

Findings of the TBCA Survey on Teton Pass Winter Recreation: The Concerns and Solutions of Users

September, 2019

Supplement 1

Solutions: Responses to open questions

Closures (237)

- Restrict access to slide paths over the road on days with high avalanche conditions
- massive amounts of outreach and education or closing avalanche paths to skiing
- Barring a snow shed being installed over the highway below Twin Slides (so that any avalanche went over the slide and didn't hit traffic) I think that it should be illegal to ski twin slides if the BTAC has rated the danger higher than Moderate. This could be accomplished through an ordinance and should carry a hefty fine with it. It could be enforced via more WebCams. Another option would be that it is illegal to ski Twin Slides from November 1-April 1 (similar to the 7 Sisters off Loveland Pass in CO)
- Close Avi terrain
- "Soft closure" of the Pass area during High or Extreme avalanche hazard, or Considerable rising to High
- Practice what WYDOT preached; one strike and you're out. If a skier caused slide enters the roadway then closed for the season. If season closed and skiers caught in closed area, close it for next year.
- Don't go when danger is High
- Closures of certain areas at certain times, based on the expertise and concerns of WYDOT, in consultation with USFS Avalanche Center.
- Close the Glory boot pack on high and extreme days while continuing education efforts
- Ban skiing from slide paths that can impact the roads
- Stop the use
- Winter closures north of Hwy 22
- Permanent winter closure of Twin Slides and Glory
- Close down twin slides and glory bowl when avalanche concern is elevated, fine those who don't follow the rules
- roping off side-prone ski areas - won't stop everyone but might make someone think twice
- "Close" prominent slide paths on considerable to high days. Have fines / tickets for people that are found skiing closed terrain (that includes road-cuts)

- Prevent skiers from skiing avalanche terrain above the road or eliminate skiing on the pass entirely
- Close access to Mt Glory on High/Extreme days
- closing north access
- Close winter activity above the pass road
- Ban skiing and snowboarding on Teton Pass.
- Close ski/snowboard use on north side of pass
- Closing parking on high danger days
- Permanently close twin slides/shovel slide/rocky gulch to winter access. Ee
- Close north side during high hazard days
- More back country closures on high avy days/after storms
- Close the north side of pass from summit to recreation on days of danger 3 or higher
- Eliminate recreation on avalanche paths that can cause road closure
- Closures
- Close glory boot pack
- Ban skiing north of the highway when avy danger is considerable or more
- eliminate access to road slide paths
- Self imposed closures
- Recreation closures during high avalanche danger (a start)
- start fining people for back country use when avalanche danger is high
- Patrol/ close twin slides, glory, and shovel seasonally or during high avalanche risk
- Temporarily closing runs which are prone to avalanches and burying the road during high danger
- Close parts or all of Glory when WYDOT deems necessary
- Close access when danger levels are high
- Close off access to areas that could slide to the highway
- Close key areas
- Close specific areas on considerable or high days
- Close public traffic on roadways. Surprised more people don't get hurt... I love skiing the pass but as a commuter it is super challenging to drive the pass during the winter and pedestrian traffic only makes it worse.
- No recreation on north side of the pass
- Close access to N side of pass on considerable and high danger days
- Close glory side to recreation or only allow skiing down paths that don't have run outs onto the road
- closure during high avalanche danger
- Close pass to skiing during High avalanche periods...unfortunately. Increase efforts to dissuade people from skiing avy prone lines during elevated conditions (eg the old Travis/AJ commercial)
- Close access north of Hwy 22 on HIGH avalanche days
- Close pass to recreational use when avalanche danger is high.
- close the upper part of the pass/glory area
- close the North side of the pass
- stay away when there are questionable conditions
- do not have access to the terrain that can cause a slide onto the highway
- Temporary condition-dependent restrictions

