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July 24, 2015

Teton County Board of County Commissioners
P.O. Box 3594
Jackson, WY 83001

Jackson Town Council
P.O. Box 1687
Jackson, WY 83001

Mr. Tyler Sinclair
Teton County Planning Director
Teton County Planning Department
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Via email to council@townofjackson.com, commissioners@tetonwyo.org and
tsinclair@tetonwyo.org

Dear Commissioners and Council Members:

I represent the Responsible Growth Coalition (the "RGC"), a local non-profit corporation whose mission is to raise public awareness concerning planning and transportation issues in Teton County, Wyoming and the Town of Jackson. To date, the RGC has obtained 330 signatures of individuals who implore you to remove the Tribal Trails Connector Road (the "TTC") and the East-West Bypass Road from the Teton County Integrated Transportation Plan (the "ITP.")

First, thank you for your consideration of the extensive written and public comment at the July 6, 2015 JIM regarding the ITP. The RGC appreciates the time the joint Boards spent listening to and evaluating public comment and concern. As stated prior to and at the July 6 JIM, the RGC does not oppose the majority of the ITP, and is supportive of many of the ITPs overall goals and proposed projects. However, the RGC continues to strongly oppose the inclusion of the Tribal Trails Connector Road (the "TTC") and East-West Bypass Road in the ITP. These roads are directly at odds with the goals and core values of the 2012 Teton County Comprehensive Plan to "protect the health, safety and welfare of our community and preserve our community character for future generations." (Comprehensive Plan, Executive Summary p. ES-2). Moreover, it is increasingly clear that the prioritization of the TTC is based on stale and outdated data and that comprehensive and feasible alternatives to new road construction, namely improvements at the Y intersection, have not been sufficiently analyzed or vetted. Significant

additional work must be done before these roads can even be considered for inclusion in the County's final, long-term transportation plan.

At the July 6, 2015 JIM, the following points were emphasized by certain Commissioners, Council Members, and Staff¹:

- We need to get our hands around safety issues in neighborhoods surrounding Tribal Trails and to take a closer look at safety implications
- We need to know more about the relationship between South Park Loop Road and Tribal Trails and whether the two roads can be “de-coupled.”
- We need to have correct and current data, including current data regarding the percentage of local and non-local traffic that will use the TTC.
- We need to insure public understanding and involvement, and the community needs to be brought into our choices. This requires taking the time to encourage additional public review and public outreach for additional discussion.
- Concern that the ITP as written is not furthering the goals of the Comprehensive Plan. Options other than “more roads” should be considered first.
- Is construction of the TTC a good or reasonable expenditure of funds?
- The ITP did not get out to the community enough in a way that people can have input
- More due diligence is required before a vote.

The ultimate takeaway from the meeting, as reflected in the final vote by the joint Boards, is that much more information, including but not limited to additional data, analysis, and alternatives studies, is needed before the Boards can proceed to a vote on the ITP that includes the TTC and East-West Connector Road. To this end, the RGC requests that the following necessary information and data be gathered and analysis be undertaken:

- 1) Current and accurate data/information regarding existing and anticipated traffic on WY 22 and US 89 through the Y, as well as the anticipated volumes of vehicles per day that are expected to use the proposed TTC, South Park Loop Road, and proposed East-West bypass road. This should include a current analysis of the percentage of local versus non-local traffic that would use the TTC Road.
- 2) A complete analysis of the safety, environmental, and other impacts that TTC would have on South Park residential neighborhoods, residents and the children who attend all of the schools on the proposed bypass route.
- 3) A full and fair analysis of alternatives to address the two key transportation challenges of increased traffic at the Y and redundancy access options for emergency vehicles. This should include a full analysis of options at the Y and options for emergency vehicle travel that do not require construction of the TTC (including but not limited to using the existing one lane pathway for emergency vehicles only between WY22 and South Park Loop Road similar to the new Snake River Bridge.)

¹ These comments are taken directly from the audio recording of the July 6, 2015 JIM meeting.

A decision of whether or not to prioritize a new road that will bring an estimated 10,000 to 15,000 additional vehicle trips through residential neighborhood, wildlife sensitive areas, and the most concentrated school zone in Teton County demands the above-requested level of scrutiny. Removal of the TTC and the East-West Connector Road from the ITP gives the needed time for this data collection, study, and analysis to occur, while allowing the County and Town to move forward with their many other transportation initiatives. Thank you for your time and please don't hesitate to contact me if you have questions.

Regards,



Nicole G. Krieger

cc: Keith Gingery, Erin Weisman, Audrey Cohen Davis