

Attachment A - One-Page Public Meeting 3 Summary



Public Information Session & Open House Participation Summary

Teton County hosted a public information session Wednesday, April 27, 2022 from 4:30 to 6:30 pm at the Teton County Library. An on-line virtual option, which included a [virtual meeting room](#), was made available until May 20, 2022. Both options presented the same content. This event was the third public meeting for the Tribal Trail Connector Study. Comments received by May 20, 2022 are reflected in this summary.

MEETING PURPOSE

The purpose of this meeting was to:

- » Present background and history of the study
- » Provide study updates
- » Present preferred alternatives for the roadway alignment and Boyle's Hill/South Park Loop Road intersection
- » Present revised alternatives for the northern intersection with WYO 22 and obtain input and next steps

Individuals could submit comments on the project by filling out a comment sheet at the open house, mailing, emailing or faxing comments and/or by submitting a form online via PublicInput.com.



38% of virtual meeting room participants accessed the room via a mobile device.

PARTICIPATION SUMMARY

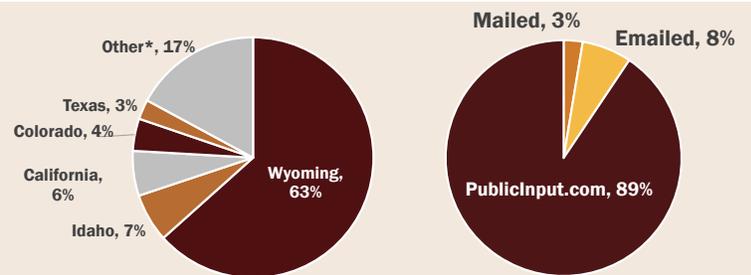


60 people

60 people signed in at the in-person open house held at the Teton County Library.

405 web visitors

405 people went to the [virtual public meeting room](#) between April 27, 2022 and May 20, 2022.



WY web visitors

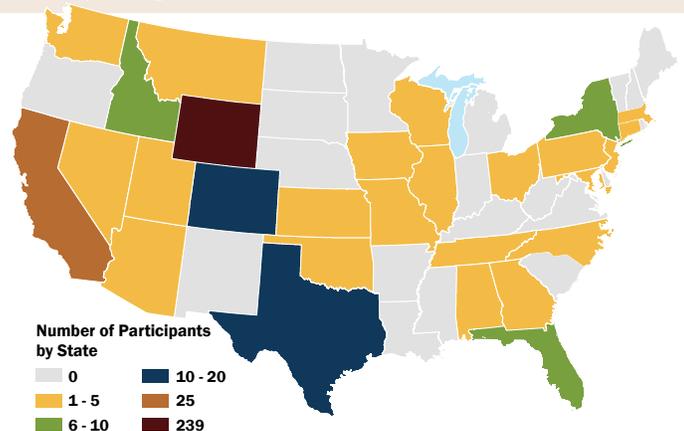
63% of visitors to the virtual public meeting room were from Wyoming.

389 commenters

346 commenters submitted via PublicInput.com, 10 mailed, and 33 people emailed comments.

PARTICIPATION

Participation in the public information session was tracked through PublicInput.com and/or self-reported. 61 percent of participants (239) were from Wyoming. 18 participants (5 percent) were from outside of the country.



Based on ZIP codes from PublicInput.com or those that were self-reported. Location information was available for 367 participants

For more information, visit: www.tribaltrailconnector.com

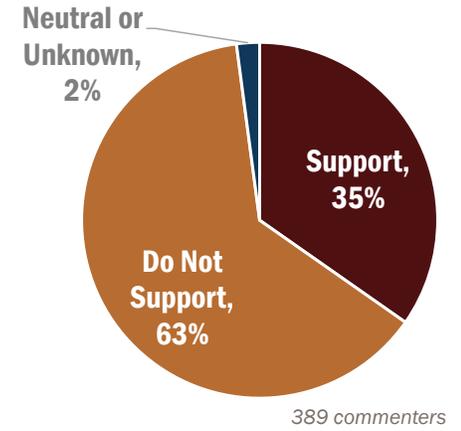
TRIBAL TRAIL CONNECTOR STUDY

COMMENT SUMMARY

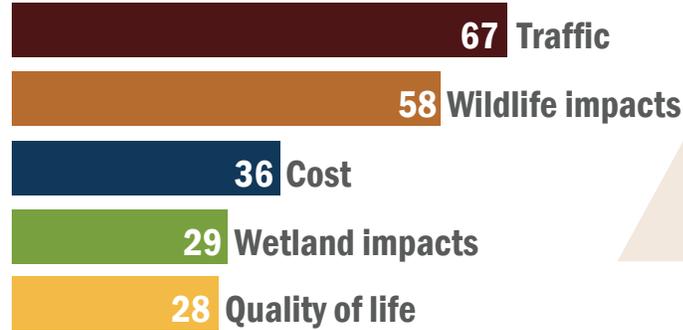
389 comments were characterized based on whether the commenter was supportive of a Tribal Trail Connector. 63 percent (246) of commenters were not supportive of a connector, 35 percent (135) were supportive and 2 percent (8) were either neutral or had an unclear position. Not all commenters responded to each question, which is why the number of comments varies.

The top concerns for those that do not support a connector included increases in traffic, wildlife impacts, project cost, wetland impacts, and impacts to quality of life.

OVERALL PROJECT SENTIMENT



CONCERNS FROM COMMENTERS THAT PREFER NO BUILD ALTERNATIVE



The No Build Alternative is preferred by 51% of local commenters and 70% non-local commenters.

Based on ZIP codes from PublicInput.com or those that were self-reported. 229 of the 389 participants selected the No Build Alternative.

Comments were categorized by topic, 361 topics were identified in 178 comments.

Supporters of the project feel that it is important to limit traffic signals on WY-22. In addition, they feel that the Tribal Trail Connector will improve traffic congestion, redundancy and safety and that it is in line with current plans.

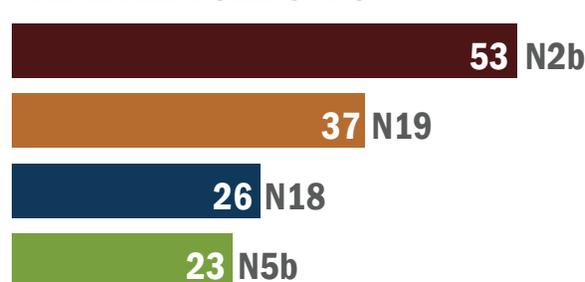
CONCERNS FROM COMMENTERS THAT SUPPORT THE PROJECT



175 categorized by topic from 106 comments.

The most preferred build option was N2b.

PREFERRED BUILD OPTION



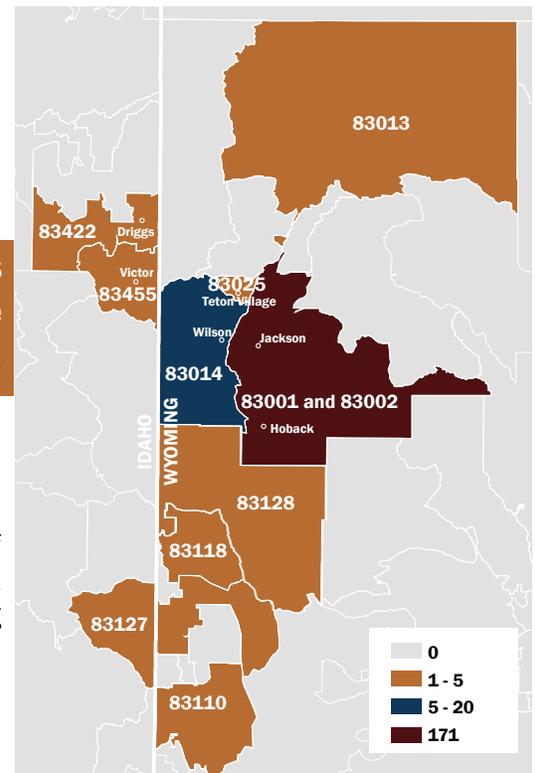
139 commenters indicated a preference between the build alternatives.

LOCAL PARTICIPATION BY ZIP CODE

Participation from individuals near the project area is shown on the map at right.

53% of comments received were classified as local.

The 83001/83002 ZIP codes had the highest number of commenters with 171 people commenting from that area.



Location information was available for 239 commenters based on ZIP code from PublicInput.com or those that were self-reported.

Attachment B - Public Meeting comments

Commenter	Userid	MostRecentResponse (Time based on UTC; 22 = 4 PM)	Zip	City	State	County	Source	1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Of the five alternatives being considered, rank the following 5 options from 1 (most preferred) to 5 (least preferred). If you prefer not to provide rankings, please note your most and least preferred alternatives. [#150166]	Support, Neutral or Do Not Support (Jacobs determined this data based on comments)	Comments for Question 1	Comments: 2) How would this project most affect you? What other comments or concerns do you have? [#150161]	Comments: 3) What local neighborhood do you live in? [#150167]	Comments: 4) How did you hear about this meeting? (email, website, newspaper, etc.) [#150162]
1	c842c43e241e418a86a5218cc3195765	04/27/2022 22:09	80205	Denver	CO		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support				
2	9829b7a8ae254a2f8a128cdf75026cee	04/28/2022 00:02	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I support ONLY the alternative I-NDN. No other alternative is acceptable.			The one that the asterisk next to this question is intended for? I dunno, what is the asterisk for? Jackson Hole Conservation Alliance email.
3	5b35606d62084fed91582c62b3330277	04/28/2022 11:39	34102				Web	1: A) I-NDN: No Build Alternative.	Do Not Support		Not needed	SouthPark	Email
4	e649fe12377a47ef84cf41b92a7a3512	04/28/2022 15:44	90068		CA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I don't like any option that adds a brand new road.		Indian Trails	My family notified me.
5	a1247421ffa04706ae7f39a71585671f	04/28/2022 16:08	83014		WY		Web	1: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 4: A) I-NDN: No Build Alternative.; 5: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Support			Aspens	Buckrail
6	ec8db7f6556f4c3a9fa6372d8db65a21	04/28/2022 21:59	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 5: A) I-NDN: No Build Alternative.	Support	I would like to see a bike path along Tribal Trails road. The more direct route would increase motivation for utilizing bike transportation instead of vehicle.	Provides an often safer alternative to accessing town, Wilson, and Teton Village	Melody Ranch	newspaper

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7	8d9f50802b04427b842ca17b5c55b18e	04/28/2022 22:59	83001		WY		Web		Support	Just build it!	Better access to and from schools.	Hoback	Newspaper
8	b2dbd437-5981-4c0f-bbd1-6b7930431740	04/29/2022 03:56	83001		WY		Web		Support	Tribal Trails represents an opportunity to reduce VMT, protect Coyote Canyon drivers, which include younger high school drivers, and protect pathway users and wildlife. Our community can have a win-win and it is time to move forward.			
9	9e50290204ea46f8ac800a28973af6df	04/29/2022 15:10	83001		WY		Web		Unknown	I like the fact that South Park Loop Road will not become a thoroughfare.	I would see a dramatic increase in traffic. I realize that a good part of this push is on behalf of the Teton Science School as they have a problem. If I remember correctly they chose to construct their campus in an elk migration corridor as well as in an avalanche area, good for them. Am I sympathetic to their current cause, not the slightest. The issues that they and Indian Springs have could be solved with a simple underpass which could be located just to the west of where their access points currently lie, the topography needed for this is already in place. Until everyone faces the fact that 22 is in need of being four lanes and helps correct the Y intersection nothing should be done.	South Park Loop Road	
10	d8375d2af7414a169fe7f9872c94774f	04/29/2022 16:05	30301				Web		Support	It's slow enough already in the summer. Another signal will only exacerbate the problem. Use one of the methods that always free flow merging of traffic.	It's been 25plus years. Build the F-ing road already.	Wilson	
11	bbbc5ea6191a-42fe-8b22-9fb12fcc715	04/29/2022 21:39	83001		WY		Web	1: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.	Support	I-N2b makes no sense with stop lights		Skyline	
12	492b5d1c460946e39acc79a54960d999	05/02/2022 15:36	83001		WY		Web	1: A) I-NDN: No Build Alternative.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Do Not Support	First, I am not convinced that the Connector is necessary. But, if it is going to be built, then I would prefer alternative B. All other alternatives disrupt too much land, especially the wetland. Keep it simple, less expensive, and less obtrusive.	Personally, I don't think it would affect me that much. It is the land use and conservation in general that would be affected.	High Country Subdivision; Hi Country Subdivision	Newspaper, email.; newspaper, email
13	20a20d186d4a44f0b978747dfb95c9c4	05/02/2022 21:13	30301				Web		Support	I think we need to educate the public on our acceptable driving patterns	It's my back yard my property backs up to Indian trails. We understand that a road would go in and are not opposed but at the moment the county struggles to control the speed and traffic on tribal trail. How will the county offer the Indian trails community support?	Indian trails	Everywhere
14	ce327f18a74b452c8d0efaeb3a80a257	05/02/2022 21:14	83001		WY		Web	1: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: A) I-NDN: No Build Alternative.	Support	There are so many compromises that need to be made for this road, but I think that the road is paramount to the movement of traffic. I am not so worried about the stop lights, because right now you can spend way more time that it takes to go through 2 stoplights just sitting in traffic. Hopefully the speed limit would be lower between town and Coyote Canyon	Less time sitting in traffic. I hate to see the wetlands damaged, but that ship sailed a long time ago.	East Jackson	everywhere
15	068cfd3bee54beaa82480f51a9fdbfa	05/02/2022 21:40	83001		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Support	I like the safety provided by option E.	I have been commuting from Rafter J to Wilson daily for the past 19 years. Our valley has grown exponentially in that time. The changes at Albertson's a few year back helped but this is a long waited and NEEDED change.	Rafter J but commute to Wilson	website
16	bd1f08aa6cc642a78bc72f177e19f3d4	05/03/2022 01:38	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Support	This needs to be built please do something studied to death	Totally would help avoid the Albertsons intersection	Cottonwood park	
17	464fa9adaeb4466827e7e1ae86721b6	05/03/2022 15:12	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	The impact to the South Park Road Corridor is devastating. We don't have to give up a natural migration corridor to benefit the commuters who will clog our local roads with cars, especially when the benefit will be small and temporary.	Habitats don't change, just because we decide to add another road. It is wrong to add a road that further bisects critical wintering habitat and migration corridors. This needs to be addressed. An underpass to the Teton Science School does not fix or change the problem of this being a natural migration route and wildlife corridor. Beyond natural resources, safety is an issue, particularly for children in the area, which is surrounded by school zones. I am concerned about more drivers not slowing down. People claim for "traffic calming" measures in the road design and for low speed limits with strict enforcement to ensure the road remains a neighborhood road and not a major artery or bypass route. This is not possible. Studies show that when you add new routes or new lanes to existing roads, growing communities simply fill them right up and no long-term advantage is gained.	Town	Buckrail

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18	8aed6ef1034b44fa9614df489bb2145c	05/04/2022 01:25	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.	Support	Build it.	Needs to be done for benefit of community. Has been planned for years.	Jackson	Newspaper
19	32518e3f51fc44fa84221c24dff0df71	05/04/2022 16:48	19348	Kennett Square	PA		Web		Support	Alternative B. Pros: Lower cost. Simplest. As is common here, u-turn lanes in center of road can solve the left-turn issues for Coyote and Indian Springs: Coyote traffic will be better able to make left turn into middle lane of widened highway given the breaks in traffic provided when there is a red signal light at Tribal Trails intersection - or a u-turn lane in the center of the highway can allow then to u-turn to travel east after a short distance. Then they can merge into the traffic going east. Likewise, Indian Springs left turning vehicles can turn left into a middle lane then merge into westbound traffic, alternately those cars could turn right and then at the Tribal Trails signal a left turn/u-turn arrow could allow them to pull a u-turn to then travel west as desired. [Why would Indian Springs intersection need to be "closed" as it states on Alternative B?] The vehicle count from Coyote Canyon and Indian Springs probably isn't high enough or steady enough to warrant giving that intersection its own signal at this time. Cons: contact me if my comment is unclear. thank you. 690-6023	Reduced traffic at the Y.	Mid-West Jackson	buckrail.com
20	6d0566f3d2394e35ba88f72bf041cb08	05/04/2022 16:49	83128		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support				Internet
21	ec788326cfd04487ae1427fb459c5c68	05/04/2022 17:45	83128		WY		Web		Do Not Support	I thought we are trying to build up and not out. This road through a wetland is where tons of elk migrate, go down there at night during the fall you'll here them in the rut. Can we build a viaduct or dig down to get traffic from town to south of town and ease congestion at the Y? Lets think outside the box and long term. ; I thought we are trying to build up and not out. This road through a wetland is where tons of elk migrate, go down there at night during the fall you'll hear them in the rut. Can we build a viaduct or dig down to get traffic from town to south of town and ease congestion at the Y? Lets think outside the box and long term.	I thought we are trying to build up and not out. This road through a wetland is where tons of elk migrate, go down there at night during the fall you'll here them in the rut. Can we build a viaduct or dig down to get traffic from town to south of town and ease congestion at the Y? Lets think outside the box and long term. ; I thought we are trying to build up and not out. This road through a wetland is where tons of elk migrate, go down there at night during the fall you'll hear them in the rut. Can we build a viaduct or dig down to get traffic from town to south of town and ease congestion at the Y? Lets think outside the box and long term.	Alpine- Commute to Jackson for work daily	internet
22	03ce833923db4734948c49a57707cbcc	05/04/2022 23:20	83001		WY		Web	1: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 3: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support		It would reduce congestion at the Y intersection and back-up on Hwy 22	Rafter J	I have been aware of this proposal since 1998.
23	f09f35deba1346a29f2bc33bbd821f47	05/05/2022 16:06	83455		ID		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Support	Alternative B is a reasonable plan. It can address the clear need for an alternative roadway for safety and access between hwy 22 and the schools, the south end of Jackson and in general points south. It also provides some reduction in the congestion at the "Y" intersection in town. This is my preferred plan also because it is less expensive, uses the existing easements and with traffic calming design it can allow safe use of the pathway. Alternative E would be an elegant design allowing for better traffic flow and resolve left turn conflicts. If chosen I don't think it would be built soon because of litigation and cost. ; Alternative B is a compromise but functional. When highway 22 is reconstructed, the intersection can be improved once the functionality of the connector is reviewed after being in place for a few years. ; Alternative B is a compromise. It could be revised when Highway 22 is reconstructed in a few years and is modeled to further improve flows and safety.	The project once completed will alleviate some of the congestion at peak traffic periods allowing for me to be able to spend so much time in the car idling while slowly moving forward. ; It would increase my happiness immensely to see alternative routes for traffic. Teton County has too few connector roads making the old saying "you can't get there from here" a reality when there is any disruption to flow from accidents or construction.		
24	84114ab49a744c4ca8a9ac017f382e59	05/06/2022 00:49	83001		WY		Web	1: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.	Support			Cottonwood	
25	8b7d6d0f91114cba9352781bc9094e62	05/06/2022 01:35	83001		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: A) I-NDN: No Build Alternative.	Support		Relieve congestion on High School Road and enormous traffic constraints on Y intersection, especially during peak times. With continued growth in the South Park area the Tribal Trail connector is critical to sustain the increased traffic numbers in this area.	Cottonwood	Newspaper
26	50f4d7fce5de4562923f104db696ed79	05/06/2022 21:20	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 5: A) I-NDN: No Build Alternative.	Support	Alternative B is most closely aligned with the original platting and minimizes asphalt/concrete.	This would allow us to bypass the Alberton's intersection when commuting to and from work, saving both mileage and time.	Melody Ranch	Social Media

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27	fabfe27d a8f94e62 97a87345 5dd9e1fd	05/07/2022 14:40	83001		WY		Web		Do Not Support	The do nothing option is the only option which makes sense. The TTC's total cost is not known and there has been no quantification of any of the touted benefits which is necessary to understand if the project is worth pursuing. It's a terrible deal for TC residents. It will be known as "The Commissioners' Folly", which is exactly what it is.	Any new road or widened road (WY22) will fail to relieve Summer congestion, resulting in more traffic volume, driving up pollution, noise, and wildlife death. The valuable wetlands the road would cross would also be damaged. Most people live in TC for its ecosystem, which the BCC is supposed to protect. Instead with projects like this, it is ensuring the opposite.	Gros Ventre North. Not a NIMBY - not that there is anything wrong with NIMBYISM when our ecosystem is at stake, something Sean O'Malley doesn't seem to understand	All the above
28	0f479195 659640e6 8206790 473e4c0d 2	05/07/2022 22:52	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	There is only one choice with zero wetland impacts, therefore there is only one choice...no build. The other choices do not even get a vote from me.	Putting in this road will only increase traffic and wildlife collisions through a neighborhood. It is also being touted as the solution to allow increased building on South Park road which is entirely too much traffic around multiple schools who's zones are already not sufficiently controlled.	Indian Trails.	Newspaper, Social media
29	afee8ac7 b7ea42da 8e1958fb 77bce888	05/08/2022 22:44	81504				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Building the Tribal Trail Connector will bring destruction to precious wetland, a vital wildlife corridor, and conserved land that provides open space and natural beauty to all who are passing by. It will bring traffic risk, noise and pollution to several neighborhoods and schools without solving traffic congestion that always expands to fill all available space. Building this road will forever lessen what makes Jackson so special--it's priceless undeveloped landscape.	It will bring human destruction to the beauty, diversity and fecundity of a superb piece of Teton County. This is not something that we have to do. Also it will endanger with road traffic thousands of children, bikers, hikers, dog walkers, and others who use the existing bike paths and live nearby.	887 Whitehouse Drive	newspaper--Jackson Hole News and Guide
30	8dd5c9ca b9074be 9bfd329 ddd4077 9b	05/09/2022 00:41	20005	Washingt on DC	Washingt on DC		Web		Do Not Support	<p>Thank you for the opportunity to comment. All of the alternatives except A are currently fatally flawed because it is impossible to conduct a reasonable analysis until WyDOT has completed its Environmental Impact Statement for the future of highway 22. Teton County's effort to design an intersection before WyDOT has completed its NEPA analysis and announced whether highway 22 is going to be two, three, four, five or six lanes (including turn lanes) shows that you have predetermined the outcome of this process, which is both a breach of the public trust and unlawful under NEPA.</p> <p>Excluding the Tribal Trails and highway 22 intersection from WyDOT's NEPA analysis for highway 22 divides a major federal action into smaller components to avoid application of NEPA to this element of the project. This is unlawful segmentation under NEPA. Teton County reputation as a progressive and conservation-oriented community is on the line. As a community, we should not avoid compliance with federal environmental requirements.</p> <p>Some of the alternatives seem to require either (a) condemnation or (b) cooperation from Indian Springs Ranch HOA and/or the Jackson Hole Land Trust. I understand that such cooperation is not forthcoming. If that is the case, an honest public process would explain the apparent requirement that Teton County and/or WyDOT must use eminent domain to implement these alternatives, rather than secure approval from the county commission and only then explain that condemnation is required. Please explain whether and to what extent (in acres) eminent domain is being considered and the extent to which the plan is to condemn (a) fee simple land, (b) land that constitutes jurisdictional wetlands, and (c) land encumbered by conservation easement. Please investigate the implications of condemning conservation easements in terms of added project cost, public backlash, and delay in an eminent domain lawsuit.</p> <p>These alternatives degrade or destroy a rare or unique wetland called a fen. This fen is not merely a soggy piece of dirt, but a unique resource for which there is not adequate mitigation under the Clean Water Act. I heard county staff suggest that the fen would not be "directly" impacted by the construction which is a rather incredulous statement to make when the adjacent construction will no doubt interfere with the underground sources of water for the fen. It appears as if the proposed highway cannot avoid this unusual wetland resource, which is protected pursuant to section 404 of the Clean Water Act.</p> <p>Your stakeholder advisory committee is a great example of creating a committee that is exactly the opposite of what it should be. Please explain why (with a couple of exceptions) your stakeholder advisory committee is composed of members who are not actual stakeholders at all, but proponents for the project. Explain why your wildlife representative has no education or background in wildlife biology, but has a Masters of Business Administration; why one member lives in Alta, Wyoming and has worked as a consultant for landowners who stand to benefit financially from this project; why some of the "neighbors" are not neighbors at all; why one member is just a roads advocate who lives in Teton Village. Please prepare a map showing where the members of the stakeholders advisory committee live.</p> <p>A major alleged benefit is to improve the quality of life and reduce drive times for people who live near the proposed project. Yet, the neighborhoods that would allegedly benefit all strongly oppose the project. Please map the neighborhoods that oppose the project and quit pretending that the government knows what is best for people, over their objections. Local government should listen, rather than dictate, to its residents.</p> <p>If you ignore induced demand, this proposed intersection may reduce travel time for some people traveling from south of Jackson to the West Bank and vice versa, perhaps by a minute or two, but it will do so by increasing travel time and traffic delay for people who live in Jackson and travel to the West Bank, and vice versa. Workers in Jackson have lower average income and average wealth and are ethnically more diverse and marginalized than the wealthy residents of Three Creek, the proposed luxury homes in Northern South Park, and people whose children attend the private Classical Academy. Please explain the disproportionate negative impacts of this project on people of lower income, less wealth and less privileged ethnic background. Please investigate the implications of this project on environmental justice.</p> <p>Finally, please re-evaluate the benefits of these alternatives and whom it benefits, and who will suffer as a result. My understanding is that it will increase traffic on Hwy 22 and increase traffic through or adjacent to South Park's residential neighborhoods, and will do very little to limit VMTs, especially when you consider the increased development that this project will incentivize.</p> <p>It is also worth noting that elk, moose and deer are frequent visitors to the Indian Springs and Indian Trails neighborhoods, and they cross the highway seasonally at exactly where the TT extension and its additional entrances and exits to the highway are planned. This will no doubt result in additional ungulate collisions, causing harm to people and animals. None of the proposals address this issue.</p> <p>Finally, the one idea I can support is a traffic light or roundabout at the current Indians Springs and TSS intersection so traffic can safely enter the highway in either direction. Please remember that moving traffic more quickly is not a community value, just a WyDOT value.</p>	This project would affect me directly due to increased traffic on Tribal Trails. I live near TT between S. Park Loop and the Seneca Lane intersections; vehicles consistently travel at speeds higher than 50 mph in this section right now and traffic calming on either end will do little to slow them down. So safety is a big concern, as well as noise. However, the biggest concern could be the additional pollution vehicles will emit directly into the yards of my neighbors and me (especially as it is likely that traffic trying to enter Hwy 22 will back up into the neighborhood). Burning gasoline and diesel fuel creates harmful byproducts like nitrogen dioxide, carbon monoxide, hydrocarbons, benzene, and formaldehyde. Headaches, lung irritation and other factors will impact children especially. You will have taken a quiet, low-key, suburban neighborhood (despite the fast cars on TT) and turned it into an urban catastrophe, with very little upside for anyone.	Indian Springs.	Word of mouth.

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31	1e20fb26b779497c92ac53f5a58df365	05/09/2022 12:40	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	No build. Leave it be!	We have far better transportation options than building additional roads. There are creative solutions to building roads to address transportation needs, incentivizing and improving our public transit and bike paths is an easy one. Adding roads and lanes doesn't reduce traffic as we've seen proven time and again in other communities, it increases the number of cars traveling. Let's remember that we can be a community that shows others better ways to address many of the modern problems we share.		Email
32	15c689ecdcb94b1ca4164552118f19ed	05/09/2022 15:28	82009		WY		Web	1: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.	Support				
33	6db0d6cb335546d5994362e48f309c8d	05/09/2022 21:29	83001		WY		Web		Support	I feel we need the redundancy for all safety reasons outlined. I am just not sure which of these alternatives is the best. Alternative B is the lowest cost w the least wildlife impact but the addition of the 2nd entrance in close proximity to Coyote Canyon may be a safety issue.	I live in Melody Ranch. I know there would be additional traffic on South Park Loop due to the connector. However, I feel strongly that we need the 2nd route and would be accepting of the traffic if it provides the safety we need.	Melody Ranch.	Email and newspaper.
34	79e36cdd9aba4c6299449c57d1cf84c6	05/10/2022 16:26	94501		CA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	This road does not need to be built there are cheaper more environmentally friendly alternatives	Encouages Increased traffic and delays At too great an environmental impact	Na	Jhnag
35	fee8ac49d9504c84bf140d61b508b8b7	05/10/2022 16:58	80906				Web		Unknown	I am concerned about the safety of kids and pets in the neighborhood. Currently, none of the houses which abut the road have a fenced yard. Assuming homeowners could obtain approval from the homeowners' association, this would create a financial burden on the homeowner in addition to decreasing the attractiveness of the neighborhood. I am also concerned for the wildlife in this area. The expansion would certainly result in more wildlife deaths as we have frequent moose in the neighborhood in the winter.	My house abuts the expansion road. I am concerned about the safety of kids and pets in the neighborhood. Currently, none of the houses which abut the road have a fenced yard. Assuming we could obtain approval from the homeowners' association, this would create a financial burden on the homeowner in addition to decreasing the attractiveness of the neighborhood. I am also concerned for the wildlife in this area. The expansion would certainly result in more wildlife deaths as we have frequent moose in the neighborhood in the winter.	Indian Trails - my house abuts the expansion road.	Newspaper
36	0c2056538c8d4e1f853783099b8edcc5	05/10/2022 17:03	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	There are other much less expensive and more effective alternatives for reducing summer traffic congestion and providing redundancy.	If we build this road before figuring out the big picture, it could: - Cause increased traffic and delay on Highway 22 - Use up resources we need for more effective solutions - Be impossible to take back if we get it wrong	Indian Trails	Newspaper
37	f86f94a07ddf4380ad658239ff45ad72	05/10/2022 17:10	82901		WY		Web		Do Not Support		Building a connector will increase the population and degrade our secondary roads. ; Building a connector will degrade a secondary byway and increase traffic and growth.; Building a connector road would increase population and growth.	Central Jackson; Central Jackson	email
38	669a768bec6a4a01ad927ffe8f2ed42f	05/10/2022 17:26	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Increased traffic county wide, cost, and the lack of quantitative need ; its the right thing to do , its OK to say NO MORE		Teton County	Newspaper
39	8fd6b4c6694a4ca387c56bc1fb0bab7c	05/10/2022 17:28	37215				Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
40	ee63d3159fd2450299c95f29dd09ec9b	05/10/2022 18:01	27705				Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
41	69fa740588ea46f7a59fe9c1003a7db9	05/10/2022 18:34	83001		WY		Web	1: A) I-NDN: No Build Alternative.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Do Not Support	At this junction, I do not believe that any build alternative can significantly demonstrate a reduction in traffic along Hwy 22. Any incursions of traffic lights would negate the traffic congestion removing some cars onto tribal trails would generate. The focus should be on the actual pinch points and improving the flow of the Y intersection and the intersection of 390 and Hwy 22. In addition, Building alternatives I-N19 and I-N5b would generate multiple conflict intersections at the new alternative road intersections. The creation of additional access roads in alternatives C, D, and E, is cost-prohibitive and has a large ecological impact on wildlife and lands.	I do not believe that the alternatives would benefit the county in general. The additional cost is burdensome and the resulting traffic calming data is inconclusive that it would alleviate any real pressure on Hwy 22. I support the no-build option at this time. If the road is forced to be built, Alternative B seems like the only safe option. The other build alternatives would create multiple conflict intersections along the new access road alignments, cost way too much to build, and impact the wildlife and ecosystems in the area. I believe if the road is to be extended then multiple traffic calming measures such as the circles at intersections along tribal trails rd would be necessary. However, I have yet to see a circle built by WYDot that comes close to the illustrative design in the slides.	Indian trails	Newspaper
42	93a7dd3f07be4903acb99e7a74430218	05/10/2022 18:34	37205				Web		Do Not Support	All the alternatives only add more cars to HWY 22. The real issue is to widen HWY 22 then decide what to do with TTC.; All the alternatives only add more vehicle density to HWY22. The real opportunity is to widen HWY 22 then decide if TTC is needed or not.	Adding congestion to HWY 22 hurts all constituents that utilize this transportation artery. You must solve the current HWY 22 problem by expanding HWY 22 to four lanes.	Indian Springs Ranch	newspaper
43	2f0b85ffa3724daa82cef7ab01a14526	05/10/2022 19:41	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
44	e0ef2bda943b43cdeb309a7d607c2fc94	05/10/2022 20:31	10016	New York	NY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I like that not building a major through road is an option			
45	ffa64bbc751c45b986c01f336d5a5866	05/10/2022 20:35	10011	New York	NY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	It leaves the area pristine.			
46	0012fca87e14d4d89c70fc2ef23ace	05/10/2022 20:55	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I do not think the connector should be built. It is too expensive. It will disrupt wildlife.	I think the connector will turn into a speedway just like Cache Creek Drive.	East Jackson	email, website, newspaper

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47	352e4f0a fa07422e abbee551 ba888fe0	05/10/2022 22:42	34748				Web	1: A) I-NDN: No Build Alternative.	Do Not Support		Our home backs on Tribal Trails in the Indian Trails neighborhood. We own acreage on the West side of the road. The bike path carries a huge amount of both bicycle traffic and foot traffic. There is no way that any connector road will not also carry heavy traffic and, in fact, heavy trucks. We have many species of wildlife around us, using our property to graze and rest as elk, moose, and occasionally mountain lions and both species of bear traffic through the neighborhood. It's why we appreciate being able to live there. Several churches lie along Tribal Trails. Our small children play along the edge. None of this is going to be safe if the connector road is built and traffic floods it with cars and trucks speeding, threatening or killing the wildlife and humanity who reside here.	Indian Trails	Via email
48	7568971 882c542a 7bbe67d 8f27240d 72	05/10/2022 22:54	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	There is no viable reason to pursue building this connector road. There is no evidence that it will alleviate traffic on Hwy 22 - it is believed that it will further complicate the already congested and backed up traffic coming into town and heading towards the West Bank. The road will go directly through wetlands and critical wildlife habitat and spilling additional traffic into a school area, which directly borders Indian Trails subdivision is irresponsible, dangerous and not prudent.; I'm not alone in my feelings towards this "no build" option. It is going to be overly expensive and will ultimately NOT alleviate or mitigate traffic problems here in Teton County.	I don't want to see heavy traffic flooding our residential neighborhood which is a wildlife corridor and borders a school zone especially since there is absolutely no evidence whatsoever that it is going to "solve" or help with the traffic situation here in our town.	Indian Trails	email
49	7b09496c 21c04480 8fd72a74 8da2740e	05/11/2022 00:29	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Building this connector is not a viable solution for Jackson's traffic issue. Throughout years of deliberation, there has been no valid explanation given to rationalize diverting traffic through several residential areas and school zones. A temporary fix to the WY-22 problem is senseless and costly. Jackson as a community believes in conservation—preserving our outdoor spaces and the wildlife that inhabit them. Additionally, I walk the bike path every day with my dog and see how many people utilize this beautiful stretch. It would be a shame as well as a danger to place a road alongside this special piece of bike path that feels more removed from the chaos of daily life despite the highway directly ahead. As a resident of tribal trails, I would ostensibly be one of the few that the connector road would provide a shorter route for, yet my neighbors' and my strong opposition should indicate that we must find a different way.	This build would deeply affect the home I have always known. I've grown up with only the bike path separating the view to this space that would be developed for a connector road. In that time, I've seen yearly migrations of massive herds of elk taking their time to move across the pasture. Deer are practically constant. The red fox are a special sight indeed, and on a moonlit night you can watch them hunt silently across the field. Coyote howls greet me in the night, and moose live in our backyard throughout the winter. It is deeply special to experience wildlife in such a manner in residential neighborhood, and that privilege is not lost on us. Throughout the summer, the Lockhart cattle graze on that land then provide the community with a local, sustainable food source. Considering the project hasn't been able to prove that it would provide a substantial benefit, it would be wrong to move forward with band-aid like thinking rather than taking the time needed to work out a real solution.	Tribal Trails	
50	ce190b2f d4a84e7c 83f0cce1 51430eaf	05/11/2022 01:58	82901		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
51	780594d b655d44 be8e4b2 8fabe23d 8dd	05/11/2022 04:23	83002		WY		Web		Do Not Support	When will the county stop? This connector is like offering an overweight person who's pants aren't fitting a larger belt. There is no evidence for the value of this road, only evidence of how devastating it would be to the safety of children and wildlife. The county commissioners are losing sight of the uniqueness and value of this area. When will they stop? Possibly only once every natural migration corridor, wildlife habitat and open space is paved over. I'm ashamed of the values of our county commissioners and how they may effectively change the nature of this area.	Safety of Children and wildlife will undoubtedly be affected negatively	Town	Friend
52	6d70d57 780ee4bc 5b1c6540 1a812924 7	05/11/2022 10:32	77379				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	budget, not enough planning and wildlife disruption; do not think connector is a good idea	increased traffic, noise	South Park	newspaper, email
53	ea64c51f 3125420 8b41421 291d884 769	05/11/2022 13:06	83001		WY		Web		Support	We need access to south Jackson without hitting the Y junction. The bottle neck that those of us on the West Bank endure daily just to take our kids to school or soccer practice is insane. The idling that all of us do is detrimental to our valleys environment! Tribal trails will be an excellent alternative for those that need to access schools and athletic facilities. I really don't see any other way!		Skyline	Newspaper
54	83fadcb6 e5174fbb 9e2cfb56 69d48ac1	05/11/2022 13:45	80251				Web		Support	Any emergency alternative route is fine with me, and the traffic planners know far more than about the best alternative.	Have an emergency alternate route is brilliant. Please build one as soon as possible. Appreciatively, James K. Warner	Rafter J.	News & Guide
55	d588fd1 e79f4eae a8b3f23c d8c40af7	05/11/2022 14:25	83002		WY		Web		Do Not Support	No build means less wildlife impact and wet lands impact. Also keeps more traffic from impacting High School road.	In some ways it would be an aid for me, but the gains are not worth more traffic in the high density area. As well as wildlife and environmental impacts.	Cottonwood	news
56	ca041fd5 81714d3 998b754 d1293bf4 bb	05/11/2022 14:36	80251				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I do not believe another road will alleviate traffic issues. I think it will actually increase issues. I also believe the wetlands need to be protected in that area.	I've lived in Jackson my whole life and I don't think more roads will help. I also believe we need to protect wetland areas because that's why we live in Jackson in the first place. Because of nature.	Wilson	Email
57	4685d7e b4f8f4b4 d80c03d5 91c66e2 7	05/11/2022 14:59	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	honestly it seems like the best route would be to take the tribal trails connector to the intersection of coyote canyon and indian springs. set up a round about there and thats that. Or.. raise 22.. have the tribals trails connector go under 22 and have an On-ramp to go north bound on 22 from tribal trails. also have a right ramp to leave 22 and access tribal trails for traffic going south	i feel like this would alleviate "some" congestion from town.	off powderhorn in elk run condos	newspaper
58	cda887cc 522f4ff4b 353b91d 1a58d70a	05/11/2022 15:25	83001		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 4: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.	Support				Email
59	f51f6933 a43a4821 b81f687b a9537d9f	05/11/2022 15:37	89451				Web	1: A) I-NDN: No Build Alternative.	Do Not Support				

