partner being collided by an ebiker behind Smiths, requiring her being life flighted to EIRMC ICU with severe TBI. No write up in NAG, she values her privacy. As the weather warms and the paths dry out, I can't help but cringe, knowing that the e-bike season has started; having been with her during these last(post collision) months, navigating the medical interventions and observing her physical/psychologic trauma; no, I am not in favor of giving over the safe space of our community pathways to invite, even a minority group of e-bike users to violate the safe travel corridor the pathway system was originally designed to provide.
- My child almost being hit
- My husband and I were walking. Bike came up so fast we had to jump off the bike path. The biker left a 3 ft skid mark and never apologized. This was not an e-bike incident. It was a racer going faster than the cars driving by us. My niece was hit on the south park bike path. Again another horrible experience. My niece was 12 and hurt and the person didn't stop.
- My negative interactions have occurred with drivers who were probably too young to fully understand the rules. One was so young she could barely hold the bike up. The other were young kids having a good time and going too fast.
- N/A
- N/A
- N/A
- n/a

- Near Collision, Rude and Disrespectful behavior
- Near miss collisions, distracted riders, speeding, lack of knowledge of pathway etiquette
- Near missed. Inattention. Speeding. Kids are on phones while riding. Not wearing helmets.
- Negative e-bike interactions are extremely frequent. Kids are being extremely irresponsible but SO ARE ADULTS.
- no
- no
- no call out of on your left if i am walking or peddling and they pass
- No communication; no bell; not slowing down when passing
- no controlar la bicicleta eléctrica
- no I'm okay
- No obeying traffic signs! Not staying in bike lanes.
- No personal interactions,- concerns about accidents due to e-bikers not obeying stopsigns.
- No regard for what's going on around them. They swerve in and out of the bike line to pass other people. They never yield to traffic.
- NO RESPECT FOR ANYONE'S SPACE
- No safety concerns, helmets; shoes;speed;bells,biking protocols.
- No slowing or even a recognition that walkers, joggers and slower pedal bikers need a warning before passing at significantly greater speed. This is particularly true when many E-bikers are visitors (often in groups) who have not ridden bikes for a long time and do not know our pathway system. Just like many joggers & pedal bikers, they ignore stop signs but at higher speed with more risk. On Snow King Avenue, I have seen E-bikers cut diagonally across intersections knowing that cars & trucks have a 4-way stop sign. They don't behave as if they are also vehicles on the road and obey the same traffic rules.
- No thank
- No warning. Just shot by me very fast.
- Not alerting anyone on the path when they pass you.
- Not just one incident. Many times the individual isn't using their hands, not stopping, not paying attention, etc. I would say I rarely see a pedal bike or ebike STOP at an intersection with a stop sign in East Jackson. Especially at Redmond & Hansen near my house.
- Not obeying stop signs and biking at unsafe speeds
- Not stopping at signs or signals, not yielding to next person at stops if they do stop, not waiting/going around me when I get to one side for oncoming pathway users, going too fast, not knowing rules of traffic, coming to close and approaching without warning, USING THE SIDEWALK, especially when there is a bike lane!!!
- not stopping at Snow King and Millward, Willow and Pearl, Weaving the bollards on Snow King Ave on the electric dirt bikes, 4 kids on a radwagon on Snow King Ave without helmets and blowing through stop sign at Millward.
- Not stopping at stop signs, traveling in a group and taking up too much space on pathway, talking and not looking where they were going. In addition to fearing the damage they could do to other people I worried about them killing themselves, particular the ones not wearing a helmet.
- not stopping for stop signs, not yielding to traffic, lane splitting, going too fast, not giving right of way at stops or intersections in accordance with laws and rules.

- Not stopping or yielding, going too fast, not paying attention to other traffic
- Nothing confrontational - most often it's me (a 34-yo woman) commuting to work into town dodging the teenagers piled 4-deep on an e-bike going mach 10 while they're texting heading to school. It feels kind of like a video game, but is also kind of scary. I do feel though that this e-bike problem is polluting the community energy of the pathway system. I had a negative interaction with an elderly woman this fall who was walking as I was on my pedal bike that I still feel quite bad about. We were going in the same direction and I saw her from at least 100 yards away as I was biking behind her. I slowed down to <10 mph (I have a speedometer on my bike), said "on your left", and biked off of the paved path and onto the grass to give her plenty of room. She clearly had not heard me until I was next to her and was spooked. She yelled at me for going too fast and I yelled a loose apology as I biked on. I feel like her reaction and perceived threat were way out of proportion to my actions, but very much informed by her experience of being whizzed by constantly by e-bikes going at speeds that are actually dangerous to a pedestrian.
- Numerous idiots with no control of their bikes, all ages - not just the kids going to school
- Numerous violations and disregard for others.
- Numerous, almost daily negative experiences on the path. I use the bike path daily. No child should be on an e-bike!!! They should have to pass a drivers test and be 16 years old. They speed, do not yield to walkers, are discourteous! Kids have no business on an e-bike unless they have had a drivers ed course and gotten a drivers license and understand the rules of operating a vehicle!!!!
- Obviously a rented ebike. Took the corner too wide and too fast slid into my bike forcing me off the pathway as I was going the opposite direction. Kids not wearing helmets.
- Often times it's young people not paying attention and going too fast around corners and in the wrong lane on straightaways.
- Old pass road: illegally riding on that road, up to Crater Lake. I had a dog with me at the time. Very scary because the bike came down very fast. In Wilson, two little girls literally drove their e-bike into my front bumper. I was driving but had come to a complete stop because they were weaving all over the road. They had no control. Nobody got hurt. Village Road: it is almost impossible to run or walk on that path without almost getting hit by someone on an e-bike. They rarely tell you they are there. I have seen the Medic truck respond to a collision on that path. I have a very negative opinion of most e-bike users because they usually are very unskilled bicycle riders. It's like being on the ski hill surrounded by out of control lousy skiers. It's terrifying and very unpleasant. I definitely use the pathway less because of them.
- On multiple occasions several young kids going above the speed limit not paying attention horsing around have almost hit me. Last year my mother was in a wheelchair and pushing her in the park pathways was the only respite for her, we had to stop because of all the close calls with e bikes on the path almost hitting her scared her and ruined her one joy of being on the paths. This never used to happen in our town. We need to change the rules. Anything that has a motor in it belongs on the road. Not walking paths.
- On pathways north and south of town
- On the wrong side going way too fast and almost hit my 5 year old
- one such was young kids on many of them - they were probably only 10 years old- can there be an age limit or can e-bikes be speed limited/banned on that main bikepath which is entirely flat!
- Passed me from behind fast enough to startle me and leave the pathway into the dirt. Another blew through a young family on pedal bikes and flipped him the bird when they said please slow down.
- Passing without notice, not slowing for dogs and children

- People going too fast on main roads, even when directly next to a bike path they will sometimes not use them. Swerving in and out and ignoring stop signs. Drive bus in town and see that a-lot.
- People have zero bike handling skills on the e bikes
- People not stopping at stop signs, Driving erratically and crashing on street(youth) speeding on sidewalk while not using bike path
- People of all ages but mostly younger going way too fast on the bike path around Russ garraman park. Children biking to and from school are everywhere on the streets not obeying traffic laws often during busy commute times.
- People riding too fast especially around blind curves.
- People riding way too fast, including on the sidewalks and pathways. Multiple riders on a bike designed for one person. Riders flying down Redmond, outstretched with their stomach on their seat. Inexperienced riders on an e-bike they can't control. People riding a bike that is not a pedal assist; I watch them go for block after block without pedaling. How can that be considered a bike? Sick of it. I not longer feel even remotely safe on our pathways or even the sidewalks anymore.
- Ran me off the path. Rude behavior. 3 teenagers on one bike. Not notifying coming from behind.
- Really just a lack of concern for the safety of the rest of us on foot. too close at speed, no concern for my kids and pets (ON-LEASH), Moving so fast that even when there is a bell or verbal alert it comes too late or I can't react fast enough and often I am verbally chastised for not yielding space fast enough to suit their sense of entitlement.
- Reckless and speeding by teenagers driving e-bike causing pedal biker to crash, they didn't even stop to apologize.
- Riders don,t call out when passing, often wizz by very fast.
- riders not using bells or signaling when approaching others`--irresponsible riders mostly youth
- Riders taking pictures. Kids riding on wrong side of the path
- Riding too fast, multiple passengers, taking up the whole pathway, Riding on trails closed to ebikes.
- riding too fast, no communication when coming up behind me, too many kids on one bike, don't stop at intersections, don't signal.
- Riding too fast; not yielding; not using a bell or 'on your left'; not obeying signs--in particular road signs: example: 4 way stop at South Park Loop and the Middle school--not stopping, not looking; In the main road with disregard for cars. General unsafe practice: riding with 2 or more passengers; using e-bikes that are more like a motor bike (not needing to pedal).
- rude, hogging pathway, not announcing "on your left", no helmets
- Rude, typically <18 yrs old or clueless tourists.
- Running stop signs, speeding
- Running stop signs, speeding
- See above
- See answer above. I stopped the ebiker and we talked about safety. The ebiker knew that he was wrong and apologized....I told him that ebikes are not equal in force or weight to motor vehicles, and if I had not stopped, he could have been dead or severely injured. It scared the poop out of me!
- Several instances of fast speed & failure to stop at sop signs on street path near house.
- Similar to cars going 60 mph when everyone else is going 40
- Since the prevalence of ebikes, riders no longer yield or warn pedestrians.

- Sometimes groups/families on e-bikes get going so fast they appear to be uncomfortable with their speed or control; they then stop blocking the pathway or shoot off the pathway
- Sped past on my left without warning.
- Speed primarily and not slowing down when passing or ringing a bell.
- Speed, uneducated youth with attitude
- speeding
- Speeding by, almost got hit
- Speeding past with loud music playing. Inattentive while riding and talking on cell phone. Had several close calls (head on collisions) with e-biker being inattentive and speeding.
- Speeding, distracted riders, not using bell or verbal warning of passing.
- Speeding, headphones, no bike bell, not yielding at road crossings. It's a disgrace
- Speeding, NOT yielding
- Speeding, uncontrolled, crowding pathway.
- Speeding; out of control; 3 on a bike
- Stop sign; not yielding
- teenage kid totally flying through the tunnel, in the middle of the pathway, didn't look, didn't see me.
- teens and pre-teens going too fast
- Teens are always going too fast and don't yield or even look where they're going. I've also seen plenty of adults (I'm assuming parents) riding with their kids who allow their kids to do the same. It seems like the general perception is cars will always stop for a biker regardless of how unsafe the biker is being and how that carelessness could cause an accident or collision of some kind.
- The above negative interactions are not only with E-bikers, regular bikers also regularly do the above things.
- The bike is going too fast and out of control and I don't feel safe walking on Flat Creek anymore during the school year. Such a pity!
- The bike path is disastrous when school is out the kids ride out of control. I've started to avoid riding the pathway during this time because it's dangerous.
- The bikers are always speeding and never, NEVER adhering to the yield signs from South Park loop to Rafter J Ranch. This is BOTH pedal bike and E Bike users.
- The e bikers go way too fast and have no consideration for pedal bikers. It's a matter of time before someone gets seriously injured.
- The negative interaction was nice
- There are 2 sidewalks AND 2 bike paths and hardly any room for a horse trail which is the main road to the fairgrounds. E Bike riders use all 4 pathways, get too close to horse trailers, and hardly ever stop at the 4 ways
- There have been many. Almost always involving youth riding recklessly.
- There have been so many times when e-bike riders have quietly come up behind me without warning, causing me to jump off the pathway and endangering my dog that I tend to walk from my home (next to Garaman Park) towards the north, to avoid some of the increased traffic. My husband has stopped using the pathway most days because of the danger to him and our dog. (He was instrumental in getting that pathway developed, so this is very distressing to me).
- There is no reason kids should be using E-bikes.

- These are kids on e-bikes, going too fast and talking on cell phones
- They are going too fast and weaving in and out of traffic, or people walking
- They did not slow down when passing or notify us they were approaching and overtaking us
- They do not pass with care, yield to others, ride on sidewalks, and fail to stop at stop signs.
- They don't stop at stop signs
- they go fast and don't use hand signals
- They go too fast in a very crowded area. Some don't even peddle, just use motor, should be on road not rec. path. They do not follow bike educate. young riders have no common sense or think of others in their space. I choose to road ride on the road, it is safer than bike path.
- They just go buzzing through, at all hours...as though the rules don't apply to them.
- They run stop signs even with their kids on the back. Don't stay on their side of the pathway
- They think they own the road do not stop at intersections
- they went too fast and don't stop for other, they keep going with no respect to cars.
- They were just going too fast
- they were often rude, complaining that I was slow and in their way (I ride a recumbent trike)
- they were on rentals
- too fast , not adhering to any rules
- Too fast, too many young people, running stop signs. Some kids seem too young for e-bikes
- Too many to recount, but I'm sure you've already heard many similar stories based on the fact that this survey exists
- Tons of people going way too fast around curves, and also no safety equipment. Personally I have picked up kids who have hurt themselves without safety equipment and given out too many capri suns to avoid tears.
- Too fast passing. Passing closely. Not giving enough space to on coming bikers
- Too fast, cutting corners, and youthful operators that cannot control a motorized vehicle.
- Too fast, nearly missing a hit
- Too fast, no warning on approach
- Too fast, no yielding, no signaling
- Too fast, out of control danger to pedestrians
- too fast, overtaking without warning, passing too close
- Too fast, too young to actually control them, rude behavior, unsafe passengers, not yielding or following basic rules. Severely diminished my urge to even use a pathway.
- Too fast! No warning someone is coming up behind me; too many!
- Too fast. Not regulated. Not licensed or insured.
- Too many e-bikes taking up both lanes at once around blind corners going too fast.
- Too many kids ride one e-bike and go too fast, they do not stop at the stop signs, they do not obey the rules, and they do not respect the rest of the cars. When police is there they obey but when the police are not there they don't obey the traffic rules.
- Too many to count. Lots of kids running stop signs, speeding, on no-pedal e bikes. Pathways and scarier is on roads. I don't get it... They're simply motorcycles. This seems dangerous for everyone involved and I am amazed (happy) no kids have been seriously hurt or killed.
- Too many to describe

- Too many to describe.
- Too many to describe. Excessive speed is the biggest issue.
- Too many to describe. Many, many close calls. All of them were kids (10-17 year olds or so, girls and boys)
- Too young to be driving motor powered bicycles
- Totally oblivious to surroundings and thinking that they have right away all the time
- Tourist didn't know how to ride
- tourists on rentals not familiar with biking rules of road, going too fast,
- Try to avoid conflicts. (I'm a 30+ year resident, cycling constantly. 25+ yrs. in bike shops. I have experience.)
- Tweeners riding in a pack is most often the issue, high speed in areas with tight turns.
- Tweens carrying too many passengers and riding unsafely/not enough control or experience to operate safely
- Two kids on one bike, both looking down at their phones!!; kids blasting through stop-signs; kids speeding in slow areas; general dangerous behavior from kids when more than one is riding.
- Typically middle school or high school kids riding WAY too fast. Almost been hit numerous times. Parents buy their kids e-bikes so they don't have to drive them to school or the kids don't have to walk. Community safety is sacrificed for parent convenience.
- Up cache creek. E bike was up in the wilderness area
- usually juveniles, going too fast, and not announcing their presence when approaching from the rear.
- Various
- Very twisty path, poor visibility, dog walking, fast bikes seem to be avoiding roads commuting.
- Very young kids speeding unaware of others on the pathway, as well as adults speeding
- Walkers jump off pathway when bike comes
- was running and was hit by a kid on an e-bike. Not hurt. But many times as I run along South Park, people (especially kids) on E bikes go whizzing by with no warning and if I inadvertently moved a tad to the left, I'd be hit by something going 30 mph.
- Way too fast, rude, no warning, dangerous behavior,
- way too fast. way too close. way too many. Overloaded bikes that cant stop. Almost hitting dogs, kids, elderly, and much more. The pathways used to be called "non-motorized pathways". Now we have put these motorized bikes on them and its dangerous.
- We have all seen it many many many times. Middle school age children going to fast, not yielding to others, too many kids on a bike, earbuds and or phones, no helmet etc.
- We live by the Lutheran Church and often encounter students, but most importantly also other adult e-biker and bikers who don't alert you or slow down when passing you. I would say the students have gotten better over the years. The adult road bikers and e-bikes still are a problem. That being said I still strongly support allowing e-bike on pathways.
- Weaving in and out of the bollards. Not stopping for stop signs. 3 riders on same bicycle.
- when I drive, they dont yeild or signal and they think they own the road.
- While teaching my son to ride his bike we had to constantly be on the watch for some e-bike flying toward us. Often being driven by a 10 or 11 year old that doesn't have full control of the vehicle or

doesn't know the pathway rules and etiquette. We had to stop riding on the pathway because it didn't feel safe.

- While walking, I was hit and nearly knocked over by an e-biker riding on the sidewalk. The e-biker kept going and did not stop to see if I was okay. It was a hit-and-run.
- You can not hear the e-bikes and they zip by exceeding 15mph with no warning.
- Young adults going to fast, then can't control when slowing down, they feel they own the trail!
- Young children going to fast on E-bikes and not being considerate of other users.
- Young e bikers going too fast, not adhering to pathway or road rules and signage, no helmets.
- young man on ebike yelled at me "get the F... out of the way old man"
- Young rider, texting and not communicating they were passing me (pedal bike). They were going quite fast (>20 mph)
- Young teens going way too fast, nearly colliding with my kids and my dog on numerous occasions. When asked to slow down we have received profanity as a response.
- younger kids on e-bikes coming into roadways not adhering to traffic laws, endangering drivers & pedestrians & themselves. Multiple kids on bikes going at high speeds, buzzing by pedestrians without notifying
- Younger riders are very adept and zip by very close to pedestrians. As we age, we can't hear them and it's easy to step one way or the other-right into their path.
- Youth, overloaded bike, going too fast, no regard for pedestrians or other users

11. What education, enforcement, or pathway network design improvements would make e-bikes more compatible with other pathway and street users?

