



Final Public Meeting #2 Summary

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

Study Team Attendees:

Teton County: Heather Overholser, Amy Ramage, Jazmine Watson, Kristen Waters,
Matt Carr, Rich Ochs

WYDOT: Kevin Stogsdill, Carolyn Moore, Steph Harsha, Meg Mordahl, Nick Hines

Consultant Team: Randy Bomar, Tim Brugger, Jim Clarke, Whitney Wimer

Facilitator: Sara Flitner

Date, Time, and Location of the 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. The meeting was held as an open house from 5 p.m. – 5:30 with a presentation at 5:30 p.m. Following the presentation, a question and answer session occurred that lasted past 7:00 pm.

Purpose of Public Meeting

The purpose of the open house was to provide an update on the status of the Tribal Trail Connector study, review project needs, and proposed alternatives and gather input on the proposed alternatives. These public comments will help evaluate and refine proposed alternatives.

Public Meeting Announcements

Teton County announced the public meeting in the following ways:

Table 1 – Public Meeting Announcements

Type of Announcement	Date
Information on Tribal Trails website	February 4, 2020
Email announcing meeting (1)	February 10, 2020
Press release announcing meeting	February 10, 2020
Radio spot “Our Town” with meeting announcement	February 12, 2020
Weekly Advertisement	February 12, 2020
Jackson Hole News & Guide	February 19, 2020
Jackson Hole Daily, Advertisement	February 13, 2020 February 15, 2020 February 18, 2020
Facebook Event Page	
Buckrail Editorial	February 17, 2020

(1) Email went out to Teton County employees, Town of Jackson Employees, project stakeholders, previous meeting attendees that had asked to join mailing list, and other email lists of parties who had previously expressed interest in the project or transportation issues.

Public Meeting Summary

During the open house portion of the public meeting, members of the public viewed information that was displayed around the room. Study team members were available throughout the meeting to discuss the project and answer questions. Copies of the boards and presentation are included as Attachment A and are also available on project website, www.tribaltrailconnector.com.

Project information displayed around the room included:

- Welcome
 - Purpose of Meeting
 - Planning Context and History
 - Project Charter and Stakeholder Committee
 - Community Need: Travel Redundancy
 - Community Need: Reduce Vehicle Miles Travelled (VMT)
 - Community Need: Reduce Local Trips Through the Y Intersection
 - Community Need: Improve Emergency Response
 - Community Need: Provide Improved Multi-Modal Connections
 - Project Objectives
 - Environmental Process
 - Alternatives Screening Process
 - Major Capital Projects Identified By 2015 ITP
 - Related Studies
 - 4 boards showing roadway alternatives
 - Photo Simulations and Proposed Typical Section
 - Conservation Easements and Land Uses
 - Wetland and Water Resources
 - Wildlife – Elk
 - Wildlife – Mule Deer
-

- Natural Hazards in Vicinity of Tribal Trail Study Area
- Traffic Model Results
- Traffic Model Results at the ‘Y’ Intersection
- We Want Your Input!
- Study Decision Process
- Thank You

A meeting handout was available in English and Spanish. The handout included:

- Meeting purpose,
- Project information,
- Project purpose and needs,
- Alternatives,
- Environmental process,
- Next steps and contact information

Comment sheets were provided to attendees to complete and submit at the public meeting, or commenters could submit by February 26, 2020 to be included as part of this summary. Comment forms were available in English and Spanish. Copies of the handouts and comment form are included in Attachment B.

Public Meeting Attendees

110 people signed in at the public meeting. Attendees included property owners, home owners, residents, and the traveling public. Sign-in sheets are included in Attachment C.

Comments Received

A total of 67 people provided comments on the project by the February 26, 2020 deadline. Members of the public and stakeholders were invited to complete a comment form either in paper copy or online, individuals also submitted comments via email, mail and fax.

To help the project team evaluate alternatives, the comment form was organized to ask respondents about their preferences for proposed improvements and also offered open ended questions to get input on the proposed project. A summary of responses is included below. Copies of the original comment forms are available on the project website, www.tribaltrailconnector.com.

Table 2 provides a summary of the comments received.

Table 2 - Respondents and their Support for the Project

Supports Project	36	57%
Does Not Support Project	25	40%
Unclear	2	3%
Total Unique Responses	63	

Note: Six people submitted more than one comment; results represent unique responses.

58 respondents completed a comment form to provide input on the project. 9 people provided written comments via email or mail. Below is a summary of the comment form responses.

Question 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.

Description	Northern Intersection Alternatives		
	No Build	Interchange	Signalized Intersection
<ul style="list-style-type: none"> ▪ No redundancy; no improvements to emergency service ▪ No changes to existing condition ▪ No cost 	<ul style="list-style-type: none"> ▪ Secondary access; improved emergency service ▪ Improved traffic operations and safety ▪ Higher cost ▪ Higher visual impacts from retaining walls (between 10-60' high) 	<ul style="list-style-type: none"> ▪ Secondary access; improved emergency service ▪ Better accommodates wildlife fencing ▪ Lower cost ▪ Lower visual impacts 	
Response	21	17	17
Percent(1)	39%	31%	31%

57 people responded to this question

(1) Respondents could select more than one preference, percent will not add to 100%

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.
Where this project will take some pressure and traffic load off of the highway 22, we should still look forward to future growth, interchange as long as it is not a roundabout.
A simple road w/ turning lanes where necessary and stop lights. No speed bumps or roundabouts. Keep it simple.
My concerns are numerous - Open spaces, wildlife, neighborhood safety, school children safety. We have the hike path + Indian Springs Drive for emergencies.
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.
Our infrastructure is out of date it's time to quit playing catch up and build.
Without any effects analysis, this is my preference. Please evaluate the impacts of the alternatives, on social, environmental resources. Be objective, use measures, compare the effects of the alternatives. This is NEPA. Your going all this sideways - or backwards. Issues (cause-effect) lead to alternatives.
Concern for wildlife and environmental impact
I support a connector for emergency access
Bridge over the swampy areas to the south.
Until a major South Park traffic study is done included in my comments at the end of this survey.
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.
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 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.
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.

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

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.

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

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.

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.

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

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

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.

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.

It's imperative that wildlife be protected and that the intersection be safe and efficient for all drivers.

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.

Hundreds of cars, 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.

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.

I'm assuming signalizing leaves more room/flexibility to prioritize carpool/bus through intersection

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 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.

I like alternative 1-N9a. As I read it, it allows turning both ways from ISR, Coyote Canyon and Tribal Trail Rd onto Rt 22.

Build the Road

Signalized Intersection #2

Just Build the Road

There is a need for this road to enhance access for emergency services.

Make transit friendly w/ bus stops and transit signal priority. A signalized intersection calms traffic and can be easier/less impactful to build.

Make transit compatible

Question 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?

39 people responded to this question

In general, people supported the use of an underpass, unless they were opposed to the overall project. All responses are included below.

This proposal seems to add more confusion and chaos.
This is a good idea, an expensive, yet good idea. Something similar would be a dream come true at Hwy 22/390.
Seems like a good idea.
Yes, good.
An underpass @ IS Dr and CC Rd seems necessary for safety - a much smaller project, less environmental impact.
Build anything the no build option should not even be considered.
This is premature - which alternative is this a component of?
Build it. Almost impossible to turn left onto 22 from these roads, depending on time of day.
Do it regardless of and independent of Tribal Trail.
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.
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.
Very expensive.
Good idea.
From what I understand of the interchange alternative, this is an enabling component of same
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.
Build it. Again, should have been built when Indian Springs and TSS were built. connect to Tribal trail here.
Build this intersection. It is long overdue. It will benefit our entire community.
No an underpass is a good idea.
Excellent idea
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.
No
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.
The road should take less time than using the highway to access south of town ... it should not be a short cut
Many concerns. Neighborhood safety being paramount.

<p>If this is the safest and most efficient design, I support it. Looks like wetlands mitigation might be an issue with this configuration.</p>
<p>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.</p>
<p>Seems wise to improve safety for people riding and walking.</p>
<p>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.</p>
<p>I think that a connection of this sort will be really beneficial to the neighborhood.</p>
<p>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.</p>
<p>Once again there should be no way to access Tribal Trail Road for all the concerns previously mentioned</p>
<p>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).</p>
<p>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.</p>
<p>No build.</p>
<p>Do it so it's done right. Please think about 10 years from now when Rt 22 is expanded.</p>
<p>No, we have two</p>
<p>Good as long as compatible w/ signal, minimize footprint, may require design deviations from Green Book/WyDOT Standards</p>
<p>Should not be considered until 22 is expanded</p>
<p>So, A big clover leaf (like an interstate) concept?</p>
<p>I think it should be only 1 way but I prefer nothing happen at all.</p>

Question 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 existing Tribal Trail Road would be reduced, and other traffic calming features are being considered. Do you support additional traffic calming?

Response	Number	Percent
Yes	32	64%
No	18	36%

52 people responded to this question

If yes, what traffic calming features should be considered?

Response	Yes	Percent	No	Percent
Chicanes	22	67%	11	33%
Speed Tables	18	60%	12	40%
Neighborhood traffic circles	26	74%	9	26%
Roundabouts	21	68%	10	32%
Center island narrowings	22	65%	12	35%
Other (please describe below)	9	56%	8	44%

Please describe other traffic calming features:

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 wildlife and open space are very calming. Taking public transportation and riding a bike is calming.
What safety features are there for pedestrians and cyclists?
Alternative? This presumes an action alternative is selected.
Roadside landscaping and architecture. Parkway with raised/flushed median with set median breaks.
Don't increase the traffic in the first place. Don't build the connector with ignorance of impacts.
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.
Trees
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.
Listen to experienced designers
Speed Cameras
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?

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.
Any improvements to slow traffic is ideal
I think that moose silhouettes similar to what is in Wilson will help slow traffic down.
You all are the experts. Choose the feature that makes sense for the area and build it.
I think any of the options except speed tables would be good but not all together
It should not be construed at all.
Do not construct it at all
Narrow road
Large trucks, Kids playing in the street, dogs, Gravel, Speed/Ticketing Cameras, Tolls
Center islands would get smashed up by snow plows. Just look at the one entering Smiths off High School Road on the east entrance.
What you proposed is enough
A 25 MPH speed limit means driving at 35-40 MPH
I don't feel any of these would consistently keep traffic slow and trucks out

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

Description	Southern Intersection Alternatives			
	No Build	2-Way Stop with Center Island	4-Way Stop	Roundabout
<ul style="list-style-type: none"> ▪ Intersection remains 2-way stop, no bike/pedestrian improvements ▪ No cost 	<ul style="list-style-type: none"> ▪ Center island added on South Park Loop Road to provide visual cue for drivers to stop. ▪ Moderate cost ▪ Improved bike/pedestrian safety 	<ul style="list-style-type: none"> ▪ All traffic stops ▪ Low cost ▪ Could improve bike/pedestrian safety. 	<ul style="list-style-type: none"> ▪ Free flowing traffic ▪ Higher cost ▪ Improved bike/pedestrian safety 	
Response	14	6	13	21
Percent(1)	28%	12%	26%	42%

52 people responded to this question

(2) Respondents could select more than one preference, percent will not add to 100%

Additional Comments:

I cannot 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: (1) The potential volume of traffic that could come from the Tribal Trail connector. (2) We have pathways along [unreadable] near every county road, so may as well include this one.
It makes me sad that this road would change the nature of numerous neighborhoods - mostly the neighborhoods of hard working regular folks.
Roundabouts do have their problems and do not solve all traffic issues.
Alternatives meet P&N, but each alternative is developed to address and issue.
Don't lock in on one. Build the connector road and then adjust if needed.
Traffic Signal.
Don't change anything. Don't make those neighborhoods like a city.
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
I don't feel like anything needs to be done if the connector is not built
continuous free-flowing traffic seems to be most efficient
Build the safest (for all peds-bikes-vehicles) improved intersection. Do not let fear of cost compromise safety
Improve this intersection. It is long overdue. It will benefit our entire community.
Build a proper roundabout, not like what GTNP did.....ridiculously small and dangerous
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.
There is nothing wrong with this intersection.
A 4-way stop or a roundabout is the best solution for this intersection. I prefer roundabouts.
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.
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.
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.
This one lets me leave and enter my Rd. (W. Dairy Ln) with ease. It's very busy and will get busier if Gill property is developed.
Build the Road
Roundabout #2
Make transit friendly

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

23 people responded to this question

Most respondents are in favor of the construction of a new separated path, as reflected in the comments below.

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.
Need more information
Good
You want to put in more pavement? 2 bike paths?!
If the added cost of the pathway derails the entire project then no. Otherwise build away.
Sounds great until a kid is hit crossing the road.
I think it will be great to have an expanded pathway.
Great idea.
do it
Upgrades with safety in mind. If a traffic circle is best for safety do it.
Spend the money to Make it safe
good idea
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.)
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.
I fully support this.
Sounds like a good idea.
I think that is a good idea
No.
I like that the pathway will still be there!
Keep everything as is.
Yes. Should be installed without a Tribal Trail bypass.
Sounds good.
Yes

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

30 people responded to this question

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.
Overpass or underpass for wild life to stay on west corridor from Bar Y + Walton Ranch to Indian Springs + River.
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.
Any more roads always leads to more wildlife fatalities by vehicles. Wildlife is one of the top values in the Comp Plan.
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.
Sensitive resources should have been addressed with the original sudations permit that included this road. Subdivision itself has more impact that the road.
Human health, safety, and sanity.
How can I only know about the resident elk herd, and all the deer crossing the road?
Animal friendly fencing and maybe some limits to dog walking during travel periods for wild life.
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)?
I EXPECT design and installation will be sensitive to ALL such resources and trade-offs weighed appropriately.
Wildlife crossings and protections
Already identified
You have identified them extensively
Yes, County Attorney should review whether the Fen can be relocated to the southern part of wetlands in 3:1 mitigation which has been applied before in Teton County.
not to my knowledge
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 .
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!
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.
None to my knowledge. I know there is a moose crossing sign out there already.
No. Build the road already. It's absurd that a few loud voices with deep pockets are delaying the process.
It would be nice to plan for wild life crossings
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.
I would like an environmental impact study done for the stream as well as fir the neighborhood.
This project should require preparing an EIS (following the EA), due to the size and depth of the wetlands it would cross
Daily fox crossings, Elk map is incorrect - actual migration and habitat zones are lartger than indcated
A low speed limit (25) to prevent collisions with wildlife and pedestrians.
Team already aware
Wetlands, Heavy Elk migration corridor
Large area of elk migration for hundreds of years, moose and fox in area also. Currently mountain lions (5)

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

37 people responded to this question

As stated in my comment above, I am concerned that 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.
I wish there was a Start Bus Stop Option w/ [unreadable] near Bar Y - Westbound and for Skyline Stop that goes back to Jackson on Hwy 22. Also a bus to Wilson.
I work N of town, the traffic coming home/driving S and at the N end of town can be backed up to the Art Museum, creeping through town. Are we going to build more roads/wider [unreadable].
Why did you not heed the recommendation of the Stakeholder Committee? How many more pathways and buses can we pay for based on the estimated cost of the road.
Emergency access and more roads need to be addressed to fix our aging infrastructure
NEPA process not being followed.
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.
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 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 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

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.

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.

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.

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

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

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?

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 elected 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?

Animal crossings/ animal wildlife migration patterns

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.

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

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 Commissioners 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 Commissioners foresaw the traffic buildup back then at the [unreadable]. 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 neighbour; 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 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.
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.
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.
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 would the pathway cross Boyles Hill Road? Lighted pedestrian crossing such as the one near Shooting Iron Ranch?
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.
Nope
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.
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.
I would like to see an environmental impact study
Are there endangered species living in the stream? How will all the pollution affect the stream.
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.

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).

A potential road conflicts with Teton County's conservation mandates.

I like Alternative I-S1. Four way stop out of Boyles Hill + Tribal Trail Rd. I like a roundabout for High School Rd + South Park Loop Rd.

No, just build the road with roundabouts

Build the Road with Roundabout

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

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

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

Newspaper, fellow community members
Friend
Facebook
A friend
Email, newspaper, web
Word of mouth
All of these.
Email
newspaper, Facebook
County staff/Please include the above comments as they are updated to now reflect the Gill ranch proposal.
FB
website
Facebook
Daily
all of the above, plus friends, etc.
Margie
Newspaper
Newspapers
Newspaper
e-mail
A friend told me about it.
email
All of the above. Sorry I could not make the meeting guys! Jenny and I are in full support of this connector.
Email
My neighbor.
Our neighbor
All the above
Newspaper - Front Page Daily + ads
From Margie
At quilting
News
Neighbors
Email
Email

Summary of All Comments Made by Theme

Includes Synthesis of Comment Forms and those emailed, faxed or mailed.

Subject	Comment/Issues
Design Elements	<ul style="list-style-type: none"> ▪ Intersections look to be designed for high speeds and high capacity ▪ Difficult to understand and weigh the interchange/intersection alternatives ▪ A signalized intersection calms traffic and can be easier/less impactful to build ▪ An underpass at Indian Springs Drive and Coyote Canyon Road seems necessary for safety ▪ Concern that the interchange will not match the aesthetics of WY-22 or Jackson ▪ An interchange is preferred and necessary during commute hours, a light would only make traffic worse on WY-22 ▪ Concern that existing High School Road and S. Park Loop will not be able to accommodate traffic generated from project
Emergency Services	<ul style="list-style-type: none"> ▪ Support for the project for emergency access ▪ Concern that project will not offer effective redundancy ▪ Support for the connector to provide redundancy in our road network ▪ Support for signalized intersection as enhancement for emergency services ▪ Redundancy already exists through Indian Springs Ranch; Teton County has the gate code and pathways can be used in an emergency ▪ Feels that hazard mitigation does not justify the project ▪ Concern that project will not improve the area’s ability to evacuate ▪ Concern that in an emergency, traffic would back-up on Tribal Trail Road
Multimodal Improvements	<ul style="list-style-type: none"> ▪ Concern that multimodal improvements would reduce demand for multimodal options on WY-22 ▪ Concern over higher percent of money spent on pathways than county roadways ▪ Concern that pathway will pave additional surface area ▪ Preference for expanded pathway for improved access and safety ▪ Concern over snow removal on the pathway ▪ Prefer pathway to be built regardless of Tribal Trail Project ▪ Prefer no multimodal improvements ▪ Concern over how pathway will cross Boyles Hill Road and need for lighting ▪ Concern that this project favors drivers over alternative forms of transportation
Natural Resources	<ul style="list-style-type: none"> ▪ Concern for impact on animal habitat and migration patterns ▪ Concern for impact on wetlands (include fen) and the ability to mitigate impacts ▪ Concern for pollution to water resources including Spring Creek ▪ Need for safe animal crossings, concern for traffic-related wildlife fatalities

Oppose the Project	<ul style="list-style-type: none"> ▪ Concern that project will not offer effective redundancy ▪ Believe the costs of the projects outweigh the benefits ▪ Exhaust all travel demand management solutions before building new a road ▪ Concern that the connector will be a high speed cut through or a short cut ▪ The road conflicts with Teton County’s conservation mandates ▪ Concern that project is short term, shortsighted and irreversible ▪ Prefer the no build alternative
Project Cost	<ul style="list-style-type: none"> ▪ Concern over the cost to the community and adverse impacts on the local and broader environment ▪ Concern over the cost-effectiveness of the project ▪ Concern over cost of constructing an underpass
Public Involvement	<ul style="list-style-type: none"> ▪ Concern that NEPA public involvement requirements are not being followed and/or that input is not being considered in meaningful way ▪ Concern that a group of residents, not representative of the region is attempting to prevent the project ▪ Concern that stakeholder group’s preference for No Build alternative is not being honored ▪ Concern that comments are being documented and addressed in documents
Quality of Life/Neighborhood Impacts	<ul style="list-style-type: none"> ▪ Concern that project will change rural character of neighborhood and area ▪ Concern that the project will promote sprawl ▪ Potential impacts to the conservation easement ▪ Concern for noise and air quality from increased traffic ▪ Connector will be beneficial to the neighborhoods and the community ▪ Concern that regional needs are being prioritized over neighborhood concerns ▪ Concern for pedestrians and children traveling and/or playing near the roadway ▪ Project has caused disagreement among neighbors ▪ Project should take into consideration potential adjacent development ▪ Concern for neighborhood safety and health
Safety	<ul style="list-style-type: none"> ▪ Concern that increased traffic will make the area less safe for residents and specifically school-aged children ▪ Improve safety for all drivers through the intersection ▪ Desire to see safety data and analysis related to the project ▪ Preference for the proposed 25 mph speed limit ▪ The project will reduce the number of miles parents and children go to get to school and improve safety ▪ The project will speed up evacuation from the High School and Middle Schools ▪ Concern that traffic is being routed near schools where motorists do not follow crossing laws and it may be unsafe for children to cross the road
START	<ul style="list-style-type: none"> ▪ Desire to make project compatible with transit, install bus stops and provide

	<p>transit signal priority such as queue jumps</p> <ul style="list-style-type: none"> ▪ Feels the transportation plan is designed around getting people to ride the bus and is concerned that ridership is low on START buses ▪ Consider after WY-22 is widened and mass transit lane is installed by WYDOT
Study	<ul style="list-style-type: none"> ▪ Concern that NEPA process is not being followed and/or that project should require an EIS ▪ The County seems determined to build this road ▪ Concern that study has gone on too long and many agree the road is necessary to accommodate growth ▪ Concern that the project team did not consider improvements to the WY-22 and Broadway intersection in lieu of this the Tribal Trail Connector
Support project	<ul style="list-style-type: none"> ▪ The connector is overdue and should be built ▪ An easement for the connector has been in place since the neighborhood was built ▪ Neighborhood and community would like the travel redundancy to avoid having to go through the Y ▪ The County Commission has lacked the political will to proceed with project and should support long-term regional goals ▪ Support for the project and preference for higher speed limit
Traffic	<ul style="list-style-type: none"> ▪ Believe the project will alleviate traffic on WYO 22, project is needed to address future growth ▪ Believe the project will not alleviate traffic on WYO 22 ▪ Concern that an additional intersection on WYO 22 will further impact traffic ▪ The project should address congestion at the Y Intersection ▪ Concern that the road will encourage more single occupancy vehicle use ▪ Desire to see Traffic data should be broken out by vehicle type, use and number of passengers ▪ Concern that there are inconsistencies in traffic modeling (2 v. 4 lanes on WY-22) ▪ Concern about additional traffic on adjacent roadways such as South park Loop Road, the Y intersection and High School Road ▪ Concern that commercial and non-commercial vehicles will use Tribal Trail Connector as a by-pass and the need for potential restrictions ▪ Concern over latent demand and how that will impact the project ▪ Since the Y intersection was reworked, traffic flow has improved ▪ Concern than South Park Road will need to be widened
Traffic Calming	<ul style="list-style-type: none"> ▪ Traffic calming is not needed ▪ Traffic calming is needed regardless of the project in and around the project area ▪ Preference for turning lanes, where necessary
Timing	<ul style="list-style-type: none"> ▪ Concern that infrastructure is out of date ▪ Preference to wait until WYO 22 is expanded ▪ Desire to design the interchange and road to be compatible with WYO 22

	<p>planned expansion</p> <ul style="list-style-type: none"> ▪ Make improvements to Tribal Trail/High School Road intersection after the Tribal Trail Connector is built ▪ Preference to advance the project before traffic grows and problems get worse
<p>Specific Alternatives</p>	<ul style="list-style-type: none"> ▪ I-N17 has many new branching roads around the intersection; it seems overly complicated a potentially confusing to driver ▪ Incorporate a traffic signal into Tribal Trail/High School roads ▪ Do not change Tribal Trail/High School roads, do not make neighborhoods like city ▪ Support for 4-way stop or 2-way, if funds area available, a roundabout would be the most effective ▪ Support for roundabout or 4-way but does not think there is enough traffic to require them ▪ No Build alternative should more seriously be considered and the benefits ▪ Support the installation of an underpass at Indian Springs Drive and Coyote Canyon Road as it will improve safety and access to the Teton Science Schools and residents of Indian Springs ▪ Support for the installation of grade separated facilities in order to separate vulnerable pathway users from higher-speed automotive traffic ▪ Consider device similar to the flashing crossing light on South Park Look at I-N2a ▪ 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 not only be considered if costs, aesthetics and environmental disruption are not important considerations

Attachment A
Meeting Exhibits



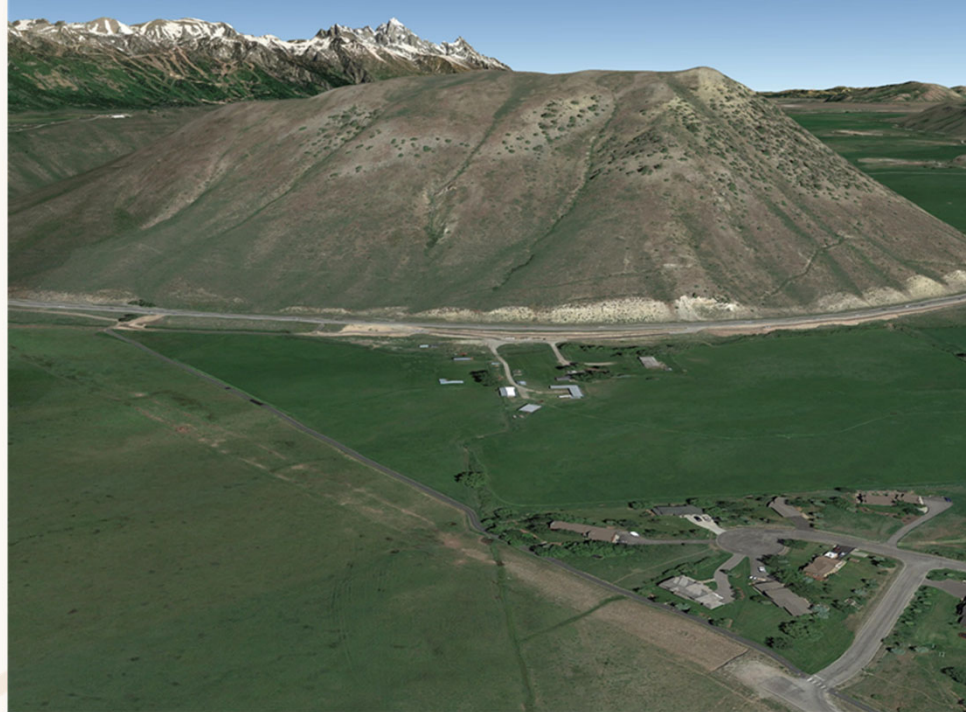
**Attachment A1
Presentation**





Public Open House: Meeting #2

February 19, 2020

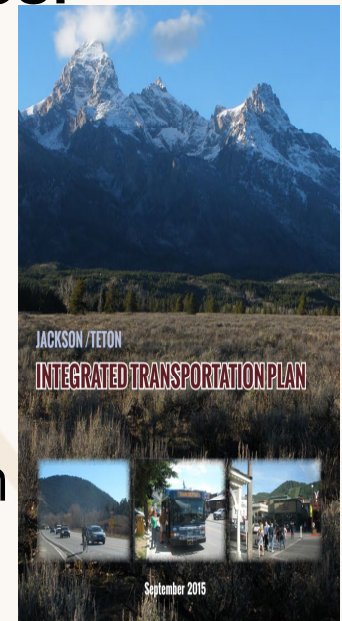


Welcome!

