



## Public Meeting #2 Comments Received

**Project:** Tribal Trail Connector Environmental Assessment (EA)

**Purpose:** Public Information Session & Open House

**Date Held:** Wednesday, February 19, 2020

**Location:** Teton Science Schools, Jackson, North Education Building,  
700 Coyote Canyon Road, Jackson, WY 83001

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### Public Meeting

The public meeting was held on Wednesday, February 19, 2020 from 5:00 p.m. to 7:00 p.m. at the Teton Science Schools, Jackson Campus, in the North Education Building, located at 700 Coyote Canyon Road, in Jackson, Wyoming.

### Comments Received

To be included in the public meeting comments for the February 19, 2020 meeting, comments must have been received by Teton County by February 26, 2020. 63 people provided comments. Comments were received through the following means:

- Paper comment form
  - Completed at the public meeting
  - Completed after the public meeting and delivered via email, mail or fax
- Online comment form
- Emailed comments

Six people submitted multiple comments.

All comments received before February 26, 2020 are included on the following pages with contact information redacted. Comments received after this date will be included and evaluated as part of the EA but are not included in the meeting summary.

# Paper Comment Forms

NAME Anne Stalker

ADD TO THE EMAIL NEWS LIST  YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference	<u>This one</u>	

Additional Comments: I like Alternative 1-N9a. As I read it, it allows turning both ways from IER, Coyote Canyon and Tribal Trail Rd. onto Rt. 22

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

Do it so it's done right. Please think about 10 yrs from now when Rt 22 is expanded.

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes		<input checked="" type="checkbox"/>
Speed tables	<input checked="" type="checkbox"/>	
Neighborhood traffic circles	<input checked="" type="checkbox"/>	

Traffic Calming Feature	Yes	No
Roundabouts	<input checked="" type="checkbox"/>	
Center island narrowings		<input checked="" type="checkbox"/>
Other (please describe below)		

Center islands would get smashed up by snow plows. Just look at the one entering Smiths off High School Rd on the east entrance.

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
Select your preference			<p><u>This one.</u></p>

Additional Comments: This one lets me leave and enter my Rd. (W. Dairy Ln) w/ ease. It's very busy and will get busier if Gill property is developed!

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

Sounds good.

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

7) Are there any other issues or concerns you have that are not addressed in the questions above?

I like Alternative 1-51 Four Way stop at Boyles Hill + Tribal Trail Rd. I like a roundabout for High School Rd - South Park Loop Rd.

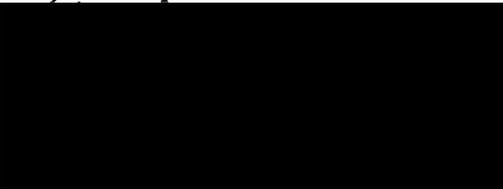
8) How did you hear about this meeting? (email, website, newspaper, etc.) newspaper - front page Daily + ads

When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later, you can mail, fax, or email it to the Project Team. Our fax number is (307) 734-3864; email address is [TribalTrailConnector@gmail.com](mailto:TribalTrailConnector@gmail.com). To mail: fold, tape and affix postage. Comments must be received by **February 26, 2020** to be included in the official record for this public meeting. Comments submitted after this date will be considered in the EA process, but will not be included in the meeting summary.

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Return Address:



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Teton County Public Works  
 Attention: Heather Overholser  
 P.O. Box 3594  
 Jackson, WY 83001



Public Meeting #2, February 19, 2020 | Comment Form



NAME Pedar Duane Enger



ADD TO THE EMAIL NEWS LIST  YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference		

Additional Comments: Build the Road

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Speed tables	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Neighborhood traffic circles	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Traffic Calming Feature	Yes	No
Roundabouts	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Center island narrowings	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (please describe below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4) what is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
Select your preference			★

Additional Comments: BUILD THE ROAD

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

7) Are there any other issues or concerns you have that are not addressed in the questions above?  
NO just Build the Road with Roundabout

8) How did you hear about this meeting? (email, website, newspaper, etc.) NEW PAPPER

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Teton County Public Works  
Attention: Heather Overholser  
P.O. Box 3594  
Jackson, WY 83001



Public Meeting #2, February 19, 2020 | Comment Form



NAME JEREMY Mayo



ADD TO THE EMAIL NEWS LIST  YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference	<del>#1</del>	#2

Additional Comments: \_\_\_\_\_

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

\_\_\_\_\_

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes		<input checked="" type="checkbox"/>
Speed tables	<input checked="" type="checkbox"/>	
Neighborhood traffic circles	<input checked="" type="checkbox"/>	

Traffic Calming Feature	Yes	No
Roundabouts		
Center island narrowings	<input checked="" type="checkbox"/>	
Other (please describe below)		

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
Select your preference	#1		#2

Additional Comments: \_\_\_\_\_

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

\_\_\_\_\_  
\_\_\_\_\_

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

\_\_\_\_\_  
\_\_\_\_\_

7) Are there any other issues or concerns you have that are not addressed in the questions above?

\_\_\_\_\_  
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8) How did you hear about this meeting? (email, website, newspaper, etc.) From Margie

When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later, you can mail, fax, or email it to the Project Team. Our fax number is (307) 734-3864; email address is [TribalTrailConnector@gmail.com](mailto:TribalTrailConnector@gmail.com). To mail: fold, tape and affix postage. Comments must be received by **February 26, 2020** to be included in the official record for this public meeting. Comments submitted after this date will be considered in the EA process, but will not be included in the meeting summary.

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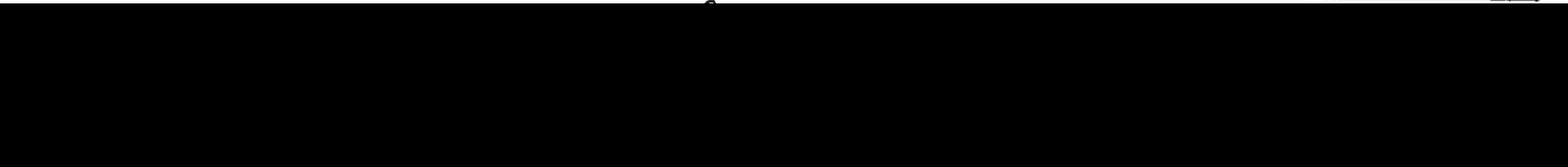
Teton County Public Works  
Attention: Heather Overholser  
P.O. Box 3594  
Jackson, WY 83001



Public Meeting #2, February 19, 2020 | Comment Form



NAME Janell @ Weber



ADD TO THE EMAIL NEWS LIST  YES  NO

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Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference		2

Additional Comments: Build the Road

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes	X	
Speed tables	X	
Neighborhood traffic circles	X	

Traffic Calming Feature	Yes	No
Roundabouts	X	
Center island narrowings		X
Other (please describe below)		X

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
Select your preference			X

Additional Comments: Build the road

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

7) Are there any other issues or concerns you have that are not addressed in the questions above?

\_\_\_\_\_  
\_\_\_\_\_  
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8) How did you hear about this meeting? (email, website, newspaper, etc.) at gathering

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Teton County Public Works  
Attention: Heather Overholser  
P.O. Box 3594  
Jackson, WY 83001



Public Meeting #2, February 19, 2020 | Comment Form



NAME

Margaret Mary Aeckerle

ADD TO THE EMAIL NEWS LIST \_\_\_ YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
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<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference		X

Additional Comments: Just Build the Road

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

No we have two

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes	X	
Speed tables	X	
Neighborhood traffic circles	X	

Traffic Calming Feature	Yes	No
Roundabouts	X	
Center island narrowings		X
Other (please describe below)		X

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
Select your preference			★

Additional Comments: Build the Road

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

7) Are there any other issues or concerns you have that are not addressed in the questions above?

Build the Road with a Roundabout

8) How did you hear about this meeting? (email, website, newspaper, etc.) News Paper

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Teton County Public Works  
Attention: Heather Overholser  
P.O. Box 3594  
Jackson, WY 83001



Public Meeting #2, February 19, 2020 | Comment Form



NAME Bertha Mount

ADD TO THE EMAIL NEWS LIST \_\_\_ YES \_\_\_  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference		<input checked="" type="checkbox"/>

Additional Comments: There is a need for this road to enhance access for emergency services

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

good idea

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes		<input checked="" type="checkbox"/>
Speed tables		<input checked="" type="checkbox"/>
Neighborhood traffic circles	<input checked="" type="checkbox"/>	

Traffic Calming Feature	Yes	No
Roundabouts	<input checked="" type="checkbox"/>	
Center island narrowings		<input checked="" type="checkbox"/>
Other (please describe below)		<input checked="" type="checkbox"/>

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
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Select your preference		X	

Additional Comments: \_\_\_\_\_

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

\_\_\_\_\_  
\_\_\_\_\_

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

a low speed limit (25) to prevent collisions with wildlife and pedestrians

7) Are there any other issues or concerns you have that are not addressed in the questions above?

\_\_\_\_\_  
\_\_\_\_\_

8) How did you hear about this meeting? (email, website, newspaper, etc.) news

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Teton County Public Works  
Attention: Heather Overholser  
P.O. Box 3594  
Jackson, WY 83001



NAME ~~Karen~~ Jared Smith



ADD TO THE EMAIL NEWS LIST  YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference		Yes - calms traffic and can be easier/less impactful to build

Additional Comments: Make transit friendly w/ bus stops and transit signal priority

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

Good as long as compatible w/ signal  
Minimize footprint - may require design deviations from Green Book / WYDOT stds

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No  what is proposed is enough

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Speed tables <u>single lane problems</u>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Neighborhood traffic circles	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Traffic Calming Feature	Yes	No
Roundabouts	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Center island narrowings	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (please describe below)	<input type="checkbox"/>	<input type="checkbox"/>

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
Select your preference	<div style="border: 1px solid black; border-radius: 50%; padding: 5px; display: inline-block;">                     Either OK                 </div>		NO

Additional Comments: make transit friendly

let model dictate

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

Yes

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

Team Already aware

7) Are there any other issues or concerns you have that are not addressed in the questions above?

Don't let a well organized NIMBY group hijack a well conceived plan.

8) How did you hear about this meeting? (email, website, newspaper, etc.) \_\_\_\_\_

When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later, you can mail, fax, or email it to the Project Team. Our fax number is (307) 734-3864; email address is [TribalTrailConnector@gmail.com](mailto:TribalTrailConnector@gmail.com). To mail: fold, tape and affix postage. Comments must be received by **February 26, 2020** to be included in the official record for this public meeting. Comments submitted after this date will be considered in the EA process, but will not be included in the meeting summary.

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Place Stamp Here

Teton County Public Works  
 Attention: Heather Overholser  
 P.O. Box 3594  
 Jackson, WY 83001

NAME Karen Daubert

ADD TO THE EMAIL NEWS LIST  YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference		Yes

Additional Comments: Make transit compatible

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No  Don't go too far

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes	X	
Speed tables		X
Neighborhood traffic circles		X

Traffic Calming Feature	Yes	No
Roundabouts		X
Center island narrowings	X	
Other (please describe below)		

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
Select your preference	<i>Either ok</i>		

Additional Comments: \_\_\_\_\_

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

\_\_\_\_\_

\_\_\_\_\_

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

\_\_\_\_\_

\_\_\_\_\_

7) Are there any other issues or concerns you have that are not addressed in the questions above?

*Please look at broad community / transit benefit rather than narrow neighborhood concerns*

8) How did you hear about this meeting? (email, website, newspaper, etc.) neighbors

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Place Stamp Here

Teton County Public Works  
 Attention: Heather Overholser  
 P.O. Box 3594  
 Jackson, WY 83001

NAME KEVIN GORTZ

ADD TO THE EMAIL NEWS LIST  YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference 		

Additional Comments: \_\_\_\_\_

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

- SO, A BIG CLOVER LEAF (LIKE AN INTERSTATE) CONCEPT?

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes		
Speed tables		
Neighborhood traffic circles		

Traffic Calming Feature	Yes	No
Roundabouts		
Center island narrowings		
Other (please describe below)		

A 25-MPH SPEED LIMIT MEANS DRIVERS AT 35-40 MPH

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
<p>Select your preference</p>			

Additional Comments: \_\_\_\_\_

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

WETLANDS  
HEAVY - ELK MIGRATION CORRIDOR

7) Are there any other issues or concerns you have that are not addressed in the questions above?

8) How did you hear about this meeting? (email, website, newspaper, etc.) E-MAIL

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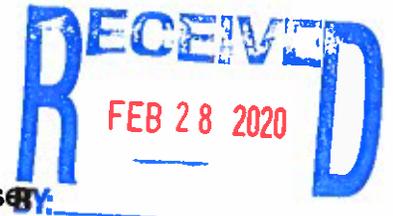
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Return Address:



SALT LAKE CITY UT 840

25 FEB 2020 PM 1 L



Teton County Public Works  
Attention: Heather Overholser  
P.O. Box 3594  
Jackson, WY 83001



NAME Linde Schreoth

ADD TO THE EMAIL NEWS LIST  YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference <u>No Build</u>		

Additional Comments: Should not be considered until 22 is expanded

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

I think it should be only 1 way but I prefer nothing happen At ALL

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes		
Speed tables		
Neighborhood traffic circles		

Traffic Calming Feature	Yes	No
Roundabouts		
Center island narrowings		
Other (please describe below)		

I don't feel ANY of these would consistently keep traffic slow AND trucks out!

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
Select your preference <i>No Build</i>			

Additional Comments: \_\_\_\_\_

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

\_\_\_\_\_

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

*Large area of Elk migration for hundreds of years  
Moose + fox in area also  
Currently Mountain Lion (S)*

7) Are there any other issues or concerns you have that are not addressed in the questions above?

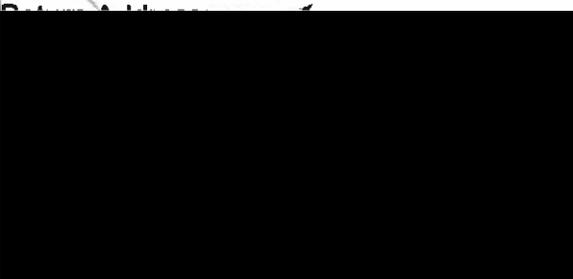
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8) How did you hear about this meeting? (email, website, newspaper, etc.) email

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**RECEIVED**  
MAR 02 2020  
BY: \_\_\_\_\_



Teton County Public Works  
Attention: Heather Overholser  
P.O. Box 3594  
Jackson, WY 83001

NAME Alex Lora

ADD TO THE EMAIL NEWS LIST ~~YES~~  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
<p>Select your preference</p> <p><del>Interchange</del></p>		

Additional Comments: Significant traffic increases on South Park loop is not safe. South Park is a rural community and the road is not intended to be used as a bypass, which is an undeniable consequence of the tribal trails connector.

