

Jeanne Carruth

From: Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>
Sent: Tuesday, July 28, 2015 5:32 AM
To: Jeanne Carruth
Subject: Fwd: ITP Comments | Indian Trails HOA Tribal Trails Connector Opposition Letter

Tyler Sinclair
Town of Jackson
(307)733-0440 ext. 1301
www.townofjackson.com

Begin forwarded message:

From: "Jason C. Anderson" <totalgaijin@gmail.com>
Date: July 27, 2015 at 22:53:28 MDT
To: County Commissioners <commissioners@tetonwyo.org>, "council@townofjackson.com" <council@townofjackson.com>
Cc: Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>, Sandy Birdyshaw <sbirdyshaw@tetonwyo.org>, Frank Lane <flane@wyoming.com>
Subject: ITP Comments | Indian Trails HOA Tribal Trails Connector Opposition Letter

Sandy,

As a member of the Tribal Trails HOA, we are aware of a formal letter sent to the commissioners opposing the Tribal Trails Connector (attached) but have not seen it in the public comments. Please add this to the public comments. Please respond back to this email letting me know it made it into public comments.

Frank Lane, the HOA president, is CCed on this email.

TO: TETON COUNTY COMMISSIONERS
FM: INDIAN TRAILS HOMEOWNERS ASSOCIATION BOARD OF DIRECTORS
RE: TRIBAL TRAILS CONNECTOR ROAD
DT: JUNE 30, 2015

Dear Commissioners,

We are writing you in our capacity as the Board of Directors of the Indian Trails Homeowners Association. The purpose of this letter is to state our opposition to the proposed Tribal Trails Connector Road (TTCR). We believe this proposed road will cause significant negative impact to our neighborhood and to adjacent neighborhoods and subdivisions, affecting both residents and wildlife.

We have significant concerns and objections to the Tribal Trail Connector Road and the considerable volume of traffic it would send through our neighborhoods, school zones, recreational zones and wildlife habitat and migration zones.

As described in the Integrated Transportation Plan, the TTCR would push 9,000 to 13,000 cars per day through our neighborhood – this is a number of cars and trucks that is greater in volume than what travels Interstate 80 on a daily basis (WYDOT). Are you ready to put an Interstate level of traffic through rural and residential areas?

This road proposal directly conflicts with the Comprehensive Plan vision to “{p}reserve and protect the area’s ecosystem in order to ensure a healthy environment, community and economy for current and future generations.”

We surveyed our membership (lot owners within the Indian Trails Subdivision) and we received an overwhelming response to compose this letter to you opposing the Tribal Trails Connector Road, as 93% of respondents stated opposition to the TTCR. As such, we the Indian Trails HOA Board of Directors is objecting to the Tribal Trails Connector Road as proposed and is requesting the Board of County Commissioners take this objection into consideration as you review this matter.

Thank you for your time,

Indian Trails Homeowners Association Board of Directors

From: Nicole Krieger [<mailto:nicole@hcdlawyers.com>]

Sent: Friday, July 24, 2015 11:03 AM

To: council@townofjackson.com; County Commissioners <commissioners@tetonwyo.org>; Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>; Sandy Birdyshaw <sbirdyshaw@tetonwyo.org>

Cc: Keith Gingery <kmgingery@wyoming.com>; Erin Weisman <eweisman@wyoming.com>; Audrey Cohen-Davis <audreyntrey@gmail.com>

Subject: Public Comment Letter for July 27, 2015 JIM

Dear Town Council Members, Board of County Commissioners, and Planning Director Sinclair:

Please see the attached public comment letter for the July 27, 2015 JIM.

Thank you for your consideration.

Regards,
Nicole Krieger

Nicole G. Krieger
Hess D'Amours & Krieger, LLC
Post Office Box 449
30 East Simpson Street
Jackson, WY 83001

307.733.7881 (phone)
307.733.7882 (fax)
nicole@hcdlawyers.com

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Frank Hess'
Paul E. D'Amours"
Nicole G. Krieger'
• Admitted in WY
** Admitted in WY, ID & CO

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Legal Assistant

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
P.O. Box
Jackson, WY 83001

Via email to council@townofjackson.com, commissioners@tetonwyo.org and
tsinclair@tetonWY_o.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 ITP 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 TIC 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 Collector 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 TIC, 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 TIC 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

From: Michele Gammer [<mailto:mgammer@gammerlaw.com>]

Sent: Friday, July 24, 2015 8:45 AM

To: council@townofjackson.com; County Commissioners <commissioners@tetonwyo.org>; Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>; Sandy Birdyshaw <sbirdyshaw@tetonwyo.org>

Cc: nicole@hcdlawyers.com; Michele Gammer <mgammer@gammerlaw.com>; totalgaijin@gmail.com

Subject: Public Comment on Draft of the Integrated Transportation Plan

Dear County Commissioners and Town Council Members:

We submit this letter on behalf of the Responsible Growth Coalition as a follow-up to the July 6 Joint Information Meeting on the Public Review Draft of the Jackson/Teton Integrated Transportation Plan. Thank you for considering our comments.

Sincerely,

Michele A. Gammer
Jason Anderson

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
P.O. Box 1727
Jackson, WY 83001

Via email to council@townofjackson.com, commissioners@tetonwyo.org, sbirdyshaw@tetonwyo.org
and tsinclair@tetonwyo.org

Dear Commissioners and Council Members:

We write on behalf of the Responsible Growth Coalition as a follow-up to the July 6 JIM on the Public Review Draft of the Jackson/Teton Integrated Transportation Plan (ITP). Our organization has secured signatures of at least 330 individuals who share our concerns about the Draft ITP's prioritization and inclusion of a proposed Tribal Trails Connector ("TTC").

At the July 6, 2015 JIM, the County Commissioners and the Town Councilors focused on two key transportation challenges they seek to address: (1) increased traffic and congestion at the Y Intersection of US Hwy 89 and WY22; and (2) the need for redundancy to allow emergency vehicles to access South Park and the West Bank in the event of an emergency or a blocking accident at the Y Intersection.

As currently proposed, the TTC is a bypass road that, if built, would dump 13,000 vehicles per day into a quiet rural and residential area and a dense zone of six schools and 15 athletic playfields. As recently as 2010, it was estimated that 2/3 of these vehicles would be non-local traffic. More current information has not been obtained either by the Engineering Staff or the Consultant retained to develop the Draft ITP.

We believe it would be a grave mistake for our County and Town Elected Officials to make any commitment in the ITP to build a TTC. The current prioritization and inclusion of the TTC is based on incomplete and stale data and critical analysis of impacts of the proposed bypass and viable alternatives is missing. Even Engineer O'Malley conceded at the July 6 JIM that he lacked current traffic information on the volume of vehicles (local or non-local) that might use a proposed TTC and had yet to engage in any analysis of safety or environmental implications of a proposed TTC.

At the July 6 JIM, the Board and Council agreed that there must be additional information, data, and critical analysis before the numerous questions surrounding a proposed TTC can be answered. Accordingly, the Elected Officials should direct their staff to obtain and make public the following critical data and analyses before further considering a proposed TTC:

- 1) Current and accurate information about 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 ;
- 2) A complete analysis of the safety, environmental, and other impacts that a TTC would have on South Park residential neighborhoods and their 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, including using the existing one lane pathway for emergency vehicles only between WY22 and South Park Loop Road similar to the new Snake River Bridge.

This critical data can be obtained by the County and Town staff; however, it will take additional time and funding to do so. For that reason, the portion of the Draft ITP relating to a proposed TTC should be removed from the ITP or deferred until such data and analysis is provided and considered.

Our request to defer consideration of a TTC is consistent with the Comprehensive Plan and the many comments voiced by the County and Town Elected Officials, along with their staff, at the July 6 JIM. The Comprehensive Plan requires the Elected Officials to protect the health, safety, and welfare of the County's residents and preserve the community in which we live. The proposed TTC would involve building multiple new roads in a quiet rural and residential area in which six schools and fifteen athletic fields are located. At the July 6 meeting, Elected Officials and their staff noted:

- 1) There should be a redesign and improvement of the Y first (Allen);
- 2) We can build our way out of traffic problems with improvements at the Y (O'Malley)
- 3) Roundabouts are 2-3 times more efficient at moving traffic than signal lights (O'Malley)
- 4) We need to get our hands around safety issues for foot and bike traffic on the TTC (Flitner)
- 5) There are too many unanswered questions about the TTC (Allen)
- 6) We need more meetings to encourage additional public review and outreach (Vogelheim)
- 7) We need to figure out how to make the TTC safe, get it right, and look at alternatives (Rhea)
- 8) We should make sure we understand correct data (Flitner)
- 9) I'm very much in favor of bringing people in and getting as much comment as possible (Newcomb)
- 10) I recommend to staff that they come up with concept drawings of what the TTC would look like (Vogelheim)

We ask you, the Elected Officials, to direct your staff at the next JIM to gather and make public the necessary information and analysis that we request outlined above to allow for an informed decision about how to address these key traffic issues as they relate to the Y Intersection and a proposed TTC. In addition, we ask that additional opportunity for public input be provided once this additional information is obtained and disclosed to the public and prior to inclusion of a proposed TTC in the Draft ITP.

Mr. Sinclair stated at the July 6 JIM that "it is time for you to decide if there are any projects that you would like in or not in the Plan." Mr. O'Malley previously told you that you would be "married" to the ITP (June 1 JIM) and you were told that it would serve as the staff's "blueprint and action plan." (July 6 JIM). Given the level of commitment you are making and the absolute lack of critical information and analyses that are needed for consideration and approval of a proposed TTC, we again respectfully

suggest that a proposed TTC be removed from the Draft ITP and any decision related to a proposed TTC be deferred until the above-requested data and information is gathered and analysis is complete and made public. Alternatively, you could request that the Draft ITP be amended to require in-depth exploration of alternatives and design and development of major capital projects, including a proposed TTC, before the Draft ITP is adopted.

Thank you for consideration of this letter and our requests.

Sincerely,

On Behalf of the Executive Committee of the Responsible Growth Coalition
Jason Anderson
Michele Gammer

cc: Nicole Krieger

-----Original Message-----

From: Kelvin Stirn [mailto:kstirn@wyom.net]

Sent: Friday, July 10, 2015 3:05 PM

To: Town Council

Subject: Transportation Plan

Dear Town Council:

The following is a letter I sent to the County Commissioners. Since Town and the County are involved in the Transportation Plan, they thought it would be useful for you to receive this letter too. Thank you for committing your time to the plan.

Well, it looks like the North Bridge is up for discussion once again. I referred to all my correspondence back in 1999 when the exact same topics were discussed and eventually dismissed. The only item that has changed since then is the increase in traffic numbers. However, the same overall county wide effect on traffic with a North Bridge stays the same.

Some commissioners have questioned whether we need to conduct another detailed analysis again? Perhaps. I am, however, confused about what form the North Bridge will be included in the Transportation Plan? By including it, does it mean a bridge will happen, or is it simply to determine more details to see if it is viable? The language is vague and I would hope it's purpose in the plan could be stated more clearly. Specifically, the cost and it's entire route. Currently, the North Bridge map shows the line coming off of Sagebrush Drive, but does not show where it ends up on the west side of the river.

Currently, the strongest arguments for having a bridge appears to be to stave off the widening of Highway 390 and 22. I question what happens with all this traffic that is placed on North Cache and Broadway as a result of the bridge? Are we simply removing vehicles from one location and jamming them into another location in the county? Back in 1999, Jorgensen Engineering calculated a North Bridge would place an additional 7000 vehicles per day on North Cache. I am sure it is a greater number today. Even if North Cache could be widened somehow to four lanes, it all funnels down to two arriving in town. Are we creating a bigger mess diverting traffic this way? Again, it only impacts county wide traffic by .03%. So, whatever roads the North Bridge is helping, it is going to cause havoc on other roads.

Even if we stave off the widening of Highway 22 and 390, are we just creating a bandaid so in the future, these roads will be widened anyway. Are we simply delaying the inedible?

Creating redundancy for emergencies is another argument for the bridge. But I believe this argument has been presented by the public as an emotional excuse to create the bridge. This topic was also investigated back in 1999. When Emergency Management organizations (including the Fire Department, EMS, Sheriff and Police) were asked about the need for a North Bridge to secure the valley. Their comment at the time, and I quote, was, "If the bridge is built, yes we will use it, however, it is not a necessary element to provide quality service to this community". So, even though the community may say redundancy is necessary, where are the facts that we actually need it per the experts in Emergency Management organizations? The current Multi-Hazard Mitigation Plan Update dated January 2010 has no projects proposed to create redundancy by requesting a North Bridge off of Highway 390. Instead, the plan states a goal to assess all current bridges and "identify nearest resources for installation of temporary bridges" in case of a disaster.

Even if the county was convinced a bridge was necessary, the costs to secure easements may be cost prohibitive. The land on the East side of the river where the bridge may be built is very valuable, but the legal costs of attempting to put easements through conservational protected parcels on the west side will be astronomical.

I know at one point a dollar value was attached to the North Bridge proposal, and the number was beyond what the county/state could afford. I can't imagine it has gotten any better. Are their any current costs out there floating around?

As suggested by other commissioners, perhaps some negotiations using phase 2 of the JHMR/Shooting Star development could be used to secure an easement for the bridge. No one can argue, that the increase in traffic from the village has significantly increased due to recent development by JHMR and Shooting Star and additional commercial/lodging/retail development with Phase 2 will only exasperate the problem.

And finally, after some finessing with my computer, I was able to log into the meeting yesterday. It was interesting and surprising to hear that we were one of the few to comment by email on the North Bridge. I appreciate the county and town delaying any major decisions on the Transportation Plan. I agree the community is not engaging themselves in this as much as they should.

Would the county be interested in notifying land owners along the proposed North Bridge route where the bridge is seriously being considered? If not, I am more than happy to get letters out to those that should be more engaged in this conversation. Perhaps the topic of the North Bridge has been brought up so many times in the past and then dropped, they feel engaging in this topic is not warranted and it will logically be dropped again. That, obviously is not healthy thinking.

Thank you Commissioners. If there is anything we can do to help in your understanding of the bridge's impact and it's effects on the west side's standard of living, please don't hesitate to contact us at anytime. We would enjoy being part of any group discussions you may plan in the future.

Kelly and Nancy Stirn
R Lazy S Ranch

From: Paul Hansen [<mailto:paulwhansen@me.com>]
Sent: Tuesday, July 21, 2015 9:25 AM
To: Sara Flitner
Subject: Jackson South

Sara
Nice job with the Monday breakfast group.

Here is a TCC letter on Jackson South that talks about WYDOT's piecemeal analysis of Level of Service (toward the end of the letter). Had WYDOT calculated Level of Service from logical termini, Alpine to Jackson or even Hoback to Jackson, they would have attained Level of Service C. As it was, they just missed it. Had they recalculated with revised growth forecasts based on the 2008-2009 recession, it is almost certain they would have reached Level of Service C even with the piecemealed analysis. Many jurisdictions are building "context sensitive" projects, without Level of Service C at all, due to local conditions. The U.S. Dept. of Transportation is allowing and even encouraging this, as is the American Association of State Highway Transportation Officials. Just check their website. I think there you have been given a "terminological inexactitude" on this point, as Winston Churchill once rephrased his accusation that a fellow MP was lying.

Cheating on the numbers to not give a county and town what they want, a more right-sized alternative, is just wrong. How do we ever get to a fiscally sustainable future if we spend on projects people do not want and are not needed? The expansion WYDOT proposes will be a huge and unnecessary loss of the character and charm of the southern entrance to our valley, as compared to the town/county alternative. It will present a much larger obstacle to wildlife and cause more wildlife mortality. People will drive faster. (We need nighttime 45 MPH, and 25 MPH through Karnes meadow, where we kill more deer than anywhere.) Next time you drive to Hoback Jct., imagine 4-5 lanes most of the way. On safety, the town/county alternative, two dedicated travel lanes with turn lanes, will be safer. Just look at all the skid marks at the Rafter J or South Park/Melody turns, where people are turning out of a second travel lane. Yes, lines are obscured by snow, but tracks quickly establish the lanes.

Paul

Paul W. Hansen
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www.tetonwyo.org

Commissioners

Hank Phibbs, Chairman
Ben Ellis, Vice Chair
Andy Schwartz
Leland Christensen
Paul Vogelheim

**County Commissioner's
Administrator**

Stephen Foster

October 17, 2010

Transmitted via email to jacksonsouthfeiscomments@dot.state.wy.us

Mr. Lee Potter, P.E.
Federal Highway Administration
2617 E. Lincoln Way, Suite D
Cheyenne, WY 82001-5662

**RE: Comment on Jackson South Final Environmental Impact Statement
FHWA Project: FHWA-EIS-08-01**

Dear Mr. Potter:

I would like to begin by reaffirming that the Teton County Board of Commissioners (Board) supports the efforts of the Wyoming Department of Transportation (WYDOT) and the Federal Highway Administration (FHWA) to reconstruct Hwy 89/189/26/191 between Hoback Junction and South Park Loop Road. We agree with WYDOT and FHWA that maintaining the status quo is not a preferred outcome of the Environmental Impact Statement (EIS) process.

I would also like to thank you for your August 2009 letter in response to the Board's March 2009 comment letter on the Draft EIS. The comments contained herein are not intended to reiterate comments made in the March letter. Rather the intent is to provide new comment for your consideration and response.

Mitigation of Wildlife Mortality

With regard to wildlife mortality and mitigation of the unfortunate consequences of vehicle-wildlife collisions, the Final EIS (FEIS) states that WYDOT "will provide" five wildlife highway crossings – three in the Game Creek area (north zone) and two in the Horse Creek area (south zone). Further, the FEIS states that two other mitigation measures – an underpass south of Horse Creek and an underpass or overpass near Old West Cabins – have been studied by WYDOT (pages 4-57 and 4-58). These locations are predicated on wildlife data collected between 1990 and 2004, which excludes relevant mortality and incidence data for the past six years. As a result, the Board recommends that final decisions regarding the appropriate number and locations of crossings, their design, and associated fencing requirements include the most current information and wildlife data available.

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commissioners@tetonwyo.org

According to the FEIS, three existing bridges will be replaced with longer spans designed to accommodate “all manner of wildlife movement.” The Board supports this approach and asks that the County be included in discussions regarding the design of these bridges.

The other two crossing structures would be culverts at Game Creek and Horse Creek. The FEIS states that WYDOT will replace these culverts with structures that permit wildlife movement under the highway. However, the FEIS also states that these structures may not be large enough for elk or moose due to highway grade and culvert size. As a consequence, elk and moose would be limited to crossing under the two bridges in the north zone and the single bridge in the south zone. This represents three locations within the approximately seven-mile project corridor that large ungulates such as moose and elk would have the opportunity to safely cross the highway. Absent additional crossing opportunities, elk and moose will be forced into potentially multi-mile detours as they are funneled via exclusionary fencing to these bridges.

In summary, it is the opinion of the Board that the five proposed crossings should accommodate all manner of wildlife (including elk, moose, pronghorn and deer) and that the FEIS should be revised to clearly demonstrate a commitment to mitigating roadway related impacts on all wildlife.

Regarding the “potential” underpass south of Horse Creek, the Board agrees that wildlife crossing frequency warrants the creation of a highway crossing in this area. Favorable topography, the proposed 3-lane cross-section north of Hoback Junction, and National Forest ownership combine to make this an ideal location for the creation of an underpass that will reduce roadway related wildlife mortality. Consequently, the Board asks that the FEIS be revised to reflect a clear commitment to construction of an underpass that will effectively mitigate wildlife mortality, including that of large ungulates, in this area. If this underpass is constructed there would be two large animal crossing locations in the south zone.

Regarding the underpass or overpass near Old West Cabins, the FEIS states that either option is problematic and that topography favors an overpass that would impact private property and result in “higher visual impact.” The Board supports the concept of an overpass and believes the structure could be a scenic amenity rather than visual blight. Regarding impacts to private property, the Board is committed to resolving this obstacle and asks that WYDOT consult with us to explore potential options prior to issuance of the Record of Decision for the FEIS. This area is a wildlife crossing “hotspot” and the location of the greatest number of vehicle-wildlife collisions in the project area. As a result, beneficial resolution should not be left to chance.

Considerable study, discussion and comment have occurred regarding the importance of wildlife mortality mitigation within the project corridor. Consequently, the Board has misgivings regarding the lack of clarity and commitment contained in the FEIS pertaining to where and how effective wildlife mortality mitigation will occur, especially given the wildlife crossing challenges associated with a five-lane highway.

Mr. Lee Potter, P.E.
October 17, 2010
Page 3 of 4

Multi-modal Transportation

As stated previously, I will not reiterate the comments submitted in March 2009 on the topic of multi-modal transportation. The points enumerated in the letter have not changed. Your response to the Board's comment regarding the Henry's road option (Option 2) states that "WYDOT has no plans to improve Henry's Road beyond the improvements recently completed by WYDOT." Given this decision, the Board supports Pathway Option 1.

South Park River Access

You noted in your August 2009 letter that the Bureau of Land Management's South Park river access plan is not part of this highway reconstruction project, but that WYDOT will coordinate with Teton County on the underpass depicted in the development plan, which does lie within the highway right-of-way. On behalf of the Board, thank you for FHWA's commitment to creating safe access at this location.

Logical Project Termini

Your response to the Board's concern regarding the selection of logical termini for the project raises additional procedural and substantive questions. Procedurally, we are not aware of any discussions within the Interdisciplinary Team on this topic. Your response states that the project termini "were determined at the onset of the project to be logical and define rational end points for developing alternatives, analyzing transportation improvements, and considering environmental issues." Given the foundational importance of this decision, we would ask that you be more specific regarding the process by which the decision on logical termini was made. If this decision was made absent a thorough vetting by the Interdisciplinary Team, the Board is concerned that the project need and purpose, evaluation of alternatives and identification and mitigation of environmental impacts were fundamentally guided by decisions made outside the environmental documentation process.

Regarding the substantive importance of this decision, your response to the Board's March 2009 comment letter reads as follows:

...logical termini for project development are defined as (1) rational end points for a transportation improvement, and (2) rational end points for a review of the environmental impacts. MP 1448.6 was determined to be a logical northern terminus because at that location, the existing highway transitions from a two-lane to a five-lane highway north toward Jackson. MP 141.4 was determined to be a logical southern terminus because at that location planned highway improvements under the Hoback Junction project begin.

Pursuant to 23 CFR 771.111(f) regarding development of logical project termini within the National Environmental Policy Act (NEPA) process:

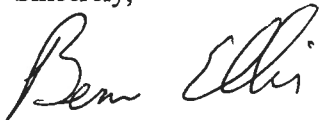
In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated in each environmental impact statement (EIS)... shall connect logical termini and be of sufficient length to address environmental matters on a broad scope.

Mr. Lee Potter, P.E.
October 17, 2010
Page 4 of 4

The Board contends that the selection of South Park Loop road as the northern terminus fails to meet the above standard. The appropriate northern terminus should not have been predicated on a cross-section transition point, which is simply an artifact of construction staging and financing and is immaterial in determining logical project termini. As currently established, the northern terminus segments the travel corridor between Hoback Junction and the city limits of Jackson, resulting in a piecemeal environmental review. This is particularly important because this decision precluded any consideration of alternatives, impacts, and mitigation that may have yielded a more environmentally sensitive and less costly outcome.

Thank you for your consideration of our comments on this critically important project.

Sincerely,



Ben Ellis, Vice Chair
Teton County Board of Commissioners

Attachments:

1. Comment from Teton County Board of Commissioners on Draft EIS (March 4, 2009)
2. Response from Lee Potter, FHWA, on Comment from Teton County Board of Commissioners (August 20, 2009)

cc: Tim Stark, P.E., Wyoming Department of Transportation
Steve Ashworth, Teton County/Jackson Parks and Recreation Dept
Sean O'Malley, Teton County Engineering
Brian Schilling, Jackson Hole Community Pathways
Paula Stevens, Teton County Planning & Development
Michael Wackerly, Southern Teton Area Rapid Transit (START)

Jeanne Carruth

From: Kelvin Stirn <kstirn@wyom.net>
Sent: Thursday, July 23, 2015 9:24 AM
To: Jeanne Carruth; Tyler Sinclair; Sean O'Malley
Subject: ITP Public Comment

Well, it looks like the North Bridge is up for discussion once again. I referred to all my correspondence back in 1999 when the exact same topics were discussed and eventually dismissed. The only item that has changed since then is the increase in traffic numbers. However, the same overall county wide effect on traffic with a North Bridge stays the same. It is interesting that the topic of the bridge keeps coming up to help traffic, but the same effect the bridge has on traffic does not change.

Some commissioners have questioned whether we need to conduct another detailed analysis again? Perhaps. I am, however, confused about what form the North Bridge will be included in the Transportation Plan? By including it, does it mean a bridge will happen, or is it simply to determine more details to see if it is viable? The language is vague and I would hope it's purpose in the plan could be stated more clearly. Specifically, the cost and it's entire route. Currently, the North Bridge map shows the line coming off of Sagebrush Drive, but does not show where it ends up on the west side of the river.

Currently, the strongest arguments for having a bridge appears to be to stave off the widening of Highway 390 and 22. I question what happens with all this traffic that is placed on North Cache and Broadway as a result of the bridge? Are we simply removing vehicles from one location and jamming them into another location in the county? Back in 1999, Jorgensen Engineering calculated a North Bridge would place an additional 7000 vehicles per day on North Cache. I am sure it is a greater number today. Even if North Cache could be widened somehow to four lanes, it all funnels down to two arriving in town. Are we creating a bigger mess diverting traffic this way? Again, it only impacts county wide traffic by .03%. So, whatever roads the North Bridge is helping, it is going to cause havoc on other roads.

Even if we stave off the widening of Highway 22 and 390, are we just creating a bandaid so in the future, these roads will be widened anyway. Are we simply delaying the inedible?

Creating redundancy for emergencies is another argument for the bridge. But I believe this argument has been presented by the public as an emotional excuse to create the bridge. This topic was also investigated back in 1999. When Emergency Management organizations (including the Fire Department, EMS, Sheriff and Police) were asked about the need for a North Bridge to secure the valley. Their comment at the time, and I quote, was, "If the bridge is built, yes we will use it, however, it is not a necessary element to provide quality service to this community". So, even though the community may say redundancy is necessary, where are the facts that we actually need it per the experts in Emergency Management organizations? The current Multi-Hazard Mitigation Plan Update dated January 2010 has no projects proposed to create redundancy by requesting a North Bridge off of Highway 390. Instead, the plan states a goal to assess all current bridges and "identify nearest resources for installation of temporary bridges" in case of a disaster.

Even if the county was convinced a bridge was necessary, the costs to secure easements may be cost prohibitive. The land on the East side of the river where the bridge may be built is very valuable, but the legal costs of attempting to put easements through conservational protected parcels on the west side will be astronomical.

I know at one point a dollar value was attached to the North Bridge proposal, and the number was beyond what the county/state could afford. I can't imagine it has gotten any better. Are there any current costs out there floating around?

As suggested by other commissioners, perhaps some negotiations using phase 2 of the JHMR/Shooting Star development could be used to secure an easement for the bridge. No one can argue, that the increase in traffic from

the village has significantly increased due to recent development by JHMR and Shooting Star and additional commercial/lodging/retail development with Phase 2 will only exasperate the problem.

It was interesting from the last JIM meeting, a commissioner mentioned we were one of the few to comment by email on the North Bridge. I appreciate the county and town delaying any major decisions on the Transportation Plan. I agree the community is not engaging themselves in this as much as they should.

Would the county be interested in notifying land owners along the proposed North Bridge route where the bridge is seriously being considered? If not, I am more than happy to get letters out to those that should be more engaged in this conversation. Perhaps the topic of the North Bridge has been brought up so many times in the past and then dropped, they feel engaging in this topic is not warranted and it will logically be dropped again. That, obviously is not healthy thinking.

Thank you. If there is anything we can do to help in your understanding of the bridge's impact and it's effects on the west side's standard of living, please don't hesitate to contact us at anytime. We would enjoy being part of any group discussions you may plan in the future.

Kelly and Nancy Stirn
R Lazy S Ranch

From: Kelvin Stirn <kstirn@wyom.net>
Sent: Friday, July 10, 2015 11:38 AM
To: Alex Norton
Subject: Comment on Comp Plan Implementation

This is a copy of a letter being sent to the county Commissioners.

Dear County Commissioners:

Well, it looks like the North Bridge is up for discussion once again. I referred to all my correspondence back in 1999 when the exact same topics were discussed and eventually dismissed. The only item that has changed since then is the increase in traffic numbers. However, the same overall county wide effect on traffic with a North Bridge stays the same.

Some commissioners have questioned whether we need to conduct another detailed analysis again? Perhaps. I am, however, confused about what form the North Bridge will be included in the Transportation Plan? By including it, does it mean a bridge will happen, or is it simply to determine more details to see if it is viable? The language is vague and I would hope it's purpose in the plan could be stated more clearly. Specifically, the cost and it's entire route. Currently, the North Bridge map shows the line coming off of Sagebrush Drive, but does not show where it ends up on the west side of the river.

Currently, the strongest arguments for having a bridge appears to be to stave off the widening of Highway 390 and 22. I question what happens with all this traffic that is placed on North Cache and Broadway as a result of the bridge? Are we simply removing vehicles from one location and jamming them into another location in the county? Back in 1999, Jorgensen Engineering calculated a North Bridge would place an additional 7000 vehicles per day on North Cache. I am sure it is a greater number today. Even if North Cache could be widened somehow to four lanes, it all funnels down to two arriving in town. Are we creating a bigger mess diverting traffic this way? Again, it only impacts county wide traffic by .03%. So, whatever roads the North Bridge is helping, it is going to cause havoc on other roads.

Even if we stave off the widening of Highway 22 and 390, are we just creating a bandaid so in the future, these roads will be widened anyway. Are we simply delaying the inedible?

Creating redundancy for emergencies is another argument for the bridge. But I believe this argument has been presented by the public as an emotional excuse to create the bridge. This topic was also investigated back in 1999. When Emergency Management organizations (including the Fire Department, EMS, Sheriff and Police) were asked about the need for a North Bridge to secure the valley. Their comment at the time, and I quote, was, "If the bridge is built, yes we will use it, however, it is not a necessary element to provide quality service to this community". So, even though the community may say redundancy is necessary, where are the facts that we actually need it per the experts in Emergency Management organizations? The current Multi-Hazard Mitigation Plan Update dated January 2010 has no projects proposed to create redundancy by requesting a North Bridge off of Highway 390. Instead, the plan states a goal to assess all current bridges and "identify nearest resources for installation of temporary bridges" in case of a disaster.

Even if the county was convinced a bridge was necessary, the costs to secure easements may be cost prohibitive. The land on the East side of the river where the bridge may be built is very valuable, but the legal costs of attempting to put easements through conservational protected parcels on the west side will be astronomical.

I know at one point a dollar value was attached to the North Bridge proposal, and the number was beyond what the county/state could afford. I can't imagine it has gotten any better. Are there any current costs out there floating around?

As suggested by other commissioners, perhaps some negotiations using phase 2 of the JHMR/Shooting Star development could be used to secure an easement for the bridge. No one can argue, that the increase in traffic from the village has significantly increased due to recent development by JHMR and Shooting Star and additional commercial/lodging/retail development with Phase 2 will only exasperate the problem.

And finally, after some finessing with my computer, I was able to log into the meeting yesterday. It was interesting and surprising to hear that we were one of the few to comment by email on the North Bridge. I appreciate the county and town delaying any major decisions on the Transportation Plan. I agree the community is not engaging themselves in this as much as they should.

Would the county be interested in notifying land owners along the proposed North Bridge route where the bridge is seriously being considered? If not, I am more than happy to get letters out to those that should be more engaged in this conversation. Perhaps the topic of the North Bridge has been brought up so many times in the past and then dropped, they feel engaging in this topic is not warranted and it will logically be dropped again. That, obviously is not healthy thinking.

Thank you Commissioners. If there is anything we can do to help in your understanding of the bridge's impact and it's effects on the west side's standard of living, please don't hesitate to contact us at anytime. We would enjoy being part of any group discussions you may plan in the future.

Kelly and Nancy Stirn
R Lazy S Ranch

From: June Green [<mailto:junegreen@gmail.com>]

Sent: Friday, July 03, 2015 4:24 PM

To: Tyler Sinclair - Teton County; County Commissioners; Town Council

Subject: Child safety

Regarding the possibility of the connector road to Hwy 22, it has always seemed as likely as the north bridge but suddenly seems to have become more of a possibility. But in the interim, between original planning and now, you have allowed several schools to have been built in close proximity and lots of apartment and housing development so the situation has been completely changed from the time of the original plan.

I don't have the facts but I would think at least a half of the kids in the Teton County School District must live in and around that area. And apparently there is no school bus service for the immediate area and you're trying to cut down on cars on the road? If that connector happens every parent will be driving their kids to school to add to the already chaotic conditions around all the schools now in the mornings and afternoons.

Where is the logic in all this? You need to rethink the situation as you have allowed the situation to have been completely changed since the suggestion was first planned. June Green

From: Katherine Dowson [<mailto:katherine@friendsofpathways.org>]
Sent: Tuesday, July 07, 2015 3:51 PM
To: County Commissioners; Town Council
Cc: Sean O'Malley; Tyler Sinclair
Subject: Integrated Transportation Plan

Thank you all for the hard work you are putting into developing the ITP. There was a lot of thoughtful discussion yesterday, and probably not enough accolades for the efforts that have gone into the process thus far. It is quite apparent that it will be very difficult to please everyone. It seemed that many of the comments yesterday were more suited to inform the development of a single capital project within the ITP than the overarching direction of the Plan. The ITP is a big picture document; the sooner it is adopted, the sooner we can start to plan for a future which relies on transit, walk and bike to mitigate traffic growth. I look forward to those discussions!

And again, thank you to you and your staff for your commitment to this process.

Best regards,

Katherine Dowson
Friends of Pathways
Executive Director
katherine@friendsofpathways.org
307.733.4534 - office
208.709.4630 - cell

From: Kim Murphy [<mailto:movingmountainskwm@gmail.com>]
Sent: Saturday, July 04, 2015 8:55 AM
To: County Commissioners; Town Council; Tyler Sinclair - Teton County
Cc: Cara Froege; responsiblegrowthjh
Subject: Re: ITP Comments - Keep Jackson Special, Remove the TTCR from the ITP

Dear Commissioners and Council Members,

Thank you for your public service. Many more stakeholders -- the public you represent -- are now aware of the proposed plan and are concerned about the process and the decisions being made.

We will be unable to attend Monday's meeting but I urge you to remove the TTCR from the ITP. Please allow more time to develop a plan, along with your constituents, that is the least damaging to the environment -- the main attraction that sets Jackson apart from anywhere else, a plan that will least negatively impact our local citizens, and one that is more equitable for all.

Regards,
Kim Murphy
Jay Murphy
Elizabeth Murphy
Amelia Murphy
Emily Murphy

P.S. Thanks also for the Commissioners and Council Members who responded to our early email.

On Tue, Jun 30, 2015 at 10:44 AM, Kim Murphy <movingmountainskwm@gmail.com> wrote:
Dear County Commissioners and Town Council Members,

I am anxious to see the position you take in regard to the TTCR and what is important to you and what you think is important to us.

Many of us... dare I say most of us... are opposed to the plan and are shocked that such a plan would be considered. The reason we love this area and the reason so many visit is because of the environment and the beauty it has to offer. Damage it to such an extent and in this fashion is harmful in many ways.

I am asking that you remove the TTCR from the ITP

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Jackson
Is about the environment . We *need* smart planning that prioritizes our community environmental values
. The TTCR does not do that.

On 6 July, I strongly urge you to vote for Jackson's long-standing environmental common values and remove the TTCR from the ITP. Keep Jackson the place we can continue being proud of.

Regards,

Kim Murphy
Jay Murphy
Elizabeth Murphy
Amelia Murphy
Emily Murphy

--

Kim Murphy 803-446-6565
154 Old Laurel Lane
Chapin, SC 29036

From: lindaaurelio460@gmail.com [mailto:lindaaurelio460@gmail.com]

Sent: Tuesday, July 07, 2015 9:00 AM

To: Barbara Allen; Mark Newcomb; Smokey Rhea; Sara Flitner; Paul Vogelheim; Town Council

Subject: ITP revisions/suggestions

Dear Commissioners, Mayor Flitnor and Town Council,

Thank you all again for your willingness to delay the ITP plan adoption, allowing for further studies to be conducted.

It was clear from yesterday's packed room and the many public comments that there is great concern over one part of the plan, the TTCR. This should be the starting point for revision.

If we are to take the TTCR out of the equation, traffic mitigation begins at the Y intersection and involves participation from WyDot. Unfortunately, WyDot was not even in the room yesterday. How can we create a blueprint for the future if one of the architects is not present?

If we do not build the TTCR, WyDot will have to address the Y sooner, rather than later as LOS fails.

If WyDot will not agree to address the Y as a priority, and is holding hostage the county over 5 lanes on 22 if we do not build the TTCR, then let's begin at a point where we as town & county, can control. That would be Transit.

We all agree Transit ridership is a key component in reducing vehicle trips. Refocus the ITP on transit to increase schedule routes and frequencies, increase bus fleet, park n rides, partnerships with the airport, GTNP and Yellowstone. Mr. Brugmann's hiring could not be better timed to implement these ideas. I would have gladly taken a bus to the meeting yesterday, if one were available. Brugmann's input is vital to the success of transit and the ITP.

Ms. Allen was correct, the ITP is much greater than the TTCR. A delay was appropriate to refocus on common ground.

Thank you,
Linda Aurelio
ISR

Sent from Windows Mail

From: Mary Bergeron [<mailto:marymbergeron@gmail.com>]
Sent: Tuesday, July 07, 2015 8:10 AM
To: Sara Flitner; Hailey Morton Levinson; Don Frank; Bob Lenz; Jim Stanford
Subject: Tribal Trails Connector Road etc.

----- Forwarded message -----

From: **Mary Bergeron**
<marymbergeron@gmail.com> Date: Tue, Jul 7,
2015 at 8:02 AM
Subject: Tribal Trails Connector Road and MORE!
To: feedback@jacksontetonplan.com, Teton County Commissioners
<COMMISSIONERS@tetonwyo.org>, electedofficials <electedofficials@ci.jackson.wy.us>,
council@townofjackson.com
Cc: ballen@tetonwyo.org, mnewcomb@tetonwyo.org, srhea@tetonwyo.org, pd@vogelheim.com,
mturley@tetonwyo.org

Squeaky wheels get oil (at yesterday's meeting)???

News & Guide portrays this issue in such a biased way: not ALL residents are opposed to the Tribal Trail connector road

I live in Indian Trails and am FOR it

It doesn't matter how wide roads are if you have bottlenecks (just like a house with narrow hallways & doors)

Everyone needs to quit pretending we're a small town; population figures tell a different story

*Build the connector road
Build a north bridge*

Open Moose-Wilson road through, paved year-round, WITH a bike path AND pave Fish Creek through to the Village

PS the wildlife will be fine (and everyone knows it)

while we're at it:

Town has become a tourist dump instead of a tourist destination
smart locals avoid it during the summer, with its a morass of bodies seeking bathrooms, ice cream, & t shirts close off Center & Deloney streets (at the very least) to vehicles and open as pedestrian gathering spaces STOP buses, truck, trailers, RV's from getting anywhere near the Town Square

*"Power of Place" shouldn't allow for the ticky tacky
these proposals would be a good beginning to keep our Town & surroundings vibrant,
Mary Bergeron 690-2679*

From: Armond Acri [mailto:anacri_wy@msn.com]
Sent: Thursday, July 02, 2015 2:39 PM
To: County Commissioners; Town Council
Cc: Tyler Sinclair; Alex Norton
Subject: Comments on the Indicator Report

The 2014 Indicator Report states “Since 2012 the community has discovered that our accounting of the amount of existing development in 2012 was low.” Since this affects build out numbers, we feel this warrants further discussion in the report to document what was discovered and how it affects past numbers. **It is important to document this for future readers who may not be familiar with what happened.**

We disagree with the assertion that “travel and tourism board efforts to increase lodging occupancy in shoulder seasons are a success.” **The conclusion cannot be supported with the data that is presented, so we ask that it be removed.** Look at the occupancy graph on page 20 of 25. April and October occupancy decline from 2007-2009. The numbers appear flat from 2010-2014. January occupancy has increased slightly since 2010, but it seems a stretch to say that a small increase in 1 of 3 seasons is a success.

If the Indicator Report is to have any value to the community, we believe it must be presented so that future readers can benefit from the data that is presented. For that reason it is important to clearly define any changes in methodology and errors that were discovered over the years.

If the Indicator Report is to have credibility in the community, it should not include statements that cannot be supported with the facts.

Armond Acri

Executive Director

Save Historic Jackson Hole

From: derekgoods@aol.com [mailto:derekgoods@aol.com]
Sent: Friday, July 03, 2015 9:31 AM
To: Sara Flitner
Subject: Re: ITP

Sara,

Thank you. Again, my intent is that we truly only get one chance to make the ITP a good document. Once done and adopted, it is pretty well set, and pardon the pun, paving the way for the future. If it takes another 3-6 months to gather more public comment and include, or at least, better address concerns, you will have a better and more supportable document. Visuals will go a long way. As indicated, I, and virtually everyone with whom I discuss the ITP, have some real concerns and questions, that could conceivably be non-issues. Nevertheless, the current ITP doesn't answer them and actually creates issues.

Personally, I can support just about anything if it can be justified from a cost and need perspective, and it meets the goals or vision of the key stakeholders - the residents of Jackson Hole.

Don't hesitate to call or email any time. I am available until July 4, and then out of cell range until July 12.

Derek Goodson
307-690-2659

-----Original Message-----

From: Sara Flitner <SFlitner@townofjackson.com>
To: derekgoods <derekgoods@aol.com>
Sent: Thu, Jul 2, 2015 11:34 am
Subject: Re: ITP

Really good, by the way.

Sara Flitner, Mayor
Town of Jackson
sflitner@townofjackson.com
Phone: (307) 733-3932, Ext. 1001
Fax: [\(307\) 739-0919](tel:(307)739-0919)

From: " derekgoods@aol.com " < derekgoods@aol.com >
Date: Tuesday, June 30, 2015 at 11:59 AM
To: Bill Paddleford < commissioners@tetonwyo.org >, "Town Council, Town of Jackson, WY" < electedofficials@ci.jackson.wy.us >
Cc: Tyler Sinclair - Teton County < tsinclair@tetonwyo.org >
Subject: ITP

Mayor Flitner, County Commissioners, Town Council et al,

Unfortunately, I will not be able to attend the July 6 Joint Meeting. Please accept my following thoughts, comments and opinions regarding the current draft of the ITP in the constructive manner in which they are intended. My intent is to help improve the current draft of the ITP into a better, less controversial and more supportable document for the community.

- **Summary** – the current ITP is a good start, but is not finished. The ITP is not ready for adoption. While many of the proposals may be good in theory, their presentation seems to create concerns rather than allay them. The lack of public comment should not be taken as either support for, or lack of objection to the ITP. Actually, I would suggest that the vast majority of the public is not properly informed about the ITP, and if asked would not support some of the primary elements as currently proposed. For a guiding document that is so important and with such vast implications, the ITP should directly address public concerns and have more details, including artist renditions, of proposed projects. Another 3-6 months is necessary to better inform the public, solicit comments and adjust where necessary this current public draft of the ITP.

Process Observations - the following are personal opinion about the development of the ITP:

- The community is virtually oblivious to the existence of the ITP, even more so, ignorant of its content. However, if one describes the content of the ITP, I doubt you will find many that support the key components – especially widening Highway 22 and Teton Village Road.
- For such an influential part of the future of Jackson Hole, the public should be made aware and have more input. Our town and county leaders should make certain that the public is informed, and should encourage and even seek comment.
- Two public workshops or sessions were held for the ITP. Total attendance at the two sessions was about 150 people, which as I understand included candidates, elected officials, and staff. The current process of a public announcement for workshops and meetings go virtually unnoticed, and therefore, minimally attended. Better utilize the results of the second Workshop. Perhaps, a real effort to have a third Workshop, or even focus groups should be considered to truly hear the public's opinions, thoughts and desires. The result would likely be that the ITP an even better, stronger and more supported document – especially if the public's concerns and desires are directly addressed. It is not too late.
- While maybe not the case, the appearance is that the public's input is not truly being considered, and that the ITP is being driven by the personal preferences of consultants and WYDOT. This needs to be dispelled or changed. For example, despite clear opposition to widening of Highway 22 and the Village Road at the second Workshop, these are two projects are still being proposed, and with WYDOT being the lead – scary. Further and similarly, the overwhelming support for the redesign of the intersection at Highway 22 and the Village Road is not mentioned.
- While maybe not the case, the appearance is that the ITP is now being fast tracked with the desire to minimize public awareness. This needs to be dispelled or changed. The recent and upcoming joint meetings of the Town and County should not be substitutes for a third Workshop.
- The ITP is long on proposals with stats for support, but completely absent of considered alternatives, and why those alternatives were not proposed. Perhaps, some detailed explanation as to why a rotary at the Y is not in the plan would at least give some information, but also likely would give supporters of a rotary some details to debate the findings. Perhaps, some explanation of WYDOT's involvement should be included.
- Artist renditions of proposed projects like the Y, Tribal Trails, Highway 22, etc. would certainly help give the public more insight into the intentions of the planners. While visual concepts might create controversy, these renditions could also reduce or eliminate concerns.

- **Next Steps** – the current draft of the ITP does not need to be rewritten, but rather revised and expanded. While the following suggestions will likely not eliminate all objections, they will, at minimum, better engage the public, provide more information to support the final proposals, and ultimately have a better and more supported ITP with fewer challenges in the future.

o Suggestions

§ Do not adopt the plan as currently written

§ Get more public comment, or better use the results from the second Workshop.

· Set a reasonable timetable of 3-6 months

· Create, make public and include in the next draft of the ITP artist renditions of the various proposed projects – especially the Y, Tribal Trails, Highway 22 and Spring Gulch

· Schedule another Workshop at a convenient time for the public to attend. Note that the session hosted by the Citizens for Responsible Growth attracted more from the community than the June 1 joint Town and County Meeting, and probably a similar number of the public as either Workshop

· Schedule some focus groups

· Promote these events – in the paper, on the radio, with help from advocacy groups – Conservation Alliance, Friends of Pathways, the Land Trust, etc. – they don't have to take a position, but just get the word out, and encourage their followers to participate.

§ Include the additional thoughts and comments in the next draft of the ITP

§ Directly address all concerns raised in the next draft of the ITP

§ Identify the options that were considered, but not included, and the rationale for their exclusion – some may not like it, but at least they will know why.

Personal thoughts on various aspects of the ITP:

- **The Y** – it was unanimous at the second Workshop – everybody wants a new intersection at the Y. The current intersection is dangerous and inefficient. Please, please, please consider a rotary or roundabout. After listening to Michael Wallwork's presentation and experiencing a town in California filled with them, I am sold that a rotary at the Y could be an impressive gateway to the Town of Jackson, and better handle the volume of traffic that this intersection has to manage.

o Suggestion – the rotary or roundabout should be the primary or first project. Creating a better way to handle traffic at this intersection might just defer some of the other aspects of the ITP further into the future or even make some less costly or unnecessary. Make this the priority.

- **Highway 22** – the vast majority of people at the second workshop opposed the widening of Highway 22. This a 3+ mile stretch of road that goes through major wildlife migration corridors and bisects the Walton and Puzzle Face Ranches. For the sake of saving perhaps a few minutes in a commute, the prospect of greatly increasing the risk of wildlife fatalities, and destroying the vista when driving past the Walton Ranch by constructing a five lane freeway (four lanes + median = 5 lanes) is disturbing and with almost zero public support. Further, with the “build it and they will come” theory, any sort of expansion that makes the vehicular traffic more convenient will only encourage more vehicular traffic and discourage public transportation. The goal should be to avoid this construction.

o Suggestion – reduce the speed limit to 45 mph year round, or even less to increase the volume of traffic that this road can handle. This is a no cost way to potentially solve a problem, and would likely be supported if people knew the alternative. The 35mph night time speed limit on the southerly part of the Village Rd is testament to this concept.

o Suggestion – if widening is absolutely necessary, then make it a beautiful greenway or boulevard with grass median instead of the fifth lane. Still, lower the speed limit. As a resident on this road, I could, depending on the design, possibly support such a plan.

- **Village Road** – Forecasts indicate that nothing is needed for almost 20 years, and may not be necessary if other strategies to ease the volume of traffic are successful. The vast majority of people at the second workshop opposed the widening the Village Road. The goal should be to avoid this construction.

- **Tribal Trails Connector** – it is being called a connector, but it really is being presented as a by-pass. A connector is not a road that is designed to handle 9,000+ cars/day – that’s a by-pass. If a rotary at the Y solves the traffic problem, then the TTC becomes moot. Besides the building of road through a lovely piece of Jackson, another and very real concern is that South Park Loop Rd will become another casualty of progress in 5, 10 or 20 years as the volume of traffic will lead to its widening and the destruction of yet another beautiful part of Jackson Hole. While a majority at the second Workshop favored the TTC’s construction, such support might be different if they knew what was being built, and subsequent consequences.

o Suggestion – as mentioned above, before even considering the TTC, build a rotary at the Y to see if the TTC is even necessary

o Suggestion – the ITP should indicate that if in 5-10 year the TTC is found to be necessary, it should be not designed to handle 9,000+ cars, but rather just residents of Indian Trails and Cottonwood areas. The design of this “connector” should discourage through traffic and the ITP should state as such as a goal.

- **Spring Gulch** – it is already a connector and an alternative. Turning it into a by-pass would destroy a beautiful stretch of Jackson Hole.

o Suggestion – build a better road bed, maintain it more often and leave it dirt.

- **North Bridge** – good luck. The billions of dollars of net worth, let alone the hundreds of millions to just take the necessary to take the land by eminent domain, make this proposal the most difficult and costly to implement, and probably the least justifiable from a cost benefit analysis.

- **Public Transit** – good luck. If Jackson Hole is successful in changing the American automobile culture, then we would be the first. That said, if it can be done anywhere, the place would be Jackson. And, the build it and they will come mentality will certainly work here. Building bigger, wider and newer roads will only confound the traffic problem and discourage the use of public transit. As stated, if anybody can do it, Jackson Hole can. But, it will take more than just town and county to make it happen.

o Suggestion – get a focus group or public forum to develop ideas to not just double the use of public transit, which is almost irrelevant, but to set a goal of increasing the usage by tenfold or more. What will it take and what will it cost? And, we might find that the increase of ridership from Alpine and Idaho can be increased significantly, and therefore, materially reduce the volume of cars from those areas. And, we might find a solution to attracting more usage from visitors. This is definitely an area where governments need support and help from the private sector in order to be successful. I am willing to be part of this effort.

- **Natural Beauty and Resources** – other than the section concerning wildlife, the ITP seems to ignore the values that we all have for Jackson – preservation and conservation of the natural beauty and resources of this special place. After talking with planners and elected officials, I heard similar concerns. However, the ITP document seems to be more focused on development with limited references to preservation, conservation and environmental stewardship. The absence or lack of focus on these aspects begs to question why, and therefore, leaves great concern that the natural

beauty and resources of Jackson Hole are of secondary concern. These should be the primary concern. Residents and tourists alike would likely rather endure a few minutes more drive time to have a more beautiful place to live and visit.

- o Suggestion – don't assume that the lack of public comment, especially with this aspect, means that the public is supportive of the ITP. In the next draft of the ITP, be more proactive in addressing and preserving the natural beauty of Jackson Hole with definitive statements to these goals.

If you have questions or comments, please do not hesitate to email or to call me on my mobile phone at 307-690-2659. I am available until July 4, and then out of cell service until July 12.

Respectfully,

Derek Goodson

-----Original Message-----

From: Dick Beck [<mailto:rpbeck@frii.com>]

Sent: Wednesday, July 01, 2015 5:13 PM

To: County Commissioners

Cc: Town Council

Subject: Integrated Transportation Plan (ITP)

Ladies and gentlemen,

As a full-time resident of Teton County I am concerned that the public has not been heard regarding the ITP and how it will affect the future residents of the county. It is proposed to be a long term plan without public discussion of the conflicts that it has with the Jackson/Teton County Comprehensive Plan.

Much has been said in the press and limited public forums about the safety issues should the Tribal Trails Connector Road be approved and I agree with many of the concerns that have been raised. No need to repeat them in this communication.

I believe there are many other related issues that need to be discussed in an open public forum before a decision is made to implement the proposed ITP and suggest that the electorate is best served by open discussion and a delay in the decision to bring the ITP to a vote.

Richard P. Beck
6645 N. Lower Cascades Drive
Jackson, WY 83001-9026
307 732 2325

From: Tim Young [mailto:tim@wyopath.org]
Sent: Monday, July 06, 2015 6:32 AM
To: County Commissioners; Town Council
Cc: Tyler Sinclair; Sean O'Malley; Jeanne Carruth
Subject: ITP Public Comment

Dear Town Council and Teton County Commissioners,
I previously submitted a comment letter on the draft Integrated Transportation Plan, and I would like to provide brief summary and update of the most important of these comments for your discussion today. The full comment letter is attached again for your convenience.

The draft is a good start to an Integrated Transportation Plan, but there are important elements missing, or poorly considered. Jim Charlier has defended his draft, but in my professional opinion based on 25 years of transportation planning, these are indeed significant issues that merit inclusion in the final plan.

Thank you for your

consideration. Tim Young

Key Comments on Integrated Transportation Plan:

Safety - Adopt a Vision Zero goal. I continue to recommend the ITD add a safety section and Vision Zero goal for both human and wildlife fatalities. Mr. Charlier's assertion that safety is "baked into" the plan is simply not supported by the actual May ITD draft plan language, where in fact there is no safety section beyond the wildlife discussion. In addition, his statement that there are no funding programs for safety is not true.

Safety is called for in the Comprehensive Plan Guiding Principles, "Principle 7.2. Create a safe, efficient, interconnected, multi-modal transportation network". The ITP is the opportunity to put some emphasis on SAFETY, for all modes, including people and wildlife.

On safety funding - the fact is, the federal Highway Safety Improvement Program (FHWA program) and Section 402 (NHTSA program) are significant federal funding sources that could help local JH government with the costs of safety programs, including promotion and education efforts for a vision zero program, and infrastructure needed for safer highways. A good way to win federal funding is to have a plan with safety goals.

Bike Walk Mode Share. A second major point to make is on the Key Indicators Mode Share on page 6. The active transportation goals for biking and walking modes are anemic. The ITP proposes an increase from 7% to 8% for bicycling by 2024, not much of a stretch goal.

There is significant opportunity to increase biking and walking beyond the meager 10-14% in the draft ITD over the 20 year plan lifetime. The low hanging fruit is to set a goal to double biking and walking trips in JH; we could do that. Yet the bike and walk mode goals are tiny compared with the Transit goals, which call for 100% increase in 10 years, and to triple transit trips over 20 years. To succeed, Jackson will need ambitious goals for all the alternative modes, not just transit. I would also note that it will be less expensive to boost people-powered biking and walking trips than transit.

Short trips. There should be some measureable goals set for short trips, shifting a reasonable percentage to alternative modes. Increased short trips are noted as a problem in causing core area

traffic increases, and this is where biking and walking solutions can be most effective. Please set an ambitious target goal for capturing the low hanging fruit of short trips by bike and foot.

Measure Bicycling and walking trips. The current quality of the bike/walk mode share data is very poor, and the truth is, there is not a good baseline. The numbers in the plan are only a best guess from limited national data. Gathering a good baseline of use is very important, as well as tracking progress toward mode shift and short trip goals. The ITP should set a policy to gather good data on bike walk modes and update annually. Its done for highways. Its done for transit. But bicycling and walking use data are weak at best.

Regional Transportation Planning Organization. Wyoming Pathways generally supports moving forward with phase one of the RPTO concept outlined in the ITP. While a significant undertaking, it has the potential for significant benefits. The interconnected nature of the regional transportation system presents challenges to coordinate, given the existing reality of multiple agencies, local governments, two states, two national parks, two national forests all managing parts and plans of the transportation system. The recent discussion on right- sizing US-89 Jackson South shows the challenges that Jackson Hole faces working with WYDOT and FHWA when they hold all the cards. A RTPO is perhaps the only available option to win more local control.

Jackson Hole Community Pathways Program. The draft ITP proposes that the Pathways Program would be absorbed by the new RPTO. Wyoming Pathways would like to see more discussion on this significant organizational change. There have been numerous changes to the Pathways Program over the past dozen years, most recently folding it into County Engineering. How is this working? Where is the analysis? More information is needed. We believe the Pathways Program is understaffed currently given the workload of pathways and the numerous projects listed in the 2007 Pathways Master Plan that are still not completed.

Action Plan. Here are a couple things to add to the Action Plan section.

- *Transit.* Add multimodal bus/bike stops to encourage first mile, last mile bike trips.
- *TDM actions.* Add a program under Visitors, to encourage mode shift for short visitor trips from car to active transportation and transit modes.
- *Active Transportation.* Under Pathways, add “Update Pathways Master Plan and CIP” and add “Analyze current Pathways Program organization and RTPO compatibility”.

--
Tim
Young
Executive
Director
Wyoming
Pathways
[tim@wyo
path.org](mailto:tim@wyo.path.org)
307-413-
8464
www.wyopath.org--



May 30, 2015

Joint Information Board
Teton County & Town of Jackson, Wyoming
Via Email commissioners@tetonwyo.org, electedofficials@ci.jackson.wy.us

Subject: Integrated Transportation Plan May 2015 Public Review Draft Comment Letter

Dear Board of County Commissioners, Mayor Flitner, and Town Councilors,

Thank you for this opportunity to comment on the public review draft of the Integrated Transportation Plan (ITP).

Wyoming Pathways was founded in 2012 with a mission to make bicycling and walking safe and inviting for people in all Wyoming communities. Our goal is to help create thriving, livable communities and enhance public lands in Wyoming. With an office based in Wilson, Wyoming Pathways has been actively following the Jackson/Teton ITP process and participating in the TAC meetings and public process.

We commend the Town and County leadership and staff for this integrated transportation planning effort. While this comment letter lists several areas the draft ITP can be improved, it is generally in keeping with the Comprehensive Plan vision and goals. This plan will provide a guide to future infrastructure and programmatic initiatives that will help Jackson Hole and the northwest Wyoming manage the demands and impacts of transportation systems.

Specific areas the draft ITP should be improved include the following.

Safety, Adopt Vision Zero. It is important to add a safety section, and for the plan to put more emphasis on safety. Safety is actually called for in the Comprehensive Plan Guiding Principles, which starts out with the word 'safe', stating, "Create a safe, efficient, interconnected, multi-modal...system". Yet so far, the draft ITP is lacking any public safety discussion, data on crashes, or direction and goals. That should be addressed. It could be a safety section that addressed both people and wildlife.

Every year, Jackson Hole tragically experiences numerous crashes resulting in multiple fatalities and injuries to people and wildlife on the area highways. The ITP is the opportunity to put some emphasis on SAFETY, for all modes, and for wildlife. Wyoming Pathways proposes that Jackson and Teton County adopt a "Vision Zero" goal for both human and wildlife fatalities.

First launched in Sweden in 1997 and proving effective across Europe, Vision Zero is a strategy that is now building momentum in major U.S. cities, including San Francisco, Washington D.C., Portland, Seattle, and New York City, with additional cities considering action. Jackson Hole should be the first in Wyoming, and the first in the world to include the safety of wildlife and people in the vision for safe highways. A good resource is <http://visionzeronetwork.org/f-a-q/>.

The ITP should list existing data on crashes and list fatalities for all modes, perhaps show the past decade, and any trends. That data is available. For the future ITP implementation phase, there are significant federal funding resources available for safety needs, and this should be noted in the funding section of the ITP. The robust Highway Safety Improvement Program and Section 402 federal funding sources could help local JH government with the costs of safety programs, including promotion and education efforts for a vision zero program, and infrastructure needed for safety.

Bike Walk Mode Share.

A second major point to make is on the Key Indicators Mode Share on page 6. The active transportation goals for biking and walking modes are, frankly, anemic. The ITP proposes an increase from 7% to 8% for bicycling by 2024, for example, not much of a stretch goal.

There is significant opportunity to increase biking and walking goals in the ITP beyond a meager 10-14% over the plan lifetime. The low hanging fruit is to set a goal to double biking and walking trips in JH; we could do that. Yet the bike walk goals are tiny compared with the Transit goals, which call for 100% increase in 10 years, and to triple transit trips over 20 years. To succeed, Jackson will need ambitious goals for all the alternative modes, not just transit.

It should also be noted the current quality of the bike/walk mode share data is very poor, and the truth is, there is not a good baseline. The numbers in the plan are only a best guess from limited national data. Gathering a good baseline of use is very important, as well as tracking progress toward mode shift and short trip goals. The Appendix G: Monitoring Active Transportation is a step, but lacks specific actions and its recommendations are unclear. It presents a collection of evolving technologies that may or may not provide the data desired.

Therefore, gather good data and ramp up the biking and walking goals.

Transit section.

One comment on this section is the need for START to enhance the bike/bus connections at transit shelters. For example, in more suburban South Park area, transit use could be increased by encouraging biking from homes to more central bus stops. Such bus stops should allow for safe covered bike parking during the day, allowing people to use transit to town. This is a common practice in European transit systems.

Active Transportation.

Destination Environment section. This section should make note that the League of American Bicyclists ranks Jackson a 'Gold Bicycle Friendly Community', one of only a small number in America, and the ITP should note the goal is to move up to 'Platinum' rank.

Short trips. There should be some measureable goals set for short trips, shifting a reasonable percentage to alternative modes. Short trips are noted as a problem in causing local traffic increases, and this is where biking and walking solutions can be most effective. Set an ambitious target goal for capturing the low hanging fruit of short trips by bike and foot.

Enhanced winter maintenance.

This section should be expanded to also discuss enhanced winter maintenance for County pathways and sidewalks. Keeping pathways open has allowed significant increased winter active mode use in JH over the past several years, such as using the Moose Wilson Pathway to reach transit stops in winter. Winter bike use has also greatly increased, and evolving technology is allowing safe bicycling all winter long. The ITP should state the need to provide winter maintenance in the County, such as the new WY-22 pathway.

TDM Program.

Bike Share. Congratulations to Town and County on just winning the WBC planning grant for Jackson Bike Share! With this approval, bike share should be elevated to a specific action item.

Also add a mention of Bike Share in the Commuter section page 20. It's a good strategy to bus to town, and then have a bike share to get around for short trips.

Residents section. Need to expand this to encourage active travel to work. Add a section after the Active Travel to Schools. Both trips to work and trips to schools should be important parts of the TDM.

Some type of mention of a community Ride Share program would be a good addition to TDM.

Project development Design Process and Policy

We support the coordinated design process identified for the Capital Project Groups. While state statutes mandate that WYDOT lead major state highway projects, it will be important for Teton County and the Town of Jackson to be very engaged with WYDOT on Jackson area highway planning. This is a concern, as there is already some disconnect between the ITP, and WYDOT's recent Environmental Linkage Study for WY22/390 corridors.

Also, there maybe some State Policy changes needed to allow WYDOT more flexibility to achieve the ITP goals. The Town and County should consider a discussion with WYDOT on current policies that push most expenses for biking and walking infrastructure off to local governments. Currently, except for pass-through federal grants, there is limited investment by WYDOT in Active Transportation needs. For example, WYDOT could consider taking a more active role in funding pedestrian and bicycle facilities like sidewalks, crosswalks, and pathways. But at this point, all pathways and most sidewalks are considered to be the

responsibility of local government. The ITP states that all the modes must be considered in all projects, and that includes WYDOT's.

Given the potential financial benefits to town and county, there may be merit in the ITP making note of specific policy research needed and changes desired. There may also be other state level policy changes that could help START transit, like use of CMAQ funding.

It should be noted that all major federal transportation programs clearly allow biking and walking as eligible for federal funding. The Town and County should pursue policy changes at the Wyoming Transportation Commission to free up additional federal and state resources for maintenance and construction to support the needs of local biking and walking facilities.

In addition, while there is currently not a state source of active transportation funding, it is possible that this will be discussed in the Wyoming Legislative Interim Study on Bicycle Tourism and Recreation underway currently. Wyoming Pathways believes that the State of Wyoming would benefit by investing in active transportation needs of communities. Teton County and the Town of Jackson should help support the development of a state funding sources that could assist future infrastructure needs for active transportation in Jackson Hole.

Regional Transportation Planning Organization.

Wyoming Pathways generally supports moving forward with phase one of the RPTO concept outlined in the ITP. While a significant undertaking, it has the potential for significant benefits. The interconnected nature of the regional transportation system presents challenges to coordinate, given the existing reality of multiple agencies, local governments, two states, two national parks, two national forests all managing parts and plans of the transportation system.

Jackson Hole Community Pathways Program. The draft ITP proposes that the Pathways Program would be absorbed by the new RPTO. Wyoming Pathways would like to see more discussion on this significant organizational change. There have been numerous changes to the Pathways Program over the past dozen years, most recently folding it into County Engineering. How is this working? Where is the analysis? More information is needed. We believe the Pathways Program is understaffed currently given the workload of pathways and projects listed in the Pathways Master Plan that are still not completed.

One step that should be taken in the ITP is to list the need to update the 2007 Pathways Master Plan. That planning effort could review the program, evaluate how it is working in the latest reorganization into County Engineering, and provide a basis for setting up a successful program that fulfills the Comprehensive Plan and ITP goals for Active Transportation.

Action Plan. Here are a couple things to add to the Action Plan section.

Transit. Add multimodal bus/bike stops to encourage first mile, last mile bike trips.

TDM actions. Add a program under Visitors, to encourage mode shift for short visitor trips from car to active transportation and transit modes.

Active Transportation. Under Pathways, add "Update Pathways Master Plan and CIP" and add "Analyze current Pathways Program organization and RTPO compatibility".

Other topics for the plan.

Bicycle travel and tourism are increasing in our region, and are desirable to promote for many reasons - health and wellness, access to federal public lands, and providing safe travel options for our visitors. For example, the recently proposed Greater Yellowstone Trail connects a regional trail system from Jackson Hole over Teton Pass all the way to West Yellowstone. The local JH system should provide information for those bicycle travel visitors, as well as to help encourage locals to use biking and walking more.

Currently, the signage and level of information available on the Pathways System is extremely poor, the old sign posts have largely fallen down, and the Kiosks are empty of pathway info even as basic as the rules of the pathway. The ITP should identify a priority need to upgrade the pathways signs system wide, and to revise the online pathway system maps and Active Transportation promotion, education, and encouragement programs. This is both a role for the Pathways Program, and for the TDM program.

Thank you for your consideration of these comments. Please let me know if you have any questions or would like more information on any of the topics listed.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Young". The signature is fluid and cursive, with the first name "Tim" being more prominent than the last name "Young".

Tim Young, Executive Director

From: Thomas Kirsten [<mailto:tkirsten@jorgensenassociates.com>]

Sent: Monday, July 06, 2015 10:18 AM

To: Town Council

Subject: Joint Board Meeting Today ~ ITP Consideration

Dear Councilors,

Please consider our comments in the attached letter.

Thomas Kirsten
Gabrielle Kirsten
Jackson

Town Councilors and County Commissioners

Thank you for your consideration and taking the time to read my comments. I do not expect to be able to be at the meeting today and have three points to convey to you:

1. The Integrated Transportation Plan

I think planning is important and I applaud you for hiring the consultant and taking the initiative to try and understand the issues. The current plan is a start. It is not tailored to the particular circumstances we face in this valley and what we see as our choices. I know how long the consultant has been consulting in the valley but there needs to be some local input. I understand there have been public informational meetings but maybe it is time to rethink the timing of those meetings. Consider altering the usual progression of approval and hold an additional public informational meeting, with the more casual conversational format, that more people from the community can be involved with. Now the public has had a chance to see what has been produced from the process and can react to the specific issues raised. This plan is a good start but needs additional local refinement.

2. Traffic

An explosion in traffic is how I would describe what has happened to the traffic over the past few years and has hit the point where we cannot ignore it. I have a suggestion that may go against everything the traffic folks learned in school but may fit our local circumstances. I hope you will at least consider it. Traffic engineering is often very closely related to human behavior.

I suggest we disregard the network solutions to our traffic handling infrastructure and try something different that is learned from human behavior in our own back yard. I suggest we acknowledge we have three (3) roads in this valley – 390, 22, and 89. Build these roads to handle the larger volumes of automobiles and leave the other roads as our quaint backcountry roadways. I ask you to consider when you go to Jenny Lake to hike one of the mountain destinations accessed from there. You show up at the parking lot and as you pull in you let out a sigh because the front parking lot is full. You park in the back lot and hit the trail. The first half hour the trail is full of people. An hour in to your hike you meet people but not nearly as frequently. And two hours in it is just you and the occasional meeting. A short ways off of the main trail there really are not that many people.

If we improve our main thoroughfares and leave the other roads alone, we may be able to keep our side-country roads charming and representative of the character we want to hold on to in this valley.

3. Tribal Trails Connector Road (TTCR)

My neighbors are entirely correct that there are serious safety concerns with the school zones and neighborhoods with many children. This is not the same neighborhood that existed back when the subdivision that granted the easement was approved. They are equally correct in being concerned with the wildlife corridors that are certainly going to be traversed. Likewise the environment – are these wetlands that will be crossed of value?

I have always wondered what the intersection with 22 would look like. The 5 possibilities are: unregulated, stop sign controlled, signalized, grade separated, and roundabout. Clearly the first two are not options. A signalized intersection may require four lanes on 22; the grade separated will require a large amount of disturbance, additional land, and be very expensive; the roundabout will require additional land and also be expensive. Please address the question of what the intersection with 22 will look like so the public can have a better idea of what the whole project will look like.

Fix the 'Y'. I don't hear a clear message. Is the Tribal Trail Connector Road a local access road to and from 22 or is it a bypass? We hear the road will be local in nature, however the plan seems to indicate, with the traffic counts and planning for the east-west connector north of Rafter-J, the road will be a bypass. Please be clear with the public with your intentions for this road.

If a network solution is indeed what the plan encourages and the council and commission support, then I would like to see a Fish Creek connector and a Fall Creek connector added to the list for true networking. If the goal is to spread traffic out among many arterial roadways these would be existing routes that could be improved and serve to limit expansion of 390, in the case of Fish Creek, and possibly 89 with Fall Creek. If you are to support the idea of networking then support it across the board.

* As an aside a friend told me of his idea for easing congestion at the 'Y': a free left tunnel going subterranean by the south entrance to Albertsons on 89 and resurfacing by the Thrifty car rental.

Please do not vote to adopt this Integrated Transportation Plan at this time.

Thank you for you consideration.

Thomas and Gabrielle Kirsten
Jackson

-----Original Message-----

From: Sean Brennan [<mailto:sean@seanbrennan.org>]

Sent: Tuesday, July 07, 2015 11:11 AM

To: County Commissioners; Town Council

Cc: Sean O'Malley

Subject: Further thoughts on the TTCR

Dear Board of County Commissioners, Mayor Flitner, and Town Councilors,

Thank you for having such a vibrant informational meeting July 6th. Many of my questions were answered either by staff, yourselves or by the public speakers. However, there are still some questions in my mind and perhaps some suggestions as a way to move forward on these issues.

My largest confusion is over the prediction that the Tribal Trails Connector Road (TTCR) would result in somewhere between 8000 and 13000 additional trips in the South Park Loop neighborhood. This seems very much at odds with what was presented by the county engineer, Mr. O'Malley, who suggested that a series of traffic calming mechanisms including speed tables, roundabouts and planters would keep traffic at safe speeds. I wonder if neighbors of the proposed TTCR would be reassured if there were a more explicit maximum number of additional trips set as part of the planning process. To pick an arbitrary number one could imagine the ITP saying "We will target no more than 2000 additional trips per day through the intersection of Tribal Trails and South Park Loop. If we see more than that number we will add another (speed table, tank trap, etc) until the volume of traffic settles back down". I believe a well-articulated plan which makes clear that this is not a high-speed bypass but rather a low-speed neighborhood access/safety valve would result in better acceptance by the community.

Perhaps as a confidence-building measure, some of the proposed traffic-calming techniques could be installed on existing roads? There are two 20 mph zones currently on South Park Loop, one below High School Butte, the other alongside the new Christian school. Although signed, the only reason people slow down through these two zones is the very occasional presence of a sheriff with a radar gun. If speed tables and/or planters were installed in these regions it would give the neighbors a chance to see how effective these measures will be. It will also give snow-removal crews opportunities to learn how to deal with the measures. If a road grader/snow plow can no longer work in our neighborhood we should learn that sooner rather than later. Another possible change would be to install a roundabout at the corner where Tribal Trails meets South Park Loop. A roundabout might reduce noise for nearby neighbors as the school busses and dump trucks coming north on South Park Loop would no longer have to completely stop when turning east at that intersection.

These measures would be incremental, very obvious to those living in the neighborhood, improvable and/or reversible. As such they would go a long way towards creating a greater acceptance of the TTCR when it is finally completed.

Thank you for your time and attention in this matter.

Sean Brennan

Homeowner, Cottonwood Flats.

From: scholtensraylene@gmail.com [<mailto:scholtensraylene@gmail.com>]

Sent: Thursday, July 02, 2015 9:41 AM

To: Town Council

Subject:

We have lived in Jackson for 17 years and love the town for many reasons. Our entire family has joined us here, and it is indeed a haven. We are all dismayed to read the plans for the TTCR and to realize the impact it will have on wildlife, bike traffic, safety for children coming and going from the schools, and the small town atmosphere South Park Loop fosters. What a loss this would be for the residents of Jackson! We ask that you please remove the TTCR from the ITP and preserve an area that is very special for this community.

Marty and Raylene Scholtens

From: Brian Ladd [<mailto:spikeladd@hotmail.com>]

Sent: Monday, July 6, 2015 4:18 PM

To: Tyler Sinclair - Teton County

Subject: ITP Public Review Draft - Comments

Hello-

I am writing as a private citizen and resident of Jackson since 1992 to comment on the ITP. I'm sure you will be getting many comments, thank you for your time and effort. I mainly want to express my support for the various options proposed with the intent of making traffic flow more efficiently around the valley. Specifically:

Reconstruction of the Y;

Construction of the Tribal Trails Connector;

WY-22 multi-lane multimodal improvements;

Completion of the Snow King-Maple Way corridor.

I guess that some of these may face opposition, and so I am writing to make my voice heard in support. Our leadership in the past has made decisions that resulted in Jackson Hole becoming much busier now than it was 15 or 20 years ago. As spelled out in the ITP, it is urgent that we begin upgrading our road network. To think that we can get away without it is just a denial of reality. Deliberately impeding traffic flow while failing to improve our road network is not a solution. Increased congestion results in decreased quality of life for locals, and detracts from visitors' impression and experience of our community. I am a strong supporter of public transit, but a bus sitting stuck in a traffic jam is not an appealing alternative to many people. Let's be dispassionate and objective in our search for solutions, as Charlier has been. I hope the well-organized NIMBYs do not drown out the rational debate.

Thanks

Brian Ladd

From: Jessie Lang [<mailto:jessielangwy@gmail.com>]

Sent: Wednesday, July 01, 2015 12:13 AM

To: County Commissioners; Town Council; Tyler Sinclair - Teton County

Subject: ITP Comments - Keep Jackson Special, Remove the TTCR from the ITP

-

To:

commissioners@tetonwyo.org, council@townofjackson.com, tsinclair@tetonwyo.org

-

Cc:

county@jhnewsandguide.com, responsiblegrowthjh@gmail.com

Dear County Commissioners and Town Council Members,

I have lived in Jackson Hole for over 26 years in our now restored log cabin on South Park Loop Rd. that was built in 1920. My husband and I raised our son here who just graduated from high school this year. For the last ten years we have witnessed the increase in traffic on The South Park Loop Rd dramatically. We are very very alarmed at what the Tribal Trails Road extension would do to all the areas on South Park Loop Rd.

