

SUMMARY OF TETON TRAFFIC BUSTERS OPEN HOUSE

Prepared: April 30, 2017

Meeting Date & Time: Tuesday, April 18, 2017 from 4 - 7 PM

Meeting Place: Old Wilson Schoolhouse Community Center

Meeting Intent:

Before the crush of summer traffic, the Old Wilson Schoolhouse Community Center, Teton Village Association, Snake River Fund and Friends of Pathways invited citizens to help innovate smart ways to take an additional 200 or more vehicles off of Highways 22 and 390, everyday all year-round.

Meeting Announcement:

The meeting was announced in a March 22 Guest Shot published by the JH News & Guide and distributed by all four host organizations. It was also placed on the Community Calendar, and advertised in the print & online versions of the JH Daily and JH News & Guide, as well as Facebook. Host organizations invited their contacts via email, as well as the Teton County Commission and key County staff, Mayor & Town Council and representatives from the Teton County Sherriff's office, WYDOT, START Bus and Pathways.

Meeting Format:

Open House format, allowing community members to attend when most convenient for their schedule. Refreshments were available, and four stations were set up around the room's perimeter offering information and soliciting feedback on four themes:

1. Downtown Wilson/Hwy 22
2. Traffic Reduction/Stilson
3. Wilson Boat Launch / Stilson
4. Alternative transportation: pathways, rideshare, START Bus

These stations were manned by staff and volunteers from the Old Wilson Schoolhouse Community Center, Teton Village Association, Snake River Fund and Friends of Pathways.

A series of exhibits were displayed and helped generate productive conversations – see attached.

The meeting was attended by approximately 125 people. Attendees were asked to provide feedback about traffic solutions via a brief written or online survey. Additionally, the board & staff of Old Wilson Schoolhouse conducted one-on-one interviews using the appreciative inquiry approach. In preparation for the meeting, and as a means of continuing to communicate with people about traffic solutions, the Teton Traffic Busters Facebook page was created. It currently has 115 likes, and its posts have been served to more than 5,000 people.

Surveys:

A written and online survey asked people to help generate positive solutions to take cars off highways 22 & 390 that our elected officials can enact so that this summer, and in summers to come, we have fewer frustratingly long lines of traffic. People were asked to answer the questions knowing there are 15 acres at the Stilson park & ride for this purpose, a dedicated stream of revenue from Shooting Star real estate transfer fees for traffic mitigation between Teton Village and the Town of Jackson, and there hasn't been regularly scheduled START Bus service to/from Stilson in summers past.

The survey was available online from April 15 – 28, and participants were invited to fill it out at the open house - 318 responses were received. A brief summary of the survey responses appears below, and the final survey results including comments are attached.

1. Should the Stilson park & ride be used in peak summer months to reduce traffic?
Yes – 94%

2. What actions would you take to reduce summer traffic? (multiple responses)
Bike or walk to work and/or to run errands regularly – 74%
Use the Stilson park & ride – 55%
Change work schedule/travel habits to avoid peak traffic – 53%

3. If you had \$250-500,000/year to help get cars off the road, what's the first thing you would do?
Schedule frequent START Bus service with regular stops at Stilson year round – 46%

4. What would motivate people to leave their cars at Stilson instead of driving? (ranked)
1 - Scheduled START Bus service every 30 minutes
2 - Bumper-to-bumper traffic on Hwys 22 and/or 390
3 - Paid parking in downtown Jackson
4 - Scheduled START Bus service every hour
5 - Covered bike storage

5. What would make it more convenient for people to park vehicles at the Stilson lot to use the Wilson boat launch, public access levees, &/or R Park? (ranked, but in a virtual 3-way tie)

- 1 - Designating ~25 parking spaces nearest the Hwy 390 pathway underpass as “preferred river access parking”
- 2 - Restrooms that are unlocked for use at Stilson
- 3 - A dedicated bike share hub for river users (Stilson to river & back)

6. What transportation infrastructure would you support funding for? (ranked)

- 1 - Roundabout at the intersection of highways 22 & 390
- 2 - Carpool and/or transit lane on Highway 22
- 3 - Improvements to Stilson (bus stop, bike storage, road and parking)
- 4 – Widen roads
- 5 - Additional pathway underpasses on highways 22 & 390

7. How do you think our community should pay for transportation improvements to reduce summer traffic on Hwys 22 & 390? (ranked)

- 1 - Use existing Shooting Star real estate transfer fee
- 2 - Voter approved SPET funds for specific transportation projects
- 3 - Town and County general revenue and capital funds

O P I N I O N

Come out in April to reduce traffic

Many of us were inspired by the March 8 Jackson Hole News&Guide editorial (“Engagement earns A+”). It presented a call to action to catalyze our community for the greater good. Before the crush of summer traffic, we invite citizens to engage and lead ideas that can be enacted as proactive solutions to aggravating traffic congestion. On April 18, from 4 to 7 p.m. at the Old Wilson Schoolhouse Community Center, please join an important community meeting in an open house format to help innovate smart ways to take an additional 200 or more vehicles off of Wyoming highways 22 and 390 every day all year-round.

Our partner organizations will share ideas and available solutions for reducing traffic on 22 and 390, and information about current efforts underway. We invite you to share your thoughts as well. Let’s explore how we can collectively reduce year-round traffic by invigorating transit, using traffic management tools and other forms of alternative transportation.

To take hundreds of vehicles off highways 22 and 390 daily this summer, one question many have is could the Stilson park and ride be utilized as a vibrant year-round transit center to better manage traffic congestion. There are 15 acres set aside for park and ride use that are managed by the Teton Village Association all winter to reduce traffic with frequent transit service. Under a 1997 agreement, Teton County is to manage the Stilson site outside of ski season. It is not being fully utilized to reduce summer traffic. From winter experience there are lessons learned and data to support using Stilson consistently for traffic reduction with integrated START bus routes.

There’s also money to help expand alternative transportation opportunities. To date, transfer fee revenues that Teton County collects from Shooting Star have amassed \$2 million that is conditioned to support transportation between town and Teton Village. Some of these designated funds could support regularly scheduled summer START bus stops at Stilson, which could take hundreds of cars off the road every busy summer day. Last summer those who wanted to take the START bus from Stilson had to call START for service and wait up to 45 minutes for the bus to arrive. Not surprisingly, few people took the bus to commute to work in town or elsewhere throughout the community. What if this coming summer you could count on a

bus at Stilson every half hour, no calls, no hassles? Would that make a difference for you and also for our wildlife?

Another idea to help reduce traffic is to construct modest “bike lockers” or a low-cost “bike barn” at Stilson, so folks who ride the START bus over Teton Pass or live on the West Bank can easily bike between Stilson and town on Pathway 22. Every bit of traffic reduction helps.

The Stilson site can also potentially provide a great opportunity for Snake River access overflow parking. The Snake River Fund has proposed a small-scale informal bike share system that could serve those who wish to move quickly back to the river — think clunker bikes (perhaps donated from people’s garages or surplus old bikes). Logistical considerations will require planning and attention, but this isn’t too difficult — let’s make it work. Walking from Stilson to the river or to R Park works, too. Let’s supplement the walk with some natural history signage along the way to leverage visitors’ time there in favor of deeper understanding about living compatibly with riparian wildlife.

These are some ideas to reduce traffic and enhance our community that we look forward to exploring with you next month. We’re sure you have great ideas as well, and we can’t wait to hear them.

We’re also asking Teton County for an official public workshop on ways to take traffic off 390 and 22 year-round by using the available Stilson land, dedicated revenue streams and innovative ideas from our community. To help you get up to speed before that happens and to prepare for the April 18 open house, you can access background material and share your thoughts at our new Facebook page called Teton Traffic Busters.

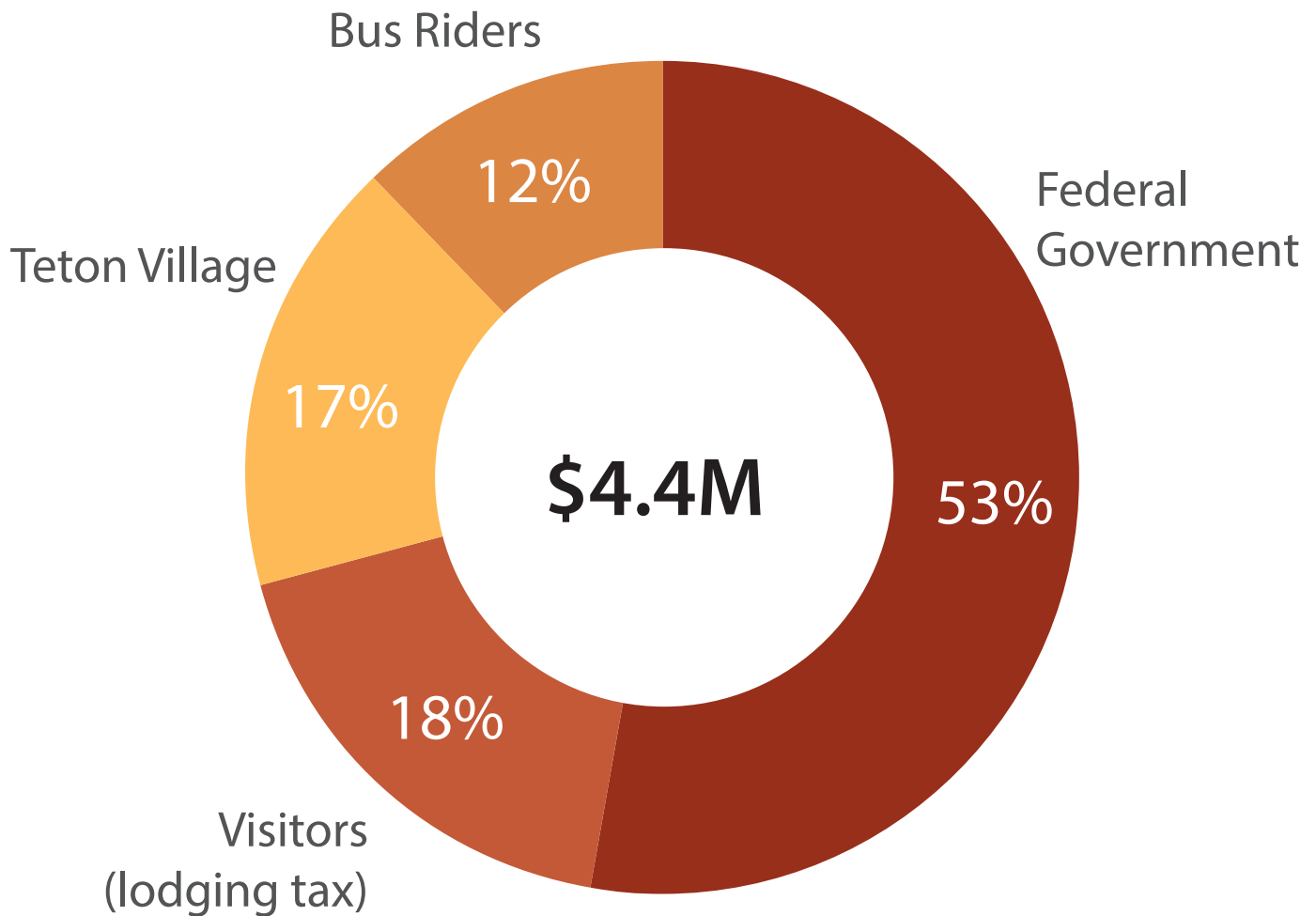
Let’s generate positive solutions that our elected officials can enact so that this summer, and in years to come, we have fewer frustratingly long traffic lines and delays. See you April 18 at the Old Wilson Schoolhouse Community Center.

Len Carlman is executive director of Snake River Fund. Katherine Dowson is executive director of Friends of Pathways. Melissa Turley is executive director of the Teton Village Association ISD. And Marylee White is executive director of the Old Wilson Schoolhouse Community Center. Guest Shots are solely the opinion of the writers.

GUEST SHOT

*Len Carlman,
Katherine Dowson,
Melissa Turley and
Marylee White*



Who Pays for START Operations



One million people ride the bus each year

Teton County Wyoming MapServer

Highlighted in yellow:
Stilson - JHMR parking area ("1455")
and
BLM Parcel 13 (Snake River - Wilson)
river access site

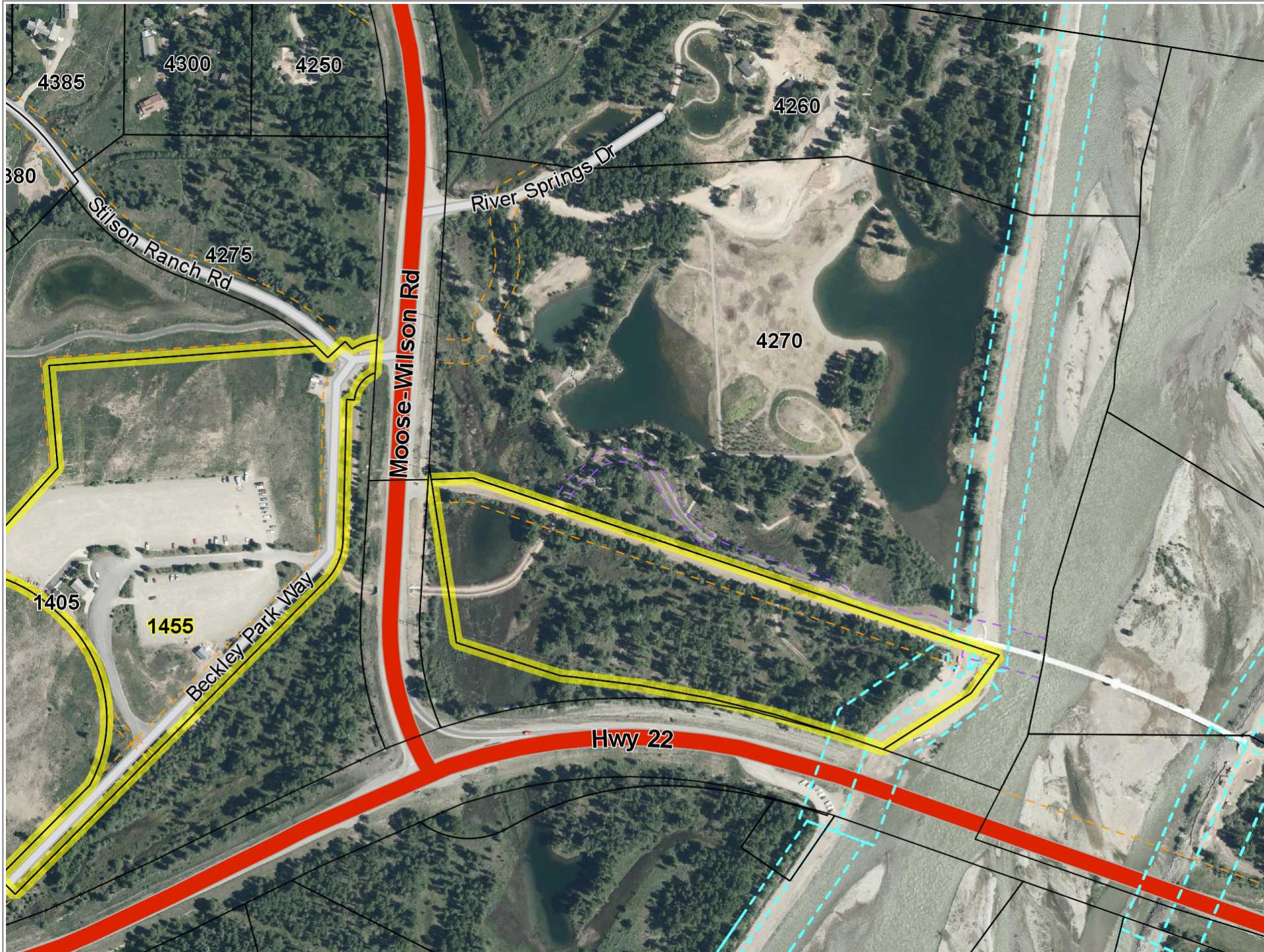
-  Highway
 -  County Road
- 2015 Color Mosaic