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

This proposal seems to add more confusion and chaos.

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes	<del><input type="checkbox"/></del>	<del><input type="checkbox"/></del>
Speed tables	<del><input type="checkbox"/></del>	<del><input type="checkbox"/></del>
Neighborhood traffic circles	<input type="checkbox"/>	<input type="checkbox"/>

Traffic Calming Feature	Yes	No
Roundabouts	<del><input type="checkbox"/></del>	<del><input type="checkbox"/></del>
Center island narrowings	<input type="checkbox"/>	<del><input type="checkbox"/></del>
Other (please describe below)	<input type="checkbox"/>	<input type="checkbox"/>

**4) What is your preference for the Tribal Trail/High School roads (southern) intersection?**

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>
<b>Select your preference</b>			

Additional Comments: \_\_\_\_\_  
 \_\_\_\_\_

**5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?**

\_\_\_\_\_  
 \_\_\_\_\_

**6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)**

\_\_\_\_\_  
 \_\_\_\_\_

**7) Are there any other issues or concerns you have that are not addressed in the questions above?**

\_\_\_\_\_  
 \_\_\_\_\_

**8) How did you hear about this meeting? (email, website, newspaper, etc.)** \_\_\_\_\_

When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later, you can mail, fax, or email it to the Project Team. Our fax number is (307) 734-3864; email address is [TribalTrailConnector@gmail.com](mailto:TribalTrailConnector@gmail.com). To mail: fold, tape and affix postage. Comments must be received by **February 26, 2020** to be included in the official record for this public meeting. Comments submitted after this date will be considered in the EA process, but will not be included in the meeting summary.

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Return Address:

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Teton County Public Works  
 Attention: Heather Overholser  
 P.O. Box 3594  
 Jackson, WY 83001

NAME Luke Lundy

ADD TO THE EMAIL NEWS LIST  YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference	<u>This One</u>	

Additional Comments: Where This project will Take Some Pressure and Traffic load off of Highway 22, we should still look Forward To Future growth, Interchange AS LONG AS IT IS NOT A ROUNDABOUT!!!

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?  
This is a good Idea, An Expensive, Yet good idea. Something similar would be a dream come true at HWY 22 / 390.

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes		
Speed tables		
Neighborhood traffic circles		

Traffic Calming Feature	Yes	No
Roundabouts		
Center island narrowings		
Other (please describe below)		

In lieu of traffic calming features, it would be nice to get the general public to quit driving like Jackasses, Respect Members of their Community by driving at reasonable speeds, Ticket more Rude speeders, more tickets more money to the County.

The information included in this comment form is not confidential and may be subject to disclosure upon request.

Turn over for page 2 of the comment form

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
<p>Select your preference</p>			

Additional Comments: I can not provide an educated, worthwhile opinion on this, I feel that the existing High School Road or S. Park Loop roads, in their current designs and conditions are not capable of efficiently handling <sup>see #</sup>

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

Although I do not like how it seems Prime Rib Dinners are spent on pathways, while Peanuts are spent on County Roads, if the pathway were to be funded solely by its users in the same way and percentage as the County Roads are that it would be a good idea. see 2

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

I am not well vested in the specifics of this corridor, but it is obviously Wyoming with wildlife and being a piece of land on earth. The Environmental Impact Study is well more suited to answer this than I.

7) Are there any other issues or concerns you have that are not addressed in the questions above?

As stated in my comment above, I am concerned that ~~this~~ this project shouldn't end at High School Road, I feel that High School Road and South Park Loop will not be able to handle the traffic volumes.

8) How did you hear about this meeting? (email, website, newspaper, etc.) Newspaper, fellow community members

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Return Address:

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Stamp  
Here

1. handling the potential volume of traffic that could come from the Tribal Trail Connector.
2. We have pathways along part near every County Road, so may as well include this one.

Teton County Public Works  
Attention: Heather Overholser  
P.O. Box 3594  
Jackson, WY 83001

NAME *Sarah Kraemer*

ADD TO THE EMAIL NEWS LIST  YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference	<i>Sounds great</i>	

Additional Comments: \_\_\_\_\_

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

*Seems like a good idea*

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes		
Speed tables		
Neighborhood traffic circles	<input checked="" type="checkbox"/>	

Traffic Calming Feature	Yes	No
Roundabouts		
Center island narrowings		
Other (please describe below)		

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
<p>Select your preference</p>			

Additional Comments: \_\_\_\_\_

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

*need more information*

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

7) Are there any other issues or concerns you have that are not addressed in the questions above?

8) How did you hear about this meeting? (email, website, newspaper, etc.)

*friend*

When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later, you can mail, fax, or email it to the Project Team. Our fax number is (307) 734-3864; email address is [TribalTrailConnector@gmail.com](mailto:TribalTrailConnector@gmail.com). To mail: fold, tape and affix postage. Comments must be received by **February 26, 2020** to be included in the official record for this public meeting. Comments submitted after this date will be considered in the EA process, but will not be included in the meeting summary.

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Return Address:

Place  
Stamp  
Here

Teton County Public Works  
Attention: Heather Overholser  
P.O. Box 3594  
Jackson, WY 83001

NAME Jenny Karns

ADD TO THE EMAIL NEWS LIST  YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference		<input checked="" type="checkbox"/>

Additional Comments: A simple road w/ turning lanes where necessary and stop lights. No speed bumps or roundabouts. Keep it simple.

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

Yes Good

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes		<input checked="" type="checkbox"/>
Speed tables		<input checked="" type="checkbox"/>
Neighborhood traffic circles		<input checked="" type="checkbox"/>

Traffic Calming Feature	Yes	No
Roundabouts		<input checked="" type="checkbox"/>
Center island narrowings		<input checked="" type="checkbox"/>
Other (please describe below)		<input checked="" type="checkbox"/>

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
Select your preference		X	

Additional Comments: \_\_\_\_\_

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

Good

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

Overpass or underpass for wild life to stay on west corridor from Bar Y to Walton/Ranch to Indian Springs & River

7) Are there any other issues or concerns you have that are not addressed in the questions above?

I wish there was a start bus stop <sup>optional</sup> near Bar Y - west bound for Skyline Stop that goes back to Jackson on Hwy 22. Also a bus to Wilson.

8) How did you hear about this meeting? (email, website, newspaper, etc.)

Facebook

When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later, you can mail, fax, or email it to the Project Team. Our fax number is (307) 734-3864; email address is [TribalTrailConnector@gmail.com](mailto:TribalTrailConnector@gmail.com). To mail: fold, tape and affix postage. Comments must be received by **February 26, 2020** to be included in the official record for this public meeting. Comments submitted after this date will be considered in the EA process, but will not be included in the meeting summary.

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Teton County Public Works  
 Attention: Heather Overholser  
 P.O. Box 3594  
 Jackson, WY 83001

NAME Tara Ellerstein

ADD TO THE EMAIL NEWS LIST  YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference <input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments: My concerns are numerous - open spaces, wildlife, neighborhood safety, school children safety, we have the bike path + Indian Springs Drive for emergencies

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

An underpass @ IS Dr and C.C. Rd seems necessary for safety - a much smaller project, less environmental impact.

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes		
Speed tables		
Neighborhood traffic circles		

Traffic Calming Feature	Yes	No
Roundabouts		
Center island narrowings		
Other (please describe below)		

the wildlife and open space are very calming. Taking / public transportation and riding a bike is calming.

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
<p>Select your preference</p> <p>✓</p>			

Additional Comments: It makes me sad that this road would change the nature of numerous neighborhoods - mostly the neighborhoods of hard working regular folks -

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

you want to put in more pavement?! 2 bike paths!?

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

So many neighborhood residents off of South Park enjoy the serenity of the Pathways. I use the bike path for walking running biking - air pollution for humans. I have seen a badger along the path by the wetlands.

7) Are there any other issues or concerns you have that are not addressed in the questions above?

I work N of town the traffic coming home/driving S and into the N end of town can be backed up to the Art Museum, creeping through town, are we going to build more roads/wider sqn?

8) How did you hear about this meeting? (email, website, newspaper, etc.) a friend

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Teton County Public Works  
Attention: Heather Overholser  
P.O. Box 3594  
Jackson, WY 83001

NAME Travis Ward

ADD TO THE EMAIL NEWS LIST  YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
X		

Select your preference

Additional Comments: If the TTC is going to be a narrow, low speed road, why do so many of the intersection alternatives look like high speed, high capacity roads? Most look like interstate off ramps.

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes	X	
Speed tables		
Neighborhood traffic circles	X	

Traffic Calming Feature	Yes	No
Roundabouts	X	
Center island narrowings	X	
Other (please describe below)		

What safety features are there for pedestrians and cyclists?

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
			X

Select your preference

Additional Comments: Roundabouts do have their problems and do not solve all traffic issues.

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

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6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

Any more roads always leads to more wildlife fatalities by vehicles. Wildlife is one of the top values in the Comp Plan.

7) Are there any other issues or concerns you have that are not addressed in the questions above?

Why did you not heed the recommendation of the Advisory Stakeholder Committee? How many more pathways and bridges can we pay for based on the estimated cost of this road?

8) How did you hear about this meeting? (email, website, newspaper, etc.) email, newspaper, web

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Teton County Public Works  
 Attention: Heather Overholser  
 P.O. Box 3594  
 Jackson, WY 83001

NAME Jake Vosika



ADD TO THE EMAIL NEWS LIST  YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference	<input checked="" type="checkbox"/>	

Additional Comments: Our infrastructure is out of date it's time to quit playing catch up and build.

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

Build anything the no build option should not even be considered

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes		<input checked="" type="checkbox"/>
Speed tables		<input checked="" type="checkbox"/>
Neighborhood traffic circles		<input checked="" type="checkbox"/>

Traffic Calming Feature	Yes	No
Roundabouts		<input checked="" type="checkbox"/>
Center island narrowings		<input checked="" type="checkbox"/>
Other (please describe below)		<input checked="" type="checkbox"/>

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
<p>Select your preference</p>			

Additional Comments: \_\_\_\_\_

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

\_\_\_\_\_

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

\_\_\_\_\_

7) Are there any other issues or concerns you have that are not addressed in the questions above?

*Emergency access & more roads need to be addressed to EIP via using infrastructure*

8) How did you hear about this meeting? (email, website, newspaper, etc.) *Word of mouth*

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Teton County Public Works  
 Attention: Heather Overholser  
 P.O. Box 3594  
 Jackson, WY 83001

NAME Ronna Simon

ADD TO THE EMAIL NEWS LIST  YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
<p>Select your preference <i>Without any effects analysis, this is my preference.</i></p>		

Additional Comments: *Please evaluate the impacts of the alternatives (cause-effect) on social, environmental resources. Be objective - use measures. Compare the effects of the alternatives. This is NEPA. You're going at this sideways - or backwards. Issues (cause-effect) lead*

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?  
*This is premature - need which alternative is this a component of?*

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

*Alternative? This presumes an action alternative is selected.*

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes		
Speed tables		
Neighborhood traffic circles		

Traffic Calming Feature	Yes	No
Roundabouts		
Center island narrowings		
Other (please describe below)		

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
<p>Select your preference: <i>calling analysis, this one.</i></p>			

Additional Comments: *Alternatives meet P&N, BUT each alternative is developed to address an issue*

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

*including human environment*  
*water resources (Spring Cr.), riparian areas, soils, wetlands.*  
*There is a concern that construction would lead to compaction, filling, degradation of functions (cause-effect),*  
*impacts on human environment - increased noise, danger to pedestrians.*

7) Are there any other issues or concerns you have that are not addressed in the questions above?

*NEPA process - not being followed.*

8) How did you hear about this meeting? (email, website, newspaper, etc.) *Friend.*

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Teton County Public Works  
 Attention: Heather Overholser  
 P.O. Box 3594  
 Jackson, WY 83001

NAME Joe Anderson

ADD TO THE EMAIL NEWS LIST \_\_\_\_\_ YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference		✓

Additional Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

Build it. Almost Impossible to turn Left onto 22 from these roads depending on time of day.

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes		
Speed tables		
Neighborhood traffic circles		

Traffic Calming Feature	Yes	No
Roundabouts		
Center island narrowings		
Other (please describe below)		

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
Select your preference		✓	

Additional Comments: Don't lock in on one. Build the connector road and then adjust if needed.

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

If the added cost of the pathway details the entire project then no. Otherwise build away.

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

Sensitive resources should have been addressed with the original subdivision permit that included this road. Subdividing itself has far more impact than the road.

7) Are there any other issues or concerns you have that are not addressed in the questions above?

This should have been done 20 years ago so we could be working on future problems today instead of chasing traffic problems from 10 years ago.

8) How did you hear about this meeting? (email, website, newspaper, etc.) All of these

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Teton County Public Works  
 Attention: Heather Overholser  
 P.O. Box 3594  
 Jackson, WY 83001

NAME Judith & Michael Frumkin

ADD TO THE EMAIL NEWS LIST  YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
<p>Select your preference</p> <p><i>Not Acceptable</i></p>	<p><i>ugly to</i></p>	<p><input checked="" type="checkbox"/></p>

Additional Comments:

concern for wildlife & environmental impact

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Speed tables	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Neighborhood traffic circles	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Traffic Calming Feature	Yes	No
Roundabouts	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Center island narrowings	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (please describe below)	<input type="checkbox"/>	<input type="checkbox"/>

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
no	no fence	<del>4-way stop</del>	no

Select your preference

Additional Comments: \_\_\_\_\_

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

\_\_\_\_\_  
 \_\_\_\_\_

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

\_\_\_\_\_  
 \_\_\_\_\_

7) Are there any other issues or concerns you have that are not addressed in the questions above?

\_\_\_\_\_  
 \_\_\_\_\_

8) How did you hear about this meeting? (email, website, newspaper, etc.) email

When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later, you can mail, fax, or email it to the Project Team. Our fax number is (307) 734-3864; email address is [TribalTrailConnector@gmail.com](mailto:TribalTrailConnector@gmail.com). To mail: fold, tape and affix postage. Comments must be received by **February 26, 2020** to be included in the official record for this public meeting. Comments submitted after this date will be considered in the EA process, but will not be included in the meeting summary.