Responses - e-bike households

517 of 702 responded

- #1: mandatory numbered license plate for kids under 16 so there is accountability for dangerous drivers
#2: mandatory education.
- ??
- ???
- 1) Ban throttle bikes completely. 2) All bikes should have license plates. 3) Monitor and enforce speed limits and appropriate driving in the same way we do for all other motorized vehicles using public roadways! 4) Parents should be informed of their legal exposure should their children cause an accident. 5) Require e-bike riders to carry insurance and proof of it--just as we do for all other motorists on all other public roadways. 6) Cite offenders!
- 1) Required educational course and permit for anyone without a drivers license, especially those under 16; 2) Enforced speed limit and lane useage; 3) Type 1 bikes only allowed on pathways—must be self pedaled.
- 1. Age requirement same as driver license; 2. Start ticketing, use speed guns same as cars. It is no longer safe for anyone to walk on the pathways.

- 1. There should not be wrong way signs on the left or right side of Broadway. 2. The intersection at Albertsons has fancy "no turn" signs for cars that are completely ignored when pedestrians and e-bikers are crossing. Get rid of the big "No Crossing" signs and put a red arrow light next to the green and yellow arrow lights!!!!!! People don't see the fancy new signs but they will see a regular red arrow!
- 20 mph speed limit, helmets required
- 20mph top speed capability and no throttles without drivers licenses.
- A bigger threat to safety is unleashed dogs that chase or unexpectedly move in front of any bike
- A bike lane (even the horse path) and a separate walk lane
- A crossing guard type position on pathways leading to schools to remind/enforce rules of pathway
- A license, just like a drivers license. Folks who use the pathway should be knowledgeable enough to know the rules.
- a lot of public ed (calling out hello, no headphones/earbuds while riding, no talking on the phone while riding etc...) at the school levels for e-bikes to slow speed while passing people w dogs on leash, people walking etc...
- A method of making persons adhere to speed limit
- a pathways ambassador during to/from school times. scoring of pathways to indicate lower speed areas. enforcement of rules.
- Absolutely nothing. This survey sucks! Who put this together. Completely negative. Slants toward negative opinions of e-bikes. There is no way to check positive feed back. What about dogs in the way. What about pedestrians walking across blocking the pathway? What about road bikers going 30 mph on the path.
- Adherence and enforcement to speed limits
- age limits and license/training requirement and then enforcement and education
- Age limits on use of Ebikes, prohibitions on ebikes that go without pedaling, enforcement of rules, required safety class for users under 18
- All bikes should be equipped with a bell to be used when passing others.
- All the above
- All three components are important, but I think enforcement needs to play a bigger role in the management of e-bikes on pathways and roadways.
- allow only Type 1. Nearly all my negative encounters are with Type 2 e-bikes and often with younger riders
- Ambassadors
- Ambassadors, patrol, focus on education. If kids are speeding, punish/educate parents
- ambassadors/ticketing within town corridor, especially when the school routes are active; painted slow zones (striping?); speed bumps / barriers to slow down; ebike licenses on pathways required (simple rider on regular license, make it like a moto license for pathways); bike lanes / walking lanes like Netherlands (no walking in the bike lane/no biking in the walk lane - comes with clear markings)
- An additional lane for walkers, "license" for youth
- an age requirement, maybe a license after training.
- An e-bike dedicated pathway. Otherwise, requiring kids to be licensed in order to operate a motorized vehicle. Requiring the use of bells when passing or announcing their arrival to pedestrians.

- An E-Bike that can move on it's own is much more like a motorcycle than a bicycle . I had a Honda Trail 70 when I was younger. It had limited speed (about 32mph). In order for me to operate it on public streets, it had to be registered as a motorcycle and anyone riding it had to be a licensed driver with an M endorsement. The logic that these self propelled e-bikes (motorcycles) do not need to be registered as motorcycles, just because they are electric, is ridiculous. Using that logic, an electric car should not need to be registered and the driver should not need to a driver's license.
- Any cyclist should be taught how to stop at stop signs. Maybe have the schools have a course to where you can get your Class 2 or higher ebike license for children under 16.
- Apparently education doesn't seem to be enough; enforcement in tight areas where lower speeds are required. I don't believe these motorcycle type bikes should be allowed on the pathways in town. But I know the parents are happy to have their kids riding 'bikes' so they don't have to drive them everywhere.
- Ask experts on behavior -- humans often believe that their behavior is fine and does not need any improvement. Focus on groups, like students, who need education. Tourists may also be unaware of proper bike protocols.
- awareness of others , in young people - awareness of physical dangers
- Ban ebikes from pathways
- Ban type 2 and 3
- Ban type 2 and 3 bikes
- Ban type 2 and type 3 bikes from pathways - they belong on the roads, not on pathways. Require riders to have licenses evidencing that they have taken a safety course and identifying numbers / plates on their e-bikes reckless riders can be identified and ticketed.
- being held to the same standard as vehicle drivers
- Better bike lanes
- Better education for under 18 users (class)
- Better posting of speed limit signs. I feel like outside of town 20 is OK, it gives enough time to slow down when encountering other people it concerns me how many E bikes I encounter that are going significantly faster than 20
- better separation and signage?
- Better signage regarding rules and suggestions - and post on each pathway segment
- Better signage. No passing zones. No stopping zones. Single file bicycle riding only. Maybe some more little turnouts for people to chat, check their bike, gather themselves if needed, allow people to pass, enjoy the view.
- bike cop radar? or speed warning sensors, i think the sing that flash you numerical speed backfires but a sign that flashes without a numerical value may be useful
- bike gates for slow down areas
- Bike lanes on roadways and require Class 2 and above E-bikes to use the roadway bike path
- Bike license for anyone under 16
- Bike paths where walkers frequent should be limited to non throttle use, in my opinion, with speed limits in the range of 15 mph. Road bikers, however do exceed this limit, so not sure how to make it fair. Wilson to Teton Village is an area where this would make a difference. The small smiley face that was on the Wilson bike path is a great way to keep people in check!

- Bike rental companies should be responsible for informing customers that they are bicycles not motorcycles. Spot check speed limit and give tickets. Post notices at visible locations that let ebike riders know how many tickets have been issued for speed or reckless riding.
- Blinking speed signs and education in the schools. Sadly, it may take something more consequential to get the message across...like when they banned dogs from Cache Creek for a week.
- Businesses informing and educating tourists would be helpful, the middle school continuing to offer ebike safety awareness would also serve as an education. Having business who sell to children take a safety class. I believe the police should heavily ticket offenders. Having a pathway ambassador would also encourage good use.
- Cameras+police officers perhaps. Don't like the thought of this, but especially with a youngster riding a bike often, it's just a matter of time before there's an accident.
- Center lines on the pathways to divide opposing traffic directions. Reminders to stay right, speed limits, communicate your passing in writing on the pathways!
- Chicanes, maybe speed bumps (although not good for skateboards or roller skates), more signage, e-bikes to yield to other users?
- Children should need a driver's license to ride an e-bike that is type 2 or 3. There should not be Type 2 or 3 allowed on the bike paths at all!
- Citations
- Classes for kids, maybe a licensing program? Interesting signage, speed signs?
- Classes for middle school and up using e bikes.
- Clear rules and age requirements
- Common courtesy.
- Continue education, especially at middle school. Give out tickets for excessive speed.
- Continue to educate especially middle school students about ebike safety.
- Continued education for kids to require bells when passing and safe operation.
- control their speed and be careful
- Curved Mirrors around blind corners for viewing
- Cycle track for commuting from Smiths to Albertsons- would be more efficient commuting away from recreational users to reduce conflict
- Dedicated ebike lanes?
- Design improvements would be to widen paths with own lane for e-bikes. Enforcement of people-volunteers. Radar sign maybe would be beneficial like the one at Garaman
- different paths for walkers and bikers
- Do not allow e-bikes with throttles on pathways or limit use to those 16 and older
- Do not let Class 2 and 3 on pathways
- Dogs off leash are dangerous to all bikers. Street bikes are more dangerous at times due to riding 3 to 4 abreast and high speed
- Don't allow type 2 e-bikes on pathways. Educate adults/parents, they are the ones buying the way too fast e-bikes for their kids.
- Don't frame the subject with a divided narrative. Love or hate You'll get more objective answers
- E bike lanes

- E- bikers travel as fast as autos on some paths. Not safe for pedestrians. They are a battery powered traffic solution on a pedestrian shared path. Not safe!
- E bikes will never be compatible with anything so long as people under 16 are allowed to ride a motorized bike. People should have a drivers license to ride an e-bike
- Earlier driver’s education for kids who ride the streets
- E-Bike are a motorized means of transportation. Kids should have to test in order to use an ebike that isn't pedal assist. Have speed control officers along the pathways at prime time of use.
- E-bike safety course
- E-bike safety training in the public schools
- eBikers aged 16 and under should have to get a license. They are using the roads in a manner that necessitates they know the rules and laws of the road. They need to understand right of way, how / when to yield, order of operations, etc. Also, the bike paths are confusing at most intersections where the biker should act like a car in the bike lane, but like a pedestrian at intersections; this is very confusing.
- E-Bikes are motorized vehicles and should be treated as such. They are dangerous and heavy. The addition of phones for both drivers and e-bikers have added a very dangerous condition to transportation. Kids are riding their bikes and scrolling social media. It's out of control. People under 16 should have to have a special license to prove that they have taken and passed a safety course and learned the rules of the road. They should not be allowed to ride bikes that go over 20 mph and are powered without having to pedal. I've heard that some of these kids don't actually know how to ride a bike without a throttle?! If that's true, that's heartbreaking. I understand that it's convenient for parents to not have to drive their kids around, but giving kids motorcycles so you don't have to deal with driving them around is not a right. Growing up we pedaled our cruiser bikes with three gears for miles all summer long. This country has an obesity epidemic. A little manpower is good for kids. They can walk and ride bikes or, if they live far out of town, parents can drive them like they do all of the rest of the year when there is snow on the ground.
- Ebikes are the safest and best form of pathway users. Pedestrians are hazardous because they are unpredictable and regular bikes are wobbly compared to ebikes. The pathways are underbuilt and too much travel space is wasted on automobiles. It is beyond ridiculous that we allocate 80 foot wide roads while having 10 foot wide pathways that in some instances carry more travelers. There is the unfortunate dropoff in Winter use of ebikes because there is a lack of resources, infrastructure and education surrounding the safe usage of ebikes in Winter. Snow King avenue needs to be redesigned to carry year round bike and ebike traffic. The KC trail needs to be a year round option for navigating Jackson wheels and walking.
- E-bikes that can move without peddling are motorcycles. E-Bikes moving under their own power should be licensed as should the riders (Driver's license with motorcycle authorization)
- Educate the youth on the importance of adhering to biking etiquette, using bells or voice to pass. We have been zoomed past without notice which increases chances of collisions. Also, place reminder signs along the paths. Riders along 390 often cruise fast thru cross roads without slowing, particularly the young.
- Educate youth about obeying traffic rules
- Educating teens with e-bikes to adhere to road rules, safer speeds, and less people on their bikes. Scared something bad will happen with a bike/car interaction if they aren’t careful.

- educating the youths
- Educating tourists and bikers about trail rules and not riding side by side
- Education
- Education & enforcement (the pathways are fine, it's the users)
- education about stop signs and turn signals. I feel like most people are pretty in control of their bikes and most often I'm happy to see people biking and not driving a car.
- education and speed limit signage could be good.
- Education at beginning of school. Yes enforcement. When my child was a heavy 8th grade ebiker I would have gladly accepted a cop giving him a ticket for no helmet, speeding or whatever infraction. I was told by the town that it's difficult to give minors tickets due to downstream legal impact. That's a shame if it's true bc regardless of age, violators need consequences, especially the average 8th grader who thinks they are above the rules and know all (I had 2 and this is pretty common). My son who is now a junior saw a posse of 8th grade boys at the beginning of the school year neglect all rules and cross together by the middle school. He said, "mom, is that what I looked like when I was in 8th grade?" Yes. He then responded "now I see why it aggravated you. They are all idiots and not one of them looked or cared about the cars!" My point is that the 7th and 8th grade is likely the biggest challenge. Consider having 6 or 7 high schoolers visiting with them at the beginning of the year and sharing their stories. The one added thing as a mom who works 2 jobs and in a house where both parents work, my kids did use it NOT JUST for play and being able to ride with their buds and wreak havoc. They used it to help us out -- grocery store, dentist visits, getting to morning sports, their job on the Westbank (we live in town), fishing etc. Some haters don't factor in that aspect.
- Education from parents and schools.
- Education in the schools; visible speed readouts
- Education mandates at school. Similar to driver's-ed.
- education of younger drivers, ebike volunteer patroler that can education on pathways during peak times with younger drivers, give rewards as well as warnings.
- education on basic road rules and courtesy when using bike path - using bell to signal coming up on riders or pedestrians, keeping to the correct side of the bike path in single file
- Education on pathway usage, and street rules for all bikers.
- Education on use and awareness with youth
- Education through notices in the paper and pop-up tents on the pathways
- Education to remind E-bike riders that the path system is multi-use, and not only for bikes. Remind them that the path system often has turns or corners, and foliage/structures on the sides, that make it potentially difficult to see pedestrians, especially smaller children. Require driver's license for E-bikes that can exceed 20mph. Require permits for E-bikes. Enforce speed limits.
- education to young riders n tourists ie. right of way, when/ where to slow down, rules when on roads,... Local adults generally know bike rules.
- Education, education, education. We are fortunate to live in a community with an incredible pathway system that gives us the ability to avoid traffic by commuting on an e-bike. Maybe we all have to have to pass a test to get licensed to ride any wheeled mode of transportation on a pathway. An e-bike is really not very different from a motorcycle. I believe that Pathways does school outreach, but parents have a role, too. Kids and adults need consequences. Road bikers on pathways can be just as fast as an e-bike. It's like JHMR dealing with speeding and reckless skiers, there are now consequences.

- Education, enforcement and more signage about shared pathways and the importance of yielding, for regular bikers too!
- Education, licenses
- Education: post 25 mph speed limit for e-bikes on pathways
- Eliminate throttle bikes
- Enforce helmets, enforce speed limits
- Enforce speed and passengers. Require training for anyone under 16 and some for of license from the training that can be revoked if there are violations
- Enforce speed limit and helmet use.
- Enforce speed limit, stop signs, stay in proper lane
- Enforce speed limits
- Enforce speed limits and require a minimum age to operate these motor vehicles.
- Enforce that Ebikes must be pedaled, remove the motorbikes disguised as an e-bike; enforcement of speed on the bike paths; not all parents care if kids are driving these motorbikes and in fact buy them for their kids.
- enforced speed restrictions
- enforcement
- Enforcement
- Enforcement
- Enforcement
- enforcement is needed - tickets to all and minors should have to be accompanied to the town/county when ticketed - make it a hassle for them
- Enforcement of e-bike speed limits. Mandatory bike registration. Classes for under 16 year olds.
- Enforcement of existing rules is all that's needed. But there is zero enforcement. And if there is zero enforcement there are, practically, zero rules
- enforcement of rules is key, if there is no enforcement, very few actually follow the rules.
- enforcement of speed limit rules for ebikes
- Enforcement of speeding
- Enforcement of stop signs etc.
- Enforcement of traffic rules
- Enforcement of traffic rules (especially stop sign rules for both e and non-e bikes). Hate to sound like a curmudgeon but I don't think anyone younger than 16 should be allowed to operate a non-pedal assist e-bike on any street or pathway. My observation is that most bad behavior seems to be by full throttle riders.
- Enforcement on the pathways
- Enforcement with tickets or impounding bikes, speed slowing features, more permanent signage and large flashing signs (like the stop signs on snow king) occasy
- enforcement. I think most people know the rules, kids included.
- Enforcing rules and speed limit. Children with no knowledge of road rules/safety are out of control.
- enforcing speed limits
- Enforcing the speed limit on bikes.

- everyone needs to slow down to 10 or 15 mph as appropriate; you will still get to your destination, maybe 1-2 minutes slower, with far less risk to self and others at a lower speed. Stopping sight distances are something that needs to be taught to all kids. Enforcement is tough - if its possible to issue tickets using automated cameras for speeding - based on the address where the bike is registered- maybe that would be effective.
- Fair question, speed is an issue.
- fewer stop signs. More yield signs
- Fines!!!
- fix the low spots where water (and ice in winter) near flat creek in Garaman Park
- follow the rules have a consequence if not
- Forbid Type 2 on pathways, temporary confiscation of bikes operated over the speed limit or operated dangerously
- Forced to walk bike along park
- frequent signage on pathways to control speed, especially around corners
- General congestion/times of heavy use on the pathways are what leads to most conflicts. Perhaps widening of the system in some places where pathways merge and/or recreation spots (Garaman Park) would help. Education and enforcement may be helpful as well, it's just a difficult task when the pathways are so heavily used by a such a diverse user group.
- Get state legislation to authorize Wyoming County Sheriffs to enforce speed laws on pathways and impound & sell bikes after a second offense, and authorizing County Commissioners to ban Type 3 e-bikes from pathways. As bike shop owner Tim Hoff has said, if it has a throttle, it belongs on the road. Put e-bike rental shops, who often rent to riders who have no clue about safely sharing pathways with others, on notice that their business model is endangering people and may be unsustainable. It's not where we want this problem to go, but we need to have the tools to go there if education continues to fail.
- get the sheriff and police out there
- Give kids free bells.
- Go after all the local motorists who speed and roll through stop signs while on their cell phones.
- Guidelines to help parents teach their kids. Eduction at schools. Occasional pull over by a police officer with a warning could help deter
- Have a minimum age requirement for e-Bikes - 14 yrs old ! Have better education.
- have bikers always announce their intention to pass
- Have kids/teenagers under the age of 16 obtain an e bike license or training course required
- Have more signage for bells and give away bells
- Have volunteer bike path 'ranger's who are stationed at heavily abused areas. More articles in JH Newspapers about SAFETY and PREVENTION of accidents. Keep educating the youth in schools. Stress the seriousness of it.
- Having an age limit or perhaps an underaged license after passing a test. More enforcement of the rules for everyone. Print the rules in the paper, online and around town.
- Having police or sheriffs on the pathways with radar guns would be a great start
- Having renters educated before allowing rental

- Having youth pass test on how to operate and rules of the road, having rental companies provide a printout of pathway rules, and no more than 1 person per bike (excludes parents with additional seats), h
- hmm issuing tickets for speeding?
- Honestly, I think kids need to have some type of permit - they do not understand consequences of not stopping, yield, safe speeds, additional passengers on the bike....its like they've been given a motorcycle
- I am not sure of a solution, but education is needed.
- I believe the education is there but you cannot get someone whose pre-frontal cortex has not fully developed to fully grasp the risks of their actions. Positive enforcement reserch shows is simply not as effective as negative enforcement. Perhaps, requiring registration and license plates can help with enforcement as it does with cars.
- I did see law enforcement trying to use a speed clocker in this area over the summer, but it kind of looked like a gun which was scary. Maybe people register their ebikes with the town to help support the pathways. Can law enforcement put speed traps or monitors in these congested areas that send automatic ticket to offenders.?
- I don't know. I think the educational series at the middle school is great. The signage stating that the pathways are multi use are great, I think you all are doing great work!
- I don't perceive the problem as the e-bikes, but rather the users
- I don't know. Maybe more training for youth.
- I dont think the streets of Jackson are a safe place to ride bikes.. i really appreciate our trail network here in the valley. The summer traffic in town is horrible, magnified by commuter traffic. The ebike is liberating for me and my family. Bike lanes take up half the road down snow king avenue. Instead of getting upset, we have embraced that change. Trips to the grocery store, post office and such are so fun on the pathways. Kids riding fast on questionably maintained bikes is an issue. But so are people with dogs off leash and families walking and blocking the entire trail.
- I feel like the intersection of 22 and Broadway could use some clarification, its a little tricky
- I had an idea to ask a group of " volunteers" to be on the pathways during the schools hrs in the morning and afternoon when the kids are coming and going. Using the same model as the " traffic guards " that walk kids to school or at crossing the streets. Maybe use them for the first 2 weeks of school and in the spring when the weather starts to get nicer and kids are starting to ride to school. This could be a way to educate and remind the kids to slow down and pay attention. And wear a helmet.
- I haven't observed any issues
- I honestly do not think anyone should be going more than 20 mph
- I like the idea of community signage reminding kids to stay off their phones and watch their speed.
- I live along the levee and as I age and deal with infirmity e-bikes are my primary form of exercise. Please permit the use of e-bikes on the levee as it is unduly restrictive to prohibit use that conforms with current regulations, particularly when the levee is accessed from our home. The inability to use the levee forces us on to the road, which we feel is much less safe for all.
- I love e-bikes! But I support enforcement of children riding without helmets, and speed limits
- I see there is no field for negative encounters with pedal bikers. In my experience, pedal bikers most often run atop signs, fail to signal, and generally ignore the rules of the road. I do think that kids/teens need some sort of training or certification to be able to safely use an e-bike and navigate the roads and pathways. It seems not all parents are teaching their kids before handing them their first motor vehicle.