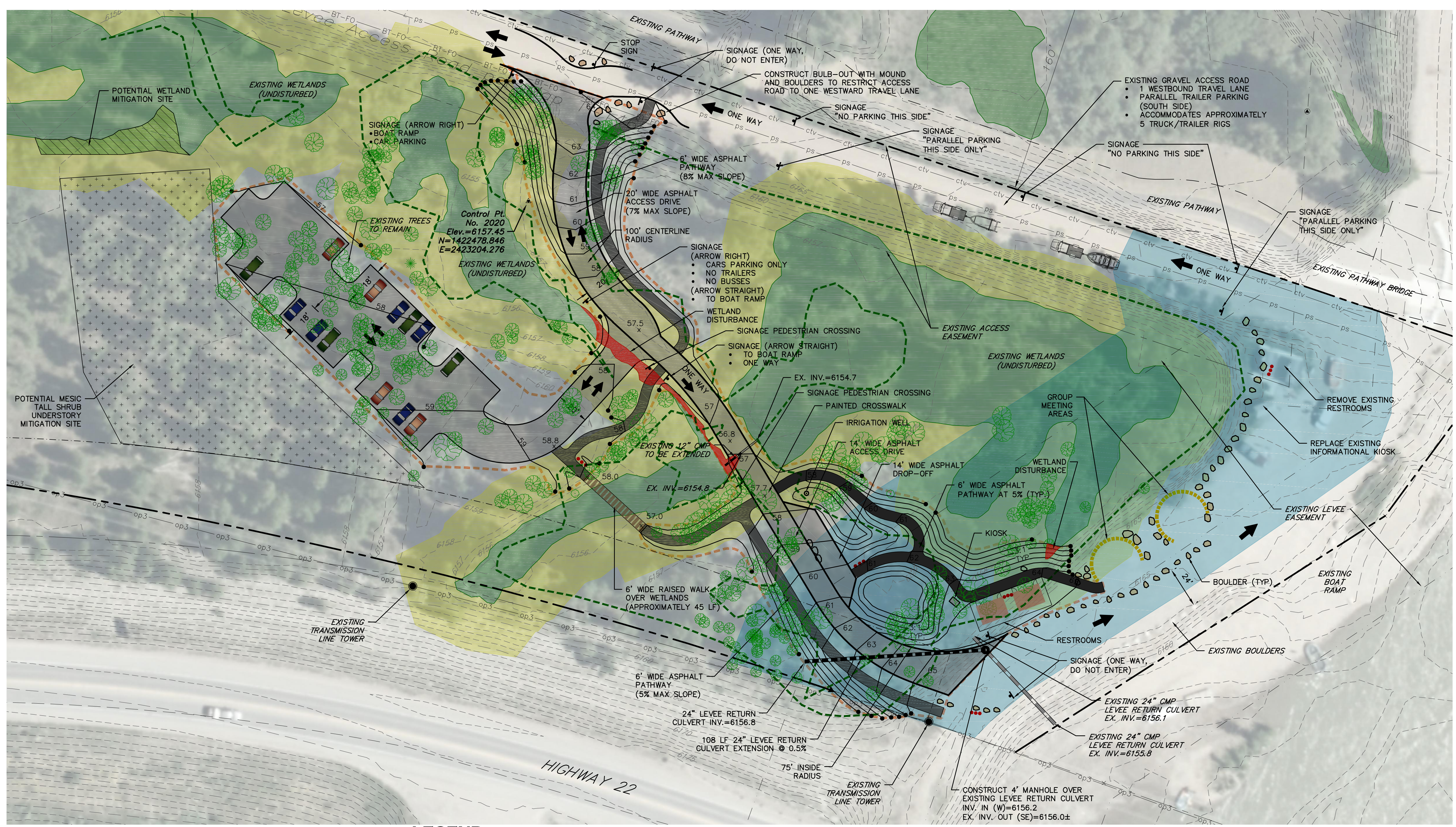


Teton County provides this map for illustrative purposes only and assumes no liability for actions taken by users based on information shown.



4/19/2017

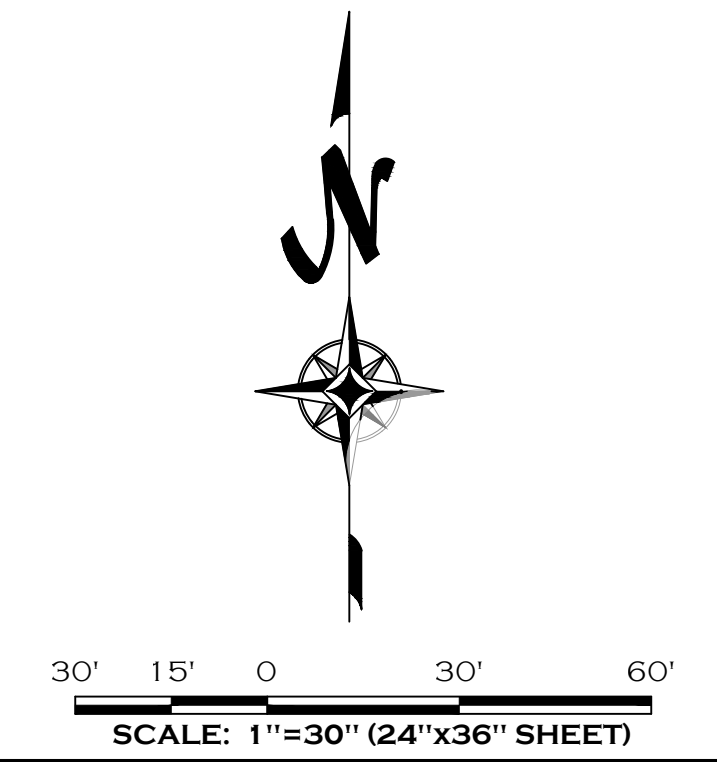




- NOTES:**
- NUMBER OF PARKING SPACES = 28 TOTAL PROVIDED
 - NUMBER OF ADA PARKING SPACES = 2 VAN ACCESSIBLE SPACES PROVIDED
 - PARKING SPACE DIMENSIONS 9'X18' (TYP.)
 - APPROXIMATE AREA OF DISTURBANCE = 52,000 SF.
 - NO FENCING IS PROPOSED
 - NO WINTER MAINTENANCE WILL BE PROVIDED. THEREFORE, NO SNOW STORAGE AREAS ARE INDICATED.
 - ALL REFUSE/RECYCLING CONTAINERS SHALL BE BEAR PROOF TYPE.
 - ALL DISTURBED AREAS SHALL BE MULCHED AND SEEDED WITH A DROUGHT TOLERANT NATIVE SEED MIX.
 - THIS PLAN IS BASED ON SURVEYS BY NELSON ENGINEERING AND PIERSON LAND WORKS.

LEGEND

- | | | | | | |
|--|--------------------------------------|--|---|--|---|
| | EXISTING PROPERTY LINE | | PROPOSED ASPHALT ACCESS DRIVE | | 150' RIVER SETBACK/BUFFER |
| | EXISTING EASEMENT LINE | | PROPOSED ASPHALT PATHWAY | | 30' WETLAND SETBACK/BUFFER |
| | EXISTING CONTOUR (MAJOR 5') | | PROPOSED CONTOUR (ADD 6100) | | POTENTIAL WETLAND MITIGATION SITE |
| | EXISTING CONTOUR (MINOR 1') | | POINT WHERE PROPOSED GRADING MATCHES EXISTING GRADE | | POTENTIAL MESIC TALL SHRUB UNDERSTORY MITIGATION SITE |
| | EXISTING OVERHEAD POWER LINE | | PROPOSED SPOT ELEVATION (ADD 6100) | | LIMITS OF DISTURBANCE |
| | EXISTING OVERHEAD POWER LINE | | PROPOSED WETLAND DISTURBANCE | | PROPOSED DRAINAGE CULVERT |
| | EXISTING CABLE TV | | VEHICLE TRAVEL DIRECTION | | |
| | EXISTING PRESSURE SEWER | | ADA PARKING SPACE | | |
| | EXISTING BURIED TELEPHONE | | PROPOSED SIGNAGE | | |
| | EXISTING BURIED FIBER OPTIC | | PROPOSED BOULDER | | |
| | EXISTING DRAINAGE CULVERT | | PROPOSED TRASH / RECYCLING | | |
| | EXISTING POWER POLE | | | | |
| | EXISTING TREE (APPROXIMATE LOCATION) | | | | |
| | EXISTING WETLAND AREA | | | | |
| | EXISTING SHRUB LINE | | | | |



STILSON MASTER PLAN ASSESMENT

TETON COUNTY, WYOMING

PARKING ANALYSIS
 1358 TOTAL POTENTIAL PARKING STALLS
 14 TOTAL ADA ACCESSIBLE PARKING STALLS
 1 TOTAL ADA VAN ACCESSIBLE PARKING STALLS

OPENSACE - 26.52 AC
 JHSC - 15.18 AC
 PARKS AND REC - 8.52 AC



MONPINE CELL TOWER
 CELL TOWER BUILDING/ GENERATOR

HERSHBERGER DESIGN

Landscape Architecture Environmental Planning Urban Design

101 South Chiswell P.O. Box 448, Jackson, Wyoming 83001-0448 Phone: 307.734.8222

Issue Date:	7 AUGUST 2014

Drawing Title:
EXISTING MASTER PLAN

Drawing Number:



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STILSON MASTER PLAN ASSESMENT

TETON COUNTY, WYOMING

PARKING ANALYSIS

1350 TOTAL POTENTIAL PARKING STALLS
 14 TOTAL ADA ACCESSIBLE PARKING STALLS
 2 TOTAL ADA VAN ACCESSIBLE PARKING STALLS

AREA ANALYSIS

	PROPOSED	EXISTING
OPENSACE	26.53 AC	26.52 AC
JHSC	15.18 AC	15.18 AC
PARKS AND REC	8.51 AC	8.52 AC

LEGEND

1. Parking 1,350 vehicles. JHSC (primary use = winter), Teton County (primary use = summer). 1a = Phase One (665 vehicles), 1b = Teton Village Build-out (685 additional vehicles)
2. Welcome facility and year-round restrooms
3. Teton Village shuttle & START loading area
4. Cell tower building (generator), monopine antenna
5. Future JHSC daycare facility (size TBD)
6. T.C. Parks & Rec. park storage
7. T.C. Parks & Rec. Tennis Courts (2)
8. T.C. Parks & Rec Pickleball Courts (4)
9. Softball fields without lighting (3)
10. Multi purpose athletic fields (3)
11. Recycling facility (enclosed structure)
12. Expanded pathway
13. START pullouts
14. START indicator light
15. Relocated stormwater detention
16. Multi purpose practice fields (3)
17. Relocated Beckley irrigation ditch
18. Playground area



HERSHBERGER DESIGN

Landscape Architecture · Environmental Planning · Urban Design
 560 South Glenwood P.O. Box 1648 Jackson, Wyoming 83001 T:307.739.1001 F:307.734.8322

Issue Date:

- 7 AUGUST 2014

- 30 SEPTEMBER 2014

- 11 DECEMBER 2014

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Drawing Title:

Option B: 3 Softball Fields without Lights

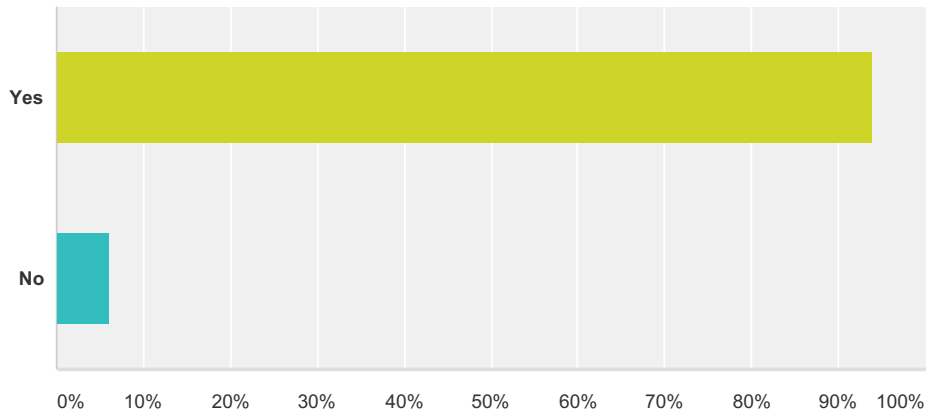
Drawing Number:



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Q1 Should the Stilson park & ride be used in peak summer months to reduce traffic?

