



Keith Compton
Wyoming Dept. of Transportation
1040 Evans Rd, Jackson, WY 83001

November 19, 2019

Dear Mr. Compton,

Following the recent Technical Update to the Teton County Integrated Transportation Plan, a group of concerned citizens (see letter attached) outlined a recommended course of action to our local Teton County elected officials regarding the critical nature of responses needed for each section of the plan.

As you can see from the list, we know we need some changes locally to help action the plan for efficient regional and local travel and with this in mind we invite WYDOT to join us to meet these goals by changing your lens and working with the Town and County to address the HWY 22 corridor in its *entirety* as opposed to the current “sectional” approach.

The message from transportation planning expert Jim Charlier, hired by the Town and County, to our community was stark and honest. “If your plan is to reduce traffic, then your hopes are going to be dashed. There will be a bottomless demand for travel in this region.”

We share the same goal with WYDOT of improved mobility. But given the unique character of Jackson Hole and our regional tourism-based economy, we believe that working together to achieve this goal may require a less traditional approach to highway widening.

Our community’s Comprehensive Plan and Integrated Transportation Plan (ITP) both forecasted this growth and set the goal of moving people, not single occupancy vehicles. Transit and carpools are critical tools to mitigate traffic on Hwy 22 and meet visitor expectations. In July, 23,283 vehicles travel on Hwy 22 daily, with an estimated 50,000 empty seats.

If Highway 22 is expanded to four lanes without any HOV designation, we know it will only serve to increase traffic by incentivizing single occupancy vehicle use and we will return to our

current traffic congestion. It's not a matter of if, just a matter of when. Teton County relies on a visitor economy and we need to protect our scenic corridors, quality of life and visitor experience by presenting better transportation options.

We request WYDOT study the entire Hwy 22 corridor, in conjunction with community partners, including START Bus, before making decisions at the intersection and bridge that limit what is possible on Hwy 22. We understand WYDOT is going to build a four lane bridge over the Snake River, but we want Hwy 22 to have dedicated transit or High Occupancy Vehicle (HOV) lanes to incentivize transit by allowing buses to move more quickly during times of peak traffic congestion. And, we need an intersection at 22/390 that is going to support dedicated lanes.

As you have shared, there are a number of options for implementing successful transit/HOV lanes:

- Expanding Shoulders into transit only lanes
- Dedicating two of four lanes proposed in the 2014 PELS study as HOV
- Implementing transit queue jumps (concepts 2 and 4) on Hwy 22/390 intersection
- Variable HOV limits that could respond to demand, seasonality and future growth

We also recommend implementation of some smart transit recommendations by Kimley – Horn to alleviate winter congestion for visitors, employees and residents.

- Concept 8 – New traffic signal at existing Stilson Ranch Road for buses

- Table 10: Recommendation 1A

- Table 10: Recommendation 3

With the recent approval of \$18.5 million SPET tax to improve the Jackson/Teton County Vehicle Maintenance Facility and the new START Bus Route Study, our community has affirmed our support of transit, we strongly hope you can be part of the traffic solutions we seek.

Thank you,

Anna Olson - Jackson Hole Chamber of Commerce
Melissa Turley - Teton Village Association ISD

CC:

Teton County Commissioners
Jackson Town Council