- I spend a lot of time in Europe where I grew up. Pedestrians are not allowed on bike paths and this makes their use much much safer for people who actually use them as their primary mode of transportation. I also think that having a middle painted dividing line can really help keep people on their side of the pathway when riding their bikes. The only time I've come extremely close to being hit was actually when I was on an ebike and passed by a guy who was on a regular bike and decided not to slow down for the car that was in our way and swerved around me almost hitting me going way faster than 28 mph
- I strongly believe that it is NOT the job of our public schools to educate young e-bike riders - they have enough to do and are not purchasing/providing the e-bikes to students. Perhaps there could be a licensing program that requires an age limit (say 13 or 14?), a safety test, family/parent involvement (signature and/or own license of guardian of rider), and the license needs to be displayed when on pathways. There could also be police presence along the pathway during AM and PM school commuting time in high traffic areas (near middle school, etc). I think it's great the young people have independence and are using eco-friendly forms of transportation, but they are riding motorized vehicles recklessly without any accountability or safety education and it seems like only a matter of time until someone is severely injured or even killed - and that would be a community tragedy so let's do something proactive!
- I think anyone under 18 should have to get licensed to ride an e-bike that doesn't require petaling. It's basically a moped.
- I think e-bikes are fine. I think any problem in a bike path comes from the rider and not the bike. I personally have had more issues with road bikes on the bike paths than any other. Typically older individuals
- I think education is key for all kids under 16 , and I think fining people for speeding or unsafe biking is appropriate
- I think enforcing the speed limit, even if it's not ticketed, just warnings, and maybe more helmet education in the schools would be great!
- I think every E-bike should have a visible license number. Then people could report. It could be placed on a website where you could get notices of complaints. If there are repeated complaints, parents would be able to speak with their children. many ebikes it is hard to keep speed down so i often wonder if the pathway should be one way from garaman to post office, but I could go either way. I would love for there to be more attention to the stop signs along Snow King. So many people just blow thru those. Ticket, ticket, ticket when on the street.
- I think having a minimum age would help, as would more speed enforcement beyond signage
- I think if we only allowed Class 1 e-bikes, most of our problems would be solved. However, the big problem with that is it seems the vast majority of people own Class 2 e-bikes. These are typically cheaper bikes that use a throttle and have poor pedal assist features. They also have poor components, typically. Perhaps it's too late to take these machines off our pathways, perhaps that would be too heavy of a lift. But I do strongly feel that in an ideal world, if a class 2 e-bike was eliminated, a lot of the issues we see would be toned down. Class 3 e-bikes, which go 28 mph, but are only pedal assist, are not so much a problem, even tho the top speed is higher. I actually think this somewhat proves a point as to how much a throttle does to shutting people's brains off and essentially turning the bike into a moped. So, ideally, I would ban Class 2 e-bikes, and possibly class 3 e-bikes. It would be painful, people would be mad about it, but those bikes are junk! When the laws to allow them were made, it was early on in the e-bike world. In hindsight, of course everyone bought the cheapest e-bike that also has a throttle!

- I think it's mostly car drivers that need educating. They very often do not respect cyclists, regardless whether these are bikes or e-bikes or e-trikes. They turn and do not look if there is a bike in the bike lane next to them, they do not signal when they turn, which can be dangerous when sharing the road, etc.
- I think people should have to be 16 or have a special permit to “drive” e-bikes when younger. They aren’t as familiar with traffic laws which cause hazards.
- I think regular and e-bike users should be aware of the laws and rules and I do feel e-bike users should have a class or training on safe usage. Enforcement would be difficult to do without volunteers.
- I think that educating the users under the age of 16 greatly decreased the incidences of kids speeding, using their phones while riding, and other negative interactions. I think annual education for them will continue to keep our pathways safe.
- I think that there should be some guidelines around how many people are on bikes, and we can continue finding ways to get helmets to kids who need them!
- I think that would help. Enforcement should create better adherence to the traffic rules
- I think the flashing speed limit signs are useful. Curving streets slow down cars, I assume that is also true with bikes?
- I think the Middle School does an excellent job with education and I think the kids handle the responsibility really well.
- I think the slow zones and speed limit signs are great. It’s not always understood where the speed limit zone ends, for example when you get to 22 or South Park loop Rd. Those areas should have higher speed limits as there is less pedestrian traffic and there are long straightaways so visibility is better. Flashing signs that display your speed (when you are speeding) may be helpful. Also if tickets were given to speeders especially in higher traffic areas maybe that would make people more accountable.
- I think the Town and Pathways are doing what they can to try and help the issues. It is hard to change behavior that is rooted in American culture. People like to break rules when they perceive it benefits them, and perform the calculated risk of getting a benefit more often than the associated punishment occurs.
- I think there is adequate info already
- I wish I had an easy answer. I honestly think the only way is to fully separate the pathways. Which is obviously not an option. I guess it would be good to have enforcement and it would be nice if there was an age restriction on having passengers. I would really like it if we could stop renting them out to people who don’t know how to even handle a regular bike..That might help with all the ones on the trails. Ferrins is getting outta hand, especially when they have to come back down.
- I wish I knew how to get folks to slow down & respect others. Incentivization of something sort?
- I would encourage more police on the bikepath, and stop judge Owen throwing out every single ticket that is given to bikers. They are motorized vehicles. I think they/we need to have a license for them. You do education, but these kids don’t listen. So I believe it’s not enough education. One day talk isn’t good enough. This will continue to be more popular. I want to buy e-bikes for my kids too when they are older. But I also will make sure they know the rules and are safe. Having said that, they can’t control what others are doing and that scares me
- I would restrict e-bikes to those who have driver's licenses. I think kids younger than yet are not mature enough to understand the consequences.

- I would stop trying to keep bicyclist safe from our current road system by diverting them onto pathways. I would concentrate bicycle use onto the surface streets by reducing the speed limit on town roads to 15mph. Then the bicyclists would be encouraged to use our transportation system.
- I would ticket offenders
- I'd love if there was better education for younger kids to know the importance of bike laws so they are better equipped and able to use them for their own safety and for the safety of others!
- I'm not sure education does much because people tend to disregard it when they're actually biking. Enforcement (of both ebike and pedal bike users!) might work better. Not sure how this would work practically though.
- I'd like much more enforcement. Much more enforcement presence as well. Requiring the parents to come in when youth was involved turned some heads last year/got conversations going. Design would be great too - e.g., chicanes to enter/exit areas and the in the areas (ex. Garaman, others), bollards, required walking areas (I know they are annoying as a biker...but definitely work in very congested areas). Other ideas bike/mobility/engineering experts come up with should be explored / discussed / tried.
- If you have rules, there has to be enforcement....otherwise no one pays attention to rules
- I'm not sure how to solve this problem
- i'm open to suggestions
- In my experience, the younger riders need additional education and both the younger and adult riders need to be educated on the importance of wearing a helmet. I would like to see education programs in the schools (if they don't exist already) and a helmet give away program.
- In my view, the Jackson School System should introduce a comprehensive e-bike safety program to include regular/annual training (which could be done by local bike stores) for any student using an e-bike to get to and from school. The training should be mandatory and done on an annual basis. Each child completing the training would receive a certification which could be revoked in the event that a student fails to comply with safe biking practices. I also think the use of e-bikes should be age restricted, that multiple piggy back rides on one bike should not be permitted and that all e-bike riders should be required to use a helmet. Finally, I believe the town needs to implement a stronger and more present enforcement program to enforce bike rules with tickets and fines, especially around the schools.
- Information on How to be a respectful bike rider
- Install chicane systems
- Issue tickets and confiscate ebikes for reckless/unsafe behavior
- Issue tickets for infractions.
- issue tickets to anyone speeding
- issue tickets to violators
- It'sd a tough assignment, but you have to educate the parents, not the kids.
- It's a tough challenge. Currently the pathway system works great as designed, but becomes dangerous with more bike traffic and irresponsible riding. Chicanes, Speed bumps, or law enforcement might all be options to modify the existing networks. Another challenge for all cyclist is whether to use vehicle lanes and laws, or bike lanes. Both E Bikes and Pedal bikes can travel as fast as town traffic, often leading to using both lane types and blending laws/uses.
- I've heard that cops will not ticket kids and maybe if they were ticketed when speeding then parents would take the issue more seriously.

- Just being aware of their surroundings, it's ok to ride fast when you're not approaching someone from front or behind, but give other bikers and especially folks walking some type of right of way.
- Just have speed limits and common sense cannot be legislated with any bike
- Just pay attention to your surroundings.
- just some more education for the kids, perhaps a mandatory safety course?
- Keep e-bikes off hiking trails in general
- Kid education - almost all negative interactions involve kids with no helmets, excessive speed, phones in hand, bad etiquette, and poor bike-handling skills. Class 2 e-bikes are a major culprit and are almost exclusively the problem. There is no accountability or enforcement for them, either. There are also bikes that kids ride that go way way faster than the 20 mph limit - sometimes 35 mph+, increasing the likelihood and consequences of crashing or hitting other path users.
- Kids need a license to ride an ebike, helmets mandatory!
- Kids need a license to ride e-bike
- Kids need to take an education course on biking. Safety test
- kids not allowed on pathways with pedestrians without adult.
- Kids on e-bikes can be seen without helmets going fast. Many vehicles wave bikes through intersections which confuses things in my opinion. I do like Idaho's law that allows bicyclists to yield and proceed through an unoccupied intersection. This acknowledges that the effort to stop and proceed on a bike at each stop sign is significant.
- kids ride e-bikes before they can drive, so they don't know the rules of the road. Mandatory education and licensure for riding an ebike for kids under the age of 16 might help
- Kids should need to have education/license prior to use. They are too small to safely control heavy bikes (often with friends) going quickly
- Kids under 16 should be required to have a license which they get by taking both a written and riding test! More enforcement of safety measures.
- Kids under 16 take a class on bike etiquette
- Kids, in particular, need to SLOW DOWN. The e-bike rider does/should not take precedence over pedestrians on the trailways. Everyone needs to stop at stop signs.
- Lane barriers / separators in constricted areas / blind corners / tight curves.
- lane blockers
- lanes divided with soft barriers
- less curves on pathways, speed limits for pathways
- let bikes on the path and make speed limits as fast as they want in some sections
- Let everyone know the rules/expectations - maybe require a permit where rules must be acknowledged. Have a minimum age limit on the permit. To my knowledge, there is currently no enforcement, so any enforcement would elicit change. I'd like to see rules centered around speed and not necessarily motor size or ebike "type" or "configuration." There are people that can ride a non-motorized bicycle faster than 20 or 28 mph.
- License course for kids
- License plate/sticker with number clearly visible for enforcement for middle/high schoolers
- Licensing for non-pedal
- licensing of youth riders

- Licensing young kids
- limit e-bike speed, 20 mph max
- Limit speed. Everyone must pass a test, just like drivers license
- Lots of caution signs
- Lots of signage at trouble spots, traffic slowing devices
- Low Speed Limits
- Make it possible to report someone who passes and doesn't hail.
- Make kids take mandatory education classes, and or certification of some sort. Limit the type of bike / motor that is allowed. Somehow get parents engaged more and make them more responsible. I'm not sure what all can be done but something has to change. Doing nothing is not an option. I'm an avid rider / post racer that still rides between 6,000 - 7,500 miles / year but honestly I feel safer riding on the roads vs the pathways any more.
- Make mtb trails available to e-bikes! I'm 71 and can't climb like I used to. I'm a responsible rider. No more nimbyism.
- Make teens take safety test and get license to bike on pathway
- Management/enforcement of speed limit on main pathway garmen area. Get MS/HS kids to be respectful of others on pathway. Bike lane on road to avoid e-bikes on garmen pathway or figure better way to enforce safety.
- Mandatory classes for under 16 rider
- Maybe cyber bullying/ shaming would work?
- Maybe just passing speeds. Slow down when going by walkers or pedal bikes.
- Maybe monitor high use areas ... no easy solution really
- Maybe registration for kids using e-bikes and more speed limit signage/enforcement
- Maybe speed signs and signs showing speeds on pathways. Start enforcing speeds and write tickets to fast and reckless users. Without enforcement it is hard to see any meaningful change. I have to believe when the pathways were created in no way did you envision this mess happening and having them become an unsafe mode of transportation
- Meaningful consequences for those riding too fast or without courtesy to other users. Traffic calming measures to force bikers to slow in low visibility zones
- Middle school age should have to get a "licence" that comes with education
- min age for e-bike, should be required to wear helmets under 18 and speed limits should be enforced
- Monitoring the speed.
- More "e bike speed" signs
- More bike specific stop signs in town?
- more centerline striping
- More conversations around how traffic signals/signs apply to bikes too. More enforcement of traffic rules in general (bikes and vehicles! Where are the cops?? More conversations about distracted riding.... kids without driver's licenses should not be listening to music while riding and/or giving friends rides on the backs of bikes.
- More designated bike paths or options that are separate from the roadway where cars are present. E-bike and regular bike commuters are put in danger when forced to ride on the road to get to the next section of pathway that is off the road

- More education about helmets and how essential they are to brain health; I see so many young e-bikers without them or hanging off of their handlebars. I think more enforcement in general at high traffic points along Snow King Ave will ensure e-bikers follow the rules.
- more education and actual enforcement of rules
- more education for ALL pathway users. most of the times i've almost been hit, it's been by an adult with a type 3 ebike. not an adolescent.
- More education or safety class for kids
- More effective signage informing riders of expected behavior - speed, yield, etc.
- More enforcement of rules
- More enforcement of speed and other laws. Separated pathway from walking track where possible.
- More enforcement. Education seems to fall on deaf ears
- More frequent law enforcement being present on the pathways. Keep records of repeated offenders --- suspend their use of ebikes. Require minors under the age of 16 have to pass a course and/or have an ebike permit.
- More frequent supervision, police presence, or reporting opportunities for these incidents.
- More Friends of Pathways ambassadors to enforce the speed limit
- More of each - Education Positive "Enforcement & Creative engineering
- more outreach to kids on e-bike safety & etiquette
- More pathways, more education for all pathways user, more be friendly signs, pathways on both sides of roads and highways, continued improvement on cross walks, and plowing even when it's one inch of snow. Continue the village pathway around moose Wilson to have a safe giant loop. Put paths on both sides of 390 till at least John Dodge and for the love of all children and Moose please make an underground highway crossing somewhere between the Calico and C-bar V. Thank you
- More police patrols. Harsher penalties.
- more regulatory signs, more enforcement, more education, minimum age requirements and licensing for kids under 16 or so
- More routes for commuters, Garaman bypass
- More signage to remind cars to watch for the bikes on the bike path at pull outs, especially on hwy 390 (Teton Village Road); a license or permit requirement to drive an e-bike for kids under age 15 in which they have to pass a written test about road rules would be nice
- More signage with language about possible citations/accountability etc
- More signage with speed limit
- More signage..slow down!!! Announce "on your right signage!!!"
- More signs posted. Increased tickets for bikes not following rules of the road.
- More signs. More communication of WHY to slow down (e.g. the skiing campaign of "she was 5, you were doing 50 mph"). More communication of negative impacts (death of pathway users in past). More signs about kids' safety. More automatic speed signs showing actual speed. More enforcement.
- More signs....Keep to your right.....use voice or bell when passing.....ride single file.
- More slow zone signage and speed limits. Issuing more tickets for excessive speed.
- More speed bumps to moderate ebike speed. Require all ebike users to complete education
- More speed limits and signage. Possible enforcement/stopping for one-on-one education during busy times (like during soccer). Rules for number of riders when minors are biking.

