Tribal Trail CONNECTOR

Final Meeting Minutes

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Subject	**Stakeholder Advisory Committee Meeting #5**
Project Name	Tribal Trail Connector EA
Location	Skype and Old Library basement conference room 320 S. King St, Jackson, WY
Date/Time	October 2, 2019 / 10:00 am – 12:00 pm
Participants	Alex Muromcew – Stakeholder Carrie Geraci – Stakeholder Dave Schuler – Stakeholder Dave Schofield – Stakeholder Frank Lane – Stakeholder Jeff Daugherty - Stakeholder Ralph Haberfeld – Stakeholder Scott Pierson – Stakeholder Tom Holland – Stakeholder Darren Brugmann - START Director Amy Ramage – Teton County Brian Schilling – Teton County Heather Overholser – Teton County Jazmine Watson – Teton County Kristen Waters – Teton County Bob Hammond – WYDOT Darin Kaufman – WYDOT Ted Wells – WYDOT Ryan Shield – WYDOT Randy Bomar – Morrison Maierle Steve Lowman – Morrison Maierle Tim Brugger – Morrison Maierle Jim Clarke – Jacobs Whitney Wimer – Jacobs <u>Public</u> Allie Gross – JH News & Guide Mike Halpin
Attachments	A – Final Level 1 Evaluation Matrix B – Alternative Figures C – Alternatives Evaluation Process Memo
Copies to	Keith Compton/WYDOT Ted Wells/WYDOT

Notes	Action

1 **Meeting Purpose**

Finalize Level 1 Alternative Evaluation matrix. Discuss and prepare for Level 2 Alternative Evaluation process to be held at the next meeting and provide project updates.

2 **Level 1 Screening Alternative: 7/25/2019 Action Item**

7/25/2019 Stakeholder meeting concluded with 3 action items for the Project team to investigate:

1. Can U.S. Army Corps of Engineers Clean Water Act 404 (404 permit) permit be obtained if the fen is directly or indirectly impacted?
2. If the connector road between Tribal Trail and Indian Springs is built, who can legally use the road?
3. Will WYDOT allow two access points to Hwy 22 with less than 1,200 feet spacing between the access points?

Response to #1.

The project team has discussed with Jacobs and WYDOT wetland biologists if a 404 permit could be obtained. The wetland biologists explained that the difficulty is developing and implementing mitigation for the fen. The biological conditions that create a fen are unique and nearly impossible to recreate. They advised avoiding direct and indirect impacts to the fen.

The water source for the fen is high water table and seeps along the hill at the northwest corner of the fen. The project team investigated shifting the access road alignment further north, closer to Hwy 22, but the team agreed this still would cause an indirect impact to the fen's water source. For these reasons the project team determined that any alternative that has the potential to directly or indirectly impact the fen has an irresolvable environmental impact; therefore, alternatives with this access road connection are eliminated due to fatal flaws.

Jim Clarke gave an update about a small archeological site that was found near the Indian Springs approach on top of the hill bordering the fen. Further subsurface investigation would be needed to determine the significance of the site. However, because impacts to the fen wetland have already been determined to be a fatal flaw, any disturbance to this area has already been ruled out and further review of the archeological site is not necessary.

Response to #2.

The County began investigating who could use the connector between Tribal Trail and Indian Springs and if it would be possible to amend the agreement. While the process was started, when it was determined that impacting the fen would be considered a fatal flaw, the project team determined further inquiry was not needed. All alternatives that had questions related to legal use would impact the fen; therefore, they have a fatal flaw.

Response to #3.

The access agreement between Teton County and WYDOT indicates that if Tribal Trail access to Hwy 22 is built then the Indian Springs access point is to be closed. Following the last stakeholder workshop, WYDOT provided some clarification on scenarios where they would consider keeping both access points open, but resolution of the Indian Springs access point is yet to be determined. Alternatives that have two access points and no other fatal flaws will move forward into the Level 2 Evaluation.

Notes	Action

3 **Level 1 Screening Alternative: Review of Revisions**
Whitney Wimer reviewed Level 1 Evaluation Screening Matrix and Alternative graphics (Attachment A and B).
• 'No build' - will carry forward onto level 2 as the baseline.
• O-N1 – No fatal flaws were identified and will be carried forward.
• O-N2 – No fatal flaws were identified and will be carried forward.
  ○ Questions: If chicanes are used, does the existing roadway have to be rebuilt? Will there be a large cost associated with using chicanes?
  ○ Answer: If chicanes are not pursued, Randy Bomar said the existing roadway would not necessarily need to be rebuilt. Adding chicanes almost certainly would require rebuilding the road.
• I-N1a&b - Fatal flaw – Impacts to fen, option eliminated.
• I-N2a&b - No fatal flaws, carried forward.
• I-N3a&b – Fatal flaw – Impacts to fen, option eliminated.
• I-N4a&b – connector goes to Hwy 22, no fatal flaws, will carry forward
• I-N5 – Fatal flaw – Impacts to fen, option eliminated.
• I-N6a – Fatal flaw – Impacts to fen, option eliminated. However, an additional alternative was recommended that has a roundabout without connection similar to I-N4. The new option, I-N4c, is discussed in the New Alternatives section.
• I-N6b – No fatal flaws, will carry forward.
• I-N7 – No fatal flaws, carried forward.
• I-N8 – originally this option was listed as no fatal flaws and carried forward as shown in the matrix presented. It was noted that WYDOT would not allow access roads to be inside of the WY-22 right of way because of future plans to widen WY-22. Therefore, due to dimensional constraints, this option likely would have an impact to the fen. Therefore, the option has a fatal flaw and has been eliminated.
• I-N9 - No fatal flaws, carried forward.
	Jacobs to revise Level 1 Screening Matrix:
	• Add I-N4c
	• Update I-N8 to eliminated

4 **New Alternatives**
• I-N4c – new configuration; Indian Spring access is closed. Coyote Canyon is directed via a frontage road along the north side of Hwy 22 to a roundabout on Hwy 22. No fatal flaws carried forward.
• I-N10 – new option. Randy provided a review of this option: Tribal Trail has a one-way only underpass for westbound traffic to access Hwy 22. Eastbound traffic has an at grade right on/off at Tribal Trail. Westbound Hwy 22 traffic has a left-hand turn lane to access Tribal Trail. Coyote Canyon and Indian Springs would remain the same. No fatal flaws, carried forward.
  ○ Configuration is referred to as a "tight diamond."
  ○ Heather Overholser noted this does not address the Coyote Canyon or Indian Springs issues.
  ○ Question: How could you have traffic merging onto highway right before CCR/ISD intersection? This could be dangerous.
  ○ Answer: Amy Ramage noted that all of the alternatives are schematically represented at this point. The true highway geometry (lane widths, on/off ramps, taper distances, etc.) are not yet represented on the drawings. More vetting is necessary on many of the options. For example, if merging is an issue there may be an opportunity to extend the on-ramp and have right turn lane.
• Dave Schofield asked for clarification: "Will west bound traffic make a left turn to get off of Hwy 22?" Mike H. asked, "why would this be needed?"
	Action: Discuss with Brian, offline, which side the pathway will be on for S3.

Notes	Action

Dave Schofield said, “Public comment noted that that is exactly what people would do to avoid school traffic.” Dave Schuler said, “People will try to bypass town and go on Spring Gulch Rd.”

- I-N11 – no fatal flaws, will carry forward.
  - Question: Jazmine Watson asked if the access points are too close to each other on Hwy 22.
  - Answer: This will be looked at more closely later but at this time not determined to be a fatal flaw. Jim noted that until the next level of details are vetted out, we cannot completely rule this out as a fatal flaw, Daren Kaufman agreed. Safety concerns will need to be detailed out as well.
- I-N12 – This option is shifting the access road out of platted alignment to near where an archeological site exists. This will likely have indirect impact to the fen. Due to these reasons it was determined that this option has a fatal flaw and eliminated.
- I-N13 – This option is similar to N12, just higher up on the TTR and closer to Hwy 22. This would also likely impact the fen so identified as fatal flaw and eliminated.
- S1 – moving forward to Level 2
- S2 – moving forward to Level 2
- S3 – do not have figures yet for this option because unsure what side the pathway would be on. Brian Schilling (pathways) was asked if he prefers to offset on Tribal Trail or South Park Rd.

Recap on this discussion: An additional option will be added to alternative 4 or 6, which will close off Indian Springs access from Hwy 22 and include a roundabout. Whitney noted this option would rank ‘YES’ all the way across the matrix and does not impact the fen, does not have environmental flaw, and no legal or physical constraints, so this new option would carry forward. However, Bob Hammond noted that, in reviewing the mapping that’s been done, there may be some concerns regarding debris/landslide/stability issues that are unknown at this time and could make a roundabout impossible.

5 **Level 2 Alternatives Evaluation**

Review led by Jim (Attachment C – Alternatives Evaluation Process Memo)

Purpose and Need Criteria - evaluate an alternative’s relative ability to:

- Provide travel redundancy
- Reduce VMT associated with circuitous routing of traffic
  - can use data from traffic model to look at how different models can affect VMT.
- Reduce local trips through the Y intersection
- Improve emergency response vehicle access and mobility in and around West Jackson and South Park
  - Take travel times between key locations (pick 2 or 3). Amy said, from an emergency perspective, the emergency folks would like options to be ranked higher that have faster response time (every second counts).
- Provide improved multi-modal connections

Additional Comments on Purpose and Need Criteria above:

Notes	Action

• Tom asked if there is a scenario in which the no build alternative would have a reduction of VMT? He noted that he uses an e-bike to get to the West Bank as it is fastest route and, if TTR gets built, he might go back to using his car. The traffic model can factor in some of these considerations. ITP has a number of benchmarks for reducing growth of VMT, and part of the plan is to check benchmarks annually, which the County does. Tom questioned if the traffic model factors in vehicle congestion (i.e. everyone at his office switched to using bikes for their commute instead of their car due to congestion)? Dave Schuler said his office went to bikes as well, but it's a short seasonal effect.
• Jeff Daugherty said his job is to get kids back and forth to school safely and timely.
• Jim said that with the traffic model, as well as the ITP and its benchmarks, we can get a good handle on congestion and how that will change decision making. The traffic model does consider congestion when assigning trip routes.
• Dave Schofield said he heard that traffic was higher last winter because of the new ski pass and asked if we know the difference? Amy said the numbers will have to be looked at. Darren Brugmann said START is carrying 4,000 trips to and from the Village and Stilson. Stilson lot had 500 cars parked a day. He also said they had an additional 20k people ride the bus last winter.
 	