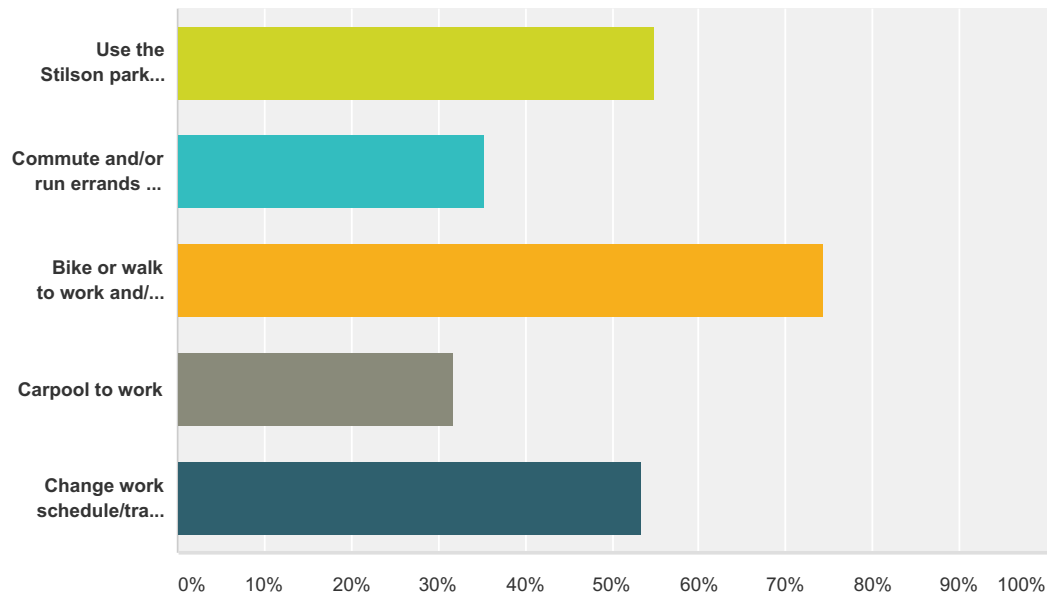
Answered: 301 Skipped: 17



Answer Choices	Responses
Yes	94.02% 283
No	5.98% 18
Total	301

Q2 What actions would you take to reduce summer traffic? (mark all that apply)

Answered: 264 Skipped: 54



Answer Choices	Responses
Use the Stilson park & ride	54.92% 145
Commute and/or run errands on the bus regularly	35.23% 93
Bike or walk to work and/or to run errands regularly	74.24% 196
Carpool to work	31.82% 84
Change work schedule/travel habits to avoid peak traffic times	53.41% 141
Total Respondents: 264	

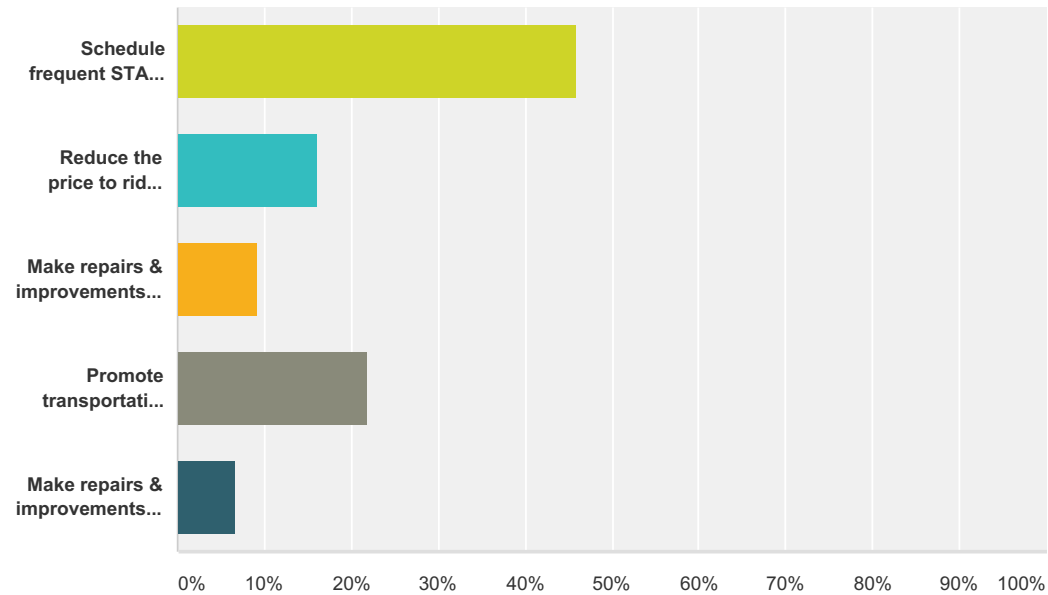
#	Other (please specify)	Date
1	reduce car speeds throughout the Valley in July to mid August.	4/26/2017 12:01 PM
2	None	4/25/2017 6:23 PM
3	Vote out politicians who allow more hotels etc in our community!	4/25/2017 5:13 PM
4	Reduce tourism	4/25/2017 9:35 AM
5	Stop providing easy access only to people who can afford to park \$30 per day anywhere they want make it assecible and fair for everyone or nobody. If nobody could park in the village we'd all be riding the bus	4/24/2017 10:02 PM
6	Put in Tribal Trails	4/24/2017 7:36 PM
7	Add lanes to 22 (5 lanes), add a bridge in Kings Highway area to the Village (where the old one was), pave all of Spring Gulch and make it more fluid to allow safe 45-55 mph travel. We've spent decades enriching our local landowners by selling our town to fourth home owners and have spent NOTHING to add capacity to our roads! It's insanely simple: Build. More. Capacity.	4/24/2017 7:16 PM
8	towing a boat doesn't allow for carpool or bus and I live south of town	4/24/2017 7:07 PM
9	Leave town to escape the madness.	4/24/2017 6:43 PM

10	NORTH BRIDGE OVER THE SNAKE!!!!!!	4/24/2017 6:03 PM
11	Upgrade Spring Gulch road to relieve about 15% of town traffic. A road, train/trolley, tunnel to Teton Village from the Airport.	4/24/2017 5:17 PM
12	Eliminate the Lodging Tax	4/24/2017 4:23 PM
13	asking only locals to abandon there cars is like asking them sacrifice for the tourist	4/24/2017 1:55 PM
14	Make all the main roads 4 lanes and stop advertising tourism.	4/24/2017 12:17 PM
15	None of the above. None of the options are suitable for my needs and I choose to maintain my flexibility for travel.	4/24/2017 11:55 AM
16	During the summer, it's more important to know what our VISITORS will do, not what our local community would do. Our actions are just a drop in the bucket compared to summer visitors.	4/24/2017 8:20 AM
17	Bigger roads	4/24/2017 7:51 AM
18	Build the Tribal Trails connector and a north bridge.	4/23/2017 10:59 PM
19	Stoplight in Wilson at Wilson School for safety and to create breaks for residents of the 22.	4/23/2017 7:16 PM
20	I do not travel in pike traffic times on any day- I work in town and live in the village- I am not wealthy I can't handle the traffic so I have made life changes to stay off the roads during high traffic times	4/23/2017 4:30 PM
21	Apply for a bus stop in Rafter j	4/23/2017 3:49 PM
22	none of the above work fo us.	4/23/2017 3:20 PM
23	open our roads up and stop pathways from taking up needed space. We are under snow 8 months out of the year. Pathways are for summer please only! Will continue to drive my car and so will most in this vally. No more conjestive artwork, pricy benches and gargage cans.	4/23/2017 12:30 PM
24	We need more major roads leading to the village as well as from the square. If there is an accident on any major road in town it is impossible for emergency vehicles to get to the hospital	4/23/2017 10:13 AM
25	If it was reliable and regular (every half hour) I would take the bus from town to the Village for evening events, concerts, happy hour at the gondola, etc.	4/23/2017 9:22 AM
26	We need to stop building hotels.	4/23/2017 8:39 AM
27	Direct road from airport to Village, another lane on existing road	4/23/2017 7:04 AM
28	We need to design bus routes that make it easy for all workers to get to and from their jobs in a reasonable amount of time. We also need to promote the bus system to our visitors- online, and locally, so visitors can plan to NOT rent vehicles when they fly in.	4/23/2017 6:38 AM
29	Make Wyoming 22 a toll road.	4/22/2017 9:56 PM
30	Accelerate quickly from a stop. Drive 5mph over the speed limit at all times. Do not leave large gaps in front of me.	4/22/2017 9:45 PM
31	I live north of town and there is no bus access.	4/22/2017 9:18 PM
32	build bigger roads	4/22/2017 9:18 PM
33	the bus does not run to Rafter J so minimizes my usage altho I would ride it more if I could access the bus without already getting in my car	4/21/2017 3:11 PM
34	Build less! Stop all this craziness! If we make planning about traffic, it will be about traffic.	4/21/2017 2:59 PM
35	There are only two that will work; 1) home delivery of mail, 2) mandatory school busing at all grad levels.	4/21/2017 1:19 PM
36	Target major employers (Teton Science Schools?) to work on targeted carpooling plans. The Start bus doesn't stop at TSS and it has MANY employees.	4/21/2017 11:57 AM
37	I would use the bus to get to town from Stilson if it ran frequently. I live in Wilson.	4/21/2017 11:53 AM
38	live North of town, no options	4/21/2017 11:34 AM
39	greatly reduce the number of visitors and stop residential growth	4/21/2017 11:14 AM
40	Dramatically reduce the number of tourist	4/21/2017 10:49 AM
41	A river shuttle would be nice. See comment below.	4/21/2017 10:47 AM
42	Running errands in town on a bike does not feel safe to me	4/21/2017 9:05 AM

43	Rapid transit from albertson's to teton village right down the bike path less cars on the road put the bikes on the road lets move fast ny 30 yrs	4/20/2017 4:15 PM
44	None - my work schedule demands flexibility of transportation	4/20/2017 10:24 AM
45	Hgwy22 from town to Wilson needs to be 4lanes. Hgwy390 to Teton village 4lanes also.	4/20/2017 6:20 AM
46	I could only use the bus to commute from Victor if it had runs every two hours from 6am to 11pm.	4/20/2017 12:31 AM
47	See note below	4/19/2017 8:56 PM
48	Build 4-lane road with frontage roads and elevated interchanges with on off ramps	4/19/2017 8:41 PM
49	The Stilson P&R will enable commuting, bike/walk and other options. Without it, tough for our family to most fully engage in options	4/19/2017 5:01 PM
50	Use rideshare options	4/19/2017 4:10 PM
51	Might use the bus if it ran to Wilson more regularly, especially on days with a predictable work schedule.	4/19/2017 4:04 PM
52	Allow free bus rides for commuters from/to town from/to Stilson during all months	4/19/2017 4:03 PM
53	Use rideshare services	4/19/2017 12:22 PM
54	I am not working and do little shopping except groceries in Jackson. Mostly going into park. So hard to use buses.	4/19/2017 8:59 AM
55	I try to schedule trips to town during times of less traffic.	4/19/2017 7:29 AM
56	I try to schedule trips to town during times of less traffic.	4/19/2017 7:17 AM
57	Build Roundabouts along US 89, US 22 and 390 to improve the flow of traffic. Roundabouts work in many places - Sedona, Arizona and Bend, Oregon for example.	4/18/2017 8:21 PM
58	...do these already! I only bike in the summer, much faster!	4/18/2017 3:50 PM
59	I try to schedule trips to town during times of less traffic.	4/18/2017 3:30 PM
60	These are items that I think would work. For my life, bike or walk is the most feasible (and the one I use)	4/18/2017 3:17 PM
61	Since I live in Melody Ranch, the Stilson park & ride doesn't do much for me. Likewise, I can't really use the bus service in general because I have to drive to utilize it.	4/18/2017 2:44 PM
62	I live and work in Wilson and I avoid peak traffic and ride my bike as much as possible.	4/17/2017 9:25 PM
63	Build the Tribal Trails connector- the study said any traffic improvement starts there	4/17/2017 7:56 PM
64	Complete a bike path and safe crossings between Walgreens and Maverick (smiths really).	4/15/2017 1:54 AM
65	I only use highway 22 for work deliveries that require a truck.	4/14/2017 2:10 PM
66	Build a bridge north of town. For GTNP visitors, airport traffic & Idaho residents to take traffic away from downtown. Minimize errands to one day	4/14/2017 10:46 AM
67	Drive less.	4/14/2017 9:55 AM
68	Encourage employers to buy their employees coming from Idaho year round START bus passes. Have year-round START bus service to Stilson. Plan for the workforce that commutes -- make it actually convenient for them to take transit, not harder. And have bus service to and from the airport so that some visitors never need to rent a car.	4/14/2017 9:53 AM
69	North bridge, airport to Village. South Park/Wy 22 connection	4/14/2017 9:40 AM
70	Stop building hotel capacity and widen the roads, both 390 and 22	4/14/2017 9:15 AM

Q3 If you had \$250-500,000/year to help get cars off the road, what's the first thing you would do? (choose one)

Answered: 237 Skipped: 81



Answer Choices	Responses
Schedule frequent START Bus service with regular stops at Stilson year round	45.99% 109
Reduce the price to ride the START Bus between Stilson and Town	16.03% 38
Make repairs & improvements to pathways	9.28% 22
Promote transportation choices: bus, bike, carpool, rideshare, etc.	21.94% 52
Make repairs & improvements to the Stilson park & ride	6.75% 16
Total	237

#	Other (please specify)	Date
1	Add stops in unserved major population areas - like Rafter J and Melody.	4/27/2017 10:24 AM
2	Introduce tolls for automobiles?	4/26/2017 5:15 PM
3	knowing there is a reliable, efficient, convenient schedule would encourage START riders	4/26/2017 4:01 PM
4	Add bus service to Rafter J and Melody?	4/26/2017 11:50 AM
5	START to WYDOT, Hoback, Alpine	4/25/2017 5:13 PM
6	more frequency for START to TV in the summer, require Shooting Star construction workers to use Stilson (like the Four Seasons did when built)	4/25/2017 2:11 PM
7	look at school and youth sports - allow equipment on busses so that parents do not have to drive to practice so that their child has the proper equipment to participate. Could reduce traffic during busy (for school area) times of the day. Allow lockers or bully barns at cow pasture fields is one suggestion	4/25/2017 2:08 PM
8	Improve commuter service to Alpine and Victor	4/25/2017 9:35 AM
9	Increase the number of roads esp Tribal trails	4/24/2017 7:36 PM