Fold here

Fold here

Return Address:

Place Stamp Here

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Teton County Public Works  
 Attention: Heather Overholser  
 P.O. Box 3594  
 Jackson, WY 83001

NAME EARL SAZZANO



ADD TO THE EMAIL NEWS LIST  YES  NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>
Select your preference <u>X</u>		

Additional Comments: I SUPPORT A CONNECTOR FOR EMERGENCY ACCESS

2) An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed. Any comments or concerns?

3) If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25 MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Yes  No

If yes, what traffic calming features should be considered?

Traffic Calming Feature	Yes	No
Chicanes		
Speed tables		
Neighborhood traffic circles		

Traffic Calming Feature	Yes	No
Roundabouts		
Center island narrowings		
Other (please describe below)		

4) What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>
<p>Select your preference</p>			

Additional Comments: \_\_\_\_\_

5) A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane. Any comments or concerns?

\_\_\_\_\_

6) Are there specific sensitive environmental resources in the study area of which we should be aware? (see Environmental Resources boards)

\_\_\_\_\_

7) Are there any other issues or concerns you have that are not addressed in the questions above?

\_\_\_\_\_

8) How did you hear about this meeting? (email, website, newspaper, etc.) \_\_\_\_\_

When you are finished you may place this form in the comment box tonight, or, if you would like to take it home and complete it later, you can mail, fax, or email it to the Project Team. Our fax number is (307) 734-3864; email address is [TribalTrailConnector@gmail.com](mailto:TribalTrailConnector@gmail.com). To mail: fold, tape and affix postage. Comments must be received by **February 26, 2020** to be included in the official record for this public meeting. Comments submitted after this date will be considered in the EA process, but will not be included in the meeting summary.

Fold here

Fold here

Return Address:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Place  
Stamp  
Here

Teton County Public Works  
Attention: Heather Overholser  
P.O. Box 3594  
Jackson, WY 83001

# Online Comment Forms

# Public Meeting #2, February 19, 2020 Comment Form

Comments must be received by February 26, 2020 to be included in the official record for this public meeting. Comments submitted after this date will be considered in the EA process, but will not be included in the meeting summary.

The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Alex

Last Name \*

Kirk

Street Address or Neighborhood \*

[REDACTED]

Apt/Suite/Other

City

.....

Zip Code

.....

Phone

.....

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

#### Northern Intersection Alternatives

No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

Bridge over the swampy areas to the south.

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

Do it regardless of and independent of Tribal Trail.

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input checked="" type="radio"/>
Speed tables	<input type="radio"/>	<input checked="" type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input checked="" type="radio"/>
Roundabouts	<input checked="" type="radio"/>	<input type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input checked="" type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

Roadside landscaping and architecture. Parkway with raised/flushed median with set median breaks.

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

Traffic Signal.

---

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

---

Are there specific sensitive environmental resources in the study area of which we should be aware?

Human health, safety, and sanity.

---

Are there any other issues or concerns you have that are not addressed in the questions above?

---

How did you hear about this meeting? (email, website, newspaper, etc.)

newspaper, Facebook

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Google Forms

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Kathy

Last Name \*

Tompkins

Street Address or Neighborhood \*

[REDACTED]

Apt/Suite/Other

.....

City

[REDACTED]

Zip Code

██████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>• No redundancy; no improvements to emergency service</li> <li>• No changes to existing condition</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Improved traffic operations and safety</li> <li>• Higher cost</li> <li>• Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Better accommodates wildlife fencing</li> <li>• Lower cost</li> <li>• Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

Until a major South Park traffic study is done included in my comments at the end of this survey.

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

To Tribal Trail Charter Stakeholders, County Staff, BCC and Jackson Town Council

In light of the urban auto up zone proposal with almost 500 homes, to be located along the west end of High School Road and South Park Loop Road on the Gill Ranch, I have a question... what happens when all this new traffic meets up with the thru traffic from south and west of town with the Tribal Trail Cutoff proposal and the Classical Academy? Stakeholders want to know, and the county transportation plan consultant has a good idea what will happen.

This is from JH News and Guide not too long ago. Jim Charlier is the traffic consultant for our county's transportation plan.

"One of the biggest takeaways from the transportation data of the past few years, according to Charlier, is that it would be futile to aim for a reduction in traffic.

Essentially, he said, there is so much latent demand that there will always be more cars to fill any excess road space. Congestion is here to stay.

Charlier sees the evidence of that in WYDOT's widening of South Highway 89 to five lanes in recent years. As the thoroughfare has expanded, traffic there has increased drastically. In the same time the other major roads, which have remained the same, have seen little to no traffic growth."

Even Charlier sums it up above, that if you build it, they will come.

Councilman Jonathan Schechter, in the same article, likens the tweaking of the transportation plan to "shuffling the deck chairs on the Titanic".

There is no budget for protecting High School Road from the Tribal Trail Cutoff impacts and most likely none will be coming from the Gill urban auto up zone proposal. The schools and residential neighborhoods are in the impact area. Why are they not in the study zone on the Tribal Trail Charter website?

This is what we fear along High School Road. These piece meal project proposals, including the TTC will force our neighborhoods and school zones to take the brunt of the bad impacts. We cannot mitigate these impacts after the damage is done. County staff telling us that we can take it up with town gives little comfort.

The Tribal Trail Cutoff should not be considered until Highway 22 is widened with a mass transit lane by WYDOT (WYDOT has already stated it will be widened, although they are fighting the extra lane). Then the below criteria should be met.

Any urban development should be directed into the town first before hopscotching all over the valley. It is in the comp plan. Follow it.

The Tribal Trail Cutoff proposal should be preceded by an in-depth traffic impact study of South Park development. This study should also include the impacts of the already in progress Classical Academy, the Gregory Lane realignment and in fill project, the proposed new CWC campus, the possible high school field house and the proposal by the Gill Ranch for a major urban auto up zone. Talk of also putting the rodeo grounds there adds to the urgency of an all-inclusive study first.

After town has exhausted its comp plan responsibility to house families, like using the Virginian property for possible urban housing, there should not be any approval of South Park projects unless a road is planned and constructed first, parallel to High School Road, on the Gill and Lockhart properties, from South Park Loop Road to Route 89. Any entrance and exit, to and from an urban development on the Gill property should be restricted to using the new parallel road that shall accommodate traffic generated from the almost 500 urban up zone homes proposed and the bypass traffic of the Tribal Trail Cutoff, if needed, if Route 22 gets congested again after WYDOT's widening. There should be a buffer zone/open space installed for wildlife along High School Road extending to the high school and almost as deep as the high school property. High School Road should be treated as an academic campus road with major restrictions to commercial and cut through traffic.

The County must also pursue and obtain state legislation to be able to restrict commercial truck traffic on South Park Loop Road and High School Road (the south half of HSR is in the county). They also must pursue and obtain the ability to work with and get GPS services to omit the affected roads from their maps. This would make it more difficult for tourists to use neighborhood and school roads as a cut through or scenic drive. The purpose for this is, if the TTC is considered, Spring Gulch Road and the TTC won't become the county's de facto scenic bypass for tourists and commercial corridor for large commercial and industrial trucking. Spring Gulch Road residents are now experiencing these major impacts, even though county officials promised they wouldn't let it happen. These same broken promises are now being directed at our neighborhood and school zones with the TTC Charter.

If county cannot achieve all the above, any major new South Park development, including the Tribal Trail Cutoff, should be off the table until the above common-sense strategies and town as heart comp plan goals can be achieved.

Kathy Tompkins  
Jackson, Wyoming

---

How did you hear about this meeting? (email, website, newspaper, etc.)

County staff/Please include the above comments as they are updated to now reflect the Gill ranch proposal.

---

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# Public Meeting #2, February 19, 2020 Comment Form

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Matt

Last Name \*

Hall

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

.....

City

[Redacted]

Zip Code

██████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

Adding intersections and traffic controls has slowed down 22 greatly over the last 30 years I've been here. And a connector is just going to add more and make it slower.

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

Increasing traffic in quiet places always makes them less safe. I'm worried about school children who are only now biking and walking along quiet roads and paths. This will increase dangerous intersecting traffic along and across kid's routes.

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input checked="" type="radio"/>	<input type="radio"/>
Speed tables	<input checked="" type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input checked="" type="radio"/>	<input type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input checked="" type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

Don't increase the traffic in the first place. Don't build the connector with ignorance of impacts.

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

Don't change anything. Don't make those neighborhoods like a city.

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

Sounds great until a kid is hit crossing the road.

Are there specific sensitive environmental resources in the study area of which we should be aware?

How can I only know about the resident elk herd, and all the deer crossing the road?

Are there any other issues or concerns you have that are not addressed in the questions above?

Yeah a meeting for a bunch of parents that don't want to deal with traffic but make it worse for everyone else. How greedy and selfish can they be.

How did you hear about this meeting? (email, website, newspaper, etc.)

FB

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Chandler

Last Name \*

Windom

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code



Phone

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>• No redundancy; no improvements to emergency service</li> <li>• No changes to existing condition</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Improved traffic operations and safety</li> <li>• Higher cost</li> <li>• Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Better accommodates wildlife fencing</li> <li>• Lower cost</li> <li>• Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

This connection definitely needs to be built if we ever want to achieve the goals of our transportation plan. The Y intersection becomes incredibly congested with it being the only connection from ToJ to the Westbank. I struggle between the Interchange vs Intersection options. An underpass seems to help keep the traffic moving, however I feel like the visual, wildlife, and cost effects of that versus the signalized intersection are not worth it.

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

I do feel like there needs to be something new implemented to help traffic around the Coyote Canyon/Indian Springs intersections with 22. Getting cars out of Coyote Canyon and headed back towards the town via the new Tribal Trails connector does seem like the best choice. I'm not sure if I can support the alternative provided I-N17 that has like so many new branching roads around that intersection. It seems overly complicated and potentially confusing to drivers although I realize the idea is to avoid a traffic stop.

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

Yes

No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input checked="" type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input checked="" type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input checked="" type="radio"/>
Roundabouts	<input type="radio"/>	<input checked="" type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

Traffic circles or roundabouts do not seem necessary for a local road. They are most effective when there is a difficult intersection with high volumes of traffic, and don't seem cost efficient to use just for traffic calming. I think narrow streets, and some gradual turns can help keep people going at a reasonable speed. But keep in mind that it is easier to see and avoid wildlife on a straighter road. Dramatic curves are setting someone up for an accident with wildlife.

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

I do support a 4 way stop, or even a 2 way would be fine. However, if there are available funds I do think a roundabout would be the most effective

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

I think it will be great to have an expanded pathway.

Are there specific sensitive environmental resources in the study area of which we should be aware?

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

This Tribal Trails connector was designed to be a benefit to the entire community. I do hope that a single neighborhood that is scared of having increased traffic does not put a stop to a previously planned public improvement. We as a town and county cannot afford to keep putting pressure on our existing infrastructure and hope it will continue to support our needs. I am in support of building this connector in whatever fashion the community and county staff think is best.

.....

How did you hear about this meeting? (email, website, newspaper, etc.)

website

.....

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# Public Meeting #2, February 19, 2020 Comment Form

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Stan

Last Name \*

Morgan

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code

██████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

I attended tonight's meeting (2/19/20)- thank you for facilitating the meeting and giving the public a chance to examine the issues and ask critical questions. I am opposed to the TTC road. I don't believe it will make a serious dent in the traffic issues on Highway 22 nor offer effective redundancy, but it will drastically change the character and safety of our neighborhoods in the North South Park area. I don't believe the traffic predictions that it would actually reduce traffic on High School Road. If that were the case, there would be no point in the road. I fear for any student or person walking or cycling on High School Road after the connector is built. I don't believe the road offers enough of the benefits that were discussed for the expense, the sacrifice of wildlife habitat, and the safety and character of the N. South Park area.

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

Very expensive.

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input checked="" type="radio"/>	<input type="radio"/>
Speed tables	<input checked="" type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input checked="" type="radio"/>	<input type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

---

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

---

Are there specific sensitive environmental resources in the study area of which we should be aware?

---

Are there any other issues or concerns you have that are not addressed in the questions above?

I urge the powers to be to look at the Tribal Trail Connector with new proposed development on the Gill Ranch in mind. If we add close to 500 more housing units, which I believe we desperately need, what would we have to do to High School Road to make it drivable, particularly with Connector being built. I fear for my neighborhood.

---

How did you hear about this meeting? (email, website, newspaper, etc.)

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First Name \*

Samantha

Last Name \*

Livingston

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

.....

City

[Redacted]

Zip Code

██████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>• No redundancy; no improvements to emergency service</li> <li>• No changes to existing condition</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Improved traffic operations and safety</li> <li>• Higher cost</li> <li>• Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Better accommodates wildlife fencing</li> <li>• Lower cost</li> <li>• Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

---

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input checked="" type="radio"/>
Speed tables	<input type="radio"/>	<input checked="" type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input checked="" type="radio"/>
Roundabouts	<input type="radio"/>	<input checked="" type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

Where is the concern and propositions for wildlife impact? Migration bridges, fencing, etc

.....

How did you hear about this meeting? (email, website, newspaper, etc.)

Facebook

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First Name \*

Heath

Last Name \*

Kuszak

Street Address or Neighborhood \*

[REDACTED]

Apt/Suite/Other

City

Zip Code



Phone

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

The community needs this connector to provide redundancy in our road network.

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input checked="" type="radio"/>	<input type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
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Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

.....

How did you hear about this meeting? (email, website, newspaper, etc.)

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First Name \*

John

Last Name \*

Brennan

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code



Phone

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

---

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input checked="" type="radio"/>	<input type="radio"/>
Speed tables	<input checked="" type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
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Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

.....

How did you hear about this meeting? (email, website, newspaper, etc.)

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Karen

Last Name \*

Saner

Street Address or Neighborhood \*

[REDACTED]

Apt/Suite/Other

City

[REDACTED]

Zip Code

██████████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>• No redundancy; no improvements to emergency service</li> <li>• No changes to existing condition</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Improved traffic operations and safety</li> <li>• Higher cost</li> <li>• Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Better accommodates wildlife fencing</li> <li>• Lower cost</li> <li>• Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

This has been in the works for a very long time. People who bought houses there SHOULD have been told by their real estate agent about the road. It is just like moving next to the airport then wanting the airport to move. This needs to be built to help schools and travel corridors.

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

Good idea.

---

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

Great idea.

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

Animal friendly fencing and maybe some limits to dog walking during travel periods for wild life.

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

This needs to be done no matter what what the close homeowners say. They should have know before they bought there.

.....

How did you hear about this meeting? (email, website, newspaper, etc.)