- Close the north side of the pass to all recreation use for X period of time in the winter. Simple but powerful.
- Close runs when heightened avalanche conditions
- close Phillips bench to snowmobiling
- Close the north on high days? Public shaming? Snow sheds?
- Close the pass to winter recreation on days when avy danger is rated at high
- Temporary closure during high risk periods (parking, north of highway, slide paths are all options) with real consequences for violators
- If avi level is high or extreme close the north side boot pack up glory. Fine anyone 500-1000\$ for hiking to the N. from the top lot.
- Trail closure during high avalanche danger
- Stay away from slide paths/road cut whenever possible
- Kick the skiers off the mountain is not a resort
- Seasonal wildlife closures
- No back country recreational activity on the pass at all
- Darwinism. Seriously, I've seen some really stupid people dropping on top of each other. Also, maybe shut down glory. It would suck but as a commuter I don't want to be hit by an avalanche driving home.
- no backcountry rec anywhere near hwy 22
- Close the pass/backcountry on any terrain that crosses the road. Fine skiers if found to not comply.
- Avalanche control/ closures to skiers during high avy danger
- specific areas (twin slides, glory) that are non-skier zones
- Close Twin Slides and Glory Bowl
- No glory access high avalanche days
- Seasonal closures and restrictions on access to certain areas
- Closure of selected slide zones
- Keeping people off Glory during high danger days
- Close north side on days when danger is considerable or above
- Limit access on north side during high or extreme cycles
- Keep people away from chutes that are over roadways
- closure of avalanche paths above highway to skiers during periods of avalanche danger
- Close Twin Slides and Glory officially with fines when unstable
- Closing certain parts of pass to skiing during high danger
- No skiing above road cuts
- No glory side access during high avy danger
- WYDOT has been too generous to us, close the parking during big storms or especially during commuting hours. Maybe a bus service from Stilson or Taylor lots
- Close the gut and Twin when Considerable
- Building avalanche barriers and closing glory bowl and twin slides on higher avalanche days
- Skier closure areas
- Block certain areas of terrain
- Close the north side when avi danger is high
- Closure at high risk times
- Close glory boot pack in high avalanche danger with rope and bamboo like a ski area

- Stop any winter use above highway
 - Have a closed gate for High Avalanche danger days on Glory
 - Limit skiing in high danger days or issue ski permits.
 - Close it.
 - Ski Closures on terrain funneling to road on high and extreme avalanche warning days
 - Not going out on High avy days
 - Closing Twin Slides & Glory during High Avi danger
 - close the north side of the pass (glory bootpack) to winter recreationalists on HIGH avy danger rating days
 - No skiing on the north side of Highway 22
 - Close glory only, when high avy
 - close north side of pass on needed days due to avy fx
 - NO BACKCOUNTRY ACCESS
 - Close backcountry skiing during high avalanche danger
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- 1st turn is really the only “safe” option for pedestrians, once snow banks get established
 - prohibit access to a couple key avalanche paths accessed from Glory during periods of High danger
 - Forest Service Close extreme terrain during periods of high Avi danger
 - No skiing during avalanche danger days
 - Prohibit skiing known runs/slide paths that could slide to the road on Considerable or High danger days. Make this a ticketed/ fineable offense. Glory Bowl, Shovel Slide, Twin Slides and road cuts around 1st and 2nd turns would be my main examples of these.
 - Closing twin slides and glory bowl during high avi days.
 - Seasonal restrictions to human travel in major slidepaths
 - Limit routes that lead to the roadway.
 - Install access gates. Close the terrain above 22 when danger is high.
 - Allow activity only on the South side of the pass
 - Limit the regions where humans can go, leaving plenty of untouched places for wildlife to migrate and roam
 - No longer allowing skiing/snowboarding on the pass
 - No skiing the north side of the road
 - At some tipping/ critical point, no one allowed above Hwy. 22. Please stop the dangerous game.
 - Restrict access to the Southside of the pass when avy danger considerable or higher
 - Closure of north side when danger is elevated
 - Closing access to known slide paths that can effect the roadway
 - Just close Twin Slides & Glory until the Avy danger is Low
 - Close access during high avalanche danger at least on north side
 - NO SKIING NORTH OF THE HIGHWAY
 - Hard closure of certain problematic slide paths (Colorado has a few of these that are respected)
 - Ropelines (with cameras to monitor closures) to close Twin slides/Glory Bowl/Road cuts on high avy days
 - Close east of the boot pack to Glory Bowl when rating is at or higher than “considerable”
 - Ban skiing the north aside of the pass, from the top on considerable or higher days.
 - Ban skiing/boarding on slopes above pass road