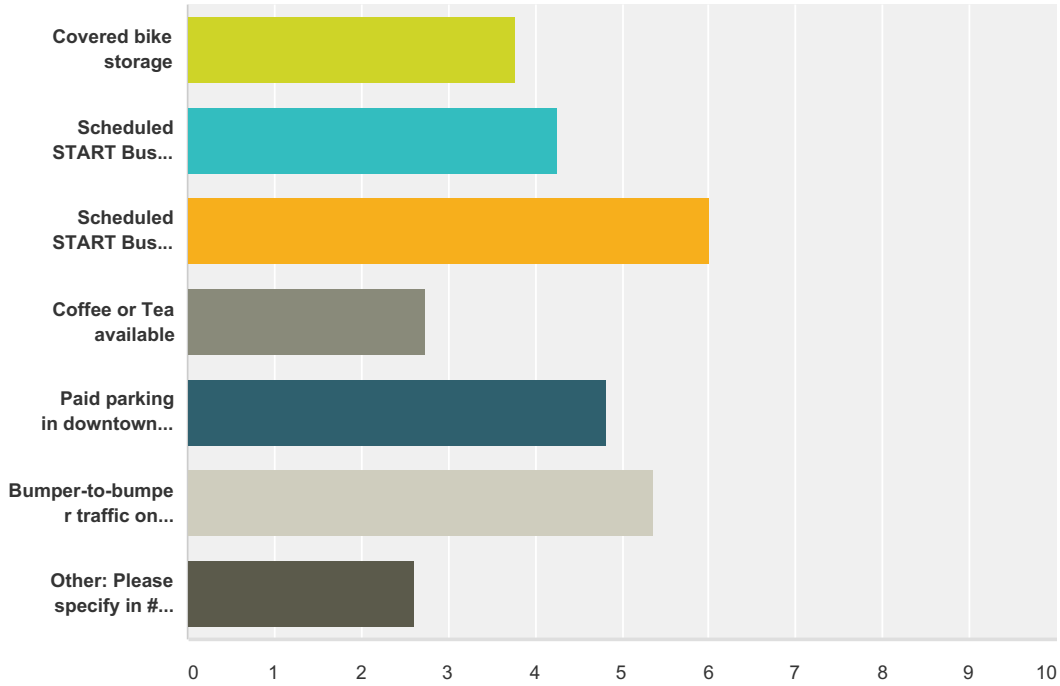
10	Use smaller START buses in Town that allow you to get across town in less than 45 minutes.	4/24/2017 6:43 PM
11	Park and ride to GTNP, no car traffic in the park after 9am for example	4/24/2017 6:03 PM
12	Upgrade Spring Gulch road.	4/24/2017 5:17 PM
13	We need to find a way to address transportation of gear (bikes, etc) and to the park. Our community is a single occupancy vehicle community because people want the freedom to drive to their place of play. The bus is a chicken and an egg problem. More stops and more frequency encourages people to ride, but it's hard to justify stops when the buses are empty. I'd also recommend incentives to encourage people to ride the bus. The Teton County Planning department released a report this year that said that people are 8 times more likely to ride the bus in the winter than in the summer. This is because you have to pay to park at the Village.	4/24/2017 4:38 PM
14	Just because Stilson has not been developed to what it COULD be does not mean it can't handle hundreds of cars to be parked there each day. It seems like the real issue is that only one bus stops there per hour (or something like that) and if the bus is full you need to wait another hour. Seems that making the bus service meet demand at Stilson is the first key. I g	4/24/2017 4:23 PM
15	Put down a deposit towards expanding/widening the roads. Sorry, but as you can see in mid April, its not the locals causing traffic. Its the hundreds upon hundreds of rental cars, and that isn't going to get smaller year after year.	4/24/2017 3:20 PM
16	encourage/insist the hotel/motel guest to use public transportation	4/24/2017 1:55 PM
17	Don't allow parking on town square, because a lot of the traffic is tourists waiting/loo for parking spots and this disruptes everything.	4/24/2017 12:17 PM
18	None of the above. I do not presume that I can force others off the road, or that others may force me off the road.	4/24/2017 11:55 AM
19	Stop the global promotion of Jackson Hole.	4/24/2017 9:29 AM
20	Offer incentives for employees to ride the start bus to work.	4/24/2017 8:53 AM
21	Charge a fee for SOV use or otherwise actively discourage using cars. Just incentives alone for not using your car is inadequate	4/24/2017 8:35 AM
22	add bus routes so you don't have to ride all the way around town to get just a short distance	4/24/2017 8:27 AM
23	Pathways are great for recreation, but they are not used by a majority for commuting to and from work/errands. Nor do our tourists seem to use them for getting to and from locations while visiting the area.	4/24/2017 8:20 AM
24	Build more roads	4/23/2017 10:59 PM
25	Install gondola from town to village, and from stilson to town/village	4/23/2017 9:35 PM
26	Stoplight in Wilson at Wilson School for safety and to create breaks for residents of the 22. Path on south side of 22.	4/23/2017 7:16 PM
27	Make a new route between Wilson and town through Indian Springs, expand the highway.	4/23/2017 4:56 PM
28	why is stilson lot so important in this questioner? if you have gotten to stilson people aren't going to leave their car? Fix the routes around town and in the commuting towns so cars don't even come over...the 100,000 of visitors are the problem and they aren't taking the bus!	4/23/2017 4:30 PM
29	Frequent service to Teton Village, Victor and Driggs from Jackson. House drivers and store & service vehicles in Driggs.	4/23/2017 3:41 PM
30	None will make big differance all would be a money suck of my funds.	4/23/2017 3:20 PM
31	Effect land use planning that manages growth.	4/23/2017 3:15 PM
32	widen our roads, making it easier to navigate! Pathways and large bus traffic in neighborhoods are NOT needed!	4/23/2017 12:30 PM
33	Give employers credits for proof of their employees using alternative transportation	4/23/2017 12:22 PM
34	invest in ride share apps (like uber, but unpaid)	4/23/2017 11:30 AM
35	START bus routes to Rafter J and Melody Ranch (south of town is equally congested)	4/23/2017 11:17 AM
36	Widen highway 22, pave spring gulch road, and build tribal trails.	4/23/2017 10:36 AM
37	It is ridiculous that service is provided over the pass and to start valley and not to rafter j and hoback. We pay taxes to support these services and do not get to use them because no service is offered to our areas	4/23/2017 10:13 AM
38	Spend some of the money to make tourists aware of the park and ride as well.	4/23/2017 10:12 AM
39	Stilson doesn't impact me, as I live in Town, so I would schedule regular bus service between Town and Teton Village. Maybe institute paid parking in the summer at Teton Village to incentivise taking the bus.	4/23/2017 9:22 AM

40	Change the road to 4 or 5 lanes	4/23/2017 9:04 AM
41	It's not about Stilson. We need a better town shuttle	4/23/2017 8:39 AM
42	Improve Fall Creek Road to reduce burden on hwy 22 and improve flow at intersection of 22 and 390	4/23/2017 8:35 AM
43	Another lane from town to Village	4/23/2017 7:04 AM
44	Tribal trails connector	4/23/2017 5:45 AM
45	Work to oppose the Bar Chuckwagon development plan.	4/22/2017 9:54 PM
46	If the bus is not free I will not ride it. No one else will either.	4/22/2017 9:45 PM
47	I would serve the areas South of town with bus service. Picking them up at Stilson does no good if they cannot get to work.	4/22/2017 9:44 PM
48	none of the above are good solutions.	4/22/2017 9:18 PM
49	build bigger roads	4/22/2017 9:18 PM
50	Build a light rail	4/22/2017 4:58 PM
51	Pathways new mission should be to maintain what we have. We have enough, now keep things in good shape.	4/21/2017 2:59 PM
52	Conduct a large scale needs assessment survey and focus groups with locals, commuters AND visitors to get their feedback and willingness to make changes to their travel.	4/21/2017 2:37 PM
53	Pay the school district to require all students to ride the bus. 2nd, get out congressional delegation to hammer the USPS to get home delivery of mail!	4/21/2017 1:19 PM
54	The pathways are almost finished and that's awesome!! I'd add a START Stop at Stilson, Teton science schools and any other lesser served businesses/areas (maybe Skyline Ranch needs a stop?)	4/21/2017 11:57 AM
55	More START trips over the pass; use Pathways money for it. No more bike paths! Do not make "improvements" to Stilson	4/21/2017 11:18 AM
56	study for monorail from Evanston, WY through to Yellowstone	4/21/2017 11:14 AM
57	Incentives for people to use alternate transportation modes ... focus on biking	4/21/2017 11:04 AM
58	Reduce costs for bus routes to satellite communities; more stops south of town too	4/21/2017 11:00 AM
59	make bus service more available and cheaper as in more stops all over town as well as at Stilson and not have to ride the town shuttle for a half an hour for a trip that take a shorter time by car	4/21/2017 10:55 AM
60	I would expand the roads not limit them	4/21/2017 10:49 AM
61	bus system to include wilson	4/21/2017 10:46 AM
62	Rapid transit from jenny lake to teton village right dwn the bike path	4/20/2017 4:15 PM
63	Institute paid parking in Jackson (would not cost \$ and would reduce traffic and increase walking and biking in town	4/20/2017 2:44 PM
64	Regular bus to Wilson and more stop on Hwy 390.	4/20/2017 12:15 PM
65	initiate light rail feasibility study	4/20/2017 10:48 AM
66	None of these choices will make difference. To get cars off the road you have to eliminate people's access to cars. A car is the individuals means to get around the valley to accomplish what we need to do every day. Because of the distance between town and Teton village a cars convenience will always win out over public transportation or a bike path.	4/20/2017 6:20 AM
67	This is a totally flawed question as it only asks about getting cars off the road. Myopic view of JH traffic.	4/20/2017 12:31 AM
68	Don't waste our money on bike pathways and let the state of Wyoming build a bigger highway.	4/19/2017 9:03 PM
69	Add travel lanes/light rail/toll road & HOV lanes	4/19/2017 8:41 PM
70	Stilson to Jackson should be free	4/19/2017 7:21 PM
71	Increase START service through Stilson and increase the commuter routes.	4/19/2017 4:10 PM
72	Improve Start schedule for commuter towns like Victor and Star Valley	4/19/2017 4:03 PM
73	These are all ok, but the portation of commercial traffic on 390 is huge. Much more than most people realize. None of these address that issue.	4/19/2017 12:56 PM

74	Promote ridesharing	4/19/2017 12:22 PM
75	Establish regular routes to the airport	4/19/2017 12:01 PM
76	make the roads bigger	4/18/2017 8:14 PM
77	traffic calming measures...medians, street trees, road diets to narrow roadways and make wider sidewalks... people won't give up their cars unless it gets painful. A recent post stated there should be no free parking, which reinforces this idea.	4/18/2017 3:50 PM
78	Equally important would be to make repairs and improvements to pathways	4/18/2017 3:17 PM
79	I would explore transportation options that don't involve highways at all, such as light rails and gondolas.	4/18/2017 2:44 PM
80	None of these options will get a significant number of cars off the road. Why drive to Stilson and ride bus to Village, when you can drive straight to Village?	4/17/2017 11:04 PM
81	Until summer ridership grows use smaller buses or vans	4/17/2017 9:25 PM
82	your options aren't making much difference- Lobby for the connector	4/17/2017 7:56 PM
83	Charge for parking in town - will have instant reduction and will generate revenue for the city.	4/17/2017 7:11 PM
84	More frequent buses between town and the village. Stopping at Stilson wastes nearly everyone's time and only eliminates a few partial car trips.	4/17/2017 11:06 AM
85	2nd I would provide regular frequent summer bus service	4/17/2017 12:24 AM
86	Having a Bus LANE	4/16/2017 9:31 PM
87	Go after low hanging fruit like bus service to/from Hoback and puts inbetween like Rafter J. Just servicing Hoback like most folks assume the star valley rat does but doesn't would have a huge impact.	4/15/2017 1:54 AM
88	Promote ride sharing apps/software.	4/14/2017 2:10 PM
89	JHMR needs to pay money towards bus subsidies.	4/14/2017 10:46 AM
90	Lighter versions of a START bus, with lifts for carts, strollers, wheelchairs. PSAs, maps, park and rides	4/14/2017 9:55 AM
91	Make improvements to on-street bike lanes and connect sidewalks within the town of Jackson	4/14/2017 9:53 AM
92	Tribal Trails/ WY 22 connection	4/14/2017 9:40 AM
93	Stop building hotel capacity and widen the roads, both 390 and 22	4/14/2017 9:15 AM
94	increase frequency of buses on routes	4/14/2017 9:14 AM
95	Traffic circles!!!! And all of the above.	4/14/2017 9:11 AM

Q4 What would motivate people to leave their cars at Stilson instead of driving? (please rank)

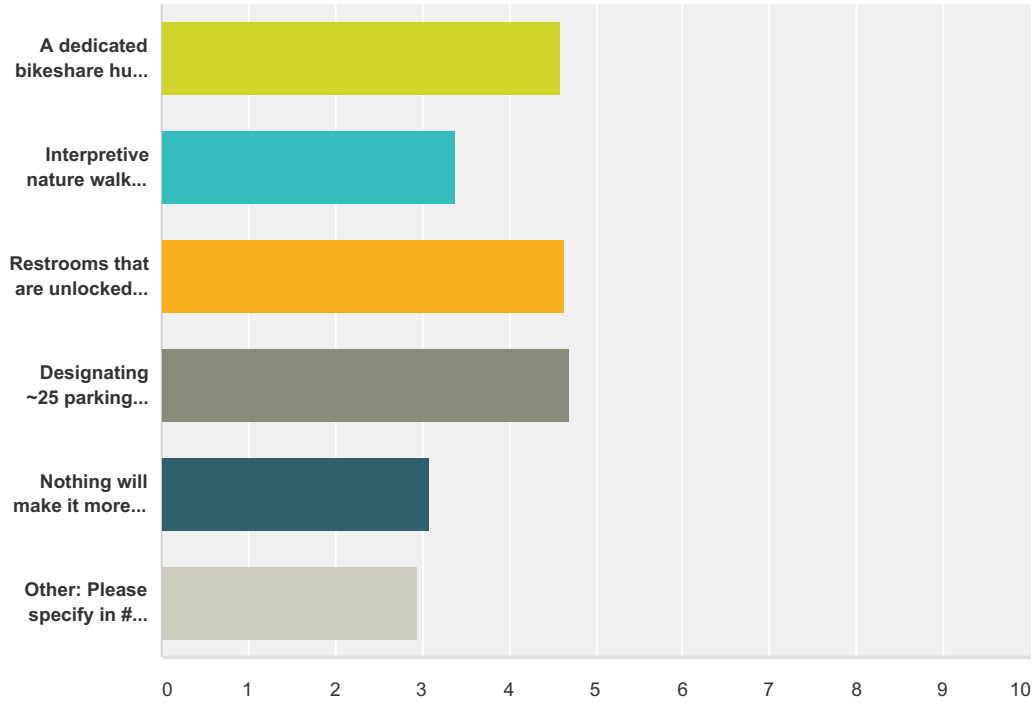
Answered: 288 Skipped: 30



	1	2	3	4	5	6	7	Total	Score
Covered bike storage	3.32% 7	8.06% 17	17.06% 36	27.01% 57	26.54% 56	14.22% 30	3.79% 8	211	3.77
Scheduled START Bus service every hour	1.40% 3	17.29% 37	27.10% 58	26.17% 56	18.69% 40	7.01% 15	2.34% 5	214	4.26
Scheduled START Bus service every 30 minutes	43.35% 114	27.38% 72	22.05% 58	4.94% 13	0.00% 0	1.52% 4	0.76% 2	263	6.02
Coffee or Tea available	3.88% 8	2.43% 5	4.37% 9	11.17% 23	21.36% 44	44.17% 91	12.62% 26	206	2.73
Paid parking in downtown Jackson	18.86% 43	26.32% 60	15.79% 36	12.72% 29	14.91% 34	7.46% 17	3.95% 9	228	4.83
Bumper-to-bumper traffic on Hwys 22 and/or 390	36.61% 93	21.65% 55	12.99% 33	11.42% 29	7.48% 19	7.48% 19	2.36% 6	254	5.37
Other: Please specify in #7 Additional Comments	10.00% 11	9.09% 10	4.55% 5	7.27% 8	4.55% 5	6.36% 7	58.18% 64	110	2.61

Q5 What would make it more convenient for people to park vehicles at the Stilson lot when using the Wilson boat launch, public access levees, &/or R Park? (please rank)