Project Objectives Criteria evaluate an alternative's relative ability to:
• Minimize impacts to natural resources
  ○ Heather said they had homeowners meeting with Cottonwood and question was asked when will be looking at impact to wildlife, etc. in more detail? Jim said this will be considered as part of level 2. Jim said at level 2 it still will be at a high level and details will be flushed out when have a smaller set of options identified.
• Minimize impacts to the human environment
  ○ Heather noted that when looking at the impacts to both natural resources and human environment, we need to look at the entire route/project area and not just intersection with Hwy 22.
  ○ Carrie asked about evaluating environmental impacts for segments or sections (e.g. North and South Intersection Alternatives) vs. evaluating impacts for the entire corridor? Jim said they can create discreet alternatives that start at Boyles Hill Rd and goes up to Hwy 22, although this will lead to a lot of a potentially unwieldly number of alternatives. The purpose is to look at the differentiators, logically look at north intersection alternatives and how they differ based on criteria, then look at Boyles Rd and High School Rd. Instead of looking at overall impact to wildlife, look to see how different alternatives compare based on impact.
  ○ Dave Schofield said need to look at impacts all the way through and as part of level 2 screening - will the alternatives restrict any kind of traffic or vehicles?
  ○ Alex said there is a risk of not looking holistically and should avoid having too narrow a focus.
  ○ Jim said we will evaluate indirect effects on surrounding roads. He understands that Cambridge already completed model runs on surrounding roads and nothing demonstrated need for significant	

Notes	Action
change to the character of the existing road, such as widening from 2 to 4 lanes (Amy concurred). ○ Dave Schofield said several trucks come out of Seherr-Thoss gravel pit on the southern end of South Park Loop Road; he asked will this traffic go north and use TTR if connector is built? Jim said the model can make assumptions about routing and identify how much traffic will be attracted and induced. ○ Dave Schofield doesn't want the south end of South Park Loop Road to get overlooked and to focus solely on Boyles Hill Road. ○ Alex said traffic between South Park Loop and High School Rd could get dangerous. He wants to make sure the intersections built will be safe. ○ Heather noted that currently High School Rd and the northern stretch (east-west) of South Park Loop Road are both Town- and County-owned. This project team will work with the Town when needed. ○ Amy noted that discussions regarding safety of South Park Loop and High School Rd intersection have already taken place. High School Rd will fall under Town jurisdiction in the future and the Town already has the safety issues on their radar. ○ Jim noted TTR is currently assumed to have a maximum speed limit of 35 mph (as in Project Charter), traffic calming items will be looked into and discussed. We will work will emergency service providers, pathways team and stakeholders to determine what traffic calming items makes the most sense. ○ Jim proposed at next meeting to include an agenda item to specifically discuss impacts to surrounding roads. ○ Heather said we could consider lowering the speed limit and running the traffic model ○ Dave Schofield said people ignore signs if there is no hazard (i.e. when school is out of session and no kids around) • Minimize safety concerns ○ This will be picked up at level 2 ○ Big consideration would be wetland impacts and will be limited in terms of landscaping aspect. Need to limit impact to wetlands • Minimize private property impacts • Provide more direct, safe, aesthetically-pleasing and efficient multi-modal routing between South Park and the West Bank • Be cost effective ○ Will not be developing detailed cost estimates at this time but will have an order of magnitude for discussion. • Be constructed • Be maintained, particularly for snow removal and storage ○ Mike noted that for 5 months of the year 80 feet buffer is not enough to store the snow, there is nowhere to put snow and it will be difficult to be able to maintain it during the winter. Jim noted this section was added to address the snow storage issues. ○ Carrie suggested that we look to do something rustic and artistic with snow fence. Tom and Dave Schueler said are a lot of items to consider when building snow fence. The fence would have to be on TSS property. ○ Jim said we will look into retaining the current pathway in its current configuration.	

Notes	Action
6 **Other Comments & Next Steps** Jim noted looking at all the criteria in level 2 will result in multiple spread sheets and may result in showing some real differences between the alternatives. Alex asked if there will be another public comment meeting before the next stakeholder meeting. Amy said no and Heather commented that there will another public meeting after the level 2 screening by the stakeholders and project team. After the public meeting, stakeholder and project team will meet again to decide upon a preferred alternative for staff to bring to the BCC, based on public input. Next meeting date to be determined.	Jacobs to include differences in traffic on roads in terms of potential improvements on the next Stakeholder Meeting Agenda.

Attachment A
Final Level 1 Evaluation Matrix

Level 1 Alternative Evaluation Screening Matrix

			Purpose and Need Screening					Fatal Flaw Screening		
		Description of Alternative	Provide travel redundancy (more than one independent way in or out of an area)?	Reduce vehicle miles of travel (VMT) associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Does the alternative have irresolvable environmental impacts?	Is the alternative not constructible due to physical or legal constraints?	Results
	No Build	Existing conditions	**No**	**No**	**No**	**No**	**No**	**No**	**No**	**Carry Forward**
Roadway Alignments	**O-N1**	Roadway centered within right-of-way.	Yes	Yes	Yes	Yes	Yes	No	No	**Carry Forward**
Roadway Alignments	**O-N2**	Roadway with chicanes.	Yes	Yes	Yes	Yes	Yes	No	No	**Carry Forward**
North Intersection Options	**I-N1a**	Tribal Trail Road, access to Hwy 22, is via an interchange. The connector road follows the platted easement. Indian Springs Drive access to Hwy 22 is closed. Coyote Canyon Road, access to Hwy 22, is converted to right on/off. Eastbound traffic from Coyote Canyon Road uses the connector road via an underpass.	Yes	Yes	Yes	Yes	Yes (Conditional[2])	Yes[4]	No (Conditional[5])	**Eliminated**
North Intersection Options	**I-N1b[1,7]**	Tribal Trail Road has an at-grade crossing on Hwy 22. All other design elements are the same as I-N1a.	Yes	Yes	Yes	Yes	Yes (Conditional[2])	Yes[4]	No (Conditional[5])	**Eliminated**
North Intersection Options	**I-N2a**	Tribal Trail Road, access to Hwy 22, is via an interchange. Coyote Canyon Road and Indian Springs Drive access to Hwy 22 is converted to right on/off. Eastbound traffic from Coyote Canyon Road uses an underpass to access Hwy 22.	Yes	Yes	Yes	Yes	Yes (Conditional[2])	No	No[6]	**Carry Forward**
North Intersection Options	**I-N2b[1,7]**	Tribal Trail Road has an at-grade crossing on Hwy 22. All other design elements are the same as I-N2a.	Yes	Yes	Yes	Yes	Yes (Conditional[2])	No	No[6]	**Carry Forward**
North Intersection Options	**I-N3a**	Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are closed. Coyote Canyon Road traffic uses a frontage road on the north side of Hwy 22 to access the Tribal Trail Road interchange. Indian Springs traffic uses the platted connector to Tribal Trail Road.	Yes	Yes	Yes	Yes	Yes (Conditional[2])	Yes[4]	No	**Eliminated**
North Intersection Options	**I-N3b[1,7]**	Coyote Canyon Road and Tribal Trail Road share an at-grade crossing on Hwy 22. All other design elements are the same as I-N3a.	Yes	Yes	Yes	Yes	Yes (Conditional[2])	Yes[4]	No	**Eliminated**
North Intersection Options	**I-N4a**	Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are closed. Coyote Canyon Road traffic uses a frontage road on the north side of Hwy 22 to access the Tribal Trail Road interchange. Indian Springs Drive access is to the south via W. Boyles Hill Road.	Yes	Yes	Yes	Yes	Yes (Conditional[2])	No	No	**Carry Forward**
North Intersection Options	**I-N4b[1,7]**	Coyote Canyon Road and Tribal Trail Road share an at-grade crossing on Hwy 22. All other design elements are the same as I-N4a.	Yes	Yes	Yes	Yes	Yes (Conditional[2])	No	No	**Carry Forward**