- Closing the Glory area only during the very high avalanche conditions
- Close all portions of the roadway to fool traffic
- Close the parking area at the top of the Pass
- close interfering terrain in considerable or high conditions
- consider closing the north side of the pass for hiking to ski after significant snow fall or until WDOT gives the Okay
- conditions closures
- Don't allow skiers to ski in the high risk avalanche bowl areas.
- During elevated avalanche days, pass should be closed to recreation.
- Rope off twin and glory on high avy days similar to closing a Backcountry gate at a resort
- Close the parking area
- Area closures in high avalanche danger
- Close the major slide paths and if you knock a slide onto the road you get fined
- Close backcountry access north of pass on high hazard days
- Red , yellow , Green Day's red no one allowed , yellow permit or reduced number and green no reg
- Close pass to skiers on high danger days
- No winter travel during storm cycle
- During high Avalanche danger times all backcountry users must stay South
- Close those areas to activity
- Close glory on high warnings
- Close slopes more often AND enforce.
- There should be days skiing there is not allowed due to conditions
- no skiing glory bowl ever
- Closure of pass to back country access
- Restrictions on skiing during critical weather periods
- Close right of boot pack in considerable + conditions
- Ban skiing and boarding on the pass.
- Time limit on parking at the top of the pass
- Don't ski the obvious slide paths on considerable or higher days
- Get the BTNF to close access to areas that have high probability of sliding
- Restricting recreating in specific areas
- Close areas that can directly affect road
- No skiing
- Close the pass to recreational use when danger is considerable or higher
- Close the top of the pass for parking on high avi days
- closure of areas - is there any way to permanently close off the roadcut to skiers/boarders?
- Manage use on avalanche prone slopes on high hazard days
- Close slide paths that affect road to skiing on considerate and high danger days
- Prohibit skier/boarder winter access
- No recreation on north slopes within 1/4 mile of road
- Promote certain routes as closed or no access
- Find a way to close access on high-extreme conditions
- Gate boot pack route up Glory to close it when conditions demand it.

- Closure of those few areas that are prone to avalanche on the road
- Closing the north side when avy danger is considerable or higher
- Rope off slide paths DENY ACCESS
- Shut it all down!
- Recreational closure during increased risk avy danger
- Close skiing above 22 when avalanche danger is high or install avalanche tunnel over road
- Close north aspects to skiing on high avalanche days
- Stop skiers
- build the tunnels/covers over the road on slide paths
- Close all down hill activity to areas that may slide on to the highway
- Close the pass to backcountry skiing snowboarding and snowmachining
- More knowledge of trigger points needs to be displayed
- More speed control who actually try to control the speed and don't stand around talking or on their phones
- Instate a user fee and a parking sticker (2 different fees) and use it to fund more control/pass ambassadors/
- Close slide paths above road to skiing/riding
- Cut backcountry recreation and/or close recreation on top hazard runs.
- Close all back country use on high avalanche
- Restrict skiing in avalanche paths that cross the highway when the danger is elevated
- Close on high avy days
- Close to rec above road
- Shut it down
- Close the pass to skiing
- Limit access to areas that have slide paths across the road in dangerous avalanche conditions
- Closing the pass to skiers when the danger is simply too high.
- Close N side of pass during high/extreme avalanche conditions
- Close all slopes facing roadway
- Restrict access on heavy snow days. There are people that just dont care. Others commuting shouldnt be put in danger cause some 20 yo needs blower.
- Ban skiing on Twin and Glory slides and the road cuts between 11/1/19 and 4/1/19
- Closing Teton pass to skiers and implementing a fine when skiers do not obey closures (closures would only be in times of high avalanche danger)
- First try closing Twin and Glory to all ski traffic until April 1. If compliance is weak, close entire north side. Do not tie it to avi hazard.
- Close the area to winter activities.
- close north side of highway to skiing when conditions warrant
- Prohibit north side of pass access when risk is 4 or 5/5, \$500 fine for violations
- No recreational use on dangerous days
- Close the pass to backcountry travel during the winter
- close glory bootback on high avy danger days
- Closing Avalanche-prone areas during considerable or higher danger
- Close certain terrain when necessary
- permanently close Glory/Twin slide areas to skiing

- Closing certain areas in certain conditions
- Close the road
- Any avalanche path that goes to the highway 22 is off limits to skiing snowboarding
- Close the north side of Teton Pass to human travel when conditions are such that human-caused avalanches that could reach Highway 22 are possible.
- Limit access to slide areas on considerable and high avalanche danger days
- Shut down all access when avalanche risk is high
- No recreation of the pass north of the road on level 3 or above
- Close summit parking lot when avy is considerable or higher
- closing the pass to recreational use when avalanche danger is high
- close the glory bootback on big snow days/high danger days
- avalanche safety /awareness, block critical routes for skiers
- Close skiing on north side of pass at DOT discretion
- Prohibit public access during high avalanche risk
- I never ski Glory Bowl or Twin slides so maybe some sort of closure there including road cuts
- Close on high avi danger
- education doesn't seem to be enough... maybe access to Glory bootpack should be controlled? but would be difficult to implement and manage liability issues...
- Prohibit use of avy paths when avy danger is considerable or greater
- to literally STAY OUT of known avy paths which cross road
- more wildlife closures
- respect travel closures; close north side of pass to recreation
- close bottom of Twin permanently/ close Glory bootpack via decision of WYDOT avalanche techs
- South side closures on considerable days. That could or could not include the bootpack, but at least closing Twin Slides, Shovel Slide and Glory Bowl to skiers. This would require some kind of enforceable penalty, so the ambassador or a Forest Service employee on the pass able to hand out tickets.
- Fine skiers via tickets that are parked at the top on high avi days
- Tickets & fines for triggering avalanches on to roadways.
- Pursue a FLAP grant to make dedicated USFS trailheads at Coal Creek, Teton Pass, and Phillips with underpasses and a plan to fund plowing outside of WYDOT.