The Tribal Trails Extension hardly seems like a solution to what is ultimately the main problem of traffic at 89 and 22. To divert the steady stream of traffic and trucks through rural and confined neighborhoods would be unsafe for all families, including the elk who still migrate in the area constantly. I cannot imagine the South Park Loop Rd chaos of all those trucks and trailers streaming through what are quiet areas of neighborhoods. Would you want that in front of your home?

I am asking that you remove the TTCR from the ITP because it is the right thing to do. We don't need more sprawl...we need smart planning that prioritizes our community environmental values over building a new road.

On 6 July, I strongly urge you to vote for Jackson's long-standing environmental common values and remove the TTCR from the ITP. Keep Jackson the place we can continue being proud of.

Regards,

Jessica Lang

Stuart Lang

4155 South Park Loop Rd.

Jeanne Carruth

From: dave@verdepr.com on behalf of Dave Simpson <davesimpson67@gmail.com>
Sent: Thursday, July 02, 2015 3:17 PM
To: Jeanne Carruth
Subject: Daisy Bush HOA board support for Habitat Green Roof Variance

Hello,

I am the president of the Daisy Bush HOA. After conferring with two other board members (Greg Miles and David Stubbs) and bringing it up at our annual meeting in May, I am writing to express the Daisy Bush HOA's support in favor of the Town of Jackson granting a variance to Habitat for Humanity that would relieve it of the requirement of putting a "green" roof on the four recently built Habitat homes in the Daisy Bush subdivision.

Reasons we support this include:

- We do not think a green roof will add any aesthetic value to Daisy Bush. Conversely, we worry that if a green roof is not well maintained (and it's our understanding that they are difficult to maintain in this climate) that in fact they could detract from the character of the neighborhood. We worry about operation and maintenance issues down the road
- We believe the green roof is not needed for the character of the neighborhood, and in fact seems arbitrary, as none of the other homes in Daisy Bush were required to have a green roof.
- As an organization working to provide affordable housing, Habitat should not have to face the additional cost of putting a green roof on these homes. Lower-cost housing is clearly a huge issue in this community; no need to make it more challenging with green roof requirements.

Thank you for the opportunity to comment.

Dave Simpson
690-9906

From: kskristensmith@gmail.com [<mailto:kskristensmith@gmail.com>] **On Behalf Of** Kristen Carter

Sent: Thursday, July 2, 2015 8:17 AM

To: County Commissioners; council@townofjackson.com; Tyler Sinclair - Teton County; county@jhnewsandguide.com; responsiblegrowthjh@gmail.com

Subject: Tribal Trails

I moved to Jackson because I think it is the most special community on earth. While I know that growth is inevitable, I am very passionate about being good stewards to our community. I've recently read that you intend to vote to adopt the ITP at your July 6th Joint Information Meeting which includes a plan to connect the Tribal Trails road to the highway. This is very disconcerting to me and my family. Connecting the Tribal Trails road would have a very negative impact on the residents and school children nearby.

Connecting that road would, in essence, create a bi-pass around the town of Jackson for trucks and campers, locals and tourists going to the Village or to Wilson and beyond. This "short-cut" would take them right through this residential area having a negative impact on the quality of life of the residents, the wildlife and agricultural area located there. With numerous neighborhoods, bike paths, cross walks and 6 schools in the immediate area, this is not the place to add a busy road. I would ask that you keep our traffic on the town streets where traffic lights and businesses are in place to accommodate the travelers.

I am disappointed that you would consider passing this ITP with the TTCR based on old 2008 data and with no solid and independent safety analysis done for how this will affect the very dense school district and surrounding neighborhoods. I urge you to do the right thing and make a motion to remove the TTCR entirely from the plan until there is sufficient data and public input to make me feel at ease.

I know you have a hard decisions to make with respect to future planning for our community. However, I ask that you think of the kids, who are our future, when making this decision. Do the right thing and pull the TTCR from the ITP until you have information you need to keep our children safe.

Have a wonderful day.

Kristen
Carter

-----Original Message-----

From: Russell Ross [<mailto:russellsross@comcast.net>]

Sent: Thursday, July 2, 2015 9:20 AM

To: Tyler Sinclair - Teton County; council@townofjackson.com; County Commissioners

Subject: Tribal Trails Connector Road

I have been a homeowner in Indian Trails for 18 years now. My lot is adjacent to the Tribal Trails connector road. While the development of the Tribal Trails connector road was mentioned when I purchased my lot, the impact seems much greater now than 18 years ago. Homeowners on my block noticed a significant impact to the safety of our neighborhood when the connector road was opened to the north end of the subdivision. Many of us have lost pets on the road due to vehicles traveling faster than they should to or from the north end of the subdivision. Connecting the road to the highway will result in more lost pets, more lost wildlife and put our children at significantly greater risk. Jackson is one of the few places in the country where its residents and leaders appreciate the special environment in which we live. Please don't spoil it with another road.

Sincerely,

Russell Ross

895 Whitehouse Drive

From: John B Cooke <johnbcooke@bresnan.net>
Sent: Thursday, July 02, 2015 3:34 PM
To: County Commissioners; Town Council
Subject: Tribal Trails Connector

NO.

No. Tribal. Trails. Connector.

I am a homeowner in Cottonwood Park and I am a bike rider. I urge you to reject now and forever the plan to extend Tribal Trails to Highway 22.

The increase of traffic on South Park Loop from both the southern and northern junctions with Highway 89 would be staggering. It would fundamentally change the nature of all the adjoining neighborhoods.

The safety of children, pets and wildlife would unquestionably be adversely affected.

As soon as I can find the paper to sign or the web page where I can register, I will add my name to those opposing the Tribal Trails Connector.

NO. TRIBAL. TRAILS. CONNECTOR.

PLEASE!

John Byrne Cooke
PO Box 7415
Jackson, WY 83002
johnbcooke@bresnan.net
307-733-7533

Tax-paying homeowner:
2088 Corner Creek Lane
Cottonwood Park

From: Jane Chapman <ithajh@gmail.com>
Sent: Wednesday, July 01, 2015 12:18 PM
To: County Commissioners
Subject: FW: Letter to Commissioners from Indian Trails Homeowners Association Board of Directors

TO: TETON COUNTY COMMISSIONERS
FM: INDIAN TRAILS HOMEOWNERS ASSOCIATION BOARD OF DIRECTORS
RE: TRIBAL TRAILS CONNECTOR ROAD
DT: JUNE 30, 2015

Dear Commissioners,

We are writing you in our capacity as the Board of Directors of the Indian Trails Homeowners Association. The purpose of this letter is to state our opposition to the proposed Tribal Trails Connector Road (TTCR). We believe this proposed road will cause significant negative impact to our neighborhood and to adjacent neighborhoods and subdivisions, affecting both residents and wildlife.

We have significant concerns and objections to the Tribal Trail Connector Road and the considerable volume of traffic it would send through our neighborhoods, school zones, recreational zones and wildlife habitat and migration zones. As described in the Integrated Transportation Plan, the TTCR would push 9,000 to 13,000 cars per day through our neighborhood – this is a number of cars and trucks that is greater in volume than what travels Interstate 80 on a daily basis (WYDOT). Are you ready to put an Interstate level of traffic through rural and residential areas?

This road proposal directly conflicts with the Comprehensive Plan vision to “{p}reserve and protect the area’s ecosystem in order to ensure a healthy environment, community and economy for current and future generations.”

We surveyed our membership (lot owners within the Indian Trails Subdivision) and we received an overwhelming response to compose this letter to you opposing the Tribal Trails Connector Road, as 93% of respondents stated opposition to the TTCR. As such, we the Indian Trails HOA Board of Directors is objecting to the Tribal Trails Connector Road as proposed and is requesting the Board of County Commissioners take this objection into consideration as you review this matter.

Thank you for your time,

Indian Trails Homeowners Association Board of Directors

From: Liz Storer <liz@storerfoundation.org>
Sent: Wednesday, July 01, 2015 9:08 AM
To: County Commissioners; Town Council; Tyler Sinclair - Teton County
Cc: county@jhnewsandgilde.com; Responsible Growth JH
Subject: ITP Comments - Keep Jackson Special, Remove the TTCR from the ITP

Dear County Commissioners and Town Council Members,

I wish to express concern regarding the vote on the Integrated Transportation Plan (ITP) at your upcoming 6 July Joint information meeting. Specifically, I would like to address the inclusion of the Tribal Trails Connector Road (TTCR).

As a Wyoming resident for close to thirty years and a Jackson resident for the last seven years, I am well acquainted with the challenges that growth brings to the unique environment that Wyoming represents. While we have strived for balance, too often growth and development have taken their toll on community character and wildlife habitat across the state. Teton County, more than any other county in Wyoming, prides itself on being a good steward of our local environment, fostering good planning and setting an example for others to follow. Indeed, our economy and our quality of life depend on it.

The goal of the Integrated Transportation Plan is to support the Jackson/Teton County Comprehensive Plan and protect the environment, open space and Jackson values that we all hold dear. Thus, it is troubling that the county would move forward with a proposal that has examined neither the safety nor the environmental impacts of the transportation plan it envisions. Establishing a South Park Loop bypass runs counter to the goals of the Comp Plan to increase bike and pedestrian traffic. Instead, it will significantly increase vehicular traffic through a largely rural part of the county, destroying community character, endangering school children and promoting poorly conceived developments – the opposite of the Comp Plan goals.

On July 6, I ask that you remove the TTCR from the ITP until the implications for building this road are better understood and other solutions are considered. Keep Jackson and Teton County a place we can continue to be proud of. We don't need more sprawl; we need smart planning that prioritizes our community environmental values and charts a path to achieving them.

Regards,

Liz
Elizabeth Storer
President & CEO
George B. Storer Foundation
www.storerfoundation.org

220 S. King Street
Jackson, WY 83001
Mailing address:
P.O. Box 8159
Jackson, WY 83002

liz@storerfoundation.org

Tel (307) 733-0800, ext 1

Cell (307) 421-4711



From: Armond Acri <anacri_wy@msn.com>
Sent: Thursday, July 02, 2015 2:27 PM
To: County Commissioners; Town Council
Cc: Tyler Sinclair
Subject: Comments on Integrated Transportation Plan

We would urge you to not adopt the ITP at the July JIM. We feel further discussion is warranted on a number of issues as discussed below.

We need to know the total cost of the ITP and have a solid plan for funding it: We believe it is irresponsible to approve a plan if you do not know the total cost of the plan and do not have a secure funding source to administer the plan. The ITP states that START operating deficit will increase to \$8 million by 2024. This does not include capital costs to complete the existing maintenance facility and built 2 new ones. It also does not include the cost of the RTPO. You have talked about adding an additional penny sales tax to fund both affordable housing and transportation, but the public has not approved it and there has been no analysis done to determine if that would generate sufficient funding into the future for both programs. The START shortfall could use up most of the \$8-10 million you could raise with an additional penny sales tax. As we have seen with the START maintenance facility, depending on federal grants is hit or miss and most experts agree it will get worse. According to Mr. Charlier the ITP is all or nothing. How will we proceed if we cannot generate funding for the programs that are envisioned? Will you raise property taxes and the lodging tax? Will you cut other services in Town and County?

Remove the Tribal Trails Connector: The area adjacent to the proposed connector has changed considerably since it was envisioned. There are now many more schools and neighborhoods that will all be impacted by the increased traffic. The TTC was never intended to be a bypass around town, but that is what it will become. The PNS claimed the purpose of the connector was to collect local traffic and divert it around the “Y” yet projected volumes are much greater than local traffic. Staff claims it will be possible to introduce traffic calming to keep speeds low if the connector is built. We believe that there will be incredible pressure to straighten and enhance the flow if the connector is built. Togwotee Pass, Fall Creek Road and South Highway 89 are prime examples of the pressures to “improve” a road once it is built. The Comp Plan talks about not building more roads to avoid fragmenting habitat for wildlife. We should follow the vision of the Plan.

All options for improving the Y should be evaluated: Mr. Charlier does not favor a Roundabout because it will interfere with his plans for an HOV/BRT lane. We believe this is short sighted. There is no doubt the Y needs to be upgraded. We believe an additional HOV/BRT lane will become just as much a barrier to wildlife movements as an additional vehicle lane. It will have the same visual impact. The community has said they do not want 4 lanes on Highway 22. We believe the proposal for an HOV/BRT lane warrants further discussion..

We are concerned that the RTPO will not be accountable to the public: If the RTPO is an appointed board, we will have an organization that sets policy and controls the cost of transportation in Teton County but they will not be accountable to voters. We believe that will undermine support for the organization and hamper its effectiveness. With only one citizen representative on the advisory board, it will be isolated from the public. At a minimum there should be one citizen representative from the Town and one from the County to represent the different perspectives.

We need better coordination of transportation projects: How are we going to avoid a repeat of the Spring Gulch debacle where the needs of some residents were ignored in the redesign? The ITP discusses coordinating future projects to consider the needs of all users. How will this be done to consider the needs of all users, not just pathway users? The Comp Plan talks about maintaining Ag uses, but they were not considered during this redesign. Better

coordination would eliminate waste from redesign and modifications to designs that did not consider all users. Simply saying we will coordinate projects does not mean that will happen.

Armond Acri
Executive Director
Save Historic Jackson Hole

From: Joan Anzelmo <anzelmojoan@gmail.com>
Sent: Thursday, July 02, 2015 1:53 PM
To: County Commissioners
Subject: Comments on ITP

I am writing to express some general thoughts regarding transportation and transportation infrastructure.

Teton County and the Town of Jackson are increasingly becoming unfriendly places to live or visit if one is disabled or has other medical limitations that impact mobility whether temporarily or permanently.

I encourage you to continue to seek funding to provide improved road infrastructure and parking infrastructure for local citizens and the millions who visit annually throughout the year. I also encourage you to accept the funds WYDOT planned for highway improvements. It is mind bending and irresponsible that you would turn away that amount of public transportation funding and highway improvements for your County citizens and the ever growing visitor population.

As you know I happen to have a physical disability. I cannot ride a bike to do errands nor can I walk long distances from a parking place to do errands and attend to other business. Schleppling groceries or other supplies on a bus is not an option for me. I simply could not physically do that.

I continue to depend on my personal automobile to come into Jackson for medical appts., shopping, attend special events and for other reasons that bring into town.

It is very challenging because there are relatively few handicapped parking spaces other than at the grocery stores or other large venues.

I depend on the Home Ranch lot if I am trying to go to a business or attend an event on Town Square. Now I hear some parking there may be removed to install a bike share station. Insanity. There are not enough automobile parking spaces in that lot for the visitor and local population using it daily.

The County and Town promote Jackson and the nearby parks to draw millions here and benefit financially from that scale of tourism. If you want to do that and enjoy those financial benefits, you have to also provide the road and parking infrastructure to accommodate the millions of visitors and we locals who share this busy and popular place.

My disability is not as severe as for many in our community. Those with severe medical challenges or those who are non ambulatory face even greater challenges than someone like me who most days can drive to a medical appointment or go grocery shop on my own. But none of us will bike or walk or even be able to use a bus to accomplish our chores or get to appointments, etc.

So before you spend even more public funds to expand pathway infrastructure, please consider balancing the needs of the more silent part of your county population who cannot walk or ride bikes and instead use some of those public funds to improve the road and parking infrastructure.

Thank you.



Joan Anzelmo
Teton County Resident

From: Wade McKoy <wademckoy@bresnan.net>
Sent: Thursday, July 02, 2015 10:57 AM
To: County Commissioners; Town Council; Tyler Sinclair - Teton County
Cc: responsiblegrowthjh@gmail.com
Subject: ITP, TTCR

To: commissioners@tetonwyo.org, council@townofjackson.com, tsinclair@tetonwyo.org
Cc: responsiblegrowthjh@gmail.com

Dear County Commissioners and Town Council Members,

I'm passionate about good stewardship from our local environment. I've recently read that you intend to vote to adopt the ITP at your 6 July Joint Information Meeting. I'm asking you not to.

I vote, and have for my entire 40 years as a full-time resident. During that time I have worked as a photographer and journalist writing about recreation in Jackson Hole. I publish three local visitor guides, The JH Skier magazine, The Summer Adventure Guide, and the Jackson Hole Dining Guide. My connection to the outdoor environment runs deep.

My wife Holly and I are fortunate to own a home that we built in Indian Trails. I have witnessed first-hand the elk migration through the proposed road site, a large wetland containing a number of known animal migration paths. Local moose, deer, fox, and dozens of large bird species, including eagles, move through it daily. The water table is only three feet down, and I understand a road would have to be "floated," creating a high barrier. It would fundamentally change the valley.

I am asking that you remove the TTCR from the ITP. Please rebuild the Y intersection first. A giant roundabout would solve our present-day traffic woes.

Please solve the Y problem first, then revisit the connector.

Thanks for listening.

Yours truly,

Wade McKoy

From: Tim Young <tim@wyopath.org>
Sent: Monday, July 06, 2015 6:32 AM
To: County Commissioners; Town Council
Cc: Tyler Sinclair; Sean O'Malley; Jeanne Carruth
Subject: ITP Public Comment
Attachments: ITP Comment WyoPath5-30-15.pdf

Dear Town Council and Teton County Commissioners,
I previously submitted a comment letter on the draft Integrated Transportation Plan, and I would like to provide brief summary and update of the most important of these comments for your discussion today. The full comment letter is attached again for your convenience.

The draft is a good start to an Integrated Transportation Plan, but there are important elements missing, or poorly considered. Jim Charlier has defended his draft, but in my professional opinion based on 25 years of transportation planning, these are indeed significant issues that merit inclusion in the final plan.

Thank you for your consideration.

Tim Young

Key Comments on Integrated Transportation Plan:

Safety - Adopt a Vision Zero goal. I continue to recommend the ITD add a safety section and Vision Zero goal for both human and wildlife fatalities. Mr. Charlier's assertion that safety is "baked into" the plan is simply not supported by the actual May ITD draft plan language, where in fact there is no safety section beyond the wildlife discussion. In addition, his statement that there are no funding programs for safety is not true.

Safety is called for in the Comprehensive Plan Guiding Principles, "Principle 7.2. Create a safe, efficient, interconnected, multi-modal transportation network". The ITP is the opportunity to put some emphasis on SAFETY, for all modes, including people and wildlife.

On safety funding - the fact is, the federal Highway Safety Improvement Program (FHWA program) and Section 402 (NHTSA program) are significant federal funding sources that could help local JH government with the costs of safety programs, including promotion and education efforts for a vision zero program, and infrastructure needed for safer highways. A good way to win federal funding is to have a plan with safety goals.

Bike Walk Mode Share. A second major point to make is on the Key Indicators Mode Share on page 6. The active transportation goals for biking and walking modes are anemic. The ITP proposes an increase from 7% to 8% for bicycling by 2024, not much of a stretch goal.

There is significant opportunity to increase biking and walking beyond the meager 10-14% in the draft ITD over the 20 year plan lifetime. The low hanging fruit is to set a goal to double biking and walking trips in JH; we could do that. Yet the bike and walk mode goals are tiny compared with the Transit goals, which call for 100% increase in 10 years, and to triple transit trips over 20 years. To succeed, Jackson will need ambitious goals for all the alternative modes, not just transit. I would also note that it will be less expensive to boost people-powered biking and walking trips than transit.

Short trips. There should be some measureable goals set for short trips, shifting a reasonable percentage to alternative modes. Increased short trips are noted as a problem in causing core area traffic increases, and this is where biking and walking solutions can be most effective. Please set an ambitious target goal for capturing the low hanging fruit of short trips by bike and foot.

Measure Bicycling and walking trips. The current quality of the bike/walk mode share data is very poor, and the truth is, there is not a good baseline. The numbers in the plan are only a best guess from limited national data. Gathering a good baseline of use is very important, as well as tracking progress toward mode shift and short trip goals. The ITP should set a policy to gather good data on bike walk modes and update annually. Its done for highways. Its done for transit. But bicycling and walking use data are weak at best.

Regional Transportation Planning Organization. Wyoming Pathways generally supports moving forward with phase one of the RPTO concept outlined in the ITP. While a significant undertaking, it has the potential for significant benefits. The interconnected nature of the regional transportation system presents challenges to coordinate, given the existing reality of multiple agencies, local governments, two states, two national parks, two national forests all managing parts and plans of the transportation system. The recent discussion on right-sizing US-89 Jackson South shows the challenges that Jackson Hole faces working with WYDOT and FHWA when they hold all the cards. A RTPO is perhaps the only available option to win more local control.

Jackson Hole Community Pathways Program. The draft ITP proposes that the Pathways Program would be absorbed by the new RPTO. Wyoming Pathways would like to see more discussion on this significant organizational change. There have been numerous changes to the Pathways Program over the past dozen years, most recently folding it into County Engineering. How is this working? Where is the analysis? More information is needed. We believe the Pathways Program is understaffed currently given the workload of pathways and the numerous projects listed in the 2007 Pathways Master Plan that are still not completed.

Action Plan. Here are a couple things to add to the Action Plan section.

- *Transit.* Add multimodal bus/bike stops to encourage first mile, last mile bike trips.
- *TDM actions.* Add a program under Visitors, to encourage mode shift for short visitor trips from car to active transportation and transit modes.
- *Active Transportation.* Under Pathways, add “Update Pathways Master Plan and CIP” and add “Analyze current Pathways Program organization and RTPO compatibility”.

--
Tim Young
Executive Director
Wyoming Pathways
tim@wyopath.org
307-413-8464
www.wyopath.org
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May 30, 2015

Joint Information Board
Teton County & Town of Jackson, Wyoming
Via Email commissioners@tetonwyo.org, electedofficials@ci.jackson.wy.us

Subject: Integrated Transportation Plan May 2015 Public Review Draft Comment Letter

Dear Board of County Commissioners, Mayor Flitner, and Town Councilors,

Thank you for this opportunity to comment on the public review draft of the Integrated Transportation Plan (ITP).

Wyoming Pathways was founded in 2012 with a mission to make bicycling and walking safe and inviting for people in all Wyoming communities. Our goal is to help create thriving, livable communities and enhance public lands in Wyoming. With an office based in Wilson, Wyoming Pathways has been actively following the Jackson/Teton ITP process and participating in the TAC meetings and public process.

We commend the Town and County leadership and staff for this integrated transportation planning effort. While this comment letter lists several areas the draft ITP can be improved, it is generally in keeping with the Comprehensive Plan vision and goals. This plan will provide a guide to future infrastructure and programmatic initiatives that will help Jackson Hole and the northwest Wyoming manage the demands and impacts of transportation systems.

Specific areas the draft ITP should be improved include the following.

Safety, Adopt Vision Zero. It is important to add a safety section, and for the plan to put more emphasis on safety. Safety is actually called for in the Comprehensive Plan Guiding Principles, which starts out with the word 'safe', stating, "Create a safe, efficient, interconnected, multi-modal...system". Yet so far, the draft ITP is lacking any public safety discussion, data on crashes, or direction and goals. That should be addressed. It could be a safety section that addressed both people and wildlife.

Every year, Jackson Hole tragically experiences numerous crashes resulting in multiple fatalities and injuries to people and wildlife on the area highways. The ITP is the opportunity to put some emphasis on SAFETY, for all modes, and for wildlife. Wyoming Pathways proposes that Jackson and Teton County adopt a "Vision Zero" goal for both human and wildlife fatalities.

First launched in Sweden in 1997 and proving effective across Europe, Vision Zero is a strategy that is now building momentum in major U.S. cities, including San Francisco, Washington D.C., Portland, Seattle, and New York City, with additional cities considering action. Jackson Hole should be the first in Wyoming, and the first in the world to include the safety of wildlife and people in the vision for safe highways. A good resource is <http://visionzeronetwork.org/f-a-q/>.

The ITP should list existing data on crashes and list fatalities for all modes, perhaps show the past decade, and any trends. That data is available. For the future ITP implementation phase, there are significant federal funding resources available for safety needs, and this should be noted in the funding section of the ITP. The robust Highway Safety Improvement Program and Section 402 federal funding sources could help local JH government with the costs of safety programs, including promotion and education efforts for a vision zero program, and infrastructure needed for safety.

Bike Walk Mode Share.

A second major point to make is on the Key Indicators Mode Share on page 6. The active transportation goals for biking and walking modes are, frankly, anemic. The ITP proposes an increase from 7% to 8% for bicycling by 2024, for example, not much of a stretch goal.

There is significant opportunity to increase biking and walking goals in the ITP beyond a meager 10-14% over the plan lifetime. The low hanging fruit is to set a goal to double biking and walking trips in JH; we could do that. Yet the bike walk goals are tiny compared with the Transit goals, which call for 100% increase in 10 years, and to triple transit trips over 20 years. To succeed, Jackson will need ambitious goals for all the alternative modes, not just transit.

It should also be noted the current quality of the bike/walk mode share data is very poor, and the truth is, there is not a good baseline. The numbers in the plan are only a best guess from limited national data. Gathering a good baseline of use is very important, as well as tracking progress toward mode shift and short trip goals. The Appendix G: Monitoring Active Transportation is a step, but lacks specific actions and its recommendations are unclear. It presents a collection of evolving technologies that may or may not provide the data desired.

Therefore, gather good data and ramp up the biking and walking goals.

Transit section.

One comment on this section is the need for START to enhance the bike/bus connections at transit shelters. For example, in more suburban South Park area, transit use could be increased by encouraging biking from homes to more central bus stops. Such bus stops should allow for safe covered bike parking during the day, allowing people to use transit to town. This is a common practice in European transit systems.

Active Transportation.

Destination Environment section. This section should make note that the League of American Bicyclists ranks Jackson a 'Gold Bicycle Friendly Community', one of only a small number in America, and the ITP should note the goal is to move up to 'Platinum' rank.

Short trips. There should be some measureable goals set for short trips, shifting a reasonable percentage to alternative modes. Short trips are noted as a problem in causing local traffic increases, and this is where biking and walking solutions can be most effective. Set an ambitious target goal for capturing the low hanging fruit of short trips by bike and foot.

Enhanced winter maintenance.

This section should be expanded to also discuss enhanced winter maintenance for County pathways and sidewalks. Keeping pathways open has allowed significant increased winter active mode use in JH over the past several years, such as using the Moose Wilson Pathway to reach transit stops in winter. Winter bike use has also greatly increased, and evolving technology is allowing safe bicycling all winter long. The ITP should state the need to provide winter maintenance in the County, such as the new WY-22 pathway.

TDM Program.

Bike Share. Congratulations to Town and County on just winning the WBC planning grant for Jackson Bike Share! With this approval, bike share should be elevated to a specific action item.

Also add a mention of Bike Share in the Commuter section page 20. It's a good strategy to bus to town, and then have a bike share to get around for short trips.

Residents section. Need to expand this to encourage active travel to work. Add a section after the Active Travel to Schools. Both trips to work and trips to schools should be important parts of the TDM.

Some type of mention of a community Ride Share program would be a good addition to TDM.

Project development Design Process and Policy

We support the coordinated design process identified for the Capital Project Groups. While state statutes mandate that WYDOT lead major state highway projects, it will be important for Teton County and the Town of Jackson to be very engaged with WYDOT on Jackson area highway planning. This is a concern, as there is already some disconnect between the ITP, and WYDOT's recent Environmental Linkage Study for WY22/390 corridors.

Also, there maybe some State Policy changes needed to allow WYDOT more flexibility to achieve the ITP goals. The Town and County should consider a discussion with WYDOT on current policies that push most expenses for biking and walking infrastructure off to local governments. Currently, except for pass-through federal grants, there is limited investment by WYDOT in Active Transportation needs. For example, WYDOT could consider taking a more active role in funding pedestrian and bicycle facilities like sidewalks, crosswalks, and pathways. But at this point, all pathways and most sidewalks are considered to be the

responsibility of local government. The ITP states that all the modes must be considered in all projects, and that includes WYDOT's.

Given the potential financial benefits to town and county, there may be merit in the ITP making note of specific policy research needed and changes desired. There may also be other state level policy changes that could help START transit, like use of CMAQ funding.

It should be noted that all major federal transportation programs clearly allow biking and walking as eligible for federal funding. The Town and County should pursue policy changes at the Wyoming Transportation Commission to free up additional federal and state resources for maintenance and construction to support the needs of local biking and walking facilities.

In addition, while there is currently not a state source of active transportation funding, it is possible that this will be discussed in the Wyoming Legislative Interim Study on Bicycle Tourism and Recreation underway currently. Wyoming Pathways believes that the State of Wyoming would benefit by investing in active transportation needs of communities. Teton County and the Town of Jackson should help support the development of a state funding sources that could assist future infrastructure needs for active transportation in Jackson Hole.

Regional Transportation Planning Organization.

Wyoming Pathways generally supports moving forward with phase one of the RPTO concept outlined in the ITP. While a significant undertaking, it has the potential for significant benefits. The interconnected nature of the regional transportation system presents challenges to coordinate, given the existing reality of multiple agencies, local governments, two states, two national parks, two national forests all managing parts and plans of the transportation system.

Jackson Hole Community Pathways Program. The draft ITP proposes that the Pathways Program would be absorbed by the new RPTO. Wyoming Pathways would like to see more discussion on this significant organizational change. There have been numerous changes to the Pathways Program over the past dozen years, most recently folding it into County Engineering. How is this working? Where is the analysis? More information is needed. We believe the Pathways Program is understaffed currently given the workload of pathways and projects listed in the Pathways Master Plan that are still not completed.

One step that should be taken in the ITP is to list the need to update the 2007 Pathways Master Plan. That planning effort could review the program, evaluate how it is working in the latest reorganization into County Engineering, and provide a basis for setting up a successful program that fulfills the Comprehensive Plan and ITP goals for Active Transportation.

Action Plan. Here are a couple things to add to the Action Plan section.

Transit. Add multimodal bus/bike stops to encourage first mile, last mile bike trips.

TDM actions. Add a program under Visitors, to encourage mode shift for short visitor trips from car to active transportation and transit modes.

Active Transportation. Under Pathways, add "Update Pathways Master Plan and CIP" and add "Analyze current Pathways Program organization and RTPO compatibility".

Other topics for the plan.

Bicycle travel and tourism are increasing in our region, and are desirable to promote for many reasons - health and wellness, access to federal public lands, and providing safe travel options for our visitors. For example, the recently proposed Greater Yellowstone Trail connects a regional trail system from Jackson Hole over Teton Pass all the way to West Yellowstone. The local JH system should provide information for those bicycle travel visitors, as well as to help encourage locals to use biking and walking more.

Currently, the signage and level of information available on the Pathways System is extremely poor, the old sign posts have largely fallen down, and the Kiosks are empty of pathway info even as basic as the rules of the pathway. The ITP should identify a priority need to upgrade the pathways signs system wide, and to revise the online pathway system maps and Active Transportation promotion, education, and encouragement programs. This is both a role for the Pathways Program, and for the TDM program.

Thank you for your consideration of these comments. Please let me know if you have any questions or would like more information on any of the topics listed.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Young". The signature is fluid and cursive, with the first name "Tim" being more prominent than the last name "Young".

Tim Young, Executive Director

Jeanne Carruth

From: Anne Stalker <anne.sonshine@charter.net>
Sent: Wednesday, July 01, 2015 5:15 PM
To: Alex Norton
Subject: Comment on Comp Plan Implementation

7/1/15

I am writing to express my support for the Tribal Trail connector. I live in Dairy Subdivision. When we bought our land ten years ago in 2005, the first thing about which our realtor informed us was the Teton County right, dating from the 90's, to put the connector in between Route 22 and South Park Road.

It is my understanding that not one single home near the proposed connector was built without thorough knowledge that one day our community would grow to the point where it made logical sense to build it. It's too bad it was not completed years ago as congestion is getting markedly worse.

That said, I strongly urge that carefully thought-out design elements include limiting traffic to residential traffic (no commercial trucks), that the speed limits are kept low (perhaps with radar and cameras that ticket speeders and truckers), that smart traffic lights are added to Route 22 (which will also help TSS and Journeys School traffic going into and coming out of Coyote Canyon), and that if needed fences, underpasses, and/or overpasses are constructed ahead of completion for the protection of wildlife, kids, and people.

Once neighborhood objections are artfully addressed, I believe the Tribal Trail Connector makes sense to address the annual increase in traffic that will NEVER decrease especially as our town and county keep plowing funds into attracting more and more tourists. They are doing an outstanding job. And, we adore driving our cars.

I believe the newly redone "Y" should not be made into a roundabout. After the Connector is completed, another \$200,000 traffic study can be done in 5 years.

Sincerely,

Anne Stalker

2670 W. Dairy Lane

Jackson, WY 83001



This email has been checked for viruses by Avast antivirus software.
www.avast.com

June 27, 2015

John Cox, Director, WYDOT
Joe Dailey, Wyoming FHWA

Dear Sirs:

First, I want to thank you for coming and meeting with state, county and town electeds and members of the community here in Jackson last week. It was gracious on your part to personally explain where the state of Wyoming and FHWA currently are on the status of Hoback highway project, specifically the Jackson South project (FHWA EIS-08-01, for US 26/89/189, between mileposts 148.6 and 141.4).

Given the level of objection noted in the June 16 Letter from Teton County and signed by State electeds, I thought it important to advise you of my support for the 7.2 mile project as determined in the 2011 ROD, and commend the agencies for their diligence in integrating wildlife crossings and safe bicycle access into the current design. I do not support the county's position on accepting less than LOS C design levels in road projects. The county's position is certainly not representative of many of the county residents with whom I have spoken during the last few years. I support transit and bicycle access as necessary components of the overall transportation system, but I am also realistic that those modes will not solve the amount of traffic that is occurring and will occur into the future. I am hopeful that the county will deal with the uncontrolled growth within Jackson and Teton County through the current Comprehensive planning process. I also hope that the latter plan results in "right-sizing" development levels, and that the town and county resolve to improve the current crisis of the lack of employee housing. These are some of the prime components generating traffic volumes to the south of Jackson.

I know of so many employees who use this highway year round to commute to work in the Jackson area from Afton, Star Valley etc., because they cannot afford housing here. They, as well as our visitors, deserve a safe highway, and one that is maintained for the challenging conditions that can occur.

Once again, thank you for your efforts and for continuing to adhere to a disciplined NEPA process that got us all to this point. Having worked with FHWA throughout the country during my 34 year federal career, I want to commend both FHWA and the State for their professionalism with regard to this project and in your communications with our community.

Sincerely

Mary Gibson Scott

Cc: Governor Mead
Teton County BCC
Representatives Ruth Ann Petroff, Andy Schwartz
Senator Leland Christensen
Keith Compton, WYDOT

From: Brian Ladd <spikeladd@hotmail.com>
Sent: Monday, June 29, 2015 12:52 PM
To: County Commissioners
Subject: Tribal Trails

Hello-

I am writing to you to express my opinion in favor of the proposed/planned Tribal Trails connector. I also support the expansion of Highway 22 and S Hwy 89 to four or five lanes.

I have been a resident of Jackson since 1992. I have seen the valley and our community become much more populous and busy in that time. A huge amount of development and growth has occurred, both in town and in outlying areas of the county, particularly South Park and Teton Village. Yet our road network as barely changed in that time. Anyone can see the result. Massive congestion around the Y and on Highway 22 is having a negative impact on anyone who needs to travel through there, especially working people who have to deal with it every day. And it makes a negative impression on any visitor entering town through that area, starting off their visit with a frustrating traffic jam.

I have no doubt you are getting lots of comments from activists trying to oppose Tribal Trails- or any other road network expansion. I hope you realize these are a small, if vocal, group who are acting only in their own narrow self-interest, and against the interest of the community as a whole.

I wish we had a smaller, quieter community. I wish the large developments at Teton Village, in South Park, and elsewhere had not been approved. But they were, and now we have to deal with the consequences. We need to face reality, which is that the growth that has already occurred means we need to update our road network. At the very least, some redundancy needs to be built into the system to reduce bottlenecks. The analysis and recommendations that Charlier Associates made are objective and sensible. I hope you will value them over the subjective and emotional reactions of those who base their logic on wishful thinking.

Thank you for your time and hard work.
Brian Ladd
Jackson

From: Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>
Sent: Tuesday, June 30, 2015 8:00 AM
To: Jeanne Carruth
Subject: FW: ITP Public Review Draft - Comments

From: entertainment@juddgrossman.com [<mailto:entertainment@juddgrossman.com>] **On Behalf Of** Judd Grossman
Sent: Monday, June 29, 2015 12:35 PM
To: Tyler Sinclair - Teton County
Subject: ITP Public Review Draft - Comments

I'm writing to comment on the Integrated Transportation Plan.

The references to the town circulator should include specific language that requires it be integrated into the Comprehensive Plan Character Districts to assure that the frequency and type of the transit vehicles are compatible with neighborhood context. As the valley's transit system matures the circulator must leave behind it's current one size fits all approach. Less frequent, smaller, quieter vehicles should be used to serve quieter residential areas.

START should quickly move to zero emission vehicles to reduce noise impact. Multi-modal streets should also be scaled properly to respect neighborhood context.

The ambitious targets for doubling and redoubling transit ridership by 2035 seem arbitrary, and it's not clear that those targets will have a material impact on our traffic challenges. I think we need to have an "all of the above" approach to our valley's traffic problems. The community character impacts of wider highways and increased connectivity has to be balanced with the quality of life and safety issues created by failing levels of service on our arterials.

The multi-modal vision of "build it and they will come" should be replaced by a policy of effectively identifying and serving high demand routes. Multi-modal and specifically transit come with potentially large financial and community character impacts. By identifying routes where we can be assured that busses and pathways are operating at full capacity we will get more value for our money and hopefully an acceptable trade off of service vs. character disruption and expense. Multi-modal alternatives are useful but expensive. We have to make sure we are getting the best bang for the buck.

The ITP should soften it's coercive aspects that punish the personal automobile and instead recognize that the economic and personal freedom provided by the automobile is a critical component of our quality of life. Our roads should not be planned so that they operate at D or F standards in order to push people into using multi-modal, nor should we use massive subsidies to prop up transit and pathways. Investments in multi-modal should only be pursued if the expense is reasonable and defensible on a per user basis.

We should not raise taxes to fund the ITP's vision. Higher taxes will have negative consequences on our already dramatic cost of living challenges.

We should look harder for private sector transit solutions, especially for out of county commuters.

Best Regards,

Judd Grossman
50 Rancher St.
Jackson, WY

From: Louise Wade <loucwade@gmail.com>
Sent: Thursday, June 25, 2015 2:13 PM
To: County Commissioners
Subject: REMOVE TTC PROPOSED ROAD FOREVER AFTER YOU READ THIS

There are three things to consider:

Children's safety
Wondrous wildlife
The air we breath

When the original Comprehensive Plan was made that proposed that Tribal Trail be a connector road from Highway 22 to Highway 89 many pertinent things were not in existence, or even thought of that would have prevented such a proposed road to ever exist!

First and foremost there was only one school at that time. Now there are seven schools. The safety of our children must come first and foremost in any future planning. The children walking to and from school and attending sports events in the various fields after school has to be considered. This is a neighborhood and there should not be any proposed thoroughfare that would an accident waiting to happen, God forbid, to any of our precious children!

Not in the original plan the residential neighborhoods and apartments have grown in density, as well as schools. The Blair Apartments have grown in size.

The affordable homes at Boyles Hill and South Park have been installed. 3creek Golf Course with clubhouse and residential homes has gone in. Tribal Trails and The Dairy Subdivision have almost built out most of their lots.

The current situation of the surrounding neighborhoods of Cottonwood, Indian Trails, Indian Springs, Ely Springs, South Park Ranches, Melody Ranch neighborhood is it is a country neighborhood where families have moved to be near schools where their children can walk to and from school without fear of being run over.

The neighborhoods also have the privilege of living amongst the wondrous wildlife that Jackson is indeed fortunate to have. It is an enormous calling card to those who have moved here. Where else in our country can you have hundreds of elk passing through your meadow to feed on the various buttes and woods and creeks and ponds surrounding the neighborhood. Wouldn't it be a gruesome sight too see the wench truck arrive in our neighborhood to pull up the bloody caucus of the beautiful elk, if they were run over The neighborhood moose and calf mosey along the neighborhood searching for willows to live on, especially during harsh winter when the snowfall covers just about everything else for them to forage on to survive. The deer population is already in decline and not as many

grace our area as much as 20 years ago. The neighborhood fox who crossed the road daily near the bus stop has already lost his life recently to being run over. There is a swan pond on Boyles Hill Road to raise trumpeter swans. Because of the creeks passing through with spawning fish this whole South Park area is an avian paradise with trumpeters, Canada geese, bald eagles, osprey, blue heron, Swenson and red tail hawks. There are profuse amounts of song birds, as well. The beautiful blue birds dart up and down these country lanes. There are colorful Western tanagers of brilliant yellow spotted with patches of red pop in summer along the road. The skillful killdeer fly near roads edge to keep humans from their young, even fawning a broken wig to keep people away from their nests. There are red winged blackbirds that come every March through fall, as well as yellow heads. Beautiful song of the robin is heard. There are year around doves and chickadees and finch. Swallows come and build their cleaver dirt nests. Yes, an avian paradise we live in. There are other critters to think of, too. There are otter and beavers and coyote and other fox and raccoon who depend on their food scouring the neighborhood. Our beloved dogs and cats must be protected, as they are a part of most families.

Jackson is pro ported to be a green place. The environment would be adversely impacted by the additional fossil fuel of 13,000 vehicles passing through the neighborhood in addition to cars already coming and going. It would effect parents and children and wildlife and birds and fish. The world has too long stuck its head in the sand when it comes to our environment. We the people can stop the threat that fossil fuel has on our beloved place where we choose to come and build and live by not having the proposed road. It is essential to protect the air we breath!

After reading this please remove the Tribal Trail Connector proposed road form any future proposed plan forever!

I believe if one does not like one way they should suggest another. There is a simple way that has successful in other places, including nearby in the Hoback, to move the Highway 22 traffic faster with a roundabout at the junction of Highway 22 and 89!

Lou Wade

1355 Creamery Lane

Jackson, WY 83001

690-6895

loucwade@gmail.com

Chuck & Barbara Herz
P.O. Box 211
Moose, WY 83012



June 19, 2015

Planning and Development
Teton County
PO Box 1727
Jackson, Wyoming 83001

Dear Neighbors:

We recently received the postcard you sent urging citizens to “secure your trash” because “a fed bear is a dead bear”. We’re with that program and applaud its purpose. But we wonder how aware you and others are of a problem that’s undermining the purpose. At least if our experience is at all typical, the containers now in use are very likely to be *insecure* against bears, because they break or become damaged with regularity.

We are clients of Waste Management/West Bank Sanitation, but I doubt our experience is unique to that company. The typical problem is that after the trash is picked up, we find the container hinges bent out of shape so that the lid won’t close securely, meaning that a bear could easily get in the next time we put out trash for collection. At the moment in our case it’s even worse, because one of the two hinges to the lid is completely loose, so that the lid is functioning on one hinge (*and* not closing securely).

I want to be clear. Every time we’ve called West Bank (and that’s been often) they’ve either replaced the container or sent someone to fix it. But I’ll be honest: I’m not willing every week or two weeks to call them and then do what’s necessary, against the small possibility that a bear will show up while our trash is out. Indeed, we don’t like having to pay \$25 a quarter for the supposedly secure container, when in fact it’s rarely in condition to be effective against bears.

The point is not our particular problems: we can cope and we can manage the cost. Here’s the point: if our experience is at all typical (and we suspect it is), this much ballyhooed program is not in fact protecting our bears despite considerable cost and hassle to citizens and to the waste management contractors. Our conclusion: either a way should be found to keep the containers steadily “secure” or, if no way can be found to do that at reasonable cost and trouble, the program should be abandoned as impractical.

Sincerely,

Charles H. Herz

Barbara K. Herz

cc: Teton County Commissioners
West Bank Sanitation

From: Bitsy Smith <bitsysmith@aol.com>
Sent: Wednesday, June 24, 2015 8:27 PM
To: County Commissioners
Subject: Tribal Trail Connector

Please consider researching the effects this project will have on our neighborhood further. Safety of school children should be the first priority. Secondly, it would be extremely disruptive to our neighborhood having thousands more cars passing through each day. Lastly, it is an animal corridor. For the above reasons, it does not fit the Comprehensive Plan. I urge you to look at the Y Intersection first. This would be much less disruptive to our neighborhood. Thank you. Emily Smith, 2785 West Ibis Lane, Jackson, WY 83001.

Sent from my iPad

From: Smith Garnett <garnettsmi@aol.com>
Sent: Thursday, June 25, 2015 8:19 AM
To: County Commissioners; Town Council
Subject: Tribal Trails Connector

I do not consider myself an “activist”, but I have been moved by what I have learned about the process of adopting the ITP to write to you today. It appears to me that the process for approving this ITP is being rushed and is flawed. I urge all of you to take a step back and consider all of the alternatives before rushing to a vote something that could forever change the character of this place we all love.

I am certainly not against progress or change, but all decisions should be made in compliance with the Comprehensive Plan which should be the guiding light for all decisions that affect our future. It appears to me that the ITP as proposed does not support the principles of the Comprehensive Plan in a number of areas. While additional traffic in a residential neighborhood is troubling because of the additional pollution, and more vehicles in a wildlife corridor certainly will lead to more animal deaths, the main issue for me is safety. With the number of schools and students concentrated in this area I think it is insane to put a connector road that will greatly increase the car count in this area.

I do not feel that solutions for the Y such as Roundabout or additional turn lanes have properly been considered. I encourage everyone to take a step back and conduct further study before rushing a vote. The sentiment of the residents should be considered before adopting a single consultant’s vision for our future. Thank you.

Garnett A. Smith
2785 W. Ibis Lane
Jackson, Wy. 83001

cell- 404-291-5142
home- 307-732-0038
fax- 307-732-0060

From: Smith Garnett <garnettsmi@aol.com>
Sent: Monday, June 22, 2015 5:00 PM
To: County Commissioners
Subject: Zoning changes-South Park area

I have learned that your body is considering allowing a change to the comprehensive plan which will allow such uses as group homes, seasonal employee dormitories, churches, and private schools. This would dramatically change the character of our neighborhood and result in increased traffic and congestion.

I implore all of you to stick with the dictates of the comprehensive plan and do not change it to allow for these uses.

Thank you for your consideration.

Garnett A. Smith
2785 W. Ibis Lane
Jackson, Wy. 83001

cell- 404-291-5142
home- 307-732-0038
fax- 307-732-0060

From: Martha Gray McKinney <mgmckinney@hotmail.com>
Sent: Tuesday, June 23, 2015 9:39 AM
To: County Commissioners
Subject: South Park Zoning Change

Dear County Commissioners,

I am writing to ask that you **remove** the intended new uses from the residential neighborhoods of Melody Ranch, Glory View, Sage Meadows, Big Trials and Little Horsethief subdivisions of:

- Seasonally employee Dormitories
- Group Homes (e.g. halfway homes for court referred juveniles)
- Private Schools
- Churches

I own a house in Little Horsethief Subdivision and love it. My kids can ride their bikes, walk to friends houses, and play outside without having to worry about too much traffic or concern. They can be kids with a little independence which I would not feel comfortable with them doing if you allowed season employees to live, school, churches or group homes that would increase the traffic and random people coming thru at all times. I bought my house in Little Horsethief because I love being in a neighborhood. These incompatible new uses will degrade my neighborhood AND increase traffic.

These new uses and increased intensity, directly violate the comprehensive plan which promised to *"Maintain the character we have today"* as well as the promise *"To preserve the resident workforce character"* that our neighborhoods currently enjoys.

I would be at the meeting on Monday, June 29th at 9 am, but I work full-time here in Jackson and have to be at work. I appreciate the "pause" you put on this and willingness to here from the South Park residents and hope that you will remove the intended new uses from the residential neighborhood of Little Horsethief as well as our neighbors in Melody, Glory View, Sage Meadows and Big Trails.

Thank you for your time.

Sincerely,

Martha Gray McKinney

[Martha Gray McKinney](#)
[\(307\) 200-0089 - home](#)
[\(307\) 699-1915 - cell](#)

From: Bitsy Smith <bitsysmith@aol.com>
Sent: Monday, June 22, 2015 4:43 PM
To: County Commissioners
Subject: South Park Zoning Change

Our area is already overwhelmed with schools, lots of traffic, slow zones, and affordable housing, and we feel it is unfair to add additional non-compatible residential uses in the area. Please remove the intended new uses from these residential neighborhoods and subdivisions. It will only increase traffic and change the character of the neighborhood. This directly violates the comprehensive plan. Thank you. Emily Smith, 2785 West Ibis Lane, Jackson, WY 83001.

Sent from my iPad

From: Adrianna Anderson [<mailto:adrianna.anderson@gmail.com>]
Sent: Friday, June 19, 2015 2:10 PM
To: Tyler Sinclair - Teton County
Subject: Teton County Resident with ITP Safety Concerns

Hi Tyler,

I am sending you my concerns on the Tribal Trails Connector road that I sent to the Teton County Commissioners and Jackson Town Council on June 8th (see below).

Best Regards,
Adrianna Anderson

=====

Dear Commissioners & Town Council Members,

Thank you for your hard work and time dedicated to the ITP last week. Last Monday's Joint Information Meeting was a long, informative session that provided many solutions as well as areas needing further exploration in the coming weeks regarding Teton County's traffic situation. We trust that you will make the right call for Teton County and it's inhabitants and I look forward to future discussions.

I am writing you today as a South Park resident and mother to two young children (6 & 9) who attend Jackson and Colter Elementary schools. My comments are regarding the proposed Tribal Trails Connector Road (TTCR) being built as a bypass in the South Park neighborhood. I am aware you have heard many rationale in favor and opposed to the TTCR and with so much information it can be challenging to sort through the minutiae of it all. I promise to stick to the facts of the matter.

While Mr. Charlier spend much time persuading how the TTCR would reduce traffic at the Y by up to 10,000 cars a day, he did little to provide rationale as to how the TTCR would not become a bypass for pass-through traffic. According to the study on South Park traffic by his competitor he mentioned (2010 Felsburg Holt & Ullevig Analysis), Mr. Charlier states that most of the traffic using the TTCR would be South Park local traffic. When reading the study however, I was surprised to find that only 33% of traffic using the connector would be South Park "Local" residing traffic. The other 67% would be pass-through traffic (See attached independent analysis letter, from Appendix A of 2010 Felsburg Holt & Ullevig Analysis).

How this increase in pass-through traffic will affect our children

One of the main take-away points of the ITP is that Teton County's goal is to increase pedestrian and bike traffic while decreasing vehicular traffic. A wonderful goal for our future indeed. While facing a 400-1,200% increase in traffic on many South Park roads that already deal with traffic congestion during school drop-off/pick-up times, how can a parent feel comfortable allowing their children to bike/walk to school and athletic practices? Daily I witness drivers failing to stop at cross walks for children and adults attempting to cross the road in school zones. What will be done to mitigate this blatant danger to our children? I find it contradictory that our county goal is to increase bike/pedestrian commuter traffic yet the proposed TTCR will make it more dangerous for our kids to get to school this way. I think you will find more parents driving their children to school if the TTCR is built thus nullifying our goal.

The thing I found troubling about Mr. Charlier's comments was his attitude that addressing safety is not something that should be first and foremost. Comments like, "I'm not an advocate for writing a safety section" and "It's essential to everything that's in there but it's not a separate topic" seemed lacking to me when referencing our most child-dense and sensitive zone in Teton County. His inability to provide details when questioned by Commissioner Newcomb on Charlier's outline for safety consideration left me disappointed and feeling like this proposal hasn't properly been vetted. Perhaps an independent child-safety analysis would be prudent?

When asked by Commissioner Vogelheim if roundabouts in the TTCR proposal would mitigate traffic, Mr. Charlier's answer was, "You really don't know until you get into the details of project planning". The impression I got was that this is a plan that has been drafted yet details of safety mitigation and how to protect our children have not been fully thought out. Is this how Teton County works? Vote on a road rife with child safety concerns yet wait until later to find out if the risk is worth it? I believe our kids deserve better from us, the adults who are granted the honor of keeping them safe and out of harm's way.

These are the questions that keep me up at night and I feel you have the power to challenge our county engineers and planners as to giving us the full story before a vote comes to order. I disagree with Mr. Charlier about the details; the details are where we are going to find out if the risk to our children's safety is worth easing congestion at the Y. If you also felt like vital information was lacking, I urge you to please dig deeper on this one.

Please feel free to contact me to discuss this further.

Sincerely,
Adrianna Anderson

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.

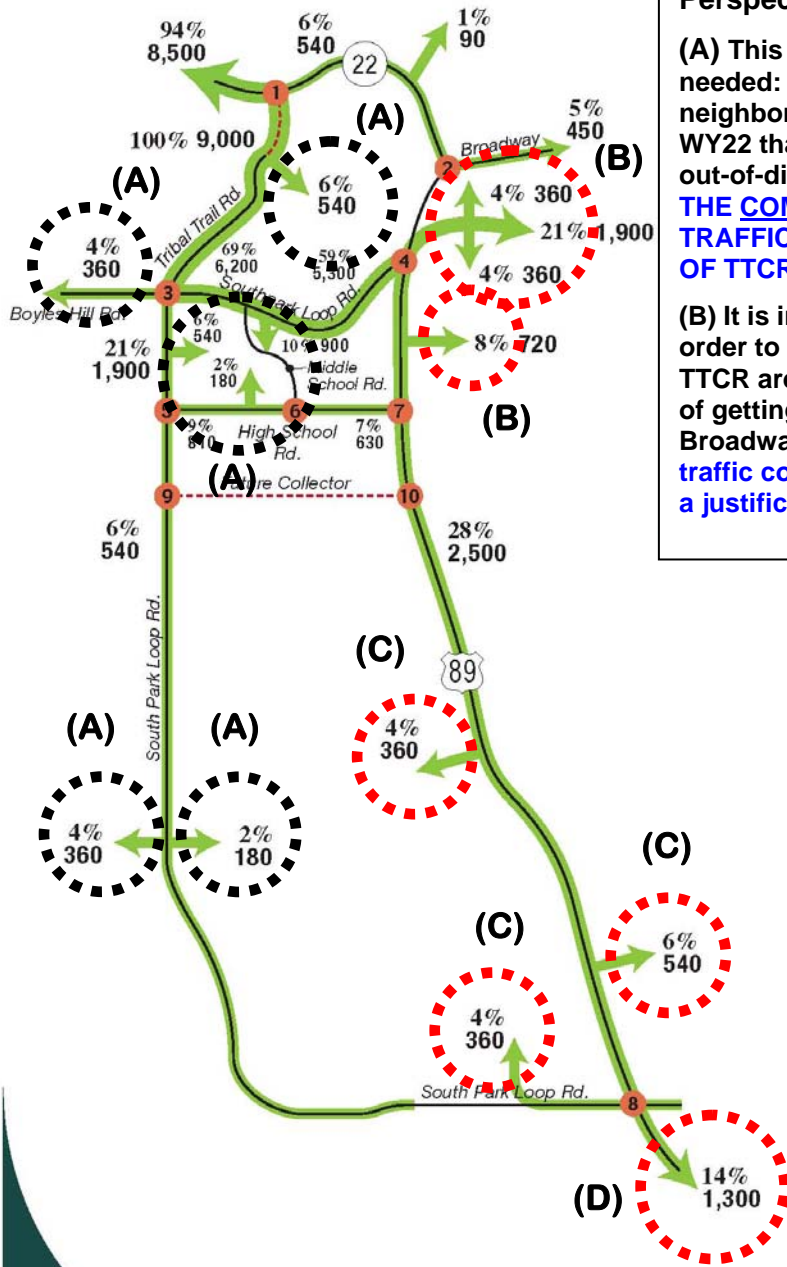
Sincerely,

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



From: Sean O'Malley
Sent: Friday, June 19, 2015 11:16 AM
To: Tyler Sinclair - Teton County; Jim Charlier
Cc: Alyssa Watkins
Subject: FW: Integrated Transportation Plan, ITP and Tribal Trail Connector Road, TTCR Update

FYI

From: Mike Halpin [<mailto:mike@jhmeridian.com>]
Sent: Friday, June 19, 2015 11:04 AM
To: Sean O'Malley
Subject: FW: Integrated Transportation Plan, ITP and Tribal Trail Connector Road, TTCR Update

FYI

From: High Mountain Group <hmg@wyom.net>
Date: Friday, June 19, 2015 at 8:49 AM
To: High Mountain Group <hmg@wyom.net>
Subject: Integrated Transportation Plan, ITP and Tribal Trail Connector Road, TTCR Update

Dear ISR HOA Members,

As you are aware our board has been working tirelessly on this issue and has made real progress growing local momentum against the ITP in its current form. Unfortunately, as is the case in local politics, the county and town staff have responded by expediting the approval process for this project to July 6th. Time is therefore of the essence so waiting to give you an update at our meeting would be too late.

We have already sent a letter to the County Commissioners recommending delaying approval of the ITP until it can be rewritten to be supportive of the already approved Comprehensive Plan that clearly states the goals of wildlife, open space, environmental, and lifestyle preservation....in essence, protecting what brought us all here to Jackson.

Linda Aurelio, and Peter Halpin have been personally lobbying the County and Town Elected officials educating them on the problems, and possible alternatives (AKA the Roundabout). We think they have made progress with some, but since political, frankly uncertain until the vote is in as their staff is aggressively pushing this flawed plan. We do know that massive opposition does work resulting in several lesser projects being defeated recently, hence our request to you to sign up and make your opinions heard.

If the ITP and resulting TTCR is built, it will cut across part of our open space and force us to relocate our Northgate, adding strain on the wetlands we and TSS are spending over \$500K restoring.

Several of our surrounding HOAs have joined our efforts, most notably 3 Creek who sent the attached letter to their HOA members about the TTCR. Please read that letter and if you have not already done it, link into the petition <http://www.ipetitions.com/petition/stop-the-tribal-trails-south-park-loop-connector>, voice your opinion, and help build the momentum .

Regards,

ISR Board



3 CREEK RANCH

June 10, 2015

Teton County Board of
County Commissioners
c/o Melissa Turley, Chairwoman
P.O. Box 3594
Jackson, Wyoming 83001

VIA FIRST CLASS MAIL AND EMAIL

Re: Integrated Transportation Plan, Proposed Tribal Trails Connector;
3 Creek Ranch Homeowners Association

Dear Chairwoman Turley and Members of the Board of County Commissioners:

We are writing to you in our capacity as the Board of Directors (the "Board") of the 3 Creek Ranch Homeowners Association ("3 Creek" or the "Association"). The purpose of this letter to the Teton County Board of County Commissioners ("Teton County") is to provide the Board's comments and objections to the above referenced Integrated Transportation Plan (the "Plan" or "Project"). Specifically, the Board has significant concerns and objections that it wishes to relay to relative to the proposed Tribal Trails Connector (the "Connector").

The Board's concerns and objections regarding the Project and, more specifically, the Connector, center on the various negative impacts that the Connector will have on the surrounding area's environmental stability, safety for the school zones impacted, traffic, recreation, and its apparent conflict with Teton County's Comprehensive Plan as adopted.

The Project and Connector, as proposed, will divert a great deal of traffic from "high-flow" areas, which possess the capacity for the volume of traffic contemplated for the Connector as well as commercial districts which rely on and desire such traffic, and reroute traffic through rural and residential areas, wildlife habitat and migration areas, school zone areas and areas popular among recreationalists. Specifically, the Connector will have a detrimental impact in the form of 9,000 to 13,000 cars per day traveling through the school zones of six (6) local schools which educate more than 2,000 children. Each of those cars which travel upon the Connector will travel through a minimum of one of the school zones impacted. Further, the areas of Middle and High School Roads



3 CREEK RANCH

are popular amongst bicyclists and runners and house 15 different athletic fields where athletes (many of them school-aged) travel, often by foot. To direct this volume of traffic through this area is reckless and would (in the best case) forever alter the character of this area, and could potentially create unnecessary danger for the aforementioned students, athletes and recreationalists.

Moreover, the Project and Connector, as proposed, would cause a detrimental impact to known wildlife habitats and migration areas. The proposed Connector crosses directly through acknowledged wetland habitat. Additionally, the placement of the Connector, as stated in the Program's Public Review Draft cuts directly through primary elk, mule deer, moose and bald eagle migratory corridors. Allowing the extensive construction that this Project will require to occur in this area will have severe impact and consequences on the wildlife within the area. Beyond the initial construction impact, there will also be severe long term consequences felt by the effect of the high volume of traffic on the wildlife migrations, as well as consequential interactions between vehicles and animals.

The Project and Connector, despite being "high priority" in the Comprehensive Plan, seem to be incongruent and incompatible with the general policy initiatives within the Comprehensive Plan. The stated vision of the Comprehensive Plan, according to Teton County, is to "[p]reserve and protect the area's ecosystem in order to ensure a healthy environment, community and economy for current and future generations." In furtherance of this vision, and the overarching policy driving the Comprehensive Plan, Teton County, the Town of Jackson and related entities and agencies are seeking to encourage commercial and residential development within the Town limits and complete neighborhoods and out of the residential areas of the County. The Comprehensive Plan both incentivizes and encourages development in Town and already developed areas, while actively disincentivizing and limiting development options in the rural County. The Connector cuts directly against this vision and the overarching policy goals of the Comprehensive Plan by adversely affecting the ecosystem of the rural area that it impacts (as set forth above) and by placing a great deal of development volume and traffic into the rural areas of the County. The Connector will actually divert development and traffic away from the Town and areas where development is sought in the Comprehensive Plan, and direct the same into the County, where development is supposed to be discouraged. There is a clear disconnect between the Comprehensive Plan and the Project (specifically, the Connector) for these reasons.



3 CREEK RANCH

Based upon the foregoing, on behalf of the 3 Creek Ranch Homeowner's Association, this Board objects to the Project and Connector as currently proposed and respectfully requests that the Board of County Commissioners take such objection, as well as all of the concerns stated above, into serious consideration in their review of the matter. If allowed to move forward in the manner proposed, the Project and Connector will have long-term, detrimental effects on the community and the environment of our County. It is our sincere hope that these concerns will be addressed and remediated in any ideation of this Project that moves forward.

Thank you for your time and attention to this letter. Please understand that this matter is of great concern to the Board and the residents of the 3 Creek Ranch Subdivision, as well as all Teton County residents.

Sincerely,

3 Creek Ranch Homeowners Association Board of Directors

Hank McKinnell, Chairman

cc: 3 Creek Ranch Homeowners Association



3 CREEK RANCH

June 10, 2015

Teton County Board of
County Commissioners
c/o Melissa Turley, Chairwoman
P.O. Box 3594
Jackson, Wyoming 83001

VIA FIRST CLASS MAIL AND EMAIL

Re: Integrated Transportation Plan, Proposed Tribal Trails Connector;
3 Creek Ranch Homeowners Association

Dear Chairwoman Turley and Members of the Board of County Commissioners:

We are writing to you in our capacity as the Board of Directors (the "Board") of the 3 Creek Ranch Homeowners Association ("3 Creek" or the "Association"). The purpose of this letter to the Teton County Board of County Commissioners ("Teton County") is to provide the Board's comments and objections to the above referenced Integrated Transportation Plan (the "Plan" or "Project"). Specifically, the Board has significant concerns and objections that it wishes to relay to relative to the proposed Tribal Trails Connector (the "Connector").

The Board's concerns and objections regarding the Project and, more specifically, the Connector, center on the various negative impacts that the Connector will have on the surrounding area's environmental stability, safety for the school zones impacted, traffic, recreation, and its apparent conflict with Teton County's Comprehensive Plan as adopted.

The Project and Connector, as proposed, will divert a great deal of traffic from "high-flow" areas, which possess the capacity for the volume of traffic contemplated for the Connector as well as commercial districts which rely on and desire such traffic, and reroute traffic through rural and residential areas, wildlife habitat and migration areas, school zone areas and areas popular among recreationalists. Specifically, the Connector will have a detrimental impact in the form of 9,000 to 13,000 cars per day traveling through the school zones of six (6) local schools which educate more than 2,000 children. Each of those cars which travel upon the Connector will travel through a minimum of one of the school zones impacted. Further, the areas of Middle and High School Roads



3 CREEK RANCH

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The Project and Connector, despite being "high priority" in the Comprehensive Plan, seem to be incongruent and incompatible with the general policy initiatives within the Comprehensive Plan. The stated vision of the Comprehensive Plan, according to Teton County, is to "[p]reserve and protect the area's ecosystem in order to ensure a healthy environment, community and economy for current and future generations." In furtherance of this vision, and the overarching policy driving the Comprehensive Plan, Teton County, the Town of Jackson and related entities and agencies are seeking to encourage commercial and residential development within the Town limits and complete neighborhoods and out of the residential areas of the County. The Comprehensive Plan both incentivizes and encourages development in Town and already developed areas, while actively disincentivizing and limiting development options in the rural County. The Connector cuts directly against this vision and the overarching policy goals of the Comprehensive Plan by adversely affecting the ecosystem of the rural area that it impacts (as set forth above) and by placing a great deal of development volume and traffic into the rural areas of the County. The Connector will actually divert development and traffic away from the Town and areas where development is sought in the Comprehensive Plan, and direct the same into the County, where development is supposed to be discouraged. There is a clear disconnect between the Comprehensive Plan and the Project (specifically, the Connector) for these reasons.



3 CREEK RANCH

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Thank you for your time and attention to this letter. Please understand that this matter is of great concern to the Board and the residents of the 3 Creek Ranch Subdivision, as well as all Teton County residents.

Sincerely,

3 Creek Ranch Homeowners Association Board of Directors

Hank McKinnell, Chairman

cc: 3 Creek Ranch Homeowners Association

-----Original Message-----

From: Spradling, Mark [<mailto:MSpradling@velaw.com>]

Sent: Thursday, June 18, 2015 9:19 AM

To: Tyler Sinclair - Teton County

Subject: FW: Integrated Transportation plan - Tribal Trails Connector

Dear Sir or Madam,

Please consider that routing traffic over the South Park Loop is, at best, a temporary and inadequate fix. The loop is narrow speed limits are low (but will surely be exceeded by the new commuters) and the current infrastructure won't be able to support the traffic - leading to expansion and further degradation of the area as a highway is developed in what is now a school zone and residential neighborhood.

A far better and more permanent solution would be to add more right turn lanes that feed onto 189 without a light, and "smart" traffic lights at the Hwy 22/189 "Y".

Best regards,

Mark R. Spradling
Vinson & Elkins L.L.P.
1001 Fannin, 25th Floor
Houston, Texas 77002
mspradling@velaw.com
(713) 758-2828

CONFIDENTIALITY NOTICE: The information in this email may be confidential and/or privileged. This email is intended to be reviewed by only the individual or organization named above. If you are not the intended recipient or an authorized representative of the intended recipient, you are hereby notified that any review, dissemination or copying of this email and its attachments, if any, or the information contained herein is prohibited. If you have received this email in error, please immediately notify the sender by return email and delete this email from your system.

Thank You.

From: KAY HUMANN <khjxon@hotmail.com>
Sent: Tuesday, June 09, 2015 12:19 PM
To: County Commissioners
Subject: Tribal Trails Road

Finally!!! A connector road issue I say Bring it on!!! and soon as possible. I drive to Wilson every day its a nitemare both ways. I really dread the Y at 5:00 daily and now with all the tourists here its a cluster. So I am sending this email to you In Support of the connector road! When they built the middle school road it took away all my privacy and hoards of people on a daily basis with all the activities and people driving their kids to baseball and soccer. To Tribal Trails homeowners pull up your boot straps and stop your whinning!!
Thanks ya all!

From: Madora Hance <madora.hance@gmail.com>
Sent: Tuesday, June 09, 2015 9:43 AM
To: Town Council; County Commissioners
Subject: Pedestrian Crossings

Good morning,

Quick email to express my concern and suggestions for our pedestrian crossings in the valley, primarily within the downtown area:

As a resident I am aware of all the crossings and watch for pedestrians, but it's extremely hard to see whether there is someone coming into the crosswalk at night. I can't imagine how hard it is for tourists to recognize a crosswalk when they're trying to find their restaurant or realize they're in the wrong lane to go straight through the square. Downtown can be overwhelming. I've seen numerous close calls with drivers and pedestrians and feel that it's only a matter of time until someone gets hit by a vehicle.

I suggest we change out the standard neon-yellow crosswalk signs to the ones with flashing lights around the sign border to actually draw attention to the crosswalk. We could have some of the signs flash on demand (e.g. Broadway and the Loaf-and-Jug) or just always flash (e.g. Glenwood and Broadway or Cache and Deloney). These may not be the prettiest signs, but they are definitely the safest. I'm sure we could find some with an appropriate lumen for the area.

As our community turns to focus on pedestrian and bike use as well as continuing to increase tourism, I think this is a good time to be proactive and focus on making these crosswalks safer.

Just my two cents for the community.

Thanks,

Madora

Madora Hance
(307) 690-4291

From: benjamin wilson <bennyskipowder@gmail.com>
Sent: Monday, June 08, 2015 7:42 PM
To: County Commissioners
Subject: tribal trails road

ok here is my input . having lived here since 1965 and a registered voter since 1977 i feel very lucky , also i feel that if you look at this from a safety point i offer this . should there ever be a catastrophic fire in that area there is now no escape. please for the safety of all the children and church goers finish what was planned for that development and cast to the backburner many moons ago . with that out of the way you should take the advise of those who drew up the plan many moons ago and finish the connector ... wait stop calling it that it is the road that was planned.. also the fire department will love you for it ! i also paint houses and when i drive down tribal trails i am always always causing someone to slow down ... and im doing the posted speed limit . a windy stop and go road will keep people driving slow . just post 15 mph .. also there are schools all over this valley so it will not place more children in danger . i live on aspen drive and have had to warn motorist who work at the non profit down the street from me to slow down children at play here. so please finish the road . remember the propane place that could never blow up , well i was stuck on the other side in hideous traffic with moms and dads trying to save their children from imminent danger . i'm not exaggerating. if this road had been finished moms and dads could have retrieved their kids from the high schools, middle schools and grade schools without a traffic problem. so when anybody tells you that it isn't necessary to have two or more exits ill talk to them thank you for your time and energy. benny wilson (i'm googlable)

Jeanne Carruth

From: Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>
Sent: Tuesday, June 30, 2015 8:09 AM
To: Jeanne Carruth
Subject: FW: ITP Public Review Draft - Comments

From: Bob Moore Construction [<mailto:rem@bresnan.net>]
Sent: Monday, June 8, 2015 1:04 PM
To: Tyler Sinclair - Teton County
Subject: ITP Public Review Draft - Comments

Good Morning Tyler,

Haven't been following the transportation plan as well as I probably should but do know that the traffic / road situation in this valley has always been a mess. As long as I have lived here there has been discussion of ways to bypass town as well as fix the various problem areas. Of course little action has ever been taken and in the case of the bypass it was pretty evident that a certain collective interest group would never allow this to happen, we all know who those folks are. Until those same people stop promoting the valley and attempting to pack people into this place at every turn it will be what it is. We have all heard the now famous line "town as the heart" well I agree and the traffic that goes along with it as well.

Being a South Park resident as well as living on South Park Loop Road I realize that traffic will increase a bit with times passing, I'm prepared for that but to channel the amount that is anticipated through the Tribal Trails connector is unreasonable. We have a highway and it is intended to expedite travel, fix it.

Best Regards,

Bob
Of Bob Moore Construction, Inc.
P.O. Box 2075
Jackson, WY 83001
733-4971 Office
739-2411 Fax
rem@bresnan.net
www.bobmooreconstruction.net



June 30, 2015

Re: Integrate Transportation Plan Public Review Draft Comments

Dear Board of County Commissioners, Mayor Flitner, and Town Councilors,

Thank you for the opportunity to review and comment on the public review draft of the Integrated Transportation Plan (ITP). Y2 Consultants has been involved with the ITP's progress by attending public workshops, Transportation Advisory Committee meetings, and public meetings. We wish to commend the Town, County, and elected officials for the effort put forward thus far and acknowledge the challenges ahead.

The ITP recommends a network approach to transportation planning, and we agree this is vital. Multimodal planning, while considering the network as a whole, is necessary to reach the desired level of service in the future. Please continue to consider the importance of alternative modes and the facilities necessary for effective multimodal transportation.

It has been noted in comments that safety is not emphasized enough in the current ITP draft. Each project design should demonstrate a standard for safety. This, perhaps, should be weighted heavily when choosing the design professionals.

Difficult decisions lie ahead. We all want positive change without making sacrifices. The Tribal Trails alternate route appears necessary, and since the easement already exists, relatively straight-forward. In terms of safety and community character, this capital project should utilize a variety of traffic calming techniques in the design phase and enforce speed limits once operational.

The major capital projects require a considerable amount of strategic planning, thoughtful design, and creative funding approaches. There are many excellent design firms in the area that can tackle design challenges, but what needs crucial attention is how projects will be funded. Please use this ITP as a tool to keep momentum moving forward, and achieve the results envisioned in the Comprehensive Plan.

If you have any questions or need any more information please contact me at 307-733-2999.

Sincerely,

Zia Yasrobi, PE
Owner/Manager
Tel: 307-733-2999
Zia@Y2Consultants.com

-----Original Message-----

From: Diane Halpin [<mailto:dianerhalpin@gmail.com>]

Sent: Friday, June 26, 2015 9:37 AM

To: Tyler Sinclair - Teton County

Subject: ITP Public Review Draft - Comments

As a thirty year summer resident and permanent home owner both at Lost Creek Ranch and Indian Trails, I've been able to watch, from our front porch which fronts on Tribal Trails, both wildlife migration - elk, moose, deer and other species - and use of the bike trail by bicyclists, skaters, cross-country skiers, and casual walkers of all ages, including MANY very young children. The area is quite safe CURRENTLY for all species and all activities. We have nesting bald eagles on "our" side of the butte between our area and town, and can see the nesting site from our windows. We have cattle grazing on Indian Springs land that occasionally escape and wander onto Tribal Trails.

My experience as a Houston, Texas resident for half of my life, and a Northern Virginia resident for the latter half of my life has given good perspective in studying the results of cutting bypass roads through established neighborhoods. Specifically, the neighborhoods divide and commonality is lost forever. Properties abutting the bypass road soon put up fencing and tree screens to protect their properties from traffic noise and the danger of heavy traffic to life and limb. Property values decline. Quality of life declines. Animals, both pet and wildlife, hit and killed by the traffic are simply pulled off the bypass, the bypass traffic soon becoming accustomed to the kills along the road. More and more heavy truck drivers learn about the bypass and use of the bypass by those heavy trucks is established as a habit. This is the nature of the beast.

WHY do we want to have a bypass like this in Jackson Hole? Isn't this rare and sensitive ecosystem worth every effort to preserve it's unique culture? Why pursue the same "life in the fast lane" with sterile, unconnected and walled-off neighborhoods where a sense of community goes to die? Why expose the neighborhood churches and the school zones to danger?

The community destruction that will occur if this BYPASS is completed will be as devastating to the Jackson Hole community as paving the Moose-Wilson Road and opening it to traffic year-round.

We have ONE chance to throw this terrible plan into the trash can now, and move on, knowing that the correct decision has been made.