Planning Context



- TT Connector identified in the following studies:
 - » 1982 R/UDAT study (northern South Park study)
 - » 1991 Teton County Transportation Plan
 - » 1992 Indian Springs Plat
 - » 2000 Teton County Transportation Plan
 - » 2009 Teton County Transportation Plan
 - » 2012 Jackson/Teton County Comprehensive Plan
 - » 2015 Integrated Transportation Plan (ITP)



Planning Context

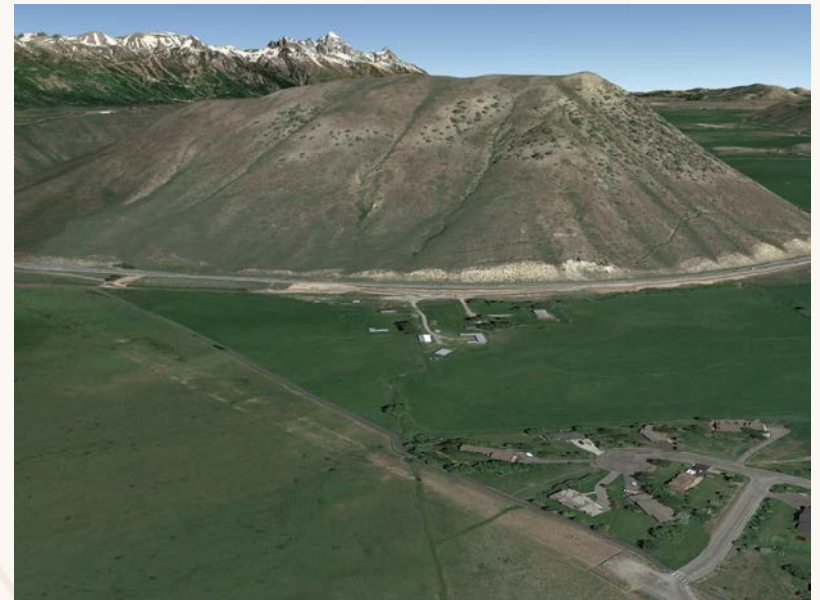


- One of the many capital projects in the 2015 ITP to address traffic congestion, lack of roadway redundancy and expanded multimodal connectivity.
 - » TT Connector study is guided by a Project Charter process
 - » Stakeholders, public comment & several public meetings
 - » In 2018, Commissioners voted to move the study forward
 - Develop and evaluate design alternatives
 - Bring preferred alternative that meets project purpose, need and objectives to the Commissioners so they can determine if they would like to move the project forward

Purpose & Need: Transportation improvements



- Transportation improvements would address Study Area needs:
 - » provide travel/route redundancy
 - » improve emergency response
 - » reduce vehicle miles of travel (VMT) associated with circuitous routing of traffic
 - » reduce local trips through the Y intersection
 - » provide improved transit connections



1) Provide Travel Redundancy



- Ability to provide multiple ways in or out of an area
- Currently, our community is served by and dependent on a single intersection - the Y. This lack of redundancy results in:
 - » Increased risk of catastrophic occurrences due to natural and/or manmade incidents
 - » Longer travel time for motorists, including transit and emergency service providers, between US 26/89, WY-22, and the study area

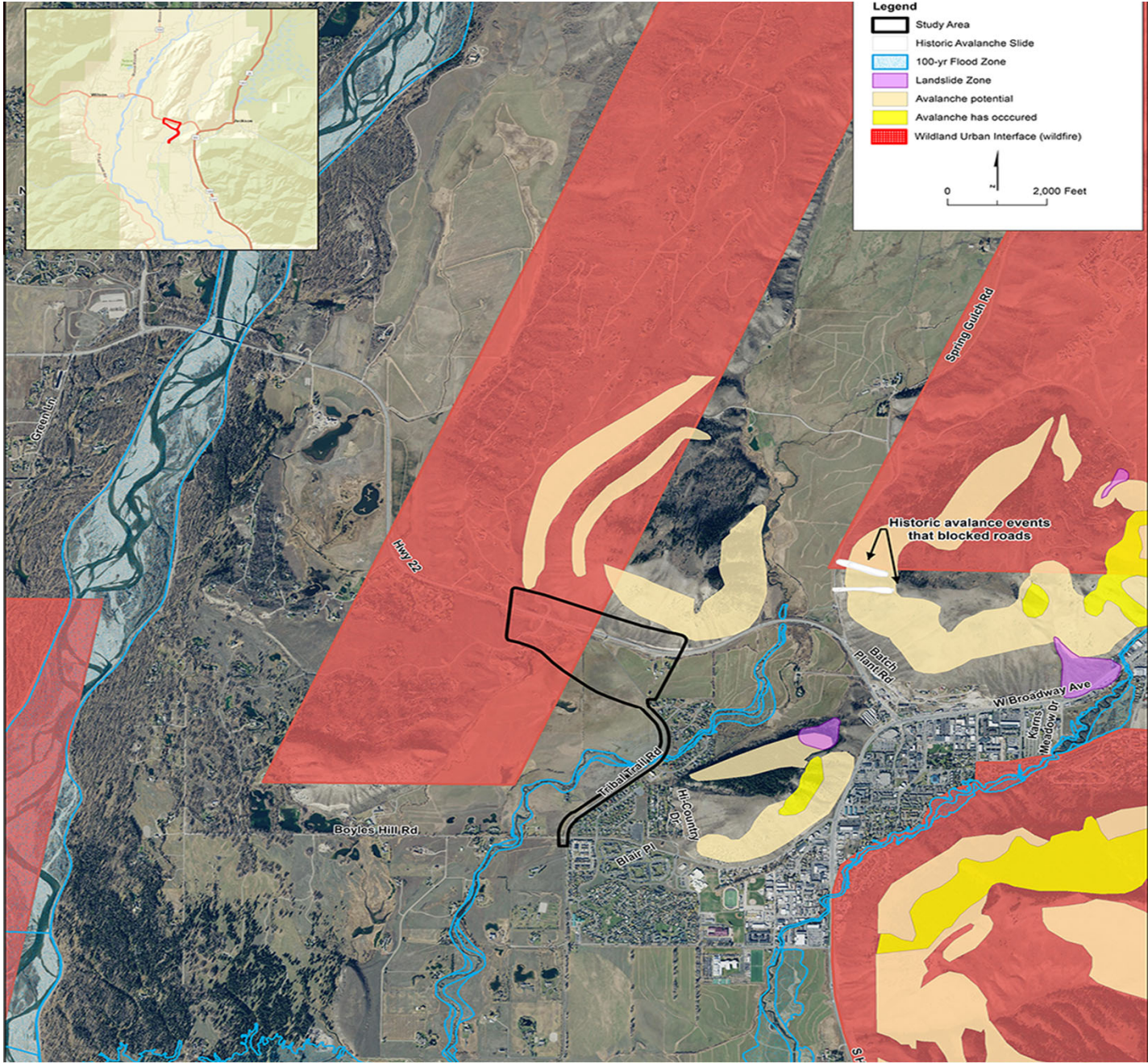


2) Improve Emergency Response



- Route redundancy would improve emergency evacuation and emergency service access
- Currently, the only practical route connecting South Jackson to Wilson, other West Bank communities and Idaho is through the Y intersection





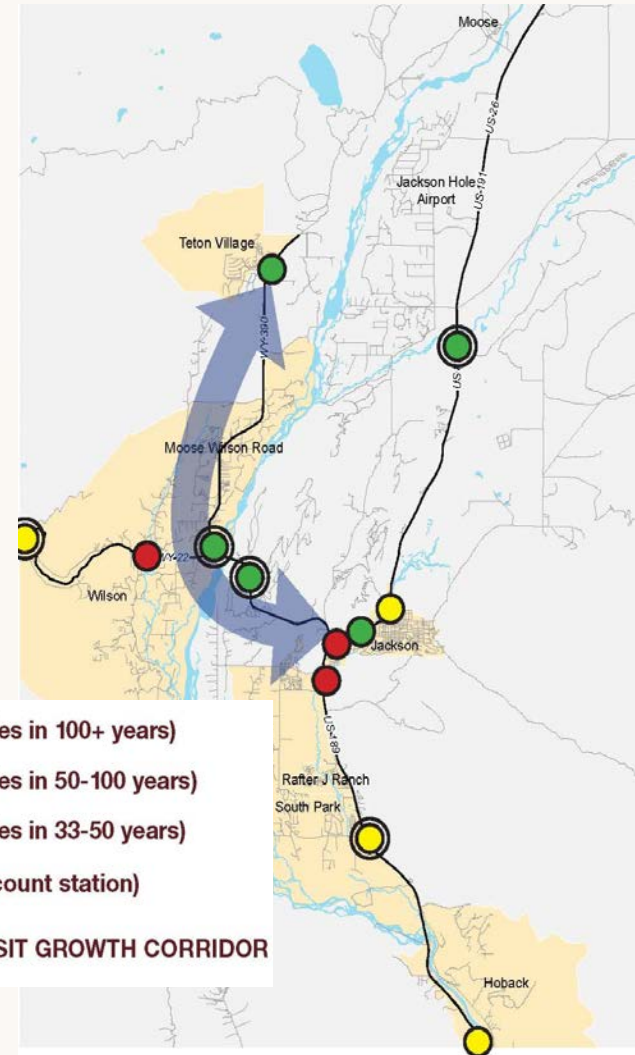
Tribal Trail CONNECTOR

Natural Hazards Map

3) Reduce VMT



- Since 2000, most county traffic growth is by locals making short trips
- To manage traffic growth and reduce VMT, the ITP calls for:
 - » more productive road and street capacity
 - » reducing the need to expand traffic capacity in the region's most congested areas, including West Broadway and the "Y" Intersection



SOURCE: WYDOT

4) Reduce Local Trips Through Y Intersection



- Only one route (WY-22) connects the communities of Wilson, Teton Village, and eastern Idaho to US-26/89; “Y” intersection is where these highways meet
- Per ITP - reduce local trips through the Y intersection by using less circuitous travel routing
- TT Connector intended for local trips and not for use by highway traffic diverted off the state route (25MPH design speed and traffic calming measures)



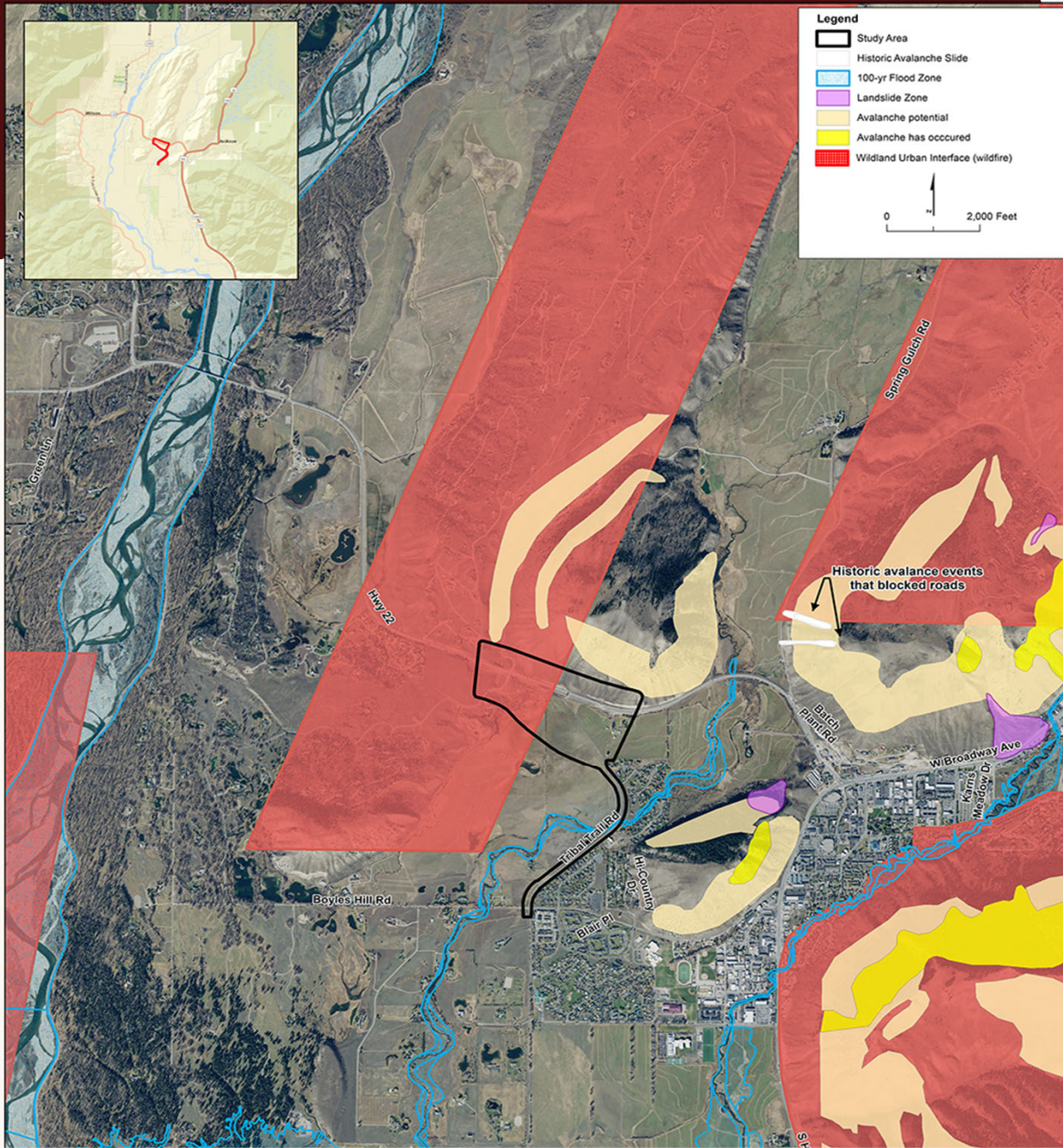
5) Provide Expanded Multimodal Connections



- Provide START and school buses with a more efficient, more direct and less expensive connection to schools
- **Comp Plan Principle 7.2:** “Create a safe, efficient, interconnected, multimodal transportation network.”
- **ITP desired policy scenario:** over five percent of daily trips made in Teton County (including Jackson) in 2013 will shift from single-occupant vehicle trips to walking, bicycling, and transit trips by 2035



Natural
Hazards
Map



Project Objectives



- The Project Charter identifies the Project Objectives:

- » Roadway Network Compatibility
- » Multimodal Function
- » Safety
- » Environmental Protection
- » Cost Effectiveness

- Stakeholder input was used to refine Project Objectives into the criteria used for evaluating the alternatives.

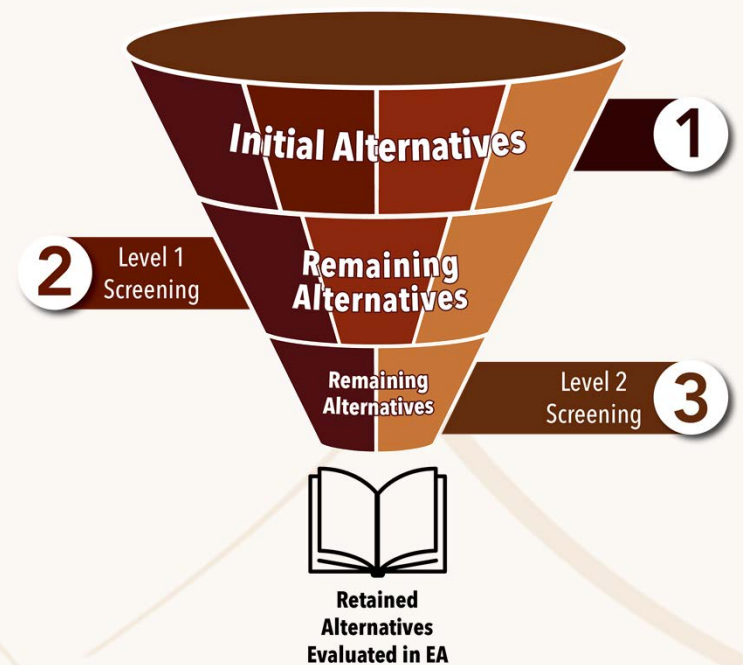
- » Minimizing environmental impacts (e.g. wetlands, wildlife, visual)
- » Minimizing private property impacts
- » Constructability
- » Maintenance, particularly for snow removal and storage



Evaluation Process



- The process to evaluate the alternatives was set up in coordination with the Stakeholder Advisory Committee and based on NEPA requirements
- Level 1 and Level 2 screening evaluation criteria based on purpose and need criteria, objectives & community values



Alternatives Process: Level 1 Screening



- Used to evaluate whether alternatives meet:
 - » the Purpose and Need; or
 - » have a fatal flaw (e.g. irresolvable environmental impacts, not constructible)
- 32 initial alternatives evaluated
- 15 screened out

Tribal Trail CONNECTOR

Level 1 Alternative Evaluation Screening Matrix

		Description of Alternative	Purpose and Need Screening					DC
			Provide travel redundancy (more than one independent way in or out of an area)?	Reduce vehicle miles of travel (VMT) associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	
Roadway Alternatives	No Build	Existing conditions	No	No	No	No	No	
	O-N1	Roadway centered within right-of-way.	Yes	Yes	Yes	Yes	Yes	
	O-N2a	Roadway with chicanes maintaining a minimum of 20 feet of snow storage on each side of the road.	Yes	Yes	Yes	Yes	Yes	
	O-N2b	Roadway with chicanes maintaining a minimum of 12 feet of snow storage on each side of the road.	Yes	Yes	Yes	Yes	Yes	
	I-N1a	Tribal Trail Road, access to Hwy 22, is via an interchange. The connector road follows the planned easement. Indian Springs Drive access to Hwy 22 is closed. Coyote Canyon Road, access to Hwy 22, is converted to right on/off. Eastbound traffic from Coyote Canyon Road uses the connector road via an	Yes	Yes	Yes	Yes	Yes (Conditional)	

Alternatives Process: Level 2



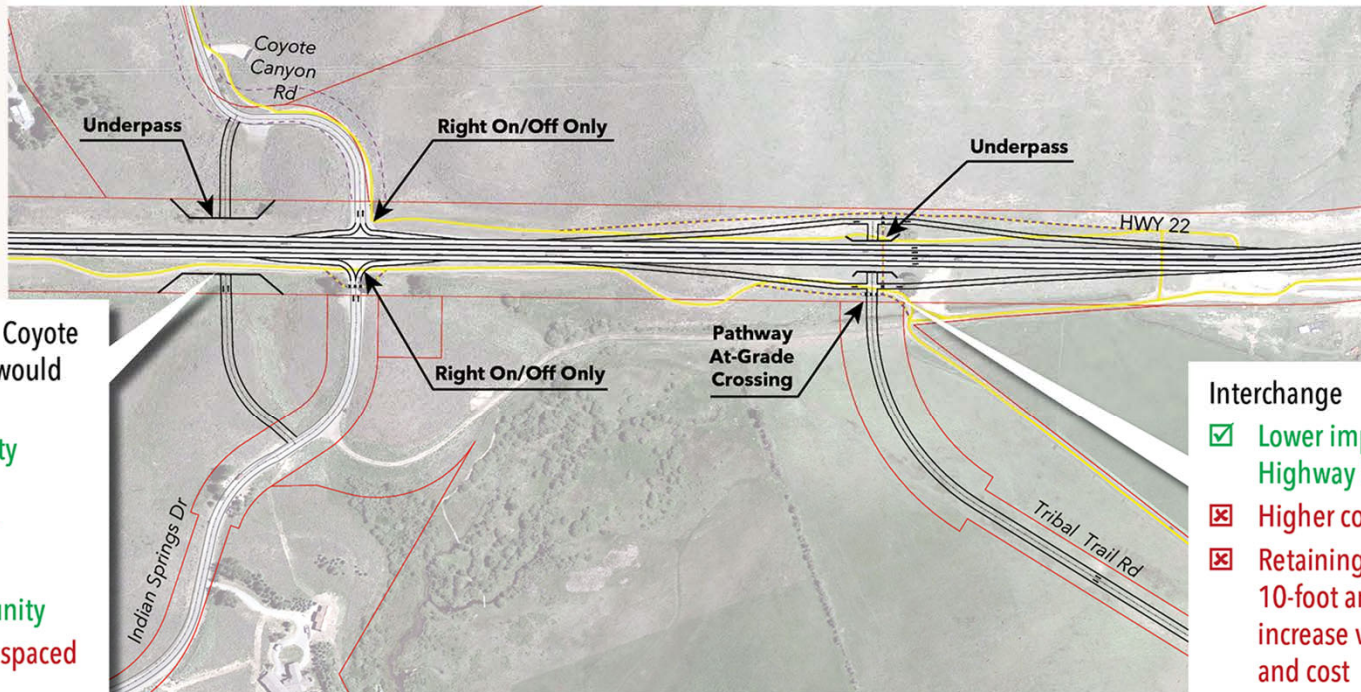
- Compares how well alternatives meet Purpose and Need and Study Objectives while balancing environmental effect.
- Alternatives that perform the best based on the Level 2 screening criteria are fully evaluated in the Environmental Assessment along with the No- Build Alternative.
 - » 17 alternatives evaluated; 5 dismissed due to low ratings
 - » 12 recommended for public comment

Alternatives



Alternative I-N2a

Interchange with an underpass at Indian Springs Drive and Coyote Canyon Road



Indian Springs Drive and Coyote Canyon Road underpass would provide:

- ☑ Improved traffic safety and operations
- ☑ Wildlife connectivity potential
- ☑ Cost sharing opportunity
- ☒ Intersections closely spaced

Interchange

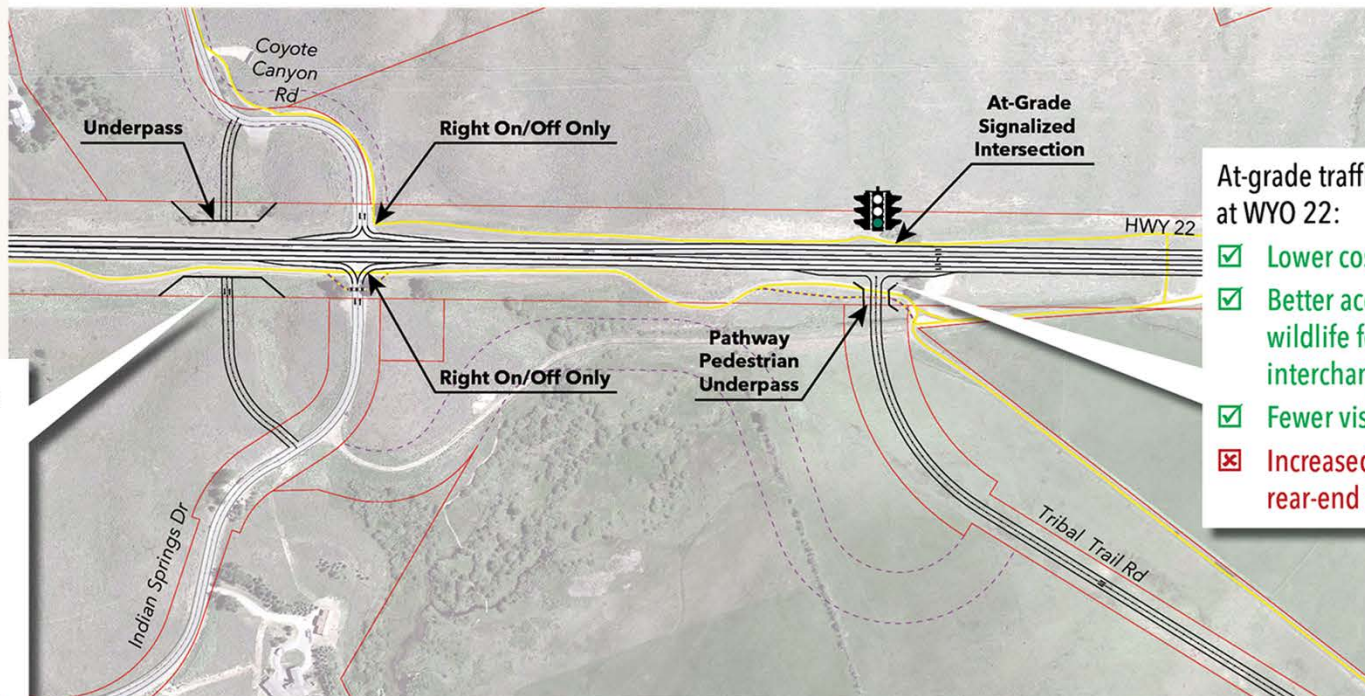
- ☑ Lower impact to Highway 22 capacity
- ☒ Higher cost
- ☒ Retaining walls (between 10-foot and 60-foot) would increase visual impacts and cost

Alternatives



Alternative I-N2b

Intersection with an underpass at Indian Springs Drive and Coyote Canyon Road



Indian Springs Drive and Coyote Canyon Road underpass would include:

- Improved traffic safety and operations
- Wildlife connectivity potential
- Cost sharing opportunity
- Intersections closely spaced

At-grade traffic signal at WYO 22:

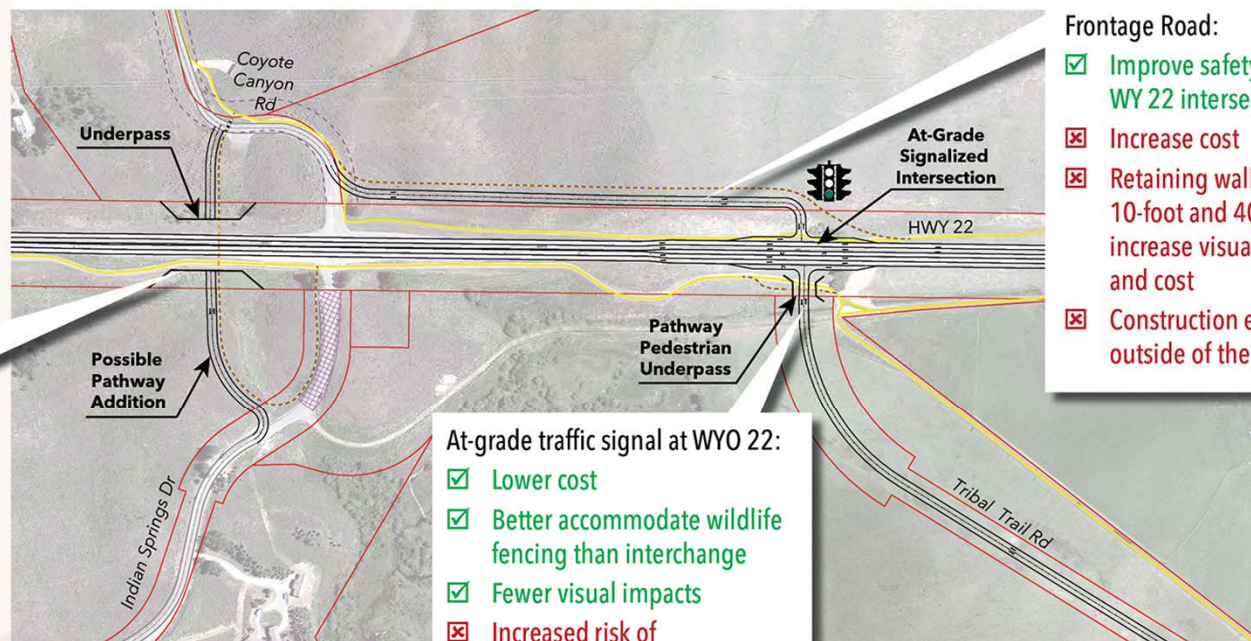
- ✓ Lower cost
- ✓ Better accommodate wildlife fencing than interchange
- ✓ Fewer visual impacts
- ✗ Increased risk of rear-end collisions

Alternatives



Alternative I-N6c

Intersection with frontage road connecting Tribal Trail Road to Coyote Canyon Road and the underpass



Indian Springs Drive and Coyote Canyon Road underpass would provide:

- ✓ Improved traffic safety and operations
- ✓ Wildlife connectivity potential
- ✓ Cost sharing opportunity

Frontage Road:

- ✓ Improve safety at WY 22 intersections
- ✗ Increase cost
- ✗ Retaining walls (between 10-foot and 40-foot) would increase visual impacts and cost
- ✗ Construction extends outside of the existing ROW

