

TOJ Community Streets Plan

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TOWN OF JACKSON COMMUNITY STREETS PLAN

ADMINISTRATIVE DRAFT REPORT

July 2025



Photo by Danny Holland, Unsplash

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Acknowledgements

Project Team

Charlotte Frei
Cristi Landes
Floren Poliseo
Susan Scarlata
Brian Schilling
Kristen Waters
Michelle Weber

Project Steering Committee

Matt Carr	Kris Shean
Jean Day	Tianna Stanton
Anna Knapp	Joe Stone
Kevin Krasnow	Colleen Valenstein
Amy Kuszak	Steve Weisman
Duncan McLaurin	Francis Wachs
Bill McNamara	Tim Young
Sam Pope	



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1. INTRODUCTION

About the Community Streets Plan

The Town of Jackson is charting a bold course toward a more connected, resilient, and equitable transportation future. Rooted in the values of safety, access, and environmental stewardship, this plan reflects a deep commitment to the people who call this region home and to the extraordinary natural landscape that surrounds it. In this mountain community, mobility is more than movement—it's about sustaining a way of life that balances adventure, community, and conservation.

This plan begins with a simple truth: the way we design and move through our public spaces shapes the way we live together. When our streets are safe, welcoming, and accessible to all, they become places that strengthen social bonds and foster belonging. When they are built for people, they support local businesses, spark spontaneous conversation, and give everyone a seat at the table.

The Community Streets Plan is a blueprint for designing streets that work—for everyone. It's a framework to help us understand what each street needs to do, and how it can do it safely, effectively, and in harmony with the people and places it serves.

Not every street is the same—and that's the point. Some are front porches for neighborhoods, others are connectors across town. This plan helps match the design of each street with its purpose, making sure walking, biking, transit, and driving all fit together in a way that makes sense, feels safe, and supports daily life.

At its core, this plan is about making choices—thoughtful, place-based choices that reflect our values and prepare us for the future. It's about building streets that feel good to use, no matter how you get around.

Vision

The Town of Jackson and Teton County transportation system ensures safe and equitable mobility for all modes with the goal of a healthy environment, community, and economy for current and future generations. Travel by walking, biking, shared mobility, and transit will be safer and more convenient than travel by single-occupancy vehicle.

Goals

- **Safety:** Safety is paramount. We prioritize eliminating transportation fatalities and serious injuries, reducing crashes, and ensuring all streets, sidewalks, and pathways are safe, comfortable, and accessible for all.
- **Equity:** Equity is fundamental. We prioritize accessible and affordable transportation options that connect all neighborhoods to our pathway and street networks and ensure mobility options for users of all ages and abilities.
- **Health + Wellness:** Health and wellness are central to the quality of life of our community. We promote active transportation, reducing emissions, and prioritizing initiatives that contribute to the well-being of our residents and visitors.
- **Convenience for All Modes:** Convenience for all travel modes is key. We prioritize efficient walking, biking, shared mobility, and public transportation options over drive-alone trips, ensuring accessibility and ease of use for everyone.
- **Adaptability to Change:** We embrace adaptability. We remain flexible through updated design and streamlined regulations while following established goals to meet evolving needs from increased demands on our transportation system.
- **Integration with Nature:** We prioritize harmony between nature and the built environment. We protect wildlife, reduce emissions, and create infrastructure that preserves environmental health.

Using the Community Streets Plan

The Community Streets Plan is for Town of Jackson and Teton County staff, transportation planners and designers, building developers, and community members to understand the future direction and shape of Jackson's streets. The types of projects that use this resource include City-led capital projects, such as street repaving and reconstruction, developer led neighborhood planning, and developer constructed frontage improvements.

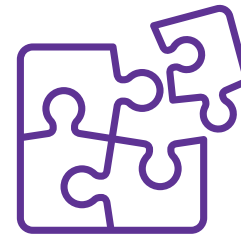
Street design is like a giant jigsaw puzzle. You need to have an idea about the final image you are trying to create, but you also need to have a good look at each of the pieces and make sure they all fit together. The purpose of this guide is to help transportation planners, designers and engineers identify priorities for a particular street, understand the critical design elements to meet these priorities, and craft a street that fits in the space that is available.

There are four steps to using the Community Streets Plan

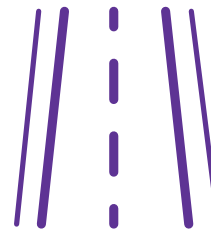
- 1. Identify Modal Overlay Priorities:** This chapter helps identify what type of street to create. What kind of street is this, which modes have priority, and how high is the place value of this street?
- 2. Understand Critical Street Design Elements:** This chapter helps arrange the puzzle defined by the modal overlays. This part identifies the puzzle pieces needed to compose the ideal street for your context, widths, and mobility needs.
- 3. Identify street design type to offer a starting point on cross section design:** How do the pieces fit together for different types of streets, how much flexibility is there if the pieces don't fit? Common mobility overlay pairs are translated into street design types to serve as a starting point for your design.
- 4. Get specific with the Transportation Engineering and Design Manual (TED Manual):** Critical dimensions are standardized in the Transportation Engineering and Design Manual. Refer to this for preferred, minimum, and maximum dimensions to apply to your street. In some cases, elements will need to be removed or reconsidered to respond to the right-of-way available, curb-to-curb width, or other site considerations.



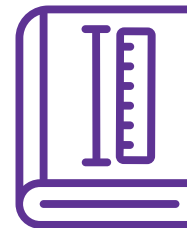
1. IDENTIFY MODAL OVERLAY PRIORITIES



2. UNDERSTAND CRITICAL STREET DESIGN ELEMENTS



3. IDENTIFY STREET DESIGN TYPE



4. APPLY THE TRANSPORTATION ENGINEERING AND DESIGN MANUAL

2. MOBILITY OVERLAYS

Mobility Overlays

Great streets serve many roles; but not all at once, and not all in the same way. The Town of Jackson's Mobility Overlays offer a clear, coordinated picture of how our street network supports different types of movement: walking, biking, transit, freight, and motor vehicles. Each mode has its own map, with major and minor priority routes identified based on current and future needs.

By thoughtfully assigning these priorities, designers can reduce conflicts between modes, improve safety for everyone, and make space for a wider range of travel choices. In many places priority routes are separated, such as focusing bike travel on quieter streets while keeping transit flowing on key corridors. This strategic approach allows each mode to function better, while supporting vibrant, people-friendly places along the way.

The Mobility Overlays are a foundation for smarter street design, helping us match the right infrastructure to the right location, and move closer to a system that's safe, intuitive, and ready for the future.

Each modal overlay includes guidelines on infrastructure requirements that are needed to ensure the network operates as intended. These recommendations are included in Part 3 of this document.

Mobility Overlays for Each Mode

Pedestrian+

The Pedestrian+ Mobility Overlay identifies priority corridors and zones where pedestrians are an important user. The "+" denotes that accessibility for people with disabilities is a priority and should be included as a base requirement throughout the Pedestrian+ network. Pedestrian Districts define areas where pedestrians should dominate the environment, Major Walkway routes should be highly pedestrian-oriented places, and Minor Walkway routes form network linking across the Town.

Bicycle

The Bicycle Mobility Overlay identifies a network of Major and Minor routes that cross town and connect to the larger pathways system. Major routes should be designed for higher comfort, quality and overall experience.

Transit

The Transit Mobility Overlay formalizes a transit classification system that reflects the current transit service in the Town of Jackson. Major routes serve multiple bus lines and more riders than Minor routes. Routes should be revised to respond to future changes in transit provision and land use changes.

Truck

The Truck Mobility Overlay formalizes a goods movement network, connecting commercial areas, industrial zones and providing connectivity to all neighborhoods.

Motor Vehicles

The Motor Vehicle Mobility Overlay serves as a base network of Arterials, Collectors and Local streets that the other overlays build upon.

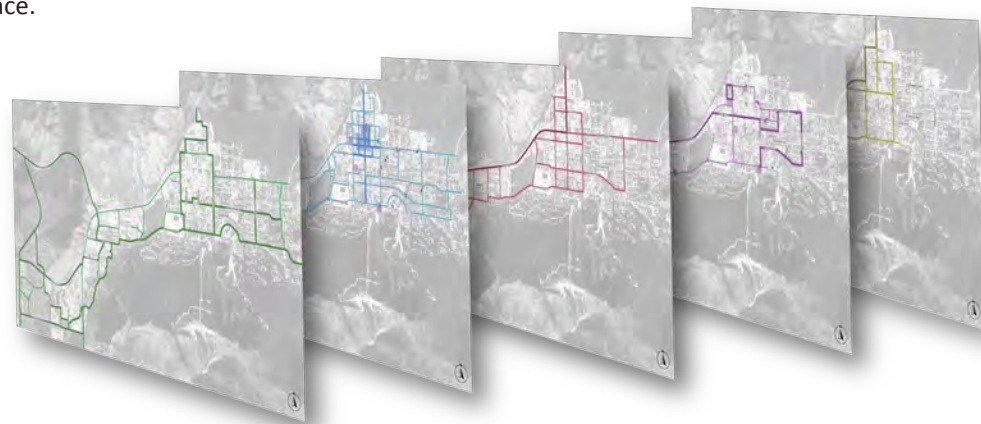


Figure 1. Mobility Overlays of the Town of Jackson work together for a nuanced understanding of mobility needs across town

Network Development Approach

The Modal Overlays presented in this plan formalize and modify today's multimodal routes and seeks to minimize negative externalities on their communities including safety outcomes, quality of the environment, and noise pollution. These objectives align with the Vision and Goals on p.1. The methodology for modal overlay development included:

Building on the present by mapping existing transportation facilities and reviewing the established, stated intents of the various modal networks and classification systems in place today. These plans included the 2007 Pathways Master Plan, 2015 Community Streets Plan, WYDOT Roadway Functional Classification system, and 2020 Jackson | Teton County Comprehensive Plan.

Identifying modal overlap between motor vehicles and vulnerable users to begin addressing a core concern of balancing the competing interests of multiple classifications within a corridor or for intersecting networks. While all modes should be able to navigate the town safely, pedestrian access should be established above all. Infrastructure for larger modes and higher volumes should only be provided in a way that maintains safety for pedestrians, bicyclist, and users with disabilities.

Evaluating and prioritizing unique modal characteristics. The 'most appropriate' mode choice(s) for trip types (e.g. distances) should be identified and prioritized through network design. Priority modes should be provided a more direct network (through time and/or distance) than competing modes. Other modal considerations include:

- **Route Directness:** How sensitive are users to route directness? For example, "desire lines" or "desire paths" often form when pedestrians find an informal route that is more direct than the formal walking route provided.
- **Trip time:** How sensitive are users to additional trip time? For example, trucks can be quite sensitive to trip times due to the value of the goods being transported.
- **Spatial Quality:** How sensitive are users to the spatial quality of routes? For example, people walking are very sensitive to traffic noise, while this goes entirely unnoticed when travelling in a car.
- **Traffic Safety:** How sensitive is a mode to traffic safety and security? For example, people cycling are likely to avoid routes that feel unsafe to them.
- **Level of Sociability:** What is the impact of other users on this mode? Do they prefer to be around others? For example, when travelling by foot it is easy and enjoyable to stop and chat with someone else on the sidewalk.

Balancing Place and flow. A street should be primarily an access street, or a flow road, not both, as that leads to unsafe situations. However, It is inevitable that preferred networks and area types will have conflicting objectives; for example, a street with a high mobility function (such as a principal arterial like Broadway and Cache) that runs through an area with a high place function (such as the Town Square). Where these conflicts occur, there are various options available to mitigate the impacts:

- **Redirect the traffic flow around the area,** so that the area can maintain its spatial quality but not through traffic functions; or
- **Maintain network routing through the area, but at a reduced speed.** The preferred traffic function may not be fully realized (e.g., road classification may be downgraded) and a negative impact on spatial quality will result from higher-than-ideal traffic volumes; or
- **Maintain the flow route of the network through the area.** The preferred traffic safety and spatial quality will not be realized.



Stakeholders discussing proposed mobility overlay maps and routes.

Place and Flow

When designing streets in the Town of Jackson, it's important to consider both place value—how a street contributes to the social and cultural fabric of an area—and flow value—how well it supports the movement of people and goods.

Place Value

Place value refers to the often intangible qualities that make a street feel welcoming, comfortable, and sociable—qualities that foster a sense of place and encourage people to stay and engage. High place value locations often serve as key gathering points or landmarks in a community. In Jackson, examples include Broadway Avenue near the Town Square and Center Street. These areas require thoughtful design that prioritizes people over cars—such as wider sidewalks, public seating, patio areas, or full pedestrianization where appropriate.

Flow Value

Most streets carry some degree of flow value, supporting daily travel for cars, bikes, pedestrians, and transit. Flow value refers to the street's ability to move people and goods—not just provide access to properties. For example, streets like West Broadway Avenue (west of Flat Creek) have a high flow value. Providing sufficient flow value on selected corridors is important for the Town to maintain its economic vitality and to enable the flourishing of local properties. However, it is also important to not oversupply capacity. An oversupply of capacity (specifically car capacity) leads to unnecessary and unwanted negative externalities including higher speeds, excessive maintenance cost, reduction in quality of pedestrian experience, and reduced road safety.

Flow ↑



Place →

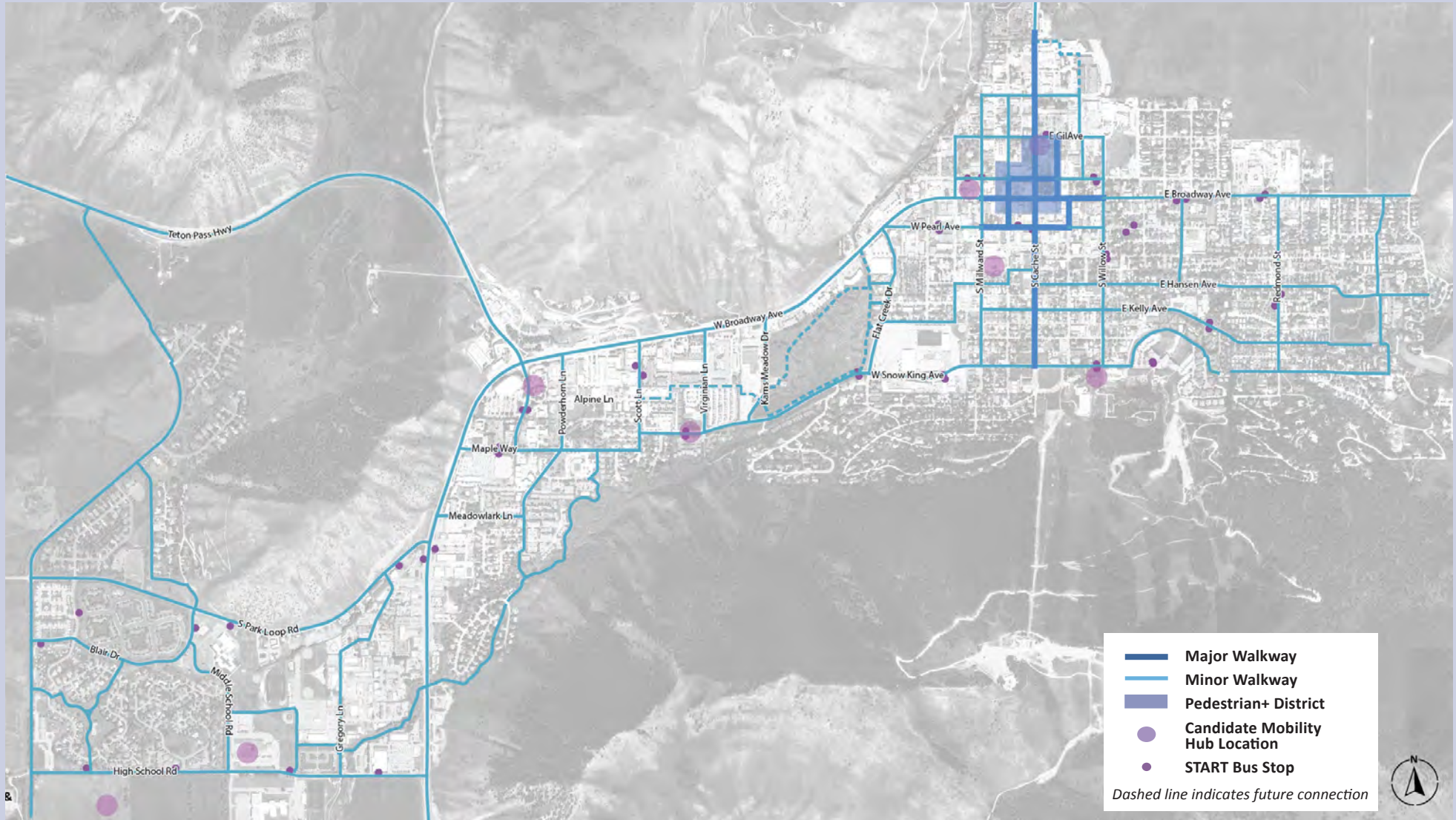
Figure 2. Place Value vs. Flow Value Diagram

Balancing Place and Flow

Not all streets need to be fully pedestrianized to support place value. On a smaller scale, designers might reclaim a few parking spaces for public amenities or create spaces near schools where children can safely gather. A scenic street in a tourist-heavy area might benefit from a realigned or reduced travel lane to make room for photography or seating, enhancing the overall experience and encouraging people to linger.

It is usually relatively easy to make design decisions for areas that score high in either place or flow value, but not both, whereas it is harder to design for streets that have a tight balance of place and flow or high demands in both areas. Streets like North Cache have both a high place and a high flow value. In cases like these, it is important to refer to the recommended street design requirements to identify trade-offs that may need to be made. This may mean that a reduction in available space to address the place value is needed but may also mean a reduction in flow value and thus car capacity.

PEDESTRIAN+ NETWORK



Map 1. Pedestrian+ Mobility Overlay Classification

Pedestrian+ Network

Pedestrian+ is inclusive of people with disabilities and all forms of pedestrian mobility, such as using a wheelchair. All pedestrian/ pedestrian+ environments will provide accessible mobility options for people with and without disabilities. This network elevates some streets as places where people outside of vehicles are the most important users.

Pedestrian+ District

Pedestrian+ Districts are areas of Town where pedestrians+ are expected to be the dominant road user and should be provided an exceptional level of service and priority over other modes.

Traffic Context

- On streets in Pedestrian Districts, auto volumes should be reduced as close as practicable to zero and speeds should be managed to 10 mph or less.
- Consider special streets in Pedestrian Districts, such as shared streets, pedestrian-priority streets, or pedestrian-only streets.

Infrastructure Recommendations

- Opportunities should be considered for closing blocks or portions of blocks to vehicle traffic.
- Use extra space for engaging/interactive and placemaking elements like seating, parklets, street art, patios, and canopies. Incorporate high quality accessible facilities and improvements to encourage mobility for people with disabilities in all capital improvement projects.

Major Walkway

Major Walkways are walkable corridors of higher density and/or with active ground floor retail where there is a desire to comfortably facilitate both movement and placemaking for a higher volume of pedestrians.

Traffic Context

- Traffic should be managed to 20 mph or below using elements such as curb extensions and reductions to corner radii.

Infrastructure Recommendations

- Sidewalk clear widths should be suitable for pairs of people to walk side-by-side while easily navigating others.
- Provide trees and landscaping in buffers to provide more distance from roadway traffic.
- Construct curb extensions at intersections and midblock crossings.
- Provide midblock crossings where destinations are spread along long blocks.

Minor Walkway

Minor Walkways are multimodal movement corridors where a good level of service is desired to facilitate pedestrian movement.

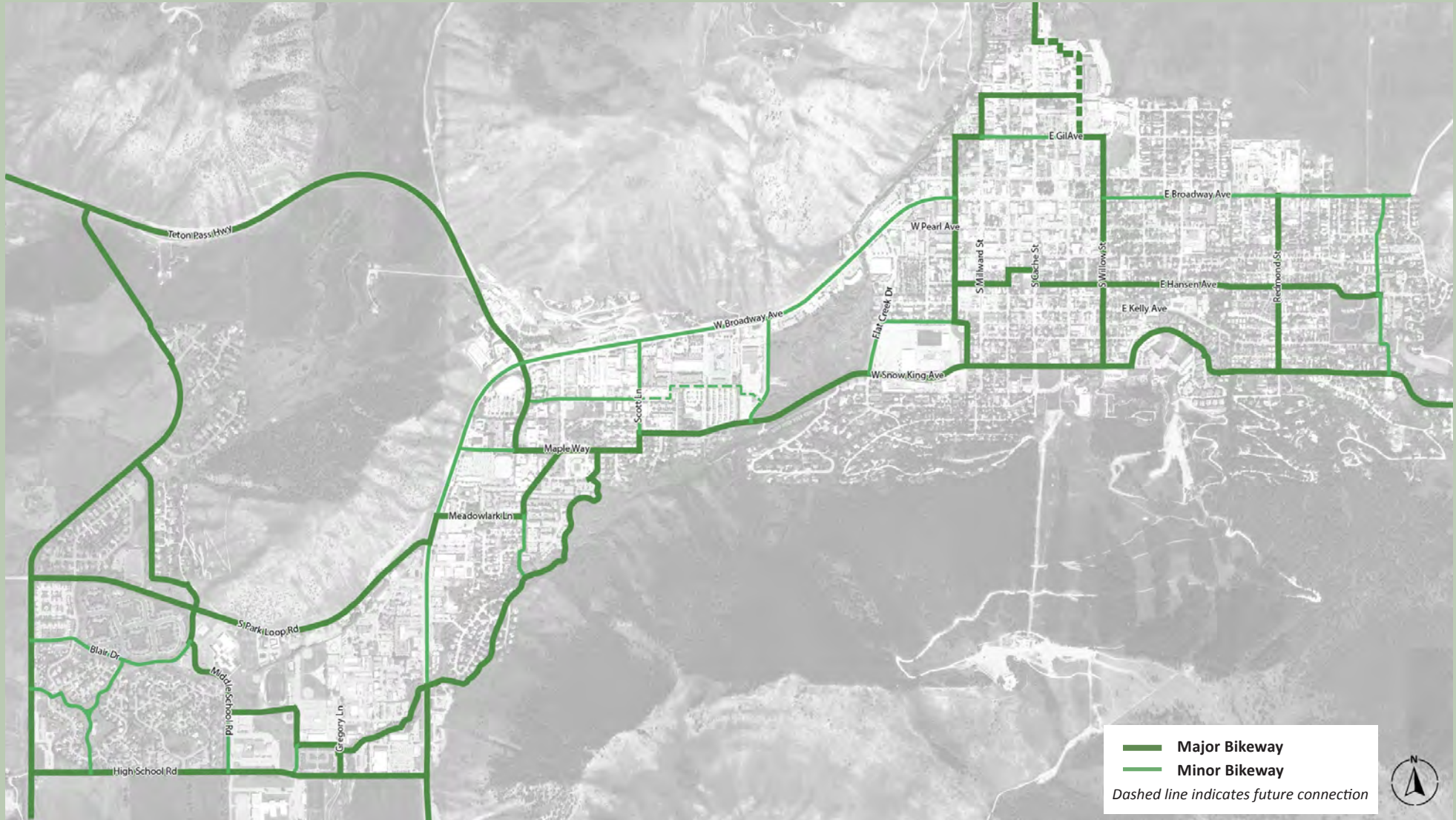
Traffic Context

- Walkways may be designated on streets of all types and are designed to serve a transportation function

Infrastructure Recommendations

- Sidewalk clear widths to support side-by-side walking with a buffer that provides comfortable separation based on the volume/speed of vehicle traffic.
- Plan trees in the buffer zone.