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60	784d507ad4b542fcb85981eebd3e480	05/11/2022 15:48	83118		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	at this time, i am not convinced there is enough evidence to support the need for this connector road. i prefer that the county wait until all traffic studies are complete before making a decision about building the connector road, or if one is needed.	since building on lakota in 2008, i have known that the connector road was under consideration. at that time, however, the road was platted as a "neighborhood road" (narrow, slow speed with traffic mitigation, no large trucks). i was not opposed to that type of road. i am opposed to any type of connector road which would simulate highway 22.	indian trails	responsible growth coalition, emails, and word of mouth.
61	0837b159728e4fe9d84031764f8de1	05/11/2022 17:18	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 4: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 5: A) I-NDN: No Build Alternative.	Support	KISS...keep it simple stupid; na	It's been long overdue. Build the Tribal Trail Connector; help with commuting	west broadway	na
62	5acf9c64463742fba5e2c9b1ef0741eb	05/11/2022 18:48	83118		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	No more development		Cottonwood	FaceBook
63	2e5580e6a09846dfa2cc57b734538f16	05/11/2022 19:22	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 2: A) I-NDN: No Build Alternative.	Support				
64	d476a0c7f8534fb2893a6195479b2a69	05/11/2022 19:29	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I choose alternative A.	Development for up to a thousand homes in Northern South Park that landowners both state in their proposal applications, 'High School Road is adequate' for their wants; a new CWC campus behind the high school; and the redesign of Gregory Lane for more residential on top of more industrial units all have one thing in common... They are being pushed through, independent from a holistic traffic impact study on High School Road, that, at present, is non-existent or icily glossed over at the thousand foot level. Throw in the Tribal Trail Connector with its major traffic and socio, economic impacts. High School Road cannot be the dumping ground for all these private and public wants. Put neighborhood and school zone needs first, since we will be the most impacted by all these proposals. The TTC is just a short term fix, diverting commercial, West Bank and tourist traffic through our neighborhoods and schools to get to Smiths and other short and long range destinations, making it a dangerous cut through for neighbors and school children. It is just a continuation of 20th century vehicle centric 'if you build it', they will come flawed and archaic transportation policies. Also: 1. Skyrocketing Budget - At over \$15 million, it would be one of the most expensive half-mile of road ever built. 2. Significant hurdles add to both the above cost and timeline, making this project impossible to justify in any rational way. Army Corp of Engineers' designation of the wetlands the TTC would cross as Waters of the U.S., under federal jurisdiction, adding the requirement for an Environmental Impact Statement which is much more expensive and involved than the Environmental Assessment. Potential litigation from multiple parties. 3. There is no evidence or supporting data/analysis of the potential benefits the County asserts are achievable with a TTC. 4. The existence of much less expensive and more effective alternatives for reducing summer traffic congestion and providing redundancy. For years, we have asked the commissioners to evaluate and quantify potential benefits of this proposed new road to our community and justify the cost. To date they have failed to do so. Quantifiable benefits simply are not there.	Rangeview Park	Emails, Newspapers, Websites, Meetings
65	700a4b8c8e9848a6b9a3a90332af2b3e	05/11/2022 21:24	83001		WY		Web		Support	First, that it be built! I understand the neighbors dislike, but the connector has been there, planned, platted, for decades. More importantly having an alternative to the Y intersection is a critical, safety issue. I like the fact that this option does NOT require another stoplight on 22.	It would ensure that an accident or other major event at the Y or near to it does NOT stop all traffic between the West Bank and Town. This IS a significant community safety issue.	Town of Jackson	News & Guide

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66	85d845d3f7bb4589afc70703a7da4382	05/11/2022 21:27	83001		WY		Web	1: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.	Support	All drivers need the ability to make a stress-free left turn onto WY22. Having had a child at Journeys (and that was a few years ago), maintaining this as a priority cannot be overstated. You shouldn't have to plan your summer day (or a powder day) around getting out of there, or driving to Skyline and wheeling it around. I have seen people perform some hair raising maneuvers to pull out of Coyote Canyon Road, endangering themselves and other drivers on WY22. Frankly, I'm surprised there has not been a fatality. The fact that alternatives are being considered that do not address this is difficult to fathom. ; Signalized Intersection is best alternative for community health and safety. I would consider a No Build Alternative an abject failure of our local government to carry out their duty to the citizens of Teton County.; The Signalized Intersection is the best choice for the health and safety of the community, and will integrate well with WYDOT plan for WY22. I would consider a No Build Alternative an abject failure of local government.	I work on South Park Road, and live in Wilson. Need I say more? I bike a lot in the summer but there are days I need to use my car, and it's frustrating to still be driving through the Y. In fact, while navigating this summer traffic gauntlet, I often think of our local politicians and how long this Tribal Trails process has dragged on. I have lived here for many years and think about when the connector road from the Middle School to the High School was constructed. At the time the Tribal Trails Road was also approved and supposed to be completed shortly thereafter. I would remind the Indian Trails homeowners the approval of their subdivision was predicated on that connector, and part of plan. I lived in Cottonwood Park at the time the school connector road was built, was unhappy about it, and protested. Ultimately, we reached an agreement with the school district to build the fence along that road which greatly reduced noise and visual impacts. My point: Indian Springs folks should figure out a way to make peace with this. We all have to take a share of the impact of our valley's growth, and evolve, with the greater goals of the community, rather than just one neighborhood, in mind. At this point our community is in decline, paralyzed by the problems of too much money, too much traffic, and too many people. I heard one of our elected officials recently say no one could have predicted this growth; as if the data of the last 20 years wouldn't give you a clear picture of the next 20 years? Just embarrassing. But in the meantime, let's approve more hotel construction, and marginalize the concerns of middle class homeowners relating to essentially forced rezoning of their neighborhood (yes, I'm referring to the questionable dealings currently in play for Legacy Lodge). The can has been kicked down the road for so long...these problems call for the leadership of serious people, willing to make difficult decisions. Please take action, and soon. If you cannot, please don't run for reelection. I would also like to request Mr. Probst recuse himself from any future votes on the Tribal Trails Connector. He should have done this long ago, and when he didn't, his fellow commissioners should have insisted. I am one of many who are of this opinion. Thank you.	Wilson	newspaper
67	73868e8a31024a22b07c0bbc74ecbc0b	05/11/2022 23:20	95122		CA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	No build. These plans are ridiculous.	I live in cottonwood. This would disrupt my life in a nice, quiet part of town.	Cottonwood	Neighbors
68	12d1c076f8af4d9991da36bdd1c2fe99	05/11/2022 23:22	82001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Health and Safety concerns - traffic would be redirected past (all but one) of the schools in Jackson. If traffic is redirected, there would be a domino effect, costing tens of millions more to update and change current roads around and through residential areas. Increase of traffic will put at risk, residents in the residential areas - as drivers will not adhere to low speeds limits (as they don't already on South Park Road - and police hardly ever enforce speed limits) The outrageous cost of the road, which has ballooned out of control will also inevitably go up Other road construction, planned for the existing Hwy should be complete first. Traffic should remain on the existing roads, road that are built to handle the heavier traffic vs putting a mini-highway through residential and school districts	I live in the direct path of proposed road change, on South Park Loop Road - Our area would be forever Negatively impacted by the increase of traffic. Wildlife that frequent this area will be at increased risk of fatal car impacts due to heavier traffic patterns. Resident quality of living, due to noise level increase, will decrease. Safety for people and pets will decrease due to traffic increase. Children at the Middle School, Summit High School, Colter Elementary, Jackson Hole High School, Jackson Hole Community School and Classic Academy will all be at increased risk of personal safety and vehicle collisions due to the amount of increased traffic on these small narrow roads - roads that are already burdened with the current amount of traffic	Cottonwood - Mountain View Meadows; Mountain View Meadows - Cottonwood	JHN&G newspaper
69	50edb05442dc4766a03d490300a1d85a	05/12/2022 03:01	83002		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	No build is the only responsible decision. this area is more valuable as open space, wetland habitat and one built can never be reversed. If the pandemic and following zoom boom that is occurring should show us the our community values, plan to make Town as Heart and reducing noise, pollution and habitat loss are more valuable than ever. The ISR and allows access for emergency vehicles, the pathway system and e bikes and start bus are options for transportation issues, the Y intersection is functioning much better.	more development is open spaces, more traffic routed through school zones and loss of recreational and wildlife opportunities	Indian Springs	RGC
70	d043fa2197424957a381516b8f83b5bf	05/12/2022 04:20	90010		CA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I am concerned about the impact on wildlife corridors as well as on the neighborhoods.. Access for emergency vehicles shouldn't be an issue as the bike path could be easily modified to allow such access.	The traffic at the Y isn't sufficiently problematic to justify extension of Tribal Trails.	Gros Ventre West	newspaper
71	9a0cac693ea9444bb7eae8bc9be28c80	05/12/2022 13:22	83001		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: A) I-NDN: No Build Alternative.	Support	Great wok finding means of building without needing a signal. Thanks for your work		Wilson meadows with parents in tribal trails.	Newspaper
72	dd25c116c7494b9299cdbc04482a2ecd	05/12/2022 16:22	83455		ID		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 5: A) I-NDN: No Build Alternative.	Support	#B-Most simple, less wetlands affected, less costly. I would add an over or under wildlife bridge similar to what Pinedale has. ; #B-Most simple, less wetlands affected, less costly. I would add an over or under wildlife bridge similar to what Pinedale has.	Easier access to High School	West Bank	JH News
73	4e3470c052b94652a156b23c79a435bc	05/12/2022 21:33	83455		ID		Web	1: A) I-NDN: No Build Alternative.	Do Not Support		I drive to Wilson every week and an extra stop on HWY 22 would slow my commute	Alpine, WY	JH Conservation Alliance

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74	30f94725096a41d988e358742a24e6e5	05/12/2022 21:35	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support			Jackson	email
75	fb5e1e8b4cdf4c7ca46e9c268a716abc	05/12/2022 21:37	80246				Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: A) I-NDN: No Build Alternative.	Support	Need redundancy and access	Ease travel	Indian trails	Newsletter
76	d6b9b5af9f849b594e3be07f020a4eb	05/12/2022 21:44	83001		WY		Web		Do Not Support	I support Alternative A, the no build alternative. I do not support the other alternatives. Your summary description of A is VERY slanted. There is redundancy in an emergency, as i.e., fire and EMS can use the paved pathways and the back roads at Indian Springs which connects to Hwy 22 and South Park. The community has repeatedly voiced their desire to not see the connector built. It will ruin neighborhoods, and impact schools and churches. Drivers and commercial trucks will use gps to seek shortcuts. They don't care about their impacts. If this connector is built drivers and truckers will leave the highway and use South Park to the Connector, hop over to Spring Gulch Road and continue to Gros Ventre Jct. Or the reverse of this. The increased traffic is already way too much in our neighborhoods. The connector will impact people in negative ways. Build the cloverleaf at the Y that WYDOT proposed to move more traffic heading north and south on Hwy 89/191. Stop building more roads. Then there is the whole issue of negative impacts to wildlife and wetlands. No to the TT Connector.	You are not listening to the people who will be most affected. We oppose the new connector.	I live off of Spring Gulch Road. It is already a major trucking route. The TTC will only increase traffic in this part of the county. There are many residential neighborhoods along Spring Gulch Road that are very impacted by the current traffic volumes.	Newspaper and emails
77	7c7252ff26524491a8fa28eaa75dfe51	05/12/2022 21:46	34609				Web		Do Not Support		Save our land		
78	b84b9cfb373344ff81240bd2b2194b7a	05/12/2022 21:48	83001		WY		Web		Do Not Support		Do nothing until Highway 22 and 390plans have been decided on.	Fish Creek Rd.	Email
79	01ecf4b45b5d41f5beca8b27dfe8f353	05/12/2022 21:49	98160		WA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	We really can't have cake (wildlife, "small town" feel, etc.) and eat it too. We need to find a way to stop accommodating growth at every turn, but I'll admit, that seems impossible. As long as there's money to be made, growth will happen until all is lost here and we finish the process of becoming Anytown, USA with a completely sterile, snowless, mountain landscape. And still they will come because they have no clue how pristine it used to be. Very sad.	Traffic everywhere, not just limited to where it is now.	South Moose Wilson Rd., a traffic nightmare that will drive me out of here (after 45 years) within the next few months. No reason to stay.	
80	6d75c27236a549cc9c3ef32940debbbe	05/12/2022 22:02	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support			East Jackson	
81	bce608adac1444778c24f15a70ca736b	05/12/2022 22:18	89523				Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
82	77dcb9b8bc9b42a29bae7c70bae04f44	05/12/2022 22:27	07860	Newton	NJ		Web		Do Not Support	i like no build	save nature; always save nature. everything humnans do is for themselves. we need to think of nature or we will all die from not paying attention		
83	49c57aa1e5a54a94a445deec07830c1	05/12/2022 22:44	83001		WY		Web	1: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: A) I-NDN: No Build Alternative.	Support	We badly need this project.	Ease WY22 conjection	Wilson	email
84	1023bcb3ddcf4093b246cc514046f97a	05/12/2022 22:49	20005	Washingt on DC	Washingt on DC		Web		Support	My top priorities have grade separated crossings and do not require signalization. I don't think my top priorities encourage or induce travel demand. The no build alternative solves nothing, after many years of waiting, lots of money spent on redundant studies, and diminishing ability to travel during busy times on highway 22. It is now time to implement either alternative E or C.	This project would affect me by resolving congestion at the Y intersection and helping to ease traffic on highway 22 and West Broadway.	I live in East Jackson.	JH News and Guide

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85	10009bd0ea824fa988fb9a46e46a0f6c	05/12/2022 22:52	83002		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 5: A) I-NDN: No Build Alternative.	Support	C and E are preferable to B, but likely will take a lot longer. B can be done easier and sooner, so even though it's not ideal, let's get started.	Not affect me much at all, other than alleviating congestion for so many of my friends and neighbors in the community.	East Jackson	Newspaper, email, etc.	
86	39ec010e120a4211bb90854d535a500f	05/12/2022 22:57	83014		WY		Web	1: A) I-NDN: No Build Alternative.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Do Not Support	The no-build alternative is best because: Any road will significantly impact wildlife that use areas to the south--eg yet more fragmentation of habitat including wetlands--a particularly scarce habitat. (I have seen elk and such gather and this has been part of a traditional migration route through Coyote Canyon. The addition of lights and on-off lanes will clog traffic on already busy Rte 22. There will be no free-flow (albeit often slow to stopped) traffic from Spring Creek to Wilson Bridge. The intersections/lights proposed just jam up traffic elsewhere when traffic is bad. Apparently there is no study that truly shows the reduction or ease of traffic or reduced trips or reduction in miles--I understand a study is coming...so wait. You don't know yet what the development of North South Park may add to traffic either. The "redundancy" issue is also misleading. Fire and emergency vehicles can come through Indian Springs if needed. Perhaps adjusting the pathway so it is strong/wide enough for emergency (only) vehicles might also be considered. Alteration of conservation easements proposed in other options should not be allowed--bad precedent and they were put there for a reason. Other options also include alot more structure of roads and pathways--overbuilt suburbanization to urbanization of our landscape and corridors--more fragmentation of habitat not to mention visual qualities. At least when you are stopped in traffic one has beauty on the way vs. urban tarmac and commotion. And it has long been proven fundamentally that more roads do not ease traffic, they attract more. (This is also the problem with Rt 22 expansion which will perhaps save 5 minutes in time between Jackson and Wilson bottle necks-yet another story). Perhaps add a turning lane by Tribal Trails, TSS, and Skyline for those making the difficult turns. Gaps created by traffic signals also help. And/or a rotary at Sky Line so drivers can get onto the highway and then take the rotary to accomplish their turns.; I like the minimal approach for reasons provided below. To prevent yet more wildlife habitat fragmentation, reduction of traffic flow for much of the time, and sheer ugliness of suburbanization of the natural landscape. More roads don't solve traffic problems. Reduction or minimalization of development are better options.		I live in Wilson and take 22 every other day (less in summer). I adjust my timing according to traffic. Most times it is a free-flowing scenic drive into and from Jackson. This reduces flow and and soothing scenic qualities. The loss of wildlife habitat is even more disturbing to me. You can't build roads enough to accommodate the growth permitted for more hotels, homes etc. The quality of life--both human and wildlife--keeps getting eroded by all the suburban/urban forces that many in the last 40 years have come here to avoid. When I am in traffic congestion here (which is primarily in summer and commuter times at least I have the views and wildlife to look at vs. suburban sprawl and more roads. ; Significantly impacts wildlife. Adds significant ugliness not in keeping with the glorious nature of Jackson Hole. Reduces driving time to and from Jackson during much of the year by adding stops. Not clear that this will actually help traffic.; Affects wildlife that I enjoy and need the space, adds ugliness to the glory of Jackson Hole, adds time to travel between Wilson and Jackson during much of the year due to stops. ; This box goes blank when I try to submit...now see the text is below. so responded 3 times.	Wilson HHR by Elementary School	Newspaper,
87	b0ef40e384294804b7b485327607e188	05/12/2022 23:18	32927				Web	1: A) I-NDN: No Build Alternative.	Do Not Support					
88	5a49314edc3f41db916485f4cfd3443b	05/12/2022 23:33	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	This design is the least complex and allows for the most flexibility in the future to incorporate wildlife crossings with fencing as well as Hwy 22 widening.	Increased traffic on High School Road and in the school zone from commuters trying to bypass the Y Intersection. Concern over more complex and difficult builds for wildlife crossings in the future.	Cottonwood Park	Email	
89	2d12c2feeca144fdbf3803956bef06fd	05/13/2022 00:10	82009		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	We have too much traffic already. Focus on public transportation, ride sharing, any way to lessen traffic and congestion.				
90	d81eda103c634f91b4d64fb2c5a6c944	05/13/2022 01:09	98160		WA		Web	1: A) I-NDN: No Build Alternative.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 5: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.	Do Not Support	Building more roads is only going to increase car travel. Regular reliable light rail , buses, and other public transport is needed. Incentivize car pooling and bike riding.	I am concerned that putting more traffic into the area around the schools will decrease the safety for students and as congestion to an already congested area. I think that	Melody Ranch	Email	
91	b8291068844547f9a64ea3ac5197ede8	05/13/2022 02:00	83128		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support					
92	231a8b53fce047aba9db84b94da7490e	05/13/2022 03:14	83001		WY		Web	1: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: A) I-NDN: No Build Alternative.	Support		I travel from Teton Village to Rafter J (for daycare drop off), then into town for work every weekday. In the summer we are sometimes in the car for an hour and a half. We cannot ignore that tourism has a huge impact on our roadways (among other things) and being able to bypass the y even if just for a portion of my daily trip would save time and gas.	Teton Village	email	
93	ebdf5be89cd049d4974a9487c559c458	05/13/2022 03:22	83001		WY		Web		Support	B. And E	Just build it already. It was approved 25 years ago. Decide and build. Stop talking it to death!!; Would reduce unnecessary traffic at Broadway intersection!	Use spring gulch road.	Email	
94	7d3f650ee7594782ac91312bb5fc35bb	05/13/2022 03:27	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I prefer to keep the Tribal Trail area undeveloped, and would rather have the highway widened to 4 lanes instead.	Coyote Canyon is a wildlife corridor, and this development project affects the health and diversity of our migrating deer and elk. If a 4 lane highway is constructed, we also need to plan for wildlife passageways.	Rafter J	Newspaper	

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95	6c5c74713d754fe08e8d5a9f9c8bfa5a	05/13/2022 03:58	82901		WY		Web	1: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: A) I-NDN: No Build Alternative.	Support	Isn't the whole idea to have road redundancy that makes traffic FLOW, not slow? If traffic from South Jackson (ie: High school students, sporting event participants, South Park business employees) still need to go through the Y intersection, I don't see the point in the TT connection. No-body REALLY wants larger roads, but if given the choice to travel to South Park or Wilson from town on a summer evening, I believe I know what most locals would choose. Every resident in Indian Springs has known about the future likelihood of a connector through their neighborhood for 25 plus years. Can we build roads that people can actually use to help relieve the cluster at the hwy 22/89 intersection? It seems that all of these options either slow 22 or dis-incentivize people avoiding the Y. Thanks for the opportunity to give input and your consideration. ; I believe the TT connector needs to be installed or we will loose more of our work force. If a traffic light is the only way to make the connection, OK. The round about at Sage Junction (to Kelly) has been a real improvement there. If building an underpass there is possible; perhaps it connects Indian Trails to Hwy 22 Westbound. With the volume of evening traffic, a roundabout there sounds crazy; but the concept of flowing traffic (in my opinion) should be the goal.		East Jackson	From a friend
96	bbec1cb1f4234aac aaf79d100364b4c7	05/13/2022 04:01	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I chose the no build option because we need to stop the insanity of repeating the same mistakes expecting a different outcome.	Other concerns about the TTC...Unfortunately, Just like the TTC, the East West Connector will just be an easement. The two ranch owner related families have been feuding and not talking to each other for years. This will make the road impossible to plan. It will be many years before it will be built. To avoid creating the same problems of the TTC, the East West Connector must be built before development proceeds, to direct any new traffic away from High School Road with all it's students and established neighborhoods. The free market developers must help pay for it. They shouldn't be constantly let off the hook, taking profits and disappearing, leaving the infrastructure bills and forever maintenance to taxpayers. This flawed system must change now. Established, working class neighborhoods are constantly paying for new development, receiving no benefit, while developers make their money and then go onto their next project. Our taxes have gone up 30% this year. Over \$500,000,000 of public money will be needed for Northern South Park affordable homes. The East West Connector price will explode the longer we wait, just like the TTC. The TTC must not be built, unless the East West Connector is built to save High School Road from the same fate Highway 22 and the Y is suffering from. Only, it will be exponentially worse and more dangerous on High School Road. This could all be avoided if we escape vehicle centric policies, build out town first and make free market developers responsible for the public costs they create and pass off to already besieged taxpayers.	Rangeview Park	All of the above plus being active over many years to stop the insanity of repeating the same mistakes expecting a different outcome.
97	bd3c58729b4f431c850c531599c7ec46	05/13/2022 04:39	80251				Web	1: A) I-NDN: No Build Alternative.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.	Do Not Support	I think the no build is the best option, I think having one access point to town for traffic is the best way to keep our small town feel and a tribal trails road would just increase sprawl over time. There could be an emergency access road built next to the current bike path with a means to turn onto the highway in either direction so that there is emergency redundancy but allowing traffic to have direct access into that area of town will completely change how the town feels and I think ultimately would cause only more problems and very few benefits.	Most of my comment is above. If the road is built and it's a quicker way to get from south of town to the west bank I will use it almost weekly but I won't like that it is there.	Game Creek	I've known about the road for the last 6 years from reading the master plan
98	1d888d58a56d4dc0a1393feadb791b2d	05/13/2022 05:01	94901		CA		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	Like: safety improvement for emergency vehicles and emergency evacuations. Safe access onto WY22. Dislike: still no WY22 improvement plan. Need for insured wildlife protection before implementing. Creating decelerating speed items on the TT Road--via bump outs, etc. Making it less pleasant for 'cut through' traffic from 89.; Like: safety improvement for emergency vehicles and emergency evacuations. Safe access onto WY22. Dislike: still no WY22 improvement plan. Need for insured wildlife protection before implementing. Creating decelerating speed items on the TT Road--via bump outs, etc. Making it less pleasant for 'cut through' traffic from 89.	Increased traffic noise. Concern over increased car traffic and speeding. Huge concern over wildlife corridors. Concern over safety of pedestrians and bike traffic on current trail.; Increased traffic noise. Concern over increased car traffic and speeding. Huge concern over wildlife corridors. Concern over safety of pedestrians and bike traffic on current trail.	Tribal Trails.; Tribal Trails	Email; newspaper, FB; Email, newspaper, FB
99	ea76c7130be64dc983fc418a0b47c3ba	05/13/2022 12:35	60110				Web		Unknown	; SHELLEY MUZZARELLI			
100	d30b62a519a14a6eb63ab478d601a839	05/13/2022 12:45	28054				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I like the no build option because of the surrounding natural habitat	I have concerns of overbuilding in the natural habitat	Jackson Hole	Email
101	d6cfb780ddb24586babe23764e70e906	05/13/2022 14:50	83014		WY		Web		Support	I like that it diverts traffic via tribal trail and in so doing that it prevents an additional light on 22 which would cause even more congestion.			
102	676b8da1f5ef48089cae4f1c68cf796e	05/13/2022 14:51	34102				Web	1: A) I-NDN: No Build Alternative.	Do Not Support		Noise, more traffic	South Park	Email
103	86460b31f3ca4988b7b4d2af34bed1d9	05/13/2022 15:42	82001		WY		Web	1: A) I-NDN: No Build Alternative.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 5: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Do Not Support	Would like to see fencing as a priority with completion of the project.	I think it is unclear how it will most affect me. However, one way is that I am a frequent user of bike path through this area; another is that I do also drive some from Wilson. A third is that from what I understand, the costs (environmental, fiscal etc) do not seem to outweigh the benefits (which are questionable from the standpoint of reducing vehicles on road; though improves redundancy).	Wilson	email
104	e6eab40435424eedb2ec62282e5ba891	05/13/2022 16:00	50134				Web	1: A) I-NDN: No Build Alternative.	Do Not Support				

Commenter	UserId	MostRecentResponse (Time based on UTC; 22 = 4 PM)	Zip	City	State	County	Source	1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Of the five alternatives being considered, rank the following 5 options from 1 (most preferred) to 5 (least preferred). If you prefer not to provide rankings, please note your most and least preferred alternatives. [#150166]	Support, Neutral or Do Not Support (Jacobs determined this data based on comments)	Comments for Question 1	Comments: 2) How would this project most affect you? What other comments or concerns do you have? [#150161]	Comments: 3) What local neighborhood do you live in? [#150167]	Comments: 4) How did you hear about this meeting? (email, website, newspaper, etc.) [#150162]
105	a0de9a0a4a7740ae9f66409e1c0bc365	05/13/2022 16:01	83455		ID		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: A) I-NDN: No Build Alternative.	Support	Basically, unless there is an underpass this will be useless. Having a signal or stop sign will make traffic even worse on 22	This would cut significant mileage and drive time for me when I'm on my way to Wilson or Teton Village. I fully support this road and having traffic redundancy I don't buy that study people keep quoting about building roads and it creating more traffic. Growing communities create more traffic which is what is happening in Teton county whether we like it or not, we might as well (finally) start planning for it.	Cottonwood Flats	E-mail
106	0e79f4641c3045f68126be3a5f5c5d5d	05/13/2022 16:32	94301		CA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
107	79ed15de6f254d40bda931ee73ea17e8	05/13/2022 16:34	89134				Web	1: A) I-NDN: No Build Alternative.	Do Not Support			Indian Springs Ranch	Email
108	3bfff633e35094aed857397ae802ba1a9	05/13/2022 16:37	11248				Web	1: A) I-NDN: No Build Alternative.	Do Not Support			indian springs	
109	0ba1348ea4d6432e9b0fd13d6b8c27b	05/13/2022 16:41	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	To build the road at this point in time will have significant and material adverse effects on nearby neighborhoods, its residents, and will only serve to INCREASE traffic.	See above.	Southpark	
110	06fce51df31f4fc9a41fd6785eb1461c	05/13/2022 16:43	94303		CA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	No build alternative is the only choice that complies with the Comprehensive Plan which prioritizes scenic value, wildlife corridors and best practice environmental consequences for future generations in Jackson. Our community has made these priorities very clear.	Our scenic value and wildlife corridors would be gravely affected as we drive by this area or bike ride on the pathways. The pathways would be less safe with very close proximity to trucks, cars, buses, RVs using this connector.	Teton county	Friend
111	b14d602fa5f7424d988342a6bc6d8f28	05/13/2022 16:44	06880	Westport	CT		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Protects the beautiful natural setting. Alternatives do not demonstrate any real value and will be waste of taxpayer monies.	Construction will be disruptive and inevitably last longer than planned and be more costly.	Indian Springs Ranch	Email
112	b230e3f9a9de4c438bd4437eea6daed4	05/13/2022 16:57	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	This is an area that does not need more traffic. There are numerous schools (already generating a lot of traffic), wildlife concerns, the Northern South Park development consideration, neighborhood safety issues, environmental issues, elk migration, etc. Development of a connector will only increase traffic in several neighborhoods and will negatively impact these neighborhoods and school areas as well.	More traffic in our neighborhood will be a hazard to the residents, students and businesses (i.e. churches) in this area. The cost to construct the connector for such a short stretch of new highway is extremely high and unnecessary. These funds can be better utilized for pathways, shuttles, Start Bus stops, etc. in order to DECREASE traffic on our roadways.	We live on Boyles Hill Road	Email, Website, Newspaper, Word of Mouth, all of the above
113	0f34608b2d2d4c08acd695fcd94ae83	05/13/2022 17:07	98052		WA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
114	17623ceddb034c5eb91e25cdae3f5e7f	05/13/2022 17:08	96150		CA		Web		Do Not Support	I opt for option A. I don't think building the Tribal Trail Connector would dramatically decrease driving times and would create more congestion at the intersection of Hwy 22. The Connector's location in an area of abundant wildlife and wetlands is not acceptable.		Indian Springs	Jackson Hole Conservation Alliance/ Jackson Hole News and Guide
115	c6a21106d3824c61a23a109c480fb3b5	05/13/2022 17:11	83128		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.	Support	Building a connector road is critical for improved traffic circulation in the valley. Whatever route is chosen please ensure that the pathway has an underpass or some way to avoid crossing the street.	This would improve my commute and circulation. Construction may impact my regular usage of the pathway.	Hidden Ranch	email. Where are the groups advocating for decreased traffic and improving the commute for all the people coming from Victor? All I see is the NIMBY Conservation Alliance sending out emails to try and stop this project? You undoubtedly have a set of responses that is not reflective of the people who will use this road.
116	7b601b7f417a4216aad7ffe63603597c	05/13/2022 17:17	83001		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Support	Reduction of wildlife and biker conflicts, eases up the traffic on WY -22.	The quality of life in Jackson in the summer months has been greatly reduced due to traffic delays. Building the connector is long overdue and while it won't eliminate the problems, the road may reduce congestions.	Melody Ranch	Neighbor, Neighbor, FB
117	d9b58231367e43aaef9cc75efa19aed	05/13/2022 17:19	89014				Web	1: A) I-NDN: No Build Alternative.	Do Not Support			Indian Springs Ranch	Newspaper and our HOA
118	3579c6e4175649189d5b042ac08d29c1	05/13/2022 17:29	35243				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Less disruption to beautiful open space. Protects wildlife. Reduce neighborhood impacts. School safety.	For the amount of money to be spent by the county, there is very little benefit. If money is spent on roads it should offer major benefits. Give people an option to not drive through downtown for example. ((spring creek road))	Indian Springs	Newspaper

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119	7197f49385a247899905cc39db289ab1	05/13/2022 17:41	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	More roads don't solve transportation issues and congestion, they add to it. Study after study has shown that to be the case. The connector will not solve the county's transpiration issues, only add to them and bring far more traffic to roads that are not equipped to handle it putting bikers, pedestrians, kids and pets at risk.	This project affects everyone--adds to climate change by adding more pavement and more cars. Impacts wildlife. Endangers our residents.	Jackson.	email
120	f5d560736dca481c8a0f7c1480fa0f5f	05/13/2022 17:45	94303		CA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Like that this alternative has no environmental, wild life, or open space impact and doesn't waste \$15M on a project that will not materially improve traffic congestion; No build alternative is the only option that upholds our community's priorities for wildlife protection, scenic value and environmental conservation for future generations. There are remaining alternatives currently not being discussed for traffic mitigation, emergency redundancy and fiscal responsibility. ; No Build alternative has least impact on wildlife, open space, environment, and county budget	No affect personally as all of our "traffic problems" are de minimus compared to where we all came from. ; This road would result in less wildlife presence in the beautiful open space and directly affect bike path ease of use. I would be less likely to use this bike path, and therefore have to drive into town instead.	N/A This is a county problem, not a neighborhood problem, unless of course you impose this against the will of everyone who lives on or near the South Park Loop; teton county resident; Teton County	JHNAG; friend; email from a friend. ; JHNAG
121	5b1989e18c624c14be37df0df2c6a4bf	05/13/2022 17:47	78209				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I have lived in Teton County for 22 years and am total convinced that this is a project that not only is not needed, but will be in total harmful. Obviously each building plan will harm the environment and fragile wildlife. The harm is in degrees depending on the plan. There are so many important needs in our community that for elected officials to decide this incredible amount of money on such an unnecessary and unpopular government project would be tragic.	It would affect our family in several negative ways. Home owners in our neighborhood would be forced finance new access to Highway 22. The cost would be very significant. The increased traffic on South Loop would create a serious safety issue for schools and residence all along the route. The new configuration at the Y has all but ended the issue of traffic at that point, even during peak summer months. Connecting South Loop to highway 22 will devalue homes in many neighborhoods. The issue is Highway 22--not more access to 22.	Indian Springs Ranch.	Newspaper, emails and word of mouth.
122	93eb3ebfba8b4205944da95323f0d22	05/13/2022 17:48	83014		WY		Web	1: A) I-NDN: No Build Alternative.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 5: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Do Not Support	I find the no build alternative to be the only reasonable course at this point in time. All other construction alternatives listed heavily impact wetlands and wildlife migratory corridors as well as community members. It seems that building any connector option at this location, at this point in time, poses only a minor convenience to drivers in only select circumstance and it would come at the cost of significant and irreversible environmental and habitat destruction as well major issues in many circumstances. These problems include traffic flow disruption on HWY-22, increased wildlife strikes and accidents in a known migratory and wildlife corridor frequented by elk and moose, for examples, and congestion and safety issues associated with 100% of the highway traffic utilizing this connector being directed into residential and school zone areas.	Being born and raised in this Jackson community and having lived my entire life in my family home in Tribal Trails subdivision, this project takes on an intimate tone. My earliest memories onward contain experiences in the space that is in question. My mother walking with me on the bike to look at the herds of elk. My dad teaching my siblings and I to ride our bikes. Neighborhood kids having Summer lemonade stands for those walking and riding the path, enjoying the peaceful space. Watching moose take the fence in stride as they moved from one area to another. The evening sounds of frogs and Sandhill cranes living in the wetlands. All of those were defining of my childhood and are incredibly precious daily experiences. These most special scenes are worth fighting for. Fighting to have for all and any to peacefully enjoy, fighting to be there when the kids of today learn to ride their bikes and fighting to keep open for when the cranes land and the elk seek to cross again. I am afraid that this would be bulldozed and paved, an act that can't be undone.	Tribal Trails	Family
123	2698a5ee902647ab99af3035c769d958	05/13/2022 18:52	90455		CA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	There is no real imperative to build Tribal Trails - in case of emergency needs, first responders can access the road through Indian Springs and can also fit on the bike path across the field. The risk of damage to the wetlands and wildlife is not worth it - especially given the price tag for the project.		Indian Springs	Email
124	91d1551a2f954cb08d5ab84adb3cebcb	05/13/2022 19:27					Web	1: A) I-NDN: No Build Alternative.	Do Not Support	This is the only alternative that won't impact conservation easements, operations on WY-22, and allow for a responsible planning and design process for the entire WY-22 corridor.	Concerned we're adding an intersection on 22 immediately before WYDOT is beginning their design and environmental impact analysis along the entire 22 corridor. The benefits of this project also need to be quantified to justify the significant financial and environmental costs of this project.	Jackson	Email
125	054c4edfb7514226a0082b52b924bdca	05/13/2022 19:39	83001		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: A) I-NDN: No Build Alternative.	Support	This is not well thought out, it is made to be a short-cut, but instead creates multiple points of failure to traffic flow and will create daily gridlock.	These proposals create delays, more traffic, and will increased accidents significantly. A few residents will save 5min in exchange for being sideswiped every few months.	Hidden Ranch	
126	907058a8db8049bbbc57bbc0a4dea83	05/13/2022 19:49	PO11		FL		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I don't necessarily think the no build alternative is the only viable option for this road connection, but I don't think any of the proposed options other than no-build make any sense. I don't know much about how roads might affect those fields out there where they're thinking about putting them, but I haven't seen them put out any reports about it either. Can we get some reports? I feel like they're constantly putting out reports about one thing or another thing. What's different about this situation? Why is the government constantly putting out these expensive reports but not about this? That brings me to another question. Where are they even going to get all this land to make these extra roads? Have they even gotten permission to build any of these things? Have they done the research on who owns the land? Isn't some of it wetlands? I'm from Florida and visit Jackson Hole frequently. Trust me, you can't just mess with wetlands and expect everything to go okay. I'm suspicious of any suggestions here that don't address those issues. Honestly, I'm wondering who's actually in favor of these road connectors. It's not anyone who lives close to the area, and it certainly isn't anyone who cares about the space there already. Maybe it's developers?	I visit Jackson Hole frequently and enjoy the areas around the proposed road connectors. I don't see the quality of life for visitors or residents in the area improving with these wrongheaded proposals.	West side	Website
127	1663971448894f479da8b173247564dc	05/13/2022 20:57	83001		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Support				
128	1b69e62b89fd41a7bf810344a959ff86	05/13/2022 21:17	85034				Web		Neutral	hi. probly either A or B is best? either stay with status quo. but if overwhelming support of building, probly the least invasive / least destructive / least change is best, alternative B. (opposed to the rest)	we are up at spring creek ranch. so less traffic flow on the Y is ideal.	spring creek ranch	email, newspaper,
129	9c88071fca4d4080be14fc0e895f97b4	05/13/2022 21:37	94301		CA		Web		Do Not Support	None are worthwhile		ISR	Email

