

ROBERT BERNSTEIN, P.E.
Consulting Transportation Engineer/Planner

June 22, 2010

Mr. Sean O'Malley, County Engineer
Teton County Public Works Dept
320 S King St
Jackson, WY 83001

Ms. Paula Stevens, Asst Director
Teton County Planning Dept
200 S Willow St
Jackson, WY 83001

SUBJECT: Through Traffic vs Local Traffic in the High School Road Corridor (HSRC) –
South Park area Transportation Analyses

Dear Sean and Paula,

I appreciate the opportunity to further clarify this vexsome issue/definition that seems to lie at the root of most misunderstandings about the desirability of the Tribal Trails Connector Road (TTCR).

Need for TTCR

My clients' assertion – as expressed to the best of my ability in my June 18, 2010, letter – is that from the perspective of “the neighbors” (i.e., the TTCR/South Park area communities),

The sole traffic-related purpose of TTCR should be to provide a direct linkage between South Park/TTCR area neighborhoods and WY22 that does not require community traffic to travel out-of-direction to the east and does not require unnecessary use of US89 and The Y. The local streets and collectors serving the South Park/TTCR area (South Park Loop, High School Rd, etc) and the land uses adjacent to them – see photos below – are neither designed nor intended to carry other traffic (i.e., traffic without an origin or destination in the community or traffic simply circumventing congested intersections).

TTCR Fatal Flaw

A corollary, also expressed in my June 18 letter, is that the State Highways and County Arterials – WY22 and US89 in particular in this case – are the facilities that are intended to carry through non-local traffic, and must be improved to do so. Accordingly, the State Highway and County Arterial improvements needed to accommodate the through traffic on the regional

highway system need to be determined BEFORE any kind of reasonable, practical judgment can be made on TTCR, because TTCR is clearly a matter that is secondary to providing adequate regional capacity of the regional highway system. After this current rush of TTCR/South Park area analyses are complete, a truly comprehensive, coordinated, multi-agency assessment of the improvements needed on WY22, The Y, Broadway, and US89 intersections/interchanges through South Park should be done PRIOR to further TTCR project development. The resultant set of regional roadway system improvements should inform and guide the TTCR project, not the other way around!

HSRC–South Park Area Neighborhood Roads
(these are not regional or even county-wide through routes)



HSRC–South Park Area Neighborhood Roads (continued)



LOCAL TRAFFIC VS THROUGH TRAFFIC

As shown on the attached Figure 3 from the HSRC/South Park Area Study draft report, only about 33% of the traffic expected to use the TTCR as proposed would be Local traffic according to the community's definition of through and local traffic. The other 67% is traffic that can/should remain on the Regional/State road system.

Much of the discussion of TTCR impact and acceptability hinges on the terms "local traffic" and "through traffic," and there seem to be multiple definitions of those terms, depending on who one is talking to. In terms of the perspective of the TTCR/South Park area community, the terms are defined as follows (using the traffic origin-destination information developed for the HSRC/South Park area)

- Traffic for which TTCR is needed - i.e., South Park/TTCR area neighborhood traffic enroute to/from WY22 that otherwise would have to travel out-of-direction to and via US89 – is the "community-defined" Local traffic, and the only traffic that TTCR should accommodate. (According to the draft traffic study, this local traffic comprises only 34% of TTCR traffic.)
- WY22 traffic enroute to/from areas east of Broadway should stay on WY22. It would be counterproductive and inappropriate to build TTCR in order to be able to divert this regional traffic off the state highway/arterial network and onto TTCR/South Park area neighborhood streets simply to avoid making the primary system improvements needed (e.g., at The Y). The 37% of potential TTCR traffic making this diversion constitutes a negative impact for the community, not a justification for the project.
- WY22 traffic enroute to/from communities and businesses in the south end of South Park via US89 should continue to use WY22 and The Y. It would be counterproductive and inappropriate to build TTCR as a means of diverting this ostensibly local traffic (14% of potential TTCR traffic) onto TTCR/South Park area neighborhood streets simply as a means of short-cutting The Y and other State Hwy congestion points. (Cut-through traffic is undesirable and impacts neighborhoods regardless of whether the cut-through is inter-regional or from one part of the neighborhood to another...)
- WY22 traffic enroute to/from US89 south of South Park (14% of potential TTCR traffic) clearly should remain on the regional highway system and should not use TTCR/South Park area neighborhood streets as a means of short-cutting The Y and other State Hwy congestion points.

As discussion proceeds and further study results become available, it becomes more and more clear that advancing the TTCR at this time is premature. The Y is the key point in the Town/County/State street/hwy system, and a comprehensive set of feasible improvements must be identified and set in motion before TTCR can be properly considered.

Hope this was useful. If you have any questions or if you need additional information, please contact me.