BICYCLE NETWORK



Map 2. Bicycle Mobility Overlay Classification

Bicycle Network

Bicycle classifications designate a system of streets and pathways that prioritize the movement of people on bicycles to nearby areas, across town, and within neighborhoods.

Major Bikeway

Major Bikeways form the backbone of the Town's bikeway network and are intended to serve high volumes of bicycle traffic with direct, seamless, efficient travel across Town neighborhoods and to the regional Pathways system.

Traffic Context

- Major Bikeways may apply to a variety of traffic contexts from car-free Pathways to Arterial Streets to calm Local Service Traffic Streets.

Infrastructure Recommendations

- Provide high-comfort all-ages-and-abilities bicycle facilities that are appropriate for the volume and speed of vehicles, with widths and buffers that exceed minimums.
- At major intersections, consider protected intersections, protected roundabouts, or grade separations. At minor intersections, the bikeway should receive priority over the intersecting street.
- Along these routes, parking removal or other reallocations of the public space may be necessary.

Minor Bikeway

Minor Bikeways are intended to provide direct and convenient bicycle access to significant destinations, between Major Bikeways, and to offer network coverage every ¼ mile.

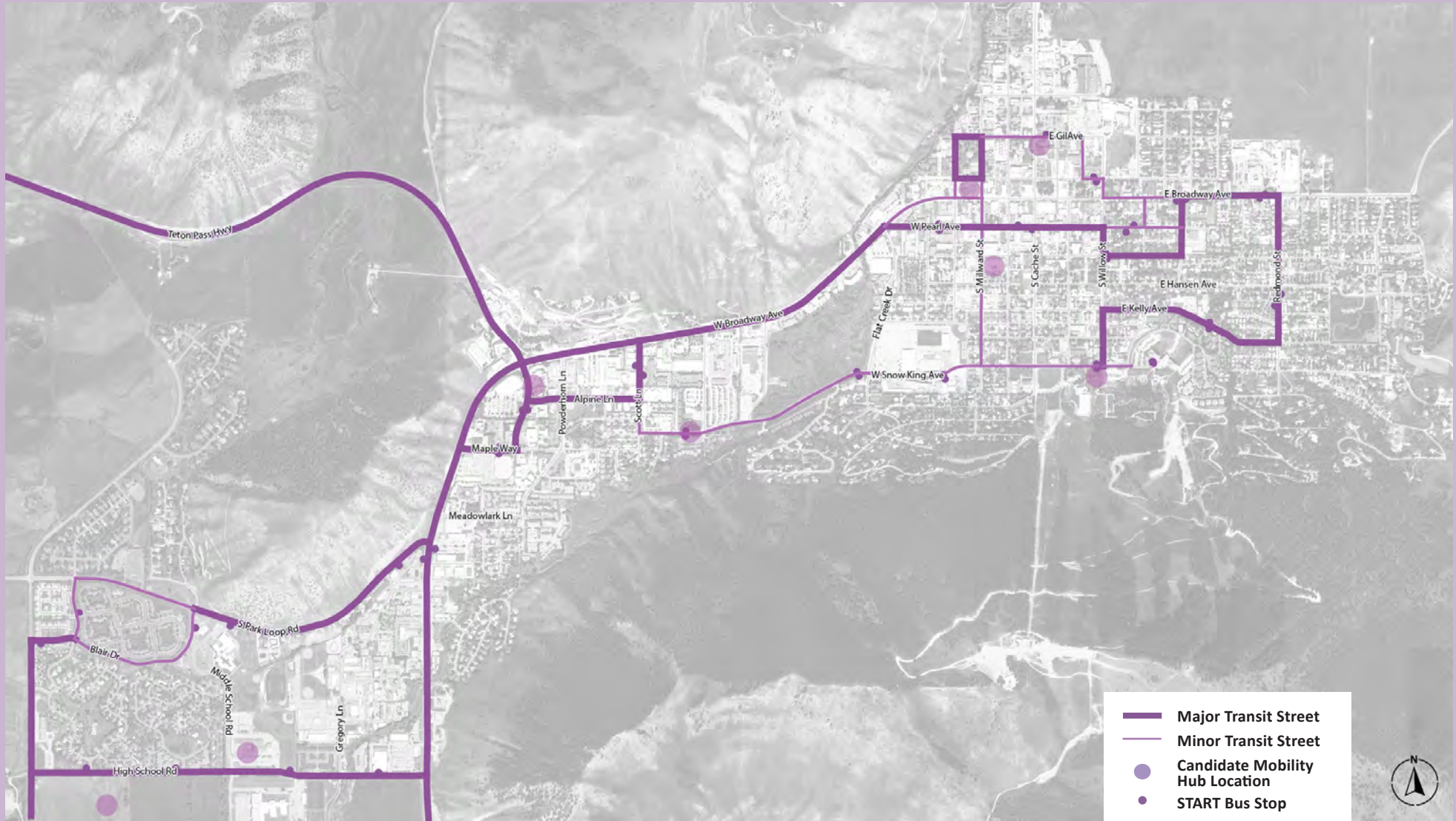
Traffic Context

- Bikeways may apply to a variety of traffic contexts, from car-free Pathways to Arterial Streets and calm Local Service Traffic Streets.

Infrastructure Recommendations

- Facilities along Bikeways should meet safety criteria for all ages and abilities in response to volume and speed of vehicles.
- Minor bikeway facilities have less emphasis on serving high volumes of bicyclists and may be designed with narrower travel area widths and decreased priority at crossings.

TRANSIT NETWORK



Map 3. Transit Mobility Overlay Classification

Transit Network

Transit classifications designate a system of streets that prioritize or facilitate the movement of transit vehicles for regional, town, and local trips.

Major Transit Street

Major Transit Streets are used by multiple bus routes and carry several buses per hour. The efficient movement of transit vehicles is a priority.

Traffic Context

- Typically, on Arterial Streets, transit vehicles share the general-purpose lane with motor vehicles.

Infrastructure Recommendations

- Consider measures to reduce delay particularly at intersections (e.g., queue jump lanes, transit signal priority).
- Provide high-quality amenities at bus stops.
- Serve mobility hub destinations for multimodal transfers.
- Provide transit-supportive travel lane widths and supportive effective turning radius.
- Consider (sections of) bus only lanes to prioritize transit where traffic congestion is causing significant delay to transit vehicles.
- On non-Arterial Streets, curb extension bus stops in parking lanes (rather than bus pullouts) allow buses to stop in-lane to minimize delay and provide more waiting area for passengers.

Minor Transit Street

Minor Transit Streets carry a single route and offer less frequent service. Vehicles still need to be accommodated but not necessarily prioritized.

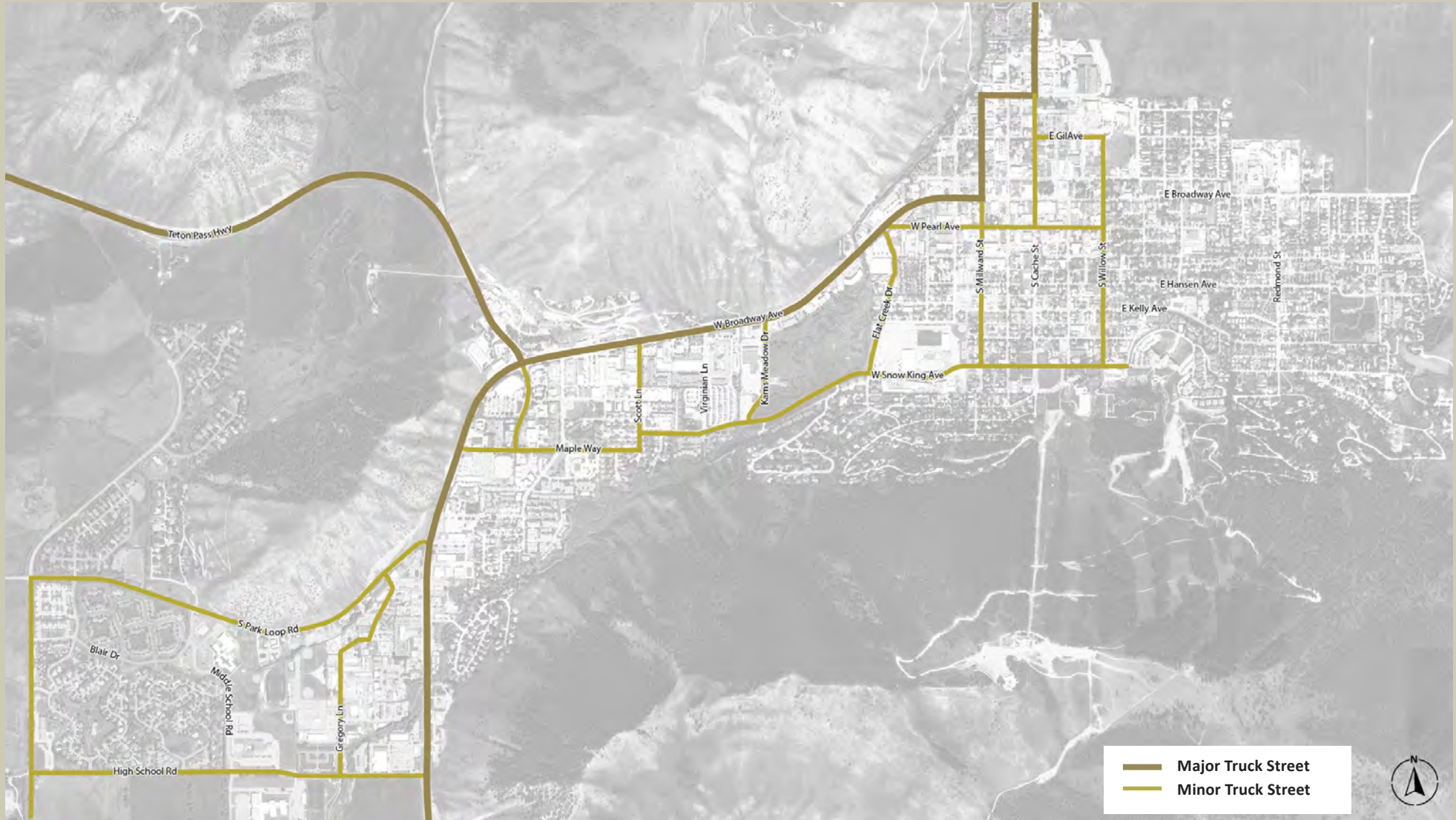
Traffic Context

- Typically, on Collector Streets, transit vehicles share the general-purpose lane with motor vehicles.

Infrastructure Recommendations

- Standard lane widths can support bus travel on minor transit streets.
- Provide transit compatible effective turning radius at turns in transit routes.
- Provide basic amenities at bus stops, such as bench seating.
- Locations with notably high ridership levels should consider providing curb extension bus stops with a shelter for an improved transit user experience.

TRUCK NETWORK



Map 4. Trucks Mobility Overlay Classification

Truck Network

Truck classifications designate a system of streets that support the movement of goods and services at the regional, town, and neighborhood scales. Routes were selected to directly serve Town of Jackson commercial districts, main streets, commercial zones, and industrial land uses.

Major Truck Street

Major Truck Streets are intended to serve as principal routes for regional goods movement between towns and villages.

Traffic Context

- They generally follow State Highways but may deviate to avoid impacts on local livability.

Infrastructure Recommendations

- Provide transit-compatible wide curb lanes and appropriate effective turning radii for right turns between Priority Truck Streets and Truck Access Streets.
- Minimize driveway access on Major Truck Streets to reduce user conflicts.
- Consider opportunities to provide intermodal facilities to transfer goods from large to small vehicles for local deliveries.

Minor Truck Street

Minor Truck Streets are intended to serve circulation routes for delivery of goods and services to neighborhood-serving commercial and employment uses. Design Minor Truck Streets to accommodate truck needs in balance with other modal needs of the street.

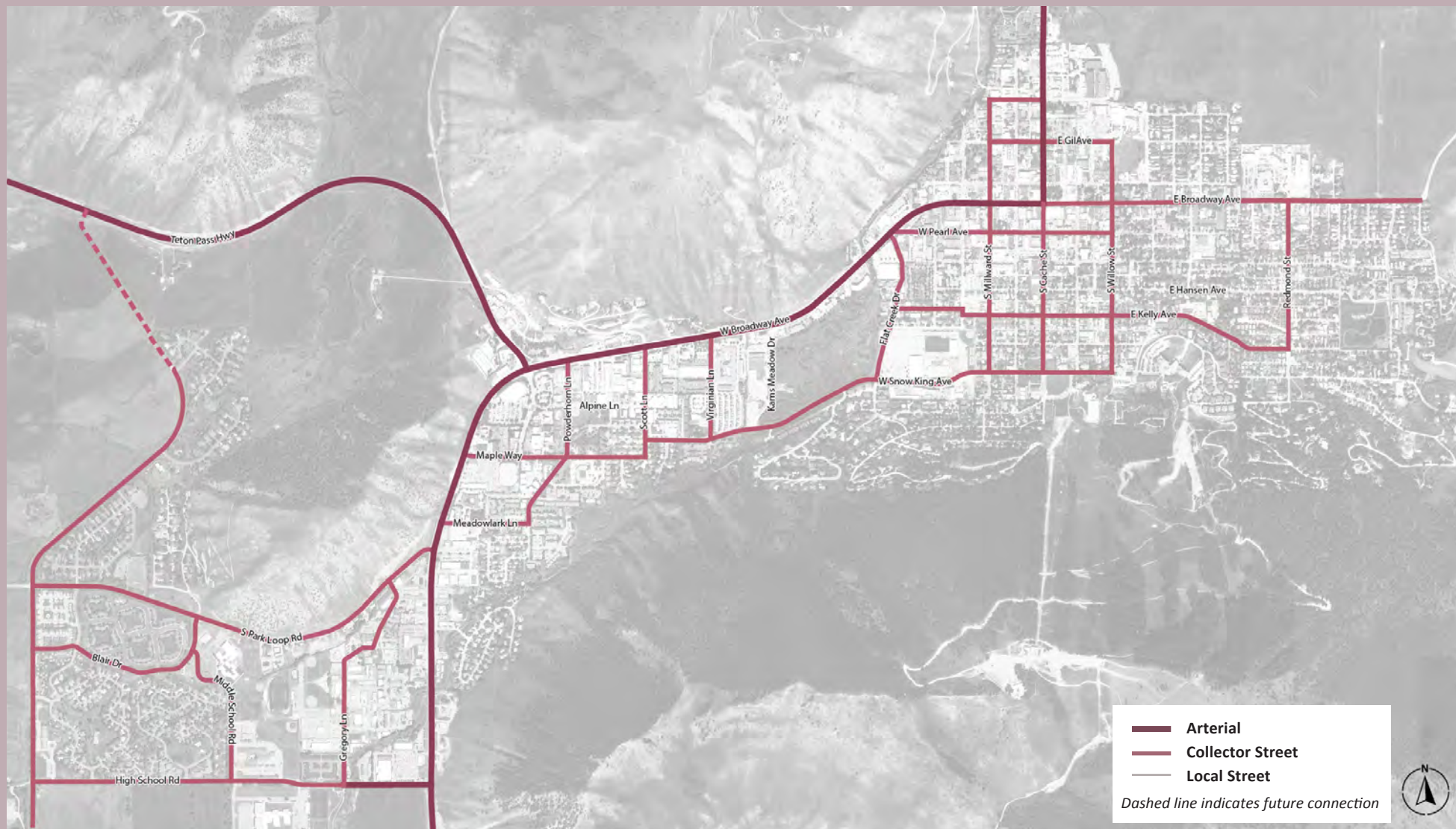
Traffic Context

- Minor Truck Streets often overlap with other modal priorities. High speed through movement is not the focus of these streets; speeds should be sufficiently low to not deteriorate from the quality of the environment for other modes.

Infrastructure Recommendations

- Formal Loading Zones should be established along main streets and near pedestrian districts for final delivery by hand truck.
- Provide transit-compatible wide curb lanes and appropriate effective turning radii between Minor Truck Streets and connections to Major Truck Streets.

MOTOR VEHICLE NETWORK



Map 5. Motor Vehicles Mobility Overlay Classification

Motor Vehicle Network

Motor vehicle classifications designate a system of streets that support the movement of motor vehicles for regional, town, neighborhood trips. For each traffic classification, the street should be designed so that the majority of motor vehicle trips and travel behavior should match its classification description.

Arterial Street

Arterial Streets are designed for safe travel at moderate speeds (25-30 mph) through the town, connecting to regional routes that are designed for higher speeds (55+ mph). They generally receive priority over intersecting streets.

Traffic Context

- Traffic volumes of fewer than 18,000 vehicles per day preferred.
- Traffic operating speeds ≤ 30 mph in the built-up area may be possible provided this does not detract from other modal priorities.
- Two vehicle lanes per direction where needed (> 12,000 vehicles per day.)

Infrastructure Recommendations

- Lane widths should be minimized for safety. Refer to the **TED Manual** for specific dimensions.
- Walking and cycling facilities should be provided in spaces that are distinctly separate from the roadway.
- Where possible, driveways that access directly onto the road should be avoided or consolidated, with traffic directed to Collector or Local streets to access properties instead.
- On-street parking is generally not provided on Arterial Streets.

Collector Street

Collector Streets are intended to serve as distributors of traffic from Arterial Streets into neighborhood districts or to serve trips that both start and end within a neighborhood district.

Traffic Context

- Traffic volumes of fewer than 8,000 vehicles per day.
- Target operating speeds ≤ 25 mph.
- Single vehicle lane per direction.

Infrastructure Recommendations

- Consistent with the Comprehensive Plan, reduction in motor vehicle congestion (i.e. increased flow) is given less priority than: supporting pedestrian access and enhancing the pedestrian environment; maintaining on-street parking to support land uses; accommodating transit; or accommodating bicycles.
- On-street parking is not encouraged on Collector Streets, and curb zone space is better used to serve other modes.

Local Street

Local Streets are intended to provide access to local residences or commercial uses. These streets provide local access and circulation for traffic, while often functioning as through routes for pedestrians and bicyclists.

Traffic Context

- Traffic volumes of fewer than 1,500 vehicles per day.
- Traffic operating speeds ≤ 20 mph.
- Traffic calming features present.

Infrastructure recommendations

- No centerline should be marked on Local Service Traffic Streets.
- Travel area pavement width should be intentionally constrained to slow traffic.
- Traffic calming tools and traffic slowing devices may be used to improve neighborhood safety and livability or if needed to support a walkway or bikeway classification.

MANGELSEN
IMAGES OF NATURE GALLERY

LIBERTY
BURGER

Merry Piglets
Mexican Cantina

Robert Corbis via Flickr (CC BY-SA 2.0)

LIBERTY BURGER

Merry Piglets

ML
Boulevard



3. DESIGN ELEMENTS

Introduction to Design

Design is where vision becomes reality. The Street Design Elements in this plan are the tools we use to bring our mobility goals to life—curbs, crossings, sidewalks, bike lanes, transit stops, street trees, and more. These elements shape how a street feels, how it functions, and whom it serves.

Each element in this chapter supports the priorities identified in the Mobility Overlays. Together, they allow us to design streets that are safer, more efficient, and more welcoming for everyone—whether you’re walking with a stroller, catching a bus, riding a bike, or delivering goods. These tools aren’t one-size-fits-all; they’re adaptable parts of a toolkit we can tailor to each street’s role in the network.

By using the right elements in the right places, we can create streets that don’t just move people—but connect them, protect them, and enhance the character of the places they move through.

Street Design Elements

This section describes, defines, and provides recommended street design elements that help achieve the goals of the over-arching vision of this mobility overlay. **These street design elements are the puzzle pieces that need to be considered for all future street redesign projects and should be implemented on a retrofit basis on key streets in the network.**

This section defines the tools in the toolbox and includes a recommendation on which streets these tools are appropriate. For dimensions and more technical guidance, we refer to the Transportation Engineering Design (TED) guide and/or other external design guidelines.

For each element, the applicable Mobility Overlay context has been defined and displayed as a barcode at the bottom of the design element description. The identification of a preferred Mobility Overlay classification isn’t exclusive, and while these elements will be most successful in specific mobility contexts, designers and engineers should use professional judgement when selecting and applying design elements.



Figure 3. Wide sidewalk on a main street.

Sidewalks

Sidewalks are dedicated pedestrian facilities that provide safe and accessible pathways for people walking, using mobility devices, or other non-motorized travel. They serve as essential infrastructure for local mobility, connecting homes, businesses, transit stops, schools, and other destinations.

Design Considerations

Sidewalks should include curb ramps at intersections, meet ADA standards for accessibility, and be integrated with crosswalks, signals, and wayfinding elements to support a safe and comfortable pedestrian experience. In areas with higher foot traffic, sidewalks should be wider and include additional amenities like trees, public art, or stormwater planters to enhance the pedestrian experience.