- More tickets. Maybe rewards for positive behavior.
- More visible patrols
- Mostly adolescents ride hand free, too fast, no warning they are passing you
- My husband works as an emergency dispatcher and for years I've told him that I think there should be patrol officers on e-bikes throughout the summer regularly using the pathways and ticketing or citing transgressions. I've also thought that there should be some type of licensing or registration process for at least underage e-bike users, but everybody probably needs something. Maybe even a course or some type of education via the middle and high school. Parents need to know that they are responsible for their kids' poor behavior on e-bikes. It feels like a lot of parents give their kids bikes without much training or consideration for the impact and responsibility they've now given their kids.
- N/A
- Need more or separated space for ebikes vs. pedestrians on multi-use pathway areas
- Need to educate kids on how to actually ride ebikes. Helmets, no phones, speed safety. The middle-schoolers are way out of control on their ebikes and have little to no bike handling skills
- Need to enforce the rules.
- Need to have a driving license for a car to use e-bikes. Hold parents and child liable for breaking the rules. Consequences for young people please
- No biking between the school fields—bikers should go around Colter. No passengers (or no more than 1?) for under 16s.
- No class 2 -bikes on paths
- No class 2 ebikes
- no double occupancy unless over the age of 18, only double occupancy could be adult (parent) with children, ticketing and suspension of bike privilege when violations occur (or unsafe behaviors); permits required for under age e-bike riders, consider ebike permits for all, safety class requirements by schools if parking at the school, limit to pedal assist for younger ages, encourage exercise with non e-bike use, helmet requirements for all e-bikes, bike tagging for displaying permits.
- No drop offs from the path to the grass
- No E Bikes for 16 and younger w/ bike rider education with permit
- No e bikes would be best. Significant enforcement, loss of privileges, and or fines for kids and their parents for offenses.
- No ebikers under 16 . Ebikers must have a License .
- No e-bikes on pathways
- No ebikes they are like cars
- No headphones?
- No idea.
- No kids on ebikes until they get a driver license
- No more than 2 people on a bike. Kids should have a license to operate or mandate pedal assist bikes only under 18 years old
- No pedaling no pathway. Only pedal assist bikes should be allowed. If you have your phone out pull off the pathway and stop
- No throttle bikes for kids under 16.
- No throttles

- no throttles, all pedal assist, one rider per bike
- None
- None, the signs are clear but kids and some people feel ans if they anlways have a right of way or feel invincible on an e-bike .
- None, we self regulate all trails in Tetons
- none. things are fine
- none...e-bikes are just bikes. You cannot legislate intellect or common sense or e-bike use or mechanical bike use.
- Not allowing kids without license on e-bikes. Education for all.
- Not having them on the pathway at all would be the best option.
- Not sure
- Not sure how to fix this but I'm glad you care! More enforcement? But I know that's probably not feasible
- Not sure when it comes to visitors...
- Not sure, but sadly I think enforcement is necessary, after some form of education. Maybe an age requirement for riding ebikes, like must be at least 16 years old?
- Not sure.
- nothing
- nothing
- nothing except parent guidance
- Nothing is as important as simply slowing down and making your presence known when you encounter anybody else, when on a bike.
- On the long commutes it would be helpful to have dedicated directional pathways flowing the same directions as traffic on either side of the road. Educate parents and children on road safety. Enforce the same rules as vehicles have and not allow phone use in one hand while riding the bike.
- On the whole, I don't want to see constraints on e-bikes. Everyone who rides an e-bike instead of driving in a car is improving our environment. E-bikes take less space and create less pollution. Let's increase the space for bikes to reduce conflicts and encourage bike use, not penalize e-bikes. So the best thing to do is to increase bike lanes and pathways and street crossings - creates more lanes and lane space
- One rider per bike; can't use a class 2 or 3 without a license (it is a motorized vehicle!)
- Only allow peddle assist E-bikes
- only go up to legal speed
- opk
- Overall the system good. There are some sharp corners in places, where updating the route would be an improvement. From a safety standpoint, the scariest location on the system is the crossing at High School road next to Smith's Plaza, by the Urgent Care building. Turning vehicles, (from Hwy 89 onto HSR) rarely honor the pedestrian crossing signal. I have almost been hit multiple times. I won't cross there anymore - it is too dangerous.
- painting yellow lines on the entire path, right down the center of the pathway to deliniate lanes!
- parental support in young students speeding on ebikes, not stopping at stop signs, etc.
- Parents fined for kids not following rules AND Required class first infraction for all involved including pictures of accidents they could cause

- pathways should have a midline clearly painted on
- Patrol by volunteers or law enforcement
- Pedal assist bikes only. Enforcement of this and speed limits. Also same hands free mobile phone rules as cars
- pedal assist only for kids
- pedal assist only if it has a throttle it is not human powered and not appropriate for the pathways
- People understanding the rules of the road. Education.
- Perhaps a license plate of sorts so that citizens can place formal complaints when the pathway is not being used responsibly. In general, more enforcement and good signage for speed limits.
- Perhaps a separate lane for bikes and a separate lane for walkers
- Perhaps community monitoring or checkpoints early in the year to instill good habits - i.e. manned speed zones, continuing fines for speeding and not yielding to peds or moving violations, etc. Outreach, safety courses, or a mandatory e-bike license for teens in schools, because most often offenders are younger riders from my experience.
- Perhaps requiring bike license plates with large number so irresponsible riders could be reported?
- Perhaps speed limit signs. But without enforcement, not sure how that will help. Also, youth education could be helpful.
- Perhaps there could be some pathway segments that are closed to ebikes to create a more pedestrian friendly experience
- permit system for youth -- something with gravity for "strikes" or enforcement
- Physical chicane barriers when entering high multi-use areas
- Physical presence at key locations during certain heavy use.
- Post community officers at key intersections or sections of pathway and actually give tickers
- Posted speed signs, clear painted roadways and intersections
- Prohibition
- Provide faster bike lanes around the Garaman pathway, on Powderhorn and Maple Way/Elk Run, or better yet the highway and Meadowlark to Powderhorn. Encourage shared use in the car travel lanes for the fast bikers.
- Push for an Idaho style stop law (bikes treat stop lights as stop signs and stop signs as yield signs). A lot of our infrastructure doesn't trigger for bikes at stop lights. You have to wait for a car to trigger the light to change.
- Put a line in the middle of the pathway; fix uneven ground
- Put a regulation on the age of bikers, and the type of bike they can use.
- read the manual and talk to people how to use proper bike etiquette on the pathways.
- Registration/licensing fees for all bikes regardless of pedal or e-bike. Requirements that each bike user must have a horn/bell and that it is used when pedestrians are on the path, requirements to slow significantly when sharing with pedestrians and pets, ticketing for all bikes when they aren't in compliance with noise alert systems and collisions. Basically, every bike user must take a driving test to use a bike when sharing a path with pedestrians.
- Regularly enforcing the speed limits would keep people in line. First time is a warning second time is \$25

- removal of e- motorcycles (electric two wheeled machines with motors and no pedals) from all pathways.
- remove them from the pathways
- Require handle bar mirrors.
- Require helmets under 16, rules of the road under 16, enforcement (speed, cell phones, etc)
- respect the speed limit so all of us can keep using e-bikes. at my age, I need the assist at least sometimes
- Riders of regular pedal bikes can be a problem. Those bikers, aka "jocks," go faster than me on my e-bike, half the time don't warn they are passing. Tourists who rent bikes are not aware of bike etiquette and often don't warn when passing. How about a simple, large sign giving a few tips of proper etiquette placed in bike shops and on pathways. Also, bikers often stop to chat and spread across the bike lane instead of all pulling over to the side. Many bikers ride two abreast instead of single file. Walkers also often take the entire lane and are not paying attention to oncoming traffic.
- Rules of the road education, helmet laws, no cargo bikes for inexperienced riders
- Rules of the road for teenage riders
- Safety courses at the elementary or middle school
- School kid age edu and enforcing speed limits/safe bike tech in high traffic, high travel times.
- Schools not allowing children under 14 to ride motorized vehicles to school. Teaching children etiquette and maybe show them videos that you can die on a bike because if Feels like no one knows this.
- Should ALWAYS stop at intersections as cars must
- Should be 16 or older with a license....
- Should have restricted throttle bike use for under 16, and mandate safety course for young users
- Signage
- Signage along pathways that remind riders of their responsibilities and expectations while riding.
- Signage and enforcement
- Signage doesn't always seem to work so maybe random patrols-ticketing.
- Signage of rules to follow on the side of bike path.
- Signage with rules of the path
- Signs to ring your bell when passing. Give plenty of notice.
- Skin tight bike crowd needs to slow down and ride single file
- Slow down devices leading into busy areas, improved line of sight on sharp corners, wider paths or separated lanes in busy areas, cameras in key areas
- Slow down, stay in your own lane. Look and then look again. Be courteous.
- Slower speeds in tighter areas. Having education for all on who yields to who. Having all people follow the same code of conduct.
- Some patrolling after school
- Someone needs to actually patrol and issue citations to people.
- speed limits and "License" for youth
- Speed bumps
- Speed bumps or entry slowing gates (not requiring dismounting from your bike), but definitely necessitating a significant decrease in speed.
- Speed bumps, license to use

- Speed bumps? Education about what happens when you crash into someone, some puppy when being erratic, more enforcement- warnings first then tickets? So many tickets and there is an additional consequence like you have to go out and help enforce the rules?
- Speed bumps? Or go-arounds
- Speed control elements, continued education for teen e-bike users, more signage
- speed control, limit riders per bike
- speed control. No Type 3 ebikes, 25mph is too fast for pathways
- Speed enforcement and slower speeds on paths in certain area with high traffic.
- speed enforcement helmet enforcement improved visibility around corners
- Speed enforcement. Also, where the bike path has limited visibility, like behind the 'new 'post office, prohibit ebikes.
- Speed enforcement. Enforce/teach common courtesy?
- speed enforcement. No ebikes behind the 83002 PO.
- speed flashing at more places than currently in place; someone visible as a monitor near the highest-speed areas (e.g., in the Hidden Ranch neighborhood section of the pathway)
- Speed is too fast. Should have their own lane. Pedestrians are not considered, elderly or hard of hearing not considered.
- speed limit
- Speed limit enforcement
- Speed limit enforcement and/or class restriction (Class 1 and 3 only). Radar speed monitoring.
- Speed limit signs don't work, the kids just use the speed monitoring sensors as a competition to go faster. I think in-person enforcement is needed, could be limited to commuting hours
- Speed limit signs for e-bikes
- speed limit signs? designated lanes?
- Speed limit, a course on etiquette for kids under 16
- Speed limit. Tickets for not recognizing traffic laws. License for young people.
- speed limitations and enforcing road rules
- Speed limits
- Speed limits and speed bumps
- speed limits enforced, education for young people
- Speed limits with enforcement
- Speed limits, courteous defensive driving, and enforcement
- speed limits, education on yielding to other pathway users
- Speed pumps. Speed readers
- Speed radar
- Speed restrictors, education on etiquette
- Speed seems like the main issue, as well a e-bikers not being patient and slowing down to accommodate for slower users in areas with poor sight lines, congested areas, etc. Yes, the pathways are used for commuting but they are also used for people to relax, enjoy nature, etc. and that is ruined when you are always stressed out by people zipping by you or coming at you at high speeds.
- Speed signs
- Speed signs showing current speed.

- Speeding fines, loss of use, license for under 16
- speeding tickets, fines for not complying with rules
- Start giving tickets to out of control kids and hit the parents in their pocketbook or stage enforcement on the pathways
- Start in the elementary school so kids learn at a young age about the importance of e-biking safely
- Start ticketing offenders. If word gets out that people are getting tickets for not following the rules of the road, this may help. Continued education for younger users.
- Stop Signs where they should be. It would be great if the schools could implement a mandatory class or assembly. Maybe more teenagers need to be sited to make it more apparent that they are generally the rule breakers and there needs to be consequences.
- Stricker consequences for irresponsible bikers
- Strict enforcement of rules and regulations (if possible) or E-bike only pathway
- Strict enforcement of rules in place. Fines and e-bike impoundment for violators. Education and being nice doesn't work, especially with teens. Take their bike away for 2 weeks and fine them \$500. I guarantee you that will solve the problems of misuse.
- Strict enforcement of speed limits. Also the kids who ride three on an Ebike are completely unsafe.
- Strictly enforced speed limits; mandatory ebike safety class for 16 and under; some form of restriction/punishment for under 16 ebikers who are in violation
- Take a deep breath and realize that we were all young once.
- Take batteries from offending adults/teens and make them go through an education program to get them back.
- Teens should be required to pass a safety course and be certified and required to wear helmets, parents NEED to be involved and contacted if teens are not safe
- Testing and licenses required for kids under 16. Enforcement of speed limits. Tickets to parents who don't manage their kids' compliance.
- That is a great question. More ticketing maybe. Having more enforcement during high traffic times?
- The current signs are helpful, but I think it's mostly young people, and adult males going too fast.
- The million dollar question! Probably a second bicycle only pathway network for commuters/fast riders.
- The pathways from school to post office need to be patrolled.
- There should be a limit to how many kids can be on one bike. We don't give children under 16 a license to drive a car or a motorcycle, especially not one carrying other children, so why do we let them all ride together on an e-bike?
- There should be a minimum age for e-bikes and an e-bike certification or test. This could be discussed at schools or bike rental shops.
- They just need to slow down on the bike paths
- They need to get ticketed.
- They should give them tickets
- This is tough. We need to start with understanding what the budget is to actually do enforcement and or educational signage. I would think having an ambassador and signage would be a good start. Also, if kids don't have drivers license maybe require them to get a E bike training certificate of some sort so they know the rules of the road better
- Those users adversely affected should YELL at offenders!

- ticket to bikes that go too fast or impound them until they take a safety course
- Tickets and fines
- Tickets for ebikes that are speeding
- Tickets for noncompliance with street and safety laws.
- Tickets for speeding, especially on Russ Garaman Pathway (it is so winding).
- Tickets issued to parents of kids who violate rules, throttle bikes given speeding tickets (plenty of adults speed also, not peddling); possibly outlaw throttle bikes or require a license to operate a throttle bike, age requirement 15, with tag for bike that can connect you with parent. Steep fines for reckless operation. Possibly insurance required
- Tickets. Would rather use a carrot than a stick, but people will only obey the rules if they are fined or see others being fine for infractions. Fines are a strong deterrent.
- Tough one
- tough one, not sure how to answer this, pathways were designed and implemented way before e bikes were on the horizon
- Traffic calming design where speeds need to be lower.
- Training and license required, more tickets given, helmets required
- Trying to encourage and educate younger riders about consequences. Most are really good though, and I respect their independence.
- turn signals
- Type 1 bikes only. Where I see a problem is the young rider is not pedaling and is instead talking with their friends. They don't realize/forget the bike is self propelling and then you have an increased chance of collision
- Type 1 only! safety classes and registrations for youth. More enforcement in the congested areas
- Type 1 only. If it has a throttle it's a motorcycle.
- Under 16 years old need education
- Unfortunately, I can't really see any way to enforce rules around kids on e-bikes, since they don't require a license. Maybe officials out on the pathways who have the authority to stop kids and call their parents, but I realize that's probably not realistic from a staffing / legal perspective. The thing I think would be most effective (although I'm sure this can't happen for a dozen reasons) would be for parents of kids with e-bikes to get points on their license when their kids get cited for breaking rules. I do think the continued education around e-bikes is important. Kids need to understand that the consequences of hitting someone or being in an accident with a car or another e-bike are real.
- Unfortunately, I think enforcement is the best option in the town and more congested areas.
- Using some kind of identification on bikes would help a lot, especially in areas where e-bike traffic gets congested and dangerous, I believe classes in the past have helped some, but there are still kids and adults who would benefit from having some accountability with cameras or someone that would cite them a ticket by having a number or some sort of identification on their bike.
- Warning and citations for kids and adults.
- We have the best bike paths in Teton County. I am commute on them everyday once snow has stopped falling. I do not believe this is a police issue, but a parent, education issue
- We love using an e-bike. We can bike our children to school and camps when it gets warmer. It's fun and faster than alternatives.

- We need a culture, supported by all pathway users, regardless of mode that demonstrates concerns for others pathway users and the resource as a community asset. The pathways should be for all modes that cannot be accommodated on our streets, roads, and highways. I do not feel bikes are a problem. I experience as many conflicts from dog walkers, road cyclist, and roller blades/ roller skiers. It's not the mode that is the issue. It is the collective culture and understands of compassion for others on the pathways. I am sure, that on occasion I have caused another user's some stress. Awareness begins on a personal level.
- What about volunteers on the pathways wearing vests that say "slow down" Only report a person who is putting others in danger. We ALL need to be considerate and respectful of others.
- What is already in place. Speed limits and continued education of youth and parents.
- When I was young you could get a moped permit when you turned 14. This needs to happen with bikes. And that needs to come with an education program. And speed limit zones near congestion, and near schools. Issue tickets. Parents need to see the impact.
- widen the bike path, have a dirt section for walkers
- Wider pathway
- Wider pathways to accommodate more users of all kinds.
- Wider pathways. Generally more considerate users. Good luck with that!
- Wider pathways. More pathways.
- write more tickets - enforce the speed limit - on both commuters and middle/high school kids
- Wyoming requires a license for a moped and those only go 19mph. There should be some class or restrictions for operating an e bike, which is basically the same thing.
- yes
- You can't fix stupid.
- You shouldn't be able to use type 1 and 2 e-bikes on pathways
- young riders under the age of 17 should be required to take a test and obtain a license to ride e-bikes. Helmets should be required. Use of ALL bikes should be prohibited on playing fields.
- younger adults going way too fast using the e-bikes that have a throttle; I haven't had to deal with them on the pathway but on the town streets they are very scary! I consider a throttle bike more of a small motorcycle than a bicycle. Perhaps those bikes should have a governor on them that control the speed to 10-15MPH at the most; and obviously they should have the same rules to abide by as an automobile.
- Youth and education. Huge consequences. Community service for 25 and under. 250 fee. Loss of bike for a week.
- Youth education
- Youth education. Education when people purchase or rent an E-bike.
- Youth having to pass a test to have a permit.
- Youth must take a test before use
- Youth under 16 should be required to take a safety and rules of the road course and have a sticker present on their bike. I also wish throttles would be illegal on pathways.

