

Appendix A: Public Involvement



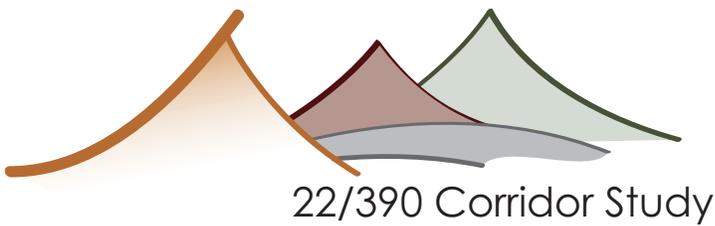
Stakeholder Meeting

October 9, 2012



**22/390 PEL
Stakeholder Workshop
October 9, 2012**

9:00 - 9:15	Welcome and Self Introductions
9:15 - 9:20	Outcomes and Boundaries for Stakeholder Workshop
9:20 - 9:30	Study Intentions
9:30 - 10:00	Corridor Overview/Information
10:00 - 10:45	Small Group Vision Scenarios
10:45 - 11:15	Large Group Activity on Needs
11:15 - 11:30	Next Steps



Ground Rules

- Focus to the future – where we want to go
- Focus on sharing, learning, understanding, and finding common ground, not on problem-solving
- Every idea and comment is valid, participants need not agree
- Flip charts will be used to create a community record
- Workshop structure is task-oriented, stick to time frames and activity
- Facilitators will structure time and tasks
- Avoid lecturing and pleading self-interests or personal agendas
- Maintain an attitude of playfulness





22/390 PEL
Stakeholder Workshop
Meeting Summary
October 9, 2012

PURPOSE

The purpose of the stakeholder meeting was to explore stakeholder values that will help shape the future of the 22/390 corridor. These values were then used to update the draft Purpose and Need Statement prior to presentation at the public open house meeting.

DATE/TIME/LOCATION

Tuesday, October 9, 2012, 9:00 a.m. to 11:30 a.m., Jackson Hole Center for the Arts

WORKSHOP INVITATIONS

An email inviting participation in the Workshop was sent to 39 individuals and organizations, as well as to the members of the Technical Advisory Committee. The recipients had been identified by the Project Study Team and TAC as having interest in and knowledge about the project. Care was taken to assemble a wide range of interests and opinions that would contribute to productive discussions.

Organizations included are shown below.

Organizations Invited to Workshop

Greater Yellowstone Coalition	Jackson/Teton County Parks & Rec
Jackson Hole Wildlife Foundation	Teton County Sheriff
Friends of Pathways	Town of Jackson Planning Commission
Jackson Hole Conservation Alliance	Teton County Housing Authority
Snake River Fund	Teton Science Schools
US Forest Service	State Lands
Grand Teton National Park	National Park Conservation Alliance
Bureau of Land Management	Teton County Planning Commission
Jackson Hole Ski Corporation	Teton County School District
Village Road Coalition	Jackson Hole Land Trust
Jackson Hole Chamber of Commerce	Nature Conservancy
Teton Village Business Association	Safe Wildlife Crossings

NUMBER OF ATTENDEES

Approximately 32 people attended, representing a broad range of local interest groups, including businesses, property owners, local boards, and environmental organizations. In addition there were 5 WYDOT staff, plus 4 consultant team members also in attendance. See **Attachment A** for the sign in sheet.

DISPLAYS AND HANDOUTS

The displays for the public open house (occurring the evening of the stakeholder meeting) were available, as well as included as part of a handout to stakeholders. These display and handout materials included the following:

- ▶ Workshop Agenda
- ▶ Workshop Outcomes and Ground Rules
- ▶ PEL Description
- ▶ Project Vicinity Map
- ▶ Draft Purpose and Need Statement
- ▶ Transportation issues
- ▶ Biological resources
- ▶ Next steps
- ▶ Comment sheet

AGENDA

9:00 – 9:15 **Welcome and Self Introductions**

John Eddins welcomed the group and expressed appreciation for the group's time and participation. As self-introductions, each person attending stated his or her name and what organization they represented.

9:15 – 9:20 **Outcomes and Boundaries for Stakeholder Workshop**

Heather Honsberger explained the desired outcomes and ground rules.

Outcomes

An understanding of values and needs, which would lead to clarification of the draft Purpose and Need statement.

Ground rules:

- ▶ Focus to the future – where we want to go
- ▶ Focus on sharing, learning, understanding, and finding common ground, not on problem-solving
- ▶ Every idea and comment is valid. Participants need not agree
- ▶ Flip charts will be used to create a community record
- ▶ Workshop structure is task-oriented, stick to time frames and activity
- ▶ Facilitators will structure time and tasks
- ▶ Avoid lecturing and pleading self-interests or personal agendas

-
- ▶ Maintain an attitude of playfulness

9:20 – 9:30 Study Intentions

Jim Clarke described the intent of a PEL and how it applied to the 22/390 Corridor.

9:30 – 10:00 Corridor Overview/Information

Chris Primus and Sandy Beazley provided a corridor overview that included:

- Future traffic demand
- Safety
- Key environmental resources: wetlands, wildlife, recreation, floodplain, water resources, open space

10:00 – 10:45 Small Group Vision Scenarios

Participants were randomly assigned to one of four groups, but given the option to switch groups if interest/expertise dictated. The groups were assigned the following topics:

- ▶ Group 1 - Capacity for all modes (Chris Primus)
- ▶ Group 2 - Wildlife Issues (Sandy Beazley)
- ▶ Group 3 - Scenic Values and Issues (Jim Clarke)
- ▶ Group 4 - Transportation trends (Heather Honsberger)

The small group exercise consisted of two parts, identifying values, and then based on those values identifying the necessary transportation needs.

Part 1: Values

The groups were asked to imagine the following, roughly 20 years out. You are being interviewed by a visiting ABC news reporter about transportation in this area. The reporter asks you questions like:

- ▶ What makes traveling the road enjoyable regarding (topic)
- ▶ What do you value about the (topic) transportation aspects of the 22 and 390 corridors? And why?

The intent was to focus on values and not solutions. All comments were captured by facilitators on flipcharts. See **Attachment B** for results.

Part 2: Needs

Based on the values identified by the group, the discussion then focused on the transportation needs to achieve that vision. All comments were captured by facilitators on flipcharts. See **Attachment C** for results.

10:45 - 11:15 Large Group Activity on Needs

Each individual group selected a spokesperson who presented the overarching values and list of needs to the entire stakeholder group. The list of needs identified were then hung up on the walls/ windows and each participant was given four stickers and instructed to place the stickers next to the needs that they thought were most important. See **Attachment D** for a summary list, in which needs have been consolidated into like categories, and include the results of the

11:15 -11:30 Next Steps

Jim Clarke explained the next steps, which include refining the draft purpose and need, refining the project goals, develop screening criteria and beginning alternatives development. Stakeholders were encouraged to attend that evening's public open house. John Eddins thanked all participants for their time and participation.

ATTACHMENT A: SIGN-IN SHEET

Present	Name	Organization
	Adam Janak	Town of Jackson Planning Commission
	Barbara Allen	Town of Jackson Planning Commission
	Ben Read	Town of Jackson Planning Commission
	Bill Lewkowicz	Jackson Hole Ski Corporation
X	Bill Resor	Landowner
X	Bob Hammond	WYDOT/Project Team
X	Brenda Younkin	Teton Science School
X	Brian Schilling	Pathways Director
	Chris Primus	Jacobs/Project Team
X	Christine Paige	Jackson Hole Wildlife Foundation
	Christine Walker	Teton County Housing Authority
X	Cory Hatch	Jackson Hole Conservation Alliance
	Dale Deiter	US Forest Service
	Dana Buchwald	Town of Jackson Planning Commission
	Gail Jensen	Bar Y Estates and Gros Ventre West
	Greg Miles	Town of Jackson, Town Council
	Jack Shea	Teton Science Schools
X	Jack Koehler	Friends of Pathways
X	Jamie Walter	Town of Jackson Planning Commission
	Jeff Golightly	Jackson Hole Chamber of Commerce
	Jeff Purdy	Federal Highway Administration/ Project Team
X	Jerry Blann	Teton Village ISD
X	Jim Clarke	Jacobs/Project Team
	Jim Terry	Teton Village ISD
	Jim Whelan	Teton County Sheriff
	John Eddins	WYDOT/Project Team
	John Ruhs	Bureau of Land Management
	John Stennis	Town of Jackson Planning Commission
X	Kevin Powell	WYDOT/Project Team
	Kevin Thibeault	Teton County School District
	Larry Pardee	Town of Jackson Public Works Director
	Laurie Andrews	Jackson Hole Land Trust
	Leigh Work	Jackson Hole Wildlife Foundation
	Lisa Price	Nature Conservancy
	Mark Newcomb	Teton County Planning Commission
X	Liz Long	Jackson Hole Land Trust
X	Peter Moyer	Village road Association
X	Sam Dwinnell	Teton Science School
X	Darin Martens	USFS/WYDOT Liaison

Present	Name	Organization
	Mark Wingate	WYDOT/Project Team
	Mary Gibson-Scott	Grand Teton National Park
	Melissa Wittstruck	JH Conservation Alliance
	Mercedes Huff	Village Road Coalition
	Michael Wackerly	START
	Michelle Doyle	Teton County School District
	Mike Clark	Greater Yellowstone Coalition
	Mike Hammer	Teton County Planning Commission
	Mike Welch	Friends of Pathways
X	Patricia Russell	Teton County Planning Commission
X	Paul Duncker	Teton County Planning Commission
X	Paul Nash	Town of Jackson Planning Commission
	Paul Vogelheim	Teton County, Board of County Commissioners
X	Paula Stevens	Teton County Planning
	Peter Stewart	Teton County Planning Commission
	Randy Craft	Nature Conservancy
	Randy Strang	Federal Highway Administration/ Project Team
	Rebecca Reimers	Snake River Fund
	Russ Noel	Wyoming State Lands
X	Sandy Beazley	Jacobs/Project Team
X	Sandy Shuptrine	Safe Wildlife Crossings
X	Sean O'Malley	Teton County Engineering
X	Sharon Mader	National Park Conservation Alliance
X	Shawn Remis	Teton Science School
X	Stephanie Harsha	WYDOT/Project Team
	Steve Ashworth	Jackson/Teton County Parks & Rec
X	Susan Bybee	Teton Village Business Association
X	Ted Wells	WYDOT/Project Team
	Trevor Stevenson	Jackson Hole Conservation Alliance
	Tyler Sinclair	Town of Jackson Planning
	Willy Watsabaugh	Teton County Fire/EMS
X	Kevin Krasnow	Teton Science School
X	Bob Kopp	Jackson Hole Wildlife Foundation
X	Reed Armija	Jorgenson Engineering
X	Margaret Creel	Snake River Fund
X	Gail Jensen	Gros Ventre Butte HOAs
X	Barbra Hauge	Snake River Association
X	Bob Lenz	Town of Jackson
X	Pete Jorgenson	Citizen (made a few comments during introductions but did not stay for the entire meeting.)

ATTACHMENT B: VALUES IDENTIFIED BY EACH GROUP

Group 1: Capacity for all modes

- ▶ Aesthetic
 - Wildlife crossings
 - Connectivity between habitats
 - ▶ Connected bike pathways and other uses besides vehicles
 - ▶ More non-vehicle travel
 - ▶ South
 - ▶ One-way Moose Wilson Rd.
 - ▶ Lack of redundancy
 - Tribal Tree's
 - North Crossing
 - Spring Gulch
 - ▶ Protect wildlife and scenery
 - ▶ Smarter - more fun - easier transportation
 - ▶ Smartphone apps
 - ▶ Address peak (note not bad as 5 years ago)
 - ▶ Level of Service?
 - ▶ Relaxing travel
 - ▶ If construction - bad!
 - ▶ Limited ROW
 - ▶ More buses - smart info
 - On-demand stops
 - ▶ Travel habits today - need to change
 - ▶ Not long queues
 - Bus lane
 - HOV lane
- Maintain/build without backing up traffic
 - Two separate travel markets
 - Need more turn lanes
 - 5-lane 80' wide asphalt
 - 2-lane with median and accomplish same
 - Roundabouts - lower 390 with RIRO
 - Fewer accesses
 - Visualize capacity solutions
 - Alternative routes
 - Wider range of alternatives
 - Tunnels
 - Trams
 - Bury power line
 - Relaxing travel
 - Easy/fun/smooth travel by bus
 - Aesthetics and character
 - Multiple options
 - Difference travel habits
 - Wildlife enhancement

Group 2: Wildlife

- ▶ Diverse over/underpass
- ▶ Open space
 - Maintain existing
- ▶ Buried utilities
- ▶ Wildlife fencing
 - Removal of ineffective fencing
- ▶ Maintain native vegetation
- ▶ Safe wildlife viewing
 - Interpretation
 - Pull-outs
- ▶ Traffic calming
 - Passive and active systems
 - Reduced S.O.U.

-
- Increased transit
 - Less traffic
 - Local transit for short trips
 - ▶ Variable speed limit
 - Day/ night
 - How do we define this, dusk/dawn times of wildlife activity
 - ▶ Consistent, no seasonal variability
 - Decreased speeds
 - Driver education
 - Roadway type sensitive designation (2, 3, vs. 4 lane)
 - Turn lane as needed
 - Extend transit to Wilson
 - Wilson bypass?
 - Increase parking fees
 - Traffic calming on Teton Pass, sooner
 - ▶ Alternative modes encouraged
 - Including from airport
 - Transit from Driggs
 - Local legislative solution, safer cars
 - Elevated rail
 - Vehicle free Teton Village
 - Redundancy
- Group 3: Scenic Values and Issues**
- ▶ Gateways (bridges)
 - ▶ Unique character
 - ▶ Transition
 - ▶ Arrival
 - ▶ Community pride
- ▶ Preservation
 - Focus on natural setting
 - Infrastructure that blends/consists with natural setting
 - ▶ Traveler safety
 - ▶ Mix of uses
 - ▶ Connection to surroundings
 - ▶ Prioritize experience, not necessarily travel time
 - ▶ Accommodating varied users, e.g. locals, visitors
 - ▶ Opportunity to view wildlife
 - ▶ System reliability
 - ▶ Easy to understand and consistent
 - ▶ Themes
 - ▶ Wildlife safety
 - ▶ Minimize manmade scenery (road cuts)
- Group 4: Transportation trends**
- ▶ Like 2-lane road
 - ▶ Less wildlife collision
 - ▶ Turning - lanes access the river, ease of access to either side
 - ▶ Overpass & underpass
 - ▶ People/pedestrian overpass
 - ▶ Bike path on both sides
 - ▶ More pathways = trends
 - ▶ Add'l recreational opportunity
 - ▶ Need to accommodate, increase passive recreation around Snake
 - ▶ 22 - Teton Science School improved access/intersection
-

-
- ▶ Improved access at t and more turning lanes
 - ▶ Reduced number of overweight trucks
 - ▶ Reduced speed limit
 - ▶ More complete transit
 - ▶ HOV lanes
 - ▶ More complete system
 - ▶ Reduced vehicle trips
 - ▶ Need more viable modes of transit
 - ▶ Work with tourists and transit
 - ▶ Need monorail system
 - ▶ Tunnel thru pass
 - ▶ Snow sheds
 - ▶ Accommodate growth of Teton Village
 - ▶ Park-n-ride for people of pass
 - ▶ Shuttle
 - ▶ Safe wildlife crossings
 - ▶ Mindful of size
 - ▶ Incorporate transit into dev. planning process
 - ▶ Reduced wildlife collision
 - ▶ Focus on people and moving people
 - ▶ Shared cars/bikes
 - ▶ Not increasing lanes and speeds
 - ▶ Need to accommodate businesses on both sides of road
 - ▶ Maintain scenic views
 - ▶ Influence traffic flows/speed - in a context sensitive solution
 - ▶ 390 - implement speed dips to slow traffic
 - ▶ Something more innovative than SMART
 - ▶ Develop transportation (public system) that ties into park
 - ▶ Improved intersections
-

ATTACHMENT C: NEEDS IDENTIFIED BY EACH GROUP

Group 1: Capacity for all modes

- ▶ Safer pedestrian crossings
- ▶ Wildlife viewing – locations
- ▶ Accommodate scenery viewing
- ▶ Ability to perform maintenance without traffic impacts
- ▶ Safe and relaxing travel all modes
- ▶ Eliminate unsafe trucks
- ▶ Provide a capacity for a viable economy
- ▶ Get turning lanes removed from through traffic
- ▶ Wildlife collision reduction
- ▶ Connectivity between habitats
- ▶ Redundancy, mode choice, route choice
- ▶ Improved accessibility to/from highway
- ▶ Improved transit
 - Stops
 - Incentives
 - Serve all locations

Group 2: Wildlife Issues

- ▶ Wildlife preservation (all species: mammals, birds, fish)
 - Over/underpass fencing utility removal
 - Modern signage (flashing)
- ▶ Connectivity, fencing
 - Over/underpass
- ▶ Driver safety

- Wildlife viewing/education
- ▶ Signage
- ▶ Consistent driver expectation
 - Speeds
- ▶ Encourage/plan transit use (finance, headways) and other alternative needs
- ▶ Scenic preservation
- ▶ Preservation of scenic corridor
- ▶ Redundancy
 - Reduced trips and/or miles traveled

Group 3: Scenic Values and Issues

- ▶ Redundancy
- ▶ Traveler and wildlife safety
- ▶ Accommodate all modes
- ▶ Access adjacent landowners
- ▶ Maintain efficient or reliable travel
- ▶ Enhance sense of transition/arrival to a unique corridor/area
- ▶ Maintain consistency with comp plan
- ▶ Preserve natural setting/character
- ▶ Unique corridor
- ▶ Blend infrastructure (road, utility) with natural setting (bury utilities)
- ▶ Maintain or increase eligibility for scenic byway status

Group 4: Transportation trends

- ▶ Shared cars/bikes
- ▶ Research other communities where implemented solutions successfully
- ▶ Reduced speeds

-
- ▶ Reduced number of overweight trucks
 - ▶ Add'l public parking at bus stops
 - ▶ Integrated transportation planning department within Teton County
 - ▶ Improve functionality of the "Y" and 22/390
 - ▶ Alternate mode to move people through "Y" area
 - ▶ Evaluate and identify viable/feasible routes
 - ▶ Alternate transportation network is convenient and connected
 - ▶ Need winter alternatives
 - ▶ Monorail/light rail tram concept
 - ▶ Wildlife friendly fencing
 - Need communication
 - ▶ Permeable
 - ▶ Collaborative
 - ▶ Need to accommodate passive recreation opportunities
 - ▶ Increase transit services at destinations
 - ▶ Compatible lane uses
 - ▶ Improved enforcement for improved compliance
 - ▶ Develop public transportation system that ties into park
 - ▶ Improved intersections throughout corridors
 - ▶ Influence traffic flow/speeds
 - Ex: speed dips (to reduce speed)
 - ▶ Maintain migration corridors and safe crossings
 - ▶ Maintain scenic views
 - ▶ Pedestrian push-button crossings
 - ▶ Keep 2-lane road
 - Wider shoulders
 - Wider shoulders
 - ▶ Overpass/underpass pedestrian crossings
 - ▶ Transit lanes/HOV lanes
 - ▶ Something more innovative
 - ▶ tranSTART
 - ▶ Wider shoulders
-

ATTACHMENT D: NEEDS SUMMARY

Redundancy (13 votes)

- ▶ Routes
- ▶ Wider cross section
- ▶ 13 “votes”

Improved transit (20 votes)

- ▶ Lanes
- ▶ HOV
- ▶ Shuttles
- ▶ Park and Ride at park
- ▶ Rail
- ▶ ITS
- ▶ Headways

All modes (9 votes)

- ▶ Accommodate all modes
- ▶ Encourage
- ▶ Convenient and connected
- ▶ Shared cars and bikes
- ▶ Provide capacity to serve a viable economy

Wildlife (21 votes)

- ▶ Preservation – all species – safety
- ▶ Fencing, overpass, underpass
- ▶ Collision reduction
- ▶ Safe crossings
- ▶ Active and passive signage

Scenic (8 votes)

- ▶ Maintain views
- ▶ Preserve natural setting and character

- ▶ Scenic byway status

Pedestrian crossings (5 votes)

- Overpasses
- ▶ Underpasses
- ▶ Push-button signals
- ▶ Safer crossings

Mobility (14 votes)

- ▶ Maintenance operations without traffic impacts
- ▶ Maintain efficient and reliable travel
- ▶ Improve functionality of the Y and 22/390
- ▶ Improved intersection operations
- ▶ Center tunnel lanes
- ▶ Wider shoulders
- ▶ Remove turning lanes from through traffic lanes

Speeds (8 votes)

- ▶ Reduced
- ▶ Consistent
- ▶ Speed dips, speed bumps
- ▶ Improved enforcement

Aesthetic Design (5 votes)

- ▶ Unique corridor
- ▶ Blend infrastructure with natural setting
- ▶ Enhance sense of arrival/transition (gateway)

Viewpoints (4 votes)

- ▶ Wildlife
- ▶ Scenery

-
- ▶ Interpretive signing

Local land use (1 vote)

- ▶ Consistency with comp plan
- ▶ Compatible land uses

Improve Access (10 votes)

- ▶ For adjacent landowners

- ▶ Improved access to/from highway

Trucks (1 vote)

- ▶ Eliminate unsafe trucks
- ▶ Reduce overweight trucks



22/390 PEL
Stakeholder Workshop
Summary of Needs Comments
October 9, 2012

WILDLIFE (21 VOTES*)

- ▶ Preservation – all species – safety
- ▶ Fencing, overpasses, underpasses
- ▶ Collision reduction
- ▶ Safe crossings
- ▶ Active and passive signage

IMPROVED TRANSIT (20 VOTES*)

- ▶ Bus lanes
- ▶ HOV
- ▶ Shuttles
- ▶ Park and ride
- ▶ Rail
- ▶ ITS
- ▶ Improved frequency

MOBILITY (14 VOTES*)

- ▶ Maintain efficient and reliable travel
- ▶ Improve functionality of the Y and 22/390
- ▶ Improved intersection operations
- ▶ Center turn lanes
- ▶ Wider shoulders
- ▶ Remove turning lanes from through traffic lanes
- ▶ Maintenance operations without traffic impacts

REDUNDANCY (13 VOTES*)

- ▶ Routes
- ▶ Wider cross section

IMPROVE ACCESS (10 VOTES*)

- ▶ Improved access for adjacent landowners
- ▶ Improved access to/from highway

ALL MODES (9 VOTES*)

- ▶ Accommodate all modes
- ▶ Encourage travel by alternative modes
- ▶ Convenient and connected
- ▶ Shared cars and bikes
- ▶ Provide capacity to serve a viable economy

SPEEDS (8 VOTES*)

- ▶ Reduced speeds
- ▶ Consistent speeds
- ▶ Speed dips, speed bumps
- ▶ Improved enforcement

SCENIC (8 VOTES*)

- ▶ Maintain views
- ▶ Preserve natural setting and character
- ▶ Scenic byway status

PEDESTRIAN CROSSINGS (5 VOTES*)

- ▶ Overpasses
- ▶ Underpasses
- ▶ Push-button signals
- ▶ Safer crossings

AESTHETIC DESIGN (5 VOTES*)

- ▶ Unique corridor
- ▶ Blend infrastructure with natural setting
- ▶ Enhance sense of arrival/transition (gateway)

VIEWPOINTS (4 VOTES)*

- ▶ Wildlife

-
- ▶ Scenery
 - ▶ Interpretive signing

LOCAL LAND USE (1 VOTE*)

- ▶ Consistency with comprehensive plan
- ▶ Compatible land uses

TRUCKS (1 VOTE*)

- ▶ Eliminate unsafe trucks
- ▶ Reduce overweight trucks

*Note: An informal straw poll was taken of stakeholders after small groups identified and listed needs in the corridors. Each participant was allowed 4 votes.

\\denfil06\jobs_Transportation\WVXX3700_WYO_22-390\meetings\Stakeholder\Flip Charts_100912.doc

WYO 22/390 PEL
Stakeholder Workshop
Summary of Values from Flip Charts
October 9, 2012

GROUP 1 CAPACITY FOR ALL MODES

- ▶ Values
 - Relaxing travel
 - Aesthetics and character
 - Protect wildlife and scenery
 - ▶ Future Travel Visions
 - More non-vehicle travel
 - Smarter - more fun - easier transportation
 - Transit - smartphones
 - Travel habits today - need to change
 - Not long queues
 - Multiple options
 - Wider range of options
 - Different travel habits
 - Fewer accesses
 - Alternative routes
 - HOV lane
 - Two separate travel markets
 - ▶ Future Transit
 - More buses - smart info
 - On-demand stops
 - Easy/fun/smooth travel by bus
 - Bus lane
 - Trams
 - ▶ Future Roadway System
 - One-way Moose Wilson Rd.
 - Lack of redundancy
-

-
- Tribal Trail
 - North Crossing
 - Spring Gulch
 - 80' wide asphalt: 5-lane versus 2-lane with median and accomplish same
 - ▶ Current Conditions
 - If construction – traffic bad!
 - Limited ROW
 - Maintain/build without backing up traffic
 - ▶ Wildlife
 - Wildlife crossings
 - Connectivity between habitats
 - Wildlife enhancement
 - ▶ Improvement Suggestions
 - Roundabouts – along lower 390 with RIRO
 - Connected bike pathways and other uses besides vehicles
 - Tunnels
 - Bury power line
 - Address peak period travel (note not bad as 5 years ago)
 - Need more turn lanes

GROUP 2 WILDLIFE ISSUES

- ▶ Wildlife Improvement Suggestions
 - Over/underpasses
 - Wildlife fencing
 - Removal of ineffective fencing
 - Safe wildlife viewing
 - Interpretation
 - Pull-outs
 - Maintain native vegetation
 - Maintain open space
 - Buried utilities
 - Roadway type sensitive designation (2, 3, vs 4 lane)

-
- ▶ Future Travel Visions
 - Traffic calming
 - Passive and active systems
 - Reduced Single Occupant Vehicle travel
 - Increased transit
 - Less traffic
 - Local transit for short trips
 - Alternative modes encouraged
 - Vehicle free Teton Village
 - Redundancy
 - ▶ Improvement Suggestions
 - Turn lane as needed
 - Extend transit to Wilson
 - Wilson bypass?
 - Increase parking fees
 - Traffic calming on Teton Pass, sooner
 - Variable speed limit
 - Day/night
 - How do we define this, dusk/dawn times of wildlife activity
 - Consistent, no seasonal variability
 - Decreased speeds
 - Driver education
 - Transit from Driggs
 - Local legislative solution, safer cars
 - Elevated rail

GROUP 3 SCENIC VALUES AND ISSUES

- ▶ Unique character
- ▶ Connection to surroundings
- ▶ Preservation
 - Focus on natural setting
- ▶ Traveler safety

-
- ▶ Aesthetics
 - Transition
 - Arrival
 - Infrastructure that blends/consists with natural setting
 - Gateways (bridges)
 - Minimize manmade scenery (road cuts)
 - ▶ Community pride
 - ▶ Prioritize experience, not necessarily travel time
 - ▶ Accommodating varied users, e.g. locals, visitors
 - Mix of uses
 - ▶ Opportunity to view wildlife
 - ▶ System reliability
 - Easy to understand and consistent
 - ▶ Wildlife safety

GROUP 4 TRANSPORTATION TRENDS

- ▶ Focus on people and moving people
- ▶ Maintain scenic views
- ▶ Future Transportation Visions
 - Reduced vehicle trips
 - Shared cars/bikes
 - Like 2-lane road
 - More complete system
 - HOV lanes
 - Roadway Speeds
 - Not increasing lanes and speeds
 - Influence traffic flows/speed – in a context sensitive solution
 - 390 – implement speed dips to slow traffic
 - Reduced speed limit
 - Reduced number of overweight trucks
- ▶ Recreation
 - Add'l recreational opportunity

-
- Need to accommodate, increase passive recreation around Snake
 - ▶ Wildlife
 - Less wildlife collision
 - Overpass & underpass
 - Safe wildlife crossings
 - Reduced wildlife collision
 - ▶ Bicycle and pedestrian
 - People/pedestrian overpass
 - Bike path on both sides
 - More pathways = trends
 - ▶ Transit
 - More complete transit
 - Need more viable modes of transit
 - Work with tourists and transit
 - Need monorail system
 - Shuttle
 - Incorporate transit into dev. planning process
 - Something more innovative than SMART
 - Develop transportation (public system) that ties into park
 - ▶ Teton Pass
 - Tunnel thru pass
 - Snow sheds
 - Park-n-ride for people of pass
 - ▶ Accommodate growth of Teton Village
 - ▶ Improvement Suggestions
 - Turning - lanes access the river, ease of access to either side
 - 22 - Teton Science School improved access/intersection
 - Improved access at t and more turning lanes
 - Improved intersections
 - Need to accommodate businesses on both sides of road

Stakeholder Meeting – Sign-In Sheet

Tuesday, October 9, 2012, 9:00 a.m. to 11:30 a.m., Jackson Hole Center for the Arts

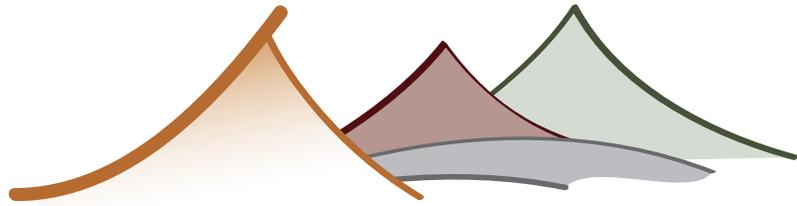
Present	Name	Organization
	Adam Janak	Town of Jackson Planning Commission
	Barbara Allen	Town of Jackson Planning Commission
	Ben Read	Town of Jackson Planning Commission
	Bill Lewkowitz	Jackson Hole Ski Corporation
X	Bill Resor	Landowner
X	Bob Hammond	WYDOT/Project Team
X	Brenda Younkin	Teton Science School
X	Brian Schilling	Pathways Director
	Chris Primus	Jacobs/Project Team
X	Christine Paige	Jackson Hole Wildlife Foundation
	Christine Walker	Teton County Housing Authority
X	Cory Hatch	Jackson Hole Conservation Alliance
	Dale Deiter	US Forest Service
	Dana Buchwald	Town of Jackson Planning Commission
	Gail Jensen	Bar Y Estates and Gros Ventre West
	Greg Miles	Town of Jackson, Town Council
	Jack Shea	Teton Science Schools
X	Jack Koehler	Friends of Pathways
X	Jamie Walter	Town of Jackson Planning Commission
	Jeff Golightly	Jackson Hole Chamber of Commerce
	Jeff Purdy	Federal Highway Administration/ Project Team
X	Jerry Blann	Teton Village ISD
X	Jim Clarke	Jacobs/Project Team
	Jim Terry	Teton Village ISD
	Jim Whelan	Teton County Sheriff
	John Eddins	WYDOT/Project Team
	John Ruhs	Bureau of Land Management
	John Stennis	Town of Jackson Planning Commission
X	Kevin Powell	WYDOT/Project Team
	Kevin Thibeault	Teton County School District
	Larry Pardee	Town of Jackson Public Works Director
	Laurie Andrews	Jackson Hole Land Trust
	Leigh Work	Jackson Hole Wildlife Foundation
	Lisa Price	Nature Conservancy
	Mark Newcomb	Teton County Planning Commission
X	Liz Long	Jackson Hole Land Trust
X	Peter Moyer	Village road Association
X	Sam Dwinnell	Teton Science School
X	Darin Martens	USFS/WYDOT Liaison

Present	Name	Organization
	Mark Wingate	WYDOT/Project Team
	Mary Gibson-Scott	Grand Teton National Park
	Melissa Wittstruck	JH Conservation Alliance
	Mercedes Huff	Village Road Coalition
	Michael Wackerly	START
	Michelle Doyle	Teton County School District
	Mike Clark	Greater Yellowstone Coalition
	Mike Hammer	Teton County Planning Commission
	Mike Welch	Friends of Pathways
X	Patricia Russell	Teton County Planning Commission
X	Paul Duncker	Teton County Planning Commission
X	Paul Nash	Town of Jackson Planning Commission
	Paul Vogelheim	Teton County, Board of County Commissioners
X	Paula Stevens	Teton County Planning
	Peter Stewart	Teton County Planning Commission
	Randy Craft	Nature Conservancy
	Randy Strang	Federal Highway Administration/ Project Team
	Rebecca Reimers	Snake River Fund
	Russ Noel	Wyoming State Lands
X	Sandy Beazley	Jacobs/Project Team
X	Sandy Shuptrine	Safe Wildlife Crossings
X	Sean O'Malley	Teton County Engineering
X	Sharon Mader	National Park Conservation Alliance
X	Shawn Remis	Teton Science School
X	Stephanie Harsha	WYDOT/Project Team
	Steve Ashworth	Jackson/Teton County Parks & Rec
X	Susan Bybee	Teton Village Business Association
X	Ted Wells	WYDOT/Project Team
	Trevor Stevenson	Jackson Hole Conservation Alliance
	Tyler Sinclair	Town of Jackson Planning
	Willy Watsabaugh	Teton County Fire/EMS
X	Kevin Krasnow	Teton Science School
X	Bob Kopp	Jackson Hole Wildlife Foundation
X	Reed Armija	Jorgenson Engineering
X	Margaret Creel	Snake River Fund
X	Gail Jensen	Gros Ventre Butte HOAs
X	Barbra Hauge	Snake River Association
X	Bob Lenz	Town of Jackson
X	Pete Jorgenson	Citizen (made a few comments during introductions but did not stay for the entire meeting.)



Open House

October 9, 2012

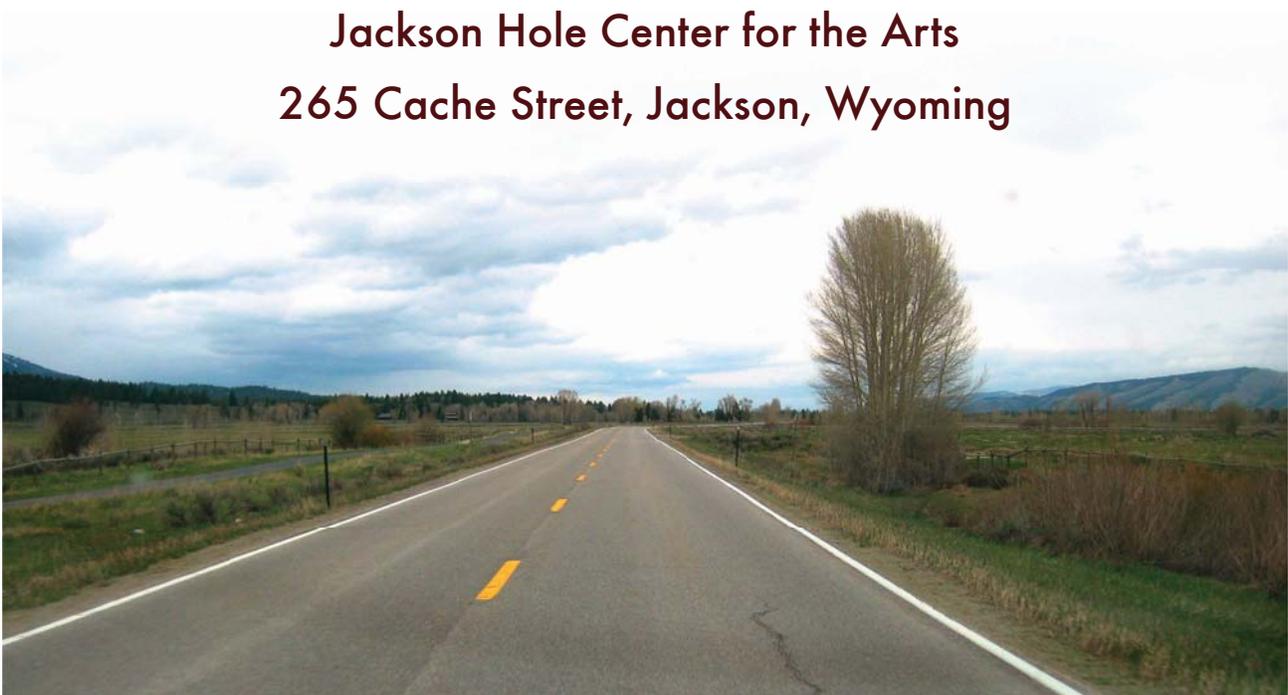


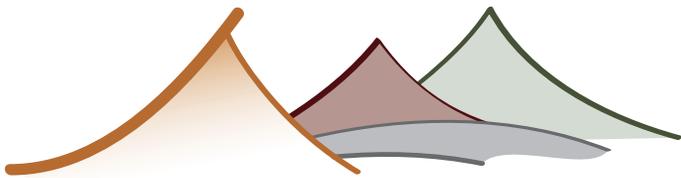
22/390 Corridor Study

Welcome

to the
**22/390 Planning and
Environmental Linkages Study
Public Open House**
October 9, 2012, 4:30 PM – 7:00 PM

**Jackson Hole Center for the Arts
265 Cache Street, Jackson, Wyoming**

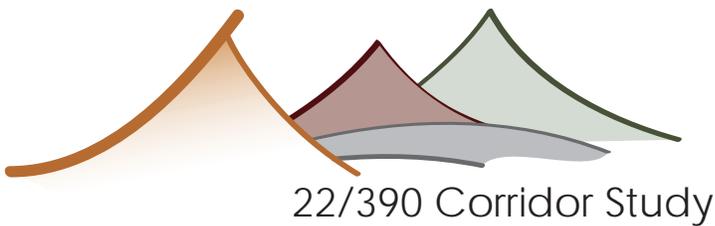




What is a PEL?

- As noted by the Federal Highway Administration, a Planning and Environmental Linkages Study (PEL) “represents an approach to transportation decision-making that considers environmental, community, and economic goals early in the planning stage and carries them through project development, design, and construction.
- Leads to a seamless decision-making process that minimizes duplication of effort, promotes environmental stewardship, and reduces delays in project implementation.”
- This PEL Study would precede, and serve as the basis for, any future environmental documents prepared in compliance with the National Environmental Policy Act (NEPA).

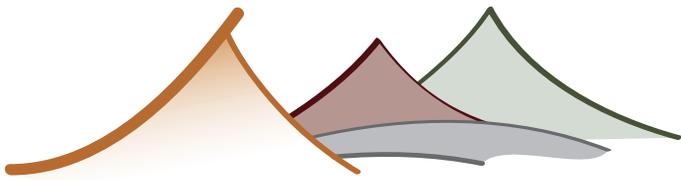




Study Overview and Objectives

- The primary purpose of this PEL Study is to develop a vision for the corridor.
- This corridor vision will help guide the identification and implementation of future improvement projects.
- The study will define the transportation needs of the existing highways, and develop a set of potential alternatives or solutions to address these needs.
- An outcome of the study also will be the identification of near-term improvements for specific needs that are compatible with the long-term vision for the corridor.