At-grade traffic signal at WYO 22:

- ✓ Lower cost
- ✓ Better accommodate wildlife fencing than interchange
- ✓ Fewer visual impacts
- ✗ Increased risk of rear-end collisions

Alternatives



Alternative I-SDN

Southern No Build Alternative

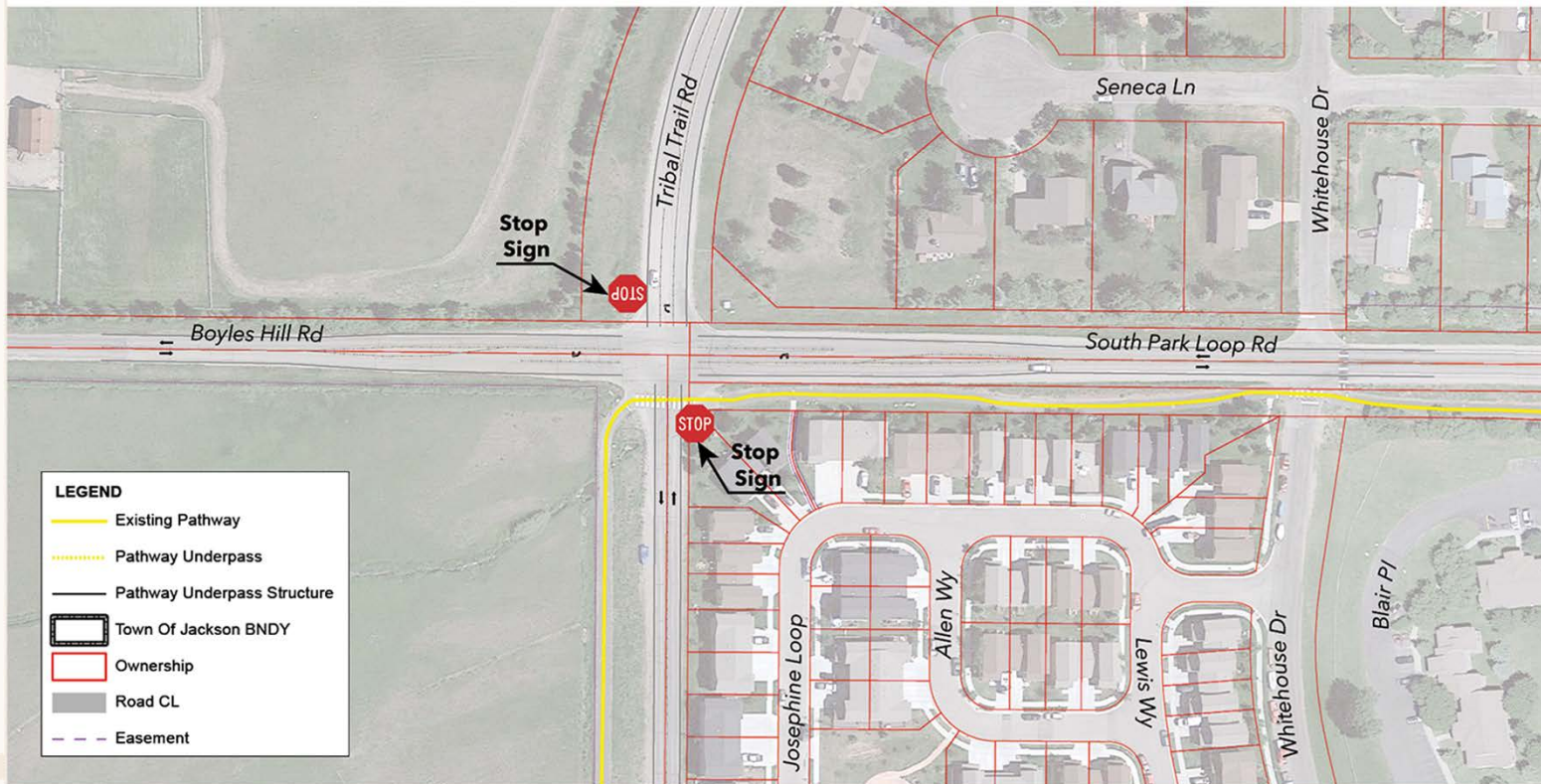


PHOTO SIMULATIONS



35' Existing Width

Existing and Proposed Tribal Trail Road near Seneca



26-29' Proposed Width

Note: Traffic calming measures shown are illustrative; specific measures would be determined based on public input and design considerations.

Alternatives



Proposed Tribal Trail Connector near Cherokee



Note: Traffic calming measures shown are illustrative; specific measures would be determined based on public input and design considerations.

Environmental Process



- An Environmental Assessment (EA) will be prepared in accordance with the National Environmental Policy Act (NEPA) and County land development requirements.

INITIATE STUDY

- Collect data on existing conditions
- Document need for improvements
- Begin collecting environmental data
- Identify issues and concerns
- Develop preliminary purpose and need

CONDUCT SCOPING

- Continue to collect environmental data
- Conduct outreach with public and agencies
- Continue identifying issues and concerns
- Refine Purpose and Need

DEFINE AND EVALUATE ALTERNATIVES

WE ARE HERE

- Continue to collect data on existing conditions
- Document need for improvements
- Continue collecting environmental data
- Continue identifying issues and concerns

PREPARE EA

- Document alternatives considered
- Evaluate impacts of alternatives
- Identify preferred alternative
- Identify mitigation measures

CIRCULATE EA FOR REVIEW

- Provide EA to public and agencies (30-day review)
- Receive comments

PREPARE FINAL DECISION DOCUMENT

- Address public and agency comments
- Select alternative for implementation
- Commit to mitigation for impacts
- Document decision

EA Resources



- EA would review existing, future, impacts to, and mitigation for the following resources:
 - » Land Use and Zoning
 - » Social Resources
 - » Economic Resources
 - » Transportation and Traffic
 - » Right-of-Way
 - » Farmlands
 - » Air Quality
 - » Noise
 - » Water Resources and Water Quality
 - » Floodplains

EA Resources cont.



- EA would review existing, future, impacts to, and mitigation for the following resources:
 - » Vegetation and Noxious Weeds
 - » Wildlife and Fisheries
 - » Wetlands and Waters of the U.S.
 - » Threatened and Endangered Species
 - » Visual Resources
 - » Cultural Resources
 - » Hazardous Materials
 - » Wild and Scenic Rivers
 - » Parks and Recreation Facilities
 - » Construction Impacts and Mitigation

■ Questions?

A large, faint, light-colored graphic of a mountain range with three peaks is centered on the page, serving as a background for the text.

Attachment A2
Public Meeting Boards





Welcome
to the
PUBLIC MEETING

February 19, 2020 • 5:00 p.m. to 7:00 p.m.



PURPOSE OF MEETING



The purpose of tonight's meeting is to:

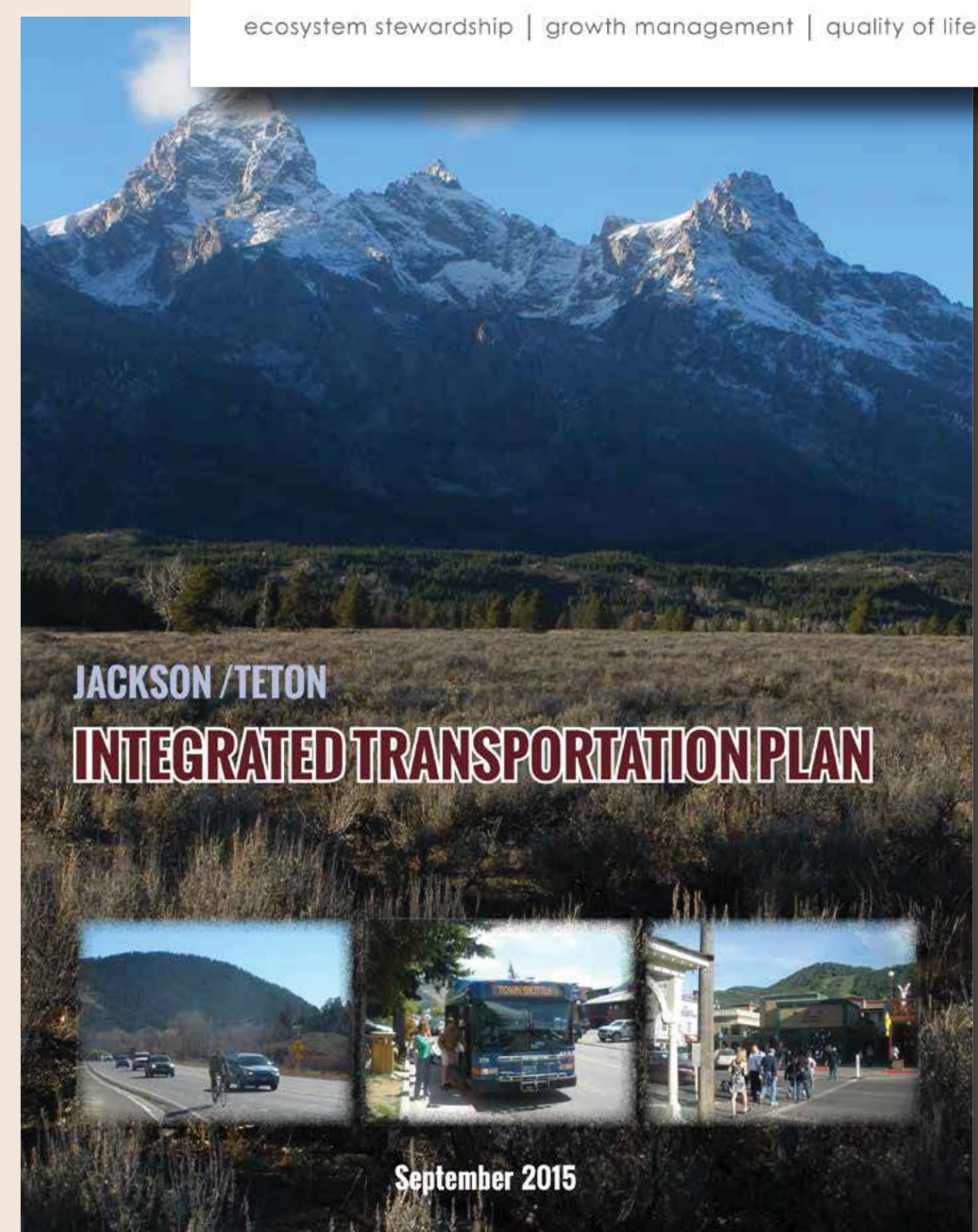
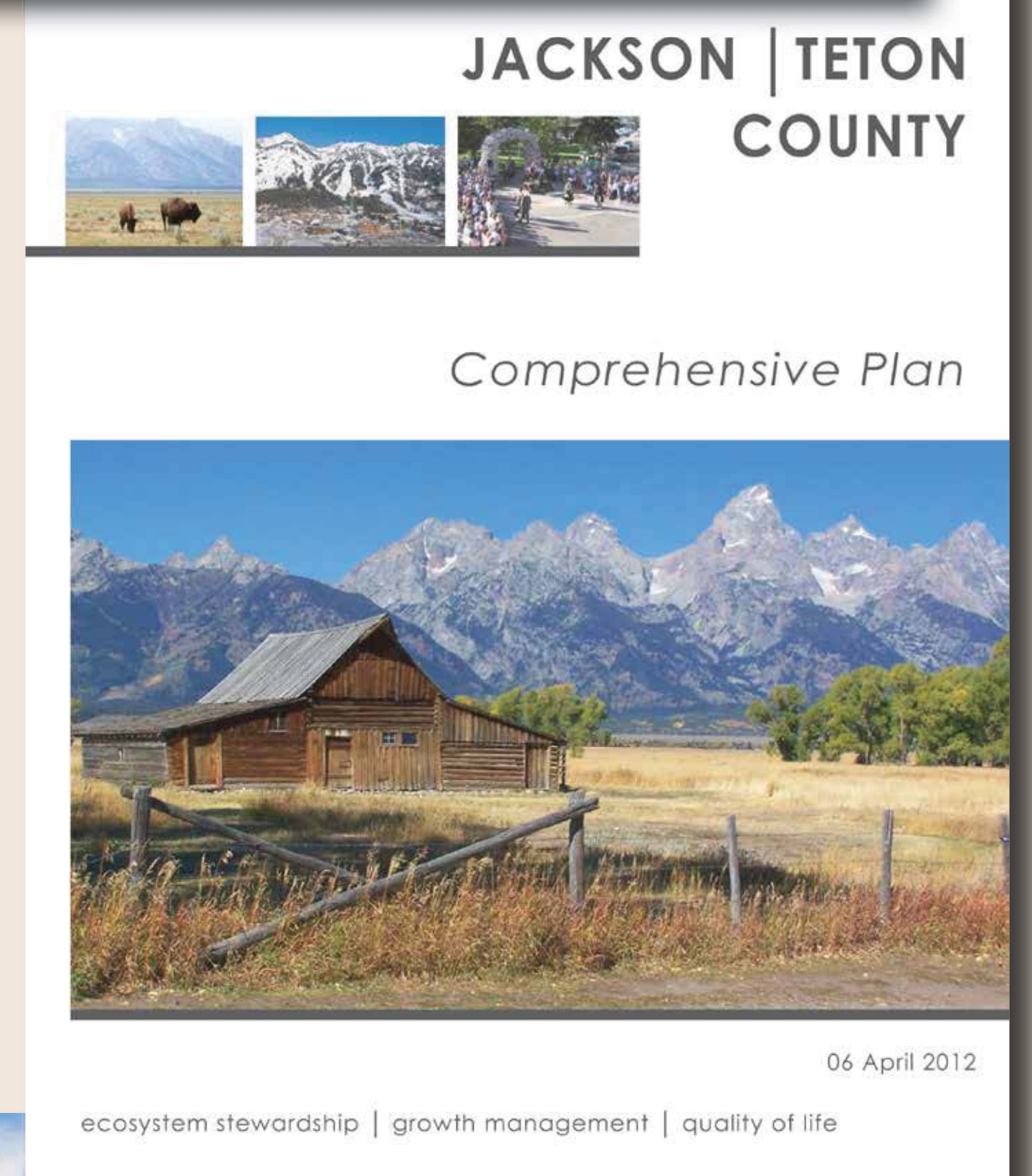
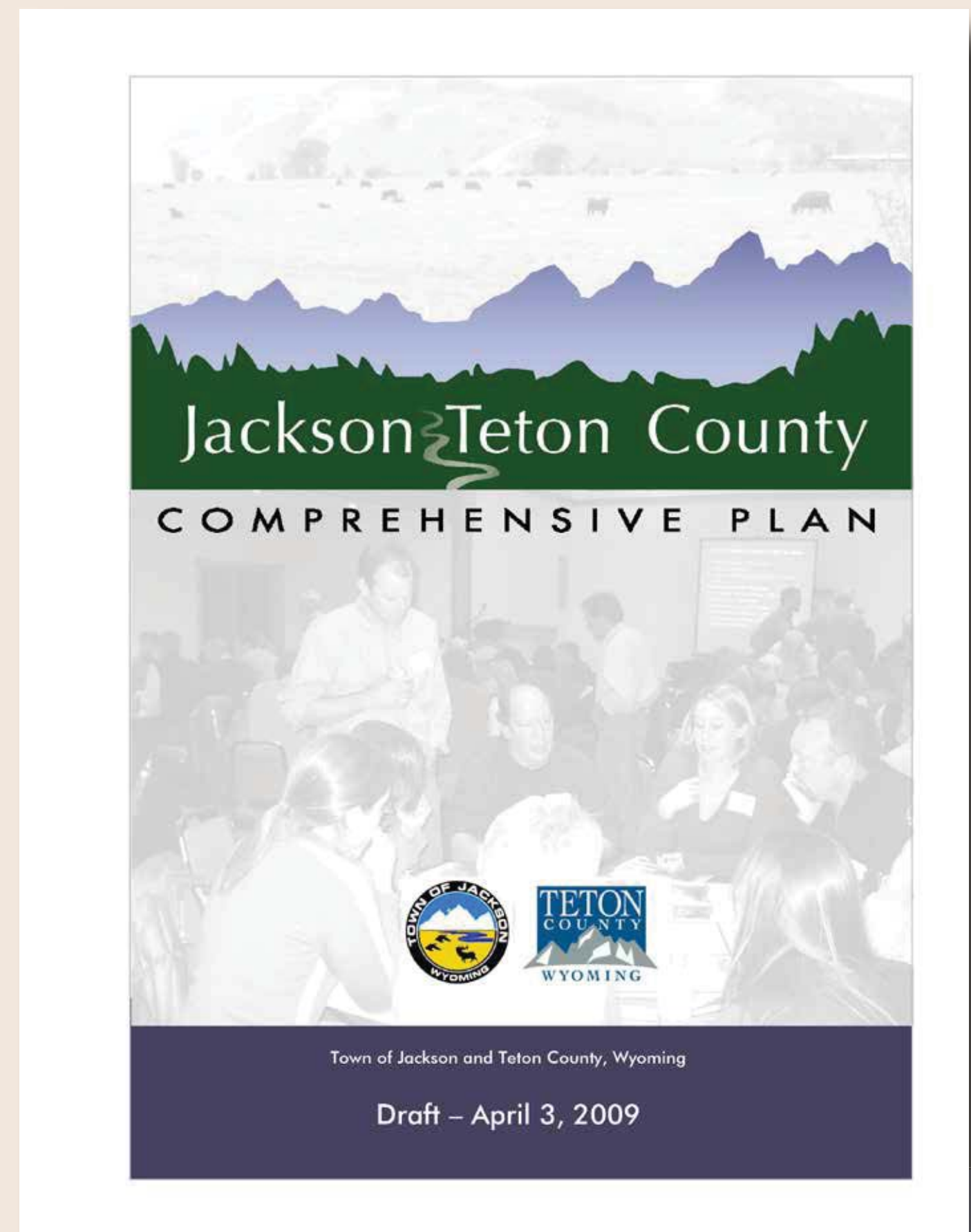
- Present background and history of the study
- Review the project Purpose and Need, and Objectives
- Present design alternatives
- Gather input from the public on the Study, design alternatives, and answer questions
- Present next steps



PLANNING CONTEXT AND HISTORY



- County identified Tribal Trail Connector in 1982 Rural and Urban Design Assistance Team study
- Since, the project was included in the following studies:
 - » 1991 Teton County Transportation Plan
 - » 2000 Teton County Transportation Plan
 - » 2009 Teton County Transportation Plan
 - » 2012 Jackson/Teton County Comprehensive Plan
 - » 2015 Integrated Transportation Plan (ITP)
<https://www.tetoncountywy.gov/725/Integrated-Transportation-Plan>
- In 1992, right-of-way for the road was granted to Teton County as part of Indian Springs Ranch Master Plan

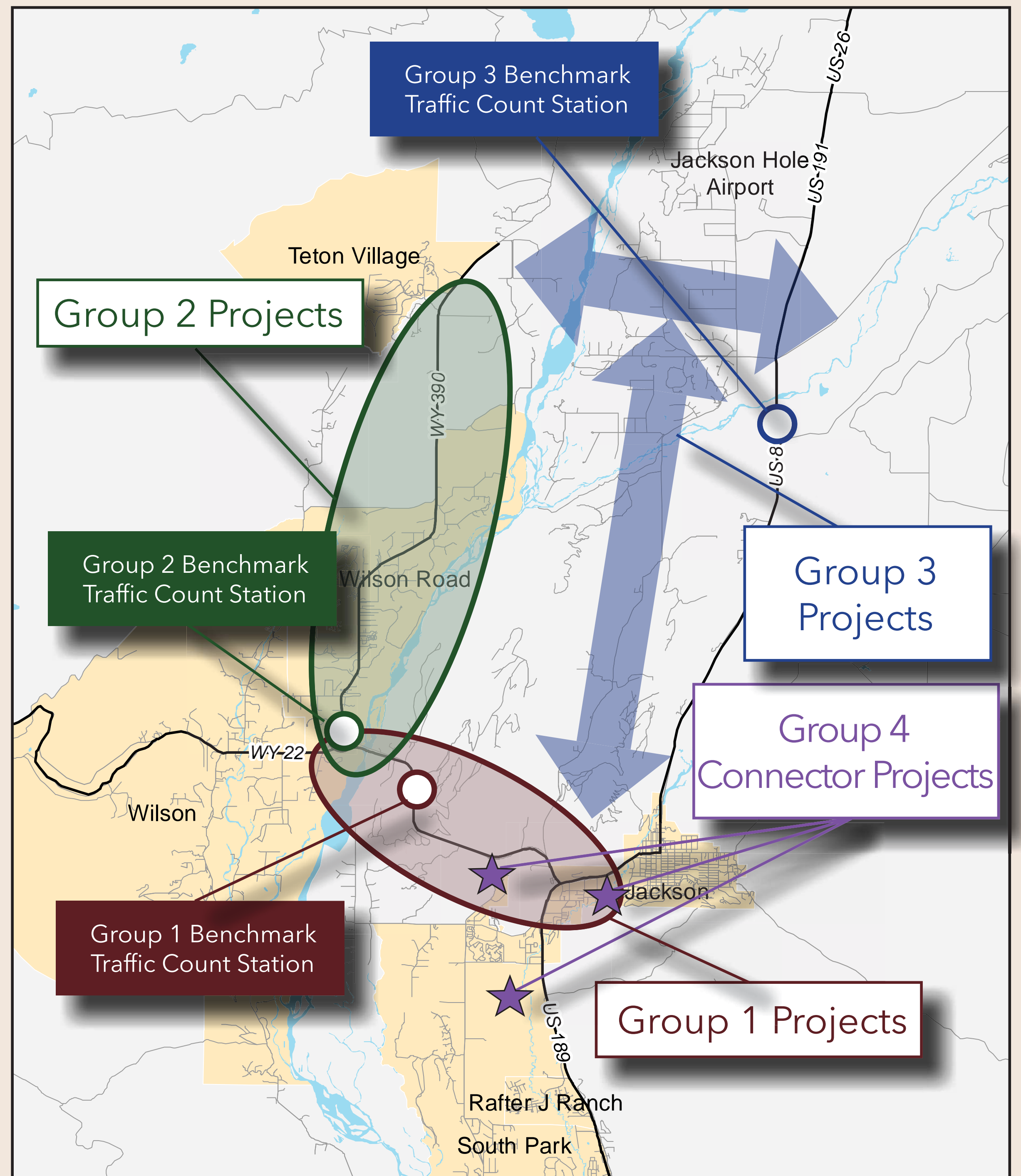


MAJOR CAPITAL PROJECTS IDENTIFIED BY 2015 ITP



- The Tribal Trail Connector is one aspect of a larger 2015 Integrated Transportation Plan (ITP) to address the region's traffic congestion and multimodal connectivity issues.
- The ITP identified and grouped several major capital projects.
- Groups 1 and 2 includes projects that will jointly address the needs of the respective corridor.
- Group 3 lists several alternatives to be evaluated to address congestion on US-26 north of Jackson.
- Group 4 projects are high priority local connector projects.

Major Capital Project Group Locations and Benchmark Traffic Count Stations from ITP



Major Capital Project Groups from ITP

Group 1 WY-22 (Jackson – WY-390)	Group 2 WY-390	Group 3 Regional Connections	Group 4 Key Local Connections
<ul style="list-style-type: none"> • Multimodal Reconstruction of the “Y” Intersection: (Interim Project Completed) • Tribal Trails Connector • WY-22 Multi-Lane & Multimodal Improvements • WY-22 Pathway (Wilson – Jackson): (Near Completion) • Multimodal Reconstruction of the Intersection of Spring Gulch and WY-22 • Wildlife Permeability (from PEL Study): (In Progress) 	<ul style="list-style-type: none"> • WY-390 Multimodal Improvements (WY-22 – Teton Village) • Multimodal Reconstruction of the Intersection of WY-390 and WY-22 • Wildlife Permeability (from PEL Study): (In Progress) • Bus Rapid Transit (Jackson - Teton Village) 	<ul style="list-style-type: none"> • Pave and Upgrade Spring Gulch Road • Fixed-Guideway Transit • New North Network Connector 	<ul style="list-style-type: none"> • Tribal Trails Connector (also in Group 1) • East-West Connector • Maple Way - Snow King Corridor

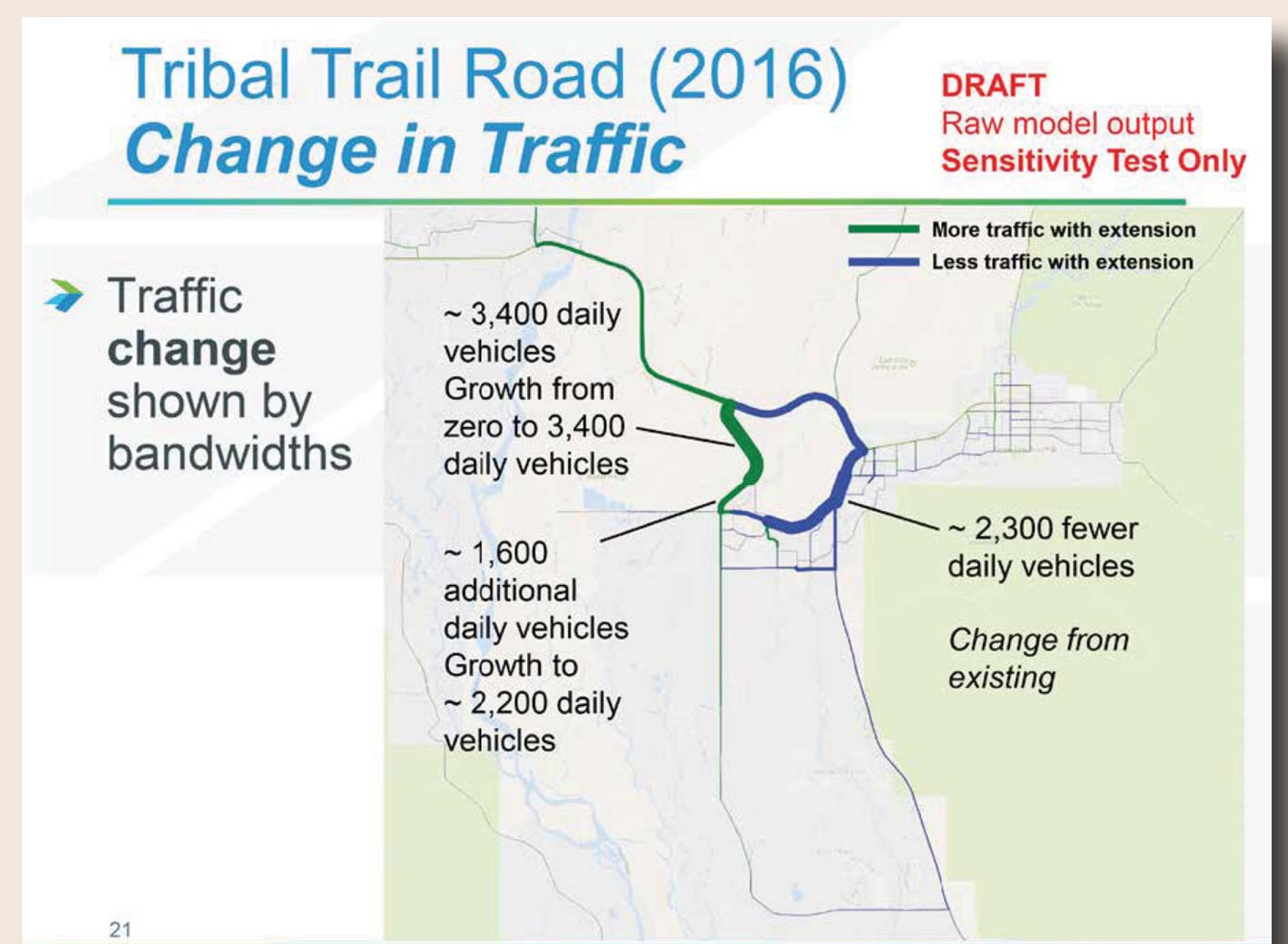


RELATED STUDIES



Jackson/Teton County Travel Demand Model (aka Traffic Model)