Responses – non e-bike households

507 of 588 responded

- *Some e-bikes go faster than the posted speeds for automobiles on parallel roads. If this is the case they need to use roadways and leave pathways for pedestrians. *Speed enforcement for pathways seems to be nonexistent. *Required education classes and and licence plates on bikes for youth e-bikers and rental e-bikers to make them identifiable so unsafe incidents can be reported/ticketed. *Require all bikers to dismount and walk their bikes or park them in high congestion areas.
- 1) accountable rider and parents 2) Easy-to-read license plate 3) regulate e-bikes as small mopeds, not powered bicycles, 4) Monitor multi-use paths, such as Garaman, periodically and via webcams, 5) Take and quarantine bikes on second offense 6) Strict rules on crowded pathways, looser rules on long open paths like the Elk Refuge 7) Colored coded tags on e-bike power/speed ratings 8) special classification for special needs riders along with restricted power rating. 9) E-bikes on public lands follow current motorcycle usage restrictions, 10) parents to be financially responsible for any damage caused by underage ebikers 11) easy complaints reporting system (tied to license plate IDs) 12) Commuting ebikers should use the roads (different mindset and speeds)
- 1. Use of bike helmets with e-bikes. Especially if used in the roadside and not just the pathway. 2. Permit to use E-bike after doing a Safety, Pathway and Road use written test. 3. Have users be a certain age and must carry e-bike use permit. 4. Require E-bike users to utilize a bell or some kind of signaling device when passing/turning?
- 16 years old to use motorized vehicle
- 16+ for e-bikes AS WELL AS consequences for not adhering to the rules and policies.
- A Full night/day of classroom education accompanied by Law Enforcement, to adequately explain the rules of the road, Including Speed, STOPPING at stop signs, Yielding to pedestrians and vehicles already in the crosswalk, NEAR ZERO use of Any hand signals needs to be Stopped. I designed a class that addresses all of these, and when you graduate from the class, you Sign an affidavit that Confirms that you not only Took the class, but that you are FULLY aware of, and Fully Understand, EVERYTHING that was taught, and that ANY and All of your questions/concerns were answered/met. You then get a mini license plate, or Tag for THAT bike, that shows that your understanding of the information in the class, and ADHERENCE to the rules of the road, WILL be followed, or you WILL get a Ticket, the same as a motorist, with the SAME Fines assessed. NO 'Warnings', since the class gave you EVERYTHING you needed for safely operating on the paths and roadways. Thank you.
- a license, age restriction. Middle/elementary school students should be more closely regulated/enforced
- Absolutely no one without a Valid License should be allowed to operate a motor vehicle!! Education hasn't worked! This shouldn't have ever been allowed on a non motorized pathway! Remove children from operating motor vehicles!
- Actual officers or someone with authority to give tickets at 4 ways and on straight stretches of bike paths where speeding is most likely to occur (you'd probably get enough money in tickets that would pay for a salary or two). Actual human and monetary enforcement is most likely to work, people don't read signs, don't follow street signs, and simply don't care if no one is there to enforce the rules - they'll simply do what they want as long as they don't get caught. Cameras for follow up citations would be another option.
- after school patrols by law enforcement, more speed indicators, more clear signs (those blue logs? are not effective for slow zones!), license enforcement for ebikes with licenses revoked for speeding
- Age limit - 14 yrs

- Age limit for e-bike use, completion of an e-bike equivalent of driver's ed once age requirement met, rules of the road and speed limit enforcement
- Age limit, and a license
- Age limit, speed limit enforced
- age limits and motorized vehicle license need to be addressed--brush clearing by driveways and intersections--Stillson Village Rd
- Age limits on e-bikes. I also think law enforcement should be more comfortable giving bikers warnings or tickets. If a driver is given a ticket for running a stop sign, a biker should as well
- Age limits, license required to drive a motor bike, consequences for irresponsible use
- Age limits, too many young drivers going too fast.
- Age requirement, education course to earn "license" if under 16
- Age requirements. Perhaps licenses issued after testing for all ages like a motor vehicle
- Age restrictions, or better yet, no e-bikes on pathways inside Town limits.
- AI camera signage saying you are not allowed on pathway (Please return to roadways) speed is in excess of required speeds
- All and any but especially making parents liable.
- All E. Bikes have Winter tires
- All E-bikers should have to pass a driving test similar to other motor vehicles/motorcycles.
- All ebikes have a registration and below a certain age user pass a knowledge test of proper use in teton county. Spot checking of decal at schools by resource officer. Impound ebike for enforcement until condition rectified.
- ALL motorized transportation should be banned from the bike paths.
- all of the above would help
- All people, especially children should be required to take a bike, driving class and receive a license.
- Allow them along highways as commuter option, but not in slower zones like schools, town, post office, neighborhoods, etc. If you put lights and signals on them then they could use the roads in those areas rather than the non-motorized pathways.
- An agreement signed by the renter at the rental location and a handout they carry as proof they have read the agreement.
- Announce your presence. I have never had an ebike ring a bell or announce their presence when coming from behind
- Annual education & pressure from other e-bike riders to obey the laws. Fines & removal of privilege to ride an e-bike.
- Another pathway that people don't walk on, or not at all
- Any enforcement would be a start
- Anything with a throttle that has the ability to go more than 10 mph should be considered a motor vehicle and should require a drivers license and the vehicle should be registered with the county/state. Enforcement is absolutely necessary...meaning full time patrolling, speed limits, ticketing etc.
- As listed earlier, e-bikes are fun and convenient for many in the community but it's become like herding cats. Bikes are powerful tools, especially in the hands of the many more exuberant but immature users in our school-heavy region of town. It's a No-brainer that one try is for stronger education, maybe bolder, graphic imagery and messaging to appeal to youth. Are there any national contemporary videos available

to obtain? Maybe contract a local videographer to create a bicycle safety clip. . Where could be a more beautiful setting? Safety and Courtesy being the focus. Those learned topics used while maturing into safely operating an automobile. Make the video available for loan or sale for outside districts. Maybe “EBike Meet Day” over by the Rec Ctr. I know, more costs, plus insurance, but could be a fun youth-centric event. I have noticed Pathways trying some signage, especially by Garaman, sadly, witnessed those boldly ignored, grrrr. I had hoped those additions would help. I do appreciate the all-season physical pathway maintenance. That largely contributes to safety, Thank You! An idea that’s often offered, is having a type of license, earned after completing a training program but like ANY ordinance, who would enforce and process such measures AND who would pay for it? Just by your asking us again for input reveals it’s an ongoing complex community problem for a fast growing, no going back scenario. I’m trusting research has already been done on how other communities manage these problems. The good news is that we have a beautiful, well-maintained pathway system and i have witnessed only a few right of way arguments and so far only minor collisions.

- Ban E bikes on Pathways now. Figure how to effectively limit speeds, license and educate users and set age restrictions before re allowing any E bike use.
- BAN E BIKES ON PATHWAYS!!!!
- Ban E-Bikes from Pathways
- Ban e-bikes from pathways and put them in traffic.
- Ban e-bikes from pathways. They are MOTORIZED and should NOT be on a pathway created for non-motorized use.
- Ban motorized e-bikes from NON-MOTORIZED pathways
- Ban them from all bike paths; they are motorized vehicles
- Ban them!
- Basic rules and how to alert.
- basically a motorcycle endorsement or some sort of test to get an e-bike license
- Because they are essentially motorized vehicles, you should have to have some sort of licenses to operate one. At a minimum an age limit so that the rider can make informed and rational decisions. E-bikers, specifically kids are the absolute worst.
- better bike lane on roadway, Maybe have commuter hours for school kids and workers. Maybe allow e-bikes from 6-9am and 3-5pm. Speed bumps would slow speeders down.
- Better enforcement of traffic rules would probably be enough, biking infrastructure is already very good. Clear designations of shared use roadways in areas without bike paths, like the roads going to target
- better signage to what trails are open to ebikes.
- Better visibility along pathway before and after Garaman park, an actual pathway along Snowing Avenue, enforcement as a town. School district middle school could help too.
- Bike courses and permits with a license plate type system.
- Bikers who ride along the vehicles, should adhere to the same rules and be ticketed when not abiding.
- Biking and walking lanes that are separate
- Biking education in general. Education on use of bikes on sidewalks, hand signals and alerting other pathway users.
- Buffer zone between E bikes, road and walkways.

- Can we ban ebikes that NOT pedal assisted on pathways (they can take the road), unless there is a demonstrated need for accessibility etc.? It seems like a lot of the issues come from the fact that not needing to pedal to move means it's much easier for the rider to not pay attention.
- cannot educate, ebike riders don't care, fines and jail are the only answer
- chicanes to slow traffic, mandatory short video at rental companies before renting, minimum age requirement
- Citations (education courses following like a traffic violation), and signs
- classes for all kids under 16, enforcement in terms of fines, all e-bikes to be licensed
- Clearly give priority to walkers! Enforce dog walkers to be required to use a leash! Enforce speed limits - give consequences.
- communication, bells, respect others using the path on their own power
- Consider banning ebikes from the pathways. They are capable of going too fast and it may be impossible to educate all drivers - especially if we continue to allow little kids to use them. It's a motorized vehicle.
- Continue with current efforts: Posted speed limits on Garaman path. Education in schools. Occasional "pop up" policing in key areas. No easy answers, but they are here to stay, so we have to all pay attention and feel okay about speaking out when necessary.
- Continued education in the schools (start it early, middle school is too late in my opinion). I'm not educated on what kind of design improvements could be made, but would be open to that solution.
- Continuing education, speed limits, radar for speed, enforcement of county laws about hands on bars, enforcement (tickets) for speed, reckless use.
- control speed, posted courtesy guidelines
- Could we have a police officer out on a bike enforcing speed limits and traffic laws? I'm just not sure we could afford it? Physical barriers to slow speed down might help. I'm not sure what to do about the stop signs and lack of signaling except enforcement. Signs posted with traffic laws in high visibility places might help, but I don't think people read them. I do think E-bikes should be treated the same as a car, and one should have a drivers license to use them on the roads and pathways. I've had bad encounters with people of all ages, but I would say the majority are kids that are not old enough to drive and may not know the traffic laws.
- Create a volunteer police force. Train them to reward good behavior and somehow issue citations.
- Create an e-bike only pathway. While visiting Minnesota this fall, we walked on their pathway system. They have one path for bikes and one for pedestrians
- Different paths
- DO NOT allow any person under the age of 16 to operate an e-bike without an adult supervision. Most young riders need to take a bicycle safety course to make everyone more safe and aware of the rules of cycling on a public pathway.
- don't allow e bikes on the pathways
- Don't allow no-pedal ebikes on pathways or bike lanes. Sorry... They destroy the bike lanes for actual bikers. Ticket ebikes and pedal bikers who run stop signs. (Ebike kids aren't the only issue... Kids are learning bad behavior from their parents on pedal or ebikes.)
- Dont allow them on dirt trails
- don't let middle schoolers have the ability to control the e-bike
- Drivers license

- driver's license, Kids need an ebike license. Possibly an online safety course similar to defensive driving courses.
- Driving license required. They are motorized.
- E Bike classes for minor's mandatory for under 16 (e-bikes have a motor!) speed control
- E bike permit for use on non designated routes on public roads. Only allow pedal assist e-bikes on pathways. If they don't have to pedal then it is no different than motorcycle.
- E bike users should not be allowed on the pathway. There should be a E bike lane on roadways. Most e bike users that I know tamper with the speed limit on E-bikes so they can go faster. If that is not feasible, there should be a licensing process. The age limit should be 13 yrs or older. There should be fines associated with riders not having lights, not following the rules and endangering other pathway users. I do think education is powerful but I think there needs to be boundaries. I injuries associated with accidents caused by e-bikes is avoidable.
- E bikes belong on the street
- E bikes break the spirit of the pathway. They should be treated as a motorcycle and required to use the road
- E bikes on the road!!
- E bikes should be in bike lanes. Adults are going too fast, not just youth . Speed lowered to 15 everywhere.
- E-bike are motorcycles keep them off pathways put them on the roads
- ebike lanes on streets, off pathways, would be safer
- E-bike users should have to take a safety course just like motorcycles.
- E-bikes should have there own bike lane on the road, like most cities in America
- E-bikes are motor vehicles. Perhaps they should be sequestered onto the roads and not the paths.
- eBikes are motorcycles and should licensed and treated as such.
- E-bikes are motorize vehicles. Our pathways are for non-motorized mobility. E-bikes need to stay off of the pathways. Period. People who violate this rule should have points put on their driver's licenses. If they don't have licenses yet, the points should be put on their driver's licenses when they do get one.
- EBikes are motorized and belong in the bike lanes on the road.
- E-bikes are motorized and for the streets - they are not for the pathways. It was a monumental failure in decision and leadership to allow e-bikes on our non-motorized pathways.
- E-bikes are motorized vehicles and should be regulated to the toad and only for licensed drivers.
- E-bikes are motorized vehicles. They should NOT be permitted on the pathways where no motorized vehicle traffic is permitted. Simple. If you want to designate certain pathway sections as motorized accessible, great, but then regulate the traffic. Give citations for violations of the standard traffic laws (speeding, failure to yield, failure to stop, no license, no insurance, etc). And issue drivers licenses to those who wish to use e-bikes on those pathways. Maybe set a speed threshold; any vehicle capable of sustained speeds in excess of 20 mph requires a license and so does the driver. And tie the registration application for any license (vehicle or driver) to completion of a class on safe operation.
- E-bikes must be used on streets, not trails. Trails are for non-motorized vehicles.
- e-bikes on roads not pathways.
- Ebikes seem as incompatible with the existing pathways as they are on roads. Too fast for one place, not fast enough for the other.
- E-bikes should be prohibited as they can't seem to maintain safe speeds

- E-bikes should be regulated to the ROAD ONLY, Abolish the Friends of Pathways
- E-bikes should be using the bike lanes, as they are a bike!!
- e-bikes should not be allowed on bike paths. These are motorized vehicles and should be permitted as such.
- Ebikes should not be on pathways. They are motorized no matter how much everyone tries to deny that reality.
- E-bikes should not be on the bike paths, because they have a motor. It's similar to a mini bike or dirt bike and I don't think they are allowed on the Bike Path.
- E-bikes should not be on the same path as walkers, children, elders. They should either be on the highway with other vehicles such as cars, motorcycles, or on Paths designated for e-bikes only. If you teen is too young to ride on the highway, they are too young for an e-bike. e-bikes are too heavy, too fast for pedestrians. DANGEROUS together Great away from pedestrians. They do NOT MIX in any way under any situation.
- E-Bikes should ride on the road as all motorized vehicles do, follow the same rules of the road as motorized vehicles. Maybe a separate Lane for e-bikes on the roads. Or at least no e-bikes on moose Wilson road but pathway to and from the village., way too crowded with tourists and people that live here, to combine with e-bikes.
- E-bikes that want to go over 10mph should ride on the road.
- Educate the kids. They need to understand the speeds and announcing themselves
- Education and enforcement
- Education and enforcement are key. Even if paths are wider it won't matter without that
- Education at schools about safety, enforcement by TCPD maybe no use of ebikes on certain pathways (ebikes used like a motorcycle)?
- education at schools, speed reprimands/tickets
- Education by a certain level of enforcement. Education by community service. Signage at intersections and on stop signs.
- education on yielding and not going too fast
- education will not do it, sadly. Enforcement, good luck. widen areas of biggest congestion. Can Ebikes be registered, like cars? with licenses?
- Education without enforcement would not work but insuring E-bikers know the rules would be the place to start. I am not familiar with the classes of E-bikes and their capabilities, but limiting E-bike speed on the pathway would certainly help. Enforcement (impounding the E-bike for an interval equivalent to what JHMR does with lift passes for reckless skiers) is the most important thing. JHMR is paying the "yellow jackets" for enforcement and by placing them at strategic places helps. Doing something similar for E-bike enforcement using the best data you have regarding the locations with the highest number of violations would be ideal. Encouraging Jackson police officers and county sheriff's deputies to stop all bikers (pedal & E-bikers) obviously violating traffic laws would help in the beginning of an enforcement effort. That would evolve over time but every time someone on an E-bike is stopped, the riding public will see that you are serious and even drivers will be alerted to watch for E-bikes. Requiring the E-bike rental companies to provide the rules and an easily interpretable pathway map may also help. Car rental companies require a driver's license as verification for understanding the general "rules" of driving and provide a map of the area.

- Education won't work. People know they are supposed to stop at stop signs. They will only learn through citations for violating the law. Word will get around.
- Education, especially of younger riders commuting to school
- Education, license plate
- Education, video of rules for e-bicyclists, or something of that sort.
- education/license for kids under 18 administered through school the police dept.
- education: slow down (good luck with that!), warn when passing
- Eliminate e bikes from pathways. They are antithetical to a healthy lifestyle. When e bike folks say it's exercise, ask them how often they sweat or get their heart rate up.
- Enforce a speed limit, ticket running stop signs, bike over a certain speed required to use road
- Enforce maybe an 18 mph speed limit. This would have them going about the speed of cyclists. Most have no bike handling skills.
- enforce rules!
- Enforce speed limit of 15 mph and observance of traffic signs, such as Stop signs.
- enforce speed limits and ticket people who are reckless
- Enforce Speed limits with citations. Ban e-bikes on the bike path. If not, there will be a fatality.
- Enforce speed limits, not just post signs limit the number of people that can ride on one E bike Have a bike riders have to be licensed and pass a training class
- Enforce the laws that e-bikes (really motorized vehicles) are required to abide by. The education ship has sailed! Please, please do not throw more money at the education - it's not working. The majority of e-bikers are doing as they wish on the paths and roadways, and nothing is being done to enforce the laws that are for everyone's protection. Why aren't e-bikes licensed just like motorcycles and cars? Why aren't e-bike drivers expected to pass some kind of road test and required to wear helmets? It's become as "us vs them" world on the pathways that no amount of "education" is going to solve.
- Enforce travel rules of the road. Regular bicyclists too.
- Enforced E Bike and all bike speed limits (10 miles per hour)..Age limit (not under 16) on E Bike use.
- Enforced speed limits and e-bike class. Minimum age and/or licensing.
- Enforced speed limits with financial penalties.
- Enforced speed limits, enforced rules against cell phone use while biking
- Enforcement
- Enforcement of all rules including speed
- Enforcement of limiting of young riders
- Enforcement of pathway/roadway speeds and regulations as well as ticketing those who do not comply. At Grand Canyon National Park they have a program called "P-SAR" which stands for "Preventative Search and Rescue" they have staff and volunteers intervene with visitors who are starting out on trails into the canyon to stop accidents before they occur. They also use signs about real deaths that occurred in the canyon at the start of every trail on the south rim. Perhaps you can use that framework for messaging and outreach.
- Enforcement of speed and right of way laws, with penalties! And maybe a license of some kind, lots of kids freely DRIVING vehicles, I mean e-bikes at high speeds seems pretty dangerous and negligent
- enforcement of speed limits if possible. signage around the blind turn might help.