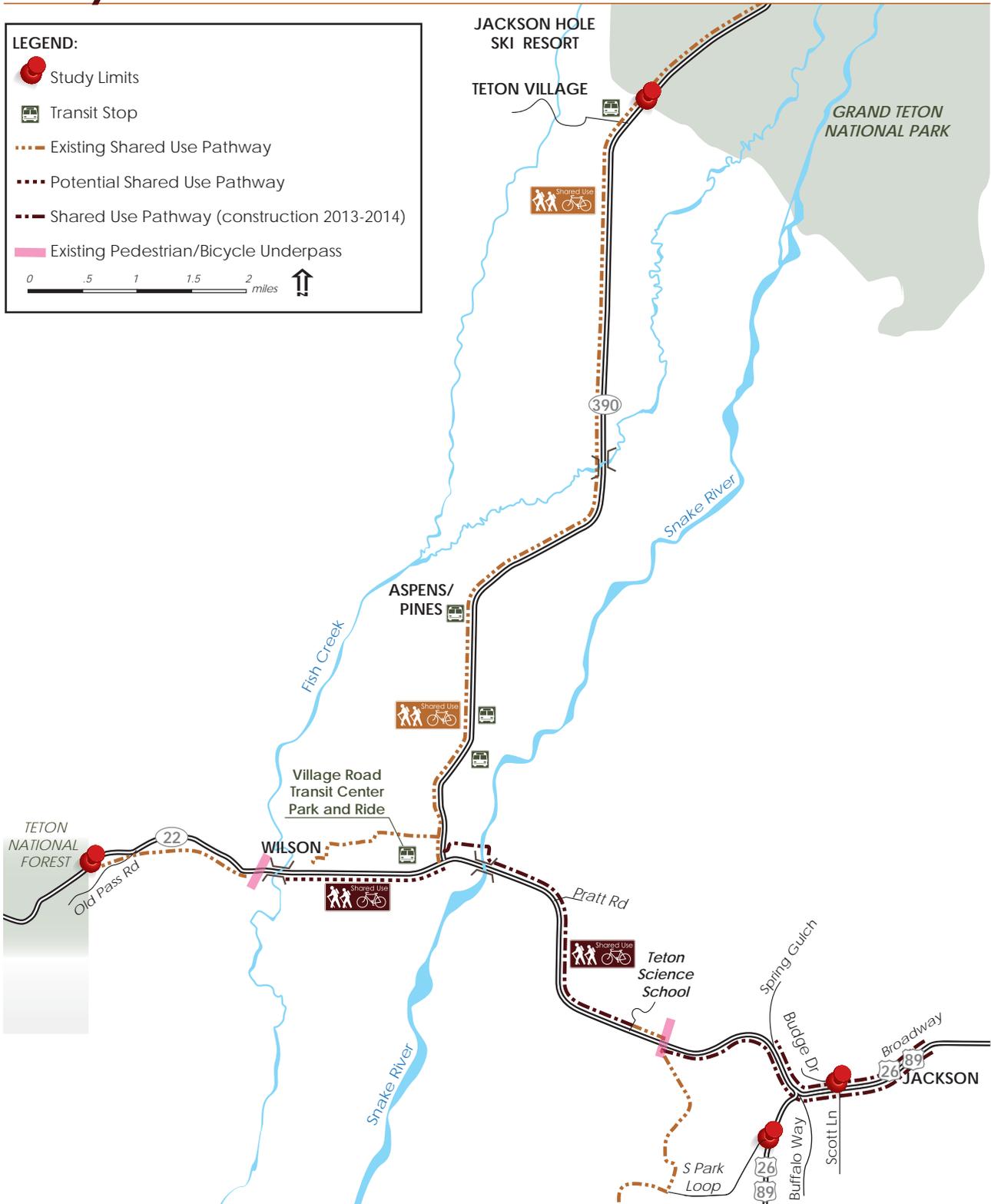
22/390 Corridor Study

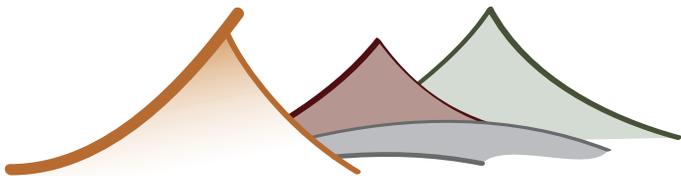
Study Area

LEGEND:

- Study Limits
- Transit Stop
- Existing Shared Use Pathway
- Potential Shared Use Pathway
- Shared Use Pathway (construction 2013-2014)
- Existing Pedestrian/Bicycle Underpass

0 .5 1 1.5 2 miles



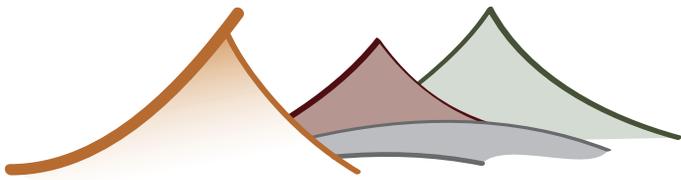


22/390 Corridor Study

Study Schedule

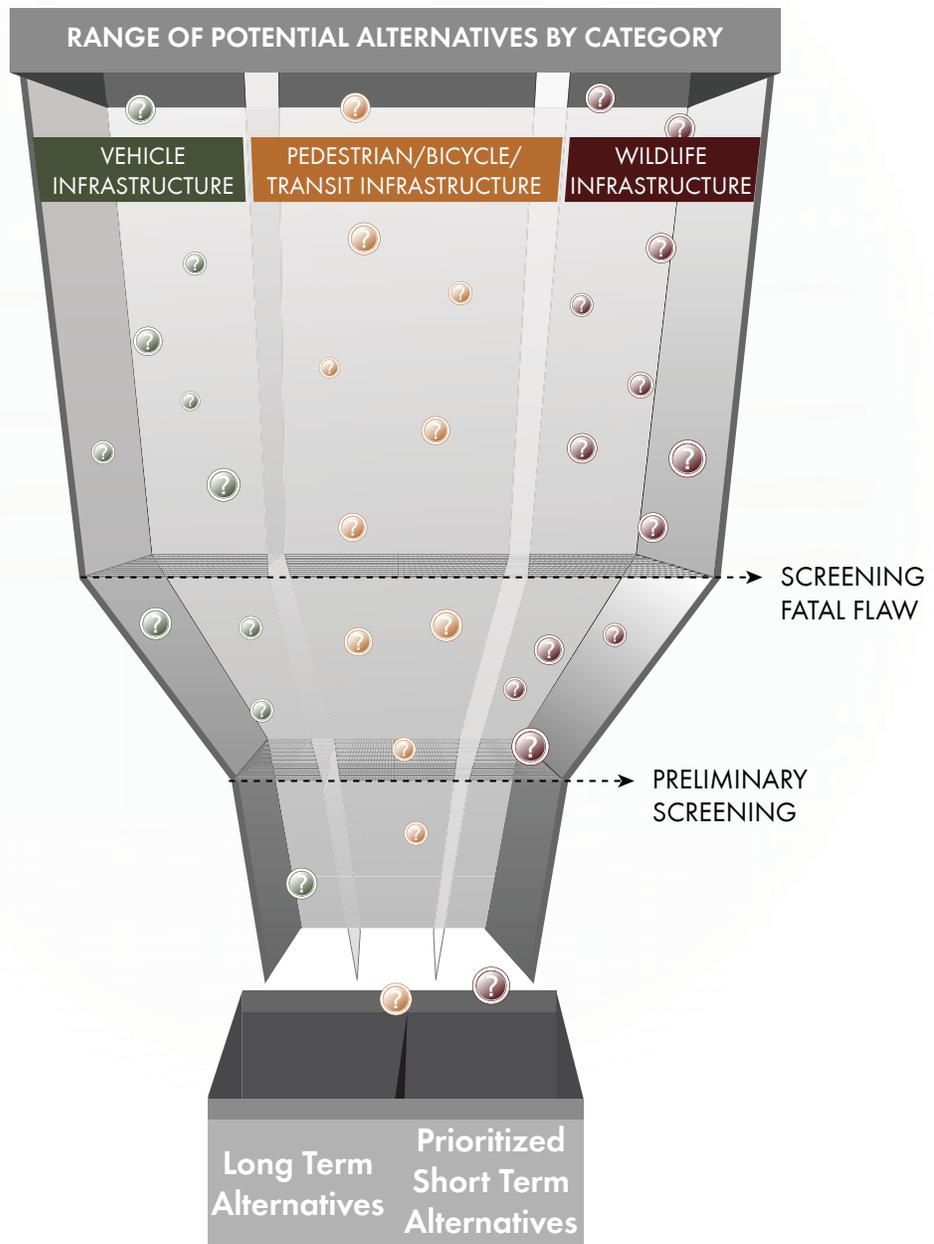
Tasks	2012						2013					
	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1. Public Input	[Orange bar spanning all months]											
2. Public Open House				◇						◇		
3. Data Collection for Corridor Inventory	[Orange bar]											
4. Project Scoping		[Orange bar]										
5. Purpose and Need Development			[Orange bar]									
6. Alternatives Development and Screening				[Orange bar]								
7. Documentation							[Orange bar]					





Alternative Screening Process

CORRIDOR VISION



Draft Purpose and Need

Project Purpose:

The purpose of the study is to establish a long-term transportation vision along the Wyoming State Highway 22 (WYO 22) and Wyoming State Highway 390 (WYO 390) corridors between the Town of Jackson, Wilson, and Teton Village, and to identify and prioritize potential transportation improvements that address the identified needs.

Project Needs:

Several transportation needs have been identified in the Study Area, which are listed below.

Need #1: Mobility

The WYO 22 and WYO 390 corridors serve as vital links between the Town of Jackson and Wilson and recreational and employment centers in Teton Village and Grand Teton National Park. Congestion during peak periods in the summer and winter seasons along these corridors impairs mobility and access for all users, and is projected to worsen as traffic increases. Several intersections in the study area are congested and have safety issues. Furthermore, there is a need for system redundancy in the corridor in times of traffic disruption.



Need #2: Bicycle & Pedestrian Connectivity

The bicycle and pedestrian facilities within the Study Area are discontinuous and safe crossing opportunities of the roadways are needed. The intersections of WYO 22/US 89 and WYO 22/WYO 390 also inhibit pedestrian and bicycle movement.



Need #3: Transit

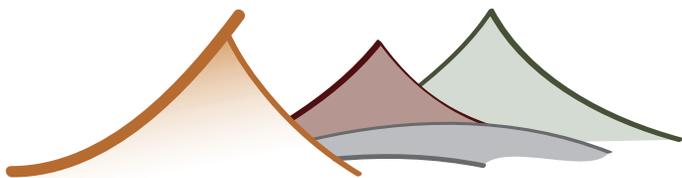
Buses can experience slow travel times due to congestion. The community has identified that meeting transportation and preservation goals (which sometimes conflict) will require increased use of transit. Buses need to maintain a competitive travel time with automobiles to attract riders.



Need #4: Safety and Wildlife-Vehicle Collisions

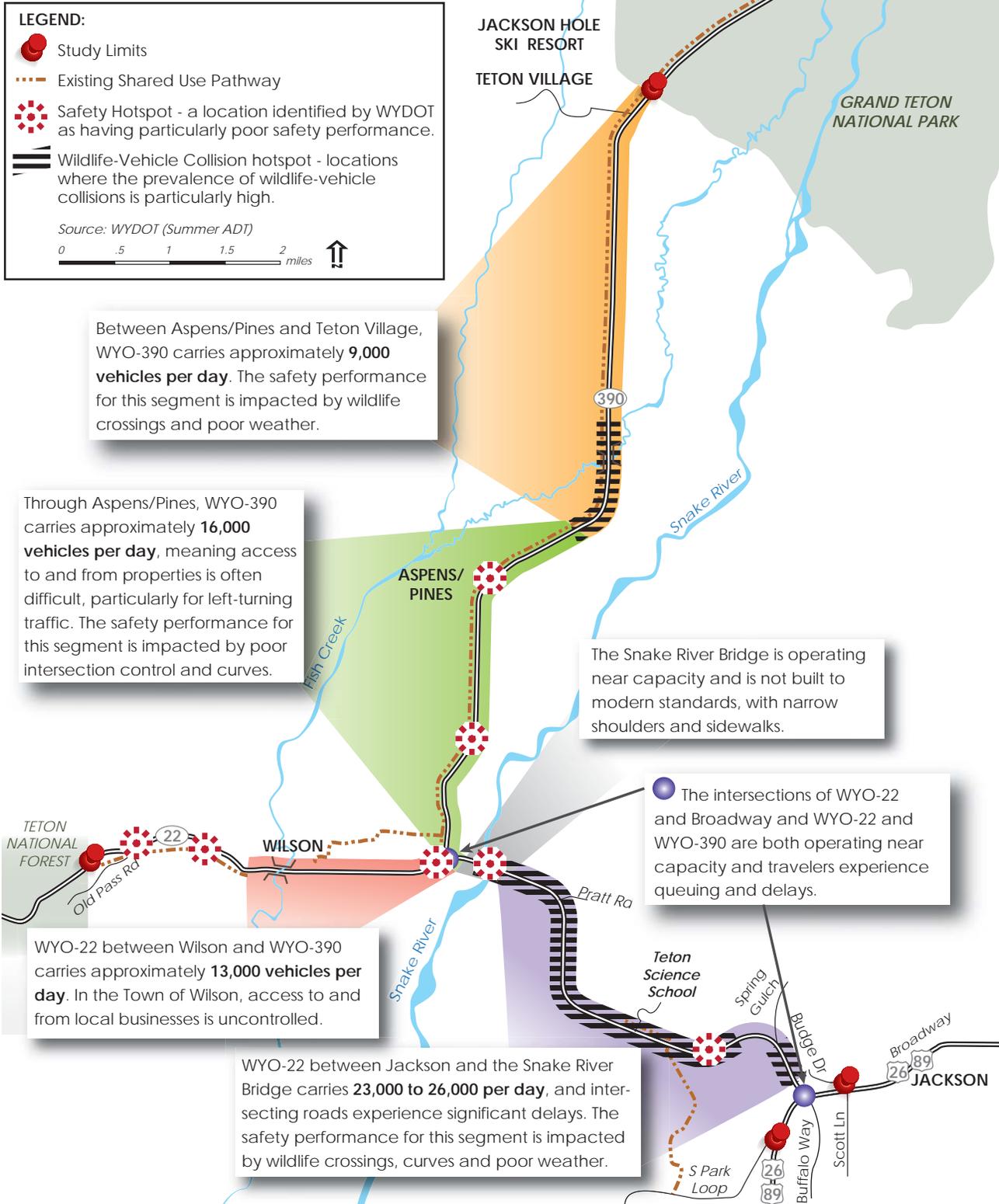
Within the Study Area, WYO 22 and WYO 390 have the poorest rating for critical crashes when compared to similar roads statewide. Furthermore, both corridors have a high number of wildlife vehicle collisions due to the presence of wildlife habitat and migration routes. Motorists have a need to safely view scenery and wildlife.

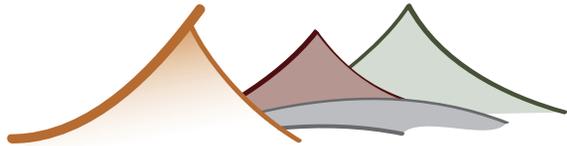




22/390 Corridor Study

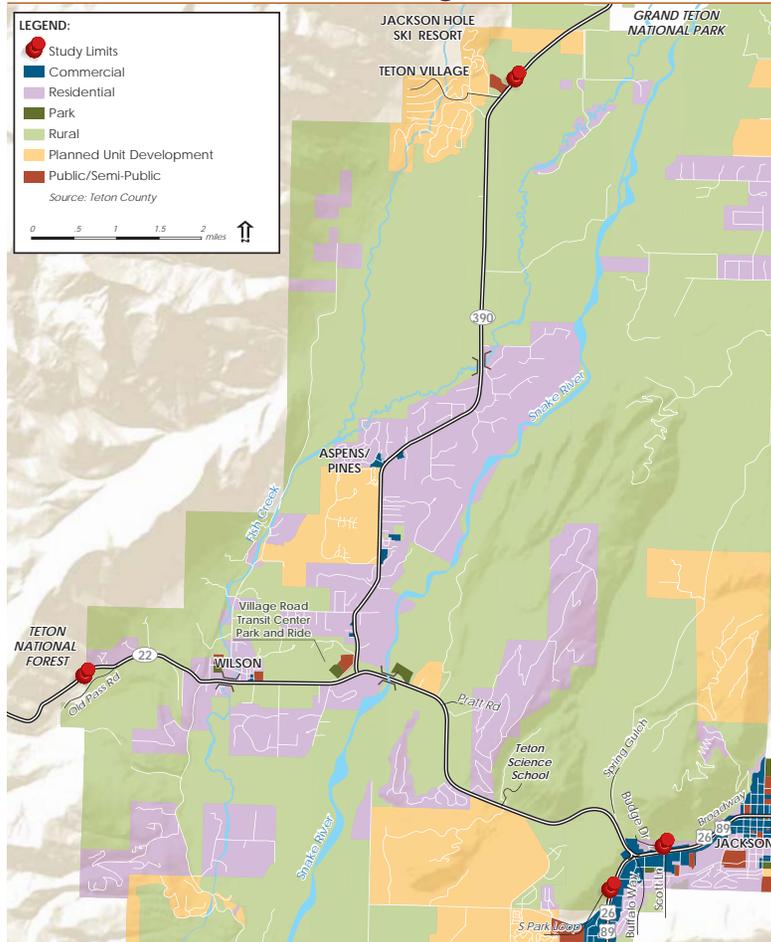
Transportation and Safety Conditions



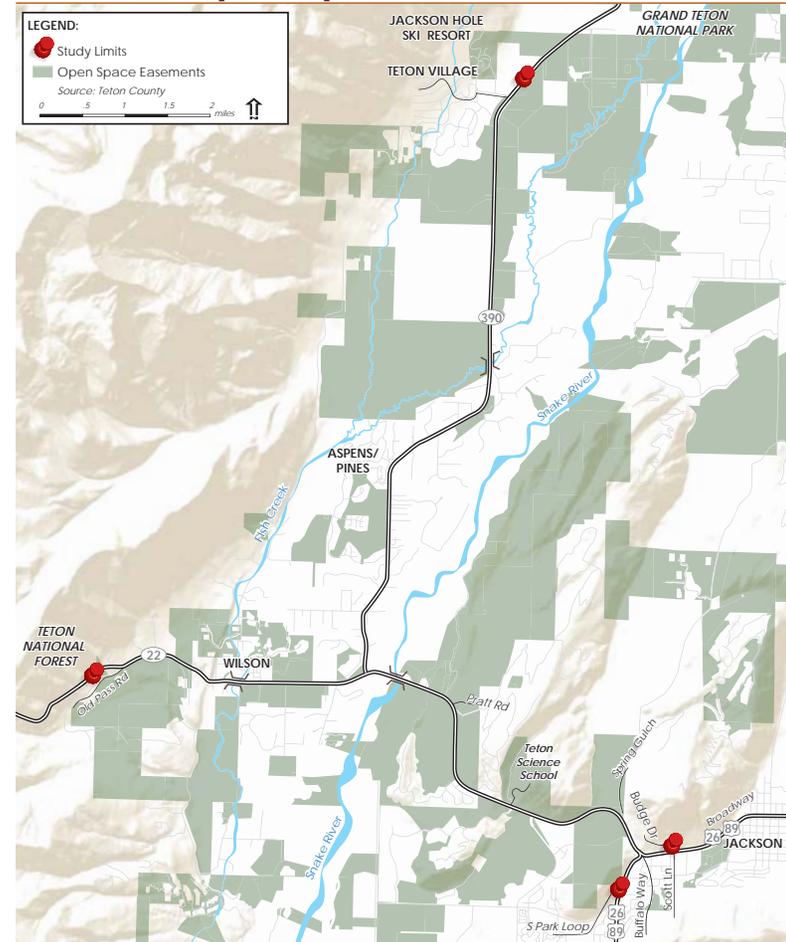


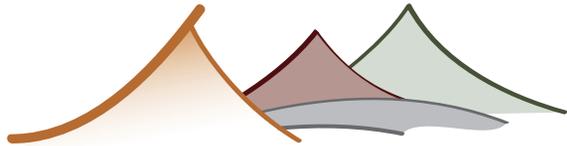
22/390 Corridor Study

Zoning



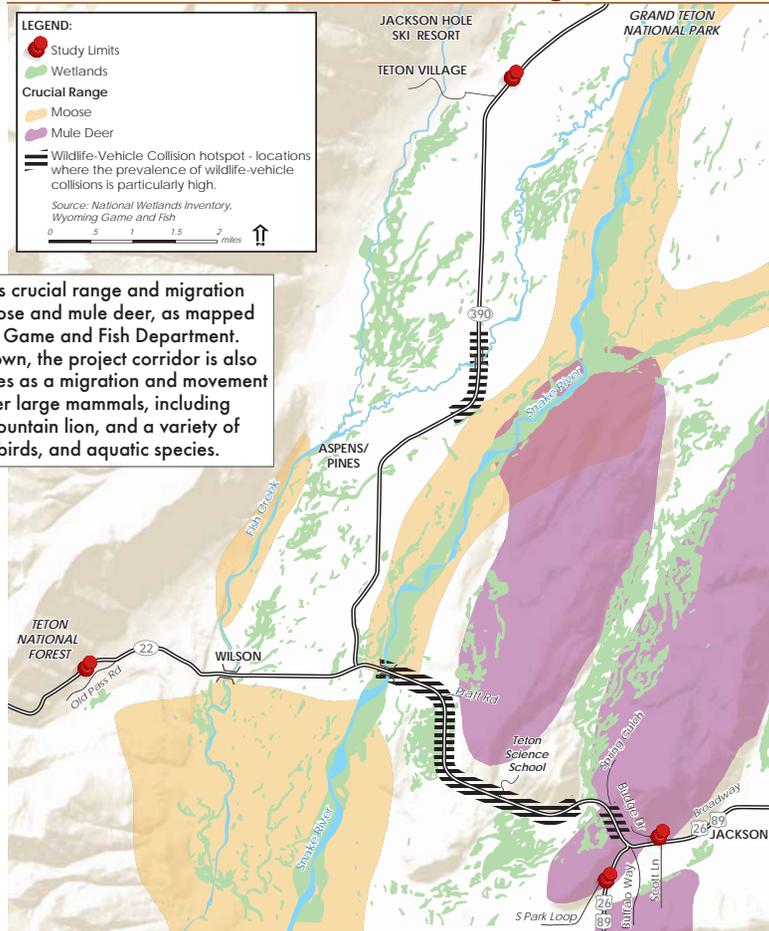
Open Space Easements





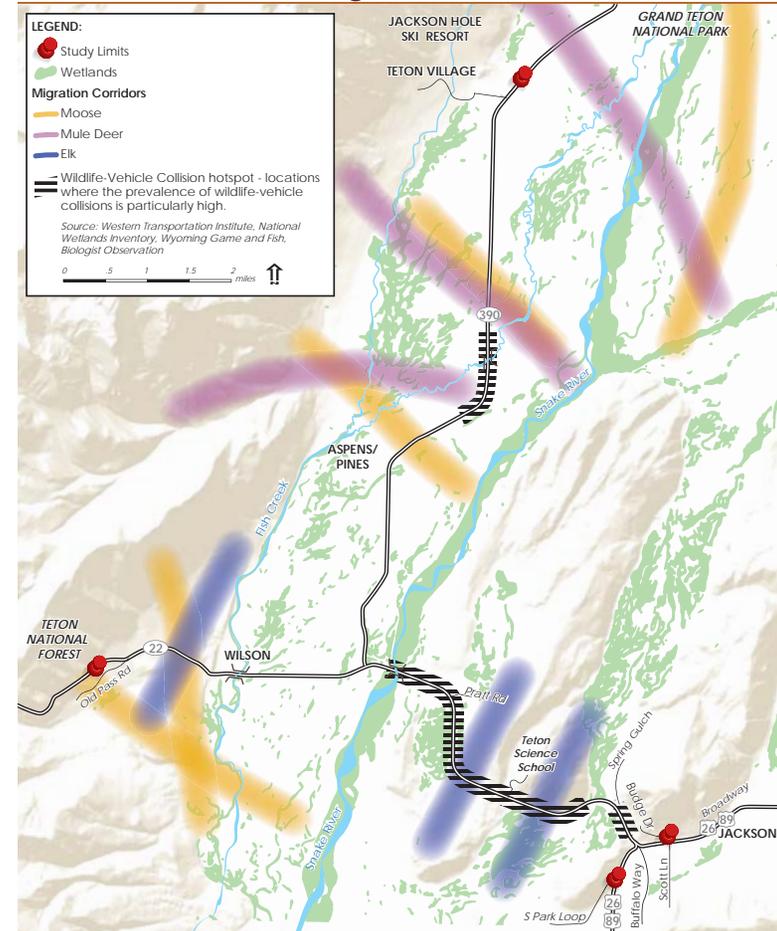
22/390 Corridor Study

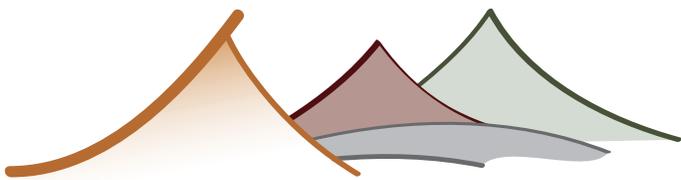
Wildlife Crucial Ranges



This map includes crucial range and migration corridors for moose and mule deer, as mapped by the Wyoming Game and Fish Department. Although not shown, the project corridor is also home to, or serves as a migration and movement corridor for, other large mammals, including bear, elk, and mountain lion, and a variety of small mammals, birds, and aquatic species.

Wildlife Migration Corridors



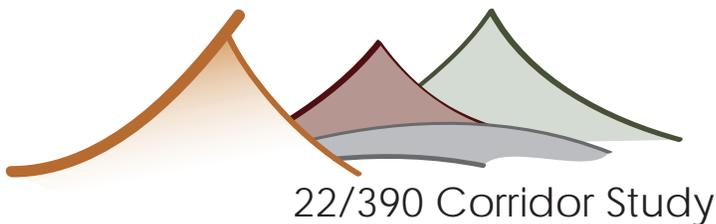


22/390 Corridor Study

Next Steps

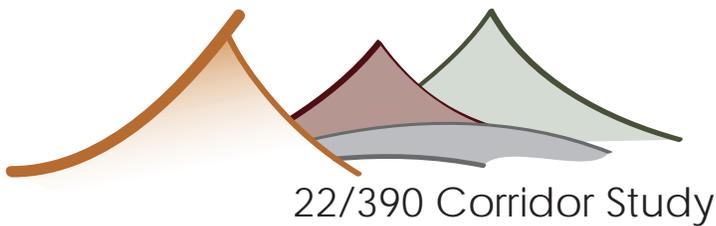
- Analyze comments received at tonight's open house.
- Analyze existing and future traffic conditions.
- Collect and analyze detailed environmental data.
- Refine project purpose.
- Refine project needs and goals.
- Develop alternative screening criteria.
- Develop and evaluate alternatives.
- Continue public outreach (via meetings, mailings, articles, web page and other appropriate techniques).





Reference Documents

- *Grand Teton National Park Master Plan*, National Park Service, 1976
 - *Grand Teton National Park Strategic Plan*, National Park Service, 2005
 - *Highway Mitigation Opportunities for Wildlife in Jackson Hole*, Western Transportation Institute, 2011
 - *Jackson/Teton County Comprehensive Plan*, Teton County and Town of Jackson, 2012
 - *Path 22 West Project Snake River Bridge Public Session*, Teton County and Town of Jackson, 2012
 - *Pathways Master Plan*, Teton County and Town of Jackson, 2007
 - *South Park Sub Area and High School Road Corridor Transportation Analysis*, Teton County, 2010
 - *Teton Village Master Plan*, Jackson Hole Mountain Resort, 1997, amended 2001
 - *Transit Development Plan*, Southern Teton Area Rapid Transit (START), 2012
 - *Wilson Community and Transportation Corridor Plan*, Teton County, 2001
-



22/390 Corridor Study

How to Comment

- Talk with project staff.
- Fill in a comment form (tonight) or mail to project team - address on comment form:

Bob Hammond
Wyoming Department of Transportation
1040 Evans Rd
Jackson, WY 83001

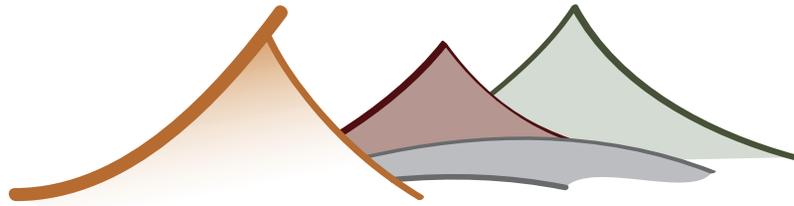
- E-mail your comments to:

22-390pels@wyo.gov

- Submit your comments via the project website:

<http://www.22-390corridorstudy.com/>





22/390 Corridor Study

Thank You

for coming to the
22/390 Planning and
Environmental Linkages Study
Public Open House





Public Open House Summary October 9, 2012,

Following is a summary of the WYO 22/390 Planning and Environmental Linkages Study Public Open House. Discussion of comments is limited to the comments received on the comment sheets provided to meeting attendees. For a summary of all comments see Public Comments Summary on the project website, <http://www.22-390corridorstudy.com/publicprocess.html>.

Study Team Attendees:

WYDOT: John Eddins, Bob Hammond, Stephanie Harsha, Ted Wells, Kevin Powell
Jacobs: Jim Clarke, Chris Primus, Sandy Beazley, Heather Honsberger

Date/Time/Location

Tuesday, October 9, 2012, 4:30 p.m. to 7:00 p.m., Jackson Hole Center for the Arts

Purpose

To listen to and gather the public's concerns, issues, and ideas about the project that might affect the scope, as well as to answer questions about the project. The study team was available to:

- ▶ Provide background information on the project
- ▶ Present the project's draft purpose and need statement and critical issues
- ▶ Explain the PEL process
- ▶ Obtain input from members of the public
- ▶ Answer questions about the project
- ▶ Listen to suggestions and concerns
- ▶ Identify how the public can get involved in the process
- ▶ Present what's next

All comments sheets have been retained and are included with this summary.

Meeting Notices

Outreach for the public open house meeting included the following:

- ▶ An announcement on the home page of the project website.
- ▶ A mailing to owners/tenants adjacent to 22 and 390 in the study area.

- ▶ Press packet to local news agencies.

In addition, the Jackson Hole News and Guide had two articles, one on September 26, 2012 and the other on October 9, 2012 (the day of the meeting) that discussed the project and the public open house.

Meeting Format

Boards were displayed starting at 4:30 p.m. and the study team was available to answer questions. There was also a video that highlighted issues in the corridor and intent of the study.

Presentation Boards were as follows:

- ▶ What is a PEL?
- ▶ Study overview and objectives
- ▶ Study area map
- ▶ Schedule
- ▶ Alternative screening process
- ▶ Draft purpose and need
- ▶ Transportation and safety conditions
- ▶ Wildlife and other biological resources
- ▶ How to comment
- ▶ Next steps

Number of Attendees:

Approximately 79 people attended the meeting, and represented a mixture of business owners, long-time area residents, public officers, representatives of various advocacy organizations, and members of the Town of Jackson and Teton County planning departments.

The attendees at the meeting were very engaged. There was positive discussion surrounding concerns and ideas for the project. There was little to no opposition to the project voiced, which is not unusual at this early stage in the process. There were several ideas about what the solutions should be.

Aerials

Two 6-foot aerial plots, one showing the WYO-22 corridor and the other the WYO-390 corridor, were displayed. Attendees were encouraged to write directly on these, identifying areas of concern and potential solutions. There were approximately 125 comments received on the aerials.

Comment Sheets

There were 31 comment sheets filled in and left by attendees. Some people took the comment sheets with them and were asked to send them back to the study team.

The following questions were asked on the comment sheet:

	Extremely Important	Important	Somewhat Important	Not Important	Not Applicable
1. Mobility: Access to local businesses/land uses	<input type="checkbox"/>				
2. Bicycle and Pedestrian Connectivity: improved connectivity within the corridor and the larger regional trail system	<input type="checkbox"/>				
3. Transit: Improved travel times and reduced automobile trips	<input type="checkbox"/>				
4. Safety: A safer roadway that reduces vehicular collisions and wildlife-vehicle collisions while improving habitat connectivity	<input type="checkbox"/>				
5. Other: _____	<input type="checkbox"/>				

Following are the results from these questions:

	<i>Extremely Important</i>	<i>Important</i>	<i>Somewhat Important</i>	<i>Not Important</i>	<i>Not Applicable</i>
Question 1: Mobility	8	8	9	1	0
Question 2: Bicycle and Pedestrian Connectivity	18	5	3	2	0
Question 3: Transit	7	15	3	4	0
Question 4: Safety	25	4	0	0	0

Question 5, “Other”, generated comments regarding the following:

- Safe pedestrian crossings
- Management of non-local drivers
- Teton Pass truck traffic
- Scenic views and retaining the rural nature of the corridor
- Northern crossing or north bridge
- Bury utilities
- Specific requests at various intersections, including turn lanes.

Question 6, “Do you have thoughts or comments on mobility, bicycle and pedestrian connectivity, transit, wildlife, and safety in the project corridor?” generated comments regarding the following:

- Travel time is not a concern, safety is.
- Slower speed limits would be safer for wildlife and pedestrians.
- Skyline Ranch has many children in the neighborhood, safer pedestrian connections across WYO 22 are needed.
- Recognize that the entire study area is rife with wildlife.
- Turn lanes on WYO 390 would reduce accidents.

Question #7, “The Study Team has gathered information from a variety of available sources and inquired with state and federal agencies concerning study area resources. Notable environmental resources, of the many resources present, include: wetlands, the Snake River and Fish Creek and their respective floodplains, wildlife, conservation easements, and recreation resources. Are there particular resources of concern to you in the Study Area? Do you have particular knowledge or expertise about resources in the Study Area you wish to pass on to the Study Team?” generated the following responses:

- Be aware that the Bar J serves 60,000 – 70,000 guests in the summer, with all guests arriving 5:30-6:30 PM and having to turn off WYO 390.
- Lots of elk located north of Teton Village.
- Maintain the community character.
- Public land values should not be sacrificed to accommodate additional traffic generated by developers, development, and other private land uses.

Following is a sampling of the topics covered by the Question #8, additional comments:

- Pedestrian access to the multiuse path across WYO 22 for Skyline Ranch.
- Construction impacts on and near Iron Rock Road and how it would affect access and wildlife.
- High accident rates, especially for tourists unfamiliar with the area.
- Safety is paramount.
- Support for and against a northern route. The northern route is beyond the scope of this project.
- Design for the future, meaning more transit.
- Limit trucks on Teton Pass.
- Coordinate with Grand Teton National Park to ensure state and National Park Service projects do not conflict.
- Increase enforcement of speed limits.
- Create wildlife pullouts.
- Create turn lanes and/or acceleration/deceleration lanes at key intersections.

Public Comments Summary Through October 16, 2012

Following are the comments received during the scoping phase of the project. These comments include emails to the project email address, the project website, and comment sheets and comments collected on the aerial maps of the WYO 22 and WYO 390 corridors shown presented at the Public Open House, held on October 9, 2012.

Comments were grouped into the following categories:

- ▶ Wildlife
- ▶ Mobility
- ▶ Turn lanes
- ▶ Transit
- ▶ Traffic management
- ▶ Speed limits
- ▶ Bicycle and pedestrian
- ▶ Intersections
- ▶ Roadway
- ▶ Visual
- ▶ Teton Pass
- ▶ North Route
- ▶ Noise
- ▶ Development

Many comments included multiple categories and therefore, may appear more than one time in the following comment summary.

WILDLIFE

1. The elk use the highway between the Skyline / Bar Y / Puzzle face.
2. Provide continuity in egress / ingress turning lanes out of traffic lanes at Emily's Pond, Iron Rock, SR Dike, Wenzel Lane, Seaton Lane, Old Pass, etc. Safety first! Road redundancy - add Tribal Trails and North/390 bridge. Add 1 or 2 wildlife crossings with appropriate funnel fencing. Round-a-bout at 22/390! Reduce speed to 45 mph year round.
3. Wildlife crossing needed at WTI report suggested sites!
4. Animal underpass at Coyote Canyon Road. (Note: There appears to be agreement with this statement).
5. Present wildlife corridor for river access. (Noted on drawing between markers 785.00 through 795.00).
6. Wildlife crossing is an issue for all of 390/??!
7. Key wildlife habitat / crossings are on the West side along the first 4 miles of 390! Thank you WYDOT for reducing nighttime speeds there.
8. Both sides of 390 are "heavy" with wildlife. No more lanes on 390.
9. Wildlife and moose impact! Speed reduction?
10. No more lanes down 390 - only turn lanes or wildlife will be slaughtered.
11. North of Teton Village huge elk migration wildlife corridor not shown on map.
12. Problems : Too many cars on a 2 lane road. It has to become 4 lanes. The bike path which crosses all the side streets and driveways is inadequately marked or patrolled . Animals : too many moose in the Nethercott area. and what do we do , drop the speed limit from 45 to 35 as if that will solve the problem. The park went from 55 to 45 in the Gros Ventre area , the same mentality. The Park has a similar problem with a bike path crossing the road at the Gros Ventre junction. Safety of the users. Put up fences and direct wildlife to tunnels to cross the road... For bike path users they need to know and obey the rules. all the signs on the bike path say yield to cars crossing the path. No one does...more signs and enforcement.
13. Another neighbor made a GREAT suggestion.....for vehicle traffic, what about a round about at both the science school AND skyline ranch?!?! This would also slow traffic down and create a safer crossing for the wildlife.....particularly the elk herds that cross from the hay fields to skyline/puzzle face!!! It's part of their corridor. Round abouts would be less expensive than a vehicle tunnel (but one is still needed for skyline pedestrians!!!!!!) and way better than a traffic light!
14. Recognize that the entire study area is rife with wildlife.
15. Lots of elk located north of Teton Village., but not a lot of mule deer

16. Construction impacts on and near Iron Rock Road and how it would affect access and wildlife.
17. Create wildlife pullouts.
18. The corridor connecting Iron Rock to Emily's Pond needs to be recognized as another key moose and other wildlife connection from the east side of the Snake River and North side of Hwy 22 to the river and points further west
19. The "protect the moose" on the Village Road has worked. WyDOT has been helpful as a very low cost with private funds for all the electronic signs. Locals were supporters as well
20. Consider wildlife viewing pullouts that occurs for the adjacent pond at 22/390
21. Protect high wildlife use areas, reduce speeds, proper fencing, reduce traffic
22. Build animal overpasses near Teton Science School, Bar Y
23. Wildlife has increased 4-fold. Dozens of elk and moose are hit by those not familiar with dusk and dawn conditions - from the Snake River Bridge to the Y, it would take about 1 minute longer

MOBILITY

1. Years ago there was much talk about the easement for a road that would run parallel to the Indian trails
2. bike path, thus bypassing Broadway and connecting traffic from hwy 22 directly to the middle school, high
3. school and ball fields. I would think this shortcut would help to alleviate the amount of traffic on Broadway and at the Y (22/89) during peak hours. Has this been readdressed at all?
4. Need access to GTNP directly from 390!
5. Stop through traffic at Lawrence. Rockefeller - Moose Wilson Road not a route to airport.
6. Problems : Too many cars on a 2 lane road. It has to become 4 lanes. The bike path which crosses all the side streets and driveways is inadequately marked or patrolled . Animals : too many moose in the Nethercott area. and what do we do , drop the speed limit from 45 to 35 as if that will solve the problem. The park went from 55 to 45 in the Gros Ventre area , the same mentality. The Park has a similar problem with a bike path crossing the road at the Gros Ventre junction. Safety of the users. Put up fences and direct wildlife to tunnels to cross the road... For bike path users they need to know and obey the rules. all the signs on the bikepath say yield to cars crossing the path. No one does...more signs and enforcement.
7. Think if we are able to address mobility; bike and ped connectivity, and safety, then travel/transit will improve as well. Do not thin getting somewhere in less time makes it safer

8. We do need a plan for emergency vehicles etc – Bike path - will this be sufficient for emergency vehicles across Snake River
9. Don't build roads to accommodate peak traffic
10. Base all recommended outcomes and development options on real traffic projections
11. Address congestion to the extent it's a safety factor. This scenic and wildlife corridor cannot be an ideal commuter corridor. Its ok to slow down and take a few extra minutes for the sake of wildlife and our conserved community
12. Brush cut back in the right of way makes a huge difference to get onto the highway

TURN LANES

1. Turning lane at entrance to Emily's Pond. (Note: Appears to be strong agreement with this statement).
2. Improved turn onto South Dike parking area (currently dangerous).
3. Provide turn off lanes in Wilson. Don't widen road for thru traffic.
4. Turn lane for cars enter / exit South levee parking – it's not safe as is – need sign controls at minimum. (Note: There is an arrow pointing to a specific area on the drawing near 775.00).
5. We desperately need a turning lane on 390 at Bar J entrance. Every summer there are accidents.
6. Turning, entry / exit lane @ Milward needed.
7. More turning lanes for Southern end of Moose Wilson Road (at Q and Calico).
8. Center left turn lane would help eliminate traffic backups and allow safe left turns from residential property onto Highway 390.
9. Provide safer ingress / egress lanes for turning vehicles i.e. get turning / decelerating vehicles out of only (2) traffic lanes (especially on the South end). Use roundabout and technology at 22/390. Limit development!
10. We need a left turn lane at Wenzel. I've seen many accidents during slick winter mornings. Also, there should be a stop sign or light at the school. Finally, the speed limit should be lower as cars approach the school from both directions.
11. I am hoping that in your study, you will consider the need for a center turn lane in front of Coyote Canyon- the road to the Teton Science Schools Journey School.
12. Another area that is just as congested, albeit not as frequently, is the area by Emily's Pond. Again, any widening of 22 to allow for a turn lane in that area would go a long way to aid in getting on and off WY-22.