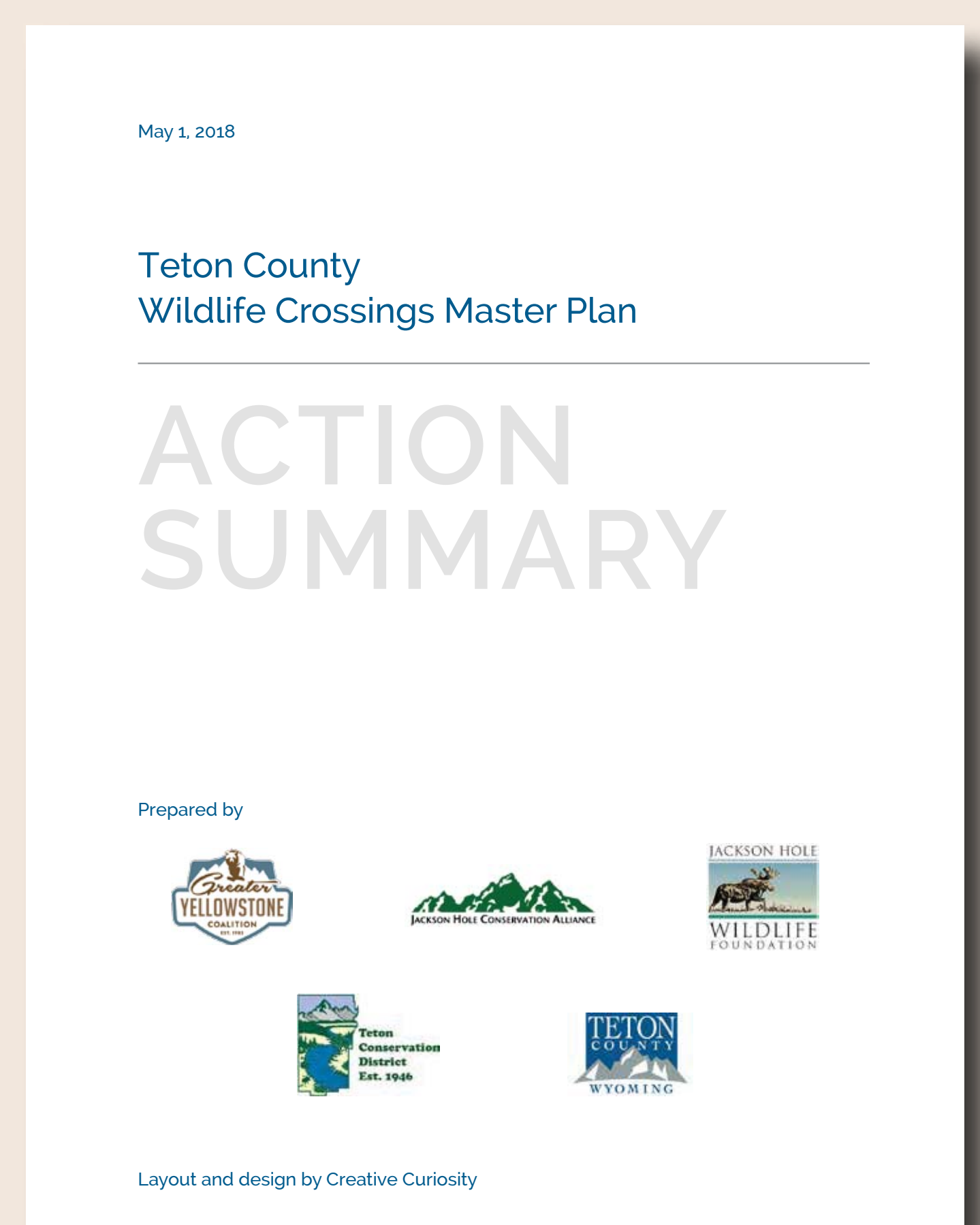
- Travel demand model development completed in January 2019.
- Model allows for testing of various current and future year travel scenarios—helps in planning for transportation improvements.
- Tool will be used significantly in this study.
- Second phase, currently under development, involves developing micro-simulations of intersections throughout the valley based on traffic counts and travel times. This will be used to evaluate intersection options related to this study for both summer and winter season scenarios.



Excerpt from January 2019 Traffic Model presentation

Wildlife Crossings Master Plan

- In 2018, Teton County and its partners completed the crossings plan. See <http://www.tetonwyo.org/1639/Wildlife-Crossings>
- As follow-up to the recommendations in the plan, Teton County and WYDOT are evaluating a wildlife crossing of WYO 22 in between North Bar Y Road and Coyote Canyon Road/Indian Springs Drive



PROJECT CHARTER AND STAKEHOLDER COMMITTEE



- Per ITP*, major capital studys are to be guided by a Project Charter.
- Tribal Trail Connector Charter approved by the County Commissioners in Fall 2018, which directed staff to conduct a public, stakeholder and environmental process to provide the Commissioners, for their consideration, with a design alternative that meets Project Purpose and Need.
- Charter calls for formation of Stakeholder Advisory Committee to:
 - » provide perspective from various constituencies to inform the project development process,
 - » review and comment on pending decisions and actions, and
 - » provide an additional avenue of communication to the community about the study.
- Stakeholder Committee convened on May 16, 2019. Community needs and project objectives reviewed--and revised--based on Committee input.



*2015 Integrated Transportation Plan

COMMUNITY NEED: TRAVEL REDUNDANCY



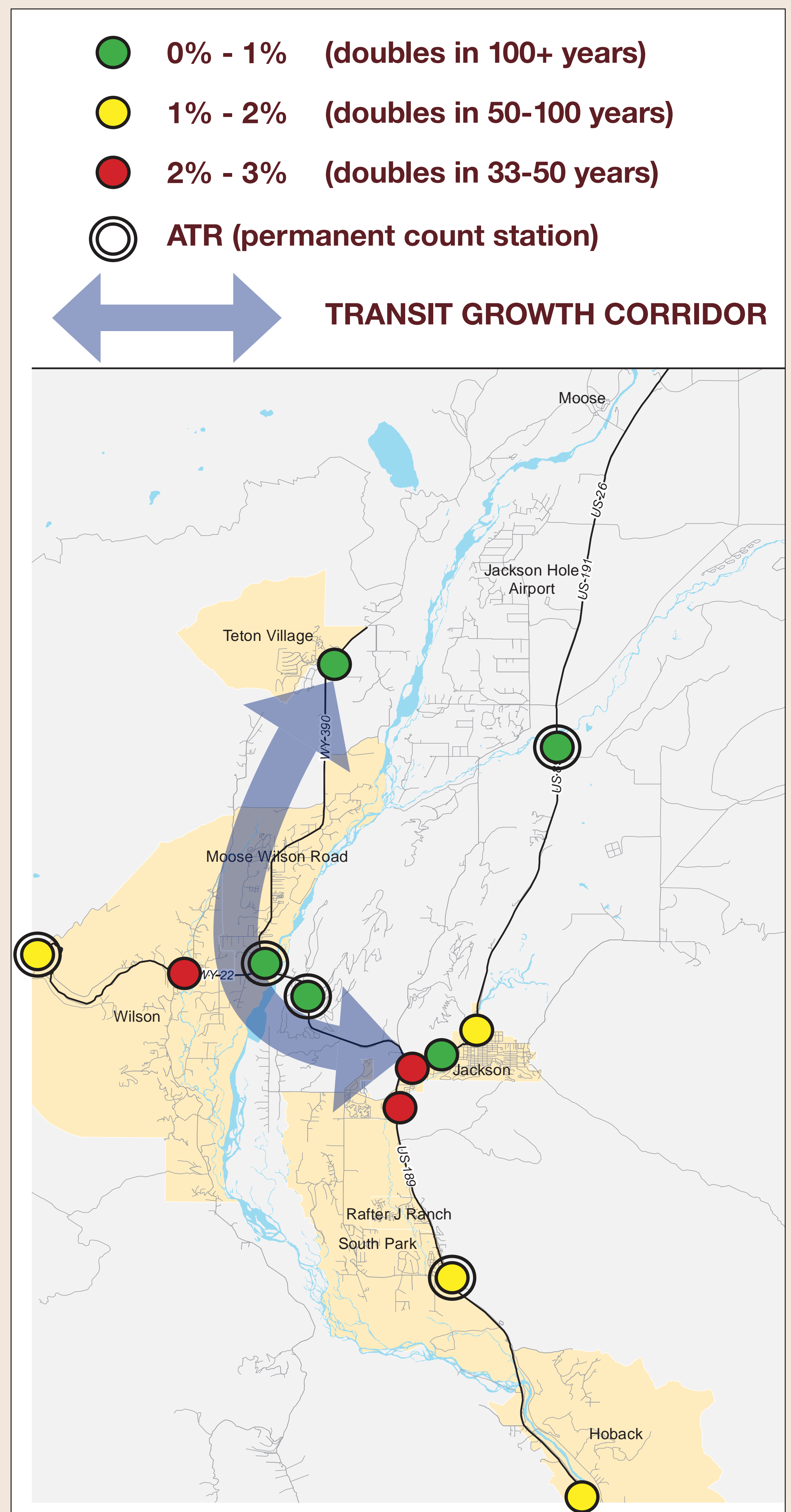
- Travel redundancy refers to ability to provide multiple ways in or out of an area
- Currently, our community is served and divided by a single intersection - the Y. This lack of redundancy results in:
 - » Increased likelihood of catastrophic occurrences due to natural and/or manmade incidents
 - » Longer travel time for motorists, including transit and emergency service providers, between US 26/89, WY-22, and the study area



COMMUNITY NEED: REDUCE VEHICLE MILES TRAVELLED (VMT)



- Per ITP*, since year 2000, most County traffic growth is made up of local traffic associated with short trips
- To manage traffic growth and reduce VMT, the ITP calls for:
 - » “more productive road and street capacity”
 - » “reducing the need to expand traffic capacity in the region’s most congested areas, including West Broadway and the “Y” Intersection.”
- Providing more direct travel routes will reduce circuitous travel for School District and START buses, and for private trips to/from schools and school activities.



Source: WYDOT



*2015 Integrated Transportation Plan

COMMUNITY NEED: REDUCE LOCAL TRIPS THROUGH Y INTERSECTION



- Currently, only one route (WY-22) connects the communities of Wilson, Teton Village, and eastern Idaho to US-26/89.
- The highways meet at a Y intersection
- ITP* calls for reducing local trips through intersection by:
 - » using more direct travel routes and
 - » shifting automobile trips to other transportation modes such as transit, bicycle, and walking.

*2015 Integrated Transportation Plan



COMMUNITY NEED: IMPROVE EMERGENCY RESPONSE



- Route redundancy would improve emergency evacuation and emergency service access
- Currently, the only route connecting Jackson to Wilson and Teton Village, is through the Y intersection between US 26/89 and WY-22
- A 2019 survey of 11 states, conducted by the Arizona Republic and USA Today, ranked Jackson 1347 of 1350 for evacuation, with only three communities ranking worse

COMMUNITY NEED: PROVIDE IMPROVED MULTI-MODAL CONNECTIONS



- 2012 Jackson/Teton County Comprehensive Plan **Principle 7.2:** "Create a safe, efficient, interconnected, multimodal transportation network."
- **ITP desired policy scenario:** over five percent of daily trips made in Teton County (including Jackson) in 2013 will shift from single-occupant vehicle trips to walking, bicycling, and transit trips by 2035.
- Currently, START and school buses/vans routed through Y.



PROJECT OBJECTIVES



The Project Charter identified these Project Objectives to supplement the Study Needs:

- Roadway Network Compatibility
- Multimodal Function
- Safety
- Environmental Protection
- Cost Effectiveness

Stakeholder input was used to refine the Project Objectives into the criteria used for evaluating the alternatives:

- Minimizing environmental impacts (e.g. wetlands, wildlife, visual)
- Minimizing private property impacts
- Constructibility
- Maintenance, particularly for snow removal and storage



ENVIRONMENTAL PROCESS



An Environmental Assessment (EA) will be prepared in accordance with the National Environmental Policy Act (NEPA).

INITIATE STUDY

- Collect data on existing conditions
- Document need for improvements
- Begin collecting environmental data
- Identify issues and concerns
- Develop preliminary purpose and need

CONDUCT SCOPING

- Continue to collect environmental data
- Conduct outreach with public and agencies
- Continue identifying issues and concerns
- Refine Purpose and Need

DEFINE AND EVALUATE ALTERNATIVES

WE ARE HERE

- Continue to collect data on existing conditions
- Document need for improvements
- Continue collecting environmental data
- Continue identifying issues and concerns

PREPARE EA

- Document alternatives considered
- Evaluate impacts of alternatives
- Identify preferred alternative
- Identify mitigation measures

CIRCULATE EA FOR REVIEW

- Provide EA to public and agencies (30-day review)
- Receive comments

PREPARE FINAL DECISION DOCUMENT

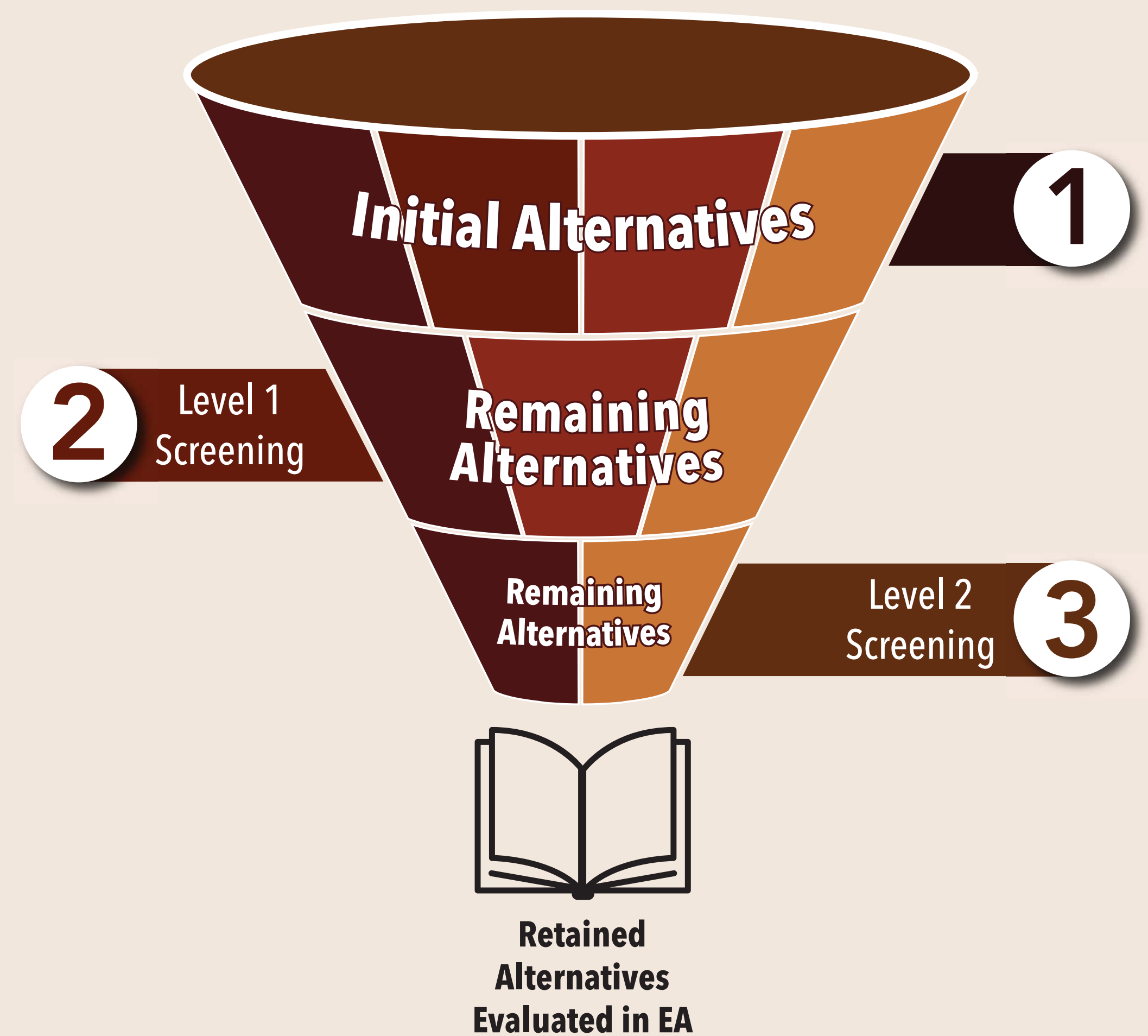
- Address public and agency comments
- Select alternative for implementation
- Commit to mitigation for impacts
- Document decision

ALTERNATIVES PROCESS



Alternatives evaluation process set up early in coordination with the Stakeholder Advisory Committee.

- Evaluation consists of two tiers.
- Criteria based on the Study's Purpose and Need, Objectives, and community values (e.g. minimizing impacts).



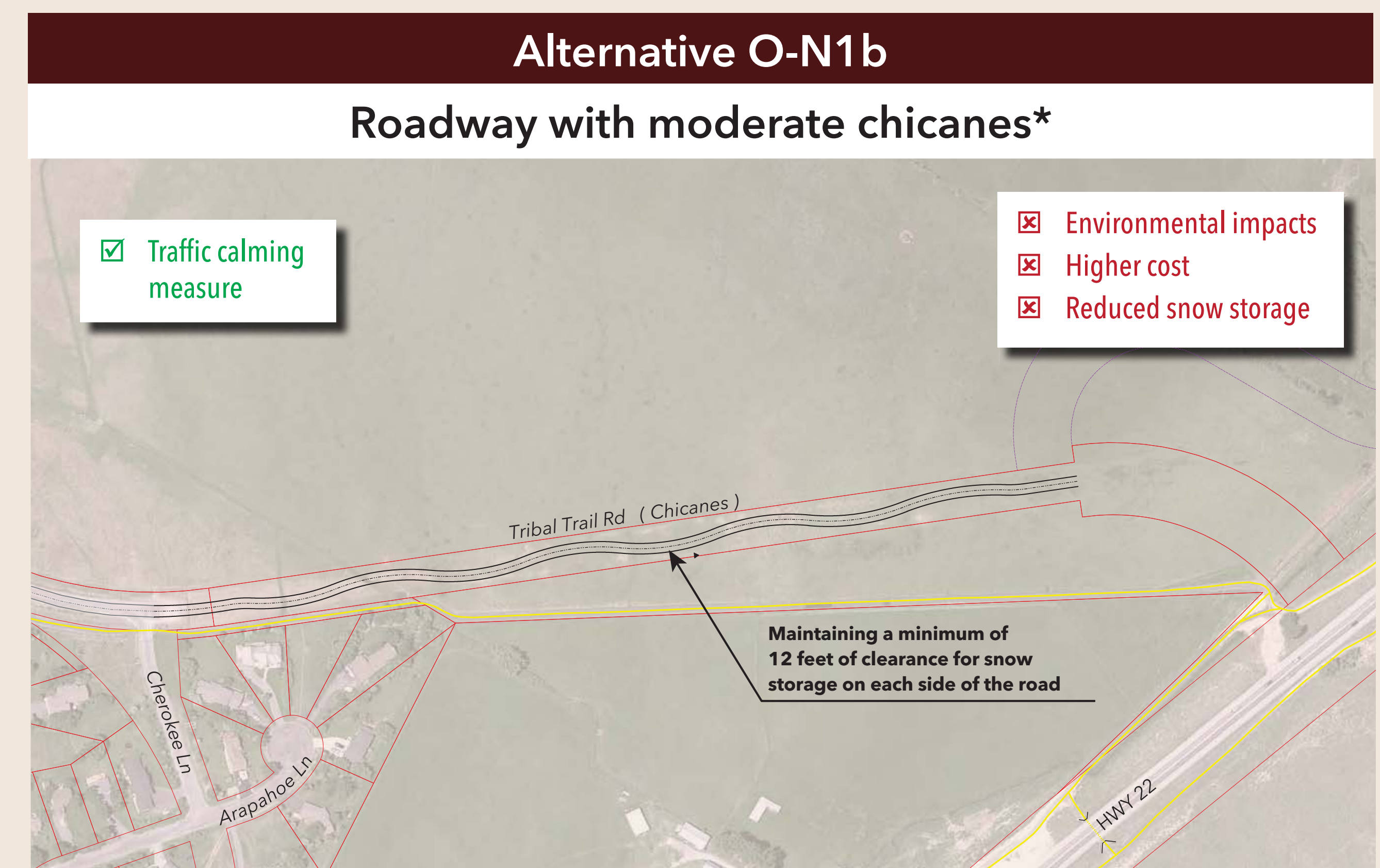
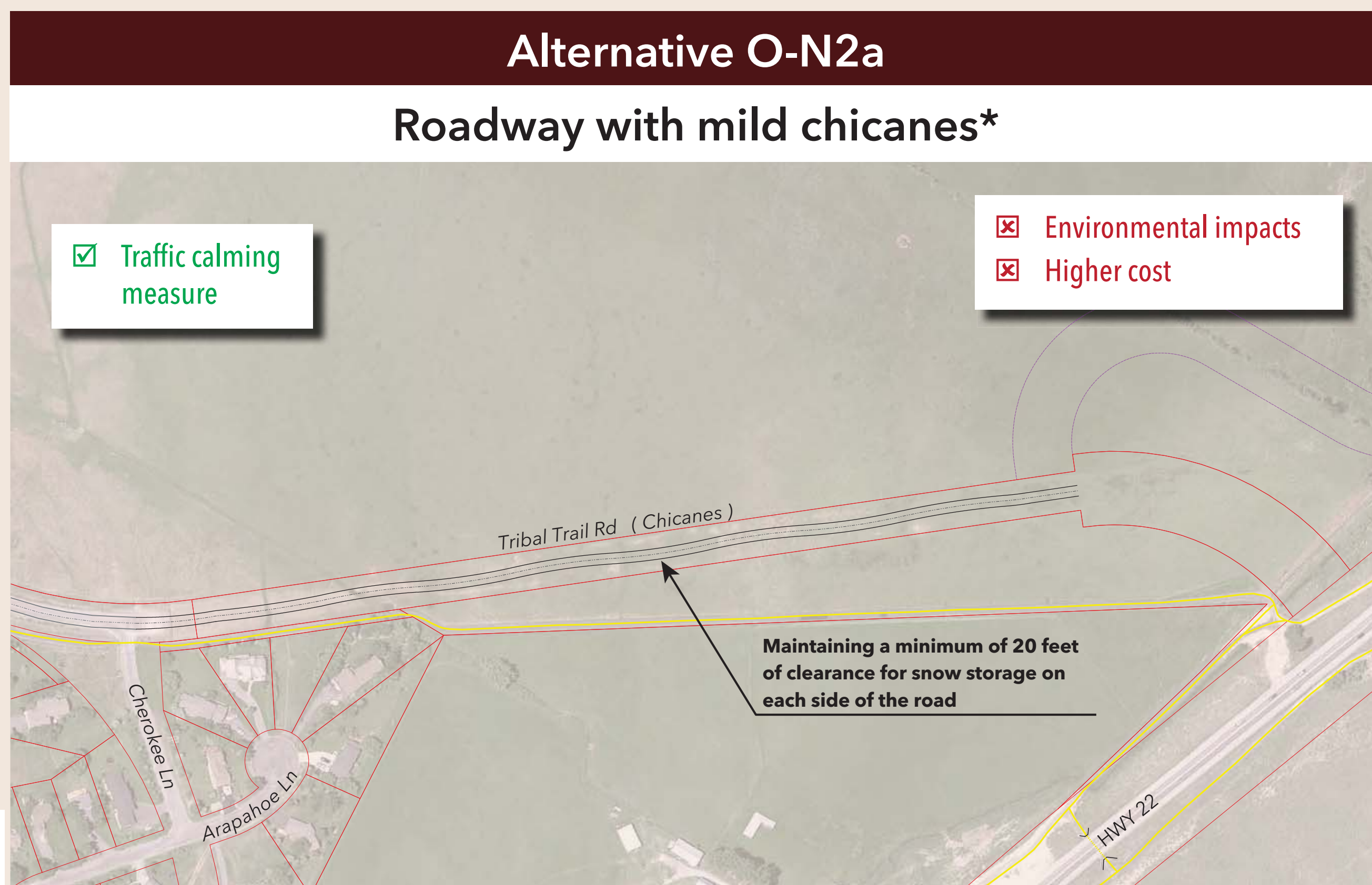
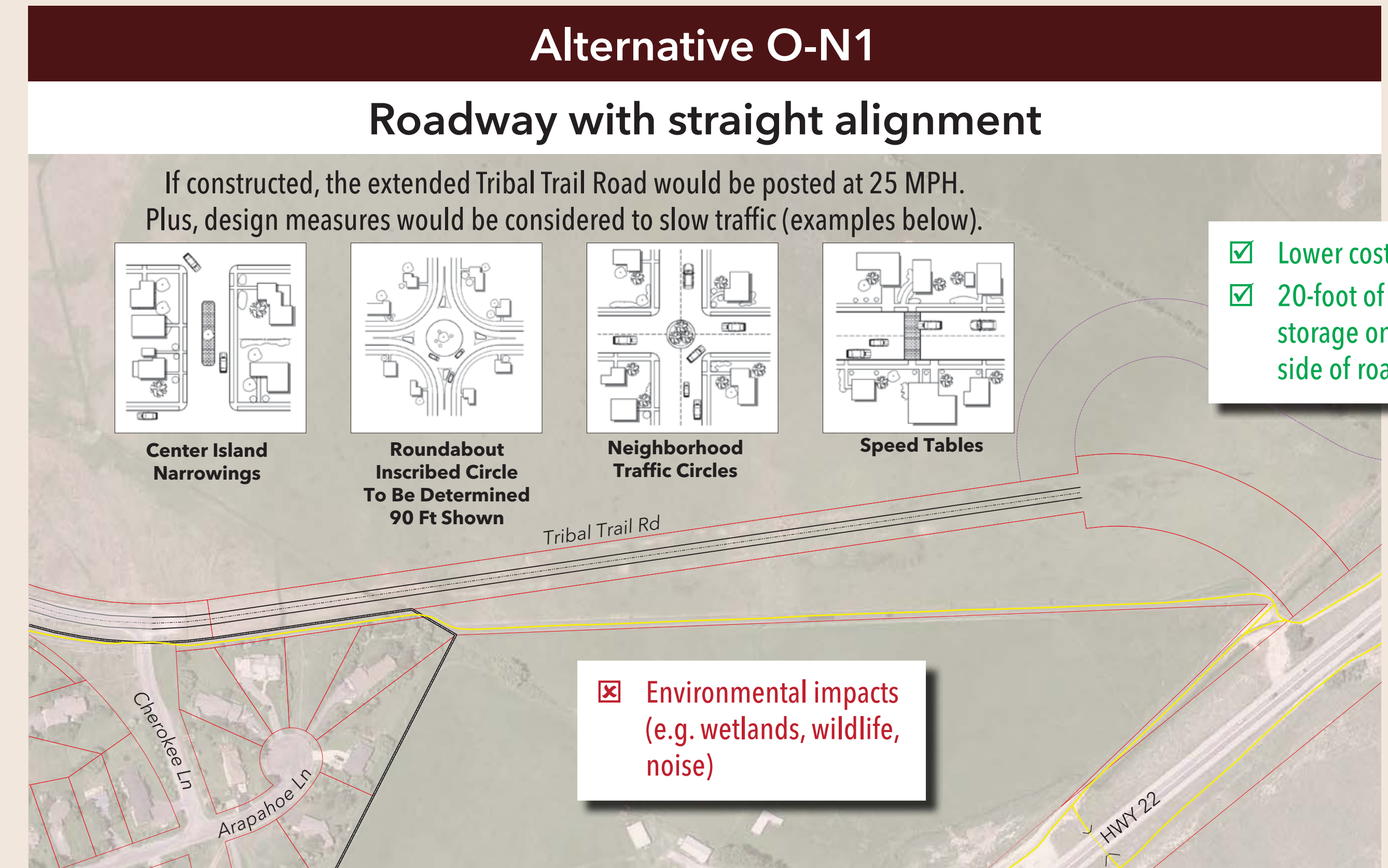
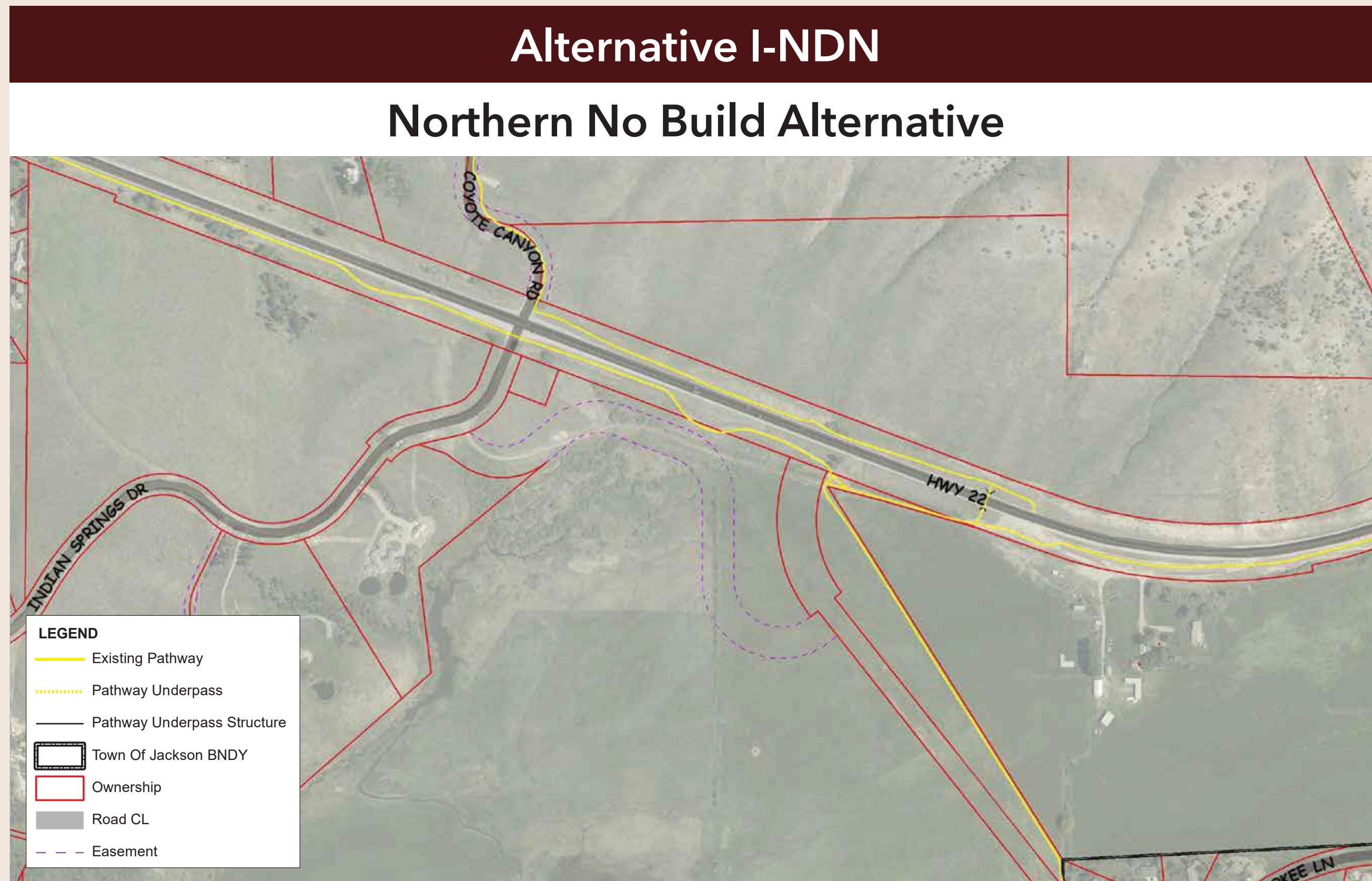
Level 1 Screening

