

Topic	Comment	Author	Date
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	A north bridge is required and should be part of the plan. Jorgensen Engineering did a traffic study about 15 years ago and it was determined a north bridge was required. I dispute the finding that a north bridge will increase traffic on the town square. With all of the development north of town, approved development at Teton Village and the airport being where it is extremely diffcult to see traffic being increased on the town square. Providing for additional growth and hoping enough people walk, bike, take the bus and carpool is irresponsible. Traffic is bad enough today, what about 20 years from now?	Bob Nigro	4/23/2009 13:03
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	Policy 6.1.d: Add: In addition, to truly interconnect ALL modes of transportation providing public transit to the Jackson Hole Airport and Moose should be considered.	EEAB LAUT	5/19/2009 0:00
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	With great respect for the work done to move the community forward with a land use plan to guide us into the future I'd like to share a few comments and concerns: - Where is the pressure coming from to grow to the degree this plan proposes when the predetermined priority for it was preservation of wildlife and conservation? - The Resor property development was a concern because our roads and transportation alternatives are so limited. Safety in the event of a natural disaster is compromised by the infrastructure of Westbank roads and the aging Snake River bridge. We know how slowly WYDOT works and adding enormous traffic loads to already busy highways seems irresponsible. Not to mention the impact on wildlife...the top priority of the new plan. -The risk of looking like "anywhere resort USA." Just because some of our resort counterparts have overdeveloped with limited road accessibility doesn't make it right. i.e. Sun Valley -Reconsider the importance of a "node.". They are not equal, as presented in the plan, and shouldn't be treated as such. Stop and go, bumper to bumper traffic on Hwy 22 during July and August are a reality we already live with. Let's not make it worse, please.	Erin Dann	5/11/2009 0:00
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	I am a resident in Cottonwood-Rangeview. I have lived in my home for 18 years and I have seen a lot of changes to the area. I know it is inevitable that the Porter Estate is to be developed. What I would like to be better informed on is the “planned” traffic routes (High School Road, South Park Loop & Hwy). I would like to be assured that in the plans; the “planned” routes will not encourage traffic to come though the Cottonwood-Rangeview streets during traffic jams. I know that I would hop skip through this area if I was delay in traffic, so what’s in the plans?	Marilyn Ednie	5/14/2009 0:00
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	After being on a lot of meetings regarding the comprehensive plan...I have a question regarding public transport. Living in South Park I have always wondered why is there no START buses coming down to Rafter J and Melody Ranch. I have lived here since 1998 and haven't seen any changes in this. Our traffic issues are growing and I am sure you are spending quite some time on this issue... I made a call to START bus a couple of weeks ago and asked if there is any talk about public transportation to South Park. They said no and it is not even on their agenda in near future? How can that be...!!!! They have done a great job on the transportation to Star Valley and over to Idaho ...and it works great... Everyday I drive my car from South Park to the hospital, were I work. 70% of the drivers drive way to fast into town and follow each other to close...and so on and on....most are probably running late and are not concentration on the traffic... So why cant we get more people of the road?..for this little town we have reached our traffic capacity already a while ago. I would love to drive the bus to work..save gas., less.stress...and less cars on the road.... I think enough people live in South Park (incl. Rafter J and Cottonwood) to make this service available. So the comp. plan talks about it but I don't see or hear any really solution about traffic. It is all nicely printed but in reality we are going another way.. We also need more walk and bike paths/walkways in town. I rode my bike for two years in the summer to work and know how you go from bike path to road a lot of times in town...that should be priority and not the bike path in Teton National Park for recreation. Priorities!!!! On the comp. plan meeting in South Park , Jeff Daugherty said we owe our workforce to be housed in Jackson....So the 1.500 homes , which could be build in the South Park node should solve our workforce housing problem... Hey in a lot of cities you have to commute to work...we cant build up town just because it is so great here and everyone wants to live here (at a point there is just so much you can build and accommodate) Again it comes back to traffic congestion, more services build out..... These are just some thoughts which I have been discussing with my friends...and even they don't always show up at the comprehensive plan meetings , they are also very concerned and hope that our county commissioners will represent the people of Jackson.... Thank you for your attention	Sonja Boehne	4/28/2009 0:00