Education (96)

- Better prepared and informed users
- continued education
- better education of backcountry users
- Education and awareness establishing a new backcountry ethic for skiing on the pass
- Required information session/pass to access glory
- More awareness and education, signage
- Proper etiquette education
- Continued public education as to appropriate behavior
- continued education and beacon testing
- Behavioral therapy
- more education and potentially restricting recreational access during high avalanche hazard
- Education and outreach for locals and tourists

- continue to push for backcountry education; add beacon checkpoints at popular skinning starting points
- Permit system via online education (car stickers or similar), those with Avy 1 cert are exempt except for portion on local considerations, like closure/avoidance of north side on High + days. Small fee to pay for enforcement, reduced cost for local residents
- Free backcountry safety clinics at the top of the pass (I'll happily volunteer to teach them)
- education to users not to endanger others
- Education
- Awareness
- More outreach
- continue education and communication - onsite, among users, in media
- Have a rules sign posted with a map in several places. Could also
- Require, at minimum, having taken a 3 day avalanche course 1 a
- Education
- Continued and increased education (love the TBA!), fines and publicity (naming and shaming) of people who cause avalanches during periods of "high" or "extreme" danger (ie when they should know better)
- Education
- Education
- Education
- Education
- I don't know, somehow we have to promote awareness that triggering a slide onto the roadway is the worst thing you can do out there. It endangers others and costs everyone who uses the pass to commute time and money. But this seems fairly obvious, the only way I can think of to help spread awareness about this is to post some sort of signage with pictures at the bottom of the bootpack. Possibly there could be enforced closures, on some of the most prominent slide paths, but that would take away peoples' freedom to make their own decisions, and also cost time and manpower to put up and enforce such closures.
- More accessible classes - lower cost
- continue education of users regarding access, overcrowding, loss of backcountry ski privileges
- More free or inexpensive education classes.
- TBA publishes a pass etiquette / guideline document to guide recreation on the Pass according to guidelines set by public comment and WYDOT / USFS agency input.
- Teach more avalanche safety and make it a requirement like hunter safety
- better education at trailhead re: avalanche danger/run closures
- Education
- Education
- Continue to educate users - there is a lot of great work being done here already. Keep it up.
- Make a concerted effort to reach out to more people regarding safety and consideration of others.
- Public outreach
- Large map with highlighted areas of concern
- Skier education / ethics
- education on code of ethics and behaviors
- Education

- Skier education
- Education
- Better education; permitting
- Education.
- Easier access to education
- Education on what's legal, appropriate and considerate behavior/interactions.
- Educating users on proper routes. Possibly include a map of areas that are "restricted."
- Website dedicated to pass avy conditions
- More open communication with skiers on slide paths affecting the road- specific ways to check which Gazex have been fired and one, specific guidelines on days where skiing Twin left and Glory gut are not allowed, no tolerance policy on skiing road cuts
- Education (signs and seminars)
- Do what we're doing - educate, educate, educate!
- Education
- Accessibility to avalanche courses. Is it possible to make them necessary?
- Education
- People need education (not really up to us)
- That everyone take a class so they know all about the dangers and what to look for ?
- Better backcountry education
- more avalanche awareness (I know that there is no lack of this)
- Education and awareness
- Free act classes more easily available
- Education, somehow get more beginners avalanche education
- Education - escalating fines - each user increase - not same user but each subsequent violation increases regardless of past use. Meaning they increase each time it happens regardless if it is the same user or not.
- educate public about other areas for backcountry access
- Education
- Education and outreach - permanent ambassadors
- First time user education
- Education/Signage/code of conduct not to ski above known slide paths above certain avalanche danger levels, especially during commuting hours
- Education and Mitigation
- Education and advocacy
- Public education campaigns to address appropriate Avy training, responsible use, Leave No Trace, etc.
- More avalanche awareness classes
- Grassroots education campaign to inform users where to recreate during high avalanche danger
- take avy 1 course
- it would be nice if recreators would appreciate that the pass is a highway and not the parking lot of a ski resort
- Education for (ESPECIALLY) out of towners, and locals, of what they are getting themselves into. Online and at the base of the area. Some sort of campaign...think about "if you don't know don't go" piece. I don't see a lot about people talking about skiing the pass online, probably for good

reason, but try and figure out a way to get the message across to visitors. Maybe requiring those accessing terrain to have some sort of avi training.