13. Issues for turning traffic into the Bar J Chuckwagon on 390. They have up to 700 people a night there for dinner from May-Sept. A turn lane is needed. There are many accidents and close calls. Its hard to see the approach and people hit the brakes hard and often are rear-ended.
14. Turn lanes at Iron Rock and Emily's Pond.
15. Turn lanes on WYO 390 would reduce accidents.
16. Create turn lanes and/or acceleration/deceleration lanes at key intersections.
17. The center turn lane has been a great improvement and would be great if extended all the way to the Aspens
18. Exiting skyline Ranch with the current lanes is dangerous. Merge lanes and a center lane to pull into going west.
19. Turning lanes at businesses and subdivisions
20. Add left turn lanes

TRANSIT

1. START bus stop at 22 - Skyline Ranch.
2. START bus stop at 22 - Teton Science School too.
3. Bus stops at Pratt / Skyline would be great.
4. More communication and pooling resources between START bus / school bus / public transit for more times throughout the day.
5. More transit stops - both directions.
6. Prioritize transit over single - occupancy cars.
7. In light of this planning effort, it seems to me that we have a great opportunity at this time to create a truly beneficial multi-modal transportation system for this core segment of the valley and one which will acknowledge and reflect those things that make our valley a special and unique place to live. A lot of mountain towns have screwed up their transportation systems over the years. In many cases I would guess that this would be the result of a lack of thorough planning -- errors of omission -- as much as anything else. For obvious reasons, these miscalculations are almost always one of the first things that people comment and complain about. We now have the opportunity to learn from others' mistakes and design and build our system more thoughtfully.
8. Slow down Teton Village Development!!! (Require Public transportation for Village Employees).
9. Design for the future, we need to discourage car use.

TRAFFIC MANAGEMENT

1. More collaboration between start, school bus, and WYDOT.
2. Enforce violators who block the bike lane, especially at 22/390 intersection.
3. SAR access is tough, in and out.
4. No more (added) traffic on TV road – dead end road 6 months of the year.
5. Highway 390 is a local access corridor with heavy wildlife presence and a major visitor destination of its northern terminus. It is not a standard ASHTO read – not even close. Slow going is just fine. Install center planters, other traffic calming devices or strategies, and let 390 be a useful, functional, desirable travel way that echoes and enhances the special qualities of Jackson Hole.
6. Maintain ability for Snake River Ranch to function, make okay to stop traffic.
7. Have a plan for idled heavy machinery besides off shoulder or egress / ingress to turnoffs like Iron Rock, etc. . .
8. Less trips by cars by having local services so not always driving into town i.e. Village.
9. PLEASE!!!! Highways 390 & 22 need extra wide shoulders for the heavy equipment that uses the road. They slow down traffic and cause dangerous passing situations. We don't need more front-end loaders on 22 & 390.
10. Design W I D E shoulders and passing zones.
11. Coordinate with Grand Teton National Park to ensure state and National Park Service projects do not conflict.
12. Work with the GTMNP to keep the 2-way traffic on Moose/Wilson Road as is
13. Management of non-local drivers – non resident driver needs to be managed thru signage and increased enforcement of stopping in bike lanes, erratic driving, because of wildlife, etc
14. High accident rates, especially for tourists unfamiliar with the area.
15. Safety is paramount.
16. Increased summer traffic needs safer management
17. Reducing vehicle trips on 22 is a nice idea, but unlikely. So we have to manage the flow.

SPEED LIMITS

1. Keep speed limits as is.

2. Slow down traffic off pass into Wilson.
3. We need a slower speed limit adjacent to Wilson Elementary.
4. Traffic calming measures needed between base of pass and East of HHR / Seaton / Highway 22 intersection to indicate to vehicle traffic that they are entering a village with pedestrian activity – divided streets/boulevards etc.
5. School speed limit at Wilson Elementary.
6. Reduce speed on 390 to 45 at North end. (Note: Appears to be strong agreement with this statement).
7. Radar speed signs on each side of the Wilsons.
8. Just reducing speed doesn't solve problems – you have to have proper road speeds.
9. Provide continuity in egress / ingress turning lanes out of traffic lanes at Emily's Pond, Iron Rock, SR Dike, Wenzel Lane, Seaton Lane, Old Pass, etc. Safety first! Road redundancy – add Tribal Trails and North/390 bridge. Add 1 or 2 wildlife crossings with appropriate funnel fencing. Round-a-bout at 22/390! Reduce speed to 45 mph year round.
10. Speed limit 45 mph year round – makes entering easier. (Note: There appears to be strong agreement with this statement).
11. 45 mph speed limit also benefits wildlife.
12. Speed limit 45 mph year round.
13. 45 mph year round – Large shoulders – add safety to all users.
14. No increase in speed limits.
15. Wildlife and moose impact! Speed reduction?
16. Do not widen 390, turn lanes and keep 45 mph all year 24/7 hr and enforce speed!
17. Reduce speed to 45 mph year round at North end. Visibility is bad on the flats in winter– Enforce this!
18. If you build it, they will come. Statistically proven. More lanes, wider lanes makes people driver faster.
19. Enforce speed limit!!!! Please
20. We need a left turn lane at Wenzel. I've seen many accidents during slick winter mornings. Also, there should be a stop sign or light at the school. Finally, the speed limit should be lower as cars approach the school from both directions.
21. I wouldn't object at all if the speed on Highway 22 (and 390?) were reduced to a maximum of 45 mph for the entire year as well. I suspect that this change would be mostly unnoticed to many users or affect mobility significantly as, anecdotally speaking, it seems that a

remarkable number of people already drive the road at less than 55 mph during the summer anyway. It seems reasonable to say that most visitors are here for the nature and scenery, arguably the area's most precious quality, and not because they want to race their vehicles up and down our roads.

22. If you are searching for issues to help our community and improve safety I have a suggestion. How many schools are on roadways like Highway 22 and do not have school speed limits? Have you ever driven by the Wilson school at pickup or drop off times? Ever seen traffic backed up into the highway? Are single family driveways a higher priority than elementary school children?
23. Seems so simple to me. Slow the drivers down. Improve stopping times. Save some wildlife. Create safer shoulders. Save gas. Stop wasting taxpayer money on frivolous painting projects.
24. Travel time is not a concern, safety is.
25. Slower speed limits would be safer for wildlife and pedestrians.
26. Increase enforcement of speed limits.
27. Think if we are able to address mobility; bike and ped connectivity, and safety, then travel/transit will improve as well. Do not thin getting somewhere in less time makes it safer
28. Speed limit 25 mph in downtown Wilson to past Wilson Elementary School
29. Reduce speeds on on 22 to 45 mph
30. Flashing speed limit signs do work.
31. Increase fines for speeding
32. Reduce speed to 45 mph year around
33. Keep the speed limit 45mph year round on 22
34. Lower traffic speeds, enforce speeds
35. Slow down and enforce speed limits
36. Reduce speed on 22 so entrances and exits are safer
37. We can all slow down and enjoy beauty, No need to move more traffic faster
38. 45 mph Hwy 22 year around
39. 45 mph Hwy 390 year around

40. Keep/reduce speed limits on 390
41. Reduce speed to 45 mph on 22 year round.
42. Address congestion to the extent it's a safety factor. This scenic and wildlife corridor cannot be an ideal commuter corridor. Its ok to slow down and take a few extra minutes for the sake of wildlife and our conserved community

BICYCLE AND PEDESTRIAN

1. We need a safe pedestrian crossing at Highway 22 / HHR / Seaton to access pathway system and Wilson Elementary School! Tunnel!!!!
2. Tunnel for drivers / vehicles / pedestrians / bikers making a left out of Skyline in a vehicle. (Note: There is an asterisk and arrow pointing to #5 above).
3. How will bike path interact with the intersection? - Underpass? (Note: There is an arrow pointing to a specific area on the drawing between 765.00 and 770.00).
4. Pathway bridge separate and up to earthquake code so emergency vehicles can get across.
5. Need either pedestrian crossings all along or a bike path on the East side.
6. Crossings for kids / people.
7. Consider pedestrian bridges / more underpasses.
8. Bike path on Moose Wilson Road. Parks should so embrace clean transport.
9. As a resident of Skyline Ranch in the "West of Spring Gulch Road" section I wanted to express my interest in a tunnel for our residents to access the pathway vs crossing highway 22.
10. As a biker on this road for many years we need this connector. The higher speed levels make crossing the road very dangerous. We have young kids who would use this pathway for school access for many years.
11. In a community such as ours, I think it's worth the effort to make highway 22 between Jackson and Wilson friendly to bicyclists. The current repainting of the highway lanes was a step in the wrong direction. No thought was given to bicyclists. Bicyclists are an integral part of our community who should be encouraged, not discriminated against. After all, each bicyclists is one less car.
12. Please make highway 22 safe and friendly for bicyclists. A bike path is best. A bike lane is acceptable. The current "variable" lane is dangerous for both cars and bikes.
13. I suggest we build a pathway from the Calico to C-bar V on east side of the road and put pedestrian crossings at the Calico, the Aspens and C-bar V. I think it would make it much safer for all the moose and the family's that live in this corridor.

14. In light of this planning effort, it seems to me that we have a great opportunity at this time to create a truly beneficial multi-modal transportation system for this core segment of the valley and one which will acknowledge and reflect those things that make our valley a special and unique place to live. A lot of mountain towns have screwed up their transportation systems over the years. In many cases I would guess that this would be the result of a lack of thorough planning -- errors of omission -- as much as anything else. For obvious reasons, these miscalculations are almost always one of the first things that people comment and complain about. We now have the opportunity to learn from others' mistakes and design and build our system more thoughtfully.
15. Connect Pratt and Skyline and Teton Science School with new pathway.
16. 390 is a barrier to pedestrians (especially kids) to go North or South - need ways to cross.
17. Problems : Too many cars on a 2 lane road. It has to become 4 lanes. The bike path which crosses all the side streets and driveways is inadequately marked or patrolled . Animals : too many moose in the Nethercott area. and what do we do , drop the speed limit from 45 to 35 as if that will solve the problem. The park went from 55 to 45 in the Gros Ventre area , the same mentality. The Park has a similar problem with a bike path crossing the road at the Gros Ventre junction. Safety of the users. Put up fences and direct wildlife to tunnels to cross the road... For bike path users they need to know and obey the rules. all the signs on the bikepath say yield to cars crossing the path. No one does...more signs and enforcement.
18. Need safe pedestrian crossings
19. Give equal consideration to pedestrian and bicycle use. Do not allow any more roads to be built without bike paths or bike lanes
20. Too much emphasis placed on pathways - a small fraction of people use the pathways vs. roadways
21. Skyline Ranch has over 30 children, we need a tunnel and we need it before the fancy park goes in on the other side of the Snake River bridge. That path on the other side will be like candy for all of us, but I worry about the children. Please work with Skyline for funding and ideas of how to get a tunnel in ASAP
22. Place a tunnel to the multiuse path across WYO 22 for Skyline Ranch.
23. Access to the bike path on the north side of 22 is a concern
24. Education for pathway users
25. Complete the pathway system to Jackson
26. Bicycles are a mode of transportation. They also disobey traffic laws. Bicyclists should be licensed and registered. They should be taxed like cars to help defray some of the cost of building paths and tunnels instead of always asking for federal money.
27. Good bike lanes

28. Build Hwy 22 bike path
29. Pathways should be separate from roadway
30. A bicycle park and ride system will encourage alternate transit

INTERSECTIONS

1. Intersection at Highway 22 / HHR / Seaton is difficult and dangerous for vehicles and deadly for pedestrians.
2. Fix the “Y” intersection first priority. Roundabout solution serves all.
3. 22/390 - perfect for roundabout.
4. Round-a-bout at Fall Creek / West / Highway 22 intersection and at HHR / Seaton / Highway 22 with divided highway in between. Put a large soft center round-a-bout at base of pass to catch the runaway trucks! (Note: Gateway effect)
5. Round-a-bout at junction of 390 and 22.
6. Round-a-bout with divided highway on sides. (Note: There are arrows pointing to specific areas on the drawing near 685.00 - Gateway, 705.00 - Underpass, and 765.00).
7. Round-a-bout? For better traffic flow. If not, at least a left turn arrow onto 390 from Wilson. (Note: There is an arrow pointing to a specific area on the drawing near 10.00).
8. Round-a-bouts – Yes!!! Signs, exhortations, law enforcement . . . not effective enough. Physical design solutions, round-a-bouts work 100% of the time. Needed on both ends of Wilson.
9. Round-a-bout with divided highway on sides. (Note: There are arrows pointing to specific areas on the drawing near 685.00 - Gateway, 705.00 - Underpass, and 765.00).
10. Round-a-bout at TSS:22.
11. Fix Highway 89/22 light before you consider a Tribal Trail connector.
12. Provide continuity in egress / ingress turning lanes out of traffic lanes at Emily’s Pond, Iron Rock, SR Dike, Wenzel Lane, Seaton Lane, Old Pass, etc. Safety first! Road redundancy – add Tribal Trails and North/390 bridge. Add 1 or 2 wildlife crossings with appropriate funnel fencing. Round-a-bout at 22/390! Reduce speed to 45 mph year round.
13. Consider a light at Journeys School (Teton Science School).

14. Roundabouts along corridor from Highway 22 / 390 intersection to and past Aspens. Divided roadways for traffic calming. Wide straight roads promote speed.
15. Provide safer ingress / egress lanes for turning vehicles i.e. get turning / decelerating vehicles out of only (2) traffic lanes (especially on the South end). Use roundabout and technology at 22/390. Limit development!
16. Another neighbor made a GREAT suggestion....for vehicle traffic, what about a round about at both the science school AND skyline ranch?!?! This would also slow traffic down and create a safer crossing for the wildlife.....particularly the elk herds that cross from the hay fields to skyline/puzzle face!!! It's part of their corridor. Round abouts would be less expensive than a vehicle tunnel (but one is still needed for skyline pedestrians!!!!!!!) and way better than a traffic light!
17. I am in favor of placing a roundabout at the entrance to the Journey School. It is difficult, and therefore causes traffic congestion, for parents from Wilson/Idaho dropping kids at the School. It is also very difficult for parents to turn left out of the Journey School in order to continue their own journey into Jackson. In repay, I'm sure you could get the students to maintain the landscaping of the circular garden in the center. And I would also help.
18. A roundabout at the entrance to Skyline would also be a big help!
19. Be aware that the Bar J serves 60,000 – 70,000 guests in the summer, with all guests arriving 5:30-6:30 PM and having to turn off WYO 390.
20. Construction impacts on and near Iron Rock Road and how it would affect access and wildlife.
21. Intersection with Spring Gulch – speed and failing to stop at light on 22 is problematic
22. Create turn lanes and/or acceleration/ deceleration lanes at key intersections.
23. We need a safe crossing at Hwy22/HHR/Seaton Ln for pedestrians. This intersection is dangerous for vehicles and deadly for pedestrians. Slow the speed limits here and institute traffic calming measures to make clear to vehicles they are entering a village with increased pedestrian activity
24. Making a left out of Skyline after highway is expanded is extremely important
25. The SAR Hangar access is a bit scary with westbound 22 traffic. Getting out of driveways is tough with traffic exceeding the speed limit
26. Consider wildlife viewing that occurs for the adjacent pond at 22/390
27. Add a light at Teton Science School
28. A left turn signal from 22 (eastbound) to 390 is an absolute necessity
29. Improve the access to Emily Pond and South Dike parking areas

30. Consider roundabouts at intersections to keep traffic moving
31. Widen shoulders at Bar Y
32. Roundabout at 22/390
33. Deceleration lanes at Pratt Road and Bar Y
34. Clear brush at intersections
35. Launch an invasion of the roundabouts - at Fall Creek Road/West St; - at HHR/Seaton Lane; - at 22 and 390

ROADWAY

1. Improve Spring Gulch to carry traffic load.
2. No 4 or 5 lanes on 390 or 22.
3. Build a bridge over Snake which can be used for day-to-day traffic and emergency (4 lanes). Don't just build a pathway bridge for bikers / hikers. (Note: There appears to be strong agreement with this statement).
4. 4 foot shoulders at all areas including 26/89 intersection.
5. Pathway bridge separate and up to earthquake code so emergency vehicles can get across.
6. Turning lanes only - no 4 lanes.
7. Turning lanes ok - no M"4 lanes" - Absolutely no 4 lanes!
8. No more lanes down 390 - only turn lanes or wildlife will be slaughtered.
9. Do not widen 390, turn lanes and keep 45 mph all year 24/7 hr and enforce speed!
10. If you build it, they will come. Statistically proven. More lanes, wider lanes makes people driver faster.
11. We live at junction of S. Teton Pines and 390. At busy times of year It can take a couple of minutes for the traffic to allow entry onto 390. With growth, the wait times will surely increase some at those times of year. Nevertheless, unless there is some evidence of safety issues, of which I am unaware presently (unless you are a moose), there is no need to consider widening the road. More cars means slower speeds, whereas more lanes means faster speeds. Faster speeds are associated with moose deaths and road noise, and we vehemently oppose both.
12. Problems : Too many cars on a 2 lane road. It has to become 4 lanes. The bike path which crosses all the side streets and driveways is inadequately marked or patrolled . Animals : too many moose in the Nethercott area. and what do we do , drop the speed limit from 45 to 35 as if that will solve the problem. The park went from 55 to 45 in the Gros Ventre area , the same mentality. The Park has a similar problem

with a bike path crossing the road at the Gros Ventre junction. Safety of the users. Put up fences and direct wildlife to tunnels to cross the road... For bike path users they need to know and obey the rules. all the signs on the bike path say yield to cars crossing the path. Know one does...more signs and enforcement.

13. Do not make Hwy 22 4 lanes
14. Make a new Hwy 22 bridge wider with wider shoulders
15. Make Spring Gulch Road usable year round
16. A right turn from 22 unto 390 must yield to traffic that is on 22 heading north, is inconsistent with a right turn from 22 onto Spring Gulch Road is given right-of-way over left turning vehicles coming from 22. Very dangerous as there is only room for one vehicle to wait for vehicles coming from town who are turning right and have the right-of-way. The wrong vehicles are forced to yield!
17. 5 lanes between Jackson and Wilson is idiotic because they have to merge into two lanes eventually in both directions
18. No 4 lane highway
19. Multiple 2 lane highways are preferable to singular 4 lane highways redundancy via alternative connected routes is of primary importance. Spring Gulch, Tribal Trails, Fish Creek, Teton Village. Fall Creek Road to Hoback Junction. A better overall solution for quality of traveler experience as well as capacity increase

VISUAL

1. Bury the Teton Village power lines in primary view corridor at Highway 22 / Warton Ranch area.
2. RR Park - We need to look at impact for entrance design. (There appears to be agreement with this statement). (Note: There is an arrow pointing to a specific area on the drawing near 765.00)
3. We have had "incremental" additions of signage. It is time for "big picture" overall review of signs to make the most effective, but least cluttered use of the signs / signals on this corridor.
4. Bury utilities
5. Maintain the community character.
6. Maintain the western rural character

TETON PASS

1. Stop truck traffic over Teton Pass into Wilson / Teton Valley.

2. Put a weigh station / managed on the Idaho side of the Teton Pass to stop overloaded trucks from going over. (Note: There is a note behind this one stating that there already is one).
3. Increase fines for overweight truck – big time. Revoke driver’s commercial license.
4. Put run-off ramp on the right of pass road.
5. No semi’s on the pass until real safety infrastructure is finished.
6. Bigger fines for overweight trucks.
7. Put a billboard of overturned tractor trailer to warn drivers . . . enforcement of weigh station mandates is highly lacking majority of the year (barring the week after a roll over).
8. No trucks on pass year round. (Note: Appears to be agreement with this statement).
9. Increase fines for trucks to thousands of dollars for going over the pass overloaded.
10. Runaway Truck Ramp. (Noted on drawing between markers 640.00 through 650.00).
11. Put a runoff ramp at closer to Wilson on the right side of the road.
12. Have flashing lights working at all times – ascending danger on pass.
13. Man the weigh station at all times or forbid trucks at night.
14. Limit trucks on Teton Pass.
15. Teton Pass is a beautiful treed area that should also be protected
16. If the road needs to be widened it should be more to the northside so as to protect the scene. Straightening the approach into Wilson would increase safety. The Expedition (sp?) is in a terrible spot on the south side. The road should be moved away from this spot.
17. The bike path on the south also needs protection
18. No semi-trucks – or invest in automated weigh station photo system to catch trucks as they go by. There are also other heavy trucks whose brakes fail and come into Wilson dangerously out of control
19. Protect scenic corridor on Teton Pass
20. Trucks should be prevented from coming near Teton Pass altogether
21. Tunnel through to Idaho.

22. Man the weigh station in Idaho to reduce truck accidents
23. Heavy trucks must weigh in on west side of pass.

NORTH ROUTE

1. Put a road in between Teton Village and the airport to reduce traffic, time, and resources. (Note: Appears to be agreement with this statement).
2. North Bridge - Teton Village to Airport. (Note: Appears to be agreement with this statement).
3. Provide continuity in egress / ingress turning lanes out of traffic lanes at Emily's Pond, Iron Rock, SR Dike, Wenzel Lane, Seaton Lane, Old Pass, etc. Safety first! Road redundancy - add Tribal Trails and North/390 bridge. Add 1 or 2 wildlife crossings with appropriate funnel fencing. Round-a-bout at 22/390! Reduce speed to 45 mph year round.
4. If North Bridge is not included in this study it will not be complete.
5. We need redundancy in our system - North Bridge is only logical answer.
6. No North Bridge.
7. We need a North Bridge for emergency exits when Wilson Bridge is blocked by accident or natural disaster.
8. No to the North Bridge - Bileu Lane should be sufficient to hold emergency vehicle across Wilson Bridge.
9. We need to revisit a North Bridge for wildlife safety on 390 - evacuation and many other reasons . . . traffic!
10. Where is the future road going East to the "North Crossing of the Snake"?
11. Build a bridge connecting Teton Village on 30 to Airport/Gros Ventre Junction
12. North bridge would be fatal to town, as many would bypass it. If a north bridge is needed, it should be located on Snake River ranch as they will be doing most of the future development
13. A bridge from Teton Village to Gros Ventre Junction. A north bridge would help get emergency vehicles to the west bank
14. A north crossing of the Snake River to lessen traffic on 390
15. What is the % of traffic from the airport to Teton Village. A direct road is needed to connect the two.

NOISE

1. Please consider noise abatement (berms, vegetation) as highway noise is prevalent in the corridor.

-
2. Consider rubber in asphalt to reduce highway noise for people who live near highways

DEVELOPMENT

1. Limit development
2. County should stop approving every new development
3. Slow down Teton Village development
4. Public land values should not be sacrificed to accommodate additional traffic generated by developers, development, and other private land uses.
5. Not becoming a metropolis

\\DENFIL06\jobs_Transportation\WVXX3700_WYO_22-390\meetings\September Open House\Public Scoping Comment Summary.docx



Public Open House – Sign-In Sheet
Tuesday, October 9, 2012 - 4:30 p.m. to 7:00 p.m.

Name (please print) Grace M Robertson	Organization (if applicable) VRC
Mailing Address PO Box 1543	
City, State, Zip Wilson WY 83014	Phone 307 733-5395
Email Address gmrobertson@bresnan.net	

Name (please print) applicable LATHAM JENKINS	Organization (if applicable)
Mailing Address 3155 MALLARD DR	
City, State, Zip Jackson WY 83001	Phone 307-690-1642
Email Address LATHAM.JENKINS@GMAIL.COM	

Name (please print) applicable Ben Ellis	Organization (if applicable)
Mailing Address P.O. Box 6310	
City, State, Zip 83002	Phone
Email Address	

Name (please print) applicable Joseph F. WARRINIACK	Organization (if applicable)
Mailing Address P.O. Box 1891	
City, State, Zip JACKSON, Wyo 83001	Phone 733-3564
Email Address Francis4wyoming@aol.com	

Name (please print) applicable Jim Stanford	Organization (if applicable)
Mailing Address	
City, State, Zip Jackson, WY 83002	Phone
Email Address jim@jhunderground.com	

Name (please print) applicable PAUL STEVENS	Organization (if applicable) TETON CITY
Mailing Address	
City, State, Zip	Phone
Email Address	





Public Open House – Sign-In Sheet
Tuesday, October 9, 2012 - 4:30 p.m. to 7:00 p.m.

Name (please print) MATT FAUPEL	Organization (if applicable)
Mailing Address Box 10736	
City, State, Zip 83002	Phone
Email Address MATT.FAUPEL@JHREA.COM	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	





Public Open House – Sign-In Sheet
Tuesday, October 9, 2012 - 4:30 p.m. to 7:00 p.m.

Name (please print) Emily & Jim Ambler	Organization (if applicable)
Mailing Address P.O. Box 6752	307-732-2535
City, State, Zip Jackson WY	83002
Email Address samblers@msn.com	

Name (please print) applicable Maggie Gibson	Organization (if applicable) FOP
Mailing Address PO 643	413-0357
City, State, Zip Wilson WY	83014
Email Address magibson@wyoming.com	

Name (please print) applicable Peter Ordway	Organization (if applicable)
Mailing Address 2960 ASPENWOOD LN	
City, State, Zip Wilson,	307 739-2120
Email Address lneordsway@gmail.com	

Name (please print) applicable Dove Coon	Organization (if applicable)
Mailing Address Box 3932	
City, State, Zip Jackson WY	83001 690-1654
Email Address coondog@bresnan.net	

Name (please print) applicable Marilyn Hoffman Taylor	Organization (if applicable) old west self storage
Mailing Address Box 7302	
City, State, Zip Jackson, WY	83001 307-413-5055
Email Address oldweststorage@wyoming.com	

Name (please print) applicable ERIC HUBER	Organization (if applicable)
Mailing Address PO BOX 821	307-734-7850
City, State, Zip WILSON WYOMING	83014
Email Address HINDOK@GMAIL.COM	





Public Open House – Sign-In Sheet
Tuesday, October 9, 2012 - 4:30 p.m. to 7:00 p.m.

Name (please print) PETE JORGENSEN	Organization (if applicable)
Mailing Address 3250 KILLDEER RD.	
City, State, Zip JACKSON, WYOMING 83001	Phone 307-413-6500
Email Address pjorgensen@jorgensenassociates.com	

Name (please print) Peter Moyer	Organization (if applicable)
Mailing Address Bx 3682	
City, State, Zip	Phone TX
Email Address	

Name (please print) STEVE HARRINGTON	Organization (if applicable)
Mailing Address Box 409	
City, State, Zip JACKSON WY	Phone 733-5434
Email Address	

Name (please print) SANDY SHUPTRINE	Organization (if applicable) SAFE WEDGERS
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print) Jeff van Ee	Organization (if applicable)
Mailing Address 4450 Cottonwood Drive	
City, State, Zip Wilson, WY 83014	Phone 734-8619
Email Address JJvanEe@cs.com	

Name (please print) Brooke B Willinger	Organization (if applicable)
Mailing Address P.O. Box 2528	
City, State, Zip Jackson, Wyo 83001	Phone 307-733-6986
Email Address	





Public Open House – Sign-In Sheet
Tuesday, October 9, 2012 - 4:30 p.m. to 7:00 p.m.

Name (please print) Armond Aciri	Organization (if applicable) Sue Historic Jackson Hole
Mailing Address PO Box 8205 Jackson, WY 83002	
City, State, Zip	Phone 733-4392
Email Address anaciri_wy@msn.com	

Name (please print) applicable) Walter Berling	Organization (if applicable)
Mailing Address Box 768	
City, State, Zip	Phone Wilson WY 83014 307 699 0043
Email Address walterberling@hotmail.com	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print) applicable) PATRICIA RUSSELL	Organization (if applicable)
Mailing Address PO Box 1649	
City, State, Zip	Phone WILSON WY
Email Address	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	





Public Open House – Sign-In Sheet
Tuesday, October 9, 2012 - 4:30 p.m. to 7:00 p.m.

Name (please print) CHRIS FINLAY	Organization (if applicable) GRAND TETON NATIONAL PARK
Mailing Address PO BOX 170	
City, State, Zip MOOSE, WY 83012	Phone 307-739-3369
Email Address chris_finlay@nps.gov	

Name (please print) applicable) O'Ann Fredstrom	Organization (if applicable)
Mailing Address PO Box 15540	
City, State, Zip Jackson WY 83002	Phone 734-8800
Email Address teton2@wyom.net	

Name (please print) applicable) LORNA MILLER	Organization (if applicable)
Mailing Address Box 261	
City, State, Zip Wilson	Phone 733 2868
Email Address Lorna.Miller@live.com	

Name (please print) applicable) Evan Simpson	Organization (if applicable) caretaker Iron Rock Rd
Mailing Address	
City, State, Zip	Phone
Email Address esimpson25@hotmail.com	

Name (please print) applicable) LEN CARLMAN	Organization (if applicable)
Mailing Address PO Box 1230	
City, State, Zip Wilson WY 83014	Phone 307 413-3536
Email Address len@lccdlawyers.com	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	





Public Open House – Sign-In Sheet
Tuesday, October 9, 2012 - 4:30 p.m. to 7:00 p.m.

Name (please print) Diane Benefiel	Organization (if applicable)
Mailing Address Po Box 101	
City, State, Zip Wilson, WY 83014	Phone 307-733-3847
Email Address dulcedog@Bresnan.net	

Name (please print) applicable) Robbin Mommsen (aka Levy)	Organization (if applicable)
Mailing Address P.O. Box 1888	
City, State, Zip Wilson, WY 83014	Phone 307-690-6242
Email Address rlevy@jhattorneys.com	

Name (please print) applicable) Linda Aurelio	Organization (if applicable)
Mailing Address Po Box 2695	
City, State, Zip Jackson WY 83001	Phone
Email Address lindaaurelio460@gmail.com	

Name (please print) applicable) Renée Glick	Organization (if applicable)
Mailing Address 175 NW Ridge Rd	
City, State, Zip Jxn - WY - 83001	Phone 3074131579
Email Address Renees101@hotmail.com	

Name (please print) applicable) Joohee Muromcew	Organization (if applicable)
Mailing Address Bx 11897	
City, State, Zip 83002	Phone
Email Address joohee@muromcew.com	

Name (please print) applicable) Dorothy Allen (Jodi Allen)	Organization (if applicable)
Mailing Address PO Box 6875 Jackson 83002	
City, State, Zip	Phone 307733-3727
Email Address ALLENshop@Bresnan.net	





Public Open House – Sign-In Sheet
Tuesday, October 9, 2012 - 4:30 p.m. to 7:00 p.m.

Name (please print) Kim Parker	Organization (if applicable)
Mailing Address 3250 Mallard Rd	
City, State, Zip Jackson WY	Phone 690-0477
Email Address Kimparkerjh@gmail.com	

Name (please print) applicable Scott Humphrey	Organization (if applicable) BarJ
Mailing Address Box 220 Chudwagon	
City, State, Zip Wilson WY	Phone 83014 307-690-1770
Email Address barjwranglers@aol.com	

Name (please print) applicable MIKE + NANCY	Organization (if applicable) FACMS
Mailing Address PO BOX 12148	
City, State, Zip JACKSON, WY	Phone 83002 690-2761
Email Address MTNEST1@FLASH.NET	

Name (please print) applicable	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print) applicable	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print) applicable	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	



2 attendees





22/390 Corridor Study

Public Open House – Sign-In Sheet Tuesday, October 9, 2012 - 4:30 p.m. to 7:00 p.m.

Name (please print) <i>Claire Fuller</i>	Organization (if applicable)
Mailing Address <i>Box 878</i>	
City, State, Zip <i>Wilson, WY 83014</i>	Phone <i>690-0929</i>
Email Address <i>clairefuller@gmail.com</i>	

Name (please print) applicable <i>JOCELYN SLACK WASSON</i>	Organization (if applicable)
Mailing Address <i>PO 924</i>	
City, State, Zip <i>WILSON WY 83014</i>	Phone <i>834+6368</i>
Email Address <i>jllwasson@hotmail.com</i>	

Name (please print) applicable <i>Steve Dunbar</i>	Organization (if applicable)
Mailing Address <i>P.O. Box 1406</i>	
City, State, Zip <i>Wilson WY 83014</i>	Phone <i>699-2409</i>
Email Address <i>DUNBARST@yahoo.com</i>	

Name (please print) applicable <i>Lynne Whalen</i>	Organization (if applicable)
Mailing Address <i>P.O. Box 365</i>	
City, State, Zip <i>Wilson, WY</i>	Phone <i>(307) 739-7008</i>
Email Address <i>LMWHALEN@BRESNAN.NET</i>	

Name (please print) applicable <i>Colleen Grady</i>	Organization (if applicable)
Mailing Address <i>PO Box 1628</i>	
City, State, Zip <i>Wilson WY 83014</i>	Phone
Email Address <i>Colleengrady.bresnan.net</i>	

Name (please print) applicable <i>Henry Holdsworth</i>	Organization (if applicable)
Mailing Address <i>Box 2673</i>	
City, State, Zip <i>Jackson, WY 83601</i>	Phone
Email Address <i>henryh@Wyoming.com</i>	





22/390 Corridor Study

Public Open House – Sign-In Sheet Tuesday, October 9, 2012 - 4:30 p.m. to 7:00 p.m.

Name (please print) Horton Spitzer	Organization (if applicable)
Mailing Address POB 1307	
City, State, Zip Wilson WY 83014	Phone
Email Address hortspite@aol.com	

Name (please print) applicable) Steven Poole	Organization (if applicable)
Mailing Address PO Box 237	
City, State, Zip Wilson WY 83014 0237	Phone
Email Address scepoole@earthlink.net	

Name (please print) applicable) KATHY HARRINGTON	Organization (if applicable)
Mailing Address PO Box 15	
City, State, Zip Wilson, WY	Phone 307-690-6100
Email Address WITCHYCLEAN15@gmail.com	

Name (please print) applicable) CURT HAWES	Organization (if applicable)
Mailing Address PO Box 650	
City, State, Zip JACKSON, WY	Phone 83001
Email Address CURT_HAWES@yahoo.com	

Name (please print) applicable) Carrie Geraci	Organization (if applicable) JH Public Art
Mailing Address Box 1416	
City, State, Zip Jackson WY 83001	Phone 307-4131474
Email Address cgeraci@gmail.com	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	





Public Open House – Sign-In Sheet
Tuesday, October 9, 2012 - 4:30 p.m. to 7:00 p.m.

Name (please print) Melissa Wittstruck	Organization (if applicable) JHCA
Mailing Address Jackson WY 83001	Phone 733-9417
City, State, Zip	Phone
Email Address melissa@jhalliance.org	

Name (please print) applicable) Nan+Laura Shervin	Organization (if applicable)
Mailing Address PO Box 373	Phone
City, State, Zip Wilson 83014	Phone
Email Address	

Name (please print) applicable) Andy Schwartz	Organization (if applicable) Teton Co
Mailing Address	Phone
City, State, Zip	Phone
Email Address aschwartz@tetonwyo.org	

Name (please print) applicable) Ed Smith	Organization (if applicable)
Mailing Address Box 3348	Phone
City, State, Zip Jackson 83001	Phone
Email Address	

Name (please print) applicable) Heather Ewing	Organization (if applicable)
Mailing Address	Phone
City, State, Zip	Phone
Email Address heatherewing307@gmail.com	

Name (please print) applicable) LEE CUTLER	Organization (if applicable)
Mailing Address	Phone
City, State, Zip	Phone
Email Address	





Public Open House – Sign-In Sheet
Tuesday, October 9, 2012 - 4:30 p.m. to 7:00 p.m.

Name (please print) <i>Vance Carruth</i>	Organization (if applicable) <i>SAGE WILDLIFE CROSSINGS-JH</i>
Mailing Address <i>P.O. Box 7036</i>	
City, State, Zip <i>Jackson, WY 83002</i>	Phone <i>307-733-7446</i>
Email Address <i>VanceCarruth@aol.com</i>	

Name (please print) applicable <i>Edward Kolisky</i>	Organization (if applicable)
Mailing Address <i>4220 Wild Rose Ln.</i>	
City, State, Zip <i>Wilson, WY 83014</i>	Phone <i>307-733-4526</i>
Email Address <i>edwardkolisky@bresnan.net</i>	

Name (please print) applicable <i>ROBERT E. MOORE & DIANA</i>	Organization (if applicable)
Mailing Address <i>3105 ASTER LN.</i>	
City, State, Zip <i>WILSON WY</i>	Phone <i>733-7021</i>
Email Address <i>remwilsonwy@aol.com</i>	

Name (please print) applicable <i>Craig Schwender</i>	Organization (if applicable)
Mailing Address <i>4495 Berry Dr. Wilson WY</i>	
City, State, Zip <i>83014</i>	Phone <i>732-2539</i>
Email Address <i>cschwender@bresnan.com</i>	

Name (please print) applicable <i>Mary Louise Breitenbach / Joseph Piccoli</i>	Organization (if applicable)
Mailing Address <i>3625 Cheney Lane</i>	
City, State, Zip <i>Wilson WY 83014</i>	Phone <i>733-2100</i>
Email Address <i>jpicolli3@gmail.com</i>	

Name (please print) applicable <i>NED THOMAS</i>	Organization (if applicable)
Mailing Address <i>P.O. Box 1247</i>	
City, State, Zip <i>JACKSON 83001</i>	Phone <i>307-739-9205</i>
Email Address <i>NEDTHOMAS@GMAIL.COM</i>	





Public Open House – Sign-In Sheet
Tuesday, October 9, 2012 - 4:30 p.m. to 7:00 p.m.

Name (please print) PAUL DUNCKER	Organization (if applicable)
Mailing Address PO BOX 950	
City, State, Zip WILSON, NY, 82014	Phone
Email Address pduncker@mae.com	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	



Public Open House – Sign-In Sheet
Tuesday, October 9, 2012 - 4:30 p.m. to 7:00 p.m.

Name (please print) Robin moyer	Organization (if applicable)
Mailing Address Box 3713 Tax WY	
City, State, Zip 83001	Phone
Email Address rwightonmoyer@gmail.com	

Name (please print) applicable Mercedes Huff	Organization (if applicable)
Mailing Address Box 274	
City, State, Zip Wilson, WY	Phone 83014
Email Address mercedeswy@gmail.com	

Name (please print) applicable DARAN MARTENS - USFS	Organization (if applicable)
Mailing Address Box 1888	
City, State, Zip JACKSON, WY '01	Phone 739-5545
Email Address darinmartens@fs.fed.us	

Name (please print) applicable Tyler Sinclair	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print) applicable GARY POLLOCK	Organization (if applicable) Natural Park Soc
Mailing Address P.O. Box 170	
City, State, Zip Moore, WY 83012	Phone 307 739-3428
Email Address gary-pollock@nps.gov	

Name (please print) applicable Nancy Stinn	Organization (if applicable)
Mailing Address PO Box 313	
City, State, Zip Teton Village WY 83025	Phone 7309316
Email Address Nancy@rlazys.com	





Public Open House – Sign-In Sheet
Tuesday, October 9, 2012 - 4:30 p.m. to 7:00 p.m.