- Used to evaluate whether alternative meets:
 - » the Purpose and Need; or
 - » has a fatal flaw (e.g. irresolvable environmental impacts, not constructible).
- 32 initial alternatives evaluated
- 15 screened out, mostly due to:
 - » not meeting the Purpose and Need;
 - » potential impacts to highly sensitive (fen) wetland; and
 - » not constructible due to physical and legal constraints.

Level 2 Screening

- Compares how well alternatives meet Purpose and Need and Study Objectives while balancing environmental effect.
- Alternatives that perform the best based on the Level 2 screening criteria are fully evaluated in the Environmental Assessment along with the No-Build Alternative.
- 17 alternatives evaluated; 5 dismissed due to low ratings.
- 12 recommended for public comment.

ALTERNATIVES



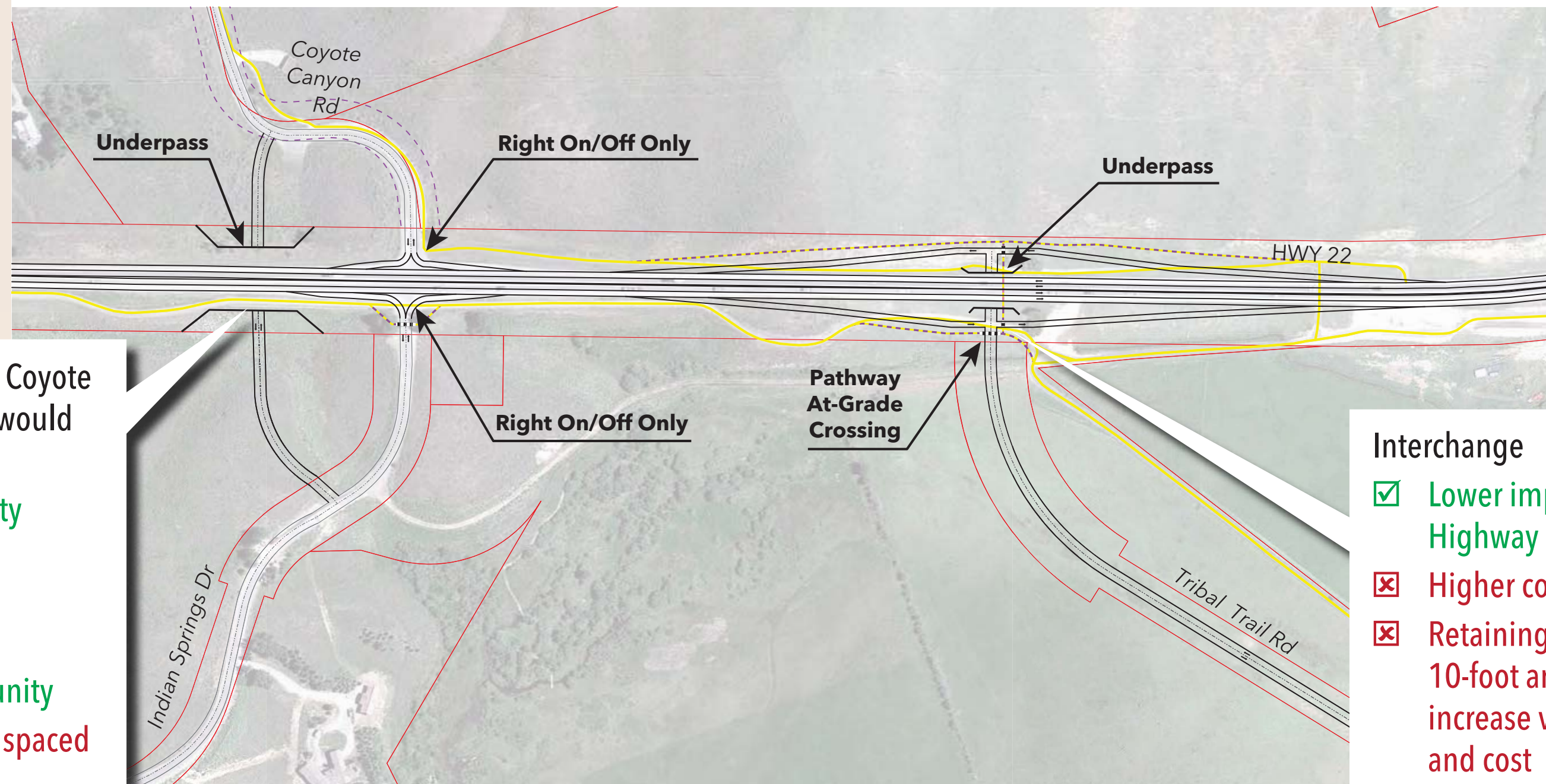
*A chicane is a series of alternating curves intended to slow travel speeds

*A chicane is a series of alternating curves intended to slow travel speeds

ALTERNATIVES

Alternative I-N2a

Interchange with an underpass at Indian Springs Drive and Coyote Canyon Road



Indian Springs Drive and Coyote Canyon Road underpass would provide:

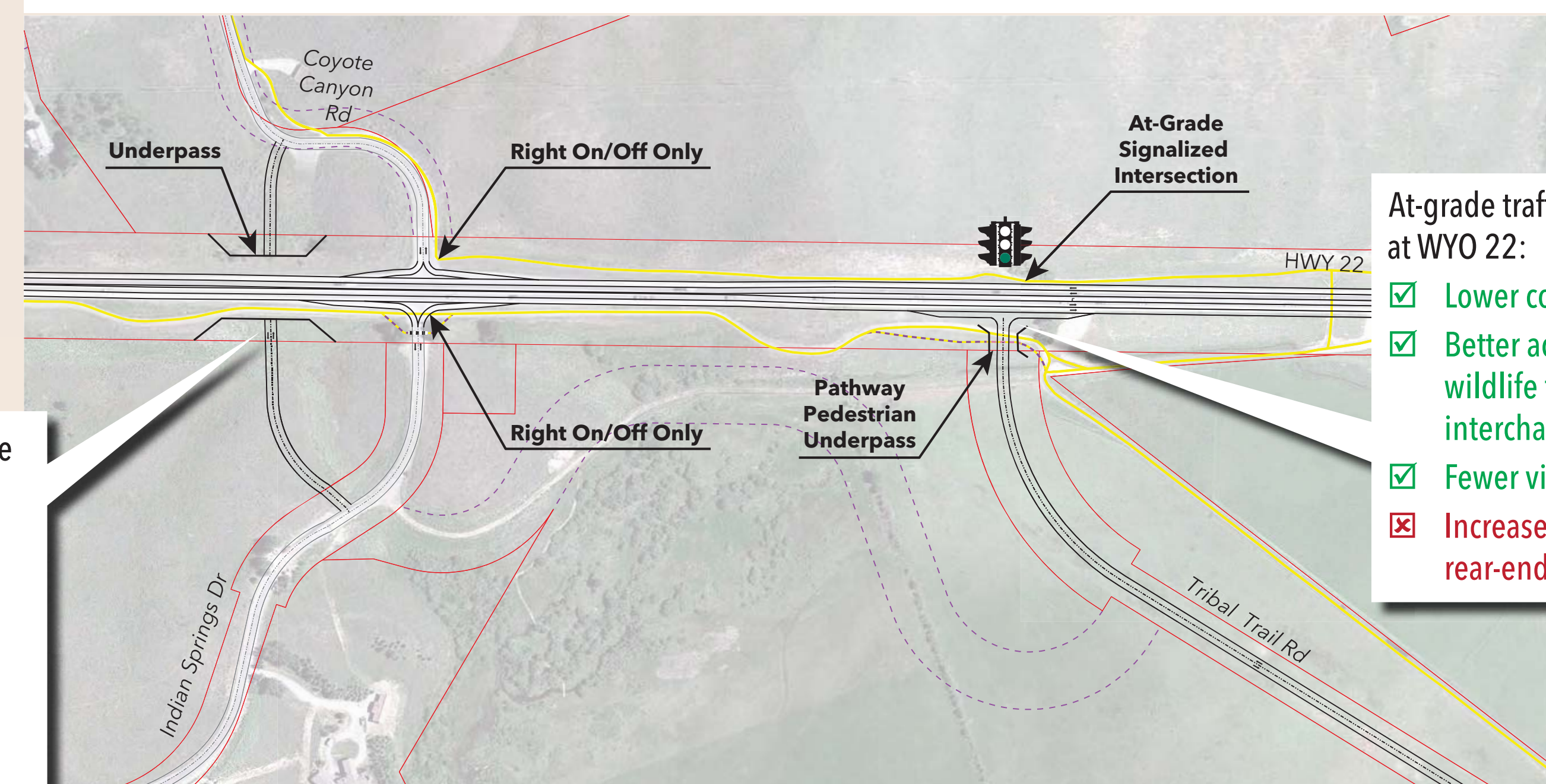
- ✓ Improved traffic safety and operations
- ✓ Wildlife connectivity potential
- ✓ Cost sharing opportunity
- ✗ Intersections closely spaced

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



Indian Springs Drive and Coyote Canyon Road underpass would provide:

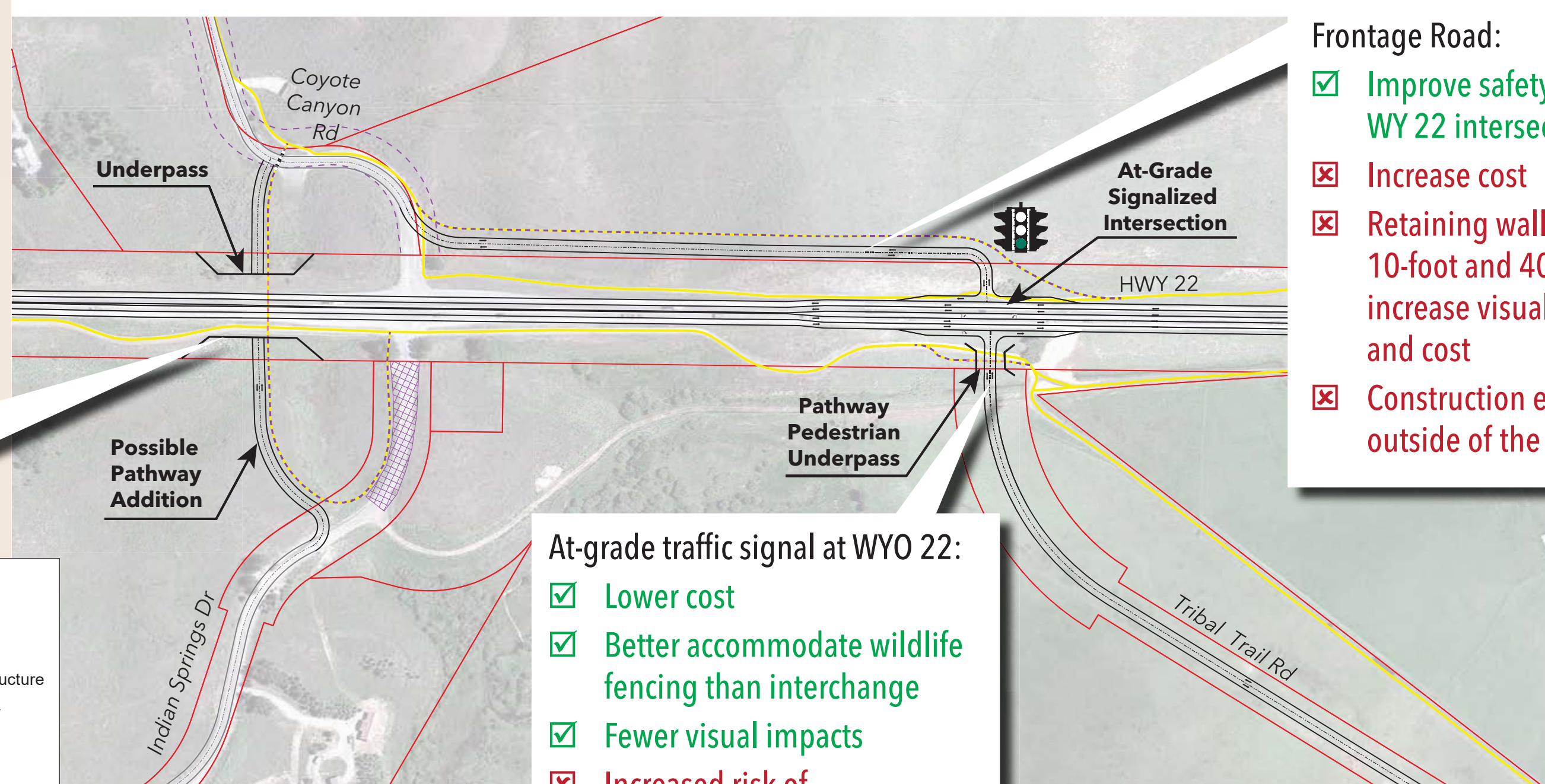
- ✓ Improved traffic safety and operations
- ✓ Wildlife connectivity potential
- ✓ Cost sharing opportunity
- ✗ Intersections closely spaced

At-grade traffic signal at WYO 22:

- ✓ Lower cost
- ✓ Better accommodate wildlife fencing than interchange
- ✓ Fewer visual impacts
- ✗ Increased risk of rear-end collisions

Alternative I-N6c

Intersection with frontage road connecting Tribal Trail Road to Coyote Canyon Road and the underpass



Indian Springs Drive and Coyote Canyon Road underpass would provide:

- ✓ Improved traffic safety and operations
- ✓ Wildlife connectivity potential
- ✓ Cost sharing opportunity

Frontage Road:

- ✓ Improve safety at WY 22 intersections
- ✗ Increase cost
- ✗ Retaining walls (between 10-foot and 40-foot) would increase visual impacts and cost
- ✗ Construction extends outside of the existing ROW

At-grade traffic signal at WYO 22:

- ✓ Lower cost
- ✓ Better accommodate wildlife fencing than interchange
- ✓ Fewer visual impacts
- ✗ Increased risk of rear-end collisions

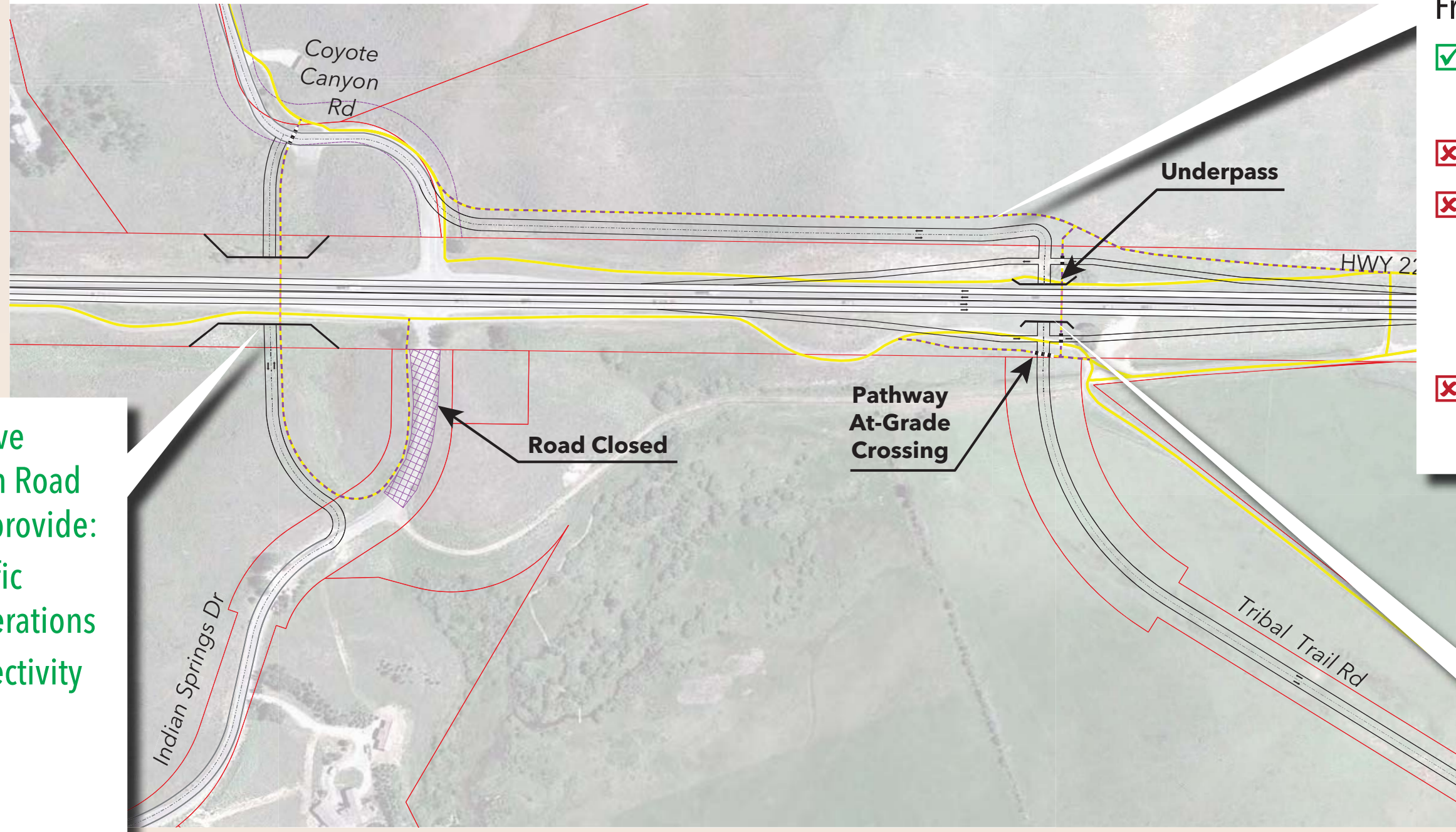
LEGEND

- Existing Pathway
- Pathway Underpass
- Pathway Underpass Structure
- ▭ Town Of Jackson BNDY
- ▭ Ownership
- Road CL
- - - Easement

ALTERNATIVES

Alternative I-N9a

Interchange with frontage road connecting Tribal Trail Road to Coyote Canyon Road



Indian Springs Drive and Coyote Canyon Road underpass would provide:

- Improved traffic safety and operations
- Wildlife connectivity potential
- Cost sharing opportunity

Frontage Road:

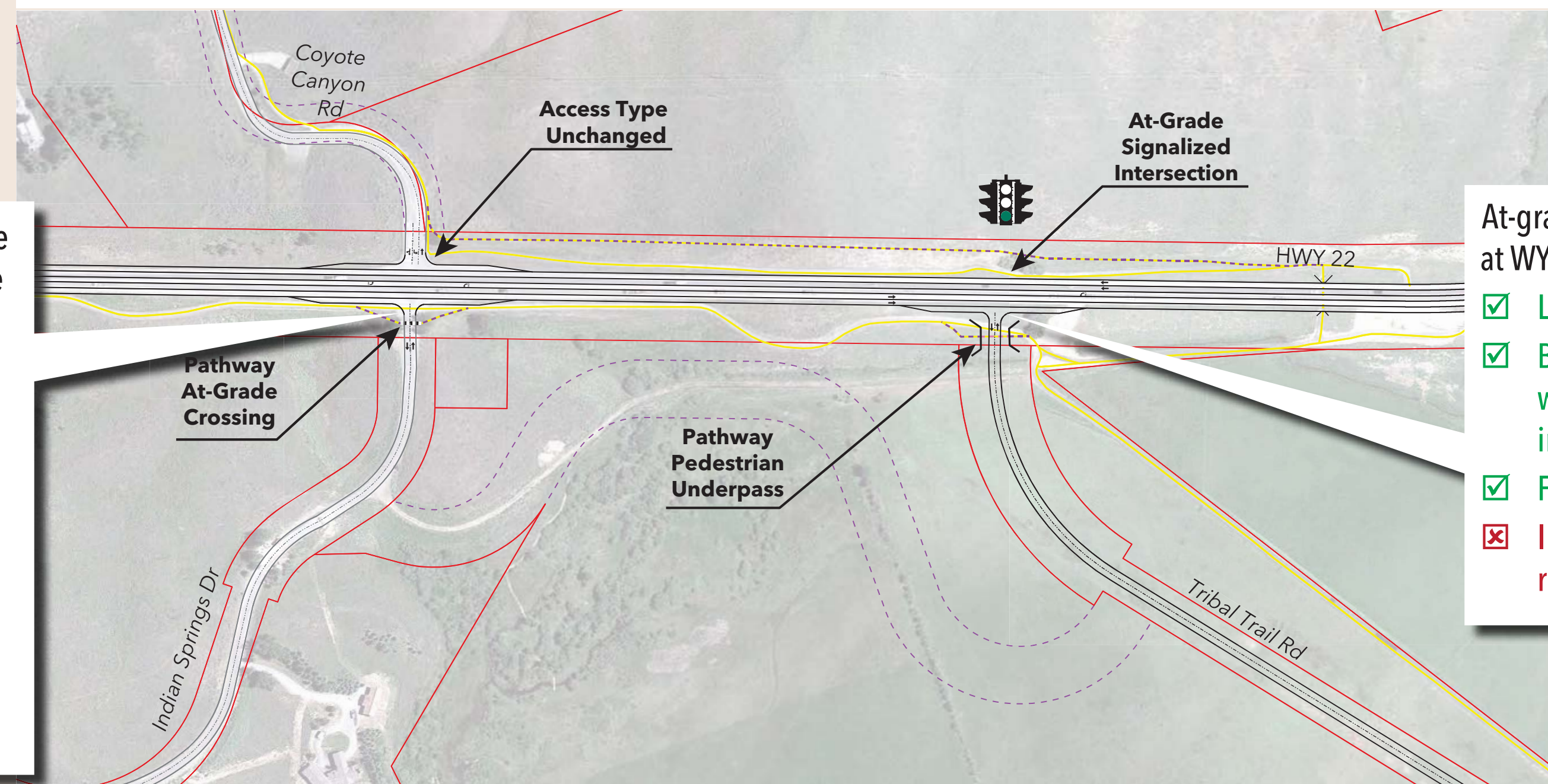
- Improve safety at WY 22 intersections
- Increase cost
- Retaining walls (between 10-foot and 60-foot) would increase visual impacts and cost
- Construction extends outside of the existing ROW

Interchange

- Higher cost
- Retaining walls (between 10-foot and 60-foot) would increase visual impacts and cost

Alternative I-N11

Signalized intersection No change to Coyote Canyon Road and Indian Springs Drive



Note: Alternative does not include underpass at Indian Springs Drive and Coyote Canyon Road