Overlay application	
Pedestrian District	
Major Walkway	
Minor Walkway	
Major Bikeway	
Minor Bikeway	
Major Transit	
Minor Transit	
Major Truck	
Minor Truck	
Arterial Street	
Collector Street	
Local Street	



Figure 4. Boardwalk in Jackson's Town Square

Boardwalks

Boardwalks are wooden walkways traditionally used in Jackson's Town Square that enhance the town's unique identity. Boardwalks contribute to the area's walkability and charm, drawing visitors to explore shops, restaurants, and cultural landmarks. They're not just functional infrastructure but are part of the town's identity and visitor experience.

Design Considerations

Boardwalks should be slip-resistant surfaces or treated wood to improve safety in wet or snowy conditions. Adjacent streets outside the Town Square limits may integrate boardwalk design by mimicking the boardwalk slats with concrete.

Overlay application	
Pedestrian District	
Major Walkway	
Minor Walkway	
Major Bikeway	
Minor Bikeway	
Major Transit	
Minor Transit	
Major Truck	
Minor Truck	
Arterial Street	
Collector Street	
Local Street	



Figure 5. Stormwater Curb Extension (Source: NACTO)

Curb Extensions

Curb extensions are one of the most effective measures available to improve pedestrian safety and comfort in Jackson. Curb extensions not only improve the visibility of pedestrians at intersections, but they also reduce the crossing distance and thus the time it takes to cross the road. This reduces the duration of risk exposure to pedestrians, making the crossing inherently safer. Additionally, curb extensions allow adjustment to the corner radius to slow down turning vehicles where appropriate. This combination of benefits makes curb extensions one of the most effective safety features.

Design Considerations

Curb extensions can be achieved both through temporary and permanent materials. Special consideration should be given to drainage requirements and snow storage. Creating a permeable extension that does not interfere with existing stormwater drainage facilities is a cost-effective, rapid method of implementation. Bollards and other non-protective, removable components are recommended only as a temporary (maximum of two years) measure, until funds become available for permanent installation. The needs for winter maintenance, particularly snow plowing and snow removal operations, must be factored into the design and use of curb extensions and other traffic calming elements that shift the curb alignment.

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street

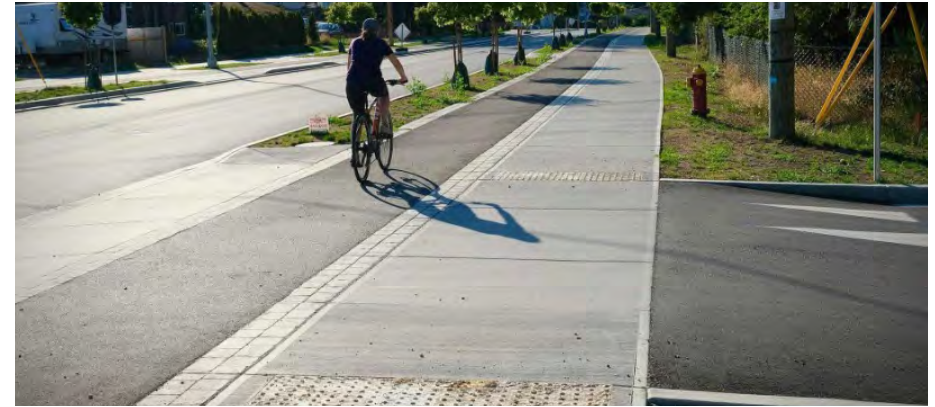


Figure 6. Continuous Side Street Crossing (Source: Nanaimo, BC)

Continuous Side Street Crossing

Continuous side street crossings provide a continuous surface and material for sidewalks and protected bike lanes as they cross side streets. This design has multiple benefits including:

- Improved accessibility for people with disabilities: no curb ramps needed; smooth, continuous sidewalk experience.
- Improved safety: cars must slow down significantly to mount the provided ramp, and drivers have instant recognition of the crosswalk. When combined with curb extensions on the major roadway, they slow cars and improve intervisibility between drivers and pedestrians.
- Improved interaction: This design is proven to greatly enhance yielding rates and safety, as drivers and pedestrians have time to make eye contact.

Design Considerations

Continuous side street crossings are especially effective when combined with steep (1:5) vehicle crossing ramps, curb extensions, and protected bike lanes. The sidewalk and protected bike lanes remain level with the approaching legs on either side of the intersection. A buffer is provided between the bikeway and roadway (through curb extensions on the major roadway where needed) to ensure that drivers of turning vehicles have time to see and stop for pedestrians and cyclists.

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street



Figure 7. Street furniture in Jackson

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street

Street Furniture

Street furniture includes objects and amenities placed in the public right-of-way to support comfort, safety, and functionality for people using streets and sidewalks and patronizing businesses. It enhances the pedestrian experience and helps define the character of a street or neighborhood. Common types of street furniture include benches or seating for resting or dining, trash and recycling bins to maintain cleanliness, street lighting for safety and visibility, wayfinding signage, planters and trees for greening the space, and public art, kiosks, or drinking fountains.

Design Considerations

Design should focus on durability, accessibility, and placement. Materials should withstand weather and wear and be easy to maintain. Placement should avoid obstructing the pedestrian through zone, typically locating items in the furniture or buffer zone between the sidewalk and curb. Well-designed street furniture contributes to a welcoming and functional streetscape, encouraging people to linger, socialize, and safely navigate their environment. Place benches perpendicularly on large curb extensions to create micro public plazas and foster interaction with people walking along the sidewalk.



Figure 8. Trees wells in Montreal, Quebec

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street

Parking Bays

Most streets in Jackson that have on-street parking are fitted with uninterrupted parking lanes along the entire length of the block face. While this helps streamline winter maintenance, it results in wide streets which has the negative effect of encouraging high speeds, especially in areas with high ratios of off-street parking and limited parking demand (during the day or in the evening hours). An alternative that has better traffic calming benefits while retaining the on-street parking is to place tree wells, planters, or other streetscape elements in between the parking bays at a rate of around one tree well for every five parking spaces (1:5). This reduces the visual width of the street, slows traffic, adds beautification elements, and still allows for plenty of on-street parking.

Design Considerations

When introducing tree wells, it is recommended to allow stormwater to drain into the ground unimpeded. The use of full-height curbs around the tree well is not recommended. Ensure the tree well is of sufficient size for the tree to absorb enough water and nutrients, and take special care when using salt for winter maintenance. Special sleeves should be used to protect the trees from salt, grit, and excessive snow build-up. As with Curb Extensions, the design and use of tree wells needs to factor in snow plowing/removal and other maintenance operations.



Figure 9. Central median in Voorschoten, The Netherlands

Central Medians

Many of the streets in Jackson have street/travel lane widths that are wider than necessary for safe vehicular travel. This encourages higher vehicle speeds, makes streets harder to cross on foot, and results not just in higher crash rates, but also higher levels of noise pollution. To remedy excessive travel lane width without removing space for snow storage, one option that carries traffic calming benefits is to introduce central medians on collector and arterial streets. These central medians can be either planted or filled with stone materials. They can be retrofitted into the existing street pavement without requiring significant drainage adjustments. Operationally they may require that snow be cleared towards the center of the road, which has the benefit of improving the accessibility of on-street parking and crossing opportunities for pedestrians.

Design Considerations

The central medians should ideally be wide enough to support trees and plantings. Unplanted medians can be narrower. If available width is limited, it is possible to create a mountable median using a different material from the road surface. For example, cobble stones, stamped concrete, or natural rock types can be used to create a physical, tactile barrier between the different directions of travel without impeding the ability of larger vehicles cross the median.

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street



Figure 10. Median Crossing Island (Source: Iowa State University)

Pedestrian Refuge Islands

A pedestrian refuge island is a curbed space between opposing lanes of traffic, which can be designed to help people more safely and comfortably cross a street. They reduce the mental load on people crossing due to the fact that they only cross one lane of traffic at a time. Median islands are particularly beneficial at midblock crossing locations but can also greatly improve the safety of unsignalized intersections of collector streets.

Design Considerations

To ensure the safety of pedestrian refuge islands, it is important that they provide adequate protection. There should be some horizontal deflection for car drivers to reduce their speed and heighten their attention. This can be achieved by removing parking spots at the location of the crossing.

Pedestrian refuge islands designed with adequate width may be used for snow storage. In areas of regular snowfall, median islands may be marked with objects visible to plow operators.

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street



Figure 11. Mini roundabout

Mini Roundabouts and Neighborhood Traffic Circles

In locations where two local roads meet, a four-way stop may be an appropriate solution. However, four-way stops rely completely on compliance for effectiveness. To improve safety, it can be appropriate to apply mini roundabouts at the intersection of two local roads. Also known as a neighborhood traffic circle, a mini roundabout comes in many shapes and forms but generally leads to reduced speed at the intersection while maintaining a more continuous traffic flow.

Design Considerations

The biggest design consideration is whether to design a mini roundabout to be mountable or not mountable. Mountable allow for larger vehicles to roll over the roundabout, but also have limited speed reduction factor. Non-mountable roundabouts are more efficient at deflecting traffic, but require more space and can limit the maximum vehicle size that uses the street.

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street

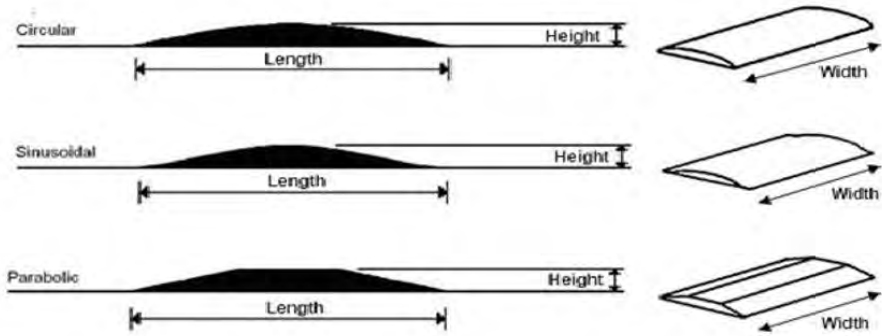


Figure 12. Speed table types (Source: Speed hump design study)

Traffic Calming Features

Ensuring vehicle speeds remain close to the desired design speed (20 mph, depending on the street classification), traffic calming is important for safety and livability. The lower the design speed, the more traffic calming features are required to encourage drivers to maintain a consistently low speed.

The first option for traffic calming is width reduction. Narrow lanes, removed center lines and added street trees are all design tools to achieve slower speeds. However, width reduction alone is not always enough. At the lower design speeds horizontal deflection may be required. This means adding chicanes, swapping the location of on-street parking and adding short sections of one-way at traffic.

Design Considerations

If opportunities for horizontal deflection are limited or at pedestrian crossings, vertical deflection may be required. Speed tables function well to retrofit existing streets at low cost. When built, speed tables should be designed to an appropriate speed, using preferably sinusoidal profiles (see above) to ensure higher levels of comfort while achieving maximum speed reduction.

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street

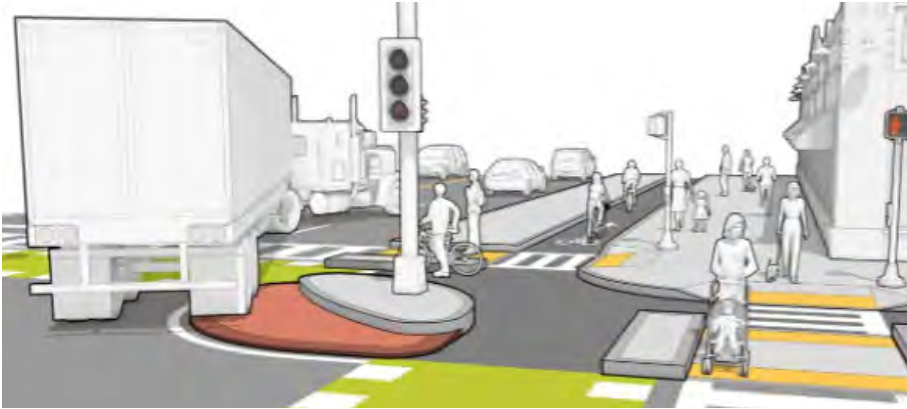


Figure 13. Protected Intersection Detail (Source: MassDOT)

Protected Intersections

The default treatment for any signalized (and some unsignalized) intersections on the Bicycle Mobility Overlay should be the protected intersection typology. Protected intersections, which have been standard practice in several areas of Europe for years, are now becoming common in North America and are included in the 2024 AASHTO Bicycle Guide. They provide cyclists and pedestrians improved protection, better visibility for all users and shorter crossing distances, leading to better overall intersection performance. Especially on streets that are important bicycle and pedestrian routes, it is recommended to implement this style of intersection. Refer to AASHTO Bike Guide section 7.9.7 for guidance on protected intersection design.

Design Considerations

Protected intersections feature protected bike lanes through the intersection, protected by corner islands that include a vertical feature. Separate pedestrian crossings with refuge islands are also provided. This gives bicycles and pedestrians a shorter crossing distance, better intervisibility and a tighter turning radius for vehicles. Physically separated bicycle and pedestrian facilities with buffer zones allow for snow clearance of each facility without impacting the other.

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street



Figure 14. Protected Roundabout Detailing (Source: Mobycon)

Protected Roundabouts

Roundabouts are a significantly safer intersection solution than traffic signals. According to the FHWA, a transformation from a traffic signal to a roundabout may result in a 78% reduction in fatal and injury crashes. Well designed roundabouts also provide high levels of safety and comfort for pedestrians and cyclists. For this purpose, it is recommended to investigate the application of a protected roundabout, (a roundabout with enhanced safety features for pedestrians and cyclists) for every major intersection in Jackson. If due to space constraints, a roundabout is not feasible, it is possible to revert back to a protected intersection.

Design Considerations

A well-designed protected roundabout has perpendicular approach angles, protected bike lanes, pedestrian priority and a design speed for the circulatory roadway of 15-20 mph. Specialist design guidance will be required for the design of this type of protected roundabout. Physically separated bicycle and pedestrian facilities with buffer zones allow for snow clearance of each facility without impacting the other.

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street



Figure 15. Protected bike lane

Protected Bike Lanes

Protected bike lanes are on-street bikeways that are physically separated from motor vehicle traffic and distinct from sidewalks. They provide a safe, comfortable, and low-stress space for people of all ages and abilities to ride bikes, e-scooters, and other micromobility devices.

Design Considerations

Protected bike lanes are typically installed on Major streets where traffic volumes and speeds are higher, making unprotected bike lanes less comfortable or safe. A physical barrier such as curbs, flexible bollards, parked cars, planters, or raised medians can separate the bike lane from moving vehicles. The bike lane should be made of a smooth, well-marked surface, with clear striping and bike symbols. Major Bikeways should be wide enough for passing, refer to the TED Manual for dimensions. At intersections, dedicated bike signals or signage could reduce conflicts with turning vehicles. Bike lanes should be integrated with bike parking for safe connections to destinations. Physically separated bicycle and pedestrian facilities with buffer zones allow for snow clearance of each facility without impacting the other.

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street



Figure 16. Pathway in Jackson, WY

Pathways

Pathways are off-street facilities designed for multiple modes of active transportation, including walking, biking, running, and rolling. They are typically separated from motor vehicle traffic and provide a safe, comfortable, and low-stress environment for people of all ages and abilities. Shared use paths are often located along greenways, waterways, utility corridors, or rail lines, and serve both recreational and transportation purposes.

Design Considerations

Design characteristics of shared use paths include a wide, smooth surface with a minimum width to accommodate two-way travel and multiple users. Clear signage, centerline striping, and frequent access points help promote safe sharing of space and connectivity to surrounding neighborhoods and destinations. Additional features like lighting, wayfinding, seating, and landscaping enhance comfort and usability, while gentle grades and curb ramps ensure accessibility for all users.

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street



Figure 17. Bike parking corral in Jackson, WY

Bike Parking

Bike parking on Minor streets typically includes standard inverted-U racks or other small-scale fixtures installed on sidewalks or near building entrances. These are placed out of the pedestrian clear zone and are often located near destinations like shops, schools, or community centers. Their design focuses on accessibility, visibility, and security, allowing cyclists to lock the frame and at least one wheel of their bike. On Major streets, where pedestrian volumes are higher, cities often install bike parking corrals. These are groups of racks placed within the street, typically in the space of one or two car parking spots. They should be applied along major and minor bikeways, but also in high density destination areas and close to major transit stops.

Design Considerations

Corrals are often protected with curb extensions, planters, or flexible posts to provide a buffer from moving traffic.

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street



Figure 18. Example of a modal filter

Modal Filters

Modal filters are very effective measures to reduce vehicle volumes, reduce cut-through traffic in neighborhoods and avoid high speeds in grid-like street configurations. They can help achieve safe and comfortable bicycle boulevards without the need for investment in protected bike lanes. They can easily be retrofitted, don't require expensive infrastructure and are easily moved in case something changes in the network. There are many options available from low cost options like boulders to more expensive automatic bollards. Strategic use of modal filters is an easy solution for improving the safety and quality of life on local streets.

Design Considerations

When planning modal filters, it is important to ensure access to all properties is maintained and that emergency vehicle routes and truck routes are still being facilitated appropriately. If necessary, raising bollards or run-over bollards can be used to guarantee emergency vehicle access. Ensure there is a local vehicle circulation plan in place before placing the modal filters.

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street



Figure 19. START bus shelter near Jackson’s Town Square

Transit Shelters and Stops

Transit shelters are installed at high-ridership stops or transfer points along Major Transit streets. These shelters provide seating, lighting, protection from the elements, and often include real-time arrival information, system maps, and advertising panels. Given the higher pedestrian and vehicular traffic on major streets, shelters are designed to be highly visible and allow for safe boarding. On Minor Transit streets with low ridership, transit stops may include a sign pole with route information, a bench, and in some cases, a small canopy or shelter. Stop accessibility, visibility, and connectivity ensures that riders can safely wait and access the stop.

Design Considerations

Placement of transit shelters often incorporates features like curb extensions or bus bulbs for service efficiency and passenger comfort. While less infrastructure-intensive, transit stops should still follow universal design standards and be coordinated with curb ramps and pedestrian access routes.

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street



Figure 20. Floating bus stop in Vancouver, Canada

Floating Bus Stops

Streets that serve both bicycle and transit priority are key streets on which floating bus stops should be implemented. Floating bus stops allow the bus to stop in the roadway, it allows for comfortable disembarking of passengers and safe passage of bicycles. This type of infrastructure provides superior safety and comfort for both pedestrians, cyclists and bus passengers. Refer to AASHO Bike Guide section 7.9.14 for guidance available on the specific design requirements of these facilities, as they require good design for accessibility, particularly for people with vision or mobility impairments.

Design Considerations

Floating bus stop islands should be wide enough for bus passengers to comfortably disembark the bus before crossing the cycleway. The crossing of the cycleway can be indicated by a marked or unmarked crosswalk. Preferably there is a flush surface between bus island and cycleway, with a material difference and a tactile strip on either side.

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street



Figure 21: Mobility Hub Diagram

Mobility Hubs

Mobility hubs are places in a community that bring together public transit, bike share, car share and other ways for people to get where they want to go without a private vehicle. Mobility Hubs can allow visitors, workers, and residents to seamlessly transfer between transit, driving, biking, and walking to make routine as well as once-in-a-lifetime trips.

Design Considerations

Mobility hubs should be easily identifiable and intuitive to navigate. They provide safe, comfortable, and inviting spaces for people to transfer between walking, biking, transit, and shared-use vehicles.

Mobility hubs should connect to the surrounding multimodal network. A hub must function as part of a larger ecosystem, tying into transit routes, pedestrian infrastructure, bike networks, and curb management strategies.

A successful hub reflects its place type—whether it's anchoring a bustling commercial district or supporting quiet neighborhood connections—by offering the right scale and mix of amenities.

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street

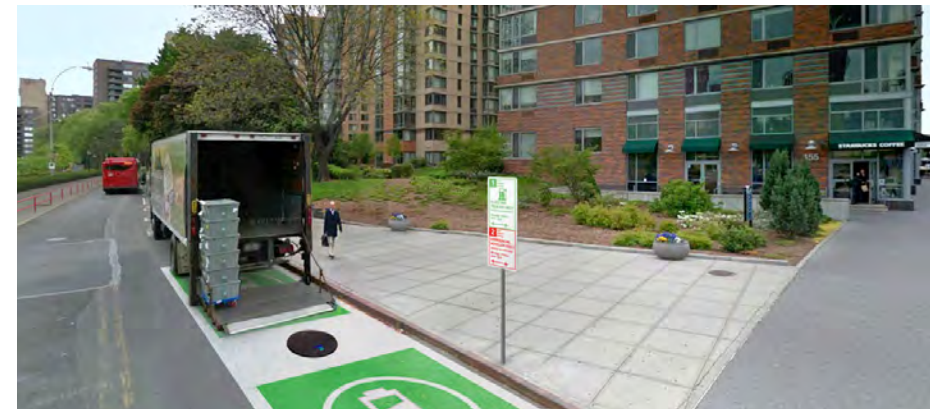


Figure 22: Truck loading zone in Bronx, New York

Truck Loading Zones

Priority truck streets and truck access streets do not have significant infrastructure requirements besides a larger design vehicle, which will impact turning radii and the type of traffic calming infrastructure that can be implemented. On these streets, it is important to implement enough truck loading zones where trucks can safely and comfortably unload their goods. These loading zones should be prioritized over on-street parking on truck priority streets.

Design Considerations

Truck loading zones should be relatively wide, easily accessible for entry, egress and loading/unloading. Conflict with on-street bike infrastructure should be avoided. Additional considerations are sight lines to pedestrian crossings and intersections.

Overlay application

Pedestrian District
Major Walkway
Minor Walkway
Major Bikeway
Minor Bikeway
Major Transit
Minor Transit
Major Truck
Minor Truck
Arterial Street
Collector Street
Local Street



Photo by Larry Johnson via Flickr (CC BY 2.0)

4. STREET DESIGN TYPES

Street Design Types

To bring the Community Streets Plan into practice, the most common Mobility Overlay pairings form a set of Street Design Types. These design types serve as starting points—templates to guide early thinking about how a street can support its intended users and functions. Each type reflects typical combinations of walking, biking, transit, freight, and vehicle priorities, and illustrates how the right mix of Street Design Elements can come together to support safe, effective, and people-friendly travel. But these are not final designs—they're a foundation. Every street lives in a unique context, and real-world designs should be refined through local knowledge, community input, and the critical design dimensions laid out in the Town of Jackson's Transportation Engineering & Design (TED) guidelines.

The goal isn't to prescribe—it's to empower. These design types give planners and engineers a common language and a shared starting point for creating streets that respect their setting and serve the people who use them every day.