Name (please print) CARLA WATSABAUGH	Organization (if applicable) VILLAGE ROAD COALITION
Mailing Address P.O. BOX 172	733-4019
City, State, Zip WILSON WY 83014	Phone
Email Address frog lady44@gmail.com	

Name (please print) LEONARD KLEIMAN	Organization (if applicable)
Mailing Address P.O. Box 1148	
City, State, Zip WILSON WY 83014	Phone 307.690.7611
Email Address LKLEIMAN@BRESNAN.NET	

Name (please print) Patty D. Ewing	Organization (if applicable)
Mailing Address PO Box 429	733-2227
City, State, Zip Jackson WY 83001	Phone
Email Address jherwer@wyoming.com	

Name (please print) Kurt J. Harland	Organization (if applicable)
Mailing Address PO Box 1766	307-413-6887
City, State, Zip Wilson, WY 83014	Phone ↓
Email Address kharland@JHrealestate.com	

Name (please print) Keith Soper & Mrs.	Organization (if applicable)
Mailing Address POB 14640	
City, State, Zip Jackson, WY 83002	Phone
Email Address Jim@KRSoper.com	

Name (please print) Jim GENTNER	Organization (if applicable)
Mailing Address PO. Box 181	
City, State, Zip JACKSON, WY. 83001	Phone 307-233-5660
Email Address Jim.Gentner@HUBINTERNATIONAL.COM	





Public Open House – Sign-In Sheet
Tuesday, October 9, 2012 - 4:30 p.m. to 7:00 p.m.

Name (please print) Francis McCalligan	Organization (if applicable)
Mailing Address P.O. Box 453	
City, State, Zip Mesa WY 83001	Phone 307-734-0137
Email Address Francis@kornar	

Name (please print) applicable) Kathy Watkins	Organization (if applicable)
Mailing Address PO BOX 243	
City, State, Zip Wilson WY	Phone 307 413 7882
Email Address Kathylwatkins@gmail.com	

Name (please print) applicable) Beth Thebaud	Organization (if applicable)
Mailing Address 1355 Primrose Ln.	
City, State, Zip Wilson WY 83014	Phone 734-2847
Email Address beththebaud@msn.com	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

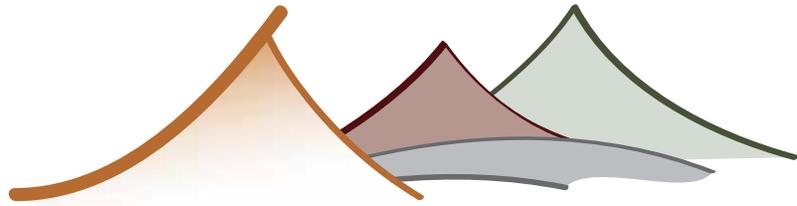
Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	





Open House

June 24, 2013



22/390 Corridor Study

Welcome

to the

22/390 Corridor Study

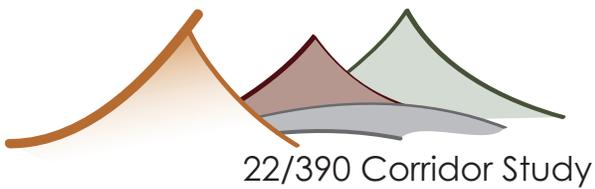
Public Open House

June 24, 2013, 4:30 PM – 7:00 PM

Teton County Library

125 Virginian Lane, Jackson, Wyoming





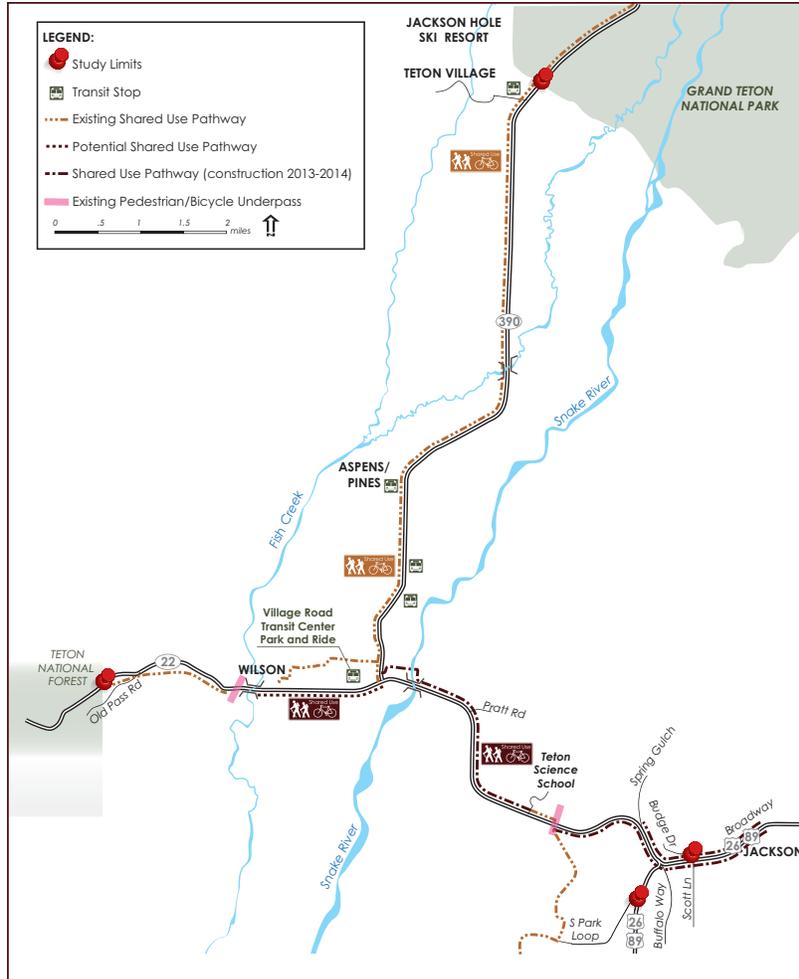
What are the Objectives of the 22 & 390 PEL Study?

- Identify a corridor vision
- Identify transportation need and corridor goals
- Conduct preliminary alternative screening to guide development of corridor projects
- Prioritize projects

What is a PEL?

- As noted by the Federal Highway Administration, a Planning and Environmental Linkages Study (PEL) “represents an approach to transportation decision-making that considers environmental, community, and economic goals early in the planning stage and carries them through project development, design, and construction.
- Leads to a seamless decision-making process that minimizes duplication of effort, promotes environmental stewardship, and reduces delays in project implementation.”
- This PEL Study would precede, and serve as the basis for, any future environmental documents prepared in compliance with the National Environmental Policy Act (NEPA).

Study Area



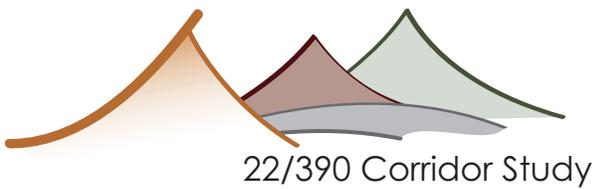
Study Schedule

Tasks	2012						2013									
	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	
1. Public Input	[Bar]															
2. Public Open House				◇												◇
3. Data Collection for Corridor Inventory	[Bar]															
4. Project Scoping		[Bar]														
5. Purpose and Need Development			[Bar]													
6. Alternatives Development and Screening				[Bar]												
7. Documentation							[Bar]									

Relation of 22 & 390 PEL Study to Upcoming Integrated Transportation Plan

Description	22/390 Corridor Study	Integrated Transportation Plan
Sponsor	FHWA and WyDOT	Joint Town of Jackson and Teton County plan
Topic	Corridor planning for Wyo 22 and Wyo 390	Comprehensive transportation system planning & implementation guide
Schedule	Commenced Summer 2012; completion anticipated Fall 2013	Commencing Summer of 2013; completion anticipated by Spring 2015
Study Area	Wyo 22 between Jackson and Teton National Forest; Wyo 390 between Wyo 22 and Grand Teton National Park	Community-wide focus with multi-modal emphasis
Purpose	Identify corridor improvements to develop funding priorities	Implementation is Policy 7.1.b of the 2012 Comprehensive Plan





What Have We Heard From You?

General comments received at the October 2012 public meeting include:

- **Maintain the western rural character**
- **The entire study area is rife with wildlife**
 - Safe crossing of wildlife is an issue for all of WYO 390 and WYO 22
 - Slower speed limits would be safer for wildlife; increase enforcement of speed limits
- **Safety is paramount**
 - Need safe pedestrian and bicycle crossings, such as tunnels
 - Future roads should always include bike paths or bike lanes
 - Slower speed limits would be safer for pedestrians; increase enforcement of speed limits
- **Roadway Widening**
 - Some support for a 4-lane roadway where congestion is very bad
 - Some opposition to 4-lane roadways where other solutions may exist
- **Intersections**
 - Consider roundabouts at intersections
 - Create turn lanes and/or acceleration/deceleration lanes at key intersections
- **Prioritize transit**

The corridor vision was developed based on input from the public and stakeholders:

Corridor Vision:

WYO 22 and WYO 390 travel through iconic valleys of scenic beauty, connecting the Town of Jackson, Wilson (and on to Idaho), and Teton Village (and on to Grand Teton National Park). The corridors serve both the local and regional economies, providing access for residents, recreationalists, and tourists alike. The corridors' stakeholders envision future transportation improvements that provide a balance of economic needs with efficient multi-modal travel, traveler/wildlife safety, and the experience of viewing scenery and wildlife.

Study Purpose:

The purpose of the study is to establish a long-term transportation vision along the Wyoming State Highway 22 (WYO 22) and Wyoming State Highway 390 (WYO 390) corridors between the Town of Jackson, Wilson, and Teton Village, and to identify and prioritize potential transportation improvements that address the identified needs.

Need #1: Mobility

The WYO 22 and WYO 390 corridors serve as vital links between the Town of Jackson and Wilson and recreational and employment centers in Teton Village and Grand Teton National Park. Congestion during peak periods in the summer and winter seasons along these corridors impairs mobility and access for all users, and is projected to worsen as traffic increases. Several intersections in the study area are congested and have safety issues. Furthermore, there is a need for system redundancy in the corridor in times of traffic disruption.



Need #2: Bicycle & Pedestrian Connectivity

The bicycle and pedestrian facilities within the Study Area are discontinuous and safe crossing opportunities of the roadways are needed. The intersections of WYO 22/US 89 and WYO 22/WYO 390 also inhibit pedestrian and bicycle movement.



Need #3: Transit

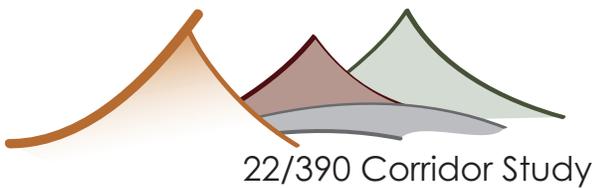
Buses can experience slow travel times due to congestion. The community has identified that meeting transportation and preservation goals (which sometimes conflict) will require increased use of transit. Buses need to maintain a competitive travel time with automobiles to attract riders.



Need #4: Safety and Wildlife-Vehicle Collisions

Within the Study Area, WYO 22 and WYO 390 have the poorest rating for critical crashes when compared to similar roads statewide. Furthermore, both corridors have a high number of wildlife vehicle collisions due to the presence of wildlife habitat and migration routes. Motorists have a need to safely view scenery and wildlife.

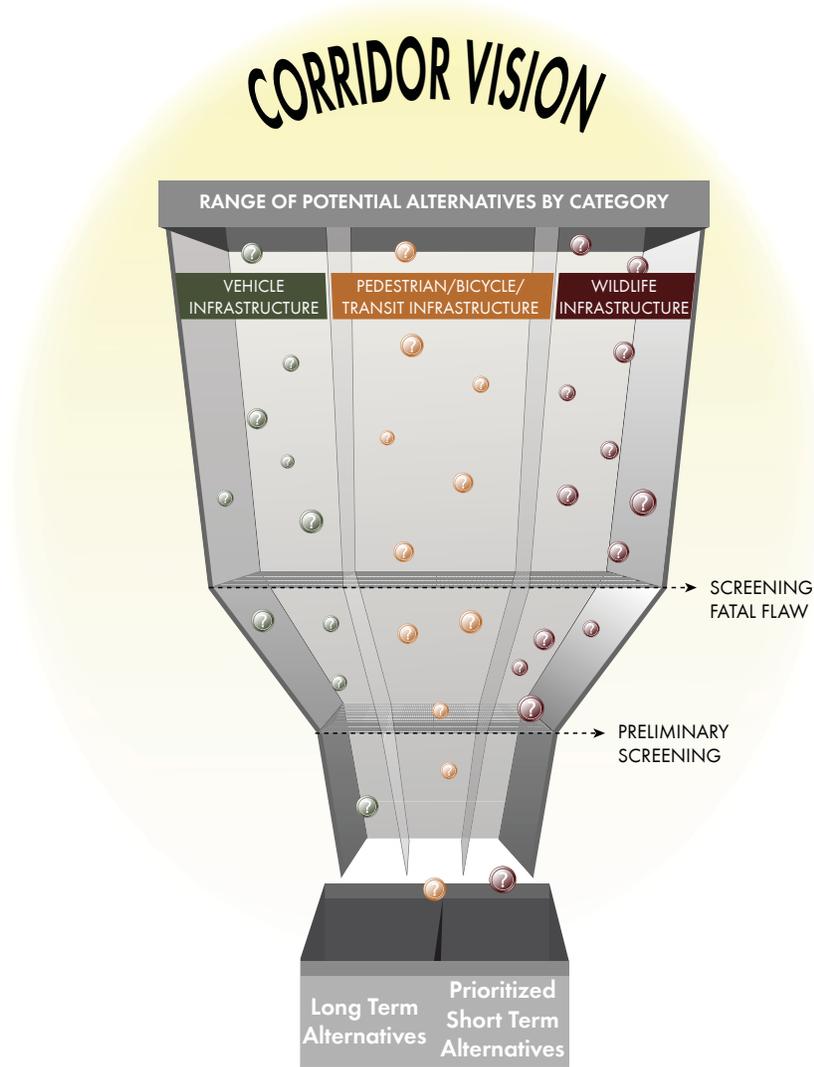




Study goals supplement the Purpose and Need and help differentiate between the transportation improvements identified to meet the transportation needs.

- Preserve the area's natural setting and character
- Promote a travel experience that allows for travelers to appreciate the scenery and wildlife
- Meet transportation safety needs of all modes – automobile, bus, pedestrian, bicycle, and truck
- Encourage use of alternative modes
- Provide effective access for commercial and residential properties, while addressing mobility and safety needs
- Avoid and minimize environmental impacts
- Protect wildlife
- Minimize right-of-way impacts and relocation of commercial and residential properties
- Do not preclude future consideration of new road connections that would provide redundancy
- Provide system redundancy in the corridor in times of traffic disruption.
- Identify practical and financially realistic transportation improvements for future inclusion in the STIP, given funding constraints
- Develop projects that are consistent with corridor vision

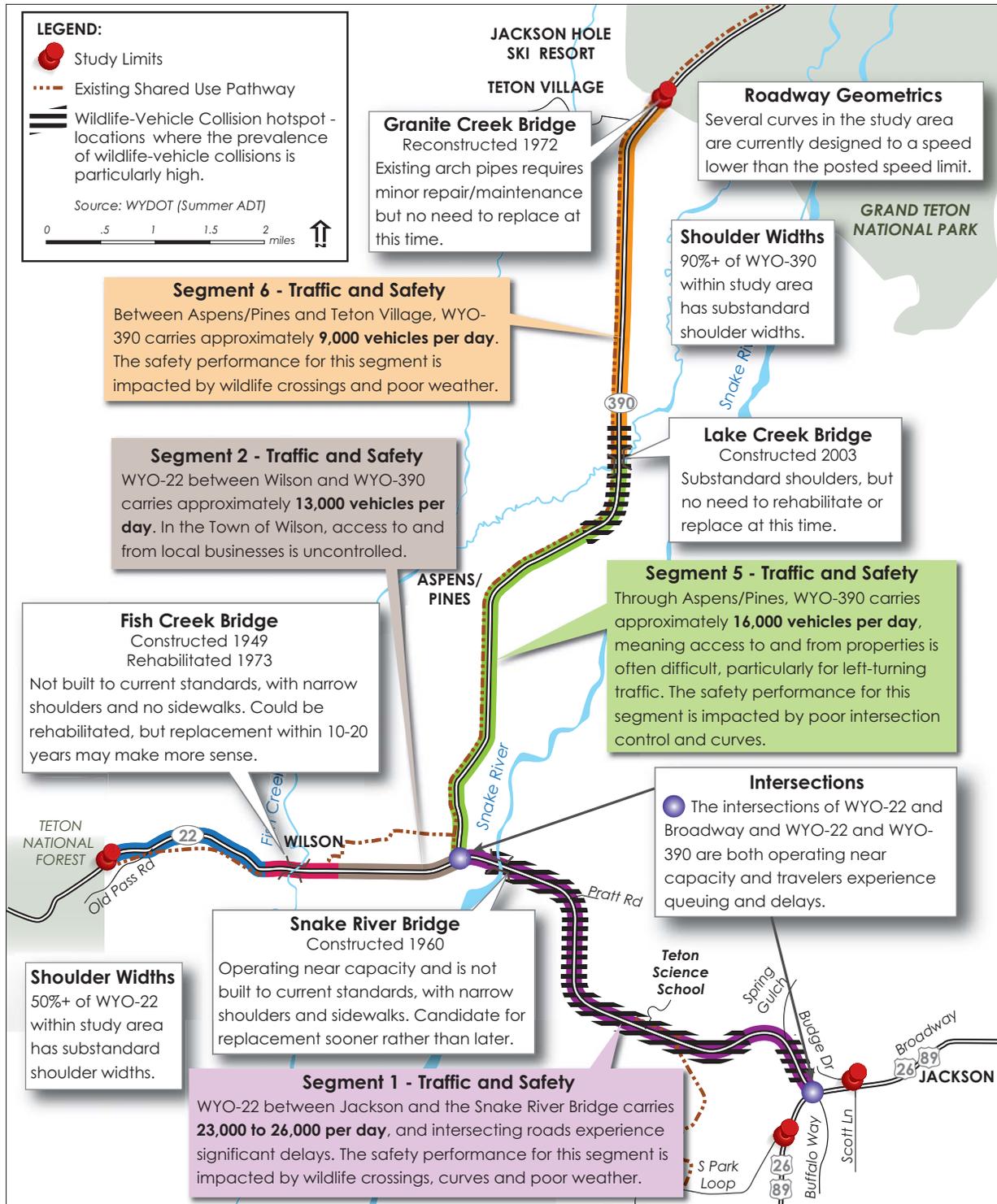
The Study Team developed a broad range of alternatives to address the Purpose and Need. The alternatives developed and evaluated by the PEL reflect this specific purpose and need statement, which recognizes current transportation problems of the WYO 22 and WYO 390 roadway corridors within the study area.



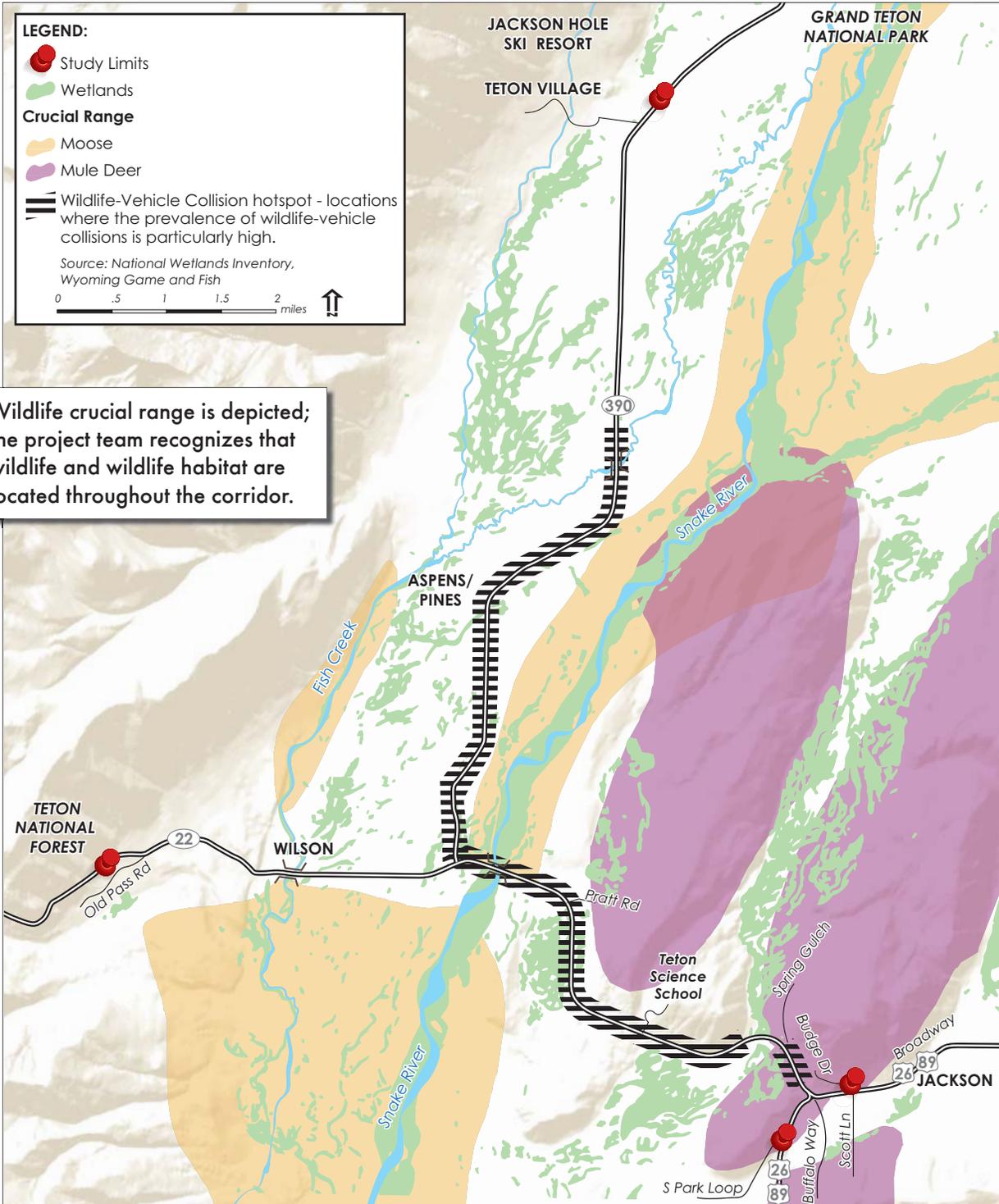
Potential transportation improvements exist that are beyond the view of this PEL and could be considered by future studies to address a different set of transportation issues:

- Off-alignment highway improvements, including:
 - a potential 'north crossing' connecting north WYO 390 with US-89 north of Jackson;
 - a potential Tribal Trails Road connection;
 - potential improvements to Spring Gulch Road
- Alternative-modes and/or future technologies outside the current highway alignment between Jackson and Teton Village

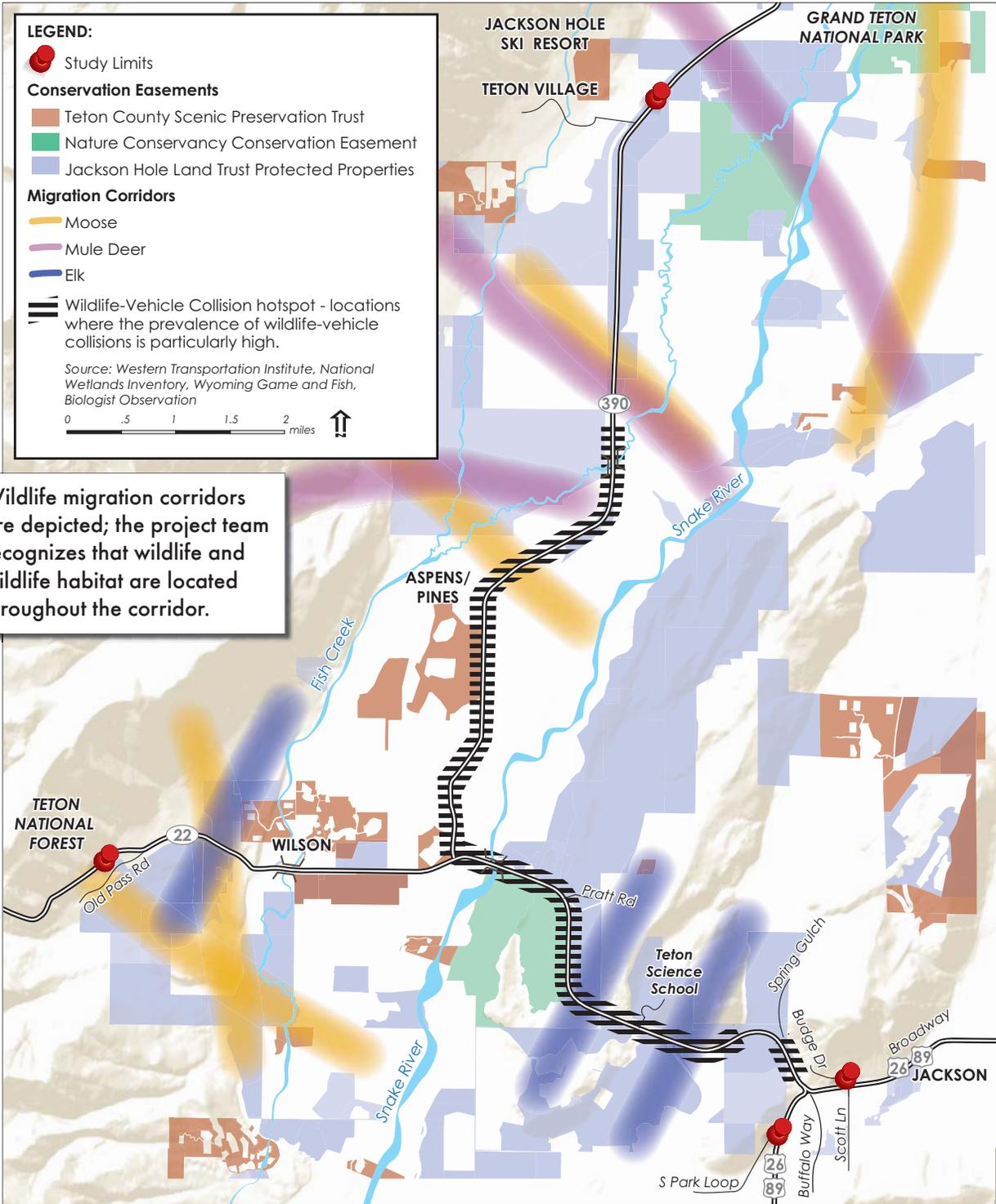
The alternatives developed and evaluated by this PEL will not preclude such future transportation possibilities.



Wildlife Crucial Ranges and Wetlands



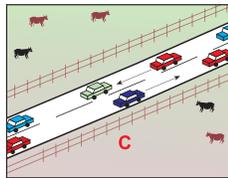
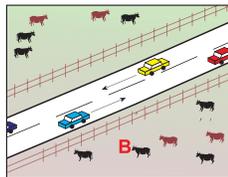
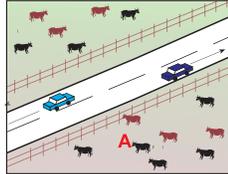
Wildlife Migration Corridors and Conservation Easements



Roadway Level of Service Definitions

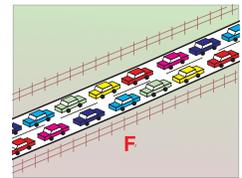
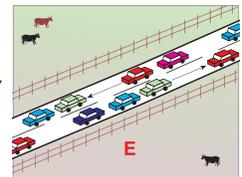
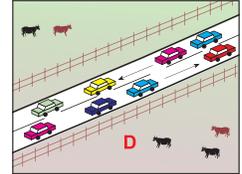
LOS Roadway Segment Operating Characteristics

- A** Free flow, low traffic density, passing demand well below passing capacity, no platoons of three or more vehicles, drivers delayed less than 30% of time by slow moving vehicles.
- B** Minimum delay, stable traffic flow, passing demand equals passing capacity, drivers delayed up to 45% of time by slow moving vehicles.
- C** Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists, noticeable increases in platoon formation, size, and frequency, percent time delays up to 60%.



LOS Roadway Segment Operating Characteristics

- D** Movements more restricted, passing demand is very high while passing capacity approaches zero, platoon sizes of 5 to 10 vehicles are common, turning vehicles cause "shock-waves" in traffic stream, percent time delays approach 75%.
- E** Actual capacity of the roadway, involves delay to over 75% of motorists, passing is virtually impossible, platooning becomes intense.
- F** Forced flow with demand volumes greater than capacity resulting in severe congestion, no passing opportunities and long platoons.

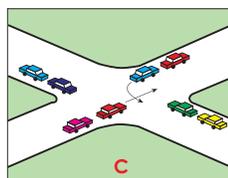
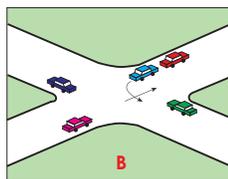
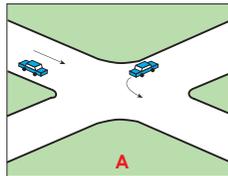


(1) Based on information from Highway Capacity Manual, Transportation Research Board

Intersection Level of Service Definitions

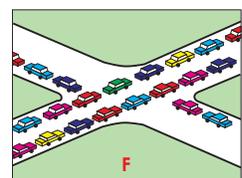
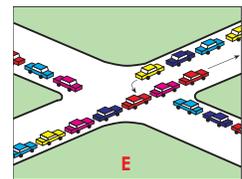
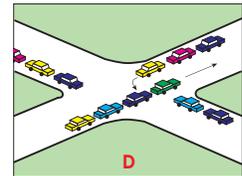
LOS Intersection Segment Operating Characteristics

- A** No vehicle waits longer than one stop or signal indication.
- B** On a rare occasion, vehicles wait through more than one stop or signal indication.
- C** Intermittently, vehicles wait through more than one stop or signal indication, occasionally backups may develop, traffic flow still stable and acceptable.

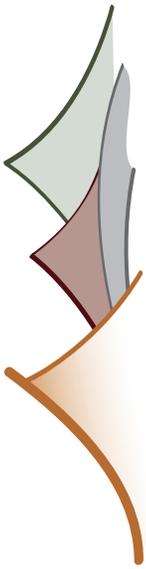


LOS Intersection Segment Operating Characteristics

- D** Delays at intersections may become extensive but enough cycles with lower demand occur to permit periodic clearance, preventing excessive backups.
- E** Very long queues may create lengthy delays.
- F** Backups from locations downstream restrict or prevent movement of vehicles out of approach creating a "gridlock" condition.

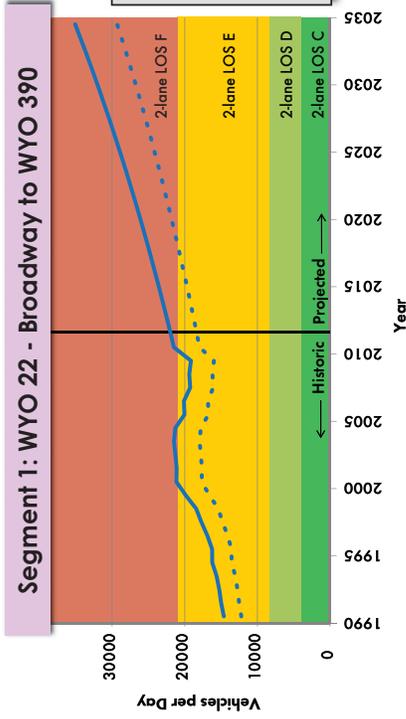


(1) Based on information from Highway Capacity Manual, Transportation Research Board

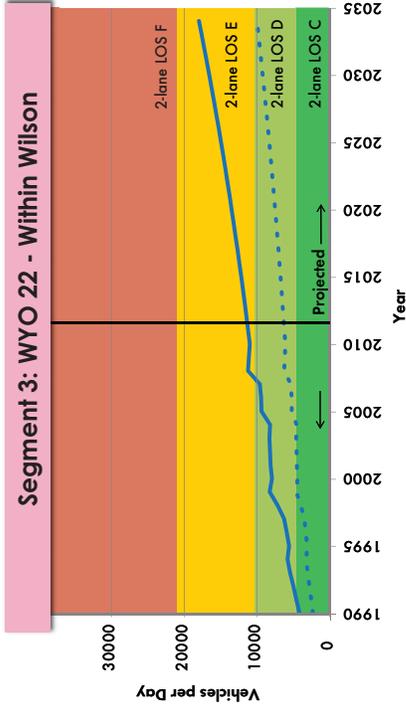


22/390 Corridor Study

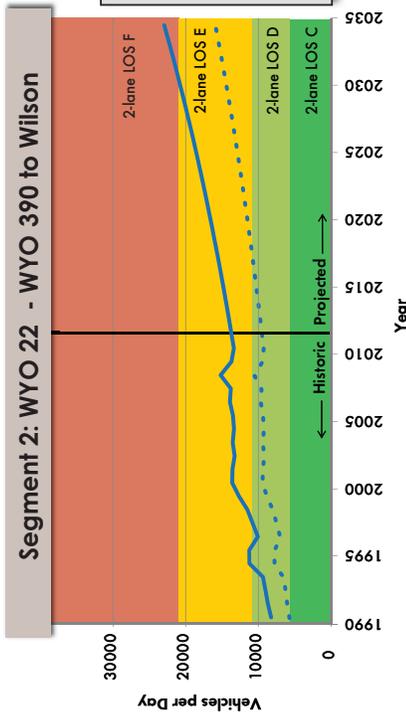
Historic and Projected Daily Traffic



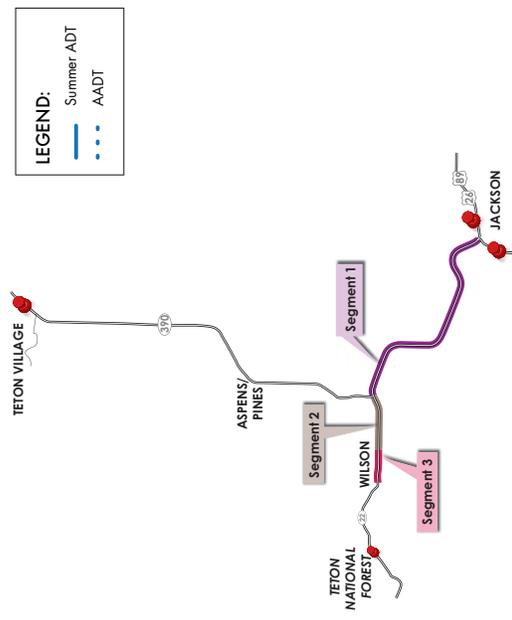
- Traffic growth averaged approximately 2% per year over the last 20 years.
 - The increase in traffic was slower during the last decade, perhaps due to socioeconomic factors or because of roadway capacity.

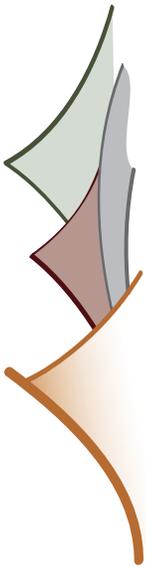


- Traffic growth averaged approximately 2% per year over the last 20 years.
 - Segment 3 has been LOS E during the summer for almost five years.



- Traffic growth averaged approximately 2% per year over the last 20 years.
 - Segment 2 is approaching LOS E conditions for AADT and has been LOS E during the summer for more than 10 years.

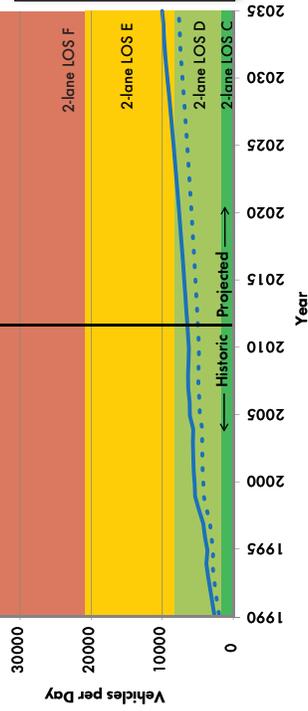




22/390 Corridor Study

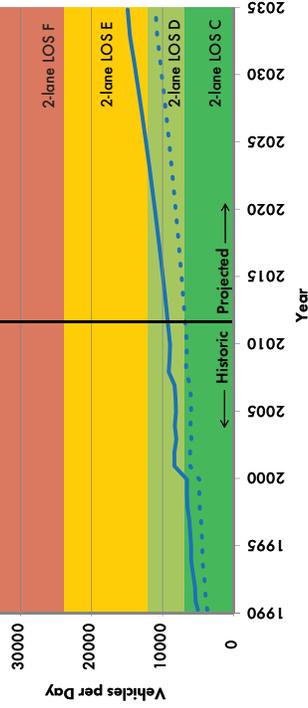
Historic and Projected Daily Traffic

Segment 4: WYO 22 - Wilson to Teton National Forest



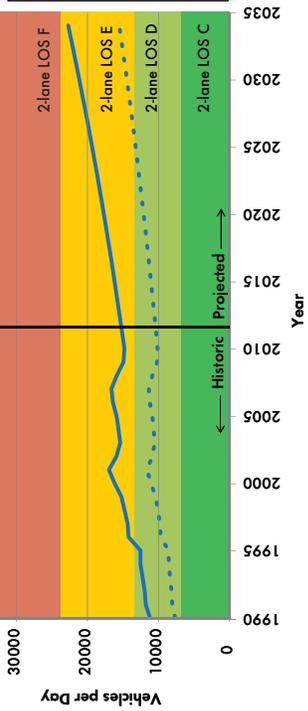
- Traffic growth averaged approximately 2% per year over the last 20 years.
 - Segment 4 is operating at LOS D and is projected to do so for several years in the future, with steady traffic growth.

Segment 6: WYO 390 - Lake Creek to Grand Teton National Park

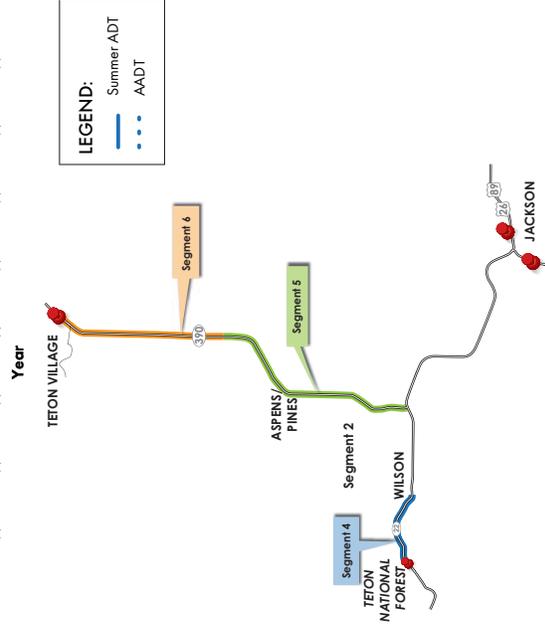


- Traffic growth averaged approximately 2% per year over the last 20 years.
 - Segment 6 has been operating at LOS D conditions during the summer for more than 10 years.