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	I have talked to people living on Gregory Lane....they call themselves the "forgotten ones" as the live on Gregory Lane and winter like summer there is heavy traffic on this little curvy road. A lot of times you have heavy trucks rolling down that road. No sidewalk or bike paths on Gregory Lane so people have to walk on the road with their kids...I heard it is especially dangerous in the winter with the high snow banks. People living there (hispanics, european students and many more) are our workforce... So how can there be a consideration of building 1500 homes in the South Park node....a lot of people use Gregory Lane...(which is totally unsafe) to go to the ballpark and the commercial stores and offices... more houses would mean more traffic..we have reached already our traffic capacity.... and more traffic means building new roads, widing them etc... all affects wildlife corridors and outbuild of town...of areas where is no space to ad on.... We have exiting buildings which are not occupied or could be rebuilt to more efficient housing...why not start there before adding on houses which may end up empty in this economy but looking at history of town affordable housing ended always up as not affordable (Rafter J , Melody Ranch) Thank you for all your hard work...this is such an extensive plan and really hard to understand everything, so I can only put down my thoughts and experiences I get with talking friends and coworkers.	Sonja Boehne	4/30/2009 0:00

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08 Develop a Multi-Modal Transportation Strategy (Theme 6)	It is great to acknowledge that road widening is not what the community wants, and not what is the best for the wildlife and natural resources. But, the solutions that are offered are essentially to keep the LOS on roads low, increase bus rider ship from the nodes (yet there is no analysis of realistic rider ship expectations), and get people onto their bikes and into their walking shoes. Changing the habits of valley residents is a lofty yet honorable goal, but cannot be the only thing that is relied upon to reduce traffic and limit the need for road expansions. In January, when you live in the Aspens and need something from the hardware store, or to pick up your mail, or to go to work, your first thought would be to get into your car and drive to town. Right now, there are busses from the Aspens to Town. If you add any number of people to that Aspens community, perhaps your bus rider ship will increase (due to the net increase of people living there), but so will the number of people getting into their cars. The only way to reduce congestion on the roads is to reduce the number of people living out there that need to use the roads. This sort of analysis of the impacts of the amount and rate growth in the nodes on all of the themes/chapters is critically important, and noticeably absent. An example of the interconnectedness that the Plan needs to acknowledge: Busses, on cold winter nights, idle all night, outside. Building a START bus storage facility, as is one of the strategies in this chapter, would also help to alleviate our resource use and fossil fuel emissions, as per Theme 1, particularly if the START system is slated to expand. This connection needs to be acknowledged.	Becky	5/15/2009 16:59
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	The transportation section is so idealistic and absolutely impossible to achieve. We live in a rural area which is 6 months under snow. I think the bike paths are a wonderful addition to our community but certainly not an option or alternative to car transportation. If any future development is planned and achieved in the "nodes", the development should not be approved until the road system can handle the additional number of people using that road. To consider allowing dense development without having a reasonable road plan involved is very irresponsible planning.	Becky Frisbie	5/15/2009 8:49
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	Is there a way to help encourage a lower community carbon footprint by establishing an incentive to buy hybrid/electric/fuel cell vehicles? It would be terrific if you could come up with something along those lines. You do mention that increased traffic will inevitably cause an increased number of wild-life vehicle conflicts. Already the Teton Village Road has a very large number of such conflicts with the present level of traffic. The planned increase in development will obviously cause greatly increased traffic and thus, of course, game deaths. However, there is no specific strategy to decrease this eventuality. You do propose wildlife over pass on highway 22. You should also plan for some on Highway 390 in addition to whatever redesign is done. I maintain that the most important way to control highway game deaths would be to reduce the amount of development planned. After all the community did come out in favor of preservation of wildlife migration corridors over widening the roads.	Carol Wauters	5/19/2009 14:30