Land Use Integration

Ensuring that transportation networks reflect the local land use context is critical to maintaining and building vibrant, healthy, and safe neighborhoods and places. It should also be recognized that conscious land-use choices must be made to maintain transportation functions; while high pedestrian activity locations (e.g., Town Square

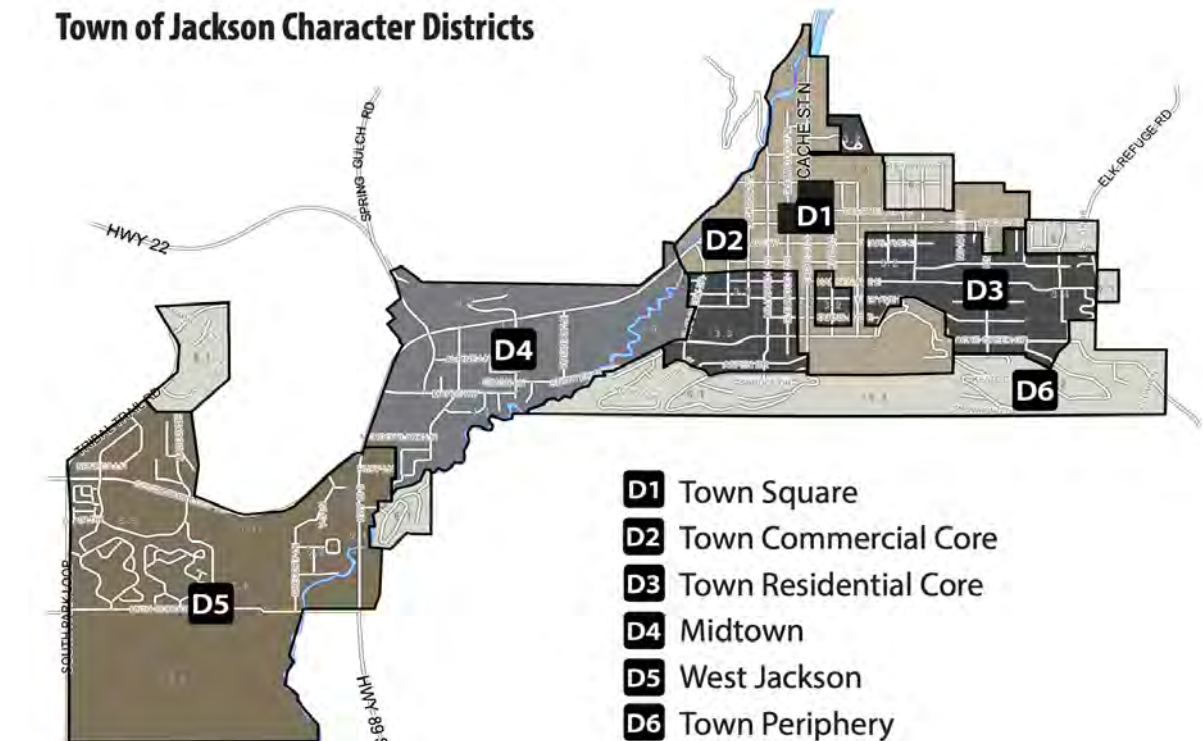
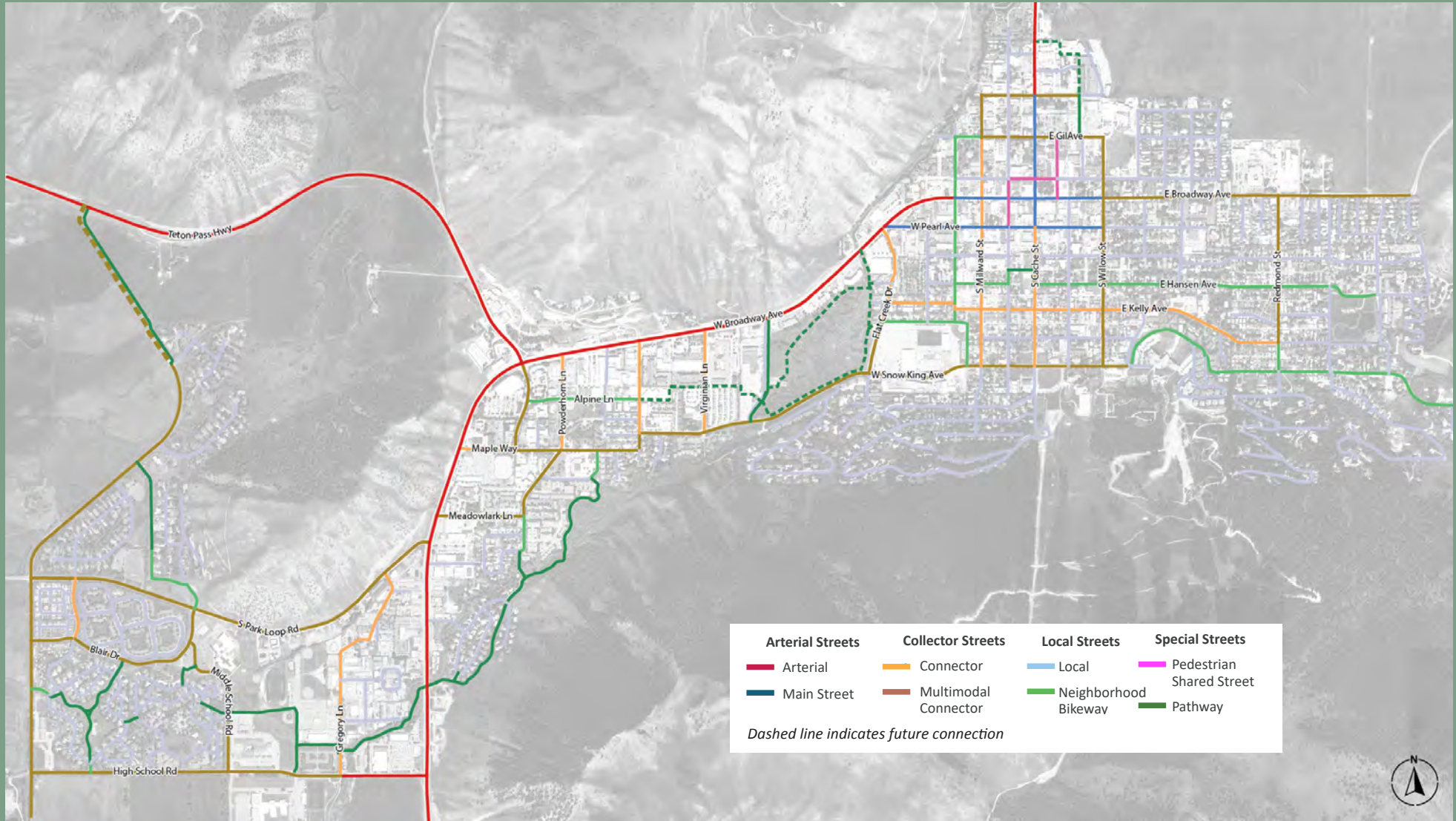


Figure 22. Town of Jackson Character Districts from the Jackson-Teton Comprehensive Plan, 2020.

district) demand a lower motor vehicle presence, corridors focused on transportation capacity should not strive for diverse land uses that engage the corridor. Streets that try to combine high motor vehicle flow with active land uses and high levels of pedestrian activity will result in user conflict and

stress, and will fail to achieve the desired goals for any user. Making explicit choices between place and flow corridors is paramount to creating an attractive town while maintaining good levels of access to ensure economic and social vitality.

STREET DESIGN TYPES



Map 6 - Street Design Types

Mapping Street Designs

After pairing the most common mobility overlay combinations, eight distinctive street typologies emerge across the Town of Jackson. Each of these street typologies is a combination of various characteristics and should have a similar look and feel, with adjustments made in response to local land use or modal-specific considerations. The following section shows an example of the design interventions we expect to see on each of these types of streets.

Arterial Street

These streets have an important flow function and are designed to move a lot of people and goods. While a regular arterial has a low place function, a main street can be defined as an arterial with a high place function.

Main Street

A main street can be defined as an arterial or collector street with a high place function.

Connector Street

Collector streets have a medium people moving function and generally a minor place function. On regular connectors we expect to see fewer pedestrians and people riding bicycles and we design for safe speeds and consistent traffic flow.

Multimodal Connector Street

Multimodal connectors have a higher place function and generally support increased numbers of active mode and transit users.

Local Street

Local streets have a limited flow function and are generally places of residence or industry. Access is more important than flow, which also allows for more sophisticated traffic management interventions. Speed is of little importance on these streets.

Neighborhood Bikeway

Neighborhood bikeways have the added functionality of being a spine in the bicycle network and define the way modal filters are placed and where bicycle boulevards run.

Pedestrian Shared Streets

These are special streets with a very high place function with a pedestrians first orientation in all regards.

Pathways

Pathways offer a low-stress, car free connection separate from the roadway network. They support high flows for non-motorized traffic.

Street Design Types by Functional Classification

	Arterial	Collector	Local
Arterial Street			
Main Street			
Connector Street			
Multimodal Connector			
Local Street			
Neighborhood Bikeway			
Pedestrian Shared Street			
Pathway			

Street Design Types and Typical Modal Overlays

	Walk	Bike	Transit	Truck
Arterial Street				
Main Street				
Connector Street				
Multimodal Connector				
Local Street				
Neighborhood Bikeway				
Pedestrian Shared Street				
Pathway				

Arterial (Town)

In town arterials feature both high volumes and relatively high speeds, while at the same time having to deal with many driveways either side of the road. It is recommended to try and minimize the number of vehicle lanes and add a solid median with frequent turning bays.

Application Considerations

- Roundabouts are preferred at low-volume intersections, while traffic signals are warranted for higher traffic volumes.
- Protected bike lanes are required on suburban arterials due to high speed and volume of cars.
- For major transit streets, consider bus pull-out bays and floating bus boarding islands.
- Design speed: 30 mph

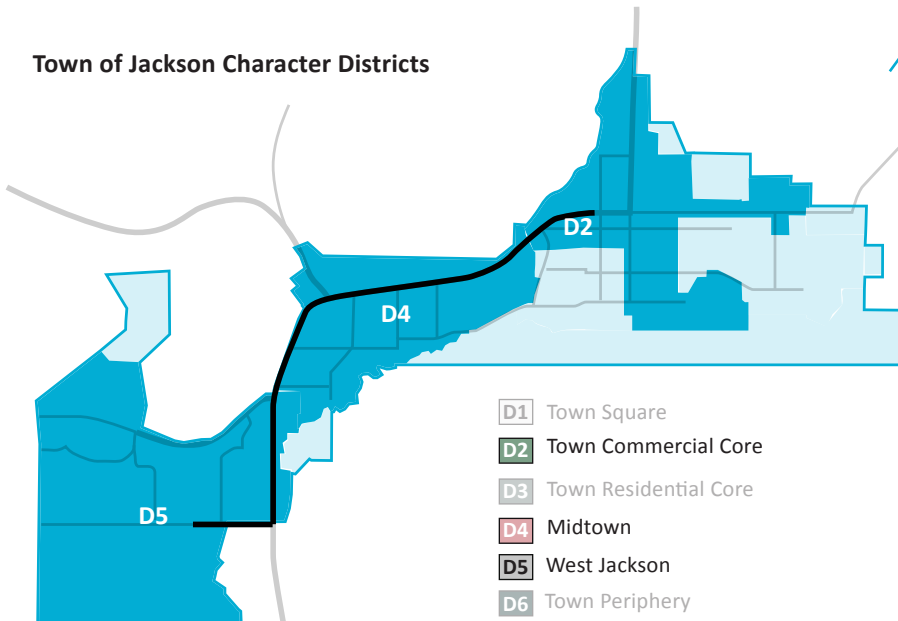
Priority Mobility Overlay

- Major/Minor Walkway
- Major/Minor Bikeway
- Major/Minor Transit
- Major/Minor Truck
- Arterial Traffic

Land Use

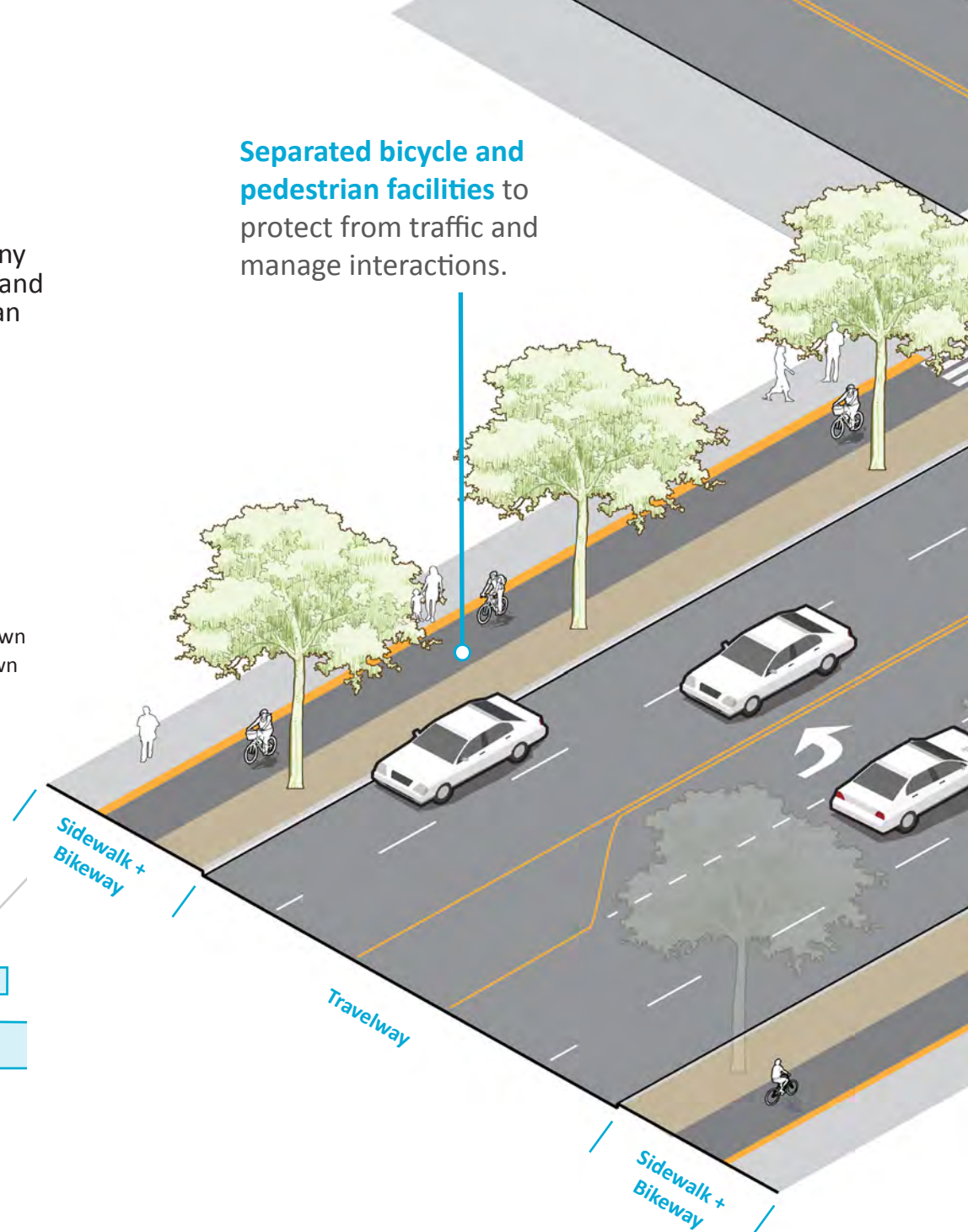
- Suburban arterials found in Town Commercial Core (D2), Midtown (D4) and West Jackson (D5)

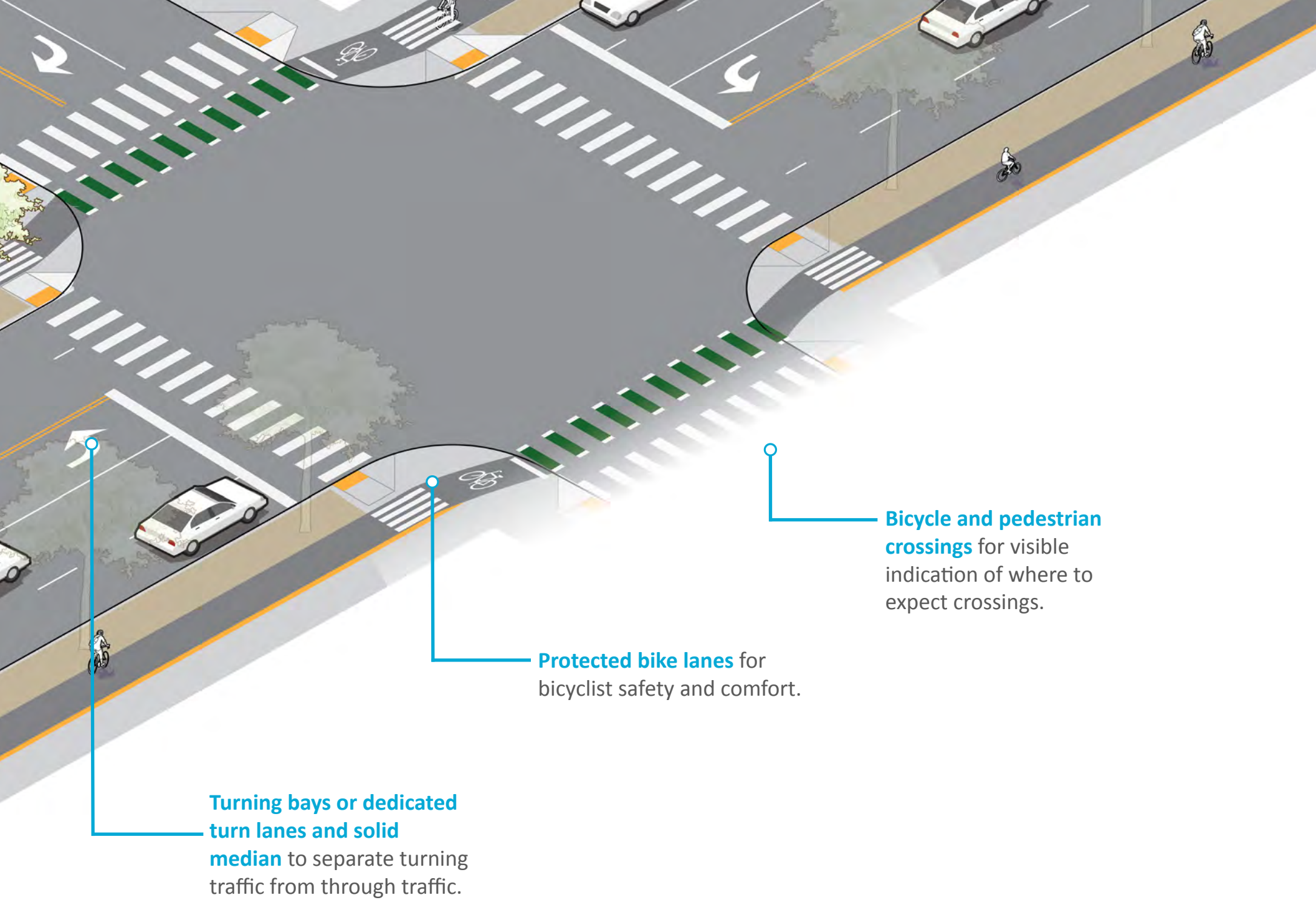
Town of Jackson Character Districts



- D1 Town Square
- D2 Town Commercial Core
- D3 Town Residential Core
- D4 Midtown
- D5 West Jackson
- D6 Town Periphery

Separated bicycle and pedestrian facilities to protect from traffic and manage interactions.





Turning bays or dedicated turn lanes and solid median to separate turning traffic from through traffic.

Protected bike lanes for bicyclist safety and comfort.

Bicycle and pedestrian crossings for visible indication of where to expect crossings.

Arterial (Edge of Town)

Arterial streets are designed to move significant volumes of traffic at reasonable speeds. These streets are designed primarily for flow. Place value should be limited. In principle, arterial streets should be designed as single lane roads, but certain streets will require two-lane roads.

Application Considerations

- Roundabouts are preferred at lower volume intersections, while traffic signals are warranted for higher traffic volumes.
- Minor bikeways can be designed using pathways, major bikeways require protected bike lanes.
- Minor side streets yield to arterial traffic.
- Design speed: 30 mph

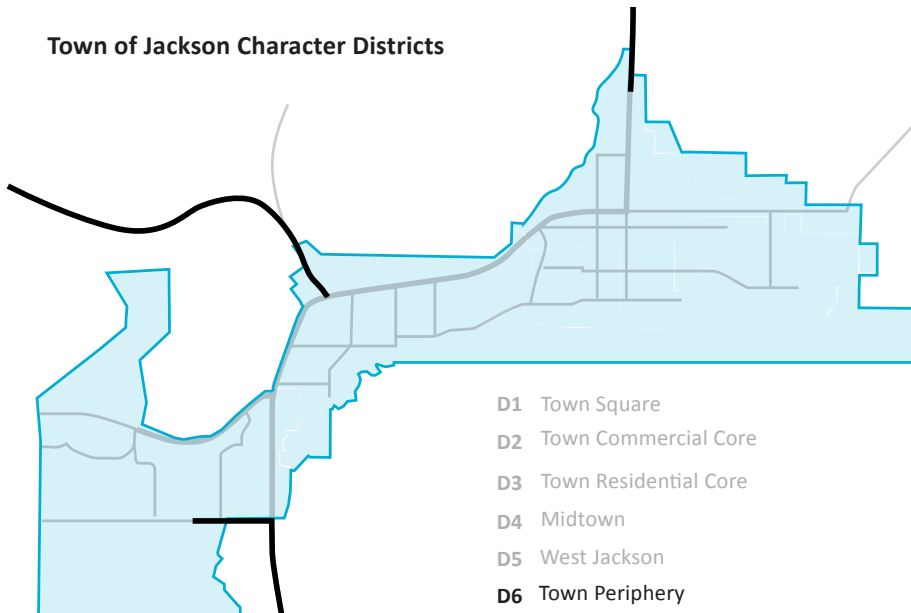
Priority Mobility Overlay

- Major/Minor Walkway
- Major/Minor Bikeway
- Major/Minor Transit
- Major/Minor Truck
- Arterial Traffic

Land Use

- These types of Arterial streets are state highways approaching town, or arterial streets on the edge of town.