Daily

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First Name \*

Bud

Last Name \*

Chatham

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code

██████████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

Before character of neighborhoods are altered and wildlife habitat compromised, I feel it is important to see the results of an expanded Hwy 22

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

---

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input checked="" type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

Trees

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

I don't feel like anything needs to be done if the connector is not built

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

Are there specific sensitive environmental resources in the study area of which we should be aware?

The amount of deer and elk that roam through this area at night cannot be understated. The evidence of the activity of these animals at night can be seen every morning very easily (new footprints in snow, animal droppings on the bike path, bedded down animals along the creek, etc.). Because it happens at night, it is not as noticeable, but how is this impact going to be documented and brought into this discussion? Are their animal crossing that can be built, over or under, Highway 22 and along the connector (if built)?

Are there any other issues or concerns you have that are not addressed in the questions above?

I am not sure how many traffic model presentations there have been, but in a presentation that was made early summer 2019 in the County Commissioner Chambers, I asked the presenter in the Q and A if the traffic model assumed Hwy 22 would eventually be 4 lanes. He said no, just two lanes. In the presentation last night, Heather said the traffic model did assume Hwy 22 would be 4 lanes. Is this accurate and When did this change?

Heather mention last night that the study of small town redundancy showed that Jackson was the third most unsafe town in this regard (paraphrasing) of the 1350 towns analyzed. I am sure this was not her intention, but her bringing up that study made it sound like the tribal connector would be a significant change in that rating. Maybe it would, but if that study is going to be brought up, then it should be told how much a connector would change that rating instead of assuming that it would. It just felt leading.

A significant concern I have is if the connector is built, tourist, trucks along with locals will use it as way to avoid the Y. Similar to a bypass. I understand the speed limit will help deter that some for locals, but for first time visitors to the valley, they just might not know. Can you show ways (what signs will be used, will there be fines for trucks using this road, etc.) and examples in other communities of how travel is discouraged through a neighborhood access road like this? Google maps will give people options....if someone is driving from Salt Lake City to Teton Village and google map says it will save them 2 minutes to take the tribal connector, people will go that route. How can this be controlled?

There was an accident on 390 on 2/17 that backed traffic up all the way past the Y, onto Broadway. If the connector was built, then people (not knowing where the accident was) would use the connector hoping to avoid the traffic build up. In this scenario, and in many others where 390 is the bottleneck, their would be a line of cars on the connector waiting to get on hwy 22. Is that what we want, bringing this type of traffic to our neighborhoods?

---

How did you hear about this meeting? (email, website, newspaper, etc.)

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First Name \*

Reynolds

Last Name \*

Pomeroy

Street Address or Neighborhood \*

[REDACTED]

Apt/Suite/Other

City

Zip Code

██████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

Tough to understand and weigh the alternatives at this stage, but I'm assuming interchanges allow for a generally smoother and continuous flow of traffic as opposed to signaled intersections which alternately stop flows.

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

From what I understand of the interchange alternative, this is an enabling component of same

---

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input checked="" type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input checked="" type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

continuous free-flowing traffic seems to be most efficient

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

do it

Are there specific sensitive environmental resources in the study area of which we should be aware?

I EXPECT design and installation will be sensitive to ALL such resources and trade-offs weighed appropriately.

Are there any other issues or concerns you have that are not addressed in the questions above?

yes. I have a strong concern that I was not prepared to articulate at the meeting about how a no build alternative honors the CONDITION OF APPROVAL that was applied after considerable consideration when Indian Trails and Indian Springs developments on originally state lands were approved. Further, given the vaunted goal/promise of creating predictability in our LDR outcomes, I am disappointed with the prospect that current electeds may decide to listen to the loudest voices in the room in opposition to this nearly 40 year-old connector concept. It was a quid pro quo for development of the homes where the majority of those opposed now live. If subsequent electeds can negate the progress and community agreements forged before some of them even lived here how do they expect their constituents to have faith in the long term planning goals and promises and compromises that are required in any community?

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How did you hear about this meeting? (email, website, newspaper, etc.)

all of the above, plus friends, etc.

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# Public Meeting #2, February 19, 2020 Comment Form

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Stephen

Last Name \*

Ness

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code

██████████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>• No redundancy; no improvements to emergency service</li> <li>• No changes to existing condition</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Improved traffic operations and safety</li> <li>• Higher cost</li> <li>• Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Better accommodates wildlife fencing</li> <li>• Lower cost</li> <li>• Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

---

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input checked="" type="radio"/>
Speed tables	<input type="radio"/>	<input checked="" type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input checked="" type="radio"/>
Roundabouts	<input type="radio"/>	<input checked="" type="radio"/>
Center island narrowings	<input type="radio"/>	<input checked="" type="radio"/>
Other (please describe below)	<input type="radio"/>	<input checked="" type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

Wildlife crossings and protections  
.....

Are there any other issues or concerns you have that are not addressed in the questions above?

Animal crossings/ animal wildlife migration patterns  
.....

How did you hear about this meeting? (email, website, newspaper, etc.)

Margie

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First Name \*

Kelsey

Last Name \*

Bancroft

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code



Phone

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

I was born and raised in the same house in cottonwood and this has been on the docket since before I was born. Needs to happen.

---

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

.....

How did you hear about this meeting? (email, website, newspaper, etc.)

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Debra

Last Name \*

Wuersch

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code



Phone



Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>• No redundancy; no improvements to emergency service</li> <li>• No changes to existing condition</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Improved traffic operations and safety</li> <li>• Higher cost</li> <li>• Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Better accommodates wildlife fencing</li> <li>• Lower cost</li> <li>• Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

The connector needs to be built. The design logistics are up to you all. Any intersection built will likely need to be lighted for visibility. A retaining wall provides an opportunity for public art. The cost is a wash. If this intersection was built in 1992 it likely would need to be rebuilt today as HWY 22 is updated.

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

Build it. Again, should have been built when Indian Springs and TSS were built. connect to Tribal trail here.

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input checked="" type="radio"/>	<input type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input checked="" type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

Speed tables might be hard to plow. Chicanes do not seem safe in ice conditions. I am really not sure on the details but a narrow low speed road is very doable. Too many trees and shrubs limit wildlife visibility.

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

Build the safest (for all peds-bikes-vehicles) improved intersection. Do not let fear of cost compromise safety

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

Upgrades with safety in mind. If a traffic circle is best for safety do it.

Are there specific sensitive environmental resources in the study area of which we should be aware?

Already identified

Are there any other issues or concerns you have that are not addressed in the questions above?

We are a unique, well educated, vibrant and appealing community. Do not cut corners on this upgrade. We are an international hub, exceedingly wealthy and a model for other resort areas. Build the connector and don't look back.

How did you hear about this meeting? (email, website, newspaper, etc.)

Newspaper

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

debra

Last Name \*

Wuersch

Street Address or Neighborhood \*

[REDACTED]

Apt/Suite/Other

City

[REDACTED]

Zip Code



Phone

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

Build this intersection. It is long overdue. It will benefit our entire community.

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

Build this intersection. It is long overdue. It will benefit our entire community.

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input type="radio"/>	<input type="radio"/>
Other (please describe below)	<input checked="" type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

Listen to experienced designers

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

Improve this intersection. It is long overdue. It will benefit our entire community.

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

Spend the money to Make it safe

Are there specific sensitive environmental resources in the study area of which we should be aware?

You have identified them extensively

Are there any other issues or concerns you have that are not addressed in the questions above?

Tribal Trail connector to HWY22 is long overdue for redundancy, and improved bus services

How did you hear about this meeting? (email, website, newspaper, etc.)

Newspapers

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First Name \*

Patrick.

Last Name \*

Lupo

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code

██████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>• No redundancy; no improvements to emergency service</li> <li>• No changes to existing condition</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Improved traffic operations and safety</li> <li>• Higher cost</li> <li>• Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Better accommodates wildlife fencing</li> <li>• Lower cost</li> <li>• Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

No an underpass is a good idea.

---

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input checked="" type="radio"/>
Speed tables	<input type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input checked="" type="radio"/>
Roundabouts	<input type="radio"/>	<input checked="" type="radio"/>
Center island narrowings	<input type="radio"/>	<input checked="" type="radio"/>
Other (please describe below)	<input type="radio"/>	<input checked="" type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

Yes, County Attorney should review whether the Fen can be relocated to the souther part of wetlands in 3:1 mitigation which has been applied before in Teton County.

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

Yes, We attended the discussion at the TSS on February 19, 2020. After listening to the arguments and Input from County personnel, for the reasons stated below, we are for the Tribal Trails Connector. As such we urge the Commisioners to approve this project. Let's get on with it.

Kicking the can down the road just increases the problem as traffic grows in the South Park and West Bank/Teton Village areas.

Issue:

How to alleviate increasing traffic congestion at the "Y"?

Facts:

There appears to be three interest groups who are in favor of the project : those who live on the west bank and Teton Village (particularly those with children in school), those who live in the rapidly developing south park area. (See the Teton County traffic model which projects significant population growth in this area), and thirdly our public safety professionals. Those opposed are residents of Indian Springs subdivision and Indian trails subdivision who do not want vehicle traffic or school bus traffic going through their subdivision. Also certain environmental groups are opposed to moving a fen or wetland in the to be situated road-bed.

Those in favor constitute "interest groups" who are constrained by traffic congestion at the "Y" which is projected to increase significantly over the next five years. (and before Highway 22 is widened.)

The Traffic model projects that between three and five thousand daily vehicle trips to the Y would be eliminated if the TTC goes ahead. Those who live in South Park, Rafter J, Melody, etc. would be able to travel north to Teton Village and West to Wilson without having to go through the "Y". Similarly, anyone from Teton Village, the West Bank, Gros Ventre Butte, Skyline Ranch, etc. (particularly those with children in school who are not taking the bus) (see below) will save time by virtue of not having to go through the "y" in order to head south on Highway 89. In addition should there ever be the need to evacuate the South Park area there could be a disaster which County professionals have acknowledged.

Argument:

I.

Since the 1990's Teton county has held an easement over the TTC property. The Comissioners foresaw the traffic buildup back then at the "Y". They foresaw the challenges of bringing students from the West Bank, etc. to the new and enlarged High School and Middle School. They foresaw the simplicity and least cost alternative of a connector versus an expensive use of public funds to enlarge Hi 22 which most likely would not alleviate congestion. In platting

Indian Springs, Teton County took a pass-thru easement and obtained the right to move the access road which joins Highway 22. (landowners agreed to the pass through long ago and should be estopped from

arguing against it now.) The Commissioners did the same with regard to the Trails End and Indian Trails Subdivision and advised those who bought lots there that a pass-through road would soon be built. Thus residents have been on notice for many years.

But Teton County did not construct a pass-through road on those easements. At the public hearing it was stated that the Commissioners should have developed this infrastructure before any house was constructed. And now housing has mushroomed and residents are complaining: "not in my backyard."

Lack of action on the part of the Commissioners has created a real problem for the citizens of Teton County pitting neighbor against neighbor; and now they should be obliged to correct their mal-administration.

## II.

A question was raised as to the cost benefit of the TTC. Apart from the time and expense saved by the 5000 residents who can avoid the "Y", Teton County school buses and Start buses (soon to arrive in South Park) will be re-deployed in a far more efficient and cost saving network not to mention reducing the carbon footprint of the school buses.

Our commissioners were wise to obtain transport easements on TTC land. We submit it is time to move forward.

## III.

The more miles driven by parents getting children to and from school as well as rushing to depart for other appointments has created a safety and security issue. The Commissioners should request school and parent input on the TTC issue. The overwhelming majority of parents believe there now exists a significant safety issue.

## IV.

Should there ever be the need to evacuate the High School or the Middle School all evac-traffic would have to flow in an easterly then southerly/northerly direction. This may not avoid whatever Catastrophe has arisen. Emergency planning requires a Westerly escape route and Teton County personnel commented on this at the meeting.

## V.

Environmental groups oppose the TTC because a Fen would have to be relocated. The County Attorney should be tasked to research whether the Fen could be relocated by extending the southerly border of the adjacent wetland in a 3:1 mitigation.

Conclusion

We urge the Commisioners to approve the TTC project. Let's get on with it. Kicking the can down the road just increases the problem as traffic grows in the South Park area and the West Bank/Teton Village.

---

How did you hear about this meeting? (email, website, newspaper, etc.)

Newspaper

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# Public Meeting #2, February 19, 2020 Comment Form

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Dan

Last Name \*

Baker

Street Address or Neighborhood \*

[REDACTED]

Apt/Suite/Other

City

Zip Code

.....

Phone

.....

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

This is long over due. Should have been done when the 300 lot sub division was approved.

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

Excellent idea

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input type="radio"/>	<input type="radio"/>
Other (please describe below)	<input checked="" type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

Speed Cameras

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

Build a proper roundabout, not like what GTNP did.....ridiculously small and dangerous

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

good idea

Are there specific sensitive environmental resources in the study area of which we should be aware?

not to my knowledge

Are there any other issues or concerns you have that are not addressed in the questions above?

the past Commissioners have lacked the foresight and courage to get this done. I hope the current BOC will do what there predecessors failed to do.

How did you hear about this meeting? (email, website, newspaper, etc.)

e-mail

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First Name \*

Ronna

Last Name \*

Simon

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code

.....

Phone

.....

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>• No redundancy; no improvements to emergency service</li> <li>• No changes to existing condition</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Improved traffic operations and safety</li> <li>• Higher cost</li> <li>• Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Better accommodates wildlife fencing</li> <li>• Lower cost</li> <li>• Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

I was at the most recent public meeting (at TSS). I was the former Bridger-Teton Hydrologist. I didn't want to say it in front of the group, but you're not using real NEPA. It sounds like you're using 23 USC Sec. 139 (2018) as strictly written. Please refer to 40 CFR Parts 1500 to 1508 (available online) for the correct way to implement NEPA. I can also provide you with a workshop on proper NEPA implementation (for a fee) if you want to contract me.

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

This needs to be incorporated into an alternative, in detail, including details of mitigation and design. A brief statement such as this is not substantial enough for consideration of impacts under NEPA.

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

More details are needed for consideration under NEPA. Direct, indirect, short-term, long-term, and cumulative impacts of alternatives need to be considered under NEPA. These include such impacts as redirecting traffic down South Park Loop to Melody Ranch (including semi trucks, which may want to avoid 4 traffic lights, especially seasonally). Site-specific information is also needed. Where would these be utilized? What is the definition of a chican? How many would there be?

.....

What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

Is this the intersection with Boyles Hill Road? What issues do these alternatives address? What would be the relative impacts of these alternatives? Without answering these questions, there is no way to choose one alternative. No one can choose one of these alternatives.