Level 1 Alternative Evaluation Screening Matrix

		Purpose and Need Screening					Fatal Flaw Screening		
	Description of Alternative	**Provide travel redundancy (more than one independent way in or out of an area)?**	**Reduce vehicle miles of travel (VMT) associated with circuitous routing of traffic?**	**Reduce local trips through the Y intersection?**	**Improve emergency response?**	**Provide improved multi-modal connections?**	**Does the alternative have irresolvable environmental impacts?**	**Is the alternative not constructible due to physical or legal constraints?**	**Results**
North Intersection Options									
I-N4c[1,7]	Coyote Canyon Road and Tribal Trail Road access Hwy 22 via a roundabout. All other design elements are the same as I-N4a.	Yes	Yes	Yes	Yes	Yes (Conditional[3])	No	No	**Carry Forward**
I-N5	Coyote Canyon Road and Indian Springs Drive existing accesses are right on/right off with an underpass allowing traffic to access both sides of the Hwy 22. Tribal Trail Road traffic is directed to Indian Springs Road via the platted connector to access Hwy 22.	Yes	Yes	Yes	Yes	Yes (Conditional[2])	Yes[4]	No (Conditional[5])	**Eliminated**
I-N6a	Tribal Trail Road accesses Hwy 22 with a two-lane roundabout. Coyote Canyon Road, access to Hwy 22, is converted to right on/off. Eastbound traffic from Coyote Canyon Road uses an underpass to access Hwy 22 via the connector road. Indian Springs Drive access to Hwy 22 is closed.	Yes	Yes	Yes	Yes	Yes (Conditional[3])	Yes[4]	No (Conditional[5])	**Eliminated**
I-N6b[1]	Tribal Trail Road accesses Hwy 22 with a two-lane roundabout. Indian Springs Drive access to Hwy 22 is closed. Indian Springs Drive uses an underpass to access the Coyote Canyon Road frontage on the north side of Hwy 22 to the roundabout.	Yes	Yes	Yes	Yes	Yes (Conditional[3])	No	No	**Carry Forward**
I-N7	Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are converted to an interchange. Tribal Trail Road, access to Hwy 22, is also be an interchange.	Yes	Yes	Yes	Yes	Yes (Conditional[3])	No	No[6]	**Carry Forward**
I-N8	All access to Hwy 22 is via a central interchange. Coyote Canyon traffic uses a frontage road on the north side of Hwy 22 to access the highway. Indian Springs and Tribal Trail Road use a frontage road adjacent to the south side of the highway that does not follow the platted easement to access Hwy 22.	Yes	Yes	Yes	Yes	Yes (Conditional[3])	Yes[4]	No	**Eliminated**
I-N9a[1]	Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are closed. An underpass is built to connect Coyote Canyon Road and Indian Springs Drive. Traffic uses a frontage road on the north side of the highway to access the Tribal Trail Road Hwy 22 interchange.	Yes	Yes	Yes	Yes	Yes (Conditional[2])	No	No	**Carry Forward**
I-N9b[1,7]	Access to Hwy 22 is an at-grade crossing. All other design elements are the same as I-N9a.	Yes	Yes	Yes	Yes	Yes (Conditional[2])	No	No	**Carry Forward**
I-N10[1]	Tribal Trail Road has a one-way only underpass for westbound traffic to access Hwy 22. Eastbound traffic has an at grade right on/off at Tribal Trail Road. Westbound Hwy 22 traffic has a left-hand turn lane to access Tribal Trail Road. Coyote Canyon Road and Indian Springs Drive would remain the same.	Yes	Yes	Yes	Yes	Yes (Conditional[2])	No	No	**Carry Forward**
I-N11[1]	Tribal Trail Road has signal intersection on HWY 22. Coyote Canyon Road and Indian Springs Drive would remain the same.	Yes	Yes	Yes	Yes	Yes (Conditional[2])	No	No	**Carry Forward**

Level 1 Alternative Evaluation Screening Matrix

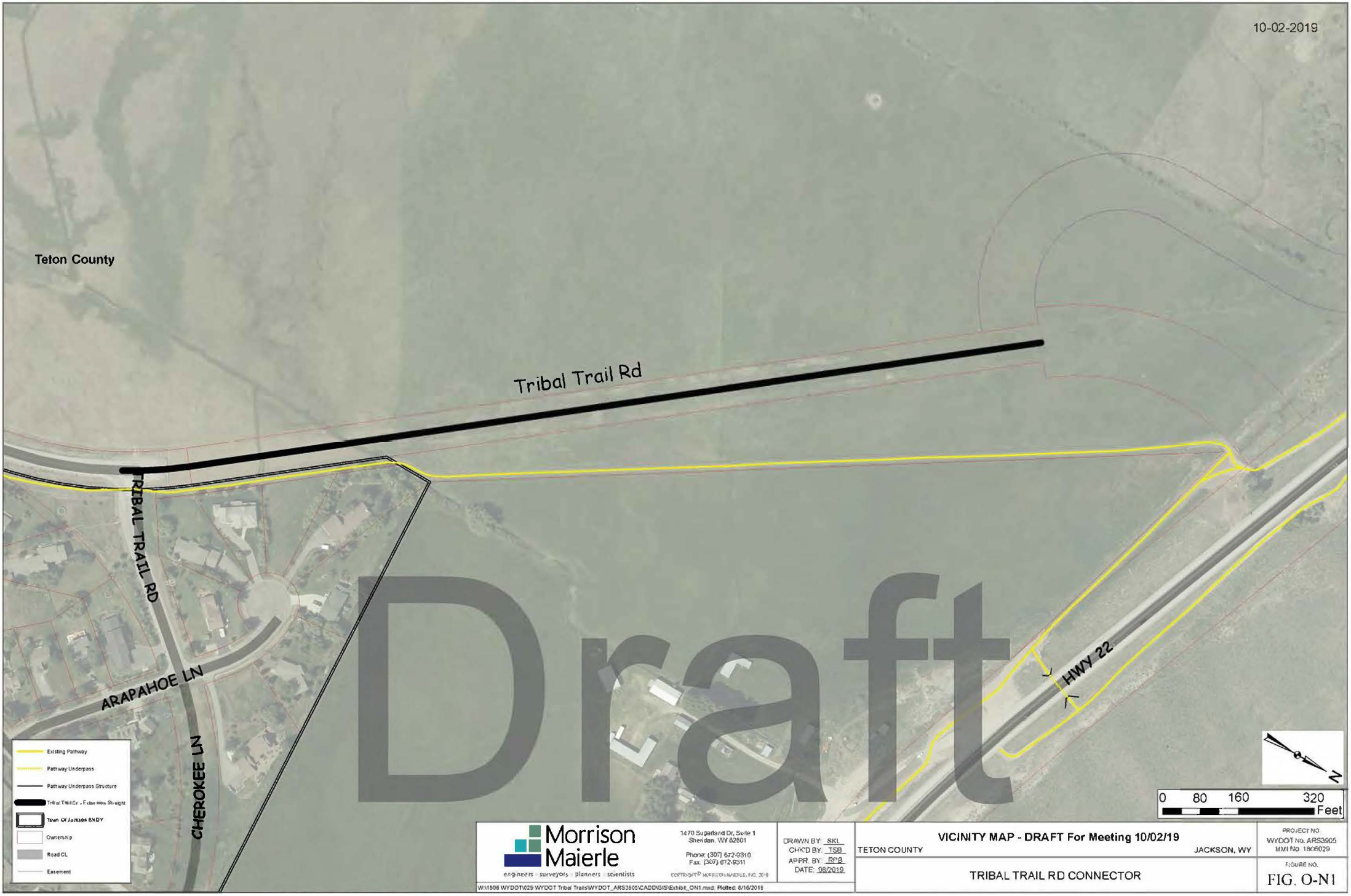
			Purpose and Need Screening					Fatal Flaw Screening		
		Description of Alternative	Provide travel redundancy (more than one independent way in or out of an area)?	Reduce vehicle miles of travel (VMT) associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Does the alternative have irresolvable environmental impacts?	Is the alternative not constructible due to physical or legal constraints?	Results
North Intersection Options	**I-N12**[1]	Tribal Trail Road, access to Hwy 22, is an at-grade signalized intersection. Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are closed. Coyote Canyon Road accesses the connector road via an underpass. The connector road is North of the platted easement with the tie-in to Indian Springs Drive bisecting the hill located to the East of the current Hwy 22 access.	Yes	Yes	Yes	Yes	Yes (Conditional[2])	Yes[4]	No (Conditional[5])	**Eliminated**
	I-N13[1]	Tribal Trail Road, access to Hwy 22, is an at-grade signalized intersection. Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are closed. Coyote Canyon Road uses the connector road via an underpass. The connector road is North of the platted easement but maintains the platted tie-in with Indian Springs Drive.	Yes	Yes	Yes	Yes	Yes (Conditional[2])	Yes[4]	No (Conditional[5])	**Eliminated**
South Intersection Options	**I-S1**	Four way stop signs	Yes	Yes	Yes	Yes	Yes	No	No	**Carry Forward**
	I-S2	Roundabout	Yes	Yes	Yes	Yes (If Built for EMS)	Yes (Conditional[3])	No	No	**Carry Forward**
	I-S3[1,7]	Roadway alignment of Boyles Hill Road is shifted, as a visual cue that a stop sign is ahead.	Yes	Yes	Yes	Yes	Yes	No	No	**Carry Forward**

Footnotes

1 Figures were not presented of the at-grade intersection alternatives at the 07/25/2019 Stakeholder meeting. Group opted to evaluate the at-grade alternatives without the figures. Group also suggest two additional alternatives to be evaluated.
2 Will need to be designed to accommodate bike/ped movements.
3 Will need to be designed to accommodate bike/ped movements and low-clearance buses.
4 Direct and indirect impacts to fen wetland.
5 Uncertainty if existing easement can be used by Tribal Trail traffic. (Easement was platted for Indian Springs traffic to access Tribal Trail Connector).
6 Will need to confirm access point spacing with WYDOT .
7 Figures were not presented at 10/02/2019 Stakeholder meeting.

General Notes
No Build Alternative will be carried forward into Level 2.