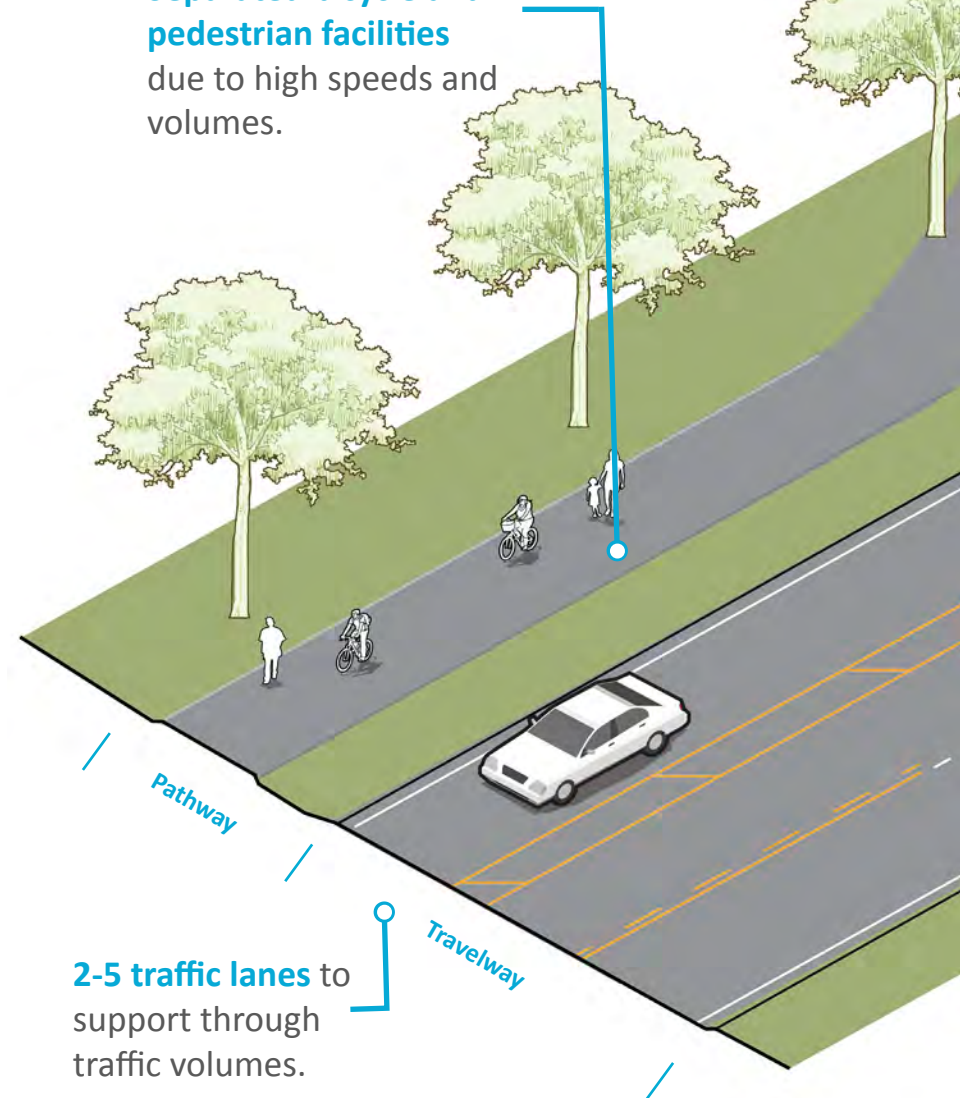
Town of Jackson Character Districts



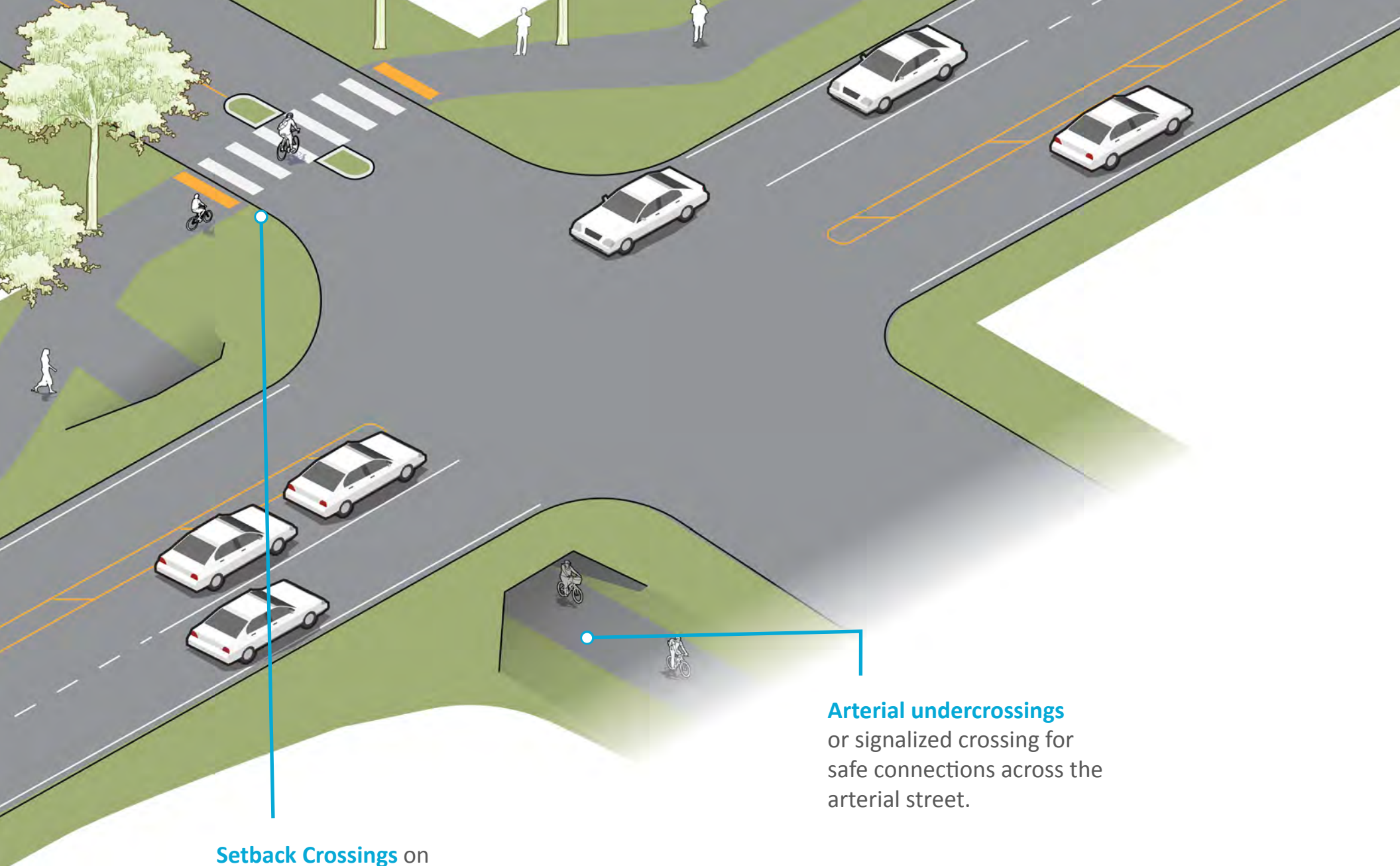
- D1 Town Square
- D2 Town Commercial Core
- D3 Town Residential Core
- D4 Midtown
- D5 West Jackson
- D6 Town Periphery

Separated bicycle and pedestrian facilities

due to high speeds and volumes.



2-5 traffic lanes to support through traffic volumes.



Setback Crossings on side streets, to encourage visibility and yielding.

Arterial undercrossings or signalized crossing for safe connections across the arterial street.

Main Street

Main streets are pedestrian-oriented places with street-fronting businesses. They may cater to high volumes of car traffic, but speed should be well-managed. On-street parking may be provided. Dedicated cycling facilities are generally not required if speed management is adequate.

Application Considerations

- Main streets should have priority over side streets for steady traffic flow. Transit should stop in-lane for improved service and reliability.
- On-street parking is important to provide, but prioritize curb extensions with transit and pedestrian amenities.
- Solid median and narrow lanes to help achieve low operating speed
- Design speed: 15-f20 mph

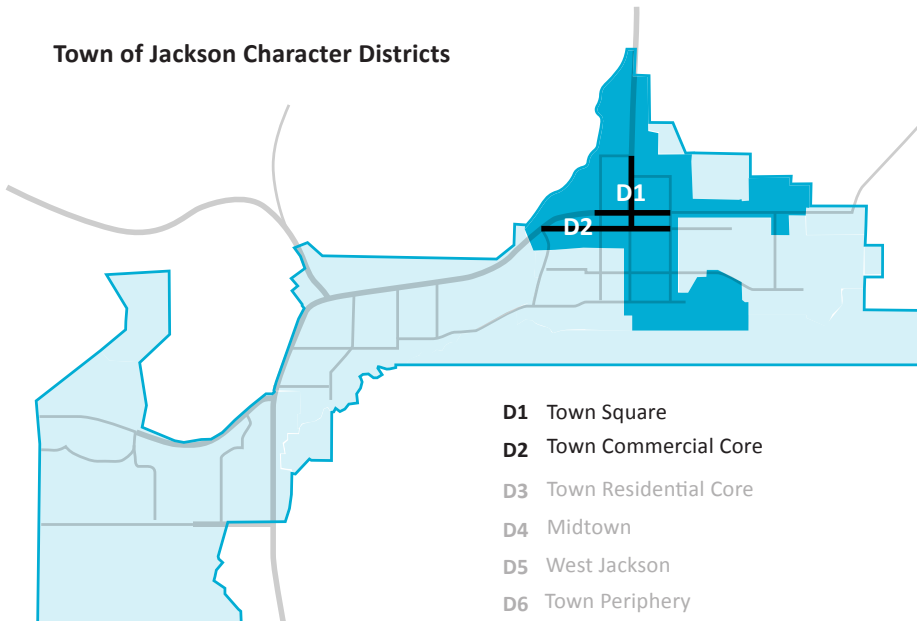
Priority Mobility Overlay

- Major Walkway
- Major Transit
- Minor Truck
- Arterial/Collector Traffic

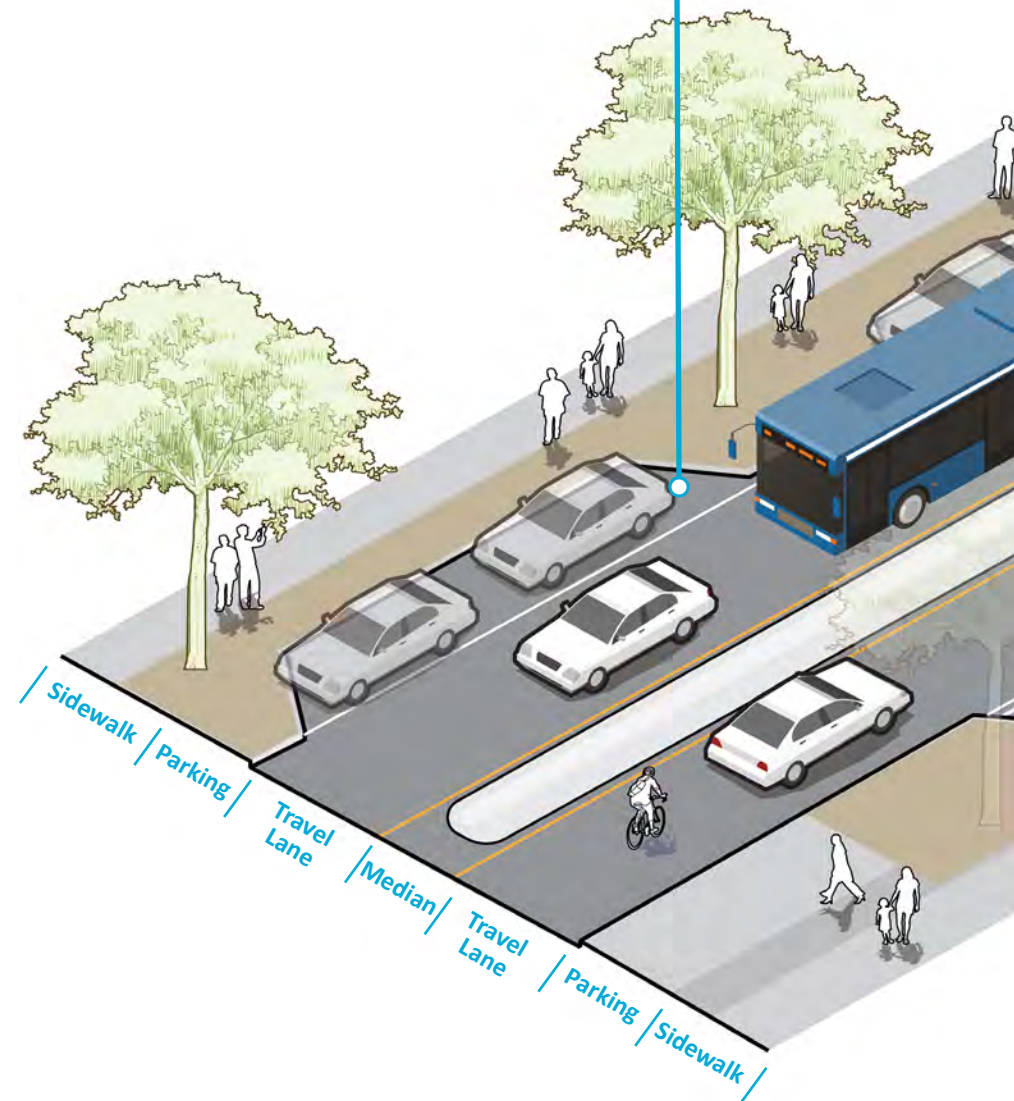
Land Use

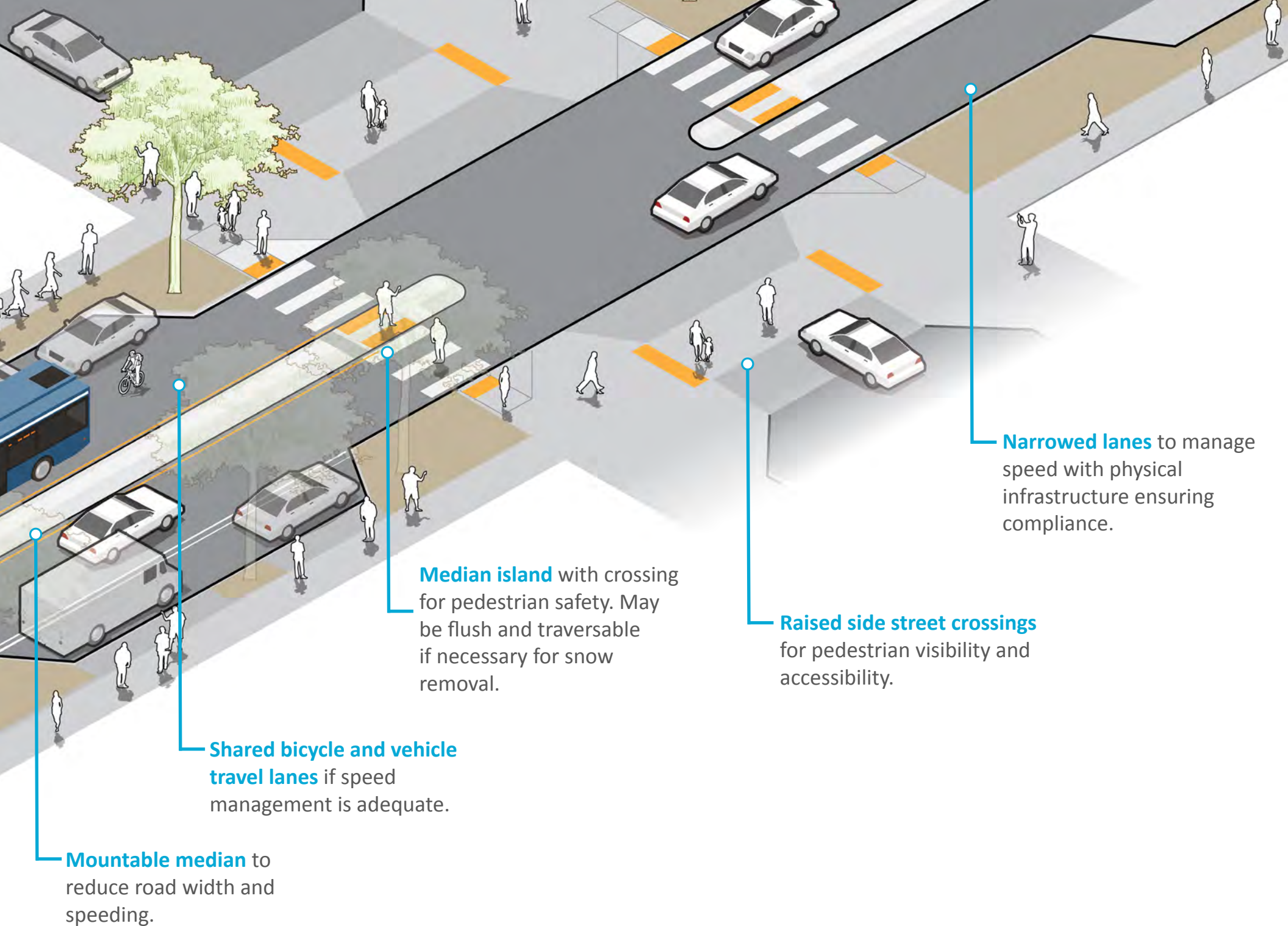
- Main Streets are found in Town Square (D1) and Town Commercial Core (D2)

Town of Jackson Character Districts



Parking bays and loading zones to support access to businesses.





Narrowed lanes to manage speed with physical infrastructure ensuring compliance.

Raised side street crossings for pedestrian visibility and accessibility.

Median island with crossing for pedestrian safety. May be flush and traversable if necessary for snow removal.

Shared bicycle and vehicle travel lanes if speed management is adequate.

Mountable median to reduce road width and speeding.

Connector Street

Connector Streets support movement of motor vehicles, freight, and transit. When not a part of the bicycle mobility overlay, parallel multimodal connectors or bicycle boulevards are required.

Application Considerations

- Where a connector meets a local street, the local street should yield.
- At intersections and crossings, median pedestrian refuges and/or curb extensions in the parking lane are highly recommended for pedestrian safety.
- Bus stops and shelters to support transit service.
- Design speed: 25 mph

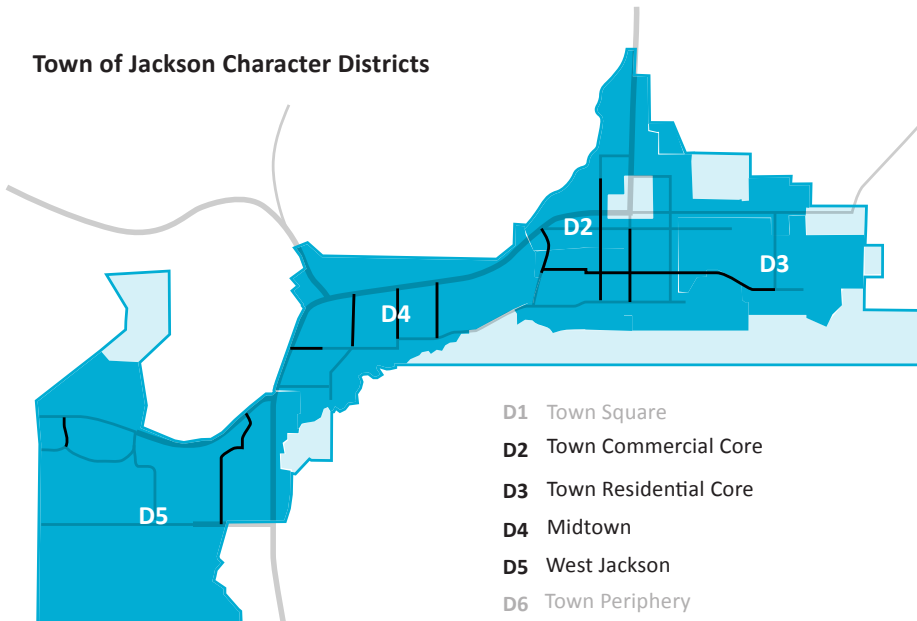
Priority Mobility Overlay

- Major/Minor Walkway
- Major/Minor Transit
- Minor Truck
- Collector Traffic

Land Use

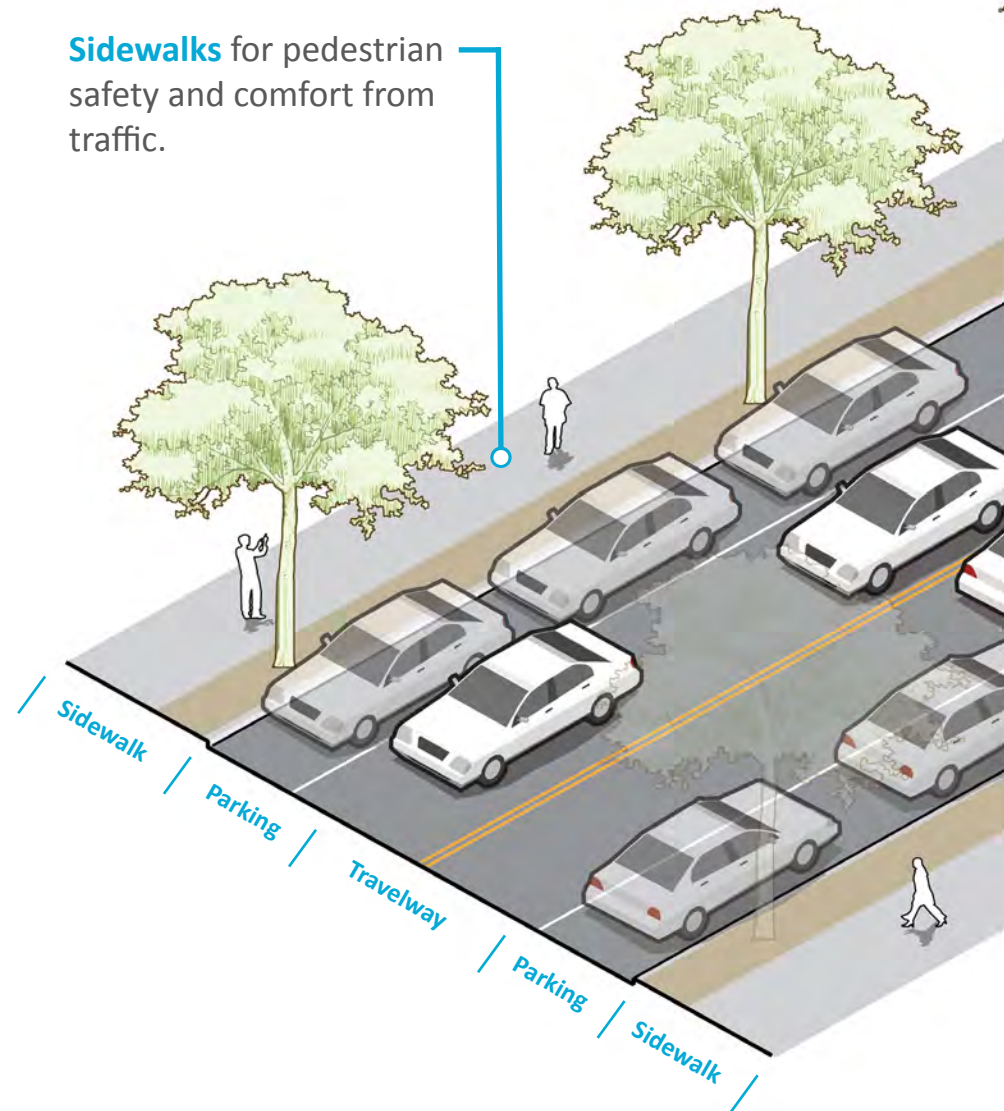
- Connector streets are found in Commercial Core (D2), Town Residential Core (D3), Midtown (D4), and West Jackson (D5).