Segment 5: WYO 22 to Lake Creek

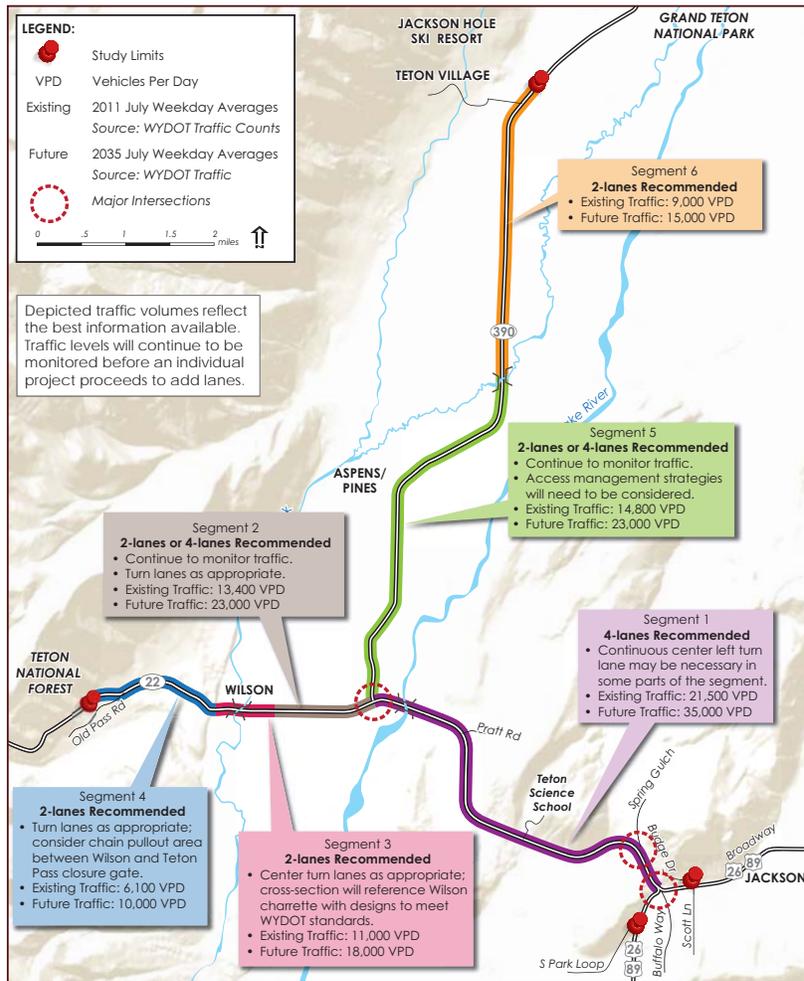
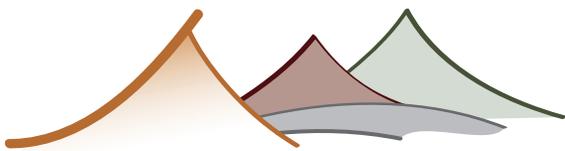


- Traffic growth averaged approximately 2% per year over the last 20 years.
 - Segment 5 has been operating at LOS D conditions for AADT the last 20 years and has been LOS E during the summer for more than 10 years.



LEGEND:

— Summer ADT
 ··· AADT

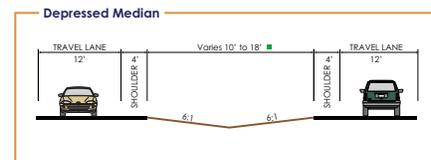
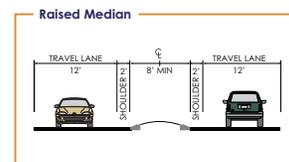
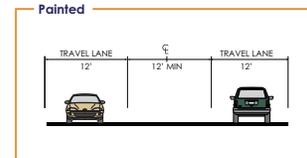
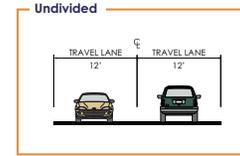
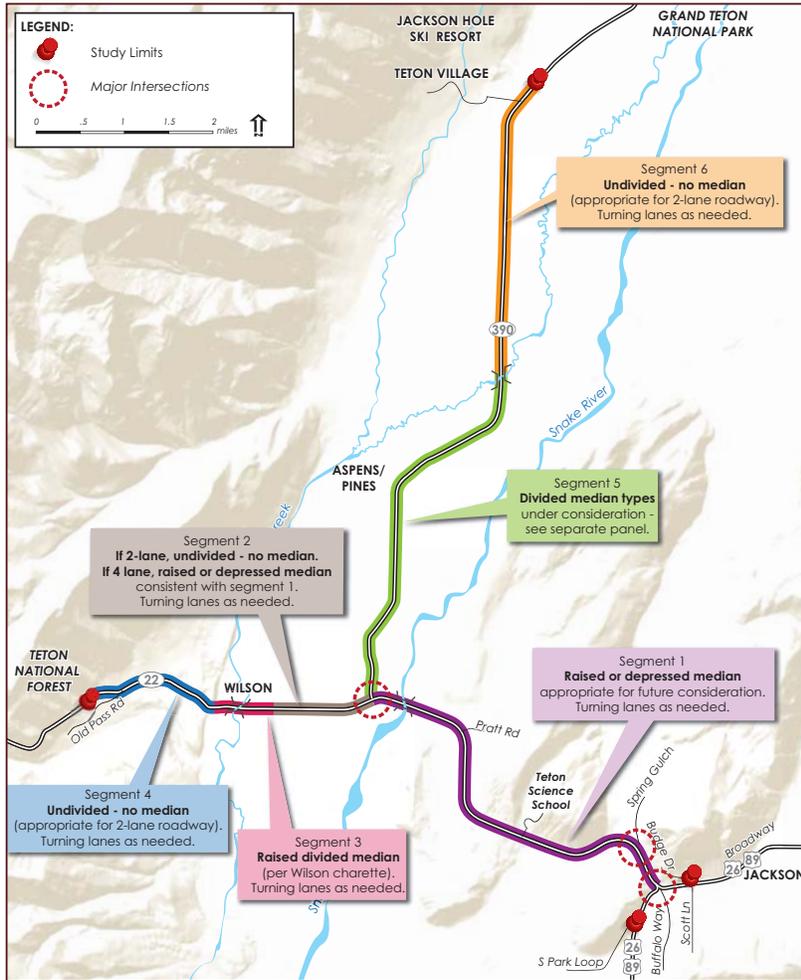
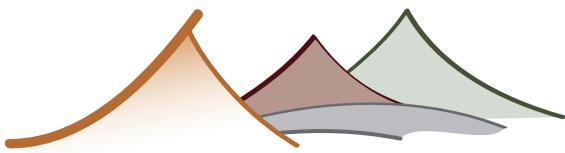


Screening Details

Distinguishing Criteria	2 Lanes	4 Lanes
Travel Demand	LOS 'E' capacity is 15,000 to 24,000 vehicles per day (vpd)*	LOS 'E' capacity is 35,000 to 45,000 vpd*
Resilience in times of traffic disruptions	Little additional capacity to utilize during traffic disruptions	More capacity to utilize during traffic disruptions
Bicycle and pedestrian crossing	Easier to cross due to narrower width	More difficult to cross
Wildlife safety	Trade-offs: <ul style="list-style-type: none"> Narrower width provides shorter crossing distance Single lanes cause fewer gaps in traffic stream Does not preclude wildlife crossing mitigation recommendations 	Trade-offs: <ul style="list-style-type: none"> Wider width provides longer crossing distance Double lanes allow more gaps in traffic stream Does not preclude wildlife crossing mitigation recommendations
Potential to impact environmental resources	Lower, due to smaller footprint	Higher, due to larger footprint
Potential to impact setting and character	Lower, due to smaller footprint	Higher, due to larger footprint
Potential right-of-way impacts	Lower, due to smaller footprint	Higher, due to larger footprint

* Roadway capacity is variable, depending on many roadway and travel demand characteristics; each segment has been analyzed individually.

** Highway mitigation opportunities for wildlife in Jackson Hole (WTI 2011) and Final Report Jackson Hole Roadway and Wildlife Crossing Study (Biota 2003)

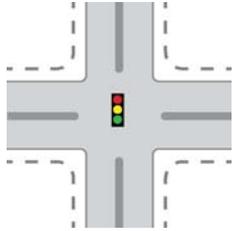


Screening Details

	Undivided	Painted	Raised	Depressed
Travel Demand	Lower capacity than divided	Higher capacity than undivided	Higher capacity than undivided	Higher capacity than undivided
Access	Poor ability to control access	Better than undivided but worse than raised and depressed	Good access control	Good access control
Resiliency in times of traffic disruptions	Poor ability to respond to traffic disruptions	Good ability to respond to traffic disruption	Fair ability to respond to traffic disruption	Fair ability to respond to traffic disruption
Bicycle and pedestrian crossing	Poor	Fair	Good	Good
Vehicle safety	Worst expected safety performance	Fair expected safety performance	Good expected safety performance	Good expected safety performance
Wildlife safety	Fair	Fair	Fair	Poor
Potential to avoid impacts to environmental resources	Good	Fair	Fair	Poor
Potential to avoid impacts to setting and character	Fair	Poor	Fair	Good
Potential to avoid right-of-way impacts	Good	Fair	Fair	Poor

* Highway mitigation opportunities for wildlife in Jackson Hole (WTI 2011) and Final Report Jackson Hole Roadway and Wildlife Crossing Study (Biota 2003)

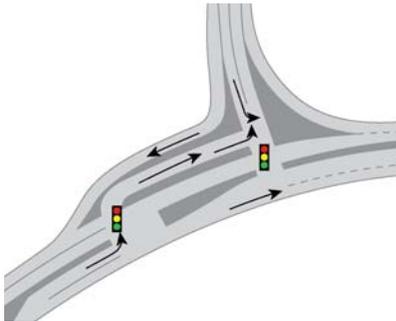
Expanded Signalized Intersection



- + Allows protected pedestrian movements
- + Accommodates unbalanced approach volumes
- + Relatively small footprint
- + Lower construction cost
- Can have high amounts and delay
- Higher potential for severe accidents
- Multiple lanes for pedestrians to cross

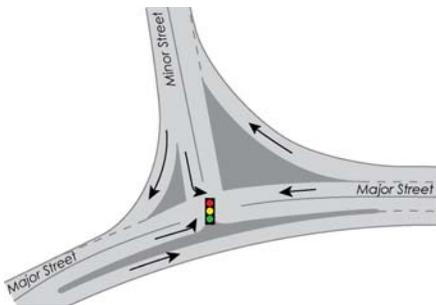
Numerous configurations of intersection designs have been analyzed for the major intersections.

Continuous Flow Intersection



- + Moves the left turn eliminating left turn movements from the main intersection
- + Improved capacity
- + Reduced delay
- + Suitable for high volume left turns
- + Allows protected pedestrian movements
- + Safer for vehicular travel than signalized intersections
- Motorists must travel through multiple intersections, and may stop multiple times through the junction
- Less intuitive than signalized intersection
- Other choices more pedestrian friendly
- Larger footprint than signalized intersection

Florida-T Intersection



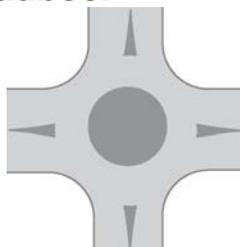
- + Suitable for a three-way intersection with moderate-to-low left turn volumes from cross street, and high arterial through volumes
- + Allows continuous green through movement in one mainline direction
- + Allows protected pedestrian movements
- + Safer than signalized intersections
- + Improved capacity
- + Reduced delay
- More footprint required than signalized intersection
- Pedestrian movements need pedestrian signal

Grade-Separated Intersections



- + Suitable for high volume intersections
- + Allows traffic to move freely, with fewer interruptions
- + Safer relative to signalized intersections
- + Creates less delay than other intersection types
- Represent a barrier for pedestrians
- Higher visual impacts than other intersection types
- Larger footprint than signalized intersection
- Much higher cost than other intersection types

Roundabout

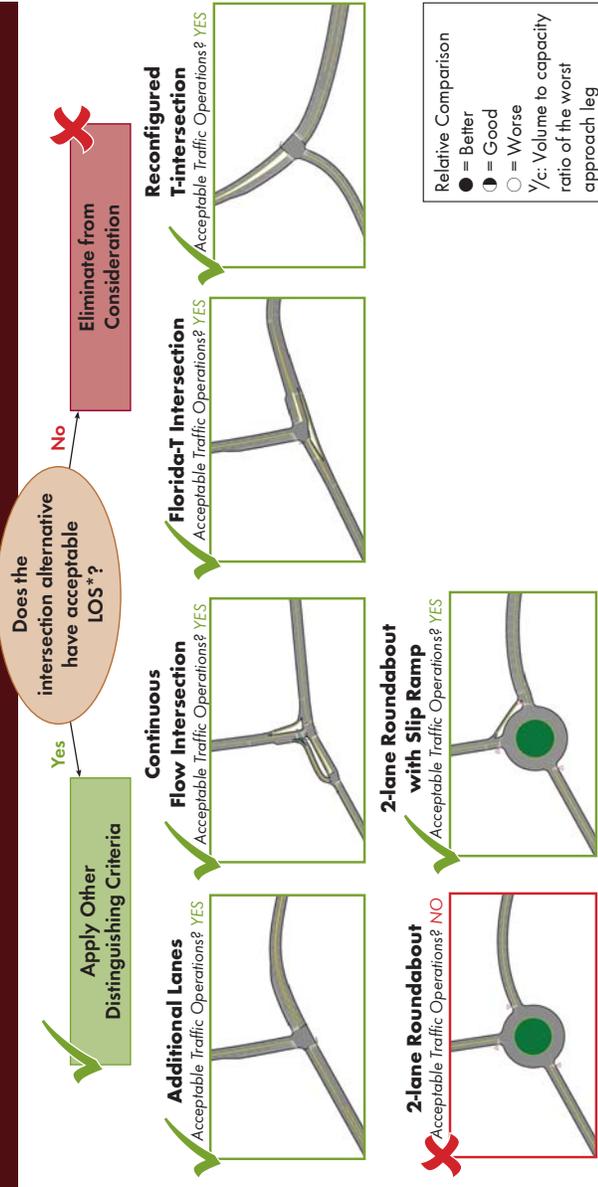
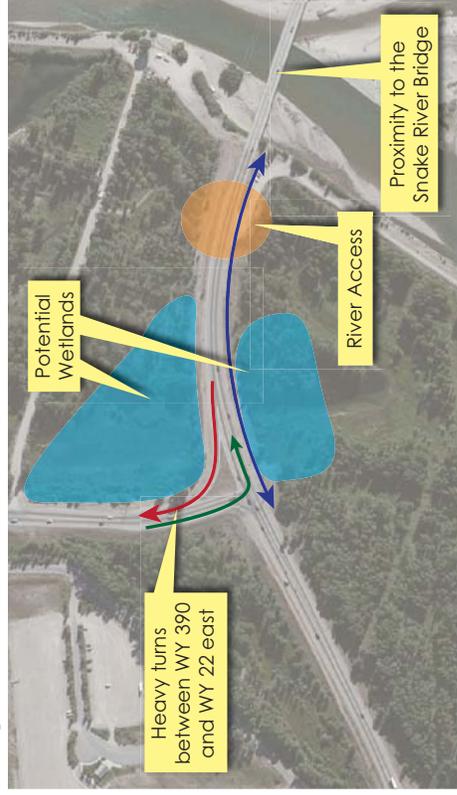


- + Suitable for relatively balanced approach volumes
- + Safer for vehicular travel relative to other intersection types
- + Can result in less delay
- + Can accommodate aesthetic treatments
- Larger footprint than signalized intersection
- Less suitable for high volume/multilane approaches
- Less intuitive for pedestrians/bicycle lists than other intersection types

22/390 Corridor Study

WYO 22 & 390

Major Issues



Study Results

	Intersection Operations	Pedestrian/Bikes	Transit	Safety/Vehicle Conflicts	Aesthetics	Environmental / ROW Impacts	Practical	Cost	Driver Expectations	Speed Calming	Maintenance
Additional Lanes	●	●	●	○	○	●	●	●	●	○	●
Continuous Flow Intersection	●	○	●	●	○	○	●	●	○	○	○
Florida-T Intersection	●	○	●	●	○	○	●	●	●	○	○
Reconfigured T Intersection	●	●	●	○	○	●	●	●	●	○	○
2-lane Roundabout with Slip Ramp	●	○	●	●	●	○	●	●	●	●	○

An expanded signalized intersection has a relatively smaller footprint but lower safety performance

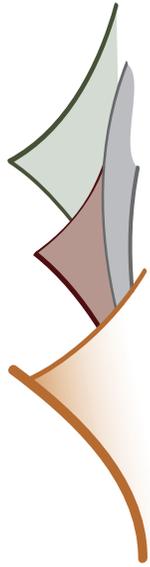
The CFI provides relatively worse pedestrian & bicycle operations and worse aesthetics

The Florida-T provides relatively worse pedestrian & bicycle operations and worse aesthetics

The reconfigured T would result in faster speeds and lower safety performance

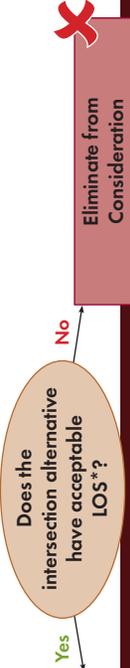
The roundabout offers relatively safer operations, better aesthetics, speed calming, but a larger footprint and providing safe pedestrian movements may require additional improvements

Relative Comparison
 ● = Better
 ○ = Good
 ○ = Worse
 1/2: Volume to capacity ratio of the worst approach leg

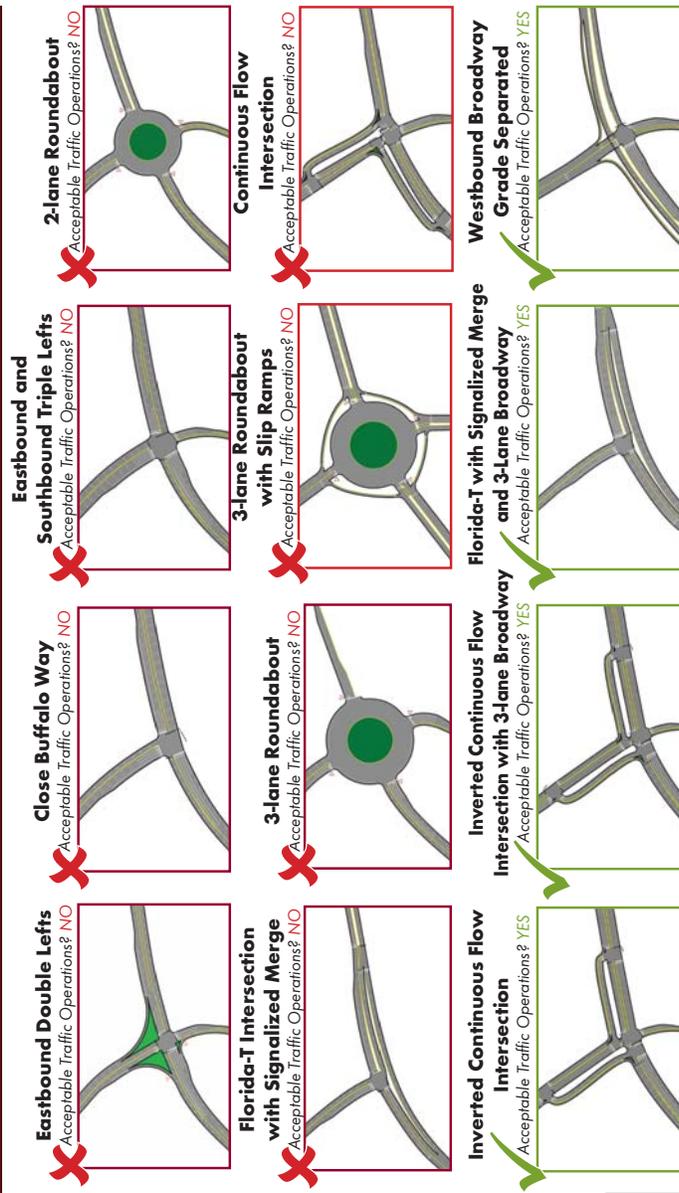
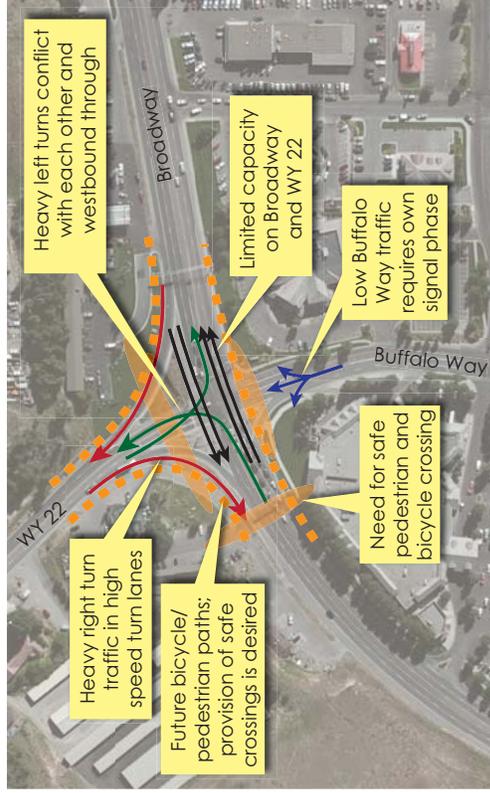


22/390 Corridor Study

"Y" - WYO 22 & Broadway



Major Issues

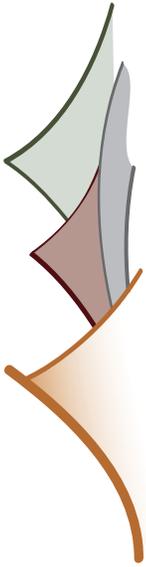


Study Results

	Intersection Operations	Pedestrian/Bikes	Transit	Safety/Vehicle Conflicts	Aesthetics	Environmental / ROW Impacts	Practical	Cost	Driver Expectations	Speed Calming	Maintenance
<input checked="" type="checkbox"/> Inverted Continuous Flow Intersection	●	○	●	●	●	○	●	●	○	●	●
<input checked="" type="checkbox"/> Inverted Continuous Flow Intersection with 3-lane Broadway	●	○	●	●	●	○	●	●	○	●	●
<input checked="" type="checkbox"/> Florida-T with Signalized Merge and 3-lane Broadway	○	●	●	●	●	●	●	●	●	●	●
<input checked="" type="checkbox"/> Westbound Broadway Grade Separated	●	●	○	●	○	●	○	○	●	○	●

Relative Comparison
 ● = Better ○ = Worse
 %: Volume to capacity ratio of the worst approach leg

Inverted CFIs provide relatively good operations, but larger footprints and are less intuitive for drivers
 Inverted CFIs provide relatively good operations, but larger footprints and are less intuitive for drivers
 A modified Florida T would provide good operations and safety performance, but may require 3-lanes on Broadway
 A westbound grade separation facilitates good and safe traffic operations, but relatively poor aesthetics, high cost and higher speeds



22/390 Corridor Study

WYO 22 & Spring Gulch Road

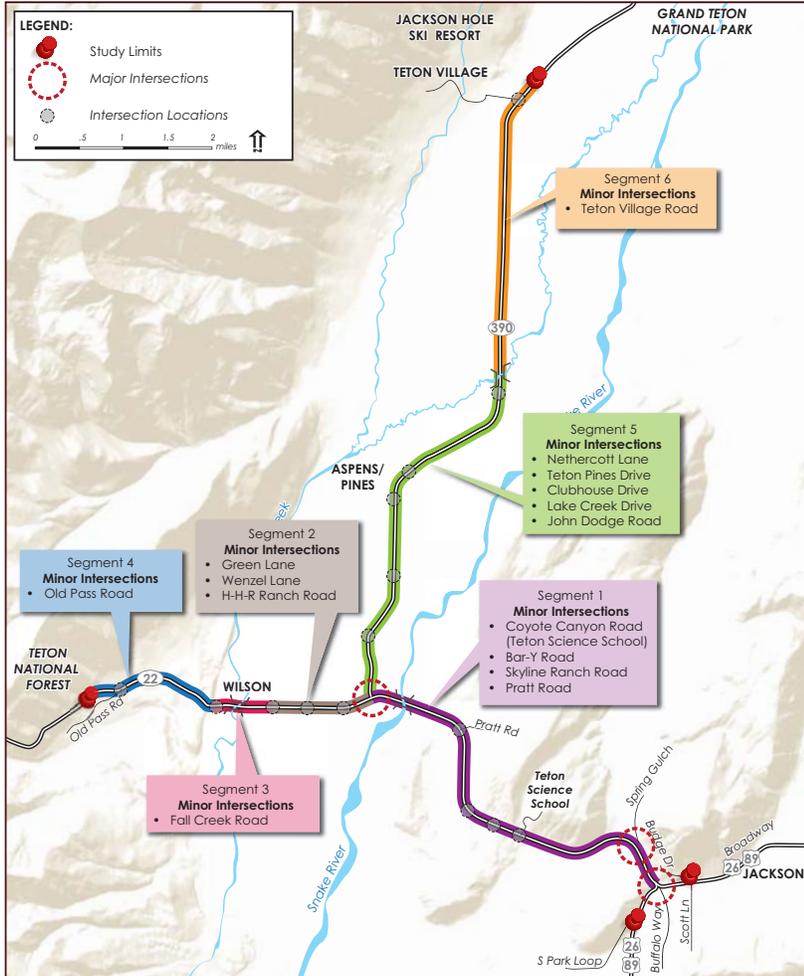
Major Issues



Study Results

	Intersection Operations	Pedestrian/Bikes	Transit	Safety/Vehicle Conflicts	Aesthetics	Environmental / ROW Impacts	Practical	Cost	Driver Expectations	Speed Calming	Maintenance
✓ Additional Lanes	●	●	●	○	○	●	●	●	●	○	●
<p>An expanded signalized intersection has a relatively smaller footprint but lower safety performance</p>											
✓ Florida-T Intersection	○	○	●	○	●	○	●	○	○	○	○
<p>The advantages of a Florida T would likely not outweigh its additional impacts</p>											
✓ Roundabout	○	○	○	●	●	○	●	●	○	●	○
<p>Roundabouts offer relatively safer operations, better aesthetics, speed calming, but a larger footprint and providing safe pedestrian movements may require additional improvements</p>											
✓ Roundabout with Slip Ramps	○	○	○	●	●	○	●	●	○	○	○
<p>Roundabouts offer relatively safer operations, better aesthetics, speed calming, but a larger footprint and providing safe pedestrian movements may require additional improvements</p>											

Relative Comparison ● = Better ○ = Worse
 ● = Good ○ = Worse
 Y/c: Volume to capacity ratio of the worst approach leg



Study Results

Minor Intersections

- Roundabouts or stop sign control appropriate for future consideration
- Traffic signals to be considered if necessary

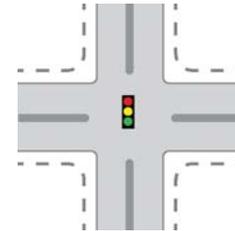
Access Control

- Access improvements would be provided by left and right turn lanes as appropriate
- Some driveways and access points would not merit a break in median for left turns, but would be provided right-in, right-out access. Motorists would turn around at next available location.

As future projects are developed these options will be further refined and considered, as will any new ideas resulting from further study and public and stakeholder input.

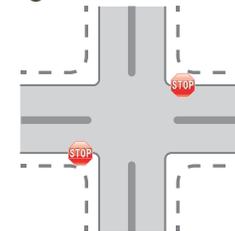
What are the Minor Intersection Types - Options?

Signalized Intersection



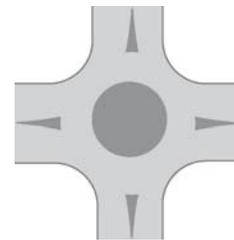
- + Allows protected pedestrian movements
- + Accommodates unbalanced approach volumes
- + Relatively small footprint
- + Lower construction cost
- Can have high amounts of delay
- Higher potential for severe accidents

Stop Sign Control



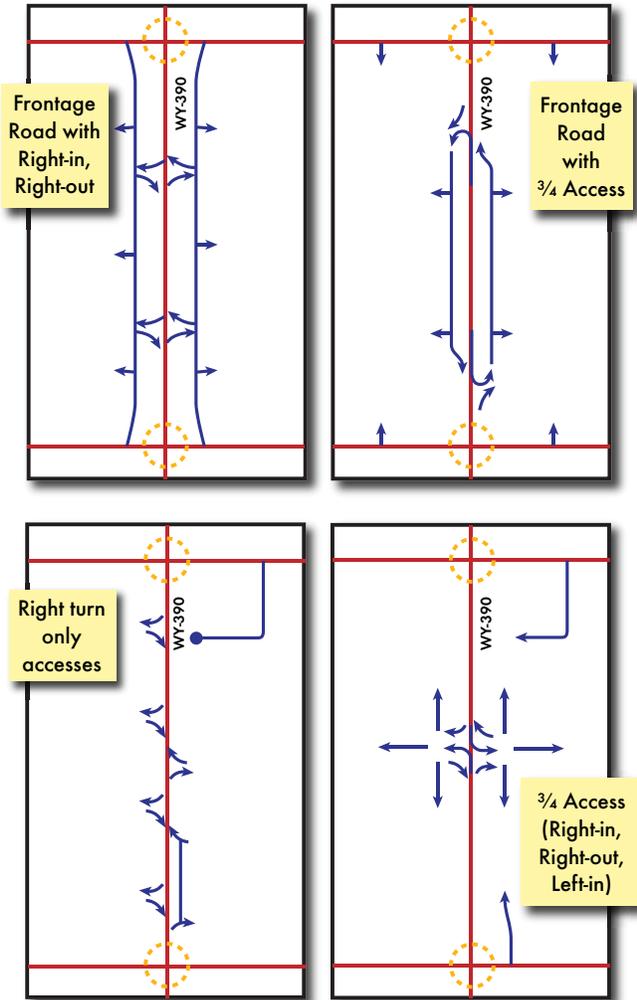
- + Appropriate for most low volumes intersections
- + Low cost
- Can have high amounts of delay from minor road
- Least safe option

Roundabout



- + Suitable for relatively balanced approach volumes
- + Safer for vehicular travel relative to other intersection types
- + Can result in less delay
- + Can accommodate aesthetic treatments
- Larger footprint than signalized intersection
- Less suitable for high volume/multilane approaches
- Less intuitive for pedestrians/ bicycle lists than other intersection types

What are the Access Options?



Frontage Roads

- + Improved safety
- + Two-lane highway capacity increased
- Larger footprint
- Increased speeds on highway
- Aesthetics
- Frontage Road intersections can be confusing for unfamiliar motorists

Right In Right Out (RIRO) / 3/4 Turn

- + Improved safety
- + Two-lane highway capacity increased
- + 3/4 turn movements provide more direct access to properties than frontage roads
- Increased speeds on highway
- Out-of-direction travel
- U-turns can be a safety concern

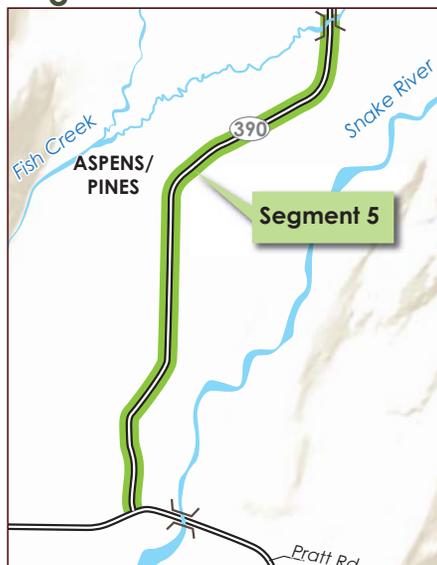
Traffic Metering

- + Improves access operations by providing gaps for traffic in and out of driveways
- Increased delay for through traffic on the major route
- Additional signal can be a safety concern
- Additional capital and maintenance costs

Auxiliary and Turn Lanes

- + Improved safety and operations
- Increased impacts and cost

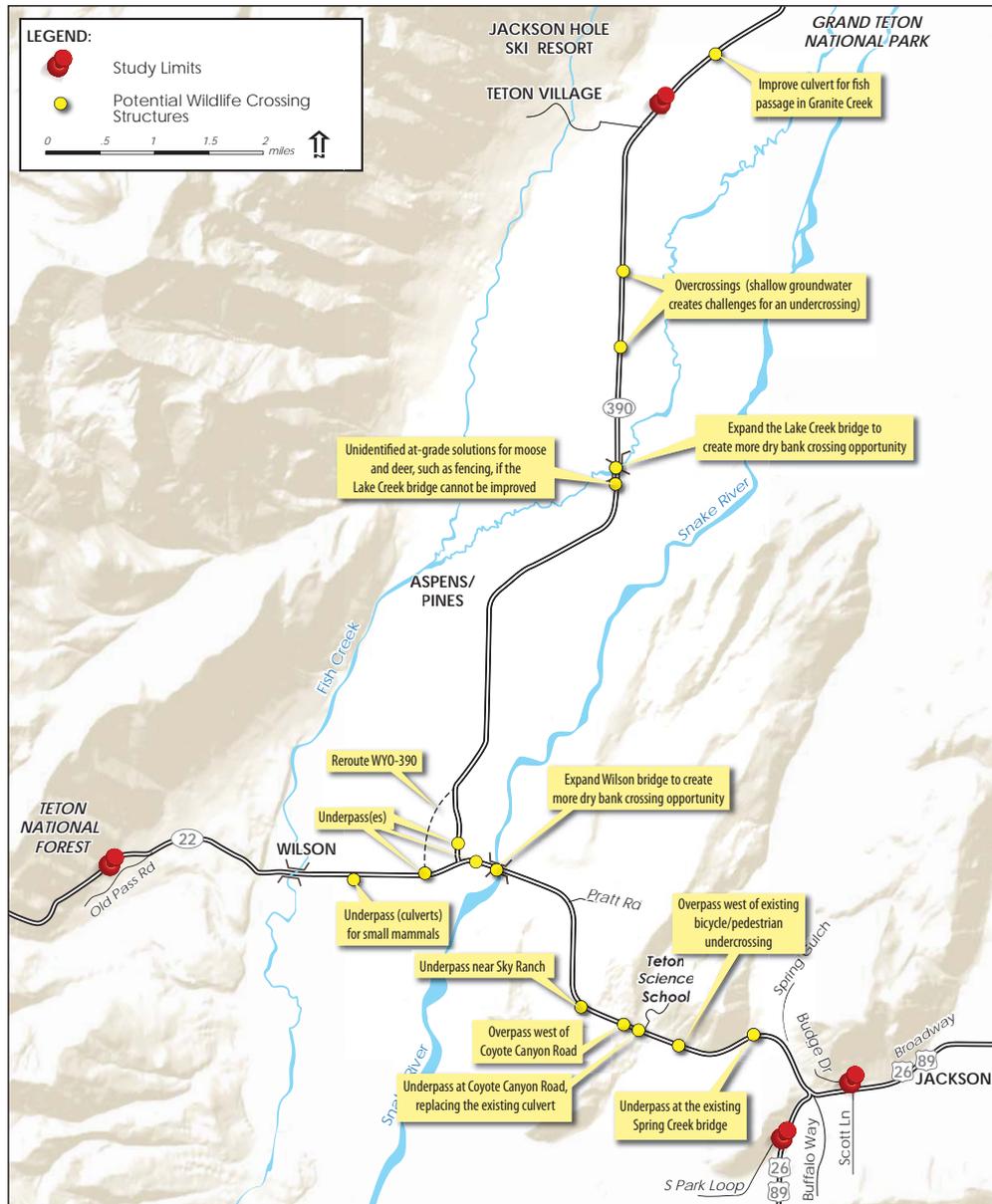
Segment 5



Study Results

- Roundabouts at minor intersection locations appropriate for future consideration.
- Other u-turn points for consideration as needed.
- Divided median with Right-in, Right-out accesses appropriate for future consideration.

Potential Wildlife Crossing Structures



Study Activities:

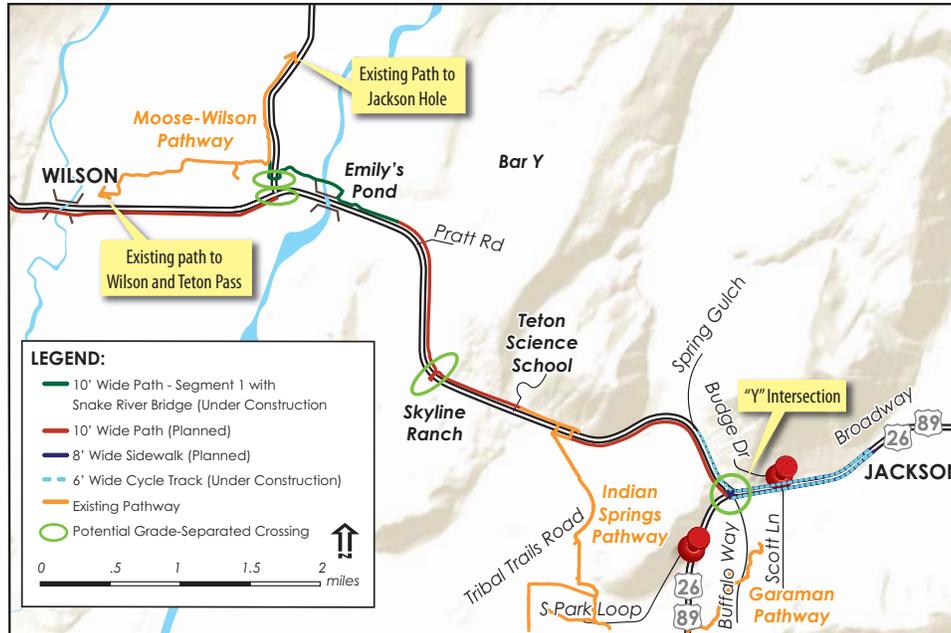
- Input from general public, stakeholders, and local and state agencies
- Wildlife specific field trip with advocacy groups
- Review of existing studies

Future Considerations:

- Crossing Locations
- Fencing
- Signage
- Seasonal speed reductions
- Automated speed detectors
- Vegetation management

As future projects are developed these options will be further refined and considered, as will any new ideas resulting from innovations regarding reductions in wildlife and roadway conflicts.

Existing & Planned Bicycle and Pedestrian Facilities



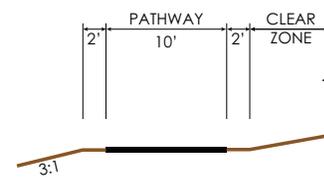
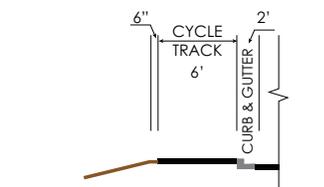
Study Activities:

- Input from general public, stakeholders, and local and state agencies
- Review of existing studies and plans

Future Considerations:

- Path 22 Plan
- Minimize the need to re-build existing and under-construction infrastructure
 - Jackson Hole Community Pathway System:
 - » Along WY 390 (existing)
 - » Along WY 22 in Wilson and west of Wilson (existing)
 - » Along WY 22 between town and Spring Gulch Road (cycle track, under construction)
 - » Snake River Bridge segment, including WY 390 underpass (under construction)
- Consideration to be given to grade-separated or activated signal crossings at the three major intersections in the study area
- As future projects are developed these options will be further refined and considered, as will any new ideas resulting from further study and public and stakeholder input.

Pathway / Bikeway Options



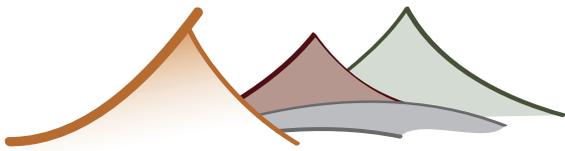
Note: Bikeway options can be applied as appropriate, either left or right of cross-sections.

- Analyze comments received at tonight's open house.
- Continue public outreach (via email, web page and other appropriate techniques).
- Finalize study findings and prepare study report.