Attachment B
Alternative Figures



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CHK'D BY: TSB
APPR. BY: RPB
DATE: 08/2019

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VICINITY MAP - DRAFT For Meeting 10/02/19
TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
WYDOT No. ARS3905
MMI No. 180629

FIGURE NO.
FIG. O-N1


10-02-2019
Teton County
Tribal Trail Rd (Chicanes)
TRIBAL TRAIL RD
ARAPAHOE LN
CHEROKEE LN
HWY 22
Draft
Existing Pathway
Pathway Underpass
Pathway Underpass Structure
Tribal Trail Dr - Extension Chicanes
Town Of Jackson BNDY
Ownership
Road CL
Easement
N
0 80 160 320
Feet
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APPR. BY: RPB
DATE: 08/2019
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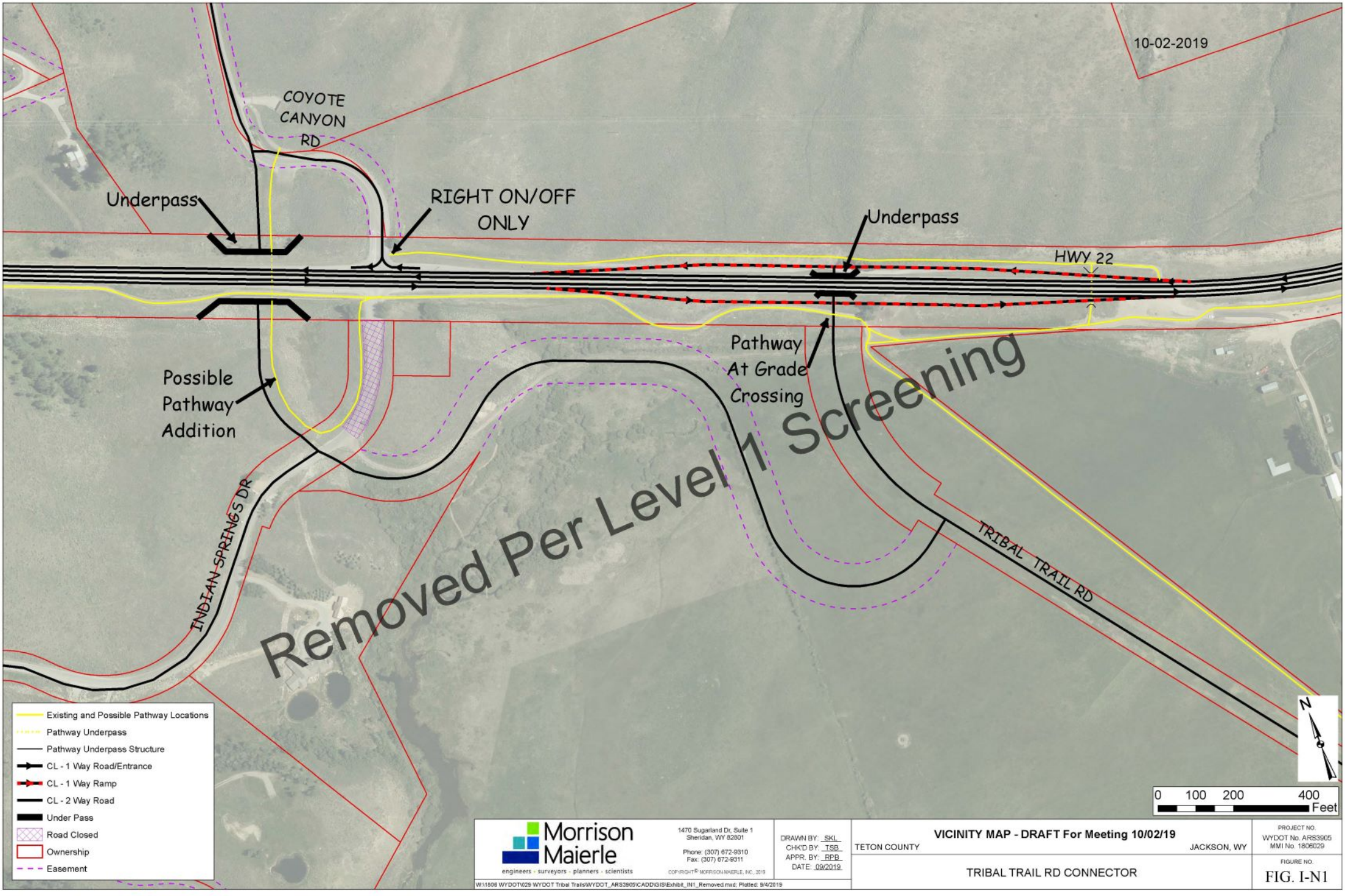
VICINITY MAP - DRAFT For Meeting 10/02/19
TETON COUNTY
JACKSON, WY
TRIBAL TRAIL RD CONNECTOR
PROJECT NO
WYDOT No. ARS3905
MMI No. 1806029
FIGURE NO.
FIG. O-N2



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CHK'D BY: TSB
APPR. BY: RPB
DATE: 09/2019

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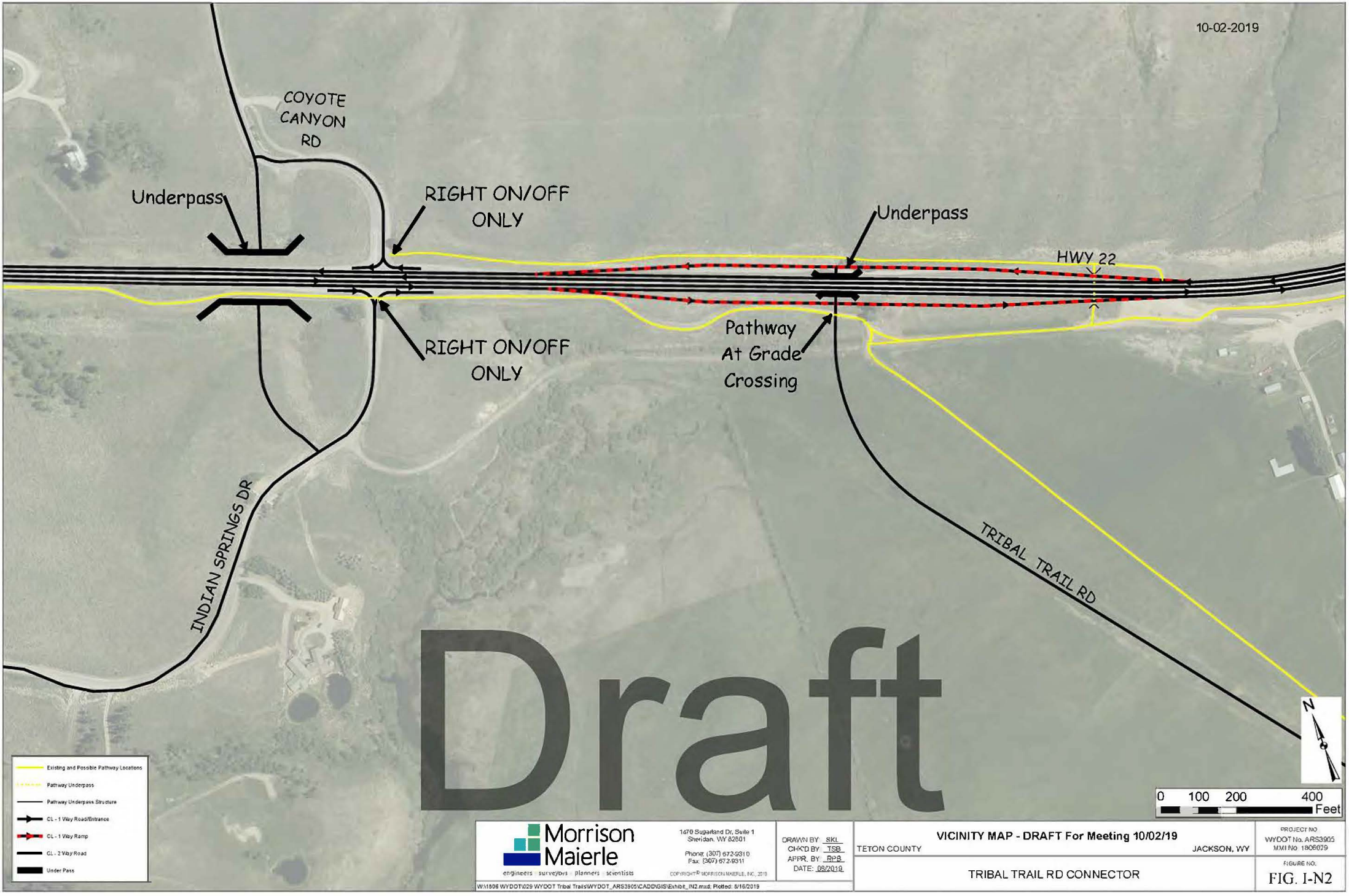
VICINITY MAP - DRAFT For Meeting 10/02/19

TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-N1



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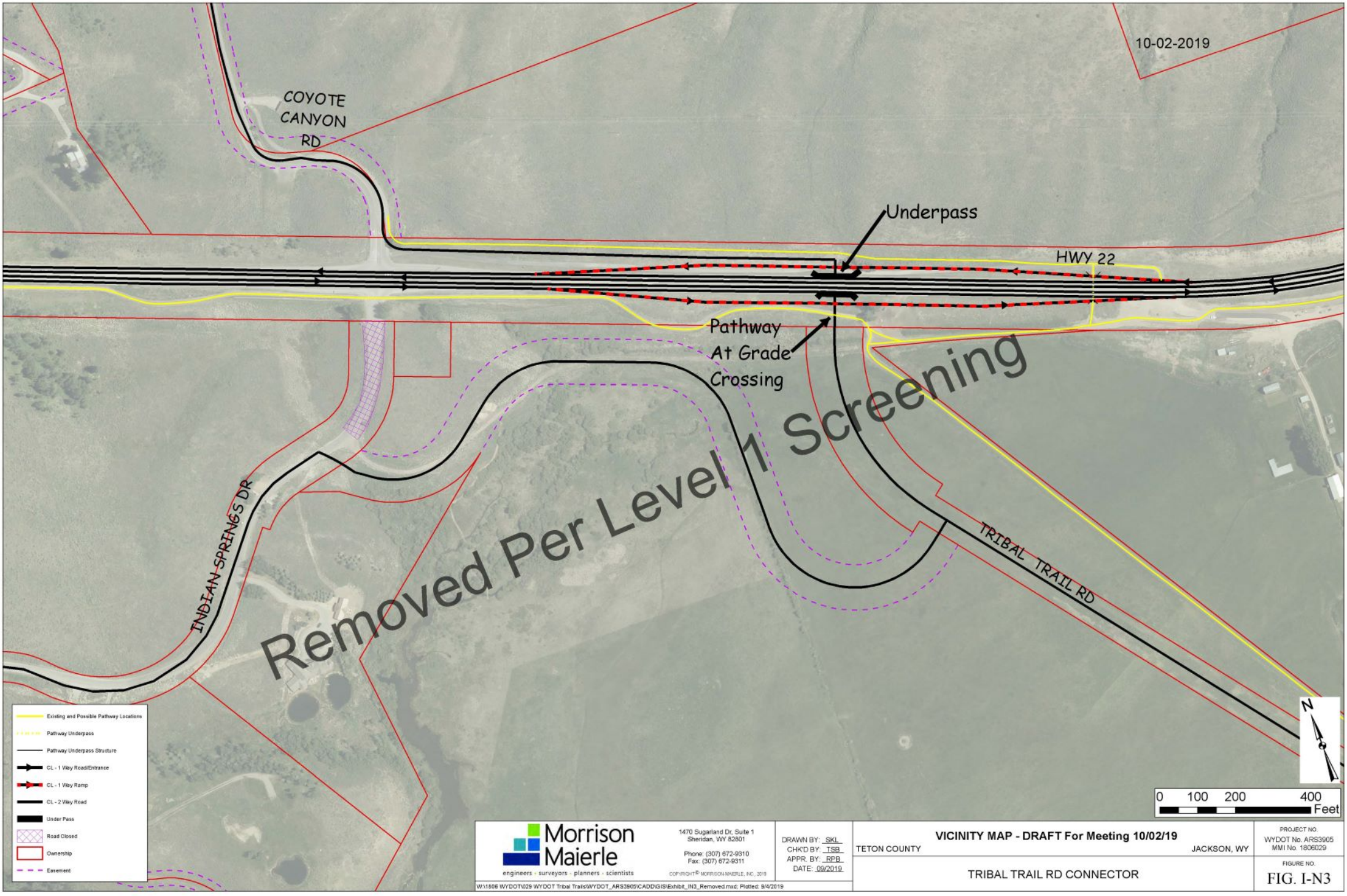
VICINITY MAP - DRAFT For Meeting 10/02/19

TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-N2



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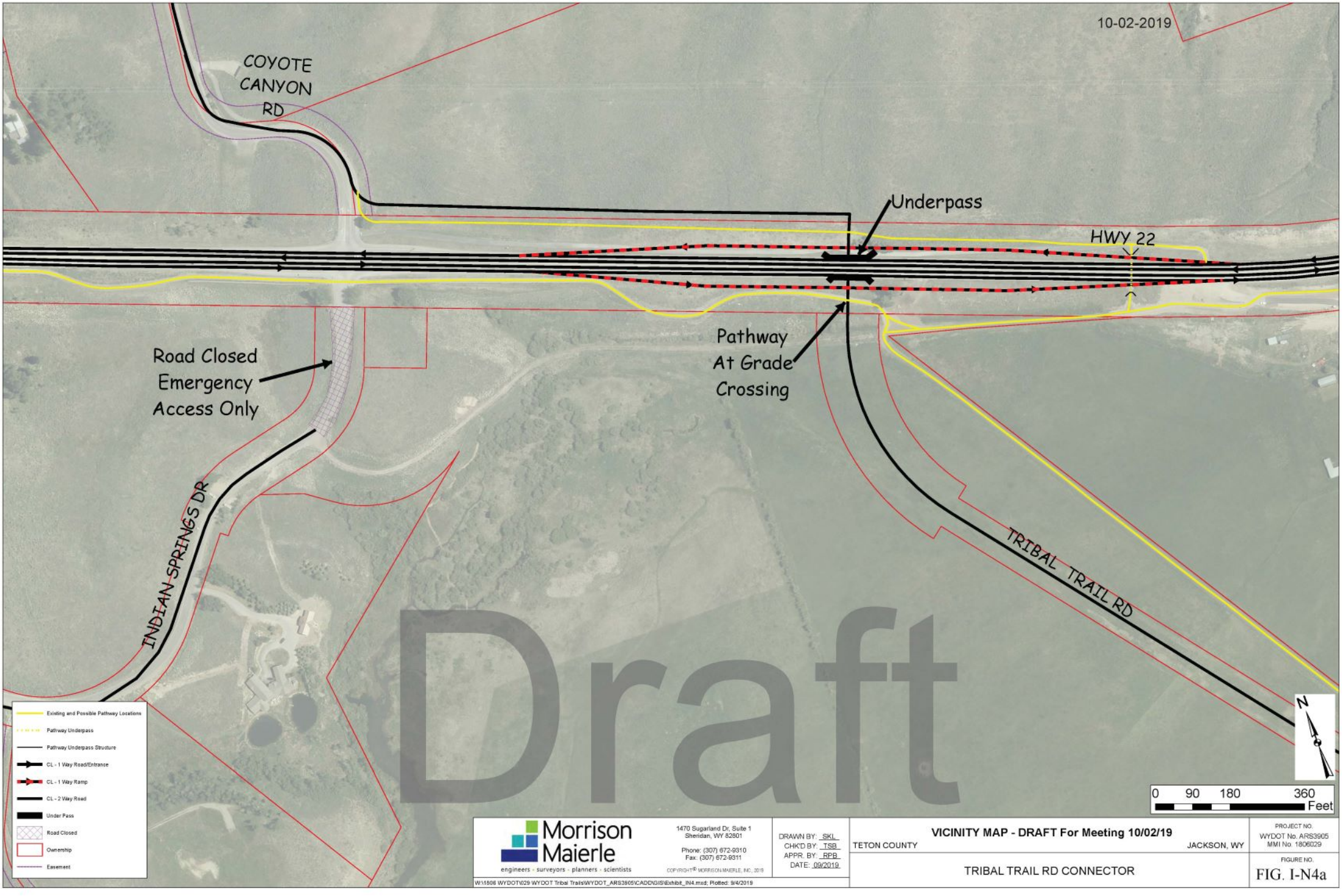
TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-N3



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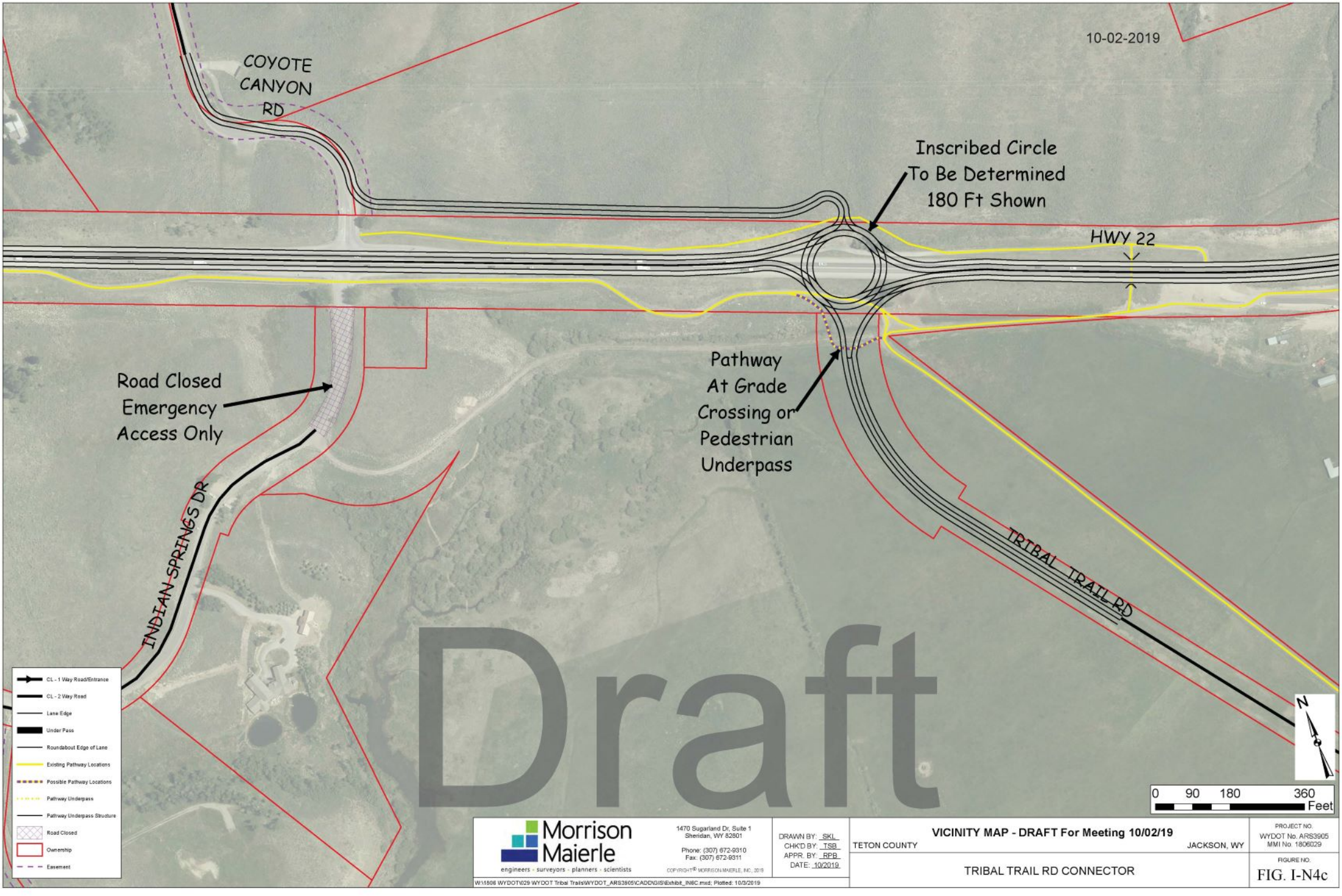
TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-N4a



