APPENDIX D:

[PUBLIC WORKSHOP #2 OUTCOMES SUMMARY]
**Introduction**

The Town of Jackson and Teton County held the second series of public workshops for the Jackson / Teton Integrated Transportation Plan (ITP) on October 29, 2014 at the Center for the Arts. The workshop goals were to engage the general public, key stakeholders, groups and agencies; educate participants about the ITP; and gather public input to help make decisions that support our vision and improve our daily lives. Over 100 individuals attended the workshops, which were held from 11:00am to 1:00pm and from 4:00pm to 7:00pm. Besides area residents and employees, attendees represented a broad range of community members, including:

- Council Members and Candidates
- Friends of Pathways
- Jackson Hole Conservation Alliance
- Jackson Police Department
- National Park Service
- Teton County Victim Services
- Town and County Staff
- U.S. Forest Service
- Wildlife Conservation Society
- Yellowstone - Teton Clean Energy Commission

Town and County staff and their project consultants were available to answer questions and otherwise engage workshop participants. Attendees learned about transportation trends and forecasts via display boards covering traffic, bus ridership, wildlife crashes, and tourism. Then, they had the opportunity to help prioritize potential transportation improvements by spending $20 worth of Jackson Bucks, selecting their preferred scenario illustrating the trade-off between transit ridership and vehicle miles traveled, and providing comments on maps and comment cards. This document summarizes the results of these exercises and the input we received.
Workshop Outcomes

Jackson Bucks
When attendees signed into the workshop, they received $20 in Jackson Bucks to spend as they wished on the following potential transportation improvements:

Group 1 - Major Capital Projects
The Group 1 capital projects (listed below) are interdependent and would be planned and designed as one integrated capital project with WYDOT as the lead agency.

Multimodal Reconstruction of the Y Intersection (WY-22 and Broadway)
- Would fully accommodate the needs of all modes of transportation
- High priority in WYDOT PEL Study

Tribal Trails Connector
- New multimodal network link connecting South Park Loop Road with WY 22
- Would provide significant relief of the Y intersection
- Would improve local and regional connectivity
- High priority in WYDOT PEL Study

WY-22 Multi-Lane, Multimodal Improvements, Jackson to WY-390
- Future traffic may warrant a four-lane + median cross section
- Improvements to accommodate the needs of all modes of transportation
- Medium priority in WYDOT PEL Study, high priority in Comprehensive Plan

WY-22 Pathway, Wilson to Jackson
- Complete major remaining gap in the Pathway network
- High priority in Comprehensive Plan

Multimodal Reconstruction of the Intersection of Spring Gulch and WY-22
- Three design options, including a roundabout, from WYDOT PEL Study
- High priority in WYDOT PEL Study
Group 2 - Major Capital Projects

The Group 2 capital projects (listed below) are interdependent and would be planned and designed as one integrated capital project with WYDOT as the lead agency.

**WY-390 Multimodal Improvements, WY-22 to Teton Village**
- Identified in the Comprehensive Plan as a “complete” street that should accommodate all modes of travel
- Future traffic may warrant 2-lane + median or 4-lane + median from WY-22 to Lake Creek
- Medium priority (WY-22 to Lake Creek) and low priority (Lake Creek to Teton Village) in WYDOT PEL Study
- High priority in Comprehensive Plan

**Multimodal Reconstruction of the Intersection of WY-390 and WY-22**
- Five design options, including a roundabout, from WYDOT PEL Study
- High priority in WYDOT PEL Study

Group 3 - Major Capital Projects

The Group 3 capital projects (listed below) would be alternatives in a multi-stage NEPA (National Environmental Policy Act) process. The costs and magnitude of these projects would require substantial lead time (at least 10 years).

**Pave and Upgrade Spring Gulch Road**
- Potential bypass route for through traffic around Jackson
- Would require paving and reconstructing and realigning portions of the corridor
- Would be an alternative to a New North Bridge as part of the NEPA EIS process
- Considered a potential corridor for a regional pathway or non-motorized link

**Fixed Guideway Transit**
- Rail or other elevated guideway transit
- Potential markets include Town-to-Village, Town-to-Airport and Airport-to-Village

**New North Bridge and Highway Corridor**
- Provide a new direct roadway and transit corridor between Teton Village and US 26 near the Jackson Hole Airport in the general vicinity of Sage Brush Drive/Golf Course Road
- Would provide a bypass route around Jackson
- Would be one alternative evaluated as part of the NEPA EIS process
Other Capital Projects