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130	3b493f9ff9844ba096e732c36fa9adddb	05/13/2022 23:57	83014		WY		Web	1: A) I-NDN: No Build Alternative.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Do Not Support	For me, the potential damage to the fen, an environmental feature that takes hundreds of years to form, is the biggest issue, next which the inconvenience to drivers pales into insignificance. The NO Build Alternative is therefore my preference, with Alternative B my second choice.	I don't live in either neighborhood, if that's what this means. I drive Hwy 22 regularly, many times per week.	Wilson.	Email
131	413fc7d960e84cc588d4e3ba24c51768	05/14/2022 00:10	84098				Web	1: A) I-NDN: No Build Alternative.	Do Not Support			Teton Village	
132	7e5044c868944a18bc1bcb72f07ffc43	05/14/2022 01:03	83002		WY		Web	1: A) I-NDN: No Build Alternative.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Do Not Support	C, D, and E are all awful for the pathway and wildlife.		Indian Springs	e-mail from third party
133	2c634aa1fa2240978fe42241677734dd	05/14/2022 02:43	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	Increased options for traffic flow, especially after northern south park development occurs. Totally makes sense for that part of town to access the west bank without going back to the wye intersection.	Lessen traffic at the wye.	North of town	Buckrail.
134	a2e453ab0a314914a8462e3063df88e5	05/14/2022 02:48	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 4: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 5: A) I-NDN: No Build Alternative.	Support	Get 'er done, please. Thanks.	This should have been built 25 years ago. Enough stalling.	Jackson	Followed links from newspaper story
135	2877bbe1e1454bae8be0c96200c1ba53	05/14/2022 03:34	30085				Web	1: A) I-NDN: No Build Alternative.	Do Not Support		It will increase traffic and impact the wildlife	Indian Springs	Friends and neighbors
136	7ea69ac473844898b9ed3f4a78e82a5f	05/14/2022 04:34	82009		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	B and D I could support, although simpler is usually better, and I would prefer B. Too much time has passed kicking this can. Public safety requires an alternative route to the "Y".		Wilson	website
137	069a19e6a6384720bcd91780ef49b187	05/14/2022 07:41					Web		Do Not Support	NONE of these proposals will improve traffic. Flooding Tribal Trail with cars that will flood South Park Loop and adjacent roads will just add pollution, noise, and cars to a pristine part of JH. Keep all cars on 22 and let the tourists and day workers continue to commute and travel as is. Period.	Don't ruin JH. Adding new roads will ruin a section of town forever. I bike there everyday. The Cars will kill those neighborhoods forever.	Meadowlark Lane. ; Jackson	Web
138	bbb937a70f354342b0e3f5b7ed5f0ace	05/14/2022 12:18	82009		WY		Web		Support	I like E concept. It will be the safest; E seems the safest, while not having too many additional intersections to deal with. While D may be cheaper it seems messy ; One stop shop	Nothing is perfect. Life has moved on in these last 60 years of my life here. Do I like the changes buttttt. Keep it clean looking safe for all; Keep the bike path I'll make it to town. As for 4 lanes we'll learn to love it while hating it; Ha changes my life for ever butttt slow us down	Wilsin; Wilson	News
139	48b99d1944a942adb22e2b0644861aa1	05/14/2022 12:47	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	A Florida t would be an improvement so vehicles heading west dont get stopped by traffic signals Traffic signals should be digitized to allowed bus traffic swift pass Round about good idea, how will bikers get round?	As long as bike safety is maintained and contiguous flow. Separate from road. Not sure how this will effect high school road but I'm guessing will see more traffic?	Cottonwood park	
140	b3bf1280a6f24139a707dc8cf6c2979b	05/14/2022 13:37	83002		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	No build. It will increase traffic on beautiful country road of South Park Loop. Greatest fear is that they will eventually widen that road and increase speed limit. This is a road where a lot of kids and adults use the pathway in peace and quiet. Please don't take that away from us to please the tourists. If you don't build it, the tourists will have to adjust, instead of making the locals adjust.	We live in Melody Ranch, but use South Park Loop for recreation. It's a beautiful road, our kids are always biking on it. We are afraid with the added easier option to take this road if tribal trails opens, that it will change the character of this road, it will have to be widened and the beautiful old trees would be removed. This road should be preserved with a scenic designation, it is so beautiful right now. Tribal Trails will ruin it. Mark my words.	Melody Ranch	Social media
141	d9bd7050480942608e2306848db87bc1	05/14/2022 13:54	83001		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Support	The only bad choice here is no build	More options to move people around the valley. Wish we built it 20 years ago when the bike path went in	Rodeo grounds area	Email
142	218348f7f1924023a2468f2f56e36334	05/14/2022 14:38	83014		WY		Web	1: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 3: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 4: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 5: A) I-NDN: No Build Alternative.	Support	The traffic on Rt 22 needs to be alleviated. A by pass road makes a lot of sense for a number of reasons . Most of the dissent for the proposals is by home owners who bought knowing this was in the works. Something needs to be done. Doing it the right way once is better than continual upgrades. ; WYDOT has done a good job in recent road changes in the area and should learn from the changes they have made.	Impact drive to town but help with by pass when complete	West Bank	newspaper
143	7a083757f34a4b708b20a5ef7dcd5a58	05/14/2022 14:51	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I think studies show that more highways do not solve traffic issues.	Town resident.	Downtown Jackson	Email

Commenter	Userld	MostRecentResponse (Time based on UTC; 22 = 4 PM)	Zip	City	State	County	Source	1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Of the five alternatives being considered, rank the following 5 options from 1 (most preferred) to 5 (least preferred). If you prefer not to provide rankings, please note your most and least preferred alternatives. [#150166]	Support, Neutral or Do Not Support (Jacobs determined this data based on comments)	Comments for Question 1	Comments: 2) How would this project most affect you? What other comments or concerns do you have? [#150161]	Comments: 3) What local neighborhood do you live in? [#150167]	Comments: 4) How did you hear about this meeting? (email, website, newspaper, etc.) [#150162]
144	990cc1148c8b483683cf8bafe87668613	05/14/2022 15:07	83014		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	As much as I think intentions are good, I don't see evidence of alleviating traffic issues on Highway 22 or in town. I respect all the studies and traffic models but having seen similar congestion in small destination resorts like Aspen, CO and Cape Cod, it would only be a temporary fix, if that? We have more to lose than gain, the TTC would be at the expense of wildlife and important wetlands. The Highway 22 corridor needs to be part of the plan, not a separate study and project. Another bridge across the Snake River would be a more significant permanent way to move people, cars and enhance safety issues. Let's think bigger before proceeding with the Tribal Trails Connector. As much as I think intentions are good, I don't see evidence of alleviating traffic issues on Highway 22 or in town. I respect all the studies and traffic models but having seen similar congestion in small destination resorts like Aspen, CO and Cape Cod, it would only be a temporary fix, if that? We have more to lose than gain, the TTC would be at the expense of wildlife and important wetlands. The Highway 22 corridor needs to be part of the plan, not a separate study and project. Another bridge across the Snake River would be a more significant permanent way to move people, cars and enhance safety issues. Let's think bigger before proceeding with the Tribal Trails Connector.		off of Highway 390	All of the above
145	811c56e811974fdca209d85c4a11eb11	05/14/2022 15:13	90014		CA		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	I like this alternative best as it can be built sooner than later. ; This decision should have been made years ago.	It would help with traffic congestion.	West Jackson.	Newspaper
146	d54d5502f7bf4fafbd29e40ee9bf6d5d	05/14/2022 15:29	84043				Web		Support	No build is the worst option, traffic on 22 is intolerable	Avoid the Y taking children to school	Wilson	Buckrail
147	759567081f014153bb12ae579935466a	05/14/2022 16:58	83001		WY		Web		Support	we need this asap. who cares about peoples real estate values????			
148	062cff7d3ac748d49609874089dae1e	05/14/2022 17:03	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	For me, Alternative A is the only Alternative. Connecting Tribal Trail to road 22 will not alleviate the « too many cars problem ». Alternative B puts another traffic light in road 22, which further slows down traffic and interrupts traffic flow. Two almost adjacent intersections will be very accident inducing. Alternatives C, D, and E will be the absolute overkill for the planned solution or achievement.	If the project should ever be completed, it would affect our quiet neighborhood with thousands of cars traveling through every day, passing by several churches, 6 schools (!). The businesses on Broadway, the main road in Jackson, want a lively flow of traffic in order to thrive. I am afraid the next thing will be to cut down the beautiful Cottonwood tree alley to widen Southpark Loop road!	480 Trails End in Tribal Trails.	I have been aware of this project and worry about it for a long time.
149	2bfe773975b64b38baefb3548cee5879	05/14/2022 17:49	82901		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	They need to cut the road to give another vein for traffic and stop throwing money away trying to prevent it; seems like most practice solution	It would be good for traffic flow	cottonwood park	newspaper
150	313ba153a74141be9991c898a058b8e	05/14/2022 18:40	82001		WY		Web	1: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.	Support	I would support Alternative "C", I-N5b, as the most practical and efficient option, although an underpass might be prone to flooding and impractical for large trucks. I would NOT support placement of a traffic light on WY-22.	I do not support the placement of a signal light at the intersection of Tribal Trails and WY-22. My priority is the unobstructed travel on WY-22.	Highland Park in Butler Creek, Wilson.	Website
151	b820da8442314ae0a9fe8e6d82799238	05/14/2022 19:25	83001		WY		Web		Do Not Support	I voted the " no build" option as I would rather wait patiently with other Teton County residents at the Y, than have another paved road across sn open meadow used by our irreplaceable and diverse wildlife!!!! Our valley is entirely unique because of our wildlife. We must NOT continue to make our commutes shorter by shortening, decreasing or eliminating our wildlife corridors. Emergency vehicles with sirens move through the Y just fine utilizing the shoulders. The real emergency is the role we take in valuing and saving our most precious wildlife. Sincerely, J Crittenden			
152	40872912746d42c59881ffb2225cebab	05/14/2022 19:54	82901		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	Seems most considerate to wildlife and wisest costwise.	Reduce travel time and traffic.	Near the Apens off Teton Village Rd.	Newspaper, website
153	628c430d7f1e4c32ad4b7f23ebb322f0	05/14/2022 20:27	83001		WY		Web	1: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.	Support	E,c,b, a; No light is good. Underpass a positive	We live offspring Gulch saw at a traffic on 22	We live off spring golch so added traffic on 22	Email
154	f37ccf9127334d7c830d94805aaae5f7	05/14/2022 20:57	83110		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: A) I-NDN: No Build Alternative.; 5: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	A roundabout or stop light is needed at the intersection of 22 and coyote canyon and Indian Springs Drive. It's currently a very dangerous intersection.; Allows safe access to 22 for Coyote Canyon and Indian Springs. Access is currently dangerous and getting more so on account of heavy traffic in both directions	I live in Indian Springs and can tell you from many personal experiences that a roundabout or stop light is needed at the intersection of 22 and coyote canyon and Indian Springs Drive. It's currently a very dangerous intersection.	Indian Springs Ranch	email
155	f1ac7d82283c4e0e9774ebf975fca0b5	05/14/2022 21:04	60602				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Significant concerns as a result of the ensuing detrimental effects on the wildlife and wetlands and the increased noise and air pollution, all paid for by taxpayers, if built	Significant concerns as a result of the ensuing detrimental effects on the wildlife and wetlands and the increased noise and air pollution, all paid for by taxpayers, if built.	Town of Jackson	Newspaper

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160	b3eda08842ac41d1af2c8cea5f3f371	05/14/2022 21:20	83001		WY		Web		Support	We have exactly the same road system today in 2022 as we had 120 years ago (3 roads, all 2-lane, into Jackson). Times and road useage have increased a bit since the stagecoach era. The Tribal Trails (Henry Ranch) connector was planned nearly 40 years ago as a necessary traffic pressure relief option. Good planning and so now please execute the plan. Please choose the option which makes the most sense for drivers so that the Connector is the chosen option - every day but hundreds of drivers. Otherwise the whole effort is a substantial waste of time, resources and public money. The critical wildlife underpasses (one under the Tribal Trails Connector and a second under Hwy 22 just west of the Spring Gulch Road) and fencing are also critical but can be easily planned, marketed and possibly privately funded.... Thank you, David & Leslye Hardie	Reduces long unnecessary traffic delays on Hwy 22.	Wilson	All the above.
157	5eca3270ff9840029265c0c9a6846b92	05/14/2022 21:21	83001		WY		Web	1: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.	Support	I see it as the more common sense solution!	It would make traffic less horrible and allow Emergency Vehicles another way around the grid. I specifically remember this connector road was approved by the County Commissioners. It was approved for Indian Springs to be developed. Anyone buying property should have been told by a realtor the connector road was a possibility. The agreement conveniently was not recorded, so Teton County officials say.	Panorama Estates. But have relatives and friends on Teton Village road.	
158	9579afde06a24b3ca2d3d1135079a915	05/14/2022 21:38	83001		WY		Web		Support	There should NOT be a signal at HWY 22. This will cause traffic backups. Underpasses and roundabouts are better solutions for flowing egress. Tribal Trails and Coyote Canyon need to be connected for safety accessing HWY 22.	I would be able to directly go west from my home. I could avoid HWY 89 and the Y. It would be convenient for me.	Cottonwood (Corner Creek Lane)	email notification, newspaper article
159	c053767d26e84965a3f70f9906e71fdf	05/14/2022 22:21	83002		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	My house in Indian Trails is literally less than 15 feet from the bike path. ; There is no choice that would keep the children of Indian Trails safe	This would GREATLY impact the safety of my children, especially my son who is SEVERELY AUTISTIC and EPILEPTIC. You are proposing something that could literally KILL him. I am a single mom with two children and am beyond concerned for their safety and well being. Both of their schools are within a two minute drive, which is the very reason I chose to buy in Indian Trails. If you do this, not only are you placing my children's lives in serious danger, you will be making it impossible for us to continue to live here when our home value plummets. It's barely possible to live in Jackson as it is with the cost of living. It is imperative that my home is near my son's school, so that I can be there in a matter of minutes if he is injured or has a seizure.	Indian Trails	I live in Indian Trails and have attended meetings
160	2626fa431d2e4c2b9bbe2cc93f7d53a8	05/14/2022 22:26	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support		Any Tribal Trail connection would impact all neighborhoods south of highway 89 with increased traffic and the congestion and noise it brings. More importantly the impact on wildlife and environmental factors. It is definitely NOT necessary and would benefit a very few and would cause even more traffic slow downs and snarls for traffic heading to the west.	I live in Hidden Cr subdivision.	Website and newspaper
161	ac4b31611b8741d8876e0bbaf2083539	05/14/2022 22:41	83001		WY		Web	1: A) I-NDN: No Build Alternative.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.	Do Not Support				
162	7c6b60503aa1488da1ae6edbc1a96eb2	05/14/2022 23:41	94025		CA		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: B) I-N2b: At grade intersection with signal prior to WY-22 improvements.; 4: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 5: A) I-NDN: No Build Alternative.	Support	I think it needs to be a smooth on and off. Need to be able to go west from the connector; Need to be able to turn west from the connector; This is a needed improvement	Would make it much easier to get to grocery stores and school south of Jackson from Wilson.	Wilson	News and Guide
163	1a28b4079f7b4a5c896895c75356a925	05/14/2022 23:42					Web	1: A) I-NDN: No Build Alternative.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 5: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Do Not Support	Most preferred is alternative A: No build. No need to spend multiple millions of dollars for a very short road. Emergency dual access already exists going through Indian Springs. Changes will effect wildlife and existing conservation. Residential area in Indian Trails will become a thorough fare vs. the neighborhood it is now. Traffic will just increase to fit the existing roads as happens all the time. Thus alternative A is best. Least preferred is alternative B as this just puts more traffic through Indian Trails while at the same time making a miserable intersection at Coyote Canyon and really slowing down traffic coming over the pass. Prior to 22 improvements, which may never come (?) the traffic will back up to the Y or Wilson given how bad it is now.; Most preferred is alternative A: No build. No need to spend multiple millions of dollars for a very short road. Emergency dual access already exists going through Indian Springs. Changes will effect wildlife and existing conservation. Residential area in Indian Trails will become a thorough fare vs. the neighborhood it is now. Traffic will just increase to fit the existing roads as happens all the time. Thus alternative A is best. All of the other alternatives are very inferior. They will not end up saying travel time at the end of the day and instead will lead to more development south of town. At some point the community needs to recognize that if you build roads they will come. Development is not the aim, sustainability is. Least preferred is alternative B as this just puts more traffic through Indian Trails while at the same time making a miserable intersection at Coyote Canyon and really slowing down traffic coming over the pass. Prior to 22 improvements, which may never come (?) the traffic will back up to the Y or Wilson given how bad it is now.		Indian; Indian Springs	website

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164	ecadd21b449944a2bd6b36408e321182	05/15/2022 00:56	83001		WY		Web	1: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 5: A) I-NDN: No Build Alternative.	Support	This is screaming out for a well designed roundabout where all three side roads join with wy22 in the same spot. (I'm coming late to the party; perhaps that was an early alternative?) Every signal or stop creates a bumper to bumper condition on 22. Folks have to give up on the idea of 22 being a free flowing artery. NONE of the area's existing roundabouts are sized properly. Need to take cues from Europe for functioning roundabouts. The ones we have now are souring people on the whole concept! Yet they can reduce the bumper to bumper that stop signs and signals create. Also let's bring back the Yield sign. Full stops are not required everywhere!	As a cottonwood park resident it drives me nuts to have to negotiate s. Broadway and the former "three-way" left turn to get to westbound 22. I will use tribal trail connector every time for skiing and trips to Idaho. I don't appreciate being held hostage by the NIMBYS. Tribal trail's current design and construction was obviously made for this much needed expansion... This should already be built by now.	Cottonwood Park	all the above plus word of mouth
165	dcaf5d9f696b4ce9b780d0b97a75283f	05/15/2022 01:03	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support			Melody Ranch	Buckrail
166	0e70b7a0e3aa46158408eee0725f0001	05/15/2022 08:44	83014		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Will not encourage traffic to use a shortcut, past middle and elementary schools that didn't exist or were planned before the right away was chosen. No cost to the county. See how traffic worked when WY dot expands 22 before wasting money and creating danger for community's kids.	It won't. The other will waste my time and decrease my safety on the road as well as my child's.	Wilson.	FB
167	f522e40ffadc40a8ba9abb21dd075889	05/15/2022 09:35	33197				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	We don't need to spend money and ruin an environmentally sensitive area to add more cars from 89 onto 22 until we fix the real problem which is 22.		Town of Jackson; Jackson	Newspaper
168	d42aa68d4dac4c9bade2881a6c745ec3	05/15/2022 12:12	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Considerable research and published studies, including one I sent you in the last month, confirm that more pavement does NOT solve traffic problems and instead, induces more congestion. Please stop this folly and adopt the no build alternative.	MORE TRAFFIC would be induced by the connector, not less.	Gros Ventre North	
169	055696fd53114ca6b84fc226aa2043c6	05/15/2022 19:12	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I oppose any road construction or connector road. It will cause more traffic problems.	I bike on the path currently and do not want added traffic in the area.	East side by May Park.	Newspaper.
170	da18825991bf454499a87a9730e15c72	05/15/2022 19:18	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	The no build alternative (1) does the least damage to open space including the wetlands (2) preserves the neighborhood character of the Indian Trails/High Country Subdivision areas (3) helps our neighborhood maintain its relatively quiet setting (4) does not increase risk to the dozens of bike-commuting school children and adults	Adverse effects of noise, neighborhood traffic, pollution	High Country Subdivision	Newspaper
171	aed39b45ea684e9594c16506ca0f8ae	05/15/2022 19:28	82001		WY		Web	1: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: A) I-NDN: No Build Alternative.	Support	need to preserve 22 as much as possible. any choice could be throwaway with WYDOT's future NEPA study results. pathway best practice is to have grade separated whenever at a high volume intersection/roadway.; why does this only include alternatives to the north, how about more focus on the southern end.; C,D, & E are literally the same with or without a tunnel helping the issue at Teton science school and Indian springs residents. this appears to be out of scope of the project. these folks should participate \$\$\$ in the predicament they put themselves in.	this would affect my commute on 22. what about the ranch access to the east, what will happen to it, what will WYDOT do?; why is most of the concentration of concerns on 22, and not to the southern end?; was a multilane roundabout considered or Boyles intersection; what is the distance to the ranch access to the east from the Tribal Trail connection?; any information on the hills northside geotechnical information?; will these options accommodate a future parkway with non-traversable median. & indirect lefts. any consideration for elevated lefts.	Sunnyvale trailer park	newspaper
172	4bfd7d966d843abf1121d0c99144db	05/15/2022 19:52	80218				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	The connector will not help traffic in a men's full way but will certainly destroy a migratory pathway while also ruining the standard of living for the people in that neighborhood.	Why not make 22 a four-lane highway and make the intersection at the village road a roundabout? This issue will not be solved with this connector, it will simply create another bottleneck. Taking out the light at 22/village road will loosen flow coming me going to Victor and the village. The connector plan doesn't improve anything!	Indian Paintbrush down Fall Creek	Email
173	466cb87461cb4934823c51246c27c0ee	05/15/2022 22:43	10707	Tuckahoe	NY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	There are animal habitat and high-quality wetland in this area, and they will suffer from the new trafficked 0,5 mile road	If this road built it will be irreversible. Unfortunately, this connector road will not resolve the traffic issue in the tourist season	Snow King Resort area	from website
174	5b9c9347df3c4260b100748f1dbb7a44	05/16/2022 04:24	77063				Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	I tried to pick the option that appeared to be the simplest, most straightforward, and least expensive. It seems better to not have to change easements.	I live in South Park, so I anticipate better traffic flow and more direct access heading to Teton Village, Wilson, or over the pass. I worry about emergency vehicles moving effectively to save lives, and fear there will be deaths due to inaction on this. Tribal Trails homes were built on the premise that the connecting road would be built- if the County cannot follow through on stipulations made to increase homes, then we have no business talking about adding homes in northern South Park. You cannot keep adding homes and not following thru on infrastructure which includes roads. Every study paid for by taxpayers has stated the connector should be built. 40 years?	South Park	News&Guide
175	91915971c1ca45779f8809cb2e27d53c	05/16/2022 14:42	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	This connector will simply fuel additional growth; "If you build it they will come." Stop promoting growth, stop pursuing the connector.	It will increase traffic, create additional congestion on highway 22.; See other comments.	Wilson	Email from friend.
176	302a9110de5949089cdc7a34987ff2b	05/16/2022 14:58	60091				Web	1: A) I-NDN: No Build Alternative.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Do Not Support	Prefer the no build. Multiple studeis have shwon that more raods just leads to more traffic- I do not believe that this project will reduce overall miles traveled. I-N2b could be justified in the northern Sount Park development goes through. If this were the case, I would want the Tribal connector to be NO TRUCKS.	I connect with Wy 22 off of Spring Gulch. I would probably never use the Tribal Connector if it were built.	Near JH Golf and Tennis	JH Daily
177	61cda193fbc8438b9897f476347780d6	05/16/2022 15:34	83025		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	Best option prior to WY-22 project. Indian Trails homeowners were all aware that Tribal Trail road land had been dedicated for this project when they purchased their homes.; Best option prior to Wy-22 improvements	Improve traffic density at Spring Gulch and Broadway intersections	Kings Highway	E-mail

Commenter	UserId	MostRecentResponse (Time based on UTC; 22 = 4 PM)	Zip	City	State	County	Source	1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Of the five alternatives being considered, rank the following 5 options from 1 (most preferred) to 5 (least preferred). If you prefer not to provide rankings, please note your most and least preferred alternatives. [#150166]	Support, Neutral or Do Not Support (Jacobs determined this data based on comments)	Comments for Question 1	Comments: 2) How would this project most affect you? What other comments or concerns do you have? [#150161]	Comments: 3) What local neighborhood do you live in? [#150167]	Comments: 4) How did you hear about this meeting? (email, website, newspaper, etc.) [#150162]
178	fc948ef8b1ac47e2baa98d8e01005ab4	05/16/2022 16:22	02453	Waltham	MA		Web	2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.	Support	want road		wilson	
179	35262a9c5ce44bc9be8654ba56451a83	05/16/2022 16:34	82009		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 5: A) I-NDN: No Build Alternative.	Support	A connector has to be built	We need a road here	Skyline Ranch	twitter (newspaper)
180	07b5f4efbce84baf9d2bc3560423ea42	05/16/2022 17:15	83001		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: A) I-NDN: No Build Alternative.; 5: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	I had difficulty prioritizing the no-build over the two signalized options. Ideally, for me, those three are all equally not options. Signals in any alternative would exacerbate the traffic flow congestion on 22. I am not in favor of the no-build.	Other than the impacts during construction-phase delays, I would use the Indian Trails connector several times a week if not daily. Would have used it 4 times daily if the kids were still in school	west bank, south of 22	all of the above, pus have been following the process for many years
181	ad61cc502da94261a1c49c70ffb75	05/16/2022 17:25	83422		ID		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I would rather see less people, not more roads. Stop building hotels in Jackson. Stop encouraging second home owners to move here.	Less open space, more roads, more development. NOT things I want to see in Jackson Hole.	Town	Buckrail
182	13148135585747e08aaf916d1ea56a71	05/16/2022 17:29	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	There is ZERO evidence that constructing a connector to Tribal Trails will reduce traffic congestion. A simple observation (the naked eye) tells us that most inbound traffic on Hwy 22 turns LEFT at the Y and goes in to town. And that most outbound traffic on Broadway turns RIGHT at the Y headed West on Hwy 22. Traffic surveys confirm this obvious flow of vehicles. The data simply do not support any of the alternatives that would make a connection from Tribal Trails to Hwy 22.; Making a connection is a huge waste of taxpayer money. Time and money is better spent considering ways of improving traffic flow at the Y.	My tax dollars should not be used to build this White Elephant	Indian Springs	Email
183	4c10ffb807d1472da9ef73570da30920	05/16/2022 17:45	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	This plan does not improve 22 traffic. Nor does it improve the traffic to make a right on 22 from Broadway, which are the 2 main issues I experience. I prefer to see the landscape and wildlife corridors protected.	I live in Bar Y and this project would directly almost all of my local commuting.	Bar Y	newspaper
184	6324533a2f6c4fe0b46e0135acca5919	05/16/2022 19:20	83014		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	The Tribal Trail Connector would serve no purpose / add no value, would be a complete waste of taxpayers' money and would be a conservation / ecological disaster. 1)The advocates for TTC, including TC Planning staff, talk out of both sides of their mouths – one hand they say that a (relatively) low speed limit and traffic calming measures will discourage people from using it as a main route from south of town to west of town and vice versa but then they also tout as one of the TTC benefits, relief of traffic congestion at the Y. Both claims cannot be true. 2)The claim that it would be an important alternative emergency route makes no sense. - Emergency service vehicles can already use the existing TT pathway as well as the Indian Springs road so TTC adds nothing for them. - Emergency route to & from where? It doesn't expand the number of options for exiting the valley so its useless for that. It's not a direct or even rational route for ambulances or fire trucks responding to emergencies in Jackson or on the west bank so its useless for that. 3)The belief that it will somehow reduce congestion on Hwy 22 is a fallacy. Even the Planning Department admits that it will actually INCREASE traffic on Hwy 22 by encouraging more people to take more trips from south Jackson to and from points west. 4)None of the supposed route alternatives (B,C,D,E) are viable because the affected parties (WYDOT, ISR, JHLT, etc) have all rejected one or another of them so for the BCC and TC Planning Department to continue wasting time and taxpayer money on this is criminal. 5)It would destroy important wildlife and wetlands / fen environment . 6)It would destroy the scenic viewscape for visitors and JH residents approaching Jackson from the west.	Building more / bigger roads is never a solution for excess traffic - all it does is encourage more people to drive more. Its basic economics - if you make something cheaper / easier to access, demand for it will increase. In the short run, we may see a lessening of traffic at the Y (relative to what it would have been without TTC but (1) we will see an overall increase in traffic on Hwy 22; and (2) eventually traffic at the Y will increase back to its original level and then continue to increase from there. Its called 'induced demand' and its been proven time and time again throughout the world. Amongst traffic experts there is no debate about its validity. People who think / hope it wont happen in JH are deluding themselves and engaging in simple wishful thinking.	Wilson	Newspaper
185	4ccd584a260344dfb45509d76493573a	05/16/2022 19:30	83001		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 4: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 5: A) I-NDN: No Build Alternative.	Support	I do not believe having stop lights on Hwy 22 would help the flow of traffic but rather impede the flow in peak traffic times i.e. commuter traffic from and to Idaho. Hence my 3rd and 4th least preferred for I-N2b and I-N18.	It would offer alternatives for going to different parts of town as opposed to the current one option of one lane for all east bound traffic to a Broadway traffic light.	Wilson	friends and newspaper

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186	368e390e d50a47d da90cd9c 5aa8ce91 d	05/16/2022 21:22	63124				Web	1: A) I-NDN: No Build Alternative.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 3: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 4: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 5: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.	Do Not Support				
187	f375ab8c 33e043a4 9da72a83 18182fc7	05/16/2022 21:25	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	If you are going to put this road in, that entire section of road from High School road to HWY 22 needs to have a lower speed limit. 25 mph.	Speeding!!! Cars are already going faster than 30 mph along South Park Loop Road between S Park and High School road. The speed limit needs to be lowered to 25 mph like HS road. That section of road runs along a very dense couple of subdivisions of townhouse that are very close to the road. Lot's of kids and pets live in these subdivisions. I almost saw a kid hit by a car in that section last year, and have seen a couple dead cats. Too much speeding already occurs, and adding more traffic and more speeders is dangerous! That whole section needs to be 25mph!!! Nobody needs to be going 40+ mph in that section, and everyone is. Lower the speed limit if you are going to put more cars on the road in that area.	Mountain View Meadows. Directly effected by this plan.	I went to Library and saw presentation.
188	c6038f5f 78cf47efa 3b35b99 5e8d1c49	05/16/2022 21:29	83001		WY		Web	1: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.	Support	They are all kind of messy. It is a difficult problem. Having another signal will increase safety but may slightly impair traffic, though we already have a "temporary" signal at Spring gulch	It may increase some traffic in my neighborhood but improve access to the west bank	High Country subdivision off of So. Park Loop	Paper
189	d7c2474f 044b481 79daf0cd 11470f0c 4	05/16/2022 21:38	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I feel too few person in the country would benefit from this connector. I live south of town, but can see no time that this connection would benefit me over the existing road structure. I feel the money would better be spend widening Hwy 22, followed by 390. Without widening 22, I see this connector becoming another choke point on 22.	Useless for me.	Porcupine Creek Ranch	
190	6f8fe89d 082e4359 866d57ff e841ecb4	05/16/2022 21:46	34748				Web	1: A) I-NDN: No Build Alternative.	Do Not Support		I favor the No Build Option. Our transportation resources should be redirected elsewhere. The environmental & community negative impacts outweigh any benefits.; Very bad negative wildlife, environmental & local community impacts. Spend the money elsewhere. Noise, ground tremors with heavy trucks damaging home structures, dumping traffic into schools, lowering home values, new traffic jams, destroying wildlife habitat etc....the list is endless. jams, light invasion at night	North of Moose	Everywhere; Everywhere.
191	9124e12 d620345 0891e374 103fe2f5 bd	05/16/2022 21:54	10454	Bronx	NY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	The benefits are soft and the disruption, impact to the wetlands/environment and the cost of this project far outweigh the benefits. I also believe their are other higher priorities to work on.	Impact to the wetlands and native animal migrations	Indian Springs	Newspaper and talk Around town
192	d27386e 27e9342 d980ac94 72a93696 9d	05/16/2022 22:10	83001		WY		Web	1: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.	Support	It will help A LOT with the intersection at Rt 22 and Broadway. I seems to me to be the least amount of construction and benefits will be noticeable. ; We need traffic relief by offering an alternative route. D seems to be the smallest project and will offer a lot of relief	I live in east Jackson. Taking all the traffic looking to go south on Broadway away from the Rt 22 and Broadway intersection would be FABULOUS! that light backs up a mile in the summer time with ALL our tourist and when our part time residents are enjoying Jackson. Please alleviate that traffic nightmare!; Going from the east side of town to the west between 4 - 7:00 pm in season is a nightmare. The bikes go wizzing by while I sit still or go 10 mph	East Jackson; Snow King Estates	newspaper, website and all my friends and acquaintances wishing it becomes a reality
193	c060111d 7b4341e 0a2713ea acafcbce	05/16/2022 22:13	83014		WY		Web	1: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 3: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Support	I believe that a signalized intersection will be the safest option. Combining the three roads into a single intersection seems to make the most sense.	Having been an emergency service provider for many years and seeing the impacts to response and patient transport delays, I believe that it is critical to develop additional routes. In addition need for additional evacuation routes is vital. It also seems to make sense to me to take some traffic load off of the "Y" for traffic that is headed towards or from the schools, churches and neighborhoods.	Wilson Meadows	Email, newspaper
194	93ccdda8 fc8a449d 88d9e43 0702bb4 61	05/16/2022 22:14	78746				Web	1: A) I-NDN: No Build Alternative.	Do Not Support			Indian Springs Ranch	
195	a23237ac 03614f85 b8f4dc43 97352e3c	05/16/2022 22:23	83001		WY		Web		Do Not Support	I don't like any of the solutions. There are so many other things we could be spending taxpayer money on, or not spend it at all.		Indian Trails	
196	1546891 741184c5 cb0f975a a253945c 2	05/16/2022 22:23	83001		WY		Web	1: A) I-NDN: No Build Alternative.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Do Not Support		The traffic backup and amount of travel on tribal trails will increase significantly and make it not only loud but a dangerous place to go walking with my dog, ride my bike, go for a run, etc.	Tribal trails	
197	85eac324 9d3b483 9a1ed344 dd905fce 0	05/16/2022 22:32	82901		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	It seems to me that the whole idea is flawed. You cannot build your way out of growth. The traffic redundancy would work for a while, and then the whole area would fill up with traffic and be clogged again. We need to address our growth, rather than trying to build our way through it. If it MUST be built, perhaps C, but the whole thing is pointless in the long run.	Increased traffic, noise, congestion and air pollution where I live. Loss of a sense of neighborhood.	Cottonwood Park, off Rangeview.	email
198	6245dd0 79dfd402 3ad6e4c0 26e05263 0	05/16/2022 22:38	59715				Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.	Support	A good compromise. Less conflict with bike park	Allow me the ability to avoid the T especially in summer tourist season	Teton Village	Website

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199	3e102243321f42e0a35613b697e74c	05/16/2022 23:02	94901		CA		Web	1: A) I-NDN: No Build Alternative.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 4: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 5: B) I-N2b: At grade intersection with signal prior to WY-22 improvements.	Do Not Support	No build is the right option, nothing wrong with keeping this status quo!; I strongly support A. B is a horrible idea, especially the traffic light!	My family lives in the Tribal Trail neighborhood. Their quality of life and enjoyment of nature would be severely negatively affected with any other option than A - NO BUILD.	California, but visit family in JH often	From family
200	c8b0916f60d74190b7dfeaed9a2532eb	05/16/2022 23:57	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	It makes no sense to consider any of the options for a new road until we know what is happening with WY-22. It's also not going to solve or even help our traffic issue in the long-term. We should focus more on expanding START bus routes and schedules to move people more efficiently around the valley.	I am concerned about causing irreversible damage to wetlands and invaluable fens.	Midtown Jackson	Email
201	e6e9d049e4ba4271aa35c337132d5fed	05/17/2022 00:10	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I think the only good choice is the no-build one. I think the others are bad solutions to traffic in the area.	I drive through there every day. It would also most affect me because it would unnecessarily add roads where they don't need to be, affecting wildlife negatively, while not solving the traffic problems in the area.	The Aspens in Wilson	newspaper
202	ade6ef12d3b94eab97c302d7554f97fa	05/17/2022 00:33	83001		WY		Web	1: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.	Support	Seems like a good solution. Adds a single light and intersection on 22.	I travel through the Y daily and I work on Gregory Lane. This project has been needed for decades and must be completed now. The protesting neighbors have no standing since their homes wouldn't exist without this accommodation. Please, just get it done. ; Help balance traffic better around the Town and at the Y.	Cache and Kelly.	Paper
203	e6f896758ccd41cfb72666adff9507b	05/17/2022 04:04	83014		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: A) I-NDN: No Build Alternative.	Support		Please build this. Drive on 22 everyday the ability to skip the Y would be huge.	Downtown wilson	
204	eb78f13f23d4015b0bfe8194b875bc2	05/17/2022 11:28	80333				Web	1: A) I-NDN: No Build Alternative.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 4: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 5: B) I-N2b: At grade intersection with signal prior to WY-22 improvements.	Do Not Support	To me, the only preferred alternative is "A" - no build. The damage caused by any connector road far outweighs the advantages.	I'm a regular visitor in Jackson Hole, ever since I first came in 1984. It's one of the most beautiful places. I've been watching the growth of human structures for almost 40 years now. The quality of life in Jackson would be gravely affected by continuing along that path, with construction projects like this.	Munich, Germany	Reading buckrail.com
205	0d6a6fd5632c4be886474d43d21975de	05/17/2022 13:26					Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: A) I-NDN: No Build Alternative.; 5: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	Safer alternative for trips in and out of coyote canyon without putting in a light. Increased multi modal opportunities	Getting to and from school for my son	N King Street downtown	friend
206	6234b8b89fa948449c3faf66a48347b	05/17/2022 13:40	60045				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	The "no build" option preserves the conservation easement and saves money. None of the options truly alleviate traffic on 22. My least preferable option is E; the underpass at 22. ; The no-build option is best. Least preferable is E.	Decreased safety on bike path. Increased noise and traffic across tribal trail. Failure to protect wildlife on conservation easement.	Indian trails subdivision	Word of mouth
207	d8ab392af4754576816c4a54e6170afe	05/17/2022 14:17	83118		WY		Web		Unknown	No signal keep traffic moving		Melody ranch	All
208	12b80f3f676c4848897632c94730b610	05/17/2022 16:11	82901		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
209	5c114839879044cc95aef387d37c8980	05/17/2022 16:12	105				Web		Unknown		I live in Indian Trails. More traffic means more noise for our quiet neighborhood	Indian Trails	Facebook
210	11ea949cea4640e1a5abcbf07f02053e	05/17/2022 18:08	83001		WY		Web	1: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 3: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support		It doesn't really affect me but it does affect others that commute daily to Jackson. My concern is the traffic and the access points that contribute to traffic congestion.	Alta	Email

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211	7e5f6cce 48184a2e 8b8cadb6 9cf69a0e	05/17/2022 18:10	50122				Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 5: A) I-NDN: No Build Alternative.	Support	Most readily achievable and avoids conflict with Indian Springs.; All choices reflect massive traffic growth and no new highways. I would rank a north bridge as the number one traffic benefit to the County	Traffic light will stagger flow on 22 west bound which will significantly help Skyline, which also needs a traffic signal; Infrastructure which anticipates the highly probably widening of 22. Traffic signals on 22 are inevitable and will likely save lives; The traffic signal will be the biggest benefit to my travel.	Skyline	Email
212	dc66bbcb 776d453 a9d9a8b b9d43fce c3	05/17/2022 19:18					Web	1: A) I-NDN: No Build Alternative.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Do Not Support	I vote for the No-Build Alternative.	We live in the Cottonwood Townhomes and our townhome's backyard is on South Park Loop. We only have 15 feet out our back door before the road. It's already an unsafe area for our children and dogs. If the connector goes through, we wouldn't ever be able to use our backyard due to the amount of traffic and safety concerns. I agree that traffic flow is a problem, but this is not the answer. It's only going to cause congestion further down WY22 and not alleviate any of our current issues. Let's improve alternative transportation options, like bike paths and lanes, have the Start bus run later and more frequently, etc.	Cottonwood Townhomes	Buckrail
213	4b85085 aa7c7409 eb69b31 a5c580c5 2f	05/17/2022 19:34					Web	1: A) I-NDN: No Build Alternative.	Do Not Support	All these options, which go through wet lands and neighborhoods, represent small thinking at a time of high growth. Where is the big picture argument/strategy for what Jackson needs over the next 20 years?	No one has presented a grand strategy for dealing with the local traffic issues which are now numerous as Jackson grows. This Tribal Trail proposal is but a piece of a larger whole. Why are we focusing on this one element when a larger strategy for Jackson in total is what is needed?	Teton Village	Email
214	9ec7fba 68f14014 8963f245 1bdac1d7	05/17/2022 19:38	83127		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support			Indian Trails	
215	35e4abfd 1f9f4593 80a23d1e 5803543f	05/17/2022 20:06	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	The ecosystem of this area must be protected and preserved. It is a busy corridor for wildlife as well as local children biking to school and after-school activities. The neighborhood and nearby schools will be adversely affected in regards to safety, noise, and protection of wildlife. Building the connecting road does not solve our traffic issues. The impact will only be negative for locals and local wildlife.		Indian Trails	
216	6507ac9c 3b6543d 39f43b32 3523fa79 1	05/17/2022 20:37	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
217	4a29cd15 d062479 2aa10a5d 1696004 9e	05/17/2022 20:46	06880	Westport	CT		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	The other alternatives are unacceptable for me.	Impact on the environment is unacceptable.	Indian Springs	Newspaper and word of mouth
218	2744eaf0 ac1445e3 880368f1 4750456a	05/17/2022 20:49	14218	Buffalo	NY		Web	1: A) I-NDN: No Build Alternative.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Do Not Support	Don't need more signals or stop signs etc on 22. Projects cost will continue to increase as time goes on while we kick the can back and forth to get a shovel in the ground	Fix 22 first.	South park	Email,newspaper website
219	ac79b5cc 1d72406 ebf23849 77d06e7e 2	05/17/2022 20:54	83001		WY		Web		Do Not Support	Alternate A, No Build...Building this road is not the end all solution. I lived a great deal of my life on the Eastern End of Long Island "The Hamptons" There is a two lane Highway connecting all the beautiful towns, one lane in each direction. For as long as I can remember they spoke about adding lanes, building another highway, etc. for all the same reasons for the Tribal Trails Connector. Bottom line is, it never happened, the people deal with the traffic. The bad news is the traffic, the good news is the place has remained beautiful with little changes. Sure there have been changes but for the most part nothing to crazy. The people come because the small towns have remained mostly the same. In the 10 years I have been in Jackson I can't believe what has happened to this town. I love this place but do worry that it is losing its charm. We don't need more roads to make traffic flow better. We need to keep the character of Jackson and protect the land. Not ruin our wetlands and wildlife corridors.			
220	667950a5 31d446ac 95c3dac6 42b2dc41	05/17/2022 21:34	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support		We want to preserve the open space, not only for its beauty, but this is an active wildlife corridor.	Indian Trails	
221	fb113f0f1 aab47608 a5de48cb 2aa7a28	05/18/2022 00:56	80203				Web	1: A) I-NDN: No Build Alternative.	Do Not Support			Indian trails	
222	2f4e416f 3b084c15 8ef97fd3 b197043 e	05/18/2022 02:22	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support			Why does this matter?	