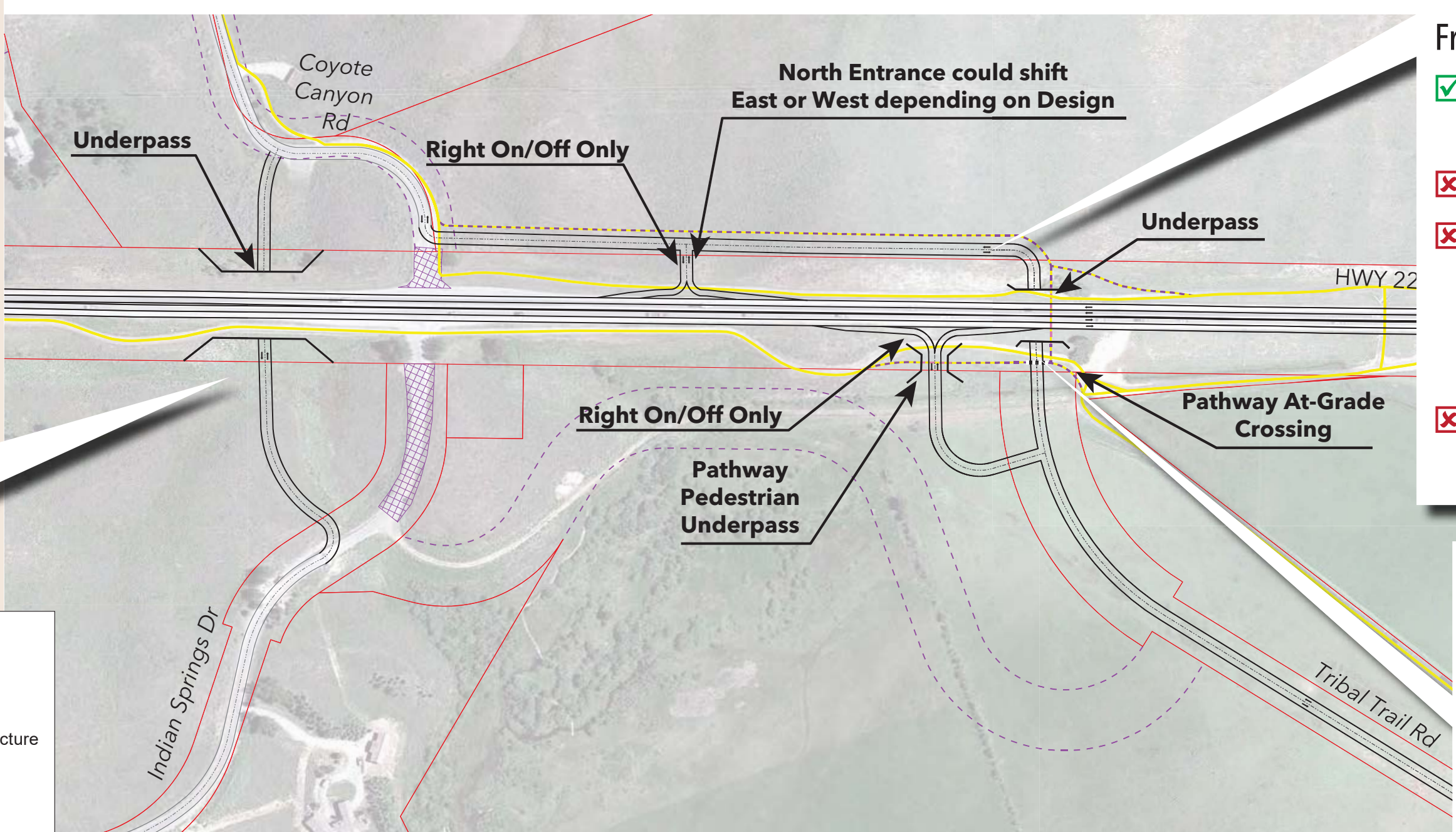
- Lower cost
- Does not address safety concerns at Indian Springs Drive and Coyote Canyon Road intersections
- Pedestrians would have to use the existing pedestrian underpass to cross WYO 22
- Intersections closely spaced

At-grade traffic signal at WYO 22:

- Lower cost
- Better accommodate wildlife fencing than interchange
- Fewer visual impacts
- Increased risk of rear-end collisions

Alternative I-N17

Right-on, right-off access to WYO 22 underpass Underpass with frontage road connecting Tribal Trail Road to Coyote Canyon Road and the underpass



Indian Springs Drive and Coyote Canyon Road underpass would provide:

- Improved traffic safety and operations
- Wildlife connectivity potential
- Cost sharing opportunity

Frontage Road:

- Improve safety at WY 22 intersections
- Increase cost
- Retaining walls (between 10-foot and 60-foot) would increase visual impacts and cost
- Construction extends outside of the existing ROW

Interchange

- Higher cost
- Retaining walls (between 10-foot and 60-foot) would increase visual impacts and cost

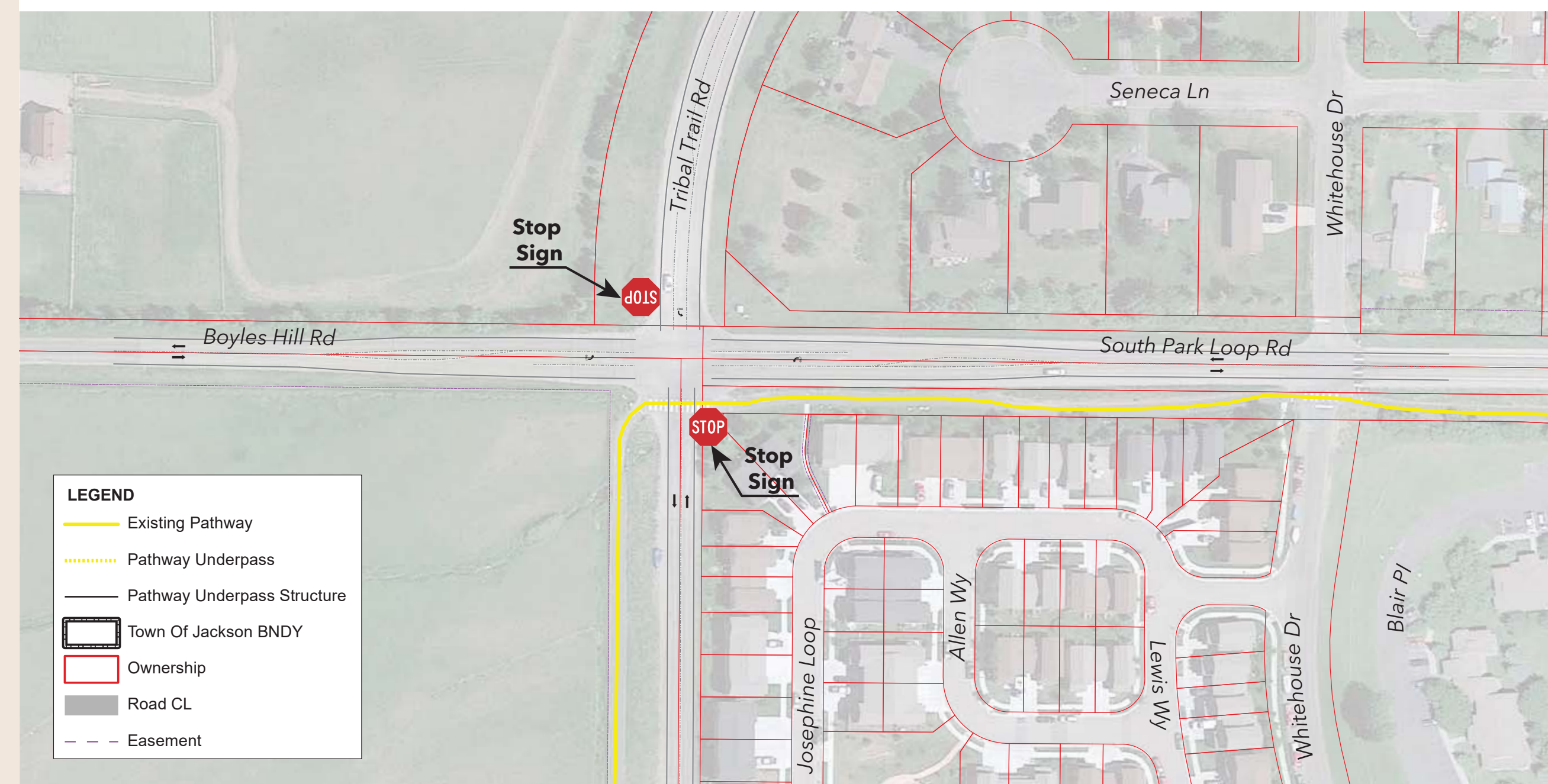
LEGEND

- Existing Pathway
- Pathway Underpass
- Pathway Underpass Structure
- Town Of Jackson BNDY
- Ownership
- Road CL
- Easement

ALTERNATIVES

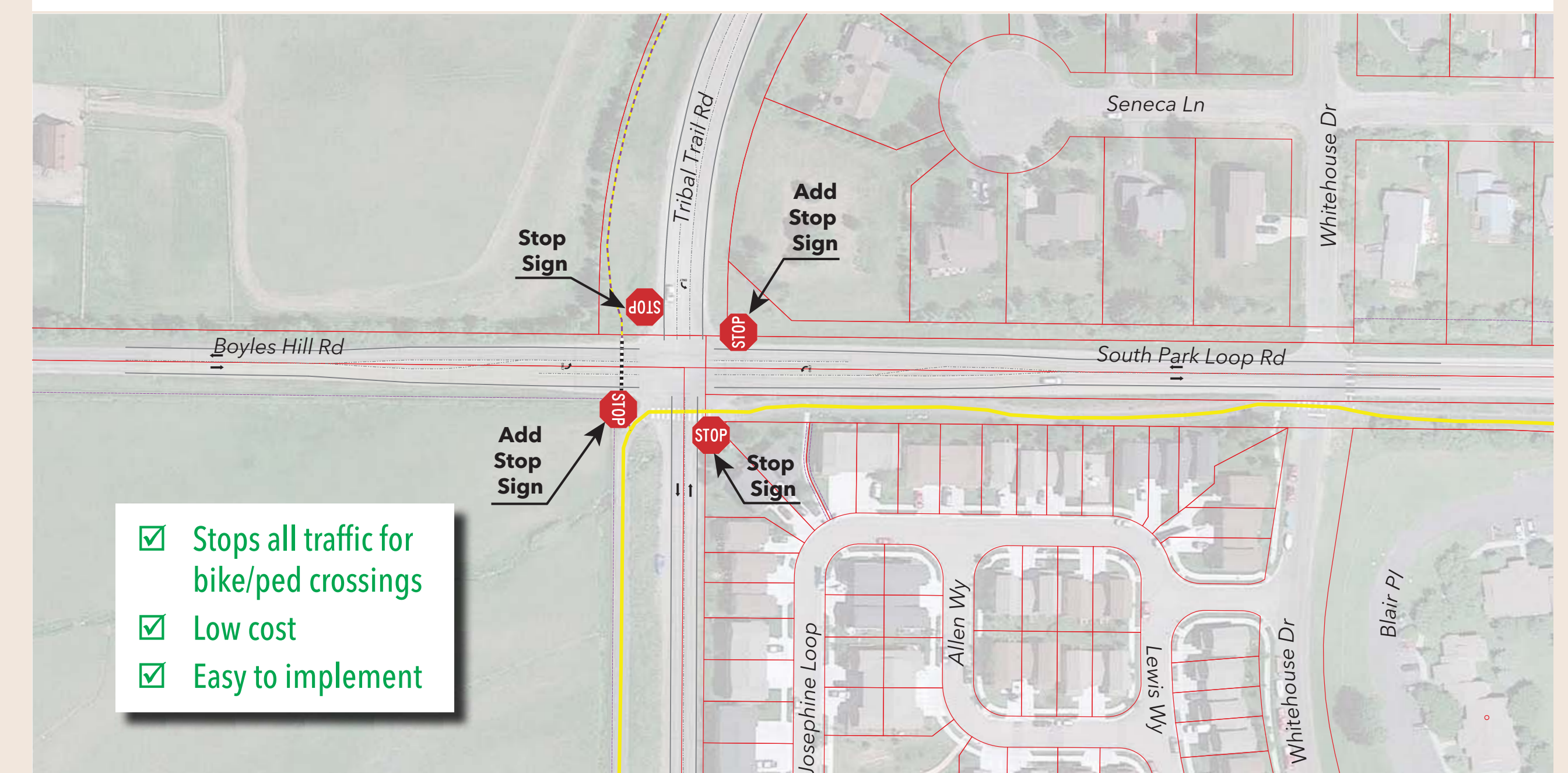
Alternative I-SDN

Southern No Build Alternative



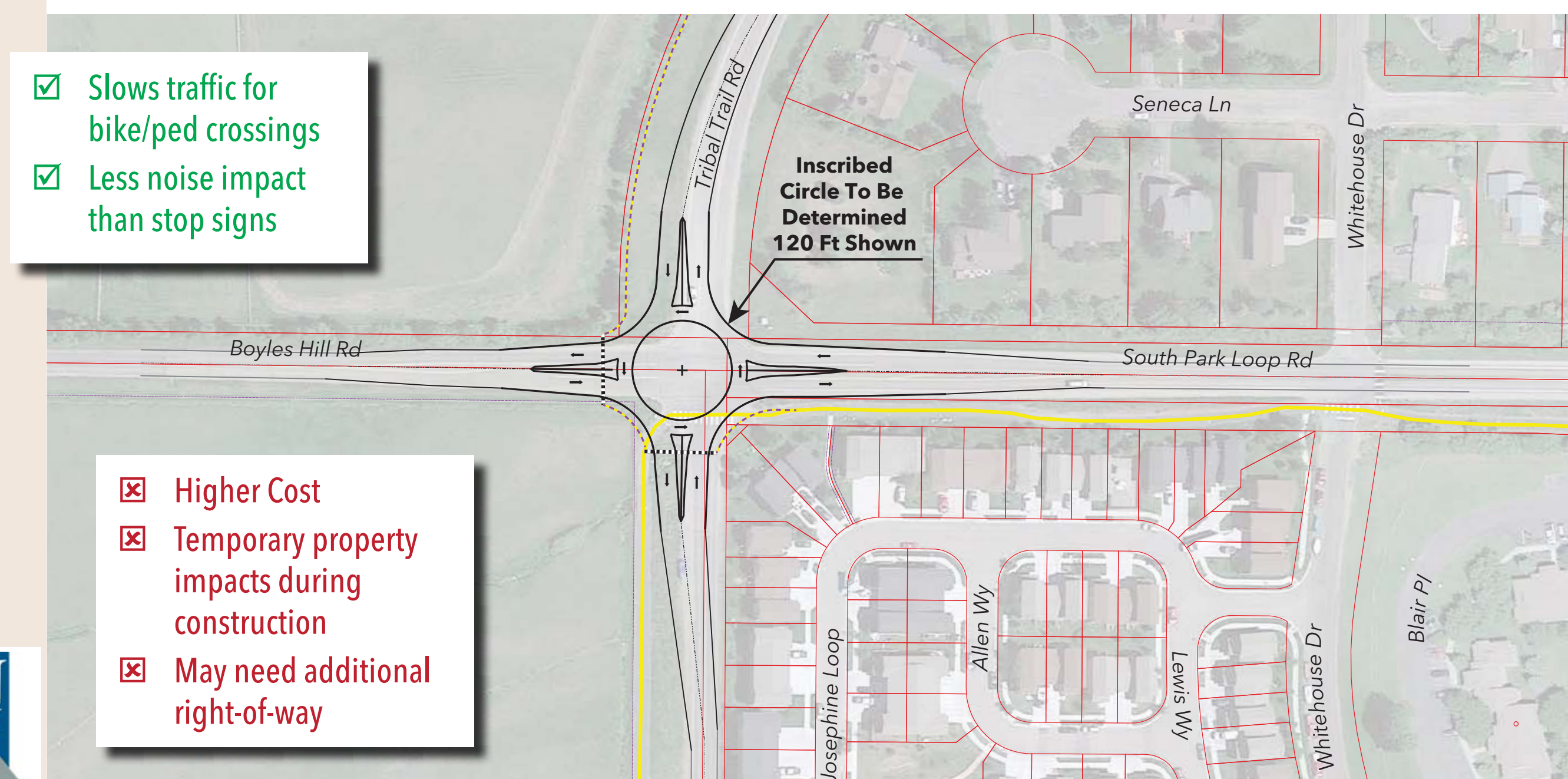
Alternative I-S1

Four way stop signs



Alternative I-S2

Roundabout



Alternative I-S3

Roadway alignment of Boyles Hill Road is shifted, as a visual cue that a stop sign is ahead

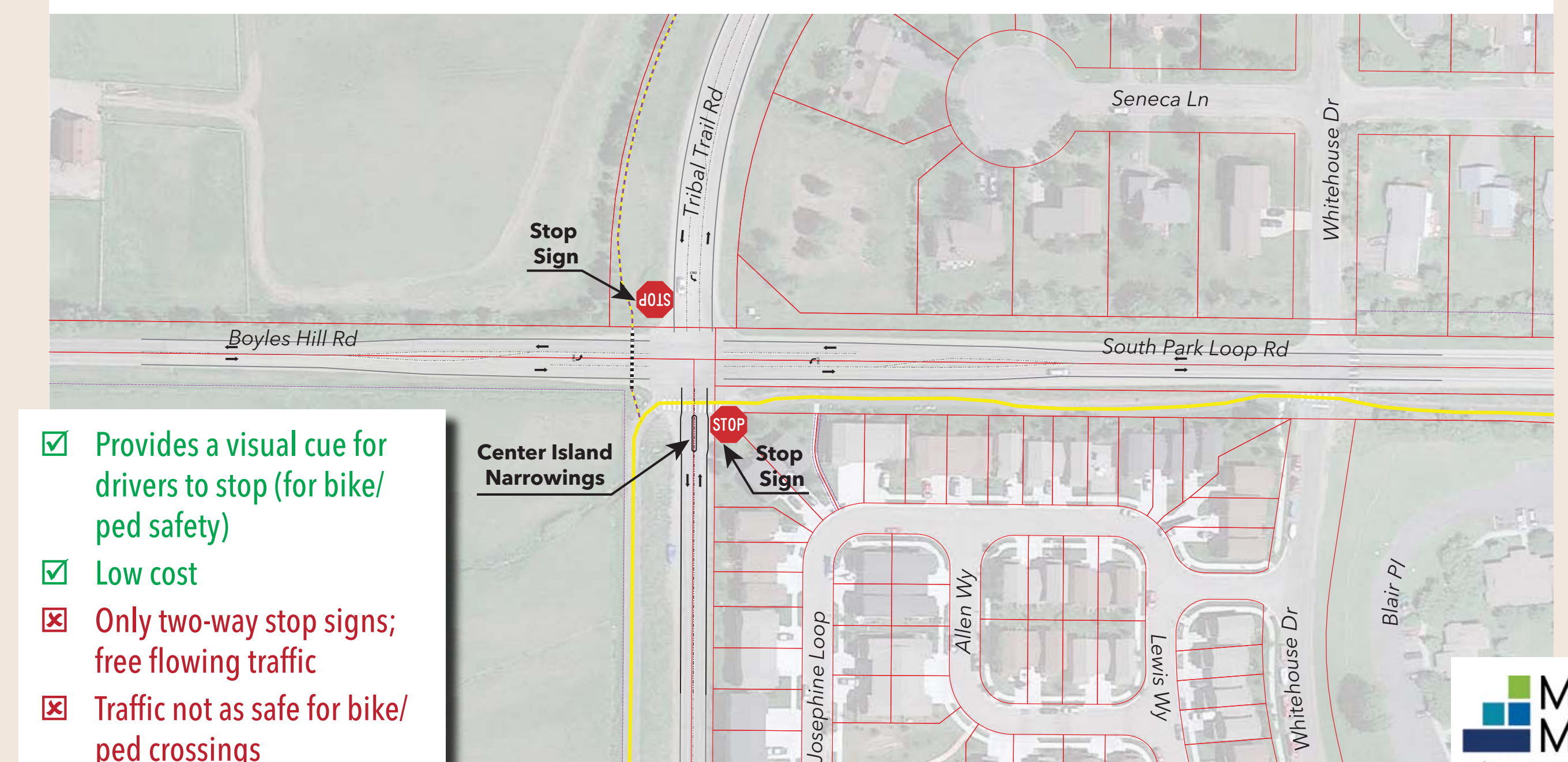
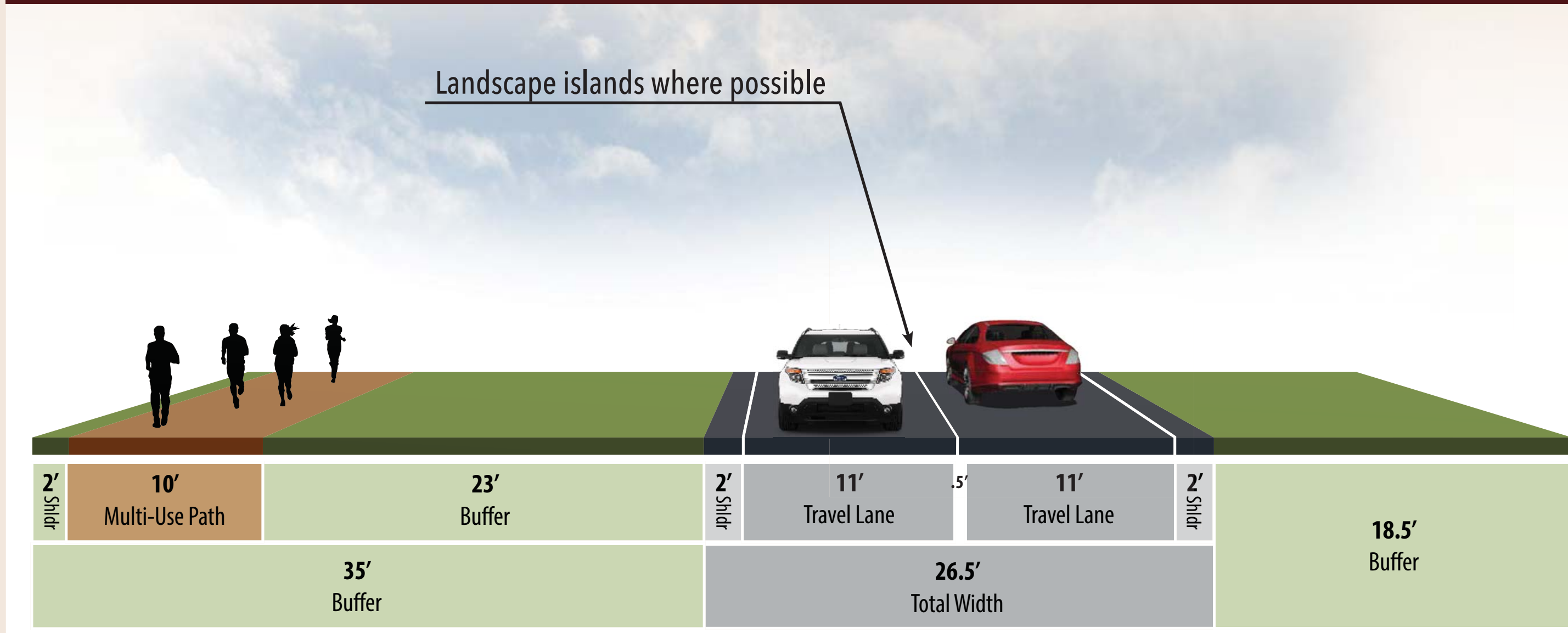


PHOTO SIMULATIONS AND PROPOSED TYPICAL SECTION



If constructed, travel lanes for Tribal Trail Road would be reduced from 12 to 11 feet in width, posted to 25 mph, and other traffic calming measures considered. These photos and simulations show before and after scenarios.

Typical Cross-section



Tribal Trail Road at Seneca Lane

Existing/No Build



Tribal Trail Connector (Simulation)

Transition from existing Tribal Trail Road to the Connector

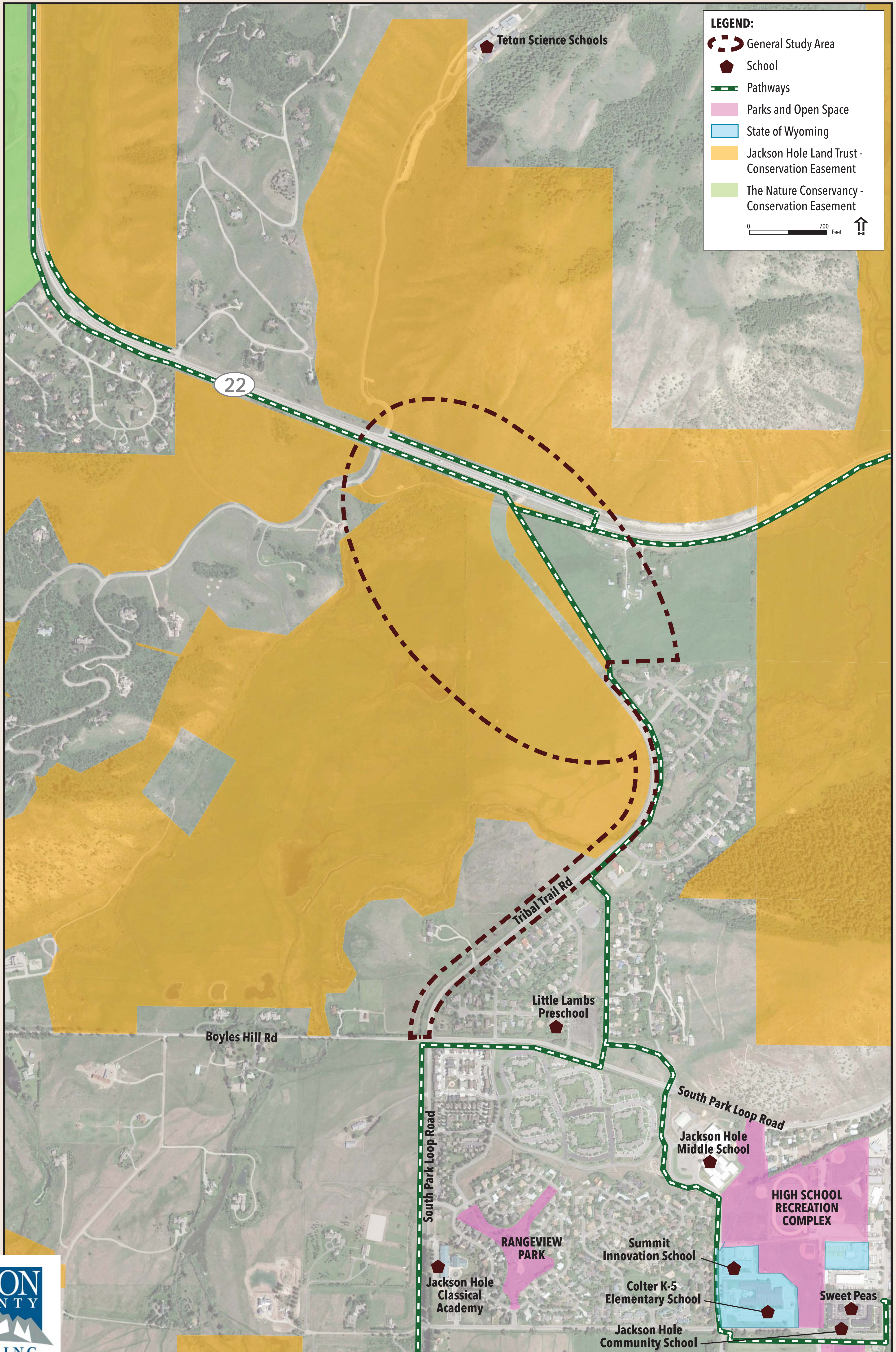


Tribal Trail Road at Seneca Lane (Simulation)