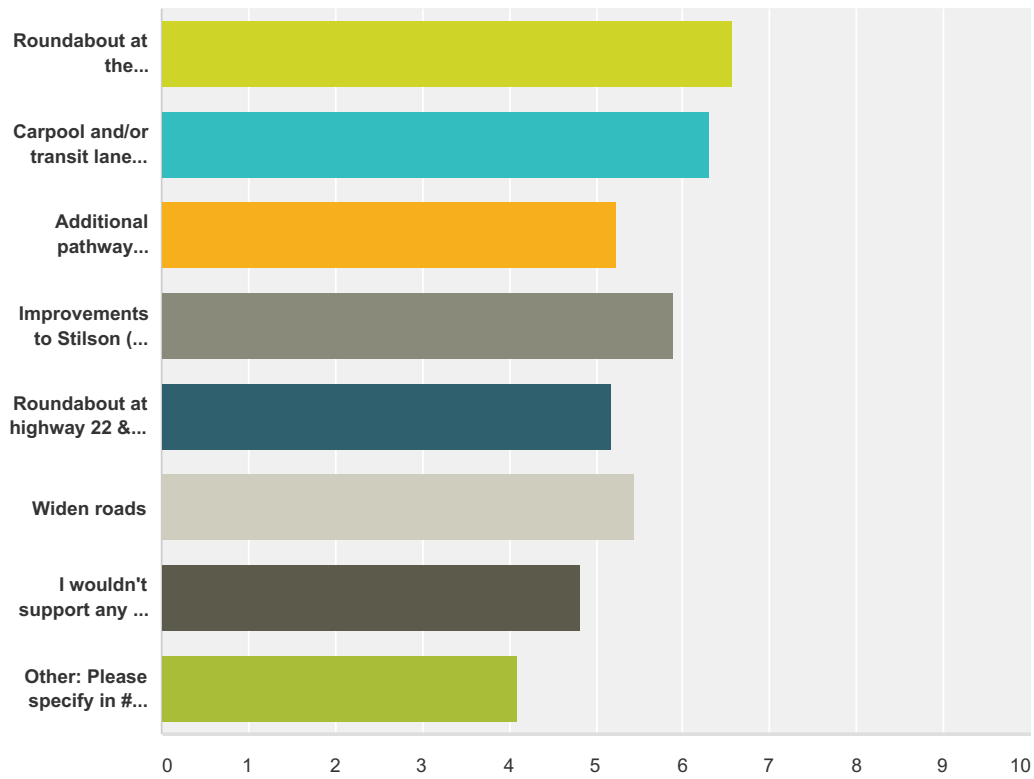
Answered: 268 Skipped: 50



	1	2	3	4	5	6	Total	Score
A dedicated bikeshare hub for river users (Stilson to river & back)	31.43% 66	22.86% 48	27.62% 58	10.95% 23	5.71% 12	1.43% 3	210	4.59
Interpretive nature walk between Stilson and the boat launch	6.36% 11	13.29% 23	17.34% 30	41.04% 71	18.50% 32	3.47% 6	173	3.38
Restrooms that are unlocked for use at Stilson	24.41% 52	34.27% 73	28.17% 60	8.45% 18	2.35% 5	2.35% 5	213	4.63
Designating ~25 parking spaces nearest the Hwy 390 pathway underpass as "preferred river access parking"	36.62% 78	28.17% 60	14.55% 31	13.62% 29	3.76% 8	3.29% 7	213	4.70
Nothing will make it more convenient to park at Stilson and walk or ride to the river, I just won't do that	27.61% 37	2.24% 3	3.73% 5	9.70% 13	32.84% 44	23.88% 32	134	3.10
Other: Please specify in #7 Additional Comments	20.51% 16	12.82% 10	3.85% 3	6.41% 5	16.67% 13	39.74% 31	78	2.95

Q6 What transportation infrastructure would you support funding for? (please rank)

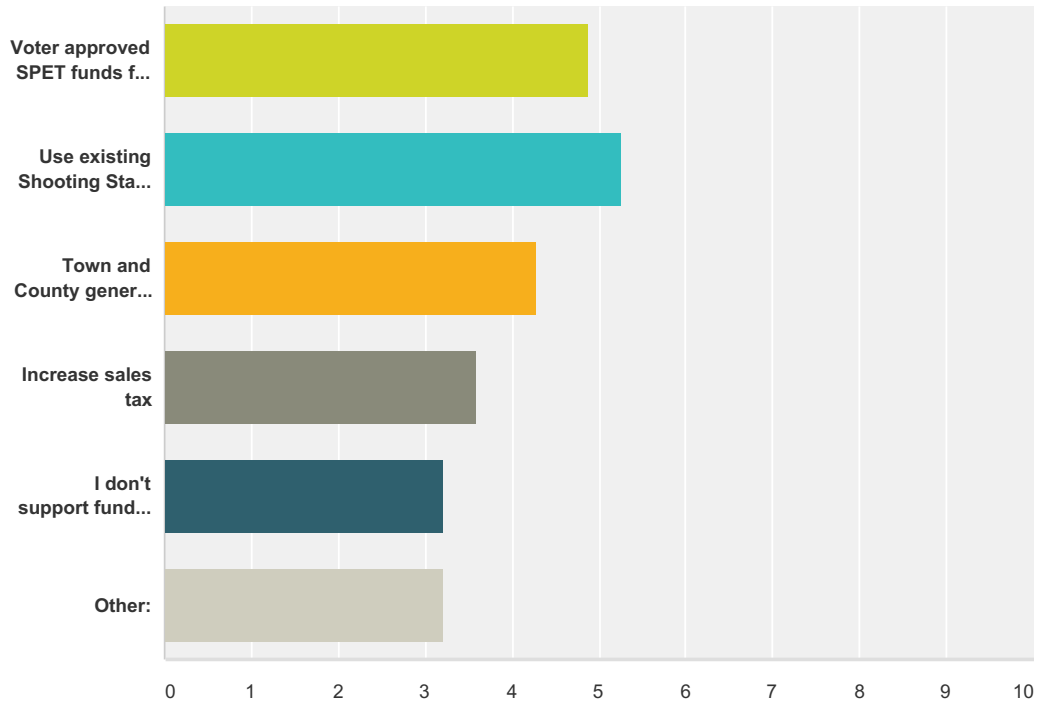
Answered: 298 Skipped: 20



	1	2	3	4	5	6	7	8	Total	Score
Roundabout at the intersection of highways 22 & 390	41.06% 85	26.57% 55	14.49% 30	3.86% 8	4.35% 9	2.90% 6	3.38% 7	3.38% 7	207	6.57
Carpool and/or transit lane on Highway 22	29.56% 47	35.22% 56	7.55% 12	12.58% 20	5.03% 8	3.77% 6	2.52% 4	3.77% 6	159	6.31
Additional pathway underpasses on highways 22 & 390	11.26% 17	10.60% 16	23.18% 35	21.85% 33	19.87% 30	8.61% 13	1.99% 3	2.65% 4	151	5.25
Improvements to Stilson (bus stop, bike storage, road and parking)	17.74% 33	22.58% 42	20.43% 38	19.35% 36	11.83% 22	5.91% 11	1.08% 2	1.08% 2	186	5.88
Roundabout at highway 22 & HHR Road (by the Wilson school)	9.15% 14	17.65% 27	21.57% 33	16.34% 25	13.73% 21	13.73% 21	5.23% 8	2.61% 4	153	5.17
Widen roads	35.25% 49	7.91% 11	13.67% 19	7.19% 10	3.60% 5	16.55% 23	9.35% 13	6.47% 9	139	5.45
I wouldn't support any of these options	33.68% 32	11.58% 11	4.21% 4	2.11% 2	5.26% 5	4.21% 4	23.16% 22	15.79% 15	95	4.82
Other: Please specify in #7 Additional Comments	17.33% 13	14.67% 11	8.00% 6	6.67% 5	4.00% 3	2.67% 2	16.00% 12	30.67% 23	75	4.09

Q7 How do you think our community should pay for transportation improvements to reduce summer traffic on Hwys 22 & 390? (please rank)

Answered: 277 Skipped: 41



	1	2	3	4	5	6	Total	Score
Voter approved SPET funds for specific transportation projects	34.50% 69	34.00% 68	21.00% 42	7.00% 14	2.50% 5	1.00% 2	200	4.88
Use existing Shooting Star real estate transfer fee	56.74% 122	24.19% 52	11.16% 24	5.58% 12	0.93% 2	1.40% 3	215	5.26
Town and County general revenue and capital funds	12.23% 23	28.72% 54	37.77% 71	18.09% 34	2.66% 5	0.53% 1	188	4.28
Increase sales tax	9.66% 14	17.24% 25	19.31% 28	39.31% 57	6.21% 9	8.28% 12	145	3.60
I don't support funding for transportation improvements	31.33% 26	2.41% 2	1.20% 1	7.23% 6	37.35% 31	20.48% 17	83	3.22
Other:	22.54% 16	15.49% 11	4.23% 3	8.45% 6	16.90% 12	32.39% 23	71	3.21

Q8 Additional Comments:

Answered: 162 Skipped: 156

#	Responses	Date
1	Hello, Thank you for the effort. Slot of great ideas. Lets look at the core and that is the usage will continue to rise. This is why in my opinion, we need to preserve open spaces and character of Valley Specifically Tribal Trails and South park. One paved, made for traffic, regardless of the speed those spaces used by recreation raptore, elk foxes deer bears, trout wayer fole and much more will never be made open again. this will be your legacy in JH	4/27/2017 1:03 PM
2	Until the major population centers in the valley (Rafter J, Melody, etc.) are served, people ditching their cars for bus use is a pipe dream. Convenience of mass transportation is necessary for it to be used. If I have to fight traffic to drive to a park and ride anyway, I'll just drive all the way.	4/27/2017 10:24 AM
3	We need to address the TRAFFIC ISSUES FIRST AND FOREMOST BEFORE we even begin to consider ANY ADDITIONAL BUILDING, AFFORDABLE OR OTHER HOUSING, OR POPULATION EXPANSION INITIATIVES IN OUR TOWN!!! We are simply bursting at the seams, and I am deeply concerned that the town is in grave danger with the wrong focus on urban development, giving more people the chance to move here (both part time & full time) with more cars per person, etc. We must solve the current traffic problem first before we do anything else.	4/26/2017 5:15 PM
4	Reference #4: Bumper to Bumper traffic means the bus sits in the traffic also. We are a resort town, and as such, can accomodate only so much. With an influx of 3-4 million people in the summer, there will be traffic and we need to accept this as locals by being more patient, and adding additional time to your commute. It happens all over the world. We are not the exception. #6 & 7. Transportation infrastructure improvements should be coming out of our general revenue and capital funds. I would not support this type of work to be paid for through SPET. SPET stands for SPECIAL. This is not special. I expect and demand that this type of work be paid for with my taxes. end of story.	4/26/2017 4:01 PM
5	Reduce traffic speeds to 35 along highway 22 and consider reducing speeds to 35 along highway 89 from Albertson's to Smiths. Additionally, a traffic cop should be at the intersection between 4-6 pm. a summer job for a kid to shuttle people in an electric golf cart type vehicle from Stilson to boat ramp.	4/26/2017 12:01 PM
6	#4--I don't really have other good ideas. Carpooling incentives? HEV incentives? #6: I rank Other above the other ones not because I have any good ideas but because I think those ranked below other are BAD uses of public funds. I don't think more underpasses would be cost effective, and I don't like the idea of widening the road. It's wide already. Other ideas would be increased bus service and carpooling incentives. #7--Again, I rank "Other" above some choices, not because I have any better ideas but because I think the ones ranked below "Other" are worse than the status quo, are poor ideas in general and/or are BAD uses of public funds.	4/26/2017 11:50 AM
7	Looking at these questions--very clear that they were "leading the witness" and there was a clear objective the creator of this survey is trying to achieve.	4/26/2017 11:29 AM
8	Use "lodging tax" to cover improved transportation.	4/25/2017 9:35 PM
9	Town and County have plenty of money. Stop being sneaky. Use it wisely. Lights along downtown? really? dumbest spent money! MOVE the snow. Clearly Bob Lenz doesn't want to pay "windshield time" moving his snow! We're over that. MOVE the town snow down by WYDOT. No More Taxes. Stop building new hotels and banks! Greedy people go back to where you came from - it's clearly NOT from here. And YES, I can say that! Stop creating ideas on how to spend more money on START! You've done enough! Let in come organically. Forcing the community onto the START system isn't working! Roundabouts? Stop it! When the boat launch is full its obvious we will use the Stilton Parking. Leave us alone it's not YOUR problem! What will motivate commuters to park in Stilson? Advertising and being reminded it's available. STOP FORCING your garbage on the community. WE DON'T LIKE YOU	4/25/2017 5:13 PM
10	In No. 5 the question I picked as my no 1 answer does not reflect my personal decision to not park on the levees, but rather my observation of Jackson "locals" and their lazy nature. In a town so completely self absorbed with bragging about its outdoors adventure attitude, Jackson "locals" have time and again proven that they care more about being seen doing/ heard talking about something than actually doing it. They want their cars seen by passing friends on the bridge so they are asked about taking their dog to the river or floating the river or x-country skiing. Ask them to park at stilson and walk? I'd like to see that happen. As for myself, I own a vehicle and drive in town for groceries or out of state for visiting, but walk 2 miles to the bus and commute by bus to the village in winter and by bike in spring/summer/fall.	4/25/2017 2:26 PM
11	Traffic is due to tourism and tourists should pay for the infrastructure through taxes on tourist items such as car rentals and hotel rooms.	4/25/2017 2:14 PM
12	I support the development of a round-about at the Y to resolve the traffic issues there.	4/25/2017 2:13 PM

13	4. 15 minute frequency of START 5. prohibit all non-commercial vehicles from using the ramp parking, make them use Stilson 7. WYDOT will pay for the improvements but we have to let them design, we need to cooperate with WYDOT for once.	4/25/2017 2:11 PM
14	patience	4/25/2017 2:10 PM
15	paid parking in downtown will put people on the bus, park and ride locations - stilson, hoback, melody, victor, driggs, alpine,etna, afton, bike share	4/25/2017 2:08 PM
16	When going somewhere in the valley, leave earlier to allow for additional traffic. Start buses need to have regular routed to Wilson and to South Park.	4/25/2017 1:57 PM
17	#7 How about a tunnel under the Y for through traffic and a roundabout on top for turning traffic. No more roads, please....	4/25/2017 9:35 AM
18	Poor Jackson, death of an incredible ski town and mountain range	4/24/2017 10:02 PM
19	Invest in mass transit like START bus and stop investing in bike paths that don't actually serve high volumes of people. If we invest in START and communal transit options (not just in town and Teton Villiage but also up into the Park) we could get more visitors out of individual cars and help get residents/commuters onto transit. Stinson lot has a capacity limit too and relying on it as a transit solution is short sighted.	4/24/2017 9:00 PM
20	All of these suggestions are pointless. Pave Spring Gulch road to bypass town. Build a new highway from the airport to the village.	4/24/2017 8:00 PM
21	Stop trying to force people int buses -it just wastes money. If the Village needs more service for its staff- let them pay for the buses	4/24/2017 7:36 PM
22	The only solution is to expand our infrastructure dramatically, and quickly. We've grown our population of summer home owners and summer tourists for DECADES while doing NOTHING about the capacity of our highways. THE SOLUTION COULDN'T BE MORE OBVIOUS. For the extremely dense people who have allowed this to progress in this manner: Kings Highway area bridge, widen/pave Spring Gulch to support 45mph speeds, five lanes on 22 and 390. Period.	4/24/2017 7:16 PM
23	have a parking fee otherwise free at stilson	4/24/2017 7:07 PM
24	START should allow dogs if you want people to ride to Stilson.	4/24/2017 6:43 PM
25	Pass Tunnel with toll, Expensive but inevitable. More hotels = More lodging tax	4/24/2017 6:03 PM
26	The Town and County are out of bounds with all their charity programs. Eliminate them and there is enough money for infrastructure such as new roads and improvement of existing roads. Charity programs are those where only a few benefit. i.e. Pathways, Start Bus, Rec Center, Snow King Center, etc. All these should be pay-as-you-go. Charity programs single out certain groups and definitely are Un-Constitutional.	4/24/2017 5:17 PM
27	the way to get cars off the road is to charge people for parking. charge people a tax on their cars. tax on gas. toll road. the second way is to make driving such a pain in the ass that you want to take the bus - ie, a bus lane.	4/24/2017 5:12 PM
28	WYDOT and local traffic engineers seem to have an extreme bias for "short" light cycles. The busiest intersection in Idaho Falls is Sunnyside and Hitt Road. The lights there are "smart" (sensors) so they flush the waiting traffic in each direction each cycle of the light. The light cycles are longer when traffic is heavy, but it is very rare to have to wait through more than one cycle - frustration is nearly zero. As for building more roads, widening roads, etc., there is plenty of empirical data that shows clearly that traffic will simply increase to fill the available road space. Right now, the AVERAGE pace of traffic in the Los Angeles area, with its BILLIONS of dollars of multi-lane freeways, is just about the same as the pace of traffic 125 years ago - when it was mostly horse and buggy. Jackson is constrained by natural geophysical obstructions to building roads. Let's keep Jackson a small town, and let the existing roads provide their natural limitation to too much traffic.	4/24/2017 5:08 PM
29	Please don't widen the roads. We do need to address this...	4/24/2017 4:38 PM
30	To me, it all comes down to how many visitors we have. Look at the traffic right now, and it's not that bad! So, we have to take a SERIOUS look at the Lodging Tax which is promoting this place to death when it doesn't need to be! It was originally sold as promotion in the "shoulder seasons", which then turned into adding winter into the mix. Now, events are being funded into the middle of June with the Lodging Tax (Contour Music Festival - 2015 as an example). Hopefully people will catch on with the obvious connection between more visitors and more cars (they aren't getting here on Amtrak or Greyhound) and vote down this tax when the time comes in the next year or two.	4/24/2017 4:23 PM
31	i think the majority of the accident's that back up the roads falls on the rubbernecking tourist,stilson cant fix everything	4/24/2017 1:55 PM
32	Accept that changing habits are very difficult for motorists. And of course the pace of development continues to add traffic pressure. We need that tribal trails connector, and a northern bridge over the snake	4/24/2017 1:33 PM

