

SCENARIO 1: A CARLESS VACATION

Human Need: There are few if any transportation options beyond private (owned or rented) vehicles for travel between gateway communities (communities with airline or Greyhound service) and Yellowstone and Grand Teton National Parks. Other than chartering buses or using taxis, there are few options for people who want to experience these natural wonders. This limitation often causes visitors to experience high transportation costs; and compromises safety for both the visitors and local residents.

Description of Service: The vision of this service is to provide several low cost travel options that could coordinate with more expensive options if schedules were compatible. Travelers would be able to choose several ways to travel from gateway communities to Yellowstone and Grand Teton National Parks. It is possible that this service would be available by connecting existing public transportation services in the area, and enhancing the visibility of private options, including tour options within the parks.

The ability to create this network is possible by coordinating existing public transportation systems that can offer services not only to visitors, but to local residents who need to travel for employment, medical, education or any "mobility" reason. Partnerships are also possible, as larger, fixed route transit systems are well developed in Bozeman and Big Sky, Montana; as well as in Jackson, Wyoming (with service to Driggs and Victor, Idaho); Billings, Montana, and Pocatello, Idaho.

The system described herein is not just a public transportation system (or network of systems), but is a way to connect gateway communities to service attractions in the Yellowstone-Teton area. It is also a way to link public transportation systems to private services, such as interpretive tours, or using private systems to "fill in the gaps" if public services are not available.

Actions: To make the above described service possible, it will be necessary to continue development of local services that will ultimately be linked as regional system. To facilitate this development the following principles are proposed:

- Gateway communities should meet at least twice per year to discuss plans for integrating air service with transit options, with a long-term goal of creating access to a "carless vacation" option.
- Yellowstone and Grand Teton national parks are the cornerstone of the region's identity, sustainability, and economy. Their needs must be addressed by any regional transportation system that provides for a carless vacation.
- The Offices of Tourism in Idaho, Montana and Wyoming should work with the national parks to market the idea of a carless vacation, and focus on the reduction of the visitors' impacts on the Parks.
- A transportation system that crosses so many jurisdictional boundaries must solve diverse legal and administrative obstacles. The Departments of Transportation in Idaho, Montana and Wyoming should meet to discuss

issues such as insurance, funding and other issues that may hinder the movement of public transportation services across jurisdictional boundaries.

- Easily accessible information about transportation options (both public and private) is vital to ensure an effective system. The information must be integrated into local, regional and statewide information portals, and information must serve both local and international users.
- Economic viability is enhanced if the system load can be more evenly distributed to include "off-season" activity. This includes shared vehicles between systems that may have more seasonal peaks of services.