Town Streets
- Will be guided by a Complete Streets policy to provide safe access and circulation for all users, regardless of age, ability, or mode of transportation
- Projects will be determined through the Town's capital planning and programming process

County Roads
- Complete Streets capital projects in areas identified in the Comprehensive Plan as Complete Neighborhoods
- Complete neighborhoods within a mile of each other may require bicycle and pedestrian improvements (within 2.5 miles may require bicycle improvements)
- Projects will be determined through the County's capital planning and programming process

New Regional Pathways
- Pathway links that are more than a mile in length
- Will support mode shift away from motor vehicles and promote economic vitality
- Complete the core Pathways System identified in the Pathways Master Plan

New Local Pathways
- Pathway links that are less than a mile in length
- Will support mode shift away from motor vehicles and promote economic vitality
- Complete the core Pathways System identified in the Pathways Master Plan

Snow King – Maple Way, Corridor Upgrade
- Important multimodal corridor and link for vehicles, bicycles, transit, pedestrians
- Would benefit both local and regional streets, including West Broadway

Pedestrian Upgrades – Town Sidewalks, Crosswalks
- The Town will pursue stand-alone pedestrian improvements where needed

Pedestrian Upgrades – County Sidewalks, Crosswalks
- The County will pursue stand-alone pedestrian improvements where needed
- Prioritized generally for Complete Neighborhoods

Wildlife Safety
- Implement crossing treatments and strategies to mitigate the impacts of transportation-wildlife conflicts on state highways
- Town and County roads programs will provide for wildlife permeability and safety

Public Parking Facilities
- Coordinated management and provision of public parking facilities
- Would support mixed-use development greater than rural densities
- Potentially funded through developer fees
START Bus Strategic Actions

START Bus Vehicle Maintenance Facility Completion
- To meet START’s fleet storage capacity and maintenance needs
- Necessary to expand transit services
- High priority in the Comprehensive Plan

Fares and Passes
- Fare-free Valley services ($1 million/year)
- Implement bulk-rate discount commuter pass

Commuter Transit Services
- Includes routes that serve areas outside Teton County
- Increase service levels (# of runs/day)
- Implement express runs + local runs

Corridor Transit Services
- Includes routes within Teton County that serve locations outside Jackson (such as Teton Village)
- Further increases in level of service (runs/day)
- New service to airport
- New service to Grand Teton National Park

Circulator Transit Services
- Split Town Shuttle into 2 or more streamlined routes
- Increase service levels (runs/day)
- Potential for other circulators

Programs and Other Actions

County Transportation Demand Management (TDM) Program
- Goal of reducing single-occupant vehicle mode share
- Employer coordination
- Manage transit passes and other benefits
- Host events and promotions
- Provide an information clearinghouse (especially for transit)
- Tourism outreach

State of Good Repair Program
- Maintenance and upkeep of existing multimodal facilities/equipment
- Protect public investment in functionality of existing transportation system
- Periodic recapitalization of START Bus fleet
- Resurfacing of pathways, roads and streets
- Maintaining bridges
- Maintaining sidewalks
- Monitoring and reporting of indicator performance measures for ITP
- Potential bike share or car share initiatives

Form a Regional Transportation Authority (RTA)
- Plan, coordinate and implement regional transportation projects
- Provide a permanent funding source for START Bus and other alternative transportation programs
- Manage the TDM program
- Planning for Pathways program
- Strategic transit planning
- Enhance ability to receive federal discretionary funds and grants
Jackson Bucks Results

Workshop participants could spend as many dollars as they wished on any of the projects listed above. A total of $2,051 was distributed as shown below. However, when all the START Bus Strategic Actions were grouped, transit projects were the most popular (28%), followed by wildlife safety (12%), combined regional and local pathways (10%), and combined Town and County pedestrian upgrades (8%).
Major Capital Projects

Capital projects in groups 1 and 2 were meant to be interdependent, while group 3 represented alternatives that would be analyzed in a NEPA (National Environmental Policy Act) process. Workshop participants were able to write on their dollars whether they supported independent elements in each group, and the results below reflect their statements.