33	#5 - Some sort of incentive to park at stilson and ride the bus. The people of this area are some of the most selfish people on the planet and are not going to be inconvenienced by not having their vehicles. Teton County is the %1 of the %1 as far as wealth goes.	4/24/2017 12:17 PM
34	Educate the public about how all of these options will be used to show that the public supports Agenda 21 .	4/24/2017 12:13 PM
35	What is the "Transportation Problem"? If it can be defined, what causes it? Our geographic location, local climate, resident and visitor mix, travel distance, items to be carried, and a variety of other factors all impact transportation. Geography is not very suitable to more or expanded roads. Congestion is serious for an hour at peak times and then quickly clears. The "Problems" we have are minor compared to other communities. The distances, time, weather and material to be transported all argue FOR individual vehicles to be used. Unfortunately, for these reasons, many can not use mass transit. We do not know how it is being used now. Casual observation is not possible, the START Bus windows are blacked out and those outside can not see the riders. What is there to hide? Suggesting only more spending, more mass transit, or "taking vehicles off the road" does not lead to a balanced discussion of transportation - that is only pressing for the side of a government solution, more mass transportation. Will these results and comments be made public? That might stir the discussion. Contact me through the e-mail below.	4/24/2017 11:55 AM
36	Use the Lodging tax for improvements	4/24/2017 9:29 AM
37	How do you get tourists and second home owners to take advantage of these things too? Have you considered highway signs that warn of congestion during certain times and say avoid travel at those times, just like construction traffic warnings?	4/24/2017 9:10 AM
38	This survey only seems to address traffic around 22 & 390. Interestingly it is labeled as "valley traffic". the best thing that can happen to 22 & 390 is a north bridge. Much of the traffic are tourists/summer visitors headed to the Village in the summer. The only real route they can take is the 22-390 roads. If there were a north option we would see fewer cars through town and on 22. The other thing that needs to happen is wider roads. The cars are already there, it needs to happen. P.S. This survey needs some reworking. If it is about the valley, I would suggest being more broad in your questions. Most of the questions do not have answers that I think are worth pursuing.	4/24/2017 8:53 AM
39	I am 3rd generation to work in nonprofit in Jackson. We can not afford to live in JH and have commuted from Victor for 8 years. Traffic has increased substantially from over the hill and during peak summer. Here are my thoughts/priorities: - Overpass at Glory Bowl, etc. (keep JH working) - Roundabout or overpass merge at 22 & 390 (keep ppl moving) - More Start Busses & Routes (ID, JH, North of Town)	4/24/2017 8:51 AM
40	Improvements won't reduce summer traffic. There will still be as many people. Reducing how many PEOPLE are on the roads will reduce traffic. Stop approving growth (hotels, housing developments, etc.) and there will be less traffic.	4/24/2017 8:27 AM
41	#4 additional comment - develop a dedicated bus lane on highway so buses don't get stuck in same traffic jam as everyone else.	4/24/2017 5:04 AM
42	No more taxes. Budget more wisely	4/24/2017 3:26 AM
43	Build the Tribal Trails Connector, widen 22 and the 390 to four lanes, and build a north bridge.	4/23/2017 10:59 PM
44	Plan for a north bridge. stop developments that promote growth. make ALL developments pay fully for themselves. No more asking general public to pay for impacts from private growth projects.	4/23/2017 7:41 PM
45	4. More housing options available in Jackson to reduce the necessity of commuting in the first place. 5. People should just ride their bikes or walk to the river instead of driving to Stilson for recreation.	4/23/2017 4:56 PM
46	if you did some research other resort towns have free bus service for all and everyone uses it - colorado's summit county. free bus from one end to the other-this is possible here- we just need to tax the 2nd 3rd and 4th home owners for the homeless worker to get to their jobs...become the solution not part of the problem!	4/23/2017 4:30 PM
47	Just grin and bear it.	4/23/2017 4:11 PM
48	Covered waiting areas and nice restrooms at Stilson	4/23/2017 4:11 PM
49	Plan for North bridge from Teton Village to GrosVentre Jct. to provide alternate route to Jackson and to Airport from a d to Teton Village.	4/23/2017 3:41 PM
50	Where is wydot funding?	4/23/2017 3:20 PM
51	These mostly seem like minor improvements. I fully support improvements to the START system and better pathways, but what we really need is 5-lane roads!! I'm a Wyoming native from a much more rural area then Jackson, and I strongly feel that 5-lane roads do not detract from the 'small town character' people love to talk about. What does detract from it is bumper traffic and the 5-million tourists that stream through our valley. I hate to say it, but this place isn't that small anymore. We need to widen our roads to accommodate those people. And why are we not talking about the north bridge?? A simple way to get folks from the airport to the village would be huge, and another option for getting from village to town. It's silly that we are not even talking about that.	4/23/2017 1:57 PM

52	Eliminate Bed Tax!	4/23/2017 1:45 PM
53	We should have a comfortable and reliable bus system connecting Jackson to Alpine. Encourage people to find housing there and bus in for work. Two birds, one bus.	4/23/2017 12:33 PM
54	Pathways are for enjoyment, NOT a transportation mode. What part of we are snowbound 8+ months out of the year. Main streets are full of potholes and need repair, yet we have the prettiest pathways and spending my hardearned dollars to plow them.	4/23/2017 12:30 PM
55	Consider future plans for the north bridge from the airport to Teton village. Consider that traffic congestion is directly related to a lack of affordable housing in town. Consider making the speed limit on 22 60mph or to enforce the 55 mph speed limit (hardly anyone drives over 50 mph on hwy 22, even when there isn't traffic)	4/23/2017 12:22 PM
56	JHMR should pay for road/pathway improvements	4/23/2017 11:30 AM
57	A Tribal Trails connector is long overdue. I commute between Rafter J and Teton Village and this would reduce my impact and commute time. The light schedules on W Broadway could be programmed to improve traffic flow. Currently, you often are stopped at every single light! The Y intersection plans at Broadway and Hwy 22 seem absurd to me. The dedicated right turn lanes certainly improve traffic flow. For those of us living south of town, it is difficult to utilize public transportation. A park and ride station would make a lot of sense to me. For the Wilson Boat ramp, I think trailer parking in Stilson and a bike share program would encourage people to park in Stilson. Thank you for your efforts on this!	4/23/2017 11:22 AM
58	Signage that is positive and colorful (on the road and around R Park, the boat launch and Stilson) would be a huge help in getting people into the Stilson lot. Employ JH Public Art to assist with artistic signage, and chalk paint on the road to show people where to park. Also use moveable traffic signage to say LOT FULL to shift people into Stilson lot.	4/23/2017 11:17 AM
59	It is silly to assume that we can get enough people to bike or ride buses. Our road network is deliberately underdeveloped, and this is a major contributor. We need four lanes on highway 22, and we need a bypass for the Y intersection. The volume isn't going to go down, but we can build a road network designed to handle it. Even if buses came every 30 minutes to Stilson, it would not be very convenient to ride them.	4/23/2017 10:36 AM
60	Widen the roads on 22 and village road. Create additional roads that connect town town village, and 22 south through Indian trails. It is ridiculous that the rich have so much power to prevent infrastructure	4/23/2017 10:13 AM
61	We need better transportation to outlying communities like Wilson for teenage workforce that can't drive, Rafter J and Melody.	4/23/2017 10:03 AM
62	Tribal trails connector	4/23/2017 9:48 AM
63	I would support a vacancy tax on 2nd homes and a resort tax to pay for the impacts of summer traffic by visitors and 2nd homeowners.	4/23/2017 9:22 AM
64	Require any vehicle with a trailer must use the Stilson parking lot and ticket those who don't.	4/23/2017 9:13 AM
65	7. Use lodging tax and funds collected by implementing paid parking in town.	4/23/2017 9:07 AM
66	Transportation improvements should be paid for by a Hotel Lodging tax and paid parking in town.	4/23/2017 9:03 AM
67	I operate a small business servicing homes around the valley. There are no transportation alternatives that work for me, I have to drive. That goes for many other mobile businesses/home services as well. We need multiple lanes and route alternatives. One-lane roads can't handle the volume that we're asking. All it takes is one fender bender and traffic is backed up for miles. By all means, try to get more cars off the roads. But really, the problem is one lane in/one lane out with no ways around.	4/23/2017 9:01 AM
68	Let's be real here, our traffic problems come from an increase in the number of visitors. Those visitors stay in hotels, airBB, homes that rent for 30,000 per week etc. We need to tax the business that house people or rent them vehicles. Also we need to increase taxes on those who continue to buy up massive chunks of land and expensive 2nd and 3rd homes, the root of the problem is that land and property values are so high.	4/23/2017 8:39 AM
69	Improving Fall Creek Road would remove hundreds of vehicles per day from hwy 22. It would also lead to hundreds of vehicles each afternoon turning right from 390 onto 22 rather than left. The speed limit on Fall Creek can stay low, it just needs to not be bolt loosening washboard from Redtop to the Snake River Canyon.	4/23/2017 8:35 AM
70	State highway funds to make 4 lane roads. You folks have got to look 40 years down the road not 5-10. I've lived here 45 years and this place has NEVER stopped growing	4/23/2017 7:35 AM
71	Start Bus needs to have more convenient stops. And actually stop when someone is waiting at a stop, no matter what color the bus is! The fees should also be lowered so that it is actually cheaper to take the bus. Currently gas prices are low enough that the convenience factor of driving every day is more beneficial.	4/23/2017 7:10 AM
72	This survey is focusing on the wrong things. Stilson is not the answer. We need more roads.	4/23/2017 7:04 AM

73	county income tax	4/23/2017 7:04 AM
74	We need to build the Indian Trails connector.	4/23/2017 6:38 AM
75	If the Stilson lot were improved (paved, spruced up with plants, etc), and the path under M/W Road were more pronounced and welcoming, folks would find it easier to use. Also, need to promote this in visitor's guides. Out-of-towners don't know about these great walks or parks b/c they aren't promoted. Let's get them off the road and into the park - especially R-park with kids.	4/23/2017 5:53 AM
76	Widen roads and tribal trails	4/23/2017 5:45 AM
77	Widen roads. Regular bus service to and from Idaho	4/22/2017 11:12 PM
78	A road from the airport to the resort #1	4/22/2017 10:07 PM
79	Make Wyoming 22 a toll road from Wilson to Idaho. Idaho commuters don't pay wyoming registration and the tourist traffic alone would create a nice slush fund for the county and state.	4/22/2017 9:56 PM
80	PLEASE consider expanding START routes south of town. Getting to Smith's, LDS/The Bird/Hoback would be a game changer. Last summer, I bike commuted from Wilson to Jackson 3-5 days a week. Life changes, and bus service south would help me maintain & even possibly increase my bike commuting.	4/22/2017 9:54 PM
81	Bus needs to be free or this will never work. Buses need to carry more bikes. Bus will be fine in the morning, bike will be faster in the afternoon. All these rich people will never ride it and traffic will be ridiculous from 4-6pm this summer.	4/22/2017 9:45 PM
82	I know that is a bad corridor for traffic, but if the bus system does not service the businesses to at least Melody Ranch, then it does our employees no good.	4/22/2017 9:44 PM
83	Put a road in south of the airport to Teton Village to allow traffic not intending on going to town to bypass it all together. Will also relieve traffic on Moose-Wilson in GTNP.	4/22/2017 9:24 PM
84	This is the worst survey I have ever seen. It is biased terribly written. you should be ashamed of it.	4/22/2017 9:18 PM
85	I like the roundabout idea but I truly think it would stop traffic even more because busy flow will clog up other ways (will prohibit cars from the less busy roads from entering the roundabout at rush hours) and could cause accidents with impatient drivers that want to squeeze in front of other drivers when they are in a hurry.	4/22/2017 4:58 PM
86	Teton Village and the Chamber of Commerce should pay for traffic reduction efforts.	4/22/2017 2:21 PM
87	I'm a resident of Rafter J and I wish I could take START into town. I'd prioritize all we can do to improve usability of Stilson for those coming from West Bank/Wilson direction, and then efficiencies of intersections along with improvements of pathways/sidewalks in addition to disincentives to parking in town...and then get working on public transit services available to people coming from south of Jackson. I will support any funding of these projects, through general sales tax as well as SPET options, or even my property taxes.	4/21/2017 3:30 PM
88	Sadly, we've gone too far already. Who would monitor carpool lanes? SPET is a vice; real estate transfer taxes are decades late in happening, but that's what we should be doing county-wide. And building a tunnel between Wilson and Idaho. The Pass is treacherous, and commuters from Idaho need safer options. It would also help move traffic, balance out real estate prices, and provide a safe exit and entry to the valley next time we have a snowpocolypse. It would help businesses, it would solve so many problems!	4/21/2017 2:59 PM
89	People won't get out of their cars. With distance to travel and severe environments. Folks like the convenience and comfort and freedom to make move about without waiting on transits schedule.	4/21/2017 2:55 PM
90	4. Maybe commuter vans or shuttles that were run by Start or other entities? I commute over from Idaho on the start bus but there are so many who drive because their hours don't fit the bus schedules. And because transferring once or more times becomes too time consuming. A way for people to efficiently get to a variety of locations in town from Stilson might be more motivating. Maybe the commuter buses should pick people UP at Stilson. Additional buses would be needed. But for people who want to leave their homes later this would allow them not to leave as early but still get into town. 5. Signage, directionals, etc. I didn't even know there was an option under the highway and I go through Stilson every single week day. Restricting parking at the boat launch, levee parking area and R Park to ONLY actual, legal parking spaces. No illegal parking. And maybe for things like the boat launch make it short term parking only, for loading and unloading. There are plenty of boating places where you can't actually park where you launch. 7. I am shocked and disappointed that nowhere in this survey do you seem to be including tourism. And the focus is only on Stilson? So Jackson locals and Idaho commuters are the target? What about Star Valley commuters? What about transportation changes that would assist with seasonal variations? There must be attention paid to patterns, habits, etc of tourism traffic. Look at other places that have battled this same issue, what have they done? Does Jackson need a hop on, hop off shuttle system to get around town and to outlying parking areas? It seems like the focus needs to be narrowed a little bit. For example, winter seasonal traffic between Teton Village and Jackson. That is specific. Who is traveling? What are they taking? Are they traveling from hotels in Jackson or are they primarily traveling from homes? All of these bits of information would help to inform the issue and solutions.	4/21/2017 2:37 PM