- enforcement of speed limits, means to ID and report offenders (license plates?), limit 2 persons per bike, rqmt to not ride more than 2 side by side
- enforcement of speed regulations and safety rules can reduce conflicts.
- enforcement of speed such as the signage and radar with speed you are going.
- enforcement of stop signs and speed limit. Education for a culture of respect on pathway
- Enforcement which does not exist!!! Registration licensening and insurance like all other motorized vehicles! Does someone have to be killed before this is handled correctly?!!)
- Enforcement would be dreamy.
- Enforcement, as volume shifts from cars and streets to bikes a pathways, so needs the enforcement.
- Enforcement? That's a joke right? Nobody is going to infringe on "Jackson entitlement" LOL!
- enforcing a lower speedlimit
- ENFOREMENT, ENFORCMENT, ENFORCEMENT!
- Even though e-bikes have advantages they are motorized vehicles and and do not belong on pedestrian pathways. They come from behind at higher speed with no warning .Many of these bikes have the mass of a small motorcycle making the potential injury more severe in the event of a collision.Many of the tourists that bike on the pathway have not ridden since they were kids. This is a dangerous combination. There is no way to enforce speed
- everyone needs to increase personal awareness. earbuds, dogs moving side by side...
- expanded education via rental shops. continue to work with middle school population which has seemed to help
- Fine 3-bike riders who aren't wearing helmets.
- Fines for e-bike users. Change will not happen until kids are held responsible.
- Flogging followed by a day in the stocks
- Forced pedal or walk areas near high traffic.
- general education - where and how is the question
- Give them their own lane on the highway, older than 14, license program required-similar to driver license and must carry id, impound e-bike and license suspension when breaking rules, rule enforcement for all pathway users,
- give tickets out to kids not following the rules
- Give tickets with fines
- going slower
- good question. there's a different mindset. too many people using them see the need for speed and don't adhere to the rules.
- Good Question.... Kids don't seem to follow rules.... Ticket with monetary penalty??
- Gravel path next to pavement for walkers. Some type of required training for users under 16. Required safety/courtesy information for ebike renters.
- Greater seperation of bikes and vehicles. Mandatory education for riders. License and registration on e-bikes!
- Haha good luck here; I wish I had the answer :)
- Have a minimum age like 16 to ride ebike
- Have consistent patrols on the pathways. Require a license so the kids get some training.

- Have e bike users under 16 require licenses and helmets. All e bikes need to be registered like motorcycles
- Have the kids take a test to be sure they know the rules, assign numbers to the bikes so a complaint can be lodged against them if necessary
- Helmet enforcement, safety equipment should be provided with a minimal ticket to adhere.
- HELMETS- Especially for youth; it is terrifying to see them on essentially motorcycles without helmets on.
- Honestly, I think the level of entitlement and lack of accountability for most e-bike users makes any level of education somewhat futile. Until there are actual consequences for rule breaking, it's unlikely that things are going to change substantially.
- Honestly, I think this is a personal responsibility and parent responsibility to make sure that users are courteous and safe. If you regulate these users of the oath then why wouldn't the same rules apply to fast pedal cyclists? Pathways keep people safe from riding in roads with car traffic and it's still safer than that option
- I admit that there are some very polite middle schoolers who ride by me often and slow down, telling me they are passing, and I appreciate that the education efforts from Friends of Pathways have landed with some of our children. I personally HATE that e-bikes are allowed on the Garaman pathway. That particular pathway is simply too congested for the increase in speed and weight of e-bikes. I would like to see more patrols, which could be done with ambassadors like the pathway in Grand Teton uses, because having people who are easily identifiable as patrolling the pathway seems to help cut down on those people who skirt the law when they think nobody is looking. I also believe that if we could add some chicanes to the entry areas for pathways there would be at least a few spots where people would be forced to slow down. I have asked many times about some signage, which I know is not the most effective way to warn people, but putting out warnings about slowing down before reaching Garaman park might make some people realize how dangerous it is to fly through that area.
- I am fine with e-bikes. I would like to get one myself. I just think they should be dedicated to roadways only. From there, enforcement could be done by local PD for not following rules of the road. They should NOT allowed on the Pathways.
- I am not sure any amount of education will fix the problem since it seems that a lot of e-bike users are not regular bike/pathway users - they are visitors who are renting a bike while on vacation. The other target demographic for misuse of e-bikes are kids - who likely don't care about the rules or how it impacts others.
- I am not that sure
- I am skeptical that education efforts will change the behaviors of e-bike users unless those efforts are paired with enforcement of already existing rules, including speed limits in congested areas and class of e-bikes that are allowed. Perhaps an e-bike license system for minors using e-bikes without supervision would be helpful.
- I Do not want police on the pathways wasting time and money to try to slow down kids. Make a separate path just for bikes and or e bikes?
- I don't have an answer
- I don't e-bikes should be allowed on pathways
- i dont know
- I don't know
- I don't know.

- i dont know. im not a big E-bike supporter
- i dont really think anything would completely solve it
- I don't think anything can make it safe for walkers - not enough officers around to enforce the speed or their bad behavior.
- I don't think they are comparable. Hazard to walkers and pedal bikers.
- I feel enforcement of the rules we have. After a few get tickets or have the bike confiscated word will get around fast.
- I know one shouldn't answer a question with a question, but...How does one teach manners, etiquette, and thoughtfulness to people who' are old enough to know better? And, not just e-bikers.
- I really have no idea. I don't think e-bike riders give a crap. I guess more police stops.
- I support e-bike usage, but I'd like to see police enforcement with real penalties. Maybe there should be a minimum age requirement if the dangerous behaviors can't be controlled.
- I think all bikes should be talked about. Not just the e-bikes.
- I think consideration, being respectful and following general bike etiquette are key for ebikers
- I think E bikes should be on the road. Anything that goes over 20 mph shouldn't be on a bike path. (some people might self pedal at 20 mph, but that is rare if there isn't a race.
- I think e-bikes could be great here! Very thankful for our pathways, which I use both for recreation and to commute. Perhaps one day my commute on a pedal bike will turn into an e-bike commute. That said, I am strongly in favor of enforcement. Too many people going too fast, riding with too many riders on a single bike, kids operating bikes too big and heavy to properly control, etc etc. People have already gotten hurt and will continue to until we make a change. I'd be open to any kind of enforcement. I think parents should be held accountable for their child's improper use of an ebike. Perhaps require a permit that can be rescinded? Impound bikes? I'm least supportive of fines, as this will unfairly impact our population with widely diverse socioeconomic situations. That said, I would support fines if that's all we can agree on. Ideally we wouldn't need any of this but we've dug ourselves into a hole and will need to act to get out of it and set an appropriate, friendly culture on the pathways.
- I think education and enforcement are the two that could improve. Besides fixing some potholes and cracks, the pathways are not really an issue here. On the education side, there could be sessions offered to either parents or kids (or both) on safety, rules of the road, signaling, general good cycling courtesy, etc. Usually the irresponsible stuff I see is the kids on the e-bikes, so maybe it could be through school? On the enforcement side, just having cops actually stop them for more egregious/dangerous stuff could help.
- I think every kid that will be taking an e bike to school should have to take a safety class and sign off saying they have understood. Perhaps a "licence plate" if you will, that is assigned after taking the class. That could be kept on record with the schools and sheriff and kids could be reported for not using the bikes responsibly. Repercussions according to violations.
- I think everyone should have to wear a helmet but especially children
- I think kids get a lot of education, adults need it too. Mostly, enforcement needs to happen.
- I think that law enforcement needs to confiscate e-bikes when infractions occur, then give the person a ride where they are going, and make it a \$500 fine to get their bike back. People are getting seriously injured and are dying from these issues. As a motorcycle owner, I am appalled by the different way e-bikes are treated than motorcycles, even though many more people have dangerous interactions with e-bikes. Kids should have to wear helmets on e-bikes.

- I think there should be a requirement for young people to register their e-bike and have to pass a test to get an e-bike license. If they break the rules, then they lose their license, just like driving by a car. I also think there should be better enforcement on the pathway, especially during high commute times aka just before school and after school gets out.
- I think you 100% need to take a safety course to drive/ride an e-bike and carry it around like a driver's license. And/Or, put an age restriction. Kids shouldn't be driving/riding these anyway, especially young kids. They're not old enough to drive. They could kill or severely injure someone. Plus, use your leg muscles and ride a normal bike like kids should (unpopular opinion probably but seriously, you don't need an e-bike. develop your legs and ride a normal bike, you don't need an electric motor.)
- I would advise not allowing ebikes on the Garaman trail. Too many blind corners and too many ebikers. I don't see an issue on most other trails that have better lines of sight and less traffic. If that is not an option, since it is supposedly a "safe" path to school, then require a license for those under 16 (or without a driver's license) and station an officer along Garaman trail between 3:50 and 4:20 pm so they can see what is going on and yank the ebike license and impound the bike or cite them for reckless driving on their driver's license. As a long-time pedal bike user on the pathways who rides year-round, I actually enjoy riding in the winter more than the spring/summer/fall because I don't have to dodge out of control ebikers. This is a serious safety issue. My daughter actually had a collision with a middle school ebiker while she was at a complete stop on her pedal bike because she noticed he was riding his ebike full throttle while looking over his shoulder instead of watching where he was going, so she waited for him to pass before proceeding and while not looking where he was going slammed into her front tire full speed and knocked her into the air. My neighbor saw the entire thing and yelled at the kid. For whatever good that did. I called the kid's parents. They had no idea the collision had occurred.
- I would like a designated e bike pathway using the existing Broadway, Indian Trails, and Hwy 89/22 pathways. E bike should not be allowed along the Garaman path.
- I would like to hear that Pathways has explored enforcement strategies pioneered by other communities to keep it safe. Alternatively, I would like a community workshop to think of new strategies to keep it safe. I would also like to hear of a study for how long does it take to get from one part of town to another on an e-bike at a reasonable speed. The goal would be to highlight how e-bikes can be a great alternative to commuting by car and could be a better way for locals to commute. Encourage locals to get out of traffic for their benefit and the overall congestion.
- I would like to see required education and licenses for youth and motorized transportation with a different route than non-motorized .
- I'm disgusted with e-bikes and their entitled riders. I do not feel safe walking or riding my regular bike on the pathways.
- I'm not sure but maybe some kind of age minimum or drivers license like you would a car or motorcycle. I don't use the Pathway as much because of the kids on e-bikes
- I'd like to point out that it's also the bikers on pedal bikes. I used to do triathalons and ride in pelotons. I know what the pedal bike culture is. I find that many of these older riders who are training or getting their exercise fix just fly by me. They are assuming they are in control since they are a "road biker". They often don't give a head's up. I have my dog and how do they know that my dog might not do something suddenly or I might suddenly turn my body to look at a bird? I find them among the worst offenders - no notice, going to fast. As a "road biker" I was always taught to say - on your left - when I was about to pass. So, I find this particularly frustrating and scary that they can't slow down because it might affect

their workout and that they should know the etiquette. Thus, I have to admit that I find these "road bikers" to be the worst offenders. More so than ebikes. The ebikers often don't give a heads up either - on your left or a bell. I think more education signs - that show the rules - most importantly speed (even for clipped in road bikers) and giving a heads up. That is the scariest. With no heads up (on your left or a bell), there is a huge assumption that you as a biker or walker (or your dog) is going to hold their line and make no sudden movements.

- ideally get rid of them otherwise limit them as much as feasible
- idk
- If anyone owns / operates an e-bike, they should essentially pass a drivers test in terms of knowing traffic laws because ultimately e-bike riders do interface with vehicular traffic somewhere in their journey. I've noticed and interfaced multiple time with young riders at roadway intersections where they've come out into intersections without yielding to the vehicles that had the right away and have nearly been hit by their lack of understanding. It would be tragic to have fatalities in the community by lack of education and awareness that could be prevented. Ability for children on bikes to make the proper judgement when interfacing with traffic is another consideration to age of riders allowed to be in roads not on paths.
- If e bikes are to be allowed (which I disagree with) they need ENFORCED speed limits and licensing and insurance for collisions and infractions. Under 14 years of age should absolutely be banned. Helmets need to be enforced. They are dangerous and have no place on our community pathways.
- If people are going to use the E bikes they should be obey the traffic rules. Also.the Town should use money just for pilice trafical control just for the e bikes. Because the policy and the town do not have the resources to do that.
- if speed limits are 25 MPH, shouldn't e-bikes be on roads instead of pathways? They are going about the rate of traffic vs 2 or 3x the rate of traffic on a pathway.
- If they are not in specified bike lanes, then they should be required to be fully in the road and follow the rules as cars are. They should not be on the edge of roads passing vehicles.
- If we had the space, perhaps separate bikes and pedestrians.
- I'm not sure there would be any way to control it
- Insured and licensed. Age limit.
- Is there a way to make a license plate? Or perhaps a completion of a bicycle course?
- Issue speeding tickets, install chicanes
- Issue tickets for speeding
- It seems like it's mostly kids that are ripping around fast on them
- It's hard to educate when they just rent bikes to anyone. Kids at schools should be taught speed/etiquette, tourists should have to sit down and at least watch a video about the area/rules/speeds/etiquette. Honestly you should have to have a permit or license of some sort to ride these bikes...everyone adults, children. Don't ruin the great bike paths just so some company can make a bunch of money renting bikes to people that don't respect bikes. These paths are a gem. I liked them better though before e bikes because you had to earn it. Now any couch potato can just go out and cause havoc
- it's hpeless
- just education on yielding to people and not going overly fast
- Just everyone stay on the right side in direction of travel

- Just follow the rules of the road!
- Keep e-bikes off pedestrian walkways. Impound e-bikes used by children without helmets or operated at unsafe speeds
- keep e-bikes on the road, they go too fast to yield to pedestrians
- Keep it simple. Educate on etiquette and basic rules.
- Keep off paths... I can't ride my motorcycle on them..why should they
- keep them off the bike oaths
- Kids in town don't need e-bikes. The town is small enough you can pedal across town in 10-15 mins. No motorized biking on pathways in town or parks (r park for example) (commuting into town ok and then turn off the motor). No e-bikes for kids under 16 and the require license and education til 18 and probably through adult. Impound e-bikes for 2 weeks - 1 month for multiple traffic violations within a period of time. Require traffic reeducation for those offenses as well. Let's reward those that do ride within their limitations and laws because it seems like it's very few on the pathways in town.
- kids need permits to operate boats and snowmobiles, why not ebikes? perhaps anyone with an eBike should pay a registration fee on each bike that also requires them to watch a safety video or take a test to make sure they understand the rules and safe operation.
- Kids need to have licenses? Not sure
- Kids need training, maybe even a license to be riding an e-bike
- Kids under 16 need to take lessons in driving.
- lane for walkers versus lane for bikers...ticketing those flying through stop signs.
- law enforcement fines, education at schools
- Law enforcement of e bike speeds, issuing tickets to offenders.
- Law enforcement, maybe
- Let's be honest these really are motor vehicles, especially those that have throttles. As such a license should probably be needed to operate them. One that requires at the minimum a test for basic knowledge of traffic laws and pathways regulations, with citations fines, etc. for enforcement .
- Licence, registration, fines
- License and insure, no one non license and under 16 driving them.
- License e-bikes and riders that can run without peddling. Those are motor cycles. Doesn't matter how the e-bike is classified as 1,2 or 3, if it can move forward without peddling, it should be considered a motor vehicle. Also we need to distinguish the usage difference between a pathway and a sidewalk. E-bike users seem to think it is considerate to come from behind and yell, "ON YOUR LEFT" when they are 1/2 second behind you! When I'm bicycling and approaching someone I say, "Hello, can I pass by on your left" The difference involves entitlement and timing.
- license for e bike or age requierment
- License for under 18 operating
- license plates on ALL bikes so we can track them down
- License them and pass a test like auto drivers do. Charge them a fee and ise it to pay for enforcement officers.
- License... too many teens riding double, texting as they ride. Someone is going to get seriously hurt.
- Licensed riders+bikes
- licenses that could be taken away after violations

- Licensing children
- Licensing e-bike riders under 16 years of age.
- Licensing fees along with education and get them to sign traffic laws. Tickets. some type of bike Identification so complaints can be made.
- Licensing would help. That's what they did to us when I was a bike messenger in Boston.
- limit passengers to 1; no texting; enforced speed limit; honestly, I don't think e-bikes (or any bike that travelling above a safe speed limit) should be allowed on multi-use pathways. It is unsafe AND takes away the joy for others to walk or leisurely ride on the bike path.
- Limit speed
- Limit speed of e bikes and a continuous center line would be great. The continuous center line would be great for night users too!
- limit speed on bikes, especially rentals
- limit them as much as possible
- Limit them to adults (and huge fines for anyone who is riding recklessly)
- Lots of education and it doesn't seem to work
- Make a mini separate lane for them so they can go a bit faster without hurting anybody.
- Make kids go thru a training to learn how to respectfully ride. With consequences if caught riding recklessly. Actually that should be true for all riders. Have speed limits. Are they allowed on the sidewalks? If so don't allow it
- Make sure that they understand speeds, signage (even if its not posted at every intersection) and use of a bell or announcing presence when passing.
- Make the stretch between Garaman Park and Elk Run pedestrian only so that children and the elderly can use it safely. It is a beautiful nature walk and shouldn't be treated as a road. Bike traffic should cross the bridge and use Powderhorn.
- make them get license and take test like every motorized vehicle
- Mandatory education as with any motor vehicle.
- Mandatory rules of the road training for those under 15
- Mandatory training and tickets
- Many kids/ people mostly use e-bikes as a form of motorcycle... hard to see them with real bikes and path users
- Many of the bike pathways are narrow with blind corners that do not accommodate the speeds of E-bikes; especially the Garaman. The E-bikes are quiet and the riders do not alert others with a bell or voice alert. Also, it is not just young kids; it is also young men who insist on commuting like they are in a car.
- Max speed on pathways to slow e-bikes or put e-bikes on street. Require drivers license to ride e-bike.
- max use of one bike.... these models cant be designed to accomodate 3 humans on one seat. Its ridiculous. kids are going to fall off and get run over.
- Maybe a bit wider on the roads
- maybe some sort of enforcement for them. they dont travel safety and rarely care for others safety
- maybe some speed limit signs with an indicator of actual speed
- Minimize speed. Not the right option if you are in a hurry.
- Minimum age for e bikes