**Group 1**
- **Tribal Trails Connector**: 19
- **WY-22 Widening**: 16
- **WY-22 Pathway**: 13
- **Y Intersection**: 8

**Group 2**
- **Wy-390**: 9
- **Wy-390 & WY-22 Intersection**: 3

**Group 3**
- **North Bridge**: 9
- **Spring Gulch**: 6
- **Fixed Guideway Transit**: 4
- **Fixed Guideway Transit**: 16

![Pie charts showing the outcomes of the capital projects.](image-url)
2024 Alternative Scenarios

The following diagram was presented at the workshop to illustrate the relationship between vehicle miles traveled and transit ridership. In order to limit an increase in VMT by 2024, a significant number of trips would need to shift to transit. Workshop attendees placed dots next to the scenario they would like the County to pursue. Exercise results are provided on the following page.

In 2013, there were 2,464 riders boarding buses everyday while the number of vehicle miles traveled daily totaled 1.36 million.

If there’s no change in travel behavior or transportation infrastructure, then by 2024 daily transit ridership will increase almost 400 while daily VMT will increase nearly 200,000.

In order to achieve a 5% mode shift from driving to alternative modes, transit ridership would need to more than quadruple from the baseline scenario.

In order to achieve no VMT growth from 2013 levels transit ridership would need to increase about 900%.

If transit ridership doubled from the baseline scenario, VMT growth would be reduced by 1.2%.
The majority of workshop participants preferred Scenario 1, representing a 5% modal shift from driving to alternative modes of transportation. However, 40% also selected Scenario 2, which would require a 900% increase in transit ridership to avoid any growth in VMT. Although it was explained that transit ridership was unlikely to increase this much in 10 years, many participants still selected this scenario either because they desired as much growth in transit as possible or because they didn't want any more growth in VMT.

Other Written Comments
Workshop attendees also wrote the following comments, organized by topic, on comment cards and maps provided at the workshop.

Transit
- Express / direct / START bus.
- Free START bus for all community members year-round. Visitors still pay.
- More START trips and reduce fares to increase ridership – or work with employers to buy down the fare.
- Shelters at all START bus stops.
- Direct / express START bus every 15 minutes.
- Increase school activity routes for after school activities to eliminate / reduce parents’ car use; provide bus service to school bus stops when activities are over.
- Have START bus pickup / drop off at major intersections / subdivisions.
- I am a visitor to Jackson. START is great! Nice to be able to get to Albertson's and around town. Need year-round START to Museum and expand START to GTNP. Thanks!
- START to the parks.
- Skier bus to Teton Pass.
- Develop strategies to encourage skiers staying in Jackson to bus to Teton Village.
- Develop shuttle bus for backcountry skiers to access Teton Pass from Jackson and Wilson.
- Light rail along Hwy 22 Town to Teton Village and north-south highways to Hoback Junction and Moose. Have both express and multi stop circuits to accommodate rural residents.
- Increase START – additional shuttle services out of the county (i.e. Teton Pass, Jenny Lake).
- Add more START bus to south of town.
- Provide START bus service from Rafter J and Melody Ranch to get to the Village during ski season.
• START to/from Rafter J and Melody Ranch.
• Definitely need stops in Melody and Rafter J. Can only use START bus part of the way to Village during ski season.
• Add START bus route Village-Town-Melody Ranch to avoid drunk driving and hitting animals.
• Provide Melody-Town-Wilson (TGR) office START bus.
• Bus service to South Park – create internal road network to provide more efficient service.
• Bus routes between Town of Jackson and Wilson please – airport, too.
• Let’s get serious and invest in light rail from Jackson to Teton Village to airport to Town! Do it right! Do it once! Ditto
• Create express route in town from Smiths to St. John’s Hospital in five stops only.
• More bus times for riders living in Victor and Driggs – smaller buses – 4x4 bus.
• More routes or times to ride the commuter bus from SU/ID to enable more people to ride, i.e. 8-4 work day.
• Move transportation improvement dollars away from Pathways and into improving START bus system. The bus system IS a transportation solution; bicycle transportation is NOT; it’s primarily (almost exclusively) for recreation.
• I think the Town Shuttle should stay out of our quiet single-family neighborhoods. I think too much money is spent on START and Pathways and that money should be returned to the taxpayers. START is useful when its buses are full and are traveling between major roads. The new bus barn is too large.
• Scenarios – interesting that the least aggressive option was to double START. Jackson Bucks – interesting that all bucks had to be spent on a public option. What about other solutions? I think private sector solutions are unrepresented, i.e. 85% of Jackson residents chose START upgrades, but what about an option to not support public options?
• A county-wide TDM similar to that in Teton Village could easily increase the transit ridership 5% at no great expense to implement – just the expense to START – more to buses, operational costs, etc.
• Move bus barn to recycling at Adams Canyon. Move recycling to T.T. Center.
• If the sky is the limit – tunnel through Teton Pass and add a monorail connecting Jackson to Victor.