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223	39047fe82e65488eb5a4b658d276c8a9	05/18/2022 04:12	83001		WY		Web	1: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 3: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 4: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 5: A) I-NDN: No Build Alternative.	Support	Teton County has done a terrible job managing our traffic and our tourism. This road will help alleviate the stress on our community's failing infrastructure. This has been in the plat for many years and it's time to connect our growing community.	As a lifelong local and a small business owner this will make delivery's and my employees commutes much simpler.	South Park	Word of mouth. Teton county does a poor job promoting
224	4f8a0ad91265430b8622e60820a6072e	05/18/2022 11:25	83128		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	Closing the Indian Springs access will create controversy. Leave it open.	Waiting on 22 for light to be built.	Alpine	Facebook
225	23ada711335842f3a0b32c755e4b656a	05/18/2022 13:05	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support		Help with delivery time for our business.	Business in town and home south of town	Newspaper
226	03a9f29e0d5344aba9bd51947710bf22	05/18/2022 13:08	84049				Web	1: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.	Support	Hurry please ; There should be a more direct route south from Wilson. This would also ease the volume of traffic headed East	I live in Wilson and this would be a more direct and efficient route to get south of town	Wilson; Wilson	Friend ; Friend
227	544191c72aaa463581a271ba5521ab79	05/18/2022 13:51	83001		WY		Web		Support	I like that there are multiple options that give solutions to this known problem. I do believe right hand only exits and an underpass are the best possible solutions to the existing problem.	This project would improve the flow of traffic in the valley drastically. Every resident of tribal trails had knowledge of a connecting road when they purchased their lot or home. Any objections to a connector are greedy and force traffic to go through town, which further congests our valley. As someone that has watched traffic on highway 22 get progressively worse since I started driving in 2005, this project is completely necessary. I own a landscaping business and have clients throughout the valley, this project allows better access to highly trafficked areas in the valley. Commuters working west of town that live south of town would be able to bypass town altogether, easing traffic and allowing more functional commutes and better flow of traffic in town.	Cache Creek Drive, however my family lives off of Moose Wilson road.	A friend with similar interest in local issues shared this with me.
228	6549853ce37941a793c4afca d34f0400	05/18/2022 14:02	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
229	b16f265d04fc422e866e348ef4f4fe2c	05/18/2022 14:07	83025		WY		Web		Do Not Support	To build this is to sanction an over building problem. Yes, they have come and if you build more, more will come.			
230	99859515d3d040029ef62771a6d60b81	05/18/2022 14:19	10451	Bronx	NY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Support	Please include long merging lanes to enter 22		Melody	Newspaper
231	ddbada567d5bc4fa191447f1d7c972da2	05/18/2022 14:53					Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: A) I-NDN: No Build Alternative.	Support	We need more options to move local traffic around the main thoroughfares. The best plan is to keep traffic flowing and not have to stop at stop signs or traffic lights as much.	We would use the connector for access to Hwy 22 without having to go through the main intersection at Broadway and Hwy 22.	Melody Ranch	Buckrail
232	274bdaf1acb040c29a955efb90ab9dfc	05/18/2022 15:12	45066				Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Support		Needs to happen	East Jackson	Word of mouth
233	2f3c220bca554b87ab75401f14b151fd	05/18/2022 15:22	83001		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support			Cottonwood Park	
234	c2727a75823642488aa3b10388410ae0	05/18/2022 15:26	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	The No Build Alternative keeps the neighborhoods peaceful and safe for kids and wildlife.	I like to bike, walk, and XC ski on the South Park Loop pathway. The open space and pathway provides an outlet to take care of the mind and body in a location that is easily accessible.	I live in East Jackson.	Newspaper
235	9db6607141274f8986181a7a60a17f14	05/18/2022 15:51	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support			East Jackson	

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236	45ce82a9900848779edee47ceaff7215	05/18/2022 16:06					Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.	Support		I likely would not personally use the Tribal Trail connector often, but I think it would provide a crucial connection from Hwy 22 to West and South Jackson. Driving on Hwy 22 would hopefully become more efficient and safer with the right turn and left turn only intersections in Option E	East Jackson near Snow King	Teton County Engage website
237	f642172f314d440da1d62c68cfe12dca	05/18/2022 16:57	83001		WY		Web	1: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.	Support	I think alternative C or E would be preferred given the signal. A signal or traffic control device is needed to generate gaps, and this is a challenging segment. I like the underpass but it seems like it might have more negative impacts than positive ones, hard to say without a rendering or "flyover" of the experience as a cyclist or user.	I do not live in the area but redundancy for wildfire evacuation or emergency response is important. The ability to evacuate this community will impact ALL communities that need to use the Y intersection or US89 to evacuate.	Creekside	email
238	7e8d8c41256a4634a05b436002d230e7	05/18/2022 17:33	91360		CA		Web	1: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: A) I-NDN: No Build Alternative.	Support	This project has to be done. No signal seems to be the most effective way to keep traffic flowing. ; The most important thing is to improve traffic flow and give an alternative route to and from town.	The project would give an alternate way to get into and out of town. The road is currently like a parking lot during the summer months but it can be very slow moving the other months as well. Taking an hour to go 6 miles just isn't acceptable not to mention the fuel used and the pollution.	Jarvis Lane.	Email
239	18e14a8a8ea64d2ba1d563f1823fb1fe	05/18/2022 19:00	83002		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	A=I-NDN is best because it keeps the problem of traffic where the traffic is already instead of spreading it out to a place where there's no car traffic now. More roads are not a solution to traffic, rather cycling & buses are. If TTC relieves the pain of traffic at the Y, then folks won't be motivated to leave cars at home. Eventho we can build a road (because past planners wrote in that option) doesn't mean that we today should build a road. C=I-N5b is second best because it uses existing infrastructure (tunnel & space) for right turn entries & exits which seem safest, least polluting & most quiet, prohibiting full stops for all users both hwy 22 & TTC users.	All the JHMS & JHHS students valley-wide would be considered local traffic as each drives to & from the secondary schools, so potentially the whole valley's student/parent cars would use the TTC. The pathway intersections of the neighborhoods around the schools already have unsafe characteristics & infrastructure; more traffic would exacerbate the danger to peds & cyclists near the schools.	Ellingwood	email, JHCA
240	0dbbad183d2c464e9519b5d89fa2c2bf	05/18/2022 19:48	83001		WY		Web		Support	I-N5b is my preferred because it does not add a signalized intersection. I feel the impact of another signal has been understated in this report. I don't love how the bike path would become sandwiched in this scenario. May it be possible for Tribal Trails to follow closer to the purple path presented in I-N19 as it heads W? This would offer a bit more of a buffer - every foot counts. It seems this scenario is unlikely due to easement amendments that the report states unlikely to obtain. While I am extremely hesitant to support anything that adds a signalized intersection, I-N18 is ranked as my second because this seems as it may be the most possible scenario and this intersection is further from Spring Gulch light and would benefit the TSS road as well. I've ranked I-N19 third mainly due to the fact that it seems unlikely due to easement needs, but this does offer my highest priority of achieving this without adding a signal and the bike path seems to have a bit more of a buffer compared to I-N5b. I do not support I-N2b. I believe adding a signal so close to the Spring Gulch signal (and even the Y intersection) is truly something that would not work well. I admittedly don't know all the details & timeline, but I cannot understand why we would do this work prior to the WY-22 improvements. I think it is imperative that construction is coordinated as much as possible so this is done efficiently and correctly. Finally, please note a strong preference for roundabouts wherever possible, not stop signs. I support building this road, we need the redundancy.	Potential impacts to traffic flow with added signals. Bike path safety, etc.	West Kelly Ave & Flat Creek	
241	3a3f64f387ef40b0b85d7d00b1aeb6c	05/18/2022 20:37	93101		CA		Web	1: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.	Support	Traffic light would be a bad idea, alt C does not have one, if I read it correctly; We have a choice: Either we stop marketing and promoting this over-populated and over-priced valley, or we expand and improve infrastructure to accommodate the profit-driven and unnecessary expansion. Cant have your cake and eat it too. The bed tax requires \$4 million a year to be spent promoting this valley/what an insult! We dont need more promotion or subsidized flights. So if we cant quit promoting, then we must build not only the tribal trails connector, but the North Bridge as well!	It would relieve the congestion fro Wilson to town.	fall Creek Rd., Wilson	all of the above
242	0f516d7b04ab490a8bb669ddb00edd5	05/19/2022 00:07	83001		WY		Web		Do Not Support	Unfortunately, Alternative A is the best choice given; however, I think a better solution than those provided would be to install an underpass for Coyote Canyon to be able to turn left out onto the highway. That is the main problem isn't it? Too bad they didn't consider that when they built the science school there. Any choice that connects the Highway 22 with Tribal Trail is unacceptable.	All of the alternatives with the exception of Alternative A would affect me tremendously. All of the traffic coming from the west would divert to South Park Loop Road, which would not be sustainable for such a mass of traffic.	South Park	I've been following this project through all of the above mentioned.
243	3133a8a7205f42ae99a1a300c6a645bb	05/19/2022 03:11	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 5: A) I-NDN: No Build Alternative.	Support			east jackson	
244	ecce24e6513f47179e69337056384805	05/19/2022 11:43	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Building another road through this space will ruin the beauty of this open space and negatively impact the wildlife and wetlands. It is an environmental disaster! The other piece of this that makes no sense is that it is not part of a larger plan to address the traffic issues in the area. There needs to be a comprehensive plan to address this issue before irreversible damage is done to the environment and beauty of Jackson.	Building a road through this open space would be an eyesore and an environmental disaster, plus it would negatively impact the wildlife. It has not been established that it would help solve the traffic issue...in fact, it doesn't make sense that it will do anything to make the traffic flow any better.	Teton Village	newspaper
245	e0426438792444c5b08c549f83bc413a	05/19/2022 13:01	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 5: A) I-NDN: No Build Alternative.	Support	Missing the obvious option of traffic circles at both WY22 intersections, instead of lights or the status quo at coyote canyon.	Not significantly. It may aid access to the Smith's area.	Teton Village	Buckrail

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246	0432d5a1353d4d5897143dc1ee06037c	05/19/2022 13:29	83118		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	Follow the path of least resistance. It is the most obvious choice with less complex engineering. It won't confused the tourists driving through. The stop light would also help with traffic flow, discourage speeding in that area.	With the increased development outside of town (off of South Park Loop), this connection would help. Given all the upper-grade schools are also located in this area, along with some private schools, the access will be tremendously helpful to communities living off of 22 and in Wilson/TV. I am concerned that people are being selfish and won't accept that these kinds of improvements are necessary because of OUR development. If Jackson would stop growing, it wouldn't be needed, but that isn't reality. It is irresponsible to oppose a Tribal Trail connector.	I don't, I commute from the South. But I work regularly off of South Park Loop Road.	email
247	62fbf2b911784928beaa3e3282805c8e	05/19/2022 14:24					Web		Support	B- quickest, cheapest, easiest solution	I have a child at the Mountain Academy. It's only a matter of time before a family is killed at this intersection. I have seen so many totally crazy attempts to cross here.	Victor	web
248	3aec5adc868b46c6be4c83b44d9dc52f	05/19/2022 16:00	83001		WY		Web		Support	Alternative 1-N2b. Much simpler and fewer impacts on Indian Springs. Less cost and easier to get done - no conservation easement issues, etc. It's what I thought was going to be done years ago	I would utilize it several times a week. It would save me driving time and distance traveled. I do not believe that it will increase the number of cars on WY22, but will take some pressure off of the Intersection by Albertsons.	Schofield Patent off of Wenzel Lane	Newspaper
249	88df915ce6c340aa9b5ef2f54fa9f49a	05/19/2022 16:39	75251				Web	1: A) I-NDN: No Build Alternative.	Do Not Support			Indian Springs	
250	b3fe223d00ac46c7a99cbcb64e8d350b	05/19/2022 16:41	30339				Web	1: A) I-NDN: No Build Alternative.	Do Not Support		Noise will be terrible and exit from my neighborhood will not improve.	Indian Springs Ranch	Email
251	7d11a8357110441eba7cb7aabd1efe15	05/19/2022 16:46	30301				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I do not find any new build proposals suitable for this situation. The no build is the logical choice here because adding a new route in the proposed location will do very little to reduce congestion, and will absolutely devastate the ecosystem that exists there.		I live in west Jackson.	A family member informed me.
252	51441da98b454546b72be999678531d3	05/19/2022 16:51	82901		WY		Web	1: A) I-NDN: No Build Alternative.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 5: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Do Not Support	We like the no build alternative. Building redundant roadways through established wetlands seems ridiculous when we can't even maintain the roads we already have. These wetlands provide critical habitat that supports a nesting pair of trumpeter swans, a residential herd of elk, migratory moose, deer and geese, along with native trout, just to name a few.	Along with the negative impact on the environment we feel that the Tribal Trail Connector will have a negative impact on the people of this community as well. We drive highway 22 almost every day and rarely have to wait more than 10 minutes when traffic is backed up. Placing a stop light on highway 22 requiring people to stop is not going to improve the flow of traffic. The Tribal Trail Connector will also flood a quiet neighborhood with traffic. This will in turn increase air, noise and light pollution in the area, having a negative impact on the health of the families who live there. We should focus on improving existing roadways adding multiple lanes and turns lanes in areas of congestion. Traffic on highway 22 would also be dramatically improved if we turned the "Y" intersection near Albertsons back into a "Y". When the intersection was redone in 2017, it basically got turned into a "T" eliminating the merge lanes that facilitated the continuous flow of traffic and requiring everyone to stop. Ultimately, this made traffic on highway 22 worse! The idea was to make the intersection more pedestrian friendly. This could have been done better by constructing a sky bridge or tunnels under the roadways, creating a safe alternative for pedestrian traffic at one of the busiest intersections in Wyoming.	Indian Trails	Newspaper
253	824c128d6fad4fb2956c6d56060a896c	05/19/2022 17:12	83001		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 5: A) I-NDN: No Build Alternative.	Support	1-N18 is not signalized so traffic on WY 22 would be less disrupted. This could be preceded by alternative 1-N2B prior to WY 22 reconstruction. This improves highway mobility and safety for the users and residents of Coyote Canyon and Indian Springs. May not be possible Indian Springs doesn't get on board. 1-N2B can stand alone on its own without conservation easement impacts. Coyote Canyon and Indian Springs can still remedy their own WY 22 safety and access issues with a privately funded underpass. This plan can be initiated before WY 22 reconstruction. No wetland impacts and it is more wildlife friendly. The signalized intersection may actually give needed traffic breaks to Skyline and Bar Y Estates subdivisions. 1-N5B and 1-N18 both have the advantage of one access point to Hwy 22 but do burden the Indian Springs road with more traffic. Wetlands impacts appear to be minimal. Indian Springs HOA will not be on board. 1-NDN is not acceptable with all the projected growth in South Park. Potentially 10,000-15,000 more residents. The current proposals for Northern South Park are only the tip of the iceberg. Redundancy for traffic choices, emergency response and transit are vital for future growth.	A Tribal Trails connector will make the most impact by alleviating some traffic through the Y intersection. It will not eliminate all the high traffic volume on Highway 22, but it will give drivers and residents a choice on travel routes. Again, road redundancy and emergency ingress/egress are benefits. A connector can also improve Start Bus routes and school bus routes. My wife and I have 81 combined years living at 250 N Bar Y Road on Hwy 22 and have payed attention to planning and traffic issues during our residency. Notably, when the TSS project was approved in Coyote Canyon, all parties involved, including the BCC realized the traffic issues were left unresolved and would best be dealt with when the Tribal Trails Connector was built. Well, here we are. One last comment. The Tribal Trails corridor has already seen industrial grade activities in the past. The corridor contains buried water and sewer lines for Coyote Canyon, Wilson Sewer District sewer line and a Lower Valley Energy natural gas line.	250 N Bar Y Road Bar Y Estates Subdivision	All of the above
254	0cbd9be581794d279fc85614ed27f836	05/19/2022 17:27	83001		WY		Web		Support	I like choice B c or d whichever gets it done		Skyline Ranch	
255	d2fd5933b42d431898dd65676fe60465	05/19/2022 17:33	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I have observed 399 and her cubs, herds of elk and mountain lions, deer, foxes and coyote using this migration path. In my opinion there are no alternatives that will not adversely affect wildlife.		Indian Springs Ranch	
256	b8383614ba4246d791b3aa7180eafc0d	05/19/2022 17:44	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support		This project is unnecessary and will not improve traffic or congestion long term. It will also destroy habitat and increase congestion in residential neighborhoods.	Wilson, WY	newspaper, neighbors, friends
257	975b017c942d425f95e764d62b0660c6	05/19/2022 17:49	80212				Web	1: A) I-NDN: No Build Alternative.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 5: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Do Not Support	I prefer the No Build choice. However I think that choice C is a good alternative.	My quality of life will be directly impacted as I currently live in Indian Trails and one of the major draws to said area is the beauty of the wetlands, peace and quiet, and lack of traffic. I think there are many other options available, like widening the highway to 4 lanes with pedestrian access areas.	Indian Trails	Newspaper

Commenter	Userld	MostRecentResponse (Time based on UTC; 22 = 4 PM)	Zip	City	State	County	Source	1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Of the five alternatives being considered, rank the following 5 options from 1 (most preferred) to 5 (least preferred). If you prefer not to provide rankings, please note your most and least preferred alternatives. [#150166]	Support, Neutral or Do Not Support (Jacobs determined this data based on comments)	Comments for Question 1	Comments: 2) How would this project most affect you? What other comments or concerns do you have? [#150161]	Comments: 3) What local neighborhood do you live in? [#150167]	Comments: 4) How did you hear about this meeting? (email, website, newspaper, etc.) [#150162]
258	088099b1d9a24a019c1bf2168d6795fb	05/19/2022 17:51	83002		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	The cost of this road does not justify the expected results. Building this road will create more traffic, more noise and will be very dangerous to local children, pets and wildlife. This will not resolve any issues on highway 22 or the Y. I keep reading that speed will be mitigated on this road, I don't believe it and I invite all county staff and elected officials to observe local residents speeding thru the school zone by the middle school on South Park Loop road. If locals will not observe speed limits in a school zone, what hope is there for a new county road with 2 long straight a ways? This may have been a good idea to build in 1994, but the time has long past and this project is now way to expensive. By building this road you will destroy our local neighborhood.	Noise pollution, car/truck exhaust pollution	Indian Trails	e mail website and the newspaper
259	3d14d12e07d2419cb32f64904fe50e46	05/19/2022 18:12	53213				Web	1: A) I-NDN: No Build Alternative.	Do Not Support			Indian Trails	
260	1ed1d915130c441f86f6465c7b225e9a	05/19/2022 18:53	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Other choices are very involved in new construction and expensive.	It does not affect my daily travel. My big concern is our lack of roads for emergencies. We already see the heavy traffic on this highway in the summer months. There will be no escape from the Valley in an emergency. We need to do something about this now.	North of Town; Snake River Woods	email
261	975d8147f5a14dbfad78837141eff2e4	05/19/2022 18:53	73034				Web	1: A) I-NDN: No Build Alternative.	Do Not Support		Our attraction to Jackson was the wildlife. In my opinion, building roads will increase traffic and increase the death of wildlife trying to cross the roads.	Indian Springs	
262	50a954da01c440b1aa2df7d93562d1b9	05/19/2022 18:55	60453				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	None of the proposed connections will meaningfully alleviate traffic on 22, and the damage/cost to the wildlife on the large conservation easement-protected land is not a reasonable trade-off.	Increased noise, less safety on the bike trail in a residential neighborhood, car fumes, etc.	Indian Springs Ranch	email
263	5d5c317ced23416582e85d1f52472678	05/19/2022 18:59	14222	Buffalo	NY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support		Difficulty accessing and leaving my home.	Indian Trails	Facebook
264	e38728e73fc541bf944cf74635d214e	05/19/2022 19:02	30071				Web	1: A) I-NDN: No Build Alternative.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.	Do Not Support	With the planned expansion of highway 22 I don't think it makes any sense to spend money on an intersection that will have to be rebuilt in a few years.	I live on South Park loop so this project would essentially flood my neighborhood with traffic. I'm concerned about safety in the area from increased traffic, noise from semi truck traffic as the county can't control what kind of vehicles can use the road, and I'm concerned that, with the planned neighborhood, this won't actually make traffic any better.	Cottonwood flats	Friend
265	fd728a308dcb45ae956af56c84ec294c	05/19/2022 19:14	94901		CA		Web	1: A) I-NDN: No Build Alternative.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.	Do Not Support			Indian Springs	email
266	f6530de08724483a916412b48e2aff7f	05/19/2022 19:33	33407				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	No build is the only option that does not add air pollution, noise pollution, kill more wildlife, damage wetlands and cost tens of millions of dollars. It is also the only option that does not make traffic on WY22 worse. The County's own traffic data shows that on any route this road adds 5% more traffic to an already congested highway. There are a multitude of options for solving the Y, and for providing emergency redundancy. Indian Springs HOA has already told the County that we would be open to modifying the plat for a one way emergency vehicle only road on the County's easement, to the west of the bike path. This road should not be looked at in a vacuum but rather as part of WYDOT's 22 corridor planning and their plans for upgrading the Y to its next LOS.	Our community would be impacted by noise pollution and air pollution. The wetlands in the meadow, which we are obligated to protect, would be irreparably harmed. The wildlife and botany that the wetlands and fen support would be negatively impacted, which would diminish the quality of life of everyone in the valley. We would spend more time, spewing more exhaust sitting on WY22, as this road makes traffic there worse. Let's focus on solving our real problem.	Indian Springs Ranch	email
267	9c7e270bd2c94b0789a3496dffe92881	05/19/2022 19:58	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Too much of an impact, with little to gain if road is built.	Affect thoroughfare by my home	Indian Trails	Email
268	03f4a3c5015f4c2688a448f1bfc27975	05/19/2022 20:08	94118		CA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support		I do not think it's necessary, it doesn't accomplish the intended purpose. We need more public transit, carpools, methodologies to reduce traffic. This would create more traffic and harm the environment. It's the opposite of a win win.	East Jackson	
269	ae5a7c0416cd44219f04f746728e6f28	05/19/2022 20:49	37204				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	No building is the best alternative, widen 22 instead.	Additional traffic, traffic noise, impacts the significant wildlife in the area.	ISR	email
270	8c57846462204e97abf9d2b8250b8089	05/19/2022 20:51	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	This isn't a real solution for any main concern. The cost is astronomical and it doesn't change anything. What we need is a tunnel through the pass to Idaho to get commuters here more safely and effectively.	It wouldn't affect me directly but it would affect all the wildlife (especially the elk) that migrate there	Indian Springs	Newspaper
271	381cf40163f944fdafd0d9155751d10c	05/19/2022 21:01	94301		CA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Destroys native areas; Wetlands are destroyed	Destroys areas that can be enjoyed by all	ISR	Every way
272	fbe3e6c5dd7044a91df61845d68226f	05/19/2022 21:02	33480				Web	1: A) I-NDN: No Build Alternative.	Do Not Support			Indian springs ranch	Email

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273	e9a9d9b6d060454a83e1f0363fe61777	05/19/2022 21:03	10271	New York	NY		Web	1: A) I-NDN: No Build Alternative.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.	Do Not Support	No build option has lowest cost / lowest impact to environment. Emergency access can be granted through ISR and/or on existing bike path. This is the case now, so argument around needing TTCR for safety reasons is just not true.	Impact to environmentally sensitive areas is a real concern. No build option prevents this problem.	Indian Springs Ranch	All of the above
274	07861fd24c29442095e9e735c20726a1	05/19/2022 21:20	78746				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	TTC is invasive of native habitat and a waste of time and money that would better be used elsewhere		Indian Springs	email
275	1048d63b426d43da96a671e8d1a9f03d	05/19/2022 21:40	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	simple: Jackson is proud of it balance of Eco (which is already destroyed I am sure). Yet and again is it so hard to keep nature as it is isn't ?Wetlands are so so precious (I had written about that before) and Jackson will go down in history as not preserving this beautiful and functional bogs and fens, and destroying wetlands which cannot be replaced. Cars will all head to Jackson town. Nothing you can do to change that.Few cars go south. Unless you have a parking lot somewhere and shuttle people (tourist)to town will you preserve what is left of Jackson . I believe many historic and cute towns were smart enough to plan this and preserve their town.Roads with wide shoulders would take care of emergency's Because of the large amount of hotels with their "mountain modern designs" is not the best way to preserve Jackson. Too Late for that..but remember...people come here for the park and Jackson..oops or for the parties .And what is wrong with staying small. What I am saying, other than a short 4 wheel lane to accommodate left and right turns.	none	Rafter J	friends network
276	0193b0a08e194ff69a75d5212827cb12	05/19/2022 21:41	83014		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	I like everything but A. It's time to stop studying/talking and start building	convenience	Wilson. Previously lived in Melody	web
277	0572f3384b014249af0209550b5a09e5	05/19/2022 21:44	76102				Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
278	597029aae189479290ac4b88639b395b	05/19/2022 21:52	78209				Web	1: A) I-NDN: No Build Alternative.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Do Not Support	Attempting to connect to Highway 22 with a project with this cost and all negative impacts would be a major mistake. A critical part of real leadership is the courage to say no.	Increase traffic, destroy critical wildlife, wipe out important open space, decrease property values, create serious safety concerns and spend an unbelievable amount of the public's money on an unnecessary project. The traffic at the Y is no longer a "problem" that merits anything close to this kind of project. Other, more rational solutions are available to enhance emergency responses.	Indian Springs Ranch	Website and newspaper.
279	d8fa773a0c4f44a380e527ec592bcc87	05/19/2022 22:02	75248				Web	1: A) I-NDN: No Build Alternative.	Do Not Support			Indian Springs Ranch	
280	d08ae35a1a9f4686a41e1ebbb75f5502c	05/19/2022 22:24	83025		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 5: A) I-NDN: No Build Alternative.	Support	I strongly agree we need an alternative route around the "Y" intersection. I have tried to prioritize choices based on wildlife impacts, cost, bike path safety, and traffic flow.	I really like the at-grade option because it seems to involve the least construction, and therefore should be relatively quick and inexpensive to install. It is also a very straight-forward way to link 22 with Tribal Trails in both directions.	Teton Village	newspaper
281	29f44f2c89494f30b3d61f5e001fda06	05/19/2022 22:25	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	We do not need a connector road.; We do not need the connector road.	Unnecessary road that prevents elk and other wildlife migration.	Indian Trails	All of the above
282	f70b3c8ea36f4e4bb6b37d73fa7c5b57	05/19/2022 22:33	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
283	2a5806483fef483885e30c093926f714	05/19/2022 22:42	83002		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Seems crazy to build this road now with so much change anticipated with 22	I dot think this will help with our traffic situation	Indian Trails	Neighbors
284	4460d9e83199451cba0f350c82111391	05/19/2022 22:52	83001		WY		Web	1: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.	Support			Wilson	email
285	06f7d04f46274b06b02f94c8c7759ac9	05/19/2022 23:09	83002		WY		Web	1: A) I-NDN: No Build Alternative.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 4: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 5: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Do Not Support	No build doesn't waste \$ on an connection that won't help much anyway. It also avoids going thru wetlands that would require Army Core approvals. There are much better ways to improve traffic flow thru the y intersection thru technology at a far lower cost.	I any but no build option it would affect me every time I drive west towards the village or Wilson	Spring Gulch, Spring Creek	newspaper
286	d4a4103664c44794a859eb3d291fed41	05/19/2022 23:10	83002		WY		Web	1: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.	Support	Keeps traffic moving on Hwy 22, better traffic flow	Traffic reduction at roadway/Hwy 22 intersection	East Jackson	Newspaper

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287	29435454c01a4edabae5ceb809f80d7c	05/19/2022 23:25	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	It does not make sense to build, expensive and does not reduce traffic, tourist issues. A bigger plan to address tourism and traffic is needed from the county. Also impact conservation issues and that is not addressed in other proposals. Also this was an option years ago but the plan is not a workable solution that addresses bigger issues.	Would make me feel the county is not correctly addressing the bigger issues and if funds are used for this road, doesn't accomplish much and causes more traffic with lights and conservation issues with fen and wildlife.	Rafter J	Newspaper, friends and meeting.
288	cca7798672044306bec32441fab99db8	05/19/2022 23:26					Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I like the fact that it preserves the open spaces and wildlife corridors and doesn't sacrifice people for traffic flow.	Increased fast traffic in a residential area where a lot of people are biking and walking,	Indian Springs	Email
289	d7103affa41e4222a8922cc51986e03f	05/20/2022 01:54	83001		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: A) I-NDN: No Build Alternative.	Support				
290	52c2e8b598ce460d93db51de68db5078	05/20/2022 02:34	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support		No	Indian Springs concern about environment/wetlands. Increased traffic entering exiting community.; Indian Springs	HOA
291	4dd1b48ab9744a9fba8e7abf0f16884c	05/20/2022 03:00	83001		WY		Web		Do Not Support	This is not a hard question - NO BUILD			
292	3feb766f2c994f4cb6c744e19057f369	05/20/2022 03:20	80219				Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support				
293	2176441f70bc40ddb5e61a0e96b2f7fb	05/20/2022 03:21	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Bringing traffic through Tribal Trail neighborhood is dangerous	it would not affect me at all	4 mi north of town. I seldom use 22; Boucher Hill (N. end of E Gros ventre Butte; Boucher Hill	NaG
294	8f9b810ca604ebd99fd3e86603f9f7	05/20/2022 03:36	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 5: A) I-NDN: No Build Alternative.	Support	I think the connector should be built. I think that whatever option works best for traffic flow should be selected. I also think wildlife crossings concerns should be factored in and prioritized.	It would in theory reduce congestion on Highway 22 and allow for more road redundancy.	East Jackson	Nonprofit listserve
295	3406e925bf9f445996218adeb1aa7758	05/20/2022 03:55	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Connecting Tribal Trails road with Highway 22 will not solve our transportation and highway traffic problems. To increase traffic flow on Highway 22, expand the Highway to 2 lanes in each direction all the way to Wilson.	Connecting Tribal Trails road to highway 22 will cause traffic problems in our high density housing areas and where most of our schools are located. What a nightmare! You'll make a safe neighborhood unsafe. Do not connect the road.	Indian Trails subdivision	Posters, newspapers, emails
296	ff31e12653284467bfef4c54560146de	05/20/2022 11:02	10128	New York	NY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
297	91b68ba1afb7494ba26f8cf799e622c5	05/20/2022 13:43					Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	We need to do this now for the safety of children going to school and to alleviate traffic. This was plotted more than ten years ago any further delay by the Commissioners is malfeasance.; Solves most issues and easier than others to implement.	Traffic will improve and parents coming in from the Village/WestBank can get their children to school without having to go through the "Y" and clog up traffic	West Bank	Attended meeting in March 2020 at Teton science school. Of the 100 attendees straw poll showed 90% in favor. Only those who lived in Indian Springs were against.
298	deee367386d34f1290fee9518af79a2c	05/20/2022 14:51	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I believe that Teton County should not build the Tribal Trail Connector and instead explore more holistic transportation alternatives to address the real needs of the local workforce and visitors without disturbing important ecological habitat. This tiny, multi-million dollar road is not going to significantly reduce our transportation challenges. Instead, let's invest in public transportation, incentives for people to use it, and, overall, exploring bigger-picture ways to move people around the region in a sustainable way. In addition, constructing a road through the Tribal Trails open space would have negative impacts on wildlife habitat and migration through the space. Elk and other native species already have an extremely perilous -often lethal--time crossing HWY22; why give them yet another obstacle right after it that continues to chip away at their already threatened chances of survival? As a community, we can do better than the Tribal Trails connector, and that is why I support Alternative I-NDN: No Build Alternative.	As someone who lives right next to High School Butte and has friends and work over in Wilson, I would, in theory, be a direct beneficiary of the Tribal Trails connector. This is only on a very short-term scale. In the immediate period after its construction, I may experience some increase in ease of movement and/or reduction in traffic along some of my transportation routes. In the long-term, the Tribal Trails connector will not solve or even reduce the traffic problems on HWY22 or in my neighborhoods-- if anything, only worsening them. The Tribal Trails connector will harm irreplaceable local wildlife and spend precious local money without actually solving anything. More roads without long-term vision is not a sustainable transportation plan for Teton County.	Town of Jackson, Blair Place Apartments	Coworkers and email

Commenter	Userid	MostRecentResponse (Time based on UTC; 22 = 4 PM)	Zip	City	State	County	Source	1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Of the five alternatives being considered, rank the following 5 options from 1 (most preferred) to 5 (least preferred). If you prefer not to provide rankings, please note your most and least preferred alternatives. [#150166]	Support, Neutral or Do Not Support (Jacobs determined this data based on comments)	Comments for Question 1	Comments: 2) How would this project most affect you? What other comments or concerns do you have? [#150161]	Comments: 3) What local neighborhood do you live in? [#150167]	Comments: 4) How did you hear about this meeting? (email, website, newspaper, etc.) [#150162]
299	60c49af2709b4367a97f2508c68c95f4	05/20/2022 15:08	82901		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	<p>Money can be better spent elsewhere where it is truly needed say with a second bridge to truly help alleviate traffic. It's so important to keep the wildlife corridor for all manner of birds, elk and deer in addition to 399 bears, to keep the safety of all school children and older adults, and bike riders, to consider all the school zone issues and amount of already too high of traffic used on south park loop. It already feels like noise all day/evening long. This is not meant to be a freeway at residential areas which it would become with having this road go through. You have not addressed issues around residential and school areas to help with this. The neighborhoods have gotten to be much overcrowded with housing so many additional workers and families. For example, next door to use, we have gotten 18 new workers housed along southpark loop in three residential units, adding to over crowding, traffic and cars. I don't see that the wildlife issue has been addressed enough and safety of humans.</p> <p>The best solution is to put a traffic light by the school to help that out. Plus Indian Springs has always had to have the road available for any safety issues for the public, thereby giving a second access road out for emergencies, so that is already taken care of.</p> <p>Each example that I see continues to add the price of this, which seems better used elsewhere instead of escalating costs. Let's use money to the best advantage. I don't see that you have addressed anything about the traffic in the neighborhoods, you have failed to show anything on this and that doesn't feel right in protecting your local tax paying residents. This is about protecting our citizens and residents of Jackson and providing a safe residential area that this area always has been.</p>	<p>I live in this area and I see my lifestyle and living disrupted and changed forever. We would be highly effected with the amount of traffic all around us, high safety issues and constant traffic noise. This is scary for myself and family as we are avid walkers and bike riders and value our living environment, the wildlife and safety first of our neighbors! Studies have also shown with the amount of traffic and noise, you would loose all birds and bird song, which is vitally important to bird species. This is a family area and this will change it into a freeway zone like highway 89, that is constant traffic and constant noise. I don't want to live next to a major highway and you just haven't addressed this issue at all as shown above. Nothing was addressed in your section above about this. This is not meant to be a highway next to residential neighborhoods! That is not what is needed in this neighborhood. Health wise that would be so risky for safety to be outside, for heath reasons with confronting this on a daily basis, for change in lifestyle and the wildlife and love of this area - it would all be changed drastically and perhaps gone forever. Value wise, we would loose value in our homes with this. I understand some adjustments need to be made, however this is not a wise choice even if I did not live here, I still would vote no.</p>	<p>Cottonwood flats - not Idaho, and not Alpine or elsewhere. We pay local teton county taxes and instead of helping us locals you seem to be insistent on helping folks who do not pay local taxes or live in the community. Why destroy our local neighborhoods and community? It certainly doesn't make sense, spend money where it's truly needed please- It's the same as the recent rodeo grounds and housing, please protect our community so we have a community and not a commuting zone with noone wanting to live there. This is about residential school zone areas and safety first.</p>	<p>newspaper, although I find there is such limited info about this, it's shocking, the feeling that they want to sneak this by you. The entire project does not make any sense at all with wildlife and safety of people and valuing our community! It's the same as pushing for housing at the rodeo grounds, we are loosing our community with this trying to help the ID folks have a shorter commute! Please, please look to use the money on projects that are much better needed.</p>
300	edc9ed95a5b94ce4bab93a6a9afd503c	05/20/2022 15:11	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	<p>I don't see the point of added cost, neighborhood disruption and need to add another route. The problem is highway 22 after the Y intersection when it bottlenecks, not the lack of roads. The addition of a second turn lane at the Y intersection helps already. ; A new road will not help the traffic issue, the cost and environmental impact are too high. The traffic issue is highway 22 after the Y intersection. There is nowhere for the traffic to go. The addition of a second turn lane has taken care of the bottleneck in town.</p>	<p>It would disrupt my favorite scenic bike path. Add traffic to S Park Loop where I live.</p>	<p>3 Creek</p>	<p>Newspaper</p>
301	64129ac85ac24eec804bde744d4e9c11	05/20/2022 15:12	83013		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	<p>What a loss for Jackson Hole to put a road through this open space. Wildlife and the fen should be protected. More road miles in use will not save Jackson from the mess that has been created; it will just add to it. As a long-term resident of the area, I am horrified by the uglification of the Y area. I am saddened by the deaths of wildlife and humans on the roads. Use your big brains to find better solutions!</p>	<p>Main concerns: ecological degradation from the new road infrastructure and its maintenance. I am most affected by my growing cynicism about Teton County's proclaimed devotion to environmental stewardship.</p>	<p>Buffalo Valley, formerly south Teton Valley</p>	<p>newspaper</p>
302	d8ce8ea871b648c6a95ccb4937681e59	05/20/2022 15:15	06880	Westport	CT		Web	1: A) I-NDN: No Build Alternative.; 2: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Do Not Support		<p>The construction would be disruptive to the natural habitat. It also would create additional traffic through Indian Springs with people cutting through.</p>	<p>Indian Springs</p>	<p>Homeowners Association</p>
303	2d89d4ee4e1f4af7a3e9e934847e4dda	05/20/2022 15:24	83002		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
304	fe6cb113b32a40eab9511051b65db4e9	05/20/2022 15:30	94104		CA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	<p>Most protective of the wildlife and wildlife corridors. No alternative provides any substantive relief to the problem of HY 22 traffic problem.</p>	<p>Potential HY 22 access change</p>	<p>Indian Springs</p>	<p>email</p>
305	ee061e8807bd48618cdfaa55b8713853	05/20/2022 15:53	94109		CA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	<p>Prefer Option 1 Protection of the wildlife and wildlife corridor. Does nothing to solve the traffic issues on HY22</p>	<p>Access to HWY 22</p>	<p>Indian Springs</p>	<p>Email</p>
306	4ad487931d274009bf1ff8e75897182b	05/20/2022 16:27	82001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	<p>All other alternatives are too disruptive of the environment and get increasingly complex.</p>	<p>Hwy 22 is already too congested and these alternatives would create more traffic and increase wait times.</p>	<p>Butler Creek</p>	
307	f94c540888aa426d90c79a4ab8515588	05/20/2022 16:33	83001		WY		Web	1: A) I-NDN: No Build Alternative.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 3: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 4: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 5: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Do Not Support	<p>I think adding any route joining into Hwy 22 will cause more congestion. While a connector will help when students are going to school and people can travel directly to the South Park area from the west bank, but coming back to the west bank will just exacerbate the existing problems. Imagine the back up when rush hour starts. There will be three lights from the Y to the Snake River, and every red light will cause traffic to build up.</p>	<p>The bike path that runs between 22 and Tribal Trails is a respite from the traffic, and it will be unfortunate to lose that. Our wild spaces are finite and once we have built, it is difficult to unbuild. During the summer, I avoid going to town because the traffic throughout the valley is unpleasant. If I do need to go, I ride my bike. In the winter, traffic isn't as bad, but I try to time my trips to avoid rush hour. I agree that something needs to be done to ease the congestion, but I'm not convinced that building a new road is the solution. Although, living on the west bank, I do worry about emergency vehicles being able to get here.</p>	<p>Wilson</p>	<p>newspaper</p>