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

Where is Seneca Lane? What are the details of the pathway? As Ms. Karns said at the meeting, what are the details of snow removal? What are issues would there be (this should have been part of early public scoping-- uncovering such issues. That is how alternatives are developed under proper NEPA.)

Are there specific sensitive environmental resources in the study area of which we should be aware?

THAT is one of the FIRST STEPS in REAL NEPA. That is issue development in Scoping. If you "google" the term "NEPA triangle" you'll see a number of graphics at the top of the page. Choose one with "public participation" in the center and you'll get an idea of what the process should be. And here is the link for the document on implementing the NEPA regulations: [https://www.energy.gov/sites/prod/files/NEPA-40CFR1500\\_1508.pdf](https://www.energy.gov/sites/prod/files/NEPA-40CFR1500_1508.pdf).

Are there any other issues or concerns you have that are not addressed in the questions above?

I hope my first comment came through. I'm very concerned about how your process is not including public input in any meaningful, true way. You're not collecting issues from scoping and developing alternatives based on public input. It feels like you're developing alternatives to justify predetermined, desired outcomes, which is NOT the purpose of NEPA. It's antithetical to it, and it undermines public trust (as you've seen at the meetings). If you're truly incorporating public input, the comments you're collecting need to be included in an appendix (every comment), and you need to show how you have addressed every single comment within the EA or EIS. Reference the page and paragraph where each comment is addressed. I've done it.

How did you hear about this meeting? (email, website, newspaper, etc.)

A friend told me about it.

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First Name \*

Mary

Last Name \*

Rossington

Street Address or Neighborhood \*

[REDACTED]

Apt/Suite/Other

City

[REDACTED]

Zip Code

██████████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

No

---

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

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First Name \*

Gary

Last Name \*

Rossington

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code



Phone

Do you want to be added to our email news list?

Yes

No

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- No Build
- Interchange
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Additional Comments:

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- Yes
- No

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Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

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- Roundabout

Additional Comments:

.....

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Do you have any comments or concerns?

.....

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First Name \*

Dale

Last Name \*

Rossington

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code



Phone

Do you want to be added to our email news list?

Yes

No

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Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

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Do you support additional traffic calming?

- Yes
- No

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Speed tables	<input type="radio"/>	<input type="radio"/>
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Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input type="radio"/>	<input type="radio"/>
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Additional Comments:

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First Name \*

Dane

Last Name \*

Corry

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code



Phone

Do you want to be added to our email news list?

Yes

No

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- No

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- No Build
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Do you have any comments or concerns?

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Are there any other issues or concerns you have that are not addressed in the questions above?

.....

How did you hear about this meeting? (email, website, newspaper, etc.)

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Courtney

Last Name \*

Leavell

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code

██████████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

Please exhaust all other considerations before building new roads. It seems like if you make it more convenient for people to keep driving they will.

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

Why would you not wait for the widening of Hwy 22 before doing something like this? It seems like another mess at Spring Creek where you are going to rebuild something just because you want to band aid a situation now.

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input checked="" type="radio"/>	<input type="radio"/>
Speed tables	<input checked="" type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input checked="" type="radio"/>	<input type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input checked="" type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

Please include several trees along the entire road to reduce optical width to slow people down and reduce the noise. Berms would also be nice.

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

There is nothing wrong with this intersection.

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

It should probably go in regardless of the connector road. People come to this section of the pathway specifically to get away from traffic while still being on a paved path. It is such a beautiful and quiet section of pathway.

Are there specific sensitive environmental resources in the study area of which we should be aware?

The open space is crucial for the elk migration in the Fall. This year alone I saw hundreds of elk migrate across Tribal Trail by the Shepard of the Mountains Church at night going into the field across from the neighborhood. The landowner takes down the fencing along the road every Fall because they know the animals will cross at some point. I am also concerned about the moose I see in my yard in Jan/Feb. I live right on the bike path so close to the road where you want to direct all of this traffic!

Are there any other issues or concerns you have that are not addressed in the questions above?

Will commercial dump trucks be allowed to use this road? I am so worried about the noise their brakes will create stopping at the calming devices. I have attended past connector meetings where homeowners at the other end of Southpark complain about the truck noise and warn us at this end of Tribal Trail about it. Also what are you doing to help prevent wildlife collisions along this road?

How did you hear about this meeting? (email, website, newspaper, etc.)

email

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# Public Meeting #2, February 19, 2020 Comment Form

Comments must be received by February 26, 2020 to be included in the official record for this public meeting. Comments submitted after this date will be considered in the EA process, but will not be included in the meeting summary.

The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Dane

Last Name \*

Corry

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code

██████████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

The road should take less time than using the highway to access south of town ... it should not be a short cut

---

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input checked="" type="radio"/>	<input type="radio"/>
Speed tables	<input checked="" type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input checked="" type="radio"/>	<input type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input checked="" type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

Any improvements to slow traffic is ideal

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

.....

How did you hear about this meeting? (email, website, newspaper, etc.)

Newspaper

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# Public Meeting #2, February 19, 2020 Comment Form

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Brian

Last Name \*

Minton

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code

██████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

Many concerns. Neighborhood safety being paramount.

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input checked="" type="radio"/>	<input type="radio"/>
Speed tables	<input checked="" type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input checked="" type="radio"/>	<input type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

.....

How did you hear about this meeting? (email, website, newspaper, etc.)

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# Public Meeting #2, February 19, 2020 Comment Form

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Gabe r

Last Name \*

Klamer

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code

██████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

---

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input checked="" type="radio"/>	<input type="radio"/>
Speed tables	<input checked="" type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input checked="" type="radio"/>	<input type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

I fully support this.

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

How would the pathway cross Boyles Hill Road? Lighted pedestrian crossing such as the one near Shooting Iron Ranch?

.....

How did you hear about this meeting? (email, website, newspaper, etc.)

All of the above. Sorry I could not make the meeting guys! Jenny and I are in full support of this connector.

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Doug

Last Name \*

Henderson

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

[Redacted]

City

[Redacted]

Zip Code

██████████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

It's imperative that wildlife be protected and that the intersection be safe and efficient for all drivers.

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

If this is the safest and most efficient design, I support it. Looks like wetlands mitigation might be an issue with this configuration.

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input checked="" type="radio"/>	<input type="radio"/>
Speed tables	<input checked="" type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input checked="" type="radio"/>	<input type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

A 4-way stop or a roundabout is the best solution for this intersection. I prefer roundabouts.

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

Sounds like a good idea.

Are there specific sensitive environmental resources in the study area of which we should be aware?

I leave that to the experts to determine. I know it's a sensitive area, but this project needs to be completed for the good of the whole community and region.

Are there any other issues or concerns you have that are not addressed in the questions above?

I am 100% in favor of completing this connector. It is long overdue, for all of the obvious topographic and utilization reasons. The easement for the eventual construction of the road was granted as a condition of the construction of the adjoining development, so I consider it to be disingenuous and inappropriate for our neighbors to be protesting its construction in spite of its obvious benefits for the whole community. Please get this approved and done expeditiously.

How did you hear about this meeting? (email, website, newspaper, etc.)

newspaper

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Joshua

Last Name \*

Butteris

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

[Redacted]

City

[Redacted]

Zip Code

██████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

Emergency services will be greatly enhanced with a signalized intersection. Currently, from Jackson Hole Middle School to Wilson you have to use the Y. This causes more congestion in the morning at the South Park Loop/Hwy 89 interchange because of parents taking their kids to school.

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

Just the added costs. This underpass will not really match the aesthetics of WY 22 or Jackson for that matter. Safety should be a high priority for the project. If the underpass creates more safety to get on WY 22 then that will be fine.

---

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input checked="" type="radio"/>
Speed tables	<input checked="" type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input checked="" type="radio"/>
Center island narrowings	<input type="radio"/>	<input checked="" type="radio"/>
Other (please describe below)	<input checked="" type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

I think that moose silhouettes similar to what is in Wilson will help slow traffic down.

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

I think that is a good idea

Are there specific sensitive environmental resources in the study area of which we should be aware?

None to my knowledge. I know there is a moose crossing sign out there already.

Are there any other issues or concerns you have that are not addressed in the questions above?

Nope

How did you hear about this meeting? (email, website, newspaper, etc.)

Email

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First Name \*

Maureen

Last Name \*

Molinari

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code

██████████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>• No redundancy; no improvements to emergency service</li> <li>• No changes to existing condition</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Improved traffic operations and safety</li> <li>• Higher cost</li> <li>• Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Better accommodates wildlife fencing</li> <li>• Lower cost</li> <li>• Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

Seems wise to improve safety for people riding and walking.

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input checked="" type="radio"/>	<input type="radio"/>
Speed tables	<input checked="" type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input checked="" type="radio"/>	<input type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

You all are the experts. Choose the feature that makes sense for the area and build it.

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

No.

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

No. Build the road already. It's absurd that a few loud voices with deep pockets are delaying the process.

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

Build the road. Stop asking for feedback, it's been too long of a discussion and all of the experts agree that the road is necessary to accommodate our growing valley.

.....

How did you hear about this meeting? (email, website, newspaper, etc.)

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Google Forms

# Public Meeting #2, February 19, 2020 Comment Form

Comments must be received by February 26, 2020 to be included in the official record for this public meeting. Comments submitted after this date will be considered in the EA process, but will not be included in the meeting summary.

The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Joe

Last Name \*

Gagnon

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code

██████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

I believe an underpass is the best way to go... huge fan of this idea. With the amount of traffic on 22 a traffic light will only make more. Without an underpass I think this road will be useless during commenter hours.

---

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input checked="" type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input checked="" type="radio"/>	<input type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

I think any of the options except speed tables would be good but not all together

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

I would also support a roundabout or 4 way but I don't think there is enough cross traffic on South Park Loop to necessitate them at this time.

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

Are there specific sensitive environmental resources in the study area of which we should be aware?

It would be nice to plan for wild life crossings

Are there any other issues or concerns you have that are not addressed in the questions above?

As a homeowner who lives in this neighborhood I want to give my full support to this project. I would very pleased to have travel redundancies and to not have to go through the Y intersection to get to Wilson and the village.

How did you hear about this meeting? (email, website, newspaper, etc.)

E-mail

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# Public Meeting #2, February 19, 2020 Comment Form

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Cheryl

Last Name \*

Katz

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code

██████████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

I think that a connection of this sort will be really beneficial to the neighborhood.

---

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

I like that the pathway will still be there!

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

.....

How did you hear about this meeting? (email, website, newspaper, etc.)

---

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Google Forms

# Public Meeting #2, February 19, 2020 Comment Form

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Patricia

Last Name \*

Schrey

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code

██████████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

This connector will bring thousands of cars, diesel Trucks, motor homes through our quiet little neighborhood. This is a residential area with schools, churches and homes. A major thoroughfare does not belong here . The safety of our children and residents is paramount. You will put our school children at risk by allowing thousands of cars into our neighborhood . Driving right by our schools. The pollution from all these cars will affect our children's health as well as all residents. We have a stream running through the neighborhood and runs parallel to Tribal Trails Road. The pollution from all these motor vehicles will negatively impact all species in this stream. An environmental impact study should be performed to see how badly it will affect the stream. Are there endangered species of any sort In this stream? That should be addressed.

---

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

Yes

No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

It should not be construed at all.

What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

This will run directly in front of schools. The safety of our school children is at risk. The pollution from hundreds of cars will affect our children’s health . It will become very dangerous for them to cross the street to go home. If one child is stuck , is that worth a little inconvenience at peak summer months with traffic going through town? No, it is not. Our children should not be put into the position of having to dodge diesels, motor homes and cars just to cross the street to get to and from their school.

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

Have you done an environmental impact study o. How this will affect the natural stream running parallel to Tribal Trails Road? A study should be done specifically for that and also fir the endangered species that may be living in that stream.

Are there any other issues or concerns you have that are not addressed in the questions above?

I would like to see an environmental impact study

How did you hear about this meeting? (email, website, newspaper, etc.)

My neighbor.

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Google Forms

# Public Meeting #2, February 19, 2020 Comment Form

Comments must be received by February 26, 2020 to be included in the official record for this public meeting. Comments submitted after this date will be considered in the EA process, but will not be included in the meeting summary.

The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Thomas

Last Name \*

Schrey

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code

██████████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>• No redundancy; no improvements to emergency service</li> <li>• No changes to existing condition</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Improved traffic operations and safety</li> <li>• Higher cost</li> <li>• Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Better accommodates wildlife fencing</li> <li>• Lower cost</li> <li>• Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

Hundreds of car, motor homes, diesel trucks will be driving through our neighborhood endangering residents health with all the pollution and endangering our children's lives. It will pass directly in front of schools and our children will no longer be able to walk safely home from school. The pollution will endanger the wellbeing of all the species in our stream. The stream runs parallel to the Tribal Springs Road An environmental impact report needs to be done in regards to this and also if there are endangered species in the stream.

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

Once again there should be no way to access Tribal Trail Road for all the concerns previously mentioned

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

Do not construct it at all

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

It will endanger our children's lives just trying to get to school. The Road will be so busy with diesels, cars, and motor homes our children will be put in harms way for no reason.

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

Keep everything as is.

Are there specific sensitive environmental resources in the study area of which we should be aware?

I would like an environmental impact study done for the stream as well as fir the neighborhood.

Are there any other issues or concerns you have that are not addressed in the questions above?

Are there endangered species living in the stream?

How will all the pollution affect the stream.

How did you hear about this meeting? (email, website, newspaper, etc.)

Our neighbor

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Google Forms

# Public Meeting #2, February 19, 2020 Comment Form

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Robert

Last Name \*

Moore

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

Zip Code

.....

Phone

.....

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>• No redundancy; no improvements to emergency service</li> <li>• No changes to existing condition</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Improved traffic operations and safety</li> <li>• Higher cost</li> <li>• Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Better accommodates wildlife fencing</li> <li>• Lower cost</li> <li>• Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

---

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

---

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input type="radio"/>
Speed tables	<input type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

Yes there are but after living here now for over forty years I'm fairly certain that I'm wasting my time. I've witnessed this process before, spend a lot of money to smooth it over with the percentage of people that are effected and then run it through committee. A few issues I do have.

It would be nice to have the redundancy if it were not to have such a large impact on an area full of schools and primarily residential in nature.