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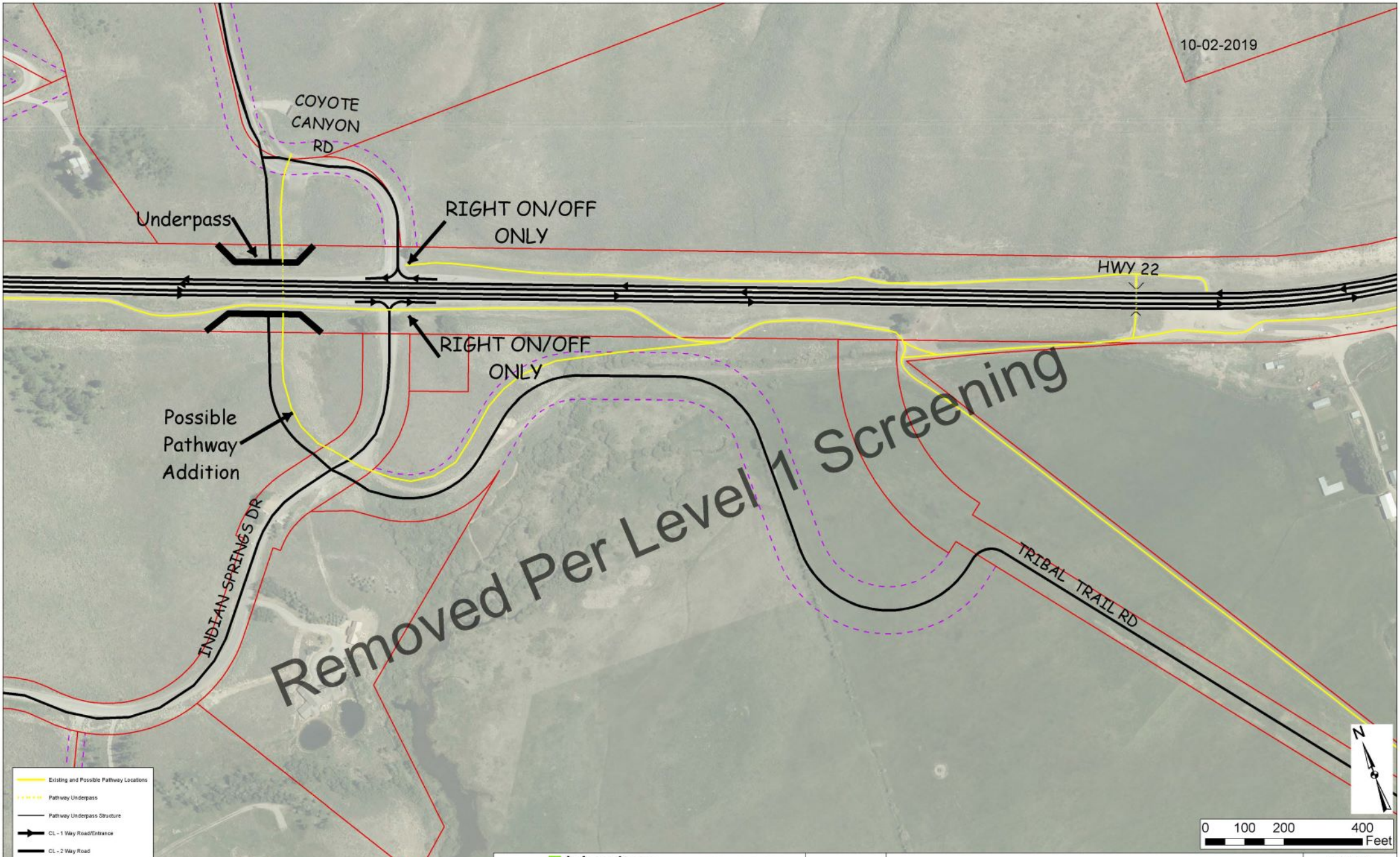
TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-N4c



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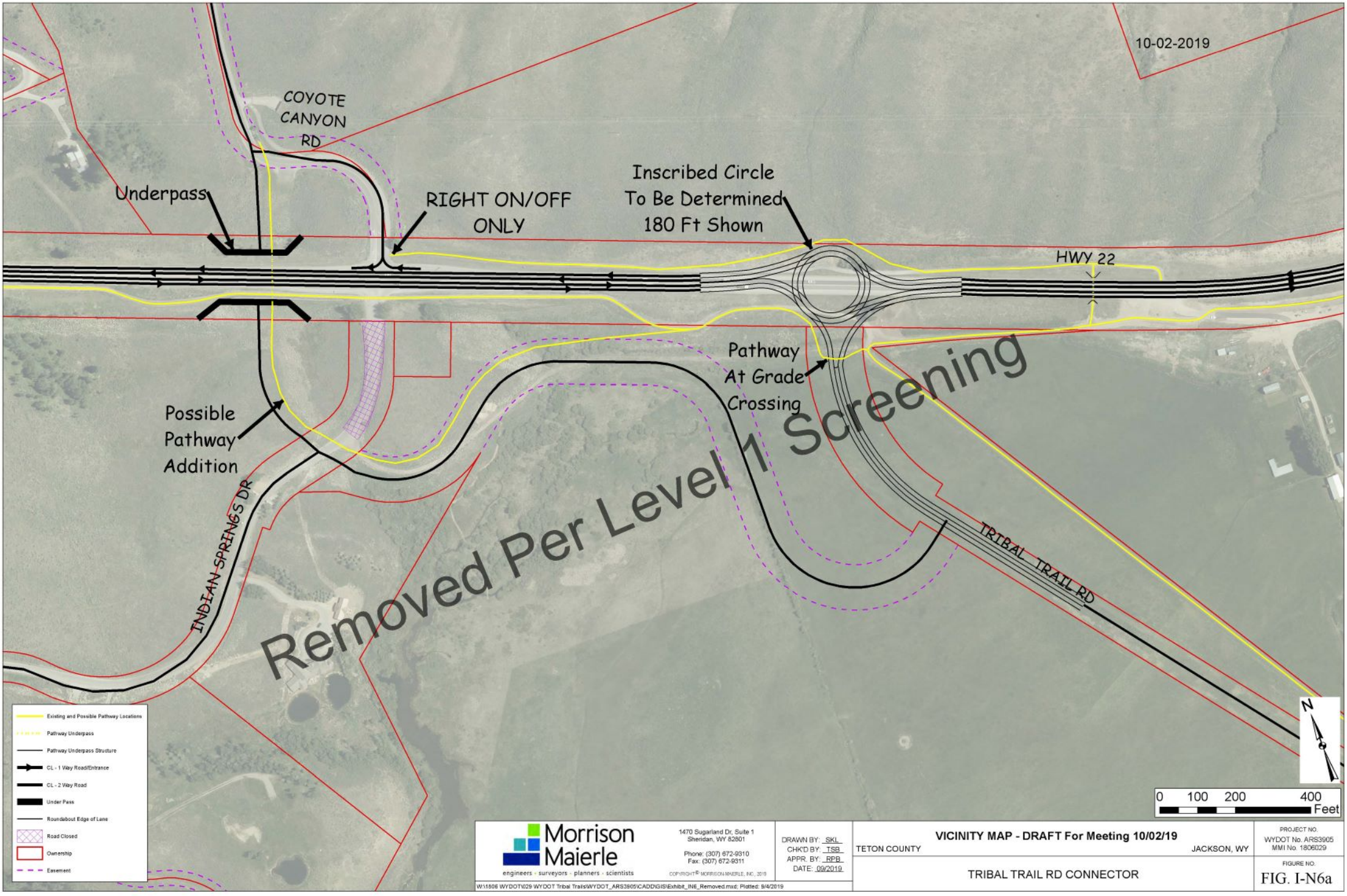
TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-N5



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TETON COUNTY JACKSON, WY

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PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-N6a

10-02-2019

COYOTE CANYON RD

Underpass

Inscribed Circle
To Be Determined
180 Ft Shown

HWY 22

Pathway
At Grade
Crossing or
Pedestrian
Underpass

Possible
Pathway
Addition

INDIAN SPRINGS DR

TRIBAL TRAIL RD

- CL - 1 Way Road/Entrance
- CL - 2 Way Road
- Under Pass
- Roundabout Edge of Lane
- Existing Pathway Locations
- Possible Pathway Locations
- Pathway Underpass
- Pathway Underpass Structure
- Road Closed
- Ownership
- Easement