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	Hwy 390: the draft plan contemplates the redesign of Hwy 390. At our neighborhood meeting on May 5th, Jeff Daugherty suggested that new development along 390 would have to be found to have a neutral impact on 390. This needs to be stated specifically within the comp plan. There is no guidance on how traffic impacts on congested roads are to be measured or judged, especially if such roads are slated for "redesign". When would the "redesign" be contemplated in a development approval, and when would it not? We need a Start Bus system that is free. It could be paid for via a gas tax in Teton County. We need free or low cost Start Bus access from the airport to town and to Teton Village. Most advanced societies in the rest of the world have attractive public transportation from city centres to their airports. The cost of cab fare for a family from the airport to Teton Village virtually guarantees they will rent a car. The experience of being a passenger in a local cab ensures that a family will rent a car on their next trip. There is no safe way to walk in many parts of our community during the winter. If a friend or neighbor sees you attempting to walk in many parts of the community in the winter, they are likely to think you are crazy and offer a ride. We need sidewalks/bikepaths that are clear of snow for pedestrian access throughout our community.	Cathy Kehr	5/14/2009 14:45
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	The only additional issue that will need to be addressed as part of the Tribal Trails connector is its impact on South Park Loop--which potentially could destroy what makes the loop interesting--all the alder and cottonwood trees. Achieving this themes goal will be the most difficult task at hand.	Diane Hazen	5/15/2009 15:55

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08 Develop a Multi-Modal Transportation Strategy (Theme 6)	<p>The following statement in the transportation strategy chapter is COMPLETELY unsubstantiated, unfounded,and altogether incorrect. this statement should be removed. The other corridors were NOT analyzed as a part of this study. The plan currently stated:</p> <p>"Other projects were analyzed as well, but were determined to have minimal system benefit. A north crossing of the Snake River and the paving of Spring Gulch Road would decrease traffic at one congestion point, but increase traffic a similar amount at another congestion point. In the case of the north crossing, traffic would be decrease at the "Y" but increase at Town Square. Paving of Spring Gulch Road would decrease traffic in Town but increase traffic at the "Y". Both of these projects have land use, wildlife, and natural and scenic resource impacts that are greater than the transportation benefits they provide. Neither is recommended at this time."</p> <p>If these corridors were studied- i want to know when, where, and by whom? how were the corridors modeled? What were the daily and hourly volumes used? Or was this simply a discussion between the contributors? This is wrong to promote this statement in the way it is currently phrased. I think the plan should state the truth not something fabricated (intentionally or not).</p> <p>Transportation deserves more attention than a subchapter promoting transit, carpools and bike lanes. This is a planning document, and should be handled as such. there are corridors to study and they should be fully explored and anylzed for fture development. I agree with the short term strategies (public transit, bikes, and carpools) however these are the no-brainers. The planb should study the impacts and promote a system that is well integrated and forward thinking. The statement from the plan (above) is short sighted and naive to the changes that we may witness in the lifetime of the plan.</p> <p>its a chicken and the egg thing.... which came first- appropriate land uses or logical transportation patterns?</p> <p>i am very displeased that Transportatoin is not being more fully addressed in this document. separating the two issues diminishes the impact that one has on the other and the significance of their innate and intrinsic connection.</p>	Holly Pratt	5/18/2009 16:56
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	<p>I'm very enthusiastic about some of the proposals in this section, probably because they seem like tangible solutions that can have a measurable impact, and they require not only creativity, planning and coordination by agencies, but a demonstrated commitment on the part of all residents.</p>	Karen Jerger	5/15/2009 3:07
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	<p>This was addressed by the TAAF group several years ago over here in Pierre's Hole. Lofty ideals, but not practactal with sparse population. I personally believe the automobile as a primary means of transportation will be with us for some time to come. Public transportation will work in densely populated areas, but not in the foreseeeable future outside of Jackson. Thus roads will unfortunately be a major problem for years to come. Tourist travel to and from Jackson mostly by automobile as many have itenaries to include other attractions such as the Black Hills, Big Horns, Glacier, etc. Aviation is already discouraged by policies of the Jackson Hole Airport Board by the untilization of noise restrictions, curfews, and landing fees exorbitant fuel prices, all of which tend to discourage use by many aviation families. Thus the rapid growth of the Driggs Airport. Again a lofty idea but not practicable in general with present cultural changes of an automobile reliant society.</p>	Ken Koster	4/24/2009 16:24