Best regards,

Diane Royder Halpin

From: Lance Cygielman <Lance@bresnan.net>
Sent: Tuesday, June 30, 2015 8:24 PM
To: County Commissioners
Cc: lance@bresnan.net
Subject: ITP & TRIBAL TRAILS CONNECTOR

Greetings Honorable Commissioners:

I am writing to you today to express my opposition to the Tribal Trails connector road as proposed in the Integrated Transportation Plan

My wife Marian and I have lived in Indian Trails for 18 years and we are very fearful of the impact this connector road will have on our and surrounding neighborhoods.

My understanding this road was initially granted an easement to serve as a connector road offering West bank residents access to our school neighborhoods and to allow South Park residents to access 22 West.

In the last 5 years I have seen this road proposed:

- as a bypass to the Y intersection with predictions of 8-13,000 cars per day including commercial traffic,
- as a solution to the Y's failings (we will take so many cars away from the Y that the TTC will alleviate any need to fix the Y)

This is truly a frightening proposition on so many levels. I cannot in my wildest dreams understand how a paid professional consultant can suggest putting 10,000 cars thru Indian Trails and our surrounding neighborhoods and thru our School Zones. This was not what the original approval anticipated.

I have been studying this issue since I purchased my property and I cannot support this road based on the present plan.

In my opinion, the ITP is incomplete and lacks many, many details including safety, wild life and the impact to this local environment.

The ITP MUST focus on fixing the failed Y intersection first as well as address the many other transportation issues facing our community.

I am very disturbed that we, the taxpayers have spent so much money for one consultant, who I believe is telling the planning department and the commissioners what they want to hear. He is creating a very rosy picture that proposes to solve all our transportation problems including the Y and does not address at all the problems that may be created by this road and the anticipated traffic numbers.

Furthermore, I also feel that the ITP is incomplete as it does not address:

- 1) What are the proposed fixes for the Y, Is it more of the same, an overpass? An underpass? Why not a roundabout proposal?

I encourage you to read: <https://en.wikipedia.org/wiki/Roundabout>

- 2) Improvement of Highway 22
- 3) Improvement of Highway 390
- 4) The proposed east west connector
- 5) Spring Gulch Road
- 6) A North Bridge

Mr. O' Malley advises we need TTC for redundancy

I would like to know where the redundancy is if the Snake River Bridge were to fail in the middle of winter? How come these issues are not fully addressed in the ITP?

This road is a bad, bad plan that will have HUGE impacts on Indian Trails and the surrounding neighborhoods and School zones.

Surely, all of us here in Teton County can come up with a better plan. We have amazing talent, energy and creative ideas and this present plan is incomplete at best, offering only bad options.

I respectfully request you

- 1) Remove the TTC from the ITP, or
- 2) Reject the ITP plan as it exists now and let's create a truly comprehensive ITP that will serve as a blueprint for our community for the next 30 years.

Thank you for your consideration

Lance & Marian Cygielman
654 Lakota Lane

Quotes from the JHN&G

The connector will "significantly reduce traffic and congestion at the 'Y,'" Charlier said, perhaps removing as many as 10,000 vehicles a day from the intersection.

That is important because less traffic at the "Y" would mean a smaller intersection should the Wyoming Department of Transportation rebuild it. – Should WYDOT rebuild it, How can they not?

You should be concerned about your footprint at the 'Y,'" Charlier said. "That's your front door. Yes- and we need to come up with the best plan possible

"The entrance to Jackson is getting increasingly sprawly," he said, and a "giant intersection" would exacerbate that. Seriously?

Roundabout or no?

South Park residents have advocated for a roundabout at the "Y" in hopes of forestalling the Tribal Trails connector road, but a roundabout would have no effect on the need for a Tribal Trails connector, Charlier said

FROM MR. WALLWORK

County commissioners heard from a traffic expert Tuesday who said that a roundabout at the intersection of Highways 22 and 89 might be the best solution to a challenging intersection.

Roundabouts are cheaper to build, cheaper to maintain, faster for drivers and safer for cyclists and pedestrians, traffic engineer Michael Wallwork said.

So who is right regarding the above statements? This is too big an issue to blindly approve.

From: valymusic@netzero.net
Sent: Tuesday, June 30, 2015 10:03 PM
To: County Commissioners
Cc: Barbara Allen; Bob Lenz; Paul Vogelheim
Subject: No more fast tracking. What is the hurry? Pull the TTCR from the ITP

This connector road puts the very children and wildlife you claim to protect in harm way, just as it has done on around the Grove project! Responsible parents should NOT even have their children anywhere near these areas in the summer. Someone will get hurt. The pathways bikers are out of control, do not "obey" causing even more traffic jams and danger in town.

WE CAN NOT DO THE 4 foot law, (that isn't a law). Get your tape measures out and measure!

Melissa Turley should graciously bow out of this vote. Her resignation affirms she has lost interest in this position.

Respect the "will of the people" who have time and time again asked you to delay. Please stop putting unnecessary pressure and stress on the good people of this community.

We need to plan for the here and now. Who knows what the future holds. Where are you going to get all this money? Check the state funds! We are strapped and taxed enough already!!

Best, Valerie Music

Want to place your ad here?

Advertise on United Online
www.adsonar.com

From: Laurie Genzer <j.genzer@bresnan.net>
Sent: Tuesday, June 30, 2015 8:38 PM
To: County Commissioners
Cc: Editor, JH News & Guide
Subject: ITP -- No Tribal Trails Connector

Dear County Commissioners,

Things seem to be set in stone before the public is fully aware of each segment of the Plan. In addition, each part is rushed through with a “lean” public process.

We are asking for the Tribal Trails Connector to be eliminated from the ITP. It seems beyond reason to disturb the pastoral area that the Connector would cross. All the trees AND the current, expensive Pathway would be destroyed in the process. Wildlife would be sacrificed as would neighborhood quality of life and the safety of many, many children. Routing past such a concentration of schools and athletic fields is beyond the pale. Please do the proper studies BEFORE the Tribal Trails Connector is adopted as part of the ITP. Do more than give empty lip service to our wildlife, children and neighbors!

Relieving town traffic at such a great, irreversible cost is NOT the answer.

Thank you,
Jim and Laurie Genzer

Any Commissioner with a clear conflict of interest due to resignation and new employment should withhold her vote.



This email has been checked for viruses by Avast antivirus software.

www.avast.com

From: Keelan <dkschupman@hotmail.com>
Sent: Tuesday, June 30, 2015 4:24 PM
To: County Commissioners
Subject: Tribal Trails Connector

As a member of a family who lives in the vicinity of the Tribal Trails Connector I feel it is my duty to give my advice on the matter at hand. First off I would like to point out that I am in full support of adding this connecting byway. I think it would do wonders for the people in the immediate area and would help alleviate a lot of unnecessary traffic at the Y on Broadway and Highway 22. I would like to point out that, after doing research and reading other articles published in the Jackson Hole Daily, I have issues with some of the facts that have been presented.

My first point comes from reading headline articles in Friday, June 26, 2015 edition of the Jackson Hole Daily, and in Monday, June 29, 2015 Daily edition. It was stated in the article "Residents gather to blast proposed connector road", by author Michael Polhamus, that "the road would divert an estimated 9,000 drivers daily through what is now a little-trafficked cul-de-sac north of Jackson Hole Middle School." I don't know exactly where this information was gathered, but it seems grossly inaccurate. I say this because in Monday's issue an article titled "Traffic rising on interstate highways" by the Associated Press, from Cheyenne, quotes Del McOmie, chief engineer with the Wyoming Department of Transportation, saying "traffic on Interstate 80, the main east-west arterial across the state, averages more than 8,000 vehicles a day". With the information presented to me, you mean to tell me a small, windy, two lane stretch of road in a residential area will generate more traffic flow than the one of the largest Interstates in the United States of America? Those facts don't seem to add up to me.

Another point of contention is that completing this stretch of road has been planned since the 1990's. Homeowners have known, long before developing houses, that the road would one day be completed. This should be something taken into consideration when purchasing land and houses in the valley.

I also find it hard to believe that adding a stretch of road would detract wildlife. I get that the animals in our local area are one of the greatest benefits of living here. However adding a road in an already existing subdivision, full of houses, humans, and pets, will not deter what little wildlife remains. That is faulted to us, for expanding our reach, something that cannot be avoided. If people really wanted to "save the wildlife" it starts with not building dense clusters of houses, maintaining natural trees and plants, and leaving small footprints on the ecosystem. With that in mind I see plenty of moose, deer, elk, even bears, and plenty of smaller animals, in my front yard. If those animals are coming now, which I should note they are usually seen late at night or early in the morning, finishing the road will not be the reason they vanish from the area.

Lastly I would like to say to the people who think this will put children and pets in danger are misled. Finishing the connector will not generate a lot of newer traffic, but will help alleviate already existing traffic in the area. Currently, every person who attends school who does not live in Cottonwood Park or the greater South Park Loop area uses the east side of High School Road and South Park Loop Road by the Maverick to access school, sporting events, church, and popular hiking and biking routes. I understand people's reaction when they learn more cars will be driving by their specific house, but one more car driving by their house means one less car driving by someone else's. It is not adding new traffic. This is something that will add balance to our problem. Our neighborhoods would be safer if we divide this traffic and allow a portion of it to come from a different direction.

These are the facts as I see them. I hope this in some way or another helps present reasonable facts that support the finishing of the Tribal Trails Connector. I understand the concerns of those who live around me; however I just cannot come to agree with them on most of the issues presented. Thank you for your time.

D Keelan Schupman, age 25

dkschupman@hotmail.com

From: Jeffrey Morales [<mailto:zenviking16@gmail.com>]

Sent: Tuesday, June 30, 2015 10:57 AM

To: Jim Stanford

Subject: Public Transportation Plan

Greetings,

My name is Jeffrey. I am currently building a transportation business plan (From Florida) that I believe can assist current congestion issues and reduce future ones in to some degree. My objective is to create a public\private "charter" service that will benefit both locals and tourists as well as increase revenue for the township as a whole. From most of what I've read, you seem the most "people minded" which is always a good thing. Rather than fire off my concept, I want to know what you think about transportation issues and what you would like to see assist tourism flow (access to local amenities) and benefit struggling middle class (workers). Tax hikes as a rule do more harm than good and only creates more headaches.

Thank you in advance for your thoughts. I look forward to moving there again.

Jeffrey, WWEX 2016-2017

From: John Wright [mailto:jwright@wyoming.com]
Sent: Tuesday, June 30, 2015 9:42 PM
To: County Commissioners; Town Council; Tyler Sinclair - Teton County
Cc: Cara Froege
Subject: ITP Public Comments - Please edit the ITP prior to approval as follows...

Dear Teton County and Jackson Elected Officials,

I am a Town of Jackson resident and have lived in Teton County full-time since 1986.
Please consider the following comments at the JIM meeting on July 6.

Thanks for all your work with the planning of Jackson's future and specifically with the ITP dated May 15, 2015:

http://www.tetonwyo.org/compplan/LDRUpdate/ITP/ITP_PublicReviewDraft_5.15.15.pdf

First, some general observations about the ITP (Action Items are following):

1) The process has been flawed.

It's great that the public was invited to ITP workshops, but what's even more important is that the public is able to be involved in the final product. (i.e.: Does the public agree with how the workshops influenced the final document?) A document of this magnitude should have several iteration cycles that consider public comment at each juncture. If the public's concerns are not addressed, then you should provide very good arguments against them that is substantiated with reliable data, not just pressure from the planners and engineers.

2) Complete meeting and agenda information has not been provided to the public.

One Example: Currently the July 6 JIM meeting (ITP may be adopted at this meeting) is indicated only on the specific ITP webpage and *not on the agenda for this meeting or on the "Calendar."* To date, there has been no time scheduled or advertised for public comment dedicated to the ITP draft.

2) The ITP is missing additional expert advice, studies and data.

It appears as if the bulk of the plan has been drafted by one paid consultant driven by specific intentions of the engineering and planning staff, not necessarily by the community at large. Something this critical to the future of Jackson Hole should be vetted by outside professional peers that do not have any local interests. Several existing independent reports from traffic professional are not mentioned in the ITP. Safety, wildlife, environment and transportation demand management take second stage to the recommended Major Capital Projects.

3) Reported data conflicts with staff's and consultant's reasoning.

One Example: At the June 1 JIM meeting, as much as Mr. Chairlier (ITP author/consultant) was trying to drive home the point that a proposed Tribal Trails connector would be used for local traffic only, Teton County's own 2010 analysis estimates that if a Tribal Trails bypass road were to be built, as much as 13,000 vehicles per day would be traveling on it. That's more than twice as much as current average *summer* traffic on HWY22 between WY390 and the "Y"(21,379 vpd - ITP pg.27). That would be a HIGHWAY. That would be a BYPASS.

4) A variety of contemporary and proven road design strategies are not included.

5) The ITP does not consider the impact and ultimate true costs of Major Capital Projects.

One Example: The small local roads and intersections in the South Park area are not equipped to handle the large volume of traffic that would be generated from a proposed Tribal Trails bypass. How much will the cost be to fix all these roads?

6) Transportation Demand Management (TDM) suggestions are insignificant.

Thirteen pages of the ITP (28%) are dedicated to Major Capital Projects, while only four pages (9%) are dedicated to TDM. Reducing traffic is paramount and should be prioritized as such. In addition this does not consider that, per Jim Charlier's evaluation, "per capita vehicle miles traveled has been declining significantly and will continue to decline, gradually and steadily."

ACTION ITEMS:

1) Remove a proposed Tribal Trails connector road from the ITP.

It makes no sense to flood this school, pathway, wildlife, wetlands, residential and church zone with 13,000 vehicles per day. This does not respect the tenets of the Comprehensive Plan and would be a huge detriment to the local and visitor community. Traffic should not be directed through rural-zoned neighborhoods to relieve a WYDOT problem. We don't want this.

2) Incorporate a Compressive Roundabout Plan (CRP) for the entirety of Teton County.

A CRP should include a major roundabout at the "Y", other Broadway intersections and major intersections on secondary streets in Town of Jackson, such as Snow King Avenue. It is imperative to include data and recommendations from previous studies by Buckstaff (1998), Bernstein (2010) Bourgeois (2009-2010) and Wallwork (2015). See attachments.

3) The number one construction priority should be REBUILD THE "Y" AS A ROUNDABOUT without delay.

Roundabouts of this scale are proven to provide at least 3 times the traffic flow with much greater safety. And, it will be constructed as an attractive and award-winning gateway to Jackson Hole with a central monument that speaks to the conservation values of this valley.

4) Prioritize any new construction to existing WYDOT infrastructure.

If there is any increased traffic after TDM is properly implemented, then consolidate/concentrate traffic to existing major thoroughfares. Don't build new roads through residential / rural areas when the existing infrastructure and impact can be improved and maximized.

5) Include a 1 page overview showing initiatives relative to demand, benchmarks and triggers along with wildlife, environment and cultural value metrics/ramifications.

The current ITP draft could be greatly improved by providing a concise summary with instantly understandable graphics and text that lays out the just of the whole plan on one sheet.

We all need more time.

The upcoming vote on the ITP will forever shape the future of Jackson and must be approved only after all the facts, issues, alternative and consequences are carefully studied and vetted.

Please take a breath, relax and figure this thing out.

Let's develop a plan that shows that Jackson Hole's community and leaders are at the forefront of smart planning and truly passionate about sensible transportation growth within this very special place. Our planning must be an example to the world. Jackson Hole is not about roads.

Thank you for your consideration. Please contact me at any time to discuss.

Sincerely,
John Wright
PO Box 8084
Jackson, WY 83002
307.690.4626

[see attached file: Bourgeois_RoundaboutSolutionToCongestionAtTheY-NotIndianTrailsConnector.pdf]

I

The Modern Roundabout Is The Solution To Traffic Congestion At The Y.

(The Tribal Trail Connector Road Is Not!)

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November 2010

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1.0 Introduction

Over the past several years, I've written and handed out multiple versions of a research paper about the Tribal Trail Connector Road, the "TTCR", and the plans to widen WY22 and WY390 (the Village Road). In these documents I've stated that the TTCR does not solve traffic congestion at the US26/89/191-WY22 intersection, the "Y". Instead, the TTCR will cause more traffic problems and numerous other negative effects. As an alternative, I've proposed the following plan.

- Build a 2-lane modern roundabout at the Y.
- And, due to its close proximity to the Y, the WY22-Spring Gulch Road intersection affects traffic at the Y and must be addressed. So, build a single-lane modern roundabout or an underpass at the WY22-Spring Gulch Road.

And, using data from many sources, I've demonstrated that this alternative plan will substantially reduce, if not eliminate, the traffic congestion at the Y and have several other positive effects.

(Further, using the same data, I would like to also state that building a single-lane modern roundabout at the WY22-WY390 intersection would significantly relieve and quite possibly eliminate traffic congestion at that intersection as well.)

In this paper, I will focus on the TTCR. To do so, I will reiterate and add to what I've covered in my previous papers and further elaborate on the issue.

To begin, here's a brief review of the history of the TTCR project.

In the 1990's, Teton County and the town of Jackson developed the Jackson Hole Transportation Plan, the "JHTP", to meet the projected future transportation needs of the county and the town. The TTCR was among the projects listed in the plan. It was proposed in order to reduce traffic congestion at the Y and provide a redundant route for WY22. Basically, the TTCR project consisted of the following:

- Build a road extension from the end of Tribal Trail Road to WY22 and connect it to WY22 with an underpass.
- Improve South Park Loop Road by widening the pavement and shoulders from the intersection of South Park Loop Road, Tribal Trail Road, and Boyles Hill Road to the US26/89/191-South Park Loop Road intersection south of Jackson.
- The TTCR would be built as part of or after the project to widen WY22 from two to five lanes between Jackson and Wilson.

In 2004, according to Craig Jackson, a Teton County Engineer, the Wyoming Department of Transportation, "WYDOT", stated that the congestion at the Y and at the WY22-WY390 intersection were the only traffic problems in the valley. Since then, a traffic signal has been installed at the WY22-Spring Gulch Road intersection, causing congestion at that intersection, affecting the traffic flow at the Y, and creating a third traffic problem in the valley. (Note that all three of these traffic problems are on WY22 and all are at traffic signal-controlled intersections.)

In 2005, also according to Craig Jackson, the projects to widen WY22 and build the TTCR were not scheduled to start before 2013.

In 2008, WYDOT prepared and published a report on a traffic demand model study done about the Y for Teton County. The report predicted that the TTCR would reduce traffic numbers at the Y by 28%. Based on this prediction, the Transportation Advisory Committee, "TAC", proposed that the TTCR should become a standalone project and be built as soon as possible.

Since issuing the proposal, the TAC has conducted a number of public meetings about the TTCR. Unfortunately, the discussions have centered on addressing public concerns about the TTCR. There hasn't been any serious discussion about whether the TTCR is a good solution to traffic congestion at the Y.

Recently, the TTCR proposal was tabled due to higher priority projects and a limited budget.

2.0 The Tribal Trail Connector Road Is Not A Solution.

Since I've already stated that the TTCR is not a solution, in this section I will explain why that's so. Here are the topics I will discuss.

- 2.1 The TTCR Proposal – An Analysis
- 2.2 Predicted Impacts of the TTCR
- 2.3 Conclusion
- 2.4 References

2.1 The TTCR Proposal – An Analysis

According to the WYDOT traffic demand model report and the JHTP, the TTCR will meet the following requirements,

- The TTCR will reduce traffic numbers at the Y.
- The connector will provide a redundant route for traffic travelling between south of Jackson and west of Jackson.

And, according to the Teton County Engineering Department, when the TTCR is built,

- The forecast daily traffic flow on the TTCR will be between 7,000 and 9,000 vehicles. (Recently, the county revised the estimated traffic flow down to 5,000 vehicles a day. How the county arrived at this new figure is unknown. So, I will use the previous estimate for now.)
- Only 10% to 15% of the traffic will be non-local, consisting mainly of commuters, and won't cause any significant delays.

2.11 Reduce Traffic Numbers at the Y

The TTCR will reduce traffic numbers at the Y. However, the TTCR will not reduce congestion on WY22. Instead, the TTCR will just move part of the congestion from the Y to the proposed WY22-TTCR intersection and generate additional congestion at the new intersection. And, the TTCR will create congestion at the existing US26/89/191-South Park Loop Road intersection south of Jackson and along the roads in the TTCR-Tribal Trail Road-South Park Loop Road corridor, especially during the morning and evening commute periods. Here's an example.

During the evening commute period, vehicles traveling eastbound on WY22 will approach the WY22-TTCR intersection at between 45 mph and 55 mph. Vehicles that intend to exit onto the TTCR will have to slow down to less than 25 mph in order to exit safely. So, traffic will arrive at the intersection at about twice the rate that they will be able to exit onto the TTCR. In a perfect world the vehicles decelerating and exiting would not cause any problems. There would be only a reduction in the distance separating vehicles. However, in the real world drivers do not behave in exactly the same way under the same circumstances. (And, due to differences in handling, vehicles will not maneuver in the same way.) So, variations in driver behavior (and vehicle handling) will adversely affect the traffic flow by creating waves of slowing, sometimes stopped, then, accelerating vehicles similar to the ripples created when a stone is tossed into water. And, these waves will more than likely move back along the entire length of the traffic flow. This effect could occur every time a vehicle exits. So, there will be accordion-like, rolling backups and at times stopped traffic on WY22 during the evening commute period. And, there may be times when these backups could stretch to and quite possibly beyond the Snake River Bridge, affecting the WY22-WY390 intersection. In addition, backups will also occur on South Park Loop Road getting onto US26/89/191. Further, because vehicles will have to come to a stop before turning right onto US26/89/191, backups at this intersection could be even longer than the WY22-TTCR intersection backups.

This same scenario will also occur on US26/89/191 when vehicles turn left off the highway onto South Park Loop Road and on the TTCR getting onto WY22 during the morning commute. And, congestion will also occur on all these roads at other times of moderate to heavy traffic.

This kind of traffic behavior have been well-documented by engineers, mathematicians, physicists, and other scientists involved in the study of road systems, traffic, and traffic control using a variety of scientific methods, including computer modeling using one or more mathematical techniques derived from chaos theory, fluid and gas dynamics, computer and cellular networking theory, and other sources, also, by conducting controlled experiments on closed circuit roads and studying real traffic. And, this traffic behavior is also well-known through direct experience by millions of ordinary drivers.

2.12 Provide a Redundant Route

The requirement that there needs to be a redundant route to connect US26/89/191 to WY22 in the case of an emergency or some other unforeseen circumstance is a good idea. However, this is not a sufficient reason to build the TTCR. First, redundancy already exists for US26/89/191 from the south end of South Park Loop Road to the Y via South Park Loop Road and Jackson streets. Second, on the short, about a mile and a half, section of WY22 from the Y to the Indian Springs Ranch turnoff, which is the approximate location of the proposed WY22-TTCR intersection, an accident could close the highway for a significant period of time. However, I've lived within sight of this section of the highway for twelve years. And, I've seen only one accident which has closed the highway. (Tragically, it was a fatal accident which occurred this year.) So, do we build the TTCR to handle a circumstance that occurs every twelve years? I think not.

2.0 The Tribal Trail Connector Road Is Not A Solution.

Further, there are many other sections of the road system that are more in need of redundancy, including:

- US26/191 north of Gros Ventre Junction,
- US287 east of Moran Junction,
- Two sections of US26/89/191 between the US26/89/191-South Park Loop Road intersection south of Jackson and Hoback Junction,
- US26/89 from Hoback Junction to Alpine Junction,
- US191 from Hoback Junction to Daniel Junction, and
- WY22 and ID33 from Jackson to Victor.

Now, given enough time and the willingness to drive long distances, all of these highways have some sort of alternative route, as well as the short section of WY22 touted as needing the TTCR for redundancy. And, because some of the highways on this list have more hazards and more frequent accidents due to terrain, road characteristics, and weather conditions, these highways are far more likely to need a redundant route at any time. And, lastly, if there really was an emergency that made it absolutely necessary to re-route traffic off WY22 between the Indian Springs Ranch turnoff and the Y, traffic could be routed through the Indian Springs Ranch. The TTCR would only shorten the route slightly. So, a shorter redundant route is only a minor benefit to building the TTCR.

2.13 Traffic Flow and Origins

The forecast daily traffic volume on the TTCR, Tribal Trail Road, and South Park Loop Road of 7,000 to 9,000 vehicles is far higher than the number of local South Park users. This means that many others will use the connector, including commuters living outside of South Park, commercial vehicles, and tourist traffic. So, the 10% to 15% estimate for non-local traffic is much too low.

2.14 Commuters and Delays

The forecast that building the TTCR won't cause any significant delays in South Park is not realistic. Using the assumption that all traffic is round trip, this means that there will be between 3,500 and 4,500 vehicle round trips per day. Using the forecast that 10% to 15% of this traffic will be commuters, means that there will be between 350 and 675 vehicles using the TTCR, Tribal Trail Road, and South Park Loop Road for about 30 to 45 minutes each morning and evening. Using these estimates, during a 30 minute commute period, assuming the vehicles are spaced equally, a vehicle will pass by any given point on these roads every 5.1 seconds down to as little as every 2.7 seconds. For a 45 minute period that's 7.7 seconds down to 4 seconds. This short interval leaves very little room for a vehicle to safely enter or cross the TTCR, Tribal Trail Road, and South Park Loop Road during the commute period. So, there will be delays (backups) on streets intersecting these roads.

2.2 Predicted Impacts of the TTCR

When the TTCR is built, what will happen to the people, wildlife, and the environment in South Park? Here are some predictions,

- Increased traffic numbers and higher traffic speeds
- Increased health risks
- Loss of the natural environment
- Loss of livability and housing values
- Increased residential density
- Commercialization

2.21 Increased Traffic Numbers and Higher Traffic Speeds

Increased traffic numbers and higher traffic speeds on the TTCR, Tribal Trail Road, and South Park Loop Road will increase hazards to vehicles, pedestrians, cyclists, and wildlife. It will be necessary to post a speed limit that's "reasonable" for the TTCR, Tribal Trail Road, and South Park Loop Road. However, the TTCR and the improvements to the section of South Park Loop Road from the intersection of South Park Loop Road, Tribal Trail Road, and Boyles Hill Road south to the US26/89/191-South Park Loop Road intersection will create a roadway that's similar to Tribal Trail Road. And, Tribal Trail Road was designed to handle highway speeds of 50 mph or more. To keep vehicles at some speed below highway speeds will be difficult, if not impossible. So, due to speeding traffic, vehicles attempting to enter or cross the roads and pedestrians, cyclists and wildlife trying to cross the roads will find it difficult to do so. And, during the commute period the heavy traffic may make these roads nearly impossible to enter or cross.

The pathways adjacent to Tribal Trail Road and South Park Loop Road are used by many people within and outside the immediate neighborhoods largely due to the safety of the pathway and the relative peace and quiet of the area. If the TTCR is built, the close proximity of the road to the pathway, the higher traffic speeds, increased traffic numbers, higher noise levels, greater volumes of exhaust fumes, additional dust, dirt and gravel kicked-up by passing vehicles, and the reduction in the margin

2.0 The Tribal Trail Connector Road Is Not A Solution.

of safety will contribute to a significant drop in pathway usage, down to only those few who presently commute by bicycle. This effect can be seen on the pathway alongside US26/89/191 between Jackson and South Park Loop Road.

And, with the increased traffic numbers and higher traffic speeds wildlife will have a lot of trouble moving around and migrating safely. There will be a significant increase in the number of vehicle-animal collisions.

2.22 Loss of the Natural Environment

What small portion of the natural environment that's left in South Park will be further reduced and degraded when South Park Loop Road is rebuilt as part of the TTCR project. To rebuild South Park Loop Road will the removal of the cottonwoods, willows, and other vegetation on both sides of the road in order to accommodate the widening of the pavement and shoulders, leaving a barren corridor. Also, the increased traffic and higher speeds will increase the noise level, pushing the wildlife away from areas along the roads that may still have some natural features. And, having its two longest sides bordered by heavily used roads, the Teton Science School's property south of WY22 will suffer from the ill effects of the increased traffic.

2.23 Increased Health Risks

Many medical studies have found a wide range of negative health effects due to living near busy roads.

- A 2005 study found that the risk of asthma increased 89% for each quarter-mile closer children lived to a major roadway.
- A 2007 follow-up study found decreased lung air flow function for children living within 1,500 feet of a major roadway.
- Researchers have found that children who attend schools near high-traffic areas are 45 percent more likely to develop asthma.
- A higher exposure to traffic emissions was associated with an increased risk of breast cancer among women in Erie and Niagara Counties in New York.
- A study in Stockholm found a 40% increase in lung cancer risk for the group with the highest average traffic-related nitrous oxide exposure.
- A Danish study reported rates of Hodgkin's disease increasing by 51% in children whose mothers were exposed to higher levels of nitrous oxide during pregnancy.
- Multiple studies have found serious health effects from exposure to heavy-duty diesel trucks, including increased mortality rates. Diesel emissions on busy roads have been associated with triggering asthma attacks and may play a role in the initial onset of asthma.
- A just released American Heart Association survey of studies conducted over the last six years found that the air pollution emanating from busy roads caused a 50% increase in the risk of heart disease in people living within 100 yards of these roads when compared to people living further away.
- Multiple studies have found that traffic noise adversely affects health, including sleep patterns, stress levels, blood pressure, and mood.

So, considering the large volume of traffic that will use the TTCR, Tribal Trail Road, and South Park Loop Road, the increased air and noise pollution that will occur and the prevailing south to southwest winds, which will extend the affected area, many South Park residents will face increased health risks when the TTCR is built.

2.24 Loss of Livability and Property Values

In addition to the health risks, the TTCR will bring a substantial loss of basic quality of life in South Park. The increased traffic will make it difficult to access the residential areas along the road. The traffic noise will make going to bed early or sleeping late difficult. The increased air and noise pollution and the additional dust and dirt will make being outdoors unpleasant. Under these conditions it will be difficult to sell property that's located within a short distance of a heavily used road for what would be considered a fair price elsewhere in the valley.

2.25 Increased Residential Density

In the past there has been pressure from various individuals and commercial interests to build additional large housing projects in South Park. The TTCR and the rebuilt South Park Loop Road will help facilitate bringing such large projects to the area, further degrading livability and the environment by adding more traffic, increasing congestion, and producing more pollution.

2.26 Commercialization

Because the TTCR will be a bypass around Jackson, there will be efforts made to allow retail businesses in areas along the roads to service the traffic, in particular gas stations and mini-marts. These efforts are in direct conflict with the stated mission of the Teton County Comprehensive Plan of having the "town as heart" and keeping commercialization away from county residential areas.

2.0 The Tribal Trail Connector Road Is Not A Solution.

2.3 Conclusion

Building the TTCR will do many things, none of them positive, except that it provides another redundant route for a short section of WY22. Here's what else the TTCR will do:

- The TTCR won't relieve traffic congestion on WY22. It will just move a small part of the congestion at the Y to the proposed WY22-TTCR intersection and generate additional congestion at the new intersection, creating a fourth traffic problem on WY22.
- The TTCR will create congestion at the US26/89/191-South Park Loop Road intersection south of Jackson.
- The TTCR will cause congestion at other locations in the TTCR-Tribal Trail Road-South Park Loop Road corridor.
- The TTCR will add to the negative health effects of traffic in South Park.
- The TTCR will increase the traffic hazard for pedestrians, cyclists, and wildlife in South Park.
- The TTCR will reduce the quality of life in South Park.
- The TTCR will lower property values in South Park.
- The TTCR will enable an increase in residential density in South Park, increasing traffic, adding to congestion, and producing more pollution.
- The TTCR will facilitate adding commercialization to South Park.

Clearly, the TTCR is not a solution to relieving congestion on WY22. And, it will cause significant irreversible harm to the South Park community. In essence, if the TTCR is built, it will become a new problem that the valley will have to deal with in the future.

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3.0 The Modern Roundabout Is The Solution.

To understand why modern roundabouts will work, in this section I will discuss these traffic control structures in detail.

- 3.1 What Is a Modern Roundabout? A Definition
- 3.2 Improved Safety
- 3.3 Increased Intersection Capacity
- 3.4 Decreased Vehicle Delays
- 3.5 Reduced Emissions
- 3.6 Higher Fuel Efficiency
- 3.7 Improved Public Health
- 3.8 Lowered Costs
- 3.9 Better Aesthetics
- 3.10 Public Perception and Acceptance
- 3.11 Modern Roundabout Use
- 3.12 Conclusion
- 3.13 References

3.1 What Is a Modern Roundabout? A Definition

There's a lot of misunderstanding about what a modern roundabout is. Many people confuse modern roundabouts with traffic circles. There are big differences between these two traffic control structures. To provide a better understanding of what a modern roundabout is, this sub-section will cover the following topics:

- 3.11 A brief history of modern roundabouts
- 3.12 A discussion of the significant differences between modern roundabouts and traffic circles
- 3.13 Examples of modern roundabouts and traffic circles with discussion
- 3.14 An analysis of three Idaho Falls roundabouts

3.11 History

The traffic circle was one of the first structures designed to control motor vehicle traffic at intersections. The first traffic circle was Columbus Circle in New York City which opened in 1905. Many traffic circles were built in subsequent decades in the United States, Canada, and Europe.

(It was during these early times that the confusion between roundabouts and traffic circles began. Back then, all circular and semi-circular traffic structures had interchangeable names, including gyratory (the earliest name), traffic circle, rotary, and roundabout. Now, "real" roundabouts are referred to as "modern" roundabouts to distinguish them from the earlier names and designs.)

In the 1950's, due to their inherent problems, construction of traffic circles basically stopped in the U.S. and Canada. And, many traffic circles in these countries were converted to conventional intersections using traffic signals or stop signs. Applying the lessons learned from traffic circles and based on studies of various methods of traffic control around traffic circles, traffic engineers in the United Kingdom developed the modern roundabout design in the 1960's. First, the "yield to circulating traffic within the roundabout" rule was adopted which increased traffic capacity and decreased the accident rate. Next, the size of the roundabout was reduced which added more traffic capacity and further decreased the accident rate. Then, in 1971, the U.K. government issued the first modern roundabout design guidelines. Within 10 years, other European countries had adopted their own guidelines. And, within a few years the rest of the world followed suit. Today, there are more than 20,000 roundabouts in France, 15,000 in Australia, and 10,000 in the United Kingdom. And, roundabouts are becoming more prevalent than traffic lights or stop signs to control intersections in the rest of the world.

The first modern roundabouts in the United States were built in Nevada in 1990. Since then, more than 1,000 modern roundabouts have been built in this country. There are active state roundabout construction programs in more than half the states. For example, since 1997, the Washington State Department of Transportation has built 120 modern roundabouts on state highways with more being planned for the future. In addition, others have been built by road departments in counties, cities and towns all around the state. And, in Wyoming, there's a 5-way, 2-lane modern roundabout being built in Cheyenne at the large triangular intersection of East Pershing Boulevard, Converse Avenue, and 19th Street which is scheduled to be completed this year. The modern roundabout was designed by Ourston Roundabout Engineering, the premier roundabout engineering firm in North America. (The company's web address can found on page 19.)

3.12 The Differences Between Modern Roundabouts and Traffic Circles

There are three basic design principles that distinguish modern roundabouts from traffic circles:

1. Yield at Entry

In modern roundabouts entering traffic must yield to circulating traffic. This allows the roundabout to continue to function when the traffic becomes heavy.

3.0 The Modern Roundabout Is The Solution.

Most traffic circles do not have this basic rule. So, entering traffic can cut off and stop circulating traffic. And, when the traffic is heavy, traffic circles can suffer gridlock. In fact, there are a few traffic circles which use traffic signals and/or stop signs to control traffic, making them not much different than conventional intersections.

2. Deflection

Traffic entering a modern roundabout is deflected around the center island. This slows traffic and allows entering vehicles to find a gap in the circulating traffic and move into it.

Traffic circles do not have deflection entries. So, entering traffic moves ahead at speed which results in merging problems with the circulating traffic.

3. Flare

Many modern roundabouts are built along roads with limited space for expansion. To provide more capacity, roads are often flared at a roundabout's entrance to accommodate one or more additional lanes which adds capacity and eliminates the need for widening roads between roundabouts.

Traffic circles do not have flared entrances. This keeps capacity low even with a large traffic circle. So, roads must be widened to provide additional capacity.

There are two other related characteristics that differentiate modern roundabouts from traffic circles, size and circulating speed.

Modern roundabouts are designed for low speed entry, low speed "gapping", rather than merging, and low speed exiting.

To accomplish these objectives, first, the center islands are much smaller than those in traffic circles, generally 15 feet to 120 feet in diameter with a few as large as 200 feet, enforcing the lower circulating speeds of 15 mph to 25 mph.

Lower speeds lead to much lower accident rates and the accidents that do occur are rarely serious.

Traffic circles are designed for high speed entry, high speed merging, and high speed exiting. This is accomplished by the use of a large center island, usually 300 feet or more in diameter. This design allows speeds of 25 mph to more than 40 mph within the circle and actual speeds can be much higher. (The very large MacArthur Drive South Traffic Circle in Alexandria, Louisiana has circulating speeds of close to 50 mph.) The high-speed conditions within the circle force entering vehicles to merge with circulating vehicles at high speeds which require long distances to be safe. At 40 mph, 240 feet is required for safe merging. Traffic circles are very seldom large enough for safe merging, which can lead to numerous and serious accidents. And, in multi-lane traffic circles vehicles in the inner lane must make dangerous, high-speed maneuvers to weave through traffic to get to the outer lane(s) in order to exit. This condition can also lead to numerous and serious accidents.

3.13 Modern Roundabout and Traffic Circle Examples

The following pages show photo examples of modern roundabouts and traffic circles. Each photo has an accompanying description of the structure, pointing out features and benefits and/or problems.

This is an aerial photo of a 5-way, 2-lane modern roundabout near I65 in Branson, Missouri.

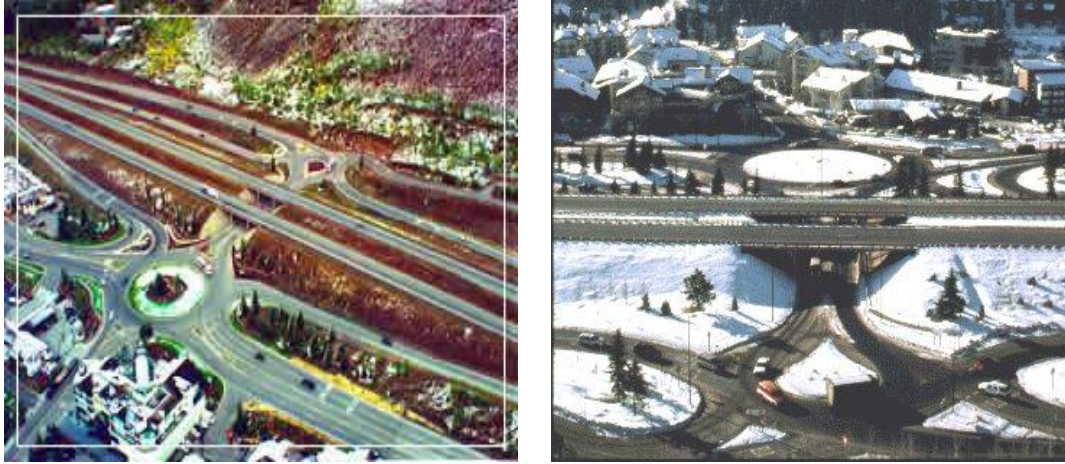


In the photo you can see the triangular medians at each street that deflect vehicles to slow traffic. Notice that the two entrances at the bottom of the photo are flared from one lane to two lanes to increase capacity. And, note

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that vehicles in the inner lane do not need to change lanes to exit the roundabout. Also, the relatively small size of the modern roundabout allows entering vehicles to see circulating traffic in the entire structure. And, the crosswalks only cross one direction of traffic at a time and are set back from the circulating roadway.

Here are two views of the I70 interchange at Vail Road with two modern roundabouts in Vail, Colorado.



This interchange and another at I70 and Chamonix Road further west had ramp intersections that were controlled by stop signs before conversion. On weekends during the ski season traffic would backup onto I70 for a considerable distance. The town of Vail was forced to use law enforcement personnel to manually control traffic in an attempt to manage the congestion. The town spent as much as \$85,000 a year on manual traffic control at these two interchanges. When the intersections at both interchanges were converted to modern roundabouts, the backups were reduced to a level that no longer required manual traffic control, saving Vail a lot of money. Note that the large roundabout in the photos is at a 6-way intersection with a traffic capacity of 5,200 vehicles an hour and the smaller, teardrop-shaped roundabout is at a 4-way intersection with a capacity of 2,700 vehicles an hour.

This is Avon Road in Avon, Colorado.



There are five modern roundabouts on Avon Road. This photo shows four of them, stretching from the interchange intersection on the south side of I70 at the bottom left corner of the photo to the intersection with US6 at the top edge of the photo. (The fifth roundabout is at the interchange intersection on the north side of I70 off the bottom of the photo.) The interchange roundabout at the bottom left corner of the photo has a capacity of 5,800 vehicles an hour. The oval-shaped roundabout in the center of the photo with the "Wal-Mart" tractor trailer rig in it has a capacity of 6,000 vehicles an hour. The roundabout just above the oval-shaped roundabout has a

3.0 The Modern Roundabout Is The Solution.

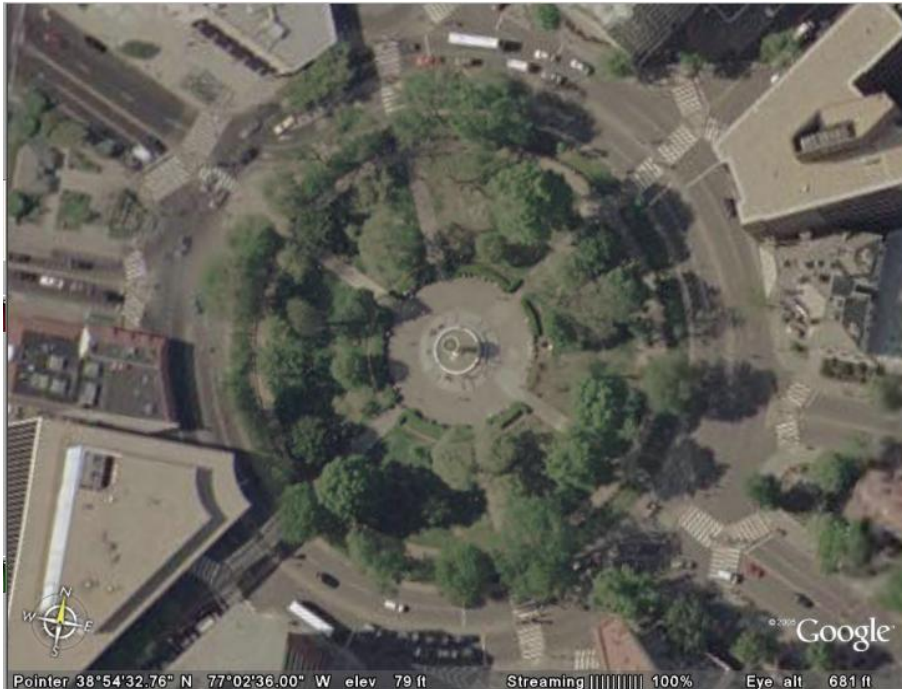
capacity of 4,300 vehicles an hour. And, the roundabout at the top of the photo has a capacity of 4,900 vehicles an hour.

Here's an aerial view of a single-lane modern roundabout at the intersection of Lineville Road and Rockwell Lane adjacent to a school in Brown County, Wisconsin, north of Green Bay.



This intersection is quite similar to both the WY22-Spring Gulch Road and the WY22-WY390 intersections. Clearly, this modern roundabout design would work at the WY22-WY390 intersection.

This is an aerial view of a traffic circle, the well-known Dupont Circle in Washington, D.C.



In the picture you can see that an entering vehicle has only a short distance to merge into the circulating traffic before encountering another intersecting street. And, note at the top of the picture the problem that a vehicle in the inner lane would have trying to weave through the traffic in the outer lane and exit the circle. Also, notice that some of the streets intersecting the circle do not have long enough sight distances to see oncoming traffic well enough to safely enter the circle. Now, look at the crosswalks. Pedestrians crossing the street in the same

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direction as the circulating traffic in the circle cannot see vehicles exiting the circle. And, the crosswalks that cross the circle are in place to reduce the large distance required to get from one side of the traffic circle to the other, which is very hazardous due to short sight distances and circulating traffic speeds.

Here's the world's first traffic circle, Columbus Circle in New York City.



This photo shows the complexity of a traffic circle. To emphasize the difficulty in navigating this traffic circle by both vehicles and pedestrians, there are traffic signals controlling vehicle entries and crosswalks within the circle which further delays traffic through the circle. Notice that a vehicle in the inner lane must cross two lanes to exit the circle at two of the four street exits. And, two lanes of traffic at the intersection at the top left of the photo must merge into one lane as vehicles enter the circle.

Here's an aerial view of MacArthur Drive South Traffic Circle in Alexandria, Louisiana.



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As the photo on the previous page shows, traffic circles can be very large. As I stated in sub-section 3.12, circulating speeds in this traffic circle are close to 50 mph. (I have driven through this circle and experienced the racetrack-like conditions first-hand.) Such high speeds make maneuvering difficult during times of moderate to heavy traffic and can lead to numerous accidents. In 2009, there were 109 accidents in this circle. Through May 20th of this year, there have been 53 accidents or about one every three days.

This is an aerial photo of a conversion project just off the New York State Thruway in Kingston, New York, where the outer traffic circle is being replaced with the much smaller, inner 2-lane modern roundabout.



This photo shows quite clearly the difficulties and hazards of traffic circles with short merging distances at the three intersections at the top of the photo and the necessity for circulating vehicles in the inner lane to move to the outer lane to exit in the same short distance used for merging. As can be observed, the smaller modern roundabout does not have these problems. In fact, there are bypasses around the roundabout for through traffic which increases the roundabout's capacity for turning traffic and further reduces traffic delays.

Here's a photo of another type of circular traffic control structure that's being used in some urban and suburban areas in this country; it's usually called a "calming circle". This one is located at North 36th Street and Meridian Avenue North in Seattle, Washington. (I've driven through this intersection.)



These structures are basically very small traffic circles. These circles are intended to slow, "calm", traffic through intersections which have no other traffic control structures, such as stop signs or yield signs. In most cases, local residents consider these circles nuisances. Depending on the size of the surrounding streets, these structures can be difficult to make turns around. Large vehicles, such as delivery trucks, garbage trucks and fire trucks (and

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vehicles traveling too fast) usually have to drive over the curbs to get around these structures. (Notice the tire marks on the edge of the curb of this circle.) And, there have been accidents around these structures where vehicles have lost control after hitting the circle's curb and veered into yards near the circle. In a few cases, vehicles have hit homes. (I've personally seen the aftermath of such accidents.) So, these so-called "calming circles" aren't effective in controlling traffic.

3.14 An Analysis of Three Idaho Falls Roundabouts

The only experience that many Teton County residents have with roundabouts is driving through the few that have been built in the Idaho Falls area. An analysis of three of these roundabouts would assist in understanding modern roundabouts. One is located on South Utah Avenue at Taylor's Crossing across the Snake River from downtown. The other two roundabouts are east of Idaho Falls on North 25th East, one at the intersection with East Lincoln Road and the other at the intersection with East lone Road.

The roundabout on South Utah Avenue is a 3-way, single-lane roundabout. It surrounds a fountain containing a large sculpture. The roundabout is quite large for the street size and could possibly be converted to a two lane roundabout. However, due to the fact that the intersecting street with South Utah Avenue is not used by much traffic, the roundabout only serves as a bypass around the fountain. It's not a good example of a modern roundabout.

The roundabout at North 25th East and East Lincoln Road is a 4-way, single-lane modern roundabout. This intersection is heavily used by commuters and commercial traffic. It works. However, the roundabout is poorly designed. It's too small, limiting the efficient circulation of traffic within the roundabout, especially large commercial vehicles. And, the small size hampers the proper deflection of entering traffic. So, it operates more like a traffic circle than a roundabout. The design should have been similar to the other roundabout located further north on North 25th East at the intersection of East lone Road.

The roundabout at North 25th East and East lone Road is an example of a 4-way, single-lane modern roundabout. This roundabout works better than the East Lincoln Road roundabout. It has the correct design for its size, including proper deflection for entering traffic and smooth exits. Unfortunately, as with the other roundabout, its size limits efficient traffic flow.

As these Idaho Falls' roundabouts demonstrate, proper design is essential for efficient modern roundabout operation. But, in spite of these shortcomings, these roundabouts still work better than traffic signals or stop signs at these intersections.

3.2 Improved Safety

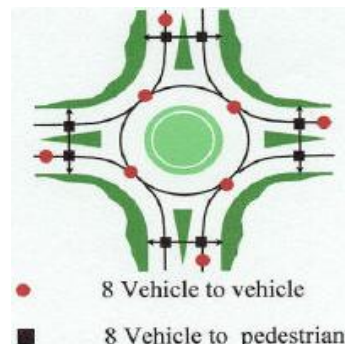
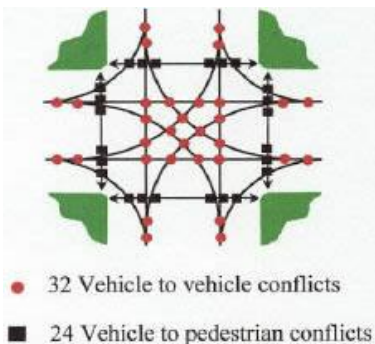
When compared to conventional types of intersections which use traffic signals or stop signs to control traffic flow, modern roundabouts are much safer for vehicles, pedestrians, and cyclists. In this sub-section the following topics will be discussed.

- 3.21 Vehicle-to-vehicle, vehicle-to-pedestrian, and vehicle-to-cyclist conflicts
- 3.22 Vehicle accident and injury rates
- 3.23 Pedestrian accident and injury rates
- 3.24 Cyclist accident and injury rates

3.21 Vehicle, Pedestrian, and Cyclist Conflicts

Because there's no crossing traffic in a modern roundabout, vehicle-to-vehicle, vehicle-to-pedestrian, and vehicle-to-cyclist conflict points are reduced, which also reduces the risk of accidents. In nearly all cases, cyclists traveling roads without bicycles lanes are considered vehicles and must obey the same traffic rules and laws. So, vehicle-to-vehicle conflicts can also be considered vehicle-to-cyclist conflicts.

- At a conventional 4-way intersection with 2-lane roads there are 32 possible vehicle-to-vehicle (or cyclist) conflict points and 24 possible vehicle-to-pedestrian conflict points. A modern single-lane roundabout reduces those numbers to 8 for both types of conflicts or a 75% reduction for vehicle-to-vehicle (or cyclist) and a 67% reduction for vehicle-to-pedestrian. (See the diagrams below.)



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- At a conventional 4-way intersection with 4-lane roads there are 48 possible vehicle-to-vehicle (or cyclist) conflict points and 32 possible vehicle-to-pedestrian conflict points. A 2-lane modern roundabout reduces those numbers to 16 for both types of conflicts or a 67% reduction for vehicle-to-vehicle (or cyclist) and a 50% reduction for vehicle-to-pedestrian.

3.22 Vehicle Accident and Injury Rates

Modern roundabouts have significantly lower vehicle accident and injury rates than conventional intersections.

- In 2001, the Insurance Institute for Highway Safety conducted a study of 23 intersections in the U.S. that had been converted from traffic signals or stop signs to modern roundabouts. The study found a 37% lower accident rate and an 80% lower injury rate at these converted intersections.
- A 2002 study of 15 single-lane modern roundabouts in Maryland showed a 60% decrease in accident rates, an 82% reduction in injury rates, and a 100% decrease in fatalities.
- Another study conducted by the National Cooperative Highway Research Program found that installing modern roundabouts led to a 35% reduction in the accident rate and a 76% reduction in accidents causing injuries or fatalities.
- Studies in the other countries have reported the following results:

Country	All Crashes	Injury Crashes
Australia	41-61%	45-87%
France		57-78%
Germany	36%	
Netherlands	47%	
United Kingdom.....		25-39%

- In 2004, there were more than 2.7 million intersection-related accidents in the United States. That same year, there were 9,117 intersection accident fatalities. Based on this data and the findings of the National Cooperative Highway Research Program study for accident and injury rate reductions in the U.S. for modern roundabouts, converting just 25% of the conventional intersections in the United States to modern roundabouts could reduce the annual number of intersection accidents by more than 236,000 and could save more than 1,700 lives per year.

3.23 Pedestrian Accident and Injury Rates

The pedestrian accident and injury rates at modern roundabouts are lower than for conventional intersections. There are four principle factors for the improved safety.

1. Pedestrians travel on walkways around the perimeter of the circulatory road.
2. Pedestrians cross only one direction of traffic at a time.
3. Roadway crossing distances are relatively short.
4. And, approach, circulating, and exit speeds are significantly lower than for conventional intersections.

Currently, there are no U.S. studies available concerning pedestrian safety improvements at modern roundabouts. However, there are a few studies from Europe.

- A United Kingdom study found about a 46% reduction in pedestrian crash rates at modern roundabouts compared to conventional intersections.
- A study in the Netherlands of 181 intersections converted to modern roundabouts found a 73% reduction in pedestrian accidents and an 89% reduction in injuries.
- An analysis was conducted on accident data, dating from 1985 through 1989, on 59 modern roundabouts and 124 traffic signal-controlled intersections in Norway. There were 33 crashes involving personal injury recorded at the modern roundabouts. Only 1, or 3%, of these crashes involved a pedestrian. There were 287 personal injury crashes at the traffic signal-controlled intersections with 57, or 20%, involving pedestrians. So, roundabouts reduced the pedestrian injury rate by 96%.

3.24 Cyclist Accident and Injury Rates

There's conflicting data about the safety of cyclists at modern roundabouts.

- A study in the Netherlands of 181 intersections converted to modern roundabouts found an 8% reduction in accidents and a 30% reduction in injuries.
- Studies in the United Kingdom and France show much higher cyclist accident and injury rates at modern roundabouts than at conventional intersections, 78% higher in the United Kingdom and 16% higher in France.

3.0 The Modern Roundabout Is The Solution.

Several factors have been found for the lack of safety improvement for cyclists in modern roundabouts.

1. Failure of vehicles entering a roundabout to yield to circulating cyclists,
2. Failure of vehicles exiting a multi-lane roundabout to yield to circulating cyclists,
3. Circulating speeds higher than cyclist speeds,
4. Having a cyclist lane on the outside edge of the circulatory roadway,
5. Lack of awareness of cyclists by drivers, and,
6. Insufficient driver experience with cyclists.

Based on these findings and those from other studies, most European countries have implemented modern roundabout design policies to reduce the accident and injury risks for cyclists.

1. Avoid having a cyclist lane on the outside edge of the circulatory roadway.
2. Build separate cyclist lanes away from the circulatory roadway.
3. Have cyclists use the pedestrian crossings.
4. Allow cyclists only in roundabouts with low levels of traffic and slower circulating speeds.

A study in the Netherlands found that there was a 90% reduction in cyclist injury crashes where there were separate cyclist pathways adjacent to modern roundabouts and cyclists did not have the right of way at crossings.

Note: In Teton County, there are separate pathways for cyclists and pedestrians in some areas. So, the concern for cyclist safety at modern roundabouts may not be a significant factor. And, with proper design safety can be improved significantly.

3.3 Increased Intersection Capacity

Modern roundabouts can handle much more traffic than a traffic signal system or a stop sign at the same intersection.

- Modern roundabouts, depending on size and design, can handle flow rates of up to 2,800 vehicles per hour for a single-lane modern roundabout. And, flow rates as high as 8,000 vehicles per hour for a 4-lane modern roundabout have been achieved in the United Kingdom.
- There's a 2-lane modern roundabout in Avon, Colorado that has a capacity of 6,000 vehicles per hour. (See the photo on page 10.) A modern roundabout of this size could handle 144,000 vehicles per day which is 6.5 times the peak measured traffic at the Y and nearly 5 times the forecast for 2020.

3.4 Decreased Vehicle Delays

Vehicle delays at intersections are significantly reduced with modern roundabouts.

- A 2001 study of two conventional intersections converted to modern roundabouts in Maryland reported vehicle delays were reduced by 81% and 87%.
- A 2004 study of three diverse conventional intersections converted to modern roundabouts in Nashua, New Hampshire, Greenwich, New York, and Bellingham, Washington found that vehicle delays were reduced by 83% to 93%.
- An Insurance Institute for Highway Safety study documented missed opportunities to improve traffic flow and safety at 10 urban intersections which were deemed suitable for modern roundabouts where either traffic signals were installed or major modifications were made to intersections with traffic signals. The study concluded that the use of modern roundabouts instead of traffic signals at these 10 intersections would have reduced vehicle delays by an estimated 62% to 74%, which is equivalent to about 325,000 fewer hours of vehicle delay annually.

3.5 Reduced Emissions

Stopped vehicles emit more than 7 times the carbon monoxide as vehicles traveling 10 mph. And, total emissions from stopped vehicles are 4.5 times greater than for vehicles moving at 5 mph. Since modern roundabouts reduce delays, vehicles using these structures have fewer emissions.

- Studies in the United Kingdom have found that even when delays at a modern roundabout and a traffic signal-controlled intersection are similar, the emissions from the traffic signal-controlled intersection are always greater because the stop time at a traffic signal is longer than at in a modern roundabout.
- One study found that when compared to a traffic signal-controlled intersection a modern roundabout reduced carbon monoxide emissions by 29% and nitrous oxide emissions by 21%.
- Another study reported that replacing traffic signals and stop signs with modern roundabouts reduced carbon monoxide emissions by 32%, nitrous oxide emissions by 34%, carbon dioxide emissions by 37%, and hydrocarbon emissions by 42%.

3.0 The Modern Roundabout Is The Solution.

3.6 Higher Fuel Efficiency

Replacing traffic signals and stop signs with modern roundabouts can reduce fuel consumption by up to 30%.

- A study of 10 intersections in Virginia found that the fuel consumption savings amounted to about 235,000 gallons per year.
- A report on the status of research and opportunities for modern roundabouts, emissions reductions, and global warming in North America found that fuel consumption savings amounted to about 30,000 gallons per year for a small single-lane roundabout in Brattleboro, Vermont to as high as 579,000 gallons per year for a large multi-lane roundabout in Clearwater, Florida.

3.7 Improved Public Health

As detailed in 2.33, the negative health effects of traffic, in particular air pollution and noise, are many and can be quite serious. Through the use of modern roundabouts, public health can be positively affected in a number of ways.

- As discussed in 3.4, modern roundabouts significantly reduce vehicle emissions at intersections, which benefits public health.
- Modern roundabouts also reduce the noise from acceleration away from traffic signals and stop signs, benefiting public health.
- Because of the lower speeds through modern roundabouts, regular moving traffic noise is reduced at intersections, which also benefits public health.

So, building modern roundabouts, instead of the TTCR, will keep a busy road away from South Park residential areas, which will prevent increased negative health effects in the area. Further, a modern roundabout at the Y will reduce the negative health effects of traffic in that area as well.

3.8 Lowered Costs

Modern roundabouts are less expensive to construct, operate, and maintain than conventional intersections. And, roundabouts save on accident costs. Also, roundabouts can save money for local governments.

3.81 Construction, Operations, and Maintenance Costs

- In 2004, the Alaska Department of Transportation and Public Facilities finished constructing two roundabouts on Dowling Road at the intersections of the on and off ramps of the New Seward Highway in Anchorage. These roundabouts greatly eased traffic problems at this interchange. And, the state saved approximately \$1 million in construction costs and associated signal and lighting costs.
- The average conventional traffic signal system costs \$3,000 to \$5,000 a year to operate and maintain. Modern roundabouts do not have these costs.

According to information supplied by WYDOT, the traffic signal system at the Y costs more than \$100,000. The system at the WY22-Spring Gulch Road intersection costs between \$70,000 and \$80,000. If these two intersections were converted to modern roundabouts, over 10 years that's a savings of upwards of \$280,000. Further, this figure does not take into account the savings from not having to do maintenance on the new and expanded road surfaces and shoulders on the TTCR and South Park Loop Road.

3.82 Accident Costs

Because modern roundabouts reduce accident rates substantially, they also would reduce the costs of accidents. In 2004, there were more than 2.7 million intersection accidents in the United States resulting in \$96 billion of financial loss. By converting just 25% of the country's conventional intersections to modern roundabouts the United States would save around \$8.4 billion annually in accident costs.

3.83 Government Costs

Because modern roundabouts do not have any electrical control systems (i.e. traffic signals and crosswalk controls), local governments will save the costs of electricity to run these systems. And, there will be cost savings since law enforcement will not have to manually control intersections when the electrical supply is cut off or during special events. As mentioned in 3.13, when modern roundabouts replaced conventional stop sign-controlled intersections at two I70 interchanges in Vail, Colorado, the town saved \$85,000 a year in law enforcement costs.

3.0 The Modern Roundabout Is The Solution.

3.9 Better Aesthetics

Landscaping a modern roundabout's center island provides enhanced benefits of an attractive focal and entrance point within a community. This distinguishing feature gives a modern roundabout an aesthetic advantage over conventional intersections. And, it has been found that landscaping increases safety by lowering speeds as vehicles approach modern roundabout intersections.

3.10 Public Perception and Acceptance

The public's perception and acceptance of modern roundabouts becomes quite positive after only a short period of adjustment.

- 2002 Insurance Institute for Highway Safety study in three communities where single-lane modern roundabouts replaced intersections with stop signs found 31% of drivers supported the roundabouts before construction and 41% were strongly opposed. After construction and a short period of adjustment, 63% supported the roundabouts and only 15% were strongly opposed.
- Another study surveyed drivers in three additional communities where single-lane modern roundabouts replaced stop signs or traffic signals. Overall, 36% of drivers supported the roundabouts before construction compared with 50% shortly afterwards.
- Follow-up surveys conducted in all six of these communities after the modern roundabouts had been in place for more than one year found the level of public support increased to about 70% on average.

3.11 Modern Roundabout Use

There are a number of parameters that need to be considered to determine whether or not a modern roundabout is suitable for a particular intersection. Here are some of them.

- The proportion of left turning traffic at the intersection
- Does the main route go straight through the intersection?
- Sight distances at intersection entry points
- The contours and geometry of the intersection and its approaches
- Traffic signal progression at successive intersections along the road corridor(s)
- Will the traffic signal system or stop sign(s) have more delays than a modern roundabout?
- Land availability
- The importance of emphasizing the transition between town and rural environments (i.e. gateways)

Examining the suitability of the Y for a modern roundabout, here are the results.

- The intersection has a large proportion of left turning traffic.
- Nearly all of the eastbound WY22 traffic does not go straight through the intersection.
- The traffic signal system has long delays.
- There is no traffic signal progression in the US26/89/191-Broadway corridor.
- The intersection's entry point sight distances are sufficient.
- The contours and geometry of the intersection and its approaches are ok.
- There seems to be enough land available.
- And, it's a gateway for traffic eastbound on WY22.

So, the Y is a very good site for a modern roundabout.

At the WY22-Spring Gulch Road intersection does meet some of the parameters for using a modern roundabout. However, there are a few that will need additional study and data before a decision can be made.

- There's a large enough proportion of left turning traffic off of eastbound WY22 to northbound Spring Gulch Road, (There is enough left turning traffic off of southbound Spring Gulch Road to eastbound WY22.)
- The contours and geometry of the intersection and its approaches are workable,
- And, there's enough land available.

If the WY22-Spring Gulch Road intersection doesn't meet the criteria, then, an underpass will have to be used.

3.12 Conclusion

As the data clearly demonstrate, properly designed modern roundabouts are far superior to conventional intersections in virtually all aspects of traffic control and on the effects of traffic on people and the environment. And, modern roundabouts are significantly less expensive in construction, maintenance, and accident costs. So, it's obvious that a modern roundabout should be the first type of traffic control structure to be considered at the Y and possibly at the WY22-Spring Gulch Road intersection (and at the WY22-WY390 intersection as well) to relieve traffic congestion at the Y and on WY22.

3.0 The Modern Roundabout Is The Solution.

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4.0 Summary

To summarize, first, I will compare the relative value of the TTCR proposal to the modern roundabout proposal using a cost benefit analysis. Second, I will compare the intersection characteristics of the Y with its existing traffic signal system and the TTCR to the Y with a 2-lane modern roundabout and a single-lane modern roundabout or an underpass at the WY22-Spring Gulch Road intersection. And, finally, I will state my conclusions.

4.1 Cost Benefit Analysis

To demonstrate the advantage of modern roundabouts versus building roads, a comparison of the relative value of the two proposals can be made using a cost benefit analysis. However, two assumptions must be made for such a comparison to work.

- The WYDOT traffic demand model's prediction that the TTCR would reduce traffic numbers at the Y by 28% must also mean a 28% reduction in traffic delays at the Y.
- The construction costs to build the TTCR project, which includes building an extension of Tribal Trail Road from its end to WY22, building an underpass to connect the TTCR to WY22, and rebuilding South Park Loop Road from the Tribal Trail Road-Boyles Hill Road-South Park Loop Road intersection south to the US26/89/191-South Park Loop Road intersection, have to be equal to the costs of building a 2-lane modern roundabout at the Y and a single-lane modern roundabout or an underpass at the WY22-Spring Gulch Road intersection. Obviously, the costs are not the same. The TTCR project will cost more.

So, given these assumptions, since studies have shown that modern roundabout intersections reduce traffic delays by between 62% and 93% when compared to traffic signal-controlled intersections, then, the modern roundabout proposal has from 2.2 to 3.3 times more cost benefit in reducing traffic delays (i.e. congestion) at the Y than the TTCR proposal.

4.2 Characteristics Comparison Table

Intersection Characteristics	The Y With The TTCR	The Y With A 2-Lane Modern Roundabout And A Single-Lane Modern Roundabout Or An Underpass At The WY22-Spring Gulch Road Intersection
Vehicle-Vehicle Accident Rate.....	At best no change.....	36% to 61% lower
Vehicle-Vehicle Injury Accident Rate.....	At best no change.....	25% to 87% lower
Vehicle-Vehicle Fatality Accident Rate.....	At best no change.....	Up to 100% lower
Vehicle-Pedestrian Accident Rate.....	At best no change.....	47% to 73% lower
Vehicle-Pedestrian Injury Accident Rate.....	At best no change.....	89% to 96% lower
Vehicle-Cyclist Injury Accident Rate.....	At best no change.....	One study, 90% lower
Intersection Capacity.....	~22,000 vehicles a day recorded peak.....	As high as 144,000 vehicles a day
Vehicle Delay.....	Increased due to added congestion.....	62% to 93% less
Vehicle Emissions.....	Higher due to added congestion.....	21% to 42% lower
Vehicle Fuel Efficiency.....	Reduced due to more stop-and-go.....	Up to a 30% increase
Public Health Risks.....	Added risk in South Park, small risk reduction at the Y.....	Unchanged risk in South Park, lowered risk at the Y
Construction Costs.....	55% to 70% less cost benefit.....	2.2 to 3.3 times more cost benefit
Maintenance Costs.....	Higher due to more road surface.....	As much savings as \$280,000 over 10 years at the Y and the WY22-Spring Gulch Road intersection combined
Accident Costs.....	At best no change.....	Lowered costs due to accident rate reductions

As this table clearly shows, the TTCR does very little for the Y. Only a 2-lane modern roundabout at the Y and a single-lane modern roundabout or an underpass at the WY22-Spring Gulch Rd intersection have substantial benefits.

4.3 Conclusion

First, I will state the obvious. The only solution that will reduce, and possibly eliminate, traffic congestion at the Y and on WY22 is building a 2-lane modern roundabout at the Y and a single-lane modern roundabout or an underpass at the WY22-Spring Gulch Road intersection (and a single-lane roundabout at the WY22-WY390 intersection). The TTCR is no solution; it's a problem in the making. Further, it must be apparent that, given all the negative effects of the TTCR, doing nothing would be a better "solution" than building the TTCR!

4.0 Summary

Second, there's another issue to be considered. If the TTCR is built, what happens when the TTCR-Tribal Trail Road-South Park Loop Road corridor becomes too congested and needs relief? Here are some ideas.

- Do we continue the obsolete, mid-20th century method of building more and bigger roads by widening the TTCR to four or five lanes? This will require enlarging the underpass at the WY22-TTCR intersection or building a cloverleaf-type interchange at that intersection. And, the stop sign at the US26/89/191-South Park Loop Road intersection will have to be removed and the intersection enlarged to accommodate the installation of a large traffic signal system, which will add another bottleneck to valley traffic.
- Or, do we petition the Forest Service to allow WYDOT and Teton County to improve Fall Creek Road, which would include re-grading, widening, and paving the road surface, and rebuilding all the bridges, so that it can be used the year around as a bypass around the Y and the TTCR? This will require rebuilding the US26/89-Fall Creek Road intersection to accommodate the additional turning traffic. And, the stop sign at the WY22-Fall Creek Road intersection in Wilson will have to be removed and a traffic signal system installed, adding another traffic problem to the WY22 corridor.
- Or, do we find a smarter solution now to meet 21st century needs?

I think being smarter is the only good answer. And, modern roundabouts are clearly smarter. As the data plainly demonstrate, a properly designed, modern roundabout is safer for all users, increases capacity, reduces delays, pollutes less, saves fuel, improves public health, costs less to build, operate and maintain, saves on governmental and accident costs, and offers better community aesthetics.

Finally, given the budget constraints that the federal, state, county, and town governments will have for the foreseeable future, the much higher cost benefits of a modern roundabout alone should make it the only solution to consider for the Y.

5.0 Additional References

This section provides additional references about modern roundabouts, including,

- 5.1 State and local government web sites and pages
- 5.2 Other institutional web sites and pages, including governmental and non-governmental agencies, universities, and foreign governments
- 5.3 Private sector web sites and pages
- 5.4 Other references

Note: There's a lot of redundant information here. However, it's important to show the diversity of interpretation and ingenuity in the design and use of modern roundabouts.

5.1 State and Local Government Web Sites and Pages

Arizona Department of Transportation, Communication and Community Partnerships,
<http://www.dot.state.az.us/CCPartnerships/Roundabouts/index.asp>

California Department of Transportation, District 1,
<http://www.dot.ca.gov/dist1/roundabouts/>

Florida Department of Transportation, Roundabout Guide,
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/PDF/roundabout_guide8_07.pdf

Kansas Department of Transportation, Roundabout Design Guide and Video,
http://www.ksdot.org/burtrafficeg/Roundabouts/Roundabout_Guide/RoundaboutGuide.asp

Maryland Department of Transportation, State Highway Administration,
<http://www.sha.maryland.gov/Pages/roundabouts.aspx>

Minnesota Department of Transportation,
<http://www.dot.state.mn.us/roundabouts/index.html>

City of Richfield, Minnesota Public Works Department,
<http://www.richfieldroundabouts.com/Index.htm>

New York Department of Transportation,
<https://www.nysdot.gov/main/roundabouts>

Oregon Department of Transportation, Roadway Engineering,
http://www.oregon.gov/ODOT/HWY/ENGSERVICES/roundabout_home.shtml

Utah Department of Transportation,
<http://udot.utah.gov/main/uconowner.gf?n=200511010824301>

Tooele County, Utah Road Department,
<http://www.co.tooele.ut.us/roadmanu.htm>

Virginia Department of Transportation,
<http://www.virginiadot.org/info/faq-roundabouts.asp>

City of Lacey, Washington Public Works Department,
http://www.ci.lacey.wa.us/roundabouts/roundabout_main_page.html

Wisconsin Department of Transportation, Safety and Consumer Protection,
<http://www.dot.wisconsin.gov/safety/motorist/roaddesign/roundabout.htm>

5.2 Other Institutional Web Sites and Pages

National Cooperative Highway Research Program, "Modern Roundabout Practice in the United States",
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_264.pdf

Kansas State University, Center for Transportation Research & Training, Roundabouts,
<http://www.k-state.edu/roundabouts/>

Ontario, Canada Ministry of Transportation,
<http://www.mto.gov.on.ca/english/engineering/roundabout/index.shtml>

Region of Waterloo, Ontario, Canada
http://www.region.waterloo.on.ca/web/region.nsf/roundabout_index2.html?OpenPage

City of Hamilton, Ontario, Canada Public Works Department,
<http://www.hamilton.ca/citydepartments/publicworks/trafficengineeringandoperations/roadstrafficmodernroundabout.htm>

New South Wales, Australia Roads and Traffic Authority,
<http://www.rta.nsw.gov.au/rulesregulations/roundabouts.html>

5.0 Additional References

5.3 Private Sector Web Sites and Pages

Alternate Street Design, PA,
<http://www.roundabouts.net>

DLZ Roundabouts,
<http://www.dlzroundabouts.com/index.php>

Modern Roundabouts, The Web Site,
<http://roundabout.kittelson.com/>

MTJ Engineering,
<http://mtjengineering.com/home.html>

NE Roundabouts,
<http://www.roundabouts.cc/default.htm>

5.4 Other References

The first comprehensive roundabout reference used by many engineers in the United States was the book, "The Design of Roundabouts – State of the Art Review 1995", by Mike Brown. It's a review of roundabout guidelines worldwide and was published by the independent Transport Research Laboratory in the United Kingdom. Unfortunately, it's no longer in print.

Another publication used by professionals and lay-people is "Roundabouts: An Informational Guide" document # FHWA-RD-00-67, June 2000, published by the Federal Highway Administration and available through the FHWA Report Center. Check the FHWA's Turner-Fairbank Highway Research Center web site: <http://www.tfhrc.gov/safety> for more information.

Many of the web pages listed in this document have publications that can be printed out or ordered.

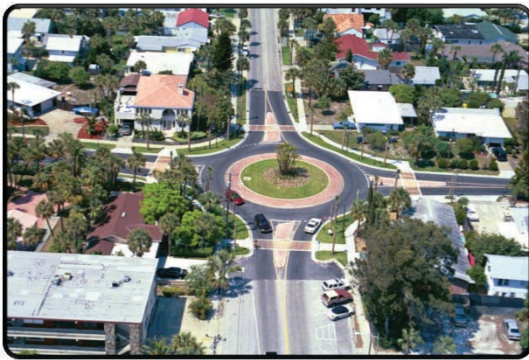
Roundabout



Background

- Designing and assisting in the design of roundabouts since 1976, first roundabout in Melbourne, Australia
- Migrated to the US in 1988
- First roundabout built in Gainesville 1991.
- More than 500 in about 40 states
- Most sizes and shapes

What is a Roundabout?