- free opportunities for heightened knowledge (seminars, courses, events)
- Public education
- Classes to educate back country users
- education
- Continued knowledge and public awareness of the pass. Publicly post names and parties who cause issues and ski the cuts
- Avi cert needed...and enforced
- Check the avi report
- Improved "skier code" agreed upon by WYDOT and backcountry users with consequences for breaking those rules
- Better education, signage, full on PR campaign for "keep away" zones on considerable or higher days. Material distribution at start of season for locals.
- education? tickets for dangerous behavior? limiting number of users/day?
- Education and awareness and closure of certain ski sections when avi danger is high/extreme.
- Continue to strongly encourage avalanche training by users -- work with providers to make course affordable and available
- More education and potential some permanently closed areas- twin slide and glory
- Education. Have more detailed thoughts, but not the space.
- More education/signs at parking area to let people know that if they act irresponsibly, this resource may go away.
- Provide FREE trainings and events for backcountry users on both sides of pass (Idaho provides these for snowmobilers, but not skiers for some reason; there used to be sessions at the T-line that were helpful as well that no longer take place).
- Educate

Parking (78)

- Stop plowing the top parking lot
- charge for parking
- barrier between parking & driving lanes. Small fee for parking
- Parking fees (to encourage carpooling)
- Plow bigger lots
- Parking ticket/pass system like Rogers Pass.
- paid pass
- More parking
- Even though many complain about the parking lots. Our Ambassador and many locals do an excellent job.
- Enforce a parking permit that you must pay small fee, sign agreement and adhere to closures when deemed unsafe conditions
- Limit parking - and institute a parking fee
- Stop plowing parking area
- Parking Pass
- More parking, even if it means development of a new one.
- Require a parking permit for the top of the pass
- expand parking.

- Expanded parking lot/ski shuttle
- Larger parking areas for skiers/riders
- More Parking lots at varying elevations
- Limited parking
- Charge for a pass
- close the top parking area during dangerous avalanche conditions
- Stop plowing "parking areas" at top of Pass
- No parking at top of pass, shuttle from each side
- larger parking areas
- More parking, better plowing
- People think of the Pass as a ski area, use the motto "If you don't know don't go." I am asked 85% of the time when out there, where is this, where am I, it is concerning. Parking is congested, the visitors do not know the system, and maybe the only way to control high visitor times is to close down the parking then? It is not ideal, but maybe necessary.
- Eliminate parking at the top. Designate loading/unloading zone only.
- Better system when waiting for parking
- Establish and enforce rules about parking and walking on the road. I have seen SO MANY skiers walking 2 or 3 abreast on the road - SO UNSAFE. And I can't even begin to count the number of unrestrained dogs with them. GET OFF THE ROAD!
- Parking fee
- Close the parking lot at the top to public
- Closing parking lot when any danger is high
- Larger parking area
- WYDOT has been too generous to us, close the parking during big storms or especially during commuting hours. Maybe a bus service from Stilson or Taylor lots
- Bigger pull out areas
- Close parking
- Eliminate parking on the top of the pass
- Not increasing parking
- Pay for parking
- Limit parking on top of pass and do not allow people walking on the road way
- Parking permits
- Close the top lot in the winter
- Eliminate parking at the top
- Additional parking areas or access points
- Limit parking
- More parking
- Reserve 10-15 spots as "carpool" minimum 2 skiers
- Clearly there is a large number of people who want to recreate on the pass. The parking does not reflect the amount of usage, and creates issues for traffic and breeds a negative culture between backcountry users and the general public. The solution is to increase parking, or create a seasonal parking pass that still allows locals access, and out of towners the opportunities for day use. These funds can directly go back to the necessary costs to maintain and offer access to Teton Pass and it's safety measurements.
- Pay to play - parking pass for parking on the top of the pass