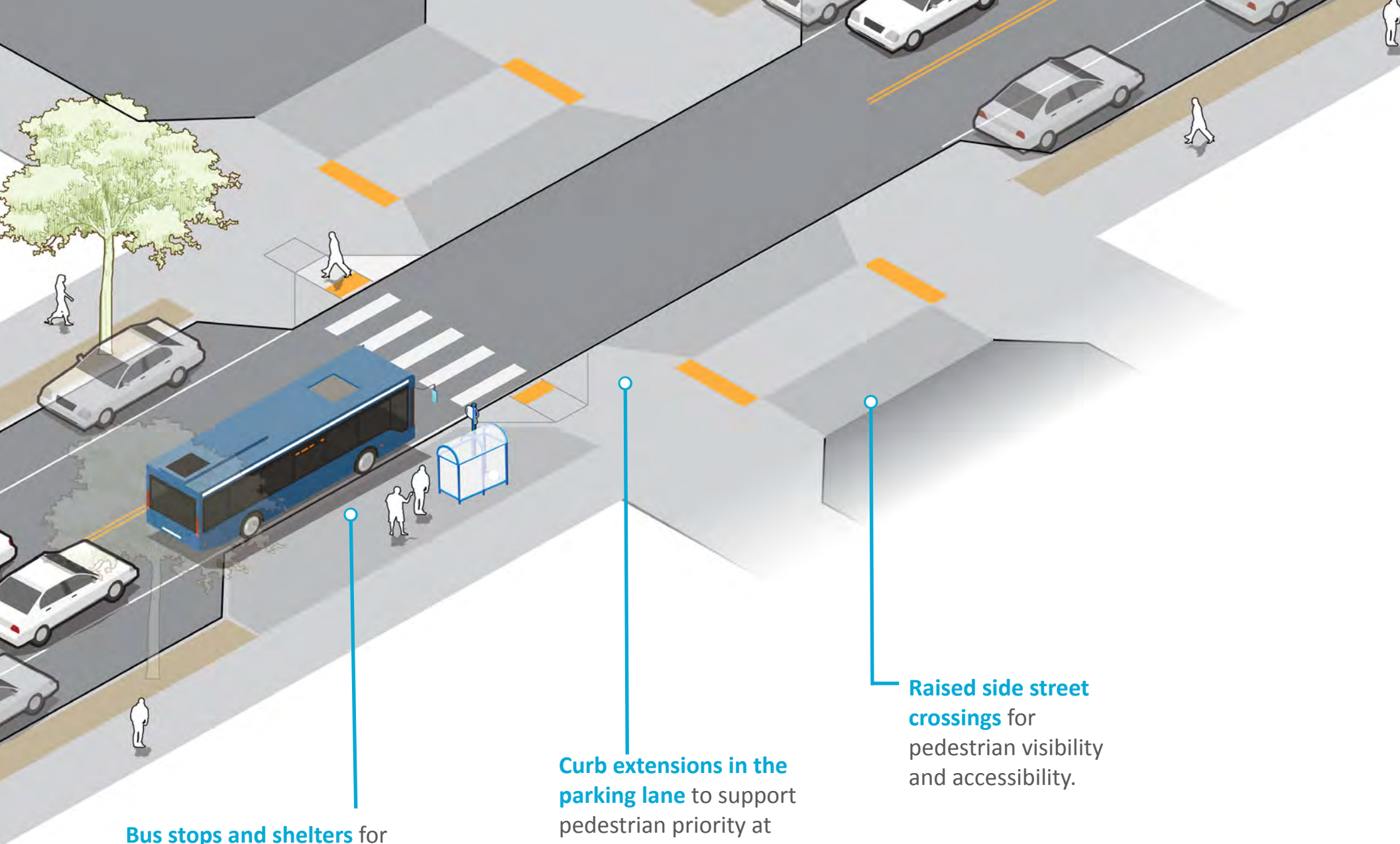
Town of Jackson Character Districts



- D1 Town Square
- D2 Town Commercial Core
- D3 Town Residential Core
- D4 Midtown
- D5 West Jackson
- D6 Town Periphery

Sidewalks for pedestrian safety and comfort from traffic.





Bus stops and shelters for efficient and comfortable transit use. Curb extension bus stop, or parking restriction for curb access.

Curb extensions in the parking lane to support pedestrian priority at intersections and crossings.

Raised side street crossings for pedestrian visibility and accessibility.

Multimodal Connector (Town)

Multimodal Connectors are collector streets with Major Bikeway or Major Walkway destinations and should provide for comfortable bicycling and walking with separated facilities. In urban settings, protected bike lanes should be prioritized and be physically separated by a curb or barrier and may be adjacent to the sidewalk.

Application Considerations

- Intersection treatments can be protected intersections (at the intersection with an arterial) or yield control (at the intersection with a local street).
- Special consideration should be given to crossing opportunities for pedestrians, with curb extensions and median refuge islands.
- Design speed: 25 mph

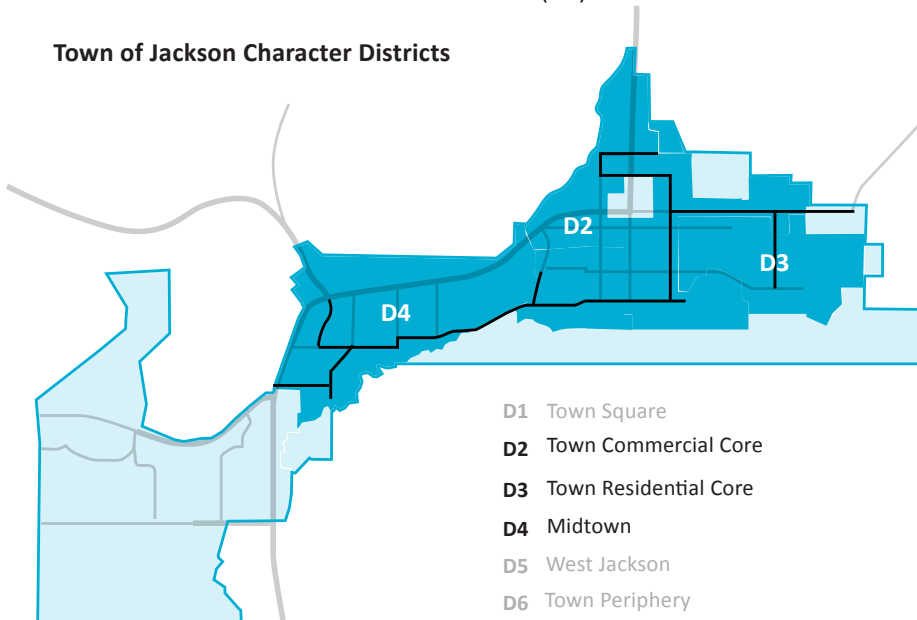
Priority Mobility Overlay

- Major Walkway
- Major Bikeway
- Major/Minor Transit
- Minor Truck
- Collector Traffic

Land Use

- Connector streets are found in Commercial Core (D2), Town Residential Core (D3), and Midtown (D4).

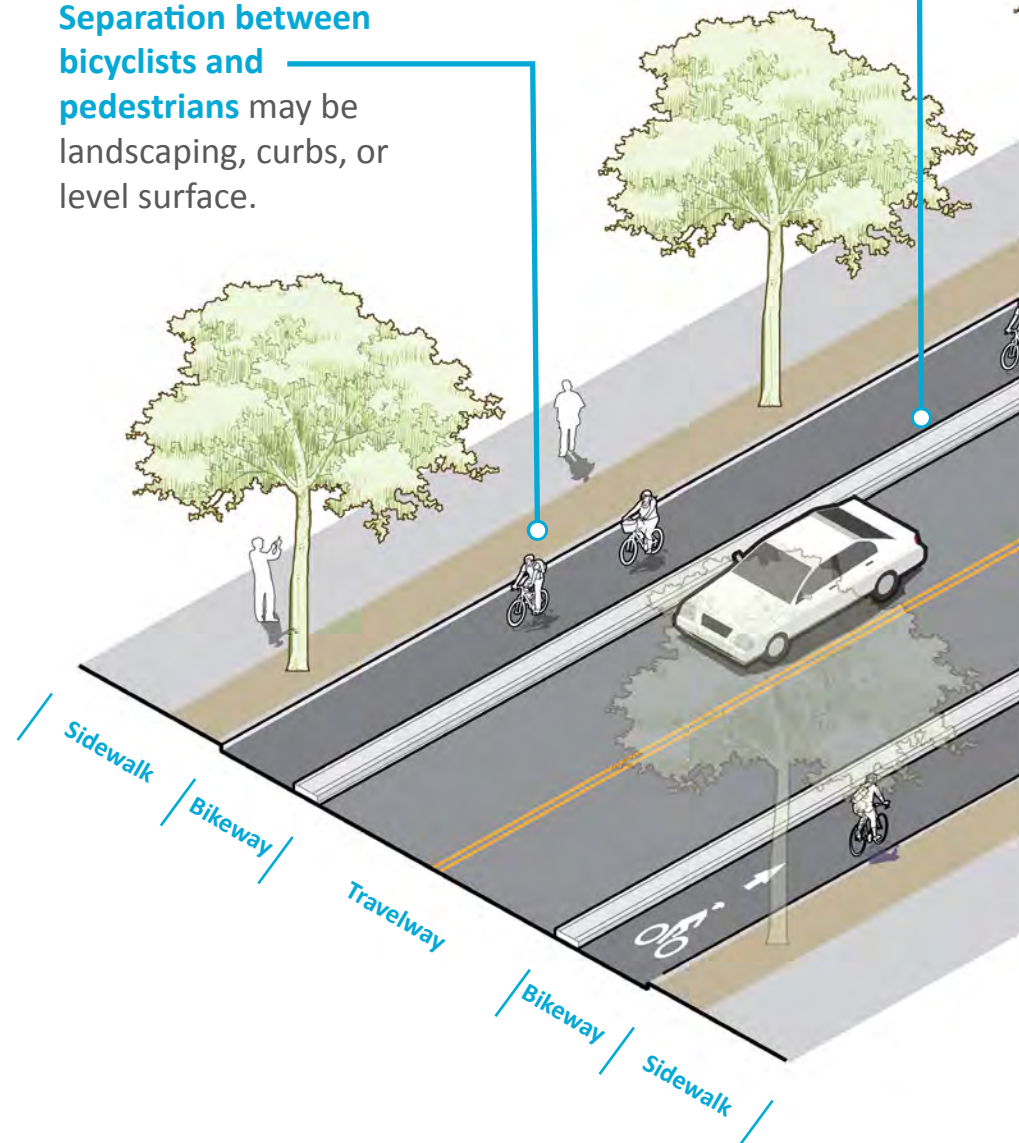
Town of Jackson Character Districts



Protected bikeway facilities with raised concrete separator for comfortable bicycling.

Separation between bicyclists and pedestrians

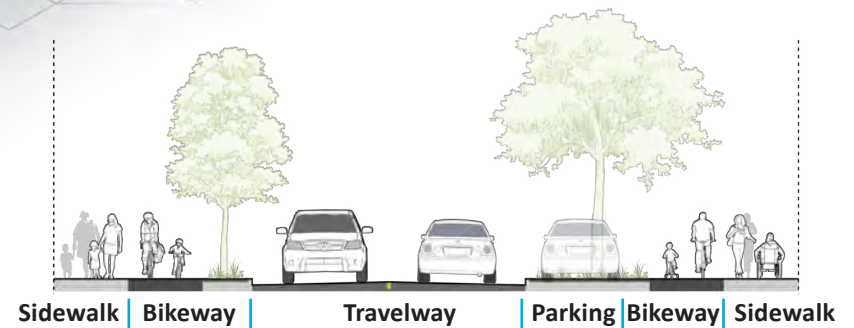
may be landscaping, curbs, or level surface.



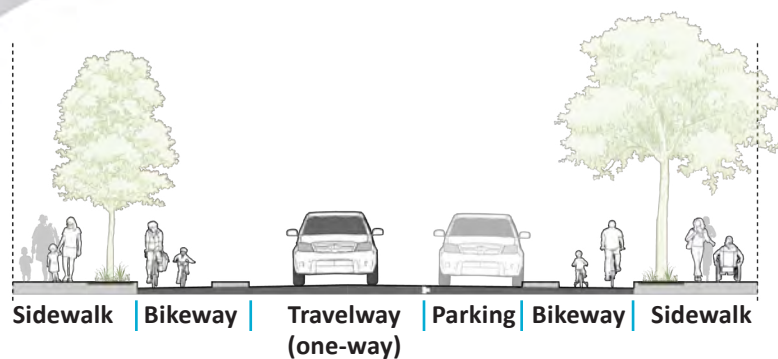
Crossing facilities for bicyclists and pedestrians are set back from the roadway.

Curb extension and median refuges with bend-out to protect bicyclists and pedestrians at intersections and crossings.

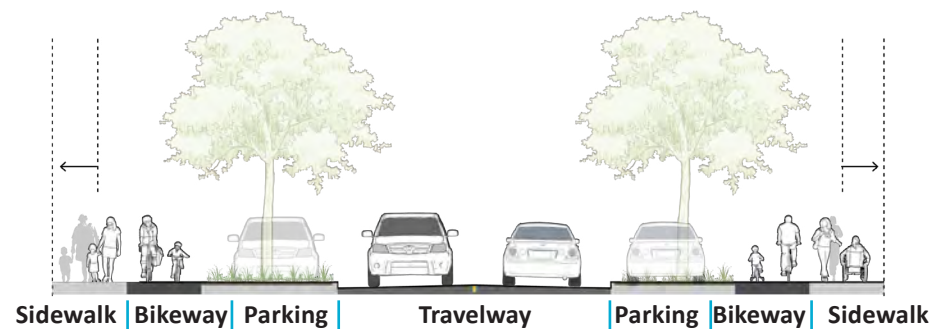
Design variations with on-street parking are possible with roadway reconfiguration and reconstruction.



Reconstruct curb edge



One-Way with parking



Reconstruct curb edge and expand right-of-way

Multimodal Connector (Edge of Town)

Multimodal Connectors are collector streets with Major Bikeway or Major Walkway destinations and should provide for comfortable bicycling with separated facilities. In less urbanized settings, these bikeways may be provided as multi-use pathways, set back from the road.

Application Considerations

- The required width of the bikeways depends on the volume of users.
- At intersections, the bikeway should be set back from the roadway to allow for enough intervisibility between drivers and pedestrians and cyclists.
- On longer stretches of road with limited driveways, a solid median should be provided.
- Design speed: 25 mph

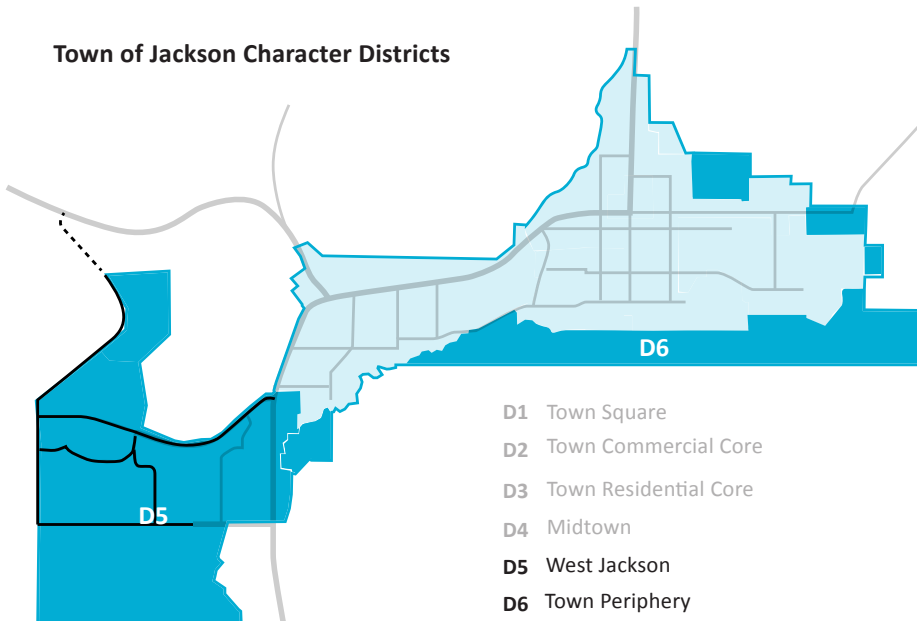
Priority Mobility Overlay

- Major/Minor Walkway
- Major/Minor Bikeway
- Major/Minor Transit
- Minor Truck
- Collector Traffic

Land Use

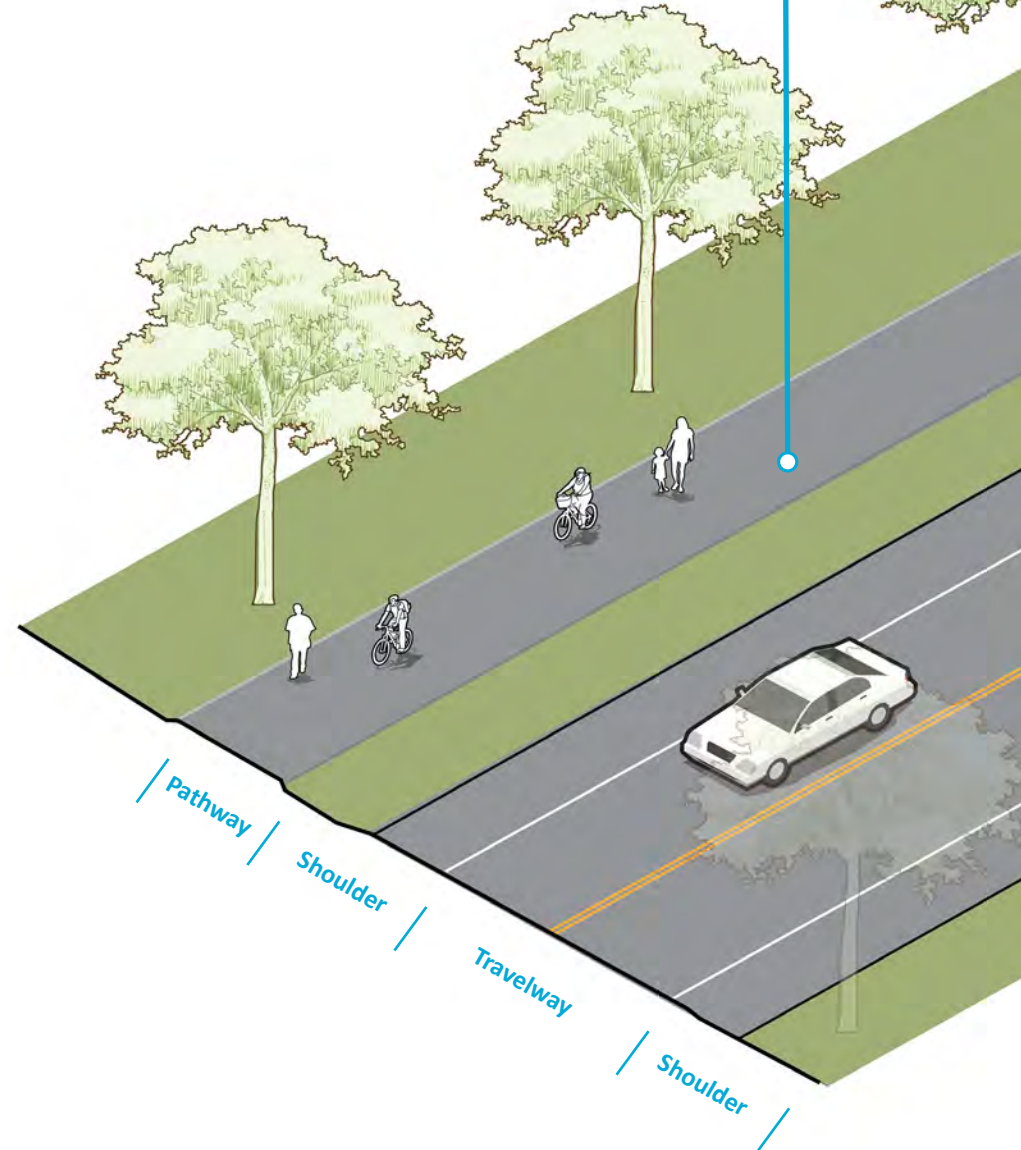
- Multimodal Connector streets in D5 and D6 districts have a rural cross section with a pathway on one or both sides of the roadway.