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308	f5ee5da4a5494c3590adb6af0d83f883	05/20/2022 17:22	83002		WY		Web	1: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.	Support				
309	17842f88e65e45149abbf5174c611b3c	05/20/2022 17:36	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support				
310	4c0b6d55192b-413b-b9a8-a646824b197a	05/20/2022 17:37	83001		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: A) I-NDN: No Build Alternative.; 4: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Support				
311	143c13bf04ee44a9b5de9a3b403296b6	05/20/2022 17:39	75225				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I prefer the NO build alternative, I-NDN. The remaining alternatives are equally bad.	The only people in favor of the Tribal Trails connector road are those looking to get somewhere five minutes faster. These are the same people who pass you on the village road only to realize that everyone gets to Albertsons at the same time! Let's be honest this is a BYPASS road. The cost of these extra five minutes is exceptionally high in dollar terms. The loss of habitat for the wildlife that live and migrate through this open space will unquestionably be a negative for everyone that loves this valley. The environmental costs are high as well, this road will bring more cars, noise, pollution and result in a destruction of wetlands that cannot be mitigated. Most of us live in this valley because of its vast array of wildlife, its outstanding beauty and its wildness...let's preserve it and vote for the NO Build option.	south park	website
312	a1fa707d5a1f4bb5a059c2dd51fadbe1	05/20/2022 17:53	75225				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	This is disruptive to our wildlife and community.		South Park	Neighbor.
313	e63a6ca12e9b41b3a5291d85e13ba4cc	05/20/2022 18:05	20904	Silver Spring	MD		Web	1: A) I-NDN: No Build Alternative.	Do Not Support			South Park	
314	19e6e7ed3124472a904ff68989a41687	05/20/2022 18:10	75225				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	any other option then option A would be highly disruptive to the ecosystem and homes		South Park	
315	6dcc0b6620ba-4070-bdfa-d3f993c996c0	05/20/2022 18:16	83001	Jackson	WY	Teton	Web	1: A) I-NDN: No Build Alternative.	Do Not Support	SM	Sm		
316	52a03ccd2a46493ab98fc48314aac2ff	05/20/2022 18:16	83001		WY		Web	1: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.	Support	Need the alternative travel route. Underpass is superior to traffic lights for traffic flow. Shame on the Tribal Trails NIMBYs, this was platted in 1992!	Allow redundancy in travel, bypassing the Y, at times. Make progress in our EVER-CHANGING community, even though we have an increasing NIMBY Hell, regardless of the subject, project or situation at hand!	Near the new post office, on Powderhorn lane. Year-round, 20 year member of the community.	Newspaper
317	0fd90ba26f104f76b690604f62bc6dd1	05/20/2022 18:50	75230				Web	1: A) I-NDN: No Build Alternative.	Do Not Support			South Park	
318	de5fee1fb81e4e36ae6e161406c0bf88	05/20/2022 19:02	94062		CA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	More people, more cars, more stress, more sprawl, more destruction of nature, more noise, more frustration. It's not preventable...BUT, building to accommodate it doesn't actually make it go away. The traffic "relief" will feel temporary as things swell to fill the "void". Please think, also, about the effect of insidious generalized acceptance of the look of ugly sprawl. Really!! People start to forget what beauty is. It can't just be the the view to the Tetons that defines this valley. It's the whole connected ecosystem that makes it...(and I am not talking more roads and construction!) Is Jackson destined to become another slowly "degrading to mediocrity" mountain town? Is the benefit of cutting a couple miles (literally, isn't it just that?) off a commute for a small percentage of people worth beginning the advance of sprawl and destruction of quiet land? If one is honest, one must admit that the gaze out over the meadows between the entrance to ISR and Brown's curve always gives a kind of peace and relaxation. That will be gone. Gone! Our bodies will lose that intangible but real and good thing. This might sound wonky but these things have a compounding impact, one that we are affected by without really being aware. I do not want to build ANYTHING along Tribal Trail. It would be too short sighted, the benefits too short lived and the ultimate cost compounded and too high. Not talking dollars! What about making a tunnel under the intersection at Albertsons coming from the Hoback direction? It could flow into 22. Especially if 22 is going to be widened anyway. That part of town is already "constructed" and its impact would be minimal and probably make surface traffic going towards town less.	Personally, it would make a barrier between my home area and getting to town. Will there be a stop sign or a light at Boyles Hill and Tribal Trail? We definitely don't need that as things are today! There would be an increase in noise. Noise travels incredibly in all the valley. One can hear traffic sounds from the Pass and Hwy 89... I am not sure how a connector would impact noise, but probably it would. All my real concerns are addressed in #1 above. One more thought about Coyote Canyon ingress/egress for TSS is that the center lane of 22 needs to be made more obvious and protected as a "safe" lane to turn into while waiting for the other side to open up so one can migrate in.	Ely Springs Rd	email
319	fb1639acba064dfb9cc489f9a55679bb	05/20/2022 19:31	82009		WY		Web	1: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Support	we'll need a signal at peak traffic times	It will make my driving safer and more fuel efficient	southpark loop	email

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320	8844b90b34ee4020aacc99500b02cce6	05/20/2022 19:53	75230				Web	1: A) I-NDN: No Build Alternative.	Do Not Support			South Park in Jackson	
321	8ab21fda47e344dfae8d9ec9ae93d20e	05/20/2022 20:21	37922				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	No Build Alternative is the best solution until Hwy 22 is expanded to 4 lanes. TTC is not going to reduce any traffic congestion That exist today	Alternative B	Indian Springs Ranch	Email
322	17f93c16b6a3-4425-8ea0-d3d82919d1d6	05/20/2022 20:24	83001		WY		Web		Unknown	Seems like this would have t		Jackson	
323	716fcd68fce44de b40f9d06440f4624	05/20/2022 20:27	83001		WY		Web		Do Not Support	We have wildlife on Tribal Trail any time of day and all months of year. Deer, Moose standing on road all winter, herds of Elk, Grizzly Bear and cubs, Geese and Gosling. Kids play in the creek and run across the road to other side of culvert chasing things. Dogs on road while owners take them for a walk. It can only be a neighborhood street to keep from killing wildlife and kids. Two days ago Two geese and 3 goslings wouldn't go thru culvert under road so all 5 waddled slowly across Tribal Trail to continue down the creek. The connector isn't going to save enough time thru a residential area to make the amount of money spent worthwhile. Save all the money! Use it in commercial areas to fix traffic. What we really need is another highway somewhere across the Snake River. That is the important redundancy!!!! Spend the money there!	There are no good ways to get cars to all 5 schools without major traffic problems thru residential areas. High-school drivers tend to speed, not safe in residential area.	Indian Trails	Newspaper
324	47089e812b1a4125afc7878d4e436214	05/20/2022 20:34	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support			Moulton Loop Ranches; Teton county	
325	62ca47deee9c4298b97717d1604d9149	05/20/2022 21:42	83014		WY		Web	1: A) I-NDN: No Build Alternative.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Do Not Support	Nothing	I think the project is a mistake. Improve WY22 access points at ISD and CCR and forget TTC.	The Aspens, Wilson; Wilson	All of the above; All of the above.
326	cf162d904d34490e94fa3738c7c71194	05/20/2022 22:22	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Least disruption to character of existing neighborhoods surrounding Tribal Trail Road. Increased traffic from the connector would change these peaceful and quiet neighborhoods forever.	Noise and safety concerns from increased traffic on Tribal Trail Road.	Hi-Country Subdivision	Friend forwarded the website.
327	f5d92264604a42078ffaf2422858f24b	05/20/2022 22:37	83001		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 3: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 5: A) I-NDN: No Build Alternative.	Support		This project would allow better access to communities and schools south of town. And, hopefully ease traffic along WY 22. Most importantly, evacuation and emergency routes would be improved	Wilson—north of Stilson.	Newspaper
328	4dad9fe620fb4e81a8a8b3758c6f3b59	05/20/2022 22:40	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	Need drivers to be very alert.	Animals are jeopardized. Drivers go too fast for traffic flow	Indian springs	Email
329	bb4b305357f040518f265d980cf960f4	05/20/2022 22:58	80204				Web	1: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 2: C) I-N5b: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: A) I-NDN: No Build Alternative.	Support	Alternative D is less direct so will discourage over use of it as a short cut. I like that it has just one access point to and from Wyo-22.	Since I do not frequently go to Teton Village anymore it will not affect me much. But in the many years I drove back and fourth to the Village I was so frequently stuck in traffic coming from the west. And now there will be more housing in South Park in the next few years and increased traffic, it is an evil that we must come to grips with and just get it done. This will direct traffic through the South Park Loop Road, but it is there now, this will just make it flow better. It would often take half an hour to get to my house that was just a short distance off of 22. With the growth of Teton County, we simply must just get it done, as much as I would rather not see. It is now a necessity. JUST DO IT!	Cottonwood Park, Mountain View Meadows JH Housing Trust	Newspaper

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330	bd3cb05e b08f4c83 a2056050 981591ae	05/20/2022 23:43	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	After studying the most recent exhibit boards presented at the April 27 open house, the I-NDN No Build Alternative is the best alternative for the county. No data has been proposed that suggests an actual, tangible benefit any alternative would deliver.	I have many concerns regarding the effectiveness of solving traffic problems in Teton County by adding a road (TTC) to connect with Hwy 22. Studies have shown that a connector would be a bypass to the Y intersection, bringing 6000 to 9000 vehicles/day onto Hwy 22, destroying the rural value of Tribal Trails and South Park Loop road while adding another traffic bottleneck. The 2017 improvements to the Y intersection have eliminated bottlenecks so there is no longer a need to divert traffic from the Y. Currently Spring Gulch road is where the seasonal traffic bottleneck exists and this intersection must be addressed asap. Except for the No Build option, all the alternatives would degrade or destroy the rare wetland, fen, because it cannot be avoided. This fen is a valuable treasure in Jackson for which there is not adequate mitigation under the Clean Water Act. In addition to destroying a rare wetland, all alternatives to No Build would devastate the elk migration corridor and moose habitat which is located the entire length of the proposed TTC. No data has been shown that proves a TTC would alleviate traffic on Hwy 22. The theory of induced demand states that adding a road will eventually increase traffic. For over 20 years, South Park Loop area has been a dumping ground for affordable and rental housing, school zones and churches. The area is stressed with over development, little open space and no planning. The No Build Alternative will not increase traffic through this area. All other alternatives would increase traffic and air pollution through this "working class" part of town. The stakeholder committee has suggested installing speed bumps and banning trucks on a TTC but these cannot happen, so it would never be a local road with traffic calming measures as the exhibit boards suggest. Adding a TTC for redundancy is not necessary. Emergency vehicles can travel through Indian Springs Ranch or on the bike path. Take away the "rock garden" and it's a clear shot to Hwy 22 on the bike path. There is no data that suggests using the TTC in case of catastrophic emergency would be any better than using Hwy 22. In this rare scenario they would both be backed up with traffic. An exhibit board suggests that a TTC would add redundancy to help Jackson rank better in the USA Today survey from 2019. This is false. A TTC would not affect the road redundancy for vehicles exiting the Town of Jackson. No Build alternative aligns with, "Preserve and protect the area's ecosystem in order to ensure a healthy environment, community, and economy for current and future generations."	Indian Trails	
331	03adc434 e5ac4037 a0760d8c 00f135c0	05/20/2022 23:52	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I only support option A) No Build Alternative ; I do not believe we should build the Tribal Trail connector. Shifting traffic to cause delays and over-use at other intersections is not a solution. This would result in unnecessary worsening of congestion around our schools.	Worsening congestion of traffic around schools.	East Jackson	
332	ec17fbb8 17a54507 bee4ddb eb01dba 25	05/21/2022 00:31	83001		WY		Web	1: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.; 2: C) I-NSb: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 3: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 4: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 5: A) I-NDN: No Build Alternative.	Support	Please do anything except the no-build. If this community can't get a 30-year planned project like this completed that is a clear traffic and life-safety benefit we have no hope to ever solve any transportation issues. Alt. E would be the best / safest solution. This project is the opportunity to fix the the Teton Science School approach safety issue, so if not "E" please do "C". WYDOT will fix the Science School problem as part of 22 upgrades, so just get on board with E now so it is fixed sooner than later. That Science School intersection is dangerous and its just a matter of time until someone get killed trying to enter traffic there unless our electeds have the courage to fix this now. Please remember that the majority of the community supports this. The vocal minority opponents just don't want it in their back yard even though they bought their homes knowing it was coming.	This affects everyone that drives Hwy 22, or ever goes through the "Y", as well as the school campus area safety to have good safe access. Please get it done!	Town of Jackson for 12 years. Local for 20.	Paper
333	8baf8423 2dec417a bad8c4c2 f2d8491e	05/21/2022 00:35	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
334	d07423bc d9e9458 5b376a8a 7a39cce6 f	05/21/2022 01:02	83001		WY		Web	1: A) I-NDN: No Build Alternative.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: C) I-NSb: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Do Not Support	This is the only option. Be realistic and don't make a choice to build because you think you have to. I don't feel routing traffic through residential neighborhoods is responsible or the right way yo reduce traffic on our highways.; I feel the only option is no build. Everything else is skewed to make people pick choice B and scare tactics about wildlife and bikes are stressed when actually, this is a cop out choice.; see below	It would affect all of us who drive by 22 and are used to seeing beautiful protected open space that teems with wildlife. You can't unpave. Don't make a rash decision. This is a bandaid and not a solution and you all surely see that.	Indian trails	Newspaper
335	9cd3f1d8 7bb5460 4b2d432 9386738 bc3	05/21/2022 01:22	83001		WY		Web	1: A) I-NDN: No Build Alternative.; 2: D) I-N18: Tribal Trail connects to Indian Springs Drive. Intersection is signalized.; 3: C) I-NSb: Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.; 4: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.; 5: E) I-N19: Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.	Do Not Support	The only sensible option is a no build option and wait for the improvements on WY22. In no way does it make sense to route arterial traffic through a residential neighborhood and then close to schools and churches with lots of children. We should wait to see how 22 improvements mitigate congestion prior to spending money recklessly on an ill-fated project that cannot be undone. It's shameful to pour money into this project knowing that 22 will change. It's an obscene amount of money and we have folks that need housing and are not food secure. Let's deal with those problems first and wait on the highway project. There are way too many wetlands and a fen as well as endless wildlife movement in the proposed area. Don't vote for something that can't be undone and spoils a pristine area. We all enjoy seeing that vista as we drive by on 22. This build would forever change that view and not solve the problem, something I am sure you are all aware of. Imagine spending that money, ruining the landscape, and finding yourself facing a problem that didn't go away, but actually created a whole new host of problems, including the potential of increased conflict with animals, children, cyclists, and dogs.	I count on this bit of open space as I use the bike path multiple times per day. Hundreds of people do and the quality of their recreation would be greatly diminished if endless cars were backed up there because it will all bottleneck. It's pointless to destroy this vista when the gain is minimal at best. Certainly a connector will not decrease my time driving around because it will be a pile up. We are all happy to spend the 5-7 minutes to drive around the butte to get to highway 22 and keep arterial traffic on a highway where it is meant to be. Please do not forever change the landscape for political gain or a misguided notion that you are solving a problem. It simply won't and is bad policy. Wait for HWY 22 improvements. Thanks for trying, but this money is better spent elsewhere.	We have lived in Indian Trails with our family for 28 years. We don't know one person who thinks this is a good idea - not one. We are all happy to drive around and keep the neighborhood quiet and traffic on the highway where it belongs.	Email and paper.

Commenter	Userid	MostRecentResponse (Time based on UTC; 22 = 4 PM)	Zip	City	State	County	Source	1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Of the five alternatives being considered, rank the following 5 options from 1 (most preferred) to 5 (least preferred). If you prefer not to provide rankings, please note your most and least preferred alternatives. [#150166]	Support, Neutral or Do Not Support (Jacobs determined this data based on comments)	Comments for Question 1	Comments: 2) How would this project most affect you? What other comments or concerns do you have? [#150161]	Comments: 3) What local neighborhood do you live in? [#150167]	Comments: 4) How did you hear about this meeting? (email, website, newspaper, etc.) [#150162]
336	83bee6d4beb4464f97327603bcb1de8	05/21/2022 01:54	90066		CA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	The answer to the specific traffic issue related to Tribal Trails will not be solved by extending the road to WY 22. In fact if anything it will only add to traffic, that's why I support the no build option. If there is a need for emergency vehicles to access this road, then much like a fire road, I am sure there is a way to make this an emergency road that is closed to all other traffic when absolutely necessary. There are many other options that have been proposed to solve the traffic issue that have not been fully vetted. Lets not submit ourselves to solving problems the way every other city does by building more roads. This is one of the most special places on earth, we should demand ourselves to find different solutions that continue to build on our community as one that is dedicated to preserving a low impact the environment and holding on to great family neighborhoods.	I live in the Indian trails neighborhood. It would severely disrupt the safety and enjoyment of the area	Indian Trails Neighborhood	website
337	c70604e559d84babc07035d94dc7b	05/21/2022 02:01	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	no benefits to date; The NO BUILD ALTERNATIVE is the ONLY OPTION that fulfills the County's primary goals. By mandate of the FIRST SENTENCE of the 393 page Jackson/Teton County Comprehensive Plan (Link 1), Teton County's commissioners are charged with "PRESERVING and PROTECTING the area's ecosystem in order to ensure a healthy environment, community and economy for current and future generations." Construction of a new bypass road slicing through VALUABLE OPEN SPACE with sensitive WETLANDS, important habitat, WILDLIFE migration and a SCENIC VIEW CORRIDOR that delights our community and visitors fails to support these goals. 1) It would do nothing to preserve or protect the ecosystem. It adds absolutely no value; in fact it would degrade the ecosystem. 2) It would not ensure a healthy environment. To the contrary, it would expose countless ungulates, foxes and other wild animals to thousands of increased daily vehicles while also dramatically increasing pollution and noise levels for the neighborhoods it would bisect. Please understand and respect the very clear Comprehensive Plan's POLICY 7.3.b: "REDUCE WILDLIFE AND NATURAL AND SCENIC RESOURCE TRANSPORTATION IMPACTS: The presence of additional vehicles on our roadways will increase the likelihood of wildlife-vehicle collisions, even if mitigation efforts are pursued." 3) The economic value of this open space for our community, visitors and future generations far outweighs any minimal, if any, savings in drive time by not transiting on already established thoroughfares. Thousands of extra vehicles on this proposed road due to the induced demand (Link 2) identified in Teton County's traffic studies would not only increase number of vehicles, but would likely increase drive times along with a congestion-inducing new intersection on WYO22. Link 1) COMP PLAN MANDATE https://tinyurl.com/preserve-and-protect Link 2) WHAT IS INDUCED DEMAND https://tinyurl.com/induced-demand-is-real	Crazy huge costs (20M and counting) without any quantified benefits to date. Lack of substantiated data and rigorous analysis. (Link 3) Legal issues / Imminent domain to acquire Right of Ways. Increased traffic Congestion on WYO22. No coordinated analysis of impact of this road on WYO22 that looks at our transportation network holistically. Killed wildlife. Fen wetland impact which cannot be mitigated. Air Pollution. Noise Pollution. Light Pollution. One of the last remaining scenic vistas on WYO22 would be destroyed forever. It's a half mile of red tape and political promises. (Link 4) ----- A Tribal Trail Connector WOULD NOT SUPPORT a Comprehensive Plan that "commits to three Common Values of Community Character: Ecosystem Stewardship, Growth Management, and Quality of Life (Link 5)" Jackson Hole is internationally renowned. We should play a prominent role in developing innovative people moving solutions that are not automobile-centric. We are an example to other similar worldwide tourist destinations. Our smart solutions can be multiplied by influencing other communities. Link 3) PROPOSED ROAD'S PURPOSE AND IMPACTS ARE NOT PROVEN https://tinyurl.com/proposed-road-not-proven Link 4) RED TAPE AND POLITICAL PROMISES https://tinyurl.com/red-tape-political-promises Link 5) QUALITY OF LIFE IN JH https://tinyurl.com/quality-of-life-in-jh	Indian Trails	email, website
338	efe475bc0d19416ca70c0b62b7e32f09	05/21/2022 02:24	90801		CA		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	More roads will create more traffic and traffic problems, we need a different solution.	An increase of cars on the road will further congestion, it can change my work commute from 20 minutes to over an hour at peak season. I try to use my bike when I can but sometimes need to use a car for work.	Saddle butte	Member of the community, common concern.
339	40be9d9b6615438eb25e2c030da8b945	05/21/2022 02:39	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I have noticed that there is a slowdown of traffic on Highway 22 on busy mornings and afternoons from Broadway to the curve at Skyline. There is no logical reason to add an intersection to further delay this traffic. The intersection at 22 and 89 works well considering the volume of traffic, then the lack of lanes beyond Spring gulch causes backup into town. Why design an intersection onto an inadequate highway?	This project, if built, would create a shortcut, even if unintentional, for everyone from Star Valley commuters to dump trucks to tourists following their navigation systems. The promise to slow and frustrate traffic is not comforting. It's still traffic. This connector was platted at a different time when traffic volumes were much smaller. The developer of the related subdivisions has stated that he does not support this project. I believe it was added to the map to get signoffs from the county. If it was needed it would have been built. The inevitable development of northern South Park will need its own connection to Highway 89, which is designed for high volume traffic and services many more destination options than 22. I'm not seeing any support from people who live in the area most impacted by this. This certainly won't promote incentive to ride the bus to school. Redundancy. They have that in every western city. Why are we here? Emergency. Should we build a road to a fire? Evacuation. From what? I'm sorry, I just can't support adding traffic and noise to quiet neighborhoods to slightly convince someone who is just passing through.	Cottonwood Park; cottonwood	newspaper
340	5f3b3ea5b72d4bbc8c9c8b28e167564a	05/21/2022 03:15	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
341	7e608b77f64c46a79b9a834bf26a4eaa	05/21/2022 03:30	83001		WY		Web	1: A) I-NDN: No Build Alternative.	Do Not Support	More roads does not equate to less congestion. None of these alternatives solve this problem.	Not affect me directly. I grew up in a big city where they kept building more roads, and traffic got worse, not better.	East Jackson	Friend
342	820db663f1d4447e8e8f888c0daa2241	05/21/2022 03:32	80022				Web	1: A) I-NDN: No Build Alternative.	Do Not Support				
343	2dd1d2ababf640499aa158642908b744	05/21/2022 03:36	80022				Web	1: A) I-NDN: No Build Alternative.	Do Not Support			Frequenter of Spring Creek	

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344	0eccc004f71040bc a20fad25 008275ea	05/21/2022 05:21	80446				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	No build alternative will not disrupt the animals or fauna potentially affected by building/rerouting	Data doesn't conclude any build options would actually improve situation	Boyles	Family
345	7507b164f56a43a f8988fd8 a831c558 6	05/21/2022 05:26	75247				Web	1: A) I-NDN: No Build Alternative.	Do Not Support	I like my decision because there is no justifiable data to decide otherwise.	It would make me cringe to see that beautiful open space with wetlands, animal habitat and spectacular vistas destroyed without justification.	Kenosha Farm	Email
346	020b38a42d7b43 4c8c014f 11d14d5 267	05/21/2022 05:47	83001		WY		Web	1: A) I-NDN: No Build Alternative.; 2: B) I-N2b: At-grade intersection with signal prior to WY-22 improvements.	Do Not Support		I am doubtful that sending traffic through a neighborhood/school zone is such a great idea.; I think more time/thought/planning should be given in conjunction with the development of the plans for HWY 22	Wilson	friend
347	mailed 1	05/02/2022 00:00		Wilson	WY		mailed	1) I-N19; 2) I-N5b; 3) I-N2b; 4)I-n18; 5) I-NDN	Support			Wilson	
348	mailed 2	5/2/2022		Jackson	WY		mailed	1)I-N18; 2) I-N2b; 3)I-N5b; 4)I-N19; 5)I-NDN	Support	Something needs to be done. N2b- Simple, efficient. Maybe too east to use and might increase traffic on Tr Tr too much. N5b- Don't like right turns only. Most important issue is the a roundabout be installed at the Tr Tr, HS Rd, Boyles Hill Rd. I very much favor alternative I-52 for the intersection. Also, keep it so semi-trucks cannot use this road to connect with 22. N18- Simple. Keeps traffic speed down. N19- Too much impact	I live on High Sch Rd, just south of the south intersection with Blair. I expect traffic going past my place will increase a lot. I am most concerned to see speeds controlled with physical impediments. Signs are not enough	Jackson	Newspaper
349	mailed 3	5/2/2022		Wilson	WY		mailed	1)I-N19; 5)I-NDN	Support		Safety for all Wilson residents- emergencies/ access to town possibly not taking 2 hours in the summer to get to grocery stores or dentist or anything 5 of town.	Wilson	Email, newspaper
350	mailed 4	5/2/2022	83014	Wilson	WY		mailed	1) I-NDN	Do Not Support	This is the only option I prefer. Other "build" options will only increase traffic + congestion, and I don't not believe will solve any other traffic flow problems. The experience from other (Esp urban) areas of the U.S. is clear: people will choose alternatives (Bus, microtransit, E-bikes, bikes) only when it becomes more difficult to drive. Why cant the schools require that students take the school bus or otherwise penalize/ hinder the making of casual, marginally useful trips (post offic, school, ect.) Alternative transit! The over-arching context, here, as I see it, is that all of these engineering plans/ solutions are reactive, not visionary. We really need to address big questions of growth in limited space, the needs of wildlife/ biodiversity/ habitat migration, ect. Building is only kicking the can down the road. Thoguh that's how not building has been described.		Wilson	
351	mailed 5	5/2/2022		Jackson	WY		mailed	1)I-NDN; 2)I-N2b; 3)I-N18; 4)I-N5b; 5)I-N19	Do Not Support	I-N19- This option seems overly complicated and expensive. Its not clear where the pathway would go in their option either.	All proposals except I-NDN will introduce more traffic on residential roads, which diminishes the quality of life for our neighborhoods.	Jackson	newspaper
352	mailed 6	5/2/2022			WY		mailed	1)I-NDN	Do Not Support		I have serious concerns about traffic on South Park Loop Rd. This is no consideration for how to manages it- volume and speed.		
353	mailed 7	5/2/2022	83002	Jackson	WY		mailed	1)I-N18	Support		I live along So. Park Loop. It would provide a way to drive to HW 22 without going into town, Alberston's intersection. I don't care for other alternatives.	Mtn View Meadows	newspaper
354	mailed 8	5/2/2022	83002	Jackson	WY		mailed	1)I-NDN; 5)I-N2b, I-N5b,I-N18, I-N19	Do Not Support	I-NDN- fix 22 first & see how that helps traffic. I-N2b- makes this feel like a complete BYPASS for tons of traffic to cut thru. More cars on road!!-N18- No more lights on 22! I-N19- No! It's so much! I also worry a/b the environment & animal crossings along road	So much traffic! People drive way too fast on tribal trail already & don't pay attention. I would also have constant headlights and road noise at home thru windows that are so close to the road.	Jackson	email, website, and newspaper
355	mailed 9	5/2/2022			WY		mailed	1) I-N19	Support		This will help our children another way out when there are emergency. Please get it done stop kicking the can down the road now.		
356	mailed 10	05/02/2022 00:00	83001	Jackson	WY		mailed	1) I-NDN; 2) I-N19; 3)I-N5b; 4)I-N18; 5)I-N2b	Do Not Support	With current issues on 22 I think 22 should be addressed first. I think stop lights on 22 is a terrible idea. Stop ligts on 22 terrible idea. Best is connector goes in solves TSS and IS roads as well.			
357	Email 01	4/27/2022 14:03					Tribal Trail email	NDN	Do Not Support			South Park	
358	Email 02	4/29/2022 18:19	83002	Jackson	WY		Tribal Trail email	NDN	Do Not Support				
359	Email 03	5/8/2022 12:07		Jackson	WY		Tribal Trail email	NDN	Do Not Support	1) It makes no sense to me that the County would design, engineer and build the road with an intersection with Hwy 22 before WyDoT has planned the widening of Hwy 22 and before the wildlife crossing in that area has been designed. 2) How much will this cost??? No one is willing to answer this question! This is a county road so we the Teton County tax payers will foot the bill. I believe the estimate in 2015 was \$6mn? I would estimate 2024 prices to be north of \$20mn - remember that the S Hwy 89 widening project was 40% over budget. Is this really the best use of \$20mn of our tax payer dollars? 3) I do not see that the County has provided compelling information and data as to why TTC is necessary. It will increase the number of trips from local residents. Whether traffic enters Hwy 22 at the Y or TTC it all gets bogged down on Hwy 22.			
360	email 04	5/8/2022 16:38	83001	Jackson	WY		Tribal Trail email		Support	A friend of mine bought a house on Lakota Lane in 2005. His realtor, from the Clear Creek group, assured him that the connector, though long planned, would NEVER HAPPEN! The fact that people bought houses with bad advice from realtors should not affect the future of our town. Don't let the NIMBY crowd try to convince you that they are just concerned about wildlife or children's safety. Don't let them feed the false narrative about "Induced demand". The science on that is suspect, and even if true, wouldn't apply to our situation. Obviously integration with the expansion of HWY22 is a given. Although I have no stake in Teton Science School, fixing that intersection should also be part of the project. A few loud voices are driving the narrative on this. Everyone I talk to in town just thinks it's a done deal, so we're not speaking out. (Plus we're at work!) Don't let the rich, NIMBY, I got mine so don't change anything crowd derail the project.			

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361	email 05	5/11/2022		Jackson	WY		Tribal Trail email	NDN	Do Not Support	<p>1. Skyrocketing Budget - At over \$15 million, it would be one of the most expensive half-mile of road ever built.</p> <p>2. Significant hurdles add to both the above cost and timeline, making this project impossible to justify in any rational way. Army Corp of Engineers' designation of the wetlands the TTC would cross as Waters of the U.S., under federal jurisdiction, adding the requirement for an Environmental Impact Statement which is much more expensive and involved than the Environmental Assessment. Potential litigation from multiple parties. 3. There is no evidence or supporting data/analysis of the potential benefits the County asserts are achievable with a TTC.</p> <p>4. The existence of much less expensive and more effective alternatives for reducing summer traffic congestion and providing redundancy.</p> <p>Development for up to a thousand homes in Northern South Park that landowners both state in their proposal applications, 'High School Road is adequate' for their wants; a new CWC campus behind the high School; and the redesign of Gregory Lane for more residential on top of more industrial units all have one thing in common... They are being pushed through, independent from a holistic traffic impact study on High School Road, that, at present, is non-existent or icily glossed over at the thousand foot level.</p> <p>Throw in the Tribal Trail Connector with its major traffic and socio, economic impacts. High School Road cannot be the dumping ground for all these private and public wants.</p> <p>Put neighborhood and school zone needs first, since we will be the most impacted by all these proposals.</p> <p>The TTC is a short term, cut through fix, diverting commercial, West Bank and tourist traffic through our neighborhoods and schools to get to Smiths and other locations. It is just a continuation of 20th century vehicle centric 'if you build it, they will come' flawed policies.</p>			
362	email 06	5/11/2022 15:47	83002	Jackson	WY		Tribal Trail email	N2b	Support	<p>In 1992, while working as a land surveyor, I set the right-of-way monumentation for the Indian Trails Connector. I assumed that it was simply a lack of funding that delayed its construction. The Connector was and is important for its ability to alleviate traffic problems. In summer, the highway 22 corridor is consistently congested. My wife, Jane, and I avoid driving to Wilson during the summer, preferring to use the bike pathway instead. There is no alternate solution to alleviate the bumper-to-bumper traffic on route 22. The Indian Trails Connector would function as a much-needed release valve for vehicular congestion, and as an alternative emergency access route. The fate of the Connector should not be based on the oppositional opinions of a few people; the Connector is an important tool to solve a growing county-wide problem.</p>			
363	email 07	5/12/2022 15:37	92093	La Jolla	CA		Tribal Trail email	NDN	Do Not Support	<p>Alternative A, NO Build, is preferred.</p>			
364	email 08	5/12/2022 19:38	83455	Victor	ID		Tribal Trail email	NDN	Do Not Support	<p>Please vote for No Build. The present plan would impact wetlands and a scenic corridor. It would also adversely affect a wildlife habitat and would be a very harmful measure.</p>			
365	email 09	5/13/2022 9:26					Tribal Trail email	NDN	Do Not Support	<p>Once you lose a pristine, beautiful, car-free patch of Jackson, it's gone forever. The very quality that speaks to locals and visitors alike — awe and quietude in the interface of nature which gives humans perspective — is diminished a parcel at a time until specialness of this place loses its specialness.</p> <p>The importance of the car-free crossing for wildlife and the unique fen that supports biodiversity will also be sacrificed for an added road that will quickly become congested and will not ultimately solve traffic problems in the area. The connector as I understand it is not meant to be a shortcut for the Y, so it is faulty reasoning to assume that a new road will ease overall congestion. In reality, of course commuters will use the connector to avoid the Y. But buying a bigger belt belt because one is getting fatter should not be part of comprehensive transportation solution this valley needs, particularly when such a unique and environmentally important parcel is at stake.</p> <p>I also do not believe that, because the road was proposed in 1982 and platted as part of the Indian Springs Development Plan in 1992, this decision is inevitable. Those development plans are decades old, and Jackson faces different pressures in 2022. Outdated political and developmental decisions can be unmade, particularly in light of our growing understanding on the negative impacts of added roads on wildlife, biodiversity, and the character of this unique place.</p>			
366	email 10	5/14/22 7:28					Tribal Trail email		Support	<p>I strongly support the building of a Tribal Trail connector. I have been involved with the community since the mid 1970s; my parents have run several local businesses; this has been my primary residence for several years. I have seen the many changes, increase in population, and incredible increase in number of tourists. I understand the concern of the residents whose community roads will be impacted by this and feel for them. However, it is way beyond time to build this connector. The safety concerns alone warrant it. And for those who worry that building extra roads encourages behavior that leads to more driving, we are way beyond that as well. The tourists are here in greater and greater numbers and our infrastructure simply doesn't support the quantity of vehicles. The Tribal Trail Connector will be one important part to help by providing an alternative connection between 22 and South Park and reduce backed up traffic at the Y (which is only going to increase). That in turn should reduce exhaust from idling vehicles at and before that intersection. The plans presented are thoughtful and take into consideration myriad concerns. As long as the environmental impact is reduced to the greatest extent possible, effective traffic calming measures are taken within the impacted neighborhood, and the intersections/exchanges are designed to have the least overall negative impact on the flow of traffic, it is absolutely the right and necessary thing to do at this time in the life of the valley.</p>			
367	email 11	5/14/2022					Tribal Trail email		Unknown	<p>Why aren't there any roundabouts along 22 in any of the plans? Cuts emissions, reduces traffic accidents, better on fuel...</p>			
368	email 12	5/15/2022	83001	Jackson	WY		Tribal Trail email	I-N2B	Support	<p>I support the preferred alternatives for the Tribal Trail Connector: I-N2b and I-S2. Having redundancy in our road system is critical. This has always been shown as a future road connection and it is time to complete this as the important part of the Jackson/Teton County transportation system. Thanks.</p>			

Commenter	Userid	MostRecentResponse (Time based on UTC; 22 = 4 PM)	Zip	City	State	County	Source	1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Of the five alternatives being considered, rank the following 5 options from 1 (most preferred) to 5 (least preferred). If you prefer not to provide rankings, please note your most and least preferred alternatives. [#150166]	Support, Neutral or Do Not Support (Jacobs determined this data based on comments)	Comments for Question 1	Comments: 2) How would this project most affect you? What other comments or concerns do you have? [#150161]	Comments: 3) What local neighborhood do you live in? [#150167]	Comments: 4) How did you hear about this meeting? (email, website, newspaper, etc.) [#150162]
369	email 13	5/16/2022					Tribal Trail email	I-NDN	Do Not Support	I provide this email as my public comment. I support the no build approach. Construction of a new Tribal Trail road will result in increased traffic, cost a prohibitive amount of money, and harm the children in our nearby schools and residents of quiet adjoining neighborhoods. Highway traffic belongs on a state road, not a bypass through a residential subdivision. The road will encourage more drivers to take to the road under the well accepted doctrine of induces demand.. The proposed intersection at 22 will create a bottleneck and slow down the existing traffic on 22. The cost is prohibitive for a 1/2 mile road and has more than doubled in a few years. It will end up costly far more than the current estimate. Please support not building this new road.			
370	email 14	5/17/2022					Tribal Trail email	I-NDN	Do Not Support	Absolutely against the Connector. Why is this not a residents of Jackson Hole public vote ??? Let The People Decide- not a bunch of agenda filled politicians . From every study I have read, it will not alleviate traffic- in fact the opposite. In time it will only attract more volumes of vehicular traffic. It will also negatively effect our wildlife migrations across these current open fields. Need more traffic impact and wildlife impact studies as don't trust what you are giving public.			
371	email 15	5/17/2022					Tribal Trail email	I-N18	Support	Thank you for your time and efforts in the Tribal Trail Connector project. Having driven my child and carpool friends to and from school in both Coyote Canyon and the Colter Elementary/ Middle School/ High School campus between South Park loop and High School road - I strongly encourage and recommend that the I-N18 option be seriously considered as it would combine both the Tribal Trail Connector road and the Indian Springs/ Coyote Canyon intersection. On icy winter roads, it is very challenging to make a left turn out of Coyote Canyon heading towards the Town of Jackson. In the mornings you're challenged to find a gap in eastbound commuter traffic heading into town and westbound skiers heading out to Teton Village. In the afternoons it's equally frightful with skier traffic heading into town and commuters beginning home over Teton Pass. There is not a safe way to make a left turn out of coyote canyon. When accessing the colter elementary, middle school and high school it's quite challenging as all traffic in and out of the school areas is all congested onto either South Park Loop Road or the High School Road. There are NO OTHER OPTIONS, for public safety, emergencies, events like sports tournaments and graduation, we need more options to safely help all get to and from the school area. Remember how backed up the traffic is on the first day of school and at graduation, and after school some days? Combining the incoming traffic into ONE AREA on the highway and adding a traffic light for safety, will make a huge difference to both people driving to / from town/ Indian Springs/ Indian Trails and Coyote Canyon. It's the safest alternative to incorporate all into only one point of entrance/exit on the highway. Putting a connector road at Indian Trails onto the highway, while not addressing the Indian Springs road and Coyote Canyon would be very shortsighted and limited. Many years ago there was not a traffic light (but a stop sign) on the turn onto the Village Road, now there is a traffic light. That's just growth and change in the community and we need to change again now to accommodate the continued growth in traffic to and from Wilson/ Idaho/ Teton Village and to and from the public school area south of Indian Trails. Thank you for your consideration,			
372	email 16	5/20/2022		Jackson	WY		Tribal Trail email	1) I-N5b, I-N19	Support	I would like to express my support of building the Tribal Trail Connector. It's been needed since it went on the books 30 years ago and that need has substantially grown since then. This project is far overdue to reduce the pressure on the "Y" intersection and we all know traffic will only get worse in the valley. I support options I-N5b or I-N19, both of which do not add a signalized intersection on WY22. These options may be more costly but are obviously the best long term solutions. They are much safer for those travelling WY22 and eliminate the hazardous "left turn" entry and exit onto 22. Also, another signalized intersection will only back up traffic worse. We already see how the stoplight at Spring Gulch backs up traffic into the "Y" intersection and up/down Broadway. Another one will just make it worse. I appreciate your consideration of my comments. It's time to stop repeatedly studying this project and get moving forward with a solution. Thank you for considering my comments, Best, Dan Anderson			
373	email 17	5/20/2022		Wilson	WY		Tribal Trail	I-N2b	Support	Dear Teton County Commissioners, Thank you for your leadership in advancing forward transportation solutions in Teton County consistent with the adopted Integrated Transportation Plan (ITP). I am offering comments on the further screening of alternatives for the Tribal Trail Connector public comment periods, I want to express my supports for further development of environmentally responsible solutions that balance the need for completing the needed transportation network in Teton County while mitigating well founded concerns from the adjacent neighborhoods. I specifically support advancement of Alternative I-N2b- At grade intersection with signal at WY 22. Some of my reasons are listed below: This alternative: <ul style="list-style-type: none"> Minimizes potential environmental impacts and would result in the lowest cost given budget constraints. Is consistent with the assumed improvements that were anticipated (and required) when the nearby housing developments were approved many years ago and were a condition of approval. Incorporates traffic calming measures to address safety and traffic concerns. Will enhance and improve needed START transit circulation and route improvements and provide better connectivity for 			