Major Issues to be Addressed Before Project Implementation

- Right-of-Way
- Funding
- Prioritizations
- Wildlife Mitigation

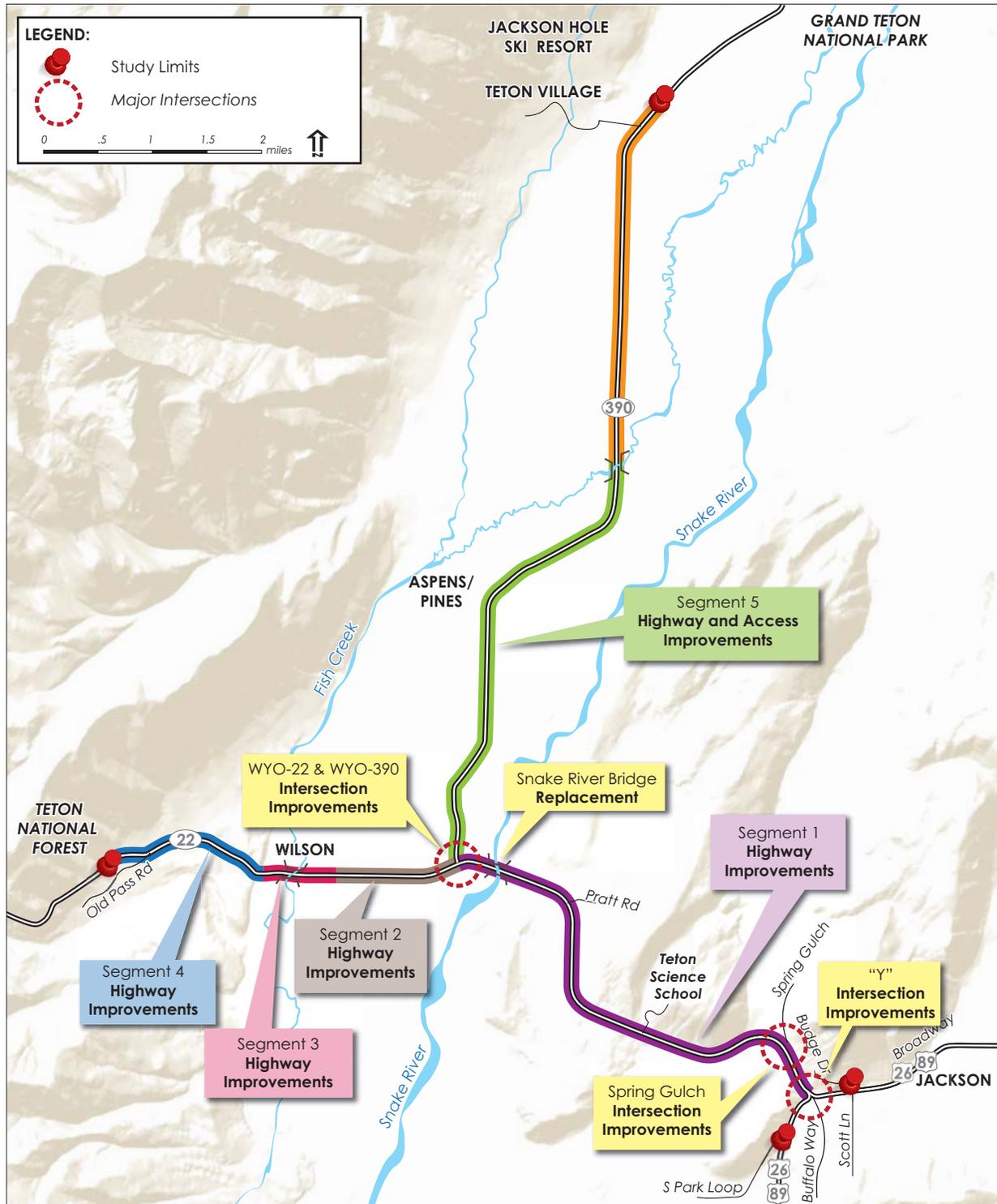




22/390 Corridor Study

PROVIDE YOUR INPUT ON LOCATIONS FOR PROJECT PRIORITIZATION

Place a Sticker on Each of Your Top Two Priority Locations



- Talk with project staff.
- Fill in a comment form (tonight) or mail to project team - address on comment form:

Bob Hammond
Wyoming Department of Transportation
1040 Evans Rd
Jackson, WY 83001

- E-mail your comments to:
22-390pels@wyo.gov
- Submit your comments via the project website:
www.22-390corridorstudy.com

Thank You





Public Open House Summary June 24, 2013

Following is a summary of the WYO 22/390 Planning and Environmental Linkages Study Public Open House.

Study Team Attendees:

WYDOT: John Eddins, Bob Hammond, Stephanie Harsha, Ted Wells, Kevin Powell, Mark Wingate
FHWA: Randy Strang, Jeff Purdy
Jacobs: Jim Clarke, Chris Primus, Sandy Beazley

Date/Time/Location

Wednesday, June 24, 2013, 4:30 p.m. to 7:00 p.m., Teton County Library

Purpose

To listen to and gather the public's concerns, issues, and ideas about the project that might affect the alternatives considered and potential prioritization of projects, as well as to answer questions about the project. The study team was available to:

- ▶ Provide background information on the project
- ▶ Present the project's draft purpose and need statement and critical issues
- ▶ Explain the PEL process
- ▶ Explain potential improvements
- ▶ Obtain input from members of the public
- ▶ Answer questions about the project
- ▶ Listen to suggestions and concerns
- ▶ Identify how the public can get involved in the process
- ▶ Present what's next

All comment sheets have been retained and are included with this summary.

Meeting Notices

Outreach for the public open house meeting included the following:

- ▶ An announcement on the home page of the project website.
- ▶ Media release to local news agencies.

Meeting Format

Boards were displayed starting at 4:30 p.m. and the study team was available to answer questions. Roll plots were provided to elicit comments about the three major intersections and the corridor as a whole. There was also a video that showed examples of specific intersection alternatives.

Presentation Boards were as follows:

- ▶ What are the Objectives of the 22 & 390 PEL Study?
- ▶ Study Area and Schedule
- ▶ Other Study - Upcoming Integrated Transportation Plan
- ▶ What Have We Heard From You?
- ▶ Purpose and Need
- ▶ Study Goals
- ▶ Alternative screening process
- ▶ Existing Conditions
- ▶ What are the Environmental Considerations?
- ▶ What is Level of Service?
- ▶ Historic and Projected Daily Traffic
- ▶ How Many Lanes?
- ▶ What Type of Medians?
- ▶ What are Major Intersection Options?
- ▶ WYO 22 & 390 Intersection Alternatives
- ▶ "Y" WYO 22 & Broadway Intersection Alternatives
- ▶ WYO 22 & Spring Gulch Road Intersection Alternatives
- ▶ What About Minor Intersections?
- ▶ What About Intersections and Access Along Segment 5? (WYO 390 - WYO 22 to Lake Creek)
- ▶ Wildlife
- ▶ Bicycle and Pedestrian Facilities
- ▶ Next Steps and Summary
- ▶ Project Prioritization Input
- ▶ How to Comment

Number of Attendees:

Six people signed into the meeting. The attendees at the meeting were engaged, but conversation often included speculation as to the potential reasons for low attendance.

Roll Plots

Four roll plots were displayed, showing the potential improvements at the three major intersections and the overall study area. Attendees were encouraged to write directly on these, identifying areas of concern and potential solutions. However, very few comments were written by the attendees.

Project Prioritization Input Board

A board displaying the study area was displayed, and stickers were provided to allow attendees to indicate their top priorities for improvements. The attendees did not place any stickers.

Comment Sheets

Comment sheets were provided; no attendees left a comment sheet. All attendees were encouraged to provide comments at the project website.

Next Steps

After the meeting, the study team convened and made the decision to hold another Open House meeting with the goal of higher attendance. The outreach to media, the TAC members, and citizens would be reviewed and revamped as necessary.



Public Open House – Sign-In Sheet
Monday, June 24, 2013 - 4:30 p.m. to 7:00 p.m.

Name (please print) Judy Gordon	Organization (if applicable)
Mailing Address P.O. Box 13483	
City, State, Zip Jackson WY	Phone 612-398-6856
Email Address riverswayhmt@ Jackson hotmail.com	

Name (please print) applicable) Kevin Powell	Organization (if applicable) WYDOT
Mailing Address 5300 Bishop Blvd	
City, State, Zip Cheyenne WY	Phone 307-777-3917
Email Address kevin.powell@wyo.gov	

Name (please print) applicable) Adam VanSickle	Organization (if applicable) TCL
Mailing Address PO Box 2251	
City, State, Zip Jackson	Phone 303 587 0901
Email Address	

Name (please print) applicable) Stephanie Harshbarger	Organization (if applicable) WYDOT
Mailing Address PO Box 1260	
City, State, Zip Rock Springs WY	Phone 352-3065
Email Address stephanie.harshbarger@wyo.gov	

Name (please print) applicable) Brett Eastman	Organization (if applicable)
Mailing Address PO 1715	
City, State, Zip Wilson WY 83014	Phone
Email Address	

Name (please print) applicable) Teal Wells	Organization (if applicable) WYDOT
Mailing Address PO Box 1260	
City, State, Zip Rock Springs WY	Phone 352-3000
Email Address lroy.wells@wyo.gov	





Public Open House – Sign-In Sheet
Monday, June 24, 2013 - 4:30 p.m. to 7:00 p.m.

Name (please print) FRANK CHARABAS	Organization (if applicable)
Mailing Address 1400 COLORADO ST	
City, State, Zip BOULDER CITY, NV 89005	Phone
Email Address FCHARABAS@HOTMAIL.COM	

Name (please print) applicable) Russell Scott	Organization (if applicable)
Mailing Address	
City, State, Zip Jackson	Phone
Email Address	

Name (please print) applicable) San San	Organization (if applicable)
Mailing Address Jackson WY	
City, State, Zip 83002	Phone
Email Address sansas25@yahoo.com	

Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print) applicable) Juanmorealesa@gmail.com	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

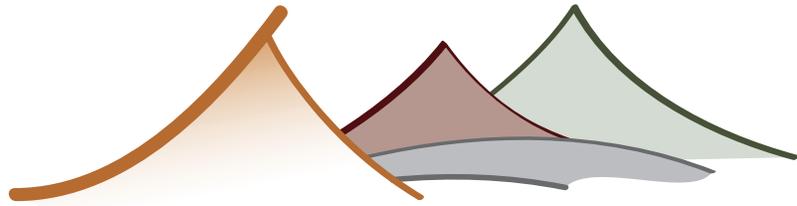
Name (please print) applicable)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	





Open House

August 21, 2013



22/390 Corridor Study

Welcome

to the

22/390 Corridor Study

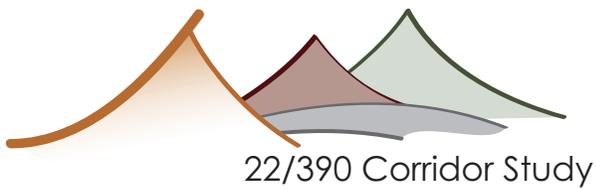
Public Open House

August 21, 2013, 4:30 PM – 7:00 PM

Teton County Library

125 Virginian Lane, Jackson, Wyoming





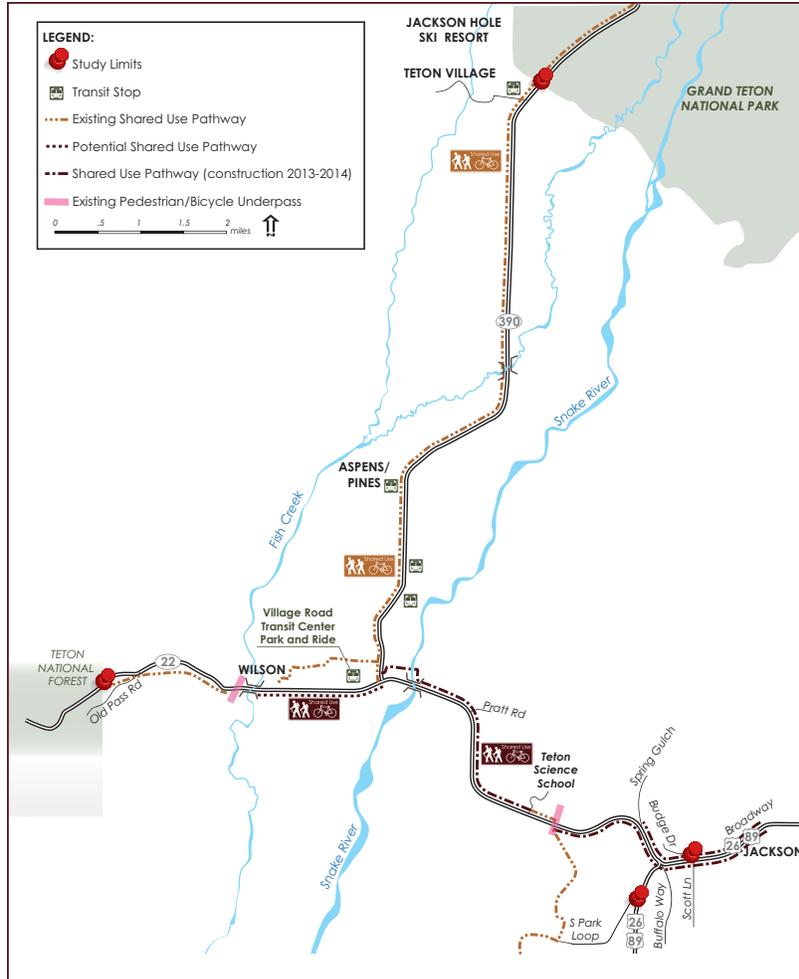
What are the Objectives of the 22 & 390 PEL Study?

- Identify a corridor vision
- Identify transportation need and corridor goals
- Conduct preliminary alternative screening to guide development of corridor projects
- Prioritize projects

What is a PEL?

- As noted by the Federal Highway Administration, a Planning and Environmental Linkages Study (PEL) “represents an approach to transportation decision-making that considers environmental, community, and economic goals early in the planning stage and carries them through project development, design, and construction.
- Leads to a seamless decision-making process that minimizes duplication of effort, promotes environmental stewardship, and reduces delays in project implementation.”
- This PEL Study would precede, and serve as the basis for, any future environmental documents prepared in compliance with the National Environmental Policy Act (NEPA).

Study Area



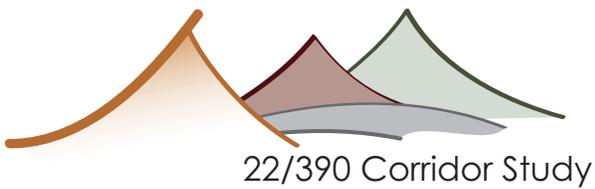
Study Schedule

Tasks	2012						2013								
	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
1. Public Input	[Bar from July 2012 to May 2013]														
2. Public Open House				◆											◆
3. Data Collection for Corridor Inventory	[Bar from July to Sep 2012]														
4. Project Scoping		[Bar from Aug to Sep 2012]													
5. Purpose and Need Development			[Bar from Sep 2012 to Nov 2012]												
6. Alternatives Development and Screening				[Bar from Oct 2012 to Aug 2013]											
7. Documentation							[Bar from Jan 2013 to Sep 2013]								

Relation of 22 & 390 PEL Study to Upcoming Integrated Transportation Plan

Description	22/390 Corridor Study	Integrated Transportation Plan
Sponsor	FHWA and WyDOT	Joint Town of Jackson and Teton County plan
Topic	Corridor planning for Wyo 22 and Wyo 390	Comprehensive transportation system planning & implementation guide
Schedule	Commenced Summer 2012; completion anticipated Fall 2013	Commencing Summer of 2013; completion anticipated by Spring 2015
Study Area	Wyo 22 between Jackson and Teton National Forest; Wyo 390 between Wyo 22 and Grand Teton National Park	Community-wide focus with multi-modal emphasis
Purpose	Identify corridor improvements to develop funding priorities	Implementation is Policy 7.1.b of the 2012 Comprehensive Plan





What Have We Heard From You?

General comments received at the October 2012 public meeting include:

- **Maintain the western rural character**
- **The entire study area is rife with wildlife**
 - Safe crossing of wildlife is an issue for all of WYO 390 and WYO 22
 - Slower speed limits would be safer for wildlife; increase enforcement of speed limits
- **Safety is paramount**
 - Need safe pedestrian and bicycle crossings, such as tunnels
 - Future roads should always include bike paths or bike lanes
 - Slower speed limits would be safer for pedestrians; increase enforcement of speed limits
- **Roadway Widening**
 - Some support for a 4-lane roadway where congestion is very bad
 - Some opposition to 4-lane roadways where other solutions may exist
- **Intersections**
 - Consider roundabouts at intersections
 - Create turn lanes and/or acceleration/deceleration lanes at key intersections
- **Prioritize transit**

The corridor vision was developed based on input from the public and stakeholders:

Corridor Vision:

WYO 22 and WYO 390 travel through iconic valleys of scenic beauty, connecting the Town of Jackson, Wilson (and on to Idaho), and Teton Village (and on to Grand Teton National Park). The corridors serve both the local and regional economies, providing access for residents, recreationalists, and tourists alike. The corridors' stakeholders envision future transportation improvements that provide a balance of economic needs with efficient multi-modal travel, traveler/wildlife safety, and the experience of viewing scenery and wildlife.

Study Purpose:

The purpose of the study is to establish a long-term transportation vision along the Wyoming State Highway 22 (WYO 22) and Wyoming State Highway 390 (WYO 390) corridors between the Town of Jackson, Wilson, and Teton Village, and to identify and prioritize potential transportation improvements that address the identified needs.

Need #1: Mobility

The WYO 22 and WYO 390 corridors serve as vital links between the Town of Jackson and Wilson and recreational and employment centers in Teton Village and Grand Teton National Park. Congestion during peak periods in the summer and winter seasons along these corridors impairs mobility and access for all users, and is projected to worsen as traffic increases. Several intersections in the study area are congested and have safety issues. Furthermore, there is a need for system redundancy in the corridor in times of traffic disruption.



Need #2: Bicycle & Pedestrian Connectivity

The bicycle and pedestrian facilities within the Study Area are discontinuous and safe crossing opportunities of the roadways are needed. The intersections of WYO 22/US 89 and WYO 22/WYO 390 also inhibit pedestrian and bicycle movement.



Need #3: Transit

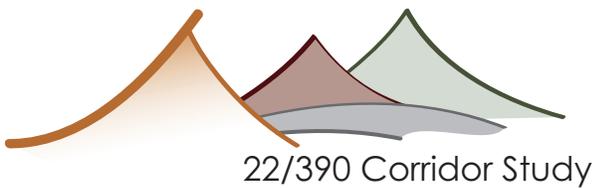
Buses can experience slow travel times due to congestion. The community has identified that meeting transportation and preservation goals (which sometimes conflict) will require increased use of transit. Buses need to maintain a competitive travel time with automobiles to attract riders.



Need #4: Safety and Wildlife-Vehicle Collisions

Within the Study Area, WYO 22 and WYO 390 have the poorest rating for critical crashes when compared to similar roads statewide. Furthermore, both corridors have a high number of wildlife vehicle collisions due to the presence of wildlife habitat and migration routes. Motorists have a need to safely view scenery and wildlife.

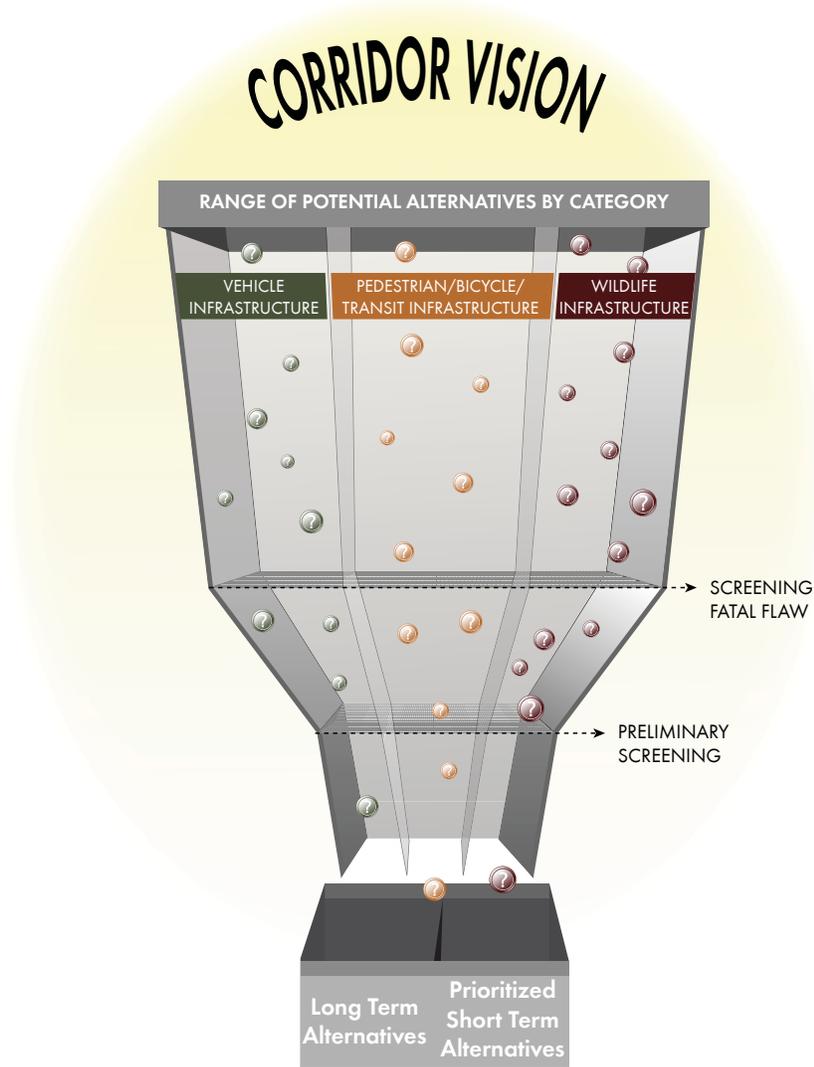




Study goals supplement the Purpose and Need and help differentiate between the transportation improvements identified to meet the transportation needs.

- Preserve the area's natural setting and character
- Promote a travel experience that allows for travelers to appreciate the scenery and wildlife
- Meet transportation safety needs of all modes – automobile, bus, pedestrian, bicycle, and truck
- Encourage use of alternative modes
- Provide effective access for commercial and residential properties, while addressing mobility and safety needs
- Avoid and minimize environmental impacts
- Protect wildlife
- Minimize right-of-way impacts and relocation of commercial and residential properties
- Do not preclude future consideration of new road connections that would provide redundancy
- Provide system redundancy in the corridor in times of traffic disruption.
- Identify practical and financially realistic transportation improvements for future inclusion in the STIP, given funding constraints
- Develop projects that are consistent with corridor vision

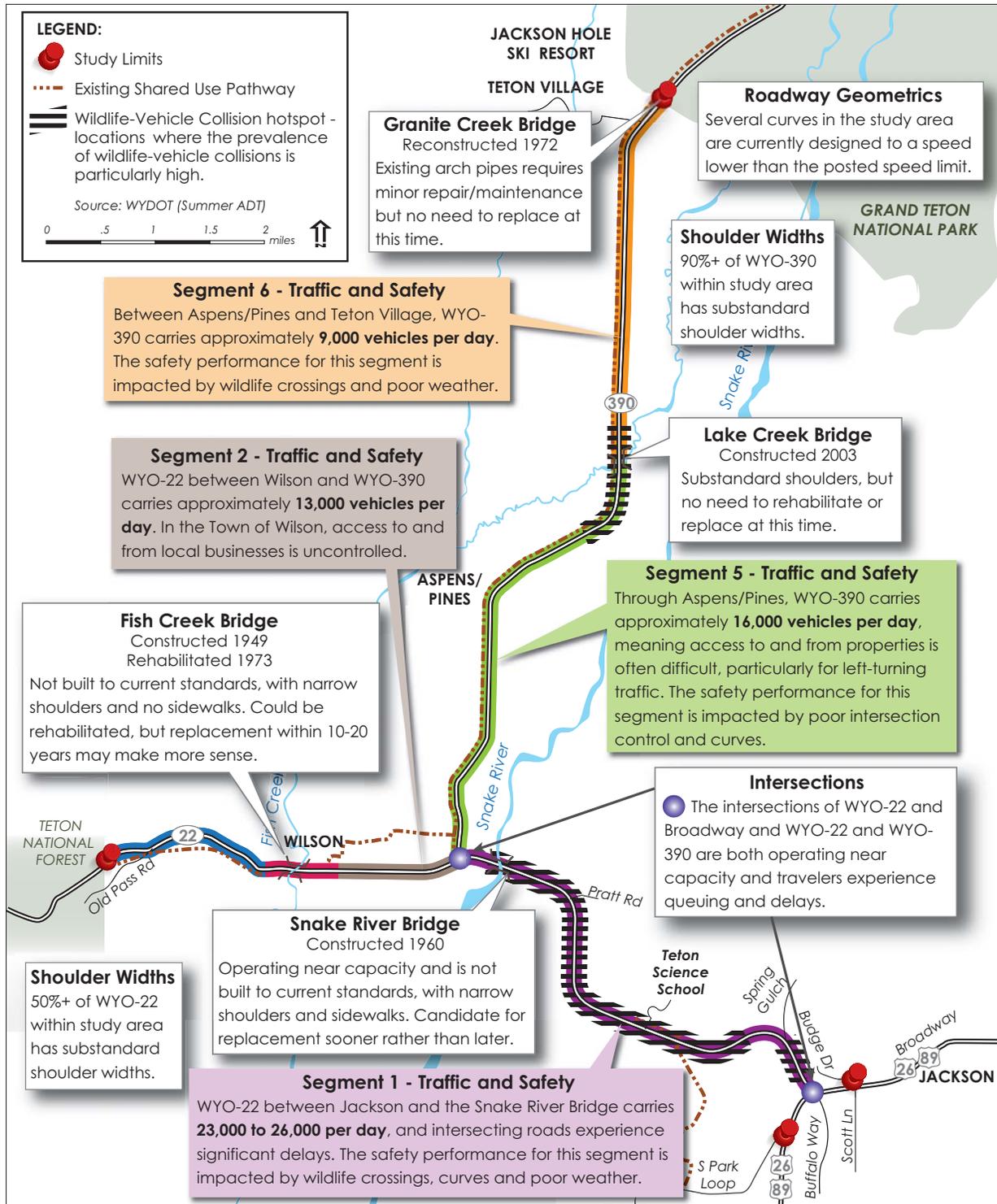
The Study Team developed a broad range of alternatives to address the Purpose and Need. The alternatives developed and evaluated by the PEL reflect this specific purpose and need statement, which recognizes current transportation problems of the WYO 22 and WYO 390 roadway corridors within the study area.



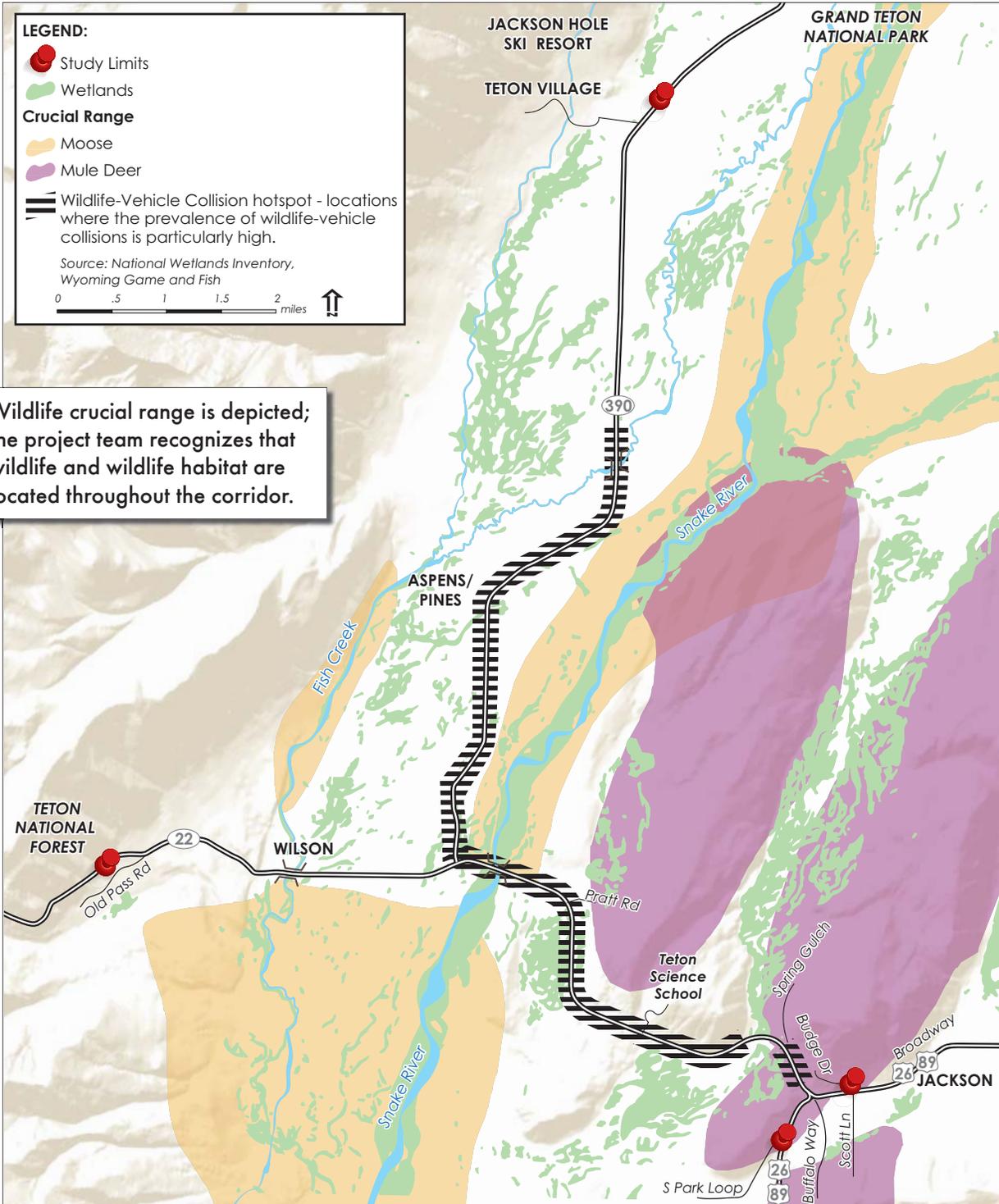
Potential transportation improvements exist that are beyond the view of this PEL and could be considered by future studies to address a different set of transportation issues:

- Off-alignment highway improvements, including:
 - a potential 'north crossing' connecting north WYO 390 with US-89 north of Jackson;
 - a potential Tribal Trails Road connection;
 - potential improvements to Spring Gulch Road
- Alternative-modes and/or future technologies outside the current highway alignment between Jackson and Teton Village

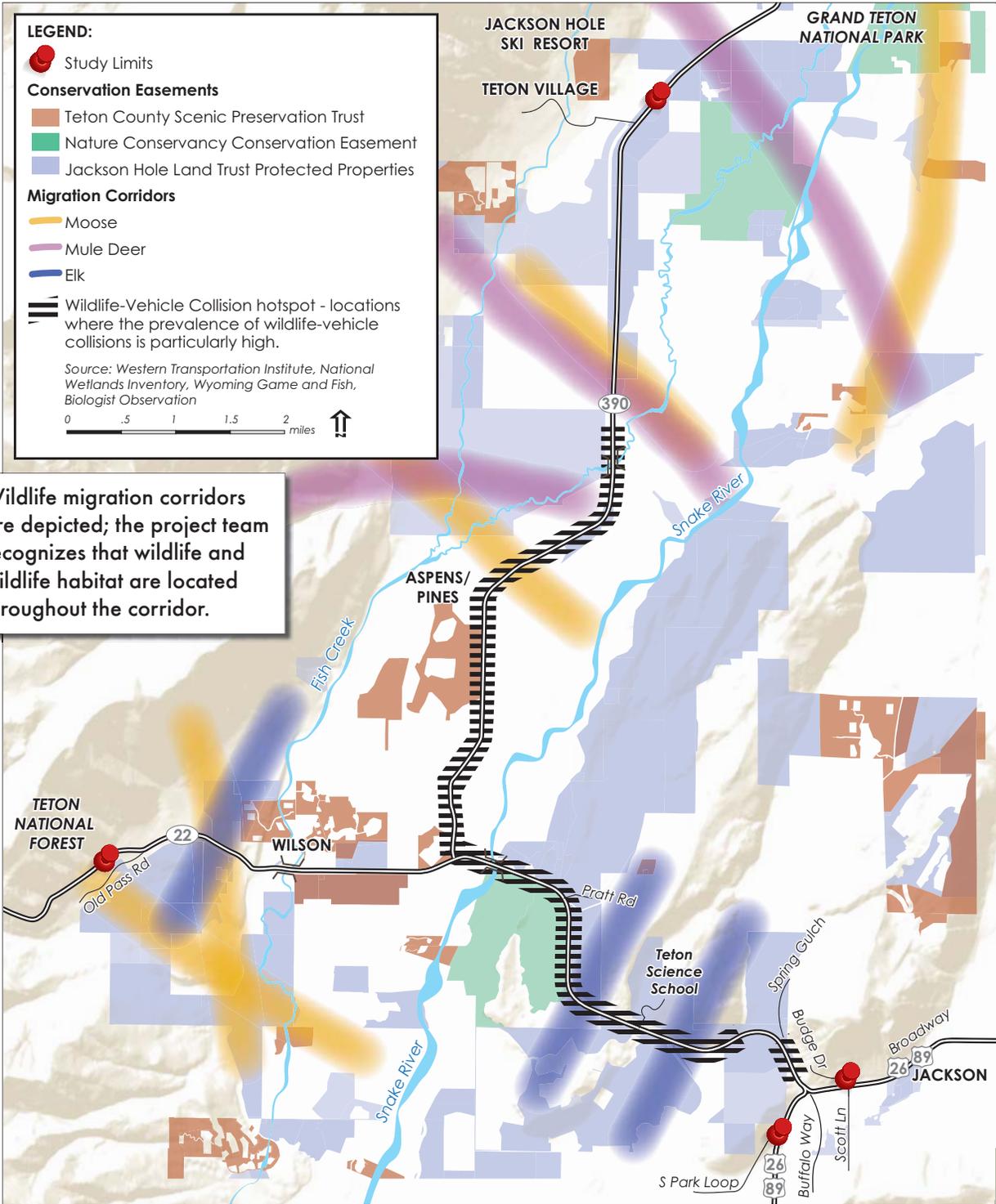
The alternatives developed and evaluated by this PEL will not preclude such future transportation possibilities.



Wildlife Crucial Ranges and Wetlands



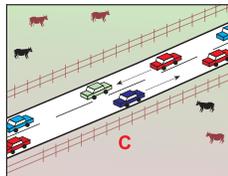
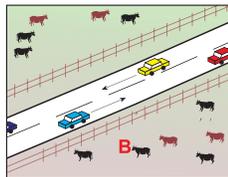
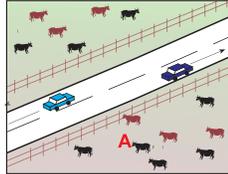
Wildlife Migration Corridors and Conservation Easements



Roadway Level of Service Definitions

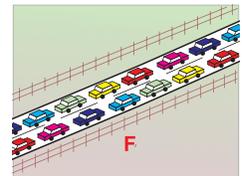
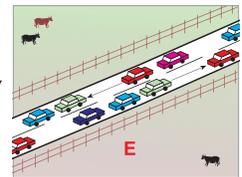
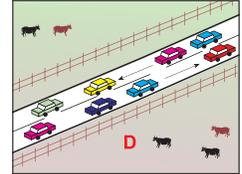
LOS Roadway Segment Operating Characteristics

- A** Free flow, low traffic density, passing demand well below passing capacity, no platoons of three or more vehicles, drivers delayed less than 30% of time by slow moving vehicles.
- B** Minimum delay, stable traffic flow, passing demand equals passing capacity, drivers delayed up to 45% of time by slow moving vehicles.
- C** Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists, noticeable increases in platoon formation, size, and frequency, percent time delays up to 60%.



LOS Roadway Segment Operating Characteristics

- D** Movements more restricted, passing demand is very high while passing capacity approaches zero, platoon sizes of 5 to 10 vehicles are common, turning vehicles cause "shock-waves" in traffic stream, percent time delays approach 75%.
- E** Actual capacity of the roadway, involves delay to over 75% of motorists, passing is virtually impossible, platooning becomes intense.
- F** Forced flow with demand volumes greater than capacity resulting in severe congestion, no passing opportunities and long platoons.

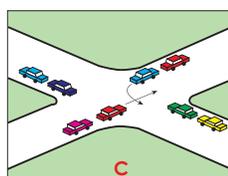
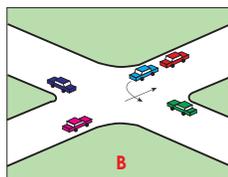
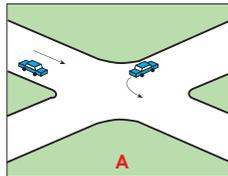


(1) Based on information from Highway Capacity Manual, Transportation Research Board

Intersection Level of Service Definitions

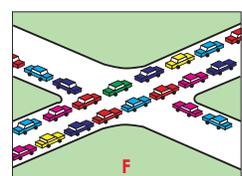
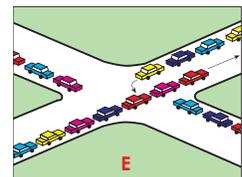
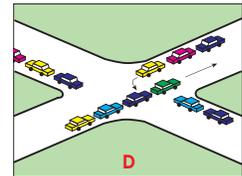
LOS Intersection Segment Operating Characteristics

- A** No vehicle waits longer than one stop or signal indication.
- B** On a rare occasion, vehicles wait through more than one stop or signal indication.
- C** Intermittently, vehicles wait through more than one stop or signal indication, occasionally backups may develop, traffic flow still stable and acceptable.

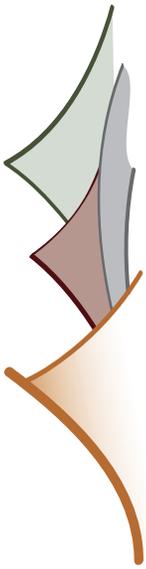


LOS Intersection Segment Operating Characteristics

- D** Delays at intersections may become extensive but enough cycles with lower demand occur to permit periodic clearance, preventing excessive backups.
- E** Very long queues may create lengthy delays.
- F** Backups from locations downstream restrict or prevent movement of vehicles out of approach creating a "gridlock" condition.

