



Mark Gordon
Governor

WYOMING Department of Transportation

"Providing a safe, high quality, and efficient transportation system"

3200 Elk Street, Rock Springs, Wyoming 82901



K. Luke Reiner
Director

December 9, 2019

Anna Olson
President/CEO
Jackson Hole Chamber of Commerce
P.O. Box 550
Jackson, Wyoming 83001

Melissa Turley
Executive Director
Teton Village Association ISD
P.O. Box 866
Teton Village, Wyoming 83025

RE: WYO 22 Transportation Corridor

Dear Ms. Olson and Ms. Turley,

The Wyoming Department of Transportation (WYDOT) thanks you for your interest in discussing the issues surrounding transportation in the Teton Valley. We applaud your efforts to engage with your local government and WYDOT early in the process to help facilitate meaningful public involvement. WYDOT has been, and continues to meet with the Town of Jackson and Teton County on transportation issues and projects.

In your November 19, 2019 letter, you mentioned that you would like to see WYDOT address the WYO 22 corridor "in its entirety," rather than a "sectional" approach. In an effort to accomplish this, WYDOT engaged early in a Wyoming Highways 22 and 390 Planning and Environmental Linkage Study (PELS). This study represented a collaborative, holistic, and integrated approach to transportation decision-making that reviewed environmental, community, alternative transportation modes and economic goals of WYO 22 and WYO 390 early in the transportation planning process.

Teton County, Jackson Hole Chamber of Commerce, Southern Teton Area Rapid Transit (START) and Teton Village were a few of the many agencies and organizations represented at the PELS workshops and meetings (Wyoming Highways 22 and 390 Planning and Environmental Linkages Study, Appendix A, p. 5). We are using and will continue to use the information, analysis, and products developed during the PELS to

help with the environmental review process and prioritize future projects, including the Snake River Bridge Replacement and WYO 22/390 Intersection which are two of the four high priorities in the PELS. WYDOT will continue to engage the public through a formal NEPA document for each project conducted along the corridor with input from the PELS.

Large transportation corridors like this must be broken up into smaller, more fiscally and administratively manageable components. Although the current Snake River Bridge Replacement and Intersection project is underway as an individual project, WYDOT has, and will continue to take a "holistic" view of the corridor.

The Intersection and Snake River Bridge project is currently proposed as a "Florida T" Intersection with the bridge widened to 4 lanes with 8 foot shoulders. This design does not preclude the use of HOV or dedicated transit lanes and will not "limit what is possible" on the rest of the corridor. Potential options will be evaluated through the appropriate processes, as they have been for the Snake River Bridge and Intersection. We are willing to consider improvements recommended by Teton County and START on this and future projects that they choose to fund, as long as it does not create an operational and/or safety concern with the state highway system.

WYDOT acknowledges the public's desire to share in the transportation decision-making process which seeks to balance WYDOT's goals of safety and efficiency with community concerns. Effective communication is vital to the success of the public involvement process. Once again, we thank you for your comments. They have been acknowledged and recognized as part of our public feedback.

Sincerely,



Leroy T. Wells, P.E.
District Construction Engineer
leroy.wells@wyo.gov
(307) 352-3032

cc: Teton County Commissioners
Jackson Town Council
Nick Hines, Environmental Coordinator, WYDOT
Darin Kaufman P.E., District 3 Traffic Engineer, WYDOT
Stephanie Harsha, District 3 Public Involvement, WYDOT
Bob Hammond P.E., Resident Engineer, WYDOT, Jackson
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