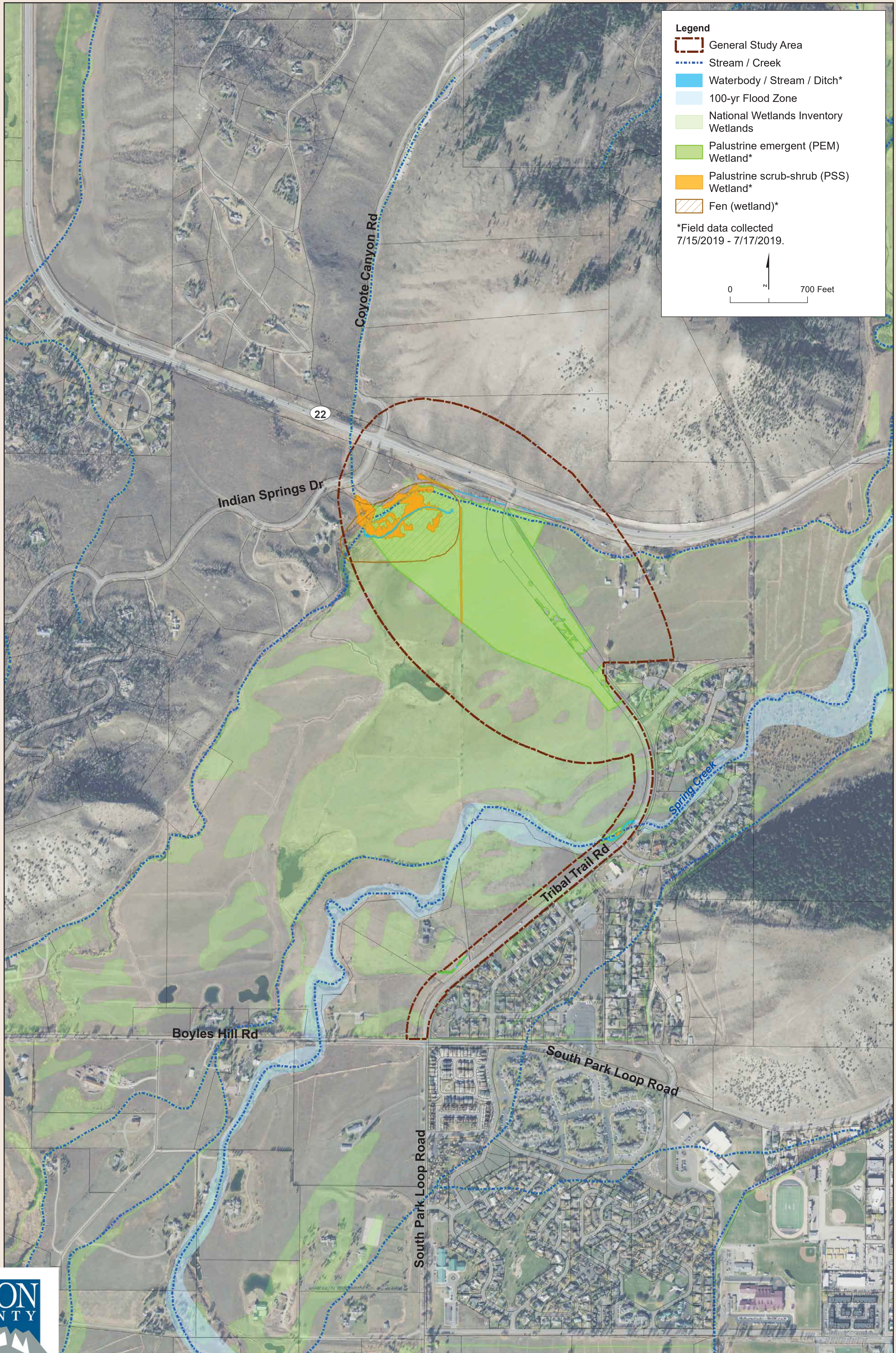
Proposed Improvements



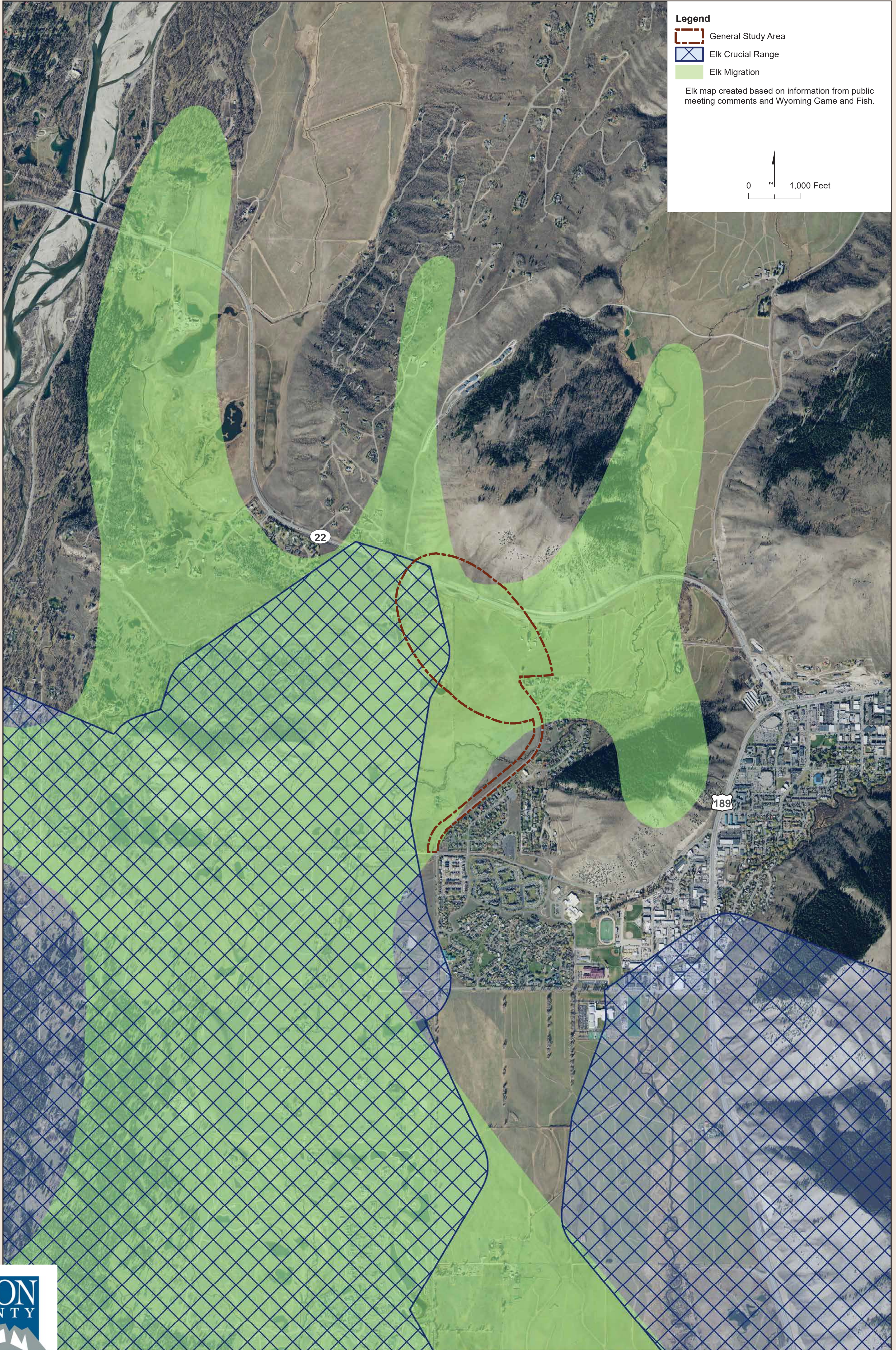
CONSERVATION EASEMENTS AND LAND USES



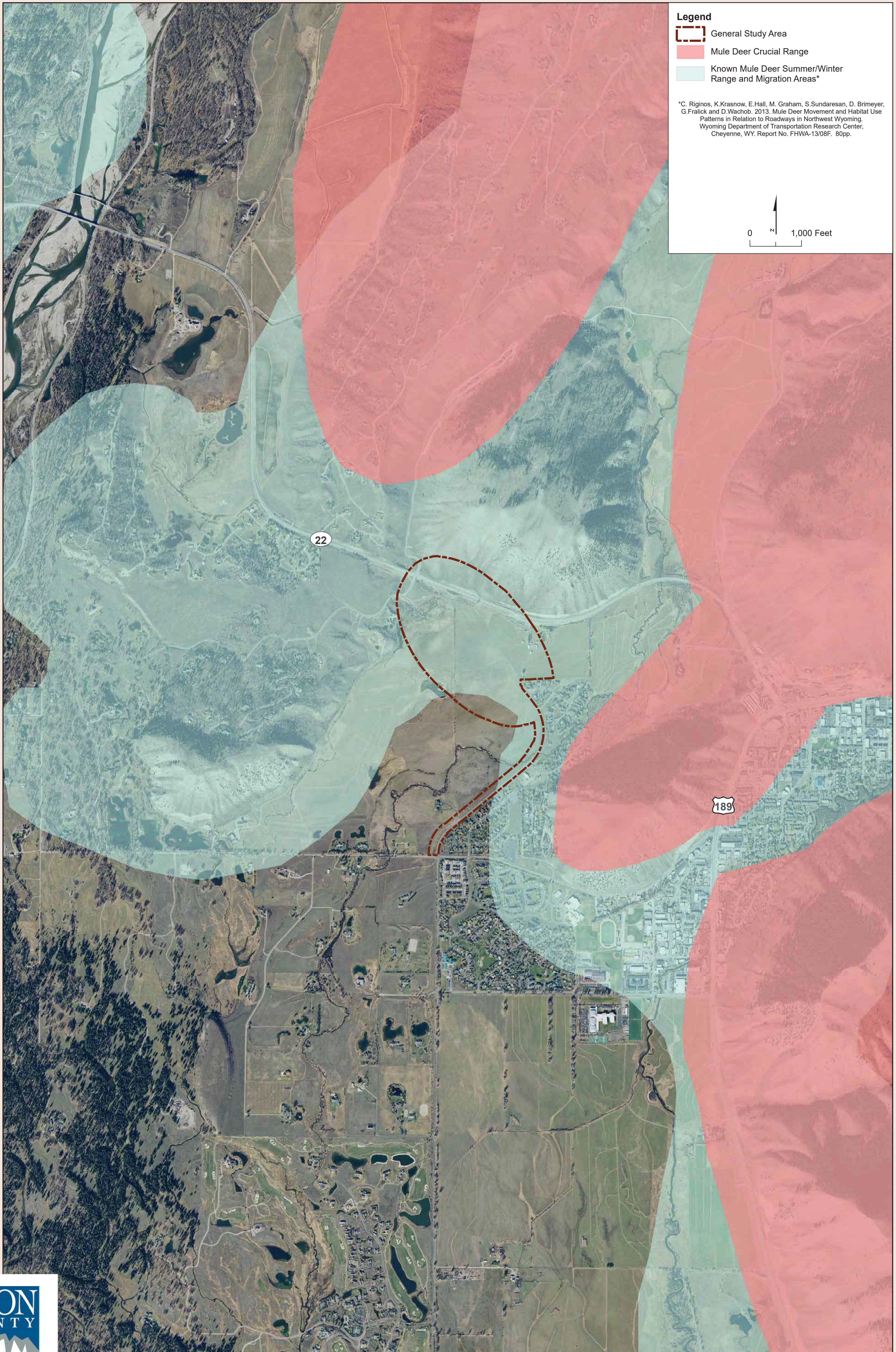
WETLAND AND WATER RESOURCES



WILDLIFE ELK



WILDLIFE MULE DEER



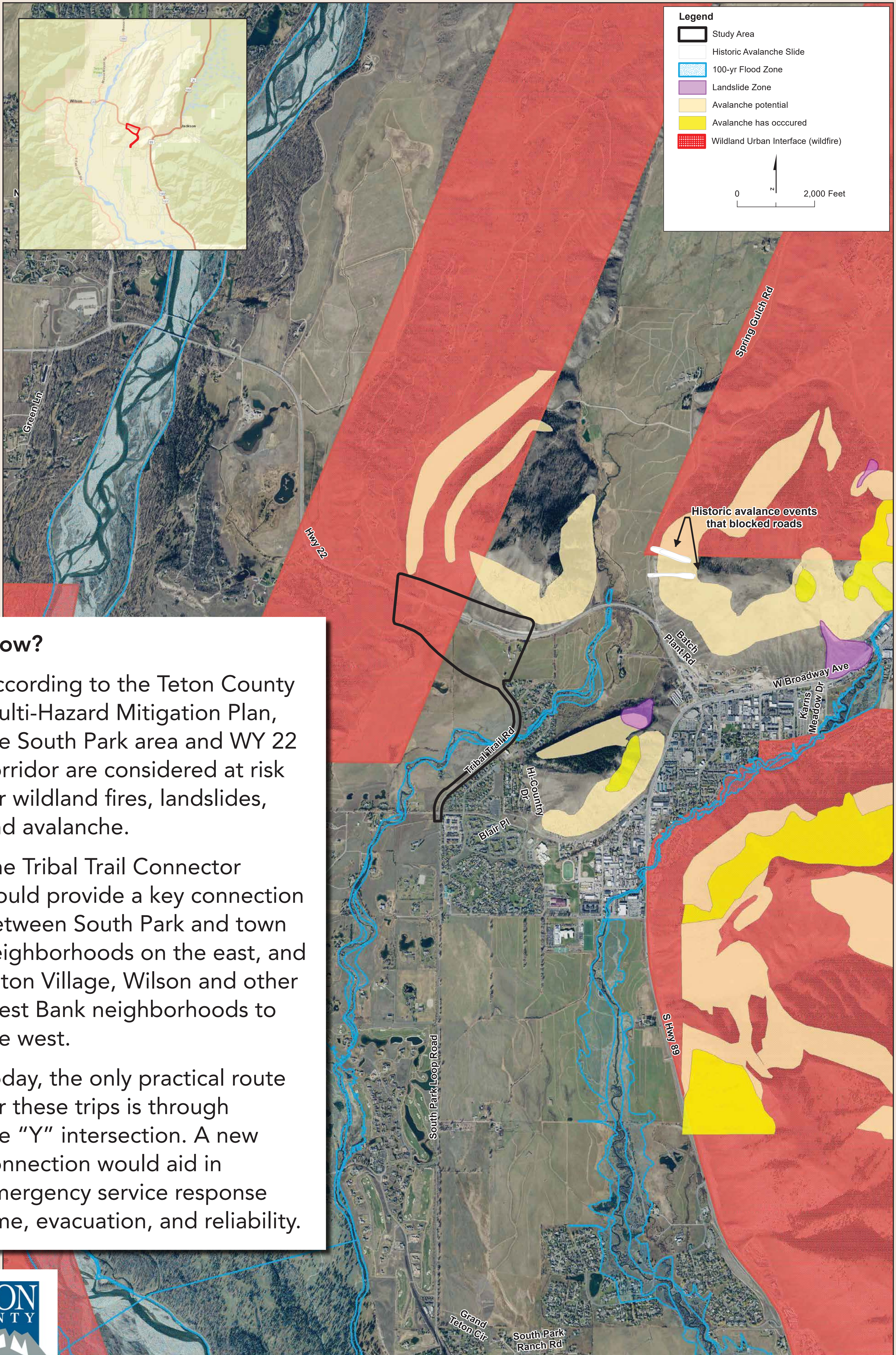
Legend

- General Study Area
- Mule Deer Crucial Range
- Known Mule Deer Summer/Winter Range and Migration Areas*

*C. Riggins, K. Krasnow, E. Hall, M. Graham, S. Sundaresan, D. Brimeyer, G. Fralick and D. Wachob. 2013. Mule Deer Movement and Habitat Use Patterns in Relation to Roadways in Northwest Wyoming. Wyoming Department of Transportation Research Center, Cheyenne, WY. Report No. FHWA-13/08F. 80pp.



NATURAL HAZARDS IN VICINITY OF TRIBAL TRAIL STUDY AREA



Why now?

- According to the Teton County Multi-Hazard Mitigation Plan, the South Park area and WY 22 corridor are considered at risk for wildland fires, landslides, and avalanche.
- The Tribal Trail Connector would provide a key connection between South Park and town neighborhoods on the east, and Teton Village, Wilson and other West Bank neighborhoods to the west.
- Today, the only practical route for these trips is through the "Y" intersection. A new connection would aid in emergency service response time, evacuation, and reliability.



TRAFFIC MODEL RESULTS

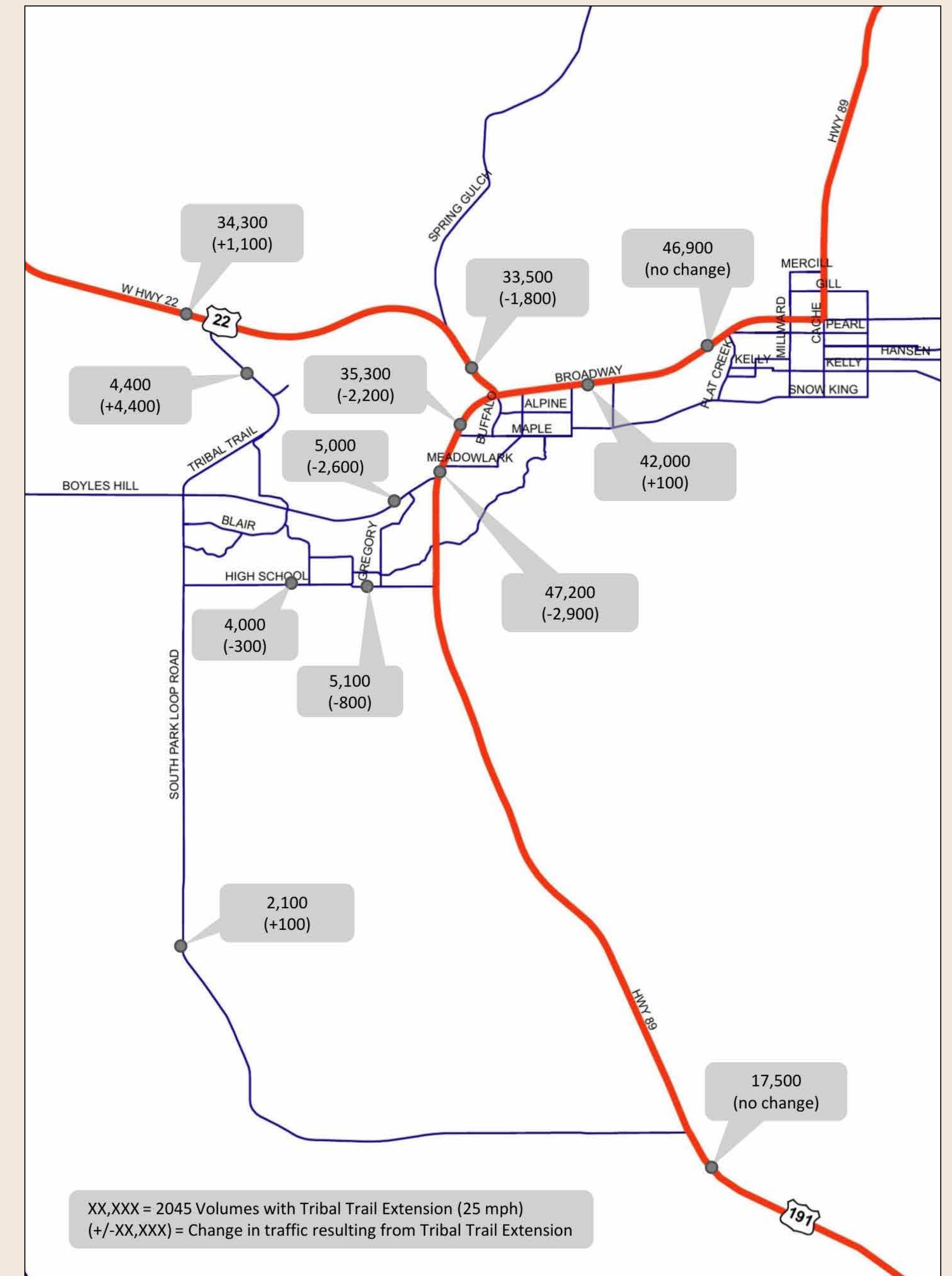


Results show that Tribal Trail Connector would:

- Mostly be used for local trips
 - » 90+% of trips have origins or destinations in the South Park neighborhoods (not cut-thru traffic) with low speed design
- Have a volume of approx. 3,000 - 4,400 vehicles per day
 - » Similar volumes to west leg of High School Road
- Reduce traffic on High School Road
- Reduce traffic on South Park Loop @ Middle School Road
- Reduce traffic at the 'Y'

Changes to Surrounding Road Network			
Road	Average Weekday Trips		
	Change	New Total	% Change
High School Rd. west end	-300	4,000	-7%
High School Rd. near Gregory	-800	5,100	-14%
SPLR @ North Middle School Rd.	-2,600	5,000	-34%
S Broadway at Car Corner	-2,900	47,200	-6%
Broadway just South of Y	-2,200	35,300	-6%
Hwy 22 west of Y	-1,800	33,500	-5%
Hwy 22 west of TTC	1,100	34,300	3%
SPLR near 3 Creek	100	2,100	5%

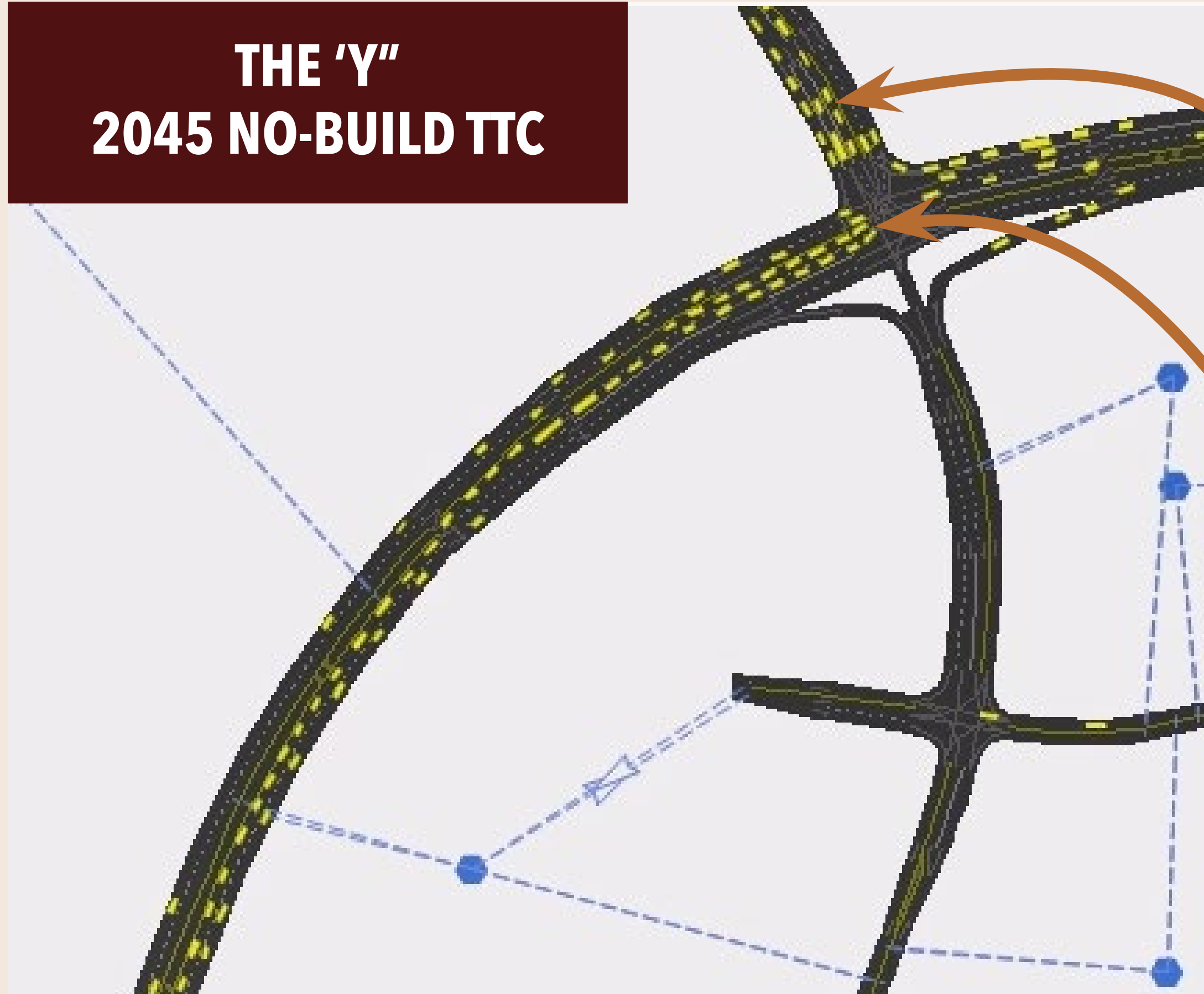
2045 Traffic Volumes with Tribal Trail Extension (25 mph)



TRAFFIC MODEL RESULTS AT THE 'Y' INTERSECTION



THE 'Y'
2045 NO-BUILD TTC

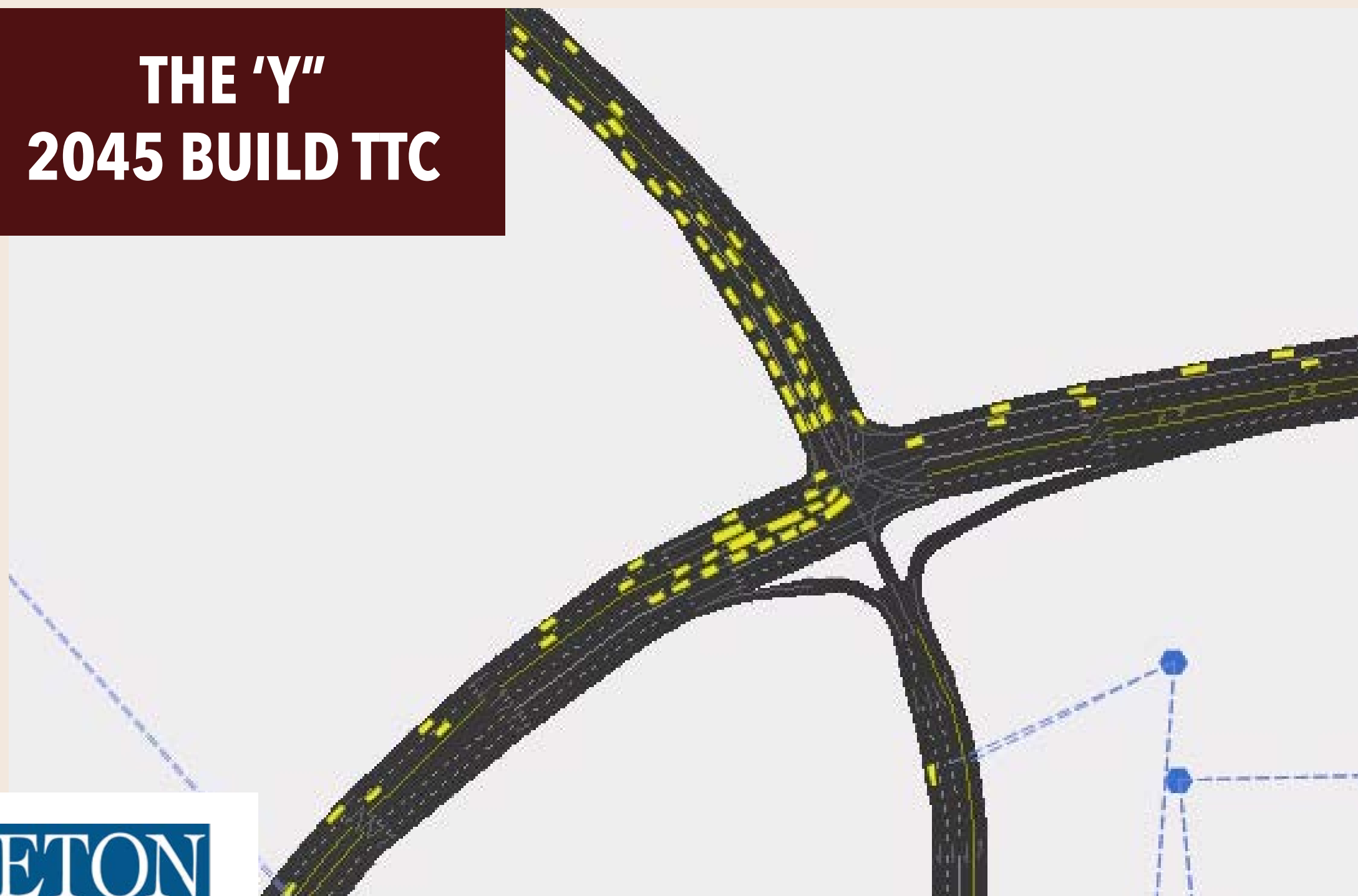


Tribal Trail Connector would reduce turning traffic at the Y intersection:

- Reduce right turn traffic from Hwy 22 to Broadway by 10-12% in the future AM and PM peak hours
- Reduce left turn traffic from Broadway to Hwy 22 by 15-20% in the future AM and PM peak hours
- Overall reduction of traffic through the intersection by approximately 6% with the Tribal Trail connector built
- With these reduced volumes at the 'Y', peak hour conditions at the signal improve slightly (however still congested in 2045 conditions)

These results are preliminary and continue to be evaluated by the study team.