Pedestrian and Bicycle Improvements
• Make it easier and safer to walk and bike around Wilson and the West Bank!
• Crosswalks, town sidewalks.
• There is a serious lack of crosswalks in our community. Since I have lived here I have seen millions spent on good projects. Can we please spend some money on paint for crosswalks - Powder Horn and Alpine Lane is an example.
• Replace boardwalks with real sidewalks.
• More aggressive (Pearl St.) walking street.
• The idea of having a trolley car on Pearl is a great idea, but something better might be a pedestrian/bike-only section near Town Square. It would be good for traffic concerns, businesses receiving more window shoppers and creating more of a community downtown.
• Close to motor traffic the center and Delong around Town Square to promote pedestrian and bicycle travel.
• Complete Pathways.
• Completion of the identified Pathways network (e.g. finish South Park Loop).
• Pathways will NOT put a dent in overall transportation. They are primarily for recreations. Don't call it, or at least don't consider pathways as a high transportation priority. Put money into START!
• Start a Bike Ambassador program to encourage multi-modes be on the streets to provide feedback to rides, etc.
• Aggressive bike share program aimed at BOTH residents and visitors.
• Biking is awesome, but it generates conflict and serious safety concerns when bikers ignore traffic law!!!
• Need more info on bike mode share.

Roads
• No four-lane roads.
• Roads should not be widened. Emphasis should be placed on bikes, bus, pedestrians, and transit with a strong emphasis on housing in Jackson. The big elephant in the room that no one talks about is that traffic in town is created by commuters from Star and Teton Valley. Create more affordable, likeable housing and traffic will be affected.
• No widening highways! We can solve our congestion through transit, and making it easier and safer to walk and bike. Summer is peak traffic AND when it’s nice out – encourage walk / bike in Jackson as well as Wilson and the Village.
• To minimize the need to add more travel lanes (pavement) strive to remove turning traffic from travel lanes. Set a standard for ingress / egress requirements at secondary entrances (subdivisions, etc.) Your START bus drivers are some of the worst at crossing solid yellow lines when a vehicle is decelerating to make a right turn. Highway 390 is a prime example of poor design for turning traffic impeding travel lanes.
• I am unimpressed by the forecasted trends, as far as assumed implications for widening in particular. I drive WY22 from Wilson to Jackson almost daily and am NOT inconvenienced by having to wait or go slow, which happens only occasionally in any event. For the 4-mile section from Lake Creek to Town, how much time difference is there between 55mph and 35mph? About 1 minute? DO NOT WIDEN WY22.
• Allow WY-22 to get congested and inconvenient enough so that people drive less, carpool, combine trips. Don't expand it/widen it.
• It looks like things are headed in the right direction. Stay optimistic, no increase in VMT from 2013 is going to be tough, but why not go for it; the alternative is much worse. More lanes for the roadways are not something we need or want.
• Somehow we need to have more clout with WYDOT and not have wider roads.
• No five-lane from Hoback to South Park.
• Keep S.P. Loop as is.
• S.P. Loop cannot (and should not) have any changes that would increase traffic. There is already an abundance of large vehicular traffic on it.
• Maintain narrow road section on South Park Loop Road.
• Create round-a-bouts along South Park Loop Road at the proposed East-West Connector, High School Road, Seneca and Lakota lanes.
• I hope we can avoid making 390 four lanes.
• No median on 390.
• Turn lane on 390 from 22 to Lake Creek.
• We need Tribal Trails Connector and Regional Transit Authority.
• Commit to speed mitigation on TTC when approved. Roundabout in Indian Trails.
• DO Tribal Trails Connector!
• Tribal Trails is a must!
• The Tribal Trails Connector road should be built – it was in the original plans. Please focus on reducing commuter traffic from outside of Town and the County.
• Yes to Tribal Trails Connector.
• Build the East-West Connector.
• Connect Tribal Trails to 22 with a slow speed design road.
• Connect Tribal Trails Road to WY-22 via a low-speed, curvilinear roadway.
• DO NOT build bypass from Indian Trail to Hwy 22.
• Tribal Trails only if: 1) users directed away from school zones, 2) major updates to South Park, and 3) major updates to W. High School Road,
• Stop labeling Tribal Trails Connector as solution to failed Y; TTC is NOT a bypass; it was approved for school and South Park neighborhood access to avoid the Y.
• STOP labeling Tribal Trails Connector as solution to Y intersection. This is not what connector was approved for.
• Fix the Y.
• The Y intersection needs improvement.
• Traffic from the Y to the light to Teton Village feels like its dramatically increased in the summer. The commute to Teton Valley, ID, takes longer in the summer than the winter. WYDOT does an AMAZING jog maintaining the pass.
• Improve the intersection of WY-22 and TSS.
• Pave Spring Gulch now.
• Pave Spring Gulch NOW. We're building a new $2 million bridge over Gros Ventre next year.
• DO NOT pave Spring Gulch Road.
• Priorities: Pave Spring Gulch, Indian Trails Connector – ideally meet in T intersection on 22.
• Not interested in any of Capital Projects Group 3 items – they degrade community character in my view.
• Thank you for this insightful open house and your work. Please consider starting the NEPA process now looking a North Bridge to move traffic around Jackson.
• Traffic trend #1 – need a North Bridge!
• Start NEPA process now for North Bridge Corridor – thanks!
• DO NOT build another bridge.
• Add stoplights at Skyline and Journey.