91	Roundabout at Hwy 22 and Coyote Canyon Road.	4/21/2017 2:11 PM
92	Allow overnight parking at Stilson. I ride the bus from Teton Valley and work at the Village. There's currently not a good connection in the morning to transfer at Stilson. Technically you're not allowed to leave a car overnight. This should be allowed for commuters.	4/21/2017 1:49 PM
93	I one high or low!?	4/21/2017 1:19 PM
94	I am all for spending tax dollars to support multiple transportation initiatives.	4/21/2017 11:53 AM
95	I love the bus/carpool lane. More incentives to use public transportation. How do we get more business to subsidize bus passes for alpine and victor commuters?	4/21/2017 11:49 AM
96	If additional pathway underpasses are slated for installation, consider designing to facilitate wildlife movement. Private donors are standing by to cover the increased cost. Attain transportation improvements by reducing promotion expenses from the lodging tax. There is no risk of the rest of the world forgetting about Jackson Hole. If the goal is to set a new tourism record each year, then this discussion should plan for the projected visitation in 2027, no current day numbers.	4/21/2017 11:20 AM
97	DO NOT undermine our local Wilson businesses by putting a coffee shop or store there!!! JUST DON'T DO IT! Don't widen the roads! Don't put in roundabouts! Don't kill more wildlife with road or parking "improvements!!!	4/21/2017 11:18 AM
98	Toll Road - Stop development at Teton Village	4/21/2017 11:14 AM
99	Love FOP. I really enjoy commuting to work and riding my bike for town errands.	4/21/2017 11:04 AM
100	#5. Do not allow parking at R park or boat ramp	4/21/2017 11:00 AM
101	Increase sales tax that comes from tourists such as hotels.	4/21/2017 10:49 AM
102	add cookies to the tea and coffee at	4/21/2017 10:49 AM
103	The river use parking in Stilson should include trailer parking. If the Start Bus had a stop at the South Park Bridge and kayak storage, people could take the river shuttle to Wilson and avoid parking there.	4/21/2017 10:47 AM
104	Promoting tourist growth by approving more hotels immediately impacts traffic flow in peak seasons. Stop promoting JH and let things settle down instead of increasing demand for road space.	4/21/2017 10:44 AM
105	If you call yourselves Teton Traffic Busters, why are you only focused on the connection between HWY 22 and HWY 390? You should be looking at problems throughout the county. Also, you don't focus enough attention on public transportation and/or limiting the numbers of people traveling on the roads. For example, if there were more buses running back and forth over the pass more time options, less people would drive their cars over the pass. Also, population density on the Village Rd. is a bigger problem. With new developments and housing coming in, there are more people on the road. I don't think there's much you can do about that.	4/21/2017 10:41 AM
106	4. Build a community user space - cafe/satalite bagel shop, satalite library, wifi/computer work space. General: how do I run errands and buy groceries on a bike. Feedback welcomed.	4/21/2017 9:05 AM
107	Hospitality sales tax	4/20/2017 4:15 PM
108	1.Mandatory curbside recycling. Everything recycled in T.C requires a car trip 2. Push for home or neighborhood mail delivery.	4/20/2017 12:15 PM
109	Build major destinations closer to Wilson such as grocery, medical, High schools, hotels, gas stations, restaurants, other commercial, and major work forces as part of mixed-use developments to encourage internal trips.	4/20/2017 11:09 AM
110	#4 other - dedicated bus lane to bypass traffic #5 Other - private shuttle service by existing businesses that already shuttle fishing trips #6 Light rail feasibility study	4/20/2017 10:48 AM
111	Question 4: Other - minimize or eliminate parking at Rendezvous River Park	4/20/2017 10:07 AM
112	To fix our traffic problems we need to build better roads . Busses and bike paths do not do that. Our population growth has exceeded the valleys road infrastructure ,we need to recognize that. More busses ,better bike paths are just a bandaid approach to the problem it doesn't change people's behavior . To do that you need the carrot and stick approach. Make the commuter busses from star valley and the ones from victor/ driggs free and watch people who drive their car over Teton pass leave their car at home.and I will slip this in . Eliminate all rental cars at the airport, force our visitors who fly in to have to take public transportation.	4/20/2017 6:20 AM
113	Summer traffic is largely part-time residents/visitors who are touring to the parks and other attractions; and workers commuting at times that busses don't run. Every house and hotel that is built contributes to this. Trying to figure out how to shoehorn that reality in to fewer cars on the road is simply ignorant.	4/20/2017 12:31 AM

114	<p>Dear Traffic Busters, First, a big thank you to the folks who organized the Traffic Busters event at the Old Wilson School on Tuesday. Great turnout. I was distressed, however, to hear of WYDOT's plan to expand the Highway 22 bridge over the Snake River to 4 lanes, in combo with a roundabout at the 22/390 intersection. The roundabout may solve some problems, but I plan to fervently resist the development of 4 lanes, even if only for the span of the bridge, as it will act as a camel's nose under the tent of further highway widening. In the case of Highway 22, the customary rush hour traffic surges are generated mainly by Idaho commuters. I feel sympathetic toward these commuters, but the parade of single-driver cars coming over Teton Pass every day should not drive the widening of roads in Teton County. And I'm sorry that I don't buy the safety issue -- which is too frequently used as an excuse for more growth. I would like to suggest, however, one practical, pro-active, traffic reduction measure that might be explored -- as a follow-on, perhaps, to Teton Rideshare app: I live in Wilson, and I don't commute on a schedule -- a travel pattern for which the Rideshare app seems best designed. But I do drive (and seek rides, and bike) on occasion into Jackson and to other destinations, such as the airport. I would become a big user of an Uber-like app that matches rides and riders with their shared/nearby destinations on short notice -- on an opportunistic, occasional basis. This would be especially useful for attending events at the high school, library, Center for the Arts, Teton Village, etc. And for the airport, too: a few weeks ago my wife drove me to the airport at 5:30 am to catch a 7:00 am flight, and I encountered another resident of our Wilson road on the plane. Presumably, such an app could be useful for matching rides and riders to farther destinations, too, such as Idaho Falls or Salt Lake City. Certainly there must be a way to match up folks for occasional trips such as these! And, I'm wondering if there's a way to raise awareness of an under-appreciated argument in favor of biking between Wilson and Jackson -- as a measurable way to save money. In order to transport a carload of groceries, a car may be needed. But for simply traveling from Wilson to the Library, High School, or K-mart, I have timed myself at 25 minutes on a bicycle, and 14 minutes by car -- door to door. Covering the 12-mile round trip distance by car will save 22 minutes, compared to on a bicycle -- but at a cost of \$6.60 (calculated at 55 cents/mile). Spending \$6.60 to save 22 minutes of time is equivalent to paying \$18/hour for the privilege and convenience of sitting in a car, rather than on a bicycle. In addition, if you consider the cardio-vascular health value of the exercise you get from spending that time biking, rather than sitting, then the value of biking cannot be denied. Certainly, individual travel and transport needs vary, but biking short and medium distances could be used effectively, I'm convinced, much more often than it is currently. How can we best advertise and promote this? With thanks, Brot Coburn, Wilson 690-7574</p>	4/19/2017 8:56 PM
115	Need more redundant roadways in valley. If snake river bridge is ever closed or lost to natural event very minimal other ways to take for persons in Wilson or motorists using Teton pass.	4/19/2017 8:44 PM
116	Light rail build 4-lane parkway	4/19/2017 8:41 PM
117	Build a tunnel under Teton Pass! Increase turning lanes and passing lanes on 22 and Teton Pass. Ban all commercial trailer traffic from Teton Pass. Roundabout at 22/191. Get the Indian Springs cutoff complete, and put a roundabout at that intersection.	4/19/2017 7:21 PM
118	As to paid parking idea in town - yes. But, I've seen seasonal or annual "locals" passes (sicker on windshield) which would be offered at some discounted, affordable, but meaningful price - Maybe even designated pass places to boot in some locations TBD.	4/19/2017 5:01 PM
119	I "agree" that the Stilson Lot should become a comprehensive, year 'round transportation hub--encouraging "sustainable" modes--like carpooling, START bus, biking etc.	4/19/2017 4:39 PM
120	4. Employer incentives to purchase and track shared transportation. 6. Roundabouts and expanding roads in the area	4/19/2017 4:34 PM
121	Increase lodging tax to 4% and adjust the allocation so 80% of the funds go towards visitor impacts and 20% of the funds go towards promotions and special events.	4/19/2017 4:10 PM
122	1. As a Wilson resident, I might consider using START if service to downtown Wilson was included. Service to Wilson at peak travel times would be good (7-10am, 4-7pm). I am not interested in riding or driving to Stilson to then take the bus. 2. Parking at Wilson Ramp. If the parking lot is not built you will have two options, an open parking space or Stilson. This may decrease the use of the site by private boaters. Will be interesting to see. I would like to learn more about localized bike shares, successes, failures, maintenance issues. The effect of a parking closure of the Wilson Beach/SW levee may have dramatic impacts on Wilson Ramp, Emily's Pond and Stilson. What those impacts will be is only a guess. My guess will be conflict. 3. If roundabouts work all around the world. Make them large, not postage stamp size, The roundabout at hoback works, but would work better if it were larger. Roundabouts slow traffic but keep it moving. Traffic jams on 22 and 390 often happen because the accident isn't cleared from the lanes of traffic in a timely manner. Simple bottleneck problem with no easy or cheap fix. Thanks for moving the conversation forward.	4/19/2017 4:04 PM
123	#6 DO NOT WIDEN ROADS	4/19/2017 12:56 PM
124	#7 These are state highways and the state should pay.	4/19/2017 12:54 PM

125	Focus on maximizing capacity at junctions with upgraded traffic control and then roundabouts and additional turn lanes. Do NOT widen roads. Also, what's wrong with allowing traffic to exist and act as a deterrent and motivator for people to alter their schedules and adopt all forms of transport or ridesharing? I believe that the traffic "problem" is exaggerated. Maybe you should try quantifying it first and then setting a target that you wish to achieve before spending money on alleviating the "problem".	4/19/2017 12:22 PM
126	#7 We need a non-capital improvement source of funding.	4/19/2017 12:18 PM
127	#4 Be able to put more bikes on the START Buses to get to town. #6 Close Teton Pass to Semi trucks all year long with higher fines and get google maps on board. Roundabout at Fall Creek and Highway 22 and West St, Slower speed limits to 45 year round on 22 and 25 mph from Wilson to the Wilson School	4/19/2017 12:13 PM
128	Congestion will persist to a certain fairly high level regardless of road capacity, transit service level or pathways availability. Things like paid parking, bike parking facilities will help "get people out of their cars." Pathways main benefit are that they provide willing users with an alternative to sitting in traffic, but they may not have significant impact on congestion.	4/19/2017 12:08 PM
129	#3 Establish Routes regular to airport #7 Employer incentives for employees, set up the ability to purchase on annual or bi-annual bus pass for a reasonable price - perhaps partially subsidized by employees.	4/19/2017 12:01 PM
130	#4 - Be able to transport bikes on buses when I go to town #6 - Roundabouts at Journey's, and on 290 at Aspens, Pines, Calico, etc and speed limit of 45 on Albertson's to Wilson year round. #7 - Take Lodging tax from marketing to transportation and other community infrastructure projects.	4/19/2017 11:55 AM
131	Roundabout at Fall Creek Rd, 1st Street and Highway 22	4/19/2017 11:50 AM
132	Roundabouts along 22 at the Journey's School, Skyline and Wilson	4/19/2017 11:49 AM
133	Conduct surveys (designed by professional) through major employers--tVA, hospital, schools, downtown hotels, restaurants (restaurant groups), retail businesses (chamber of commerce), to determine current shifts, employee home locations, willingness to pay to determine: location, times and frequency of bus schedule. May need 15 min or 30 min intervals during peak times, fewer at other times. Willingness, ability to walk to bus stop also important. Get bigger employers to schedule shifts to maximize bus use and to subsidiz/encourage employee use. School kids could also take public transport (they do it in big scarey cities!). You won't get everyone but go for steady base ridership. People can/will get into routine. (Many people I am sure have used buses elsewhere--might be good survey question) 2. Do not widen roads, proven to encourage more use. Threatens wildlife and safety. 3. Open restrooms at stilson in summer to encourage bus use (after adding buses!) and informal carpooling. 4. Do not add road for access to boat ramp. Have trailer parking across highway at stilson with "bike share" for drivers to get back to launch. Then the current access road will be wide enough for two-way traffic. Already have bike trail, r park that have carved up floodplain. Too much incremental loss of wildlife habitat in critical cottonwood riparian corridor. 5. County should work with willing JVA on parking and restrooms. Much cheaper than \$700,000 "improvement" at boat launch. Spend money to purchase legal access to river from r park. 6. If concerned about loss of parking south of bridge to walk dike south, look at Emily's Pond parking...room for additional parking there?? Also again, Stilson not that far away and have bike path. 7. If get SpEt funds for buses this time, then any additional funding needs should be through regular county funds, taxes, etc. Paid enough for pathways already. Use what have. Everything will require maintenance over time. More infrastructure more long term cost.	4/19/2017 8:59 AM
134	In my opinion, the real problem is growth. Infrastructure has not kept up with development...all over the county, not just the West Bank. Affordable housing and traffic go hand in hand. The almighty buck trumps most common sense approaches to solving these problems. It has hit critical mass and now town and county want the taxpayers to foot the bill. Poor planning got us here! Hwy 390, from jct to Aspens is a nightmare for those of us who have to access the Hwy during peak times. In the summer, it's all day! The Bar J proposed project needs to NOT HAPPEN! It should be 1 per 3 acres like the zoning calls for. My opinion.	4/19/2017 7:29 AM
135	In my opinion, the real problem is growth. Infrastructure has not kept up with development...all over the county, not just the West Bank. Affordable housing and traffic go hand in hand. The almighty buck trumps most common sense approaches to solving these problems. It has hit critical mass and now town and county want the taxpayers to foot the bill. Poor planning got us here! Hwy 390, from jct to Aspens is a nightmare for those of us who have to access the Hwy during peak times. In the summer, it's all day! The Bar J proposed project needs to NOT HAPPEN! It should be 1 per 3 acres like the zoning calls for. My opinion.	4/19/2017 7:17 AM
136	Add a smart car facility at Stilson, for when bus riders can't make the last bus. Build day care at Stilson for people who ride the bus. Build North bridge.	4/18/2017 8:21 PM
137	#6 Animal over and under passes	4/18/2017 7:12 PM
138	Wildlife overpasses Use part of hotel and lodging tax to support transportation initiatives.	4/18/2017 6:39 PM