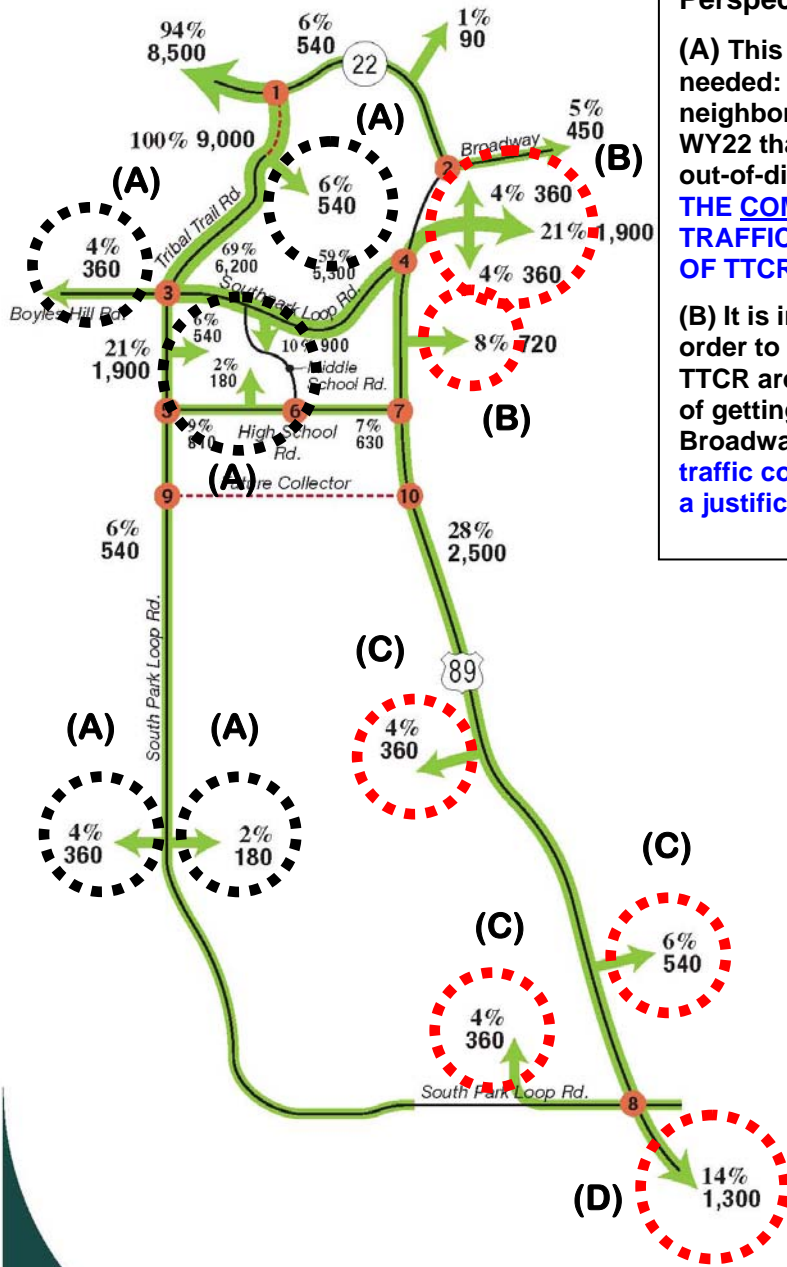
Sincerely,

A handwritten signature in black ink that reads "Robert Bernstein". The signature is written in a cursive, flowing style with a large, sweeping underline.

Robert Bernstein, P.E.

cc: Armond Acri, Save Historic Jackson Hole
Linda Aurelio
Jeff Ream, FHU

Summary of Qualifications. I have Bachelor's and Master's degrees in Civil Engineering (from Georgia Tech and Northwestern University, respectively), and I am a registered professional engineer in Oregon, Washington, California, Idaho, Georgia, and New Jersey. I have over 34 years of transportation planning and traffic engineering experience, including five years with the City of Portland, Oregon, and seven years as Senior Transportation Engineer with the Puget Sound Council of Governments. In these positions and as a private consultant, I have served as project traffic engineer and transportation planner on dozens of arterial and highway conceptual design studies in Oregon, Washington, California, and Georgia. I have prepared the transportation element for a dozen city and county comprehensive plans, and I have conducted numerous regional and subregional travel demand forecasting studies, traffic operations and safety analyses, and neighborhood traffic management studies. In addition, I have provided on-call development review services for several cities in Oregon, Washington, and California, and over the last 25 years I have provided expert assistance on development-related traffic issues to over 100 community and neighborhood groups in Oregon, Washington, and throughout the West.



Notes from a TTCR/So Pk Community Perspective:

(A) This is the traffic for which TTCR is needed: i.e., South Park/TTCR area neighborhood traffic enroute to/from WY22 that otherwise would have to travel out-of-direction to and via US89. **THIS IS THE COMMUNITY-DEFINED 'LOCAL' TRAFFIC, AND COMPRISES ONLY 34% OF TTCR TRAFFIC.**

(B) It is inappropriate to build TTCR in order to divert WY22 regional traffic onto TTCR area community streets as a means of getting to/from areas east of Broadway. **This 37% of potential TTCR traffic constitutes a negative impact, not a justification for the project.**

Notes from a TTCR/So Pk Community Perspective:

(C), (D) It is inappropriate to build TTCR in order to divert WY22 traffic enroute to/from US89 onto TTCR area community streets simply as a means of avoiding The Y (Even if the diverted traffic is traveling to/from areas that technically are part of South Park – as the 14% of TTCR traffic in Notes (C) – that traffic should remain on the highway system). **The Y is the linchpin in the street/hwy system, and comprehensive improvements must be identified and set in motion before TTCR can be properly considered.**

Distribution of Existing Tribal Trail Connector Traffic on Study Area Roads



High School Road Traffic Analysis 09-076 04/30/10

NORTH