Commenter	Userid	MostRecentResponse (Time based on UTC; 22 = 4 PM)	Zip	City	State	County	Source	1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Of the five alternatives being considered, rank the following 5 options from 1 (most preferred) to 5 (least preferred). If you prefer not to provide rankings, please note your most and least preferred alternatives. [#150166]	Support, Neutral or Do Not Support (Jacobs determined this data based on comments)	Comments for Question 1	Comments: 2) How would this project most affect you? What other comments or concerns do you have? [#150161]	Comments: 3) What local neighborhood do you live in? [#150167]	Comments: 4) How did you hear about this meeting? (email, website, newspaper, etc.) [#150162]
	email 17	5/20/2022		Wilson	WY		email		Support	<p>Will enhance and improve needed START transit circulation and route improvements and provide better connectivity for school bus routes to and from the West Bank.</p> <p>Will help provide a needed link in the transportation network required to make transportation alternatives solutions work</p> <p>As we make these types of improvements to the transportation network, we must also enhance funding of transit and non-motorized modes. This type of facility will allow for more reliability in transit and, combined with trip reduction measures, will allow transit and alternative modes to become a more reliable alternative to automobiles. With the addition of high occupancy lanes (HOV) on WY 22, paid parking in Town and enhanced transit service, we can then realize the goals of the adopted ITP. Abst these types of improvements, vehicle miles traveled and greenhouse emissions will continue to grow and the environnnet and quality of life in Teton County will further erode.</p> <p>Done correctly and in combination with other progressive investments, the Tribal Trails Connector can be a key improvement in realizing the goals of the ITP and Comp Plan as well as the next iteration of START transit service.</p>			
374	email 18	5/20/2022		Wilson	WY		Tribal Trail email	I-N2b	Support	<p>Thank you for your leadership with transportation solutions in Teton County.</p> <p>Regarding the Tribal Trail Conncor project, I support further development of environmentally responsible solutions that balance the need for completing the needed transportation network in Teton County while mitigating concerns from the adjacent neighborhoods.</p> <p>I specifically support advancement of Alternative I-N2b- At grade intersection with signal at WY 22. Some of my reasons are listed below:</p> <p>This alternative:</p> <ul style="list-style-type: none"> Minimizes protentional environmental impacts and would result in the lowest cost given budget constraints. Is consistent with the assumed improvements that were anticipated (and required) when the nearby housing developments were approved many years ago and were a condition of approval. Incorporates traffic calming measures to address safety and traffic concerns. Will enhance and improve needed START transit circulation and route improvements and provide better connectivity for school bus routes to and from the West Bank. Will help provide a needed link in the transportation network required to make transportation alternatives solutions work. The Tribal Trails Connector could be a key improvement in realizing the goals of the ITP and the Comp Plan. 			
375	email 19	5/21/2022		Jackson	WY		Tribal Trail email	NDN	Do Not Support	<p>If the county doesn't defend wildlife migration trails, the fen will be decimated and there will soon be NO wildlife. I support the No Build Option for the Tribal Trail.</p>			
376	email 20	5/12/2022			WY		Tribal Trail email	NDN	Do Not Support	<p>Development for up to a thousand homes in Northern South Park that landowners both state in their proposal applications, 'High School Road is adequate' for their wants; a new CWC campus behind the high School; and the redesign of Gregory Lane for more residential on top of more industrial units all have one thing in common... They are being pushed through, independent from a holistic traffic impact study on High School Road, that, at present, is non-existent or icily glossed over at the thousand-foot level.</p> <p>Now throw in the Tribal Trail Connector with its major traffic and socio, economic impacts on top of the heap. High School Road cannot be the dumping ground for all these private and public wants.</p> <p>Put neighborhood and school zone needs first.</p> <p>Start by denying the tribal Trail Connector that has gone from a price tag of \$6,000,000 to over \$15,000,000 in just a few short years.</p> <p>Just like the TTC, the East West Connector will just be an easement. The two related ranch families have been feuding and not talking to each other for years. This will make the road impossible to plan. It will be many years before it will be built. To avoid creating the same problems of the TTC, the East West Connector must be built before development proceeds to direct any new induced traffic away from High School Rd with all its students and established neighborhoods. The free-market developers must help pay for it up front. They shouldn't be constantly let off the hook, taking profits and disappearing, leaving the infrastructure bills and forever maintenance costs to taxpayers. This flawed system must change now.</p> <p>Established, working class neighborhoods are constantly paying for new development, negative impacts, receiving no benefits, while developers make their money and then go on to their next project. Our taxes have gone up over 30% this year. Over \$500,000,000 of public money will be needed for Northern South Park affordable homes. The East West Connector price will explode the longer we wait, just like TTC.</p> <p>The TTC must not be built, unless the East West Connector is built to save High School Road from the same fate Highway 22 and the Y is suffering from. Only, it will be exponentially worse and more dangerous on High School Rd.</p> <p>This could all be avoided if we escape vehicle centric policies, build out town first and make free market developers responsible for the public cost they create and pass off to already besieged taxpayers. "Insanity is doing the same thing over and over again and expecting different results."</p>			
377	email 21	5/21/2022		Jackson	WY		Tribal Trail email	NDN	Do Not Support	<p>This ties in with my May 12th, 2022 letter about the TTC and Northern South Park Development impacts.</p> <p>The TTC is the Pandora's Box of induced traffic, that will lead to more traffic inducing infrastructure with endless maintenance bills paid for by existing residents.</p> <p>Build out town. No new roads. Put the money into a state of the art public transportation system that all residents can benefit from.</p> <p>Sto overlooking the comp pan when it suits the developers. Existing residents should not foot the bills that developers create a demand for.</p> <p>http://jacksontetonplan.com/DocumentCenter/View/425/Jackson-Teton-County-Comprehensive-Plan-Adopted-May-8-2012?page=106</p> <p>Policy 8.2.c: "Costs for added facilities and services as a result of development should not be passed on to existing residents. New developments create additional demand for existing services and facilities, which impacts service delivery levels."</p>			

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378	email 22	5/13/2022		Kelly	WY		Tribal Trail email	NDN	Do Not Support	I do not see the merits of Tribal Trail Connector. 1. South Park Loop will become a major thoroughfare to the detriment of the good people who live in the adjacent neighborhoods 2. Traffic light where the "Trail" merges with 22 will create another choke point, possibly backing up traffic at the "Y" which seems to work well at the moment 3. South Park will become the new meat grinder for wildlife without wildlife crossings. Why save animals on 89 with expensive wildlife crossings when we will kill them on South Park Loop? 4. Have you stood on High School Butte and looked down on the bucolic pasture and wetland that Tribal Trails will defile? 5. Induced demand is a real phenomena and I thought we were trying to reduce auto traffic. Slowly, relentlessly, the governing authorities degrade this valley, one slash at a time.			
379	email 23	5/14/2022					Tribal Trail email	NDN	Do Not Support	O'Ann and I agree with Justin Adams			
380	email 24	5/20/2022			WY		Tribal Trail email	NDN	Do Not Support	I support the No Build Alternative, Alt. A. I think consultants have underestimated how many right turns will take place onto Tribal Trail from Hwy 22. The comment "Potential for minor induced travel demand" in the other alternatives is an understatement. Common sense tells me that many many locals and out-of town vehicles will think this is a short cut and they'll save time, so they will turn, even if it turns out to take longer. Meanwhile, Tribal Trails, South Park rd. and High School Rd. will get hammered. Don't do this. The argument that this project is required for emergency response is important, but not good enough, besides how can emergency vehicles travel down Tribal Trails (a smaller road) with MORE traffic, vs. Hwy 22 and going through the "Y"? Things have changed drastically since this was proposed, it's time to put it on hold until a wider study and upgrade of Hwy 22 is considered. There's going to be a traffic backup somewhere, why push it in to a residential area with schools?			
381	email 25	5/20/2022					Tribal Trail email	NDN	Do Not Support	These children on ebikes at the Middle School and animals in my yard in the Indian Trails neighborhood are on Tribal Trail road and streets any time of year or day! How will you avoid hitting them? At night people often have to slam on the brakes when animals jumps out in front of them. No connector will keep them safe.			
382	email 26	5/22/2022			WY		Tribal Trail email	NDN	Do Not Support	As one of the homeowners (755 Seneca lane) that will be most affected by this project, I am still not in favor of this project moving forward. Listening to previous meeting and viewing the presentation from the last meeting, it is my opinion that the Tribal Trail Connector does not solve the problems it's intended to solve. As stated the main reason for the connector road are: 1. Provide travel/redundancy 2. Reduce county wide vehicle miles traveled 3. Reduce traffic at the Y intersection 4. Improving Emergency Response if you take each one of these pillars and compare the benefits of the Tribal Trail Connector Road versus a connector Rd between Highway 26 (191) and County Road 390 (Airport to Teton Village) it becomes very clear that spending taxpayer dollars would be best spent on a connector road between the Airport and Teton Village. 1) Redundancy: a. Tribal Trail Connector is a duplication of 1.5 miles along highway 22. No duplication across the Snake River or to Teton village. b. Airport connector road increases duplication all the way to Teton Village and a second access across the Snake River. 2) Reducing county wide vehicle miles: a. Tribal Trail Connector only reduces the 1.5 miles from going through the Y intersection. b. Airport connector road would sufficiently reduce total miles driven in Teton county. How many trips of 20-30 mile are made each day from the airport to Teton Village. A connector road would reduce these to 3 to 5 miles (estimated reduction of over 20 miles per one way trip). 3) Reduce traffic at the Y: a. Tribal Trails Connector will reduce traffic through the Y but the new configuration of the Y has already greatly reduced the congestion at the Y. It is my experience that during the 4 or 5 hours of heavy traffic, the slow up now starts at each end of the stop lights along highway 22. b. Airport connector road will also reduce traffic through the Y as people heading to the airport and living on the north and east side of Jackson will also use this connector instead of traveling through Jackson and the Y. c. Until highway 30 is increased to 5 lanes it is my opinion that the connector Rd will only increase the congestion during peak hours. 4) Improving Emergency Response a. Tribal Trail Connector Rd once again only increase travel redundancy/emergency response excess by 1.5 miles along highway 22. From the discussion at the last meeting this emergency access is already provided by the bike lane that runs from Indian Trails to Hwy 22. b. Airport connector improves redundancy/emergency response to Teton Village in Wilson. If the project is approved I can only hope that the road is limited to local traffic, no truck traffic and is moved as far as possible away from the subdivision (to the West), with the bike path being a buffer on the east side of the road. Living on the corner of Seneca and tribal trails I'm not sure what to think about having a roundabout right next to my property. please vote "no build" on the Tribal Trail Connector road that has little to no quantifiable benefits to most taxpayers and is not the best use of taxpayer money.			

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383	email 27	5/20/2022		Jackson	WY		Tribal Trail email		Do Not Support	<p>The proposed Tribal Trail Connector raises many water quality questions that protect our water Jackson Hole (POWJH) hopes you will rely on science to answer. POWJH Uses science to protect and restore the surface waters and groundwater on Teton county. Fens rely on groundwater input and, therefore, deserve our protection.</p> <p>Fens exist at the interface between surface water and groundwater they are very sensitive to changes in groundwater recharge entering the system and changes to atmospheric conditions altering evapotranspiration. The county does not demonstrate how the proposed construction will reduce or divert groundwater flow in divert or reduce surface water recharge to groundwater and defend. While your alternative solutions imply that the fen would not be disturbed and we'll wind around the fen, what assertions can be made that nearby construction will not directly impact this unique insensitive fen?</p> <p>This particular fen is 12 inches thick, or 1200 years old. Fens are an important and unique wetland type. Fens are also hotspots of biodiversity. They are home to rare plants, insects, and small mammals. Larger animals also graze in this type of wetland. Fens are valuable to humans as well. They are important as sites of groundwater discharge and are good indicators of shallow aquifers. How do you plan to restore the function of an impaired Fenn after it took thousands of years to form?</p> <p>Lastly, we are dealing with climate change, and fens positively influence climate change. A carbon sink is anything that absorbs more carbon from the atmosphere than it releases. Fens figure prominently in nearly all scenarios of CO2-induced global climate change because they are a major sink for atmospheric carbon. Why would you want to reduce any carbon sink when dealing with global climate change, including the current drought in Teton county?</p> <p>Please protect this vin as construction of a road on or even around this unique vin will be detrimental to the water quality of the Fen.</p>			
384	Email 28		83001	Jackson	WY		Tribal Trail email	NDN	Do Not Support	<p>The Tribal Trail Connector</p> <p>For many years, I have been following the debate over whether or not to build the Tribal Trail connector. This is a half-mile of new road that would connect Highway 22 with South Park Loop Road via Tribal Trail Road. I have struggled to figure out what I think about the project. I am not alone. Our community has been struggling with this one for 40 years. Part of me sees the logic of a shortcut to South Park, where I live, when coming and going to the west. It makes sense to take some pressure off the "Y" intersection and to try to reduce vehicle miles traveled. I understand that this project has been on the books for decades.</p> <p>On the other hand, it looks like this will be a very expensive one-half mile of road. I have heard a \$15 million cost estimate for the only alternative that makes any sense. As we see so often, such as the Recreation Center expansion, significant cost overruns on big projects are commonplace. The Tribal Trail connector is already an expensive project, using a lot of staff and consultant time on planning. This could get even more expensive given the fact that the connector will cross a special type of wetland called a fen. This is an ancient peat bog filtering water that is the source for Cody Creek. Wetland mitigation of jurisdictional wetlands gets expensive quickly, if it can be done at all.</p> <p>It appears that all the homeowners' associations in the area, the people that would supposedly benefit most from the project, are strongly opposed. It does not make sense to build a road project people do not want.</p> <p>How this connector would actually connect to Highway 22 is key. Looking at the alternative designs for the project, it clearly makes no sense to connect the two roads with a new traffic light. This would make a bad traffic situation on Highway 22 even worse. Connecting by way of a tunnel under Highway 22 would be a better alternative. However, this misses an opportunity to fix one of the most dangerous intersections in Teton County, just a couple hundred yards away, which also needs a tunnel.</p> <p>The intersection of Coyote Canyon Road, to the Teton Science Schools, across from Indian Springs Drive is dangerous and needs to be fixed. So, the only Tribal Trail alternative that might make any sense is to extend the connector to this intersection and connect all three roads by tunnels to Highway 22. This would eliminate two hazardous left turns and the need for a new traffic-congesting light. This brings us to the fatal mistake in the county plan. The Wyoming Department of Transportation is about to begin planning and environmental assessments of changes to Highway 22. These two roads intersect and serve the same traffic. Planning is occurring at essentially the same time. These projects need to be evaluated together.</p> <p>In the lexicon of project and environmental planning, changes to Highway 22 are a "reasonably foreseeable future action" and the Tribal Trail connector is a "closely related project." Under the National Environmental Policy Act, the environmental impacts of these two connected highway projects must be evaluated together. Plus, it just makes sense. Unfortunately, advocates of projects like the Tribal Trail connector have long used piecemeal analysis to push their programs. It is inefficient, lacks coordination and may not lead to the best project outcome.</p> <p>This puts me in the "no build" camp, at least until a complete and coordinated evaluation of the two proposals that looks at all the impacts; costs and benefits of changes to Highway 22 and this potential key artery are available to all.</p>			
385	Email 29				WY		Tribal Trail email	NDN	Do Not Support	<p>As a resident of Indian Springs Ranch, I love the fen and the open space in our quiet neighborhood. The fen, or peat marsh, is an amazing geologic feature that needs to be preserved. Birds, waterfowl, deer and plant life are irreplaceable and should be left alone. Although ISR and Teton Science Schools need protected turns and traffic mitigation, i.e. safe access to Hwy. 22, the Tribal Trails Connector is not the way to do it. We want to preserve the peace and safety of our neighborhood.</p>			

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386	Email 30	5/11/2022 19:18	83002	Jackson	WY		County email		Support	<p>Indian Trails Connector</p> <p>In 1992, while working as a land surveyor, I set the right-of-way monumentation for the Indian Trails Connector. I assumed that it was simply a lack of funding that delayed its construction. The Connector was and is important for its ability to alleviate traffic problems. In summer, the highway 22 corridor is consistently congested. My wife, Jane, and I avoid driving to Wilson during the summer, preferring to use the bike pathway instead. There is no alternate solution to alleviate the bumper-to-bumper traffic on route 22. The Indian Trails Connector would function as a much-needed release valve for vehicular congestion, and as an alternative emergency access route. The fate of the Connector should not be based on the oppositional opinions of a few people; the Connector is an important tool to solve a growing county-wide problem.</p> <p>I am in favor of Alternative B.</p>			
387	Email 31	5/3/2022 13:53	83001	Jackson	WY		County email		Do Not Support	<p>In lieu of being able to physically attend the meeting on the 27th I am writing to see if I can get an explanation of why the DO NOTHING option is not being pursued? Can you comment on the fact that is a redundant and emergency road in Indian Springs?</p> <p>It's a fact that new roads create more demand for more driving and undermine public transit and other forms of transportation. Instead of expediting this proposed road, we should focus on an integrated approach to reducing congestion on highway 22, rather than just relocating congestion points. If this post pandemic growth in Jackson has taught u anything it should be easy to see that more than ever now is the time to grow smart and preserve open space, recreation opportunities and concentrate building in developed areas only.</p> <p>If "Town is Heart" than lets protect the character and open space of Jackson and not sprawl. Once a road is built at Tribal Trails, it will never be "undone", nor will the ever increasing population, and therefore traffic, be reduced, regardless of design or intent. At what gain? Children's safety wildlife protection and viewing and homeowners peace and quiet will be lost.</p> <p>We just passed a SPET task to build wildlife corridors, so why would we further not protect the Valleys wildlife, I can tell you that this area is a staging place for elk migration, home to wolves, mortician lions, deer, moose and the mix of water and pasture make it a very diverse ecosystem from water fowl to wading birds, birds or prey and a host of smaller mammals.</p> <p>Last fall I watched in horror as a elementary aged girl was crossing the road at White house and South park on foot walking home after and school and despite the white lines on the road and yellow pedestrian signs on both side a big box truck come to a skidding stop a few yards from her. It makes no sense to route traffic though an area if fields, practice for sports, 6 schools and recreation on pathways.</p> <p>Dont let your legacy as a public official be that you were the one that voted to pave one of the last open spaces with in Town area. You would not want to live with spoiling quiet, safe and wildlife rich traffic for a reason we can not define.</p>			
388	Email 32	5/3/2022 11:32					County email		Do Not Support	<p>There is a lot of wisdom in looking at a potential project and realizing it does not need to be done. Just because a road was shown on a plat during an individual real estate process (the creation of one subdivision) more than 20 years ago, doesn't mean that today that road makes sense for the broader community. That one subdivision and an associated theoretical road is the proverbial example of not seeing the forest for the trees. In this case, the bigger picture is what we need to see with the clearest eyes of today. Not the dusty vision of yesteryear.</p> <p>Providence may very well be that it was a community blessing that the Tribal Trails Road was not built in the last 20 years, because it isn't a good idea. And it is a bad idea because it causes more problems than it solves. That is an important point — creating a domino effect of more problems is what government should avoid, not embrace.</p> <p>If traffic is the problem, why encourage more traffic?</p> <p>The 1960s to 1990s were a single vehicle mindset, a one size fits all of traffic planning. But that 'Paneled Station Wagon' thinking in transportation planning is no more. We are thankfully better and more modern in our ability to move people without the mega highways that transportation planners of the past imagined. Go wide and big is bad thinking. Instead we can go non-motorized. We can go shuttled. We can, and do, have collective transportation solutions, literally.</p> <p>Tribal Trails specifically is a bad idea for a road placement because:</p> <ul style="list-style-type: none"> •If you build it, they will come...and drive to the point of more congestion. More congestion is no solution at all. This is a two-lane road presently. •If you're going to widen anything it out to be the pathways. If you are going to do anything...put more money into wider pathways. •The trees are actually important. Very important. We have groves of beautiful cottonwoods shading our pathways that undoubtedly you would have to destroy. The road would be cheek to cheek with pathways filled with parents, children and dogs. Not a good place for a new wider, cutoff road. •The children in the most concentrated school-area of our community are the most important. Again...plan wider, child and youth safe pathways. You have 2 schools directly on South Loop that would be adversely affected by the increased traffic. •By widening South Loop you will destroy the character of this community. No other way to look at it. <p>I know you've put time and thought into the potential Tribal Trails project. I can respect that. But as a lifelong business person involved in massive projects and investments throughout the country, I can tell you this: sometimes the best projects are the ones that didn't happen — and it takes real leadership to say that.</p> <p>I encourage you not just to go back to the drawing board...but to realize you are on the wrong drawing board altogether. Plan a better future for this area than this very bad idea.</p>			

Commenter	UserId	MostRecentResponse (Time based on UTC; 22 = 4 PM)	Zip	City	State	County	Source	1) If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Of the five alternatives being considered, rank the following 5 options from 1 (most preferred) to 5 (least preferred). If you prefer not to provide rankings, please note your most and least preferred alternatives. [#150166]	Support, Neutral or Do Not Support (Jacobs determined this data based on comments)	Comments for Question 1	Comments: 2) How would this project most affect you? What other comments or concerns do you have? [#150161]	Comments: 3) What local neighborhood do you live in? [#150167]	Comments: 4) How did you hear about this meeting? (email, website, newspaper, etc.) [#150162]
389	Email 33	5/16/2022					County email		Support	<p>Transportation needs in our valley rank alongside housing as significant concerns, impacting our overall quality of life and requiring leadership to move forward.</p> <p>Tribal Trails – the one-mile stretch of road – has received more attention in the last five years than probably any other road in Wyoming.</p> <p>Over the last 30 years, this road has been included in every major transportation study and important document in our valley. Local and statewide experts and consultants have discussed the lack of redundancy in our roadways. This presents safety issues for emergency vehicles and means that every car is funneled into the same road no matter their destination.</p> <p>With visitors, commuters and everyday motorists adding to our roadways, we need to move forward with transportation solutions that will provide redundancy, choices, and the infrastructure necessary for our changing community.</p> <p>Neighborhood and local concerns regarding speed limit (25 MPH), potential noise impact, protection of our groundwater, and pathway safety have been addressed. We believe that the proposed neighborhood road designs will encourage lowered speeds and keep this road from being a "cut off" to High School Road and others.</p> <p>Tribal Trails Connector will also reduce vehicle Miles Travelled (VMT), which is a larger community goal to make our travel more efficient and reduce our carbon footprint. By forcing drivers to the "Y" Intersection and other pinch points in our roadway network, we push drivers to drive longer stretches, expand standstill traffic, and provide no alternative routes.</p> <p>We see how well our system works whenever there is a traffic accident on Highway 22. Every vehicle comes to a standstill, with traffic sometimes backed up to Millward Street in downtown Jackson.</p> <p>By providing more direct travel routes, we allow drivers to reduce VMT and our overall carbon footprint.</p> <p>Now is the time to move forward on Tribal Trails and stop calls for delays and pressing pause. We have been doing that for three decades – nothing has been solved and our transportation issues have only gotten worse. Our roads need redundancy, and our community needs to move on from this one issue.</p> <p>We have given a lot of time, resources and thought to this road, and the alternatives address the concerns many have voiced during the last several years.</p> <p>Please support Tribal Trails moving forward. Thank you for your consideration and your service.</p>			

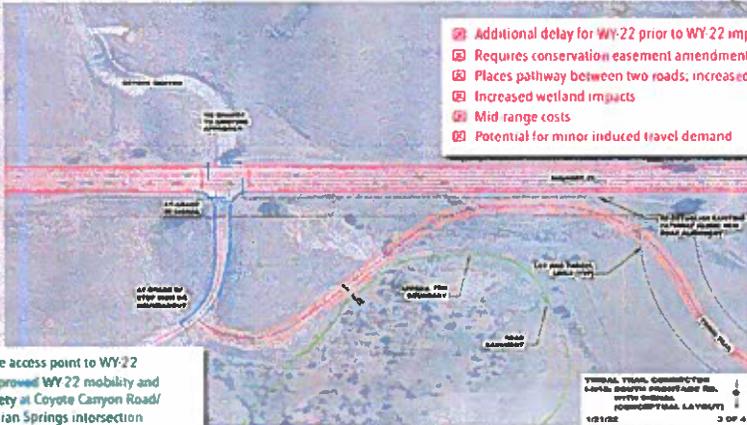
NAME [REDACTED]
 ADDRESS or NEIGHBORHOOD [REDACTED] *Wilson*
 EMAIL [REDACTED]
 PHONE [REDACTED]
 ADD TO THE EMAIL NEWS LIST? YES NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY-22. Of the five alternatives being considered, rank the following 5 options from 1 (most preferred) to 5 (least preferred). If you prefer not to provide rankings, please note your most and least preferred alternatives. What do you like or dislike about your choices? Be descriptive.

Rank	Alternative	Preferences/Comments
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3	<p>Alternative I-N2b At-grade intersection with signal prior to WY-22 improvements</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> At-grade signalized intersection <input checked="" type="checkbox"/> Lower cost <input checked="" type="checkbox"/> Better accommodate future wildlife fencing <input checked="" type="checkbox"/> Fewer visual impacts <input checked="" type="checkbox"/> Tribal Trail left turns are protected with signal <input checked="" type="checkbox"/> No conservation easement impacts <input checked="" type="checkbox"/> Fewer wetland impacts <input checked="" type="checkbox"/> Pathway underpass <input checked="" type="checkbox"/> Signal provides gaps for Coyote Canyon <input checked="" type="checkbox"/> Coyote Canyon left turns are not protected <input checked="" type="checkbox"/> Indian Springs Ranch WY-22 access is closed (option for HOA to build a connection to Tribal Trail) <input checked="" type="checkbox"/> Additional delay for WY 22 prior to WY 22 improvements <input checked="" type="checkbox"/> Two access points in close proximity (Coyote Canyon and Tribal Trail) <input checked="" type="checkbox"/> Potential for minor induced travel demand 	
2	<p>Alternative I-N5b Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Requires conservation easement amendments <input checked="" type="checkbox"/> Places pathway between two roads (greater conflict for users) <input checked="" type="checkbox"/> Potential wildlife/vehicle conflicts at underpass prior to wildlife fencing <input checked="" type="checkbox"/> Increased wetland impacts <input checked="" type="checkbox"/> Higher cost <input checked="" type="checkbox"/> Potential for minor induced travel demand <input checked="" type="checkbox"/> One access point to WY-22 <input checked="" type="checkbox"/> Improved WY-22 mobility and safety at Coyote Canyon Road/Indian Springs intersection <input checked="" type="checkbox"/> Fewer visual impacts 	<p><i>Wilson</i></p>

Alternative I-N18

Tribal Trail connects to Indian Springs Drive. Intersection is signaled.

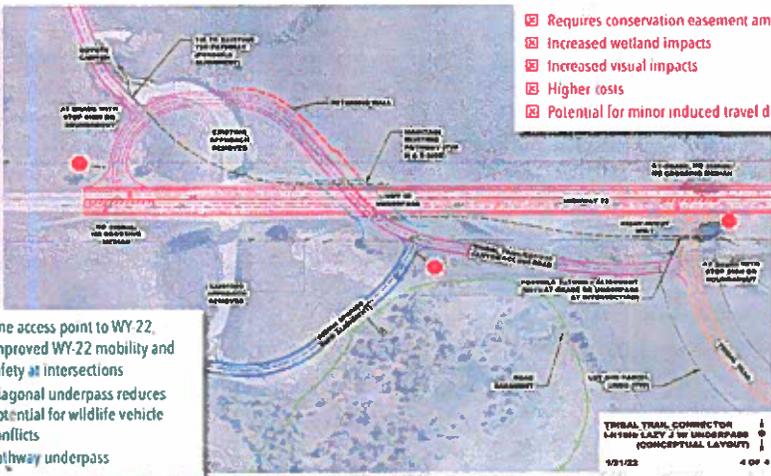


4

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Alternative I-N19

Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.



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2) How would this project most affect you? What other comments or concerns do you have?

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

Please return comment form by May 20, 2022. Thank you for your input.

Forms can be submitted:

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- By email: TribalTrailConnector@gmail.com
- By fax: (307) 734-3864
- Complete the form online at <https://publicinput.com/Q7562#1> or scan the QR code



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Return Address:
 [Redacted]
 Wilson 83014-0616

SALT LAKE CITY UT 840

28 APR 2022 PM 3 L



MAY 02 2022

Teton County Public Works
 PO Box 3594
 Jackson, WY 83001
 Attn: Heather Overholser



NAME [REDACTED]
 ADDRESS or NEIGHBORHOOD [REDACTED]
 EMAIL [REDACTED]
 PHONE [REDACTED]
 ADD TO THE EMAIL NEWS LIST? YES NO

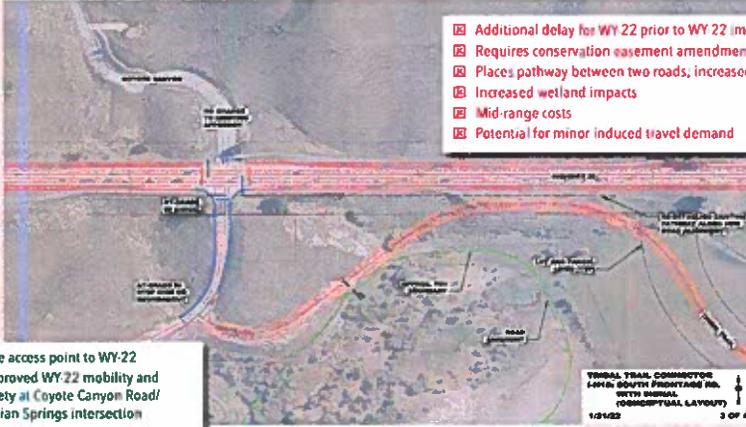
1) If constructed, the existing Tribal Trail Road would be extended to connect with WY-22. Of the five alternatives being considered, rank the following 5 options from 1 (most preferred) to 5 (least preferred). If you prefer not to provide rankings, please note your most and least preferred alternatives. What do you like or dislike about your choices? Be descriptive.

Rank	Alternative	Preferences/Comments
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2	<p>Alternative I-N2b At-grade intersection with signal prior to WY-22 improvements</p> <ul style="list-style-type: none"> Signal provides gaps for Coyote Canyon Coyote Canyon left turns are not protected Indian Springs Ranch WY-22 access is closed (option for HOA to build a connection to Tribal Trail) Additional delay for WY-22 prior to WY-22 improvements Two access points in close proximity (Coyote Canyon and Tribal Trail) Potential for minor induced travel demand At-grade signalized intersection: <ul style="list-style-type: none"> Lower cost Better accommodate future wildlife fencing Fewer visual impacts Tribal Trail left turns are protected with signal No conservation easement impacts Fewer wetland impacts Pathway underpass 	<p>Simple, efficient, and maybe as easy to use and might increase traffic on Tr Tr too much.</p>
3	<p>Alternative I-N5b Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.</p> <ul style="list-style-type: none"> Requires conservation easement amendments Places pathway between two roads (greater conflict for users) Potential wildlife/vehicle conflicts at underpass prior to wildlife fencing Increased wetland impacts Higher cost Potential for minor induced travel demand One access point to WY-22 Improved WY-22 mobility and safety at Coyote Canyon Road/Indian Springs intersection Fewer visual impacts 	<p>Don't like right turns only.</p>

My most important issue is that a roundabout be installed at the Tr Tr, HS Rd, Boyles Hill Rd. I very much favor alternative 1-52 for that intersection. Also, keep it so semi-trucks cannot use this road to connect with 22.

Alternative I-N18

Tribal Trail connects to Indian Springs Drive. Intersection is signalized.

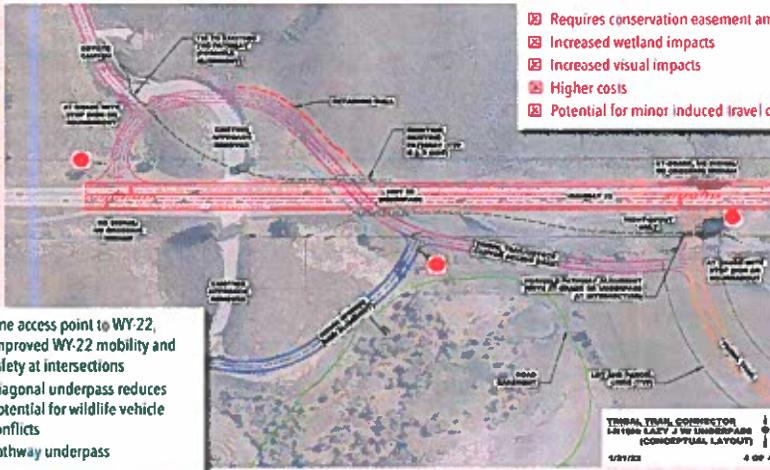


- ☑ One access point to WY-22
- ☑ Improved WY-22 mobility and safety at Coyote Canyon Road/ Indian Springs intersection

Simple
Keeps traffic speed down

Alternative I-N19

Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.



- ☑ One access point to WY-22, Improved WY-22 mobility and safety at intersections
- ☑ Diagonal underpass reduces potential for wildlife vehicle conflicts
- ☑ Pathway underpass

Too much impact.

2) How would this project most affect you? What other comments or concerns do you have?

I live on High Sch Rd, just south of the south intersection with Blair. I expect traffic going past my place will increase a lot. I am most concerned to see speeds controlled with physical impediments, signs are not enough.

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

newspaper

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- By fax: (307) 734-3864
- Complete the form online at <https://publicinput.com/Q7562#1> or scan the QR code



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Return Address:

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Teton County Public Works
PO Box 3594
Jackson, WY 83001
Attn: Heather Overholser

CONNECTOR Public Open House #3, April 27, 2022: Comment Form

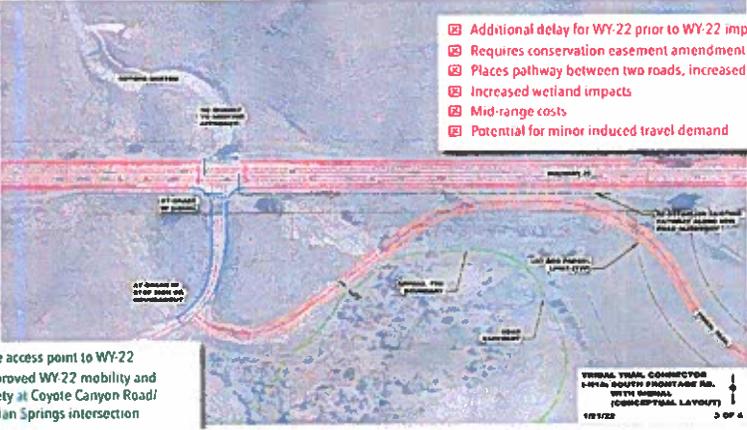
NAME [REDACTED]
 ADDRESS or NEIGHBORHOOD *off of Green Lane in Wilsa*
 EMAIL [REDACTED]
 PHONE [REDACTED]
 ADD TO THE EMAIL NEWS LIST? YES NO

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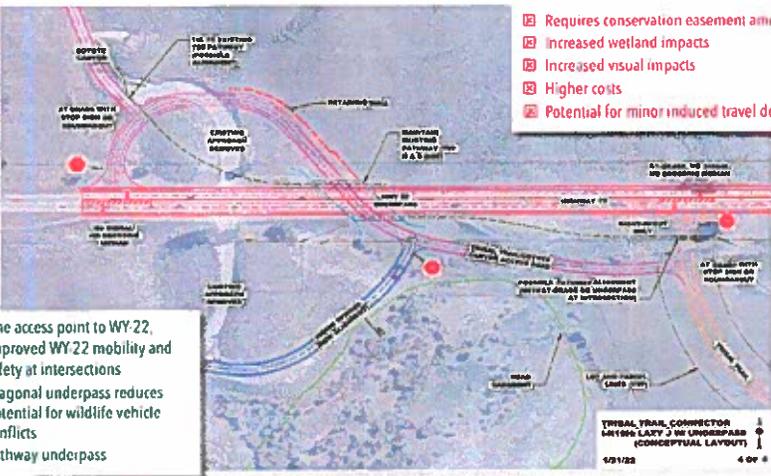
Alternative I-N18

Tribal Trail connects to Indian Springs Drive. Intersection is signalized.



Alternative I-N19

Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.



2) How would this project most affect you? What other comments or concerns do you have?

Safety for all Wilson residents - emergencies/access to town possibly not taking 2 hours in the summer to get to grocery stores or dentist or anything S of town

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

Please return comment form by **May 20, 2022**. Thank you for your input.