- Larger parking area? Shuttle bus, Carpool ONLY parking?
- Larger Parking Area
- Perhaps it's time to close the parking lot.
- Close down Teton Pass parking lot in the winter
- Don't allow parking on the pass
- Extend and maintain upper lot for more parking.
- Regulate parking stronger. Put up areas for certain places that cannot be skied
- Fewer parking spots; shuttle system
- Close parking on top of pass in High+ rated danger
- Take no action or expand parking
- limit parking
- No parking at top of pass unless emergency vehicle
- Pay to park at turn outs, free with attendance at pass specific avy class
- Parking lines (even with spray paint on snow) to make people park tighter.
- Don't plow parking lot at top of Pass.
- Parking restrictions
- Don't allow so many people to park on top
- Safer organized parking
- Permit system to manage parking and control access in times of high hazard. Permits could cost a certain amount to provide revenue for enforcement. Permits would allow forest to track users so could fine people who disregard closures.
- Close parking lots on extreme, maybe high too, avalanche forecast days
- Old Pass Road near Pass, developed for parking. Duh
- Build and plow a larger parking area
- give tickets for illegal parking or tow vehicles
- limit the number of cars that park on the pass
- Expanded Parking A BATHROOM FACILITY and paid pass ambassadors on weekends
- Create more parking
- Dedicate lots for certain uses.
- Create more official areas for hitch-hiking / ride-sharing
- Regulated parking

Sheds, Tunnels, Avalanche Barricades (53)

- Our Ambassador's point on tunnels is interesting, at some point density and traffic volume demands action. Tunnels ought to be part of that discussion.
- build sheds over avalanche paths on highway
- Snow sheds for the road
- Build a Snow shed
- Build snow sheds
- Sheds
- snow sheds
- snow sheds
- Shelter over road in major avy zones
- Tunnel
- Metal tunnels over road in common slide paths

- avalanche sheds
- Snow sheds? Also Glory access closures unfortunately
- Installations of snow sheds
- Snow sheds
- Snowshed at twin slides
- Build snow sheds over the road
- Avalanche tunnel for cars at the slide paths
- redesign road, primarily by adding snow sheds
- Snowsheds
- Smarter decision making/ snow sheds
- install snow sheds over avalanche paths
- Snow sheds
- Cover the road, protect the people traveling
- Snow sheds
- Avalanche sheds
- Raise money for snowsheds
- Structures to minimize avalanche impact in prone areas - regardless of cause.
- Snow sheds
- Concrete snow sheds - they're extremely effective and far less costly than tunnels
- tunnel under pass
- snow shed
- snow sheds
- Snow sheds
- Avalanche tunnels
- snow sheds
- tunnel
- Snow sheds
- Build snowsheds
- Snow sheds or tunnel
- Snow sheds over major slide paths
- Sheds/overpasses
- Snow Sheds on slide paths
- snow sheds
- Pass needs a tunnel
- Avalanche Sheds and Barriers!!!! They work!!!
- Follow Europe. Snow shed/ wildlife crossings at all significant avalanche locations
- Build avalanche sheds
- Snow sheds
- Snow sheds
- Snow sheds
- Snow shed like the ones on Roger's Pass HWY1 Canada or Wolf Creek Pass, CO
- Build snow sheds

Shuttle/carpooling (35)

- Bus

- Increase shuttles and parking, make it viable
- Shuttle from Jackson
- Unsure. A bus? Encourage tighter parking and not booting up to the side of your car.
- Shuttle service public or private
- Tunnel or avalanche shed
- Park and ride lots with a shuttle every 30 or so mins \$5 a ride
- Teton pass shuttle bus
- Shuttle service
- Shuttle service
- Bus people to the top
- TbcA runs their own shuttle
- Operate a shuttle service from each side of the pass
- public transportation options
- Bus Service
- A shuttle from the bottom
- How about a shuttle service?
- Free shuttle bus
- Incentivize carpooling, provide a paid shuttle service, more full time pass ambassadors
- Shuttle
- shuttle bus from Stilson
- Shuttle bus from base of pass
- a shuttle service?????
- shuttles
- shuttle bus from victor and wilson
- authorized shuttle service
- Create more/shuttle service
- shuttle service, carpooling, or more parking places
- Shut it down
- Shuttle bus
- Shuttle to top of pass service
- Shuttles, pass ambassador, incentivize carpooling, poss winter park pass
- Allow shuttles to operate
- Provide shuttle services and parking at coal creek and Stilson lot
- Shuttle system

Signage (23)

- Signage/Closures/Civil Action against violators
- bigger signs?
- More signage
- establish a larger sign at the beginning of the boot pack that a skier/snowboarding can't avoid; place more significant barriers to prevent roadside skiing
- Don't walk side by side with another person; walk in single file
- Continue with signage to discourage bowl and twin skiing
- More signage or some campaign making these choices more frowned upon and emphasizing the knowledge required to ski the backcountry.