There was much to do about the snow slides / wildfires and need of emergency routing of traffic. Though compared to the recent California wildfires I do think that do to the lack of evergreen trees in the valley we will not likely see anything like what was witnessed there. Snow slides, yes they can happen, pretty infrequent on 22 if ever. That being said the biggest benefactor, and lets not kid ourselves, for this connector sponsored the meeting location the other night. If I recall it was built in an elk migration corridor as well as an avalanche area and at least the avalanche potential was mitigated and the same could be done on 22. The reality is if emergency vehicles and even traffic needed to bypass the Y the ability exists via the bike path routing of which for far less money could be improved for this purpose.

From what I've witnessed the whole transportation plan has been pretty much designed around getting people to ride the bus. If they don't voluntarily then when grid lock is attained they will be persuaded. It was just a week ago or so that the Start bus was in an accident with a vehicle at Calico which turned 390, 22, and Broadway into a parking lot. It could have been worse if Tribal Trails was in place as well as two lanes on 22 they all could have been parking lots. If the reporting was correct the only TWO people on the Start bus disembarked and found other transportation out to the Village. The Start bus in this valley will always be underutilized do to many reasons that for some reason never are discussed.

I haven't heard much discussion as to the ramifications for South Park Loop Road. I have heard some numbers being thrown out as to how many additional trips it may see, all under estimates I'm most certain. It will be Human nature when the traffic is backed up at the light, most evenings at rush hour, for one to look down comparably empty Tribal Trails Drive and decide open road is better than sitting in traffic. I really don't believe that the "traffic calming" devices that will be utilized will have much impact on the "got to get to Alpine" crowd. Once they get clear of High School Road let er' roll.

I have been patiently waiting for the day that South Park Loop Road becomes a topic again. It was once many years ago and the discussion was making it "safer" and in order to do this it would have to be widened. Do to the widening the Cottonwood trees would have to be cut down. There was quite an outcry when this was the realization, looks like nothing has ever happened and to my knowledge only one person has been seriously injured / killed (drunk and ran off the road in an unfortunate spot). By placing more vehicles down what is now a scenic rural road the safety of it will fall under scrutiny once again and the character of it will most likely be lost this go round. Why is this not part of the discussion? Is it because with all the positive "slant" that we are paying for this would be a detractor?

The intersection under discussion will always be at issue even with the a Tribal Trails Connector. I suppose a plan for the future at this location best be brought forward. The people trying to turn out from Indian Springs and the Science School have other options that have not been discussed in terms of just themselves less the connector.

How did you hear about this meeting? (email, website, newspaper, etc.)

---

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# Public Meeting #2, February 19, 2020 Comment Form

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The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Geoff

Last Name \*

Gottlieb

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

[Redacted]

Zip Code

██████████

Phone

██████████

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>• No redundancy; no improvements to emergency service</li> <li>• No changes to existing condition</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Improved traffic operations and safety</li> <li>• Higher cost</li> <li>• Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>• Secondary access; improved emergency service</li> <li>• Better accommodates wildlife fencing</li> <li>• Lower cost</li> <li>• Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

Unless and until the County quantifies the benefits of this project in real and relatable terms, and can show that such benefits are worth the cost to the community (\$7+mm and an adverse impact on the local and broader environment), the project should not be pursued. So far the County has failed to do so.

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

The County seems determined to build this road in spite of the failure mentioned in my previous comment, and in spite of overwhelming opposition, particularly among those folks in Indian Trails and other nearby neighborhoods who would benefit the most (greatest reduction in the length of trips to Wilson, Teton Village and other points west).

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

- Yes
- No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input checked="" type="radio"/>	<input type="radio"/>
Speed tables	<input checked="" type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input type="radio"/>	<input type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input checked="" type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

Narrow road

What is your preference for the Tribal Trail/High School roads (southern) intersection?

<b>Southern Intersection Alternatives</b>			
<b>No Build</b>	<b>2-Way Stop with Center Island</b>	<b>4-Way Stop</b>	<b>Roundabout</b>
<ul style="list-style-type: none"> <li>• Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>• No cost</li> </ul>	<ul style="list-style-type: none"> <li>• Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>• Moderate cost</li> <li>• Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>• All traffic stops</li> <li>• Low cost</li> <li>• Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>• Free flowing traffic</li> <li>• Higher cost</li> <li>• Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

This project should require preparing an EIS (following the EA), due to the size and depth of the wetlands it would cross

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

The Stakeholder group has also expressed a clear preference to the do nothing option but seems to have been ignored. This suggests that the process involving the SHG is window dressing and is but one of many reasons the County has earned the distrust of residents, as pointed out by Councilman Schechter at the public meeting.

Also, the screen 1 and 2 comparison grids incorrectly assess the do nothing option in a number of the criteria. And using Harvey Balls to illustrate qualitative opinions is nonsense. They should only be used to represent quantitative data. (Harvey Balls are those little circles with shading-they were invented in the '70s by Harvey Poppel at Booz Allen - I know this because I was a Booz Allen consultant in the late '80s).

How did you hear about this meeting? (email, website, newspaper, etc.)

All the above

This content is neither created nor endorsed by Google.

Google Forms

# Public Meeting #2, February 19, 2020 Comment Form

Comments must be received by February 26, 2020 to be included in the official record for this public meeting. Comments submitted after this date will be considered in the EA process, but will not be included in the meeting summary.

The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

Alex

Last Name \*

Norton

Street Address or Neighborhood \*

[Redacted]

Apt/Suite/Other

City

Zip Code

.....

Phone

.....

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

I'm assuming signaling leaves more room/flexibility to prioritize carpool/bus through intersection

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

I get it, and the topography would minimize character impact, and ideally this would be the North intersection. But I didn't see the safety data in the information I reviewed (I might have missed it). Is the safety data available? how many collisions have occurred? how does that compare to other intersections on 22? have they been more fatal? Safety is important. Its a bummer that TSS located where it did and created a safety issue for its clients, but that doesn't mean we should not address the safety issue. That said if "inconvenient" is being packaged as unsafe or speculatively unsafe that seems like any issue where TSS and their clients have their cake and shouldn't expect to eat it too. If (and I don't know) the safety issue is projected rather than documented - maybe TSS needs to manage transportation demand to relieve its clients of the stress of peak hour traffic movement to avoid future safety issues. Or maybe ISR and TSS need to allow the TT alignment to use their intersection - I don't think judgement of past approvals or focus on exclusive solutions is in the best community interest.

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

Yes

No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input checked="" type="radio"/>
Speed tables	<input type="radio"/>	<input checked="" type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input checked="" type="radio"/>	<input type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

---

What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

.....

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

.....

Are there specific sensitive environmental resources in the study area of which we should be aware?

.....

Are there any other issues or concerns you have that are not addressed in the questions above?

.....

How did you hear about this meeting? (email, website, newspaper, etc.)

email

.....

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# Public Meeting #2, February 19, 2020 Comment Form

Comments must be received by February 26, 2020 to be included in the official record for this public meeting. Comments submitted after this date will be considered in the EA process, but will not be included in the meeting summary.

The information included in this comment form is not confidential and may be subject to disclosure upon request.

First Name \*

John

Last Name \*

Wright

Street Address or Neighborhood \*

[REDACTED]

Apt/Suite/Other

City

Zip Code

.....

Phone

.....

Do you want to be added to our email news list?

Yes

No

If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Please let us know your preference for this northern connection.

Northern Intersection Alternatives		
No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> <li>No redundancy; no improvements to emergency service</li> <li>No changes to existing condition</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Improved traffic operations and safety</li> <li>Higher cost</li> <li>Higher visual impacts from retaining walls (between 10-60' high)</li> </ul>	<ul style="list-style-type: none"> <li>Secondary access; improved emergency service</li> <li>Better accommodates wildlife fencing</li> <li>Lower cost</li> <li>Lower visual impacts</li> </ul>

Select your preference:

- No Build
- Interchange
- Signalized Intersection

Additional Comments:

I vote for the Northern No Build Alternative (I-NDN) and Southern No build Alternative (I-SDN). More study is needed that more fully considers holistically our county-wide transportation network while also considering emerging technologies and the latest innovative solutions such as congestion charging or variable tolls that manage demand. The photos on the [www.tribaltrailconnector.com](http://www.tribaltrailconnector.com) and the Feb 19, 2020 Open House PDF say it all. This proposed road would cross open space critical to the wildlife ecosystem and human social and economic sustenance. More hard data is needed to prove a road which encourages more single occupancy vehicle use is ultimately beneficial to our county's infrastructure. A road that would introduce an additional 1,100 more cars (and more in the future) onto HWY 22 is not part of a smart transportation infrastructure for Teton County. – Rationale for the no build alternatives are incomplete. The Feb 19 meeting boards and all Teton County studies to date are focused on promoting a potential road through this open space, while documents to support a No Build alternative have not yet been drafted. – Redundancy and emergency routing is indicated as an objective. However, redundancy already exists through Indian Springs Ranch. TC has the gate code and has been given permission to use road for emergency vehicles or general public as needed. Also, the current Pathway can be used by vehicles in an emergency. – Actual elk sightings in the Study Area indicate that the habitat and migration zones are significantly larger than shown on the maps on the Feb 19 Boards. Wildlife studies should be sited with links to the source data. –The objectives indicate this proposed road would add aesthetically pleasing multimodal routes to the transportation network. However, this would make the multimodal options on HWY22 much less pleasing. –Need more research and breakdown of traffic counts. For example, what are the expected daily counts of large trucks? How many daily school buses? How many students/parents would drive this route daily? This is information that should be provided to help everyone understand driving habits and all options to reduce number of vehicles on the road. –Cost effectiveness? Even if it were proven (it has yet to be proven) that VMT were actually reduced, how long would it take for the savings in fuel to be more than the cost of the project? –Environmental Protection? The report states that this road would protect the environment Indicated is the pollution that would be reduced Really? –Improve Safety? With more traffic through school zones? – A road should not be built through important wetlands.

An underpass connecting Indian Springs Drive and Coyote Canyon Road to improve safety at the WY 22 intersections has been proposed.

Do you have any comments or concerns?

No build.

If constructed, the Tribal Trail Connector would be a narrow, low speed road (currently proposed at 25MPH) with a separated pathway. Also, the width of the existing Tribal Trail Road would be reduced, and other traffic calming features are being considered.

Do you support additional traffic calming?

Yes

No

If yes, what traffic calming features should be considered?

	Yes	No
Chicanes	<input type="radio"/>	<input type="radio"/>
Speed tables	<input checked="" type="radio"/>	<input type="radio"/>
Neighborhood traffic circles	<input checked="" type="radio"/>	<input type="radio"/>
Roundabouts	<input checked="" type="radio"/>	<input type="radio"/>
Center island narrowings	<input checked="" type="radio"/>	<input type="radio"/>
Other (please describe below)	<input checked="" type="radio"/>	<input type="radio"/>

Please describe other traffic calming features

Large trucks, Kids playing in the street, dogs, Gravel, Speed/Ticketing Cameras, Tolls

What is your preference for the Tribal Trail/High School roads (southern) intersection?

Southern Intersection Alternatives			
No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> <li>Intersection remains 2-way stop, no bike/pedestrian improvements</li> <li>No cost</li> </ul>	<ul style="list-style-type: none"> <li>Center island added on South Park Loop Road to provide visual cue for drivers to stop.</li> <li>Moderate cost</li> <li>Improved bike/pedestrian safety</li> </ul>	<ul style="list-style-type: none"> <li>All traffic stops</li> <li>Low cost</li> <li>Could improve bike/pedestrian safety.</li> </ul>	<ul style="list-style-type: none"> <li>Free flowing traffic</li> <li>Higher cost</li> <li>Improved bike/pedestrian safety</li> </ul>

Select your preference:

- No Build
- 2-Way Stop with Center Island
- 4-Way Stop
- Roundabout

Additional Comments:

A new separated pathway is proposed on the west side of the existing segment of Tribal Trail Road with a crossing at Seneca Lane.

Do you have any comments or concerns?

Yes. Should be installed without a Tribal Trail bypass.

Are there specific sensitive environmental resources in the study area of which we should be aware?

Daily fox crossings, Elk map is incorrect - actual migration and habitat zones are larger than indicated

Are there any other issues or concerns you have that are not addressed in the questions above?

A potential road conflicts with Teton County's conservation mandates.

How did you hear about this meeting? (email, website, newspaper, etc.)

email

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# Emailed Comments



Tribal Trail Connector &lt;tribaltrailconnector@gmail.com&gt;

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## Tribal Trail Input: South Park Roundabout Request

1 message

**Alice F-C** 

Wed, Feb 26, 2020 at 6:06 PM

To: commissioners@tetoncountywy.gov, TribalTrailConnector@gmail.com

South Park-Tribal Trail Road Roundabout Request

We live near the corner of Tribal Trail Road and South Park.

Given our immediate proximity and current experience with this intersection, we suspect that we will be among the most directly impacted by the increased traffic from the proposed Tribal Trail (TT) connector.

Therefore, we urge the inclusion of the proposed roundabout at that intersection (South Park/Tribal Trail) as part of the TT connector project.

Even without the TT connector the road noise from the steady stream of heavy construction equipment heading back and forth from on-going development projects is distressing during the busy summer.

The existing stop signs exaggerate the noise as the trucks shift down, come to a full stop, pause, and then grind back up again. Simply keeping the intersection as is or adding more stop signs will not address this issue. During the school year a series of buses make the turn east from south at that intersection. The addition of a roundabout would significantly decrease the noise of their passage.

With the projected increase of thousands of vehicles per day from the tt extension, as well as the anticipated growth (including more construction trucks), the chronic noise will become significantly worse.

In conclusion, we ask for due consideration of the close neighbors living day in/ day out with the stress of increased vehicle noise and ask for all efforts to mitigate that noise through an improved traffic-quieting intersection.

Thank you,

Alice Fischer-Colbrie  




Tribal Trail Connector &lt;tribaltrailconnector@gmail.com&gt;

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**Tribal Trail Public Comment**

1 message

**Bitsy Smith** [REDACTED]

Sun, Feb 16, 2020 at 1:18 PM

To: commissioners@tetoncountywy.gov, council@jacksonwy.gov, tribaltrailconnector@gmail.com

Commissioners and Councilmen,

It is with great concern that I am writing this email. Last summer I listened to a presentation on the TTC. I cannot understand why this is being pushed when the majority of the residents are against it. We were told then that one of the options was to do nothing???

THE COST IS EXTRAORDINARY FOR AN UNDERPASS.

SINCE THE Y INTERSECTION WAS REWORKED, I HAVE NEVER HAD TO WAIT FOR ANY EXTENDED PERIOD. It works and traffic flows.

WHAT ABOUT THE RISKS TO THE ENVIRONMENT?