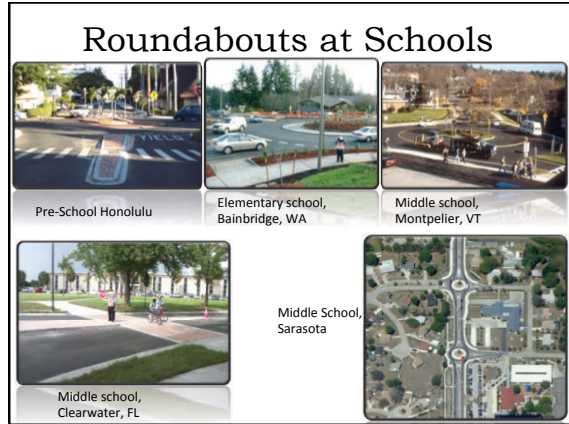
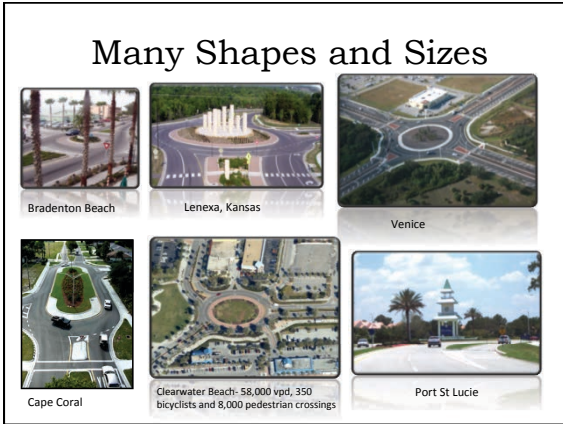


Roundabouts are not Traffic Circles – Kingston, NY

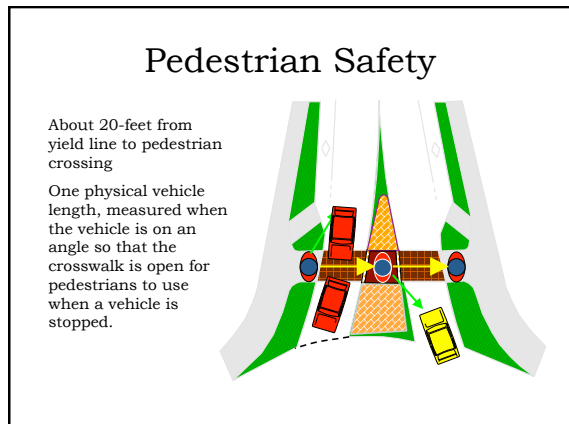
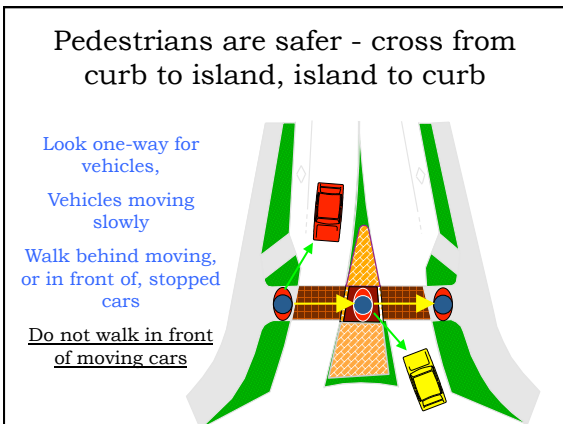
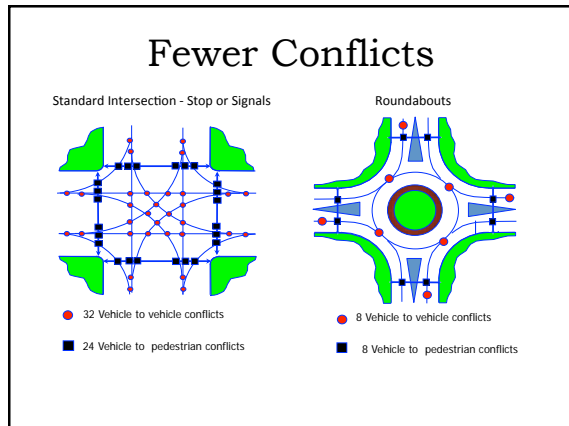


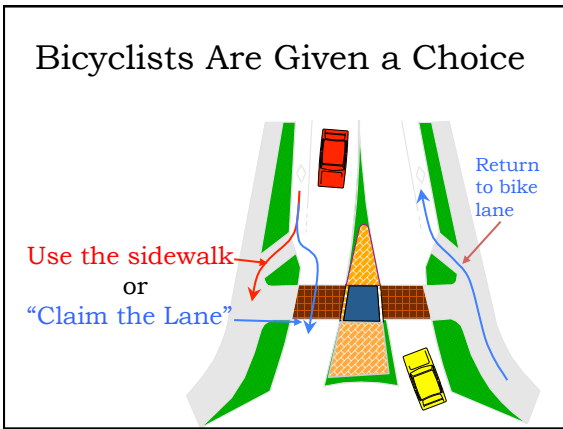
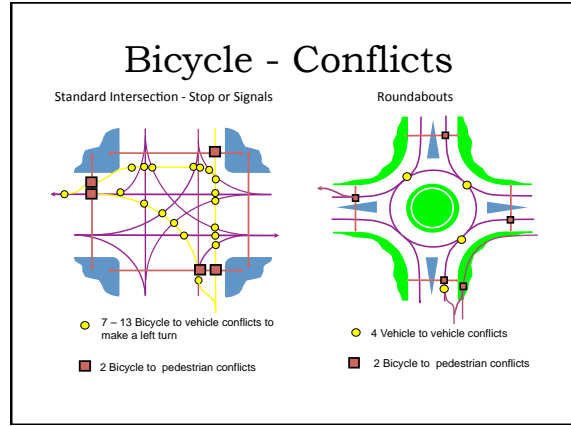
Roundabouts versus Traffic Circles

	Modern Roundabouts	Traffic Circles/Rotaries
Central Island Diameter	10 to 200 feet diameter	300 to 600 feet diameter
Design Principle	Low-speed entry, circulation and exit	High-speed entry, circulation and exit
Typical Operating Speed	15 to 23 mph	30 to 50+ mph



- ### Why Use Roundabouts?
1. Fewer conflicts
 2. Lower Speed
 3. Therefore safer for all users
 4. Almost no maintenance
 5. Pretty
 6. Higher capacity than signals or stop control with fewer lanes
 7. Less delay
 8. Fewer stops
 9. Pedestrians have right-of-way over vehicles – less waiting
- Negatives – Drivers have to slow
Bad Design





Lower Speeds

East Approach
Lots of deflection

West Approach
No deflection

North - no crashes
East - 3 minor crashes

South - no crashes
West - 19 right angle crashes

Deflection is essential to control vehicle speeds and reduce crashes

Safety

Roundabouts Decrease Crashes:

- Overall: 39%
- Injury-producing: 76%
- Fatal or incapacitating: 90%

Intersection Type	Crash Rate (approx.)
T-Stop	1.5
T-Signals	1.5
4-way Stop	2.5
4-way Sigs	1.8
Multi-leg Sigs	3.2
Low Volume Rbts	0.5
High Volume Rbts	0.8

Capacity

College Street
Asheville, NC,
18,000 vpd

La Jolla Boulevard, San
Diego, CA, 21,000 vpd

La Jolla Blvd, San Diego – 5 to 2 lanes, 21,000 vpd

Asheville, NC 18,000 vpd 10 years ago

Truck Apron Montpelier, VT

Front wheels travel within circulating roadway

Rear wheels travel over truck apron

Landscaping

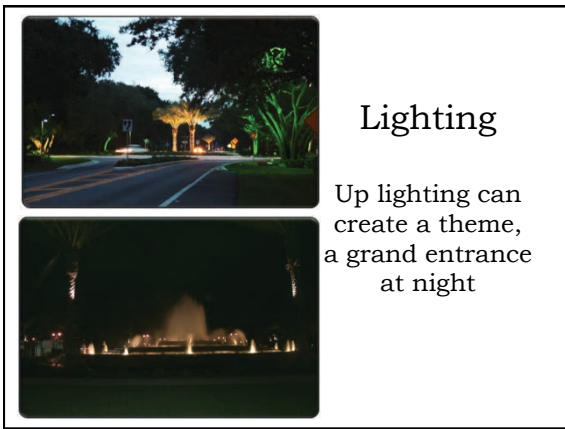
Landscaping



SW 2nd Avenue,
Gainesville

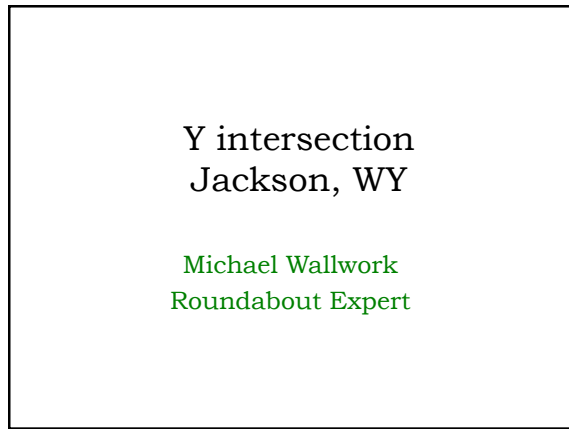


Landscaping



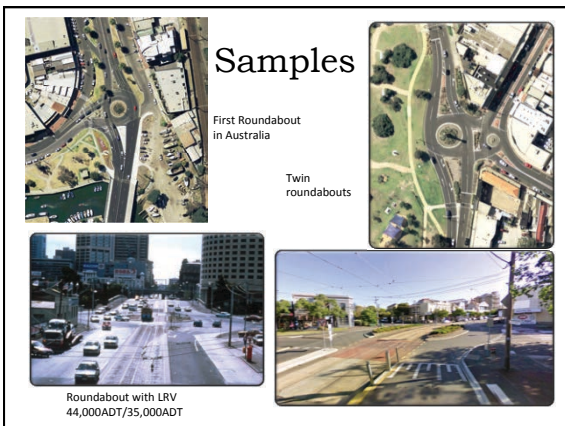
Lighting

Up lighting can create a theme, a grand entrance at night



Y intersection
Jackson, WY

Michael Wallwork
Roundabout Expert

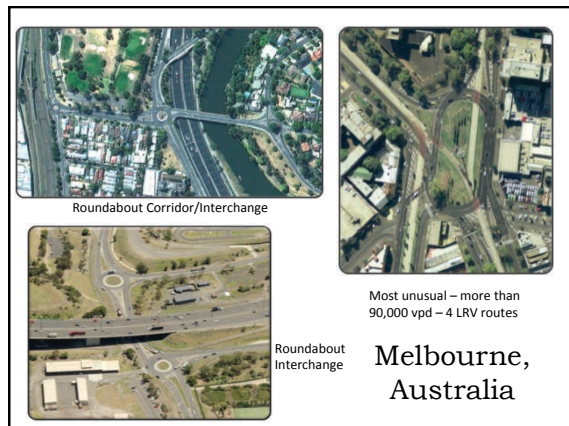


Samples

First Roundabout in Australia

Twin roundabouts

Roundabout with LRV
44,000ADT/35,000ADT

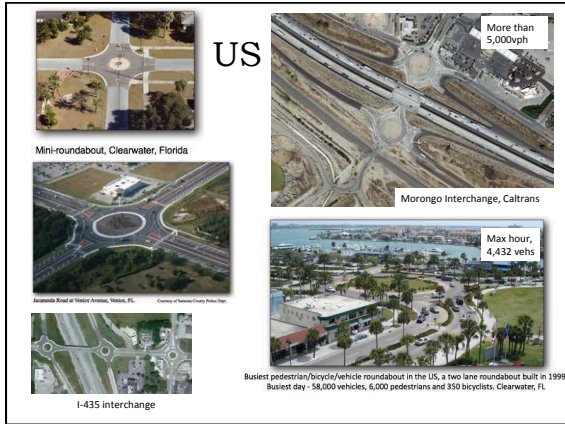


Roundabout Corridor/Interchange

Most unusual – more than 90,000 vpd – 4 LRV routes

Roundabout Interchange

Melbourne, Australia

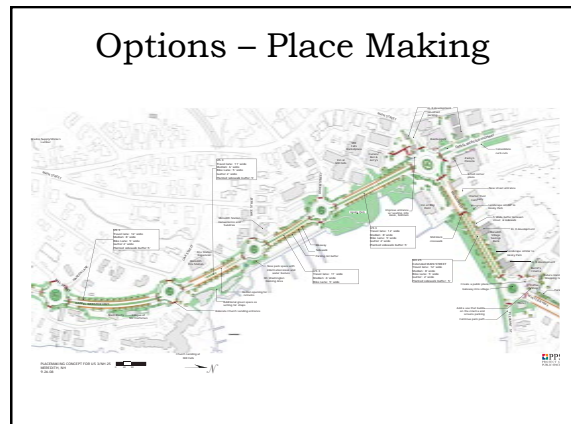
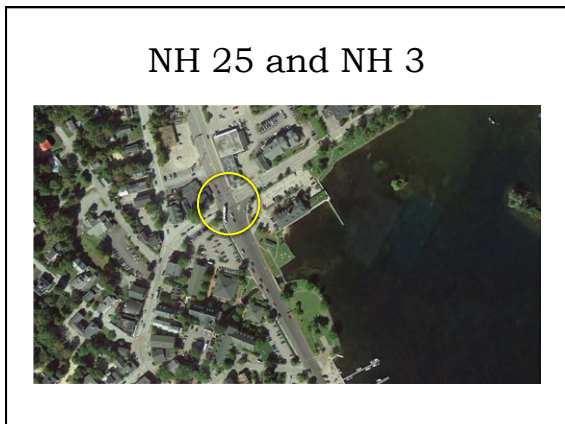
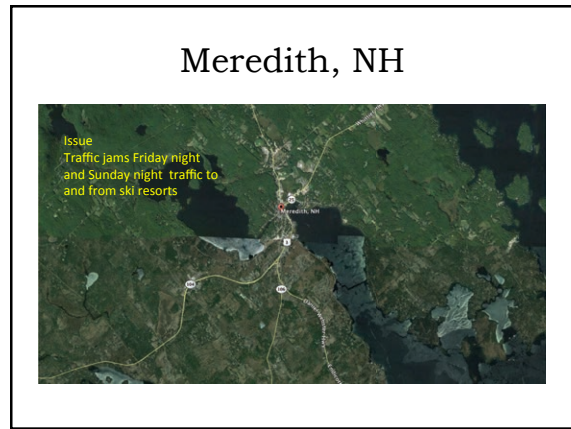


Roundabout vs. Signal Operation

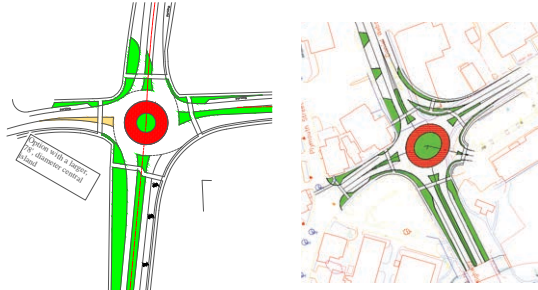
- Roundabouts are more efficient than signals because:
 - 1. No all-red time
 - 2. No yellow time
 - 3. Drivers waiting vehicles at signals cannot take advantage of gaps in vehicle flow = lost capacity

“Lost Time” = lost capacity

- Roundabouts – any driver waiting can take advantage of a gap at a roundabout up to 30+% more capacity



Some of the Options Considered



Result

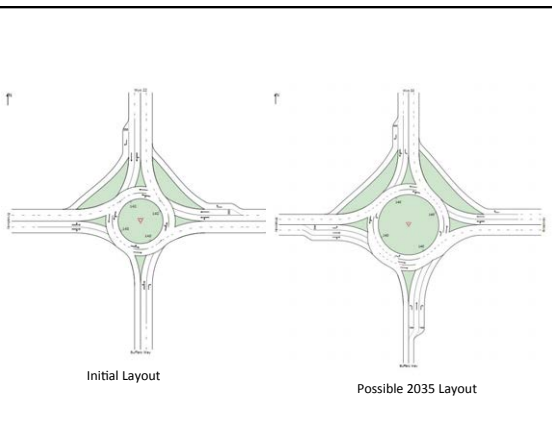
- Do not destroy the town center, the Village, for two nightly peaks during ski season
- Accept traffic congestion
- Enjoy a pedestrian friendly environment outside of those times
- Use the smaller roundabout to create a Village Center

University Place, WA – Development of a Town Center



Initial Analysis

	Time Period	Level-of-Service	Average Delay (sec)	95th Percentile Queue (ft.)	Volume / capacity ratio
2013	AM	B	12.6	241	0.809
	PM	A	9.7	126	0.636
2033 + 21%	AM	A	8.4	131	0.605
	PM	A	9.0	103	0.554
2033 + 30%	AM	B	10.1	176	0.692
	PM	B	10.7	135	0.638
2033 + 40%	AM	B	13.7	261	0.805
	PM	B	13.5	186	0.744



Gateway Roundabouts

Cities

- Clearwater Beach, FL
- White horse, Canada
- Bird Rock, San Diego, CA
- Morongo, CA
- Grand Junction, CO
- Viera, FL
- Lake Worth, FL
- Overland Park, KS
- Flemington, NJ
- Kingston, NY
- Village of Hamburg, NY
- Asheville, NC

Educational

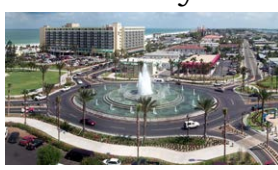

- Emory University, GA
- Jackson State, MS
- UNC, Raleigh, NC
- UNH, Durham, NH

Developers

- Village Merrick Park, Coral Gables, FL
- Halle Plantation, FL
- Ion, SC
- Lake Hutto, FL
- PGA, St Lucie, FL
- Lenexa, KS (8)

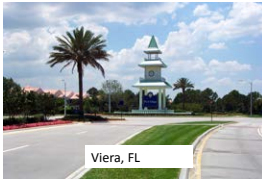


Gateways





Clearwater Beach, FL at opening in 2000





Viera, FL



Overland Park, KS



Asheville, NC



Village of Hamburg, NY



Yelm, WA



Lacey, WA



University, WA



Coral Gables, FL

Benefit cost Analysis – Life Cycle costs typically includes the following:

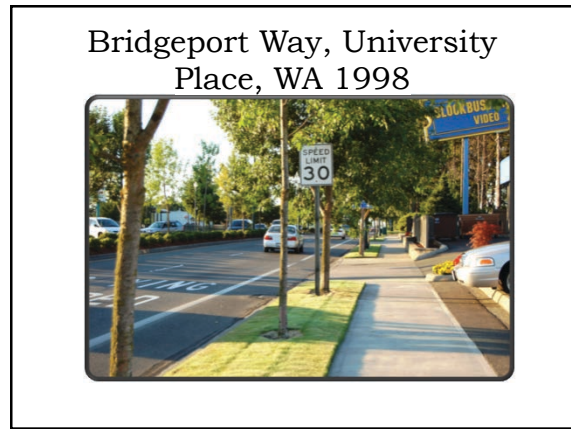
Item	Roundabout	Signals
Construction	Intersection Geometry	Intersection Geometry Plus signals (\$200,000)
Maintenance	\$1,000 per year	\$3,000 to \$5,000 a year plus \$250,000 every 30 years for replacement
Lifetime	100 years plus	30 years
Crash	Very low	Quite high
Delay, fuel cost	Low	High
Cost of capital	Low	Higher
Environmental	Reduce impervious surface, lower emissions	Increases impervious surface, higher emissions
Right-of-way	Corner clips	1,000 or more feet along each approach

Town of Jackson 2015 Community Streets Plan

Plan recommends complete streets but does not mention roundabouts.

One of the best ways to achieve low speeds on complete is to use roundabouts because they:

1. Slow vehicle speeds
2. Mostly eliminate most left turn lanes
3. Less road space
4. More space for median/pedestrian refuges.
5. Less conflict area for pedestrians





From: Karen Youngblood [mailto:karenwyo@gmail.com]

Sent: Tuesday, June 30, 2015 7:25 PM

To: Melissa Turley; Barbara Allen; Mark Newcomb; Smokey Rhea; Paul Vogelheim

Cc: Bob Lenz; Jim Stanford; Sara Flitner; Hailey Morton Levinson; Tyler Sinclair - Teton County; Don Frank

Subject: Tribal Trail connector road and Transportation Plan

Dear Elected Officials

I have paid close attention to the planning and development process for the Tribal Trail Connector Road since it was originally platted in 1994, when we bought our Indian Trails lot from the developers. I strongly disagree with the building of this new road. The connector road does not address many of the congestion issues that I face, and quite honestly I'm willing to live with some congestion to protect the open space, wildlife and children that would be affected with this new road. I have heard many conflicting reason for building the road and it's stated purpose. I am concerned that there has been a focus on building the TTCR simply because it was platted more than 20 years prior, rather than looking to solve existing problems in the most efficient manner, as such the cart has been put before the horse.

This evening I drove across town from my office on North Cache, heading to the industrial area on South Hwy 89. I left at 5:07 and arrived to pick up my daughter at 5:35 pm. I sat for no fewer than 5 lights on Broadway headed west, and the traffic was backed up almost to the Dollar Tree. Southbound traffic finally thinned at High School Road. As I drove down the straightaway that is Tribal Trail to take my daughter home, I looked across the empty fields to HWY 22. There was a continuous line of cars in both directions. I wondered how a car would turn onto the highway from a connector road, install a stoplight? That would cause more traffic to back up. An over/under pass merge lane? It would be difficult to merge with the continuous traffic. After I dropped my daughter off at our home I headed back across town at about 5:55 I encountered about 5 cars in the turn lane for HWY 22, hardly what I consider congested, but it could have been an anomaly. However, the oncoming traffic headed west was backed up to First Interstate Bank. I question how the connector road would alleviate this traffic pattern.

Within the parameters of finding a possible solution to congestion at the Y, the TTRC should be considered along with *other alternatives*. This connector does nothing to alleviate my 5 light wait heading West on Broadway in the summer. I personally expect some congestion and waiting awhile to get home is part of the price we pay for open space. We don't need to sacrifice a major migration corridor to make things more convenient for some and less safe or appealing to others. To propose this road be built as a solution to congestion at the Y is not in keeping with the character of the South Park area nor the most logical solution. The Y is the intersection of two major highways, certainly there are congestion issues that need to be addressed with a redevelopment of the intersection. I would suggest that in addition to "keeping the rural character of the South Park Area", the consideration of an existing wildlife corridor and migration area in the

Indian Tails/ Indian Springs area should be addressed. This road would be adjacent to a conservation easement. Last night I heard Elk bugling in my yard, I'm not sure they would hang around with 13000 cars per day speeding by. Any further development should be planned to mitigate the effects on existing wildlife in the area, including but not limited to, bald eagles, mule deer, red tail deer, foxes, coyotes and moose.

It is the purpose of local highways to provide direct access, not neighborhood byways. The overwhelming majority of the neighborhood, does not want this road. If the road is intended for neighborhood use and the neighborhood doesn't want the road then why build a new road? The reality is that this is actually intended to alleviate congestion at the "Y". Yet WYDOT does not say that the connector road would solve the problems at the "Y". If something must be done, let's do what needs to be done to fix that intersection, there is a lot of wasted space there! Perhaps this is the location for an overpass, it is one of the busiest intersections in the state.

I have attended meetings where town and planning staff has commented that the Y will be a "giant 7 lane roundabout", and "can you imagine that!?". I know that the Y is the intersection of 2 major highway systems. I know that the Y has a fair amount of unused real estate, and is poorly designed. I know that the Y is NOT at the heart of our quaint town. I know that the purpose of our highway system is to move people from place to place. If the volume of people moving through this intersection justifies a giant roundabout, then lets do what is necessary to make that intersection functional before we look at other alternatives. Not only can I imagine a big 7 lane roundabout I think we need one to make the Y an efficient intersection, not a new connector road.

Finally, I have to say that I'm not sure we need to do anything! While my drive across town was longer than normal. I had time alone for a moment to ponder these big issues. I didn't mind waiting, I imagine my "commute" of 25 minutes would be laughable to those from truly congested parts of the world. The reality is that I have made that same drive for almost 20 years, and it is always long in the 6-8 weeks from the end of June to Mid August. It is the price we pay for being a major tourist destination. I'm willing to pony up with my time.

Kind Regards

Karen Youngblood

Jackson, WY

From: Kristin Ellingson [<mailto:kristinellingson22@gmail.com>]
Sent: Tuesday, June 30, 2015 11:19 PM
To: County Commissioners; Tyler Sinclair; Town Council
Cc: responsiblegrowthjh@gmail.com; Cara Froege
Subject: ITP Comments - Pull the TTCR from the ITP

Dear County Commissioners and Town Council,

The Integrated Transportation Plan (ITP) has raised many concerns for myself and fellow neighbors. Please take the following into consideration before you vote at your 6 July Joint Information Meeting that includes fast-tracking the TTCR for budgeting and construction.

I moved to Jackson 20 years ago from Park City, Utah with my 6 week old daughter knowing Jackson would be an ideal place to raise her. When I purchased our home in Indian Trails in 2002 I found my dream home in my dream neighborhood. My daughter was able to walk or ride her bike safely to school and athletic activities, and play outside with the many kids who live in the neighborhood. Since moving to Indian Trails, I have remarried and have two step children attending Teton County Public Schools. They both ride their bikes to school and sports activities daily. In the summer, they are riding to friends houses in our neighborhood and nearby communities. My husband and I fear for their safety. The proposed road carrying up to 13,000 cars per day will flood the school zone that is already congested with too many cars on roads that already cannot handle the traffic.

Some of the issues that would be affected by the connector road include;

- 1). 6 schools are in the affected area with more than 2,000 students
- 2). There are 19 cross walks; kids in the nearby neighborhoods can not take the bus; therefore, they have to walk, ride their bike, or have a parent take them to school
- 3). There are 15 athletic fields with over 1,500 athletes doing sports almost every day
- 4). The County has never done a safety analysis of how the TTCR would affect the area
- 5). The County used old 2008 numbers to substantiate their 2010 study showing car numbers; now there are more schools, more kids, more athletic fields, and more athletes in the locally affected area

The thought that you would consider passing this ITP with the TTCR without a sound and independent safety analysis done for how this will affect the very dense school district and surrounding neighborhoods has me very concerned and disappointed. Many agree that the main issue is the congestion at the "Y." The Y needs to be fixed. A roundabout would keep the flow of traffic moving through the intersection very efficiently. The connector road is not the answer.

Please consider removing the TTCR from the ITP pending a thorough and independent safety analysis. The county and town government is here to do what's best for community and its citizens now and for the future. Our smallest citizens are the most in need of a favorable and safe resolution. We love our children and want them to continue to live the Jackson Hole lifestyle of staying active and living the Jackson Hole dream. I urge you to do the right thing and make a motion to remove the TTCR entirely from the TTCR until there is sufficient data and public input to make me feel at ease.

There are some difficult decisions to be made with respect to future planning for our community. However, I ask that you think of the kids who are our future, when making this decision. Please do what's right for the children by removing the TTCR from the ITP until the solid information is collected and are assured our children will continue to live in a safe environment.

Thank you for your time and service to our community,

Kristin Ellingson

From: Laurie Genzer [<mailto:j.genzer@bresnan.net>]
Sent: Tuesday, June 30, 2015 8:20 PM
To: Town Council
Subject: ITP -- No Tribal Trails Connector

Dear Mayor and City Council,

Things seem to be set in stone before the public is fully aware of each segment of the Plan. In addition, each part is rushed through with a “lean” public process.

We are asking for the Tribal Trails Connector to be eliminated from the ITP. It seems beyond reason to disturb the pastoral area that the Connector would cross. All the trees AND the current, expensive Pathway would be destroyed in the process. Wildlife would be sacrificed as would neighborhood quality of life and the safety of many, many children. Routing past such a concentration of schools and athletic fields is beyond the pale. Please do the proper studies BEFORE the Tribal Trails Connector is adopted as part of the ITP. Do more than give empty lip service to our wildlife, children and neighbors!

Relieving town traffic at such a great, irreversible cost is NOT the answer.

Thank you,

Jim and Laurie Genzer

This email has been checked for viruses by Avast antivirus software.
www.avast.com

From: Michael Wackerly <mwackerly@ci.jackson.wy.us>
Date: June 27, 2015 at 4:59:50 PM MDT
To: Mark Newcomb <mnewcomb@tetonwyo.org>, Melissa Turley <mturley@tetonwyo.org>, Barbara Allen <ballen@tetonwyo.org>, Paul Vogelheim <pvogelheim@tetonwyo.org>, Smokey Rhea <srhea@tetonwyo.org>
Cc: Bob McLaurin <bmclaurin@ci.jackson.wy.us>, Sean O'Malley <somalley@tetonwyo.org>, Larry Pardee <lpardee@ci.jackson.wy.us>, Tyler Sinclair <tsinclair@ci.jackson.wy.us>
Subject: Tribal Trails Connector

Dear County Commissioners:

I would like to speak to you as a resident of Indian Trails. I support the Tribal Trails Connector; and I am not the only resident of Indian Trails that does.

I attended the annual Indian Trails HOA meeting in December. Tribal Trails connector was discussed. I told them that from my experience on TAC I knew that this connector was needed for efficient traffic movement and that it would be designed in a way to discourage high speed through traffic. The purpose would be to serve local neighborhood traffic destined for the west bank or points west, not to act as a bypass. At one point someone asked for those in favor of the connector to raise their hands. More than half the people raised their hand in favor of the connector.

When my wife and I purchased this property we were told that the Tribal Trails connector would be constructed. All property owners bought their home with this knowledge.

We drive from our home to points west many times a week; each time we do this we are adding unnecessary traffic to the congested Y intersection. I ask you to please construct this project as soon as practical.

Thanks

Michael Wackerly
307-690-8363

From: Mark LaJudice <mark_lajudice@hotmail.com>
Sent: Tuesday, June 30, 2015 5:29 PM
To: County Commissioners; Town Council; Tyler Sinclair - Teton County;
responsiblegrowthjh@gmail.com
Subject: Please find attached my comments regarding the Draft ITP
Attachments: TTCR Comments.docx

Please find attached my comments regarding the TTCR and the Draft ITP

Thank You.

MARK LAJUDICE

P.O. Box 6797 Jackson, Wyoming 83002

307-690-4448

mark_lajudice@hotmail.com

To:

Town of Jackson Councilman, Don Frank, dfrank@ci.jackson.wy.us

Town of Jackson Councilman, Bob Lenz, blenz@ci.jackson.wy.us<blenz@ci.jackson.wy.us

Town of Jackson Councilman, Jim Stanford, jstanford@ci.jackson.wy.us

Teton County Commissioner Chair, Melissa Turley, mturley@tetonwyo.org

Teton County Commissioner, Paul Vogelheim, pvogelheim@tetonwyo.org

Teton County Commissioner, Smokey Rhea, srhea@tetonwyo.org

Teton County Commissioner, Mark Newcomb, mnewcomb@tetonwyo.org

Teton County Commissioner Vice Chair, Barbara Allen, ballen@tetonwyo.org

Re: TTCR – Tribal Trails Connector Road

Dear Public Officials:

First of all, thank you all for all the time and effort and good thought you put into helping make and keep our community one of the best places to live on earth. I am a 34 year resident and have always appreciated the hard work our public officials do for us.

Throughout the years I would say the planning staff and commissioners have shot a success rate north of 90% in all the decisions they have made on behalf of the valley residents. That is high praise and a track record that very few communities (or sports stars or businessmen) can come close to meeting.

Unfortunately though, I have to say that I believe the Tribal Trails Connector Road component of the Draft ITP – Draft Integrated Transportation Plan – is a serious misstep for many, many reasons. I am so very thankful that it is still labeled a **DRAFT** plan. We need a serious community discussion about it before it is too late.

Timing:

I realize that to most of you who have put so much time and hard work into the comprehensive plan and associated documents, including the Draft ITP, it must feel like everyone in the community is fully informed and in agreement. This is far from the case. To most valley residents (including those who attended the public workshops) the Draft ITP is still “that document that deals with pathways and bus transportation”. Sometimes it takes a newspaper headline like the one in the Saturday June 27, 2015 Jackson Hole News and Guide to make people, myself included, perk up and realize what drastic, harmful, and irreversible decisions are potentially about to be made. This doesn’t make us poor citizens. It is simply how human nature works and you need to accept that and allow time for serious public input before any decisions are made; most certainly more time than is available between now and the scheduled joint town and county meeting on July 6th, 2015 at 2pm.

Regarding the JHN&G newspaper article:

Headlines sell newspapers and I am sure this one made a lot of people snatch up the daily issue. **WYDOT: Tribal Trails needed.** That headline is written as if it were a foregone conclusion when in reality it is just WYDOT’s desired outcome. The article makes it clear that WYDOT’s goal is to take the quick fix and relieve pressure from the “Y” intersection as quickly, cheaply, and easily as possible, and subsequently do a “lesser” fix of the “Y” intersection down the road. In a vacuum, with no other considerations involved, quick, cheap, and easy are not bad goals. This however is not a vacuum and there are MANY other considerations that need to be involved in the decision. The Tribal Trails Connector Road will severely and permanently negatively affect a very large part of our population. The quick fix is not the right fix – as is so often the case in hard decision making. I’ll discuss more on the negative effects of the TTCR in a latter section. But for now one last comment about the newspaper article: WYDOT’s resident engineer Bob Hammond states “Without such a road the Y intersection will have to be a lot bigger – much bigger than what the community probably wants”. With all due respect to Mr. Hammond, I don’t think we should let WYDOT tell us what the community wants. Let the people of Teton County and the Town of Jackson tell you what they want. It is time for a considerable amount public input before any decisions are made.

The Draft ITP – Draft Integrated Transportation Plan:

I went to the website and downloaded and read the entire Draft ITP. It is a very impressive document with much virtue and obviously much hard work put into it. Again I give my kudos to our public officials. In regards to the TTCR though, it is obvious that WYDOT had the major influence on this section of the document. It reads much like the newspaper article. Their goal is to use the Tribal Trails Connector Road to quickly, easily, and cheaply relieve pressure on the “Y” intersection and then do a “lesser” fix of the “Y” intersection down the road. Again I must note that this is not the correct approach. The “Y” is the crux of the problem and should be fixed first and correctly and for the long term – even if it takes a little longer to do. Major traffic should flow through major arteries and should not be routed through residential areas full of neighborhoods, schools, athletic fields, and wildlife corridors.

I was very glad to see that the Draft ITP had verbiage specifically calling for public input. I quote from the document:

“PUBLIC INVOLVEMENT: It will be critically important to the success of these projects that Teton County and WYDOT involve County residents and businesses throughout project development. Other stakeholders, including, but not limited to, neighborhood associations, business organizations, conservation groups, landholders, and state and federal agencies should also be involved in the project development and design process”.

I hope all of the stakeholders are given ample time for education and public input prior to any decisions being made.

What has caused the traffic growth at the “Y”:

We all know the answer to this question – a thriving and growing economy. Thirty Four years ago you could lay in the middle of many streets for an hour on an October day and probably not even get honked at by a passing vehicle. Living through off-seasons was tough. But we loved this place and we stayed. Today we have a thriving year round economy which is a wonderful thing. The cost, though, has been growth. Growth in east and west Jackson neighborhoods, growth along Flat Creek, growth in the Snow King resort district, growth in hotels and hotel occupancies, growth in retail businesses, growth in restaurants, growth in affordable housing in town and throughout the valley, growth in construction, growth in services for seasonal second homeowners, growth at the hospital, growth in government services, growth in the burgeoning industrial districts along south HWY 89, growth in grocery stores along south HWY 89, growth in commuters coming from Victor, Idaho and areas to the west, growth in commuters coming from Alpine, Wyoming and areas to the south, growth in Teton Village requiring employee commutes from town and visitor trips through town, growth in housing in Wilson and all along the west bank requiring trips to town for services, growth in the need for service and construction businesses south of town to get to the west bank, growth in almost anything you can think of. And yes, this includes growth in south park neighborhoods, schools, and athletic fields.

No Shortcut, literally and figuratively:

None of the above paragraph is any great news to you. We all know about growth. My point though, and I hope it is obvious, is that the growth in traffic at the “Y” comes from innumerable sources and the still primarily rural neighborhood, school, and athletic field areas of South Park should not even be considered as the dumping ground for 13,000 vehicle trips per day by building a connector / bypass / shortcut road through the area.

Please note that “No Shortcut” can and should be taken both literally and figuratively. The TTCR should not be built as a shortcut for 13,000 cars to race through daily and the Town and County Commissioners should not take the shortcut of approving this road instead of making the harder, more appropriate decision to preserve this area and instead concentrate on the source of the problem first. The “Y”.

Great Minds Abound:

The TTCR should **immediately and permanently** be removed from the Draft ITP and the ‘problem’ should be rephrased and posed to WYDOT and consultants as such: How do we fix the “Y” to the best possible specifications without any option to use the TTCR. Great minds abound. If the problem is posed correctly great solutions will arise. Perhaps it is the roundabout, an over/underpass system, or some even more creative proposal that none of us have thought about yet.

I personally love the roundabout option and have heard estimates that it would move traffic through the “Y” intersection at three times the current speeds. I will try to ask about this specifically at the July 6th meeting. I grew up in Ohio about a mile from an EIGHT-PRONGED roundabout that handled tens of thousands of vehicles per day in a very efficient manner. We are only talking four prongs at the “Y”.

I have also heard that the consultant that proposed the roundabout at the Y has constructed as many as 30-50 such roundabouts. It would be very interesting to visit, view by video, or consult with town leaders in the communities where these roundabouts have been installed. I’d do the research on my own but wouldn’t know where to start. I’m sure the planning commission would be up to the task though.

Smart people can come up with amazing ideas but they need to be tasked with the correct problem to fix and not given the option to choose the band-aid fix that is quickest and easiest - and that will have everlasting deleterious effects on a large portion of the population.

Tribal Trails Connector Road – a misnomer:

Twenty years ago when the TTCR was platted it was meant to be a connector road for the benefit of the population that lived in the South Park area. Times have changed. Traffic sources have changed. Plans need to change. Any proposal that this road is being built for the benefit of the neighborhoods in the area is simply an excuse. The real goal of this road being built is to relieve pressure quickly and cheaply off of the “Y” intersection at the expense of the neighborhoods from Indian Trails down to the south end of South Park Loop Road. At best it should be called “The Bypass”. In all reality the true term should be “The Shortcut” as that will be the primary use of the road. Do a thorough canvassing of the residents from Indian Trails south to the connection of South Park Loop road and HWY 89 and ask if they want this road and, once fully informed, I am sure you will receive a resounding “NO”!

Negative impacts of the TTCR:

*13,000 vehicle trips per day through an area that is primarily rural residential and includes six schools, 15 athletic fields, and significant wildlife corridors. There will be negative effects on all residents.

*Pollution in these same areas.

*Safety issues in these same areas.

*Increased wildlife / vehicle accidents.

*Additional traffic problems at four locations including the connection of the north end of the TTCR with HWY 22, the connection of the north end of South Park Loop Road with South HWY 89, the connection of High School Road with South HWY 89, and the connection of the south end of South Park Loop Road with South HWY 89. The infrastructure is not set up to handle this and you will just be trading one traffic problem for four new ones.

*Speeding (even greater safety hazards in addition to the sheer volume). Anyone who does not believe this will be used as a shortcut and that speeding will not be the norm regardless of any attempted safeguards is going to be unpleasantly surprised. Consider other rural roads that have reasonable speed limits and ask their residents if people speed on them. Fish Creek, Spring Gulch, and even the existing South Park Loop Road.

*Additional law enforcement needs for the area.

*I have also heard that the WYDOT wants to do the TTCR first so that it can be used as a total bypass when they do decide to do work on the “Y”. I hope to ask about this specifically at the July 6th meeting. If this is the case it is most definitely yet another item that the public needs to be fully informed about.

*The project is irreversible! And will be a de facto shortcut for the next 50 years. Please fix the “Y” and remove this project permanently from the Draft ITP.

Snow King Residents take note:

Residents of neighborhoods along Snow King Avenue and throughout Jackson should also be concerned and consulted about the choice to do the “Quick Fix” with Tribal Trails instead of fixing the “Y” to the best possible specifications.

Fixing the “Y” would ease traffic through all of these neighborhoods as people would not fear using Broadway and passing through the “Y” and would use the route – the primary artery – instead of trying to cut through or bypass via Snow King Avenue.

I hate to be redundant, but it bears saying again: Traffic should be routed through major arteries and through business districts – not sent through neighborhoods.

If the TTCR is completed first, WYDOT has openly stated that their goal would be to do a “lesser” fix at the “Y”. This really needs to be communicated to everyone.

Form Letters and Digital Petitions:

You will no doubt be receiving many comments on the TTCR in the coming week. Many of those will be via Digital Petitions and “Form” letters. Please do not discount these attempts to contact you. Each of these people feels as strongly as I do about shutting down the TTCR permanently and if you were to talk to them one-on-one you would see that. They simply do not have enough time in their day to write a long rambling letter. This doesn’t make the issue any less important to them.

10/100 to 1 Rule:

I’m sure you all know that for every person who takes the time to voice their opinion, even with a simple signature on a petition, there are another ten, if not 100, people who feel the same way. Once information is fully disseminated you will find literally thousands of citizens opposed to this project.

The ambivalent and / or not fully informed:

I have a great friend (40 year valley resident) I have coffee with a few times a week who asked about the digital petition going around. He said he avoided it simply because he didn’t know enough about the project or the Draft ITP. There are many like him. Some may be for the project if fully informed, but it is my guess the majority would be against it. I think it is in everyone’s best interest to try to draw as many of these people into the conversation as possible. Information and public input takes a little time. Decisions last a lifetime.

Redundancy:

I have heard redundancy mentioned several times in relation to the TTCR. I assume this to mean the need for a second access to HWY 22 in the case of an earthquake or other natural disaster. I spent ten years as a Teton Village Volunteer Fireman and fully understand the concerns about redundant routes during natural disasters. This is the ONLY valid reason I have come across to even consider the TTCR. If this is a concern then I would suggest that it is possible to finish the Tribal Trails connection to HWY 22 as a gravel road that is kept gated at each end and is available to be opened and used in a state of emergency.

Summary:

I actually had about ten more items I wanted to talk about but I will conclude here due to time constraints and perhaps bring them up again at another time.

I'll be brief.

I encourage you to not just table this project but to immediately and permanently remove it from the Draft ITP.

I encourage you to take the long term approach and fix the "Y" to its best possible use.

I encourage you to not make this your legacy. Instead, make your legacy one of a thoughtful, careful, non-rushed approach to do what is best for Jackson Hole Residents in the long run.

I thank you all sincerely for your time in reading this and your hard work on behalf of the citizens of Jackson Hole.

I welcome any comments or questions and offer my time if I can be of assistance in any way.

Sincerely,

Mark LaJustice

P.S. – Full Disclosure: I am a member of the Indian Trails Home Owners Association and thus have interests very close to this topic. I still believe that most of my thoughts are motivated by living in and loving Jackson Hole for 34 years.

From: Pat Michael <pat@hcdlawyers.com>
Sent: Tuesday, June 30, 2015 2:15 PM
To: Town Council; County Commissioners
Cc: Keith Gingery; Audrey Cohen-Davis; Nicole Krieger
Subject: Public Comment for JIM Meeting July 6, 2015 Re: Teton County ITP
Attachments: Public Comment for JIM Meeting July 6, 2015 Re Teton County ITP.pdf

Attached is a Public Comment letter for the JIM Meeting being held on July 6, 2015.

Please direct this email to the person responsible for including the letter in the meeting.

Thank you.

--

Pat Michael
Legal Assistant
Hess D'Amours & Krieger, LLC
30 E. Simpson
PO Box 449
Jackson, WY 83001
307 733 7881
307 733 7882 facsimile

Frank Hess*
Paul E. D'Amours**
Nicole G. Krieger*
* Admitted in WY
** Admitted in WY, ID & CO

HESS D'AMOURS & KRIEGER, LLC
ATTORNEYS AT LAW
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Jackson, Wyoming 83001

(307) 733-7881 Phone
(307) 733-7882 Fax
nicole@hcdlawyers.com
Pat Michael
Legal Assistant

June 30, 2015

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

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

Via email to council@townofjackson.com and commissioners@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.

For the reasons set forth below, the RGC strongly opposes the proposed Tribal Trails Connector Road (the "TTC"), as identified and prioritized in the proposed Teton County Integrated Transportation Plan (the "ITP" or "the Plan"). The RGC thus **respectfully requests that the Board and Council remove the Tribal Trails Connector from the ITP pending further necessary investigation, study, and analysis.** As of the date of this letter, 282 individuals have signed a Petition to stop the TTC. The Responsible Growth Coalition implores the Teton County Board of County Commissioners and the Town Council to listen to the voices of its constituents who will be most impacted.

This request to remove the TTC from the ITP is based on the following:

1. **No Analysis of the Safety Impacts on Children and other Non-Motorized Users that will Result From Construction of the TTC.**

The TTC will bring an estimated 10,000 to 15,000 additional vehicle trips through the most concentrated school zone in Teton County. Approximately 2,000 children attend four public schools, two private schools, and a daycare facility on and around High School Road. Numerous athletic fields are directly adjacent to the schools, and are used year-round.

Active travel to and from school is directly addressed and encouraged in the ITP, and for many of these students, bus service is not even available due to the short distance between home and school. Yet the safety of these students and their families as they walk and bike to school, and to and from activities, has not been meaningfully analyzed in the ITP or elsewhere. Nothing

in the ITP mentions, much less addresses, these real safety concerns, and the consultant hired to draft the ITP expressly acknowledged that no specific safety study on this area has been completed. The Town and County should not prioritize a road that has such significant safety implications to such a large number of its citizens.

2. The Proposed TTC is Inconsistent with the Teton County Comprehensive Plan.

The 2012 Teton County Comprehensive Plan states that its goal is 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) To achieve this desired character, the Comprehensive Plan focuses on protecting and enhancing the community within which we live, and states that we must strive toward the three common values of ecosystem stewardship, growth management, and quality of life.

Construction of the TTC is directly at odds with these goals and core values. The TTC will indisputably cause significant increase in vehicle trips in areas of the County designated under the Comprehensive Plan to retain their rural, open space character, or their status as high quality, desirable Complete Neighborhoods. Nothing in the ITP explains how we will preserve quality of life and ecosystems with trucks, vans, busses and cars driving through rural areas in ever-increasing numbers. Likewise, the TTC’s impact within the school zones appears to be the antithesis of protecting the safety of our community.

More specifically, the TTC seems to run counter to the Comprehensive Plan policies found in Section 7, which include policies related to discouraging use of single occupancy vehicles (Policy 7.1.d) and reducing wildlife and natural and scenic resource transportation impacts (Policy 7.3.b).

Because the TTC runs counter to the goals and certain policies of our Comprehensive Plans, it should be removed from the ITP at least until such time as these concerns have been addressed and analyzed.

3. The Prioritization of the TTC Relies on Stale, Outdated Data and Fails to Acknowledge Changes to Adjacent Neighborhoods.

The lands and neighborhoods most directly affected by the TTC have changed significantly over the past decade. Yet the traffic numbers apparently relied upon in the ITP have not been updated to take into account these changes, nor does the Plan take into account recent school data. Rather than acknowledge or explain why outdated data is being used, or take the time to collect new necessary data, the Plan relies upon this stale data to support the conclusory determination that the TTC is needed. The Town and County must gather and study current data and impacts before TTC can be included in an approved transportation plan.

4. Traffic Created by the TTC will Not be Local.

The June 23, 2010 South Park Sub Area and High School Road Corridor Transportation Analysis prepared for the County has established that only 1/3 of the traffic that will use the TTC will originate or have its destination in the South Park Area. The remaining 2/3 of the traffic projected to use the TTC will be non-local. Based on these figures, one must conclude that the

TTC will be a bypass highway that diverts traffic into residential areas that are not designed or structured for high volume traffic; causing highly negative impacts. While the ITP states that design features will be added to discourage cut-through traffic, there is no confirmed commitment to such plans, which may or may not become part of a future project. Furthermore, it seems that such designs would do little to decrease the congestion at the Y intersection, thereby creating an inherent conflict in the goals of the ITP.

5. Improvements at the Y Intersection Must be Prioritized and Attempted.

The ITP perfunctorily claims that improvements at the Y intersection will be insufficient to address the County's transportation and traffic-mitigation needs. Wyoming Highway 89 and 22 were designed as, and continue to be, the primary travel route for carry-through travel in Teton County. Further analysis of options for improving the Y intersection must be conducted prior to moving forward with the TTC. In 2010, traffic consultant Robert Bernstein, P.E. conducted a thorough analysis for Save Historic Jackson Hole and others. Based on his considerable expertise and familiarity with Teton County road systems, Mr. Bernstein advised that a comprehensive set of feasible improvements should be made before the TTC could be considered. More recently, the roundabout option has been considered, but not meaningfully pursued. The ITP fails to address why we are not considering these recommendations. Why does the ITP not first mandate that we improve our existing roadways, in advance of proposing a potentially unnecessary road that will have a detrimental impact to so many Teton County residents?

6. The ITP Lacks Necessary Noise, Air Quality Impacts, and Wildlife Impact Studies Related to the TTC.

The ITP does not contain any data or information related to the noise and air quality impacts that will inevitably be created by the TTC. Under the ITP, vehicle trips on neighboring roads will increase by 10,000 to 15,000 per day once the TTC is constructed, with no clearly established guidelines for restrictions on the type of travel allowed along the TTC. The wildlife in South Park is abundant, and although the roads themselves are not located in the Natural Resources Overlay, studies must be completed that look at the short and long-term impact on wildlife with such a significant increase in traffic with no seasonal or other controls. The Town and County should not adopt the TTC portion of the ITP plan without a complete advance analysis of the noise, air and wildlife impacts the TTC will create.

7. ITP Fails to Address Cumulative Impacts at Intersection of South Park Loop Road and Highway 89.

The intersection of Highway 89 and South Park Loop Road, the intersection through which the intended "pass through" traffic will travel has no signal and is currently rated with an F level of service. The ITP fails to acknowledge or address this real-world problem, nor are any solutions proposed.

In closing, the RGC is aware that the County and Town have spent considerable time, energy, and funds on the ITP. RGC does not have any objection to adoption of the ITP, so long as all sections related to the TTC as a prioritized project are removed. By removing these sections, the County and Town can move forward with their many other initiatives while undertaking the further study, analysis, and data collection that are needed to make a reasoned and accurate decision related to the TTC.

Regards,

A handwritten signature in black ink, appearing to read "Nicole G. Krieger", followed by a horizontal line extending to the right.

Nicole G. Krieger

cc: Client, Keith Gingery, Audrey Cohen-Davis

Name	Comments
Jason Anderson	Teton County Resident
Adrianna Anderson	Teton County Resident
Peter T. Halpin	
Kelly Halpin	
Diane Halpin	Wetlands, wildlife, neighborhood children, schools and churches will all be negatively affected if the connector road is built. It's hard to undo what has been done so please think NOW.
Jason Dunlop	
Mary Rossington	Teton County Resident
Mary K King	Teton County Resident
H. Parrott	
Jessie may	Teton County Resident
Patrick King	Teton County Resident
Paul clementi	its just a bad idea any way you slice it. Please do not do this to our community. There are lots of Children and much wildlife in our neighborhood.
Melanie Dalton	
Tim Dalton	
Courtney Leavell	teton county resident
Chandler Minton	
Jennifer James	Teton county resident
Hunter peck	
Jessica Cook	
Chris Taylor	Wow. This is just awful. The Stevenson/Minton family have lived here for YEARS. How could you do this?
Kristbjorg Johnson	
Brian Minton	
Ben Meyring	
Robert Agnew	
Anne g johnson	
Emily Eldredge	teton county resident
Troy Peck	
Jennifer Livengood	
John Koenig	
Chandler Minton	Teton County Resident
Scott Dixon	teton county resident
James Drumheller	dont do it!
Kimmi Kussy	
Rebecca Woerner	
Liz Johnson	Concerned Teton County Resident
Laura Dunlop	Teton county resident
Taylor smith	
shawn	
Steven Landis	
Margaret Brady	Another light on 22 is not the answer. Fix the y first. Thanks.
Emily Flanagan	Teton County Resident
Haley Deming	Teton County Resident
Chris Deming	Teton County Resident
Mary Rossington	Teton County Resident
Dale Rossington	

Gary Rossington
Liz Storer
Brandon Baker
Lance Cygielman
Jonathan Schechter
Derek Goodson
John Wright
Dana Olson
Aaron Galbraith
Holly Miller
Sammie Smith

Teton County Resident
Teton County Resident
Teton County Resident
Teton County Resident
Teton County Resident
Teton County Resident
Teton County Resident
Teton County Resident
Teton county resident

TETON COUNTY RESIDENT Dear Commissioners, This is poor planning in the highest order. Why would it be a good idea to reroute thousands of cars with no outlets besides school zones and places that children play? And with highest traffic during the hours that those roads are busiest with school children, buses, parents, and after-school activities? The whole plan is so flawed it's mind boggling. There is no way for a car to leave the proposed area without going through a school zone. Not to mention, the money would be better spent improving the Hwy 22 / 89 intersection so it functions at a level better than it does now. The only time it is congested is also the times that the roads to the schools are congested. What a potential nightmare every day for children, teachers, parents, and the community at-large.

Sharee Moser
Katie Holmes
Genevieve Cozzens

I live in the Ellingwood Affordable neighborhood. I WANT THIS OFF THE TABLE until there's been an independent safety impact study & a funding source been identified. From a multi-mode transportation pov, this connector risks everyone: children walking & biking to schools & bus stops, parents driving to the recreation fields, laborers driving to sites, valley residents & tourists on the pathway network. From a wildlife pov, more traffic roads inevitably cause more animal roadkill. From a government budget pov, how can we afford it even though it may be wanted? Lemme tell ya about myself: I got my own personal faults. I try to help our community. I've served on my HOA Board for nearly eight years. I also have served on the Teton County/Town of Jackson Pathways Taskforce for over three years, I have volunteered with Jackson Hole Boy Scouts of America for over six years, as well as local JH & international church-directed humanitarian projects for fourteen years. I bike commute to work & everywhere else, everyday, year-round, except when I walk to the bus stop across the road & ride START. I encourage my children who bike to school & visit friends' homes each day on JH Community Pathways & sidewalks, despite that the paths are intersected by County roads & Town streets that are ALREADY plagued by unsafe designs, reluctant law enforcement & careless drivers. Cellphone driving- yikes! Please ask your HOA to submit a letter of solidarity w/ this coalition.

Andy Weenig
Tricia Freeman

OTHER SOLUTIONS (ROUNDAABOUT) SHOULD BE INVESTIGATED FIRST. TCR SHOULD BE REMOVED FROM ITP UNTIL THAT HAPPENS

richard aurelio

This petition is an important means of not only protecting health and safety in Jackson Hole but as well the quality of life, through transportation efficiencies, that distinguish this Last Great Place from other communities

Leon G. Campbell
Mary K King
Lon Lund

hilary cantu	Teton county resident Please vote no on this... we do not need this road!!!
Stephanie Buelow	no thanks!
Amira Burns	Teton County Resident
Linda Aurelio	
Shannon Asbell	
Geoff Gottlieb	
Tenessa Singleton	
chris owen	
Leigj Gardner	We live in Indian Trails. Strong NO in this one.
	Please be practical, as well as respectful of Teton County residents, the environment, and wildlife. Why would millions of dollars be spent simply to MAYBE alleviate a few minutes of traffic a few days or weeks a year? This is not Detroit - or Salt Lake City - or even Idaho Falls.
Vicki L. Rosenberg	
Anonymous	Teton County Resident
Shane Rothman	
Michelle Ohmart	
	Hello, I attended the meeting concerning the roundabout at the Y and the expert speaker explained it would be the proper and successful option for traffic management. Just because town is growing and high density housing as well as re zoning for greater building hieght is being permitted it does not mean that all of Jackson need to be developed Let's keep the character of the Valley in tact, what will be built can never be taken back to quiet and nature. The wildlife migration route for elk as well as swans, moose, deer, raptors, waterfowl and much more all use this area near Tribal Trails. Children moms joggers dog walker runners bikers enjoy this break in the traffic to recreate in this area too
Rick Wieloh	Teton county resident
Steve white	
	My understanding was there was a comprehensive network of roads/connectors/crosswalks/stop signs/shoulder development on roads connecting to the Tribal Trails connector. Punching a road through and not addressing the rest of this is really poor management.
Whitney Royster	
Brett Halpin Mendoza	
Barbara Wogoman	Teton County Resident
Carly Mitchell	
jason malczyk	no more roads, roundabout first
Michael Rosenberg	Resident of Teton County (Wilson, WY)
Maquel Wilson	
Kathy Tompkins	Fix the Y and reduce traffic. Don't reward bad habits by diverting 9,000 cars a day through 6 school zones and family neighborhoods.
Michael McHugh	Teton County Resident
Christy	
Brian	This will make the tribal trails neighborhoods unsafe for pets, children, and residents. Teton County Resident I hope those who are making this very important decision, will please, hear what we are saying. We DO NOT want the connector road going in because of the negative impact it will have. I believe that it will cause more problems in the long run.
Sandy Landis	I feel completion of the tribal trails road will completely change the characteristic of of surrounding communities. My biggest concerns being; increased risk to children at home and school, and increase noise/congestion.
Brandon Barlow	Teton County resident
Jaclyn Jaroch	
Maia	
Lori Roux	Teton County resident

Russell Ross Teton County Property Owner
Tara Hagan I am a Teton County Resident and would like to avoid additional traffic near our schools.
James Anderson Teton County Resident
Evan McHugh Teton County Resedent
Chris Plymale
James yarrow teton county resident
arnold silverman a dangerous waste of money.
Renee Holik Teton County Resident
Michelle Finley I am a Teton County Residence and I strongly oppose the connector.

Lou Wade Please do not run the Tribal Trail Connector thru our neighborhood!All the traffic would be a heavy impact on school children walking home,It would disrupt the migratory route of hundreds of elk.When the original comprehensive plan was planned the apartments and affordable housing and 3 Creeks were not there nor were there 7 schools.The emissions would cause problems to the environment for the surrounding neighborhood effecting people,elk,trumpeter swans and the other birds in our avian paradise,As well as moose,fox to name a few of the wondrous we are privileged to live amongst which most of us moved there to enjoy.The death rate of wildlife would rise as it did on Moose Wilson Road wiping out so many moose."This is Wyoming let's keep it wild "said Helen Mettler at age 12!

Lou Wade Please do not run the Tribal Trail Connector thru our neighborhood!All the traffic would be a heavy impact on school children walking home,It would disrupt the migratory route of hundreds of elk.When the original comprehensive plan was planned the apartments and affordable housing and 3 Creeks were not there nor were there 7 schools.The emissions would cause problems to the environment for the surrounding neighborhood effecting people,elk,trumpeter swans and the other birds in our avian paradise,As well as moose,fox to name a few of the wondrous we are privileged to live amongst which most of us moved there to enjoy.The death rate of wildlife would rise as it did on Moose Wilson Road wiping out so many moose."This is Wyoming let's keep it wild "said Helen Mettler at age 12!

Lou Wade
Mary kay
Matthew Belford
Alexander Muromcew Not in the best interest of the community

Thomas Wiedeman Don't build it.
Cindy Daly

Mike May With all due respect, this connector road is pure folly. Wildlife issues associated with this road not to mention dumping traffic into a school zone makes zero sense so please DO NOT let this discussion continue. I read that county rep Sean O'Malley say in the paper that people wouldn't use this as a shortcut but it be for local traffic. I was born at night - but not last night. Weak statement and our county leaders need to wake up or move on. Again, please do the sensible thing and stop this project before it starts.

Niklas Brosnan
Sarah Platt
Mary Bess

KC Bess I am a Teton County resident and I don't think there is a need to have a connector road. The extra three minutes it takes to get through the intersection by Albertsons is not worth the impacts this road would have. Thank you.
Alice

jim hesser Teton County resident

Lyle & Michelle Finley

Haynes Poe Teton county resident

Mark Hale

Paula Lodge

Betsy Hesser

King Husein

I am a resident of Teton County and live on S. Creamery Lane. I am concerned about the safety of children in the neighborhood. . I strongly oppose the connector road.

Jerry Kirk

Viesia Kirk

I am a resident of Teton County and strongly oppose the Tribal Trails Connector Road. I have used roundabouts all over the world and have seen how effective they are. There is nothing to lose by first building a roundabout at the Y and measuring the decrease in delays and congestion. Then a more informed decision could be made about the need for the Tribal Trails Connector Road.

Ronda Norton

James C. Norton

I am a Teton County resident and strongly oppose the Tribal Trails Connector Road. We do not need to throw more traffic inhibiting the natural migration of Elk and other wild animals. Let's not destroy what has made Jackson so unique! Why would we want to pour more traffic onto school zones??

Steve Sharkey

Bobby Holik

Audrey Blum

Henry McKinnell

Joanna Slonecka

Jessica Lang

I'm opposed to a Tribal Trails connector. I do not believe it is necessary for a smoothly functioning Y, and it will produce dangerous traffic in nearby neighborhoods like Cottonwood.

Teton County Resident

Teton County Resident

Stand up for children and the environment.

Teton County Resident

Dennis Jesse

Aren't we supposed to be riding the bus? This thoroughly contradicts that plan. Let's have the traffic experts study how to fill school buses and Start buses, Whether conceived as a connector or bypass, there are better solutions to traffic flow: improving traffic flow through the Y, and improving public and school transportation options are good places to start.

Elizabeth Storer

Frank Lane

Armond Acri

Diane Hazen

Town of Jackson resident

Teton County/South Park resident

James Peck

Completion of the Tribal Trail Connector should not even be contemplated until all efforts have been exhausted at the "Y". Please investigate the installation of a roundabout at the "Y". Nobody "downstream" of the connector going south is prepared for the impacts this road will have. Safety, wildlife and neighborhood character are all greatly impacted by this concept.

You need the roundabout at the Y anyway, so why not build it and see if it solves the problem without spending money on the Tribal Trails Connector.

Justin Adams

Louise Sanseau

Rich Bloom

Katie White

Town of Jackson resident

teton county

This new dangerous intersection would only cause slowdowns and backups on 22 and would lead to widening of the highway. A wildlife migration corridor will be replaced by traffic and probably miles of fencing. This would be a mistake.

Shane Rothman

Barbara Ankeny

Jeffrey Kaphan

Teton County Resident

Jeanne Maher
Marni Walsh

This is a precious area. Full of Elk, Moose and babies, Trumpeter Swans that were once endangered, mountain lions, Eagles and much more. Please do not allow this road to go through. We just lost our neighborhood Red Fox and an increase in traffic flow will endanger more of the reasons why we moved here.

Linda Schroth

This is a very dangerous alternative and will greatly increase traffic through a residential neighborhood with schools. It will impact the narrow South Park Loop road. And then it will cause a traffic jams at both intersections with HWY 189 at High School Rd and south end of the South Park Loop road

Maureen O'Leary
Kevin Anderson
Paul F. O'Brien
Valerie Music

Teton County Resident

This is an unnecessary intrusion into a pastoral area. It is totally wrong to run that traffic so close to schools and neighborhoods!!! And consider the wildlife!!!

Laurie Genzer

David Ellingson

Teton County Resident

I would like to see the County (and town) FIX THE Y, which will alleviate the need for Tribal Trails Connector. This road is not appropriate as proposed. Why

Lance Cygielman
Travis ward
Ralph Haberfeld
Ed Beddow

Teton County resident

I am writing to offer my opinion and strong disagreement with the proposed plan to use the Tribal Trail Connector as a way to rectify the problems with traffic in Jackson Hole. Most folks around the community are unified in their opinion that the "Y" intersection is the major culprit in the traffic snafus that have hit our area. It seems that we need to address the problem (i.e. improve the Y Intersection), instead of creating half-measures that will create new problems.

Matthew Smith

Fix the traffic issues at the "Y" and widen existing roads. Do not create unnecessary traffic routes in rural areas, especially around schools and already crowded #189 and high school road.

Jennifer Jensen
Debbie Petersen
Frances Zmok

Blythe Cox
Kimberley Morse

teton County Resident

With safety of our students/children already difficult, why would there be any suggestions that this would be a "good idea"?

Tallelah Johnson

Teton County Resident....will ruin the neighborhood-dangerous-unsafe-added noise-more pollution-needless expense when redefined & designed roundabouts will alleviate the problem!!!!

Worthington Johnson Jr

As I just went through the school zone on South Park loop a commercial vehicle just about rear ended me as I was driving 20mph. The "Y" needs to be improved and updated, as this will help unclog the congestion. Heck, let's install a monorail since the summer has become Disneyland.

Rhett Bain

Teton County Resident. The proposed connector road would dissect major wildlife migration routes and destroy quite nature of South Park Loop road. The additional traffic near schools and neighborhoods would be detrimental to the peaceful atmosphere of the area and degrade the quality of life for those who live there. The benefits of the new travel route are greatly overshadowed by these negative impacts. The same benefits could be achieved with a redesign of the Y intersection of Wyoming Highways 22 and 89.

I am totally against the proposed connector road! It makes no sense. Stop!

Wade McKoy
Fran Measom
Kim Springer

Teton County Resident.... Not a solution. One can easily foresee the issues this will create for residents, wildlife, and noise pollution where it doesn't belong. How about creating public transportation that supports our whole county instead of only Town-Teton Village traffic. Bus routes that enable people to leave cars at home. Neighborhoods south of town and in Wilson are long overdo for some public transit. Get creative Teton County. You have the ingenuity and resources to do so.

No to the Tribal Trails connector, this is not a solution to the traffic problems!

Julie Zell
David Pfeifer
Charlene Anderson
Mary Salerno
Steven Smnith

The Tribal Trails Connector may have made sense when it was originally proposed decades ago, but the growth in that area - esp in regard to the schools and sports fields - should necessitate a hard look at how safe this plan is now.

Cathy Blount
Julie Berezay
Pamela Gardner

Teton County resident

I am Teton County Resident. I believe improvements should be made at the Y before any plans are proposed for Tribal Trails

Horton Spitzer
Noah Messinger
Lauren Gardner
Fran Measom
Susan Prevost

The Tribal Trail Connector Road will not solve our traffic problems.

This proposal is contrary to everything that Jackson has done over the last 20 years to limit sprawl and development. This intrusion into the one of the only remaining peaceful zones within the town of Jackson is ridiculous. I thought it was a practical joke when someone told me that it was being proposed! Stop it, please!!!!

David Stout

Teton County Resident

Michelle McCormick
Lori Roux
Kathie Chandler

Teton County Resident I feel the safety factors are a primary concern and our town has so much repair to do to existing roads. This is not solving anything. Please don't do this!

Margaret Hochheiser
Vicki L. Rosenberg
Martine Lamoureux
Robert Ackerman

Teton County Resident

Does it really make sense to reroute traffic away from the town's commercial areas and through school zones, residential areas and migratory corridors? I am totally against the proposed connector.

Elizabeth Spradling
Mike May
Alex Ackerman
Brianna Matthews
Steven B. LaPorta

Spend money to widen and improve the traffic flow at the "Y" traffic light, not to endanger children and re-route traffic through school zones and residential subdivisions.

Mark Spradling
Miriam Spradling
Elizabeth Gardner
Scott Gardner

Please consider this proposal carefully. I do not think it is the best interest of this school zone, wildlife corridor and residential community to add this Connector at this point in time. Leave the road as it is - we don't need to have more traffic filing through this quiet part of Jackson and disrupting our neighborhood. Thank you, Lauren Ackerman 2871 3 Creek Drive Jackson, WY 83001

Lauren Ackerman

I oppose the Connector Road because it conflicts with the Comprehensive Plan and will divert 13,000+ vehicles, most of which are not local, onto residential and rural roads to bypass the congested Y when these vehicles should remain on the state and regional highway designed to handle heavy capacity traffic.

Michele Gammer

My objections to the Connector are set forth in my letter to the elected officials. The Y should be improved and the County should not divert heavy non-local traffic onto residential streets that house six schools and were not designed to handle throughtraffic headed from and back to the state and regional highway.

Andrew Salter

do it for the kids!

Steve Stuchal
Lara cilo

public comment before big decisions

Jay Anderson
DeNesha Anderson

DeNesha Anderson

Matthew Carry
Ann Frame
Diane Halpin

Teton county resident - please stop the plans for this road construction. We must find an alternative!!!

joseph mccormack
Jane Smith

I think that any road that would possibly cause harm to any children should not be constructed. I would hate to be the cause of any accident that this road would cause

Sandra Goodson
ann dwan

I am a concerned Teton County Resident. I have lived in Skyline Ranches since 2001, our property borders HWY 22. The only times I have seen 22 backed up is if there is construction taking place or an accident or weather conditions warrant cars to go slow causing traffic to back up. These issues would not in anyway be resolved by 4 lanes. There would actually be a greater possibility of more frequent and larger accidents. This is absolutely irresponsible the way local officials are wasting our hard earned tax dollars. Enough has been wasted on the unnecessary tunnel being created at this time. As well as the pathway bridge that I rarely see more than a couple of people on. The tribal corridor that is planned is unnecessarily going to reroute traffic into a residential area where there are a number of young children. You are setting this town up for an increase in traffic accidents and fatalities.

peter mettler
Emily H. Smith

first off, iam not convinced that the proposed connector road will allievate any traffic on either 22 or 89. I would consider two alternatives: first , I would increase the turning arrow lights at the Y so that they were similar to the light at 22 and the moose/Wilson road. this is nothing more than a timing issue that could be adjusted from time to time, for example, fourth of july weekend. next, assuming this did not make an improvement, I would build a roundabout or install a traffic light at the entrance to the science school. in conclusion, I don't think the proposed connector road will solve any traffic problems and will forever damage wildlife habitat.

John nixon
Jan Momchilovich

Teton County Resident

I find out it incredible that the county can't implement a solution that doesn't require a road right through one of our precious open spaces. Options and alternatives have been proposed and should be used as an alternative.

Garnett A. Smith

More study should be done at the Y by considering a roundabout or additional turn lanes etc. To put this additional traffic into a largely residential neighborhood is the wrong approach.

David Hoster
Robert markstein
Donna L. Clinton
Sharon Reiman
Michael McHugh
Kathy Remus

There is no need for this as our community is only congested for a few months. We did not move here to have highway systems.

Teton county resident

I am a Teton County Resident

Teton County Resident

No highway !!!!

I am against the highway change.

Bill Griffiths
Steven Landis
Barry & Lynne Cpx
Edye smith

It's hard to imagine that saving people from having to sit through a red light or two at the "Y" at peak periods is worth all of the negative effects of the proposed connector road. Any compromise in safety cannot possibly be worth it.

Bill Smith
mike meyer
HOPE BUCHBINDER
Petti Riley

This is a very bad idea for all the reasons enumerated in the article, but it also conflicts with the town and county's "Comprehensive Plan". Growth will always follow access, and this is exactly what the "plan" seeks to stop. DUH.
no connector road, please
TETON COUNTY RESIDENT INDIAN TRAILS RESIDENT

Karen Youngblood
Marni Walsh
Marni Walsh

BUMP from John Wright Public Comments must be submitted before June 30 to be considered at the July 6 meeting. Please let our elected officials know how you feel (include 'ITP Public Comment' in the Subject): Official ITP comment address: tsinclair@tetonwyo.org commissioners@tetonwyo.org.
council@townofjackson.com. Learn more: ITP web page:
<http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/> Current draft of the ITP: http://www.tetonwyo.org/compplan/LDRUpdate/ITP/ITP_PublicReviewDraft_5.15.15.pdf

I'm a full time Teton County Resident & oppose the Connector rd

Ryan and Linda Rumsey

Teton County Resident When we bought our house ten years ago we were assured this road would never go through. Not only would our property value go down but the peace and quiet we love about living in Indian Trails as well. We strongly oppose the connector road!!!
34 year Teton County Resident. Vehemently oppose the Tribal Trail Connector Road. This is NOT the proper way to mitigate traffic at the "y" and will have everlasting and irreversible negative effects on our community. Do not make this your legacy. Thank you.

Mark LaJudice
Justin Bemis

I am a Teton County resident and strongly oppose the Tribal Trails and South Park Loop Connector Road.

Alan Bergeron
Laura Sundrla
Brigid Rossolo
Carl Salerno

Part time Teton resident and property owner.

Fran Measom

Teton County Resident

Maybe I have already signed this petition? As a homeowner with a backyard facing Tribal Trails Road I am strongly against the proposal.

Neil Ford

We strongly oppose the connector road through Indian Trails, This is a temporary solution to a long term problem. Our neighborhood should not be a relief valve for the Y. There are too many schools and athletic fields, young children, and wildlife for this proposal. Our property values will drop as a result of this connector road. 12,000 vehicles over a 24 hour period is a vehicle average of 500 per hour or 8.3 per minute. 10,000 vehicles over 12 hours (7am to 7pm) is 833 per hour or almost 14 per minute. I live in the north end and will see everyone of those vehicles drive by; that is one every 4-5 seconds. Granted these are average numbers but imagine the traffic in these terms. Again we appose the connector road.

Susan Rotenstreich
dan reilly
Garry Tank

Teton Conty Resident

James Peck

Teton County resident. Before even considering the Tribal Trail Connector, our local governments should exhaust all options at the "Y". Also, they must fully inform residents of South Park of the traffic that is coming their way and how they must ultimately alter that road to accommodate it.

Tim Dalton

I strongly oppose the Tribal Trails & South Park Loop Connector Road, as it directs a large volume of traffic through a residential area, affecting local families and open space for wildlife.

David Khoury	Teton county resident, living in Indian Trails.
John Freeze	
Caitlin Dunlop	Teton County resident
Craig & Amanda-Jane Leslie	Teton County Residents who are frustrated at the willingness to disregard neighborhood values, and the clear foreseeable negative impact on the environment.
Betsy and Jim Hesser	We would like to postpone the note on the ITP because of impact to safety and wildlife. There is a better way to do this. And in all the affected neighborhoods, I don't know a single person who is in favor of the connector.
Phil Stevenson	My concern is that South Park Loop and other roads around the schools need to first be improved before this connector is added. We are not ready yet to handle this additional traffic on these rural roadways.
Erika Nash	Teton County resident We need to uphold the Comprehensive Plan and ensure our protection of people and wildlife
Richard Beck	
Dedre Mills	Huge wildlife corridor. Many school kids walking/riding bikes, etc. There must be a better solution! Teton County Resident / Jackson A detailed graphic depiction of this ultimate plan in the News & Guide is necessary to enlighten people about its consequences-- which are mostly negative for our community.
Valerie H. Beck	
William Smith	Teton County Resident
Irene Lund	Teton County Resident
Alan Lund	Teton County Resident; take the TTCR out of the ITP.
Bridget Rossolo	Teton County Resident
	 I have lived here in Jackson for over 25 years which I think gives me perspective on this issue. This extension will turn South Park Loop Road into a main road with this extension! The speed limit is 35 to 40 mph for many good reasons, This is a back road not a main road for north and south travel off the highways. Please do not put in this extension! Please maintain the rural character of Jackson Hole and South Park. Please find creative solutions to the problem at the Y. Too many people & cars are the cause of too much traffic, a problem that will not be solved with this extension. Please: let us, as a community, find other, long term, creative solutions! The State Highway department does not need to control what we do in Jackson! Why are we letting the State Highway department build more roads here in Jackson? to create more problems for our community, not less. What about the Cottonwood Trees that currently line South Park Loop Road? They will be destroyed and the beauty of the road destroyed along with them. I understand the need for multiple routes between areas, and I also think we need to look at how we are growing as a community.
Sarah Warren Hoffman	
Jeri Chandler	
Kim Murphy	Pls don't use this route. Can't believe it's even bring considered. Not a good plan.
Emily Lundquist	Fix the Y instead
Meagan Chandler	
Jon Stuart	This link road will destroy character of South Park. one of the last quite country place left in the Valley. Teton County Resident This an area of children, families and schools and wildlife habitat and migration and should not have increased vehicle traffic. There are other solutions for fixing the traffic problem at the Y. Thank you- Teton County resident.
Gina Kyle	
Kevin schutz	

Teton County Resident (Cottonwood Park area) - This road will bring more traffic than expected to the area. I as well as many others frequently must walk/ride along the road due to lack of sidewalks. More traffic will make this more dangerous. More consideration needs to be taken. More studies of the effect that this amount of traffic might have need to be done.

James Loudenslager
Genevieve Cozzens
Keith Cozzens
James McJunkin

Teton county resident
Teton County Resident

Andrew & Lauren Bishop

Let's exhaust our options on existing roads (i.e. the "Y") before we start building new routes that will most certainly negatively impact the residents, schools and wildlife of this area. Instead of running all this traffic through the already congested school zoned why don't we fix the Y? Aren't there several studies showing how a round about would vastly improve traffic? Didn't we pay for these studies? Let's look for a real solution!