THE 'Y'
2045 BUILD TTC



WE WANT YOUR INPUT!

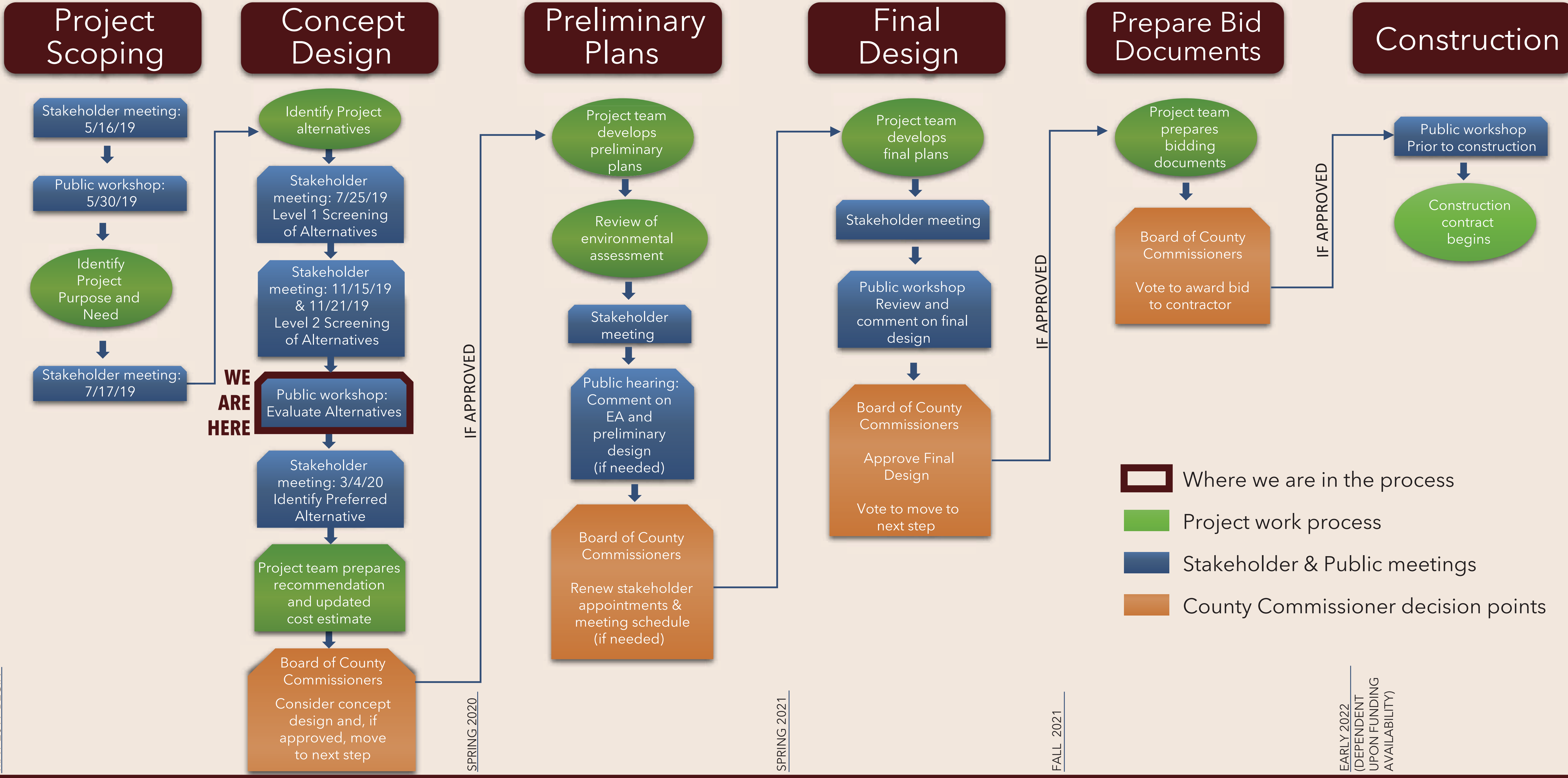


Please provide your thoughts about the study to help us understand what issues are important to you and your community. You can provide your comments and input in the following ways:

- **In Person:** Talk to a Study Team member during this meeting.
- **Comment sheet:** Fill out a comment sheet and submit at this meeting or mail in later to the address on the back of the comment form.
- **Online:** www.tribaltrailconnector.com
- **Email:**
TribalTrailConnector@gmail.com
commissioners@tetoncountywy.gov
- **Mail:**
Teton County Public Works Dept.
Attn: Heather Overholser
Director of Public Works
PO BOX 3594
Jackson, WY 83001
- **Fax:** Fax your comments to Teton County at 307-734-3864



STUDY DECISION PROCESS



Estimated timeline (subject to change)





Thank You

for Attending the
Public Meeting for the
Tribal Trail Connector Study



Attachment B
Meeting Handouts



Attachment B1
Open House Handout - English





Public Information Session & Open House

Public Meeting #2
Wednesday, February 19, 2020
5 p.m. - 7 p.m.

Teton Science Schools - Jackson
North Education Building
700 Coyote Canyon Road
Jackson, Wyoming 83001

Meeting Agenda

5 p.m. - 5:30 p.m.	Open House
5:30 p.m. - 6:15 p.m.	Presentation and Q & A
6:15 p.m. - 7 p.m.	Open House

Thank you for attending our public information session and open house. We appreciate your involvement and interest in the study!



Meeting Purpose

The purpose of this meeting is to:

- » Provide an update on the status of the Tribal Trail Connector study
- » Review project needs and proposed alternatives
- » Gather input on the proposed alternatives

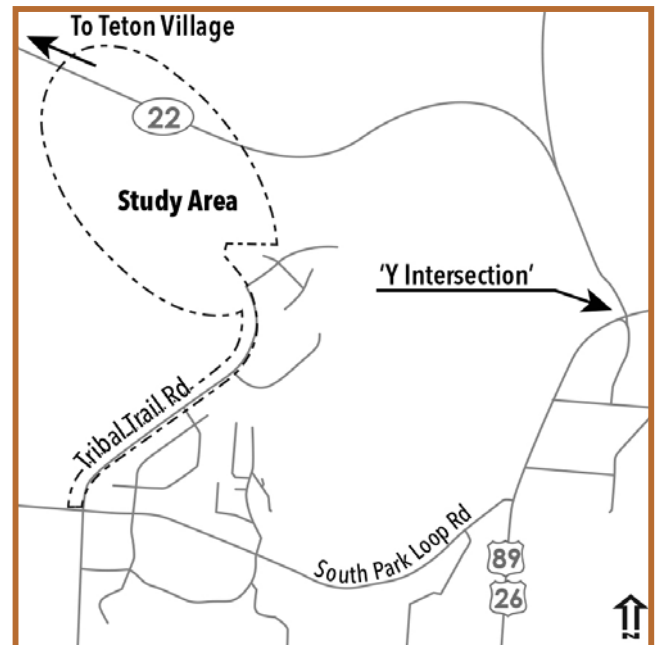
The meeting is being held as an open house with a presentation at 5:30 p.m. The presentation, maps and exhibits displayed at the public meeting will be available on www.tribaltrailconnector.com after the meeting.

Project Information

The Tribal Trail Connector has been in Teton County planning documents for 37 years. It was first included in the 1982 Rural and Urban Design Assistance Team Study and most recently in the 2015 Integrated Transportation Plan (ITP).

The 2015 ITP identified the Tribal Trail Connector as one of the missing links in the County's roadway network. Adding these missing links to our roadway network will provide better travel redundancy, improve emergency response, and enhance multi-modal connections.

Tribal Trail Connector is being studied because it would provide a much needed secondary access route between the South Park neighborhoods and areas accessed by Wyoming Highway (WYO) 22, including Wilson, Teton Village, other West Bank neighborhoods, and eastern Idaho.



TRIBAL TRAIL CONNECTOR STUDY

To guide the study process, Teton County Commissioners drafted a Project Charter in 2018 that called for the formation of a Stakeholder Advisory Committee. The charter also provided a draft purpose, needs and objectives for the project. A public meeting was held in May of 2019 to introduce the study and solicit feedback

Project Purpose & Needs

Community needs that would be addressed by this project include:

Provide Travel Redundancy

Reduce Vehicle Miles Traveled (VMT)

Reduce Trips through the Y Intersection

Improve Emergency Response

Provide Multi-Modal Connections

Alternatives

The Stakeholder Advisory Committee has met seven times, with recent meetings devoted to providing feedback on alternatives evaluation. Since the project started in 2018, 32 alternatives have been generated, 20 have been eliminated because they do not meet the purpose, needs and objectives of the project.

Why now? Incidents within the County and nationwide have highlighted the importance of having more than one way in and out of an area, or travel redundancy. The Tribal Trail Connector would provide a key connection between South Park and town neighborhoods on the east, and Teton Village, Wilson and other West Bank neighborhoods to the west. Today, the only practical route for these trips is through the “Y” intersection. A new connection would aid in emergency service response time and reliability. According to the Teton County Multi-Hazard Mitigation Plan, the South Park area is considered at risk for wildland fires, landslides, and avalanche. A 2019 survey of 11 states, conducted by the Arizona Republic and USA Today, ranked Jackson 1347 of 1350 for evacuation, with only three communities ranking worse.

Next Steps

The next step is to identify a Preferred Alternative. The project team, with stakeholder input and public comment, will prepare a recommendation and update the cost estimate for the Preferred Alternative and present that information to the Teton County Commissioners. The No Build Alternative will be fully evaluated in the EA. Your feedback is important in the decision making process.

Environmental Process

An Environmental Assessment (EA) will be prepared as part of the project in accordance with the National Environmental Policy Act (NEPA). Alternatives will be evaluated along with a “No Build” alternative.

INITIATE STUDY

- Collect data on existing conditions
- Document need for improvements
- Begin collecting environmental data
- Identify issues and concerns
- Develop preliminary purpose and need

CONDUCT SCOPING

- Continue to collect environmental data
- Conduct outreach with public and agencies
- Continue identifying issues and concerns
- Refine Purpose and Need

DEFINE AND EVALUATE ALTERNATIVES

WE ARE HERE

- Continue to collect data on existing conditions
- Document need for improvements
- Continue collecting environmental data
- Continue identifying issues and concerns

PREPARE EA

- Document alternatives considered
- Evaluate impacts of alternatives
- Identify preferred alternative
- Identify mitigation measures

CIRCULATE EA FOR REVIEW

- Provide EA to public and agencies (30-day review)
- Receive comments

PREPARE FINAL DECISION DOCUMENT

- Address public and agency comments
- Select alternative for implementation
- Commit to mitigation for impacts
- Document decision

Scan the QR code with your phone or tablet!



Contact Us

Teton County Engineering Services

Email: TribalTrailConnector@gmail.com

Phone: 307.733.3317

www.tribaltrailconnector.com

Attachment B2
Open House Handout – Spanish





Información Pública Sesión y Casa Abierta

Reunión Pública # 2
Miércoles 19 de Febrero de
2020
5 pm - 7 pm

Escuelas de Ciencias de Teton
Edificio de Educación del Norte
700 Coyote Canyon Road
Jackson, Wyoming 83001

Agenda de la reunión

5 p.m. - 5:30 p.m.	Casa Abierta
5:30 p.m. - 6:15p.m.	Presentación preguntas y respuestas
6:15 p.m. - 7 p.m.	Casa Abierta

Gracias por asistir a nuestro sesión de información pública y casa abierta.
Apreciamos su participación y interés en el estudio!



Propósito de la reunión

El propósito de esta reunión es:

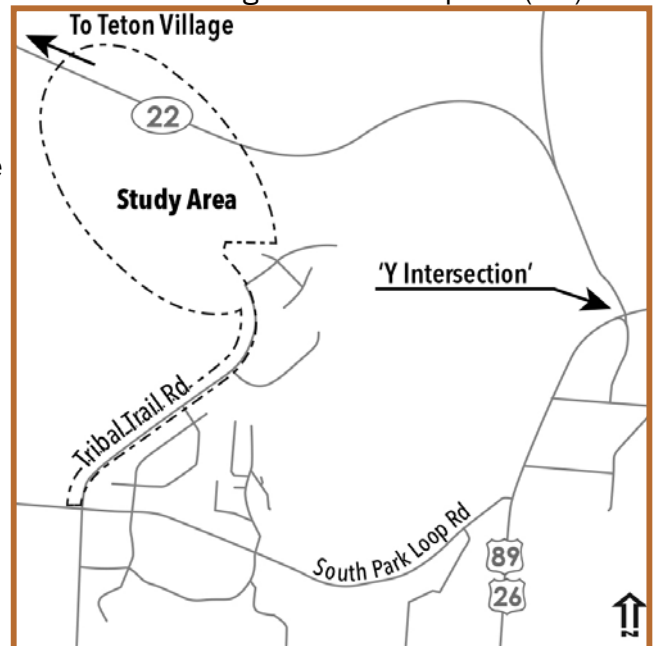
- »Proporcionar una actualización sobre el estado del Tribal Trail Connector estudio
- »Revisar las necesidades del proyecto y las alternativas propuestas
- »Recopilar información sobre las alternativas propuestas

La reunión se llevará a cabo como una jornada de puertas abiertas con una presentación a las 5:30 pm. La presentación, mapas y exhibiciones exhibidas al público estará disponible en www.tribaltrailconnector.com después del reunión.

Información del Proyecto

El Tribal Trail Connector ha estado en la planificación del condado de Teton documentos por 37 años. Fue incluido por primera vez en 1982 Rural y Estudio del Equipo de Asistencia de Diseño Urbano y más recientemente en el 2015 Plan Integrado de Transporte (ITP).

El ITP 2015 identificado el Tribal Trail Connector como uno de los enlaces que faltan en la carretera del condado red. Agregando estos enlaces faltantes a nuestro red de carreteras será proporcionar un mejor viaje redundancia, mejorar respuesta de emergencia, y mejorar múltiples conexiones modales



Conector Tribal Trail está siendo estudiado porque lo haría proporcionar una ruta secundaria necesaria de acceso entre los vecindarios y áreas de South Park a los que accede Wyoming Highway (WYO) 22, incluyendo Wilson, Teton Village, otro West Bank vecindarios y el este de Idaho.

Para mas Información, visite: www.tribaltrailconnector.com

ESTUDIO DEL CONECTOR TRIBAL TRAIL

Para guiar el proceso de estudio, los Comisionados del Condado de Teton redactaron una Carta del Proyecto en 2018 que pedía la formación de un comité consultivo de partes interesadas. La carta también proporcionó un borrador propósito, necesidades y objetivos del proyecto. Una reunión pública fue celebrada en mayo de 2019 para presentar el estudio y solicitar comentarios

Propósito y Necesidades del Proyecto

Las necesidades de la comunidad que se abordarían en este proyecto incluyen:

Proporcionar Redundancia de Viaje

Reducir Millas Recorridas del Vehículo (VMT)

Reducir Viajes a Través de la Intersección Y

Mejorar la Respuesta de Emergencia

Proporcionar Conexiones Multimodales

Alternativas: El Comité Asesor de Partes Interesadas se ha reunido siete veces, con reuniones recientes dedicadas a proporcionar comentarios sobre alternativas evaluación. Desde que el proyecto comenzó en 2018, 32 alternativas tienen generados, 20 han sido eliminados porque no cumplen el propósito, necesidades y objetivos del proyecto

¿Porqué Ahora? Los incidentes dentro del condado y en todo el país tienen destacó la importancia de tener más de una forma de entrar y salir de un área o redundancia de viaje. El Tribal Trail Connector proporcionaría una conexión clave entre South Park y los vecindarios de la ciudad en el este, y Teton Village, Wilson y otros vecindarios de Cisjordania hacia el oeste. Hoy, la única ruta práctica para estos viajes es a través de la intersección "Y". Una nueva conexión ayudaría en el servicio de emergencia tiempo de respuesta y fiabilidad. De acuerdo con el riesgo múltiple del condado de Teton Plan de mitigación, el área de South Park se considera en riesgo de tierras silvestres incendios, deslizamientos de tierra y avalanchas. Una encuesta de 2019 de 11 estados, realizada por Arizona Republic y USA Today, clasificaron a Jackson 1347 de 1350 para evacuación, con solo tres comunidades peor clasificadas.

Próximos Pasos

El siguiente paso es identificar una alternativa preferida. El proyecto equipo, con aportes de los interesados y comentarios públicos, preparar un recomendación y actualizar el costo estimado para el preferido alternativa y presente esa información al Condado de Teton Comisionados. La alternativa de no construir se evaluará completamente en el EA. Sus comentarios son importantes en el proceso de toma de decisiones.

Proceso Ambiental

Una evaluación ambiental (EA) Será preparado como parte del proyecto de acuerdo con el Nacional ley de Política Ambiental (NEPA). Las alternativas serán evaluadas junto con la alternativa de "No Construir"

Iniciar Estudio

- Recopilar datos sobre condiciones existentes
- Documentar la necesidad de mejoras
- Comience a recolectar datos ambientales
- Identificar problemas y preocupaciones
- Desarrollar un propósito preliminar y necesidad

Alcance de conducta

- Continuar recolectando datos ambientales
- Realizar actividades de divulgación con el público y las agencias
- Continuar identificando problemas y preocupaciones
- Refinar propósito y necesidad

Definir y Evaluar Alternativas

- Continuar recolectando datos sobre condiciones existentes
- Documentar la necesidad de mejoras
- Continuar recolectando datos ambientales
- Continuar identificando problemas y preocupaciones

Preparar EA

- Documentar alternativas consideradas
- Evaluar los impactos de las alternativas
- Identificar la alternativa preferida
- Identificar medidas de mitigación

Circular EA para su revisión

- Proporcionar EA al público y agencias (30 Día -revisión)
- Recibir comentarios

Preparar el Documento de Decisión Final

- Dirigir comentarios públicos y de agencias
- Seleccione una alternativa para la implementación
- Comprometarse a mitigar los impactos
- Decisión del documento

Escanea el QR código con su teléfono o tableta!



Contáctenos : Teton County Engineering Services

Email: TribalTrailConnector@gmail.com
Phone: 307.733.3317

www.tribaltrailconnector.com

Attachment B3
Public Comment Form





NAME _____

ADDRESS or NEIGHBORHOOD _____

EMAIL _____

PHONE _____

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

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

Attachment C
Public Meeting Sign-in Sheets



SIGN-IN SHEET

Tribal Trail Connector Project
Jackson, Wyoming
Public Meeting #2
Wednesday February 19, 2020



Name	Neighborhood/Organization	Address & Email	Phone
Emma Hill	SkyLine Ranch	emma.w.hill@gmail.com	
Sarah Kraemer	Teton Village	sarahkraemer@mac.com	
Mike Halpin			
Holly McKay	Indian Trails	inckayholly@gmail.com	
Bud Chatham	Indian Trail	hchatham@aol.com	
Tina Korpi	South Fork	TKORPI@wyom.net	690 8616
Samantha Livingston	Wilson, WY	(name)@jhrea.com	690 4844
Scott Pierson	ALTA -		
Tom Hogan	Aspens, Wilson		
Ken Fiske	Southfork Loop Jxn		
Jim Genzer	Snow King	jgenzer@bresnan.net	690-0424
WILLIAM SMITH	INDIAN TRAILS		
Donna Bahv	Cottonwood Park	debae@bresnan.net	

SIGN-IN SHEET

Tribal Trail Connector Project
 Jackson, Wyoming
 Public Meeting #2
 Wednesday February 19, 2020



Name	Neighborhood/Organization	Address & Email	Phone
Robert Schroth	Dairy	2800 Boyles Hill Rd	733 6472
Linda Schroth	"	POB 8827 Jackson 83002	"
Alex Murovecan			
Tam HANAN	South Park		
Gerry Schu Ltz	H Country		307-734-9941
Lance Cygielman	Indian Trails		
Reynolds Pomery	Schofield		413-2429
Johnny Ziem	TOJ		413 0591
MARNI WALSH	Indian Trails	PO Box 6929 Jackson WY 83002	323.363.5635
MIKE WALSH	MELODY	4015 BALSAM W 83001	307 413-6453
Robbin Levy Mommser	N/A	Wilson	
Mallory Smith	Indian Trails		
MATT FAUZEL	"	Wilson	

Gayle Roosevelt Raintree Rd.

SIGN-IN SHEET

Tribal Trail Connector Project
 Jackson, Wyoming
 Public Meeting #2
 Wednesday February 19, 2020



Name	Neighborhood/Organization	Address & Email	Phone
PHIL STEVENSON	TRIBAL TRAILS	PHILSO@TCCGJI.COM	690-3503
ROB HOBART	SOU PARK	ROBHOBART@COMCAST.NET	
STAN MORBAN	COTTON WOOD	RANGEVIEW DRIVE yucatan stan 2@hotmail.com	6904822
ALYSSA WATKINS	TETON COUNTY	S TETON COUNTY	
Derek Ellis	Jackson Hole Land Trust	derekellis@jhlandtrust.org	
Wes Gardner	Game Creek	* —	
TIM MEENAN	ASPENS		413 7335
Paul/Goldie/Winna	Indian Springs		
Jared Smith	START Board/Wilson	jaredasmith@msn.com	206-369-2351
Skylar Helfrich	Y2 Consultants	skylar@y2consultants.com	307-283-2999
Gazzy Tank	TRAILS EWD		307 734 0842
Regina Schultz		750 Maddox Drive	734-9741
BROT COBURN	WILSON	POB 1022 WILSON	690-7574

CHRIS FINLAY EAST JACKSON

SIGN-IN SHEET

Tribal Trail Connector Project
 Jackson, Wyoming
 Public Meeting #2
 Wednesday February 19, 2020



Name	Neighborhood/Organization	Address & Email	Phone
Travis Ward	Cottonwood		
Michael & Judy Franklin	Trails End		
CARL SALERNO	INDIAN TRAILS		
FRANCESCA HAMMER	North of Hoback		
KATHY TOMPKINS	RANGEVIEW DR.		
ROBERT E. MOORE	S. PARK		
Brooke Sausser	JH Conservation Alliance		
Gdy Cottier	JH News & Guide		
Kerri Radcliffe	Teton Village		
Julie Kling	RGC		
Liz Burzynski	ICI		
R Aurora	PO BOX 2695	460 INDIAN SPRINGS DR	
LINDA "	"	"	

SIGN-IN SHEET

Tribal Trail Connector Project
 Jackson, Wyoming
 Public Meeting #2
 Wednesday February 19, 2020



Name	Neighborhood/Organization	Address & Email	Phone
Courtney Leavell	tribal trails	leavell902@gmail.com	
Betsy Stevenson	tr.	BetsyStevenson@AOL.com	
Elizabeth Storer	Indian Trails	elizabethstorer@gmail.com	
ANDY Weenig	cottonwood/Vellingwood		
Laura Dunlop	Indian Trails	lauradunlop@me.com	
Jenny Karnas	Skyline Ranch	jennykarnski@gmail.com	
Matt Fagan		Cottonwood	
Tom Seibert	TCD		
PROP. GORDON		INDIAN TRAILS	
Joe Anderson	Wilson	jwander4@hotmail.com	
Chandler			
KEVIN GETZ	BOYLES HILL rd/ISR	KGETZ7@GMAIL.COM	
Chris Agnew	TSS		

SIGN-IN SHEET

Tribal Trail Connector Project
 Jackson, Wyoming
 Public Meeting #2
 Wednesday February 19, 2020



Name	Neighborhood/Organization	Address & Email	Phone
Zia Yarobi	620 Rodeo Drive Jackson	Box 2674 JM zia@yzconsultants.com	307-690-2229
Paul Vogelheim	North Jackson	Po 4820 01 pavogelheim	
Mike Hornbuckle	3 Creek Ranch		818 497 3972
Patrick Lupo		4755 N. Granite Cr. Rd. TV	307 699 1793
Fritz + Mara Valentine	Indian Trails 755 Seneca Lane	fval307@gmail.com	307 350 8046
Geoff Gottlieb	Aspen	POB 1966 Wilson WY 83014	203 434 5871
Margaret Mary Jessi STUART JESSIE	Melody Ranch	4243 Melody Ranch Dr	733-7648
Alex Lang/The Langs	South Park Road 8	alang1315@gmail.com	307 43 6937
Luke Lundy	Wilson		307-413-4688
Sean & Alice Brennan	COTTONWOOD FLATS		
Maryellen Frank	Indian Trails Subd.	maryellenfrank@gmail.com	307-677-0646
BEN HAMMOND	INDIAN TRAILS SUB	845 Seneca	307-203-2372
Vicki + Michael Rosenberg	Red Top		

SIGN-IN SHEET

Tribal Trail Connector Project
 Jackson, Wyoming
 Public Meeting #2
 Wednesday February 19, 2020



Name	Neighborhood/Organization	Address & Email	Phone
Jonathan Schechter	Indian Trails	485 Arapahoe Ln jschechter@gmail.com	733-8687
Dan Barker	Lake Creek	Box 219 Teton Village	
Frank Lane	Indian Trail		
Jeter Case		619 Lakota / JeterCase@gmail.com	
Melissa Bigelow	Indian Trail	630 Lakota	
Brett Mendoza	Indian Trails		
Drew Manda	Indian Trails		
Alex Kerr	"	alexricekerr@gmail.com	
McGrath	Town		
Sam Zuckerman	Town		
Rich Ochs	Town/Teton County		
Nick Foutz	Town	nick@crystalcreekcapitol.com	
Tara Ellerstein	High Country	tara@jacksonholeanglers.com	

SIGN-IN SHEET

Tribal Trail Connector Project
 Jackson, Wyoming
 Public Meeting #2
 Wednesday February 19, 2020



Name	Neighborhood/Organization	Address & Email	Phone
Ted VanHolland	Indian Trails	880 serene	413 1025
Kristen Waters	Cotton Wood/Teton Village	kwaters@tetoncountywy.gov	
Thomas Kristen	Jackson		413-6504
Jake Vosika	Jackson	jakevosika@gmail.com	730-0223
Ross MacIntyre	Wilson	rmacintyre174@gmail.com	917-801-1047
Peter Pilafian	Wilson	ppilafian@earthlink.net	
Aime Stalker	Dairy Ranches	aime.sonshine@charter.net	
Steph Larsen	WYDOT	W. Dairy Ln.	
KOHN STOGSDILL	WYDOT		
Cardyn Moore	WYDOT		

SIGN-IN SHEET

Tribal Trail Connector Project
Jackson, Wyoming
Public Meeting #2
Wednesday February 19, 2020



Name	Neighborhood/Organization	Address & Email	Phone
Ronna Simon	Mountain View Meadows	P.O. Box 680 - 83001 ronna_simon@hotmail.com	732-4178

SIGN-IN SHEET

Tribal Trail Connector Project
Jackson, Wyoming
Public Meeting #2
Wednesday February 19, 2020



Name	Neighborhood/Organization	Address & Email	Phone
DENNIS JESSE	CWP	DEEJAY@BRENNAN.NET	733-5492