There are too many unknowns and it is too expensive to go through with this project. It truly is not needed. Especially if Indian Springs is willing to let traffic cut through in case of an emergency.  
Thank you. Emily Smith

Sent from my iPhone



Tribal Trail Connector &lt;tribaltrailconnector@gmail.com&gt;

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## Tribal Trail road comment

1 message

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**Brigid Mander** [REDACTED]  
To: TribalTrailConnector@gmail.com

Wed, Feb 26, 2020 at 9:36 PM

To whom it may concern,

I am writing about the proposed Tribal Trail connector. I find it dismaying that this is the only solution Teton County can come up with for road congestion. More roads only solve congestion issues temporarily. You are addressing an issue equivalent to a sucking chest wound with a band aid - short term, shortsighted, and irreversible. People stop driving themselves only when it becomes more onerous than using another transit solution. Let's find those solutions, not simply enable the same behavior that is causing the county so many problems.

The power point on this issue states it is a goal to get more people riding bikes, or using transportation that is anything but the single driver making local trips, yet this kind of project only makes our roads and bike paths less bike rider friendly. As a biker who frequently makes those short, local trips for errands and so forth around town, or commuting to meeting and work functions spring summer and fall - in addition to recreational road biking - road improvements meant to make things easier for cars have only made life worse, more insecure (read: scary), and inefficient, from the point of view in a bike saddle. And now there is the suggestion of another, pointless road spilling over the bike path and into 22, one of the only safe (feeling, anyway) and efficient stretches of bike path?

You make more roads, you only encourage the same single driver behavior. You discourage bikers by adding more roads, cars, and more obstacles on the bike paths, where bikers already do not have the right of way, a serious error if you want more people on their bikes. You truly want more people riding bikes in our flat and easy to bike around valley...maybe start to prioritize bikes over cars and trucks in action over words.

For the question of emergency response, this a flimsy platform - how will this help firetrucks, or to get people to the hospital? How is this possibly a vital corridor? How can you possibly consider that a corridor improvement worth scarring that landscape?

A Tribal Trails connector feeding into Hwy 22 will do little to solve your long term problem of transportation, while destroying wintering wildlife corridors, and contributing to the wildlife mortality issues we already have. Perhaps, if it can only be considered in economic terms, it should be factored into the equation these animals are a huge driver of tourism here. Can we really not do better for our fellow creatures, that so many businesses make so much money off? I could not even begin to think about this being an acceptable idea unless you also had wildlife crossings built on the road - not only at 22, but along the field. We have seen numerous small herds of elk and deer in that section in winter - can we leave them nothing?

Ultimately, why are we making these issues the county is trying to solve worse here, with a road idea like this? This equation would literally fail 8th grade logic. I simply cant support this idea. More roads, time and again, proven in city after town after village around the world, do nothing but beget more cars.

Apologies for being so blunt, but, I believe you can figure something else out, please! Let's find a better solution, and maybe we can set the new bar, and an example for other towns?

Thanks for your time and for reading,  
Sincerely,  
Brigid Mander

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**Brigid Mander**  
[www.brigidmander.com](http://www.brigidmander.com)





Tribal Trail Connector &lt;tribaltrailconnector@gmail.com&gt;

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## Support for the Connector

1 message

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**Joe Gagnon** [REDACTED]  
To: TribalTrailConnector@gmail.com

Mon, Feb 24, 2020 at 10:51 PM

To Whom it May Concern,

I live in the Cottonwood Flats neighborhood and want to give my full fledged support to the Tribal Trails Connector. I am quite busy and don't have time to make it to all the meetings but I do drive by the Y every day and see the traffic congestion. That impacts not only my commute to work but also when I want to go to Wilson or the Village. I believe this connector will be beneficial to our neighborhood and our community. For those who are worried that it will bring too much traffic I think they forget that with such neighborhoods such as Cottonwood Flats, Ellingwood, Cottonwood, 3 Creek and the new Classical Academy the traffic is already there and we might as well plan and embrace it. I have lived in Jackson for 28 years and seen the no build preferences lead to the traffic problems we have today. Now is the time to act to alleviate some of that congestion

Thank you,  
Joe Gagnon



Tribal Trail Connector &lt;tribaltrailconnector@gmail.com&gt;

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**Tribal Trail Connector Questions and Comments**

1 message

**Joel Robuck** [REDACTED]

Tue, Feb 25, 2020 at 9:16 AM

To: "TribalTrailConnector@gmail.com" &lt;TribalTrailConnector@gmail.com&gt;, Tina Korpi &lt;tkorpi@wyom.net&gt;, Debby Hopkins &lt;debby@doublechase.com&gt;

**2.25.20****Kristen,**

**Please receive my Tribal Trail questions and comments. My wife Linda and I live at 2725 Snowshoe Lane in Jackson. Although I am not an expert, I have developed residential communities in Dallas and Austin Texas for 40 years (and made plenty of mistakes primarily because of unplanned consequences!!).**

**Why dump more cut through traffic into a school and residential zone?**

**Tribal Trail will increase the current traffic into the major school district, with multiple school zones. And more traffic will be added to a narrow two lane South Park Loop Road. Both conditions create traffic safety hazards for the future.**

**Did we consider a dramatic improvement of the Highway 22 and Broadway intersection?**

**On many occasions, I have driven through the subject intersection and I have not witnessed any significant stacking of Highway 22 traffic turning southbound on Broadway. I see much stacking for a northbound turn from Highway 22 to Broadway. There appears to be ample room to dramatically increase the traffic flow from Highway 22 to southbound Broadway.**

**Do we want to dramatically increase the environmental and noise pollution in the Tribal Trail section?**

**Tribal Trail will be a negative factor on both these important community considerations.**

**How will you expand South Park Loop Road east/west and north/south to handle the increased traffic?**

**Since drivers follow the path of least resistance, like water, South Park Loop Road north/south will witness material increased traffic through several school zones and residential areas. Do you plan to widen South Park Loop Road north/south and destroy all the existing trees along this road, as well as impact the existing trail?**

**Thanks for listening!!**

Joel H. Robuck



**From:** John Wright [REDACTED]  
**Sent:** Wednesday, February 26, 2020 9:13 PM  
**To:** Board Of County Commissioners <[commissioners@tetoncountywy.gov](mailto:commissioners@tetoncountywy.gov)>; [council@jacksonwy.gov](mailto:council@jacksonwy.gov)  
**Subject:** Tribal Trail Bypass comments

Commissioners and Council,

I vote for the Northern No Build Alternative (I-NDN) and Southern No build Alternative (I-SDN). More study is needed that more fully considers holistically our county-wide transportation network while also considering emerging technologies and the latest innovative solutions such as congestion charging or variable tolls that manage demand.

The photos on the [www.tribaltrailconnector.com](http://www.tribaltrailconnector.com) and the Feb 19, 2020 Open House PDF say it all. This proposed road would cross open space critical to the wildlife ecosystem and human social and economic sustenance. More hard data is needed to prove a road which encourages more single occupancy vehicle use is ultimately beneficial to our county's infrastructure. A road that would introduce an additional 1,100 more cars (and more in the future) onto HWY 22 is not part of a smart transportation infrastructure for Teton County.

- Rationale for the no build alternatives are incomplete. The Feb 19 meeting boards and all Teton County studies to date are focused on promoting a potential road through this open space, while documents to support a No Build alternative have not yet been drafted.
- Redundancy and emergency routing is indicated as an objective. However, redundancy already exists through Indian Springs Ranch. TC has the gate code and has been given permission to use road for emergency vehicles or general public as needed. Also, the current Pathway can be used by vehicles in an emergency.
- Actual elk sitings in the Study Area indicate that the habitat and migration zones are significantly larger than shown on the maps on the Feb 19 Boards. Wildlife studies should be sited with links to the source data.
- The objectives indicate this proposed road would add aesthetically pleasing multimodal routes to the transportation network. However, this would make the multimodal options on HWY22 much less pleasing.
- Need more research and breakdown of traffic counts. For example, what are the expected daily counts of large trucks? How many daily school buses? How many students/parents would drive this route daily? This is information that should be provided to help everyone understand driving habits and all options to reduce number of vehicles on the road.
- Cost effectiveness? Even if it were proven (it has yet to be proven) that VMT were actually reduced, how long would it take for the savings in fuel to be more than the cost of the project?
- Environmental Protection? The report states that this road would protect the environment Indicated is the pollution that would be reduced Really?
- Improve Safety? With more traffic through school zones?

— A road should not be built through important wetlands.

Adding more roads conflicts with Teton County's conservation mandates. Wait and do it right so that we can be an example for other western mountain resort communities.

Thank you.

John Wright, [REDACTED]





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Tribal Trail Connector &lt;tribaltrailconnector@gmail.com&gt;

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## Would love your feed back on my comments in my TTC letter submitted to TTC Charter

1 message

**Kathy Tompkins** [REDACTED]

Wed, Feb 19, 2020 at 12:57 PM

To: Mark Barron <mbarron@tetoncountywy.gov>, Luther Propst <lpropst@tetoncountywy.gov>, "mnewcomb@tetoncountywy.gov" <mnewcomb@tetoncountywy.gov>, "gepstein@tetoncountywy.gov" <gepstein@tetoncountywy.gov>, "nmacker@tetoncountywy.gov" <nmacker@tetoncountywy.gov>, "council@jacksonwy.gov" <council@jacksonwy.gov>, "commissioners@tetoncountywy.gov" <commissioners@tetoncountywy.gov>, "TribalTrailConnector@gmail.com" <TribalTrailConnector@gmail.com>

To Tribal Trail Charter Stakeholders, County Staff, BCC and Jackson Town Council,

In light of the urban auto up zone proposal with almost 500 homes, to be located along the west end of High School Road and South Park Loop Road on the Gill Ranch, I have a question... what happens when all this new traffic meets up with the thru traffic from south and west of town with the Tribal Trail Cutoff proposal and the Classical Academy? Stakeholders want to know, and the county transportation plan consultants have a good idea what will happen.

This is from JH News and Guide not too long ago. Jim Charlier is the traffic consultant for our county's transportation plan.

"One of the biggest takeaways from the transportation data of the past few years, according to Charlier, is that it would be futile to aim for a reduction in traffic."

"Essentially, he said, there is so much latent demand that there will always be more cars to fill any excess road space. Congestion is here to stay."

"Charlier sees the evidence of that in WYDOT's widening of South Highway 89 to five lanes in recent years. As the thoroughfare has expanded, traffic there has increased drastically. In the same time the other major roads, which have remained the same, have seen little to no traffic growth."

Even Charlier sums it up above, that if you build it, they will come.

Councilman Jonathan Schecter, in the same article, likens the tweaking of the transportation plan to "shuffling the deck chairs on the Titanic."

There is no budget for protecting High School Road from the Tribal Trail Cutoff impacts and most likely none will be coming from the Gill urban auto up zone proposal. The schools and residential neighborhoods are in the impact area. Why are they not in the study zone on the Tribal Trail Charter website?

This is what we fear along High School Road. These piece meal project proposals, including the TTC will force our neighborhoods and school zones to take the brunt of the bad impacts. We cannot mitigate these impacts after the damage is done. County staff telling us that we can take it up with town gives little comfort.

The Tribal Trail Cutoff should not be considered until Highway 22 is widened with a mass transit lane by WYDOT (WYDOT has already stated it will be widened, although they are fighting the extra lane). Then the below criteria should be met.

Any urban development should be directed into the town first before hopscoching all over the valley. It is in the comp plan. Follow it.

The Tribal Trail Cutoff proposal should be preceded by an in-depth traffic impact study of South Park development. This study should also include the impacts of the already in progress Classical Academy, the Gregory Lane realignment and in fill project, the proposed new CWC campus, the possible high school field house and the proposal by the Gill Ranch for a major urban auto up zone. Talk of also putting the rodeo grounds there adds to the urgency of an all-inclusive study first.

After town has exhausted its comp plan responsibility to house families, like using the Virginian property for possible urban housing, there should not be any approval of South Park projects unless a road is planned and constructed first, parallel to High School Road, on the Gill and Lockhart properties, from South Park Loop Road to Route 89. Any entrance and exit, to and from an urban development on the Gill property should be restricted to using the new parallel road that shall accommodate traffic generated from the almost 500 urban up zone homes proposed and the bypass traffic of the Tribal Trail Cutoff, if needed, if Route 22 gets congested again after WYDOT's widening. There should be a buffer zone/open space installed for wildlife along High School Road extending to the high school and almost as deep as the high school property. High School Road should be treated as an academic campus road with major restrictions to commercial and cut through traffic.

The County must also pursue and obtain state legislation to be able to restrict commercial truck traffic on South Park Loop Road and High School Road (the south half of HSR is in the county). They also must pursue and obtain the ability to work with and get GPS services to omit the affected roads from their maps. This would make it more difficult for tourists to use neighborhood and school roads as a cut through or scenic drive. The purpose for this is, if the TTC is considered, Spring Gulch Road and the TTC won't become the county's de facto scenic bypass for tourists and commercial corridor for large commercial and industrial trucking. Spring Gulch Road residents are now experiencing these major impacts, even though county officials promised they wouldn't let it happen. These same broken promises are now being directed at our neighborhood and school zones with the TTC Charter.

If county cannot achieve all the above, any major new South Park development, including the Tribal Trail Cutoff, should be off the table until the above common-sense strategies and town as heart comp plan goals can be achieved.

Kathy Tompkins

[Redacted]

[Redacted]

[Redacted]



Tribal Trail Connector <tribaltrailconnector@gmail.com>

## Tribal Trail Public Comment

1 message

**Rick Wieloh** [REDACTED]

Thu, Feb 20, 2020 at 1:13 PM

To: "commissioners@tetoncountywy.gov" <commissioners@tetoncountywy.gov>, "council@jacksonwy.gov" <council@jacksonwy.gov>, "tribaltrailconnector@gmail.com" <tribaltrailconnector@gmail.com>

Dear Elected Stewards of our Environment,

In lieu of being able to physically attend the meeting last night I am writing to see if I can get an explanation of why the DO NOTHING option is not being pursued?

Can you comment on the fact that is a redundant and emergency road in Indian Springs?

It's a fact that new roads create more demand for more driving and undermine public transit and other forms of transportation. Instead of expediting this proposed road, we should focus on an integrated approach to reducing congestion on highway 22, rather than just relocating congestion points.

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.

We just passed a SPET task to build wildlife corridors,, so why would we further not protect the Valleys wildlife, I can tell you that this area is a staging place for elk migration, home to wolves, mortician lions, deer, moose and the mix of water and pasture make it a very diverse ecosystem from water fowl to wading birds, birds or prey and a host of smaller mammals.