Shane Ebersole
Fernando Guerrero
Jill Jachera
Bud Chatham
Kelly Kaiser

opposed to road.
Teton County Resident

Routing a connector through South Park Loop Road is unacceptable based on the environmental and wildlife disturbance. Add danger to all residents and school children, and this is completely out of bounds. Don't even consider it. Backed up traffic is a great alternative when I consider the ramifications of this proposed connector. I have known about the easement for many years, but with the recent growth and schools, it would be disastrous!

Laurie Genzer

From: Richard A <dick.aurelio@gmail.com>
Sent: Tuesday, June 30, 2015 10:00 PM
To: Responsible Growth JH
Cc: commissioners@tetonwyo.org; Town Council; Tyler Sinclair - Teton County; Cara Froege
Subject: Re: ITP Public Comment from 287 petition signers (names and comments attached)

When is this going to be sent in? Obviously has to be this week. Great job to all. Dick and Linda

On Tue, Jun 30, 2015 at 7:51 PM, Responsible Growth JH <responsiblegrowthjh@gmail.com> wrote:
Teton County and Town of Jackson Elected Officials,

Please enter the following as public comment to the ITP. The undersigned oppose a Tribal Trails connector road as indicated on a petition circulating for the last several weeks:

<http://www.ipetitions.com/petition/stop-the-tribal-trails-south-park-loop-connector>

Also, please take the time to view the following attached documents:

- 1). Root excel file with name and comments (email removed for privacy reasons)
- 2). pdf file showing the petition in its entirety with names and comments

Our quickly growing community movement requests you remove the TTCR from the ITP right away. We also strongly encourage that you begin listening to the community and not just Mr. Sinclair, Mr. O'Malley, Mr. Charlier and their associated staffs.

Thank you,

Jason C. Anderson
Executive Director
Responsible Growth Coalition

Stop the Tribal Trails & South Park Loop Connector Road

Please sign this petition to stop the Tribal Trails South Park Loop Connector Road for the following reasons:

- 1). **Child Safety** - Teton County has not analyzed the impact of 9,000-13,000 cars/day flooding 6 local schools who educate 2,000+ students. Every car entering Tribal Trails Connector will have to transit (at a minimum) one school zone.
- 2). **Athlete Safety** - Teton County has not analyzed the impact of 9,000-13,000 cars/day entering the areas of Middle and High School roads where thousands of athletes (many of whom are children) are participating in sports each and every day on 15 athletic fields.

From: Mike May [<mailto:mike.may@backbonemedia.net>]

Sent: Tuesday, June 30, 2015 5:01 PM

To: County Commissioners; council@townofjackson.com; Tyler Sinclair - Teton County

Cc: county@jhnewsandguide.com

Subject: ITP Comments - Pull the TTCR from the ITP

Dear County Commissioners, Town Council and Mr. Sinclair,

A few of you heard from me yesterday (Commissioners and Tyler) regarding potential upzoning in South Park and as always I appreciate your time. I'm writing today about the proposed tribal trails connector road specifically and the ITP coming up for a vote July 6th in general.

I think we can all agree that we need an integrated transportation plan and we appreciate the time and effort that staff, planners and our elected officials have put in to date, but I think the ITP plan in front of us needs more reflection and frankly a moment to hit the pause button. I know you have hard decisions to make with respect to future planning for our community, and please know we appreciate your efforts, however I feel decisions should not be based on incomplete or out of date information and as such the ITP is flawed.

There are some positives in the ITP plan, please don't get me wrong, but to drill down a bit there are some huge red flags in my mind too, specifically in the tribal trails connector road as proposed. I understand that we have to address traffic issues here in the valley and that the Y is troublesome at times, but I fail to see how directing traffic through a neighborhood AND directly toward the school zones and a myriad of schools is sound planning in any way, shape or form. As a dad of two young girls in the Teton County School District I ask you to remove the the tribal trails connector road from the ITP altogether., period.

I know planners have stated that the road would not be used as a valley shortcut, and that if designed properly it would ensure speed control BUT at the end of the day we're still talking about pointing, by modest estimates in my opinion, 9,000 to 13,000 cars a day toward a school zone? Please stop and think about that for a second. With all due respect that's madness BEFORE I even get to the fact that the numbers used to come up with those figures are outdated and we're developed when there were far fewer schools and students in the area.

Beyond that there are wildlife issues connected with the location of ttc as it represents the sort of perforated development that's happened all too often over the years in this valley seriously impacting our valley's large ungulates – one of the very things that helps make Jackson Hole, Jackson Hole.

I could go on but in short please pause the ITP for further study as we only have one chance to get this right and please remove the tribal trails connector road altogether from the ITP.

Thank you for your time and consideration.

Mike May
Jackson, Wyo
307-690-6939

From: Lori Z Roux <lorizroux@gmail.com>
Sent: Tuesday, June 30, 2015 4:40 PM
To: County Commissioners; Town Council; Tyler Sinclair - Teton County
Cc: Cara Froege; responsiblegrowthjh@gmail.com
Subject: ITP Comments - Keep Jackson Special, Remove the TTCR from the ITP

Dear County Commissioners and Town Council Members,

We all live in Jackson Hole for an assortment of reasons - the environment, the wildlife, the access to the outdoors, the beauty, the small town feel to raise a family.

Pick one... or pick 'em all!

We do not want Jackson to become just another generic USA, with big roads, big traffic, bigger problems. Is this what you, as our county officials, want to be your legacy? I highly doubt it.

Make smart decisions about what is right for our community. Remove the Tribal Trail Connector from the ITP.

Thank you,
Lori Roux

From: Richard A [<mailto:dick.aurelio@gmail.com>]

Sent: Tuesday, June 2, 2015 1:18 PM

To: Tyler Sinclair - Teton County; Alyssa Watkins

Subject: Public input to the ITP following yesterday's meeting: Bus Make Little Sense

Mr. Sinclair, and Ms. Watkins,

Please present and read to the commissioners, mayor, and staff at today's joint meeting.

While on the surface, the lofty goals of the ITP are commendable, when the details are examined it becomes clear that the unintended consequences may not be worth the damage it will do to the community. For example: Does it make any sense to widen HWY 22 to add bus lanes?

Cost will be about \$10,000,000 to widen hwy 22, but more importantly it destroys open space, increases wildlife kills, makes the roundabout more difficult to build...therefore, puts more pressure to build the TTCR to compensate, causing safety concerns along that route, and yet more money wastedall for?

Here is the math:

10Miles/55 Miles/Hour = 10.9 minutes to get from the Y to the village road

10Miles/45 " = 13.3 "

10Miles/35 " = 17.1 "

Therefore, If you go *10 MPH faster in the bus lane you save 2.4 minutes* if traffic is flowing at 45 MPH (Bus at 55) and 8.2 minutes if 20 MPH faster during the peak months of July and August.

Question for Sean O'malley and Jim Charlier:

1. How many busses will be traveling that route/day?
2. How many more people will ride the bus to save at best a few minutes?
3. How do you justify putting this in your recommendations?

Regards, Richard Aurelio 734 0061 H [650 279 0857](tel:6502790857) C



From: Richard A [<mailto:dick.aurelio@gmail.com>]

Sent: Monday, June 1, 2015 5:31 PM

To: Tyler Sinclair - Teton County; Melissa Turley; Smokey Rhea; Mark Newcomb; Paul Vogelheim; Barbara Allen; Sara Flitner; alwtkins@tetonwyo.org

Cc: Michael Polhamus

Subject: Correction of Jim Charlier's miss quote of Michael Wallwork

Dear All,

Thank you for participating in today's roll out of the latest draft of the ITP. While I was not able to participate in person, I was able to watch live streaming of the meeting.

Since you have all heard my opinion and suggestions, let me just correct what was a misquote by Mr. Chalier in answer to Mayor Flitners question:

Michael Wallwork said that a properly designed roundabout would work easily fitting into the space available and at a lower cost than the alternatives being proposed by WYDOT, and Jim Charlier. He also explained why using the same computer model and assumptions, his design would work, while WYDOT concluded it wouldn't.

In an off the cuff comment, he also said that he personally doesn't like Cul De Sac communities, and that if he was living in Indian Trails, he would like an alternate way out...like the TTCR. And then of course, if it were there, it would further reduce the load on the roundabout. But, he doesn't live there and the folks who do do not want to trade convenience for safety and lifestyle.

Jim Charlier's further comments that "they studied the roundabout option and that it wouldn't work because of space and drainage problems" is curious as when I asked repeatedly if there were any roundabout studies I was told no...only the WYDOT comments contained in the PELs report (Referenced in the ITP) which recommended alternative designs. If Mr. Chalier has done those studies, I suggest you ask for them, and then compare against the independent work of Wallwork as this topic is simply too impactful to simply rely on one consultant's opinion.

Best, Dick Aurelio 307 734 0061 H 650 279 0857 C

From: Matt Smith [<mailto:matt@shoesforcrews.com>]

Sent: Monday, June 1, 2015 9:58 AM

To: Tyler Sinclair - Teton County

Subject: ITP Public Review Draft - Comments

Fixing the Y should be the #1 FIRST priority for traffic in Jackson, not building new roads through our neighborhoods (TTCR).

I urge you to delay any action on the Tribal Trail Connector Road until the Y is redesigned.

The Y roundabout is the solution that best solves current and future traffic concerns for our community. Even when the peak traffic numbers of July and August are studied the roundabout would provide a continuous flow of cars through its lanes with easy accommodation.

Roundabouts are proven to reduce vehicle, cyclist and pedestrian accidents, are cheaper to build and maintain, and are "greener" by reducing gas emissions since there is no wait time at a red light.

Build a roundabout at the "Y" as a first priority. It can be a beautiful gateway to our town, and minimize the need for new roads that jeopardize the spirit of Jackson and put our neighbors in harm's way.

There is no need to go round and round. The roundabout at the "Y" is the perfect answer for all.

Thank you.

Sincerely,

Matthew K. Smith
300 S Indian Spring Dr
Jackson, WY 83001

From: Steven Landis <sbi@bresnan.net>

Date: June 30, 2015 at 15:54:24 MDT

To: County Commissioners <commissioners@tetonwyo.org>, "council@townofjackson.com" <council@townofjackson.com>, Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>

Cc: "county@jhnewsandguide.com" <county@jhnewsandguide.com>, "responsiblegrowthjh@gmail.com" <responsiblegrowthjh@gmail.com>

Subject: Tribal Trails connector road.

Please find the attached letter of concern,

Best regards,

Steven Landis

June 30, 2015

Steven and Sandy Landis,
815 Whitehouse Drive
Jackson, Wy. 83002
307-690-1477

Dear County Commissioners and Town Council,

I have been an owner in Indian Trails since the early 90's when the subdivision was first platted. I have known about the possibility of the connector road for as long. I have known that it has always been a possibility, however, living here since 1998, I have seen much growth. I have experienced the development of the area around the road. The High School being built, the new Elementary School, the Community School, the Classical School, Middle School addition. etc.

I get to see daily, the almost continual use of the many athletic fields, baseball, soccer, t-ball, football, (My son made the first Lacrosse goal ever for Jackson Community School.) Rugby and soccer tournaments. And of course there are all the regional and State playoffs that are often here as well. All of this brings people and children and young adults to this small corner of the town.

Then there are all the residential communities. You know them better than I. Cotton Wood and Indian Trails, High Country, Blair apartments, Dairy Subdivision etc. We sit in the front seat of all of this. These are mostly filled with young families who enjoy living close to the schools and churches and grocery stores but love being on the quiet, west side of town.

Then there are the Churches. Lutheran, Presbyterian, Community Bible Church. Three of these Churches front Tribal Trails road / So. Park Loop. Again churches mean families and families mean youngsters.

Then there is the precious wildlife, of which we are honored to witness. Once again my house has a front row seat. Each fall & winter a herd of elk jump the fence, cross T.T. Road and feed on my grass. Some times nightly, often two times a week. This is home to a good size elk herd and mule deer who winter on the Butte and in the open space. Momma and baby moose are frequent visitors to our yards throughout our development. I have seen Wolves, Fox, Coyotes, even Raccoons.. Ducks Geese, various birds. There is the Eagles nest on High School Butte. Eagles are often seen fishing on Spring Creek. Then there is Spring Creek itself and the warm springs on the west side of the open space. **It is a wonderful dance to behold!**

I am very troubled that you are considering voting to adopt the Integrated Transportation Plan (ITP) at your July 6th Joint Information Meeting that includes fast-

June 30, 2015

tracking the TTCR for budgeting and construction. This connector road would change everything for this side of town. Oh, those speeding through would enjoy the two to five minutes saved, (Maybe, thinking it saved them 10 - 20, just like the people who pass on Teton Pass during rush hour.) **Just because something is platted does not mean it is a good idea 20 years later. Just because speed limits are lowered does not mean people will obey.** Even if you move the road 100 ' to the west it is still running through all these activities and community centered locations and residences.

Have you done the studies? The wildlife impact and traffic studies? Do you know how many large game will be taken by traffic each year. How it may affect the churches, schools and residences? The increased risk to the safety of the children? I am baffled that you would consider passing this ITP with the TTCR based with no solid and independent safety analysis done for how this will affect the very dense school district and surrounding neighborhoods.

I am asking that you remove the TTCR from the ITP pending a complete and independent safety analysis. You are here to serve the community and its citizens... We have elected you to make WISE decisions based on good, reliable data and most of all common sense. Our children are our greatest asset. I urge you to do the right thing and make a motion to remove the TTCR entirely from the TTCR until there is sufficient data and public input.

I know you have hard decisions to make with respect to future planning for our community. Traffic has always been and always will be a difficult problem to solve in this valley. I believe we as americans are resourceful, thoughtful and creative people. I know there are better options out there. Put your heads together. Hire consultants. Don't take the easy way out. Do the right thing and pull the TTCR from the ITP until you have information you need to keep our children safe. Don't build the school a playground and then build a road through it. Lets think this through. I know you can find a better solution. I believe in your abilities and giftedness!!

Thank you for taking the time to read this letter.

Most sincerely,



Steven and Sandy Landis

From: Travis Ward [<mailto:tlward@gmail.com>]

Sent: Monday, June 29, 2015 2:18 PM

To: Town Council

Subject: Tribal Trails Connector in the ITP

Dear Councilors,

I am writing today to ask you to vote no or to at least delay the building of the Tribal Trails Connector Road as proposed in the ITP.

My name is Travis Ward and I have lived in the Cottonwood neighborhood for more than 10 years. I have two daughters aged five and eight and it is for their safety that I would like you to oppose the new road. I do not feel that they will be able to get to school safely if the proposed road is built. My children will be walking or riding a bike to school most days. They will be having to walk next to or cross the very roads that will see the increased traffic. Since no independent safety analysis has been done on this subject, we have no expert opinions but we can at least imagine what can happen to our school zones.

There will undoubtedly be increased traffic through this area if the proposed road is built. Anyone wanting to avoid the Y will use the Tribal Trails Connector. No amount of safety enhancements will prevent this. One only has to look at the compliance of the weight restriction on Teton Pass to see what will happen to the roads around our schools. With the increased traffic will come large vehicles like dump trucks and semi-trailers. No amount of policing will keep all of those vehicles from trying to use the proposed road. Anyone thinking they can save a minute by missing the Y will give this route a try.

This is a safety issue not just limited to the beginning or ending times of schools. Think about the fact that children come and go all evening from these schools for extra curricular activities. Also, the sports fields are used on weekends for tournaments too.

I know the Tribal Trails Connector has been part of the travel plan for a long time but things change. When this road was initially proposed there were not as many schools in this area. Please consider that over time the nature of this route had changed and so things that seemed like a good idea in the past may not be a good idea today.

Thank you for your time,

Travis Ward

PO Box 9097

Jackson, WY 83002

Phone: [307-713-1753](tel:307-713-1753)

From: D BARRY SIBSON [<mailto:dp.sibson@verizon.net>]

Sent: Monday, June 29, 2015 12:54 PM

To: County Commissioners; Town Council

Subject: Tribal Trails Connector

Honorable Commissioners and Councilors:

My wife and I are 17 year residents of Polo Ranches. As such, we strongly urge you to abandon any plans for the Tribal Trail Connector. We believe that the negative impacts of the connector far out weigh any benefits.

I have read the Charlier report and do not find any substantive reasoning that makes the connector the imperative that Charlier and others are claiming it is.

The negatives are the substantial disruption to the lives and safety of the nearly 850 families whose homes are close to South Park Loop or who are dependent on SPL as the only or primary connection to the local roadway system, as well as, the despoliation of an important working-family oriented residential area which enjoys an atmosphere of a small town and/or rural area.

It has been reported that the connector would decrease the traffic at the Y by about 10,000 vehicles per day. Is it more safe to have those vehicles use High School Road or the northern portion of SPL where they would increase the danger of injury to the many school children along those corridors and who frequently cross them, often in mid-block and not at crosswalks. Would pedestrian crossing signals be necessary?
Traffic on High School road is believed to be too heavy already.

If the 10,000 additional vehicles where to use the southern end of SPL as a bypass, how would the residents who must exit and enter their neighborhoods get onto SPL? 10,000 vehicles per day equates to an average of 14 vehicles per minute passing each of the 21 intersections with SPL from South Highway and WY 22. These include major exits from Melody Ranch, Shootin' Iron, 3 Creek and South Park Ranches. During commuting times, the vehicles per minute would be far higher. With that volume of traffic, entering SPL from a side street would be almost impossible and certainly would substantially increase the chances for accidents. Would traffic signals be necessary along SPL? With 10,000 vehicles per day on SPL, how long would it be before the engineers would be saying that SPL had to have turning lanes or be widened to 3 lanes?

This volume of traffic would greatly increase the sound levels throughout the South Park area and could create an air pollution issue, neither of which our neighborhoods have had to be concerned.

The benefits from all these disruptions to 850 local families seem to be a few minutes saved at the Y for tourists and others who believe that their fast-paced life must be accommodated at whatever expense to others.

Or maybe it would be that WYDOT would not have to revamp the Y. The major roads into the Y are WYDOT's roads and it is it's responsibility to solve it's problems. We are given the scare story that we residents would not like the resulting intersection. (Or maybe it is Albertsons and Wells Fargo that would not like it.) Show us what it would be and we can make the decision. In the East, high volume roundabouts have the heavy, straight-through flow in a tunnel under the roundabout making that flow even faster than with traffic lights and the footprint of the roundabout small enough to fit within the confines of a dense major city.

Can the new intersection of the connector with WY 22 be one that would not create congestion similar to that at the Y? Even with an underpass or overpass and a merge lane, the current volume of traffic on WY 22 would make it difficult to merge into that flow. Another spot of congestion would occur and increased accidents would add to the congestion.

There are many places in the older areas of the US, including areas that are commuter communities near our largest cities, where the citizens and local authorities have chosen to not upgrade their roadways so as to protect the character of the commuter towns and the countryside. The congestion in these areas during commuting times is far worse than that at the Y. But the residents believe that the tradeoff of some inconvenience during a few hours of the day in exchange for maintaining the area's character is well worth the inconvenience. We believe that this choice is the wise choice, particularly in this area of far more significant natural beauty and community tranquillity.

Please follow our comprehensive plan's goal of maintaining the character of our various residential neighborhoods and please do not despoil our South Park neighborhoods for so little overall benefit.

Barry and Priscilla Sibson

From: Rick Wieloh <rick@apexjackson.com>

Date: June 30, 2015 at 10:06:38 MDT

To: County Commissioners <commissioners@tetonwyo.org>, "council@townofjackson.com" <council@townofjackson.com>, Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>

Cc: Rick W <rick@apexjackson.com>, "county@jhnewsandguide.com" <county@jhnewsandguide.com>, "responsiblegrowthjh@gmail.com" <responsiblegrowthjh@gmail.com>

Subject: ITP Comments - Pull the TTCR from the ITP

Dear County Commissioners and Town Council,

I am very troubled that you are considering voting to adopt the Integrated Transportation Plan (ITP) at your 6 July Joint Information Meeting that includes fast-tracking the TTCR for budgeting and construction. I voted for commissioners based on the fact they had the community best interest and valley characterizes at the core of their beliefs.

I am a local business owner, father, cyclist, wildlife viewer and my son attends Colter where we ride to schools, the fields work and run errands

I fear for child safety if the proposed road carrying up to 13,000 cars per day floods the school zone that is already congested with too many cars on roads that already cannot handle I am extremely disappointed that you would consider passing this ITP with the TTCR based with no solid and independent safety analysis done for how this will affect the very dense school district and surrounding neighborhoods.

I would encourage those that oppose, to stay strong on the issue of abandoning the bypass, and to focus on the improvement of the Y. In April Michael Wallwork, traffic engineer and roundabout expert spoke at a County Commissioners Workshop, and explained how much a round about at the Y would decrease traffic back ups, improve safety and reduce emissions. Click here for audio summary.

<http://www.tetonwyo.org/bcc/meeting/county-commissioners-workshop-trafficroundabouts/5783/>

If "Town is Heart" than lets protect the character and open space of Jackson and not sprawl. Once a road is built at Tribal Trails, it will never be "undone", nor will the ever increasing population, and therefore traffic, be reduced, regardless of design or intent. At what gain? Children's safety wildlife protection and viewing and homeowners peace and quiet will be lost.

I am asking that you remove the TTCR from the ITP pending a complete and independent safety analysis. You are here to the community and its citizens...most of all small children. I urge you to do the right thing and make a motion to remove the TTCR entirely from the TTCR until there is sufficient data and public input to make me feel at

I know you have a hard decisions to make with respect to future planning for our community. However, I ask that you think of the kids, who are our future, when making this decision. Do the right thing and pull the TTCR from the ITP until you have information you need to keep our town vision and child safe.

All the best,
Rick Wieloh Owner/Agent
Apex Real Estate and Property Management
PO Box 11833, Jackson WY
83002
40 E. Simpson Ave. Jackson WY 83001
O 307 732 0943
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[Facebook](#) | [Twitter](#) | [Instagram](#)

From: Laura Sundrla <toobitty@msn.com>

Date: June 30, 2015 at 10:12:31 MDT

To: County Commissioners <commissioners@tetonwyo.org>, "council@townofjackson.com" <council@townofjackson.com>, Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>

Cc: "county@jhnewsandguide.com" <county@jhnewsandguide.com>, "responsiblegrowthjh@gmail.com" <responsiblegrowthjh@gmail.com>

Subject: ITP Comments - Pull the TTCR from the ITP

Dear County Commissioners and Town Council,

We are deeply concerned by the TTCR, which you will be voting to fast-track at your upcoming July 6th meeting. As a homeowner in the Indian Trails development, we feel strongly that the TTCR is the wrong approach to ease traffic pressure on Hwy 22 and the Y intersection. Adding the Tribal Trail connector will be used as a bypass, regardless of its original intent.

Estimated traffic counts of 13,000+ cars a day will create safety issues for the schools and athletic fields in the area, as well as residents who use the corridor for recreational purposes like biking, walking, rollerblading etc. The TTCR would be a busy and dangerous thoroughfare through a residential area. How can a connector be good for the community when it's at cost of resident's safety?

Another consideration is how the connector would impact wildlife. The area is home to moose, elk, mule deer, coyote, fox and various other animals. We regularly have moose and elk in our yard! A road would endanger the wildlife who live and migrate along the proposed TTCR. We are strongly opposed to a road that would forever more put wildlife at greater risk of injury or death.

We love our neighborhood. It's a peaceful and safe place to live. It's wonderful seeing wildlife right in our own backyard. The TTCR would change so much of what we moved here for! No longer would it be peaceful. 13,000 cars traveling in back of our home would end all that. We'd have to fear for the safety of our children, neighbors and pets. Wildlife, that call this place home,

would be forever impacted by the increased vehicles in their habitat. The TTCR would change everything! Would you want a busy road in your backyard?

We are asking that you remove the TTCR from the ITP pending a complete and independent safety and environmental analysis. We do not want the TTCR!

A very concerned citizen,
Laura & Dean Sundrla

From: James Loudenslager <jrloudenslager@gmail.com>
Date: June 30, 2015 at 10:38:59 MDT
To: County Commissioners <commissioners@tetonwyo.org>, "council@townofjackson.com" <council@townofjackson.com>, Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>
Cc: "county@jhnewsandguide.com" <county@jhnewsandguide.com>, "responsiblegrowthjh@gmail.com" <responsiblegrowthjh@gmail.com>
Subject: Pull the TTCR from the ITP

Dear County Commissioners and Town Council,

I am very troubled that you are considering voting to adopt the Integrated Transportation Plan (ITP) at your 6 July Joint Information Meeting that includes fast-tracking the TTCR for budgeting and construction.

I am the father of 2 small children. We reside on Corner Creek Lane. We frequently walk along the road to get to parks and on our way to other adventures. I fear that an increase of up to 13,000 cars a day (possibly more) will make our walks too dangerous. I witness the amount of traffic that already uses the road daily and believe that the connector road will increase the traffic far beyond what is acceptable for the area.

I am extremely disappointed that you would consider passing this ITP with the TTCR without a solid and independent safety analysis done for how this will affect the very dense school district and surrounding neighborhoods.

I am asking that you remove the TTCR from the ITP pending a complete and independent safety analysis. You are here to represent the community and its citizens...most of all small children. I urge you to do the right thing and make a motion to remove the TTCR entirely from the TTCR until there is sufficient data and public input to make me feel at ease.

I know you have a hard decisions to make with respect to future planning for our community. However, I ask that you think of the kids, who are our future, when making this decision. Do the right thing and pull the TTCR from the ITP until you have information you need to keep our children safe.

A very concerned citizen,
James Loudenslager

From: "derekgoods@aol.com" <derekgoods@aol.com>

Date: June 30, 2015 at 11:59:50 MDT

To: County Commissioners <commissioners@tetonwyo.org>, "council@townofjackson.com" <council@townofjackson.com>

Cc: Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>

Subject: ITP

Mayor Flitner, County Commissioners, Town Council et al,

Unfortunately, I will not be able to attend the July 6 Joint Meeting. Please accept my following thoughts, comments and opinions regarding the current draft of the ITP in the constructive manner in which they are intended. My intent is to help improve the current draft of the ITP into a better, less controversial and more supportable document for the community.

- **Summary** – the current ITP is a good start, but is not finished. The ITP is not ready for adoption. While many of the proposals may be good in theory, their presentation seems to create concerns rather than allay them. The lack of public comment should not be taken as either support for, or lack of objection to the ITP. Actually, I would suggest that the vast majority of the public is not properly informed about the ITP, and if asked would not support some of the primary elements as currently proposed. For a guiding document that is so important and with such vast implications, the ITP should directly address public concerns and have more details, including artist renditions, of proposed projects. Another 3-6 months is necessary to better inform the public, solicit comments and adjust where necessary this current public draft of the ITP.

Process Observations - the following are personal opinion about the development of the ITP:

- The community is virtually oblivious to the existence of the ITP, even more so, ignorant of its content. However, if one describes the content of the ITP, I doubt you will find many that support the key components – especially widening Highway 22 and Teton Village Road.
- For such an influential part of the future of Jackson Hole, the public should be made aware and have more input. Our town and county leaders should make certain that the public is informed, and should encourage and even seek comment.
- Two public workshops or sessions were held for the ITP. Total attendance at the two sessions was about 150 people, which as I understand included candidates, elected officials, and staff. The current process of a public announcement for workshops and meetings go virtually unnoticed, and therefore, minimally attended. Better utilize the results of the second Workshop. Perhaps, a real effort to have a third Workshop, or even focus groups should be considered to truly hear the public's opinions, thoughts and desires. The result would likely be

that the ITP an even better, stronger and more supported document – especially if the public's concerns and desires are directly addressed. It is not too late.

- While maybe not the case, the appearance is that the public's input is not truly being considered, and that the ITP is being driven by the personal preferences of consultants and WYDOT. This needs to be dispelled or changed. For example, despite clear opposition to widening of Highway 22 and the Village Road at the second Workshop, these are two projects are still being proposed, and with WYDOT being the lead – scary. Further and similarly, the overwhelming support for the redesign of the intersection at Highway 22 and the Village Road is not mentioned.
- While maybe not the case, the appearance is that the ITP is now being fast tracked with the desire to minimize public awareness. This needs to be dispelled or changed. The recent and upcoming joint meetings of the Town and County should not be substitutes for a third Workshop.
- The ITP is long on proposals with stats for support, but completely absent of considered alternatives, and why those alternatives were not proposed. Perhaps, some detailed explanation as to why a rotary at the Y is not in the plan would at least give some information, but also likely would give supporters of a rotary some details to debate the findings. Perhaps, some explanation of WYDOT's involvement should be included.
- Artist renditions of proposed projects like the Y, Tribal Trails, Highway 22, etc. would certainly help give the public more insight into the intentions of the planners. While visual concepts might create controversy, these renditions could also reduce or eliminate concerns.

- **Next Steps** – the current draft of the ITP does not need to be rewritten, but rather revised and expanded. While the following suggestions will likely not eliminate all objections, they will, at minimum, better engage the public, provide more information to support the final proposals, and ultimately have a better and more supported ITP with fewer challenges in the future.

- o Suggestions

- Do not adopt the plan as currently written
- Get more public comment, or better use the results from the second Workshop.
 - Set a reasonable timetable of 3-6 months
 - Create, make public and include in the next draft of the ITP artist renditions of the various proposed projects – especially the Y, Tribal Trails, Highway 22 and Spring Gulch
 - Schedule another Workshop at a convenient time for the public to attend. Note that the session hosted by the Citizens for Responsible Growth attracted more from the community than the June 1 joint Town and County Meeting, and probably a similar number of the public as either Workshop
 - Schedule some focus groups
 - Promote these events – in the paper, on the radio, with help from advocacy groups – Conservation Alliance, Friends of Pathways, the Land Trust, etc. – they don't have to take a position, but just get the word out, and encourage their followers to participate.
- Include the additional thoughts and comments in the next draft of the ITP
- Directly address all concerns raised in the next draft of the ITP
- Identify the options that were considered, but not included, and the rationale for their exclusion – some may not like it, but at least they will know why.

Personal thoughts on various aspects of the ITP:

- **The Y** – it was unanimous at the second Workshop – everybody wants a new intersection at the Y. The current intersection is dangerous and inefficient. Please, please, please consider a rotary or roundabout. After listening to Michael Wallwork's presentation and experiencing a town in California filled with them, I am sold that a rotary at the Y could be an impressive gateway to the Town of Jackson, and better handle the volume of traffic that this intersection has to manage.
 - o Suggestion – the rotary or roundabout should be the primary or first project. Creating a better way to handle traffic at this intersection might just defer some of the other aspects of the ITP further into the future or even make some less costly or unnecessary. Make this the priority.

- **Highway 22** – the vast majority of people at the second workshop opposed the widening of Highway 22. This a 3+ mile stretch of road that goes through major wildlife migration corridors and bisects the Walton and Puzzle Face Ranches. For the sake of saving perhaps a few minutes in a commute, the prospect of greatly increasing the risk of wildlife fatalities, and destroying the vista when driving past the Walton Ranch by constructing a five lane freeway (four lanes + median = 5 lanes) is disturbing and with almost zero public support. Further, with the “build it and they will come” theory, any sort of expansion that makes the vehicular traffic more convenient will only encourage more vehicular traffic and discourage public transportation. The goal should be to avoid this construction.
 - o Suggestion – reduce the speed limit to 45 mph year round, or even less to increase the volume of traffic that this road can handle. This is a no cost way to potentially solve a problem, and would likely be supported if people knew the alternative. The 35mph night time speed limit on the southerly part of the Village Rd is testament to this concept.
 - o Suggestion – if widening is absolutely necessary, then make it a beautiful greenway or boulevard with grass median instead of the fifth lane. Still, lower the speed limit. As a resident on this road, I could, depending on the design, possibly support such a plan.

- **Village Road** – Forecasts indicate that nothing is needed for almost 20 years, and may not be necessary if other strategies to ease the volume of traffic are successful. The vast majority of people at the second workshop opposed the widening the Village Road. The goal should be to avoid this construction.

- **Tribal Trails Connector** – it is being called a connector, but it really is being presented as a by-pass. A connector is not a road that is designed to handle 9,000+ cars/day – that’s a by-pass. If a rotary at the Y solves the traffic problem, then the TTC becomes moot. Besides the building of road through a lovely piece of Jackson, another and very real concern is that South Park Loop Rd will become another casualty of progress in 5, 10 or 20 years as the volume of traffic will lead to its widening and the destruction of yet another beautiful part of Jackson Hole. While a majority at the second Workshop favored the TTC’s construction, such support might be different if they knew what was being built, and subsequent consequences.
 - o Suggestion – as mentioned above, before even considering the TTC, build a rotary at the Y to see if the TTC is even necessary
 - o Suggestion – the ITP should indicate that if in 5-10 year the TTC is found to be necessary, it should be not designed to handle 9,000+ cars, but rather just residents of Indian Trails and Cottonwood areas. The design of this “connector” should discourage through traffic and the ITP should state as such as a goal.

- **Spring Gulch** – it is already a connector and an alternative. Turning it into a by-pass would destroy a beautiful stretch of Jackson Hole.
 - o Suggestion – build a better road bed, maintain it more often and leave it dirt.

- **North Bridge** – good luck. The billions of dollars of net worth, let alone the hundreds of millions to just take the necessary to take the land by eminent domain, make this proposal the most difficult and costly to implement, and probably the least justifiable from a cost benefit analysis.

- **Public Transit** – good luck. If Jackson Hole is successful in changing the American automobile culture, then we would be the first. That said, if it can be done anywhere, the place would be Jackson. And, the build it and they will come mentality will certainly work here. Building bigger, wider and newer roads will only confound the traffic problem and discourage the use of public transit. As stated, if anybody can do it, Jackson Hole can. But, it will take more than just town and county to make it happen.
 - o Suggestion – get a focus group or public forum to develop ideas to not just double the use of public transit, which is almost irrelevant, but to set a goal of increasing the usage by tenfold or more. What will it take and what will it cost? And, we might find that the increase of ridership from Alpine and Idaho can be increased significantly, and therefore, materially reduce the volume of cars from those areas. And, we might find a solution to attracting more usage from visitors. This is definitely an area where governments need support and help from the private sector in order to be successful. I am willing to be part of this effort.

- **Natural Beauty and Resources** – other than the section concerning wildlife, the ITP seems to ignore the values that we all have for Jackson – preservation and conservation of the natural beauty and resources of this special place. After talking with planners and elected officials, I heard similar concerns. However, the ITP document seems to be more focused on development with limited references to preservation, conservation and environmental stewardship. The absence or lack of focus on these aspects begs to question why, and therefore, leaves great concern that the natural beauty and resources of Jackson Hole are of secondary concern. These should be the primary concern. Residents and tourists alike would likely rather endure a few minutes more drive time to have a more beautiful place to live and visit.
 - o Suggestion – don't assume that the lack of public comment, especially with this aspect, means that the public is supportive of the ITP. In the next draft of the ITP, be more proactive in addressing and preserving the natural beauty of Jackson Hole with definitive statements to these goals.

If you have questions or comments, please do not hesitate to email or to call me on my mobile phone at 307-690-2659. I am available until July 4, and then out of cell service until July 12.

Respectfully,

Derek Goodson

From: Keith cozzens <kcozzens@hotmail.com>
Date: June 30, 2015 at 12:23:18 MDT
To: County Commissioners <commissioners@tetonwyo.org>, "council@townofjackson.com" <council@townofjackson.com>, Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>
Cc: "county@jhnewsandguide.com" <county@jhnewsandguide.com>, "responsiblegrowthjh@gmail.com" <responsiblegrowthjh@gmail.com>
Subject: ITP Comments - Pull the TTCR from the ITP

Dear County Commissioners and Town Council:

I've been a resident of Teton County since 2001 and currently live near the proposed Tribal Trails project.

I oppose this project for many reasons and hope you consider the negative impact this will have on our community, and hope you remove it from your agenda.

I fear for children's safety if the proposed road carrying up to 13,000 cars per day floods the school zone that is already congested with too many cars on roads that already cannot handle the traffic. Six schools are in the affected area with more than 2,000 students. There are 15 athletic fields with over 1,500 athletes doing sports almost every day.

I am extremely disappointed that you would consider passing this ITP with the TTCR based with no solid and independent safety analysis done for how this will affect the very dense school district and surrounding neighborhoods.

I am asking that you remove the TTCR from the ITP pending a complete and independent safety analysis. You are here to the community and its citizens...most of all small children. I urge you to do the right thing and make a motion to remove the TTCR entirely from the TTCR until there is sufficient data and public input.

I know you have a hard decisions to make with respect to future planning for our community. However, I ask that you think of the kids, who are our future, when making this decision. Do the right thing and pull the TTCR from the ITP until you have information you need to keep our

children safe.

Sincerely
Keith Cozzens

From: Sarah Hoffman <sarah@sarahwhoffman.com>

Date: June 30, 2015 at 12:31:41 MDT

To: County Commissioners <commissioners@tetonwyo.org>, "council@townofjackson.com" <council@townofjackson.com>, Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>

Cc: "county@jhnewsandguide.com" <county@jhnewsandguide.com>, "responsiblegrowthjh@gmail.com" <responsiblegrowthjh@gmail.com>

Subject: Please Remove the TTCR from the ITP on July 6th, 2015 - Please find creative options to alleviate the Traffic Problems at the Y

Dear County Commissioners and Town Council Members,

I have lived in the valley for over 25 years. I know that some growth is inevitable.

I also know that growth has been an ongoing issue for as long as people have lived here. I do think we need to think carefully about where and how we grow as a community, and the repercussions of any further road and planning developments.

I've recently read that you intend to vote to adopt the ITP at your 6 July Joint Information Meeting. I do not support this additional road development in the south park area. We already have a 5 lane highway and do not think we need another main road alongside that highway, which is what South Park Loop will become. We will lose the Cottonwoods, scenic beauty, bird habitat, peace and quiet, and rural character of what is now a back road.

I can see the need to relieve traffic congestion at the Y intersection, and yet I do not understand why we cannot extend that left arrow longer, adjusted for the time of day needed, for the few days a year that the light seems to be a problem. I travel that road almost every day at rush hour, and rarely sit for more than a few minutes at that light. Traffic is the downside of growth. Adding a road will add more cars, and more traffic. Adding roads rarely, if ever, seems to alleviate traffic problems. More roads and more lanes seems to just add more traffic, and more people.

I write this letter with the chief concern that the town, county, WY DOT and newspaper are pushing a development and growth agenda and not looking at the development picture as regards

this road extension with a broader, zoomed out perspective. The newspaper article did not mention the impact on South park loop road, and all the people, and animals already living, working, and moving along that road, movement which will increase with this extension. I ask that you consider convenience of people below the needs of the environment and long-term **aesthetic value** of our community.

I moved here from rural environments as well as urban, and have called this **valley home since 1988**.

I am a homeowner on south park loop road since 2001. My home is my primary nest-egg, and investment. I live here full time, year round, and have since 1996. I have called Jackson my home since 1988.

Regarding South Park Loop Road and this extension: People already speed on South Park Loop Road, litter, and drive way too fast while texting, problems which will only increase with more traffic using South park loop to cut straight through from Alpine to Wilson and the Village. The extension will just make that cut through that much more viable, with all the **problems that go with that much more traffic on south park loop road that belongs on the 5 lane highway**.

The left turn off the highway at the south end of south park loop will also get backed up so you will just move the backed up traffic south to an intersection that has no traffic light, and through which the south moving traffic picks up tremendous, already dangerous speed.

The beautiful cottonwood tree corridor along South Park Loop Road will inevitably have to come down along south park loop road when WY DOT decides to widen South Park Loop Road, which seems inevitable if more traffic moves on South Park Loop Road. In the last 15 years that I've lived here off south park loop road, the traffic has already increased. **People are not being told the true ramifications of this road extension proposal.**

The noise pollution from Highway 89, over a mile away is already significant from where I live in South Park. To have another main road right next to us, which is what South Park Loop Road will become, with so many homes close to south park loop road, with horses, children, bicycles, and runners - would be dangerous, would detract from the rural character of this area, *and only add to the problems of traffic, noise and light pollution, not solve them.*

Thousands of elk also cross South Park Loop Road on their migration routes from the river through to the elk refuges. I see hundreds of them, often at night in the spring along south park loop road. Increasing traffic on south park just further impacts those animals. These highways isolate and prevent the animals from moving even more than the golf course development at 3 Creek ranch already does.

Please do not make the problems worse which this road extension would do.

Please also provide the public with more accurate information than the newspaper article did. The Wilson (bike path) bridge that cost (millions?) of dollars, and time, and energy. One of the main reasons I understood to justify that construction was to accommodate emergency vehicles. **The new Wilson bridge will not accommodate a fire truck or ambulance, only bikes, foot traffic, cars, and motorcycles.** I still do not understand why that bridge, if constructed for millions of dollars was not built the few feet wider to accommodate those emergency vehicles. *Please consider the discrepancy between what the public was told for that proposal, and what*

actually occurred physically and financially as regards that recent, expensive road construction. That bridge does not add to the traffic problem, nor detract from the rural aesthetic of this community. The Y extension will add to the traffic problem, and impact the rural character, and aesthetics of South Park and the view corridors.

(Does WY DOT get the ultimate decision with this road, anyway? I understand they can do whatever they want here. Is that true? I hope not.)

I am asking that you remove the TTCR from the ITP. We don't need more sprawl...we need smart planning that prioritizes our community environment, aesthetics, safety, peace and quiet, and maintaining low levels of light and noise pollution, over building a new road.

The communities that thrive economically around the world have strong aesthetic value to those who live there and others. More traffic, more roads, more people zooming through residential neighborhoods like those along South Park Loop Road (for its whole length), who do not live in those neighborhoods, will not add value to this community.

Please fix the problems of the Y intersection at the Y intersection. Please fix the problems where they occur.

We need long term economic sustainability in this valley not short term solutions. This extension may alleviate the problem for a very short period of time, adding to the problems in the long run.

Please be careful and thoughtful with this decision. Please put people, animals, the environment, beauty, and sustainability in the foreground. Please put short term economic gain in the background.

I also hope the town council and county commissions will please consider the people who have called this valley home for many many years as much as they consider tourists, and commuters. I often think that those of us who live here already and have called Jackson our legitimate, **primary home** for a long time are not considered in the plans for growth of this community. I hope that changes with your tenure.

On 6 July, please vote for to remove the TTCR from the ITP. Keep Jackson the place we can continue being proud of., and continue to want to call our primary, year-round home.

Yours sincerely,

Sarah Warren Hoffman
Valley Resident since 1988
Town Resident: 1996-2001
County Resident: 2001-Current

Sarah W. Hoffman
Mobile: 307.690.2139
Land Line: 307.734.0468
sarah@sarahwhoffman.com

From: John Nixon <johnnixon@wyoming.com>

Date: June 30, 2015 at 13:26:20 MDT

To: County Commissioners <commissioners@tetonwyo.org>, "council@townofjackson.com" <council@townofjackson.com>

Cc: Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>

Subject: ITP Comments - Keep Jackson Special,

Dear County Commissioners and Town Council Members,

I recently moved to Jackson from Colorado because I think it is a most special community. While I know that growth is inevitable, I am very concerned about being good stewards to our local environment and I understand that you intend to vote to adopt the ITP at your 6 July Joint Information Meeting. This is very disconcerting to me and many others in our local community.

While we certainly understand the need for planning we fundamentally see adding new roads in prime green space as something running deeply counter to our core community environment values. While it is problematic to even consider running a new road through a large wetland containing a number of known animal migration paths, its worse that the county seems to not care at all of the environmental impact of such a construction and how it would fundamentally change the beautiful landscape all in the name of faster traffic!

I am asking that you remove the TTCR from the ITP simply because it is the right thing to do. Jackson is about the environment, not a new road. We don't need more sprawl...we need smart planning that prioritizes our community environmental values over building a new road. There are homes and communities that will be significantly impacted by this poor discussion when alternative solutions are available.

On 6 July, I strongly urge you to vote for Jackson's long-standing environmental common values and remove the TTCR from the ITP. Keep Jackson the place we can continue being proud of.

Regards,

John Nixon
203-550-3901

From: Jon Stuart <jonvstuart@gmail.com>

Date: June 30, 2015 at 13:37:15 MDT

To: County Commissioners <commissioners@tetonwyo.org>, "council@townofjackson.com" <council@townofjackson.com>, Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>

Cc: "responsiblegrowthjh@gmail.com" <responsiblegrowthjh@gmail.com>, Sarah Hoffman <sarah@sarahwhoffman.com>

Subject: ITP Comments - Keep Jackson Special, Remove the TTCR from the ITP

To: Teton County Commissioners and JacksonTown Council Members,

I have lived in Teton County for forty-three years. Over that time I have seen that whenever a new road is added, population growth and greatly increased traffic follow. In this case the South Park Road is already impacted by transit traffic which all too frequently going too fast for the conditions of a quite residential road.

Please remove the TTCR from the ITP. Jackson is about the environment, not new roads.

On 6 July, I strongly urge you to vote for Jackson's long-standing environmental common values and remove the TTCR from the ITP. This is an opportunity to retain some of the rural and small town local character that we have been losing for a number of years.

Thanks for listening,

Jon Stuart

From: Phil Stevenson <phils@tccgjh.com>

Date: June 30, 2015 at 14:04:02 MDT

To: County Commissioners <commissioners@tetonwyo.org>, "council@townofjackson.com" <council@townofjackson.com>, Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>

Cc: "county@jhnewsandguide.com" <county@jhnewsandguide.com>, "responsiblegrowthjh@gmail.com" <responsiblegrowthjh@gmail.com>

Subject: ITP Comments - Pull the TTCR from the ITP

Dear County Commissioners and Town Council.

I am writing to express my opposition to the adoption of the Integrated Transportation Plan (ITP) at your July 6 JIM with respect to the Tribal Trail Connector for the following reasons:

- When our firm was engaged in dialogue with you and the Planning Staff last summer regarding short term rentals, much was made of the importance of conforming to the Comprehensive Plan. In the same spirit, there appear to be a number of elements of the ITP which don't conform.
- For something this important, the adoption of the ITP has come up very hard and fast. No one I know had even heard of the ITP, much less its potential adoption at the July 6 meeting, and I think at the least it would make sense to postpone the vote to allow for public comment, as the adoption really isn't time critical...or at least carve the Connector out of the approval.
- My wife and I live on Lakota Lane, and it warms our hearts to see little munchkins riding their bikes to school without adult supervision. If the Connector gets built, I believe most parents will end up driving their children to school because of safety considerations, which will only add vehicles to the streets.
- Is the 13,000 cars per day accurate? An article in the local paper recently quoted DOT as saying that Interstate 80 averages 8,000 trips per day. Wow!

- The noise and traffic which would be generated by the Connector would seriously impact property values for all homeowners who live off South Park Loop or Tribal Trails.
- A public official was quoted in the paper last week as saying that the Connector had to be built to give the residents along its route some relief. This is daddy knows best speak, as I would bet that over 90% of the affected residents oppose the Connector.
- I don't think improvements to the Y has been fully explored, especially the idea of a roundabout. In Europe they're everywhere and appear to work very well, as does the roundabout in Hoback.

Please do the right thing and don't adopt the ITP on July 6!

Thank you for your consideration.

Phil Stevenson

639 Lakota Lane

(307) 690-3503

From: William Smith [<mailto:wgsmith@williamgsmith.com>]

Sent: Monday, June 29, 2015 4:55 PM

To: Melissa Turley; Mark Newcomb; Barbara Allen; Smokey Rhea; Paul Vogelheim; Sara Flitner; Hailey Morton Levinson; Don Frank; Bob Lenz; Jim Stanford

Subject: The Road to Nowhere

My family and I are residents of the Indian Trails subdivision, and we are writing to express our extreme opposition to the construction of a “connector” road from Hwy 22 to Tribal Trails Road. Someone many, many years ago may have thought this was a good idea, but given today’s realities, it is a **colossally BAD IDEA** - for the following reasons:

(1) The single decision to build this busy thoroughfare right through the middle of several quiet neighborhoods, with numerous schools, churches, athletic fields, and pathways, **would violate virtually every major objective of the sacred “Comprehensive Plan”**.

(1.1) The highway will have, by several analyses, 9000-13000 cars per day, driving right through residential neighborhoods. This will literally **destroy the quality of life** for residents in these neighborhoods.

(1.2) The highway is a **major safety issue**. Adjacent to the proposed road, there are **SIX schools, with 2000 attending students**. There are **fifteen athletic fields, serving over 1500 Parks & Rec athletic participants**. There are **nineteen crosswalks, serving local school children who cannot be bussed into their local schools**. There are **bike and walking paths, immediately adjacent to Tribal Trails road, which are used heavily** by local (and some remote) residents to bike, skate, hike, and walk their pets. The safety risks of this highway so far exceed any possible benefit for commuting tourists and commercial vehicles, that there simply cannot be any justification.

(1.3) The highway will subject **large numbers of wildlife to high probability of being hit** by vehicles. There is a prominent creek which crosses under Tribal Trail, which is used extensively throughout the year for water, and for forage by deer, elk, and moose. As you are well aware, our moose populations are already in a state of collapse due to gross mismanagement of wolf populations. There are also numerous wetlands adjacent to the highway, providing habitat to many different species of wildfowl, including Trumpeter Swans.

(1.4) The traffic on the highway will introduce **large volumes of air pollution, water pollution and runoff into the adjacent wetlands, and large volumes of roadside litter and detritus** into the impacted neighborhoods.

(2) At this point in time, there is **virtually NO logical rationale for constructing such a highway** - it literally is a road to nowhere! It will divert traffic from Hwy 22 into a maze of very small, very-low-speed-limit neighborhood streets, crowded with schools, churches, athletic fields, and heavily-used pathways and crosswalks. So, who or what will this benefit? The simple answer is that it will benefit NO ONE, but damage thousands of property owners in these great little neighborhoods.

(3) Also at this point in time, **the HOA of virtually every residential development which is even proximate to this highway has officially gone on record as OPPOSING the highway**.

(4) The decision to approve this highway by “the electeds” is a **slap in the face to the property-owning constituents who elected you to represent us, apparently in deference to tourists and commuters, very few of whom are your actual constituents. Further, it calls into question not only the efficacy, but the need for a town and county “Comprehensive Plan”. What purpose is such a plan if it is ignored by the very “electeds” who approved it?**

(5) The noise, pollution, and danger will **severely degrade market value of every single property which is adjacent and proximate to this highway. Experts conservatively estimate immediate, across-the-board losses of 20 - 30% in market value.** Imagine the difference between a home in a nice, quiet neighborhood with safe streets and pathways, and a neighborhood with a highway carrying 9000-13000 vehicles throughout the day and night. **Would you approve this if it were the street on which you live? This constitutes an unconstitutional “taking” by local government, and there will be severe legal and financial consequences if you approve this destruction on citizens’ private property.**

Our demand is simple: at the July 6 meeting, delay the vote on the Integrated Transportation Plan (including the Tribal Trail Connector Road) until this draft has been refined to include the voice of we the people, and recognizes the expert studies of at least three independent traffic consultants who have studied and recommended alternatives to a Tribal Trails Bypass Road. The flaws in the ITP must be corrected with a fair, transparent, public process that is right, logical, rational, and in concert with the “Comprehensive Plan”.

Thank you.

From: Craig Leslie <cwleslie@icloud.com>

Date: June 30, 2015 at 10:42:56 MDT

To: County Commissioners <commissioners@tetonwyo.org>, "council@townofjackson.com" <council@townofjackson.com>, Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>

Cc: "county@jhnewsandguide.com" <county@jhnewsandguide.com>, "responsiblegrowthjh@gmail.com" <responsiblegrowthjh@gmail.com>

Subject: ITP Comments - cancel Tribal Trails Connections road

Dear County Commissioners and Town Council,

I am very troubled that you are considering voting to adopt the Integrated Transportation Plan and potentially fast-tracking the TTCR for budgeting and construction.

As parents of 3 sons, we fear for the safety of the large number of school children in the neighborhood. The data being relied on is outdated, and clearly the connector would compromise the safety of a good many children.

We request urgently that you conduct a complete and independent safety analysis. It is wrong if we as a community do not put the safety and well being of small children first. We appreciate your leadership on this issue, and specifically focus on the Y intersection and how to make changes on the main road at this location in order to accommodate traffic.

Yours sincerely,
Craig & Amanda-Jane Leslie
630 Lakota Ln
Jackson

From: Nicole Krieger <nicole@hcdlawyers.com>
Date: June 30, 2015 at 14:50:55 MDT
To: Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>
Cc: Keith Gingery <kmgingery@wyoming.com>, Audrey Cohen-Davis <audreyntrey@gmail.com>
Subject: ITP Public Review Draft - Comments

Dear Tyler:

Attached please see a public comment letter related to the ITP from Responsible Growth Coalition. It was also directly emailed to the Board and Council. Thanks for your consideration.

Regards,
Nicole

Nicole G. Krieger
Hess D'Amours & Krieger, LLC
Post Office Box 449
30 East Simpson Street
Jackson, WY 83001

307.733.7881 (phone)
307.733.7882 (fax)
nicole@hcdlawyers.com

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Frank Hess*
Paul E. D'Amours**
Nicole G. Krieger*
* Admitted in WY
** Admitted in WY, ID & CO

HESS D'AMOURS & KRIEGER, LLC
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nicole@hcdlawyers.com
Pat Michael
Legal Assistant

June 30, 2015

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

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

Via email to council@townofjackson.com and commissioners@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.

For the reasons set forth below, the RGC strongly opposes the proposed Tribal Trails Connector Road (the "TTC"), as identified and prioritized in the proposed Teton County Integrated Transportation Plan (the "ITP" or "the Plan"). The RGC thus **respectfully requests that the Board and Council remove the Tribal Trails Connector from the ITP pending further necessary investigation, study, and analysis.** As of the date of this letter, 282 individuals have signed a Petition to stop the TTC. The Responsible Growth Coalition implores the Teton County Board of County Commissioners and the Town Council to listen to the voices of its constituents who will be most impacted.

This request to remove the TTC from the ITP is based on the following:

1. **No Analysis of the Safety Impacts on Children and other Non-Motorized Users that will Result From Construction of the TTC.**

The TTC will bring an estimated 10,000 to 15,000 additional vehicle trips through the most concentrated school zone in Teton County. Approximately 2,000 children attend four public schools, two private schools, and a daycare facility on and around High School Road. Numerous athletic fields are directly adjacent to the schools, and are used year-round.

Active travel to and from school is directly addressed and encouraged in the ITP, and for many of these students, bus service is not even available due to the short distance between home and school. Yet the safety of these students and their families as they walk and bike to school, and to and from activities, has not been meaningfully analyzed in the ITP or elsewhere. Nothing

in the ITP mentions, much less addresses, these real safety concerns, and the consultant hired to draft the ITP expressly acknowledged that no specific safety study on this area has been completed. The Town and County should not prioritize a road that has such significant safety implications to such a large number of its citizens.

2. The Proposed TTC is Inconsistent with the Teton County Comprehensive Plan.

The 2012 Teton County Comprehensive Plan states that its goal is 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) To achieve this desired character, the Comprehensive Plan focuses on protecting and enhancing the community within which we live, and states that we must strive toward the three common values of ecosystem stewardship, growth management, and quality of life.

Construction of the TTC is directly at odds with these goals and core values. The TTC will indisputably cause significant increase in vehicle trips in areas of the County designated under the Comprehensive Plan to retain their rural, open space character, or their status as high quality, desirable Complete Neighborhoods. Nothing in the ITP explains how we will preserve quality of life and ecosystems with trucks, vans, busses and cars driving through rural areas in ever-increasing numbers. Likewise, the TTC’s impact within the school zones appears to be the antithesis of protecting the safety of our community.

More specifically, the TTC seems to run counter to the Comprehensive Plan policies found in Section 7, which include policies related to discouraging use of single occupancy vehicles (Policy 7.1.d) and reducing wildlife and natural and scenic resource transportation impacts (Policy 7.3.b).

Because the TTC runs counter to the goals and certain policies of our Comprehensive Plans, it should be removed from the ITP at least until such time as these concerns have been addressed and analyzed.

3. The Prioritization of the TTC Relies on Stale, Outdated Data and Fails to Acknowledge Changes to Adjacent Neighborhoods.

The lands and neighborhoods most directly affected by the TTC have changed significantly over the past decade. Yet the traffic numbers apparently relied upon in the ITP have not been updated to take into account these changes, nor does the Plan take into account recent school data. Rather than acknowledge or explain why outdated data is being used, or take the time to collect new necessary data, the Plan relies upon this stale data to support the conclusory determination that the TTC is needed. The Town and County must gather and study current data and impacts before TTC can be included in an approved transportation plan.

4. Traffic Created by the TTC will Not be Local.

The June 23, 2010 South Park Sub Area and High School Road Corridor Transportation Analysis prepared for the County has established that only 1/3 of the traffic that will use the TTC will originate or have its destination in the South Park Area. The remaining 2/3 of the traffic projected to use the TTC will be non-local. Based on these figures, one must conclude that the

TTC will be a bypass highway that diverts traffic into residential areas that are not designed or structured for high volume traffic; causing highly negative impacts. While the ITP states that design features will be added to discourage cut-through traffic, there is no confirmed commitment to such plans, which may or may not become part of a future project. Furthermore, it seems that such designs would do little to decrease the congestion at the Y intersection, thereby creating an inherent conflict in the goals of the ITP.

5. Improvements at the Y Intersection Must be Prioritized and Attempted.

The ITP perfunctorily claims that improvements at the Y intersection will be insufficient to address the County's transportation and traffic-mitigation needs. Wyoming Highway 89 and 22 were designed as, and continue to be, the primary travel route for carry-through travel in Teton County. Further analysis of options for improving the Y intersection must be conducted prior to moving forward with the TTC. In 2010, traffic consultant Robert Bernstein, P.E. conducted a thorough analysis for Save Historic Jackson Hole and others. Based on his considerable expertise and familiarity with Teton County road systems, Mr. Bernstein advised that a comprehensive set of feasible improvements should be made before the TTC could be considered. More recently, the roundabout option has been considered, but not meaningfully pursued. The ITP fails to address why we are not considering these recommendations. Why does the ITP not first mandate that we improve our existing roadways, in advance of proposing a potentially unnecessary road that will have a detrimental impact to so many Teton County residents?

6. The ITP Lacks Necessary Noise, Air Quality Impacts, and Wildlife Impact Studies Related to the TTC.

The ITP does not contain any data or information related to the noise and air quality impacts that will inevitably be created by the TTC. Under the ITP, vehicle trips on neighboring roads will increase by 10,000 to 15,000 per day once the TTC is constructed, with no clearly established guidelines for restrictions on the type of travel allowed along the TTC. The wildlife in South Park is abundant, and although the roads themselves are not located in the Natural Resources Overlay, studies must be completed that look at the short and long-term impact on wildlife with such a significant increase in traffic with no seasonal or other controls. The Town and County should not adopt the TTC portion of the ITP plan without a complete advance analysis of the noise, air and wildlife impacts the TTC will create.

7. ITP Fails to Address Cumulative Impacts at Intersection of South Park Loop Road and Highway 89.

The intersection of Highway 89 and South Park Loop Road, the intersection through which the intended "pass through" traffic will travel has no signal and is currently rated with an F level of service. The ITP fails to acknowledge or address this real-world problem, nor are any solutions proposed.

In closing, the RGC is aware that the County and Town have spent considerable time, energy, and funds on the ITP. RGC does not have any objection to adoption of the ITP, so long as all sections related to the TTC as a prioritized project are removed. By removing these sections, the County and Town can move forward with their many other initiatives while undertaking the further study, analysis, and data collection that are needed to make a reasoned and accurate decision related to the TTC.

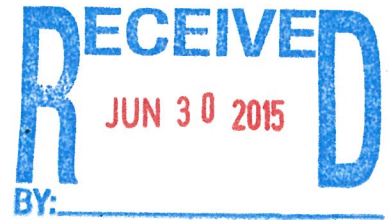
Regards,

A handwritten signature in black ink, appearing to read "Nicole G. Krieger", with a long horizontal flourish extending to the right.

Nicole G. Krieger

cc: Client, Keith Gingery, Audrey Cohen-Davis

Marc Milgram
2730 Curlew Lane
Jackson, WY 83001



June 27th, 2015

VIA FEDERAL EXPRESS ✓

Chairperson Melissa Turley
Vice Chair Barbara Allen
Commissioner Paul Vogelheim
Commissioner Smokey Rhea
Commissioner Mark Newcomb
Teton County Board of Commissioners
Teton County Administration Building
200 South Willow St
PO Box 3594
Jackson, WY 83001

Mayor Sara Flitner
Vice Mayor Hailey Morton Levinson
Councilor Bob Lenz
Councilor Don Frank
Councilor Jim Stanford
Town of Jackson Town Council
150 East Pearl St.
PO Box 1687
Jackson, WY 83001

RE: DRAFT PROPOSED INTEGRATED TRANSPORTATION PLAN

Dear Commissioners and Town Councilors:

I am writing this letter to request that you take one minute to reflect and ask yourself a simple question regarding the Tribal Trails Connector (TTC).

I have read and been involved with many traffic studies over the last twenty-five years as a developer (east of the Mississippi). I know that the numbers can tell different stories, and sometimes lead to the wrong conclusions. The question is:

Is the TTC "logical"?

The answer has to be "no." The TTC with its negative (& potentially tragic) impact on rural areas, neighborhoods, and school children should no longer be a consideration. It is illogical, and dangerous. Highway traffic needs to stay on the (hopefully improved) highways.

Sincerely,

A handwritten signature in black ink, appearing to read "Marc Milgram".

Marc Milgram

June 25, 2015

Dear County Commissioners and Town Councilors:

As a concerned community member I am urging you to vote No on the proposed Tribal Trail Connector Road.

I, and alot of my neighbors that live in the Cottonwoods, strongly oppose such an absurd proposal. I write ABSURD due to the fact that such an approval would bring an estimated 9 to 13,000 more vehicles per day passing through a major school zone (5 schools!).

For KIDS SAFETY sake alone, that reality should put an end to this debate.

I am not a property owner, so my writing this letter to you has no financial impact on my part -> only sanity!

Please vote No.

Very truly yours,
Christine Schuler

Christine Schuler
2001 Corner Creek Lane #30
Jackson, WY 83001



H.S. Pimm Loudenslager
H.S. Pimm Loudenslager
Katie Mulderrig
Katie Mulderrig
Sherri & Mahlum
Sherri & Mahlum
Audra Beth Reed

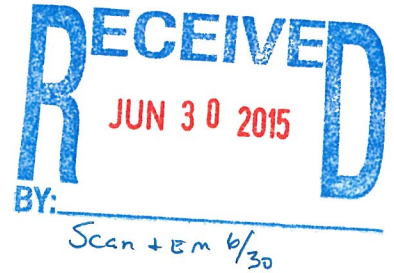
RECEIVED
JUN 30 2015
BY: _____

Scan & EM 6/30



3 CREEK RANCH
GOLF CLUB

June 23rd, 2015



Re: Integrated Transportation Plan, Proposed Tribal Trails Connector

Teton County Board of Commissioners:

We understand that you will soon be considering approval of the Tribal Trails Connector. In that regard, we ask that you please consider a significant safety issue associated with our two entrances. Currently both entrances allow access to the community and to our Golf Course. There are also many trucks accessing our facility to deliver goods. We are experiencing problems with our members and vendors entering and exiting onto South Park Loop. The visibility is very limited and turning onto the street with oncoming traffic can be dangerous.

Our concern, going forward, is that the issue of ingress and egress from our club be seriously considered. With the proposed Connector, we believe that the number of trips on this roadway may increase significantly, leading to a potentially dangerous situation for our folks as well as the members of the community using South Park Loop. It may be that a stop sign or traffic signal may be required to mitigate this situation. If so, we believe it is important to understand the problem, potential solutions and the associated costs and impacts before making a decision about the road.

Thank you so much for your consideration in this matter.

Respectfully,

Chad E. Becker, CCM

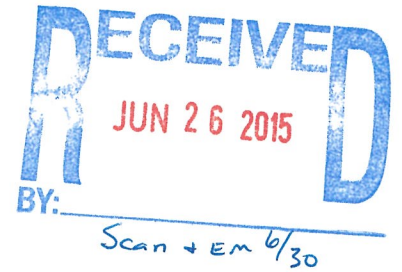
GM/COO

3 Creek Ranch Golf Club

cbecker@3creekranch.org

(307) 732-8960

Jack and Kay Krouskup
2635 Red Tailed Hawk Ln.
Jackson WY 83001



Teton County Board of Commissioners
Re: Tribal Trails Connector (Connection)

As residents of the South Park area of Jackson, we strongly object to the WYDOT proposed plan to connect South Park Loop to HW 22. The proposed Connection would significantly disrupt neighborhoods, migration patterns, cattle ranches, schools and numerous churches located in this corridor.

The proposed Connection would redirect substantial traffic (both private and commercial) through residential and ranch properties where this is no significant commercial activity. Such a plan would materially alter these neighborhoods and related properties. In addition, this would endanger numerous students who attend schools either on or near this corridor.

This is a terrible plan and one that should be rejected. The community and the Commissioners should not succumb to any pressure to adopt this plan.

A handwritten signature in blue ink that reads "Jack and Kay Krouskup". The signature is fluid and cursive.

Jack and Kay Krouskup
June 23, 2015

From: Kim Murphy <movingmountainskwm@gmail.com>
Sent: Tuesday, June 30, 2015 8:45 AM
To: County Commissioners; Town Council; Tyler Sinclair - Teton County
Cc: Cara Froege; responsiblegrowthjh@gmail.com
Subject: ITP Comments - Keep Jackson Special, Remove the TTCR from the ITP

Dear County Commissioners and Town Council Members,

I am anxious to see the position you take in regard to the TTCR and what is important to you and what you think is important to us.

Many of us... dare I say most of us... are opposed to the plan and are shocked that such a plan would be considered. The reason we love this area and the reason so many visit is because of the environment and the beauty it has to offer. Damage it to such an extent and in this fashion is harmful in many ways.

I am asking that you remove the TTCR from the ITP

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Jackson

is
about the environment

. W
e need smart planning that prioritizes our community environmental values
. The TTCR does not do that.

On 6 July, I strongly urge you to vote for Jackson's long-standing environmental common values and remove the TTCR from the ITP. Keep Jackson the place we can continue being proud of.

Regards,
Kim Murphy
Jay Murphy
Elizabeth Murphy
Amelia Murphy
Emily Murphy

From: Leon Campbell <leongcampbell@gmail.com>
Sent: Tuesday, June 30, 2015 9:03 AM
To: County Commissioners; council@townoofjackson.com; Tyler Sinclair - Teton County
Cc: Cara Froege; responsiblegrowthjh@gmail.com
Subject: ITP Comments - Pull the TTCR from the ITP

Dear County Commissioners and Town Council,

I am very troubled that you are considering voting to adopt the Integrated Transportation Plan (ITP) at your 6 July Joint Information Meeting that includes fast-tracking the TTCR for budgeting and construction. Not only with the TTCR create health and safety issues for South Park by endangering school children, neighborhoods and wildlife and exposing them to increase traffic using this cutoff to Highway 22 there are other solutions such as a roundabout at the Y intersection which can resolve the transportation issue and thus render TTCR unnecessary.

Teton County Public Schools for example fear for the safety of their students if the proposed road carrying up to 13,000 cars per day floods the school zone that is already congested with too many cars on roads that already cannot handle the traffic.

I am extremely disappointed that you would consider passing this ITP with the TTCR based with no solid and independent safety analysis done for how this will affect the very dense school district and surrounding neighborhoods.

I am asking that you remove the TTCR from the ITP pending a complete and independent safety analysis. You are here to benefit and protect the community and its citizens...most of all small children. I urge you to do the right thing and make a motion to remove the TTCR entirely from the TTCR until there is sufficient data and public input to make me feel at

We recognize that elected officials have difficult decisions to make with respect to future planning for our community. However, I ask that you think of the kids, who are our future, when making this decision. Do the right thing and pull the TTCR from the ITP until you have information you need to keep our children safe.

Please do the right thing and protect South Park and its neighborhoods and especially children by seeking alternatives to the TTCR.

Sincerely,

Leon G. Campbell
1300 Creamery Lane
Jackson
(

Here are some additional data I want you to recognize that I chose not to include in the body of my letter to you.

- 1). 6 schools are in the affected area with more than 2,000 students
- 2). There are 19 cross walks; kids in the nearby neighborhoods can not take the bus; therefore, they have to walk, ride their bike, or have a parent take them to school
- 3). There are 15 athletic fields with over 1,500 athletes doing sports almost every day
- 4). The County has never done a safety analysis of how the TTCR would affect the area
- 5). The County used old 2008 numbers to substantiate their 2010 study showing car numbers; now there are more schools, more kids, more athletic fields, and more athletes in the locally affected area

From: Dana Olson <dolson@wyoming.com>
Sent: Monday, June 29, 2015 5:02 PM
To: County Commissioners; Town Council
Cc: Tyler Sinclair - Teton County
Subject: ITP Public Review Draft - Comment

Dear Elected,

It seems that everyone is up-in-arms about the Tribal Trails Connector being approved as part of the ITP because they fear the safety of our school children. That is a valid point that I agree with but I will let them make that point.

I want to address the concerns I have for the safety of our wildlife, both majestic animals like moose, deer and elk and also—let's not forget—the smaller coyote, fox and eagle families.

I have noticed that no wildlife organization (or school) has stepped up to voice concern for the animals that will be tragically affected with the addition of a bypass road carrying 13,000 or so vehicles a day to shortcut a tired and sometimes useless intersection. Perhaps our many wildlife organizations have been strong-armed by the town and county engineers and WYDOT to stay quiet. I wouldn't know.

On behalf of all the wildlife that the Comprehensive Plan states—we as a community will protect—I urge you to delay a vote on the ITP and Tribal Trails Connector until a wildlife-friendly solution is found. Stand up to the planners, engineers and WYDOT and tell them you need more time and environmental studies before you can make a decision on the ITP.

Sincerely,

Dana Olson
Town of Jackson resident

-----Original Message-----

From: Liz Spradling [<mailto:lizspradling@mac.com>]

Sent: Tuesday, June 30, 2015 9:36 AM

To: County Commissioners; council@townofjackson.com; Tyler Sinclair - Teton County

Cc: "[jhnewsandguide.comresponsiblegrowthjh](mailto:jhnewsandguide.comresponsiblegrowthjh@gmail.com)"@gmail.com

Subject: Pull the TTCR from the ITP

Dear County Commissioners and Town Council,

I am very concerned and disappointed that you are considering voting to adopt the Integrated Transportation Plan (ITP) at your 6 July Joint Information Meeting that includes fast-tracking the TTCR for budgeting and construction.

I am a homeowner in the area and have recently become a grandmother. Perhaps that is why I drive very slowly in school zones? I cannot believe that you would vote to place what basically amount to a "highway" in the middle of a community of school children. I fear for the safety of these children if the proposed road carrying up to 13,000 cars per day floods the school zone that is already congested with too many cars on roads that already cannot handle the traffic. Why just this past year there was an additional school zone area added to South Park Loop. In total there are 6 schools in the affected area with more than 2000 students; 19 cross walks; and a heavily biked children's area. If there were any area that would be the worse place to position a heavily traveled road it would be where the proposed road is targeted to be placed. Please do not make decisions without asking yourselves if this is where you would want your children and grandchildren walking and riding their bicycles to school. What is happening to this town?

I am extremely disappointed that you would consider passing this ITP with the TTCR based with no solid and independent safety analysis done for how this will affect the very dense school district and surrounding neighborhoods.

I am asking that you remove the TTCR from the ITP pending a complete and independent safety analysis. I hope you are here to protect the community and its citizens...most of all small children. I urge you to do the right thing and make a motion to remove the TTCR entirely from the TTCR until there is sufficient data and public input to make me feel at ease.

I know you have a hard decisions to make with respect to future planning for our community. However, I ask that you think of the kids, who are our future, when making this decision. Do the right thing and pull the TTCR from the ITP until you have information you need to keep our children safe.

A very concerned citizen,
Elizabeth Spradling

From: Ann Dwan [mailto:adwan415@gmail.com]

Sent: Sunday, June 28, 2015 2:46 PM

To: Town Council

Cc: Keith Gingery - TCSD School Board; Kate Mead - TCSD School Board; Patricia Nichols - TCSD School Board; Robbi Farrow - TCSD School Board; Joe Larrow - TCSD School Board; Janine Teske - TCSD School Board; Syd Elliott - TCSD School Board

Subject: ITP/TT Connector Road

Commissioners and Mayor

I moved to Jackson 18 years ago from Chicago. When I bought my property in Indian Springs, I was clearly informed a 'connector' road would be built in 2011. Apparently it wasn't built during that time due to lack of funds, now that time has come. Over the past 18 years, as we all know, Jackson has changed dramatically- for better or worse! The 'connector' road, which many refer to now as a 'bypass' is being rushed through the voting process. Only one study has been conducted by a consultant from Crowded-rado, er, Colorado who isn't familiar with our Valley, what it stands for, the limitations *carefully* instilled so Jackson Hole *doesn't* end up like Crowded-rado, and apparently directed to perform the process *quickly!!* Whoa!!!! Lets slow down here, folks....

Like all things, there is a process to be addressed which I and many others feel hasn't been fully vetted! When are the studies for wildlife, wetlands, safety, schools, etc. going to be conducted so *everyone* involved/interested has/have a clear understanding of the facts that are/were involved in the decision making process? When are other consultants from similar areas who have been involved in similar studies going to be hired so the Valley can weigh the pro and cons from each professional rather than taking one consultant's opinion as gospel? Haven't the majority of the Valley's population worked to avoid this beautiful place from becoming another Colorado with its McMansions and unspecified square footage? We all have a responsibility to this Valley in the name of sustainability! Voting on an issue without the benefit of results from completed studies to, in my opinion, 'check it off the list' is negligence! When the developers and County agreed for a 'connector' road to be added in the "future" in order for development, my understanding is that during that time, consideration of 6 additional schools and a pre-school with children from birth to age 5, being built in the immediate area and future, of the 'connector' road, wasn't a consideration. In hindsight, I bet the School District wishes it hadn't sold the school parcel which eventually was developed into Indian Springs as well when currently finances are tight and schools are overcrowded. Or, the population of Jackson would double (?) and grow from primarily part-time home owners to full time residences (I may be off in these numbers), schools would become overcrowded in the lower grades where Teton County School District would have to apply to the State each year for a 'pass' in order to exceed the student/teacher ratio (remember, they all currently converge at Jackson Hole Middle School). Like many, I believe housing and the Budge Slide that our politicos are fervently addressing take priority rather than the 'connector'.

Along with this overcrowding, at the forefront is the *safety* issues so many have mentioned- where students would/could bike/walk to school(s), would now be driven to avoid needless and senseless injury. The town of Jackson along with the school district will now have to address how best to monitor the area/roads which will

dramatically increase funds from the local and state budgets. Additionally, since we have neighborhoods and 7, 7!! schools in direct proximity to the 'connector', South Park Loop Road and High School Road will be a mess and thats on good days! Take into account the weather (remember, we have six months of winter. Did Mr. Charlier take that into account when 'rushing' through his 'study'?). Additionally, safety includes light pollution, air quality, carbon footprint etc. I don't believe any studies have been executed with any results factoring into anyone's decision. Lastly, this development would occur in neighborhoods and near schools, please take into account new and emerging drivers converging in this area as well. There are serious safety components if this lack of process is rushed! Please complete due diligence in order to make the very best decisions that would effect us for the next couple/few decades!