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Teton County Public Works
 PO Box 3594
 Jackson, WY 83001
 Attn: Heather Overholser

CONNECTOR Public Open House #3, April 27, 2022: Comment Form

NAME [REDACTED]
 ADDRESS or NEIGHBORHOOD PO BOX 1022 WILSON 83014
 EMAIL [REDACTED]
 PHONE [REDACTED]
 ADD TO THE EMAIL NEWS LIST? YES NO (PROBABLY ON LIST ALREADY)

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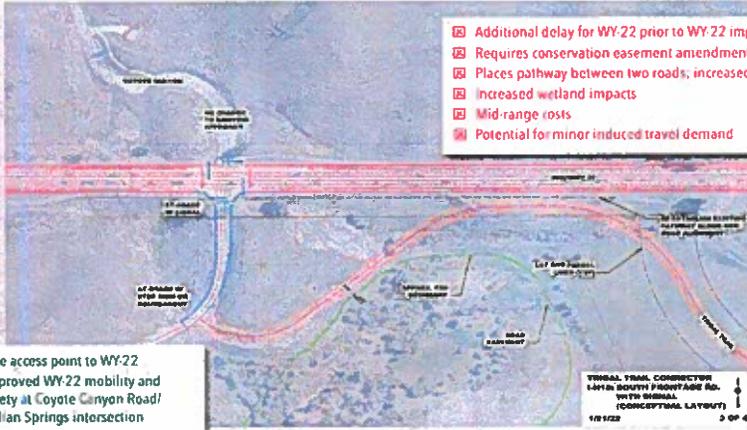
Rank	Alternative	Preferences/Comments
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	<p>Alternative I-N2b At-grade intersection with signal prior to WY-22 improvements</p> <ul style="list-style-type: none"> Signal provides gaps for Coyote Canyon Coyote Canyon left turns are not protected Indian Springs Ranch WY-22 access is closed (option for HOA to build a connection to Tribal Trail) Additional delay for WY-22 prior to WY-22 improvements Two access points in close proximity (Coyote Canyon and Tribal Trail) Potential for minor induced travel demand <ul style="list-style-type: none"> At grade signalized intersection: Lower cost Better accommodate future wildlife fencing Fewer visual impacts Tribal Trail left turns are protected with signal No conservation easement impacts Fewer wetland impacts Pathway underpass 	<p>WHY CAN'T THE SCHOOLS REQUIRE THAT STUDENTS TAKE THE SCHOOL BUS — OR OTHERWISE PENALIZE/HINDER THE MAKING OF CASUAL, MARGINALLY USEFUL TRIPS (POST OFFICE, SCHOOL, etc.)</p>
	<p>Alternative I-N5b Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.</p> <ul style="list-style-type: none"> Requires conservation easement amendments Places pathway between two roads (greater conflict for users) Potential wildlife/vehicle conflicts at underpass prior to wildlife fencing Increased wetland impacts Higher cost Potential for minor induced travel demand <ul style="list-style-type: none"> One access point to WY-22 Improved WY-22 mobility and safety at Coyote Canyon Road/Indian Springs intersection Fewer visual impacts 	<p>WHY CAN'T THE SCHOOLS REQUIRE THAT STUDENTS TAKE THE SCHOOL BUS — OR OTHERWISE PENALIZE/HINDER THE MAKING OF CASUAL, MARGINALLY USEFUL TRIPS (POST OFFICE, SCHOOL, etc.)</p>

ALTERNATIVE TRANSIT!

THE OVER-ARCHING CONTEXT, HERE, AS I SEE IT, IS THAT ALL OF THESE ENGINEERING PLANS/SOLUTIONS ARE REACTIVE, NOT VISIONARY. WE REALLY NEED TO ADDRESS BIG QUESTIONS OF GROWTH IN LIMITED SPACE, THE NEEDS OF WILDLIFE/BIO-DIVERSITY/HABITAT/MIGRATION, etc. THIS BUILDING IS ONLY KICKING THE CAN DOWN THE ROAD. THOUGH THAT'S HOW NOT BUILDING HAS BEEN DESCRIBED.

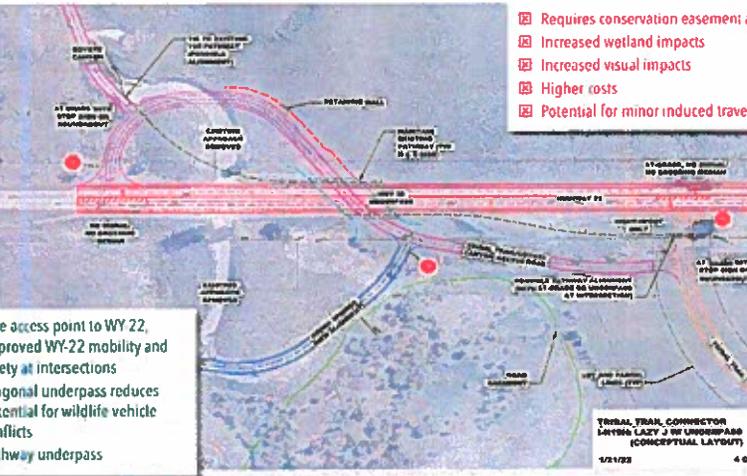
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Alternative I-N19

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2) How would this project most affect you? What other comments or concerns do you have?

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 Jackson, WY 83001
 Attn: Heather Overholser

CONNECTOR Public Open House #3, April 27, 2022: Comment Form

NAME [REDACTED]
 ADDRESS or NEIGHBORHOOD Jackson St. Jackson WY
 EMAIL [REDACTED]
 PHONE [REDACTED]
 ADD TO THE EMAIL NEWS LIST? YES NO

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4	<p>Alternative I-N5b Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Requires conservation easement amendments <input checked="" type="checkbox"/> Places pathway between two roads (greater conflict for users) <input checked="" type="checkbox"/> Potential wildlife/vehicle conflicts at underpass prior to wildlife fencing <input checked="" type="checkbox"/> Increased wetland impacts <input checked="" type="checkbox"/> Higher cost <input checked="" type="checkbox"/> Potential for minor induced travel demand <input checked="" type="checkbox"/> One access point to WY-22 <input checked="" type="checkbox"/> Improved WY-22 mobility and safety at Coyote Canyon Road/Indian Springs intersection <input checked="" type="checkbox"/> Fewer visual impacts 	

Casa Abierta Pública #3, 27 de abril de 2022: Formulario de comentarios

NAME [REDACTED]

ADDRESS or NEIGHBORHOOD Indian Trails

EMAIL [REDACTED]

PHONE [REDACTED]

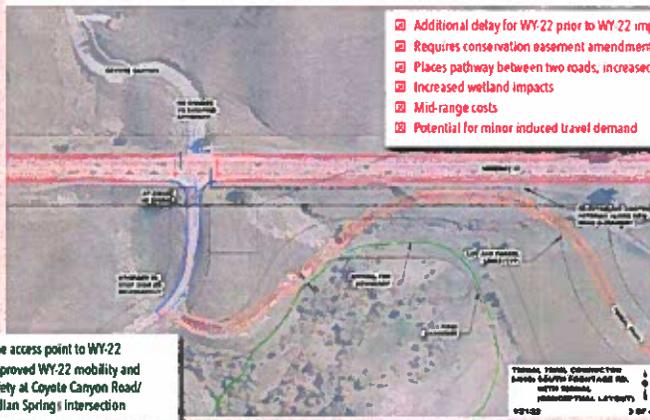
ADD TO THE EMAIL NEWS LIST? YES NO

1) Si se construye, el Tribal Trail Road existente se extendería para conectarse con WY-22. De las cinco alternativas que se están considerando, clasifique las siguientes 5 opciones del 1 (más preferido) al 5 (menos preferido). Si prefiere no proporcionar clasificaciones, tenga en cuenta las alternativas que más y menos prefiere. ¿Qué le gusta o no le gusta de sus elecciones? Sea descriptivo.

Rang o	Alternativa	Preferencias/Comentarios
	<p>Alternative I-NDN No Build Alternative</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> No change to the environment <input checked="" type="checkbox"/> No additional cost <input checked="" type="checkbox"/> No potential for minor induced travel demand <input checked="" type="checkbox"/> No travel redundancy/improved emergency evacuation <input checked="" type="checkbox"/> No improvement in emergency response <input checked="" type="checkbox"/> No reduction in vehicle miles traveled <input checked="" type="checkbox"/> No reduction in local trips through the Y <input checked="" type="checkbox"/> Does not improve multi-modal connections 	<p><i>This is my preference.</i></p>
	<p>Alternative I-N2b At-grade intersection with signal prior to WY-22 improvements</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Signal provides gaps for Coyote Canyon <input checked="" type="checkbox"/> Coyote Canyon left turns are not protected <input checked="" type="checkbox"/> Indian Springs Ranch WY-22 access is closed (option for HOA to build a connection to Tribal Trail) <input checked="" type="checkbox"/> Additional delay for WY-22 prior to WY-22 improvements <input checked="" type="checkbox"/> Two access points in close proximity (Coyote Canyon and Tribal Trail) <input checked="" type="checkbox"/> Potential for minor induced travel demand <input checked="" type="checkbox"/> At-grade signalized intersection: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Lower cost <input checked="" type="checkbox"/> Better accommodate future wildlife fencing <input checked="" type="checkbox"/> Fewer visual impacts <input checked="" type="checkbox"/> Tribal Trail left turns are protected with signal <input checked="" type="checkbox"/> No conservation easement impacts <input checked="" type="checkbox"/> Fewer wetland impacts <input checked="" type="checkbox"/> Pathway underpass 	
	<p>Alternative I-NSb Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Requires conservation easement amendments <input checked="" type="checkbox"/> Places pathway between two roads (greater conflict for users) <input checked="" type="checkbox"/> Potential wildlife/vehicle conflicts at underpass prior to wildlife fencing <input checked="" type="checkbox"/> Increased wetland impacts <input checked="" type="checkbox"/> Higher cost <input checked="" type="checkbox"/> Potential for minor induced travel demand <input checked="" type="checkbox"/> One access point to WY-22 <input checked="" type="checkbox"/> Improved WY-22 mobility and safety at Coyote Canyon Road/Indian Springs intersection <input checked="" type="checkbox"/> Fewer visual impacts 	

Alternative I-N18

Tribal Trail connects to Indian Springs Drive. Intersection is signalized.

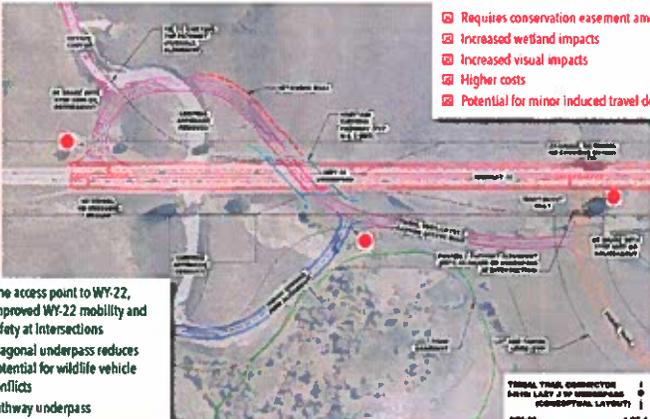


- ❑ Additional delay for WY-22 prior to WY-22 improvements
- ❑ Requires conservation easement amendment
- ❑ Places pathway between two roads, increased conflicts
- ❑ Increased wetland impacts
- ❑ Mid-range costs
- ❑ Potential for minor induced travel demand

- ❑ One access point to WY-22
- ❑ Improved WY-22 mobility and safety at Coyote Canyon Road/Indian Springs intersection

Alternative I-N19

Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.



- ❑ Requires conservation easement amendments
- ❑ Increased wetland impacts
- ❑ Increased visual impacts
- ❑ Higher costs
- ❑ Potential for minor induced travel demand

- ❑ One access point to WY-22, Improved WY-22 mobility and safety at intersections
- ❑ Diagonal underpass reduces potential for wildlife vehicle conflicts
- ❑ Pathway underpass

2) ¿Cómo te afectaría más este proyecto? ¿Qué otros comentarios o inquietudes tienes?

I have serious concerns about traffic on South Park Loop Rd. There is no consideration for how to manage it - volume and speed.

3) ¿Cómo se enteró de esta reunión? (correo electrónico, sitio web, periódico, etc.) _____

formulario de comentarios antes del 20 de mayo de 2022. Gracias por su aporte.

Los formularios se pueden enviar:

- En persona en la jornada de puertas abiertas
- Por correo: solo implica doblarlo y colocar el franqueo en el reverso (está pre-dirigido para llegar al contacto adecuado)
- Por correo electrónico: TribalTrailConnector@gmail.com
- Por fax: (307) 734-3864
- Complete el formulario en línea en <https://publicinput.com/Q7562#1> o escanee el código QR



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Fold here

Return Address:

Place Stamp Here

**Teton County Public Works
 PO Box 3594
 Jackson, WY 83001
 Attn: Heather Overholser**

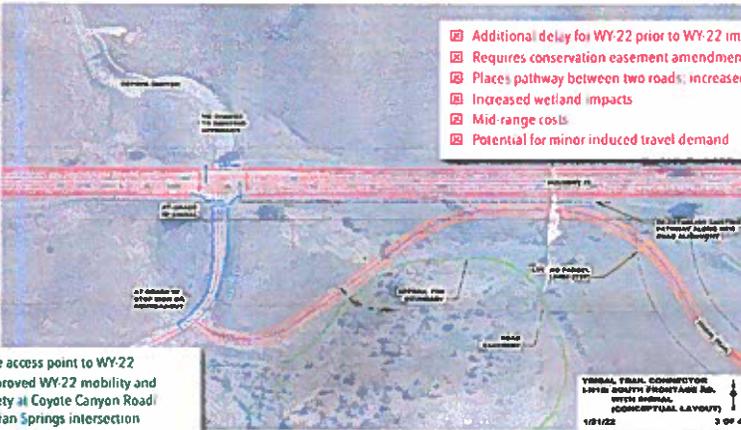
NAME [REDACTED]
 ADDRESS or NEIGHBORHOOD [REDACTED]
 EMAIL [REDACTED]
 PHONE [REDACTED]
 ADD TO THE EMAIL NEWS LIST? YES NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY-22. Of the five alternatives being considered, rank the following 5 options from 1 (most preferred) to 5 (least preferred). If you prefer not to provide rankings, please note your most and least preferred alternatives. What do you like or dislike about your choices? Be descriptive.

Rank	Alternative	Preferences/Comments
1	<p>Alternative I-NDN No Build Alternative</p> <ul style="list-style-type: none"> No change to the environment No additional cost No potential for minor induced travel demand No travel redundancy/improved emergency evacuation No improvement in emergency response No reduction in vehicle miles traveled No reduction in local trips through the Y Does not improve multi-modal connections 	<p>- fix 22 first & see how that helps traffic</p>
5	<p>Alternative I-N2b At-grade intersection with signal prior to WY-22 Improvements</p> <ul style="list-style-type: none"> Signal provides gaps for Coyote Canyon Coyote Canyon left turns are not protected Indian Springs Ranch WY 22 access is closed (option for HOA to build a connection to Tribal Trail) Additional delay for WY 22 prior to WY 22 improvements Two access points in close proximity (Coyote Canyon and Tribal Trail) Potential for minor induced travel demand At grade signalized intersection: <ul style="list-style-type: none"> Lower cost Better accommodate future wildlife fencing Fewer visual impacts Tribal Trail left turns are protected with signal No conservation easement impacts Fewer wetland impacts Pathway underpass 	<p>- makes this feel like a complete BYPASS for tons of traffic to cut thru</p> <p>more cars on road!</p>
5	<p>Alternative I-N5b Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.</p> <ul style="list-style-type: none"> Requires conservation easement amendments Places pathway between two roads (greater conflict for users) Potential wildlife/vehicle conflicts at underpass prior to wildlife fencing Increased wetland impacts Higher cost Potential for minor induced travel demand One access point to WY 22 Improved WY-22 mobility and safety at Coyote Canyon Road/ Indian Springs intersection Fewer visual impacts 	

Alternative I-N18

Tribal Trail connects to Indian Springs Drive. Intersection is signalized.



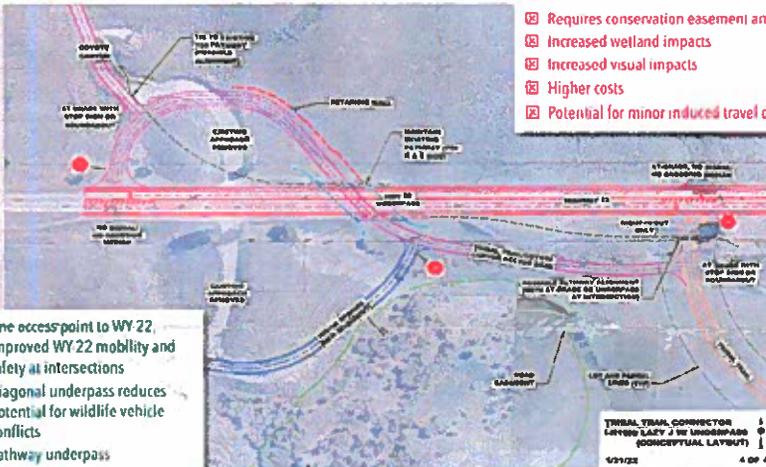
- ❑ Additional delay for WY-22 prior to WY-22 improvements
- ❑ Requires conservation easement amendment
- ❑ Places pathway between two roads; increased conflicts
- ❑ Increased wetland impacts
- ❑ Mid-range costs
- ❑ Potential for minor induced travel demand

- ❑ One access point to WY-22
- ❑ Improved WY-22 mobility and safety at Coyote Canyon Road/Indian Springs intersection

No more lights on 22!

Alternative I-N19

Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.



- ❑ Requires conservation easement amendments
- ❑ Increased wetland impacts
- ❑ Increased visual impacts
- ❑ Higher costs
- ❑ Potential for minor induced travel demand

- ❑ One access point to WY-22
- ❑ Improved WY-22 mobility and safety at intersections
- ❑ Diagonal underpass reduces potential for wildlife vehicle conflicts
- ❑ Pathway underpass

NO! It's so much!

2) How would this project most affect you? What other comments or concerns do you have? *I also worry abt the environment + animal crossings along road.*

so much traffic! people drive way too fast on tribal trail already + don't pay attention. I would also have constant head lights and road noise at home thru windows that are so close to the road.

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

Please return comment form by **May 20, 2022**. Thank you for your input.

Forms can be submitted:

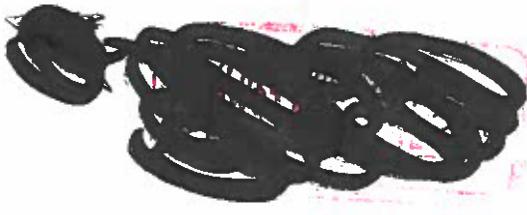
- In person at the open house
- By mail: simply fold it and affix postage on the reverse side (it is pre-addressed to reach the proper contact)
- By email: TribalTrailConnector@gmail.com
- By fax: (307) 734-3864
- Complete the form online at <https://publicinput.com/Q7562#1> or scan the QR code



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Return Address:

Jackson, WY 83002



Teton County Public Works
PO Box 3594
Jackson, WY 83001
Attn: Heather Overholser

CONNECTOR Public Open House #3, April 27, 2022: Comment Form

NAME _____
 ADDRESS or NEIGHBORHOOD _____
 EMAIL _____
 PHONE _____
 ADD TO THE EMAIL NEWS LIST? YES NO

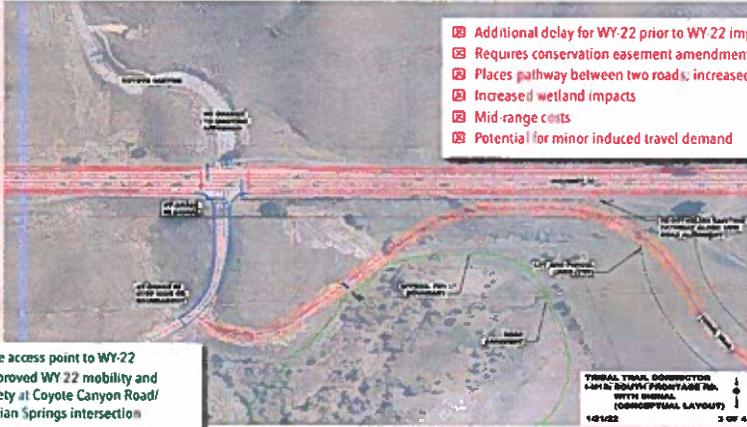
1) If constructed, the existing Tribal Trail Road would be extended to connect with WY-22. Of the five alternatives being considered, rank the following 5 options from 1 (most preferred) to 5 (least preferred). If you prefer not to provide rankings, please note your most and least preferred alternatives. What do you like or dislike about your choices? Be descriptive.

Rank	Alternative	Preferences/Comments
No	<p>Alternative I-NDN No Build Alternative</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> No change to the environment <input checked="" type="checkbox"/> No additional cost <input checked="" type="checkbox"/> No potential for minor induced travel demand <input checked="" type="checkbox"/> No travel redundancy/improved emergency evacuation <input checked="" type="checkbox"/> No improvement in emergency response <input checked="" type="checkbox"/> No reduction in vehicle miles traveled <input checked="" type="checkbox"/> No reduction in local trips through the Y <input checked="" type="checkbox"/> Does not improve multi-modal connections 	
No	<p>Alternative I-N2b At-grade intersection with signal prior to WY-22 improvements</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Signal provides gaps for Coyote Canyon <input checked="" type="checkbox"/> Coyote Canyon left turns are not protected <input checked="" type="checkbox"/> Indian Springs Ranch WY-22 access is closed (option for HOA to build a connection to Tribal Trail) <input checked="" type="checkbox"/> Additional delay for WY-22 prior to WY-22 improvements <input checked="" type="checkbox"/> Two access points in close proximity (Coyote Canyon and Tribal Trail) <input checked="" type="checkbox"/> Potential for minor induced travel demand <input checked="" type="checkbox"/> At-grade signalized intersection: <input checked="" type="checkbox"/> Lower cost <input checked="" type="checkbox"/> Better accommodate future wildlife fencing <input checked="" type="checkbox"/> Fewer visual impacts <input checked="" type="checkbox"/> Tribal Trail left turns are protected with signal <input checked="" type="checkbox"/> No conservation easement impacts <input checked="" type="checkbox"/> Fewer wetland impacts <input checked="" type="checkbox"/> Pathway underpass 	
No	<p>Alternative I-N5b Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Requires conservation easement amendments <input checked="" type="checkbox"/> Places pathway between two roads (greater conflict for users) <input checked="" type="checkbox"/> Potential wildlife/vehicle conflicts at underpass prior to wildlife fencing <input checked="" type="checkbox"/> Increased wetland impacts <input checked="" type="checkbox"/> Higher cost <input checked="" type="checkbox"/> Potential for minor induced travel demand <input checked="" type="checkbox"/> One access point to WY-22 <input checked="" type="checkbox"/> Improved WY-22 mobility and safety at Coyote Canyon Road/Indian Springs intersection <input checked="" type="checkbox"/> Fewer visual impacts 	

Alternative I-N18

Tribal Trail connects to Indian Springs Drive. Intersection is signalized.

No



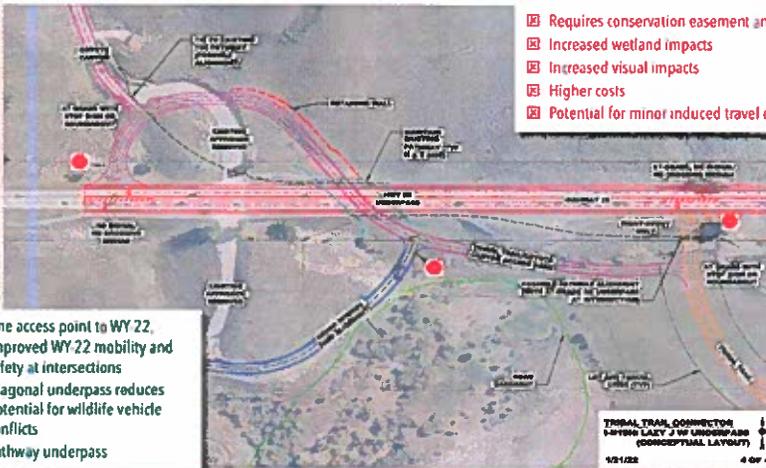
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- Requires conservation easement amendment
- Places pathway between two roads; increased conflicts
- Increased wetland impacts
- Mid-range costs
- Potential for minor induced travel demand

- One access point to WY-22
- Improved WY-22 mobility and safety at Coyote Canyon Road/Indian Springs intersection

Alternative I-N19

Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.

★



- Requires conservation easement amendments
- Increased wetland impacts
- Increased visual impacts
- Higher costs
- Potential for minor induced travel demand

- One access point to WY-22. Improved WY-22 mobility and safety at intersections
- Diagonal underpass reduces potential for wildlife vehicle conflicts
- Pathway underpass

Yes

2) How would this project most affect you? What other comments or concerns do you have?

This will help our children another way out when there are emergency please get it done stop kicking the can down the road now

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

Please return comment form by May 20, 2022. Thank you for your input.

Forms can be submitted:

- In person at the open house
- By mail: simply fold it and affix postage on the reverse side (it is pre-addressed to reach the proper contact)
- By email: TribalTrailConnector@gmail.com
- By fax: (307) 734-3864
- Complete the form online at <https://publicinput.com/Q7562#1> or scan the QR code



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Return Address:

Place Stamp Here

Teton County Public Works
PO Box 3594
Jackson, WY 83001
Attn: Heather Overholser

NAME _____

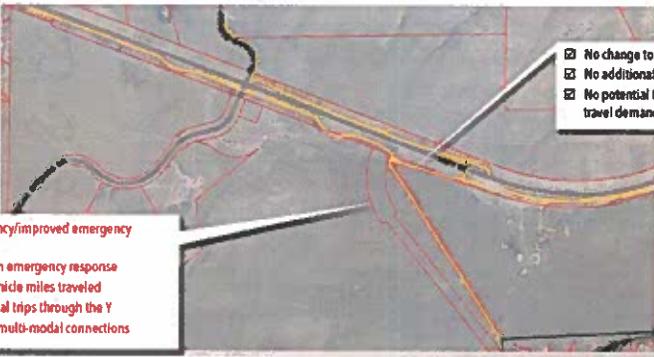
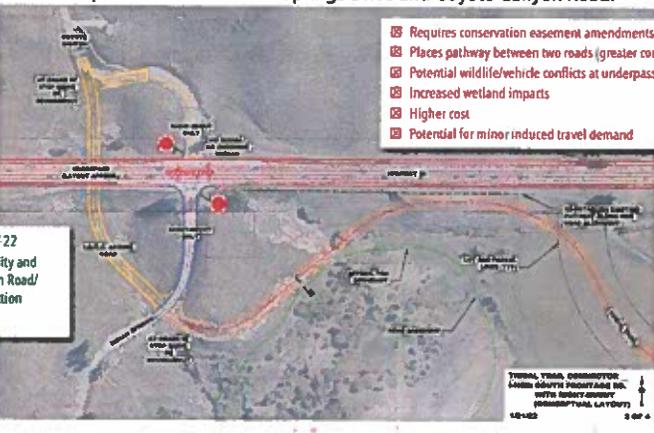
ADDRESS or NEIGHBORHOOD _____

EMAIL _____

PHONE _____

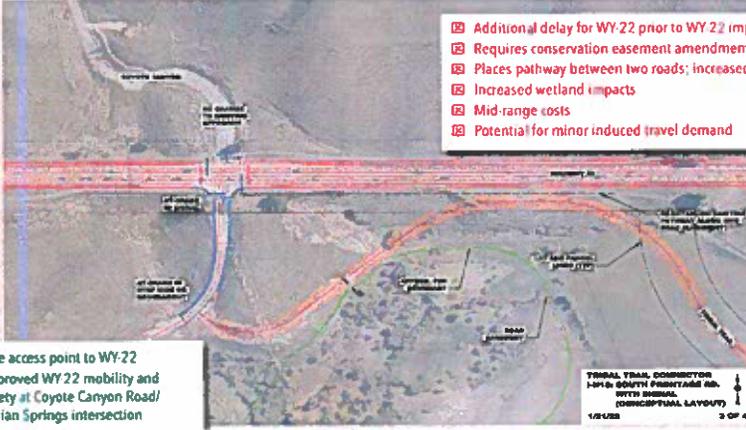
ADD TO THE EMAIL NEWS LIST? YES NO

1) If constructed, the existing Tribal Trail Road would be extended to connect with WY-22. Of the five alternatives being considered, rank the following 5 options from 1 (most preferred) to 5 (least preferred). If you prefer not to provide rankings, please note your most and least preferred alternatives. What do you like or dislike about your choices? Be descriptive.

Rank	Alternative	Preferences/Comments
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5	<p>Alternative I-N2b At-grade intersection with signal prior to WY-22 improvements</p>  <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Signal provides gaps for Coyote Canyon <input checked="" type="checkbox"/> Coyote Canyon left turns are not protected <input checked="" type="checkbox"/> Indian Springs Ranch WY 22 access is closed (option for HOA to build a connection to Tribal Trail) <input checked="" type="checkbox"/> Additional delay for WY 22 prior to WY 22 improvements <input checked="" type="checkbox"/> Two access points in close proximity (Coyote Canyon and Tribal Trail) <input checked="" type="checkbox"/> Potential for minor induced travel demand <ul style="list-style-type: none"> <input checked="" type="checkbox"/> At grade signalized intersection: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Lower cost <input checked="" type="checkbox"/> Better accommodate future wildlife fencing <input checked="" type="checkbox"/> Fewer visual impacts <input checked="" type="checkbox"/> Tribal Trail left turns are protected with signal <input checked="" type="checkbox"/> No conservation easement impacts <input checked="" type="checkbox"/> Fewer wetland impacts <input checked="" type="checkbox"/> Pathway underpass 	<p>I think stop lights on 22 is a terrible idea</p>
3	<p>Alternative I-N5b Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.</p>  <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Requires conservation easement amendments <input checked="" type="checkbox"/> Places pathway between two roads (greater conflict for users) <input checked="" type="checkbox"/> Potential wildlife/vehicle conflicts at underpass prior to wildlife fencing <input checked="" type="checkbox"/> Increased wetland impacts <input checked="" type="checkbox"/> Higher cost <input checked="" type="checkbox"/> Potential for minor induced travel demand <ul style="list-style-type: none"> <input checked="" type="checkbox"/> One access point to WY 22 <input checked="" type="checkbox"/> Improved WY 22 mobility and safety at Coyote Canyon Road/ Indian Springs intersection <input checked="" type="checkbox"/> Fewer visual impacts 	<p></p>

Alternative I-N18

Tribal Trail connects to Indian Springs Drive. Intersection is signalized.



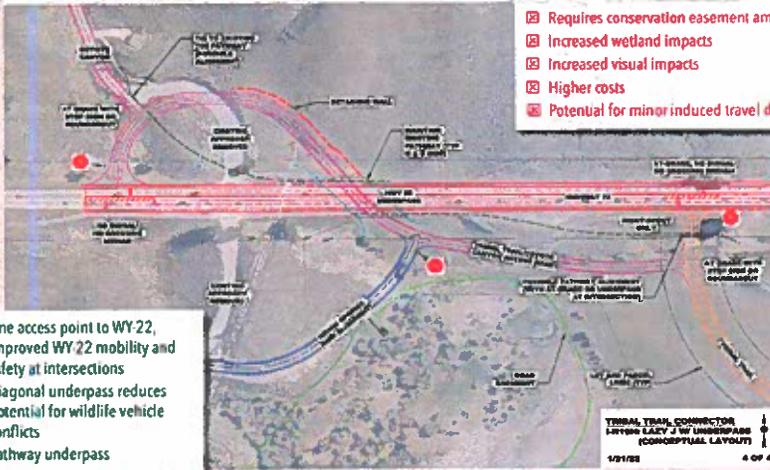
- ❑ Additional delay for WY 22 prior to WY 22 improvements
- ❑ Requires conservation easement amendment
- ❑ Places pathway between two roads; increased conflicts
- ❑ Increased wetland impacts
- ❑ Mid-range costs
- ❑ Potential for minor induced travel demand

- ❑ One access point to WY-22
- ❑ Improved WY 22 mobility and safety at Coyote Canyon Road/Indian Springs intersection

Stop lights on 22
terrible idea

Alternative I-N19

Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.



- ❑ Requires conservation easement amendments
- ❑ Increased wetland impacts
- ❑ Increased visual impacts
- ❑ Higher costs
- ❑ Potential for minor induced travel demand

- ❑ One access point to WY-22, Improved WY 22 mobility and safety at intersections
- ❑ Diagonal underpass reduces potential for wildlife vehicle conflicts
- ❑ Pathway underpass

Best is Connector goes in Solvas TSS and IS roads as well

2) How would this project most affect you? What other comments or concerns do you have?

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

Please return comment form by May 20, 2022. Thank you for your input.

Forms can be submitted:

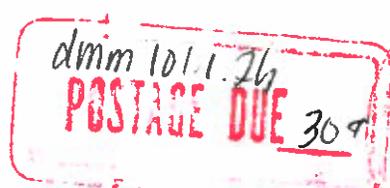
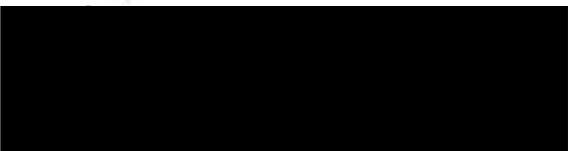
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- By email: TribalTrailConnector@gmail.com
- By fax: (307) 734-3864
- Complete the form online at <https://publicinput.com/Q7562#1> or scan the QR code



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Fold here

Return Address:



Teton County Public Works
PO Box 3594
Jackson, WY 83001
Attn: Heather Overholser



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Tribal Trail Connector

1 message

[Redacted]
to: tribaltrailconnector@gmail.com

Wed, Apr 27, 2022 at 2:03 PM

<https://publicinput.com/Q7562>

In case the survey does not come through, I am not in favor of building the Tribal Trail Connector. [Redacted], South Park neighborhood

Sent from my iPad



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Public Comment

1 message

Fri, Apr 29, 2022 at 6:19 PM

[REDACTED]
to: "TribalTrailConnector@gmail.com" <TribalTrailConnector@gmail.com>

I remain opposed to the proposed Tribal Trails Connector (TTC).

1) It makes no sense to me that the County would design, engineer and build the road with an intersection with Hwy 22 before WyDoT has planned the widening of Hwy 22 and before the wildlife crossing in that area has been designed.

2) How much will this cost??? No one is willing to answer this question! This is a county road so we the Teton County tax payers will foot the bill. I believe the estimate in 2015 was \$6mn? I would estimate 2024 prices to be north of \$20mn - remember that the S Hwy 89 widening project was 40% over budget. Is this really the best use of \$20mn of our tax payer dollars?

3) I do not see that the County has provided compelling information and data as to why TTC is necessary. It will increase the number of trips from local residents. Whether traffic enters Hwy 22 at the Y or TTC it all gets bogged down on Hwy 22.

[REDACTED]
Jackson, WY 83002
[REDACTED]



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Just don't do it.

1 message

[Redacted]
To: "TribalTrailConnector@gmail.com" <TribalTrailConnector@gmail.com>

Sun, May 8, 2022 at 12:07 PM

[Redacted]
Jackson



Tribal Trail Connector <tribaltrailconnector@gmail.com>

What is taking so long?

1 message

[Redacted]
to: TribalTrailConnector@gmail.com

Sun, May 8, 2022 at 4:38 PM

A friend of mine bought a house on Lakota Lane in 2005. His realtor, from the Clear Creek group, assured him that the connector, though long planned, would NEVER HAPPEN! The fact that people bought houses with bad advice from realtors should not affect the future of our town. Don't let the NIMBY crowd try to convince you that they are just concerned about wildlife or children's safety. Don't let them feed the false narrative about "Induced demand". The science on that is suspect, and even if true, wouldn't apply to our situation. Obviously integration with the expansion of HWY22 is a given. Although I have no stake in Teton Science School, fixing that intersection should also be part of the project. A few loud voices are driving the narrative on this. Everyone I talk to in town just thinks it's a done deal, so we're not speaking out. (Plus we're at work!) Don't let the rich, NIMBY, I got mine so don't change anything crowd derail the project. Taug

[Redacted]
[Redacted]
[Redacted]
Jackson, WY 83001-0385
[Redacted]



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Tribal Trail Comments

1 message

Wed, May 11, 2022 at 1:39 PM

to: "tribaltrailconnector@gmail.com" <tribaltrailconnector@gmail.com>

To the TTC Staff in charge of comments for the TTC,

I choose Alternative A, the NO BUILD OPTION.

Development for up to a thousand homes in Northern South Park that landowners both state in their proposal applications, 'High School Road is adequate' for their wants; a new CWC campus behind the high School; and the redesign of Gregory Lane for more residential on top of more industrial units all have one thing in common... They are being pushed through, independent from a holistic traffic impact study on High School Road, that, at present, is non-existent or icily glossed over at the thousand foot level.

Throw in the Tribal Trail Connector with its major traffic and socio, economic impacts. High School Road cannot be the dumping ground for all these private and public wants.

Put neighborhood and school zone needs first, since we will be the most impacted by all these proposals.

The TTC is a short term, cut through fix, diverting commercial, West Bank and tourist traffic through our neighborhoods and schools to get to Smiths and other locations. It is just a continuation of 20th century vehicle centric 'if you build it, they will come' flawed policies.

Also:

1. Skyrocketing Budget - At over \$15 million, it would be one of the most expensive half-mile of road ever built.
2. Significant hurdles add to both the above cost and timeline, making this project impossible to justify in any rational way. Army Corp of Engineers' designation of the wetlands the TTC would cross as Waters of the U.S., under federal jurisdiction, adding the requirement for an Environmental Impact Statement which is much more expensive and involved than the Environmental Assessment. Potential litigation from multiple parties.
3. There is no evidence or supporting data/analysis of the potential benefits the County asserts are achievable with a TTC.
4. The existence of much less expensive and more effective alternatives for reducing summer traffic congestion and providing redundancy.

For years, we have asked the commissioners to evaluate and quantify potential benefits of this proposed new road to our community and justify the cost. To date they have failed to do so. Quantifiable benefits simply are not there.

Sincerely,


Jackson, Wyoming



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Alternative B

1 message

[REDACTED]
To: TribalTrailConnector@gmail.com

Wed, May 11, 2022 at 3:45 PM

Indian Trails Connector

In 1992, while working as a land surveyor, I set the right-of-way monumentation for the Indian Trails Connector. I assumed that it was simply a lack of funding that delayed its construction. The Connector was and is important for its ability to alleviate traffic problems. In summer, the highway 22 corridor is consistently congested. My wife, Jane, and I avoid driving to Wilson during the summer, preferring to use the bike pathway instead. There is no alternate solution to alleviate the bumper-to-bumper traffic on route 22. The Indian Trails Connector would function as a much-needed release valve for vehicular congestion, and as an alternative emergency access route. The fate of the Connector should not be based on the oppositional opinions of a few people; the Connector is an important tool to solve a growing county-wide problem.

I am in favor of Alternative B.

Feel free to contact me if you have questions or would like to discuss any of these matters further.

Sincerely,

[REDACTED]

[REDACTED]

Jackson, WY 83002

[REDACTED]

ec [REDACTED]



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Alternative A, No Build, is preferred.

1 message

[Redacted]
To: Tribal Trail Connector <TribalTrailConnector@gmail.com>

Thu, May 12, 2022 at 3:37 PM

+++++

[Redacted]

[Redacted]

University of California, San Diego

[Redacted]
La Jolla, CA 92093-0505



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Fwd: Road

1 message

[Redacted] >
To: TribalTrailConnector@gmail.com

Thu, May 12, 2022 at 7:42 PM

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

From: **barbara aronowitz** <aronobarb@gmail.com>
Date: Thu, May 12, 2022 at 7:38 PM
Subject: Road
To: <TribalTrailConnect@gmail.com>

Please vote for No Build. The present plan would impact wetlands and a scenic corridor. It would also adversely affect a wildlife habitat and would be a very harmful measure.