- Minimum age of user 18. All riders must pass test, including tourists and rentals
- More education for elementary and middle schoolers.
- More education for riders about the rules of the road.
- More education; ? 'policing' at vulnerable locations; licensing the drivers after proven to understand how to proceed on public roads and pathways; a separate pathway for ebikes?
- More general safety/skills training
- More information on expectations
- More mirrors on corners. No e-bikes on park pathways, garriman especially. More flashing notices to drivers to think bike before turning right - places for bikers to wait in front of cars at junctions like in cities. Add bike specific lanes on more roads.
- More patrol
- More protected bike lanes downtown.
- more school education and more policing - a lot of kids don't stop at signs and I worry about collisions
- Most accidents / near misses occur when are pathways crowded. Street cleaning along both sides of roads esp near schools so riders have other ways to go around slower users. (Roadsides so bad in places that riders need to use sidewalks.) Passing lanes? Encourage use of bell/warning by riders wanting to pass since others often oblivious. More etiquette guidance from e-bike renters. Ongoing reminders/ etiquette training/ outreach through the Daily & Buckrail. Ironically, middle & high schoolers are better riders and more aware/ courteous than their somewhat older counterparts on the paths with recent training programs—Thank you!
- Most e-bikes I see on the Jackson Hole pathway system are large and heavy vehicles that are great if you're on one, but are scary as hell if you're not. Let's face it, if they had a combustion engine, they would not be allowed. But technology has replaced the combustion engine with an electric one, but they are essentially the same thing. They should not be allowed on pathways.
- Mostly education and responsibility starting with parents of young riders as to rules of the road and consequences of not following the rules.
- Motorized vehicles belong on motorized roadways
- Motorized vehicles do not belong on non-motorized pathways. Let them go through the 20 years it took us to even have pathways for their own system.
- Motorized vehicles travel with motorized vehicles. Non-motorized vehicles or walkers with non-motorized vehicle or walkers. Period.
- Move e-bikes to bike lane next to highway. Use pathway for slow bikers and walkers.
- Need license, 3 hour class for any one under 16, fines and enforcement
- Need Los ease and training for teenagers
- Need to have education in classrooms or in physical education class. Doubt parents can/do much...
- No bikes with throttles
- No e bikes on bike path
- No e-bikes at all on pathways. Pathways should be pedal bike or walk only. Period. Anything else should use a street. Kids can have their independence using a pedal bike. Doesn't hurt a kid to pedal a bike!
- No e-bikes on Garaman path & tickets to those going thru stop signs
- No e-bikes on sidewalks (enforce the regulation!) No one without a drivers license should be able to operate an e-bike... but if that doesn't happen (yes, unfortunately it seems like a pipe dream)

parents/adults should be REQUIRED to ride with those under 16 AND lead the group (ie no kids out in front speeding along); e-bikes should be required (regulations NEED TO BE ENFORCED!) to obey all traffic laws... STOP and put feet ON THE GROUND at stop signs IN THE TRAFFIC LANE with cars, not off to the side blowing through signs. E-bikes on pathways should be REQUIRED to yield to ALL OTHERS (slow down or stop when approaching pedestrians or regular bicyclists) and should be subject to a speed limit (needs to be enforced). All e-bikes should have an easily identifiable license plate (like any other motorized vehicle) so that they can be held accountable if need be. They are a motorized vehicle and need to be treated as such!!!!

- No idea without police enforcement and actual legal penalties. No one is going to listen or care.
- No idea. The impression is they are rude and not community oriented.
- No teenagers, no smartphone use while riding, use a bell or voice alert when passing, continuous pathway etiquette education in ads and online, including handouts to e-bike renters aka tourists. Pathway design; wider pathways esp Wilson/Stilson and Garamond in town.
- none
- None
- None for the pathway, e-bikes belong on streets not mixed used pathways, they are motorized vehicles.
- None seem effective
- None until education forums for safe use of the pathways are mandated for the e-bikers
- None. E-bikes do not belong on a bike path that has pedestrians, dogs, small children, seniors. They are a motorized vehicle and do not belong on the bike path.
- None. E-bikes do not belong on pathways because they are motor assisted
- None. E-bikes should not be on the bike path with slower users, dogs, small children, senior citizens. They are motorized vehicles and as such should be on the street.
- Not an expert-sorry
- Not on non-motorized vehicle pathways, which is what I voted for and supported with donations. Ticket them on roads just as a car would be.
- not ride in the street
- Not sure education is the answer. Enforcing rules. Having consequences will
- Not sure they belong on non-motorized pathways.
- Not sure what would be the best way to address it. But it definitely makes being on the pathways and bike lanes a lot less pleasant. I've not been present at any accidents but I've seen many close calls involving e-bikes going too fast or not stopping at stop signs.
- Not the pro on this one
- nothing
- Nothing. I don't think people care about other people anymore.
- Nothing...many parts of pathways are already too busy...you are pushing road bikes back to the road, which I support
- Obey traffic laws
- Only police enforcement will change behavior. Alternatively, just ban them completely.
- Originally it was said in the meetings leading up to this ebike use situation what the ask was or was indicated to get this passed, Level1 pedal assist, riders would have a registration and be 16yrs of age or older. That hasn't happened, there are ebikes going 40mph, I have clocked them by driving along side on the village road, there's been electric dirtbikes using the pathways. All ebikes should be registered with

an identification plate and children should not be operating these electric motorcycles-(cycles with motors.) Ebikers without a driver's license should have to take a class before operating these on the pathways. They should be educated as to the fact that they are NOT a pedestrian on a bike. That is the Wyoming law, bikes are a vehicle of transportation. The bike shops should also provide education and registration options. As far as design improvements on the pathway, there should be speed bumps especially prior to yield/stop signs that the bikers are currently ignoring. The paintings on the path don't work, people ignore those. You could put a single bollard or two prior to yield or stop signs. In town, the ebikers ride in and out of the bollards on Snow King Ave, which causes issues for vehicle travel or they'll go outside the bollards pass an existing biker on the pathway entering traffic. I've seen them cut traffic off. In regards to crosswalks the same thing, they just cut traffic off.

- own does not have enough staff to enforce the speed limit or other rules of road. Kids under 16 should not be allowed to operate an e-bike. until have a driver's license. It is motorized no different than a motorcycle or scooter
- Painted lane lines, bell us encouragement
- Parents can be as guilty as the kids. How do you educate adults that should already know the rules they continue to break.
- Parents should be fined when children break the rules
- Pass a drivers test. Have the bikes registered like a car and have to display a license plate on bike.
- Pathway enforcement in bottleneck areas, possibly funded by e-bike permits paid by users and the commercial stakeholders that sell and rent them.
- Pathway speed limits, enforcement at stop signs (you could pull an e-biker over every 5 minutes at Redmond and Broadway), higher fines for collisions
- Pathway sponsored education
- PATROL NEED
- People (children) who do not have a drivers license should be required to take a class and get an e-bike license so they can be taught the proper way to use an e-bike, just like learning how to drive a car. How is it that children who haven't earned their drivers license and who do not know how to drive a car are allowed to ride an e-bike without learning the rules of the road? I think it is the parents responsibility to teach there children the proper bike path etiquette. I understand parents are not always with their children so having adult presence on the bike path especially in the spring to reinforce safety may help remind people to be aware of other path users. Maybe a few hours everyday when school lets out would help. Also ticketing people who have extreme disregard of the safety of others may be worth doing for a while. I don't think every pathway needs to be policed every day but having a presence during high usage times and letting the public know that is happening may educate pathway users. I did see an improvement in children riding the pathways in 2024 which I attribute to the education programs that are already in place. This is a good start but I do think a license and ticketing if necessary are important components.
- Perhaps kids on e-bikes is not a great idea since these bikes move rather fast.
- Please license e-bikers with clearly visible licenses so that illegal behavior can be reported, making e-bikers responsible for their actions
- Police impounding bikes of violators
- Posted speed limit

- Posted speed limits. Verbal shout out when approaching from behind. Persons with hearing deficits cannot hear bells. Always slowing when approaching others on pathway.
- Pricey tickets for speed and traffic violations
- Proper road education.
- Public education, wider pathways, pathway separation for walkers / traditional pedal bikes and ebikes
- Put a 300% tariff on them and only allow senior citizens to use them
- Put a governor on the rented e-bikes to keep them below 15mph
- Put license plates on e-bikes so when a hit-and-run occurs there is some way to identify the culprit.
- Radar speed signs that show people how fast they are going and clear speed limit signs.
- Reasonable Speed Limit
- reduce speed, speed bumps on pathway
- registered bikes with visible license (allows easier reporting of offenders); required driver/safety training to obtain license. marked speed limit signs (pathway rules are inconsistent depending on where you are)
- regular school assemblies on bike safety.
- Regulations regarding age for using ebikes on pathways, requirement of youth to complete a PATHWAYS USE AGREEMENT and keep that up to date each year.
- Remove the white pylons... waste of tax payers money
- Require a cert or license for ebike users that has a cost and can be revoked for infractions.
- Require ebike training; parent do not do proper training and kids do not realize that when going at a speed, should the bike stop, the rider will continue at the same speed. Requirement that ebikes slow when approaching pedestrians and use bell or verbal shout that biker is on the left...simple etiquette. As with motor vehicle, driver should be given ticket when abusing ebike rules. We are not opposed to ebikes...we are opposed to poor use and inconsiderate driving.
- require ebikes to be operated same as motorcycles/autos (Licensed, Insurance, Fines).
- Require e-bikes to be registered, and operators to be licensed and insured.
- Require licensure - like motorcycles.
- Require renters to verbally hear that they should be single file, ring a bell, tell how many people are passing.
- Require some sort of license for certain age groups that can be suspended or revoked, you basically have mobs of 10 year olds roving the streets on electric motorcycles that go 20-30+ mph.
- require speed limit mechanically on the actual bikes
- required education for all those under 16,, speed restrictions enforcement with fines and bikes taken
- Required training to ride an ebike
- Requiring a drivers license to ride an e-bike, meaning you need to be 16yo and have education in the rules and power of driving a car, more awareness of potential distractions of car drivers who are looking at other cars and not necessarily seeing an e-bike coming up into blind spots.
- Requiring teens to complete an ebike safety course and essentially get an e-bike license and have enforcement of e-bike speed and consequences for people riding unsafely
- Restrict them to the roads. If you want a motor, take the risks the roads bring along with all the others using a motor. It is a risk you sign up for by using a motor vehicle. You only get the luxury of the paths if you are using a human powered method of travel (pedal bike, your legs)
- RESTRICTED USE

- Roads are for vehicles. If E-Bikes want to go 20mph they should be registered as a vehicle, and use the road. Ticketing for speeding and running stop signs should be enforced
- same speed limit as a peddle bike-
- Seems like enforcement - significant fine - I feel like there has already been a lot of education especially to middle school age kids that has not worked
- Separate path next to those on foot
- separate pedestrian pathways in congested areas Stilson, Garaman
- Set speed limits when approaching people walking
- SEVERE ENFORCEMENT AND MORE RESTRICTED USE, ESPECIALLY SPEED
- Should be a certification for yong riders
- Should be a separate path for e-bikes. I don't believe education or enforcement will help. They belong on the road with cars in town since they go the same speed as cars.
- should have a class on bicycle safety and only one rider.
- should have to take a test and be licensed. Children don't know rules of the road
- Should install speed bumps or concrete turnstiles. Signs won't help, there needs to be serious enforcement of the rules for pathways. All other attempts to regulate it fall short.
- si
- Signage, enforcement of speed limits on bike path, enforcement of e bikes sharing the roadway with cars
- Signage, warnings with fines for repeat offenders
- Signs about respect to others
- Signs only go so far. Slower speeds must be enforced. Pull these kids over, get angry, issue warnings AND citations. Call parents. Impound bikes. Kids have to get religion on this! And yes, it's all kids.
- Signs with speed limits for bikes, set high penalties for infractions, require licenses for riders based on taking rider safety class, similar to hunter safety class
- Signs, some sort of enforcement. Education in manners and responsibility. Good luck w/that one.
- similar to drivers safety class
- Slow down and yield to other users of the pathways
- Slow down!!!! Watch where you are going!!! There maybe should be an ebike lane on the shoulder away from young children, walkers, and the elderly
- Slow speed zones in congested areas (which pedal pikes also need). Wider lanes near schools.
- Slow the roll, age requirements
- slow them down
- Slow them down
- slow them down!
- Slower speeds
- slowing down
- Some physical design aspect (speed bump stop signs) or etc that make users have to stop, more education in the schools about e bikes, limit on the classification of bikes that can be used (must be pedal assist). There are so many young kids loaded on bikes with no helmets looking at their phones-- I am not sure what improvement would target this.... ticketing? parent education? youth peer advocacy group?
- Something similar to what the Village does on the runs to slow folks down.

- Speed bump?
- speed bumps, spraying them with sticky apple juice
- Speed bumps/tickets/let parents know/take bike away
- speed bumps? spray bottles with sticky apple juice?
- Speed control, curves and corners do little to slow them so they become more of a hazard. General courtesy and sharing the path.
- speed devices on pathways, speed enforcement
- speed humps
- Speed is the issue, same with pedal bikes
- speed limit
- Speed limit be reinforced like everyone sharing the street ,specially in the past way where is people walking w their kids,respect the signs etc
- Speed limit enforcement
- Speed limit enforcement along with hand signals and use of bells/voice for alerting others
- Speed limit enforcement, public education (signs?) about things like announcing a pass or traveling in groups on bike.
- Speed Limit in high congestion areas
- Speed limit should be enforced. E-bikes should have to follow all traffic regulations when they drive on the roads. People under 16 should be required to take a test just like you do a driving test. You're basically giving a motorcycle to every teenager in town.
- speed limits
- speed limits
- speed limits
- Speed limits 10 miles an hour, and Enforcement!
- Speed limits and a riding course to let them know the rules, maybe even a license to ride them
- speed limits and cell phone use laws that are actively enforced
- SPEED LIMITS and enforcement
- speed limits and enforcement in high traffic areas
- speed limits enforceable (governor) max 18 mph, training & warnings by rental companies
- Speed limits enforced and license for e-bikes similar to mopeds
- Speed limits of under 15 mph (max) for e-bikes. Age requirements for e-bike use. (I see ridiculously small kids using them).
- Speed limits with radar speed signage. Pathway design to slow speed at interactions such as a chicane.
- Speed Limits, mandatory registration with actual inspections for class/type of ebike prior to passing inspection
- speed limits, safety education
- Speed limits, yielding rules, tickets for infractions.
- Speed limits. Some sort of sound or something to notify they are coming up from behind. Who has the right way? Designated walking/pedatrian vs e-bikes
- Speed reduction and enforcement
- Speed reminder signs, larger or brighter yield and stop signs and constant enforcement of the bike paths.

- Speed restrictions, reminders to alert bikers and walkers if and when passing. If an e-biker wants to go fast, ride on the road but not the bike path.
- Speed traps , a pedestrian lane,
- Speed traps and more law enforcement. Trey them like cars and motorcycles.
- Speed traps.
- Speed traps. License and mandatory training for under driving age youth. No type 3 ebikes on pathways.
- Speed traps. Fines
- Start systematic upgrades to Pathway System, widen busy paths to 12' and/or separate pedestrians onto a parallel walkway.
- STENCIL messages onto pathways: Speed limit zone: Ring your bell when passing: There is no poop fairy: Etc etc etc
- Students need a class on safety or a permit
- Teach the young as well as the older folks how dangerous it is not to run through stop signs
- That is a big hill to climb. Entitled parents buying entitled children e-bikes and not teaching them anything about courtesy, etiquette, or having any knowledge of bike handling skills to share with their children is huge. If you don't know, you can't teach. I have had a mother yell at me because I complimented her on her inability to stop at stop signs. She was yelling as she passed me on a blind curve on the Garaman trail as you first enter. There aren't enough ambassadors or cops in the world to raise the IQ of most of these people. I think all the designs are great just as they are. You cannot override a lack of intellect on the part of users with design.
- The are vehicles and should be driven on the road. They are electric Mopeds. It's illegal to ride a gas powered moped on the pathway. They should not be on pathways that are also used for walking.
- The e-bikes are compatible. The riders are not.
- The in town pathways are different than the out of town ones. On the out of town pathways all types of E-bikes should be allowed. Commuting say from Wilson or Melody to town is their ideal use. In town I would like to see only pedal assist e-bikes allowed on the pathways. The more powerful bikes with a battery should go on the road like a motorcycle would. Lets face it those bikes are more like electric motorcycles than bikes. I think kids under 16 should have an e-bike license to operate them. If they prefer to use the pathways they can use regular bikes. I don't buy the kid independence argument. My kids grew up in Jackson not that long ago and they rode regular bikes and rode the start bus.
- The law should be that the most vulnerable user has right of way in ALL cases. Creating a law that users should travel on the right and pass on the left has only emboldened irresponsible and entitled E-bike users to use the pathways like a highway, making the pathways unsafe for everyone else. E bikers and other fast-moving pathway users should be required to slow to 5 mph when passing anyone in ANY direction.
- The non pedal assist bikes should be banned county wide. We're putting people on motorcycles essentially and they're flying around town without even having to use their legs. It's dangerous and someone will be killed from it if it continues.
- The pathways in Teton Co are wonderful and will serve the growing community for years to come. I believe pathways cannot just be design, signage and education. Pathways has fallen short in enforcement! The community has vastly grown and the auto traffic commuter gridlock has generated a rush to e bikes, for all ages. Pathways has to complete and fill the gap with enforcement, partnering with

local authorities and hiring (if necessary) pathways patrollers. All e bike users, especially non driver license age e bikes should have education. An e-bike is a vehicle on a crowded pathway system reaching speeds of 30mph.