Safety doesn't include just humans, its the impact on wildlife as well. Jackson's Hole has always, with many participant's help and advocacy, and hopefully will continue to always be, a wildlife corridor. Without conducting the necessary studies, the town and county are negating what so many have strived for and moved here for and what they claim, by being elected officials, they represent! Without wildlife and wetland studies, we have no idea how the 'connector' will fully impact wildlife and the surrounding area. Currently seeing dead animals on the side of roads, we can all conclude they will suffer. We should be addressing how best to accommodate the preservation of wildlife and wetlands *along* with proper planning for responsible growth!

I propose tabling the vote on ALL areas regarding the ITP- North bridge, Y intersection, and Connector Road, specifically! I agree, we have arrived at a time where we need an ITP, but I feel more time and studies need to be conducted before pulling the trigger July 6, 2015 for the growth to be responsible. I'd propose Town and County review results from safety, wildlife and wetland studies once completed. In all these areas, 2010 is a *long* time ago and the Valley has changed greatly, therefore outdated those studies in the event any were done initially. Work simultaneously on all areas related to growth-transportation, housing, expansion of Hgwy 89 south of town, Y intersection, North bridge and expansion of Hgwy 22- they are all directly related! Please don't bury it on page 19 (or wherever it has been buried) in order to vote and 'check it off' the agenda. Present it to the community and have transparency! When the developers of Indian Trails/Indian Springs and County agreed for a 'connector' road, I believe it wasn't discussed to filter all the traffic from the "Y" to the 'connector' road as now stated by WYDOT in the ITP, therefore; it becoming a bypass road. This Valley is near and dear to all of us! Lets learn from other communities and not make mistakes. This is our legacy to the future! Lets remember, once the bell is rung, we can't unring it!

Thank you for your time and consideration on these serious matters!

Respectively,

Ann Dwan
parent of 3 students currently enrolled in Teton County School District

Ann Dwan
adwan415@gmail.com
307.734.0980

-----Original Message-----

From: Ann Frame [<mailto:annelisframe@gmail.com>]

Sent: Friday, June 26, 2015 4:37 PM

To: County Commissioners; Town Council

Subject: The proposed Tribal Trails road

Dear County Commissioners (Barb, Smokey, Paul, Melissa, and Mark), Town Council members (Hailey, Don, Bob, and Jim) and Ms. Mayor (Sara),

I am writing to express my concern about the proposed Tribal Trails connector. I understand that the proposed road has been on WYDot's book for many years. When it was first conceived, there was not the density that exists now. Since that time, the county and town have approved residential developments like Indian Trails, and Three Creek and allowed 5 schools to be added to the one which was there in 1995. A major concern is the protection of the children in the schools and the neighborhood residents should 9,000-13,000 cars be allowed to drive through that corridor each day. If there was an awareness that the connector was to be build, why were schools, churches, and neighborhoods allowed to be developed in it's route? The conditions which made the connector a solution many years ago are no longer valid.

I appreciate the need for an Integrated Transportation Plan. Wildlife, the environment, and safety all need to be considered. The fact that no safety study has been made, that consultants reports are conflicting, and that public input has been limited is problematic. Apparently, a vote is scheduled to take place on July 6th. No time has been announced which makes public attendance challenging. At the very least, it seems that this vote should be delayed so the option can be examined with due process.

One solution to minimize traffic at the Y and in the town of Jackson would be to improve the extension of Fall Creek Road. Traffic could avoid the towns of Wilson and Jackson. The outlet would be down by Hoback. It would offer a true bypass to our towns for long distance travelers.

Thank you for your service.

Respectfully submitted,

Ann Frame



June 24, 2015

Dear Board of County Commissioners and Members of the Jackson Town Council,

Thank you for your work to produce a plan to guide the community forward as it deals with an ever expanding need for transportation options while trying to preserve cherished elements of community character.

Over the last 18 months, Friends of Pathways has followed the Integrated Transportation Plan (ITP) through its development. Jim Charlier and his staff have done a great job clarifying our choices. Either we allow our main travel corridors (almost all state highways) to expand to accommodate unrestrained growth in automobile travel or we develop transit and other modes of travel to mitigate or slow this projected growth. Certainly, without a well-planned and well-funded transit system, and increased investments into walking and bike infrastructure, we will be left doing what we need to do, but not what this community aspires to do through its comprehensive plan. Though the ITP is not the inspired vision for the future that FOP hoped for, it does state present reality and provide some workable solutions for curbing traffic.

FOP supports adoption of the ITP, but with the main caveat that the Town and County implement meaningful public transit and walk/bike solutions for curbing traffic growth, before considering road expansion. FOP does not support construction or expansion of new roads unless it can be determined that without such additions, public safety will be jeopardized, or vehicle miles traveled (VMT) will increase notably. This is most specific to the expansion of Highway 22 as noted in the Group 1 priorities of the draft ITP, but could be measured against all proposals that seek expanded road infrastructure.

FOP recommends these measures to strengthen the ITP:

- 1) **The Town and County should immediately hire a qualified individual who can implement projects, using the ITP as a guide.** Ideally, this is a locally based individual who is familiar with the unique history and landscape of this area, and who has access to community leaders and planning officials on a regular basis. The individual charged with this undertaking should balance the challenges and merits of road improvement projects against investments in transit and walking and biking infrastructure. Both actions have a place in our community, but need to be balanced.
- 2) **Increasing mobility while decreasing VMT should be the key metric by which the Town and County evaluate and prioritize transportation projects.** Committing to this will simplify decisions and take some of the politics out of the process.
- 3) When roadway projects are undertaken they should be designed and built to enhance current and future travel by non-traditional modes. Each local street or connector should be a complete street, designed to be a place where people travel by a variety of means, not just cars. **When highways are expanded, pathways should be included as a project requirement and vehicle flow should be optimized for transit.** Transit stations should be integrated with the roadway in a way that makes transit ridership desirable because it is safe, fast and efficient.
- 4) We support a significant increase in services for START. **The plan should also address outlying park and ride facilities that reduce traffic impacts.** As an example, improving the Stilson Lot so that people traveling by car can park and board a bus to transport them to town or Teton Village. Bike share should be an option during the summer months to expand the reach of START. This will also mitigate parking issues and traffic congestion. To encourage increased bus ridership, managed parking needs to be explored as a key element of a TDM program.

5) **Updating the Pathways Master Plan, which is long overdue, is a key element of developing effective active transportation infrastructure.** This should be added as a short-term work item to the action plan in the ITP.

5) As long as automobile travel is the only option and most convenient option for Jackson Hole, we will have ever increasing traffic growth and congestion. **Mode shift occurs when that form of transportation is more convenient, lower stress and less expensive.** While many of these steps can take place as part of a TDM program, they will not happen without strong leadership, a competent staff and a clear vision for our transportation future.

Further, none of the mitigation steps in the ITP will take place without a dedicated source of funding. This is clear. We believe that when presented with a coherent plan for transportation improvements, based on the recommendation of the ITP and including the additional items above, the voters will approve an additional 1% sales tax to be used to pursue the community's transportation and housing goals.

Thank you for the time and effort you have dedicated to this process.

Sincerely,

Jack Koehler
Program Director
Friends of Pathways

From: Jack Koehler [mailto:jack@friendsofpathways.org]
Sent: Thursday, June 25, 2015 10:18 PM
To: County Commissioners; Town Council; Sean O'Malley
Subject: ITP public comment

June 24, 2015

Dear Board of County Commissioners and Members of the Jackson Town Council,

Thank you for your work to produce a plan to guide the community forward as it deals with an ever expanding need for transportation options while trying to preserve cherished elements of community character.

Over the last 18 months, Friends of Pathways has followed the Integrated Transportation Plan (ITP) through its development. Jim Charlier and his staff have done a great job clarifying our choices. Either we allow our main travel corridors (almost all state highways) to expand to accommodate unrestrained growth in automobile travel or we develop transit and other modes of travel to mitigate or slow this projected growth. Certainly, without a well-planned and well-funded transit system, and increased investments into walking and bike infrastructure, we will be left doing what we need to do, but not what this community aspires to do through its comprehensive plan. Though the ITP is not the inspired vision for the future that FOP hoped for, it does state present reality and provide some workable solutions for curbing traffic.

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This is clear. We believe that when presented with a coherent plan for transportation improvements, based on the recommendation of the ITP and including the additional items above, the voters will approve an additional 1% sales tax to be used to pursue the community's transportation and housing goals.

Thank you for the time and effort you have dedicated to this process.

Sincerely,

Jack Koehler

Program Director

Friends of Pathways

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Jack Koehler
Friends of Pathways
(307) 413 6018

-----Original Message-----

From: Joseph Davenport [<mailto:jdavenport@pointermc.com>]

Sent: Friday, June 26, 2015 8:00 AM

To: County Commissioners

Cc: Town Council

Subject: ITP

Folks,

As a ten year resident of the South Park area I want to object to the ITP as a flawed and poorly communicated plan. Safety is my main concern. With the high density of schools in the area, routing thousands of additional vehicles through South Park is asking for safety issues. Further, ITP is in direct conflict with the adopted Comprehensive Plan. Additional study and greater community inputs should be the order of the day. Your adoption of ITP charts the course for the next 30 years. Please proceed judiciously. Thank you.

Joe Davenport, 2775 Trumpeter Swan Lane

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From: Linda Aurelio [mailto:lindaaurelio460@gmail.com]

Sent: Sunday, June 28, 2015 4:00 PM

To: Ann Dwan

Cc: Town Council; Keith Gingery - TCSD School Board; Kate Mead - TCSD School Board; Patricia Nichols - TCSD School Board; Robbi Farrow - TCSD School Board; Joe Larrow - TCSD School Board; Janine Teske - TCSD School Board; Syd Elliott - TCSD School Board

Subject: Re: ITP/TT Connector Road

Great letter Ann ! Forgot about new drivers at the High School adding to the frightful mess.

Thanks

Linda

Sent from my iPhone

On Jun 28, 2015, at 2:46 PM, Ann Dwan <adwan415@gmail.com> wrote:

Commissioners and Mayor

I moved to Jackson 18 years ago from Chicago. When I bought my property in Indian Springs, I was clearly informed a 'connector' road would be built in 2011. Apparently it wasn't built during that time due to lack of funds, now that time has come. Over the past 18 years, as we all know, Jackson has changed dramatically- for better or worse! The 'connector' road, which many refer to now as a 'bypass' is being rushed through the voting process. Only one study has been conducted by a consultant from Crowded-rado, er, Colorado who isn't familiar with our Valley, what it stands for, the limitations *carefully* instilled so Jackson Hole *doesn't* end up like Crowded-rado, and apparently directed to perform the process *quickly!!* Whoa!!!! Lets slow down here, folks....

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school parcel which eventually was developed into Indian Springs as well when currently finances are tight and schools are overcrowded. Or, the population of Jackson would double (?) and grow from primarily part-time home owners to full time residences (I may be off in these numbers), schools would become overcrowded in the lower grades where Teton County School District would have to apply to the State each year for a 'pass' in order to exceed the student/teacher ratio (remember, they all currently converge at Jackson Hole Middle School). Like many, I believe housing and the Budge Slide that our politicians are fervently addressing take priority rather than the 'connector'.

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Thank you for your time and consideration on these serious matters!

Respectively,

Ann Dwan
parent of 3 students currently enrolled in Teton County School District

Ann Dwan
adwan415@gmail.com
307.734.0980

From: Louise Wade [<mailto:loucwade@gmail.com>]
Sent: Friday, June 26, 2015 4:36 PM
To: Town Council
Subject: REMOVE TTC PROPOSED ROAD FOREVER AFTER YOU READ THIS

Mayor Sara Flitner and Vice Mayor Hailey Morton Levinson and Town Council:

REMOVE TTC PROPOSED ROAD FOREVER AFTER YOU READ THIS

There are three things to consider:

Children's safety
Wondrous wildlife
The air we breath

When the original Comprehensive Plan was made that proposed that Tribal Trail be a connector road from Highway 22 to Highway 89 many pertinent things were not in existence, or even thought of that would have prevented such a proposed road to ever exist!

First and foremost there was only one school at that time. Now there are seven schools. The safety of our children must come first and foremost in any future planning. The children walking to and from school and attending sports events in the various fields after school has to be considered. This is a neighborhood and there should not be any proposed thoroughfare that would an accident waiting to happen, God forbid, to any of our precious children! Not in the original plan the residential neighborhoods and apartments have grown in density, as well as schools. The Blair Apartments have grown in size. The affordable homes at Boyles Hill and South Park have been installed. 3creek Golf Course with clubhouse and residential homes has gone in. Tribal Trails and The Dairy Subdivision have almost built out most of their lots.

The current situation of the surrounding neighborhoods of Cottonwood, Indian Trails, Indian Springs, Ely Springs, South Park Ranches, Melody Ranch neighborhood is it is a country neighborhood where families have moved to be near schools where their children can walk to and from school without fear of being run over.

The neighborhoods also have the privilege of living amongst the wondrous wildlife that Jackson is indeed fortunate to have. It is an enormous calling card to those who have moved here. Where else in our country can you have

hundreds of elk passing through your meadow to feed on the various buttes and woods and creeks and ponds surrounding the neighborhood. Wouldn't it be a gruesome sight too see the wench truck arrive in our neighborhood to pull up the bloody caucus of the beautiful elk, if they were run over The neighborhood moose and calf mosey along the neighborhood searching for willows to live on, especially during harsh winter when the snowfall covers just about everything else for them to forage on to survive. The deer population is already in decline and not as many grace our area as much as 20 years ago. The neighborhood fox who crossed the road daily near the bus stop has already lost his life recently to being run over. There is a swan pond on Boyles Hill Road to raise trumpeter swans. Because of the creeks passing through with spawning fish this whole South Park area is an avian paradise with trumpeters, Canada geese, bald eagles, osprey, blue heron, Swenson and red tail hawks. There are profuse amounts of song birds, as well. The beautiful blue birds dart up and down these country lanes. There are colorful Western tanagers of brilliant yellow spotted with patches of red pop in summer along the road. The skillful killdeer fly near roads edge to keep humans from their young, even fawning a broken wig to keep people away from their nests. There are red winged blackbirds that come every March through fall, as well as yellow heads. Beautiful song of the robin is heard. There are year around doves and chickadees and finch. Swallows come and build their cleaver dirt nests. Yes, an avian paradise we live in. There are other critters to think of, too. There are otter and beavers and coyote and other fox and raccoon who depend on their food scouring the neighborhood. Our beloved dogs and cats must be protected, as they are a part of most families. Jackson is pro ported to be a green place. The environment would be adversely impacted by the additional fossil fuel of 13,000 vehicles passing through the neighborhood in addition to cars already coming and going. It would effect parents and children and wildlife and birds and fish. The world has too long stuck its head in the sand when it comes to our environment. We the people can stop the threat that fossil fuel has on our beloved place where we choose to come and build and live by not having the proposed road. It is essential to protect the air we breath!

After reading this please remove the Tribal Trail Connector proposed road form any future proposed plan forever!

I believe if one does not like one way they should suggest another. There is a simple way that has successful in other places, including nearby in the Hoback, to move the Highway 22 traffic faster with a roundabout at the junction of Highway 22 and 89!

Lou Wade

1355 Creamery Lane

Jackson, WY 83001

690-6895

loucwade@gmail.com

From: Louise Wade [<mailto:loucwade@gmail.com>]

Sent: Friday, June 26, 2015 5:14 PM

To: Town Council

Subject: PLEASE HEAR NEIGHBORHOOD CONCERN OVER IMPACT TTC ROAD WOULD HAVE

It is very disconcerting that according to the Friday, June 26, 2015, Jackson Hole Daily, "Teton County engineer, Sean O'Malley has said that even an improved Y intersection would not eliminate the need for a Tribal Trails connector road."

This is very alarming, as the neighbors say on the impact of this proposed connector road has not been heard yet by: Teton County Mayor and Town Council and Teton County Commissioners. In all fairness to our community, it would be greatly appreciated if the surrounding neighbors concerns could be heard before a decision is made. There have been two engineers hired who have said that the Y round about would work in elevating the traffic off Highway 22.

Is this another move by WDOT like Highway 89 five lane increase

Where "WYDOT HAS TO USE IT OR LOOSE IT?" That is in reference to money allotted for a certain project and if not used for that designated project, then WYDOT would not get that money?

The vote for this proposed connector road is due July 6th. Please take into consideration the ENORMOUS OPPOSITION from the surrounding neighborhood due to the impact this would cause, especially since so much more is in the neighborhood that was not in the original Comprehensive Plan: especially the amount of schools have increased and would endanger children walking to and from school. THE WILD LIFE MUST BE CONSIDERED! AND LAST: WHAT ABOUT THE AIR WE BREATHE if 13,000 come through our neighborhood on a daily basis?

Louise Wade
1355 Creamery Lane
Jackson, WY 83001
307 690-6895
loucwade@gmail.com

From: REIMAN, SHARON [<mailto:sr4384@att.com>]
Sent: Friday, June 26, 2015 5:51 PM
To: County Commissioners; Town Council
Subject: TTCR

Teton County Commissioners:

Town of Jackson Council:

I am writing because I am very concerned about the Integrated Transportation Plan (ITP) vote that is scheduled to take place on July 6. Before such a vote takes place, I believe the community deserves an opportunity to better understand, review and provide input to any proposed plans for both the Tribal Trail Connector Road (TTCR) and the “Y” intersection.

I understand that 9,000-13,000 cars per day are expected along the proposed TTCR. I would like to understand what safety measures will be put in place for the purposes of slowing down the traffic through the many school zones and residential neighborhoods along Tribal Trails and South Park Loop Roads. Will there be roundabouts? If so, where? Will there be signals, stop signs? What will be the speed limit along the TTCR and where will the speed limit be marked? Will there be active enforcement of the speed limit? What is being done to ensure that Indian Trails and Cottonwood residents will be able to safely turn onto this connector road from our streets? I do not see any of this information in the ITP.

It is my understanding that the TTCR is being pursued because of failures at the “Y” intersection. The solution for one poorly planned road should not be a second poorly planned road. The “Y” intersection is not only a problematic intersection, but an unattractive entrance into our town. I strongly believe fixing the “Y” and making it a more attractive entrance to our town should be the priority.

I am sure there are solutions to these concerns and that responsible development is possible. However, I don't believe responsible development will happen unless there is full disclosure with community review and involvement before a vote is taken.

I appreciate your consideration.

Thank you,

Sharon Reiman

From: Smith Garnett [<mailto:garnettsmi@aol.com>]

Sent: Thursday, June 25, 2015 8:19 AM

To: County Commissioners; Town Council

Subject: Tribal Trails Connector

I do not consider myself an “activist”, but I have been moved by what I have learned about the process of adopting the ITP to write to you today. It appears to me that the process for approving this ITP is being rushed and is flawed. I urge all of you to take a step back and consider all of the alternatives before rushing to a vote something that could forever change the character of this place we all love.

I am certainly not against progress or change, but all decisions should be made in compliance with the Comprehensive Plan which should be the guiding light for all decisions that affect our future.

It appears to me that the ITP as proposed does not support the principles of the Comprehensive Plan in a number of areas. While additional traffic in a residential neighborhood is troubling because of the additional pollution, and more vehicles in a wildlife corridor certainly will lead to more animal deaths, the main issue for me is safety.

With the number of schools and students concentrated in this area I think it is insane to put a connector road that will greatly increase the car count in this area.

I do not feel that solutions for the Y such as Roundabout or additional turn lanes have properly been considered. I encourage everyone to take a step back and conduct further study before rushing a vote. The sentiment of the residents should be considered before adopting a single consultant’s vision for our future. Thank you.

Garnett A. Smith
2785 W. Ibis Lane
Jackson, Wy. 83001

cell- 404-291-5142
home- 307-732-0038
fax- 307-732-0060

2745 Curlew Lane
Jackson WY 83001
June 23, 2015

Chairperson Melissa Turley
Vice Chair Barbara Allen
Commissioner Paul Vogelheim
Commissioner Smokey Rhea
Commissioner Mark Newcomb
Teton County Board of Commissioners
Teton County Administration Building
200 South Willow Street
P.O. Box 3594
Jackson WY 83001

Mayor Sara Flitner
Vice Mayor Hailey Morton Levinson
Councilor Bob Lenz
Councilor Don Frank
Councilor Jim Stanford
Town Of Jackson Town Council
150 East Pearl Street
P.O. Box 1687
Jackson WY 83001

VIA HAND DELIVERY AND EMAIL

Re: Draft Proposed Integrated Transportation Plan

Dear Commissioners and Town Councilors:

I write to express very serious concerns about portions of the May 14, 2015 Public Review Draft of the Jackson/Teton Integrated Transportation Plan ("ITP"), specifically relating to the proposed Tribal Trails Connector (TTC) and the proposed East West Connector. The TTC project should be removed from Group 1 of your list of major capital projects since a number of the assumptions upon which its alleged need and imagined benefits are based are both faulty and misguided. I urge the County, the Town and the Wyoming Department of Transportation (WyDOT) to defer any decision on the TTC pending completion of further study and investigation about these assumptions as well as the highly negative and adverse impacts the TTC and the East West Connector will have on the South Park area and the valley as a whole. Simply put, you need more accurate and complete information to be able to make the adequately considered policy choices for the transportation future of the valley that our citizens, our

children and next generations deserve. You do not currently have that information as more fully explained below.

I have lived in the valley for over ten years, all of them in South Park.

The ITP and the existing (though dated) traffic analyses of the South Path area establish three factual realities that must frame your decision on this proposed highway project.

First, Wy-22 and US-89 are the existing state and regional facilities intended to carry through, non- local traffic in the valley. Before new roads are constructed through existing residential and rural neighborhoods, irretrievably disrupting and changing the character of those neighborhoods, these roadways must be improved to carry traffic more efficiently and effectively. Those improvements should be your priority and should be completed first.

Second, the local streets and collectors serving the South Park area are neither designed nor intended to carry through or bypass traffic, destined for locations outside of the South Park area. Capacity and level of service issues that may exist elsewhere on the road way system in our Valley, such as the Y, do not change this fact.

Third, the June 23, 2010 South Park Sub Area and High School Road Corridor Transportation Analysis prepared for the County established that only one third of the traffic contemplated to use the proposed TTC will have its origin or destination in the South Park Area. The 67% of non-local vehicle traffic that is projected to use the TTC should remain on the state and regional road system that was designed to accommodate that level of use and traffic. These thousands of pass through, non-local trips should not be diverted into existing residential and rural neighborhoods with the attendant highly negative impacts.

The draft ITP suffers from at least two faulty premises that should be fatal to its conclusions about the need for the TTC.

First, the draft ITP assumes that the TTC will relieve existing traffic problems at the Y and elsewhere in the Valley. This conclusion is simply not supported by the facts. The TTC will simply divert traffic from roadways constructed with the capacity to accommodate that traffic into rural and residential neighborhoods and highly concentrated school zones in a manner that will be seriously destructive to the community and damaging to public health and the safety of over 2000 children who attend school daily in South Park.

Second, the draft ITP is premised on the faulty assumption that “ridership on the START bus routes would double between 2014 and 2024 and then double again by 2035.” ITP at p. 6. This assumption is plainly incorrect. WyDOT recognized as much in its June 8, 2015 comments on the ITP draft: “The direction and intended outcome from transit ridership (i.e. doubling by 2024 (from 2013) and doubling again by 2035 (from 2024) may be unrealistic.” The simplistic view that the traffic problems in the Valley or at the Y intersection would be solved if people who visit and/or live in the Valley increased their use of the transit system lacks any sound factual support. People in the valley who are likely to use

transit already do so. The preferred mode of transport to access and travel in the valley is, and will remain, the single occupancy vehicle. Over 2.8 million people annually enter our valley as a gateway to Grand Teton and Yellowstone National Parks. Thousands of residents of other towns and cities in Wyoming and Idaho travel to the valley for their jobs on a daily basis, in large part due to the housing shortage. For those who live in Teton County, there are too many places people must regularly visit for work and other reasons that are not accessible by transit and won't ever be accessible by transit because the ridership numbers won't justify it. Similarly, low housing densities and operational constraints in much of the Valley will not support the added bus routes that the ITP imagines will be created. Presently, Valley residents and those who live outside the Valley and work here must use their cars, usually alone, to make these trips, and they will certainly continue to do so in the future. For these same reasons, the proposal to dedicate a lane at the Y for transit makes no sense and would be wasteful. In the future there will certainly be more cars at that intersection, not more buses.

The draft ITP recognizes that the County, the Town and WyDOT "have limited resources for capital development." ITP at p. 24. This is a key issue that cannot be ignored. Those limited resources should and must be directed where our citizens will get the most bang for the buck. Improving the intersection of Wy-22 and US-89 at the Y should be job number 1. Similarly, the ITP acknowledges that the plan should place "low priority on expansion of road and street motor vehicle capacity." ITP a p. 24. This is exactly what the TTC and the attendant expansion of South Park Loop Road would require. Thus the proposed TTC is not consistent with these realities as described in the ITP.

Reconstruction and redesign of the Y intersection must be your highest priority. WY-22 and US-89 are state and federal roadways that were designed and built to support heavy vehicle traffic. Upgrading and improving those roadways should be your first task. In 2010, you received a number of letters and input from Robert Bernstein, P.E., a nationally known traffic engineer. Mr. Bernstein advised County and Town staff at that time that WY-22 and US-89 "are the facilities that are intended to carry through non-local traffic, and must be improved to do so... 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 TCCR (the Tribal Trails Connector Road) can be properly considered." See June 22, 2010 letter from Robert Bernstein to Sean O'Malley and Paula Stevens, attached as Exhibit A.

As Mr. Bernstein recognized and pointed out to the County and the Town, the June 23, 2010 South Park Sub Area and High School Road Corridor Transportation Analysis prepared by the Felsburg Holt & Ullevig engineering firm demonstrated that only about 33% of the traffic expected to use the Tribal Trails Connector would be local traffic. June 22, 2010 letter at p. 4. Diverting thousands of cars engaged in regional traffic off the state and federal road system and into residential and rural neighborhoods filled with schools, school children and churches will have substantial negative impacts on the South Park community.

While the draft ITP suggests that the County, the Town and WyDOT will implement road way design features on South Park Loop Road after the TTC is constructed, in order to discourage or prevent cut through traffic, your bodies and the public have yet to see completed budgets for this project and

have yet to secure the fiscal commitments necessary to acquire right of way and to construct the improvements necessary to support the TTC. Simply put, you and your constituents have no idea where to find and secure the millions of dollars that will be required to construct the TTC and related improvements to South Park Loop Road and High School Road that construction of the TTC will demand. Respectfully, it seems reckless and an abdication of your responsibilities to your constituents for you to approve the TTC without necessary research, planning or funding and premised on false assumptions. Even assuming those funds are identified and secured, it is obvious that the many thousands of vehicles representing the 67% of through and/or bypass traffic will be speeding through these neighborhoods on their travels from points north to points south and vice versa.

South Park Loop Road is at best a secondary road. It is a local road, it has no pull off areas, its shoulders are soft and crumbling, its road bed is worn and it was never designed nor constructed to standards of a state or federal highway. It is simply inadequate to withstand the 10,000+ vehicles a day or more that the TTC will dump into these neighborhoods. The thousands of residents of South Park, the over 2000 school children who attend schools and after school programs and athletics there and the churchgoers who regularly pray at their houses of worship there will suffer numerous adverse impacts should this ill-advised connector be constructed:

Threats to the Safety of Our Children: We have six schools and thousands of children walking around South Park. Increasing traffic flows by 10,000+ vehicles (including large commercial trucks) per day or more in this corridor will only increase the chances of a fatal collision or accident between vehicles and pedestrians. Moreover, adding thousands of vehicles a day onto roadways that were not designed or constructed to accommodate such loads and levels of traffic threatens the safety of other vehicles and drivers on those local streets.

Inadequate Intersections: With 10,000 or more additional vehicles per day heading onto South Park Loop road, cars will be unable to access that road from High School Road or the northern portion of South Park Loop Road from Maverick without signal lights. I am unaware of any studies that have been completed to date concerning the impacts those signal lights might have on traffic flows. In 2007, in connection with the proposed Teton Meadows Ranch development, the Felsburg Holt & Ullevig engineering firm completed a Traffic Impact Analysis of the South Park area. As of eight years ago, they identified that 14,100 vehicles per day headed north from Hoback Junction and approached the intersection with the south end of South Park Loop Road, 3600 vehicles per day turning onto South Park Loop Road from Highway 89, and 9500 vehicles a day using High School Road. See Exhibit B at Figure 3. What are the current numbers? We don't know. They also concluded that in 2007 the intersection of South Park Loop Road and Highway 89 "operates at a LOS (Level of Service) E during the AM peak hour and LOS F during the PM peak hour." Exhibit B at pg. 6. These are the worst levels of service that exist. With increased traffic, that intersection too will need to be signaled. At what impact to existing conditions?

Unacceptable Noise and Air Quality Impacts: No studies have been conducted whatsoever that purport to address the noise and pollution impacts that thousands of additional

vehicles will have on the residential and rural neighborhoods, schools, worshipers and citizens of South Park. It seems to me that this information would be absolutely necessary in order for you to make an informed decision about the need for and the impacts of the TTC.

Adverse impacts on Wildlife: The South Park area is a known migration route for a number of species including elk, moose, prong horn, and mule deer, and is home to a wide variety of birds and wildlife. The route of the TTC passes through a known wetland. Construction and use of the TTC will certainly have severe adverse impacts on wildlife, impacts that will be extremely difficult if not impossible to mitigate. The Comprehensive Plan directs the County to "(p)reserve and protect the area's ecosystem in order to ensure a healthy environment, community and economy for current and future generations." Approval of the TTC would mean that you have decided to ignore this mandate.

For all these reasons, I urge you to devote your primary attention to upgrading and improving WY-22 and US-89, including the Y, which are the existing roadways designed to accommodate large volumes of non- local traffic, as a means of improving traffic conditions in the Valley. Any decision on the need for the TTC should be deferred until those improvements have been designed and implemented and until we all can see the results and effectiveness of those efforts. Furthermore, any decisions on the TTC should be based upon more complete information about its probable adverse impacts. Neighborhoods should not be destroyed and the safety of our children and citizens should not be imperiled until you have sufficient information and studies to make an informed decision. At this point, we know for sure that the TTC will have long term, adverse and irreversible impacts on our community. We do not yet know the extent of those impacts and the true costs of those impacts to our South Park community and neighborhoods.

Thank you for your consideration.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'AS', with a long horizontal flourish extending to the right.

Andrew Salter

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

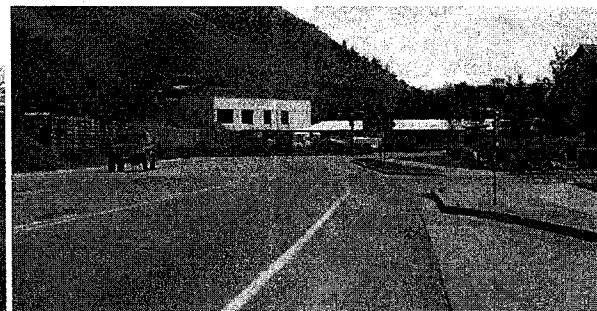
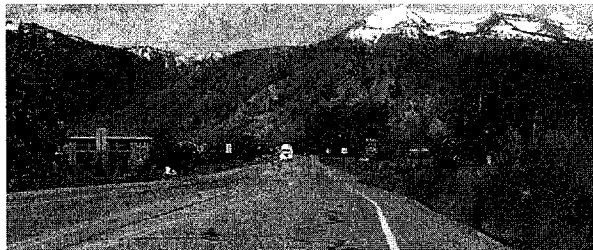
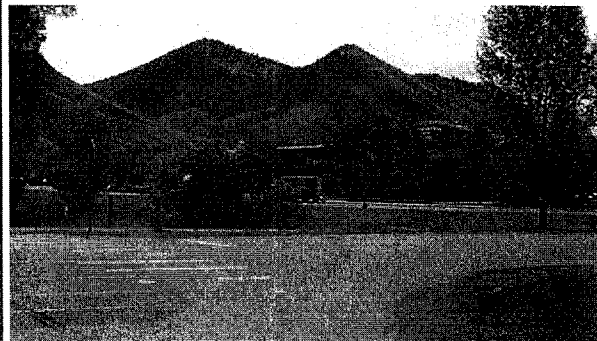
A corollary, also expressed in my June 18 letter, is that the State Highways and County Arterials – WY22 and US89 in particular in this case – are the facilities that are intended to carry through non-local traffic, and must be improved to do so. Accordingly, the State Highway and County Arterial improvements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

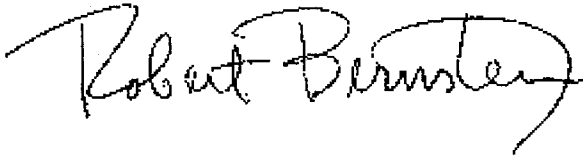
Much of the discussion of TTCR impact and acceptability hinges on the terms "local traffic" and "through traffic," and there seem to be multiple definitions of those terms, depending on who one is talking to. In terms of the perspective of the TTCR/South Park area community, the terms are defined as 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 that loops back under the name.

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.

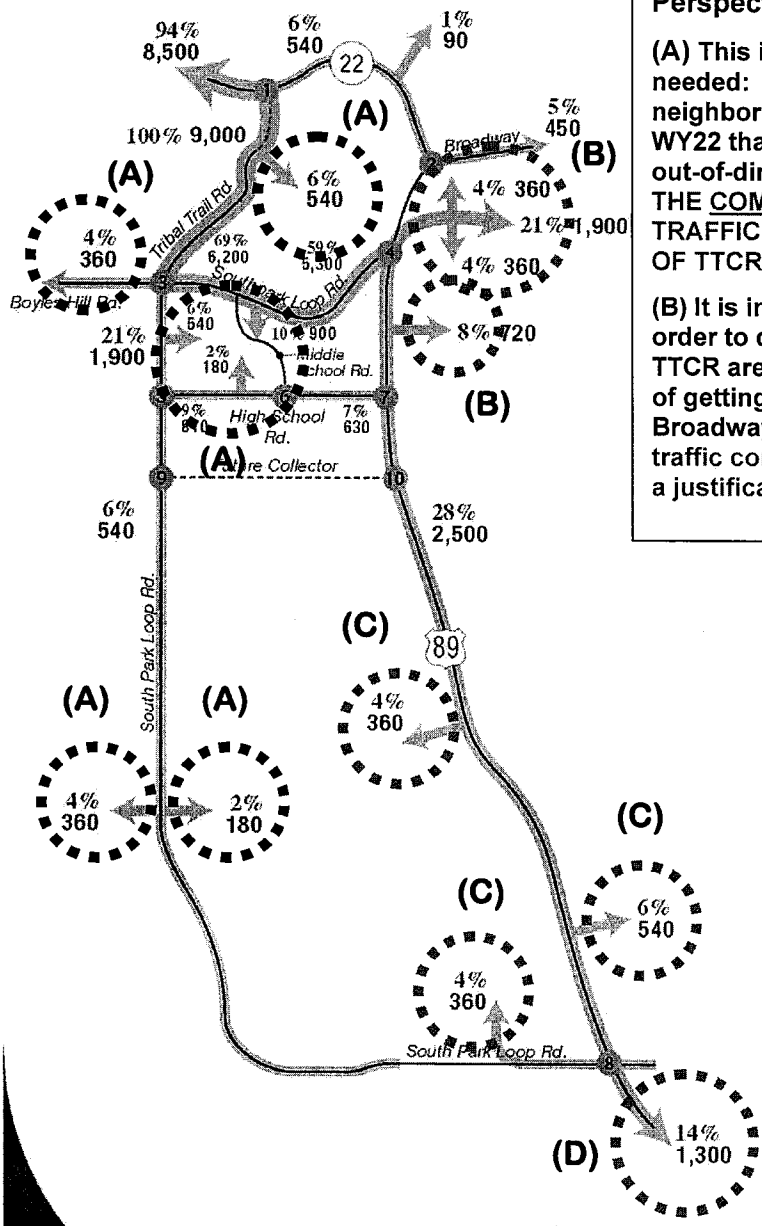
Notes from a TTCR/So Pk Community Perspective:

(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



FELSBURG
 HOLT &
 ULLEVIG

TETON MEADOWS RANCH
TRAFFIC IMPACT ANALYSIS

Prepared for:

Teton Meadows, LLC
1405 Hoyt Lane
Jackson, Wyoming 83001

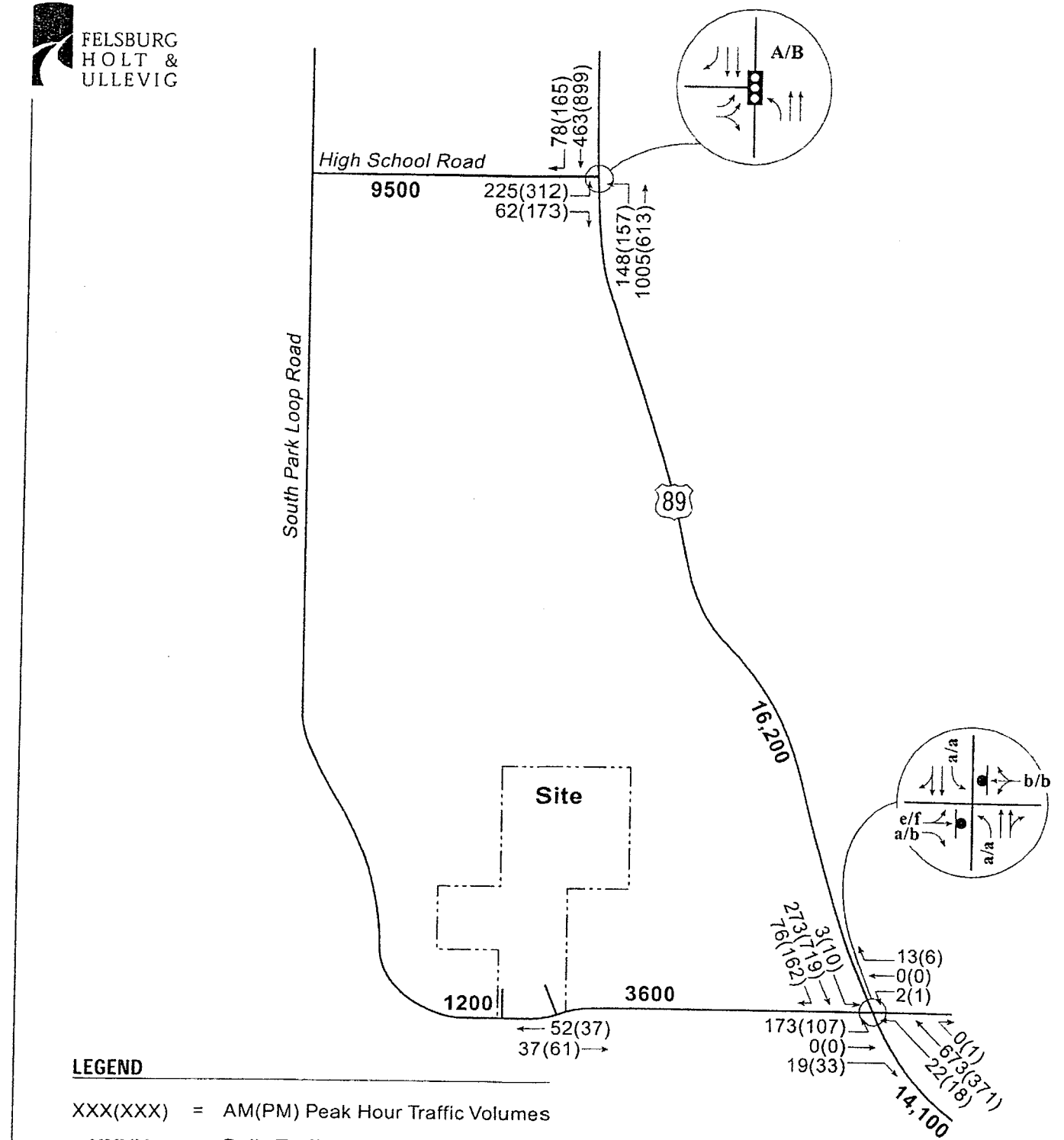
Prepared by:

Felsburg Holt & Ullevig
6300 South Syracuse Way, Suite 600
Centennial, Colorado 80111
303/721-1440



Project Manager: Jeffrey M. Ream, P.E., PTOE
Project Engineer: Colleen Henderson, E.I.T.

FHU Reference No. 07-203
August 2007

EXHIBIT
B



LEGEND

- XXX(XXX) = AM(PM) Peak Hour Traffic Volumes
- XXXX = Daily Traffic Volumes
- X/X = AM/PM Peak Hour Signalized Intersection Level of Service
- x/x = AM/PM Peak Hour Unsignalized Intersection Level of Service
-  = Stop Sign
-  = Traffic Signal



North

Figure 3
Existing Conditions

Traffic Operations

Traffic operations were evaluated according to techniques documented in the Highway Capacity Manual, Transportation Research Board (TRB), 2000. Level of Service (LOS) is a qualitative measure of traffic operational conditions, based on roadway capacity and vehicle delay. Levels of service are described by a letter designation ranging from A to F, with LOS A representing the best possible operating conditions and LOS F representing over-capacity, or congested conditions. At signalized intersections an overall level of service is reported, representing a weighted average vehicle delay for all movements. For unsignalized intersections, levels of service are calculated for each movement that must yield the right-of-way to other traffic movements; levels of service are not calculated for free-flow movements, as they are not subject to intersection delay.

Traffic operations were analyzed at the WY 89/South Park Loop Road and WY 89/High School Road intersections. The results of the existing conditions analysis are shown on Figure 3, along with existing intersection lane geometry. As the figure indicates, the signalized WY 89/High School Road intersection currently operates at LOS A during both peak hours. At the unsignalized WY 89/South Park Loop Road intersection the eastbound left turn operates at LOS E during the AM peak hour and LOS F during the PM peak hour. It is not uncommon, however, for movements from driveways and side streets along higher volume roadways to experience poor levels of service. As noted in Chapter 17 (Unsignalized Intersections) of the Highway Capacity Manual (2000):

In evaluating the overall performance of two-way stop control intersections, it is important to consider measures of effectiveness in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th percentile queue lengths. By focusing on a single measure of effectiveness for the worst movement only, such as delay for the minor street left turn, users may make less effective traffic control decisions.

In the morning, the volume to capacity (v/c) ratio for the left turn movement is 0.69, with a 95th percentile queue length (generally regarded as the longest anticipated queue) of 120 feet, which is about five vehicles. In the afternoon the v/c ratio is 0.82 and the 95th percentile queue length is 145 feet (six vehicles). These v/c ratios indicate the approach is operating under capacity (the v/c ratio is less than 1.0) with moderate queuing during both peak periods, and would not warrant any operational improvements such as signalizing the intersection. Thus no improvements would be recommended for existing conditions.

All other movements operate at LOS B or better during both peak periods.

All levels of service worksheets are included in Appendix B.

-----Original Message-----

From: Bill Healey [<mailto:creamerydair@icloud.com>]

Sent: Thursday, June 25, 2015 9:59 AM

To: Sara Flitner

Subject: TCI. Traffic

Hi Sarah, congratulations on your new position with it comes all kinds of irate people I'm one of them. Only kidding I would like to spend 15 minutes or so with you on this tribal connector road idea which I understand is coming up for a hearing July 6 between the city and the county. As you're aware I've been here over 40 years and this is the single most worst idea in the history of Jackson hole Wyoming. I developed shopping centers for 35 years in California and was always the guy trying to get the road through. In this case I understand what is at stake and am so Incredulous that our elected officials actually be considering this as a solution to a severe traffic problem this city and county have at this time. I would appreciate a call 690-5211 and would look forward to spending a short period of time with you thanks Bill

Sent from my iPhone

From: Michele Gammer [<mailto:mgammer@gammerlaw.com>]
Sent: Tuesday, June 23, 2015 12:43 PM
To: County Commissioners; Town Council
Cc: Michele Gammer
Subject: Comment on Draft Integrated Transportation Plan

Dear Teton County Commissioners and Elected Officials of Jackson:

I am a resident of South Park. I have attached my letter in which I express strong opposition to the proposed Tribal Trail and East-West Connectors described in the Public Review Draft of the Integrated Transportation Plan. Thank you for considering my comments.

Regards,

Michele A. Gammer

South Park Resident

2745 Curlew Lane
Jackson, WY 83001
June 22, 2015

Chairperson Melissa Turley
Vice Chair Barbara Allen
Commissioner Paul Vogelheim
Commissioner Smokey Rhea
Commissioner Mark Newcomb
Teton County Board of Commissioners
P.O. Box 3594
Jackson WY 83001

Mayor Sara Flitner
Vice Mayor Hailey Morton Levinson
Councilor Bob Lenz
Councilor Don Frank
Councilor Jim Stanford
Town Of Jackson Town Council
P.O. Box 1687
Jackson WY 83001

VIA EMAIL

Dear Elected Officials:

Thank you for considering public comment on the May 14, 2015 Public Review Draft of the Jackson/Teton Integrated Transportation Plan ("Plan"). I write in strong opposition to the proposed Tribal Trail Connector ("TTCR") and East-West Connector ("EWCR") because they will divert at least 10,000-15,000 vehicles daily, the vast majority of which have been shown to be non-local, from WY-22 and US-89, and the Y Intersection into quiet rural and residential areas, wildlife habitat and migration corridors, and concentrated school zones, that were not designed to handle "high-flow" non-local and commercial traffic that properly belongs on state and regional roads. James Charlier, the consultant from Boulder retained by the County, has essentially proposed "paving the valley" with alternate bypass roads, including the TTCR and EWCR, to relieve traffic congestion in the Y Intersection between Highways 89 and 22 and dumping that traffic into a residential and rural area. The Y should be improved first and the proposed TTCR and EWCR should either be rejected in their entirety or removed from the Plan at this time until traffic, safety, environmental and wildlife studies are conducted to fully understand the negative impact of these new bypass roads on the rural neighborhoods, school zones, and wildlife migration corridors.

Contrary to the consultant's opinion expressed at the June 1 Joint Meeting, the citizens of this Valley do not aspire for Jackson Hole to be like Whistler, Vail, or Aspen. We strive to maintain the "small town" atmosphere of Jackson and preserve the magnificence of the relatively undeveloped scenic and rural areas that surround us. While the Valley possesses a world class mountain ski resort, it also stands as the gateway to two of the most heavily visited national parks, Yellowstone and Grand Teton, in the United States. In 2014, 2.8 million people visited Grand Teton National Park alone. To do so, they had to travel through the Town of Jackson. Traffic here is increasing, not decreasing as the consultant suggested. Millions of out-of-state visitors drive to and around our County and the Town of Jackson from early May through October as they enter and exit these national parks. Thousands of teachers, policemen, and firemen as well as workers in the hospitality, construction, and service industries, who are unable to afford local housing, travel to Jackson from Victor, Driggs, Hoback, Alpine, Pinedale, and beyond on a daily basis. None of this traffic is local or likely to use public bus transportation and yet most, if not all, of these vehicles travel on WY-22 and US-89 and through the Y Intersection on a daily basis. Accordingly, the avowed basis put forward by the consultant for the Plan (that the diverted traffic would be local) is fatally flawed and factually incorrect.

Reconstruction and redesign of the Y Intersection must be your highest priority. WY-22 and US-89 are state and federal roadways that were designed and built to support heavy vehicle traffic. Upgrading and improving the intersection of those roadways should be your first task. In 2010, you received a number of letters and input from Robert Bernstein, P.E., a nationally known traffic engineer. Mr. Bernstein advised the County and Town at that time that WY-22 and US-89 "are the facilities that are intended to carry through non-local traffic, and must be improved to do so...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** the TTCR (the Tribal Trails Connector Road) can be properly considered." (emphasis added) See June 22, 2010 letter from Robert Bernstein to Sean O'Malley and Paula Stevens already in the Record.

Importantly, as Mr. Bernstein recognized and pointed out to the County and Town, the June 23, 2010 South Park Sub Area and High School Road Corridor Transportation Analysis prepared by the Felsburg Holt & Ullevig engineering firm demonstrated that, in 2010, at most only about 33% of the traffic expected to use the TTCR at that time would be local traffic. June 22, 2010 Letter at p. 4. Dumping thousands of non-local vehicles engaged in regional traffic off the state and federal road system and into residential and rural neighborhoods filled with six schools, 2000 children, and a major wildlife migration corridor is fundamentally inappropriate and will result in substantial negative impacts to South Park citizens and the overall community. Even, Mr. Charlier admitted that the South Park neighborhood into which the TTCR and EWCR will dump vehicles is rural today. Nevertheless, he tried to justify the TTCR and EWCR by arguing they will support new concentrated development in South Park in the future. As more fully explained below, this justification is wholly inconsistent with the Teton County Comprehensive Plan, which designates the Town as the primary focus of future development.

These impacts have not been studied or analyzed by the consultant who nevertheless has recommended funding of the TTCR and EWCR as Priority Capital Improvements. The most likely

scenario that South Park residents will face if these new bypass roads are approved is that thousands and thousands of additional commercial trucks, large vehicles, and cars daily will use South Park Loop Road as a bypass to travel 5 miles south from WY-22 to the intersection with US-89 and enter US-89 where South Park Loop Road intersects with it near Melody Ranch. At the June 1 Joint Meeting, the consultant admitted the goal of the TTCR was “to take the ‘pass through’ traffic from the Y and take it a different way.” That intersection (at South Park Loop Road and US-89 near Melody Ranch) has no signal and has previously been rated as having the worst Level of Service, LOS F, during peak hours, for a highway. It was not built for this volume of traffic nor was South Park Loop Road or High School Road.

Moreover, the consultant expressly acknowledged that he undertook no analysis of any safety or traffic volume issues raised by the proposed TTCR or EWCR as they relate to the presence of six schools and 2000 of our local children in South Park. Increasing traffic by 10,000-15,000 vehicles (including large commercial trucks) per day in this corridor will only increase the chances of a fatal collision or accident between vehicles and children headed to and from school and after-school athletic programs. In addition, the substantial increase in traffic will result in far fewer children walking to and from school or using bicycles in the spring and fall to go to school. What parents would let their child cross South Park Loop Road while commercial trucks thundered by at high speeds along a roadway that is narrow and crumbling? Moreover, adding thousands of vehicles a day onto local roadways that were not designed or constructed to accommodate such loads and levels of traffic, such as South Park Loop Road and High School Road, constitutes reckless disregard for the safety of the residents who live in South Park and the children who attend schools in that rural area.

Further, the consultant did not study the environmental impact of the proposed TTCR or EWCR. They will cause a detrimental impact to known wildlife habitats and migration areas in South Park. The TTCR would cross directly through an acknowledged wetland habitat. Additionally, the placement of the TTCR and EWCR, as stated in the Program’s Public Review Draft, cuts directly through primary elk, mule deer, moose, and bald eagle migratory corridors in the valley. Hundreds of elk, deer, and moose live in and travel daily across the meadows that line South Park Loop Road during much of the year. Allowing the extensive construction that this Project will require to occur in this area will have a detrimental impact and consequences on the wildlife that lives and migrates within this area. Beyond the construction impact, there will also be severe long term negative consequences felt by the effect of the high volume of traffic on wildlife movement, as well as consequential interactions between vehicles and animals (i.e. deaths).

Finally, you should reject the proposed TTCR and EWCR because they conflict with the general policy initiatives in County’s Comprehensive Plan as adopted. The stated vision of the Comprehensive Plan is to “[p]reserve and protect the area’s ecosystem in order to ensure a healthy environment, community and economy for current and future generations.” The TTCR and EWCR conflict with this vision and the policy goals of the Comprehensive Plan by adversely affecting the ecosystem of the rural area that they impact and by placing a great deal of development volume and traffic into the rural areas of the County. The TTCR and EWCR will actually divert development and traffic away from the Town of Jackson and areas where development exists now and is sought for the future in the Comprehensive

Plan and direct the same into the County, where development is supposed to be discouraged. There is a conflict between the Comprehensive Plan and the TTCR/EWCR for these reasons.

In conclusion, I ask that you reject the proposed TTCR and EWCR in their entirety or, alternatively, remove them from the Integrated Transportation Plan until such time as traffic, safety, environmental and wildlife studies are completed and analyzed by qualified experts.

Sincerely,

A handwritten signature in blue ink that reads "Michele A. Gammer". The signature is written in a cursive style with a large initial 'M' and 'G'.

Michele A. Gammer

From: Jason C. Anderson [<mailto:totalgajjin@gmail.com>]

Sent: Tuesday, June 16, 2015 11:22 AM

To: Don Frank

Subject: Tribal Trails Connector

Mr. Frank,

Good morning, my name is Jason Anderson; I've been a long-time resident of Jackson and represent a newly formed group called the "Responsible Growth Coalition" that is opposing the Tribal Trails Connector.

We have an online petition with 193 signature (as of this morning) outlining the concerns we have relating to the TTCR. Please take a look.

<http://www.ipetitions.com/petition/stop-the-tribal-trails-south-park-loop-connector>

Do you have 30 minutes to discuss this over a coffee? Since the ITP is on the 6 July JIM agenda, please find the time to meet with me this week.

--

Thank you,

Jason
(307) 413-7724

Tyler Sinclair
Town of Jackson
(307)733-0440 ext. 1301
www.townofjackson.com

Begin forwarded message:

From: Jim Charlier <jfc@charlier.org>
Date: May 21, 2015 at 19:48:06 MDT
To: Tyler Sinclair <tsinclair@ci.jackson.wy.us>
Cc: Patrick Picard <patrick@charlier.org>
Subject: FW: Bob Hammond's ITP comments

Hi Tyler,
Sorry I had to cut off this morning. We were in heavy traffic in a construction zone. I had a series of appointments in Denver. Just got home.
Patrick pulled together the two sets of comments we got from Bob Hammond below – a memo last October and his comments at the January TAC (see below).
I'll try to call again tomorrow.
Thanks.
Jim

James F. Charlier, President
Charlier Associates, Inc.
2919 Valmont, Suite 206
Boulder CO 80301
m 303-517-0596
o 303-543-7277 x104

www.charlier.org

From: Patrick Picard <patrick@charlier.org>
Date: Thursday, May 21, 2015 1:02 PM
To: James Charlier <jfc@charlier.org>
Subject: Bob Hammond's ITP comments

Hi Jim,

Attached is the TAC notes with comments on the TAC Review Draft Plan we sent in February. Bob's comments were:

- Need a dashboard
- Need recommendations for how to better track walking and biking
- Need cost estimates

It seems to me that we provided all of this.

Back in October he provided a more thorough set of comments he sent by email. I'll forward that email. In that email he raised the following points:

- WYDOT cannot fund projects for less than LOS C
- He noted the discrepancy between WYDOT's traffic forecast and methodology and the one we used
- Suggested that each mode be measured in July (bus ridership, bike commuters, etc.) to be consistent with how we proposed to monitor the benchmark traffic counts
- Asked why other permanent counters would not be used in addition to the one's we proposed
- Would like a process to track commuter bike ridership
- Raised the issue that the traffic volumes that equate to LOS D vary by road based on design, for example WY-22 has higher capacity than WY-390
- Pointed out that certain projects should be designed together (such as Tribal Trails and the Y intersection) so as not to overbuild one project

-Patrick

TRANSPORTATION ADVISORY COMMITTEE MEETING SUMMARY

2/11/2015

TAC members present:

Larry Pardee, Bob Hammond, Brian Schilling, Sean O'Malley, Tyler Sinclair, Michael Wackerly

AGENDA ITEMS

- 1) REVIEW OF FIRST DRAFT OF INTEGRATED TRANSPORTATION PLAN
- 2) DISCUSSION ON ENTERING THE WYDOT URBAN SYSTEMS PROGRAM

DISCUSSION REGARDING DRAFT INTEGRATED TRANSPORTATION PLAN

Schedule for adoption was discussed. Some partnering agencies have already provided comments on this draft version. There will be several weeks/months remaining to provide additional comments before the ITP is finalized.

There will be a formal public review period after this group has provided comments to come to a more formal draft version.

It will be necessary to adopt this plan at both a Town and County level.

Meeting format was for TAC members to provide comments and then evolved into table-wide discussion. Comments below are summarized for brevity.

Summarized comments:

Brian Schilling – Pathways Coordinator:

Seems to be a lack of bike/walk mode shift discussion in plan.

Non-motorized uses should perhaps have a stand-alone section.

Thought that this document would propose ideas for collection of walk/bike data counts.

Would like more discussion on link between transit and bike/walk.

Would like to set specific benchmarks/goals/strategies for walk/bike in this document.

Bar not set high enough in Table 1-1.

Needs to link back to Comp Plan and take bolder position on mode shift.

When do we check back in with elected officials about what community goals are?

Bob Hammond - WYDOT:

Expecting some recommendations on how to count bikes/walkers.

Expecting “dashboard” format summarizing results.

Need to see costs as part of this report.

Larry Pardee – Town of Jackson Director of Public Works

Good start on plan but needs more “meat”.

Public Parking should be addressed - Including town/county/airport.

Parking should be part of TDM section.

Downtown parking study should be revisited and integrated in to this plan.

Town Streets Plan should be perhaps be an appendix to this document.

Need to be mindful of where we are in Jim Charlier’s budget.

Tyler Sinclair – Town/County Planning Director:

Jim C. was given direction at outset to keep this as a smaller document.

There is probably a struggle within the room about “reality” plan vs. a “reach” plan.

Capital projects section good and we should agree to benchmarks.

Not an “aspirational” document.

This is a “macro” document not meant to detail out projects.

START is going to have to carry bulk of load of mode shift.

More to do on “action” plan.

Like the concept of a realistic plan.

Agrees with “trigger” point concept.

After all discussion Tyler threw out the question of presenting multiple plan scenarios – baseline vs. more lofty goals. Perhaps confuses the final outcome of the document?

The staff resources are not available to do more work/management than is currently happening.

We need to determine details of how we actually adopt this document in the Town and County.

Michael Wackerly – START Manager:

First doubling in transit service by 2024 is doable - 2nd doubling in service by 2035 not really feasible with current realities.

What projects need to happen to make the doubling by 2024 and again by 2035 actually feasible?

Cost for implementing START increases in service are not in the document.

It’s very important to develop costs as part of this report.

Sean O'Malley – Teton County Director of Public Works:

Costs & funding need to be addressed in this document.

Like that we have achievable goals set which has not been apparent in past documents.

With transit mode shift we've hit the low hanging fruit and now it's harder to start implementing increases in service for summer. Winter service improvements were easier.

Pete Jorgensen – Interested citizen:

Before JIM meeting - go to Town/County separately to fully educate each entity.

Hold meetings at county office and record them because we have talked about same stuff many times.

Some of this can be implemented now.

Airport run by START not discussed.

Consult more with NPS before implementing the Jenny Lake START run.

In favor of upgrading Spring Gulch Rd.

There is already too much management now, we don't need another layer of transportation management.

North bridge project needs more analysis to show how Hwy 22 is affected.

Jim Stanford - Town Council:

Concur with Tyler's comments.

Plan is a useful reality check.

If we can achieve goals or reducing VMT we don't need to fear more roads.

Plan document is missing a discussion on how the North Bridge/Spring Gulch Group 3 capital projects affect Hwys 22/390. We had mentioned this to Jim Charlier at a prior meeting about including an analysis on this.

Also a discussion about an HOV lane on Broadway was discussed in prior meetings and is not discussed in the plan. The Town is looking for guidance on if/how it could fit into existing infrastructure.

START is already working on optimizing the Town Shuttle runs and it should be implemented by this summer.

Would like to see more quantitative analyses about fuel saved, etc. with Group 3 projects.

A Joint workshop would be a good place to discuss this with Jim Charlier to present it again.

Comp Plan is basically leaning on this future document to provide guidance.

Tim Young – Wyoming Pathways:

Appreciates Tyler’s comments about being a “macro” document but feels that this document is too “lean” on details.

Bike/walk deserves its own section in the plan describing benefits and challenges.

A bullet list of steps to take proposed ideas to the next level would be helpful.

Plan needs more details on mode share and VMT.

Doesn’t feel walk/bike numbers in the plan are accurate.

We need a plan to do real counts of walk/bike.

Public safety is an area where a “reaching” goal is appropriate.

A vision of zero human and wildlife fatalities would be a good goal.

NOTE: Tim provided written comments prior to the meeting which will be attached to this document.

Jack Koehler – Friends of Pathways:

Doesn’t like the idea of setting standards to meet a “reasonable” approach.

This plan only proposes to push out highway widening for 7 years – this is not a goal of the community.

START growth proposed in the plan is less than what it has been historically.

Need a bigger management team that encompasses a greater market.

To live up to our job we need to set the bar higher.

Get aggressive about goals once costs are known.

He encouraged the county/town staff to distribute tasks to NGOs if it was helpful.

NOTE: Jack provided written comments prior to the meeting which will be attached to this document.

Mark Newcomb:

There are no proposed “sticks” in this document to force mode shift. Paid parking at village was a very effective tool of reducing trips on Hwy 390.

Paid parking is a hot button issue right now.

Evaluate the cost of reduction of VMT – environmental/financial, etc.

Siva Sundaresan – JH Conservation Alliance:

Would like to see evaluation of long term cost/benefit analysis so benchmarks could be raised.

Would like to see more discussion about the wildlife crossing issues.

The Comp Plan sets ambitious goals and this document seems to have different goals.

Note: The JH Conservation Alliance provided written comments which will be attached to these minutes.

Heather Smith – Interested citizen

Having an app for START is important

Amy Ramage – Teton County

Table 1-1 provides the root for the entire document and deserves a bit more discussion to explain the decision process for determining the percentages in the “plan scenario”.

Next Steps:

Give this feedback to Jim Charlier to do some editing on the ITP

Get TAC back together again

Edit and Issue 2nd draft document

Present it at JIM workshop meeting

Release for public comment

Incorporate feedback from electeds and public

Finalize document

Adoption of ITP by Town Council and County Commission

WYDOT URBAN SYSTEMS DISCUSSION

The Town and County are revisiting joining the WYDOT Urban Systems Program

Larry Pardee gave a brief summary of what it means - receive approx. \$176K/year from WYDOT which can be used for capital projects, WYDOT shares their traffic modeling data, etc.

There was some question about the standard to which roads would be required to be constructed and what entity would ultimately be responsible for managing the implementation of new capital projects.

WYDOT would determine road classifications (i.e. collector vs. arterial).

The System boundary should be setup as the entire County so funds could be used anywhere in the County.

Would like to get Jim Charlier's input on implementing the Urban systems program and would it be a good starting point for the proposed Regional Transit Authority (RTA) that has been proposed?

Larry spent significant effort on explaining pros/cons in past staff reports and will distribute this info to TAC members.

Further discussion on this topic will be ongoing.

END OF MEETING SUMMARY

From: Tim Young [<mailto:tim@wyopath.org>]

Sent: Sunday, May 31, 2015 3:59 PM

To: Tyler Sinclair; County Commissioners; Town Council

Cc: Sean O'Malley; Bob Hammond; Brian Schilling; Larry Pardee; Michael Wackerly; Alicia Cox - Teton Clean Energy Coalition; Amy Ramage; Charlotte Reynolds; Chris Finlay; Craig Benjamin; Darin Martens; Dave Gustafson; Deb Frauson; Gary Pollock; Gordon Gray; Heather Smith; Jack Koehler; Katherine Dowson; Keith Gingery; Lauren Dickey; Mike Welch; Robbi Farrow, TCSD; Sandy Birdyshaw; Siva Sundaresan; Alyssa Watkins; Alex Norton; Paul Anthony; Cara Froege; Editor, JH News & Guide

Subject: Re: Comment on Integrated Transportation Plan

Dear Board of County Commissioners, Mayor Flitner and Town Councilors,

Thank you for the opportunity to comment on the public review draft of the Integrated Transportation Plan. A comment letter from Wyoming Pathways is attached.

Best regards,
Tim

--
Tim Young
Executive Director
Wyoming Pathways
tim@wyopath.org
307-413-8464
www.wyopath.org
--

On May 15, 2015, at 5:19 PM, Tyler Sinclair <tsinclair@ci.jackson.wy.us> wrote:

All,

Please find attached for your review the Integrated Transportation Plan (ITP) "Public Review Draft". Charlier Associates have revised the "TAC Draft" based upon the comments provided by the Transportation Advisory Committee (TAC) and as agreed upon and outlined in the April 8th addendum to the scope of work approved by the JIM. Please note that as was agreed, this version does not yet contain the Executive Summary, which will be added with the publication of the "Final Version."

In addition, to the “Public Review Draft” ,included in this email are 3 appendices (out of 11 total), which provide more detail about some specific information that was requested at the last TAC meeting and is not included in the main document. This includes TDM program cost estimates, recommendations and data sources for monitoring active transportation, and a north bridge traffic impact analysis. A list of all the appendices to be completed and included with the “Final Version” of the ITP are shown in the Contents section (page 3 of the current ITP). The remaining appendixes will be provided as soon as they are available.

Jim Charlier will be in Jackson to present the “Public Review Draft” at the **June 1, 2015, Joint Information Meeting from 2:00 to 4:00**. The purpose of the meeting will be to allow time for a thorough overview of the Plan and an opportunity for the elected officials to ask questions of Mr. Charlier. The Boards will not take action on the Plan at this meeting allowing additional time for written public comment and a separate public hearing(s) prior to any formal action being taken on the Plan.

I am thinking about scheduling a TAC meeting with Jim the morning of June 1, please let me know if you think this would be beneficial.

If you have any questions or comments please let me know. The plan can also be found at the following link:

<http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/>

Sincerely,

Tyler Sinclair

Director of Planning and Building

Town of Jackson & Teton County

P.O. Box 1687

Jackson, WY 83001

(307) 733-0440 x1301

tsinclair@ci.jackson.wy.us

www.townofjackson.com

<JacksonTeton ITP - Public Review Draft.pdf><Appendix F - TDM Options.pdf><Appendix G - Monitoring and Reporting Active Transportation.pdf><Appendix H - North Bridge Traffic Impact Analysis (large).pdf>



May 30, 2015

Joint Information Board
Teton County & Town of Jackson, Wyoming
Via Email commissioners@tetonwyo.org, electedofficials@ci.jackson.wy.us

Subject: Integrated Transportation Plan May 2015 Public Review Draft Comment Letter

Dear Board of County Commissioners, Mayor Flitner, and Town Councilors,

Thank you for this opportunity to comment on the public review draft of the Integrated Transportation Plan (ITP).

Wyoming Pathways was founded in 2012 with a mission to make bicycling and walking safe and inviting for people in all Wyoming communities. Our goal is to help create thriving, livable communities and enhance public lands in Wyoming. With an office based in Wilson, Wyoming Pathways has been actively following the Jackson/Teton ITP process and participating in the TAC meetings and public process.

We commend the Town and County leadership and staff for this integrated transportation planning effort. While this comment letter lists several areas the draft ITP can be improved, it is generally in keeping with the Comprehensive Plan vision and goals. This plan will provide a guide to future infrastructure and programmatic initiatives that will help Jackson Hole and the northwest Wyoming manage the demands and impacts of transportation systems.

Specific areas the draft ITP should be improved include the following.

Safety, Adopt Vision Zero. It is important to add a safety section, and for the plan to put more emphasis on safety. Safety is actually called for in the Comprehensive Plan Guiding Principles, which starts out with the word 'safe', stating, "Create a safe, efficient, interconnected, multi-modal...system". Yet so far, the draft ITP is lacking any public safety discussion, data on crashes, or direction and goals. That should be addressed. It could be a safety section that addressed both people and wildlife.

Every year, Jackson Hole tragically experiences numerous crashes resulting in multiple fatalities and injuries to people and wildlife on the area highways. The ITP is the opportunity to put some emphasis on SAFETY, for all modes, and for wildlife. Wyoming Pathways proposes that Jackson and Teton County adopt a "Vision Zero" goal for both human and wildlife fatalities.

First launched in Sweden in 1997 and proving effective across Europe, Vision Zero is a strategy that is now building momentum in major U.S. cities, including San Francisco, Washington D.C., Portland, Seattle, and New York City, with additional cities considering action. Jackson Hole should be the first in Wyoming, and the first in the world to include the safety of wildlife and people in the vision for safe highways. A good resource is <http://visionzeronetwork.org/f-a-q/>.

The ITP should list existing data on crashes and list fatalities for all modes, perhaps show the past decade, and any trends. That data is available. For the future ITP implementation phase, there are significant federal funding resources available for safety needs, and this should be noted in the funding section of the ITP. The robust Highway Safety Improvement Program and Section 402 federal funding sources could help local JH government with the costs of safety programs, including promotion and education efforts for a vision zero program, and infrastructure needed for safety.

Bike Walk Mode Share.

A second major point to make is on the Key Indicators Mode Share on page 6. The active transportation goals for biking and walking modes are, frankly, anemic. The ITP proposes an increase from 7% to 8% for bicycling by 2024, for example, not much of a stretch goal.

There is significant opportunity to increase biking and walking goals in the ITP beyond a meager 10-14% over the plan lifetime. The low hanging fruit is to set a goal to double biking and walking trips in JH; we could do that. Yet the bike walk goals are tiny compared with the Transit goals, which call for 100% increase in 10 years, and to triple transit trips over 20 years. To succeed, Jackson will need ambitious goals for all the alternative modes, not just transit.

It should also be noted the current quality of the bike/walk mode share data is very poor, and the truth is, there is not a good baseline. The numbers in the plan are only a best guess from limited national data. Gathering a good baseline of use is very important, as well as tracking progress toward mode shift and short trip goals. The Appendix G: Monitoring Active Transportation is a step, but lacks specific actions and its recommendations are unclear. It presents a collection of evolving technologies that may or may not provide the data desired.

Therefore, gather good data and ramp up the biking and walking goals.

Transit section.

One comment on this section is the need for START to enhance the bike/bus connections at transit shelters. For example, in more suburban South Park area, transit use could be increased by encouraging biking from homes to more central bus stops. Such bus stops should allow for safe covered bike parking during the day, allowing people to use transit to town. This is a common practice in European transit systems.

Active Transportation.

Destination Environment section. This section should make note that the League of American Bicyclists ranks Jackson a 'Gold Bicycle Friendly Community', one of only a small number in America, and the ITP should note the goal is to move up to 'Platinum' rank.

Short trips. There should be some measureable goals set for short trips, shifting a reasonable percentage to alternative modes. Short trips are noted as a problem in causing local traffic increases, and this is where biking and walking solutions can be most effective. Set an ambitious target goal for capturing the low hanging fruit of short trips by bike and foot.

Enhanced winter maintenance.

This section should be expanded to also discuss enhanced winter maintenance for County pathways and sidewalks. Keeping pathways open has allowed significant increased winter active mode use in JH over the past several years, such as using the Moose Wilson Pathway to reach transit stops in winter. Winter bike use has also greatly increased, and evolving technology is allowing safe bicycling all winter long. The ITP should state the need to provide winter maintenance in the County, such as the new WY-22 pathway.

TDM Program.

Bike Share. Congratulations to Town and County on just winning the WBC planning grant for Jackson Bike Share! With this approval, bike share should be elevated to a specific action item.

Also add a mention of Bike Share in the Commuter section page 20. It's a good strategy to bus to town, and then have a bike share to get around for short trips.

Residents section. Need to expand this to encourage active travel to work. Add a section after the Active Travel to Schools. Both trips to work and trips to schools should be important parts of the TDM.

Some type of mention of a community Ride Share program would be a good addition to TDM.

Project development Design Process and Policy

We support the coordinated design process identified for the Capital Project Groups. While state statutes mandate that WYDOT lead major state highway projects, it will be important for Teton County and the Town of Jackson to be very engaged with WYDOT on Jackson area highway planning. This is a concern, as there is already some disconnect between the ITP, and WYDOT's recent Environmental Linkage Study for WY22/390 corridors.

Also, there maybe some State Policy changes needed to allow WYDOT more flexibility to achieve the ITP goals. The Town and County should consider a discussion with WYDOT on current policies that push most expenses for biking and walking infrastructure off to local governments. Currently, except for pass-through federal grants, there is limited investment by WYDOT in Active Transportation needs. For example, WYDOT could consider taking a more active role in funding pedestrian and bicycle facilities like sidewalks, crosswalks, and pathways. But at this point, all pathways and most sidewalks are considered to be the

responsibility of local government. The ITP states that all the modes must be considered in all projects, and that includes WYDOT's.

Given the potential financial benefits to town and county, there may be merit in the ITP making note of specific policy research needed and changes desired. There may also be other state level policy changes that could help START transit, like use of CMAQ funding.

It should be noted that all major federal transportation programs clearly allow biking and walking as eligible for federal funding. The Town and County should pursue policy changes at the Wyoming Transportation Commission to free up additional federal and state resources for maintenance and construction to support the needs of local biking and walking facilities.

In addition, while there is currently not a state source of active transportation funding, it is possible that this will be discussed in the Wyoming Legislative Interim Study on Bicycle Tourism and Recreation underway currently. Wyoming Pathways believes that the State of Wyoming would benefit by investing in active transportation needs of communities. Teton County and the Town of Jackson should help support the development of a state funding sources that could assist future infrastructure needs for active transportation in Jackson Hole.

Regional Transportation Planning Organization.

Wyoming Pathways generally supports moving forward with phase one of the RPTO concept outlined in the ITP. While a significant undertaking, it has the potential for significant benefits. The interconnected nature of the regional transportation system presents challenges to coordinate, given the existing reality of multiple agencies, local governments, two states, two national parks, two national forests all managing parts and plans of the transportation system.

Jackson Hole Community Pathways Program. The draft ITP proposes that the Pathways Program would be absorbed by the new RPTO. Wyoming Pathways would like to see more discussion on this significant organizational change. There have been numerous changes to the Pathways Program over the past dozen years, most recently folding it into County Engineering. How is this working? Where is the analysis? More information is needed. We believe the Pathways Program is understaffed currently given the workload of pathways and projects listed in the Pathways Master Plan that are still not completed.

One step that should be taken in the ITP is to list the need to update the 2007 Pathways Master Plan. That planning effort could review the program, evaluate how it is working in the latest reorganization into County Engineering, and provide a basis for setting up a successful program that fulfills the Comprehensive Plan and ITP goals for Active Transportation.

Action Plan. Here are a couple things to add to the Action Plan section.

Transit. Add multimodal bus/bike stops to encourage first mile, last mile bike trips.

TDM actions. Add a program under Visitors, to encourage mode shift for short visitor trips from car to active transportation and transit modes.

Active Transportation. Under Pathways, add "Update Pathways Master Plan and CIP" and add "Analyze current Pathways Program organization and RTPO compatibility".

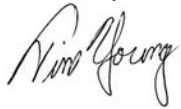
Other topics for the plan.

Bicycle travel and tourism are increasing in our region, and are desirable to promote for many reasons - health and wellness, access to federal public lands, and providing safe travel options for our visitors. For example, the recently proposed Greater Yellowstone Trail connects a regional trail system from Jackson Hole over Teton Pass all the way to West Yellowstone. The local JH system should provide information for those bicycle travel visitors, as well as to help encourage locals to use biking and walking more.

Currently, the signage and level of information available on the Pathways System is extremely poor, the old sign posts have largely fallen down, and the Kiosks are empty of pathway info even as basic as the rules of the pathway. The ITP should identify a priority need to upgrade the pathways signs system wide, and to revise the online pathway system maps and Active Transportation promotion, education, and encouragement programs. This is both a role for the Pathways Program, and for the TDM program.

Thank you for your consideration of these comments. Please let me know if you have any questions or would like more information on any of the topics listed.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Young". The signature is fluid and cursive, with the first name "Tim" being more prominent than the last name "Young".