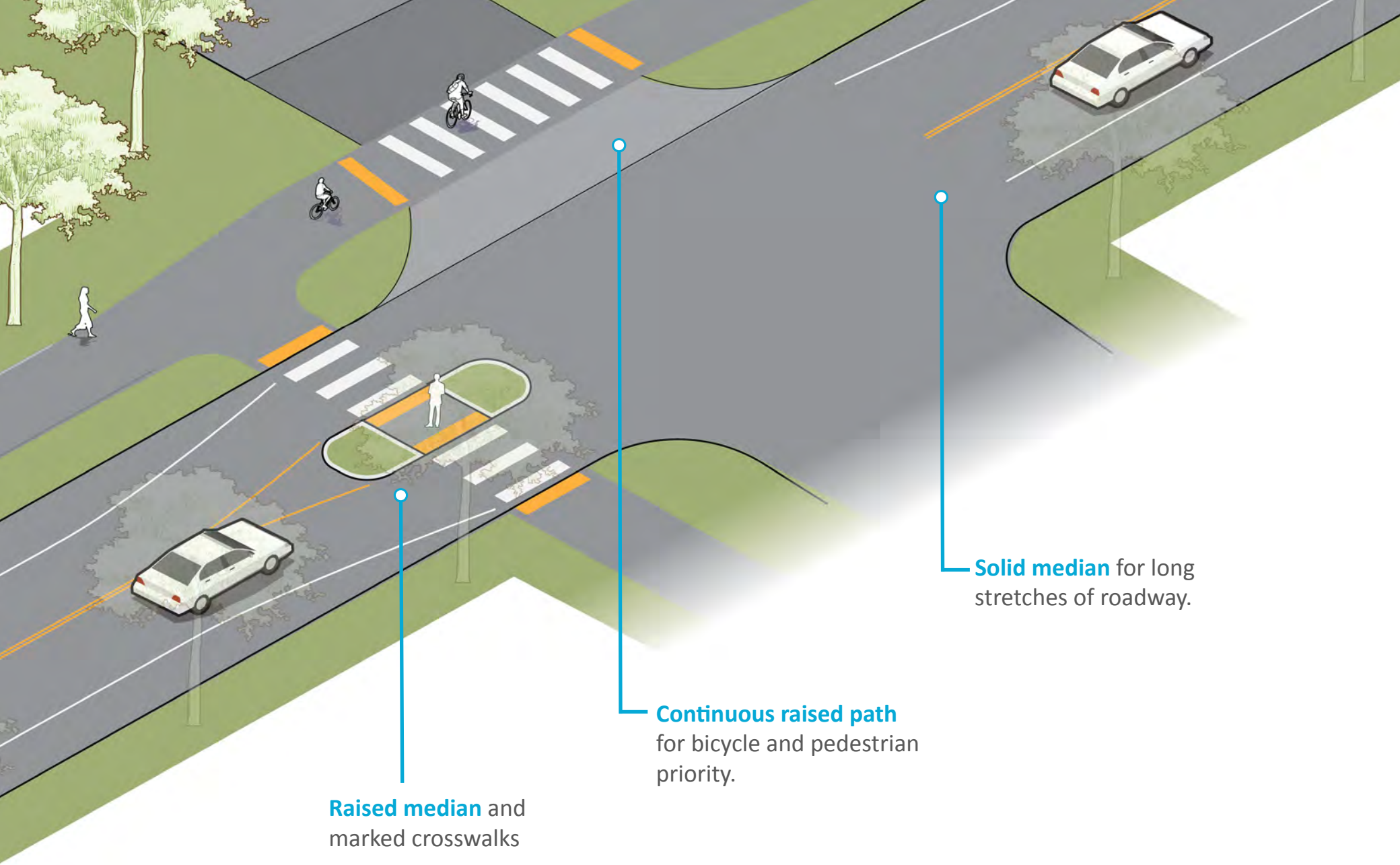
Town of Jackson Character Districts



- D1 Town Square
- D2 Town Commercial Core
- D3 Town Residential Core
- D4 Midtown
- D5 West Jackson
- D6 Town Periphery

Bike facilities or multi-use pathways set back from the roadway to bicyclists and pedestrians from traffic.





Raised median and marked crosswalks

Continuous raised path for bicycle and pedestrian priority.

Solid median for long stretches of roadway.

Local Street

Local streets serve all users at low volumes and speeds. The primary purpose of local streets is access to property. Speed management is primarily achieved through reduced lane widths. Volume is managed through local traffic circulation plans.

Application Considerations

- Intersections can be managed through mini-roundabouts, four-way stops, raised intersections or yield signs.
- Because of the low volume and low speeds, it is safe for users to mix. Application in D5 and D6 may lack sidewalks, with pedestrians operating in the roadway.
- Design speed: 15-20 mph

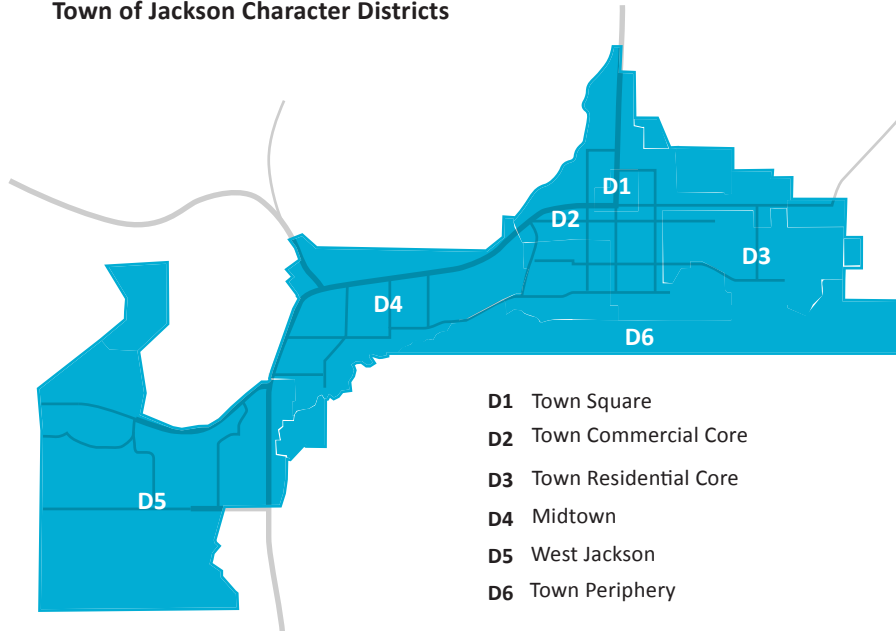
Priority Mobility Overlay

- Local street with no mobility overlay priorities.

Land Use

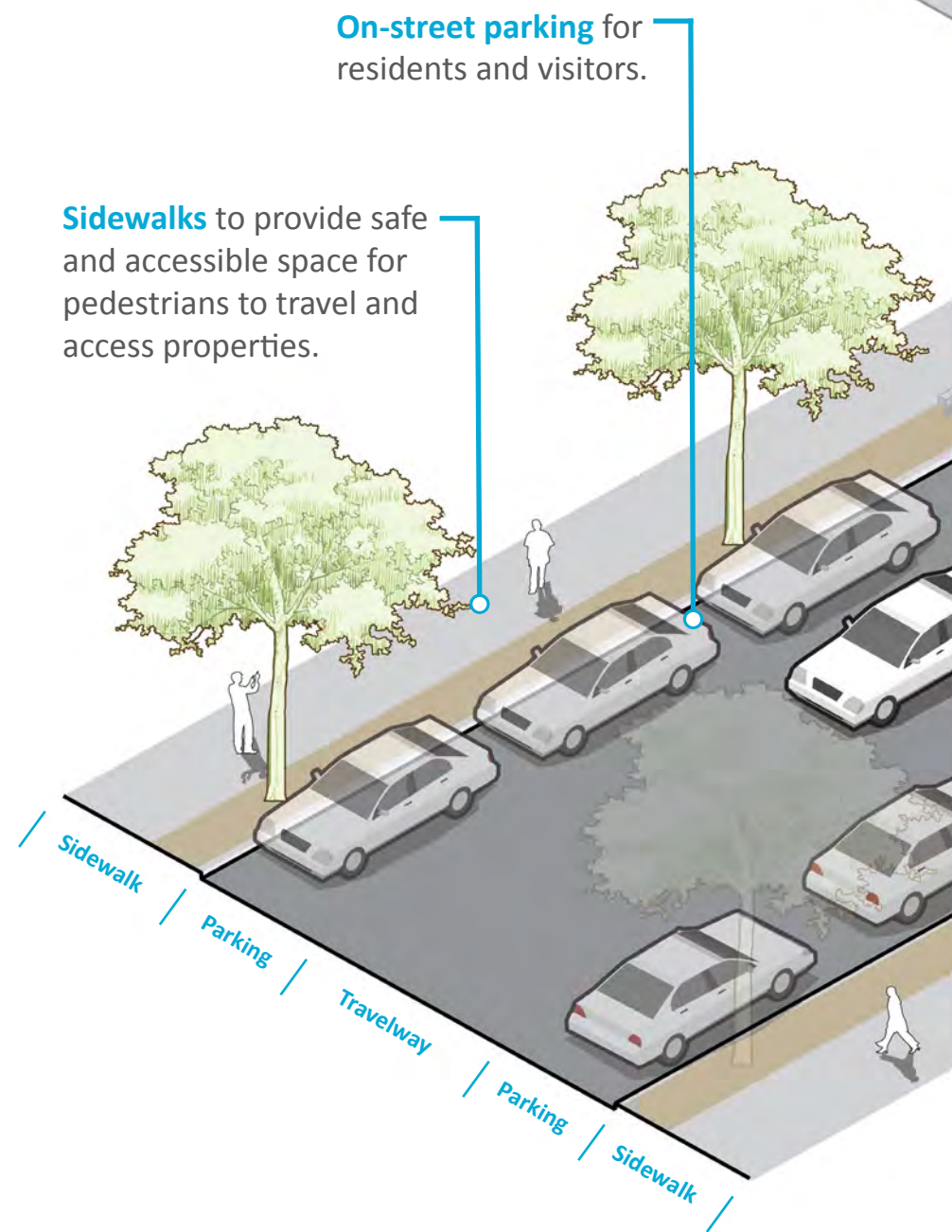
- Local streets are found in all districts.

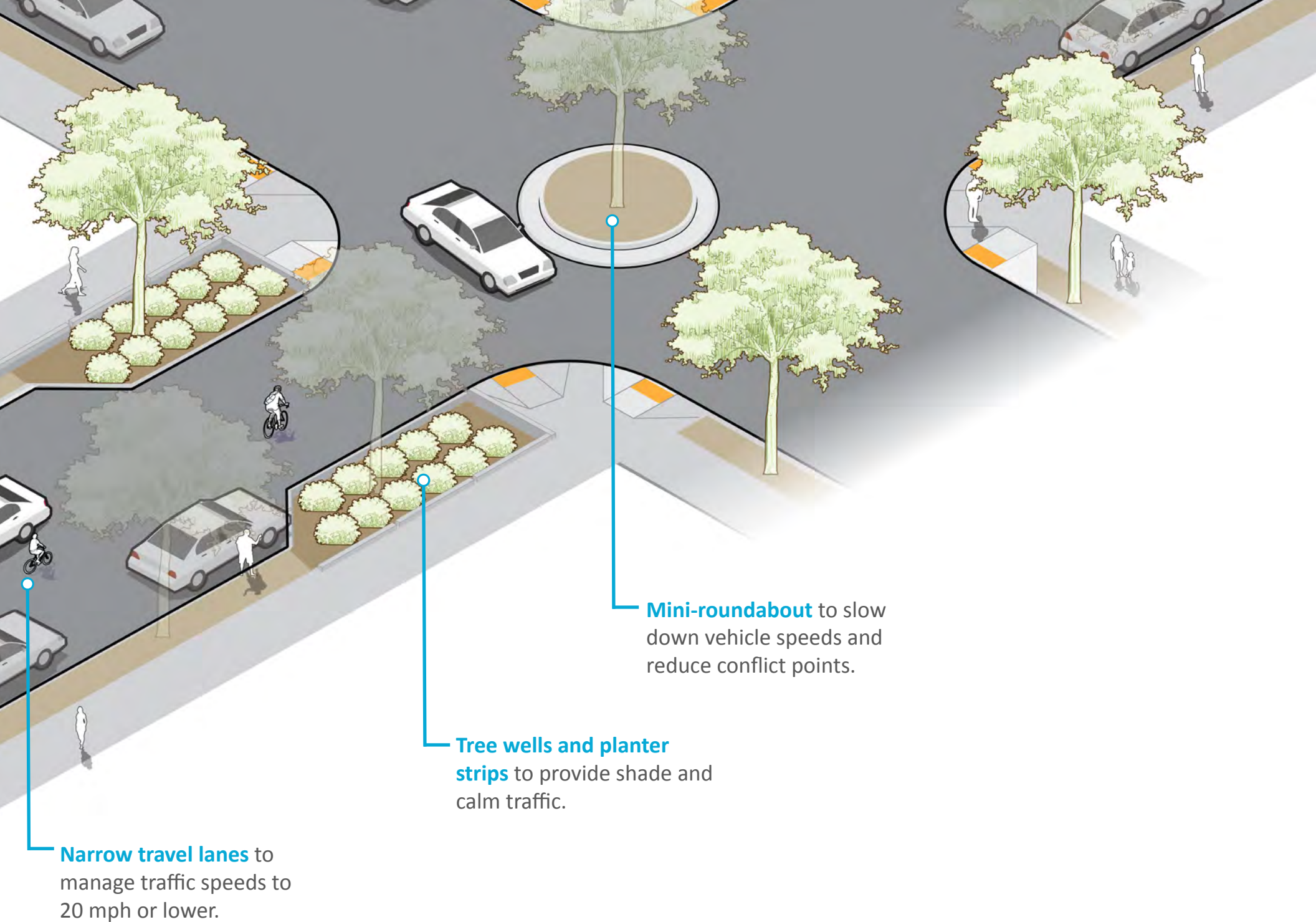
Town of Jackson Character Districts



On-street parking for residents and visitors.

Sidewalks to provide safe and accessible space for pedestrians to travel and access properties.





Mini-roundabout to slow down vehicle speeds and reduce conflict points.

Tree wells and planter strips to provide shade and calm traffic.

Narrow travel lanes to manage traffic speeds to 20 mph or lower.

Neighborhood Bikeway

Neighborhood Bikeways are local streets designed to prioritize bicyclists and pedestrians by creating calm traffic conditions. Local streets typically have low automobile volumes and speeds, allowing transportation modes to share space in the street.

Application Considerations

- In addition to serving bicycling, Neighborhood Bikeways provide access for people and goods deliveries to residences and destinations like schools and parks.
- Where necessary to create calm conditions, traffic calming and traffic filtering should be installed.
- Applications in D5 and D6 may lack sidewalks, with pedestrians operating in the roadway.
- Design speed: 15-20 mph

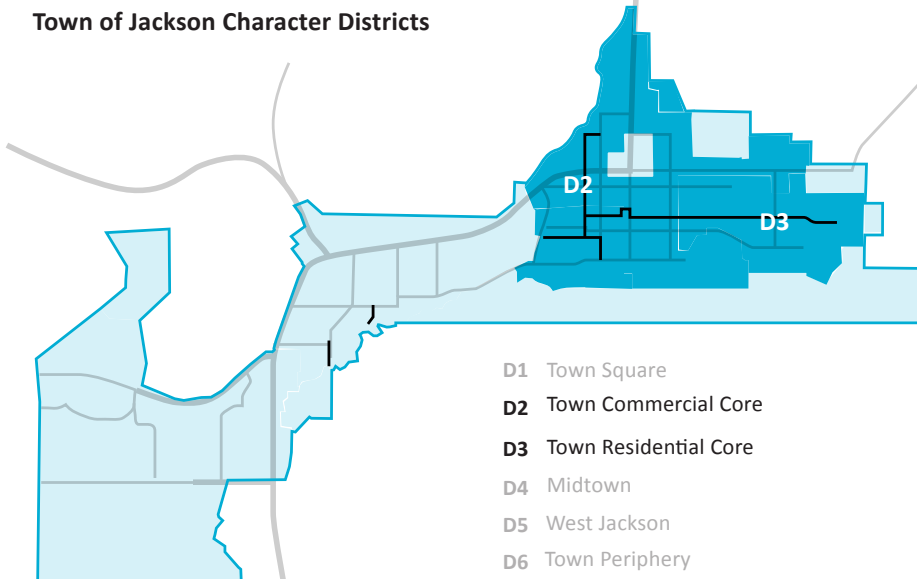
Priority Mobility Overlay

- Major Walkway
- Major Bikeway

Land Use

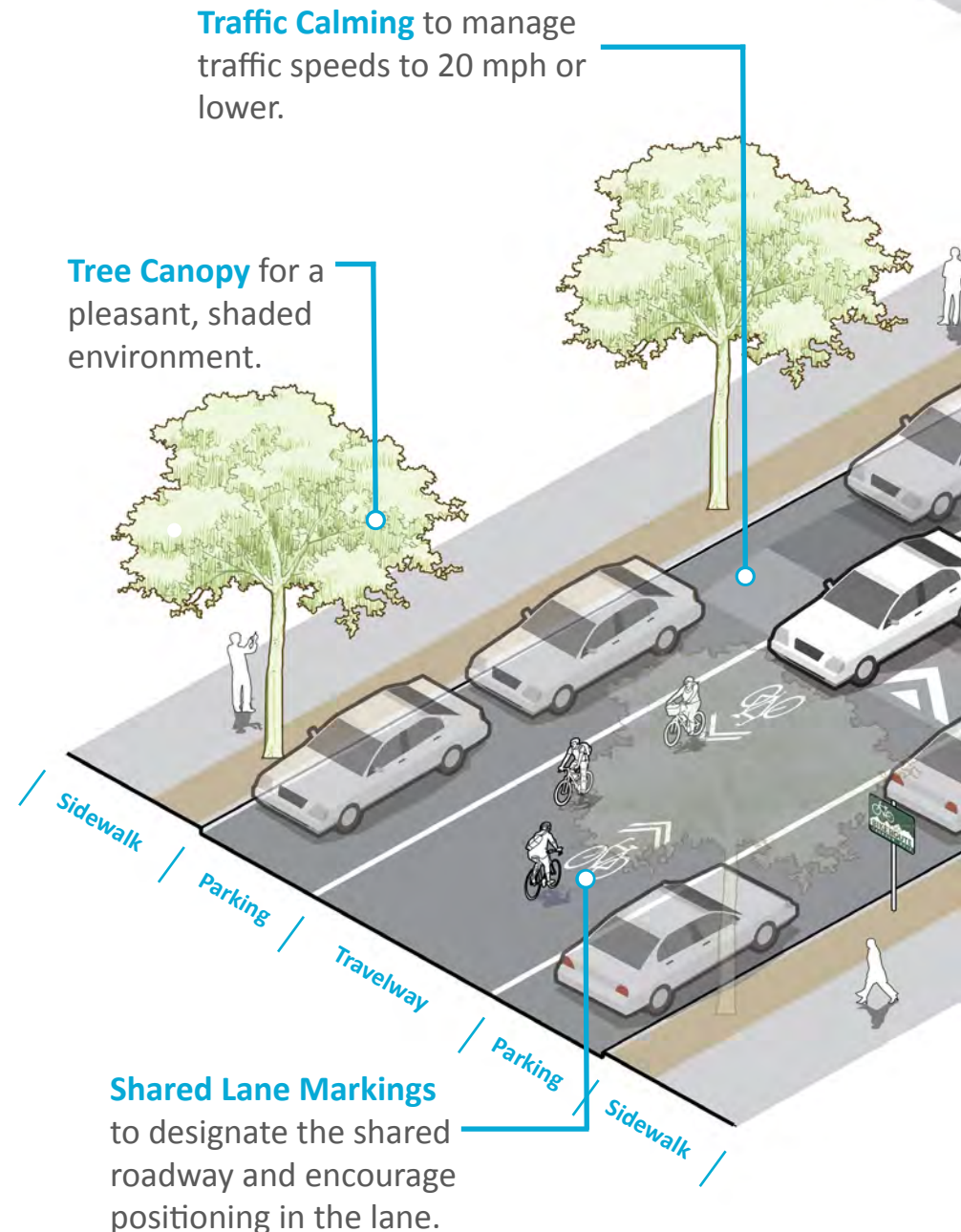
- Neighborhood bikeways are found in all parts of Town, but are most prominent in Town Commercial Core (D2), and Town Residential Core (D3), where local streets can serve as functional parallel routes to busier streets.

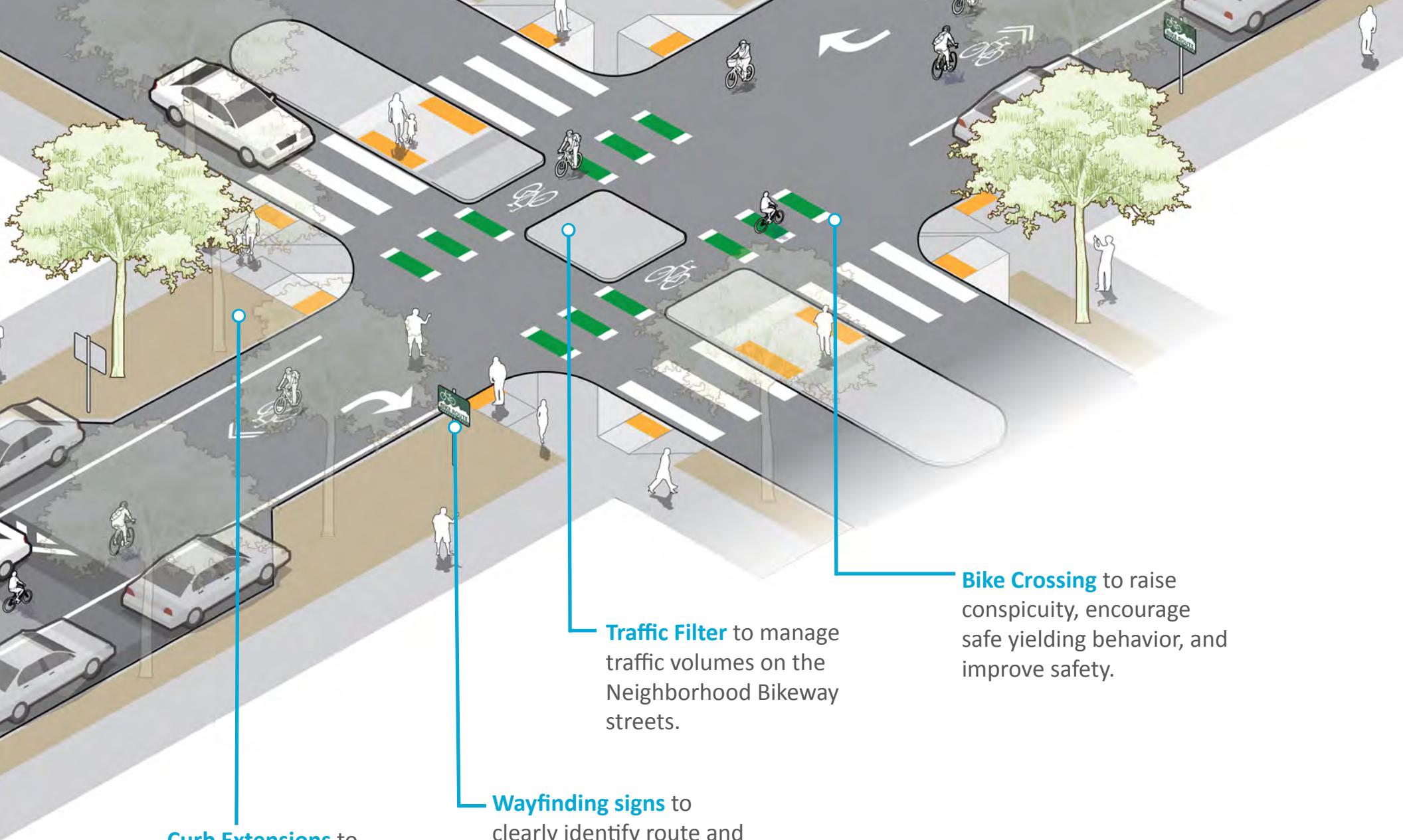
Town of Jackson Character Districts



Traffic Calming to manage traffic speeds to 20 mph or lower.