Last fall I watched in horror as a elementary aged girl was crossing the road at White house and South park on foot walking home after and school and despite the white lines on the road and yellow pedestrian signs on both side a big box truck come to a skidding stop a few yards from her. It makes no sense to route traffic though an area if fields, practice for sports, 6 schools and recreation on pathways.

Dont let your legacy as a public official be that you were the one that voted to pave one of the last open spaces with in Town area. You would not want to live with spoiling quiet, safe and wildlife rich traffic for a reason we can not define.

Rick Wieloh, Owner/Agent

[REDACTED]





Tribal Trail Connector &lt;tribaltrailconnector@gmail.com&gt;

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**support for connector**

1 message

**Rob Watsabaugh** [REDACTED]

Tue, Feb 25, 2020 at 5:55 PM

To: "TribalTrailConnector@gmail.com" &lt;TribalTrailConnector@gmail.com&gt;

I am writing to voice my support for the connector. I do not think that just building the connector is enough. As part of a transportation plan it only makes sense to upgrade the South Park loop road somewhat. Widen, resurface, but maintain the 40 mph speed limit. I can already hear the howls. This is a necessary step in improving transportation in Teton County. We have no more places to build new roads. We must maximize the roads we have. We all need to realize we are in this together. If we cannot move efficiently we need to pass legislation outlawing any new occupants, or find someone who opposes upgrades of this sort who is willing to give up their spot for a new resident.

Thank you.

Rob Watsabaugh

**Sean E. O'Malley, P.E.**

[REDACTED]  
Ivins, Utah [REDACTED]

February 26, 2020

Dear Tribal Trail Team,

Thank you for the opportunity to comment on Tribal Trail alternatives. I was unable to attend the most recent meeting and apologize in advance if my observations (based on the Powerpoint presentations and other documents) are off-base or if these issues were addressed at this or previous meetings.

First, I want to thank you and the Steering Committee for the time and thought that you have all put into this process. From previous experience, I am confident that I do know the magnitude of your efforts – and very grateful for them. Thanks also to the County Commissioners for encouraging this process. It is my sincere hope that the BCC votes to continue to the next phase.

With respect to the alternatives outlined at the February 19, 2020 meeting I have two overriding comments:

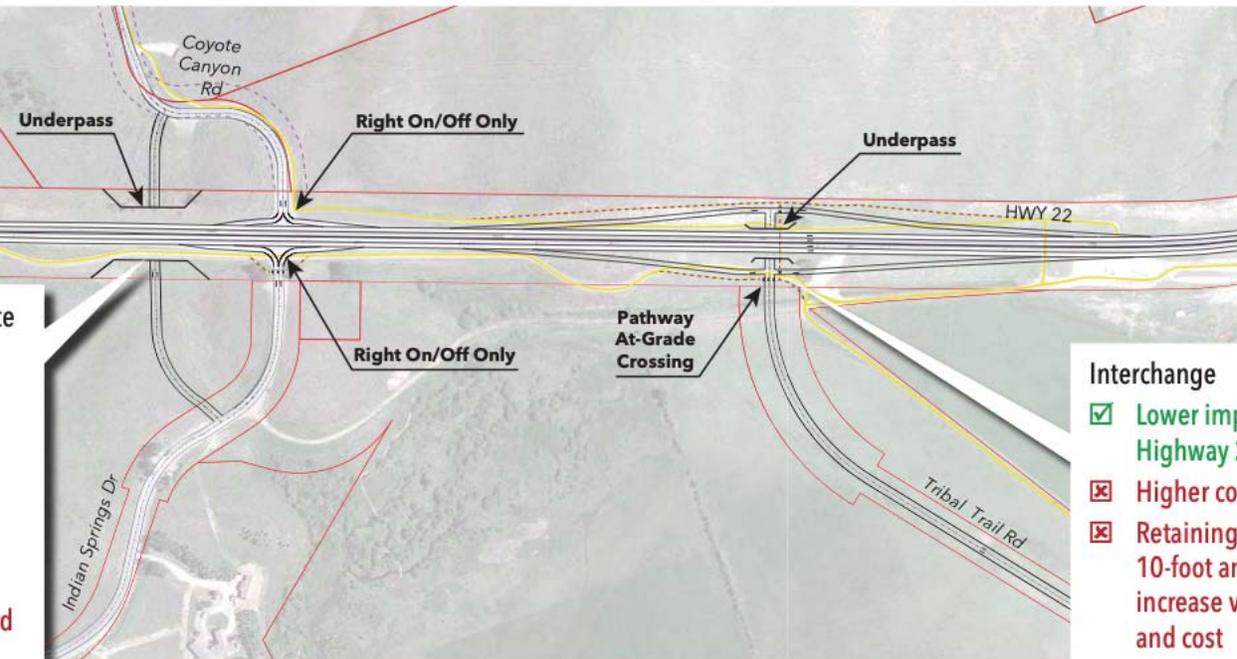
1. Although somewhat peripheral to Tribal Trail itself, in all cases I support the installation of an underpass (or underpasses) at the Indian Springs Drive (ISD) and Coyote Canyon Road (CCR). This underpass is vital in order to improve safety and access for the Teton Science School and residents of Indian Springs. As well, these underpasses could potentially allow safe passage for wildlife and pathway users.
2. Wherever feasible, I encourage installation of grade-separation facilities (either bridges or underpasses as appropriate) in order to separate vulnerable pathway users from higher-speed automobile traffic.

With modifications, I support Alternative I-N2a and, to a lesser degree, Alternative I-N2b. Because a roundabout is likely to fail at the current and future traffic volumes, an interchange at the intersection of Highway 22 and Tribal Trail Road provides the most seamless integration of the two roadways. The traffic signal proposed in Alternative I-N2b may be the lowest-cost alternative, but will likely negatively impact intersections to the east and west of Tribal Trail. Even with the more efficient right on/right off turns provided at ISD/CCR intersection, at certain times of the day the traffic signal will back up traffic, making access to Highway 22 difficult.

3. Proposed Modifications to Alternative I-N2a:
  - a. Due to the width of disturbance generated by the on/off ramps, consider abandoning the Teton Science School pathway on the north side of Highway 22, redirecting traffic through the new ISD/CCR underpass, and connecting to the main stem of Path22 on the south side of Highway 22.

## Alternative I-N2a

### Interchange with an underpass at Indian Springs Drive and Coyote Canyon Road

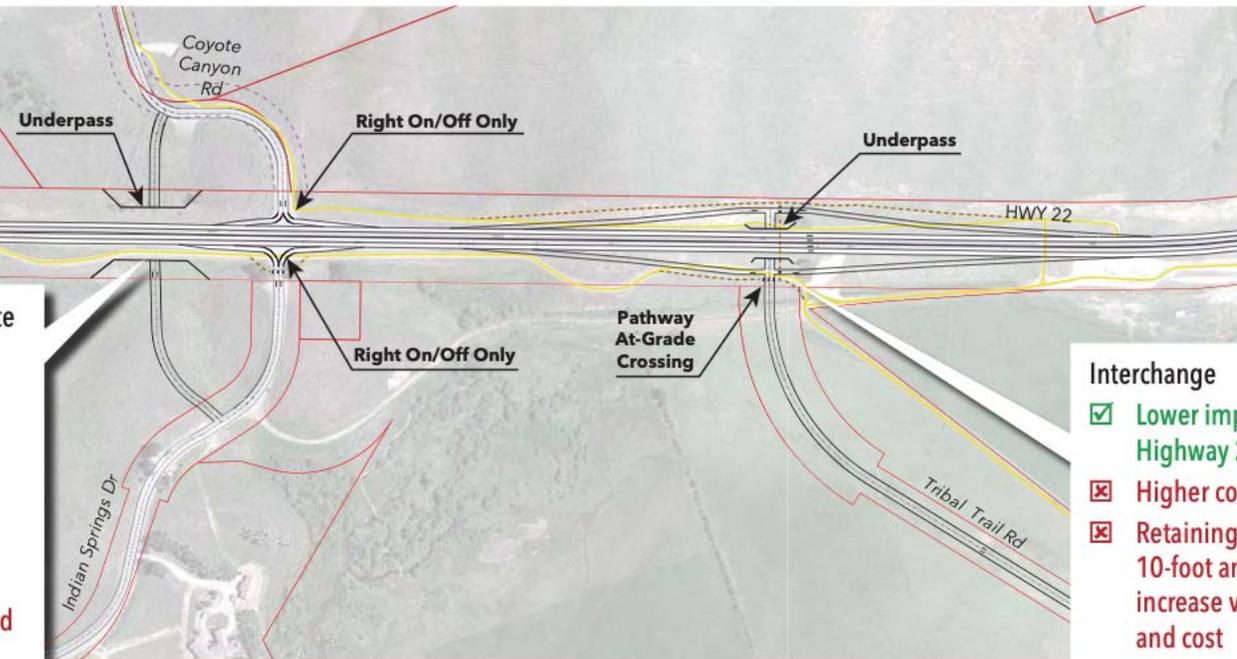


#### Interchange

- Lower impact to Highway 22 capacity
- Higher cost
- Retaining walls (between 10-foot and 60-foot) would increase visual impacts and cost

## Alternative I-N2a

### Interchange with an underpass at Indian Springs Drive and Coyote Canyon Road

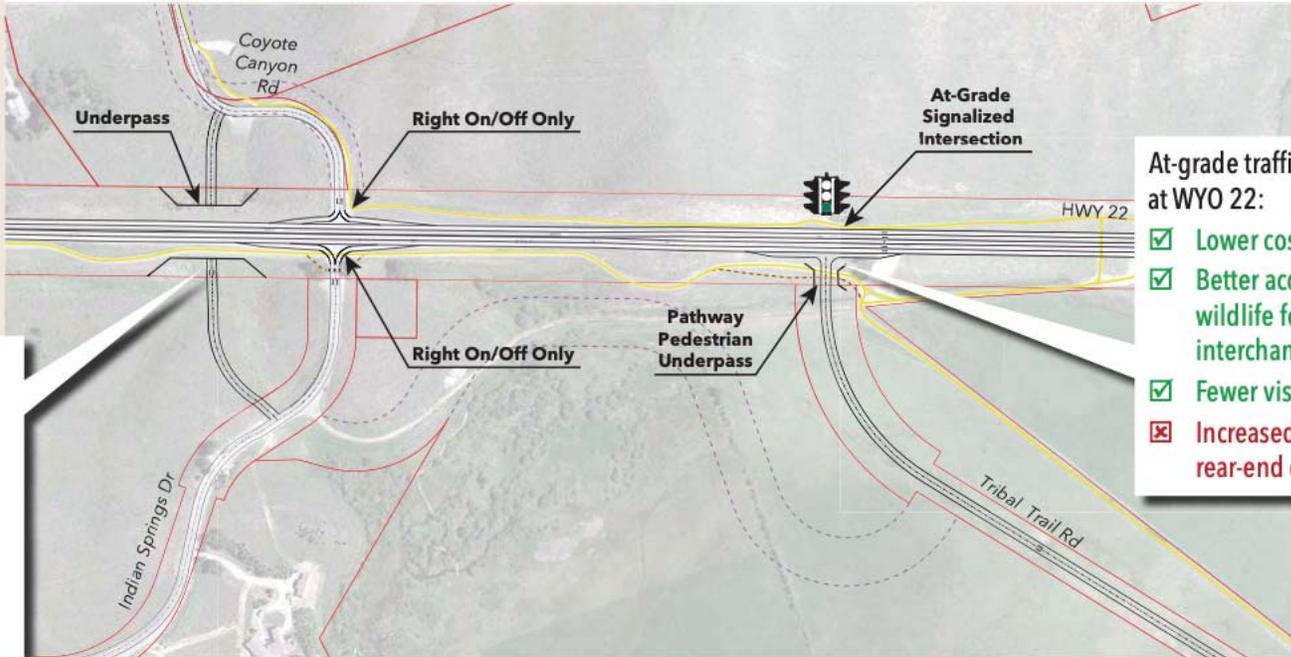


#### Interchange

- Lower impact to Highway 22 capacity
- Higher cost
- Retaining walls (between 10-foot and 60-foot) would increase visual impacts and cost

## Alternative I-N2b

### Intersection with an underpass at Indian Springs Drive and Coyote Canyon Road



At-grade traffic signal at WYO 22:

- ✓ Lower cost
- ✓ Better accommodate wildlife fencing than interchange
- ✓ Fewer visual impacts
- ✗ Increased risk of rear-end collisions

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- b. The proposed at-grade pathway crossing of Tribal Trail immediately south of Highway 22 is located at the bottom of a steep grade from the west. This will be a dangerous crossing without stopping roadway traffic – perhaps with a device similar to the flashing crossing light on South Park Loop Road. Such a device will generate different safety and capacity issues and is not recommended at this location. Instead, consider a bridge over Tribal Trail (expensive) or re-routing the pathway across the lower-volume, south-side, on-off ramps. While not ideal, crossing single-direction, low-volume ramp traffic is preferable to attempting to cross two-way traffic on Tribal Trail.
  - c. While constructing the underpass between the Science School and Indian Springs, consider the installation of a pathway underpass at the Indian Springs Drive and Highway 22 intersection. Eastbound pathway users are often traveling at relatively high speeds and compliance to the stop/yield signs at this crossing, by pathway users, is often poor.
- 4. Proposed Modifications to Alternative I-N2b: Similar to Alternative I-N2a, consider installation of a pathway underpass at the Indian Springs Drive and Highway 22 intersection.
  - 5. Alternatives I-N6c, I-N9a, and I-N17 all result in significant disruption from the new frontage road construction and too much out-of-direction traffic movements for Indian Springs and the Science School. I-N17 solves many issues but should only be considered if costs, aesthetics, and environmental disruption are not important considerations. Given the long detours to access the highway, I suspect this alternative could create a particularly onerous situation for Indian Springs residents.
  - 6. With respect to Tribal Trail Road itself, I am disappointed that a “parkway” treatment is not shown in the alternatives. Nevertheless, Alternative O-N1, with various traffic calming scenarios, is a reasonable solution. These same traffic calming scenarios could also work with the other alternatives.
  - 7. At the intersection of Tribal Trail and South Park Loop Road, my preference is for I-S2 (roundabout). A roundabout will provide the highest roadway capacity, lowest noise impacts, and greatest safety for motorists and non-motorized users. Alternative I-S1 (four-way stops) will generate the lowest capacity. Alternative I-S3 (two-way stop – existing condition) may be adequate in the short term.

Thank you for the opportunity to comment.

Sincerely,

Sean O’Malley, P.E.  
Recovering Engineer

Attachments: Alternative modifications