Tim Young, Executive Director

From: Olivia Goodale
Sent: Monday, June 8, 2015 9:31 AM
To: Sara Flitner; Reaction Photo
Cc: Tyler Sinclair
Subject: RE: Tribal Trails connector

Good Morning Neal,

The Tribal Trails connector is included as part of the Integrated Transportation Plan that will be presented to the Town Council and County Commission during the July 6th Joint Information Meeting. The meeting is tentatively scheduled to start at 2pm (an hour earlier than typically scheduled) but that will not be confirmed until we are closer to the meeting date. I've copied Tyler Sinclair, Joint Planning Director, in case you have any specific questions about the item.

Are you signed up to receive email notifications of Town Council meetings? Notifications are sent out the Wednesday prior to most Town Council meetings and include finalized agendas. This is the best way to keep track of items coming before your Town Council. If you are interested, you may sign up using the "Subscribe to the Town Council Agenda Packet email list" link at the top of the page on the following link <http://townofjackson.com/agendas/>.

Thanks so much!

Olivia

Olivia Goodale
Town Clerk
Town of Jackson
P.O. Box 1687
Jackson, WY 83001
(p) 307.733.3932 ext 1113
(f) 307.739.0919
ogoodale@ci.jackson.wy.us



From: Sara Flitner
Sent: Saturday, June 06, 2015 10:32 AM
To: Reaction Photo
Cc: Olivia Goodale
Subject: Re: Tribal Trails connector

Thanks, Neal.

Olivia, please make sure Neal knows when the next workshop is, where this will be discussed. July 7th, I believe?



Sara Flitner, Mayor
Town of Jackson
sflitner@townofjackson.com
Phone: (307) 733-3932, Ext. 1001
Fax: [\(307\) 739-0919](tel:(307)739-0919)

From: Reaction Photo <nnjih@msn.com>
Date: Wednesday, June 3, 2015 at 8:58 PM
To: "Town Council, Town of Jackson, WY" <electedofficials@ci.jackson.wy.us>, Bill Paddleford <commissioners@tetonwyo.org>, "responsiblegrowthjh@gmail.com" <responsiblegrowthjh@gmail.com>
Subject: Tribal Trails connector

I Support the Tribal Trails connector road . I live in Melody ranch.

It is very obvious we have a very serious traffic problem in this town. Which is only going to continue to get worse. especially with development like the 4 story hotel next to the parking garage. This connector is a step in solving part of the problem.

Honestly I don't see how we can maintain without this connector. I support it in any way, shape or form.

Neal Henderson
1123 melody creek ln
307-739-9321
C 307-690-6177
po box 8752
Jackson, WY 83002

From: Adrianna Anderson [<mailto:adrianna.anderson@gmail.com>]
Sent: Monday, June 08, 2015 7:15 AM
To: County Commissioners; Town Council
Cc: Sandy Birdyshaw; Alyssa Watkins; Cara Froege
Subject: Teton County Resident with ITP Safety Concerns

Dear Commissioners & Town Council Members,

Thank you for your hard work and time dedicated to the ITP last week. Last Monday's Joint Information Meeting was a long, informative session that provided many solutions as well as areas needing further exploration in the coming weeks regarding Teton County's traffic situation. We trust that you will make the right call for Teton County and it's inhabitants and I look forward to future discussions.

I am writing you today as a South Park resident and mother to two young children (6 & 9) who attend Jackson and Colter Elementary schools. My comments are regarding the proposed Tribal Trails Connector Road (TTCR) being built as a bypass in the South Park neighborhood. I am aware you have heard many rationale in favor and opposed to the TTCR and with so much information it can be challenging to sort through the minutiae of it all. I promise to stick to the facts of the matter.

While Mr. Charlier spend much time persuading how the TTCR would reduce traffic at the Y by up to 10,000 cars a day, he did little to provide rationale as to how the TTCR would not become a bypass for pass-through traffic. According to the study on South Park traffic by his competitor he mentioned (2010 Felsburg Holt &Ullevig Analysis), Mr. Charlier states that most of the traffic using the TTCR would be South Park local traffic. When reading the study however, I was surprised to find that only 33% of traffic using the connector would be South Park "Local" residing traffic. The other 67% would be pass-through traffic (See attached independent analysis letter, from Appendix A of 2010 Felsburg Holt &Ullevig Analysis).

How this increase in pass-through traffic will affect our children

One of the main take-away points of the ITP is that Teton County's goal is to increase pedestrian and bike traffic while decreasing vehicular traffic. A wonderful goal for our future indeed. While facing a 400-1,200% increase in traffic on many South Park roads that already deal with traffic congestion during school drop-off/pick-up times, how can a parent feel comfortable allowing their children to bike/walk to school and athletic practices? Daily I witness drivers failing to stop at cross walks for children and adults attempting to cross the road in school zones. What will be done to mitigate this blatant danger to our children? I find it contradictory that our county goal is to increase bike/pedestrian commuter traffic yet the proposed TTCR will make it more dangerous for our kids to get to school this way. I think you will find more parents driving their children to school if the TTCR is built thus nullifying our goal.

The thing I found troubling about Mr. Charlier's comments was his attitude that addressing safety is not something that should be first and foremost. Comments like, "I'm not an advocate for writing a safety section" and "It's essential to everything that's in there but it's not a separate topic" seemed lacking to me when referencing our most child-dense and sensitive zone in Teton County. His inability to provide details when questioned by Commissioner Newcomb on Charlier's outline for safety consideration left me disappointed and feeling like this proposal hasn't properly been vetted. Perhaps an independent child-safety analysis would be prudent?

When asked by Commissioner Vogelheim if roundabouts in the TTCR proposal would mitigate traffic, Mr. Charlier's answer was, "You really don't know until you get into the details of project planning". The impression I got was that this is a plan that has been drafted yet details of safety mitigation and how to protect our children have not been fully thought out. Is this how Teton County works? Vote on a road rife with child safety concerns yet wait until later to find out if the risk is worth it? I believe our kids deserve better from us, the adults who are granted the honor of keeping them safe and out of harm's way.

These are the questions that keep me up at night and I feel you have the power to challenge our county engineers and planners as to giving us the full story before a vote comes to order. I disagree with Mr. Charlier about the details; the details are where we are going to find out if the risk to our children's safety is worth easing congestion at the Y. If you also felt like vital information was lacking, I urge you to please dig deeper on this one.

Please feel free to contact me to discuss this further.

Sincerely,
Adrianna Anderson

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.

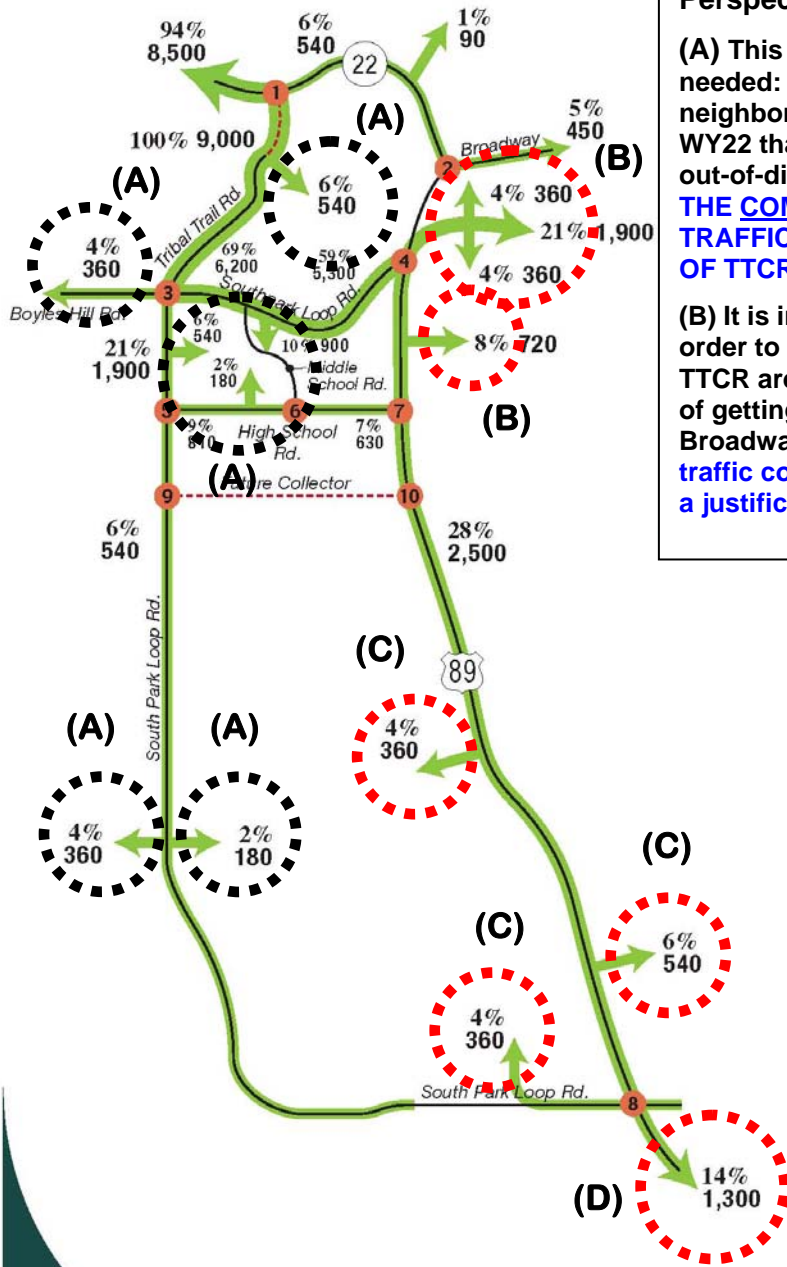
Sincerely,

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

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

From: Olivia Goodale
Sent: Tuesday, June 09, 2015 9:07 AM
To: Jeanne Carruth; Paul Anthony
Subject: FW: Comments on the Public Review Draft of ITP

From: Keith Compton [<mailto:keith.compton@wyo.gov>]
Sent: Monday, June 08, 2015 4:04 PM
To: County Commissioners; Town Council
Cc: Bob Hammond; Stephanie Harsha; Leroy Wells; Delbert Mcomie; Darin Kaufman
Subject: Comments on the Public Review Draft of ITP

County Commissioners & Town Councilors:

Please find attached a memo concerning WYDOT comments on the Integrated Transportation Plan. A hard copy will follow.

We appreciate the opportunity to comment.

--

Keith L. Compton
District Engineer
WYDOT District 3
307-352-3031

E-Mail to and from me, in connection with the transaction of public business, is subject to the Wyoming Public Records Act and may be disclosed to third parties.



Matthew H. Mead
Governor

Department of Transportation

State of Wyoming

3200 Elk Street, P.O. Box 1260 Rock Springs, Wyoming 82902
(307) 352-3000 FAX (307) 352-3150



John F. Cox
Director

June 8, 2015

MEMORANDUM

TO: Teton County Commissioners, Town of Jackson Councilors

FROM: Keith L. Compton, P.E., District Engineer, WYDOT District 3

SUBJECT: WYDOT Comments on Jackson/Teton County Integrated Transportation Plan – Public Review, Draft dated May 14, 2015

The following represents comments on the recent Public Review Draft of the Integrated Transportation Plan being developed for Jackson and Teton County. The Wyoming Department of Transportation continues to support this effort and recognizes the importance of a long term plan for transportation in Teton County.

Plan Overview

Pg. 5. Plan Scenario – The direction and intended outcome from transit ridership [i.e., doubling by 2024 (from 2013) and doubling again by 2035 (from 2024)] may be unrealistic.

Pg. 6. Plan Scenario Policy Direction – Parking policy direction is not discussed nor provided. Parking is an issue in Town during the summer and circling traffic adds to congestion and delay. Teton Village instituted a policy for parking in the winter and resulted in higher rates of MOV use and ridership of START.

As a general statement, there is no policy direction given in this section of the document addressing a safe and efficient transportation system with regard to the future of the roadway system.

Transit Development

Pg. 8. Table 2-1 START Ridership. Note that the biggest ridership numbers are in the winter taking people to the Village to ski. This is because of the TDM and parking limits at the Village which is essentially why ridership has tripled. The highest traffic volumes occur in the summer months. An increase in transit use would be most beneficial during this time frame to relieve congestion and improve safety and efficiency.

Pg. 9. Transit Facility Improvement - There is no mention of incorporating some kind of park-and-ride facilities for the increased transit needs. Additionally, has the use of alternate fuels been considered for transit. This may be more of a public health issue under Active Transportation.

Pg. 10. Service Improvements - Corridor Routes. It should be noted what coordination or permits are required as well as fees to take people into GTNP.

Pg. 11. Provide/Improve fixed route transit - The bottom of the page says START will look at putting in a crosswalk on US 26. This is a five lane section currently posted at 55 mph. This is not a good place for an at-grade crossing (crosswalk). The only way a pedestrian crossing at this location would work would be to utilize grade-separation.

Pg. 12. Implement Bus Rapid Transit - The plan talks about a dedicated bus/HOV lane on WYO 22 and 390. There is also mention of signalized and/or lane prioritization for START at the Y intersection. This would further complicate the issues and needed right-of-way at the Y intersection to accommodate the needed capacity and a bus lane.

This section mentions incorporation of queue jumps. Queue jumpers may only improve capacity for short distances. Downstream you are back with what you started with when buses merge back into normal traffic flow. Queue jumps tend to be utilized by right-turning vehicles. Anyone stopped to go straight thru will hold up right-turners, thus increased delay and reduced capacity, unless queue jump is restricted to buses only. The use of queue jumps would have to be analyzed to determine how effective they would be.

In general, the plan will need to consider the benefits of additional transit operations and facilities against possible impacts to the roadway system with regard to capacity, delay, safety, and right-of-way needs.

Pg. 14. Transit Program Cost Estimates - Table 2-2. The future annual cost of the transit system is significantly more than the revenue received from its use. The cost of \$18M per year, every year, will be difficult to continue to fund.

Transportation Demand Management

Pg. 23. Dashboard Indicators - Question the exclusive use of average monthly summer VMT per capita and average monthly summer START ridership per capita. It was discussed to use the July numbers rather than summer or annual averages. A review during these peak periods of traffic would be beneficial.

Major Capital Projects

Pg. 25. Table 5-1, Group 4 - Additional connections that may warrant consideration, especially for the southern part of the valley (most improvements are in the north half, which is where most of the traffic flow is) are: improvements to South Park Loop Rd or another parallel route to US 89; a route that follows the Snake River corridor from south of South Park across WYO 22 and ending north of Jackson.(i.e. extend/improve Fall Creek Rd, Ely Springs Rd, etc.); and an

additional route that is parallel to WYO 22, between Wilson and Jackson (i.e. extend/improve West Boyles Hill Rd, High School Rd, etc.).

Pg. 26. Benchmarks - The plan proposes the use of 20,000 vehicles per day as a benchmark to perform work. While this is a good rule of thumb, there are other factors such as access points, curves, safety, etc that need to be part of the process for reconstruction. WYO 22 and WYO 390 are very different and putting a standard 20,000 VPD for both may not be advisable.

Pg. 27. Average summer month weekday traffic volumes - Is this an appropriate measure? See discussion on Dashboard Indicators above.

Level of Service D - It should be noted that LOS D may be acceptable to the roadways owned/maintained by the Town or County, but LOS C is the minimum for WYDOT highways. Comprehensive Plan Policy 7.1.d states that a Level of Service "D" as an acceptable level of congestion. WYDOT's current Design Guides state "A Level of Service D has been selected as the appropriate LOS to warrant capacity improvements." So, from WYDOT's perspective, if the roadway reached "D", we would consider improvements.

Major Capital Project Descriptions - WYO 22. WYDOT may not have the funding for full reconstruction and smaller projects like major bridges (ie. Snake River Bridge) and intersections may have to be done first which may, in turn, impact the timeline for completion of additional work on this corridor.

Pg. 28. Group 1 Projects - WYDOT concurs the Y intersection and Tribal Trails need to move forward as well as capacity improvements to WYO 22. Determination of the need for, and effectiveness of, HOV lanes would be through the WYDOT design and NEPA process.

It states under the Pathway project that "all or part of the remaining need in this corridor could be met as part of WY 22 project described above." Currently portions of this pathway are being pursued and as a result, could be in direct conflict with pursuing the WY 22 project "listed above". Improvements to this section of roadway will require this pathway be moved to accommodate any increase to capacity.

WYO 22 Wildlife Crossings. This would likely be evaluated and completed during a reconstruction of WYO 22 and not as a separate project. If private funding is gathered, the Department would work with the County on design and implementation.

Pg. 29. Group 2 Projects - WYO 390. The 20,000 VPD benchmark for the southern section of this highway should be reviewed due to the number of access points. This benchmark should be lower. The 20,000 VPD benchmark is acceptable for the northern section as access points are limited.

Timing of project development and construction of Group 2 projects will also be limited by available funding and the statewide needs of the highway system. These will be important considerations when WYDOT develops its State Transportation Improvement Program. Given the type of projects these are and the need to consider many different impacts and interests, the NEPA process and preliminary plan development may take considerably more time than 5 years.

Pg 29 & 30. Group 1 & 2 Projects: WYO 22 Wildlife Permeability. There is no direct correlation or evidence that supports the assumption that speed reduction reduces wildlife incidents. Other states such as Colorado have studied this and in most cases there was no change and in some instances an increase in wild animal incidents, with the speed reduction. Physical improvements such as fencing and over/under passes seem to have the most positive affect.

Pg 30. Group 2 Projects WYO 390 - Determination of the need for, and effectiveness of, HOV lanes would be through the WYDOT design and NEPA process.

Pg 31. Group 3 Projects. Pave Spring Gulch Rd. The County already has plans to do this in the short term.

Regarding using Spring Gulch Road as a bypass. State Statute would require this to be brought before the voters for approval for this to be considered and signed as a permanent bypass.

Pg. 33. Group 4 Local Connectivity - Some consideration could been given to a one-way couplet about Broadway in the core of Jackson.

Pg. 34. Coordinated Design Process – Some limitations exist with expenditure of federal funds for design purposes. It should be clarified that, while the planning phases of these projects should consider the impacts and details of each respective project, all highway projects cannot be designed in their entirety, concurrently. WYDOT is committed to ensure involvement and coordination with the Town and County and to ensure concerns of other interested and affected entities are considered.

Pg. 35. Wildlife Protection - WYDOT is already moving forward with the Jackson South project and the implementation of wildlife mitigation/protection measures including crossing structures and wildlife fencing. The County and other stakeholders are actively engaged.

A reduction in speed on Jackson South is not warranted. As mentioned above, There is no direct correlation or evidence that supports the assumption that speed reduction reduces wildlife incidents. Other states such as Colorado have studied this and in most cases there was no change and in some instances an increase in wild animal incidents, with the speed reduction. Physical improvements such as fencing and over/under passes seem to have the most positive affect.

Regional Transportation Planning Organization

Pg. 36 First Stage Organization, Organizational Structure - It states in this section of the ITP that the role (of the Board, at least) should be advisory to the County Commission, Town Council, and WYDOT. But it does also state under the benefits that the RTPO would "establish a routine, structured setting for the Town, County and WYDOT to propose, evaluate and prioritize projects for inclusion in the STIP". This could be misunderstood to indicate that the Town and County would have some decision making authority over WYDOT projects.

Ultimately, WYDOT will work with the Town and County on these projects to receive feedback and input to find the best solutions (as is also required through the NEPA process) but WYDOT

Memorandum
WYDOT Comments on ITP
June 8, 2015
Page | 5

will be the lead to make the decisions as to what and when something is included in the STIP as it pertains to the State Highway System.

I think that this is understood, in general, but may require some clarification in the document so that anyone picking it up will understand.

Bob Hammond, P.E., Resident Engineer, Jackson, WY
Ted Wells, P.E., District Construction Engineer, Rock Springs, WY
Darin Kaufman, P.E., District Traffic Engineer, Rock Springs, WY
Delbert McOmie, P.E., Chief Engineer, WYDOT, Cheyenne, WY

From: Richard A [<mailto:dick.aurelio@gmail.com>]

Sent: Friday, May 29, 2015 11:51 AM

To: Tyler Sinclair - Teton County

Cc: Linda Aurelio; Michael Polhamus

Subject: Fwd: ITP feedback: Should be sent back to staff until changes are made...Well intended, but not yet a viable plan for Teton County

Dear Mr. Sinclair,

Please see our comments on the ITP and to the extent possible, please ask staff to read aloud our comments at the meeting since we will not be in Jackson on 6/1. Many thanks, Richard and Linda Aurelio

We perplexed that none of the Roundabout workshop conclusions the county engineers, WYDOT, and the Town discussed with Michael Wallwork were included in what is simply a rehash of the previously submitted draft.

Sadly at this point, we can only conclude that the vote on the ITP should be delayed indefinitely until Jim Charlier and the county staff rewrite the plan to include this latest input and more serious consideration given to the consequences of their recommendations.

For example, do you really want to widen approximately 5 miles of HWY 22 adding two Bus, HOVs (carpool) lanes through one of the highest wildlife "kill zones" in the state to "speed up" traffic between the stop lights at the Village road and the Y? If you do, then shouldn't you also recommend delaying the already approved HWY 22 bike path project so it can be cost effectively integrated into the plan? And, why in the face of safety, environmental, and cost concerns would you recommend building the TTCR ahead of the Roundabout given it would not be needed if a properly designed roundabout replaced the Y?

In spite of the pressure to approve this long awaited plan (which in principle we support), it should not be approved until these changes are made as history suggests that once approved, it is next to impossible to revisit or revise. For example, the often quoted PELs report is riddled with questionable assumptions and errors, yet it continues to be quoted as fact and used to support this latest version of the ITP. As is the 30 year old easement approval for the TTCR.

In conclusion, please, do not approve an ITP that prioritizes building new roads ahead of serious study, planning, management improvement, and discussion about the less damaging, safer, greener, and less costly alternatives.

Regards, Richard and Linda Aurelio

Tyler Sinclair
Town of Jackson
(307)733-0440 ext. 1301
www.townofjackson.com

Begin forwarded message:

From: Craig Benjamin <craig@jhalliance.org>
Date: May 27, 2015 at 15:18:55 MDT
To: <commissioners@tetonwyo.org>, <council@townofjackson.com>
Cc: "Bob Hammond (Bob.Hammond@wyo.gov)" <Bob.Hammond@wyo.gov>, Brian Schilling <bschilling@tetonwyo.org>, Larry Pardee <lpardee@ci.jackson.wy.us>, "Michael Wackerly" <mwackerly@ci.jackson.wy.us>, Tyler Sinclair <tsinclair@ci.jackson.wy.us>, Alicia Cox - Teton Clean Energy Coalition <alicia@ytcleanenergy.org>, Amy Ramage <aramage@tetonwyo.org>, "Charlotte Reynolds" <creynolds@tetonwyo.org>, "Chris Finlay, GTNP" <Chris_Finlay@nps.gov>, Darin Martens <darinmartens@fs.fed.us>, "Dave Gustafson" <dgustafson@tetonwyo.org>, "Deb Frauson, GTNP" <Deb_Frauson@nps.gov>, Erin Weisman <eweisman@wyoming.com>, "Gary Pollock, GTNP" <gary_pollock@nps.gov>, Gordon Gray <ggray@tetonwyo.org>, Heather Smith <heather@y2consultants.com>, Jack Koehler <jack@friendsofpathways.org>, Katherine Dowson <katherine@friendsofpathways.org>, Keith Gingery <kmgingery@wyoming.com>, Lauren Dickey <lauren@friendsofpathways.org>, "Pete Jorgensen" <jorgensenp9@gmail.com>, "Robbi Farrow, TCSD" <rfarrow@tcsd.org>, Sandy Birdyshaw <sbirdyshaw@tetonwyo.org>, Tim Young <tim@wyopath.org>, Alyssa Watkins <awatkins@tetonsheriff.org>, Sean O'Malley <somalley@tetonwyo.org>, Siva Sundaresan <siva@jhalliance.org>, Keith Compton <keith.compton@wyo.gov>
Subject: Alliance Comments on Public Review Draft of ITP

Dear Board of County Commissioners, Mayor Flitner, and Town Councilors,

Thank you for this opportunity to comment on the public review draft of the Integrated Transportation Plan (ITP).

The Alliance believes we have a responsibility to align our transportation decisions with our community's vision of people having the freedom to safely and conveniently get where they need to go on foot, bike, or transit, while not expanding the highways that divide our community. This means we

should focus on providing people with transportation choices and deal with our traffic congestion through investments in public transportation, bicycling, and walking.

While this public review draft takes steps in the right direction toward advancing our community's vision of a better transportation future, with a few improvements it could more effectively advance the vision and goals of the 2012 Jackson / Teton County comprehensive plan.

Our comments focus on how to make this draft even stronger, especially in regards to wildlife protection and the approach to initiating the development of major capital projects. While *our comment letter (attached) contains the full details of our recommendations*, in summary they include:

- Setting more ambitious goals in order to align with the comprehensive plan, like striving for a scenario that achieves 0% growth in VMT from 2013 to 2035.
- Including stronger policy level direction for wildlife protection through a goal to reduce wildlife-vehicle collisions by 90% by 2035.
- Including an examination of what transit investments it would take to achieve 0% growth in VMT from 2013 to 2035.
- Calling for an analysis and accompanying mitigation of wildlife-impacts from bicycling, walking, and pathways improvements - similar to how we plan for road improvements to ensure they protect wildlife and our families and increase habitat connectivity.
- Hiring an ITP Coordinator to advance the overall goals of the ITP through long-term strategic transportation planning, supporting the coordination of project implementation and oversight, and the identification of funding necessary to advance the vision and projects in the ITP
- Explaining how the implementation of each capital project aligns with our comprehensive plan guiding principle to "meet future demand through alternative modes."
- Shifting away from using traffic counts as a benchmark to initiate capital projects toward the prioritization of investments in public transportation, bicycling, and walking, along with strategic improvements to existing assets, before considering the construction of new auto-centric infrastructure.
- Developing an Integrated Transportation Department that can coordinate the implementation of the ITP.
-
- Calling for the adoption and implementation of a wildlife-vehicle collision reduction master plan and an update to the pathways master plan.
- Accelerating the adoption of a dedicated funding source for transportation improvements, while recognizing the need to combine the revenue generated through this funding source with other community needs (like a 1-cent sales tax increase that funds

transportation improvements, housing affordable to people who work here, and permanently protecting open space and wildlife habitat).

Thank you again for the opportunity to comment on the public review draft of the ITP, and please let us know if we can be of any assistance as you move forward with improving this plan.

Craig

--

Craig M. Benjamin
Executive Director
Jackson Hole Conservation Alliance
(o) 307-733-9417
(c) 307-264-2807

JHAlliance.org

Facebook.com/JHConservationAlliance

Twitter.com/JHAlliance

Protecting the wildlife, wild places, and community character of Jackson Hole.

Download a copy of [AGENDA 22](#), an uncensored vision for a community living in balance with nature, today.

May 27, 2015

Dear Board of County Commissioners, Mayor Flitner, and Town Councilors,

Thank you for this opportunity to comment on the public review draft of the Integrated Transportation Plan (ITP).

The Alliance believes we have a responsibility to align our transportation decisions with our community's vision of people having the freedom to safely and conveniently get where they need to go on foot, bike, or transit, while not expanding the highways that divide our community. This means we should focus on providing people with transportation choices and deal with our traffic congestion through investments in public transportation, bicycling, and walking.

While this public review draft takes steps in the right direction toward advancing our community's vision of a better transportation future, with a few improvements it could more effectively advance the vision and goals of the 2012 Jackson / Teton County comprehensive plan. Our comments focus on how to make this draft even stronger, especially in regards to wildlife protection and the approach to initiating the development of major capital projects.

Plan Overview: While the Alliance appreciates the overall program direction and primary outcomes in the draft ITP, especially the doubling of transit ridership by 2024 (and again by 2035) and the 5% shift from single occupancy vehicle (SOV) trips to walking, bicycling, and transit by 2035, we believe **we should set more ambitious goals in order to align with the comprehensive plan** and our community's vision of a better transportation future.

First, it's disappointing this draft does not set more aggressive vehicle miles traveled (VMT) reduction goals. As explained on page 26 in the "Forecasting Traffic and Trends" section, "total vehicle miles of travel in Wyoming is currently in decline," mirroring the "long-term, nationwide drop in per capita miles of travel." Furthermore, "Most analysts expect per capita VMT to continue to decline, gradually but steadily. This means that traffic in Wyoming and in Jackson Hole will grow only in those years when population and tourism grow faster than per capita VMT declines."

Given this driving trend, and our comprehensive plan goal to meet "future transportation demand through the use of alternative modes," **the ITP should strive for a scenario that achieves 0% growth in VMT from 2013 to 2035.** While we recognize this may prove challenging and require more ambitious program direction and primary outcomes, given the underlying VMT trends and the vision of our community, it should serve as our overarching goal.

At a minimum, the ITP should follow the direction of comprehensive plan Policy 7.1.a and "evaluate the long-term costs and benefits of various transportation strategies and provide a detailed transportation implementation program," so that we can have an honest conversation about what investments and policy choices we would need to achieve the vision and goals in the comprehensive plan.

In addition, as protecting wildlife is a core value of our community and over 200 animals are

struck and killed by people driving cars on County roads every year, it's appropriate and appreciated that this draft contains a "Wildlife Protection" section in the Major Capital Projects chapter and an indicator measuring annual wildlife-vehicle collisions on the transportation indicator dashboard. While these are important steps in the right direction, **the ITP should also include stronger policy level direction for wildlife protection** (per our detailed suggestion below) starting with the inclusion of a **goal to reduce wildlife-vehicle collisions by 90% by 2035** in the "Plan Scenario Policy Direction" on page 6.

Transit Development: The Alliance supports the overall direction and level of detail in the strategic transit plan as detailed in the draft ITP, especially the concept of implementing bus rapid transit (BRT) between the Town of Jackson and Teton Village. We are encouraged by the language calling for direct collaboration between Grand Teton National Park and Southern Teton Area Rapid Transit (START) regarding the Park transit pilot project concept to ensure this service meets the needs of the Park. This chapter **should also include a deeper examination of what transit investments it would take to achieve 0% growth in VMT from 2013 to 2035**.

Active Transportation: The Alliance supports the focus and emphasis on bicycling, walking, and pathways improvements given their cost-effectiveness at helping our community achieve our vision of a better transportation future. Upgrading the Snow King – Maple Way corridor, implementing the Community Streets plan in Town, and moving forward with a similar plan in the County will provide significant benefits to our community (please see our comment letter submitted May 14, 2015 for specific recommendations regarding the public review draft of the Community Streets Plan).

In order to ensure bicycling, walking, and pathways improvements align with our community value of protecting wildlife, **the ITP should call for an analysis and accompanying mitigation of wildlife-impacts from bicycling, walking, and pathways improvements**, similar to how we plan for road improvements to ensure they protect wildlife and our families and increase habitat connectivity.

Transportation Demand Management: The Alliance supports the implementation of a transportation demand management (TDM) program as detailed in the draft ITP, especially the implementation of an annual performance monitoring and reporting system to track trends and evaluate the ongoing effectiveness of implementing the ITP. We encourage strong consideration in the immediate future of both car share and bike share programs as they offer cost-effective TDM measures.

While the Alliance supports the hiring of a TDM coordinator to advance this element of the ITP, **the County and Town would be better served hiring an ITP Coordinator to advance the overall goals of the ITP** through long-term strategic transportation planning, supporting the coordination of project implementation and oversight, and the identification of funding necessary to advance the vision and projects in the ITP.

It's curious that this draft ignored policy direction from comprehensive plan Policy 7.1.d: "Discourage use of single occupancy motor vehicles." Specifically, this policy calls for the ITP to explore, "strategies, such as managed parking in areas served by alternate modes and other incentives and disincentives [that] can also discourage SOV travel." Therefore, we recommend

the ITP explore such strategies.

Major Capital Projects: The Alliance appreciates the draft ITP calling for investments “guided by system preservation and efficiency needs,” and placing “low priority on expansion of road and street motor vehicle capacity.” Though encouraged by this rhetoric, we have two major concerns regarding the major capital projects of the draft ITP.

First, this section emphasizes the construction of new roads and the expansion of existing roads, while neglecting capital projects related to transit, bicycling, or walking.

Second, the approach to initiating the development of major capital projects is based on traffic counts. We recommend a shift away from an approach that uses traffic count benchmarks toward an approach that aligns with our community’s values and vision of a better future, as articulated in the comprehensive plan.

The capital projects detailed in the draft ITP focus on the construction of new roads and the expansion of existing highways, all of which would likely serve to increase SOV traffic. For each new capital project, **the ITP should explain how the implementation of each project aligns with our comprehensive plan guiding principle to “meet future demand through alternative modes.”** If new roads or new lanes on existing roads do not help us meet demand through alternative modes, then those projects should be re-designed in ways that help achieve this goal.

Furthermore, the approach to initiating the development of major capital projects in the draft ITP assumes that wider roads will alleviate congestion, despite **decades of data and empirical evidence¹ from across America proving that wider roads only encourage people to drive more, harm community character, and do not reduce congestion.** In addition, using a benchmarking approach based on current and forecasted traffic counts to determine project timing does not align with our comprehensive plan goals of meeting “future transportation demand through the use of alternative modes” and creating “a safe, efficient, interconnected, multi-modal transportation network.”

Recognizing the realities of how the WY Department of Transportation operates and funds its projects, we **encourage an approach to prioritizing capital projects that aligns with the vision and goals of the comprehensive plan and our community’s values and vision of a better future.** Such an approach would not use traffic counts as a guide, but instead prioritize investments in this manner:

- First – transit, bicycling, and walking;
- Then, service and freight vehicles, along with taxis;
- Then, multi-occupancy vehicles; and finally
- With the lowest priority, investments that encourage the use of single occupancy vehicles.

This approach would align with both our community’s values and the empirical evidence regarding the fact that, “much of the County’s traffic growth has resulted from short trips within Jackson and other settled places. Many of these shorter trips could be made by walking and bicycling, freeing up street capacity for traffic flow, especially in Town and in rural villages and neighborhoods” (page 16).

Protecting the wildlife, wild places, and community character of Jackson Hole.

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Despite concerns with the overall approach to initiating the development of capital projects, the Alliance supports:

- The emphasis on wildlife permeability on WY-22 and WY-390,
- The concept of grouping projects to take advantage of geographic and other synergies,
- Exploring the potential of dedicating new lane capacity to an exclusive bus/HOV (high occupancy vehicle) lane for part or all of WY-22 Multi-Lane, Multimodal Improvements, Jackson – WY-390,
- The completion of the WY-22 pathway (assuming concerns regarding wildlife impacts are addressed accordingly),
- The low priority given to both improvements of Spring Gulch Rd. and consideration of a new north bridge, as neither appears to have system-wide benefits and both could have negative impacts on fish and wildlife habitat and our community character, and
- The proposed project development process including a coordinated design process, public involvement, and multi-modal design.

To improve the alignment with major capital projects and our community's vision, the ITP should:

- Ensure the multi-modal reconstruction of the Y intersection fully accommodates the needs of all modes and considers all available tools for accomplishing this goal, like a roundabout, and
- De-prioritize the construction of new roads and focus on prioritizing investments in public transportation, bicycling, and walking, along with strategic improvements to existing assets, before considering the construction of new auto-centric infrastructure.

Wildlife Protection: While including a section on wildlife protection is a step in the right direction and is in alignment with our community's highest value – protecting wildlife – this section needs significant improvement. Beyond the actions detailed in the draft ITP, the ITP should specifically reference the soon-to-be-under-development “County and Town Wildlife Crossings Master Plan” and call for:

“A wildlife-vehicle collision reduction master plan that includes a systematic, county-wide, science-based analyses of site-based mitigation options that **will be completed and integrated into Town and County ITP and transportation projects.** The Town and County shall work with WYDOT, Wyoming Game and Fish Department, federal agencies, and local wildlife experts to identify, develop and fund wildlife-vehicle collision mitigation options on state, town, and county roads. Both the county roads and town streets programs will incorporate facility design measures to provide for wildlife permeability and promote improved wildlife-vehicle safety.”

Regional Transportation Planning Organization: The Alliance supports the establishment of a Regional Transportation Planning Organization (RTPO), and encourages further discussion regarding the details of its organizational structure, responsibilities, and role in the allocation of funds. As articulated in the draft ITP, an RTPO would have significant benefits for transportation planning in our community.

As establishing an RTPO is likely a long-term endeavor, **the County and Town should move forward with the development of an Integrated Transportation Department that**

Protecting the wildlife, wild places, and community character of Jackson Hole.

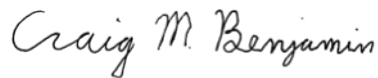
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can coordinate the implementation of the ITP in the short-term. In addition, it is not necessary to have a fully structured and operational RTPO before approving a dedicated funding source for transportation investments, as the adopted ITP will identify needed investments for implementation.

Action Plan: The Alliance appreciates the details of the proposed action plan and the analysis of potential funding options to implement the ITP. In order to improve the proposed action plan, it should:

- Focus on and prioritize investments in public transportation, bicycling, and walking, along with strategic improvements to existing assets, before considering the construction of new auto-centric infrastructure,
- Call for the adoption and implementation of a wildlife-vehicle collision reduction master plan and an update to the pathways master plan, and
- Accelerate the adoption of a dedicated funding source for transportation improvements, while recognizing the need to combine the revenue generated through this funding source with other community needs (like a 1-cent sales tax increase that funds transportation improvements, housing affordable to people who work here, and permanently protecting open space and wildlife habitat).

Thank you again for the opportunity to comment on the public review draft of the ITP, and please let us know if we can be of any assistance as you move forward with improving this plan.



Craig M. Benjamin
Executive Director
Jackson Hole Conservation Alliance

¹ <http://www.vox.com/2014/10/23/6994159/traffic-roads-induced-demand>

In Alaska, land permits federal lands — except within a national park, preserve or monument — to be sold, exchanged or transferred.

Taken individually these actions might be seen as baby steps. Linked together they are steps that could begin a slide into a dark abyss where access to beloved recreational areas is curtailed, money-making leases are contemplated without proper forethought or oversight, or, worse, public lands are sold to the highest bidder.

There are many in our Western states who have a short-term perspective on land use, particularly when it comes to mining and drilling.

Managing federal lands could be expensive, with demands ranging from fire suppression costs and liability to invasive species control.

The federal government is the steward of public lands and should be in the business of maintaining those lands in a way that benefits all users. Federal lands belong to everyone, and the state has no claim on them.

What's more, it appears that any such transfer would be against the Wyoming Constitution, which states in part that residents "forever disclaim all right and title to the unappropriated public lands lying within the boundaries thereof," and those lands "shall remain under the absolute jurisdiction and control of the Congress of the United States."

On May 19 Teton County commissioners signed a resolution opposing any attempts to transfer federal lands to state control. The unanimous vote to sign the resolution is a baby step in the right direction. Valley residents should make sure state and federal lawmakers get the message.

Read the report

Boulder-based consultant Jim Charlier, who has been doing most of the transportation consulting work here in Teton County, has released the latest draft of the much-anticipated [Integrated Transportation Plan], which is scheduled for public review on June 1.

Please take the time to read it — and in particular the Capital Project Recommendations in Section 4.

The report starts with the usual nice phrases about harmony with community, environment, open space, bike paths and public outreach, but when the rubber meets the road it recommends unnecessary road building as its conclusion.

Most recently Michael Wallwork, world-renowned traffic flow expert and designer of more than 800 roundabouts worldwide, was brought to Jackson to study traffic flow and, in particular, the possibility of using roundabouts in Jackson to improve flow. His workshop was attended by most of the elected officials and staff in the town and county. All whom I spoke with thought it was well done and should be considered in the planning process.

His conclusion: Roundabouts would solve what we consider "summer-season traffic problems" at the "Y," the village road intersection and downtown Jackson. In particular, replacing the "Y" with a properly designed roundabout would not only work,

but would create a landmark gateway entrance to Jackson that is safer, greener and less costly than the alternatives being proposed by Jim Charlier, WYDOT and the county engineers.

Yet, inexplicably, none of this data-driven recommendation is included in the ITP. Instead it pushes for widening Highway 22 from the village road to the Y, adding HOV (bus and carpool lanes) through one of the highest wild-game kill zones in the state and with some of the most breathtaking open space secured by the land trust.

It goes on to recommend building the oft-contested [Tribal Trails Connector Road] that was approved 30 years ago but, given the addition of schools, playgrounds and affordable housing now along that route, makes little sense and, if the roundabout at the Y is built, is not needed.

Please, review the plan, attend the meeting and make your concerns known. We only get one shot at this. If the ITP is approved as written, can you say Aspen? Vail? Boulder?

Richard Aurelio
Jackson

Good vote on Grove

Congratulations to the county commission for moving the Grove affordable housing project forward. There was a lot of opposition from people who

See **LETTERS** on 5A

LETTERS

The Question: *Do you think Teton County should raise its sales tax to help pay for affordable housing?*

By Price Chambers



May 26, 2015

Dear County Commissioners:

This letter represents comments on the recently released public review draft Integrated Transportation Plan (dated May 14, 2015). I will be out of town for the June 1 presentation, but hope to take advantage of future opportunities for public comment.

Pilot Shuttle to Jenny Lake: The plan calls for a new pilot shuttle from town to the airport and on to Jenny Lake. Shuttle bus service is already provided from the Home Ranch Parking Lot in town to Moose, to Jenny lake and as far north as Flagg Ranch within Grand Teton National Park during the summer. The ITP's proposed shuttle is redundant to the existing Alltrans bus shuttle that operates from town and within the park. As was discussed during an ITP TAC meeting, adding another shuttle and targeting Jenny Lake as a final destination will further congest an already congested and heavily used area. This exacerbates an already existing challenge, and represents an action involving significant environmental impacts. The proposed ITP-related shuttle could require compliance with NEPA, as well as possibly Section 4(f) of the Department of Transportation Act. Further, a separate Alltrans shuttle already meets all commercial flights at the airport, as part of the contract with the airport. I question the need, as well as the motivation behind, a redundant shuttle to Jenny Lake as part of the Draft ITP plan. I suggest that it be deleted.

North Bridge: As stated in the draft ITP (p. 32) regarding the North Bridge

"Potential benefits of such a new roadway/ transit connection could include shorter travel times between the airport and Teton Village and reduction in vehicular traffic pressure on Moose-Wilson Road between Teton Village and Grand Teton National Park.

A modeling analysis of the Teton County road network (with forecasts to 2020) completed by WYDOT in 2007 concluded this connection would offer minimal system-wide benefit. Despite limited potential benefits, traffic growth beyond 2020 could require consideration of this corridor."

Yet, in appendix H, the document essentially dismisses any traffic improvements related to a North Bridge. I would suggest that in addition to reducing vehicle traffic pressures on the Moose-Wilson Corridor and the southern portion of Grand Teton National Park, such a bridge would result in reduced traffic volume on Highways 22 and 390, significantly delaying the need for additional traffic lanes on Highways 22 and 390, and provide a significant life-safety improvement by providing redundant access to Teton Village in the event of a natural disaster or traffic accidents.

Miscellaneous:

- Please clarify whether Federal Highway Administration (FHWA) funds support road improvements that are less than Level of Service (LOS) "C" levels. If the proposed road improvements do not qualify for FHWA and/or other federal fund sources, then where will the funding come from, and will there be additional taxpayer burdens imposed on the community?
- Define HOV, i.e. what would constitute "high occupancy."

- Depending on the implementation horizon (please identify the target year), would the addition of bus lanes on Highway 22 impact the alignment of the Hwy 22 pathway now under construction?
- Regarding flexible work schedules (p. 20), given the proportion of the service/hospitality industry sector employment, especially during the summer months, would flexible work schedules even be feasible?
- The use of annual Vehicle Miles Traveled (VMT) as the unit of measurement for triggers to improvements is misleading. VMT does not depict current summer season traffic congestion challenges. An alternate measurement would be Average Daily Traffic (ADT) modeled for peak and non peak periods.
- Use of VMT is an indication of mode shift, not of weekday ADT in July and August, which was originally the proposed unit of measurement to be used to determine trigger points in the ITP. This is a significant change from the original approach of the plan, and mischaracterizes the transportation and circulation issues facing this community during the heavily congested summer months. At a minimum, additional analysis should be provided in the ITP to examine how the proposed actions in this plan will address ADT in July and August, and to accurately portray what the plan purports to be addressing.
- The existing 5 perm WYDOT count stations provide reliable data points for supporting any triggers proposed. They should be used.

Sincerely

Mary Gibson Scott

Cc: WYDOT District Engineer Keith Compton

Tyler Sinclair
Town of Jackson
(307)733-0440 ext. 1301
www.townofjackson.com

Begin forwarded message:

From: Fred Bowditch <fbowd@wyoming.com>
Date: May 27, 2015 at 09:48:30 MDT
To: Tyler Sinclair - Teton County <tsinclair@tetonwyo.org>
Subject: ITP Public Review Draft - Comments

Looking at the Integrated Transportation plan I see that the New North River Bridge & Highway Corridor is at the bottom of the list. It should probably be at the top if you are serious about traffic flow in the valley and congestion in town.

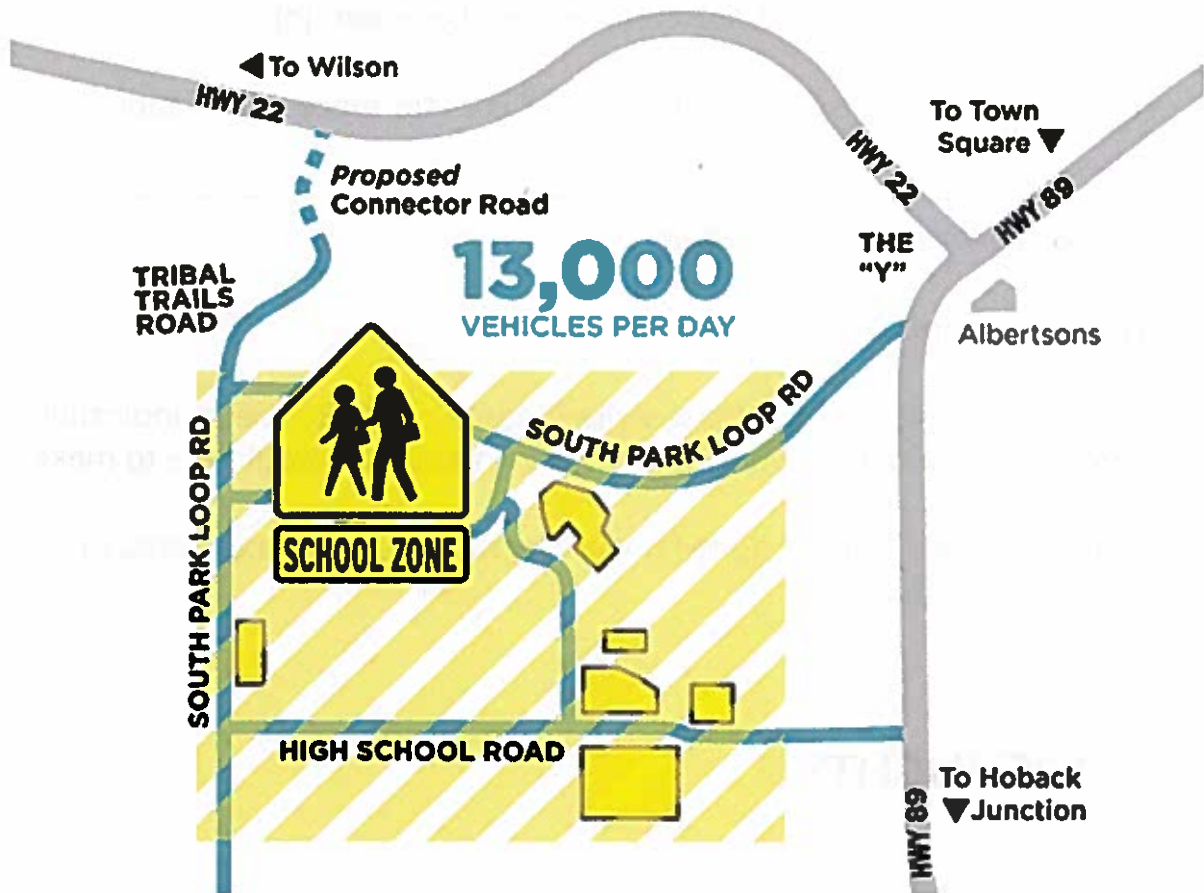
Fred Bowditch



Stop the Tribal Trails & South Park Loop Connector Road

287 Signatures

Goal: 750



Teton County Wyoming Residents:

Please sign this petition to stop the Tribal Trails South Park Loop Connector Road for the following reasons:

- 1). **Child Safety** - Teton County has not analyzed the impact of 9,000-13,000 cars/day flooding 6 local schools who educate 2,000+ students. Every car

SIGN PETITION

2). **Athlete Safety** - Teton County has not analyzed the impact of 9,000-13,000 cars/day entering the areas of Middle and High School roads where thousands of athletes (many of whom are children) are participating in sports each and every day on 15 athletic fields.

3). **Environmental Impact** - Constructing Tribal Trails Connector will require the new road to transit an environmental wetland and primary elk, mule deer, moose, and bald eagle migratory corridor.

Follow us on Facebook (facebook.com/responsiblegrowthjh)

or contact us at responsiblegrowthjh@gmail.com for more information.

Instructions on signing the petition:

- 1). Write your name.
- 2). In the comments section please write "Teton County Resident" indicating you are a resident of the County and any comments you would like to make.
- 3). Share with your Teton County family, friends, colleagues interested in supporting this effort.

2 HIGHLIGHTS

June 18

We reached 200 signatures!

May 9

We are now live!

184 COMMENTS

Filter ▾

SIGN PETITION

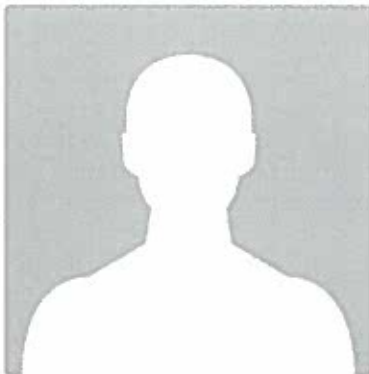


Laurie Genzer United States, Jackson
Jun 30, 2015

Jun 30, 2015

[upvote](#) [reply](#) [show](#)

Routing a connector through South Park Loop Road is unacceptable based on the environmental and wildlife disturbance. Add danger to all residents and school children, and this is completely out of bounds. Don't even consider it. Backed up traffic is a great alternative when I consider the ramifications of this proposed connector. I have known about the easement for many years, but with the recent growth and schools, it would be disastrous!



Jill Jachera United States, New York
Jun 30, 2015

Jun

[upvote](#) [reply](#) [show](#)

30,

2015
Teton County Resident

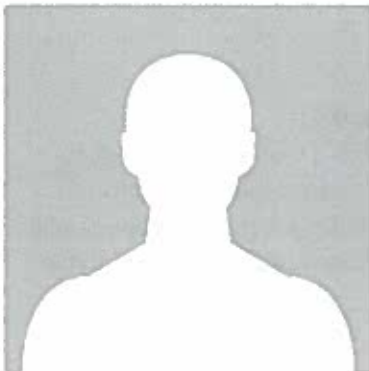


Fernando Guerrero United States, New York
Jun 30, 2015

[upvote](#) [reply](#) [show](#)

Jun 30, 2015

opposed to road.



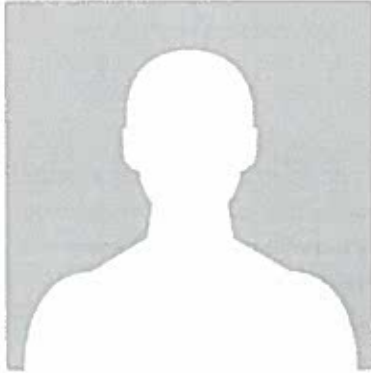
Shane Ebersole United States, Jackson
Jun 29, 2015

Jun 29, 2015

[upvote](#) [reply](#) [show](#)

Instead of running all this traffic through the already congested school zoned why don't we fix the Y? Aren't there several studies showing how a round about would vastly improve traffic? Didn't we pay for these studies? Let's look for a real solution!

[SIGN PETITION](#)

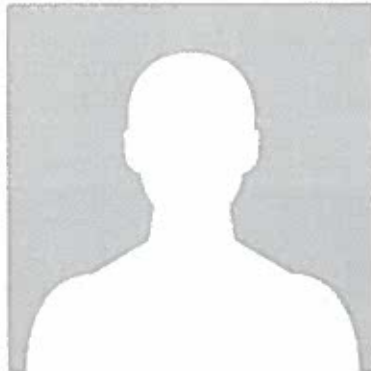


Andrew & Lauren Bishop United States, Jackson
Jun 29, 2015

Jun 29, 2015

[upvote](#) [reply](#) [show](#)

Let's exhaust our options on existing roads (i.e. the "Y") before we start building new routes that will most certainly negatively impact the residents, schools and wildlife of this area.



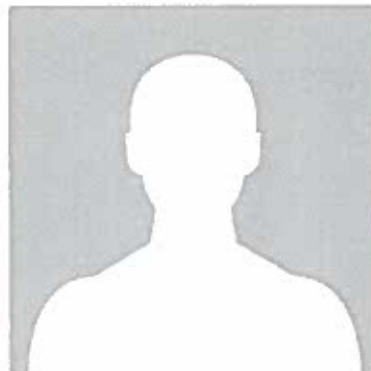
James McJunkin United States
Jun 29, 2015

Jun

[upvote](#) [reply](#) [show](#) 29,

2015

Teton County Resident



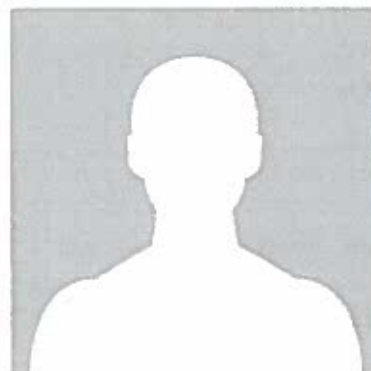
Keith Cozzens United States, Jackson
Jun 28, 2015

Jun

[upvote](#) [reply](#) [show](#) 28,

2015

Teton county resident



James Loudenslager United States, Jackson
Jun 28, 2015

Jun 28, 2015

[upvote](#) [reply](#) [show](#)

Teton County Resident (Cottonwood Park area) -
This road will bring more traffic than expected to the area. I as well as many others frequently must walk/ride along the road due to lack of sidewalks. More traffic will make this more dangerous. More consideration needs to be taken. More studies of the effect that this amount of traffic might have need to be done.

SIGN PETITION

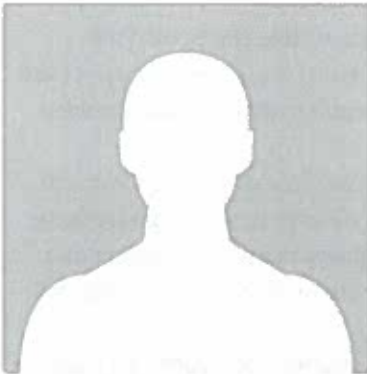


Gina Kyle United States, Jackson
Jun 27, 2015

Jun 27, 2015

[upvote](#) [reply](#) [show](#)

This an area of children, families and schools and wildlife habitat and migration and should not have increased vehicle traffic. There are other solutions for fixing the traffic problem at the Y. Thank you-Teton County resident.



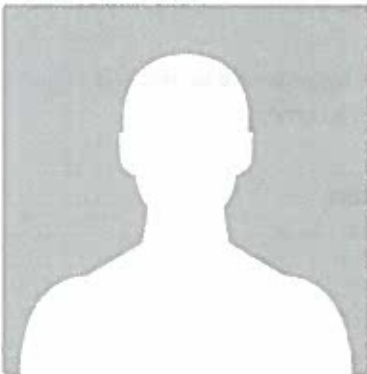
Jon Stuart United States, Rock Springs
Jun 27, 2015

Jun 27, 2015

[upvote](#) [reply](#) [show](#)

This link road will destroy character of South Park. one of the last quite country place left in the Valley.

Teton County Resident

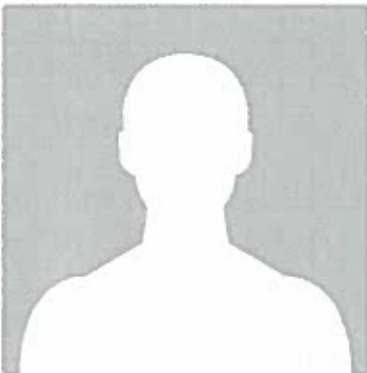


Emily Lundquist United States, Broomfield
Jun 27, 2015

[upvote](#) [reply](#) [show](#)

Jun 27, 2015

Fix the Y instead



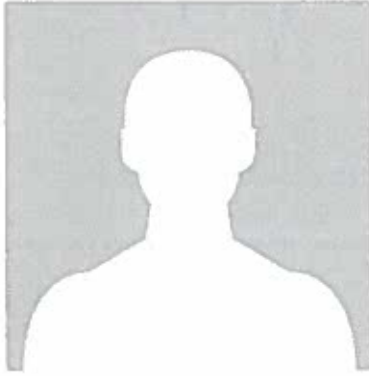
Kim Murphy United States, Columbia
Jun 27, 2015

Jun 27, 2015

[upvote](#) [reply](#) [show](#)

Pls don't use this route. Can't believe it's even bring considered. Not a good plan.

SIGN PETITION



Sarah Warren Hoffman United States, Jackson
Jun 26, 2015

Jun 26, 2015

upvote reply show

I have lived here in Jackson for over 25 years which I think gives me perspective on this issue.

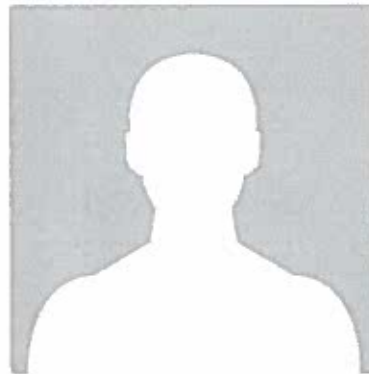
This extension will turn South Park Loop Road into a main road with this extension! The speed limit is 35 to 40 mph for many good reasons, This is a back road not a main road for north and south travel off the highways. Please do not put in this extension!

Please maintain the rural character of Jackson Hole and South Park. Please find creative solutions to the problem at the Y. Too many people & cars are the cause of too much traffic, a problem that will not be solved with this extension.

Please: let us, as a community, find other, long term, creative solutions! The State Highway department does not need to control what we do in Jackson! Why are we letting the State Highway department build more roads here in Jackson? to create more problems for our community, not less.

What about the Cottonwood Trees that currently line South Park Loop Road? They will be destroyed and the beauty of the road destroyed along with them.

I understand the need for multiple routes between areas, and I also think we need to look at how we are growing as a community.



Bridget Rossolo United States, Jackson
Jun 25, 2015

Jun

upvote reply show 25,

2015

Teton County Resident



Alan Lund United States, Jackson
Jun 25, 2015

Jun 25, 2015

upvote reply show

Teton County Resident; take the TTCR out of the ITP.

SIGN PETITION



Irene Lund United States, Jackson
Jun 25, 2015

upvote reply show [Jun 25, 2015](#)

Teton County Resident



William Smith United States, Jackson
Jun 25, 2015

upvote reply show [Jun 25, 2015](#)

Teton County Resident



Valerie H. Beck United States, Jackson
Jun 25, 2015

upvote reply show [Jun 25, 2015](#)

Teton County Resident / Jackson

A detailed graphic depiction of this ultimate plan in the News & Guide is necessary to enlighten people about its consequences-- which are mostly negative for our community.



Dedre Mills United States, Denver
Jun 25, 2015

upvote reply show [Jun 25, 2015](#)

Huge wildlife corridor. Many school kids walking/riding bikes, etc. There must be a better solution!

SIGN PETITION



Richard Beck United States, Jackson
Jun 25, 2015

Jun 25, 2015

[upvote](#) [reply](#) [show](#)

Teton County resident

We need to uphold the Comprehensive Plan and ensure our protection of people and wildlife

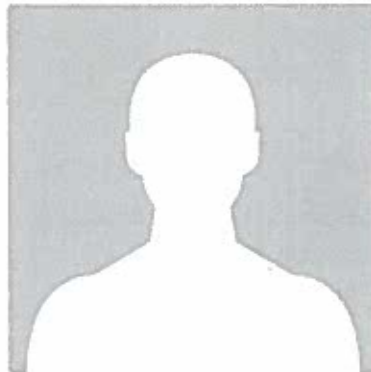


Erika Nash United States, Cheyenne
Jun 25, 2015

Jun 25, 2015

[upvote](#) [reply](#) [show](#)

My concern is that South Park Loop and other roads around the schools need to first be improved before this connector is added. We are not ready yet to handle this additional traffic on these rural roadways.



Phil Stevenson United States, Jackson
Jun 25, 2015

Jun 25, 2015

[upvote](#) [reply](#) [show](#)

There is a better way to do this. And in all the affected neighborhoods, I don't know a single person who is in favor of the connector.



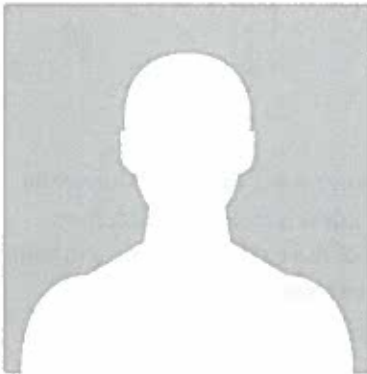
Betsy and Jim Hesser United States, Jackson
Jun 25, 2015

Jun 25, 2015

[upvote](#) [reply](#) [show](#)

We would like to postpone the note on the ITP because of impact to safety and wildlife.

SIGN PETITION

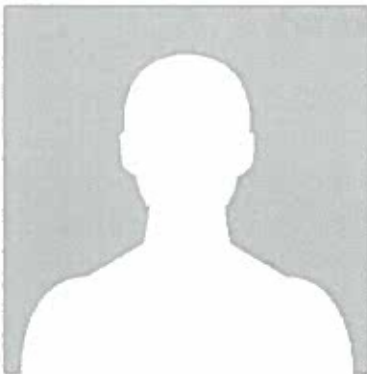


Craig & Amanda-Jane Leslie United States, New York
Jun 24, 2015

Jun 24, 2015

[upvote](#) [reply](#) [show](#)

Teton County Residents who are frustrated at the willingness to disregard neighborhood values, and the clear foreseeable negative impact on the environment.



Caitlin Dunlop United States, Jackson
Jun 24, 2015

Jun

[upvote](#) [reply](#) [show](#) 24,
2015

Teton County resident



David Khoury United States, Pinedale
Jun 24, 2015

Jun 24, 2015

[upvote](#) [reply](#) [show](#)

Teton county resident, living in Indian Trails.



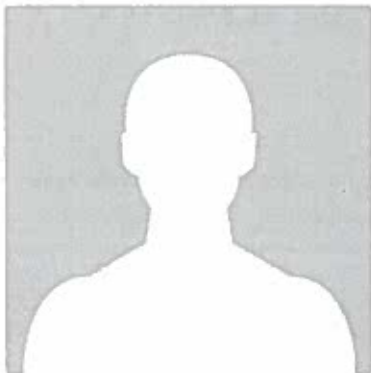
Tim Dalton United States, Jackson
Jun 24, 2015

Jun 24, 2015

[upvote](#) [reply](#) [show](#)

I strongly oppose the Tribal Trails & South Park Loop Connector Road, as it directs a large volume of traffic through a residential area, affecting local families and open space for wildlife.

SIGN PETITION

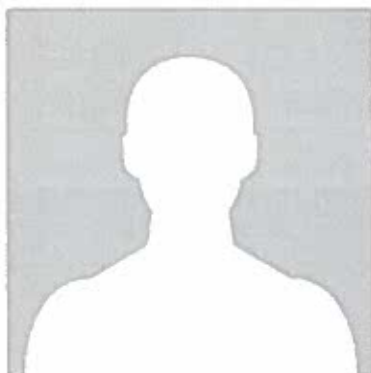


James Peck United States, Jackson
Jun 24, 2015

Jun 24, 2015

upvote reply show

Teton County resident. Before even considering the Tribal Trail Connector, our local governments should exhaust all options at the "Y". Also, they must fully inform residents of South Park of the traffic that is coming their way and how they must ultimately alter that road to accommodate it.



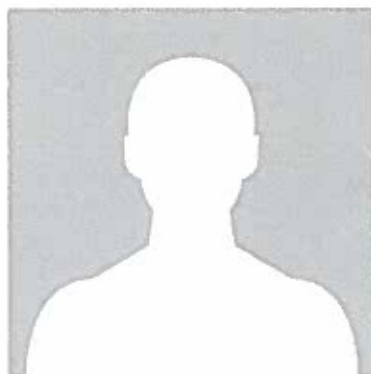
Susan Rotenstreicj United States, New York
Jun 24, 2015

Jun

upvote reply show

24,
2015

Teton Conty Resident



Neil Ford Philippines
Jun 24, 2015

Jun 24, 2015

upvote reply show

We strongly appose the connector road through Indian Trails. This is a temporary solution to a long term problem. Our neighborhood should not be a relief valve for the Y. There are too many schools and athletic fields, young children, and wildlife for this proposal. Our property values will drop as a result of this connector road. 12,000 vehicles over a 24 hour period is a vehicle average of 500 per hour or 8.3 per minute. 10,000 vehicles over 12 hours (7am to 7pm) is 833 per hour or almost 14 per minute. I live in the north end and will see everyone of those vehicles drive by; that is one every 4-5 seconds. Granted these are average numbers but imagine the traffic in these terms. Again we appose the connector road.



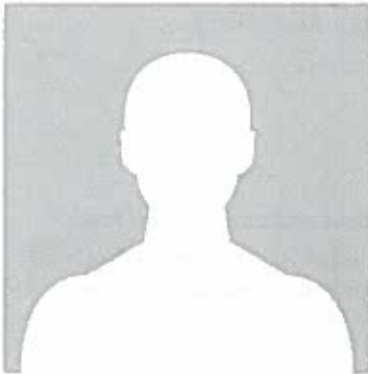
Fran Measom United States, Emmetsburg
Jun 24, 2015

Jun 24, 2015

upvote reply show

Maybe I have already signed this petition? As a homeowner with a backyard facing Tribal Trails Road I am strongly against the proposal.

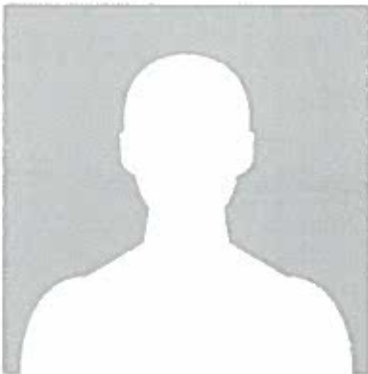
SIGN PETITION



Anonymous
Jun 23, 2015

upvote reply show [Jun 23, 2015](#)

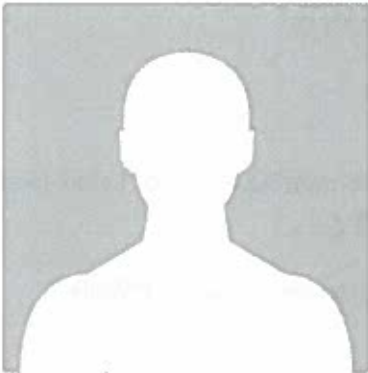
Teton County Resident



Laura Sundrla United States, Grand Rapids
Jun 23, 2015

upvote reply show [Jun 23, 2015](#)

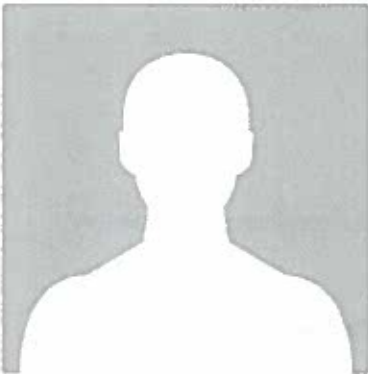
Part time Teton resident and property owner.



Alan Bergeron United States, Jackson
Jun 23, 2015

upvote reply show [Jun 23, 2015](#)

I am a Teton County resident and strongly oppose the Tribal Trails and South Park Look Connector Road.

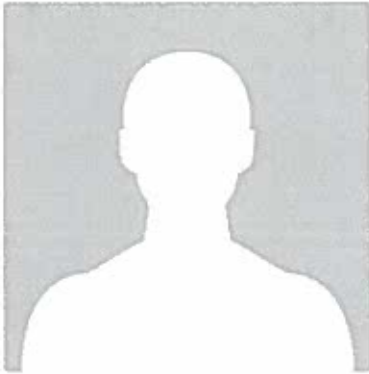


Mark LaJudice United States
Jun 23, 2015

upvote reply show [Jun 23, 2015](#)

34 year Teton County Resident.
Vehemently oppose the Tribal Trail Connector Road. This is NOT the proper way to mitigate traffic at the "y" and will have everlasting and irreversible negative effects on our community. Do not make this your legacy. Thank you.

SIGN PETITION



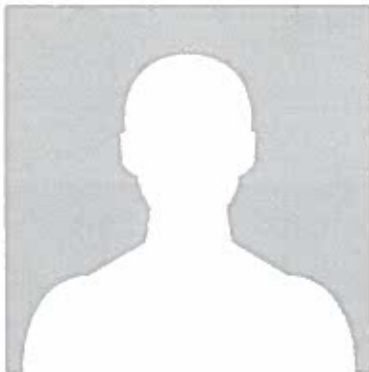
Ryan and Linda Rumsey United States, Idaho Falls
Jun 23, 2015

Jun 23, 2015

[upvote](#) [reply](#) [show](#)

Teton County Resident

When we bought our house ten years ago we were assured this road would never go through. Not only would our property value go down but the peace and quiet we love about living in Indian Trails as well. We strongly oppose the connector road!!!

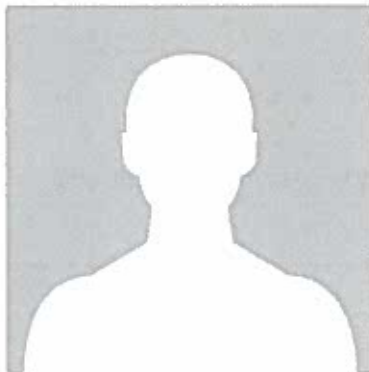


Marni Walsh United States, Jackson
Jun 23, 2015

Jun 23, 2015

[upvote](#) [reply](#) [show](#)

I'm a full time Teton County Resident & oppose the Connector rd



Karen Youngblood United States, Jackson
Jun 23, 2015

Jun 23, 2015

[upvote](#) [reply](#) [show](#)

BUMP from John Wright Public Comments must be submitted before June 30 to be considered at the July 6 meeting.

Please let our elected officials know how you feel (include 'ITP Public Comment' in the Subject):

Official ITP comment address: tsinclair@tetonwyo.org
commissioners@tetonwyo.org
council@townofjackson.com.

Learn more:

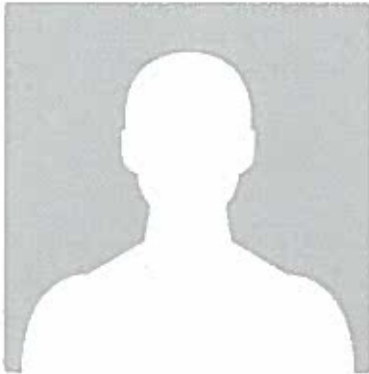
ITP web page:

<http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/252992/>

Current draft of the ITP:

http://www.tetonwyo.org/compplan/LDRUpdate/ITP/ITP_PublicReviewDraft_5.15.15.pdf

SIGN PETITION



HOPE BUCHBINDER United States, Encinitas
Jun 23, 2015

upvote reply show [Jun 23, 2015](#)

TETON COUNTY RESIDENT
INDIAN TRAILS RESIDENT



mike meyer United States, Jackson
Jun 23, 2015

upvote reply show [Jun 23, 2015](#)

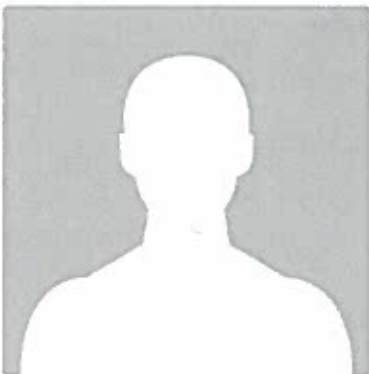
no connector road, please



Bill Smith United States, Jackson
Jun 23, 2015

upvote reply show [Jun 23, 2015](#)

This is a very bad idea for all the reasons enumerated in the article, but it also conflicts with the town and county's "Comprehensive Plan". Growth will always follow access, and this is exactly what the "plan" seeks to stop. DUH.

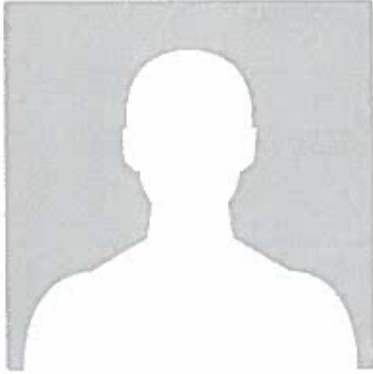


Bill Griffiths United States, Chicago
Jun 23, 2015

upvote reply show [Jun 23, 2015](#)

It's hard to imagine that saving people from having to sit through a red light or two at the "Y" at peak periods is worth all of the negative effects of the proposed connector road. Any compromise in safety cannot possibly be worth it.

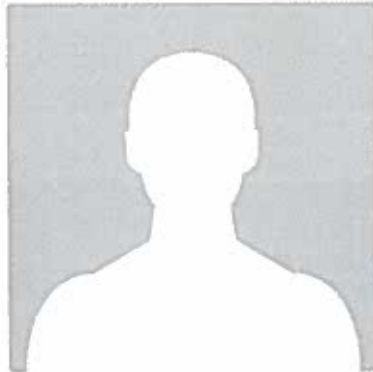
SIGN PETITION



Kathy Remus United States, Jackson
Jun 23, 2015

Jun 23, 2015
upvote reply show

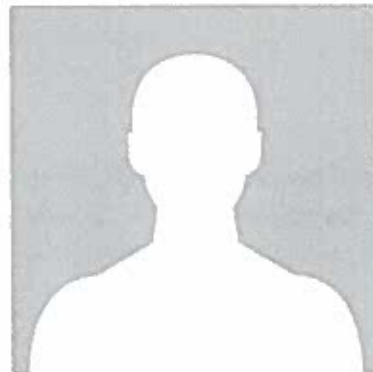
I am against the highway change.



Michael McHugh United States
Jun 23, 2015

upvote reply show
Jun 23, 2015

No highway !!!!