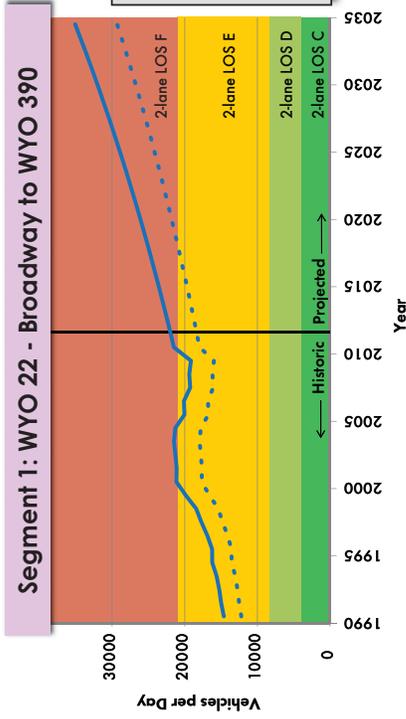


(1) Based on information from Highway Capacity Manual, Transportation Research Board

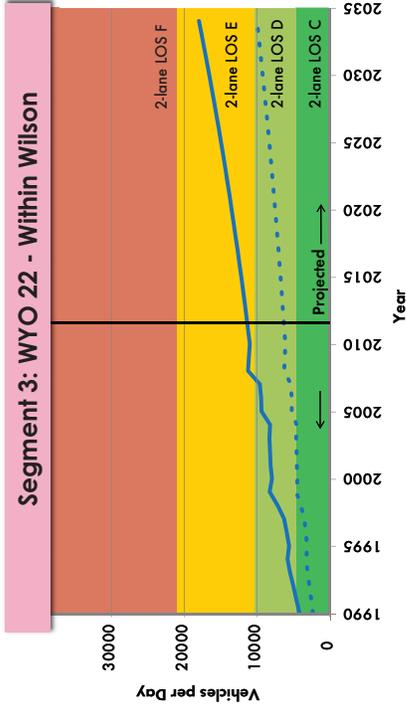


22/390 Corridor Study

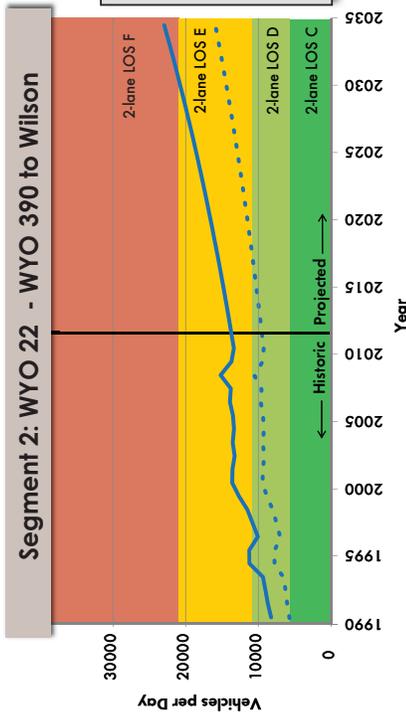
Historic and Projected Daily Traffic



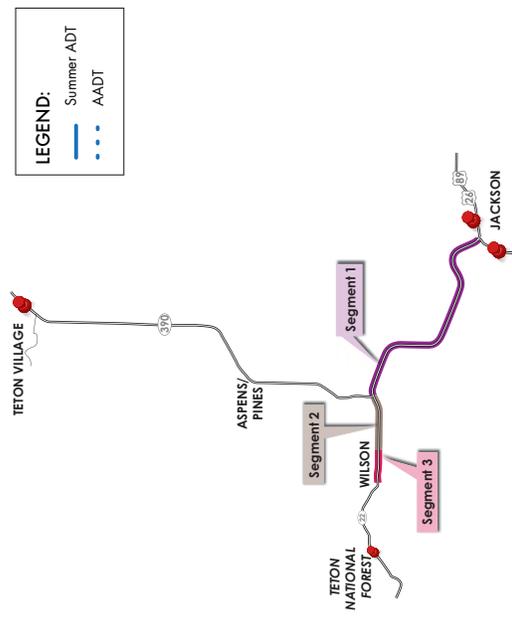
- Traffic growth averaged approximately 2% per year over the last 20 years.
 - The increase in traffic was slower during the last decade, perhaps due to socioeconomic factors or because of roadway capacity.

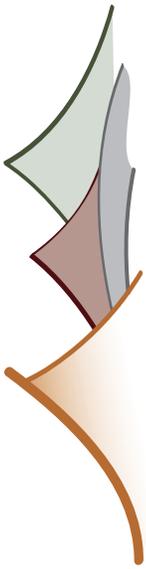


- Traffic growth averaged approximately 2% per year over the last 20 years.
 - Segment 3 has been LOS E during the summer for almost five years.



- Traffic growth averaged approximately 2% per year over the last 20 years.
 - Segment 2 is approaching LOS E conditions for AADT and has been LOS E during the summer for more than 10 years.

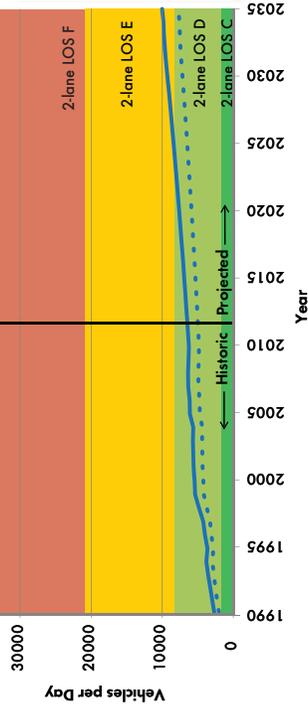




22/390 Corridor Study

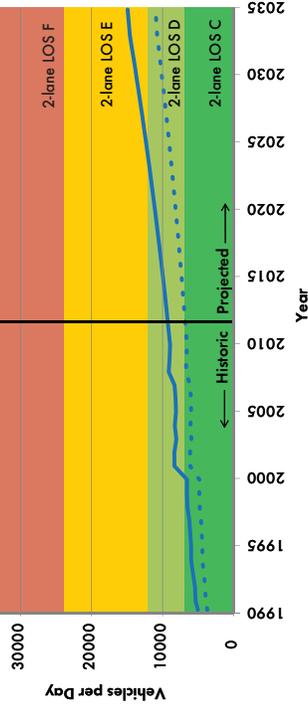
Historic and Projected Daily Traffic

Segment 4: WYO 22 - Wilson to Teton National Forest



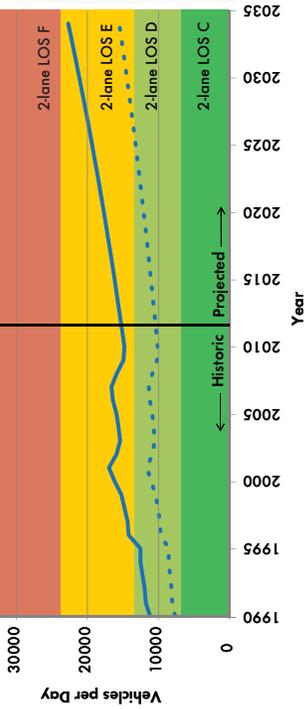
- Traffic growth averaged approximately 2% per year over the last 20 years.
 - Segment 4 is operating at LOS D and is projected to do so for several years in the future, with steady traffic growth.

Segment 6: WYO 390 - Lake Creek to Grand Teton National Park

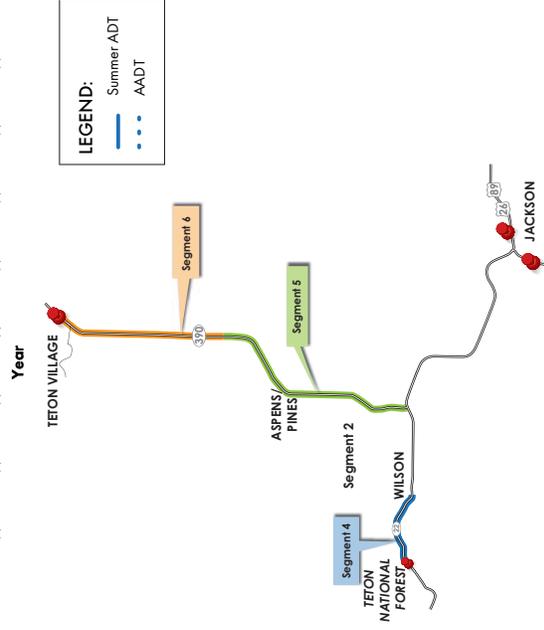


- Traffic growth averaged approximately 2% per year over the last 20 years.
 - Segment 6 has been operating at LOS D conditions during the summer for more than 10 years.

Segment 5: WYO 22 to Lake Creek

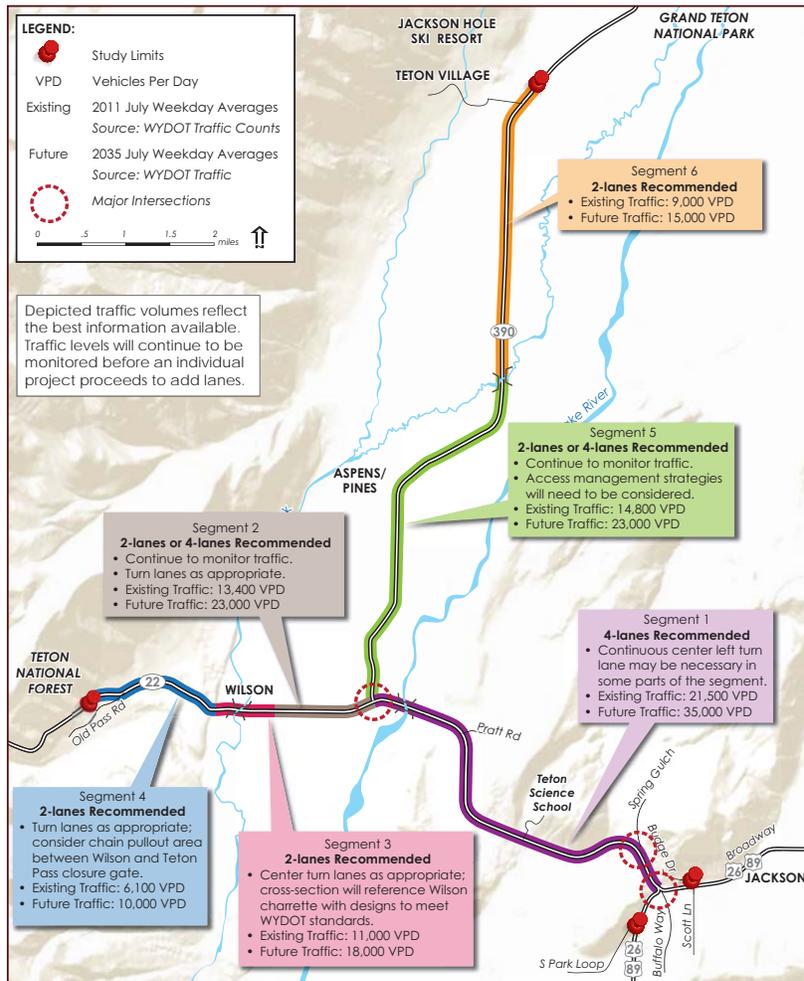
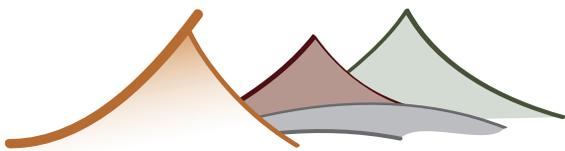


- Traffic growth averaged approximately 2% per year over the last 20 years.
 - Segment 5 has been operating at LOS D conditions for AADT the last 20 years and has been LOS E during the summer for more than 10 years.



LEGEND:

- Summer ADT
- ... AADT

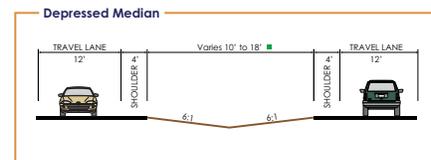
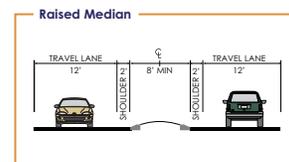
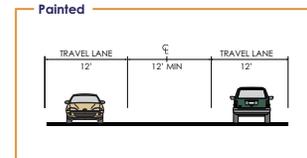
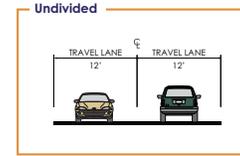
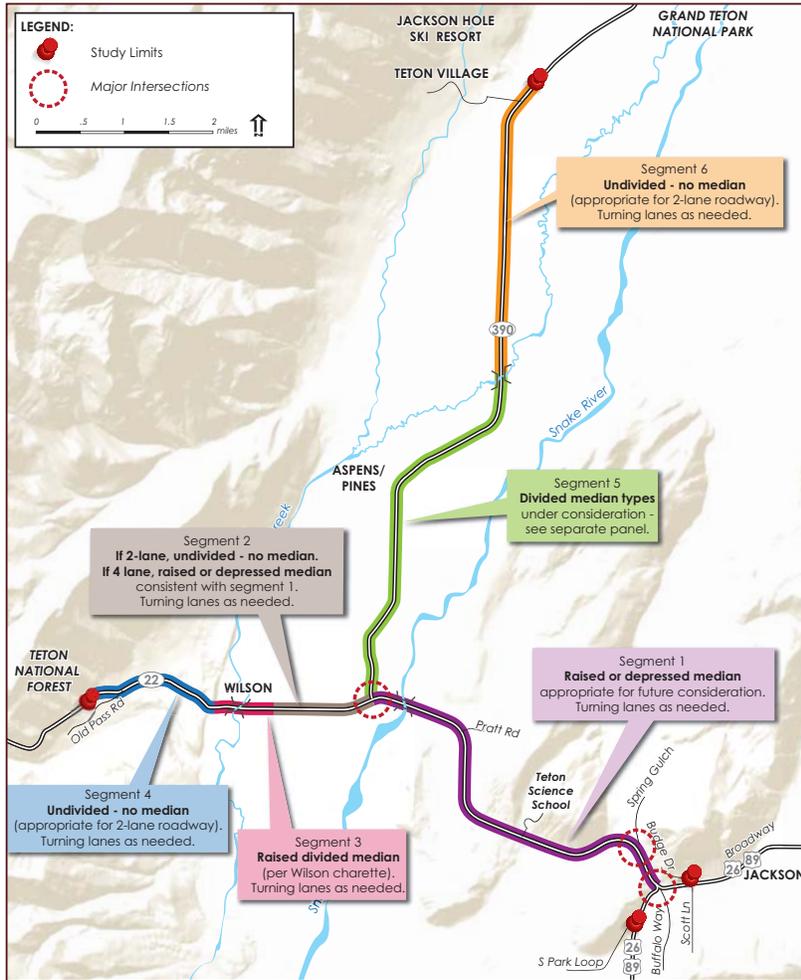
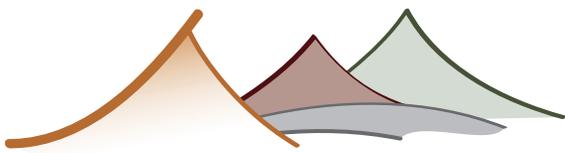


Screening Details

Distinguishing Criteria	2 Lanes	4 Lanes
Travel Demand	LOS 'E' capacity is 15,000 to 24,000 vehicles per day (vpd)*	LOS 'E' capacity is 35,000 to 45,000 vpd*
Resilience in times of traffic disruptions	Little additional capacity to utilize during traffic disruptions	More capacity to utilize during traffic disruptions
Bicycle and pedestrian crossing	Easier to cross due to narrower width	More difficult to cross
Wildlife safety	Trade-offs: <ul style="list-style-type: none"> Narrower width provides shorter crossing distance Single lanes cause fewer gaps in traffic stream Does not preclude wildlife crossing mitigation recommendations 	Trade-offs: <ul style="list-style-type: none"> Wider width provides longer crossing distance Double lanes allow more gaps in traffic stream Does not preclude wildlife crossing mitigation recommendations
Potential to impact environmental resources	Lower, due to smaller footprint	Higher, due to larger footprint
Potential to impact setting and character	Lower, due to smaller footprint	Higher, due to larger footprint
Potential right-of-way impacts	Lower, due to smaller footprint	Higher, due to larger footprint

* Roadway capacity is variable, depending on many roadway and travel demand characteristics; each segment has been analyzed individually.

** Highway mitigation opportunities for wildlife in Jackson Hole (WTI 2011) and Final Report Jackson Hole Roadway and Wildlife Crossing Study (Biota 2003)

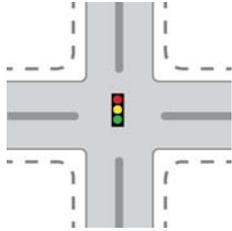


Screening Details

	Undivided	Painted	Raised	Depressed
Travel Demand	Lower capacity than divided	Higher capacity than undivided	Higher capacity than undivided	Higher capacity than undivided
Access	Poor ability to control access	Better than undivided but worse than raised and depressed	Good access control	Good access control
Resiliency in times of traffic disruptions	Poor ability to respond to traffic disruptions	Good ability to respond to traffic disruption	Fair ability to respond to traffic disruption	Fair ability to respond to traffic disruption
Bicycle and pedestrian crossing	Poor	Fair	Good	Good
Vehicle safety	Worst expected safety performance	Fair expected safety performance	Good expected safety performance	Good expected safety performance
Wildlife safety	Fair	Fair	Fair	Poor
Potential to avoid impacts to environmental resources	Good	Fair	Fair	Poor
Potential to avoid impacts to setting and character	Fair	Poor	Fair	Good
Potential to avoid right-of-way impacts	Good	Fair	Fair	Poor

* Highway mitigation opportunities for wildlife in Jackson Hole (WTI 2011) and Final Report Jackson Hole Roadway and Wildlife Crossing Study (Biota 2003)

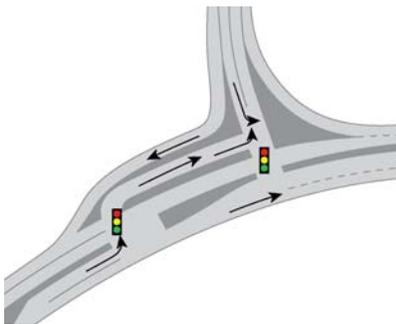
Expanded Signalized Intersection



- + Allows protected pedestrian movements
- + Accommodates unbalanced approach volumes
- + Relatively small footprint
- + Lower construction cost
- Can have high amounts and delay
- Higher potential for severe accidents
- Multiple lanes for pedestrians to cross

Numerous configurations of intersection designs have been analyzed for the major intersections.

Continuous Flow Intersection



- + Moves the left turn eliminating left turn movements from the main intersection
- + Improved capacity
- + Reduced delay
- + Suitable for high volume left turns
- + Allows protected pedestrian movements
- + Safer for vehicular travel than signalized intersections
- Motorists must travel through multiple intersections, and may stop multiple times through the junction
- Less intuitive than signalized intersection
- Other choices more pedestrian friendly
- Larger footprint than signalized intersection

Florida-T Intersection



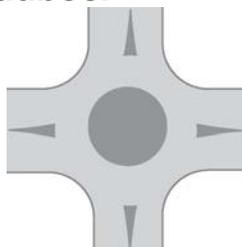
- + Suitable for a three-way intersection with moderate-to-low left turn volumes from cross street, and high arterial through volumes
- + Allows continuous green through movement in one mainline direction
- + Allows protected pedestrian movements
- + Safer than signalized intersections
- + Improved capacity
- + Reduced delay
- More footprint required than signalized intersection
- Pedestrian movements need pedestrian signal

Grade-Separated Intersections



- + Suitable for high volume intersections
- + Allows traffic to move freely, with fewer interruptions
- + Safer relative to signalized intersections
- + Creates less delay than other intersection types
- Represent a barrier for pedestrians
- Higher visual impacts than other intersection types
- Larger footprint than signalized intersection
- Much higher cost than other intersection types

Roundabout

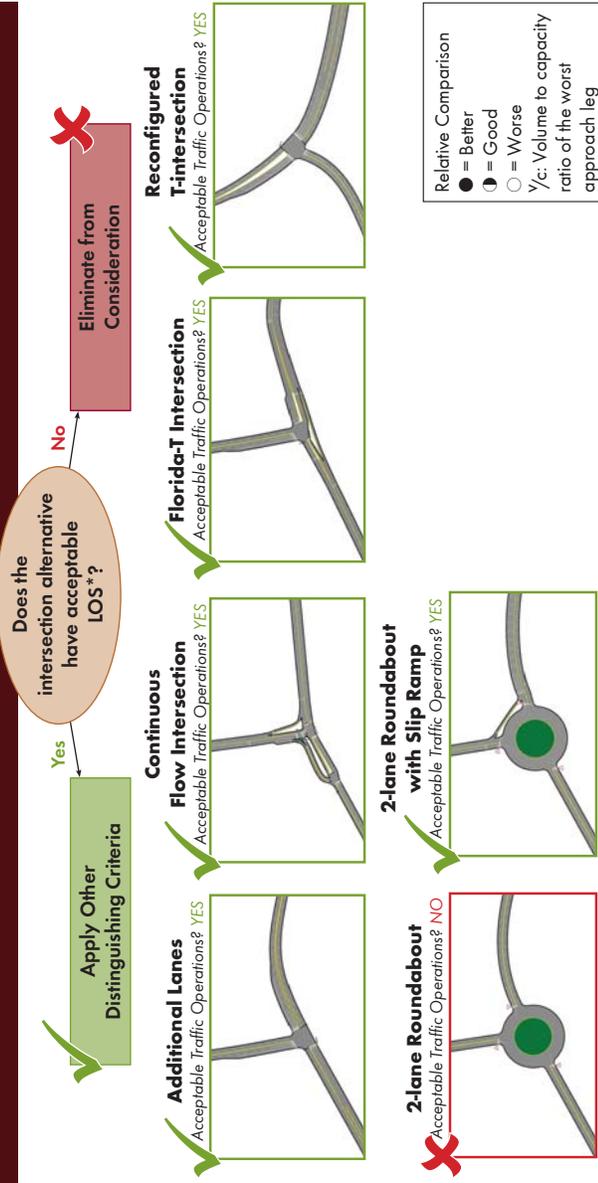
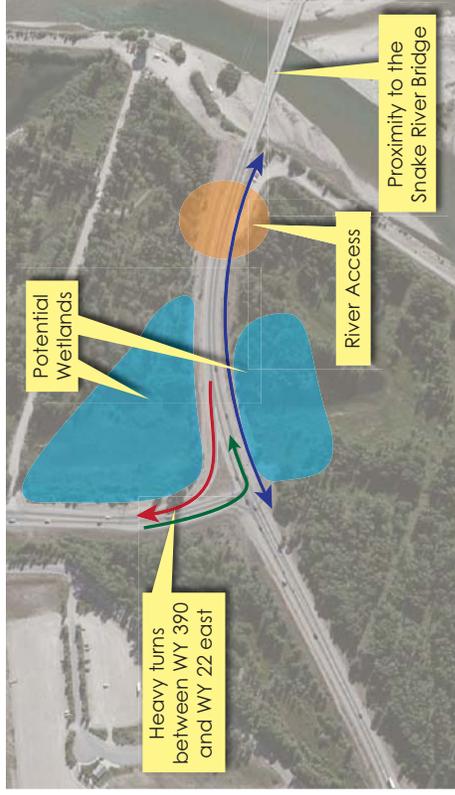


- + Suitable for relatively balanced approach volumes
- + Safer for vehicular travel relative to other intersection types
- + Can result in less delay
- + Can accommodate aesthetic treatments
- Larger footprint than signalized intersection
- Less suitable for high volume/multilane approaches
- Less intuitive for pedestrians/bicycle lists than other intersection types

22/390 Corridor Study

WYO 22 & 390

Major Issues

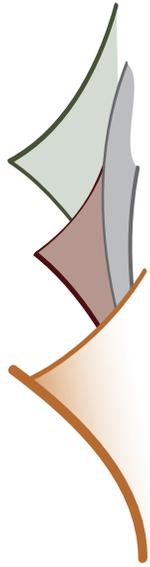


Relative Comparison
 ● = Better
 ○ = Good
 ○ = Worse
 1/2: Volume to capacity ratio of the worst approach leg

Study Results

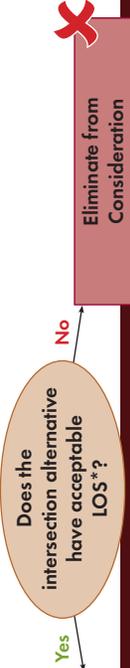
	Intersection Operations	Pedestrian/Bikes	Transit	Safety/Vehicle Conflicts	Aesthetics	Environmental / ROW Impacts	Practical	Cost	Driver Expectations	Speed Calming	Maintenance
Additional Lanes	●	●	●	○	○	●	●	●	●	○	●
Continuous Flow Intersection	●	○	●	●	○	○	●	●	○	○	○
Florida-T Intersection	●	○	●	●	○	○	●	●	●	○	○
Reconfigured T Intersection	●	●	●	○	○	●	●	●	●	○	○
2-lane Roundabout with Slip Ramp	●	○	○	●	●	○	●	●	○	○	○

An expanded signalized intersection has a relatively smaller footprint but lower safety performance
 The CFI provides relatively worse pedestrian & bicycle operations and worse aesthetics
 The Florida-T provides relatively worse pedestrian & bicycle operations and worse aesthetics
 The reconfigured T would result in faster speeds and lower safety performance
 The roundabout offers relatively safer operations, better aesthetics, speed calming, but a larger footprint and providing safe pedestrian movements may require additional improvements

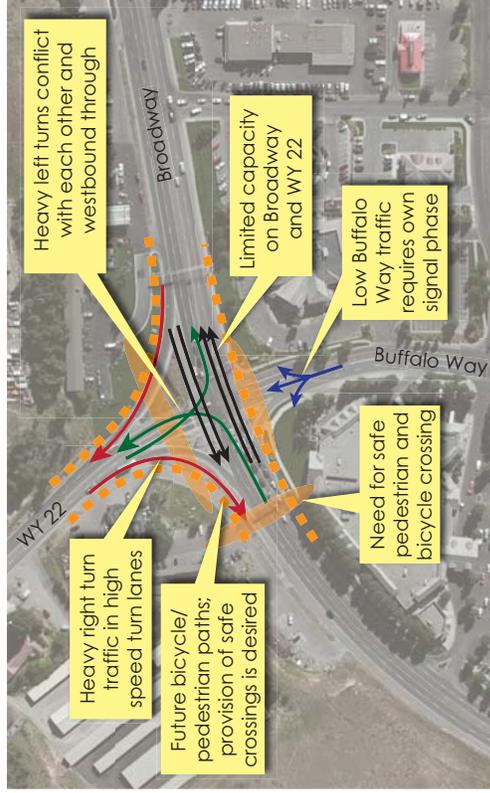


22/390 Corridor Study

"Y" - WYO 22 & Broadway



Major Issues



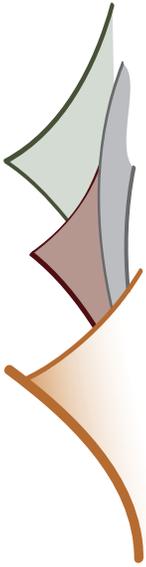
Option	Acceptable Traffic Operations?	Eastbound and Southbound Triple Lefts	Close Buffalo Way	Eastbound Double Lefts	Florida-T Intersection with Signalized Merge	3-lane Roundabout with Slip Ramps	3-lane Roundabout	Inverted Continuous Flow Intersection with 3-lane Broadway	Florida-T with Signalized Merge and 3-lane Broadway	Westbound Broadway Grade Separated
Eliminate from Consideration	No	NO	NO	NO	NO	NO	NO	YES	YES	YES

Relative Comparison
 ● = Better ○ = Worse
 %: Volume to capacity ratio of the worst approach leg

Study Results

	Intersection Operations	Pedestrian/Bikes	Transit	Safety/Vehicle Conflicts	Aesthetics	Environmental / ROW Impacts	Practical	Cost	Driver Expectations	Speed Calming	Maintenance
Inverted Continuous Flow Intersection	●	○	●	●	●	○	●	●	○	○	○
Inverted Continuous Flow Intersection with 3-lane Broadway	●	○	●	●	●	○	●	●	○	○	○
Florida-T with Signalized Merge and 3-lane Broadway	○	○	●	●	●	●	●	●	●	●	●
Westbound Broadway Grade Separated	●	○	○	○	○	○	○	○	○	○	○

A westbound grade separation facilitates good and safe traffic operations, but relatively poor aesthetics, high cost and higher speeds



22/390 Corridor Study

WYO 22 & Spring Gulch Road

Major Issues



Study Results

	Intersection Operations	Pedestrian/Bikes	Transit	Safety/Vehicle Conflicts	Aesthetics	Environmental / ROW Impacts	Practical	Cost	Driver Expectations	Speed Calming	Maintenance
✓ Additional Lanes	●	●	●	○	○	●	●	●	●	○	●
✓ Florida-T Intersection	○	○	●	○	●	○	●	○	○	○	○
✓ Roundabout	○	○	○	●	●	○	●	○	○	●	○
✓ Roundabout with Slip Ramps	○	○	○	●	●	○	●	○	○	●	○

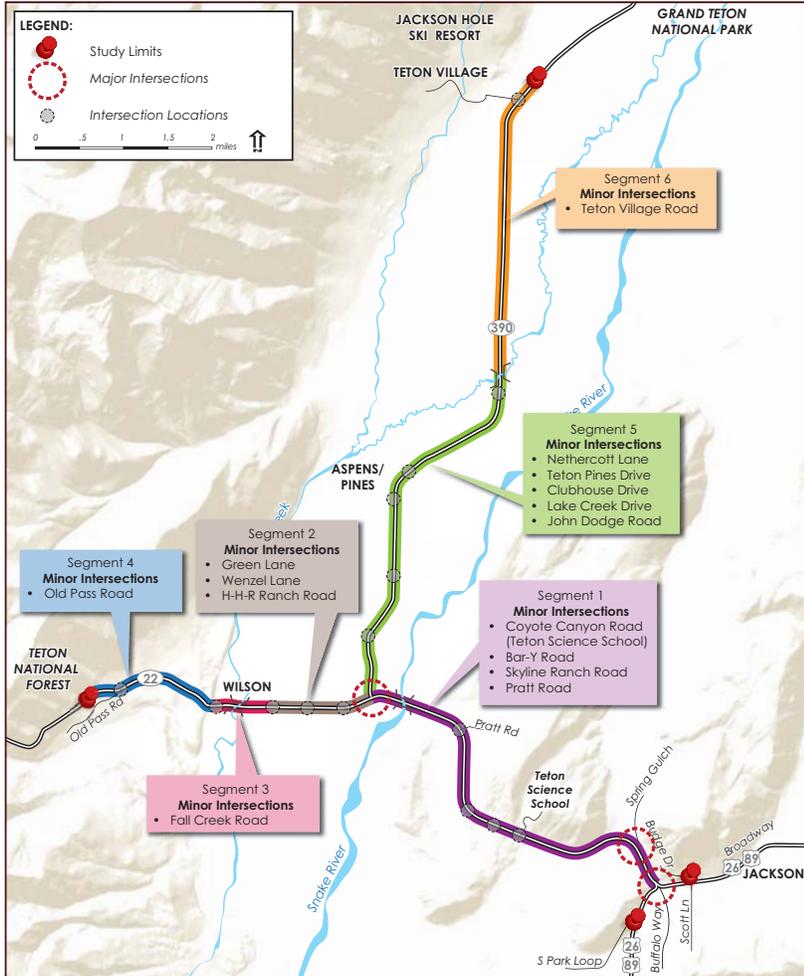
An expanded signalized intersection has a relatively smaller footprint but lower safety performance

The advantages of a Florida T would likely not outweigh its additional impacts

Roundabouts offer relatively safer operations, better aesthetics, speed calming, but a larger footprint and providing safe pedestrian movements may require additional improvements

Roundabouts offer relatively safer operations, better aesthetics, speed calming, but a larger footprint and providing safe pedestrian movements may require additional improvements

Relative Comparison ● = Better ○ = Worse
 ● = Better ○ = Worse
 Y/c: Volume to capacity ratio of the worst approach leg



Study Results

Minor Intersections

- Roundabouts or stop sign control appropriate for future consideration
- Traffic signals to be considered if necessary

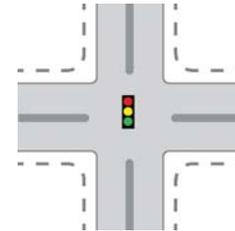
Access Control

- Access improvements would be provided by left and right turn lanes as appropriate
- Some driveways and access points would not merit a break in median for left turns, but would be provided right-in, right-out access. Motorists would turn around at next available location.

As future projects are developed these options will be further refined and considered, as will any new ideas resulting from further study and public and stakeholder input.

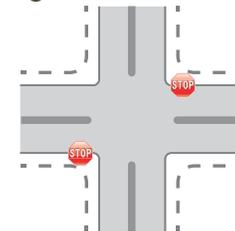
What are the Minor Intersection Types - Options?

Signalized Intersection



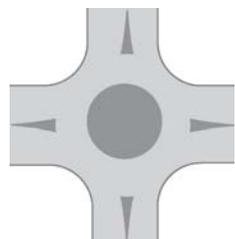
- + Allows protected pedestrian movements
- + Accommodates unbalanced approach volumes
- + Relatively small footprint
- + Lower construction cost
- Can have high amounts of delay
- Higher potential for severe accidents

Stop Sign Control



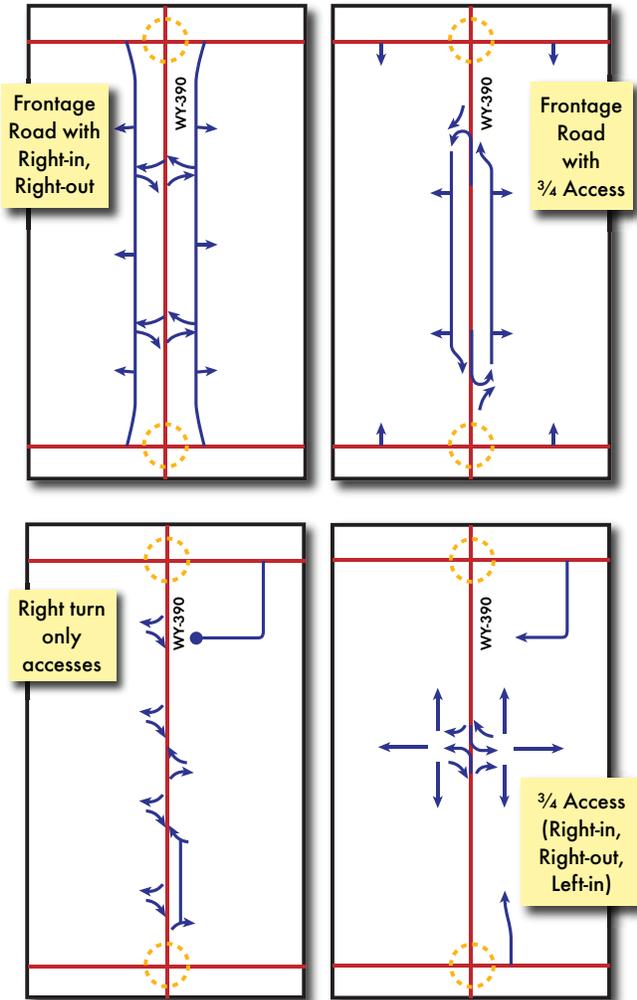
- + Appropriate for most low volumes intersections
- + Low cost
- Can have high amounts of delay from minor road
- Least safe option

Roundabout



- + Suitable for relatively balanced approach volumes
- + Safer for vehicular travel relative to other intersection types
- + Can result in less delay
- + Can accommodate aesthetic treatments
- Larger footprint than signalized intersection
- Less suitable for high volume/multilane approaches
- Less intuitive for pedestrians/ bicycle lists than other intersection types

What are the Access Options?



Frontage Roads

- + Improved safety
- + Two-lane highway capacity increased
- Larger footprint
- Increased speeds on highway
- Aesthetics
- Frontage Road intersections can be confusing for unfamiliar motorists

Right In Right Out (RIRO) / 3/4 Turn

- + Improved safety
- + Two-lane highway capacity increased
- + 3/4 turn movements provide more direct access to properties than frontage roads
- Increased speeds on highway
- Out-of-direction travel
- U-turns can be a safety concern

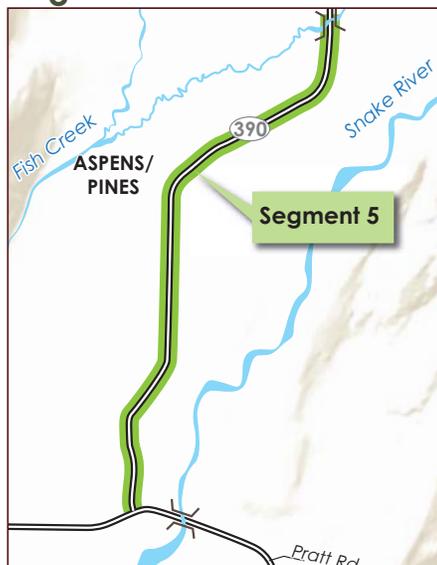
Traffic Metering

- + Improves access operations by providing gaps for traffic in and out of driveways
- Increased delay for through traffic on the major route
- Additional signal can be a safety concern
- Additional capital and maintenance costs

Auxiliary and Turn Lanes

- + Improved safety and operations
- Increased impacts and cost

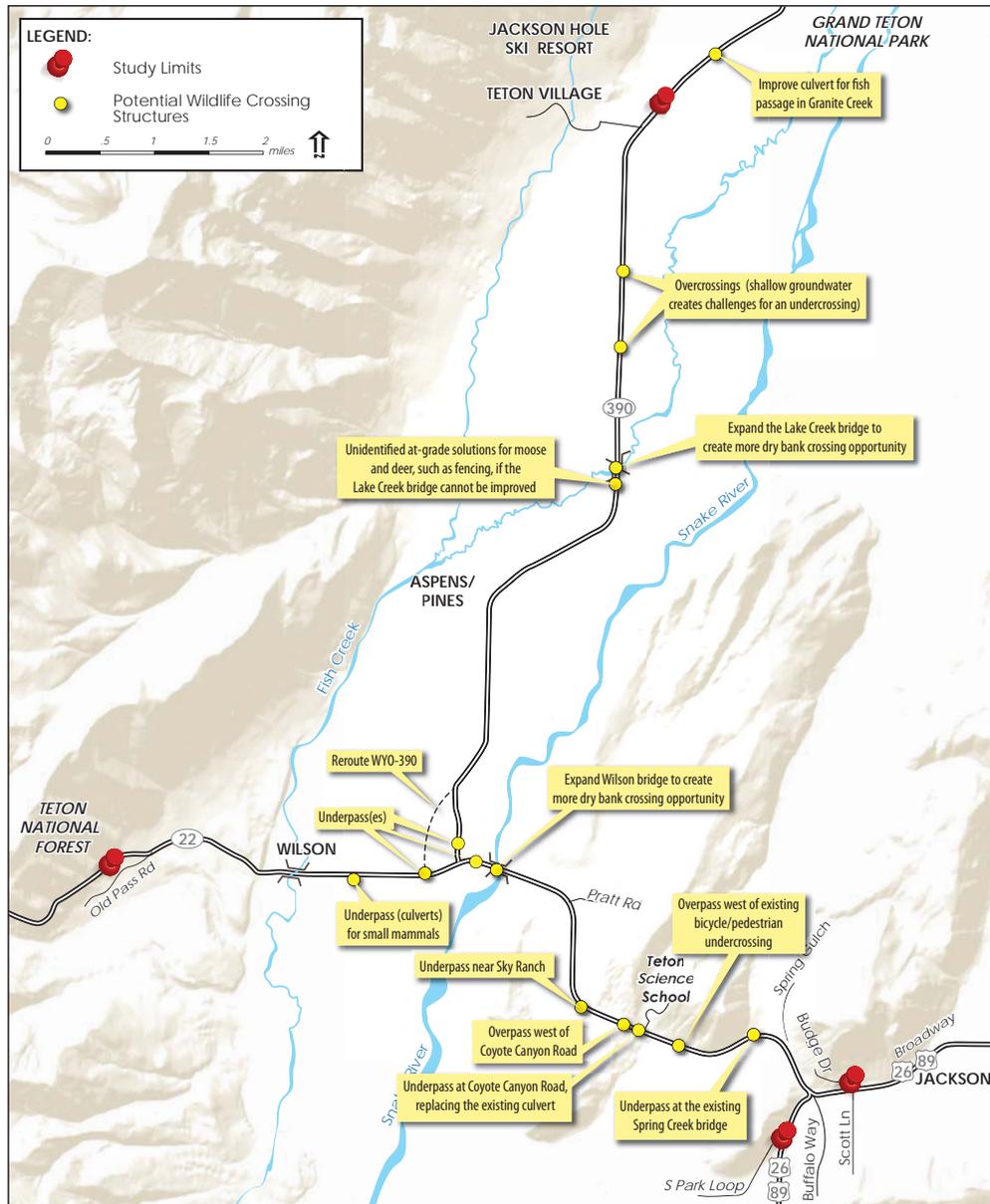
Segment 5



Study Results

- Roundabouts at minor intersection locations appropriate for future consideration.
- Other u-turn points for consideration as needed.
- Divided median with Right-in, Right-out accesses appropriate for future consideration.