139	In my opinion, the real problem is growth. Infrastructure has not kept up with development...all over the county, not just the West Bank. Affordable housing and traffic go hand in hand. The almighty buck trumps most common sense approaches to solving these problems. It has hit critical mass and now town and county want the taxpayers to foot the bill. Poor planning got us here! Hwy 390, from jct to Aspens is a nightmare for those of us who have to access the Hwy during peak times. In the summer, it's all day! The Bar J proposed project needs to NOT HAPPEN! It should be 1 per 3 acres like the zoning calls for. My opinion.	4/18/2017 3:30 PM
140	Thank you for gathering information on this important project	4/18/2017 3:17 PM
141	Transportation infrastructure should include non-highway options. For example, the Colorado DOT pays for the gondola transportation in Telluride.	4/18/2017 2:44 PM
142	I don't understand the ranking system. It's confusing. Is 1 a high value, or 8?	4/17/2017 11:04 PM
143	River users always do shuttles to park their cars in designated lots. I think that if parking isn't available at the river, boaters will figure out a shuttle. Having a bike share program with beater bikes is an idea worth trying. Public transportation has to become a habit. If the bus schedule at Stilson is constantly changing, riders can't make it a habit. Improve the schedule and promote the heck out of it.	4/17/2017 9:25 PM
144	The major traffic study stated that the most significant way to improve traffic flow in the valley is to build the Tribal Trails connector.	4/17/2017 7:56 PM
145	Paid parking can help fund. Making wider roads only encourages more traffic. The way to stop traffic is make it harder to drive than do the alternative - i.e. Slow roads, paying to park, super easy biking, busses than run more than every 30 minutes,	4/17/2017 7:11 PM
146	Victor resident that normally takes the START commuter bus. The stiltson bus stop needs to be redesigned to allow for easier entry/exit of bus traffic. It's a pain, esp in winter months. More traffic is only going to make it worse. AND/OR consider a way to make it easier for drivers to know if there is a need to pull in. I'm guessing this is why you haven't made Stiltson a regular stop on the Teton Village line. If you do add it as a morning pick-up on the Commuter line, please think about having a way for riders to signal that they need a pick-up to approaching buses. Please don't add 5 min to our commute just to check to see if riders are there.	4/17/2017 1:20 PM
147	The State should be funding almost all of those ideas in regard to its highways.	4/17/2017 11:48 AM
148	Stilson is a band-aid approach. Real bus service to and from where people want to go is a better solution. The current summer START service is a joke.	4/17/2017 11:06 AM
149	#3 build a bike park @ Stilson #4More bike capacity on bus-mounted racks. #6 carpool lanes would be violated by the rich who can easily pay the fine; roundabouts are good; more underpasses on Hwy 390 & a separated pathway on east side of Hwy 390 would be safest. #5 Stilson could be improved by placing the bus stop closer to the intersection so that it'd be easier to hitchhike/carpool while waiting for the bus, year round. #7community needs to realize that alt-transit needs regular dedicated funding, not just SPET; transfer fee is good too.	4/17/2017 12:24 AM
150	I am an advocate of a BurmaShave-esque ad campaign on the pass and on Teton Village road. I'm an advocate of a toll on Teton Pass road. I think that tourists should share a brunt of the cost (maybe via some sort of rental car fee?). I am an advocate of the parking in teton village to increase, especially when the bus is in session. I am also a proponent of increasing the bus frequency at certain times of day in the winter. I also would love to see a small late green line in the off-season to and from the village.	4/15/2017 10:35 PM
151	Hwy 22 and Wy 390 should be an overpass under pass like Old Faithful and not a round about. Open the restrooms at Stilson year round and move the bus stop/restrooms to Beckley Dr OR run a dedicated bus from Stilson to the village making all the stops on 390 and express busses from town to the village making only requested stops.	4/15/2017 7:45 PM

152	<p>Parking meters and permits downtown during working hours would be a nightmare, but would likely be the funding and incentive needed to actually make a dent in traffic density. If finding parking is more of a pain in the ass than the bus, I bus or bike. Visit vail for example. This would absolutely work at a boat ramp as long as there is some appearance of parking enforcement. It would have to be more than a truck-sitting county employee in a coma or a pirate fishing guide who smells like BO with a snazzy name tag. Your other ideas are cute but silly. Big thing to understand about finding solutions is that bikes and buses are bert & Ernie bandaids, but there used to be a ski area at the end of a two lane road in Teton village. It became a ski resort that had a few condos and motels go up in the 60-70s. Now it is a "winter-summer" resort with high rise motels, surrounding standalone resorts and growing housing subdivisions. We are kind of trying to power the Vegas strip with an indoor extension cord and the power needs are increasing. Start bus and Stilton is hand creme on an infected bullet wound with a flesh eating virus. A fundamental lifesaving and changing intervention is going to have to happen and very soon, or the outlook ain't good. Given the chance to do the right thing, the human will do the thing that benefits him most. Stinson isn't the answer to all life's problems, from traffic to Trump, sorry. Other park and ride areas must be acquired. Money will be needed. Save your decadent pathway billions for that reality. We don't like it and it seems the end of the world to many, but when roadways are overwhelmed, the rest of the world widens them. WYDOT widening is lots easier than finding more space for cars to park in Teton County. Yes, blessed Wilson is a hamlet like no other, but it must become one with more lanes of traffic. WYDOT is going to break that to us at some point and there shall be great outrage, whaling and gnashing of the teeth, but it needs to happen and we should plan on how to shepherd that in the most stewardship friendly way possible. Really! No burying heads, calling in favors or pooping pants. Accept 4 lane highways with the best wildlife-human safety technology including lighting roadways so we don't needlessly keep running over moose in the dark so the high-priced swampy soil dwelling folk of the Westbank levee-protected high IQ neighborhoods dont have their wise blue eyes needlessly dialated by road-illuminating LEDs. YOU CANT HAVE IT ALL REGARDLESS OF THE UMBER OF CIVILIZED SOLUTION-BASED MEETINGS, SURVEYS AND STUDIES COMPLETED! We kind of have this dilemma where we can't help ourselves from dragging more and more humanity & commerce into our valley and calling it success as it takes greater and greater tolls on the the very attributes that used to make the ecosystem special before we made it such a wicked-incredible place to be. A unique berg where we could have meaningful dialog to creatively solve the very problems we were creating by being so forward thinking and, "now." I'd love to see some choices in your survey instrument that maybe we will quit marketing valley tourism like we will go the way of the coal industry if we back off building motels and high end golf course subdivisions (near unused pathways) even for a minute. I'd like to see positive incentives for new non traditional folks who embrace leaving the car behind. Great coupons, surprise ski pass, bike tunes, punch Trump in the throat, etc, as it might help. Final comment though is that as much as we pat ourselves on the back for our outstanding Pathway system with a NASA shuttle mission price tag, it really isn't the sliced bread cancer cure we make it out to be. Ask yourself, are you really riding them 100%? Or, might you just be someone who rides the roads and highways even when there is an absolutely empty pathway right next to you and cars using the asphalt? Maybe you ride next to a friend sometimes when there isn't many folks on the road? All it takes is one fire engine spanning over 10' wide with oncoming traffic and clueless cyclists to slam brakes, cause injuries ad accidents, etc. So, are we really seeking solutions for the greater good, or just stuff for other people, and whatever accommodates our personal cycling needs at the moment? Maybe a simple, "GET THE HELL BACK ON THE PATHWAY YOU GOD DAMN FOP-LOVIN PEARL STREET BAGEL CHEWIN LEOTARD WEARIN NPR LISTENING LEG SHAVIN TRAINER VISITING SUBARU DRIVING BREWPUB BLATHERING SELFISH HYPOCRITE SHITHEAD!" Campaign might be all you need to clear up a good piece of this. GOOD LUCK!</p>	4/15/2017 1:54 AM
153	<p>I like my car well enough, but I'm already motivated to use my bike instead of my car to go between Wilson and Jackson. Why? Avoid traffic frustration and wasted time in car; get regular exercise; do something about climate change; move about in town via bike more easily than via car. Any one of those is enough. All four make the car driving option less appealing and the bike commuting option more appealing.</p>	4/14/2017 5:49 PM
154	<p>Start bus has to be no more than a 10 minute wait. Since their is no HOV lane every minute spent waiting for a bus is a net loss. There are enough buses so their should never be a 10 minute wait. The problem is the scheduling and the routes. A consultant needs to be hired if START employees cannot coordinate a better route and schedule. Currently it is often faster to walk than take the in town bus and faster to bike than take a bus from town to a West Bank or Wilson location. Also, someone with a spine needs to ensure the Indian trails connector road is completed. Someone with a bigger spine needs to see a north bridge is completed.</p>	4/14/2017 2:10 PM
155	<p>Most important is building a new bridge from the Village to 89. The only solution that will be a solution. To divert traffic from airport, travelers to GTNP & Yellowstone, Idaho residents traveling, Wilson traffic. Expand 390 to accommodate traffic.</p>	4/14/2017 10:46 AM
156	<p>More Park and Rides in other areas of the valley. South Park, Downtown Jackson, Moose, Teton Village. A lighter version of a START bus, frequent stops, bike carrying ability, lift for bike trailers, strollers, wheelchairs. Stilson parking would be supported through the tunnel by gear-hauling electric "golf cart" shuttles to the river-put in and R Park. Dedicate much more Lodging Tax to help pay for all infrastructure and services.</p>	4/14/2017 9:55 AM
157	<p>MONORAIL from town to stilson to teton village to moose to the airport and back to town. Or a few more gondolas from town to Silson, Stilson to Teton Village and Teton Village to the Airport.</p>	4/14/2017 9:53 AM

158	If people are going to be stuck in the same bumper-to-bumper traffic in a bus as they are in the car there is little incentive to ride the bus. Need to make it faster, like a dedicated bus lane via Indian Trails, etc.	4/14/2017 9:48 AM
159	Currently, virtually all traffic in NW WY is routed through one intersection. Only a north bridge and S. Park/22 connector will solve that problem.	4/14/2017 9:40 AM
160	Stop building hotel capacity and widen the roads, both 390 and 22. We are victims of our own success, and we seem to elevate the needs of tourists above those of folks who live here. Every new development and hotel brings in more workers and tourists, and the infrastructure has not been upgraded to keep pace. So, we need to stop with the development and upgrade the infrastructure so that it catches up with use. Trying to promote additional start bus use is nibbling at the edges and doomed to fail. I guess another idea is to limit the number of rental cars in use in Teton County on any given day, forcing tourists, rather than locals, to use public transportation.	4/14/2017 9:15 AM
161	purchase smaller/more efficient buses for low ridership routes service south of TOJ (southpark neighborhoods) increase frequency of buses on routes--wait time is too long for commuters	4/14/2017 9:14 AM
162	Grant from state of WY Rainey day fund; limit number of students permitted to drive to school/parents dropping off kids at school - mandate a certain percentage of school bus usage	4/14/2017 9:11 AM

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April 24, 2017

Dear Darren,

Thanks for all of your hard work on the SPET items you've been working on, and thanks overall for your hard work on START in the last two years. You bring such a depth of experience and expertise to this community's transportation system. Thank you!

Last week's community open house in Wilson was a terrific event with so many stakeholders participating. I wanted to share two positive reflections from that event as you prepare for tomorrow's joint Town/County retreat. As you recall from our previous conversations, I live in Wilson and hope for reliable transportation from home to work in Town.

1. A light on Highway 390. I understand from WYDOT, albeit unofficially, that getting approval for a light on Highway 390 should be quite feasible right now. When we met together at your office with Peter Romaine last fall, you and Peter presented the figures on the high cost of fuel and time to drive a bus in to Stilson each trip. I am thrilled you now have invested in more regular stops at Stilson! I also appreciate the high cost, time, and limited resources that entails. I had suggested in my comment letter last fall that, as an alternative to my request to have regular stops at Stilson, that a light be installed at 390, so drivers know to pull in when a passenger is waiting (much like the system used on Highway 390 at Calico). I understood after our meeting that putting a light at Highway 390 may be challenging due to WYDOT's right of way or could only be implemented as part of the Stilson Master Plan as a whole.

At last week's open house, I had the pleasure of visiting with an old Jaycees' colleague of mine, Bob Hammond, who as you know works for WYDOT. I am certain he was not making an official comment, but when I mentioned the possibility of a light on 390, he suggested there should be no problem getting approval and should not need to be linked to completion of the entire Stilson Master Plan. He also noted that if the light were close to Stilson, it may be in Stilson's right of way and not require coordination with WYDOT depending on where the light is installed. I will emphasize that Mr. Hammond was not speaking in an official capacity but perhaps my informal conversation may be useful to you if the conversation about a pick-up-on-demand light continues.

I hope you and the Commissioners, the Town Council, and START Board can continue to consider installing a light at Stilson this year, on Highway 390, so passengers can be picked up when the light is on, year-round. This would be a great compromise between the high cost of regular year-round stops at Stilson and the call-for-pickup system that has been in place. A pick-up-on-demand light would provide the reliability I hope for as a resident of Wilson and help START limit its cost of service by picking up only when someone is waiting.

2. Bike Barn. I understand money is available immediately for bike racks or a bike barn at Stilson. We discussed a bike rack when we met last fall, and you shared some of your great insights on the bike barns or bike lockers being used with great success in other communities.

This is the best time we've had time to install a bus barn. The completion of the Highway 22 Pathway to Town this spring, combined with the impending summer traffic increase, is an opportune moment to highlight the availability of bike storage at Stilson. As you know, people on the West Bank who want to use Stilson as a park-and-ride need to get to Stilson and it isn't really within walking distance from more than a few homes. Once people are in their cars, they stay in their cars all the way to town. But in our active community, riding a bike to Stilson is a logical measure to hop on the bus, if there is bike storage. I understand from the Stilson Master Plan that the location for bike storage has already been considered, likely near the current bus stop and bathrooms. The funding is sitting, ready and waiting. All that remains is to order the material and schedule the work.

Installation of the bike barn also provides a window of opportunity for other community partners, such as expansion of any Friends of Pathways-initiated bike share to the West Bank and Teton Village; recreational events and offerings by any number of community partners; some shared bikes for river outfitters who may end up using boat ramp parking at Stilson; etc.

I hope the Commissioners, the Town Council, and START Board can consider implementing this small bike barn project immediately. It may be a simple measure to show that progress is being made at Stilson, and the timing is perfect in light of the completion of the Highway 22 pathway.

It would be terrific to see the Town, County, and START Board use this spring season to fund these two relatively small improvements at Stilson, and thus demonstrate that the long-term planning and years of discussion and funding are now moving to physical on-the-ground changes.

I continue to have comments, for some other day, about (1) getting an actual bus stop, marked with a sign or a small bus shelter, at Nora's in Wilson (i.e., slightly west of Nora's by the gas station where the bus can actually pull in. This winter's high levels of snow, ice, and slush

illustrated the impracticality of a passenger standing on the edge of the highway, during commuter traffic, waving at the bus to ask it to stop); and (2) reducing the cost of transportation between Stilson and Town to \$1 (i.e., it is still \$3 to Town because historically that's what it cost, even though it was later changed to only \$1 to Teton Village. But a \$6 round trip from home to work is a disincentive to riding the bus since fuel for my old car is cheaper. Even buying bus passes in bulk results in a high commuter cost of \$4.80 per round trip).

Thanks again for all of your hard work.

Best regards,



Maryt Fredrickson

Cc: Jackson Town Council
Teton County Board of County Commissioners
START Board
Bob McLaurin