- More signage along boot pack: Avalanche tunnels for the large slidepaths
- more signs and information on top
- More signage / ambassadors
- signage
- Signage - "take 3 deep breaths" or something.
- signage, fencing to prohibit travel on slide paths to highway
- Improve signage and education
- Posting warning signs
- signage and education
- Add a solar powered Avi danger level indicator next to the beacon detector at the bottom of the boot pack. Also add a map of the slide areas which are impacted by the risk. If you are climbing Twin Slides to get to Black Canyon that's a different risk than skiing Glory
- Signage
- Suggestive action would be warning signs FOR pedestrians to use common sense.
- In winter months, clear, large signage at the bottom of the Glory bootpack of "rules" and perhaps a gage for the daily avi risk (similar to forest service's dial for fires)
- Better signage/map of danger zones to avoid at base of boot pack. Severe fines for non-compliance.
- More clearly marking slide prone areas, maybe adding signage at the entrance to those zones, not just at the bottom of the bootpack
- Put up big warning signs saying certain areas are closed when snow conditions call for it

Fines, Disciplinary Action, Shame (23)

- Major fine. Make it hurt. As in potential manslaughter. Look at a closure map such as Kootney Pass in BC this is quite similar to Teton and people respect the closure. We need to not be enabled for stupid actions when there is lots to ski that doesn't potentially effect commuters. https://backcountryskiingcanada.com/KOOTENAY_PASS
- Mandatory fine for any person who triggers an avalanche resulting in highway closure, with amount escalating depending on the severity
- Civil penalties for skiing glory avalanche paths in considerable danger or above
- Hold users responsible for their actions. Fines, identification, etc.
- making fines so high that trucks over the weight limit will re: consider using the pass
- Road cut skiers should be fined
- penalize those who violate closures -- \$1000 fine - make it hurt
- Charge people who cause a slide & closes the pass
- People need to be held accountable when they impact other users - i.e. fines/penalties for individuals who start slides
- I feel the offending skier/snowboarder should pay a fee or fine to cover the damages of the avalanche. I realize this could be a very large sum. Maybe that would be an effective deterrent.
- Fine for being on road
- Penalties for causing avalanches
- Fines for skiing in road slide areas
- fines for back country use when avy danger is high
- fining skiers who cause harm
- Significant consequences ie., high fines or arrest
- Disciplinary action for repeat offenders

- Penalties for unnecessary risks that endanger others or rescuers
- Consensus on behavior, perhaps criminal consequences
- criminal charges against those causing them when WYDOT declares it unsafe
- give tickets for illegal parking or tow vehicles
- Big fines, jail if someone killed, permanent ban from using
- The county can and should prosecute those who cause road-crossing avalanches.

Permit System (20)

- People should only ski on the south side of HWY 22 with a pass permit
- Rogers pass style permit system.
- Create free backcountry skiing permit like Rogers Passes uses, which simply requires users to be educated
- Only allow people w/ experience and equipment
- Permit backcountry users for pass use!!
- Have a license like fishing or hunting
- Create a “backcountry pass” system similar to the Roger’s Pass system where users must pay an annual fee to park and ski, as well as being required to take an online education and awareness course.
- Permits/passes after education
- Implement a strict permitting system and restrict use of the most avalanche-prone areas
- Require use permits (free but require a visit to the USFS office, sit through a short orientation, sign agreement, get permit, go skiing) ticket all cars without
- Issue a permit system
- Permits
- A permit to know who is there
- Permit
- Having some sort of permit/test to be able to understand the consequences
- Permitted use
- Recreational pass that can be revoked
- put in a damn tunnel at the top of the pass to mitigate all of the risk
- Parking sticker attained after driver takes safety course, ensuring someone in the party has education in avalanche and traffic safety
- Plow more existing lots I.e. Phillips

Walking on roads & hitchhiking (17):

- No walking or hitch hiking on the roadway
- Creating a designated hitchhiking zone, and encouraging everyone else to walk instead of wait at a blind corner
- Make it illegal. You can cross the road, but you can not go up or down in it.
- No walking designated hitching areas with plowed pull outs
- Create more official areas for hitch-hiking
- Keep doing whatever you can

- require travel off roadway
- Build over and under passes in the right areas and reduce the speed limits.
- Keep people and pets off the roads
- Only straight across walking, skinning back up from 1st and 2nd turn. Skins required for any skiing or boarding
- make it illegal to pick up hitchhikers or walk on road
- Prohibit hitching rides. Earn your turns or resort ski
- Hitchhiking only off the road (coal creek)
- hitchhiking "zones"
- no Hitch hiking on pass
- lower speed limit to 45 mph.
- Legalize hitchhiking for this zone, promote it

References to WYDOT (15)