Sharon Reiman United States
Jun 23, 2015

Jun
upvote reply show 23,
2015

Teton County Resident

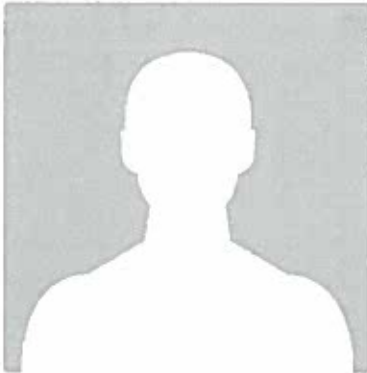


Donna L. Clinton United States, Jackson
Jun 23, 2015

Jun 23,
upvote reply show 2015

I am a Teton County Resident

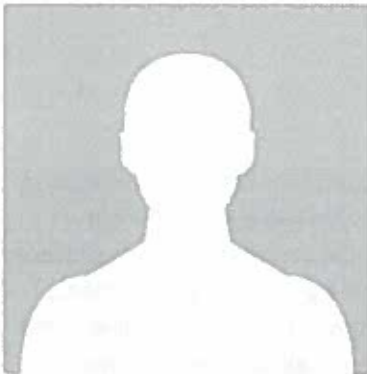
SIGN PETITION



Robert markstein United States
Jun 23, 2015

upvote reply show [Jun 23, 2015](#)

Teton county resident



David Hoster United States, Casper
Jun 23, 2015

upvote reply show [Jun 23, 2015](#)

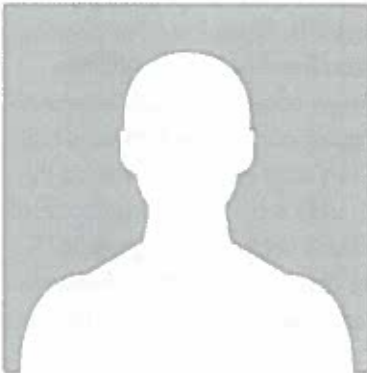
There is no need for this as our community is only congested for a few months. We did not move here to have highway systems.



Garnett A. Smith United States, Jackson
Jun 22, 2015

upvote reply show [Jun 22, 2015](#)

More study should be done at the Y by considering a roundabout or additional turn lanes etc. To put this additional traffic into a largely residential neighborhood is the wrong approach.

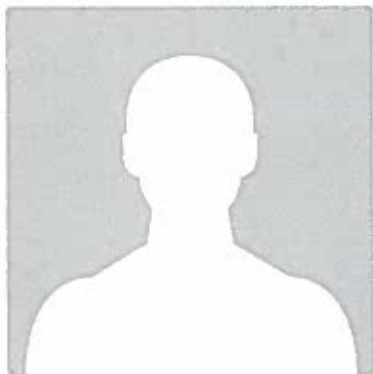


John nixon United States, Wethersfield
Jun 22, 2015

upvote reply show [Jun 22, 2015](#)

I find out it incredible that the county can't implement a solution that doesn't require a road right through one of our precious open spaces. Options and alternatives have been proposed and should be used as an alternative.

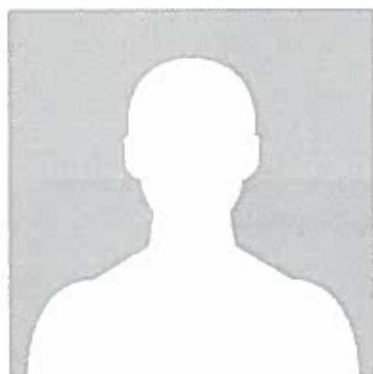
SIGN PETITION



Emily H. Smith United States, Jackson
Jun 21, 2015

upvote reply show ^{Jun} 21,
2015

Teton County Resident



peter mettler United States, Jackson
Jun 20, 2015

upvote reply show ^{Jun 20, 2015}

first off, iam not convinced that the proposed connector road will allievate any traffic on either 22 or 89. I would consider two alternatives: first , I would increase the turning arrow lights at the Y so that they were similar to the light at 22 and the moose/Wilson road. this is nothing more than a timing issue that could be adjusted from time to time, for example, fourth of july weekend. next, assuming this did not make an improvement, I would build a roundabout or install a traffic light at the entrance to the science school. in conclusion, I don't think the proposed connector road will solve any traffic problems and will forever damage wildlife habitat.

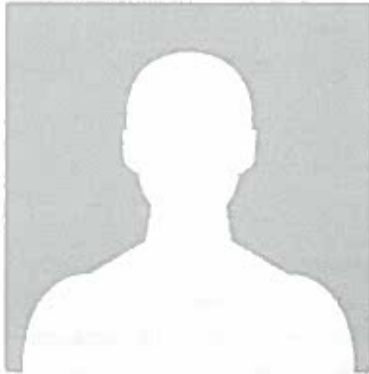


Sandra Goodson United States, Jackson
Jun 19, 2015

upvote reply show ^{Jun 19, 2015}

I am a concerned Teton County Resident. I have lived in Skyline Ranches since 2001. our property boarders HWY 22. The only times I have seen 22 backed up is if there is construction taking place or an accident or weather conditions warrant cars to go slow causing traffic to back up. These issues would not in anyway be resolved by 4 lanes. There would actualt be a greater possibility of more frequent and larger accidents. This is absolutely irresponsible the way local officials are wasting our hard earned tax dollars. Enough has been wasted on the unnecessary tunnel being created at this time. As well as the pathway bridge that I rarely see more than a couple of people on. The tribal corridor that is planned is unnecessarily going to reroute traffic into a residential area where there are a number of young children. You are setting this town up for an increase in traffic accidents and fatalities.

SIGN PETITION

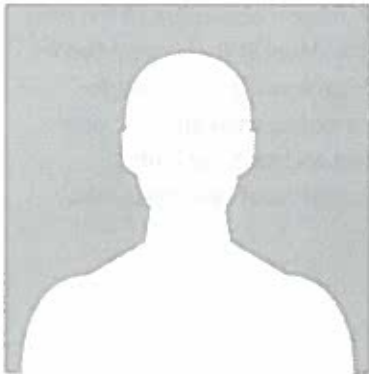


Joseph McCormack United States, Jackson
Jun 19, 2015

Jun 19, 2015

[upvote](#) [reply](#) [show](#)

I think that any road that would possibly cause harm to any children should not be constructed. I would hate to be the cause of any accident that this road would cause



John Wright United States, Jackson
Jun 19, 2015

Jun 19, 2015

[upvote](#) [reply](#) [show](#)

A high-traffic road in this area would be a loss to the entire community. Thousands of residents and visitors alike enjoy this unique peaceful section of the Pathway. Jackson Hole would be changed dramatically -- forever -- if this road was to be built.

The proposed road is slap in the face of the adopted Comprehensive Plan which is designed to provide "ecosystem stewardship" by making "wildlife, natural and scenic resources, open space, and climate integral to growth management and quality of life common values."

The fact that a road easement was approved decades ago (before cultural values, transit options and student concentration shifted) does not mandate that a road be built.

Teton County's elected officials may vote this into the Integrated Transportation Plan (ITP) as early as July, 6 unless we speak up.

Public Comments must be submitted before June 30 to be considered at the July 6 meeting.

Please let our elected officials know how you feel (include "ITP Public Comment" in the Subject):

Official ITP comment address: tsinclair@tetonwyo.org
commissioners@tetonwyo.org
council@townofjackson.com.

Learn more:

ITP web page:

<http://www.tetonwyo.org/compp/topics/integrated-transportation-plan/757997/>

SIGN PETITION

/ITP/ITP_PublicReviewDraft_5.15.15.pdf



Diane Halpin United States, Great Falls

Jun 19, 2015

Jun 19, 2015

[upvote](#) [reply](#) [show](#)

When our elected and appointed officials begin to shove plans down the throats of voting citizens, that is called tyranny. To my mind, a safe home gives all us security and lack of stress, enabling us to work together in peace, raise our children, enjoy our extended families, and basically put happiness within reach. Those who live in neighborhoods along South Park Road and Tribal Trails do not want the connector road built. This is our neighborhood. We don't need it. If the real purpose of the road is to run a traffic bypass around the town of Jackson for commercial and tourist traffic, why don't you tell the truth. And then go to any over-developed town in America to study the results to neighborhoods from bearing a bypass route. In many cases, sound-proofing walls are built, and other types of fencing and screening to keep the neighborhoods quiet and safe, but cutting neighborhoods into pieces. Please listen and please heed the consequences of extending Tribal Trails Road to make a by-pass around the town of Jackson.



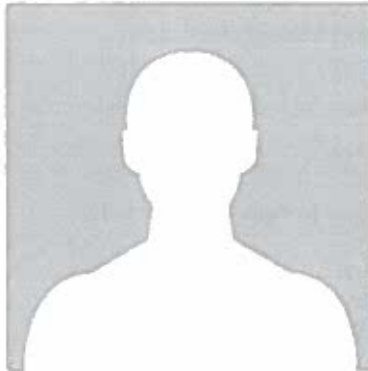
Anonymous

Jun 19, 2015

Jun 19, 2015

[upvote](#) [reply](#) [show](#)

Teton county resident - please stop the plans for this road construction. We must find an alternative!!!



Jay Anderson United States, Oakley

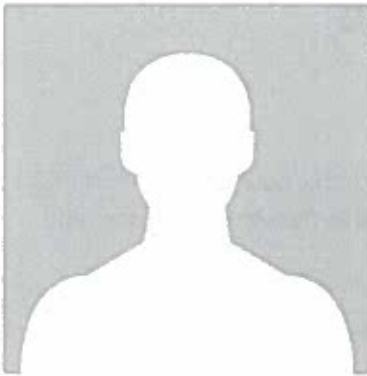
Jun 19, 2015

Jun 19, 2015

[upvote](#) [reply](#) [show](#)

public comment before big decisions

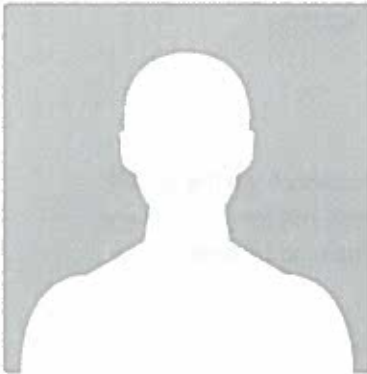
[SIGN PETITION](#)



Steve Stuchal United States, Oakley
Jun 19, 2015

[upvote](#) [reply](#) [show](#)
Jun 19, 2015

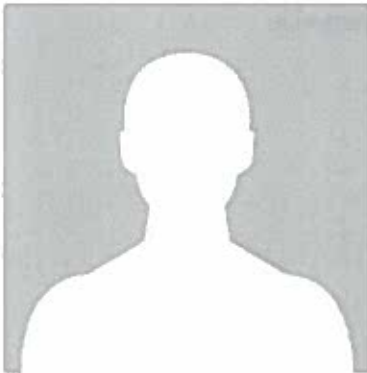
do it for the kids!



Andrew Salter United States, Jackson
Jun 18, 2015

[upvote](#) [reply](#) [show](#)
Jun 18, 2015

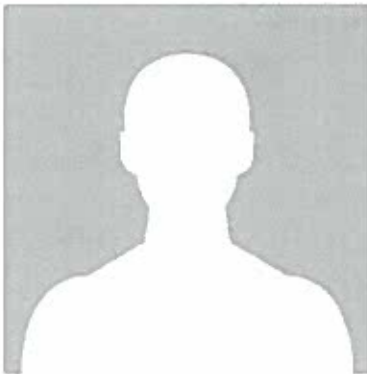
My objections to the Connector are set forth in my letter to the elected officials. The Y should be improved and the County should not divert heavy non-local traffic onto residential streets that house six schools and were not designed to handle throughtraffic headed from and back to the state and regional highway.



Michele Gammer United States, Jackson
Jun 18, 2015

[upvote](#) [reply](#) [show](#)
Jun 18, 2015

I oppose the Connector Road because it conflicts with the Comprehensive Plan and will divert 13,000+ vehicles, most of which are not local, onto residential and rural roads to bypass the congested Y when these vehicles should remain on the state and regional highway designed to handle heavy capacity traffic.



Lauren Ackerman United States, Oakland
Jun 18, 2015

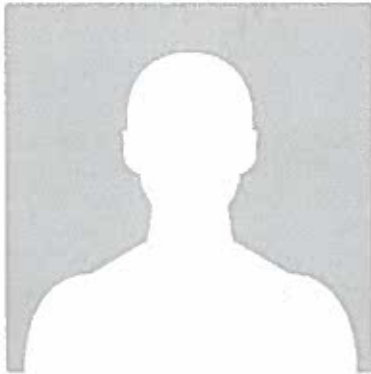
[upvote](#) [reply](#) [show](#)
Jun 18, 2015

Please consider this proposal carefully. I do not think it is the best interest of this school zone, wildlife corridor and residential community to add this Connector at this point in time. Leave the road as it is - we don't need to have more traffic filing through this quiet part of Jackson and disrupting our neighborhood.

Thank you,

Lauren Ackerman

SIGN PETITION

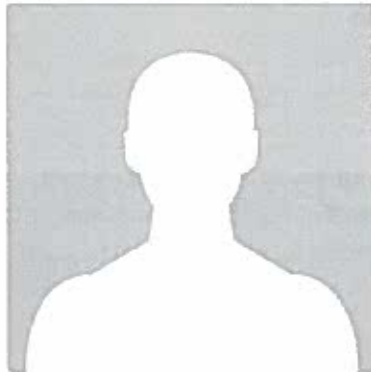


Mark Spradling United States, Houston
Jun 18, 2015

Jun 18, 2015

[upvote](#) [reply](#) [show](#)

Spend money to widen and improve the traffic flow at the "Y" traffic light, not to endanger children and re-route traffic through school zones and residential subdivisions.

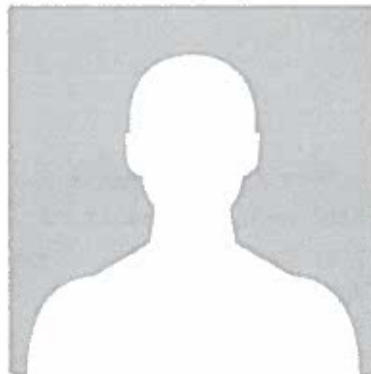


Elizabeth Spradling United States, Houston
Jun 17, 2015

Jun 17, 2015

[upvote](#) [reply](#) [show](#)

Does it really make sense to reroute traffic away from the town's commercial areas and through school zones, residential areas and migratory corridors? I am totally against the proposed connector.



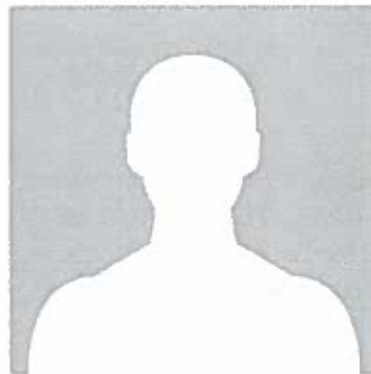
Robert Ackerman United States, Emeryville
Jun 17, 2015

Jun

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17,
2015

Teton County Resident



Vicki L. Rosenberg United States, Cheyenne
Jun 13, 2015

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Jun 13, 2015

Please don't do this!

SIGN PETITION

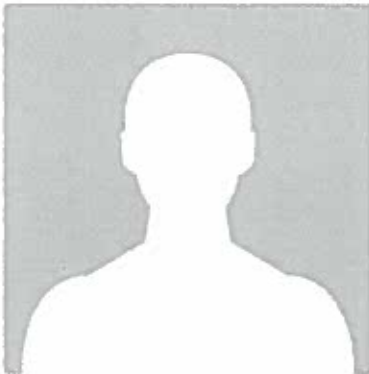


Margaret Hochheiser United States, Jackson
Jun 13, 2015

Jun 13, 2015

[upvote](#) [reply](#) [show](#)

Teton County Resident I feel the safety factors are a primary concern and our town has so much repair to do to existing roads. This is not solving anything.



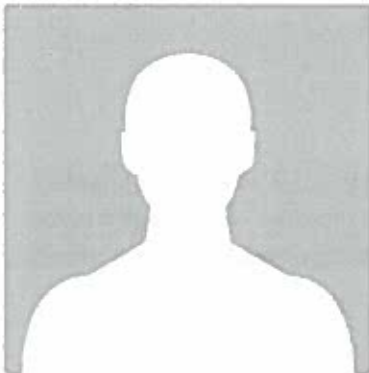
Michelle McCormick United States, Jackson
Jun 11, 2015

Jun

[upvote](#) [reply](#) [show](#) 11,

2015

Teton County Resident

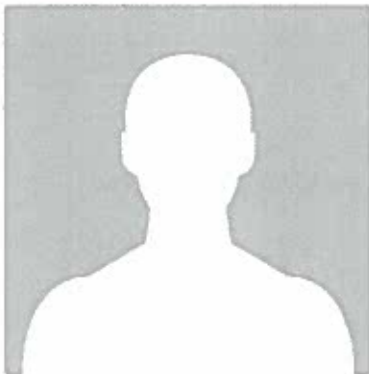


David Stout United States, Jackson
Jun 11, 2015

Jun 11, 2015

[upvote](#) [reply](#) [show](#)

This proposal is contrary to everything that Jackson has done over the last 20 years to limit sprawl and development. This intrusion into the one of the only remaining peaceful zones within the town of Jackson is ridiculous. I thought it was a practical joke when someone told me that it was being proposed! Stop it, please!!!!



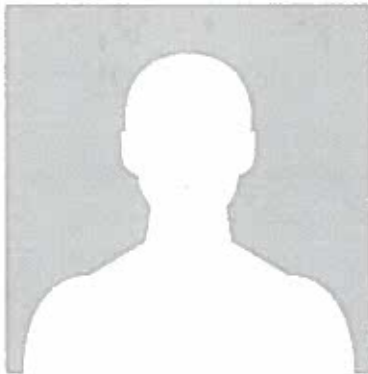
Susan Prevost United States, Jackson
Jun 09, 2015

Jun 09, 2015

[upvote](#) [reply](#) [show](#)

The Tribal Trail Connector Road will not solve our traffic problems.

[SIGN PETITION](#)

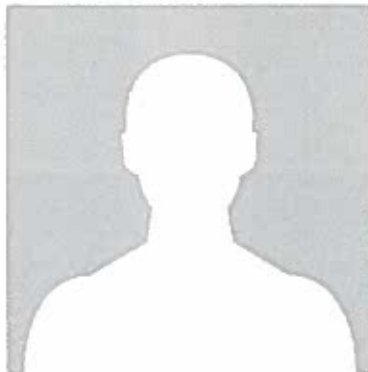


Horton Spitzer United States, Casper
Jun 04, 2015

Jun 04, 2015

[upvote](#) [reply](#) [show](#)

I am Teton County Resident. I believe improvements should be made at the Y before any plans are proposed for Tribal Trails



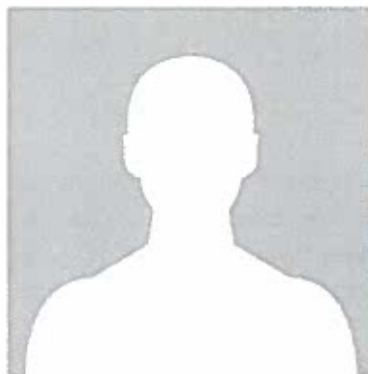
Anonymous
Jun 04, 2015

Jun

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2015

Teton County resident



Cathy Blount United States, Jackson
Jun 04, 2015

Jun 04, 2015

[upvote](#) [reply](#) [show](#)

The Tribal Trails Connector may have made sense when it was originally proposed decades ago, but the growth in that area - esp in regard to the schools and sports fields - should necessitate a hard look at how safe this plan is now.



David Pfeifer United States, Jackson
Jun 03, 2015

Jun 03, 2015

[upvote](#) [reply](#) [show](#)

No to the Tribal Trails connector, this is not a solution to the traffic problems!

SIGN PETITION



Julie Zell United States, Denver
Jun 03, 2015

Jun 03, 2015

[upvote](#) [reply](#) [show](#)

Teton County Resident ... Not a solution. One can easily foresee the issues this will create for residents, wildlife, and noise pollution where it doesn't belong.

How about creating public transportation that supports our whole county instead of only Town-Teton Village traffic. Bus routes that enable people to leave cars at home. Neighborhoods south of town and in Wilson are long overdo for some public transit. Get creative Teton County. You have the ingenuity and resources to do so.



Fran Measom United States, Emmetsburg
Jun 02, 2015

Jun 02, 2015

[upvote](#) [reply](#) [show](#)

I am totally against the proposed connector road! It makes no sense. Stop!



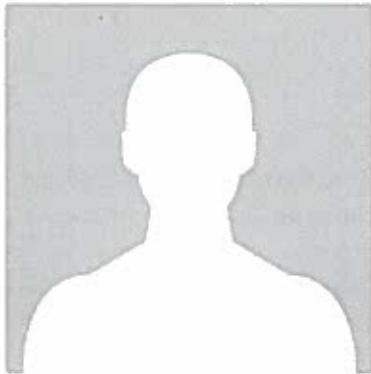
Wade McKoy United States, Jackson
Jun 02, 2015

Jun 02, 2015

[upvote](#) [reply](#) [show](#)

Teton County Resident. The proposed connector road would dissect major wildlife migration routes and destroy quite nature of South Park Loop road. The additional traffic near schools and neighborhoods would be detrimental to the peaceful atmosphere of the area and degrade the quality of life for those who live there. The benefits of the new travel route are greatly overshadowed by these negative impacts. The same benefits could be achieved with a redesign of the Y intersection of Wyoming Highways 22 and 89.

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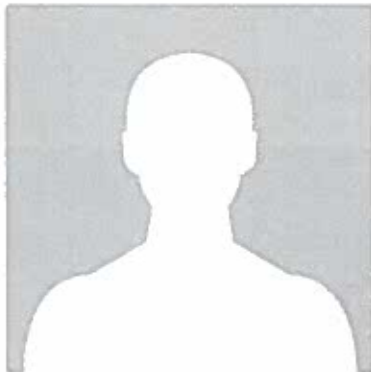
Rhett Bain United States, Jackson
Jun 01, 2015

Jun 01, 2015

[upvote](#) [reply](#) [show](#)

As I just went through the school zone on South Park loop a commercial vehicle just about rear ended me as I was driving 20mph.

The "Y" needs to be improved and updated, as this will help unclog the congestion. Heck, let's install a monorail since the summer has become Disneyland.

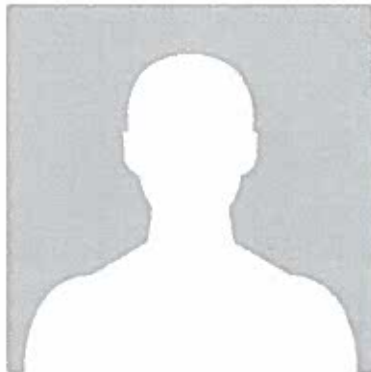


Worthington Johnson Jr United States, Jackson
Jun 01, 2015

Jun 01, 2015

[upvote](#) [reply](#) [show](#)

Teton County Resident...will ruin the neighborhood-dangerous-unsafe-added noise-more pollution-needless expense when redefined & designed roundabouts will alleviate the problem!!!!

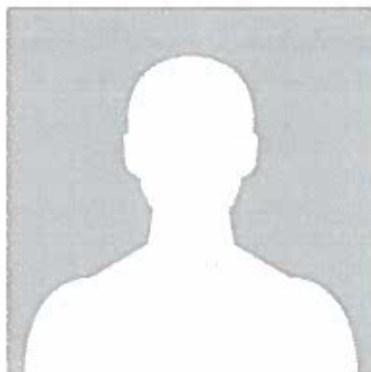


Tallelah Johnson United States, Pocatello
Jun 01, 2015

Jun 01, 2015

[upvote](#) [reply](#) [show](#)

With safety of our students/children already difficult, why would there be any suggestions that this would be a "good idea"?



Blythe Cox United States, Jackson
May 31, 2015

May

[upvote](#) [reply](#) [show](#) 31,

2015

teton County Resident

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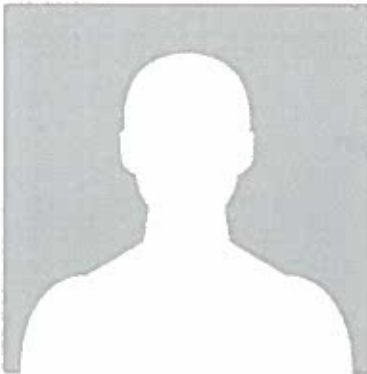


Jennifer Jensen United States, Kalispell
May 30, 2015

May 30, 2015

[upvote](#) [reply](#) [show](#)

Fix the traffic issues at the "Y" and widen existing roads. Do not create unnecessary traffic routes in rural areas, especially around schools and already crowded #189 and high school road.



Matthew Smith United States, Pompano Beach
May 30, 2015

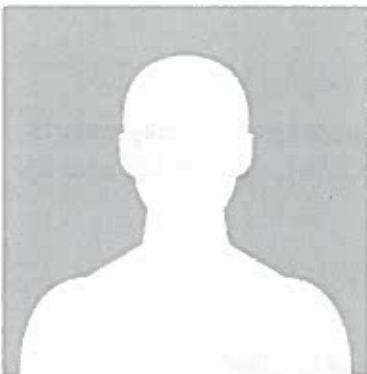
May 30, 2015

[upvote](#) [reply](#) [show](#)

I am writing to offer my opinion and strong disagreement with the proposed plan to use the Tribal Trail Connector as a way to rectify the problems with traffic in Jackson Hole.

Most folks around the community are unified in their opinion that the "Y" intersection is the major culprit in the traffic snafus that have hit our area.

It seems that we need to address the problem "head on" (i.e. improve the Y Intersection), instead of creating half-measures that will create new problems.



Ed Beddow United States, Jackson
May 30, 2015

May

[upvote](#) [reply](#) [show](#) 30,
2015

Teton County resident



Ralph Haberfeld United States, Jackson
May 30, 2015

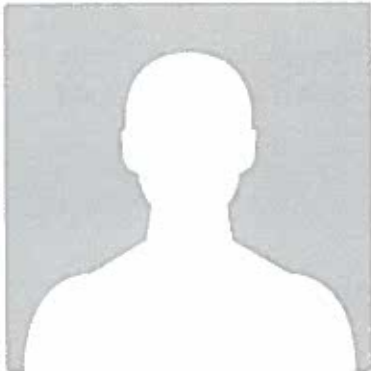
May 30, 2015

[upvote](#) [reply](#) [show](#)

I hate the rotaries I have experienced in New England and elsewhere in the east and went to Michael Wallworks presentation with great skepticism. His suggestions for slow speed roundabouts at the Y, along Snow King, and along the north/south section of South Park Loop were so eminently sensible, I cannot understand why it is not already in the highway budget. He suggested a slow

SIGN PETITION

emergency alternate route concerns of WYDOT. It would be my second choice compared with not building it at all.



Lance Cygielman United States, Jackson
May 29, 2015

May 29, 2015

upvote reply show

I would like to see the County (and town) FIX THE Y, which will alleviate the need for Tribal Trails Connector.
This road is not appropriate as proposed.

Why



David Ellingson United States, Jackson
May 29, 2015

May

upvote reply show 29,
2015

Teton County Resident



Laurie Genzer United States, Jackson
May 29, 2015

May 29, 2015

upvote reply show

This is an unnecessary intrusion into a pastoral area. It is totally wrong to run that traffic so close to schools and neighborhoods!!! And consider the wildlife!!!



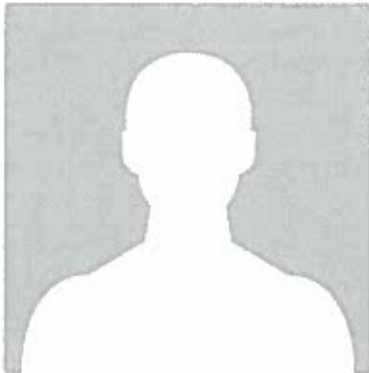
Paul F. O'Brien United Arab Emirates, Abu Dhabi
May 29, 2015

May

upvote reply show 29,
2015

Teton County Resident

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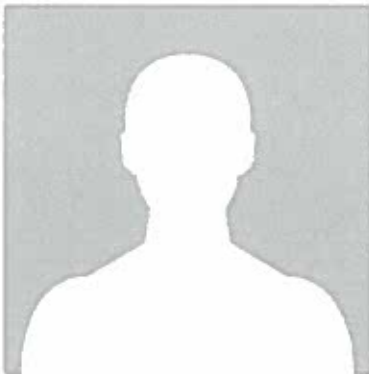


Maureen O'Leary United States, Jackson
May 28, 2015

May 28, 2015

[upvote](#) [reply](#) [show](#)

This is a very dangerous alternative and will greatly increase traffic through a residential neighborhood with schools. It will impact the narrow South Park Loop road. And then it will cause a traffic jams at both intersections with HWY 189 at High School Rd and south end of the South Park Loop road

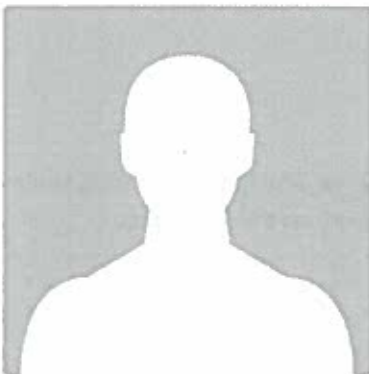


Linda Schroth United States, Idaho Falls
May 28, 2015

May 28, 2015

[upvote](#) [reply](#) [show](#)

This is a precious area. Full of Elk, Moose and babies, Trumpeter Swans that were once endangered, mountain lions, Eagles and much more. Please do not allow this road to go through. We just lost our neighborhood Red Fox and an increase in traffic flow will endanger more of the reasons why we moved here.



Jeffrey Kaphan United States, Jackson
May 28, 2015

May

[upvote](#) [reply](#) [show](#) 28,
2015

Teton County Resident



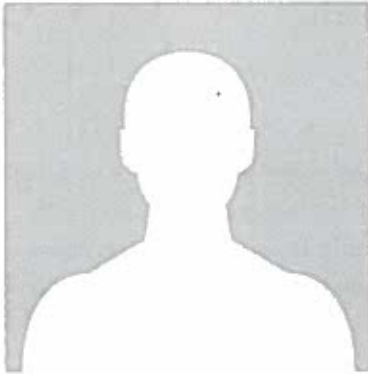
Anonymous
May 28, 2015

May 28, 2015

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This new dangerous intersection would only cause slowdowns and backups on 22 and would lead to widening of the highway. A wildlife migration corridor will be replaced by traffic and probably miles of fencing. This would be a mistake.

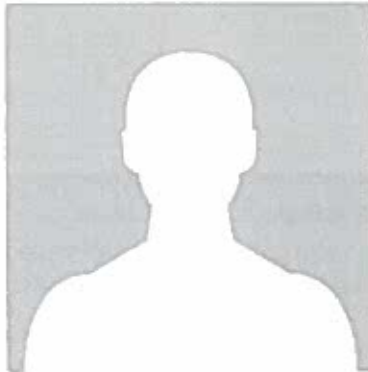
SIGN PETITION



Katie White United States, Casper
May 28, 2015

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May 28, 2015

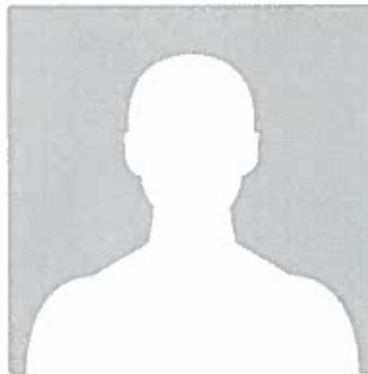
teton county



Anonymous
May 28, 2015

[upvote](#) [reply](#) [show](#) ^{May}
28,
2015

Town of Jackson resident



Justin Adams United States, Kelly
May 28, 2015

[upvote](#) [reply](#) [show](#) ^{May 28, 2015}

You need the roundabout at the Y anyway, so why not build it and see if it solves the problem without spending money on the Tribal Trails Connector.



James Peck United States, Jackson
May 27, 2015

[upvote](#) [reply](#) [show](#) ^{May 27, 2015}

Completion of the Tribal Trail Connector should not even be contemplated until all efforts have been exhausted at the "Y". Please investigate the installation of a roundabout at the "Y". Nobody "downstream" of the connector going south is prepared for the impacts this road will have. Safety, wildlife and neighborhood character are all greatly impacted by this concept.

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Diane Hazen United States, Jackson
May 27, 2015

May 27, 2015

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Teton County/South Park resident



Diane Halpin United States, Great Falls
May 27, 2015

May 27, 2015

[upvote](#) [reply](#) [show](#)

As a long-time summer resident and current Teton County Resident who knows well the history of this valley and all of the wonders attracting humans to make it their home, I'm amazed at the commissioners support of this road which will allow untold numbers of heavy trucks and speeding cars along a route crossed by our native, and in many cases, designated-endangered wildlife and right next to several schools and churches and sidewalks where our children spend much of their young lives. What is it teaching these children? That it is right to destroy ones environment in favor of quicker movement? I doubt this is what living in Jackson Hole is all about! I have just spent a few days in Pinehurst, NC where very good use is made of well-designed round-abouts which are attractive, well-landscaped, and keep traffic flowing. We need to make use of one in town at the Y intersection and leave our countryside and suburban neighborhoods and wetlands alone. We will never be able to replace what we'll lose by building this 'connector road'. The neighborhoods impacted do not want it or need it.



Armond Acri United States, Cheyenne
May 27, 2015

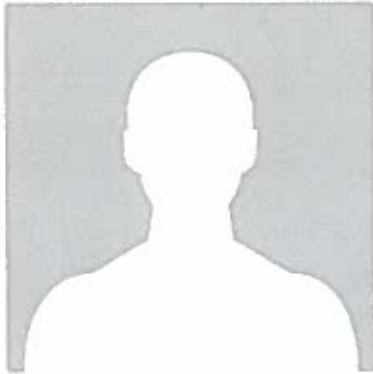
May

[upvote](#) [reply](#) [show](#) 27,

2015

Town of Jackson resident

[SIGN PETITION](#)

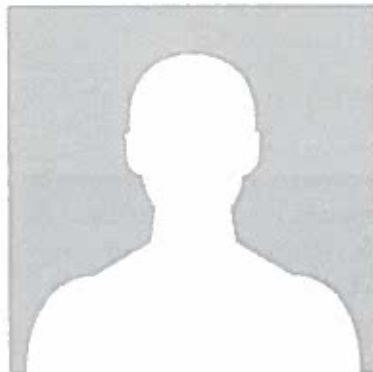


Elizabeth Storer United States, Jackson
May 27, 2015

May 27, 2015

[upvote](#) [reply](#) [show](#)

Whether conceived as a connector or bypass, there are better solutions to traffic flow: improving traffic flow through the Y, and improving public and school transportation options are good places to start.

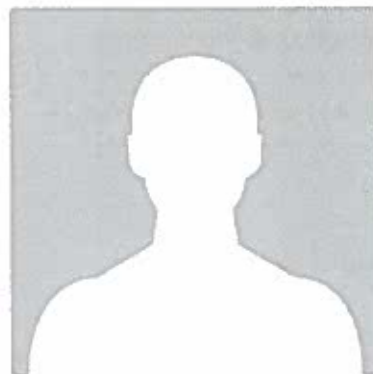


Dennis Jesse United States, Jackson
May 27, 2015

May 27, 2015

[upvote](#) [reply](#) [show](#)

Aren't we supposed to be riding the bus? This thoroughly contradicts that plan. Let's have the traffic experts study how to fill school buses and Start buses.



Joanna Slonecka United States, Jackson
May 25, 2015

May

[upvote](#) [reply](#) [show](#) 25,
2015

Teton County Resident



Audrey Blum United States, Jackson
May 25, 2015

May

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2015

Teton County Resident

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Bobby Holik United States, Jackson
May 24, 2015

upvote reply show [May 24, 2015](#)

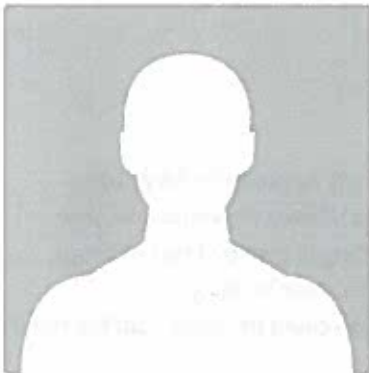
Teton County Resident



David Pfeifer United States, Jackson
May 23, 2015

upvote reply show [May 23, 2015](#)

No Tribal Trails connector!!!!



Steve Sharkey United States, Whittier
May 23, 2015

upvote reply show [May 23, 2015](#)

I'm opposed to a Tribal Trails connector. I do not believe it is necessary for a smoothly functioning Y, and it will produce dangerous traffic in nearby neighborhoods like Cottonwood.

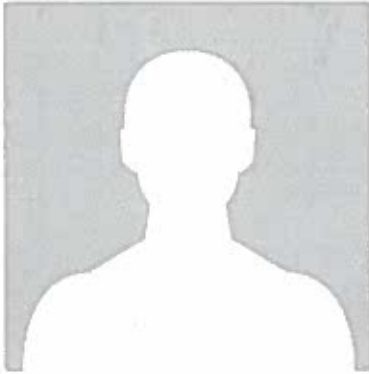


James C. Norton United States, Tulsa
May 23, 2015

upvote reply show [May 23, 2015](#)

Why would we want to pour more traffic onto school zones??

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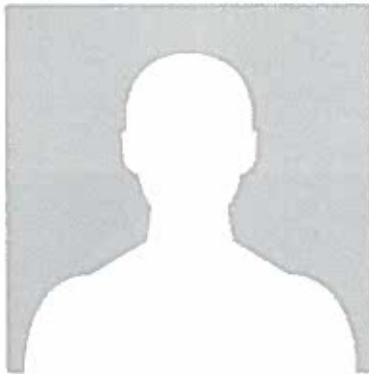


Ronda Norton United States, Tulsa
May 23, 2015

May 23, 2015

[upvote](#) [reply](#) [show](#)

We do not need to throw more traffic inhibiting the natural migration of Elk and other wild animals. Let's not destroy what has made Jackson so unique!



Viesia Kirk United States, Jackson
May 23, 2015

May 23, 2015

[upvote](#) [reply](#) [show](#)

I am a Teton County resident and strongly oppose the Tribal Trails Connector Road.



Jerry Kirk United States, Jackson
May 23, 2015

May 23, 2015

[upvote](#) [reply](#) [show](#)

I am a resident of Teton County and strongly oppose the Tribal Trails Connector Road. I have used roundabouts all over the world and have seen how effective they are. There is nothing to lose by first building a roundabout at the Y and measuring the decrease in delays and congestion. Then a more informed decision could be made about the need for the Tribal Trails Connector Road.



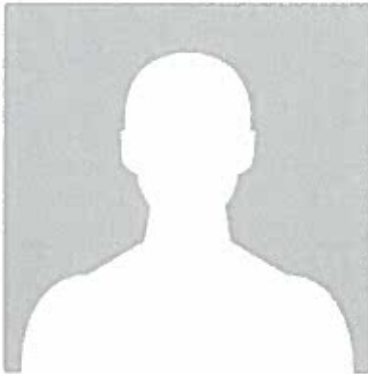
King Husein Norway
May 23, 2015

May 23, 2015

[upvote](#) [reply](#) [show](#)

I am a resident of Teton County and live on S. Creamery Lane. I am concerned about the safety of children in the neighborhood. I strongly oppose the connector road.

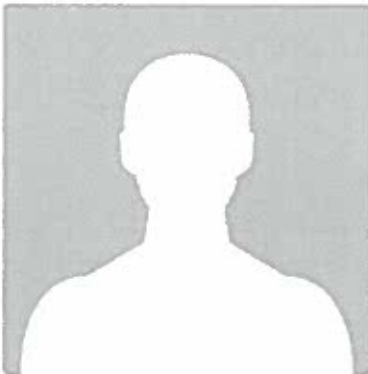
SIGN PETITION



Haynes Poe United States, Charlotte
May 23, 2015

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May 23, 2015

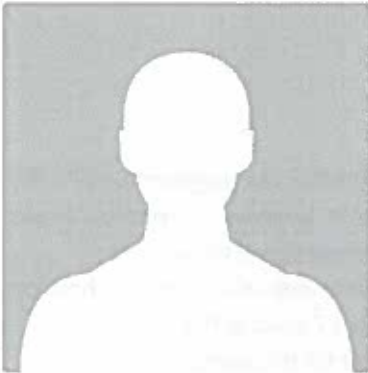
Teton county resident



jim hesser United States, Jackson
May 23, 2015

[upvote](#) [reply](#) [show](#) **May 23, 2015**

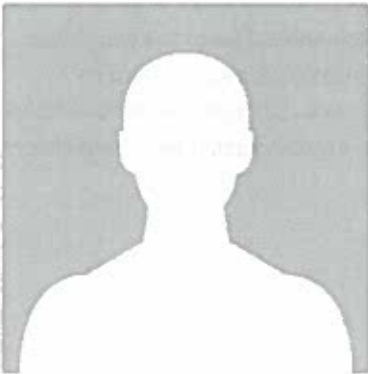
Teton County resident



KC Bess United States, Jackson
May 23, 2015

[upvote](#) [reply](#) [show](#) **May 23, 2015**

I am a Teton County resident and I don't think there is a need to have a connector road. The extra three minutes it takes to get through the intersection by Albertsons is not worth the impacts this road would have. Thank you.

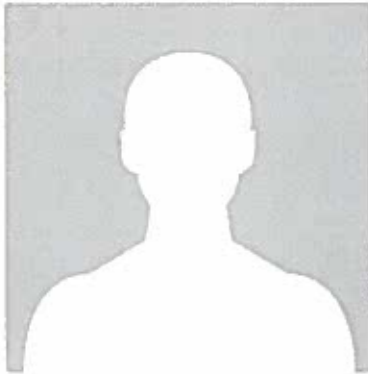


Mike May United States, Jackson
May 22, 2015

[upvote](#) [reply](#) [show](#) **May 22, 2015**

With all due respect, this connector road is pure folly. Wildlife issues associated with this road not to mention dumping traffic into a school zone makes zero sense so please DO NOT let this discussion continue. I read that county rep Sean O'Malley say in the paper that people wouldn't use this as a shortcut but it be for local traffic. I was born at night - but not last night. Weak statement and our county leaders need to wake up or move on. Again, please do the sensible thing and stop this project before it starts.

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Thomas Wiedeman United States
May 19, 2015

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May 19, 2015

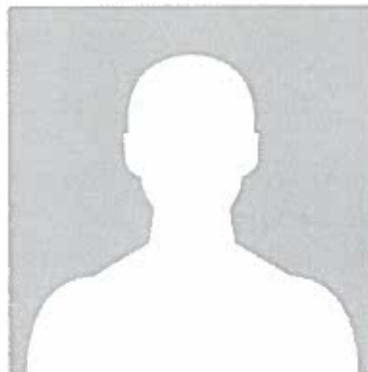
Don't build it.



Alexander Muromcew Singapore
May 19, 2015

[upvote](#) [reply](#) [show](#)
May 19, 2015

Not in the best interest of the community



Lou Wade United States, Brooklyn
May 18, 2015

[upvote](#) [reply](#) [show](#)
May 18, 2015

Please do not run the Tribal Trail Connector thru our neighborhood!All the traffic would be a heavy impact on school children walking home.It would disrupt the migratory route of hundreds of elk.When the original comprehensive plan was planned the apartments and affordable housing and 3 Creeks were not there nor were there 7 schools.The emissions would cause problems to the environment for the surrounding neighborhood effecting people,elk,trumpeter swans and the other birds in our avian paradise,As well as moose,fox to name a few of the wondrous we are privileged to live amongst which most of us moved there to enjoy.The death rate of wildlife would rise as it did on Moose Wilson Road wiping out so many moose."This is Wyoming let's keep it wild "said Helen Mettler at age 12!

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Anonymous
May 18, 2015

May 18, 2015

[upvote](#) [reply](#) [show](#)

Please do not run the Tribal Trail Connector thru our neighborhood!All the traffic would be a heavy impact on school children walking home.It would disrupt the migratory route of hundreds of elk.When the original comprehensive plan was planned the apartments and affordable housing and 3 Creeks were not there nor were there 7 schools.The emissions would cause problems to the environment for the surrounding neighborhood effecting people,elk,trumpeter swans and the other birds in our avian paradise,As well as moose,fox to name a few of the wondrous we are privileged to live amongst which most of us moved there to enjoy.The death rate of wildlife would rise as it did on Moose Wilson Road wiping out so many moose."This is Wyoming let's keep it wild "said Helen Mettler at age 12!

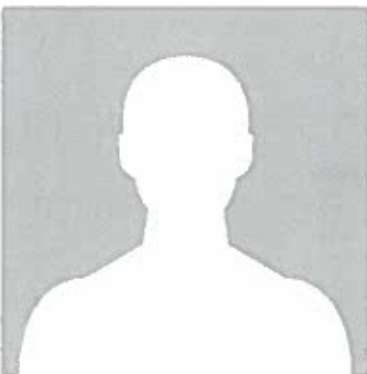


Michelle Finley United States, Jackson
May 18, 2015

May 18, 2015

[upvote](#) [reply](#) [show](#)

I am a Teton County Residence and I strongly oppose the connector.



Renee Holik United States, Jackson
May 18, 2015

May

[upvote](#) [reply](#) [show](#) 18,
2015

Teton County Resident

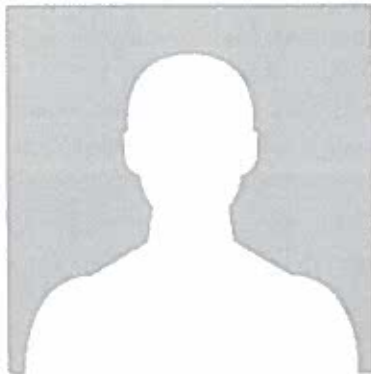
SIGN PETITION



arnold silverman United States, San Mateo
May 18, 2015

upvote reply show **May 18,**
2015

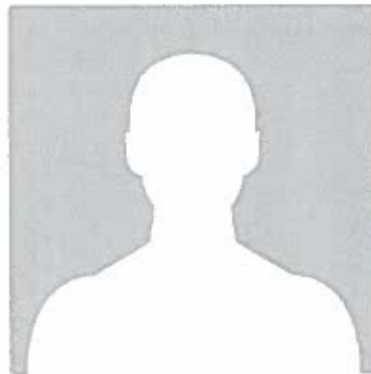
a dangerous waste of money.



Anonymous
May 18, 2015

upvote reply show
May 18, 2015

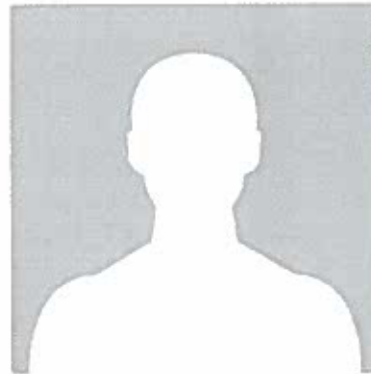
teton county resident



Evan McHugh United States, Jackson
May 17, 2015

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17,
2015

Teton County Resedent

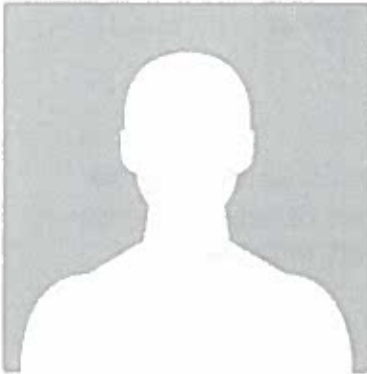


James Anderson United States, Whittier
May 17, 2015

upvote reply show **May**
17,
2015

Teton County Resident

SIGN PETITION



Anonymous
May 17, 2015

May 17, 2015

[upvote](#) [reply](#) [show](#)

I am a Teton County Resident and would like to avoid additional traffic near our schools.



Russell Ross United States, Colorado Springs
May 16, 2015

May 16,

[upvote](#) [reply](#) [show](#) 2015

Teton County Property Owner

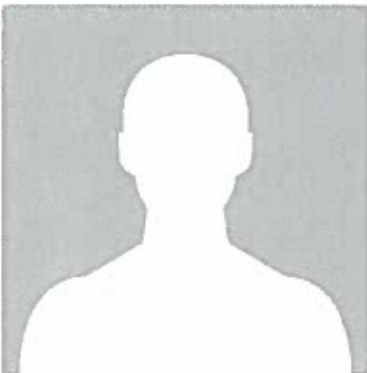


Lori Roux Germany
May 16, 2015

May

[upvote](#) [reply](#) [show](#) 16,
2015

Teton County resident



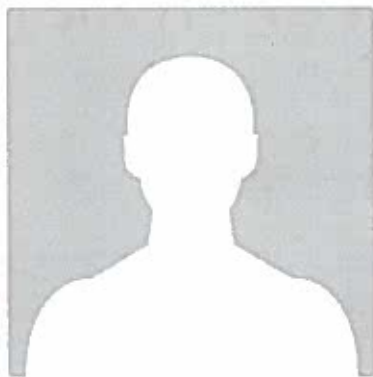
Jaclyn Jaroch United States, Jackson
May 16, 2015

May

[upvote](#) [reply](#) [show](#) 16,
2015

Teton County resident

SIGN PETITION



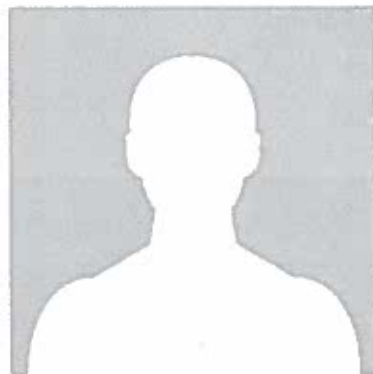
Brandon Barlow United States, Rock Springs

May 16, 2015

May 16, 2015

[upvote](#) [reply](#) [show](#)

I feel completion of the tribal trails road will completely change the characteristic of of surrounding communities. My biggest concerns being: increased risk to children at home and school, and increase noise/congestion.



Sandy Landis United States, Jackson

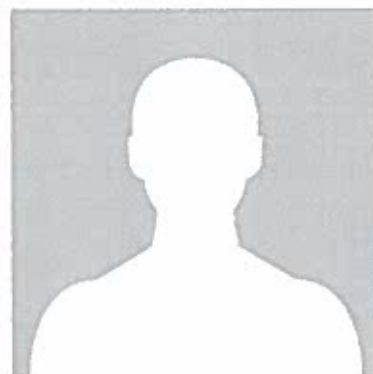
May 16, 2015

May 16, 2015

[upvote](#) [reply](#) [show](#)

Teton County Resident

I hope those who are making this very important decision, will please, hear what we are saying. We DO NOT want the connector road going in because of the negative impact it will have. I believe that it will cause more problems in the long run.



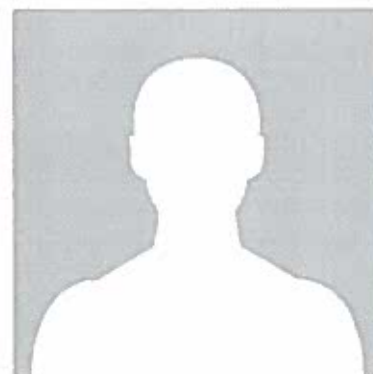
Brian United States, Big Sky

May 16, 2015

May 16, 2015

[upvote](#) [reply](#) [show](#)

This will make the tribal trails neighborhoods unsafe for pets, children, and residents.



Anonymous

May 16, 2015

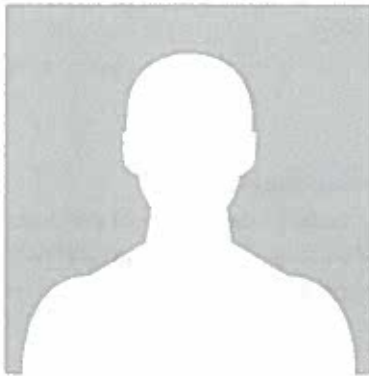
May

[upvote](#) [reply](#) [show](#), 16,

2015

Teton County Resident

SIGN PETITION

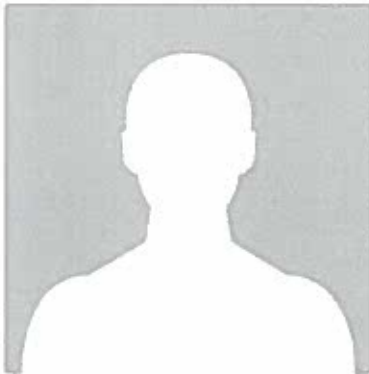


Kathy Tompkins United States
May 15, 2015

May 15, 2015

[upvote](#) [reply](#) [show](#)

Fix the Y and reduce traffic. Don't reward bad habits by diverting 9,000 cars a day through 6 school zones and family neighborhoods.

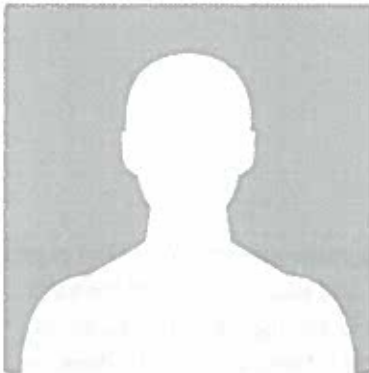


Michael Rosenberg United States, Casper
May 15, 2015

May 15, 2015

[upvote](#) [reply](#) [show](#)

Resident of Teton County (Wilson, WY)



jason malczyk United States, Southington
May 15, 2015

May 15, 2015

[upvote](#) [reply](#) [show](#)

no more roads, roundabout first



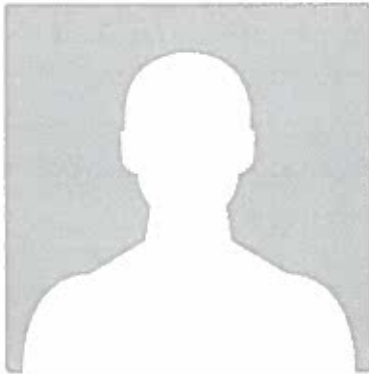
Barbara Wogoman United States, Jackson
May 15, 2015

May

[upvote](#) [reply](#) [show](#) 15,
2015

Teton County Resident

SIGN PETITION

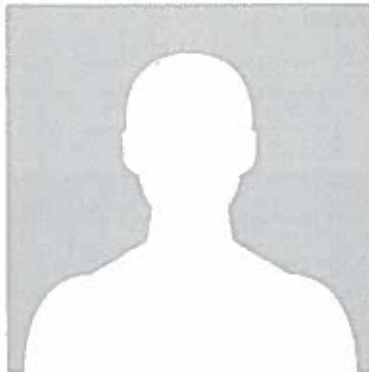


Whitney Royster United States, Jackson
May 15, 2015

May 15, 2015

[upvote](#) [reply](#) [show](#)

My understanding was there was a comprehensive network of roads/connectors/crosswalks/stop signs/shoulder development on roads connecting to the Tribal Trails connector. Punching a road through and not addressing the rest of this is really poor management.

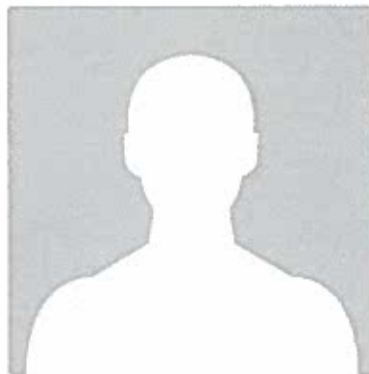


Anonymous
May 15, 2015

[upvote](#) [reply](#) [show](#)

May 15, 2015

Teton county resident



Rick Wieloh United States, Norwalk
May 15, 2015

May 15, 2015

[upvote](#) [reply](#) [show](#)

Hello,

I attended the meeting concerning the roundabout at the Y and the expert speaker explained it would be the proper and successful option for traffic management. Just because town is growing and high density housing as well as re zoning for greater building hieght is being permitted it does not mean that all of Jackson need to be developed Let's keep the character of the Valley in tact, what will be built can never be taken back to quiet and nature. The wildlife migration route for elk as well as swans, moose, deer, raptors, waterfowl and much more all use this area near Tribal Trails. Children moms joggers dog walker runners bikers enjoy this break in the traffic to recreate in this area too

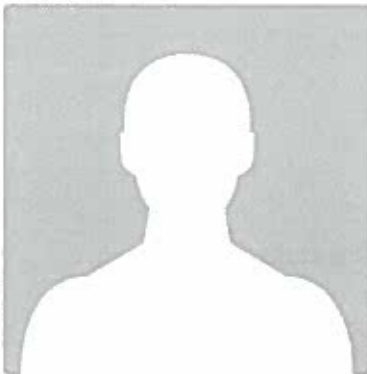
SIGN PETITION



Anonymous
May 15, 2015

upvote reply show [May 15, 2015](#)

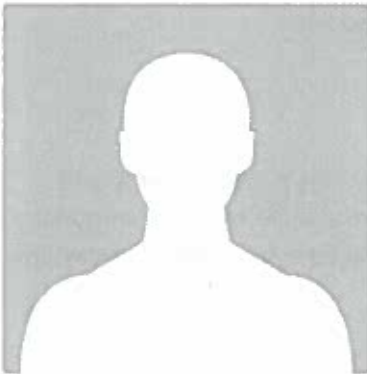
Teton County Resident



Vicki L. Rosenberg United States, Casper
May 15, 2015

upvote reply show [May 15, 2015](#)

Please be practical, as well as respectful of Teton County residents, the environment, and wildlife. Why would millions of dollars be spent simply to **MAYBE** alleviate a few minutes of traffic a few days or weeks a year? This is not Detroit - or Salt Lake City - or even Idaho Falls.



Leigi Gardner United States
May 15, 2015

upvote reply show [May 15, 2015](#)

We live in Indian Trails. Strong NO in this one.

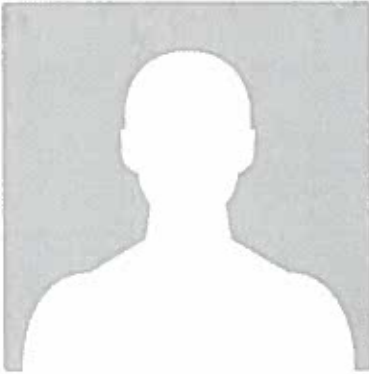


Amira Burns United States, Jackson
May 14, 2015

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Teton County Resident

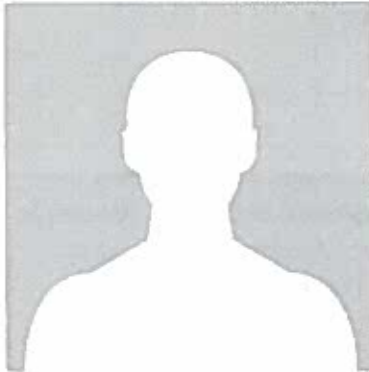
[SIGN PETITION](#)



Anonymous
May 14, 2015

[upvote](#) [reply](#) [show](#)
May 14, 2015

no thanks!

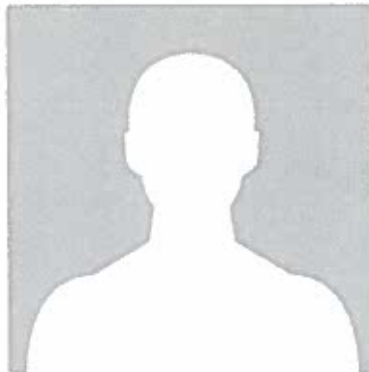


hilary cantu United States, Casper
May 14, 2015

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May 14, 2015

Teton county resident

Please vote no on this... we do not need this road!!!



Leon G. Campbell United States, Palo Alto
May 14, 2015

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May 14, 2015

This petition is an important means of not only protecting health and safety in Jackson Hole but as well the quality of life, through transportation efficiencies, that distinguish this Last Great Place from other communities



richard aurelio United States, Sunnyvale
May 14, 2015

[upvote](#) [reply](#) [show](#)
May 14, 2015

OTHER SOLUTIONS (ROUNDABOUT) SHOULD BE INVESTIGATED FIRST. TCCR SHOULD BE REMOVED FROM ITP UNTIL THAT HAPPENS

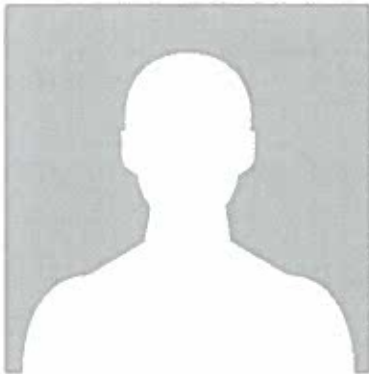
SIGN PETITION



Andy Weenig United States, Jackson
May 14, 2015

1 May 14, 2015
upvote reply show

I live in the Ellingwood Affordable neighborhood. I WANT THIS OFF THE TABLE until there's been an independent safety impact study & a funding source been identified. From a multi-mode transportation pov, this connector risks everyone: children walking & biking to schools & bus stops, parents driving to the recreation fields, laborers driving to sites, valley residents & tourists on the pathway network. From a wildlife pov, more traffic roads inevitably cause more animal roadkill. From a government budget pov, how can we afford it even though it may be wanted? Lemme tell ya about myself: I got my own personal faults. I try to help our community. I've served on my HOA Board for nearly eight years. I also have served on the Teton County/Town of Jackson Pathways Taskforce for over three years, I have volunteered with Jackson Hole Boy Scouts of America for over six years, as well as local JH & international church-directed humanitarian projects for fourteen years. I bike commute to work & everywhere else, everyday, year-round, except when I walk to the bus stop across the road & ride START. I encourage my children who bike to school & visit friends' homes each day on JH Community Pathways & sidewalks, despite that the paths are intersected by County roads & Town streets that are ALREADY plagued by unsafe designs, reluctant law enforcement & careless drivers. Cellphone driving- yikes! Please ask your HOA to submit a letter of solidarity w/ this coalition.



Katie Holmes United States, Jackson
May 14, 2015

1 May
upvote reply show14,
2015

Teton County Resident



Sharee Moser United States, Jackson
May 14, 2015

1 May 14, 2015
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TETON COUNTY RESIDENT

Dear Commissioners,

This is near planning in the highest order. Why would it be a good idea to

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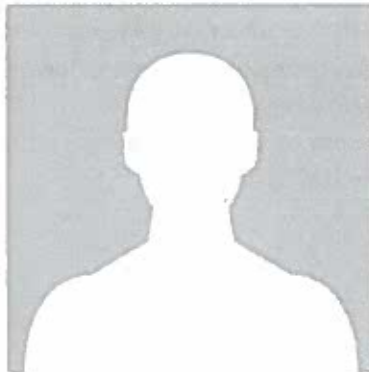
roads are busiest with school children, buses, parents, and after-school activities? The whole plan is so flawed it's mind boggling. There is no way for a car to leave the proposed area without going through a school zone. Not to mention, the money would be better spent improving the Hwy 22 / 89 intersection so it functions at a level better than it does now. The only time it is congested is also the times that the roads to the schools are congested. What a potential nightmare every day for children, teachers, parents, and the community at-large.



Holly Miller United States, Jackson
May 14, 2015

1
upvote reply show
May 14, 2015

Teton county resident



Dana Olson United States, Jackson
May 14, 2015

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May 14, 2015

Teton County Resident

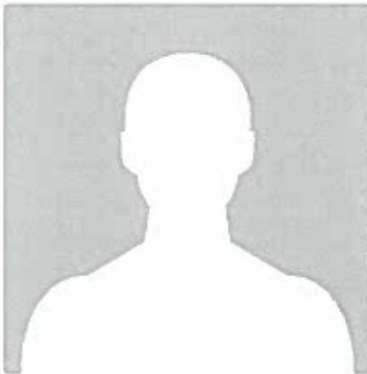


John Wright United States, Jackson
May 14, 2015

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May 14, 2015

Teton County Resident

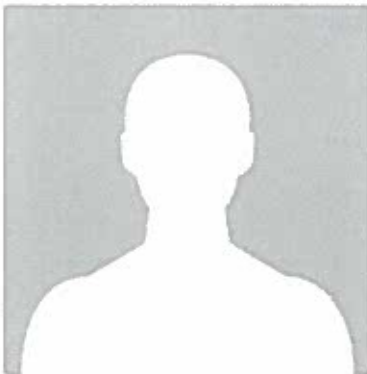
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Derek Goodson United States, Jackson
May 14, 2015

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2015

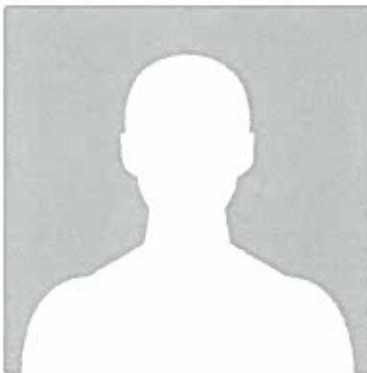
Teton County Resident



Jonathan Schechter United States, Jackson
May 14, 2015

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2015

Teton County Resident



Lance Cygielman United States, Jackson
May 14, 2015

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2015

Teton County Resident

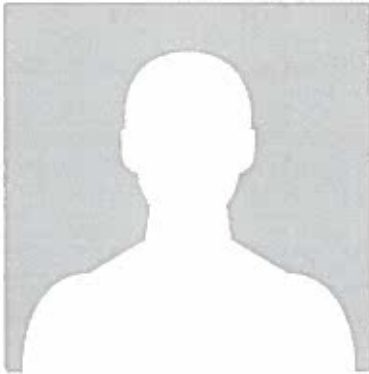


Brandon Baker United States, Jackson
May 14, 2015

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2015

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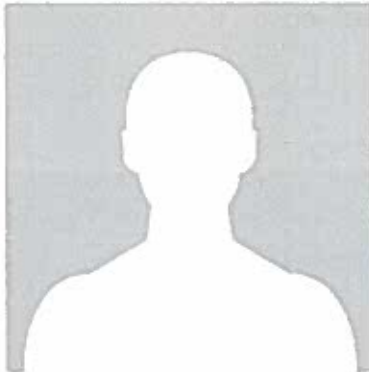
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Liz Storer United States, Jackson
May 14, 2015

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2015

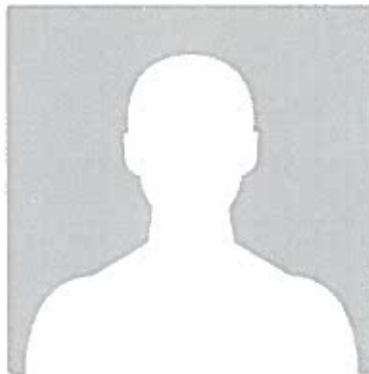
Teton County Resident



Mary Rossington United States, Jackson
May 14, 2015

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2015

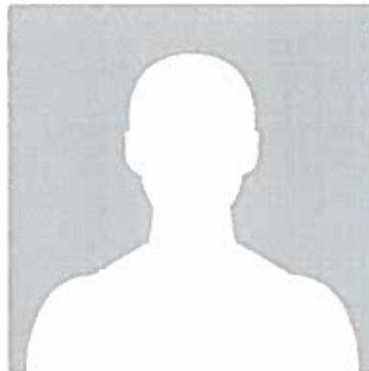
Teton County Resident



Chris Deming United States, Jackson
May 14, 2015

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2015

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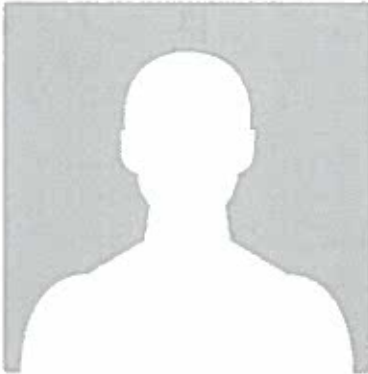


Haley Deming United States, Jackson
May 14, 2015

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2015

Teton County Resident

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Emily Flanagan United States, Jackson
May 14, 2015

upvote reply show **May 14, 2015**

Teton County Resident



Anonymous
May 14, 2015

upvote reply show **May 14, 2015**

Another light on 22 is not the answer. Fix the y first. Thanks.



Jessica Barlow United States, Jackson
May 13, 2015

upvote reply show **May 13, 2015**

Jessica Barlow United States, Jackson

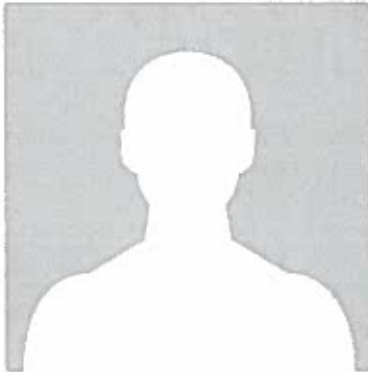


Laura Dunlop United States, Jackson
May 13, 2015

upvote reply show **May 13, 2015**

Teton county resident

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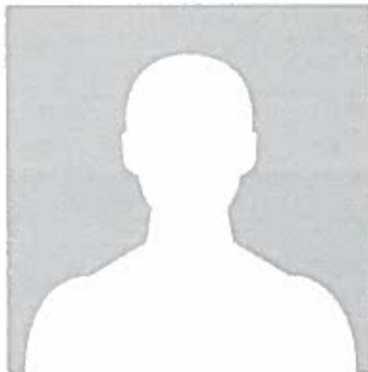


Liz Johnson United States, Jackson
May 13, 2015

May 13, 2015

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Concerned Teton County Resident



James Drumheller United States, Alexander City
May 11, 2015

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May 11, 2015

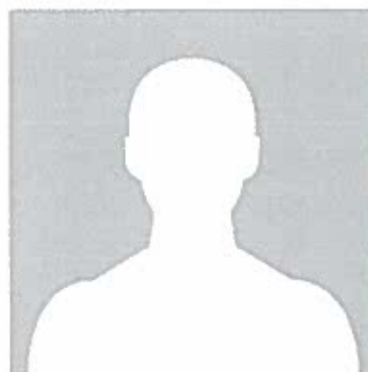
dont do it!



Scott Dixon United States, Arvada
May 11, 2015

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May 11, 2015

teton county resident

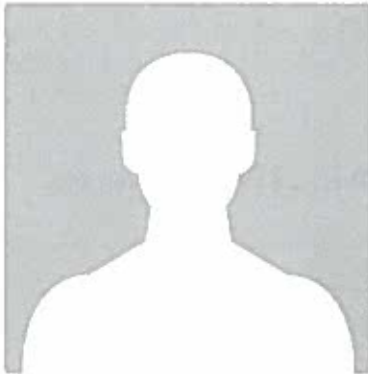


Chandler Minton United States, Jackson
May 11, 2015

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2015

Teton County Resident

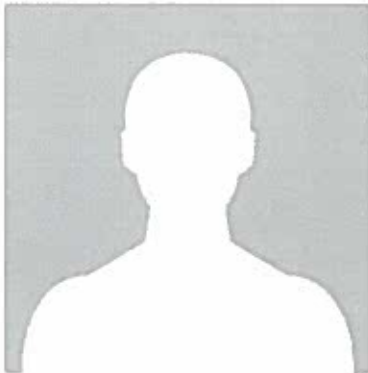
SIGN PETITION



Emily Eldredge United States, Denver
May 11, 2015

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May 11, 2015

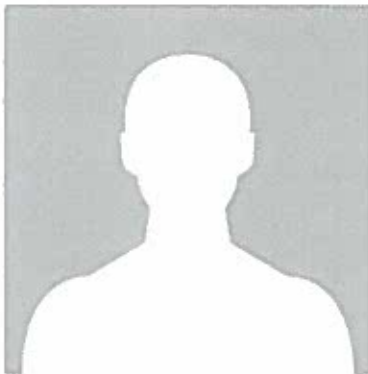
teton county resident



Chris Taylor United States, Del Mar
May 11, 2015

[upvote](#) [reply](#) [show](#)
May 11, 2015

Wow. This is just awful. The Stevenson/Minton family have lived here for YEARS. How could you do this?



Anonymous
May 11, 2015

[upvote](#) [reply](#) [show](#)
May 11, 2015

Teton county resident



Courtney Leavell United States, Arvada
May 11, 2015

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May 11, 2015

teton county resident

[SIGN PETITION](#)

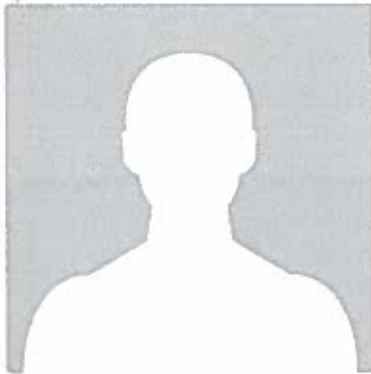


Melanie Dalton United States, Jackson
May 11, 2015

May 11, 2015

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Please do not do this to our community. There are lots of Children and much wildlife in our neighborhood.

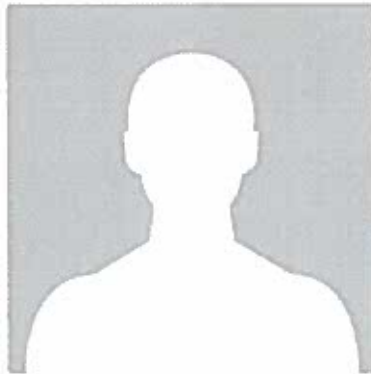


Paul clementi United States, Jackson
May 11, 2015

May 11, 2015

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its just a bad idea any way you slice it



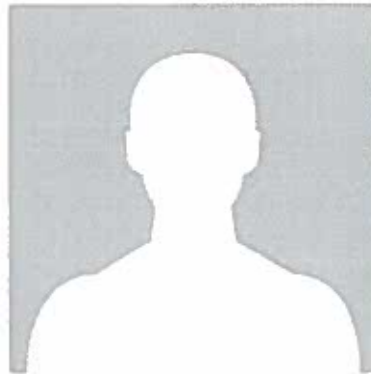
Patrick King United States, Jackson
May 11, 2015

May

[upvote](#) [reply](#) [show](#), 11,

2015

Teton County Resident



Jessie may United States, Jackson
May 11, 2015

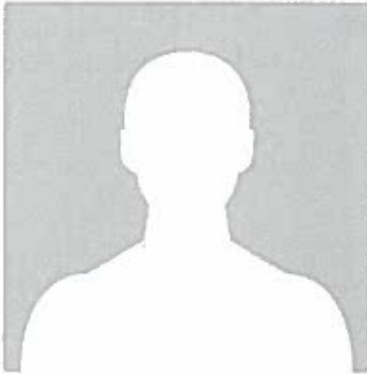
May

[upvote](#) [reply](#) [show](#), 11,

2015

Teton County Resident

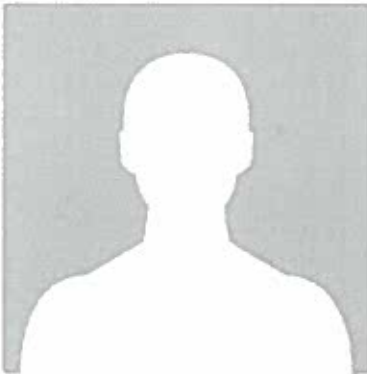
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Mary K King United States, Jackson
May 10, 2015

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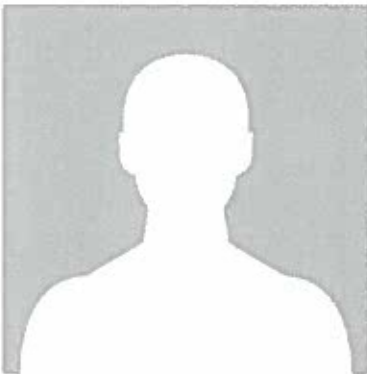
Teton County Resident



Anonymous
May 10, 2015

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Teton County Resident



Diane Halpin United States, Great Falls
May 09, 2015

upvote reply show [May 09, 2015](#)

Wetlands, wildlife, neighborhood children, schools and churches will all be negatively affected if the connector road is built. It's hard to undo what has been done so please think NOW.



Adrianna Anderson United States
May 09, 2015

upvote reply show [May 09, 2015](#)

Teton County Resident

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