N

0 90 180 360 Feet

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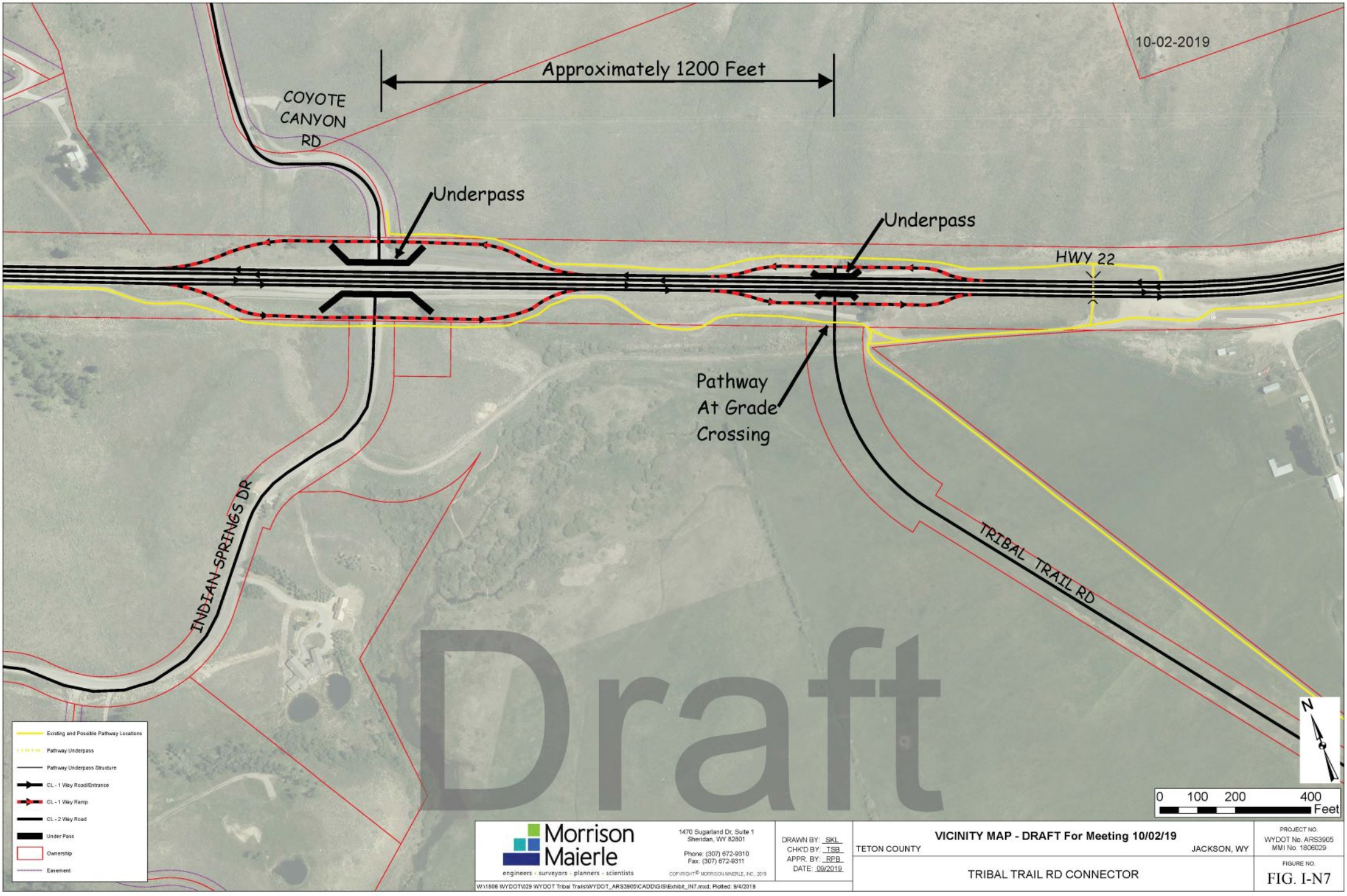
TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-N6b



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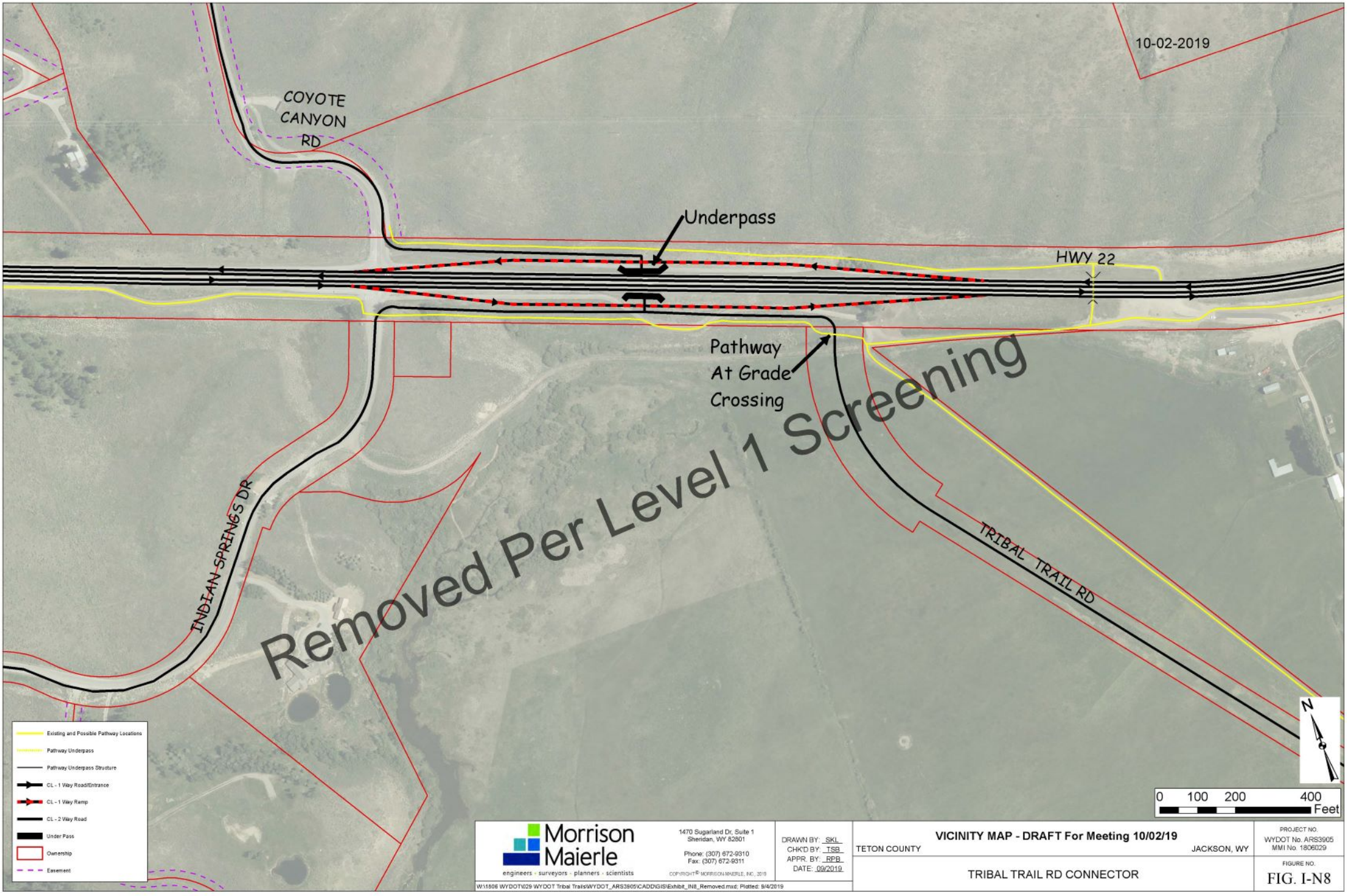
TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-N7



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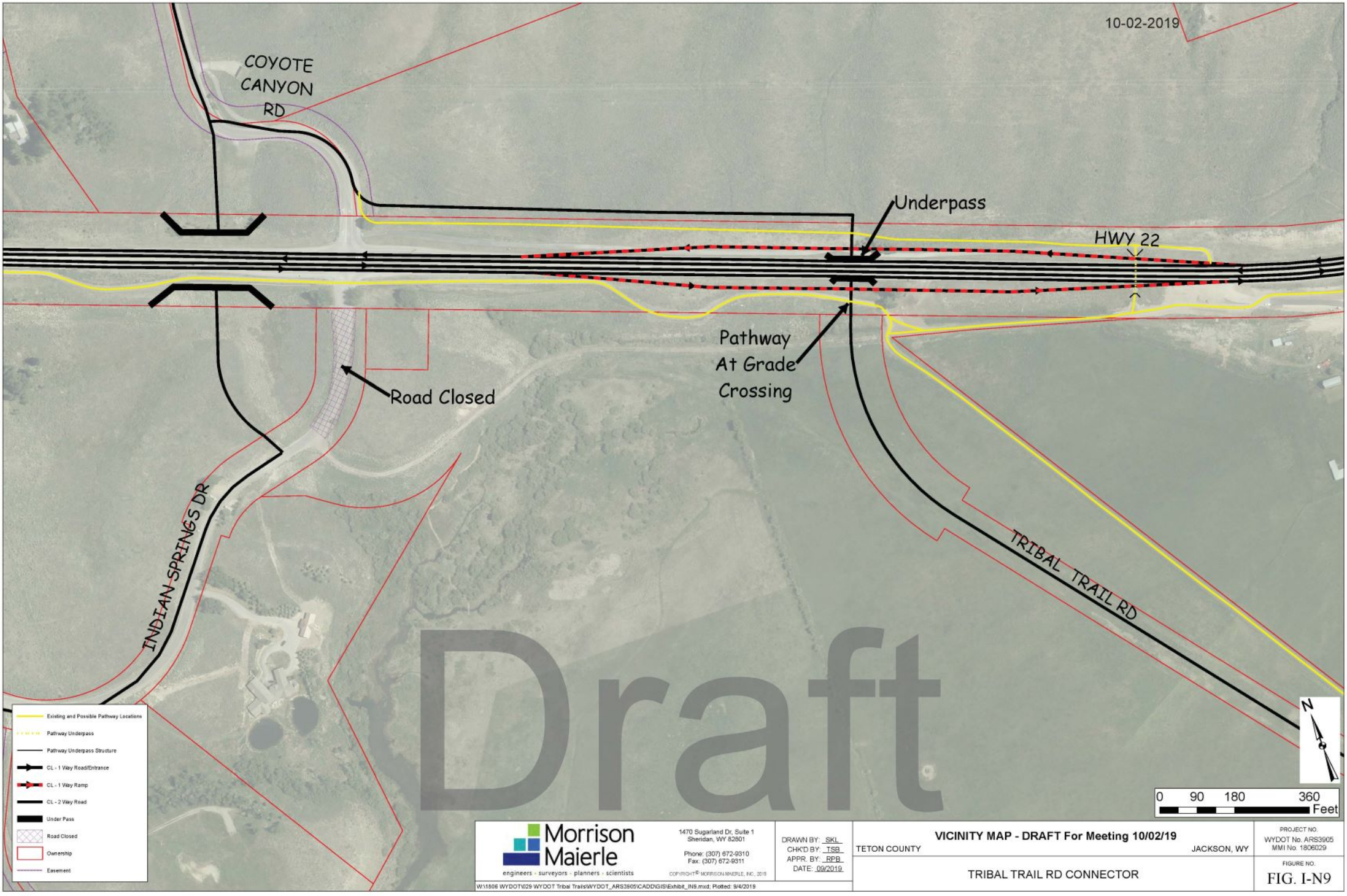
TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-N8