[Redacted]
[Victor, ID 83455](#)



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Tribal Trails Comment

1 message

Fri, May 13, 2022 at 9:29 AM


To: TribalTrailConnector@gmail.com

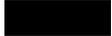
To Whom it Concerns re the Tribal Trail Connector:

My name is Alex Kerr. I am a 10 year resident of Jackson and am opposed to the Tribal Trail Connector. Once you lose a pristine, beautiful, car-free patch of Jackson, it's gone forever. The very quality that speaks to locals and visitors alike — awe and quietude in the interface of nature which gives humans perspective — is diminished a parcel at a time until specialness of this place loses its specialness.

The importance of the car-free crossing for wildlife and the unique fen that supports biodiversity will also be sacrificed for an added road that will quickly become congested and will not ultimately solve traffic problems in the area. The connector as I understand it is not meant to be a shortcut for the Y, so it is faulty reasoning to assume that a new road will ease overall congestion. In reality, of course commuters will use the connector to avoid the Y. But buying a bigger belt belt because one is getting fatter should not be part of comprehensive transportation solution this valley needs, particularly when such a unique and environmentally important parcel is at stake.

I also do not believe that, because the road was proposed in 1982 and platted as part of the Indian Springs Development Plan in 1992, this decision is inevitable. Those development plans are decades old, and Jackson faces different pressures in 2022. Outdated political and developmental decisions can be unmade, particularly in light of our growing understanding on the negative impacts of added roads on wildlife, biodiversity, and the character of this unique place.

Sincerely,





Tribal Trail Connector <tribaltrailconnector@gmail.com>

Tribal Trail Connector comment

1 message

Sat, May 14, 2022 at 7:28 AM


to: TribalTrailConnector@gmail.com

Hello,

I strongly support the building of a Tribal Trail connector. I have been involved with the community since the mid 1970s; my parents have run several local businesses; this has been my primary residence for several years. I have seen the many changes, increase in population, and incredible increase in number of tourists. I understand the concern of the residents whose community roads will be impacted by this and feel for them. However, it is way beyond time to build this connector. The safety concerns alone warrant it. And for those who worry that building extra roads encourages behavior that leads to more driving, we are way beyond that as well. The tourists are here in greater and greater numbers and our infrastructure simply doesn't support the quantity of vehicles. The Tribal Trail Connector will be one important part to help by providing an alternative connection between 22 and South Park and reduce backed up traffic at the Y (which is only going to increase). That in turn should reduce exhaust from idling vehicles at and before that intersection. The plans presented are thoughtful and take into consideration myriad concerns. As long as the environmental impact is reduced to the greatest extent possible, effective traffic calming measures are taken within the impacted neighborhood, and the intersections/exchanges are designed to have the least overall negative impact on the flow of traffic, it is absolutely the right and necessary thing to do at this time in the life of the valley.

Thank you,




Tribal Trail Connector <tribaltrailconnector@gmail.com>

Roundabouts

1 message

[Redacted]

Sat, May 14, 2022 at 12:46 PM

To: TribalTrailConnector@gmail.com

Why aren't there any roundabouts along 22 in any of the plans? Cuts emissions, reduces traffic accidents, better on fuel....



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Tribal Trail Connector

1 message

[Redacted]
To: TribalTrailConnector@gmail.com

Sun, May 15, 2022 at 12:42 PM

I support the preferred alternatives for the Tribal Trail Connector: I-N2b and I-S2. Having redundancy in our road system is critical. This has always been shown as a future road connection and it is time to complete this as the important part of the Jackson/Teton County transportation system. Thanks.

[Redacted]

[Redacted]

[Redacted]

Jackson, WY 83001

[Redacted]

Teton Village, WY 83025

[Redacted]



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Public Comment

1 message

Mon, May 16, 2022 at 3:04 PM

[REDACTED]
To: "TribalTrailConnector@gmail.com" <TribalTrailConnector@gmail.com>

Hello,

I provide this email as my public comment. I support the no build approach. Construction of a new Tribal Trail road will result in increased traffic, cost a prohibitive amount of money, and harm the children in our nearby schools and residents of quiet adjoining neighborhoods. Highway traffic belongs on a state road, not a bypass through a residential subdivision. The road will encourage more drivers to take to the road under the well accepted doctrine of induces demand.. The proposed intersection at 22 will create a bottleneck and slow down the existing traffic on 22. The cost is prohibitive for a 1/2 mile road and has more than doubled in a few years. It will end up costly far more than the current estimate.

Please support not building this new road.

Thank you.

[REDACTED]
Teton County Resident



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Let The People Vote on Connector

1 message

[Redacted]
to: TribalTrailConnector@gmail.com

Tue, May 17, 2022 at 12:15 PM

Absolutely against the Connector.

Why is this not a residents of Jackson Hole public vote ???
Let The People Decide- not a bunch of agenda filled politicians .

From every study I have read, it will not alleviate traffic- in fact the opposite.
In time it will only attract more volumes of vehicular traffic.

It will also negatively effect our wildlife migrations across these current open fields.

Need more traffic impact and wildlife impact studies as don't trust what you are giving public.

Sent from my iPhone



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Tribal Trails Connector Road

1 message

[Redacted]

Tue, May 17, 2022 at 8:54 PM

To: tribaltrailconnector@gmail.com, commissioners@tetoncountywy.gov

Dear Teton County Commissioners and Tribal Trail Stakeholder Advisory Committee,

Thank you for your time and efforts in the Tribal Trail Connector project.

Having driven my child and carpool friends to and from school in both Coyote Canyon and the Colter Elementary/ Middle School/ High School campus between South Park loop and High School road - I strongly encourage and recommend that the I-Ni8 option be seriously considered as it would combine both the Tribal Trail Connector road and the Indian Springs/ Coyote Canyon intersection.

On icy winter roads, it is very challenging to make a left turn out of Coyote Canyon heading towards the Town of Jackson. In the mornings you're challenged to find a gap in eastbound commuter traffic heading into town and westbound skiers heading out to Teton Village. In the afternoons it's equally frightful with skier traffic heading into town and commuters beginning home over Teton Pass. There is not a safe way to make a left turn out of coyote canyon.

When accessing the colter elementary, middle school and high school it's quite challenging as all traffic in and out of the school areas is all congested onto either South Park Loop Road or the High School Road. There are NO OTHER OPTIONS, for public safety, emergencies, events like sports tournaments and graduation, we need more options to safely help all get to and from the school area. Remember how backed up the traffic is on the first day of school and at graduation, and after school some days?

Combining the incoming traffic into ONE AREA on the highway and adding a traffic light for safety, will make a huge difference to both people driving to / from town/ Indian Springs/ Indian Trails and Coyote Canyon. It's the safest alternative to incorporate all into only one point of entrance/exit on the highway. Putting a connector road at Indian Trails onto the highway, while not addressing the Indian Springs road and Coyote Canyon would be very shortsighted and limited.

Many years ago there was not a traffic light (but a stop sign) on the turn onto the Village Road, now there is a traffic light. That's just growth and change in the community and we need to change again now to accommodate the continued growth in traffic to and from Wilson/ Idaho/ Teton Village and to and from the public school area south of Indian Trails.

Thank you for your consideration, [Redacted]

[Redacted]



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Tribal Trail Connector Comments

1 message

Fri, May 20, 2022 at 2:36 PM

[REDACTED]
To: TribalTrailConnector@gmail.com, commissioners@tetoncountywy.gov

Good afternoon,

I would like to express my support of building the Tribal Trail Connector. It's been needed since it went on the books 30 years ago and that need has substantially grown since then. This project is far overdue to reduce the pressure on the "Y" intersection and we all know traffic will only get worse in the valley.

I support options I-N5b or I-N19, both of which do not add a signalized intersection on WY22. These option may be more costly but are obviously the best long term solutions. They are much safer for those traveling WY22 and eliminate the hazardous "left turn" entry and exit onto 22. Also, another signalized intersection will only back up traffic worse. We already see how the stoplight at Spring Gulch backs up traffic into the "Y" intersection and up/down Broadway. Another one will just make it worse.

I appreciate your consideration of my comments. It's time to stop the repeatedly studying this project and get moving forward with a solution.

Thank you for considering my comments,

Best,

[REDACTED]
Jackson WY



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Tribal Trails Connector Comments

2 messages

Fri, May 20, 2022 at 6:21 PM

To: "commissioners@tetoncountywy.gov" <commissioners@tetoncountywy.gov>
Cc: "tribaltrailconnector@gmail.com" <tribaltrailconnector@gmail.com>

Dear Teton County Commissioners,

Thank you for your leadership in advancing forward transportation solutions in Teton County consistent with the adopted Integrated Transportation Plan (ITP).

I am offering comments on the further screening of alternatives for the Tribal Trail Connector project. Consistent with my past comments during the ITP/Comp. Plan development and past Tribal Trail Connector public comment periods, I want to express my support for further development of environmentally responsible solutions that balance the need for completing the needed transportation network in Teton County while mitigating well founded concerns from the adjacent neighborhoods.

I recommend further advancement of Alternative 1-N2b – At grade intersection with signal at WY 22. Some of my reasons are listed below:

This “build” alternative:

- Minimizes potential environmental impacts and would result in the lowest cost given budget constraints.
- Is consistent with the assumed improvements that were anticipated (and required) when the nearby housing developments were approved many years ago and were a condition of approval.
- Incorporates traffic calming measures to address safety and traffic concerns.
- Will enhance and improve needed START transit circulation and route improvements and provide better connectivity for school bus routes to and from the West Bank.
- Will help provide a needed link in the transportation network required to make transportation alternatives solutions work.

As we make these types of improvements to the transportation network, we must also enhance funding of transit and non-motorized modes. This type of facility will allow for more reliability in transit and, combined with trip reduction measures, will allow transit and alternative modes to become a more reliable alternative to automobiles. With the addition of high occupancy lanes (HOV) on WY 22, paid parking in Town and enhanced transit service, we can then realize the goals of the adopted ITP. Absent these types of improvements, vehicle miles traveled and greenhouse emissions will continue to grow and the environment and quality of life in Teton County will further erode.

Done correctly and in combination with other progressive investments, the Tribal Trails Connector can be a key improvement in realizing the goals of the ITP and Comp Plan as well as the next iteration of START transit service.

Thank you for the opportunity to comment on the alternatives.

Sincerely,

[Redacted]

Wilson, WY

[Redacted]

[Redacted]
To: "commissioners@tetoncountywy.gov" <commissioners@tetoncountywy.gov>
Cc: "tribaltrailconnector@gmail.com" <tribaltrailconnector@gmail.com>

Fri, May 20, 2022 at 6:34 PM

Commenter ID 374
User ID Email 18

Dear Teton County Commissioners,

Thank you for your leadership with transportation solutions in Teton County.

Regarding the Tribal Trail Connector project, I support further development of environmentally responsible solutions that balance the need for completing the needed transportation network in Teton County while mitigating concerns from the adjacent neighborhoods.

I specifically support advancement of Alternative 1-N2b – At grade intersection with signal at WY 22. Some of my reasons are listed below:

This alternative:

- Minimizes potential environmental impacts and would result in the lowest cost given budget constraints.
- Is consistent with the assumed improvements that were anticipated (and required) when the nearby housing developments were approved many years ago and were a condition of approval. When conditions are given by the County to allow significant development, it is incumbent on the County to follow through once threshold conditions are met for mitigation measures. Tribal Trails Connector is a condition of past development.
- Incorporates traffic calming measures to address safety and traffic concerns.
- Will help provide a needed link in the transportation network required to make transportation alternatives solutions work.

The Tribal Trails Connector could be a key improvement in realizing the goals of the ITP and the Comp Plan.

Thank you for your work and for the opportunity to comment.

Sincerely,

[Redacted]

Wilson, WY





Tribal Trail Connector <tribaltrailconnector@gmail.com>

Defend Our Wetlands, Wildlife and Air

1 message

[Redacted]

Sat, May 21, 2022 at 4:24 PM

To: TribalTrailConnector@gmail.com

If the county doesn't defend wildlife migration trails, the fen will be decimated and there will soon be NO wildlife.
I support the No Build Option for the Tribal Trail

[Redacted]

Sent from my iPhone

--
[Redacted]

Jackson, WY

"To damage the earth is to damage your children."

~Wendell Berry, Farmer and Poet'



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Insanity is...

2 messages

Thu, May 12, 2022 at 5:24 PM

To: "council@jacksonwy.gov" <council@jacksonwy.gov>, Teton County & Town of Jackson Planning Departments <kmalone@tetoncountywy.gov>, Teton County Commissioners <commissioners@tetonwyo.org>, Tribal Trail Connector <TribalTrailConnector@gmail.com>, Mark Barron <mbarron@tetoncountywy.gov>, Mark Newcomb <mnewcomb@tetonwyo.org>, Natalia Macker <nmacker@tetonwyo.org>, Greg Epstein <gepstein@tetonwyo.org>, Luther Propst <lpropst@tetoncountywy.gov>
Cc: "schoolboard@tcsd.org" <schoolboard@tcsd.org>

Dear Elected and staff,

Development for up to a thousand homes in Northern South Park that landowners both state in their proposal applications, 'High School Road is adequate' for their wants; a new CWC campus behind the high school; and the redesign of Gregory Lane for more residential on top of more industrial units all have one thing in common... They are being pushed through, independent from a holistic traffic impact study on High School Road, that, at present, is non-existent or icily glossed over at the thousand-foot level.

Now throw in the Tribal Trail Connector with its major traffic and socio, economic impacts on top of the heap. High School Road cannot be the dumping ground for all these private and public wants.

Put neighborhood and school zone needs first.

Start by denying the Tribal Trail Connector that has gone from a price tag of \$6,000,000 to over \$15,000,000 in just a few short years.

Just like the TTC, the East West Connector will just be an easement. The two related ranch families have been feuding and not talking to each other for years. This will make the road impossible to plan. It will be many years before it will be built. To avoid creating the same problems of the TTC, the East West Connector must be built before development proceeds to direct any new induced traffic away from High School Road with all its students and established neighborhoods. The free-market developers must help pay for it up front. They shouldn't be constantly let off the hook, taking profits and disappearing, leaving the infrastructure bills and forever maintenance costs to taxpayers. This flawed system must change now.

Established, working class neighborhoods are constantly paying for new development, negative impacts, receiving no benefit, while developers make their money and then go onto their next project. Our taxes have gone up over 30% this year. Over \$500,000,000 of public money will be needed for Northern South Park affordable homes. The East West Connector price will explode the longer we wait, just like the TTC.

The TTC must not be built, unless the East West Connector is built to save High School Road from the same fate Highway 22 and the Y is suffering from. Only, it will be exponentially worse and more dangerous on High School Road.

This could all be avoided if we escape vehicle centric policies, build out town first and make free market developers responsible for the public costs they create and pass off to already besieged taxpayers.

"Insanity is doing the same thing over and over again and expecting different results."

Sincerely,

[Redacted signature]

Sat, May 21, 2022 at 7:19 AM

To: "council@jacksonwy.gov" <council@jacksonwy.gov>, Teton County & Town of Jackson Planning Departments <kmalone@tetoncountywy.gov>, Teton County Commissioners <commissioners@tetonwyo.org>, Tribal Trail Connector <TribalTrailConnector@gmail.com>, Mark Barron <mbarron@tetoncountywy.gov>, Mark Newcomb <mnewcomb@tetonwyo.org>, Natalia Macker <nmacker@tetonwyo.org>, Greg Epstein <gepstein@tetonwyo.org>, Luther Propst <lpropst@tetoncountywy.gov>
Cc: "schoolboard@tcsd.org" <schoolboard@tcsd.org>

Commenter ID 377
User ID Email 21

Good morning all,

This ties in with my May 12th, 2022 letter about the TTC and Northern South Park Development impacts.

The TTC is the Pandora's Box of induced traffic, that will lead to more traffic inducing infrastructure with endless maintenance bills paid for by existing residents.

Build out town. No new roads. Put the money into a state of the art public transportation system that all residents can benefit from.

Stop overlooking the comp plan when it suits the developers. **Existing residents should not foot the bills that developers create a demand for.**

<http://jacksontetonplan.com/DocumentCenter/View/425/Jackson-Teton-County-Comprehensive-Plan-Adopted-May-8-2012#page=106>

Policy 8.2.c:

“Costs for added facilities and services as a result of development should not be passed on to existing residents. New developments create additional demand for existing services and facilities, which impacts service delivery levels.”

Have a good week,

[Redacted signature]

[Quoted text hidden]



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Oppose Tribal Trails

2 messages

[Redacted]

Fri, May 13, 2022 at 5:03 PM

To: TribalTrailConnector@gmail.com

Dear Authorities,

I do not see the merits of Tribal Trails Connector.

1. South Park Loop will become a major thoroughfare to the detriment of the good people who live in the adjacent neighborhoods.
2. A Traffic light where the 'Trail' merges with 22 will create another choke point, possibly backing up traffic at the 'Y' which seems to work well at the moment
3. South Park will become the new meat grinder for wildlife without wildlife crossings. Why save animals on 89 with expensive wildlife crossings when we will kill them on South Park Loop?
4. Have you stood on High School Butte and looked down on the bucolic pasture and wetland that Tribal Trails will defile?
5. Induced demand is a real phenomena and I thought we were trying to reduce auto traffic.

Slowly, relentlessly, the governing authorities degrade this valley, one slash at a time.

Respectfully,

[Redacted]
Kelly, Wy

Sent from my iPhone

[Redacted]

Sat, May 14, 2022 at 4:12 PM

To: TribalTrailConnector@gmail.com

[Redacted] agree with [Redacted]

Commenter ID 379
User ID Email 23

[Redacted]

[Redacted]

[Quoted text hidden]

Sent from my iPhone=



Tribal Trail Connector <tribaltrailconnector@gmail.com>

my comments

1 message

[REDACTED]
to: TribalTrailConnector@gmail.com

Fri, May 20, 2022 at 3:41 PM

I support the No Build Alternative, Alt. A. I think consultants have underestimated how many right turns will take place onto Tribal Trail from Hwy 22. The comment "Potential for *minor* induced travel demand" in the other alternatives is an understatement. Common sense tells me that many many locals and out-of town vehicles will think this is a short cut and they'll save time, so they will turn, even if it turns out to take longer. Meanwhile, Tribal Trails, South Park rd. and High School Rd. will get **hammered. Don't do this.**

The argument that this project is required for emergency response is important, but not good enough, besides how can emergency vehicles travel down Tribal Trails (a smaller road) with MORE traffic, vs. Hwy 22 and going through the "Y"?

Things have changed drastically since this was proposed, it's time to put it on hold until a wider study and upgrade of Hwy 22 is considered.

There's going to be a traffic backup somewhere, why push it into a residential area with schools ?

Thank you, Sincerely,

[REDACTED]



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Tribal Trail Connector

1 message

[Redacted]
to: TribalTrailConnector@gmail.com

Fri, May 20, 2022 at 2:55 PM

These children on ebikes at the Middle School and animals in my yard in the Indian Trails neighborhood are on Tribal Trail road and streets any time of year or day! How will you avoid hitting them? At night people often have to slam on the brakes when animals jumps out in front of them. No connector will keep them safe.

5 attachments



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4909K



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98K



20210713_194835.jpg
938K



20220429_203209.jpg
1017K

20210822_181024.jpg
1050K





Tribal Trail Connector <tribaltrailconnector@gmail.com>

Tribal Trail Connector Road

1 message

[REDACTED]
To: TribalTrailConnector@gmail.com, commissioners@tetoncountywy.go

Sun, May 22, 2022 at 9:29 AM

Please see attached letter concerning public comment on the connector road.

 **Tribal Trails 5:2022.pages**
309K

County Commissioner:

Tribal Trail Connector Road

As one of the homeowners (755 Seneca Lane) that will be most affected by this project, I am still not in favor of this project moving forward. Listening to previous meeting and viewing the presentation from the last meeting, it is my opinion that the Tribal Trail Connector does not solve the problems it is intended to solve. As stated the main reasons for the connector road are:

- 1) provide travel/redundancy
- 2) reduce county wide vehicle miles traveled
- 3) reduce traffic at the Y intersection
- 4) Improving Emergency Response

If you take each one of these pillars and compare the benefits of the Tribal Trail Connector Road verses a connector road between Highway 26 (191) and County road 390 (Airport to Teton Village) it becomes very clear that spending taxpayer dollars would be best spent on a connector road between the Airport and Teton Village.

- 1) Redundancy:
 - 1) Tribal Trail Connector is a duplication of 1.5 miles along highway 22. No duplication across the Snake River or to Teton Village.
 - 2) Airport Connector road increases duplication all the way to Teton Village and a second access across the snake river.
- 2) Reducing county wide vehicle miles:
 - 1) Tribal Trail Connector only reduces the 1.5 miles from going through the Y intersection.
 - 2) Airport connector road would sufficiently reduce total miles driven in Teton county. How many trips of 20-30 mile are made each day from the airport to Teton Village. A connector road would reduce these to 3 to 5 miles (estimated reduction of over 20 miles per one way trip).
- 3) Reduce traffic at the Y:
 - 1) Tribal Trails connector will reduce traffic through the Y but the new configuration of the Y has already greatly reduced the congestion at the Y. It is my experience that during the 4 or 5 hours of heavy traffic, the slow up now starts at each of the stop lights along highway 22.
 - 2) Airport connector road will also reduce traffic through the Y as people heading to the airport and living on the north and east side of Jackson will also use this connector instead of traveling through Jackson and the Y.
 - 3) Until highway 30 is increased to 5 lanes it is my opinion that the connector road will only increase the congestion during peek hours.
- 4) Improving Emergency Response
 - 1) Tribal Trail Connector road once again only increase travel redundancy/emergency response excess by 1.5 miles along highway 22. From the discussion at the last meeting this emergency excess is already provide by the bike path that runs from Indian Trails to highway 22.
 - 2) Airport connector improves redundancy/emergency response to Teton Village and Wilson.

If the project is approved I can only hope that the road is limited to local traffic, no truck traffic and is moved as far as possible away from the subdivision (to the west), with the bike path being a buffer on the east side of the road. Living on the corner of Seneca and Tribal Trails I'm not sure of what to think about having a round about right next to my property.

Please vote "no build" on the Tribal Trail Connector road that has little to no quantifiable benefits to most taxpayers and is not the best use of taxpayer money.





Tribal Trail Connector <tribaltrailconnector@gmail.com>

Protect Our Water Jackson Hole: Tribal Trail Connector

1 message

[Redacted]

Fri, May 20, 2022 at 9:54 AM

To: TribalTrailConnector@gmail.com
Cc: commissioners@tetoncountywy.gov

Hello

Please find attached a letter regarding the Tribal Trail Connector.

[Redacted]

Apart from life, what is more precious than water?

 **POWJH Letter to BCC 05.15.2022 - Tribal Trail Connector.pdf**
84K



May 15, 2022

Teton County Commissioners
P.O. Box 1727
Jackson, WY 83001

Dear County Commissioners,

The proposed Tribal Trail Connector raises many water quality questions that Protect Our Water Jackson Hole (POWJH) hopes you will rely on science to answer. POWJH uses science to protect and restore the surface waters and groundwater in Teton County. Fens rely on groundwater input and, therefore, deserve our protection.

Fens exist at the interface between surface water and groundwater. They are very sensitive to changes in groundwater recharge entering the system and changes to atmospheric conditions altering evapotranspiration. The County does not demonstrate how the proposed construction will reduce or divert groundwater flow and divert or reduce surface water recharge to groundwater and the fen. While your alternative solutions imply that the fen would not be disturbed and will wind around the fen, what assertions can be made that nearby construction will not directly impact this unique and sensitive fen?

This particular fen is 12 inches thick, or 1200 years old. Fens are an important and unique wetland type. Fens are also hotspots of biodiversity. They are home to rare plants, insects, and small mammals. Larger animals also graze in this type of wetland. Fens are valuable to humans as well. They are important as sites of groundwater discharge and are good indicators of shallow aquifers. How do you plan to restore the function of an impaired fen after it took thousands of years to form?

Lastly, we are dealing with climate change, and fens positively influence climate change. A carbon sink is anything that absorbs more carbon from the atmosphere than it releases. Fens figure prominently in nearly all scenarios of CO₂-induced global change because they are a major sink for atmospheric carbon. Why would you want to reduce any carbon sink when dealing with global climate change, including the current drought in Teton County?

Please protect this fen as construction of a road on or even around this unique fen will be detrimental to the water quality of the fen.

Thank you,

Meghan Quinn

Meghan Quinn
Executive Director
Protect Our Water Jackson Hole



Tribal Trail Connector <tribaltrailconnector@gmail.com>

Comments

1 message

Thu, May 19, 2022 at 11:31 AM

[REDACTED]
to: TribalTrailConnector@gmail.com

The Tribal Trail Connector

For many years, I have been following the debate over whether or not to build the Tribal Trail connector. This is a half-mile of new road that would connect Highway 22 with South Park Loop Road via Tribal Trail Road. I have struggled to figure out what I think about the project. I am not alone. Our community has been struggling with this one for 40 years. Part of me sees the logic of a shortcut to South Park, where I live, when coming and going to the west. It makes sense to take some pressure off the "Y" intersection and to try to reduce vehicle miles traveled. I understand that this project has been on the books for decades.

On the other hand, it looks like this will be a very expensive one-half mile of road. I have heard a \$15 million cost estimate for the only alternative that makes any sense. As we see so often, such as the Recreation Center expansion, significant cost overruns on big projects are commonplace. The Tribal Trail connector is already an expensive project, using a lot of staff and consultant time on planning. This could get even more expensive given the fact that the connector will cross a special type of wetland called a fen. This is an ancient peat bog filtering water that is the source for Cody Creek. Wetland mitigation of jurisdictional wetlands gets expensive quickly, if it can be done at all.

It appears that all the homeowners' associations in the area, the people that would supposedly benefit most from the project, are strongly opposed. It does not make sense to build a road project people do not want.

How this connector would actually connect to Highway 22 is key. Looking at the alternative designs for the project, it clearly makes no sense to connect the two roads with a new traffic light. This would make a bad traffic situation on Highway 22 even worse. Connecting by way of a tunnel under Highway 22 would be a better alternative. However, this misses an opportunity to fix one of the most dangerous intersections in Teton County, just a couple hundred yards away, which also needs a tunnel.

The intersection of Coyote Canyon Road, to the Teton Science Schools, across from Indian Springs Drive is dangerous and needs to be fixed. So, the only Tribal Trail alternative that might make any sense is to extend the connector to this intersection and connect all three roads by tunnels to Highway 22. This would eliminate two hazardous left turns and the need for a new traffic-congesting light. This brings us to the fatal mistake in the county plan. The Wyoming Department of Transportation is about to begin planning and environmental assessments of changes to Highway 22. These two roads intersect and serve the same traffic. Planning is occurring at essentially the same time. These projects need to be evaluated together.

In the lexicon of project and environmental planning, changes to Highway 22 are a "reasonably foreseeable future action" and the Tribal Trail connector is a "closely related project." Under the National Environmental Policy Act, the environmental impacts of these two connected highway projects must be evaluated together. Plus, it just makes sense. Unfortunately, advocates of projects like the Tribal Trail connector have long used piecemeal analysis to push their programs. It is inefficient, lacks coordination and may not lead to the best project outcome.

This puts me in the "no build" camp, at least until a complete and coordinated evaluation of the two proposals that looks at all the impacts; costs and benefits of changes to Highway 22 and this potential key artery are available to all.

[REDACTED]
[REDACTED]
Jackson, WY 83001
[REDACTED]
[REDACTED]



Tribal Trail Connector <tribaltrailconnector@gmail.com>

No Build option

1 message

[Redacted]

Thu, May 19, 2022 at 3:05 PM

To: "TribalTrailConnector@gmail.com" <TribalTrailConnector@gmail.com>

As a resident of Indian Springs Ranch, I love the fen and the open space in our quiet neighborhood. The fen, or peat marsh, is an amazing geologic feature that needs to be preserved. Birds, waterfowl, deer and plant life are irreplaceable and should be left alone. Although ISR and Teton Science Schools need protected turns and traffic mitigation, i.e. safe access to Hwy. 22, the Tribal Trails Connector is not the way to do it. We want to preserve the peace and safety of our neighborhood.

[Redacted]

From: [Heather Overholser](#)
To: [Amy Ramage](#); [Jazmine Vosika](#)
Subject: FW: Fire in the Mountains
Date: Thursday, May 12, 2022 4:14:23 PM
Attachments: [image001.jpg](#)

Jazmine – please save this one with all the other comments. Thanks!

Heather Overholser
Director of Public Works – Teton County, Wyoming
320 South King Street
PO Box 3594
Jackson, WY 83001
307-732-8580 (o)
307-413-5908 (m)
hoverholser@tetoncountywy.gov



From: Alyssa Watkins <awatkins@tetoncountywy.gov>
Sent: Wednesday, May 11, 2022 7:19 PM
To: Heather Overholser <hoverholser@tetoncountywy.gov>
Subject: FW: Fire in the Mountains

See second comment...

From: [REDACTED]
Sent: Wednesday, May 11, 2022 7:18 PM
To: Board Of County Commissioners <commissioners@tetoncountywy.gov>
Subject: Fire in the Mountains

5/10/2022

Dear Teton County Commissioners,

There are two current issues I would like to express my thoughts on. Thank you for your time and your attention to these concerns.

Fire in the Mountains concert, Moran, WY

I want to express my adamant opposition to the Fire in the Mountains concert which has been proposed for increasingly large numbers of attendees in Buffalo Valley, Wyoming. In no way would this large concert event be compliant with the Teton County, Wyoming comprehensive plan overlays. Buffalo Valley is an environmentally sensitive area that the JH Land Trust has been actively trying to preserve. The decibels produced by this concert would displace residential wildlife and negatively affect local homeowners. The concert promoter has indicated that there are thousands of camping sites. I personally have crisscrossed that section of the Valley on foot and can assert that there are very few flat camping sites outside the riparian zone which should be protected at all costs. The Blackrock Ranger District of the National Forest has designated a limited number of small camping areas within Buffalo Valley. These should not be expanded upon. The Buffalo River has a national designation as a Wild and Scenic River. Heart Six Ranch has historically allowed untreated effluent from horses and sled dogs to drain directly into the Buffalo Fork River. Allowing a high density of campers to be spread through the National Forest lands will only add to these existing sanitation problems. The Buffalo Fork River which flows directly into the Snake River would quickly become contaminated. I honestly cannot think of a more inappropriate location for this type of multi-day concert.

Indian Trails Connector

In 1992, while working as a land surveyor, I set the right-of-way monumentation for the Indian Trails Connector. I assumed that it was simply a lack of funding that delayed its construction. The Connector was and is important for its ability to alleviate traffic problems. In summer, the highway 22 corridor is consistently congested. My wife, Jane, and I avoid driving to Wilson during the summer, preferring to use the bike pathway instead. There is no alternate solution to alleviate the bumper-to-bumper traffic on route 22. The Indian Trails Connector would function as a much-needed release valve for vehicular congestion, and as an alternative emergency access route. The fate of the Connector should not be based on the oppositional opinions of a few people; the Connector is an important tool to solve a growing county-wide problem.

I am in favor of Alternative B.

Feel free to contact me if you have questions or would like to discuss any of these matters further.

Sincerely,

[Redacted]
[Redacted]
Jackson, WY 83002
[Redacted]
[Redacted]

From: [Kristen Waters](#)
To: [Heather Overholser](#); [Amy Ramage](#); [Jazmine Vosika](#)
Subject: FW: Proposed Tribal Trail Connector
Date: Tuesday, May 3, 2022 2:04:47 PM
Attachments: [Outlook-3kkrtgm3.png](#)
[Outlook-n4ciy2kp.png](#)

From: [REDACTED] **On Behalf Of** [REDACTED]
Sent: Tuesday, May 3, 2022 1:53 PM
To: Board Of County Commissioners <commissioners@tetoncountywy.gov>
Subject: Proposed Tribal Trail Connector

Dear Elected Stewards of our Environment,

In lieu of being able to physically attend the meeting on the 27th I am writing to see if I can get an explanation of why the DO NOTHING option is not being pursued? Can you comment on the fact that is a redundant and emergency road in Indian Springs?

It's a fact that new roads create more demand for more driving and undermine public transit and other forms of transportation. Instead of expediting this proposed road, we should focus on an integrated approach to reducing congestion on highway 22, rather than just relocating congestion points. If this post pandemic growth in Jackson has taught u anything it should be easy to see that more than ever now is the time to grow smart and preserve open space, recreation opportunities and concentrate building in developed areas only.

If "Town is Heart" than lets protect the character and open space of Jackson and not sprawl. Once a road is built at Tribal Trails, it will never be "undone", nor will the ever increasing population, and therefore traffic, be reduced, regardless of design or intent. At what gain? Children's safety wildlife protection and viewing and homeowners peace and quiet will be lost.

We just passed a SPET task to build wildlife corridors, so why would we further not protect the Valleys wildlife, I can tell you that this area is a staging place for elk migration, home to wolves, mortician lions, deer, moose and the mix of water and pasture make it a very diverse ecosystem from water fowl to wading birds, birds or prey and a host of smaller mammals.

Last fall I watched in horror as a elementary aged girl was crossing the road at White house and South park on foot walking home after and school and despite the white lines on the road and yellow pedestrian signs on both side a big box truck come to a skidding stop a few yards from her. It makes no sense to route traffic though an area if fields, practice for sports, 6 schools and recreation on pathways.

Dont let your legacy as a public official be that you were the one that voted to pave one of the last open spaces with in Town area. You would not want to live with spoiling quiet, safe and wildlife rich traffic for a reason we can not define.

[REDACTED] Owner/Agent
[REDACTED]
[REDACTED] Jackson WY 83002
[REDACTED] Jackson WY 83001
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
Owner /Agent
[REDACTED]
[REDACTED]
[REDACTED]



[REDACTED] Owner/Agent
[REDACTED]
[REDACTED] Jackson WY 83002
[REDACTED] Jackson WY 83001
[REDACTED]
[REDACTED]



From: [Kristen Waters](#)
To: [Heather Overholser](#); [Amy Ramage](#); [Jazmine Vosika](#)
Subject: FW: Tribal Trails
Date: Tuesday, May 3, 2022 11:49:14 AM

From: [REDACTED]
Sent: Tuesday, May 3, 2022 11:32 AM
To: Board Of County Commissioners <commissioners@tetoncountywy.gov>
Subject: Tribal Trails

Dear WYDOT and Teton County:

There is a lot of wisdom in looking at a potential project and realizing it does not need to be done. Just because a road was shown on a plat during an individual real estate process (the creation of one subdivision) more than 20 years ago, doesn't mean that today that road makes sense for the broader community. That one subdivision and an associated theoretical road is the proverbial example of not seeing the forest for the trees. In this case, the bigger picture is what we need to see with the clearest eyes of today. Not the dusty vision of yesteryear.

Providence may very well be that it was a community blessing that the Tribal Trails Road was not built in the last 20 years, because it isn't a good idea. And it is a bad idea because it causes more problems than it solves. That is an important point — creating a domino effect of more problems is what government should avoid, not embrace.

If traffic is the problem, why encourage more traffic?

The 1960s to 1990s were a single vehicle mindset, a one size fits all of traffic planning. But that 'Paneled Station Wagon' thinking in transportation planning is no more. We are thankfully better and more modern in our ability to move people without the mega highways that transportation planners of the past imagined. Go wide and big is bad thinking. Instead we can go non-motorized. We can go shuttled. We can, and do, have collective transportation solutions, literally.

Tribal Trails specifically is a bad idea for a road placement because:

- If you build it, they will come...and drive to the point of more congestion. More congestion is no solution at all. This is a two-lane road presently.
- If you're going to widen anything it out to be the pathways. If you are going to do anything... put more money into wider pathways.
- The trees are actually important. Very important. We have groves of beautiful cottonwoods shading our pathways that undoubtedly you would have to destroy. The road would be cheek to cheek with pathways filled with parents, children and dogs. Not a good place for a new wider, cutoff road.
- The children in the most concentrated school-area of our community are the most important. Again...plan wider, child and youth safe pathways. You have 2 schools directly on South Loop that would be adversely affected by the increased traffic.
- By widening South Loop you will destroy the character of this community. No other way to

look at it.

I know you've put time and thought into the potential Tribal Trails project. I can respect that. But as a lifelong business person involved in massive projects and investments throughout the country, I can tell you this: sometimes the best projects are the ones that didn't happen — and it takes real leadership to say that.

I encourage you not just to go back to the drawing board...but to realize you are on the wrong drawing board altogether. Plan a better future for this area than this very bad idea.

Thank you for your consideration



Local Resident

From: [Amy Ramage](#)
To: [Jazmine Vosika](#)
Subject: FW: Tribal Trails Public Comment
Date: Monday, May 16, 2022 2:40:50 PM
Attachments: [image001.jpg](#)

From: Chris Neubecker <cneubecker@tetoncountywy.gov>
Sent: Monday, May 16, 2022 12:40 PM
To: Amy Ramage <aramage@tetoncountywy.gov>; Heather Overholser <hoverholser@tetoncountywy.gov>
Subject: FW: Tribal Trails Public Comment

FYI

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Chris Neubecker
Teton County
Director of Planning & Building Services
PO Box 3594
200 S. Willow Street
Jackson, WY 83001
Phone: 307-733-3959



From: JH Working <jacksonholeworking@gmail.com>
Sent: Monday, May 16, 2022 11:55 AM
To: Natalia Macker <NMacker@tetoncountywy.gov>; Luther Propst <lpropst@tetoncountywy.gov>; Mark Barron <mbarron@tetoncountywy.gov>; Greg Epstein <gepstein@tetoncountywy.gov>; Mark Newcomb <mnewcomb@tetoncountywy.gov>; Chris Neubecker <cneubecker@tetoncountywy.gov>
Subject: Tribal Trails Public Comment

[NOTICE: This message originated outside of the Teton County's mail system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Dear Chairwoman Macker, Vice-Chair Propst and County Commissioners,

Transportation needs in our valley rank alongside housing as significant concerns, impacting

our overall quality of life and requiring leadership to move forward.

Tribal Trails – the one-mile stretch of road – has received more attention in the last five years than probably any other road in Wyoming.

Over the last 30 years, this road has been included in every major transportation study and important document in our valley. Local and statewide experts and consultants have discussed the lack of redundancy in our roadways. This presents safety issues for emergency vehicles and means that every car is funneled into the same road no matter their destination.

With visitors, commuters and everyday motorists adding to our roadways, we need to move forward with transportation solutions that will provide redundancy, choices, and the infrastructure necessary for our changing community.

Neighborhood and local concerns regarding speed limit (25 MPH), potential noise impact, protection of our groundwater, and pathway safety have been addressed. We believe that the proposed neighborhood road designs will encourage lowered speeds and keep this road from being a “cut off” to High School Road and others.

Tribal Trails Connector will also reduce vehicle Miles Travelled (VMT), which is a larger community goal to make our travel more efficient and reduce our carbon footprint. By forcing drivers to the “Y” Intersection and other pinch points in our roadway network, we push drivers to drive longer stretches, expand standstill traffic, and provide no alternative routes.

We see how well our system works whenever there is a traffic accident on Highway 22. Every vehicle comes to a standstill, with traffic sometimes backed up to Millward Street in downtown Jackson.

By providing more direct travel routes, we allow drivers to reduce VMT and our overall carbon footprint.

Now is the time to move forward on Tribal Trails and stop calls for delays and pressing pause. We have been doing that for three decades – nothing has been solved and our transportation issues have only gotten worse. Our roads need redundancy, and our community needs to move on from this one issue.

We have given a lot of time, resources and thought to this road, and the alternatives address the concerns many have voiced during the last several years.

Please support Tribal Trails moving forward. Thank you for your consideration and your service.

Sincerely,
Jackson Hole Working Board