- WYDOT does a great job already
- Is there recognition from WY transportation that skiers drive the economy in JH?
- Closures of certain areas at certain times, based on the expertise and concerns of WYDOT, in consultation with USFS Avalanche Center.
- Improved "skier code" agreed upon by WYDOT and backcountry users with consequences for breaking those rules
- Work with WYDOT
- Make sure there's enough staff for the wyo roads people to keep things clear faster they already do a wonderful job but maybe they need more equipment and bodies
- Close parts or all of Glory when WYDOT deems necessary
- Practice what WYDOT preached; one strike and you're out. If a skier caused slide enters the roadway then closed for the season. If season closed and skiers caught in closed area, close it for next year.
- TBA publishes a pass etiquette / guideline document to guide recreation on the Pass according to guidelines set by public comment and WYDOT / USFS agency input.
- WYDOT has been too generous to us, close the parking during big storms or especially during commuting hours. Maybe a bus service from Stilson or Taylor lots
- Have Wydot take a trip to Europe
- criminal charges against those causing them when WYDOT declares it unsafe
- Have WYDOT use the gasex on Twin and Glory on any morning with more than 6"
- close bottom of Twin permanently/ close Glory bootpack via decision of WYDOT avalanche techs
- Pursue a FLAP grant to make dedicated USFS trailheads at Coal Creek, Teton Pass, and Phillips with underpasses and a plan to fund plowing outside of WYDOT.

Behavioral change (9):

- Respect
- Better choices by people
- riders becoming more responsible & paying closer attention to avalanche conditions
- Can you fix entitlement?
- cant do anything about goobers
- more thoughtful skiers
- Awareness and personal accountability
- Better parenting

- Stay home when it is not safe

Ambassador Program (8)

- Support ambassador program and increase
- paid parking lot liaisons to spread the beta about where not to travel, potentially signed/roped areas on dangerous slopes for high danger days
- Teton Pass Ski Patrol - Pistono x 3
- Volunteer ambassadors that stage at the summit helping with parking and making sure backcountry users are prepared. Also asking where they are going to help suggest maybe a certain run wouldn't be a good idea with conditions. Could be staged mainly with considerable or high danger and with recent snow fall.
- Teton Pass ambassador takes a more active role managing parking on higher use days
- More ambassadors/ local representatives at the top of the pass to educate/ inform
- Have unelected "pass ambassador" stop telling people not to ski the Glory side. Have WYDOT use the gasex on Twin and Glory on any morning with more than 6 inches of new snow.
- I run into people that aren't aware of the risks and dangers of backcountry skiing. I feel the pass ambassadors and signage of helpful but maybe more? Brighter bigger? Or more of it?

Limit numbers (5)

- Practice what WYDOT preached; one strike and you're out. If a skier caused slide enters the roadway then closed for the season. If season closed and skiers caught in closed area, close it for next year.
- Limit access
- limit recreational use
- Limit use
- LIMIT USERS

Dogs (5):

- No dogs
- dogs on leashes/ too many people to have free range
- Dogs have no place in the BC. They endanger their owners, the dog and others. Discourage or ban dogs. This will only work if there are consequences.
- Leave the dogs at home
- A leave your dog at home campaign. I would never ban dogs - people are free to do what they want -- but I think it's worth educating people that dogs and skiing, esp in avalanche terrain, don't necessarily go together.

Don't know (5)

- Not sure
- tough call--i dont know
- not sure
- I dunno, they'll be 2billion more humans in the next 20 years
- none, it's been discovered years ago

Driving (4)

- lower speed limit to 45 mph.
- More speed control
- lower speed limit to 45 mph
- Barrier between roadway and parking

Other (35)

- Insurance program to pay for rescues
- Numerous places to ski without risk to public
- No change is needed
- Not much one can do
- Stop limiting mechanized access
- Include snowmobilers in the ongoing use discussions.
- I'm not sure how to help others be more generous to others
- Making sure ALL user groups have an equal voice.
- can't fix stupid - let's be real
- Stop promoting tourism in Teton Valley
- Skier/Boarder being responsible on high Avy days
- don't limit use
- Continued maintenance and monitoring
- More options for JH Mt Resort passes and price breaks
- Ask them where they are going. If they don't know. Turn 'em around
- Less government
- tough to control. more consideration that when it's full it's full
- Leave things the way they are
- No solution
- Hoping that back-country access will remain in place.
- Better communication about road status
- There's no solution
- Maintain freedom to ski
- no unattended vehicles
- Locals only
- Don't ever limit skiing access. Deal with it. Living is risky, even for innocent people driving over the pass.
- Don't advertise
- Federal level tech implementation
- Follow the law
- Stop dense development
- stay home
- community input from the immediate area
- Make people responsible for their stupid actions
- Nothing. The jungle will sort itself out.
- The FS must enforce the WY Wyoming Wilderness Act to the letter of the law