Wildlife
• We need a plan for wildlife crossings, and funding, then let’s build them!
• Protection of wildlife is the #1 priority of the community. We MUST develop strategies in any transportation plan to ensure their protection.
• Upstairs maps on wildlife collisions need to be up to date and complete to tell the full story. It doesn’t show ALL the hotspots.
• In the Wildlife-Vehicle Crash Cluster’s map, those data are taken from the 2011 Western Transportation Institute study for the Jackson Hole Conservation Alliance. While that study is valid and useful, it does fail to include several sections of Teton County roads, including most of the Town of Jackson. It is also based on a relatively limited subset of all the relevant WCA data. The Jackson Hole Wildlife Foundation’s Wildlife-Vehicle Collision Database and the WYDOT–Teton Science School’s recent mule deer study give a much more complete picture of WVC’s in Teton County.
• Comments for information posters (upstairs): 1) The WVC dataset map is old. In Teton County’s possession a much more comprehensive map exists (it was given to the County by JH Wildlife Foundation). This should be used by the County / Contractor in conversations with WYDOT, etc. and in mitigation decisions. 2) The AADT poster data was deemphasized as showing important trends. As a wildlife biologist, I need to point out that a 500 AADT increase on a single road can have a significant impact on some wildlife species. Since this County’s citizens ranked wildlife as a highest priority, these changes should be considered important.
• Given the fact that wildlife preservation is one of the highest priorities in Teton County, I feel that wildlife mitigation should be a top priority and an integral part in any Integrated Transportation Plan. There should be someone on the Strategic Planning Committee who specifically represents the interest of wildlife mitigation and the safety of both people and wildlife in planning transportation solutions and their effects on wildlife of all species that suffer from transportation demands. The attached article describes the feeling many in our community have in supporting a system of wildlife crossings being built into any construction or reconstruction of roads throughout the county. Thank you for providing the public with the opportunity to have their voices heard. I speak for wildlife because they cannot speak for themselves.

Miscellaneous
• In Jackson Hole we have the ability to do cool things – we do, we can, we must!
• Growth is primary variable of increased vehicle miles. Why isn’t it included in this workshop? What about looking at adjusting our growth projections and including them in the plan?
• No new developments without interconnectivity.
• Due to health reason I’ve recently been FORCED to not drive cars. It was hard, but after a week or so, living in East Jackson, I now can’t imagine driving from Snow King to Broadway if the weather’s nice.
• As an overall comment in planning, the County needs to work at the same table with WYDOT, GTNP, Idaho (ITD), Lincoln County, etc. to fundraise and implement the citizen’s, county’s, and beyond’s wishes and needs for a functioning future transportation system.
• Public art please!
• Public art can add character to our gateways, streets, and greenway supporting walkability. Public art can also be about our environment and be educational. Integrating public art into complete streets can support walkability and increase connectivity.
• Rural and town mail delivery would reduce the number of trips people routinely make only to the post office to get their mail.