Tree Canopy for a pleasant, shaded environment.





Curb Extensions to encourage slow speeds and expand space for people.

Wayfinding signs to clearly identify route and destinations.

Traffic Filter to manage traffic volumes on the Neighborhood Bikeway streets.

Bike Crossing to raise conspicuity, encourage safe yielding behavior, and improve safety.

Pedestrian Shared Street

Pedestrian shared streets are unique streets that are designed for people walking, biking and driving to share the same area. These streets may be closed to motor vehicles on a part-time or permanent basis.

Application Considerations

- Design for permanent or part time closure to traffic.
- Unique paving materials designed to feel more like a public plaza than a street and helps welcome pedestrians into the roadway.
- Trees, benches, bike parking, tables within the typical 'parking' lane space.
- Design speed: 5 mph.

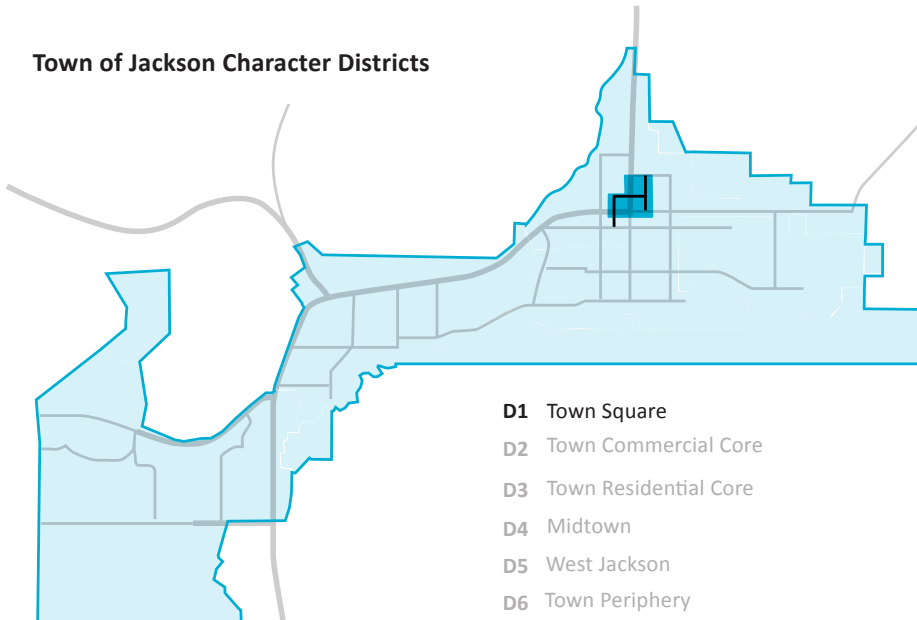
Priority Mobility Overlay

- Pedestrian District
- Major Walkway
- Local Traffic

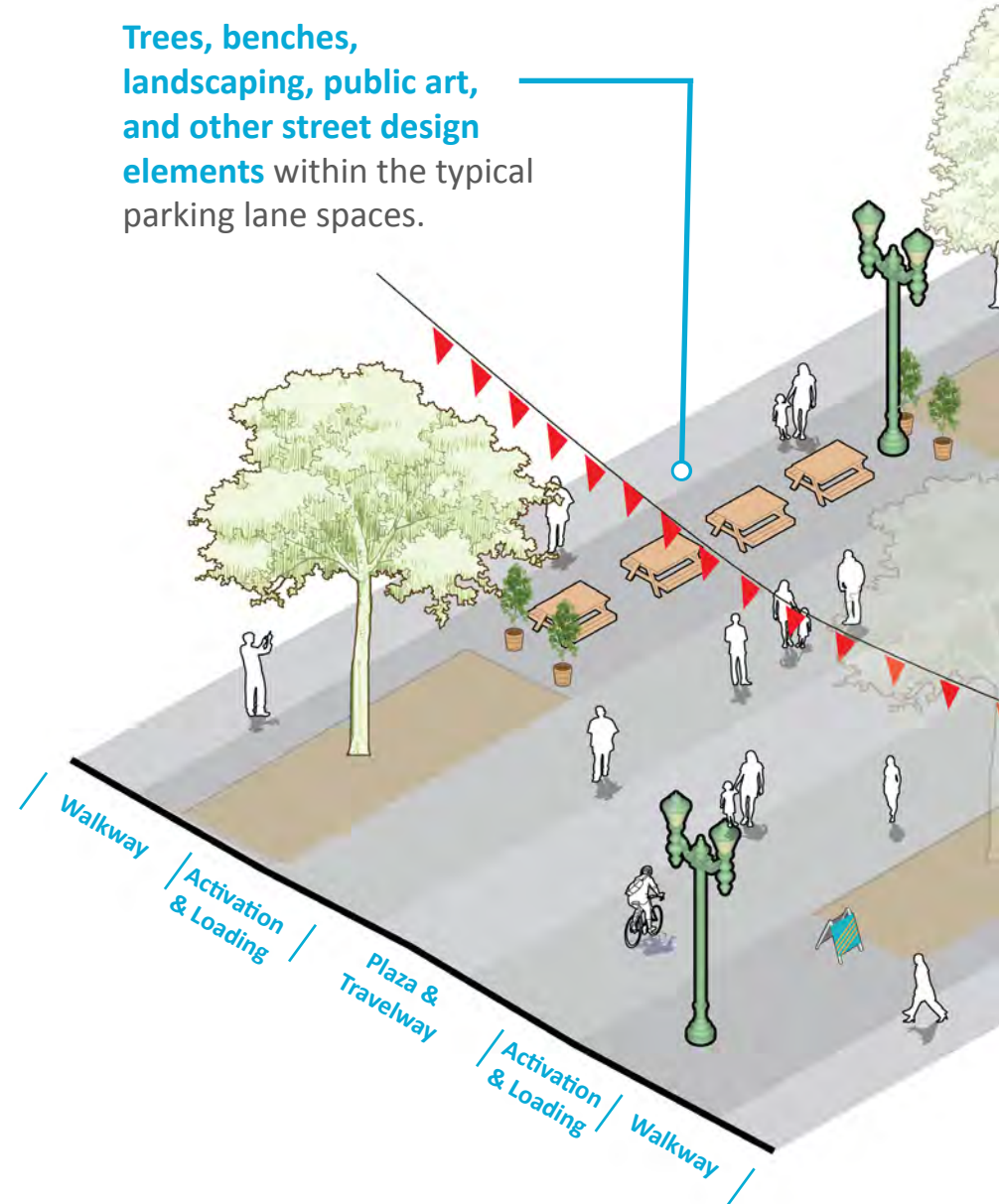
Land Use

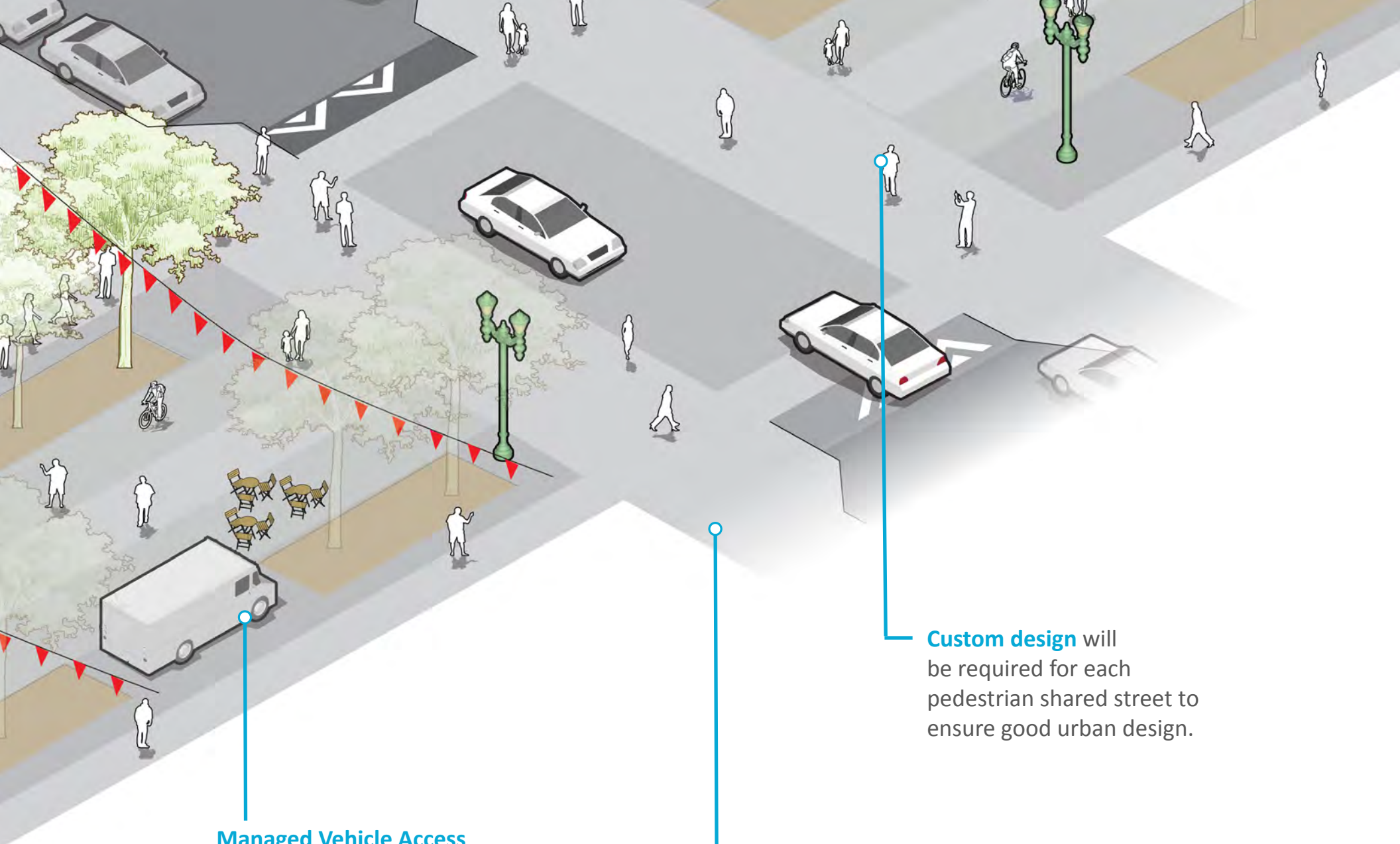
- Pedestrian Shared Streets are generally appropriate for the busiest pedestrian areas and would be found in and around the Town Square area (D1).

Town of Jackson Character Districts



Trees, benches, landscaping, public art, and other street design elements within the typical parking lane spaces.





Managed Vehicle Access
for deliveries and other
essential needs. May be
allowed at certain times or
with access codes.

Speed humps to create
slow vehicle operating
conditions.

Custom design will
be required for each
pedestrian shared street to
ensure good urban design.

Pathways

Pathways support movement of people walking and biking, separated from traffic or in an independent corridor. Pathways provide the highest comfort for users, offer unique network connections, and connect community to natural environments.

Application Considerations

- In high volume conditions, consider wide path dimensions and marking separate zones for people walking and biking.
- Make sure there are plenty of connections to the street network to increase use of the path and improve safety.
- Design speed: 15 mph

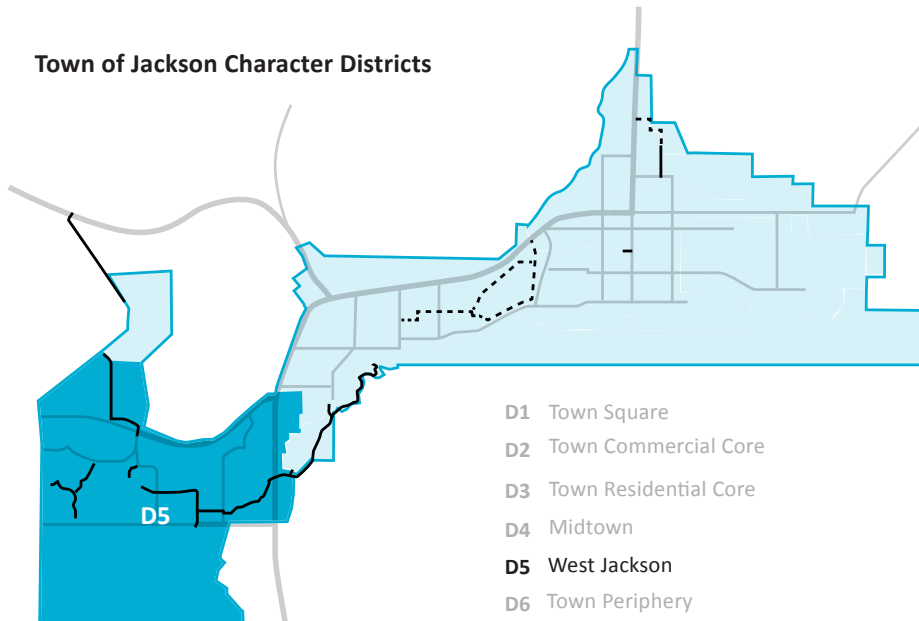
Priority Mobility Overlay

- Major Walkway
- Major Bikeway

Land Use

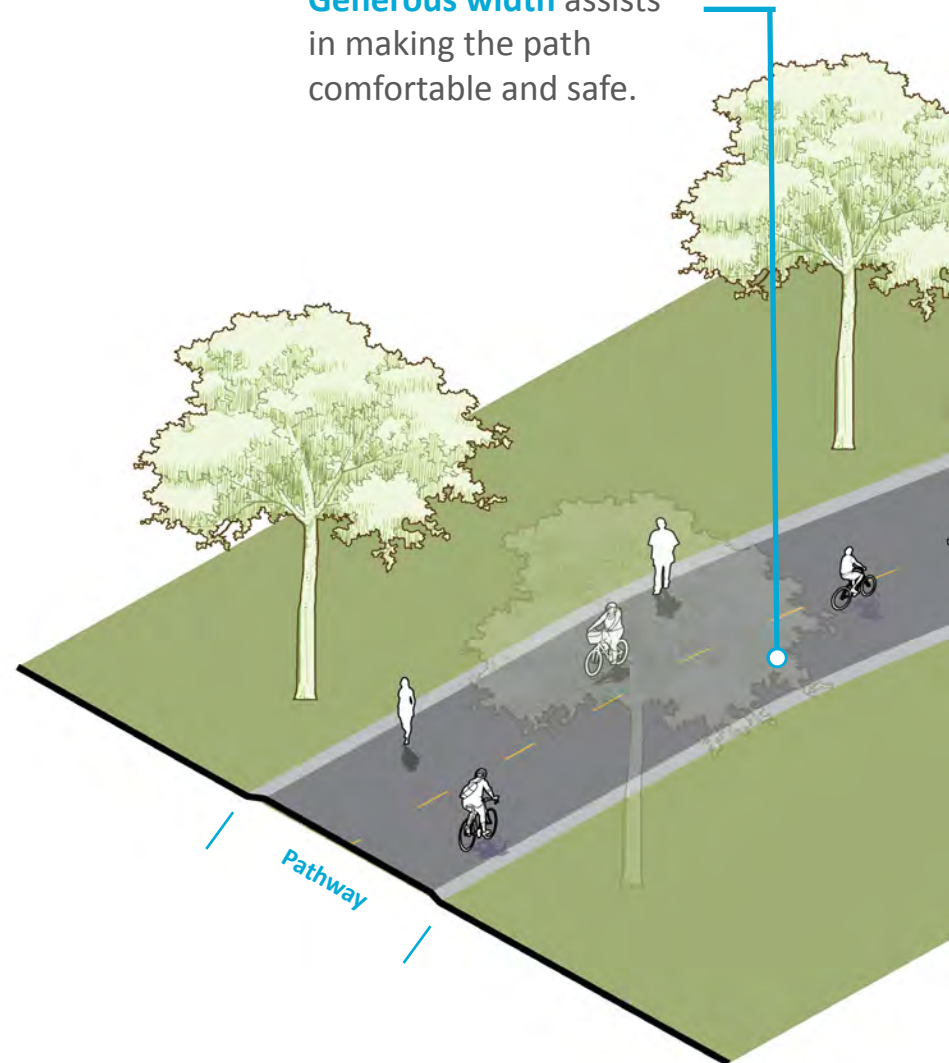
- Shared Use Paths are commonly found in West Jackson (D5) and outside of town.
- In other districts, shared use paths may provide shortcuts between disconnected streets.

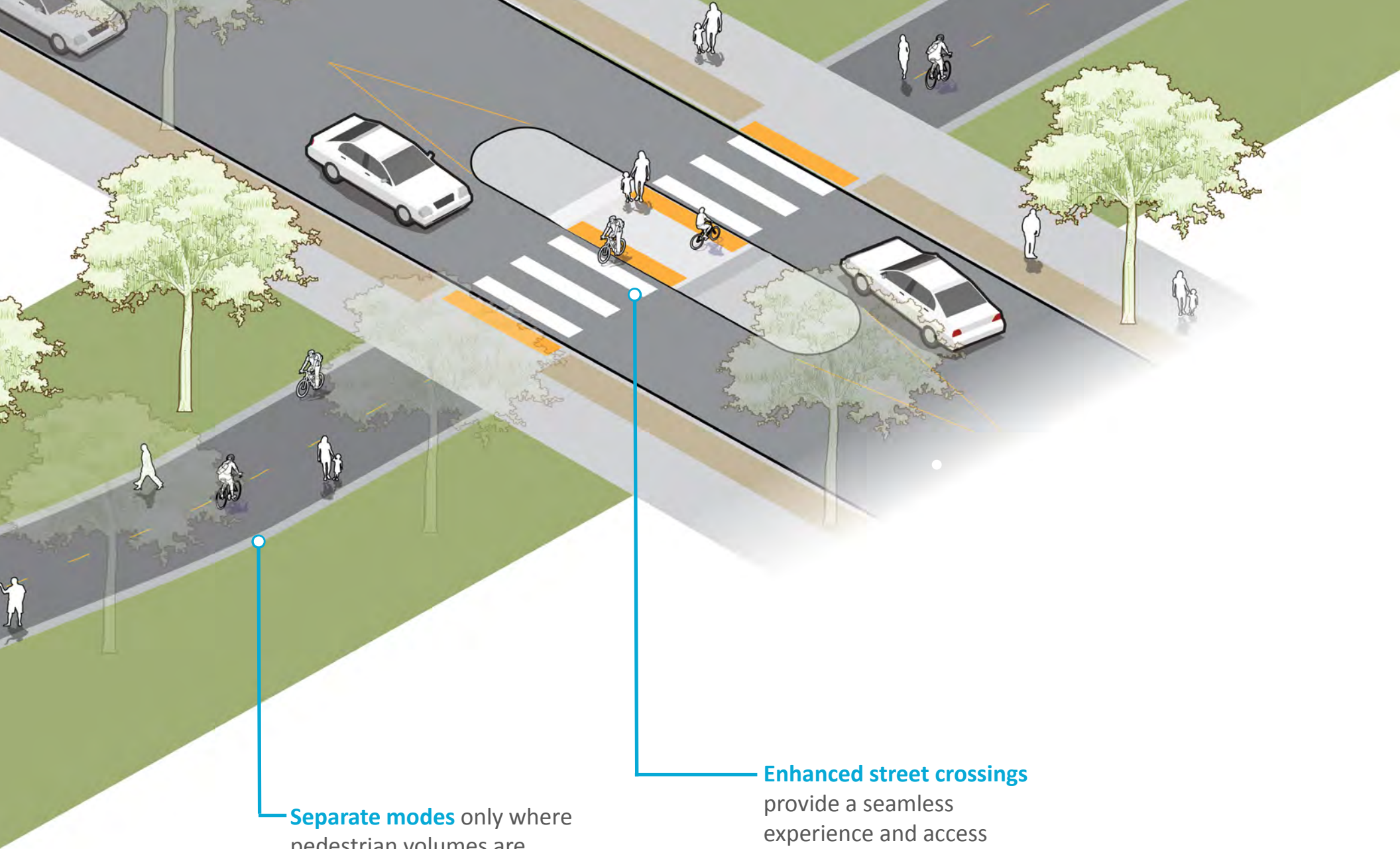
Town of Jackson Character Districts



- D1 Town Square
- D2 Town Commercial Core
- D3 Town Residential Core
- D4 Midtown
- D5 West Jackson
- D6 Town Periphery

Generous width assists in making the path comfortable and safe.





Separate modes only where pedestrian volumes are expected to be significant.

Enhanced street crossings provide a seamless experience and access across busy streets.