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	<p>Prin. 6.2:While terrific in lofty concept, we live in a rural community. In order to use the Start Bus, I would drive 8 miles to Stilson; wait for a bus to town; wait for a transfer bus in town, possibly; wait for a second or third transfer bus for additional errands requiring greater storage than a bike could handle, or assuming bad weather; reverse the process to go home. CRAZY! In a CITY, buses run every 10 minutes and have a web of patterns to choose from. We are not there. We are too rural. The only way to reduce single car use will be increased fuel prices. The county currently only provides two parking areas for car drops/start pick ups. Where are the rest going to be put?</p> <p>Potential Projects:</p> <p>Yes to TribalTrails Connection. Should have been done 15 years ago.</p> <p>Yes to upgrading Snow King Av.</p> <p>Yes to a redesign of Hwy 390, and at the least an additional stop light between the Westside Store and the Village to create a traffic flow.</p> <p>Yes to transit between Jackson and the Airport, with service using a town parking dropoff.</p>	Liza Hoke	5/15/2009 17:23
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	<p>As part of the Transportation plan, there has been significant work done to promote safe, accessible, interconnected system. However, the community at large continues to stymie the plan's progress, and this will negatively impact any comprehensive plan.</p> <p>If the plan is to succeed in Teton County, one of the 3 following options MUST be adopted:</p> <ol style="list-style-type: none">1. Widen Hwy 3902. Build the north loop road to create alternative road acess across the Snake River. This is important for safety as well as vehicle congestion in and through Jackson.3. Following the example of Sun Valley and Steamboat, create a free bus system for all riders. These progressive communities reached over 1 million riders 10 years ago, and are still going strong! <p>Thank You.</p>	Pam Foyster	5/5/2009 17:30
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	<p>We MUST encourage fewer vehicle trips and provide safe and well designed corridors for pedestrians and bikers. The bus routes need to make sense for users and serve more areas.</p> <p>Neighborhoods within developed areas must have sidewalks or safe areas for kids and adults to walk and bike.</p>	Robin McGee	5/12/2009 11:57

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08 Develop a Multi-Modal Transportation Strategy (Theme 6)	To discourage vehicle use, Level D will be an acceptable LOS. This has not worked in any other community. Why do we think it will work here? -Other communities have struggled to reduce single vehicle trips by 1-2 percent. Why is our Plan based on reducing trips by 10 percent? -Policy 6.3.e seems to be in conflict with 6.2.d. Maximizing interconnection and redundancy will not discourage single vehicle use. -In complete agreement with 6.3.d. We need to provide wildlife crossings. The first step is to identify key areas and start evaluating options. -If we cannot reach transportation goals, development should be slowed down until we reach them. Our current traffic growth rate of 2 % is unacceptable. -Per capita miles traveled are not a good metric. Better to examine total vehicle miles driven, since it is the driver for wider roads and the need for redundant roads.	Save Historic Jackson Hole	5/15/2009 12:27
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	Read through the principles.... I called Start Bus a couple of weeks ago and asked if the is in the near future a plan to get public buses to Rafter J and Melody Ranch to help decrease traffic coming into town... START officials said there is not even talk about this in the near future... How can this get implemented into the comp plan: we need to have public bus service to south of town asap... with the wording right now...everything seems like open and they probably wont be much done... Guess this is a comment for the county commissioners... Would just be nice to have the comp plan more direct in their language...direct solutions named...	Sonja Boehne	4/27/2009 15:02
08 Develop a Multi-Modal Transportation Strategy (Theme 6)	Theme 6 of the Comprehensive Plan addresses the transportation issue in Teton County, stating that ideally, any strategy adopted would reduce resident and visitor reliance on single-occupancy vehicles while still allowing safe, efficient, and economic travel. Repeatedly, the notion of bicycle and transit use in the Town of Jackson and in and between county nodes is suggested as a means to alleviate local traffic. We certainly agree that mass transit is desirable, but dependence on bicycle use anywhere outside of the Town itself is unrealistic. More importantly, we believe that Teton County planners should develop a working relationship with WYDOT to increase the viability of alternate modes of transportation within the Town of Jackson as well as in/among other county locales, not simply investigating internodal transit. As new, but passionately involved members of the Wilson and Jackson/Teton County communities we wish to express our hope that planners, administrators, and elected officials read closely the Comprehensive Plan before adopting it as the absolute paradigm for future development in this region. The Plan is a work of art and its intricate detail is staggering. Unfortunately, it appears that a number of the Plan's expectations have not yet been met: updated mapping of wildlife habitats and migration corridors; updated zoning maps and amended base development right regulations; coordination between Jackson/Teton County planners and WYDOT; determination of congruence between stated plans and local character. Surging forward to adopt this Jackson/Teton County Comprehensive Plan without careful consideration of these and other issues significant to the residents of the varied parts of this community can only be detrimental to all concerned in the long run.	Vicki L. Rosenberg	5/11/2009 23:18