

### **TAC Members Attending**

- Michael Wackerly – START Bus Administrator
- Tyler Sinclair – Town/County Planning Director
- Sean O’Malley – County Engineer
- Brian Schilling – Pathways Coordinator
- Ben Ellis, Teton County Board
- Jim Stanford, Town Council
- Board Jack Koehler, Friends of Pathways
- Craig Benjamin, Jackson Hole Community Alliance
- Siva Sundaresan, Jackson Hole Community Alliance
- Amy Ramage, Teton County Engineering Department
- Tim Young, Wyoming Pathways

### **Project Consultants Attending**

- Jim Charlier – Charlier Associates
- Patrick Picard – Charlier Associates
- Bruce Meighen – Logan Simpson Design
- Libby Kaiser – Logan Simpson Design

### **Oct 29 Workshop Debrief**

- Data was a little easier to grasp in PowerPoint than boards
- The outcomes of the workshop will be summarized and posted to the project website
- Largest project support from the workshop was for wildlife safety
- Could frame the investments in transit and bicycle as a way of reducing vehicle-wildlife collisions
- The 2024 Alternative Scenarios dot exercise left out the other benefits of transit besides VMT reduction
- It will be important to mention that the Jackson Bucks exercise at the public workshop was not representative of the population

### **Data Questions/Comments**

- Should we measure benchmarks by July, Jun-Sep, and annual average?
- Is traffic in early/late summer growing faster than July traffic?
- WYDOT forecasts are higher than the ITP forecasts - may be worth looking at 20 year historic traffic trends
- Would a new North Bridge reduce countywide VMT?
- Would reducing traffic on Moose-Wilson road (eg. if the Park closed the road to through traffic) increase traffic forecasts on North Highway?
- What are the July traffic trends from 2000-2013 (as oppose to annual)?



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### **START Bus Recommendations**

- Transit should be prioritized with design of new roads
- Transit service in South Park needs to be addressed
- START studied the possibility of the Star Valley route serving South Park but has faced challenges:
  - Would slow the route down too much to detour off highway
  - A highway stop is not currently feasible because there's no safe place to cross the highway
- Need to better market the fact that START already serves Wilson (albeit with limited service on the Teton Valley Route)
- Details of the circulator may be best left to START staff
- Based on public feedback it may be worth initiating streamlined transit service to GTNP as part of a 2 or 3 year pilot program
- A bike trailer on busses serving the park may help attract additional ridership and serve an additional amenity to visitors and residents
- There is demand and capacity for additional summer service to the Teton Village
- START has fleet capacity to expand service in the summer, but is constrained in the winter because of the need for additional maintenance/storage space and a larger bus fleet
- Would BRT be feasible in the Town to Village corridor?
- Will examine the possibility of a designated HOV/Bus lane in the WY 22 corridor as part of a potential highway widening project
- Shelters should be installed at all START bus stops

### **General Recommendations for the Plan**

- The Plan will include:
  - A 3-year action plan
  - A 10-year capital improvements plan
  - A long term plan
- Tribal Trails should be treated as a low speed connector and not a bypass
- The Plan will use data from the 2010 FUH study as a basis for Tribal Trails connector
- Questions regarding the major capital project groups that should be clarified moving forward:
  - Would we complete all of the projects in each group?
  - Would we just evaluate each project?
  - Is there a possibility of only doing some projects in each group?
- We should be clear about why the benchmarks are where they are
- We should recommend a Plan Scenario



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- There is some support for “no action,” so may be worth highlighting the difference between the baseline scenario and no action
  - Paid parking downtown should be a tool mentioned in the Plan
    - Since the 2003 downtown parking inventory there have been a couple additional surface lots added, the 3-story parking garage and a handful of on-street spaces have been removed