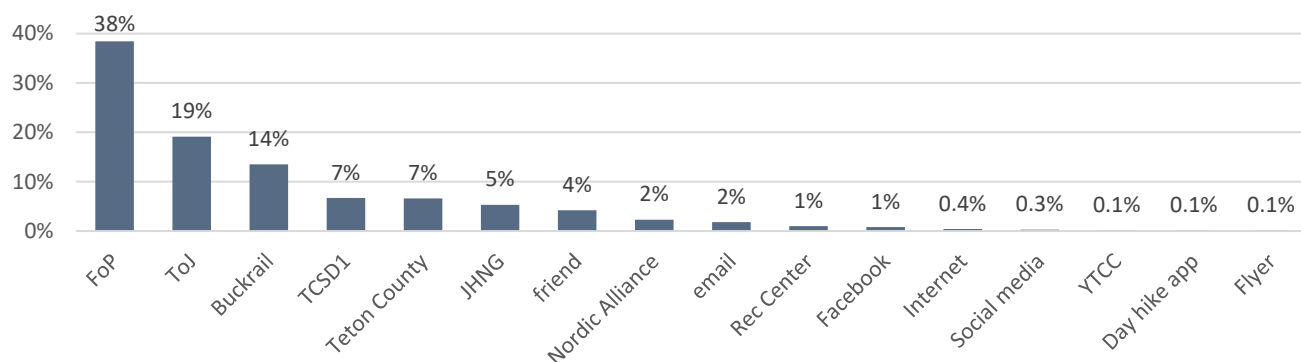
- There are some designated sections next to the sidewalks for bikers, however I don't believe they should have as much space as they do because it shortens the space that two large trucks on the road may have when passing each other from different directions. More signs that enforce no ebikes on sidewalks and fines if necessary. I'd say seminars but I don't know if children would sit through that and adults wouldn't either. Maybe speed bumps on the pathways? Its difficult to say.
- There is NO Patrolling or enforcement on the pathways when it comes to e-bikes or bikes in general... as the Police of Chief said one time in a council meeting, you can put whatever regulations you want, we (Police) do not have the staff to patrol. Education, I hear about it all the time, speed limits, etiquette... but most are not listening...., i laugh at the fact that speed signs need to be posted on pathways....
- There needs to be an age limit (16 years), there needs to be a much lower speed limit, there needs to be higher fines for not following the rules of the road. Pathways need to be wider.
- There should be a licensing program to operate an e-bike, akin to driver's licensing. No kids under 14 allowed on e-bikes.
- There's been a lot of education which hasn't solved the issues... enforcement would be nice but I'm not sure it's practical (don't think we have extra police to enforce) - wider pathway lanes would help
- These are basically electric motorcycles and should be treated that way. Enforce pathway rules with summonses make anyone under a certain age obtain a license to use e bike
- These motorized vehicles should not be operated on the pathway system. E-bikes should only be operated by licensed drivers. Children do not have the mental capacity and maturity to operate a motor vehicle. That is why you have to be 16 years of age to get a drivers license. I believe e-bikes should be licensed and insured due to the amount of damage that can be caused by them.
- They are essentially motorcycles!
- They are mopeds/motorcycles and should not be on the pathways at all.
- They are motorcycles and need to be regulated as such.
- They don't belong on the path.
- They need education, maybe enforcement, on importance of greeting & slowing down when passing. It's often middle school boys.
- They need to be licensed to drive a vehicle, pedal bikes would require no license. Increase education and enforcement for traffic violations. Bikes and E-bikes need to follow the rules and laws for operation on pathways and roadways.
- They should be banned. Small children are going to fast without control and someone is going to get killed. Let's take action before that happens.
- They should be licensed like cars! Have a ebike lane and not be on pathways/sidewalks where walkers and dogs are! Wouldnt hurt to just BAN them completely.
- They should be on the streets and require drivers license. They are motorized vehicles.
- They should stick to streets and about the laws of the roads.
- They shouldn't be allowed on the Bike Paths. They are an unclassified motorized vehicle and should be on the road since most people on them drive as fast as a car around town.
- They technology behind it is good but thew people driving dont think

- This applies to non e-bikes too but there really ought to be a speed limit on the pathways and for sure better education about etiquette. How hard is it to say “on your left” or to slow down or even walk your bike if you need to pass a groups of people
- This is a tough question. I think that education may be the most realistic tool but I don’t feel confident that it will alter behavior.
- Those are two different questions. For the pathway, No motorized vehicles, period. The whole idea of a pathway system (I Believe) was/is to separate motorized vehicles from non-motorized users to increase safety, enjoyment and the opportunity for exercise without the need to be concerned about being run into by fast moving vehicles. Any conveyance not powered by humans in this discussion can be considered motorized. For the street users, make E-bikes use the same infrastructure and follow the same rules as other motorized users. Slow speed limits to improved safety for E-bikers if need be and ENFORCE the rules/laws. As for the youth, well, we don't allow them to use a car or motorcycle on the roads and highways so we should ask why not and use the answer to make a decision on how to move forward. Do we modify the rules? Licenses for E-bike users? Younger licensing opportunities? At a minimum we should require a thorough education course not unlike the requirement (for all ages) for people to complete a hunters safety course to be able to buy a hunting license. I am pretty confident that more people are killed by motorized vehicles than by hunters.
- Ticket offenders
- Tickets those breaking the law, minimum age requirements, reduce speeds
- tickets/enforcement would be great
- To me, riding a bike is like driving a car... you need to know the rules of the road and follow them (regardless of whether you're in a car or biking). Do young people (3rd grade and up) understand and know the rules of the road - probably not - maybe educate them that riding a bike is like driving a car because you need to learn and follow the rules. When I am driving my car, I expect ALL bikers to act as if they are driving a car (and I hope this doesn't get me in trouble some day).
- Total ban from pathways
- Training for those renting e-bikes ?
- Training, License for children driving these motorized vehicles, and enforcement for speed.
- Unfortunately I don’t really have an answer for how to make it better
- Usual police enforcement of helmets, road rules and speed limits. Maybe some signs that show you how fast you’re going.
- Volunteer patrol? licencing of e-bikes? accountability to parents via phone app?
- We don’t need cops ticketing but spreading info on people that have been hurt and injuries sustained may help
- We need enforcement in areas that go through neighborhoods and I believe parents should be held accountable for their children’s actions.
- We need speed enforcement and education on pathways, with actual people on hand to advise and enforce. Combine that with physical barriers, such as gates, bollards or speed bumps, would force e-bikers to slow down in congested areas (like the Flat Creek bridge at the base of Josie's, Garaman Park, and the long straight section behind the Elk Run townhouses, where people often ride at very high speeds).
- When people rent e-bikes maybe there could be a debriefing with pathway rules and helmets.
- Where possible, separate walkers from bikers

- While we probably don't have the resources registration required with local law enforcement and a safety course. Also reminder signs, gates or speed bumps in high traffic areas such as the bridge and high use intersection approaches.
- Wider paths!
- yield signs on pathway are too small, painted warnings on path should be repainted more often, ebikers should obey the rules, register the bikes and require a rules of the pathway quiz to register
- Yielding space to others and going too fast are my biggest concerns.
- You can not fix stupid, they don't read signs & could not care less who they nearly hit
- Youth should have to be 16 y/o+ to ride. These young kids are gonna' hurt someone, or themselves.
- Youth should take and pass a safety test. I'm not such how speed can be monitored.
- Youths under 16? need a certification involving coursework and no riding with multiple people. Speed signs on pathways like on roads.

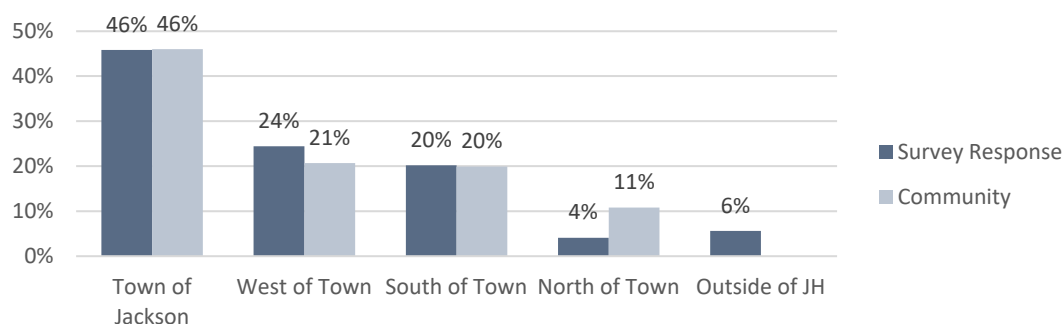
12. How did you hear about this survey? (select one)

1,262 of 1,290 responded



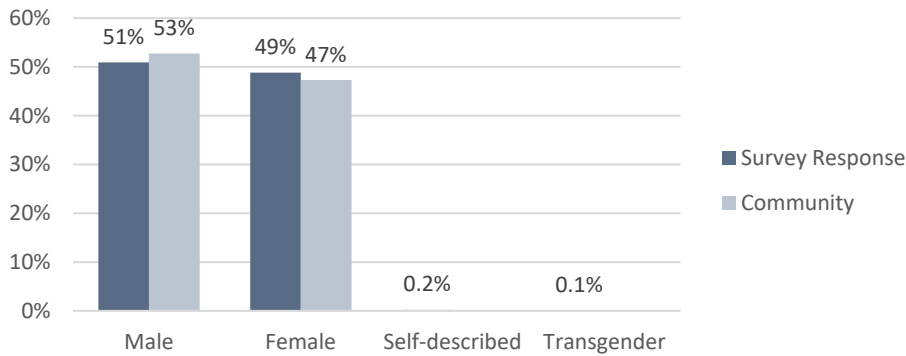
13. Where do you live? (select one)

1,281 of 1,290 responded (21 "prefer not to share")



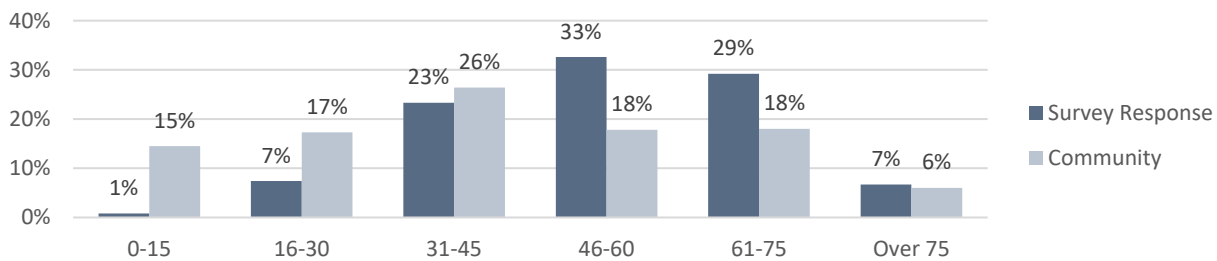
14. What is your gender? (select one)

1,275 of 1,290 responded (63 “prefer not to share”)



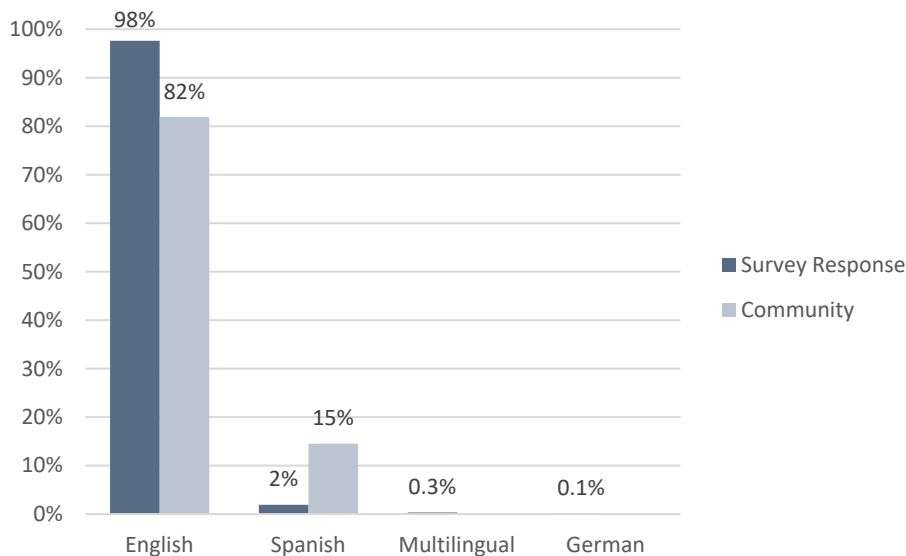
15. What is your age? (select one)

1,281 of 1,290 responded (63 “prefer not to share”)



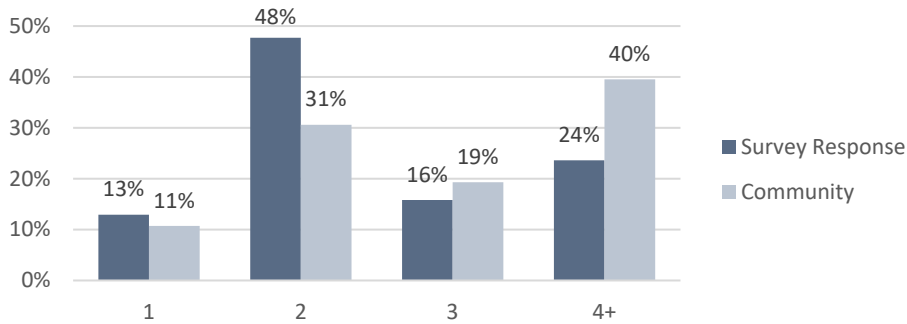
16. What is the primary language spoken in your household? (select one)

1,271 of 1,290 responded (38 “prefer not to share”)



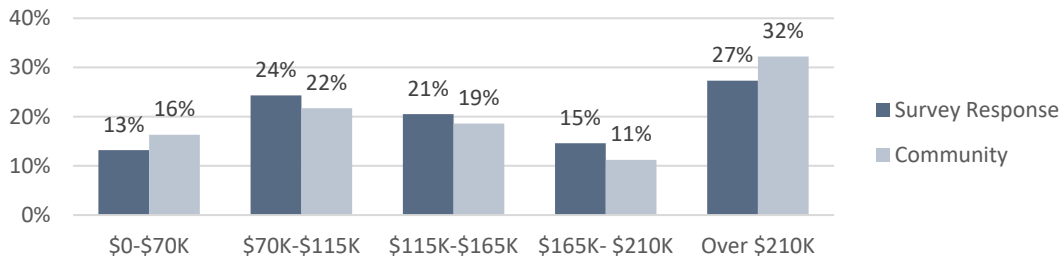
17. How many people live in your household? (select one)

1,278 of 1,290 responded (54 “prefer not to share”)



18. What is your annual household income? (select one)

1,263 of 1,290 responded (425 “prefer not to share”)





JOINT MEETING AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: Town and County Administration

PRESENTER: Tyler Sinclair and Jodie Pond

MEETING DATE: August 4, 2025

SUBJECT: Lodging Tax Ballot Question

STATEMENT/PURPOSE

The purpose of this item is for the Town Council and Board of County Commissioners to consider a Lodging Tax ballot initiative. This item is informational only with no action required.

BACKGROUND/ALTERNATIVES

On June 16 Town Council (Council) voted to ask the Board of County Commissioners (Commissioners) to consider placing a County-wide Lodging Tax Ballot initiative on a November 4, 2025 Special Election. The Council at the same meeting also directed staff to advise the County Clerk of the Town's desire to hold a Town-only Lodging Tax ballot for 2 pennies on a November 4, 2025 Special Election.

The Commissioners subsequently met and decided not to place a County Wide Lodging Tax Ballot initiative on a November 4, 2025 Special Election but agreed that further consideration of the topic was warranted. The Council subsequently met on July 7 and reconsidered their previous vote to place a Town-only Lodging Tax ballot for 2 pennies on a November 4, 2025 Special Election and choose instead to discuss the matter further with the County prior to proceeding.

To assist in the discussion staff have provided below a summary of the ability to impose a Lodging Tax in the County and Town.

- 5 cents split between state and local government.
 - 3 pennies to the State (80% to State Office of Tourism and 20% to Reserve)
 - 2 pennies to Travel & Tourism /County/Town. 60% to TTB. 40% split County/Town based on point of sale.
 - Currently in place
- 2 cents locally in 1-cent increments.
 - 2 additional pennies could be added via community vote
 - Can be joint Town/County ballot or separate only in the Town
 - Currently not in place
 - Must be voter approved
 - Town and County can share in lodging tax assessment or act independently.
- Total local option for lodging tax cannot exceed 2 pennies. Combined with State 5-penny assessment, the max allowed by statute is 7 pennies.
- Wyoming Statute § 39-15-203(a)(ii) states that if the proposition is approved, the same ballot language must be proposed at "the second general election following the election at which the proposition was initially approved and at the general election held every four (4) years thereafter."

- 1 cent of additional Lodging Tax, based upon the FY2026 Budget, would generate approximately \$950,000 for each of the Town and County. Specifically, that revenue would be spent as follows: 30% for visitor impact, 10% unrestricted. The remaining 60% is provided directly to the TTB for promotion and not included here.

Key Question 1: Do the Town and County want to place a ballot initiative before the voters to consider adding a County-wide Lodging Tax? If yes, in what amount?

Staff have provided a chart below that sets out future election dates and the latest date County Clerk notification would need to be provided for consideration of a Lodging Tax Ballot should the Council and Commission choose to proceed with a ballot initiative.

Upcoming Revenue Generating Election Dates and Ballot Resolution Deadlines		
Election Date	Election Type	110 Day Deadline to Provide Ballot Resolution to County Clerk
Tuesday, May 5, 2026	Special	Thursday, January 15, 2026
Tuesday, August 18, 2026	Primary	Thursday, April 30, 2026
Tuesday, November 3, 2026	General	Thursday, July 16, 2026
Tuesday, May 4, 2027	Special	Thursday, January 14, 2027
Tuesday, August 17, 2027	Special	Thursday, April 29, 2027
Tuesday, November 2, 2027	Special	Thursday, July 15, 2027

Key Question 2: What election date do the Town and County support placing a County Wide Lodging Tax ballot initiative before the voters?

The purpose of this item is to allow general discussion and direction on this topic. Should the Town and County choose to move forward, staff will return with the required statutory steps to initiate the placement on a ballot.

[COMPREHENSIVE PLAN ALIGNMENT](#)

To successfully implement the Comprehensive Plan, Town and County must set priorities, be strategic, and be disciplined. A critical component is prioritizing and identifying the necessary level of funding to address desired goals, policies, and strategies, which is critical to the successful implementation of Community Priorities and the Comprehensive Plan. In addition, many of the programs and strategies called for in the Comprehensive Plan come at an additional cost to the community, that current funding levels cannot accommodate. Chapter 8 - Quality Community Service Provision calls for *“Timely, efficient and safe delivery of quality services and facilities in a fiscally responsible and coordinated manner.”*

[STAKEHOLDER ANALYSIS](#)

All residents and visitors of and to Teton County

[FISCAL IMPACT](#)

Revenue: Estimates for each revenue option are provided above in the Analysis section.

[STAFF IMPACT](#)

The staff impact of preparing this report is estimated at approximately 4 hours.

[LEGAL REVIEW](#)

ATTACHMENTS

None

RECOMMENDATION

Staff makes no recommendation.

SUGGESTED MOTION

None at this time.