Potential Wildlife Crossing Structures



Study Activities:

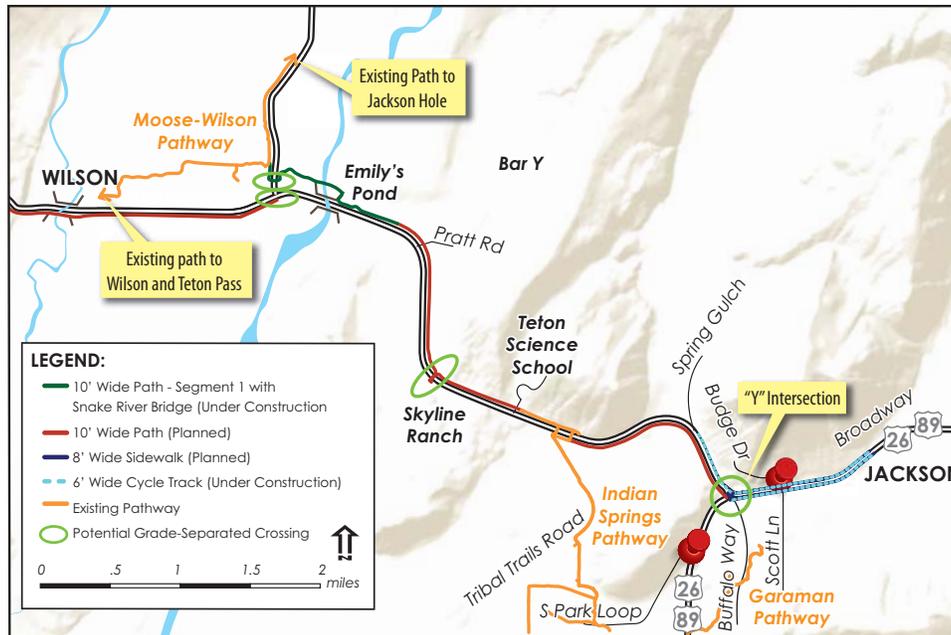
- Input from general public, stakeholders, and local and state agencies
- Wildlife specific field trip with advocacy groups
- Review of existing studies

Future Considerations:

- Crossing Locations
- Fencing
- Signage
- Seasonal speed reductions
- Automated speed detectors
- Vegetation management

As future projects are developed these options will be further refined and considered, as will any new ideas resulting from innovations regarding reductions in wildlife and roadway conflicts.

Existing & Planned Bicycle and Pedestrian Facilities



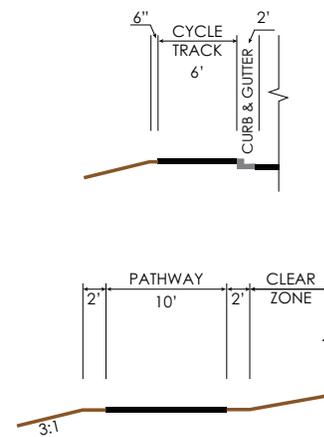
Study Activities:

- Input from general public, stakeholders, and local and state agencies
- Review of existing studies and plans

Future Considerations:

- Path 22 Plan
- Minimize the need to re-build existing and under-construction infrastructure
 - Jackson Hole Community Pathway System:
 - » Along WY 390 (existing)
 - » Along WY 22 in Wilson and west of Wilson (existing)
 - » Along WY 22 between town and Spring Gulch Road (cycle track, under construction)
 - » Snake River Bridge segment, including WY 390 underpass (under construction)
- Consideration to be given to grade-separated or activated signal crossings at the three major intersections in the study area
- As future projects are developed these options will be further refined and considered, as will any new ideas resulting from further study and public and stakeholder input.

Pathway / Bikeway Options



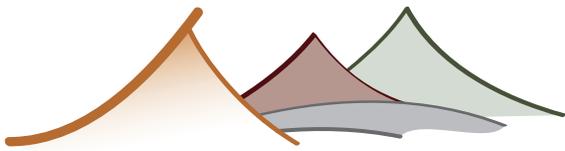
Note: Bikeway options can be applied as appropriate, either left or right of cross-sections.

- Analyze comments received at tonight's open house.
- Continue public outreach (via email, web page and other appropriate techniques).
- Finalize study findings and prepare study report.

Major Issues to be Addressed Before Project Implementation

- Right-of-Way
- Funding
- Prioritizations
- Wildlife Mitigation

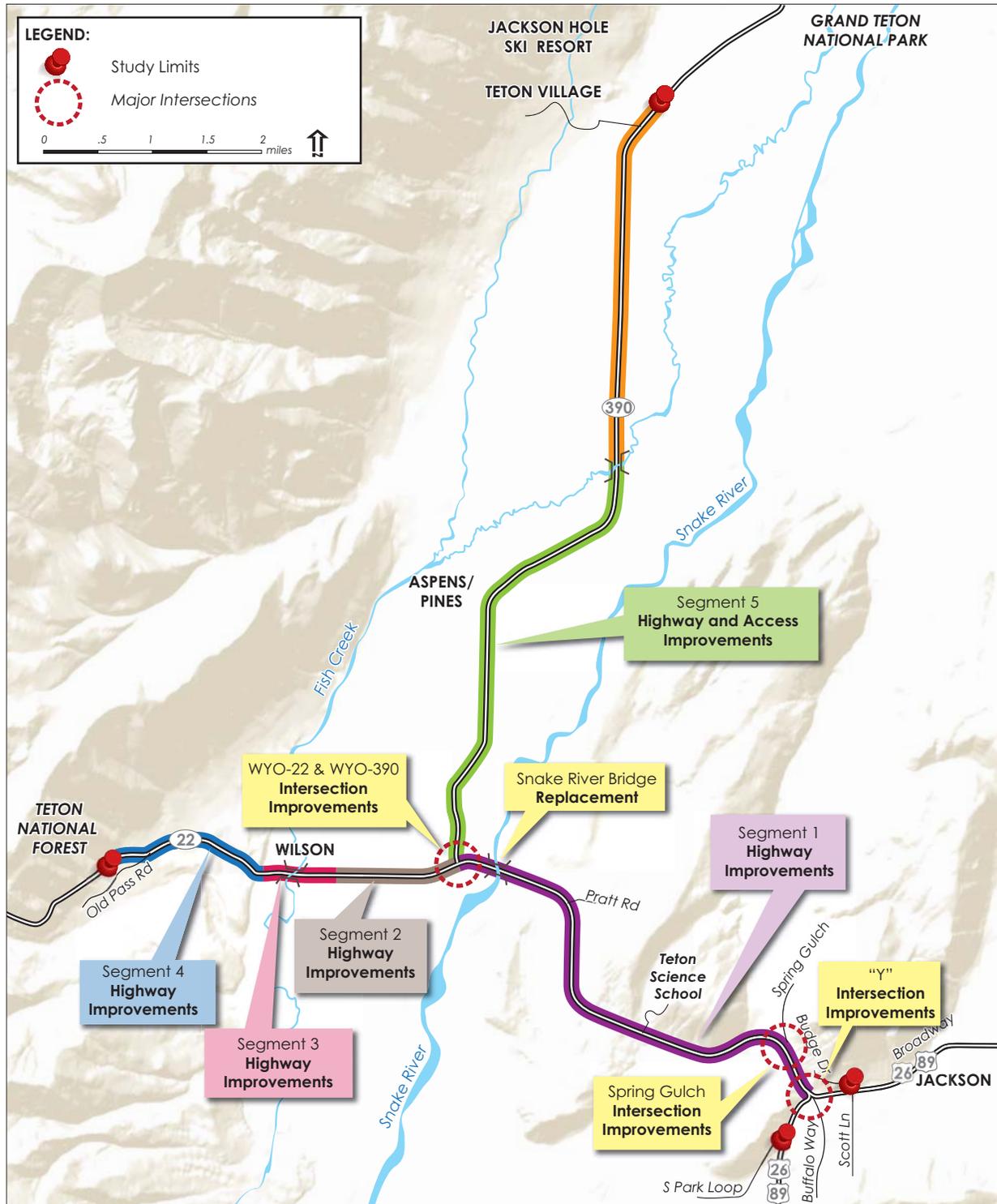




22/390 Corridor Study

PROVIDE YOUR INPUT ON LOCATIONS FOR PROJECT PRIORITIZATION

Place a Sticker on Each of Your Top Two Priority Locations



- Talk with project staff.
- Fill in a comment form (tonight) or mail to project team - address on comment form:

Bob Hammond
Wyoming Department of Transportation
1040 Evans Rd
Jackson, WY 83001

- E-mail your comments to:
22-390pels@wyo.gov
- Submit your comments via the project website:
www.22-390corridorstudy.com

Thank You





Public Open House Summary August 21, 2013

Following is a summary of the WYO 22/390 Planning and Environmental Linkages Study Public Open House. Discussion of comments is limited to the comments received on the comment sheets provided to meeting attendees.

Study Team Attendees:

WYDOT: John Eddins, Bob Hammond, Stephanie Harsha, Ted Wells, Kevin Powell, Mark Wingate, Jeff Brown
FHWA: Jeff Purdy
Jacobs: Jim Clarke, Chris Primus, Keith Borsheim

Date/Time/Location

Wednesday, August 21, 2013, 4:30 p.m. to 7:00 p.m., Teton County Library

Purpose

To listen to and gather the public's concerns, issues, and ideas about the project that might affect the alternatives considered and potential prioritization of projects, as well as to answer questions about the project. The study team was available to:

- ▶ Provide background information on the project
- ▶ Present the project's draft purpose and need statement and critical issues
- ▶ Explain the PEL process
- ▶ Explain potential improvements
- ▶ Obtain input from members of the public
- ▶ Answer questions about the project
- ▶ Listen to suggestions and concerns
- ▶ Identify how the public can get involved in the process
- ▶ Present what's next

All comment sheets have been retained and are included with this summary.

Meeting Notices

Outreach for the public open house meeting included the following:

- ▶ An announcement on the home page of the project website.
- ▶ A mailing to owners/tenants adjacent to 22 and 390 in the study area.

- ▶ Press packet to local news agencies.

In addition, the Jackson Hole News and Guide had an article on August 21, 2013 (the day of the meeting) that discussed the project and the public open house.

Meeting Format

Boards were displayed starting at 4:30 p.m. and the study team was available to answer questions. Roll plots were provided to elicit comments about the three major intersections and the corridor as a whole. There was also a video that showed examples of specific intersection alternatives.

Presentation Boards were as follows:

- ▶ What are the Objectives of the 22 & 390 PEL Study?
- ▶ Study Area and Schedule
- ▶ Other Study - Upcoming Integrated Transportation Plan
- ▶ What Have We Heard From You?
- ▶ Purpose and Need
- ▶ Study Goals
- ▶ Alternative screening process
- ▶ Existing Conditions
- ▶ What are the Environmental Considerations?
- ▶ What is Level of Service?
- ▶ Historic and Projected Daily Traffic
- ▶ How Many Lanes?
- ▶ What Type of Medians?
- ▶ What are Major Intersection Options?
- ▶ WYO 22 & 390 Intersection Alternatives
- ▶ "Y" WYO 22 & Broadway Intersection Alternatives
- ▶ WYO 22 & Spring Gulch Road Intersection Alternatives
- ▶ What About Minor Intersections?
- ▶ What About Intersections and Access Along Segment 5? (WYO 390 - WYO 22 to Lake Creek)
- ▶ Wildlife
- ▶ Bicycle and Pedestrian Facilities
- ▶ Next Steps and Summary
- ▶ Project Prioritization Input

► How to Comment

Number of Attendees:

92 people signed into the meeting. Attendees represented a mixture of business owners, long-time area residents, public officers, representatives of various advocacy organizations, and members of the Town of Jackson and Teton County planning departments.

The attendees at the meeting were very engaged. There was positive discussion surrounding concerns and ideas for the project. In general, there was no outright opposition to the alternatives presented. There were several ideas about what the solutions should be.

Roll Plots

Four roll plots were displayed, showing the potential improvements at the three major intersections and the overall study area. Attendees were encouraged to write directly on these, identifying areas of concern and potential solutions. There were approximately 144 comments received on the roll plots. The comments are summarized below:

- WYO 22 & WYO 390
 - “Moose jams” – motorists stopping to view wildlife – are an issue. Provide viewing areas.
 - No consensus on intersection improvements
- WYO 22 & Broadway
 - Little support for continuous flow intersections and Florida-T. Two positive comments on grade-separation.
- WYO 22 & Spring Gulch
 - Additional lanes viewed as good short-term option
 - Roundabout and Florida-T had general support as long term solutions
 - Right turn lane from Spring Gulch mentioned as potential immediate fix
- Lanes and Medians
 - Many location specific comments were provided on this roll plot; little consensus on lanes or median treatments.

Project Prioritization Input Board

A board displaying the study area was displayed, and stickers were provided to allow attendees to indicate their top priorities for improvements. A total of 55 stickers were placed on the board. Table 1 summarizes these priorities.

Table 1.

Location	Quantity	Comments
Major Intersections		
“Y” intersection improvements	7	
WYO-22 & WYO-390 Intersection Improvements	7	
WYO-22 & Spring Gulch Road Intersection	3	
Other		
Segment 5 - WYO 390 towards Aspens/Pines	6	Wildlife crossing/Speed Reduction

WYO 22 – Skyline / Teton Science School	6	Wildlife crossing/Speed Reduction
WYO 22 – Skyline / Teton Science School	3	Noise
WYO 22 – Skyline / Teton Science School	2	Intersection Improvements
WYO 22 – Skyline / Teton Science School	1	Curve - Icy Danger
WYO 22 – Skyline / Teton Science School	1	Path across
WYO 22 – Skyline / Teton Science School	1	
<i>Note: Some of the Skyline comments appear to be repeats</i>		
Snake River Bridge Replacement	4	
Snake River Bridge	1	Culvert for small animal crossing
North Bridge	4	“Yes”
North Bridge	2	“No”
Spring Gulch Extension	2	Improve SG Road/Pave SG
WYO 390 near GTNP	1	Major elk migration
WYO 390 at Lake Creek Bridge	1	Raise bridge for wildlife crossing
Pratt Road Intersection	1	Center lane/left turn from Pratt
Emily’s Pond Access	1	Center lane/left turn from Access

In summary, the attendees at the meeting indicated a preference for improvements to the WYO 22 & Broadway and WYO 22 & WYO 390 intersections. There was also a preference for wildlife crossing / speed reduction improvements in Segments 1 and 5 and a call for intersection and noise improvements at Skyline. Finally, the Snake River Bridge was acknowledged as a location in need of improvements, receiving 5 comments.

Comment Sheets

There were 15 comment sheets filled in and left by attendees. Some people took the comment sheets with them and were asked to send them back to the study team.

Question 1, “How many lanes and where?”, generated comments regarding the following:

- In general, there was some support for widening in Segment 1, little support for improvements to other segments.

Specific Question 1 Comments:

- 390 – 2 Lane with center turn lane. 22 – probably 4 – again with turn lanes – especially in area from Emily’s pond to Walton Ranch.
- Add full deceleration lanes (right turn) in segment “1” above and beyond the 8’ shoulder. It is soon to be a LOS “F” road! 3 lanes on 390 from 22 to Lake Creek Bridge.
- Build connector between Indian Springs (22) to South Park Loop. Re-direct traffic headed south of town (substantial). This will do more to remove congestion than building more lanes on 22.
- Keep 2 lanes, if possible
- 2 lanes and turn lane all of 22 and 390

-
- Intersections. Hwy 22 does not need more lanes. It does need a roundabout at the junction of 22 & 390. At a minimum – it needs a left turn arrow for people coming from Wilson trying to go to Teton Village. I waited through SEVEN lights trying to turn left there at 5:00pm last week. There were 6 cars ahead of me. Zero or 1 car was able to turn left during one light cycle. I finally tailgated the car in front of me and bullied my way through the intersection. This has been going on for years – I’ve heard the same story many times.
 - No additional lanes on 390! Provide adequate funding for designated wildlife crossings.
 - Skyline Ranch: Must include a turn lane & safest option for vehicles, pedestrians. Lower speed limit to reduce risk and road noise.
 - How will you widen Segment 1 without increasing average speeds and killing more wildlife?
 - From approx.. just south of Q Roadhouse to the Aspens, a one-way frontage road on the east side of road only – for restaurants, streets (Zach Tan, Sylvester, etc.), private drives. Then a dedicated N-bound lane for those going to Aspens or T.V.
 - Where possible keep lanes to a minimum
 - 4 lanes everywhere. Design for LOS B.
 - No more lanes to Vill!
 - No 4 lanes on 390
 - Add lanes to 22 – traffic can be horrendous. If Jackson plans to keep attracting visitors, more roads are needed.

Question 2, “What types of medians and where?” generated comments regarding the following:

- In general, there was little consensus on median treatments.

Specific Question 2 Comments:

- Painted – on highway 22 East of Bridge. Not so necessary past 390 toward Wilson.
- Can the depressed medians be landscaped? Depressed on “22” except where it is 5 lanes.
- Undivided if better for wildlife
- We don’t have room – we need to put as much as possible in existing traffic areas.
- Pullouts for wildlife viewing in wetlands area of 22 & 390. No parking or stopping allowed in other areas.
- 1. Grade separated intersection. 2. Turn lane & stop light.
- Grass median with appropriate vegetation to aid wildlife crossing. Not sure how under/over pass for wildlife could be accomplished here with flat terrain and high water table.
- Raised medians where ped/bike crossing is required.
- No medians

Question 3, “What types of intersections and where?” generated the following responses:

- Additional lanes at Spring Gulch for the short term until 22 goes 4 lanes. Then a Florida T.
- At the Teton Science Schools/Indian Springs Ranch intersection, an underpass would be much appreciated. I am worried someone is going to get killed in the next 12 months!
- 390 – Nethercott Intersection. Should be stop sign.
- Maybe Roundabout or arrows like @ 22/Broadway. Right hand turn lane at Spring Gulch & 22.
- At Skyline: Grade separated intersection or turn lane and stop light.
- Continuous flow intersections and roundabouts are pure hell for pedestrians. They are disastrous for the 22/390 spot and 22/Broadway. Only at 22/9GR. You can't do ANY of this without wildlife crossings!
- Major roundabout @ Aspens. Minor roundabout near/before Q Roadhouse area if concept of east-side frontage road repeated north of Aspens, then 3 roundabouts MAX along 390
- Simplicity is a virtue – roundabouts or other simple options preferred – overpass at “Y” does not seem bad compared to other options.
- Bigger is better.
- No intersections on 390. We can't make U-turns to get home to Aspens/Pines. It will cause havoc!
- Left turns should be allowed.
- Add a North Bridge. It takes 30 minutes to travel from airport to TV. Too long and unnecessary. Merchants are afraid of losing business, but they can counter that with increased advertising.

Question 4, “Wildlife considerations?” generated the following responses:

- Should be a prime concern – moose habitat and many collisions near bridge, intersection & first mile of 390. Construct fencing and underpasses at key areas.
- Add at least 2 wildlife crossings in segment 1 @ Coyote Canyon/Bar “Y”. Talk to private landowners about easements. The 3 highway frontage property owners in Bar “Y” are willing to do it. We are not objectional to “funnel fencing”.
- Can underpasses be designed to handle both animal and vehicular traffic?
- Prioritize wildlife safety over traffic times.
- Everywhere. Speed limits 35 all 390 at night, 45 all 390, 45 all 22, 35 Snake River Bridge to Wilson.
- 35mph all the time 22/390 North pass Aspens
- Reduce vegetation on both sides of roadway, esp. on 22. Increased use of elect. Warning signs. Set speed limit on 22 at 35mph, day & night.
- Yes, there is lots of wildlife in this area. Lower speed limit.
- Paramount!
- Treed/grassed island breaks up 3+ median/4-lane slab of concrete with dedicated 2 lane (plus west turn lanes) & one way frontage road.
- Crossings need to be considered & implemented.
- Yes

- Wildlife is throughout valley. They need protection and ability to cross traffic and cannot if roads are congested. Lower speed limits if necessary.

Question 5, “Bicycle and pedestrian facilities?” generated the following responses:

- Pathway with raised crossings or underpasses highly desirable – Hurry up and build that bridge!
- More the better!
- A direct route on Hwy 22 instead of detour around high school butte would encourage cyclists.
- Bike lanes within traffic lanes
- Absolutely! The sooner the better
- Yes, need access to bike paths.
- Pedestrians over bicycles. Too much money spent on bike paths and lanes. Not enough on wildlife and pedestrians.
- Pathway already present/repositioned
- Yes
- Yay bikes!
- Yes
- Add more bike lanes away from highway for safety. Spring Gulch needs bike lane to connect from pathway along 22 to park route. Park access add bike lane on Golf Course Rd/Sagebrush in 2015 to connect with its pathway on 89.

Question 6, “Please provide input on project prioritization. On the map below, please circle what you think are the top two locations for transportation improvements. You can circle the same location twice.” generated the following written responses:

- 1) Traffic and wildlife protection near 22/390 intersection. 2) left turn lanes for driveways (Emily’s, Iron Rock, Ranch Roads) – Pratt Rd.
- 1) 22 Bridge Replacement; 2) wildlife crossings on 22 at Bar Y / Teton Science School
- Intersection Improvements – circled
- Wildlife Xings – Teton Science School and Aspens/Pines
- North Bridge #1. Intersection Improvements at 22/390 #2. East side frontage road one-way #3.
- North Connector!! Redundancy is needed! Intersection improvements – Bridge & intersection are bad for bikes. The “Y” is a primary gateway to town and needs to be improved. Wilson/22 – Look for run-away truck resolution @ base of pass.

Question 7, “Additional Comments”, generated the following comments:

- Reduced speed limits, and enforcement
- The “LOS” ratings based on vehicles/day implies that this vehicle traffic is necessary. I believe that reducing traffic volume must be considered as an option, to compliment the other excellent work you have done. How many of the +/- 20000 VPD on Segment 1

have just one passenger? How many of the +/- 20000 VPD on Segment 1 travel Segment 1 more than twice a day? Some approaches: more bike commuting, more bus commuting, tolls!, paid stickers for frequent users of Segment 1.

- I would like to see more traffic/speed limit enforcement on 390. Anecdottally, I rarely see law enforcement on Hwy 390, or Hwy 22.
- Possibly adding lights approaching intersections and HY-22/390 to Aspens. The great job you did on "New" Broadway proves you can add lanes without destroying natural resources.
- Continuous flow intersections and roundabouts are pure hell for pedestrians. They are disastrous for the 22/390 spot and 22/Broadway. Only at 22/9GR. You can't do ANY of this without wildlife crossings!
- Travel time from Jackson to Teton Village need to be reduced and it has only gotten longer in recent years. ALSO Build North Bridge! Airport ->Teton Village (T.V.).
*Condemn the land, no development allowed along it? DO IT NOW!
- North connector needed.
- Design all roads for LOS B.
- Allow left and right Not only R turns.
- Traffic is constant on Hwy 22, even into late evening. Trying to reduce traffic by making it difficult to travel is ridiculous. Park may close or restrict moose-Wilson Rd to one lane - there needs to be alternative routes for people to get to Teton Village from airport & North Jackson. A North Bridge would allow 10-15 minutes travel from North Jackson instead of 30+ minutes now - which adds to congestion & frustration of drivers.

Co-Planning Commission

Paul Duncker

Patricia Russell

Mark Newcomb

Mike Hammer

Stefan ~~Fedar~~ Fedar



22/390 Corridor Study

Public Open House -- Sign-In Sheet
August 21, 2013 - 4:30 p.m. to 7:00 p.m.

Name (please print)	Andy Weenig	Organization (if applicable)	UH/Te Path Taskforce
Mailing Address	PO 2965		
City, State, Zip	Idexy 83001	Phone	413.4722
Email Address	andyweenig@yahoo.com		
Name (please print)	ALEX FREERIVE	Organization (if applicable)	
Mailing Address			
City, State, Zip	andexy prairie	Phone	
Email Address			
Name (please print)	Jon Christensen	Organization (if applicable)	
Mailing Address			
City, State, Zip		Phone	
Email Address			
Name (please print)	Grace M. Robertson	Organization (if applicable)	
Mailing Address	PO Box 1543		
City, State, Zip	Wilson	Phone	733-5395
Email Address	gmrobertson@bresnan.net		
Name (please print)	Winder	Organization (if applicable)	
Mailing Address	POB 1431 W		
City, State, Zip	Wilson W	Phone	2032076
Email Address	Wilson		
Name (please print)		Organization (if applicable)	
Mailing Address			
City, State, Zip		Phone	
Email Address			





22/390 Corridor Study

Public Open House -- Sign-In Sheet August 21, 2013 - 4:30 p.m. to 7:00 p.m.

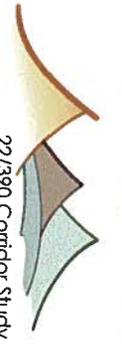
Name (please print)		Organization (if applicable)	
JACKIE MONTGOMERY			
Mailing Address			
POB 3048, JACKSON'01		733-6272	
City, State, Zip	Phone		
JMONTGOMERY@BRESNAW.NET			
Email Address			

Name (please print)		Organization (if applicable)	
Keith Gingery			
Mailing Address			
1175 Brangus			
City, State, Zip	Phone		
Jackson WY 83001	734-5224		
Email Address			
Keith.gingery@wyoleg.gov			
Name (please print)		Organization (if applicable)	
Jean Barash			
Mailing Address			
P.O. box 133			
City, State, Zip	Phone		
WY 83014			
Email Address			
Jbarash@wyoming.com			

Name (please print)		Organization (if applicable)	
Mailing Address			
City, State, Zip	Phone		
Email Address			

Name (please print)		Organization (if applicable)	
Mailing Address			
City, State, Zip	Phone		
Email Address			





221390 Corridor Study

Public Open House – Sign-In Sheet
August 21, 2013 - 4:30 p.m. to 7:00 p.m.

Name (please print)	SCOTT FERGUSON	Organization (if applicable)	
Mailing Address	TETON SCIENCE SCHOOLS		
City, State, Zip	TACKSON WY 83001	(307) Phone	413 3920
Email Address	SCOTT.FERGUSON@TETONSCIENCE.ORG		
Name (please print)	BRIAN SCHILLING	Organization (if applicable)	TL Pathways
Mailing Address	PO Box 211D		
City, State, Zip	Tackson WY 83001	Phone	
Email Address	bschilling@tetonwyg.org		
Name (please print)	Nancy Sturm	Organization (if applicable)	
Mailing Address	PO 813		
City, State, Zip	TV, WY	Phone	7309314
Email Address	nancy@nlgay.com		
Name (please print)	CHRIS FINLAY	Organization (if applicable)	CAROL TETON NARRATE FREE
Mailing Address			
City, State, Zip		Phone	307-739-3369
Email Address	chris-finlay@nps.gov		
Name (please print)	Tulia Winder	Organization (if applicable)	
Mailing Address	PO Box 1631		
City, State, Zip	Wilson, WY, 83014	Phone	203-2086
Email Address			
Name (please print)		Organization (if applicable)	
Mailing Address			
City, State, Zip		Phone	
Email Address			





221390 Corridor Study

Public Open House – Sign-In Sheet
August 21, 2013 - 4:30 p.m. to 7:00 p.m.

Name (please print)	MIKE WELCH	Organization (if applicable)
Mailing Address	4045 BAISAM LN	
City, State, Zip	JXU WY 83001	Phone
Email Address	307413-6453	
Name (please print)	Linda Furelin	Organization (if applicable)
Mailing Address	PO 2695	
City, State, Zip	Jackson	Phone
Email Address	linda.furelin@460@gmail.com	
Name (please print)	ROBERT E. MOORE	Organization (if applicable)
Mailing Address	3105 ASTER LN	
City, State, Zip	WY 83001	Phone
Email Address		
Name (please print)	BARBARA BURENS	Organization (if applicable)
Mailing Address	PO Box 156	
City, State, Zip	Teton Village	Phone
Email Address	BBURENS@wyoming.com	
Name (please print)	DENNY EMOBY	Organization (if applicable)
Mailing Address	PO Box 190	
City, State, Zip	WY 83014	Phone
Email Address	733-3601	
Name (please print)	DENNY EMOBY	Organization (if applicable)
Mailing Address	PO Box 67	
City, State, Zip	Teton Village	Phone
Email Address	83001	
Name (please print)	Sue Foster	Organization (if applicable)
Mailing Address	5050 S. PATRICK WAY	
City, State, Zip	WY 83001	Phone
Email Address	733-2321	



Public Open House -- Sign-In Sheet
August 21, 2013 - 4:30 p.m. to 7:00 p.m.



Name (please print)	Organization (if applicable)
Jim Ambler	
Mailing Address	
P.O. Box 6752	732-2535
City, State, Zip	Phone
Jackson, WY 83002	
Email Address	
eambler@msv.com	
Name (please print)	Organization (if applicable)
Thymel Johnson	
Mailing Address	
P.O. Box 365	
City, State, Zip	Phone
McHenry, WY 83014	
Email Address	
thymel@msv.com	
Name (please print)	Organization (if applicable)
Dave Com	
Mailing Address	
Box 3932	
City, State, Zip	Phone
Jackson WY 83001	
Email Address	
dcom@msv.com	
Name (please print)	Organization (if applicable)
Larry Barber	
Mailing Address	
City, State, Zip	Phone
Jackson WY 83002	
Email Address	
lbarber@usa.net	
Name (please print)	Organization (if applicable)
Ernest LaBelle	
Mailing Address	
P.O. Box 11809	
City, State, Zip	Phone
Jackson WY 83002	
Email Address	
elabelle@gmail.com	
Name (please print)	Organization (if applicable)
Thymel Johnson	
Mailing Address	
P.O. Box 1384	
City, State, Zip	Phone
McHenry, WY 83014	
Email Address	
thymel@msv.com	



22/390 Corridor Study

Public Open House - Sign-In Sheet August 21, 2013 - 4:30 p.m. to 7:00 p.m.

Name (please print)	Organization (if applicable)
Beth & Linda Williams	
Mailing Address	
1820 Moose Wilson Rd	7336941
City, State, Zip	Phone
WILSON WY 83014	
Email Address	
wybilliams@wyoming.com	
Name (please print)	Organization (if applicable)
Renees Clark	
Mailing Address	
PO Box 1932	
City, State, Zip	Phone
Wilson WY	
Email Address	
Name (please print)	Organization (if applicable)
JIM FINI	
Mailing Address	
PO Box 1140	
City, State, Zip	Phone
Wilson 83014	6033211069
Email Address	
jin@locallygrown1901.com	

Name (please print)	Organization (if applicable)
Brooke Bullifer	
Mailing Address	
P.O. Box 2508	
City, State, Zip	Phone
TALKSON WYO 83001	7336986
Email Address	
Name (please print)	Organization (if applicable)
Josh Mulin	
Mailing Address	
3200 W Mallard Rd	
City, State, Zip	Phone
TALKSON WYO 413-3564	
Email Address	
JOSH@EVERGREENMANAGEMENT.COM	
Name (please print)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	





22/390 Corridor Study

Public Open House – Sign-In Sheet
August 21, 2013 - 4:30 p.m. to 7:00 p.m.

Name (please print)	Organization (if applicable)	Name (please print)	Organization (if applicable)
FRED STAERLE / Skyline Ranch Improvement		Denise Best	
Mailing Address		Mailing Address	
400 N MEADOWS AVE PO 733/2176			
City, State, Zip	Phone	City, State, Zip	Phone
Meason, UT 83001			
Email Address		Email Address	
potaka@huanan.net			
Name (please print)	Organization (if applicable)	Name (please print)	Organization (if applicable)
Bernie McHugh	VHCH	Jim Jern	
Mailing Address		Mailing Address	
PO Box 1932		PO Box 11000	
City, State, Zip	Phone	City, State, Zip	Phone
Wilson WY 83014 733-0010		UT 83002 690602	
Email Address		Email Address	
berniewhugh@earthlink.net		Jim.Wildflower@cs.com	
Name (please print)	Organization (if applicable)	Name (please print)	Organization (if applicable)
PAUL P BEGLEY		LORNA MIERA	
Mailing Address		Mailing Address	
1755 MOOSE WILSON RD			
City, State, Zip	Phone	City, State, Zip	Phone
WILSON WY 83014 307 733 4331			
Email Address		Email Address	
begley.philip@gmail.com		lorne.miera@live.com	





221390 Corridor Study

Public Open House – Sign-In Sheet August 21, 2013 - 4:30 p.m. to 7:00 p.m.

Name (please print)	Seth Kuehnbekker	Organization (if applicable)	
Mailing Address	20 W. Apple St		
City, State, Zip	Lead, SD, 57754	Phone	
Email Address			
Name (please print)	Cheyenne Ogden	Organization (if applicable)	
Mailing Address	2011 N. Dennison St.		
City, State, Zip	Garden City, KS, 67846	Phone	
Email Address			
Name (please print)	Jace Cousins	Organization (if applicable)	Teton Science School
Mailing Address			
City, State, Zip	Cheyenne, WY	Phone	
Email Address			

Name (please print)	Tenyn Baldwin	Organization (if applicable)	WY/Teton Science School
Mailing Address			
City, State, Zip	Scottsbluff, NE	Phone	
Email Address			
Name (please print)	Jorge Jorgensen	Organization (if applicable)	
Mailing Address	157 E Killdeer Rd -		
City, State, Zip	Jackson, Wyoming 83001	Phone	387-413-6500
Email Address	jorgensanp@gmail.com		
Name (please print)	Mary Lohuis	Organization (if applicable)	
Mailing Address	PO Box 7713		
City, State, Zip	Jackson, WY 83002	Phone	
Email Address	marylohuis@gmail.com		



221390 Corridor Study

Public Open House – Sign-In Sheet
August 21, 2013 - 4:30 p.m. to 7:00 p.m.

Name (please print)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	





22/390 Corridor Study

Public Open House – Sign-In Sheet August 21, 2013 - 4:30 p.m. to 7:00 p.m.

Name (please print) <i>Jordan Peterson</i>	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print) <i>Kara Wise</i>	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print) <i>Dalton Betior</i>	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print) <i>Alexx Sanchez</i>	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print) <i>Sarah Gomez</i>	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print) <i>Margen Ropp</i>	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	





22/390 Corridor Study

Public Open House – Sign-In Sheet August 21, 2013 - 4:30 p.m. to 7:00 p.m.

Name (please print)	KATHY HARRINGTON	Organization (if applicable)	
Mailing Address	PO BOX 15		
City, State, ZIP	DULSON, WY	Phone	307-690-6100
Email Address	WITCHCLEVERDIS@gmail.com		
Name (please print)	Sandra Kayler	Organization (if applicable)	Teton Science School
Mailing Address	16218 E. Swift Fox Rd		
City, State, ZIP	Parker CO	Phone	
Email Address			
Name (please print)	Ethan Lynn	Organization (if applicable)	
Mailing Address	23 Royal Palm Dr.		
City, State, ZIP	Mechanicsburg, PA, 17050	Phone	
Email Address	elynn@uwp.edu		
Name (please print)	Will Choppe	Organization (if applicable)	
Mailing Address			
City, State, ZIP	Laramie, WY	Phone	82072
Email Address	wchoppe@uwo.edu		
Name (please print)	William Oberling	Organization (if applicable)	
Mailing Address	Box 476		307 735 3722
City, State, ZIP	Box 476, WY	Phone	83014
Email Address			
Name (please print)	James & Smart Schluenger	Organization (if applicable)	
Mailing Address	Po 1862		6902415
City, State, ZIP	Jackson, WY	Phone	83001
Email Address	jschlenger@gmail.com		





22/390 Corridor Study

Public Open House – Sign-In Sheet
August 21, 2013 - 4:30 p.m. to 7:00 p.m.

Name (please print)	Organization (if applicable)
Wilhelmina Ganson	
Mailing Address	
3925 Mallard	
City, State, Zip	Phone
Jackson WY 83001	
Email Address	
Name (please print)	Organization (if applicable)
Richard Winalan MD	
Mailing Address	
P.O. Box 365	
City, State, Zip	Phone
Wilson WY 83014	733 7008
Email Address	
docnwinalan@lovesnm.net	
Name (please print)	Organization (if applicable)
Gail Tanson	
Mailing Address	
P.O. Box 3932	
City, State, Zip	Phone
Jackson, WY 83001	690-1333
Email Address	
gtanson@lovesnm.net	
Name (please print)	Organization (if applicable)
Angela McGrath	
Mailing Address	
225 NW Ridge Rd	
City, State, Zip	Phone
Jackson WY 83001	
Email Address	
megrath@wecker.com. *add to distribution list	
Name (please print)	Organization (if applicable)
Paul Walker	
Mailing Address	
Walter	
City, State, Zip	Phone
Email Address	
PTALMKA@AUCI&QU	
Name (please print)	Organization (if applicable)
Mercedes Huff	
Mailing Address	
Box 274	
City, State, Zip	Phone
Wilson, WY 83014	307-690-9000
Email Address	
mercedes.huff@jhsir.com	





22/390 Corridor Study

Public Open House -- Sign-In Sheet August 21, 2013 - 4:30 p.m. to 7:00 p.m.

Name (please print) Tyler Sinker	Organization (if applicable) TOS
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print) Chris Twidlin	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print) Bob Webster	Organization (if applicable) Skylar ISD
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print) Jim Stanford	Organization (if applicable) TOS
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print) Dave Barrett	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print) Armond Aciri	Organization (if applicable)
Mailing Address 2001 Corner Ln	
City, State, Zip Jackson WY	Phone
Email Address anaciri@ymail.com	





22/390 Corridor Study

Public Open House -- Sign-In Sheet
August 21, 2013 - 4:30 p.m. to 7:00 p.m.

Name (please print)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	

Name (please print)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	
Name (please print)	Organization (if applicable)
Mailing Address	
City, State, Zip	Phone
Email Address	



Federal Highway Administration





22/390 Corridor Study

Public Open House – Sign-In Sheet August 21, 2013 - 4:30 p.m. to 7:00 p.m.

Name (please print)	Tom M. Thore	Organization (if applicable)	
Mailing Address	P.O. Box 4394		
City, State, Zip	Teton, WY 83001	Phone	690-4509
Email Address	tom.thore@gmail.com		
Name (please print)	Mae Jensen	Organization (if applicable)	
Mailing Address	P.O. Box 1684		690-9800
City, State, Zip	Wilson, WY	Phone	
Email Address	moss.campion@wyoming.com		
Name (please print)	Corinna Rignos	Organization (if applicable)	Teton Science Schools
Mailing Address	P.O. Box 12446		
City, State, Zip	Teton, WY 83002	Phone	307-413-2280
Email Address	corinna.rignos@tetonscience.org		
Name (please print)	Lance Barnett	Organization (if applicable)	SAGE/INT/ET/MS/HS/HS/HS
Mailing Address	P.O. Box		
City, State, Zip	Teton, WY 83002	Phone	307-733-1446
Email Address	lancebarnett@alltel.com		
Name (please print)	SARA Malachowski	Organization (if applicable)	
Mailing Address			
City, State, Zip		Phone	
Email Address			
Name (please print)	ORDWAY - PETER	Organization (if applicable)	
Mailing Address	3960 2960 Aspenwood Ln		
City, State, Zip	Wilson	Phone	739-4120
Email Address	theadsway@gmail.com		



Website Comment Summary



Project Website Comment Summary

Following is a summary of the comments received via the WYO 22/390 Planning and Environmental Linkages Study Website, <http://www.22-390corridorstudy.com/>.

All comments have been retained and are included with the project files.

Comment Summary

There were 58 comments submitted via email to the website, and 6 submitted on the public input map. The general comment topics are briefly summarized below:

- Concern about safety of wildlife viewing
- Support for bicycle and pedestrian safety improvements
- Highway widening
 - Support for additional lanes
 - Opposition to additional lanes
- Concern about wildlife safety
- Support for lowering highway speeds
- Concern about road noise
- Support for roundabouts at some intersections
- Support for expansion of the roadway network
- Support for transit