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TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-N9

10-02-2019

COYOTE CANYON RD

Oneway Only Underpass to On-Ramp
North Bound Tribal Trail Rd
to West Bound Hwy 22

West Bound Center
Left Turn Lane At Grade
to Tribal Trail
HWY 22

Pathway
At Grade
Crossing or
Pedestrian
Underpass

At Grade Right On/Off Tribal Trail With
Deceleration/Acceleration Lane
on Hwy 22

INDIAN SPRINGS DR

TRIBAL TRAIL RD

- Existing and Possible Pathway Locations
- Pathway Underpass
- Pathway Underpass Structure
- CL - 1 Way Road/Entrance
- CL - 1 Way Ramp
- CL - 2 Way Road
- Under Pass
- Ownership
- Easement

N

0 90 180 360 Feet

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TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-N10

10-02-2019

COYOTE CANYON RD

At-grade Signalized Intersection

HWY 22

Pathway At GradeCrossing or Pedestrian Underpass

INDIAN SPRINGS DR

TRIBAL TRAIL RD

- Existing and Possible Pathway Locations
- Pathway Underpass
- Pathway Underpass Structure
- CL - 1 Way Road/Entrance
- CL - 1 Way Ramp
- CL - 2 Way Road
- Under Pass
- Ownership
- Easement

N

0 90 180 360 Feet

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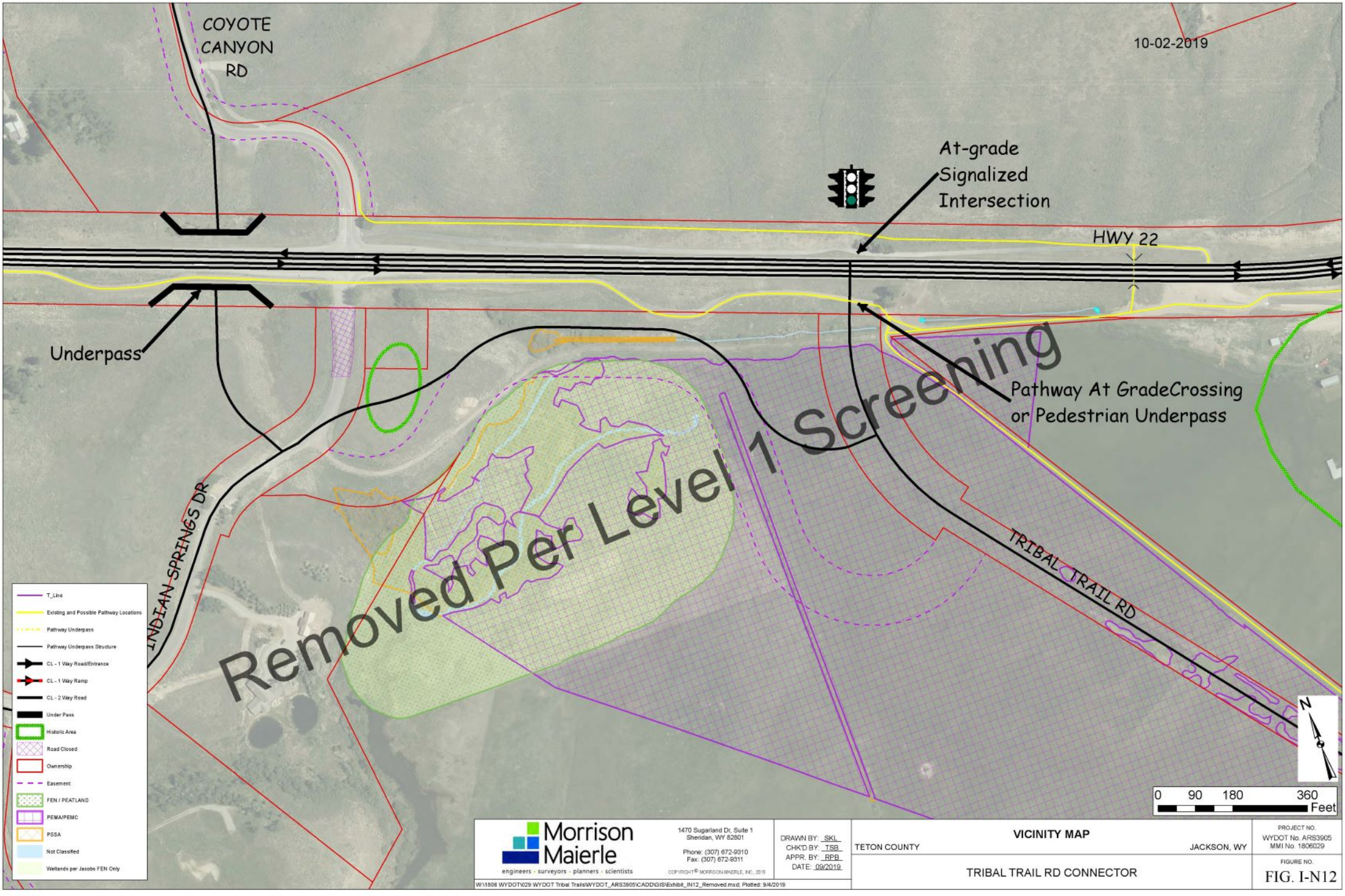
TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-N11



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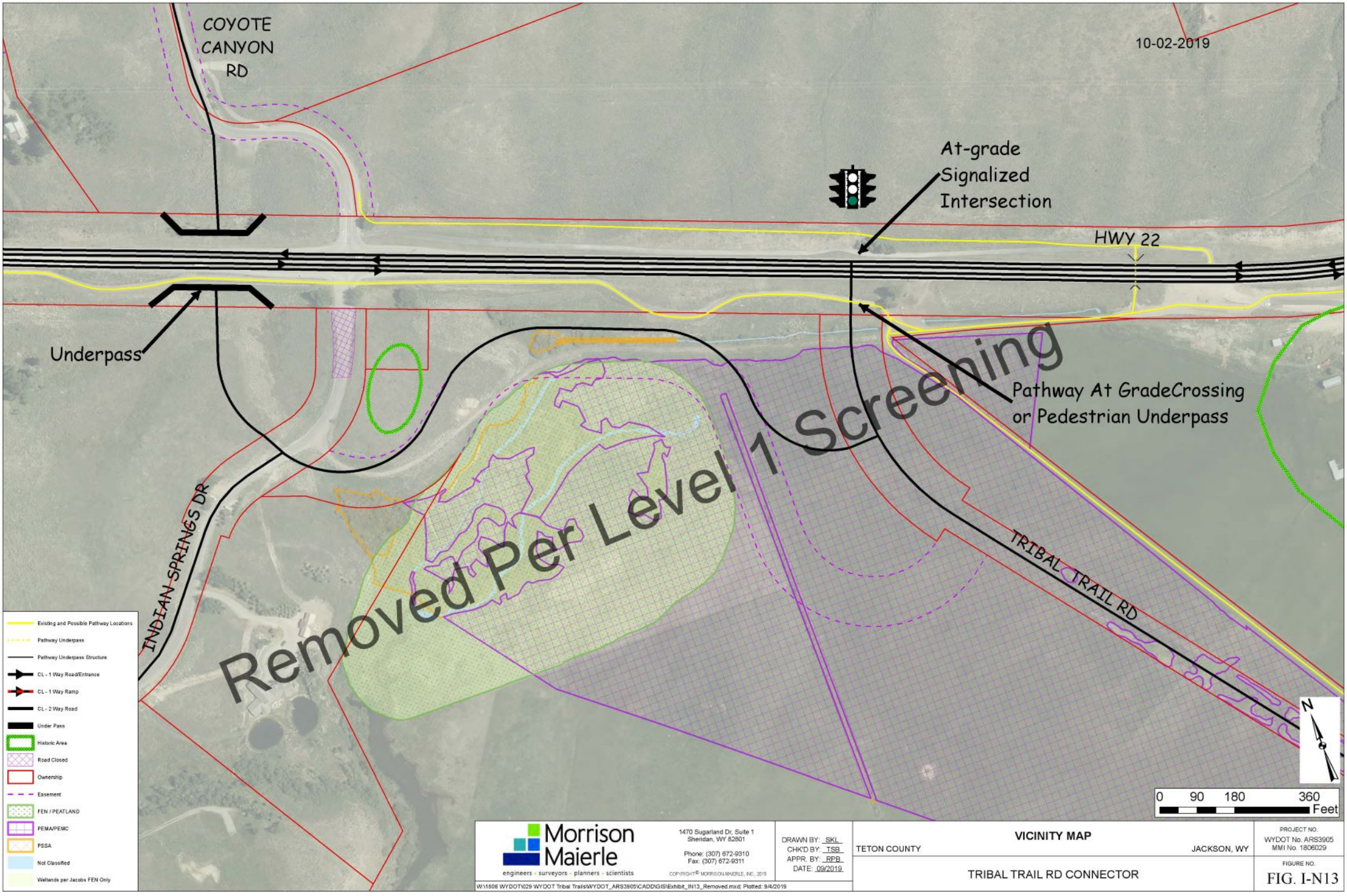
VICINITY MAP

TETON COUNTY — JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-N12



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TETON COUNTY — JACKSON, WY

VICINITY MAP

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
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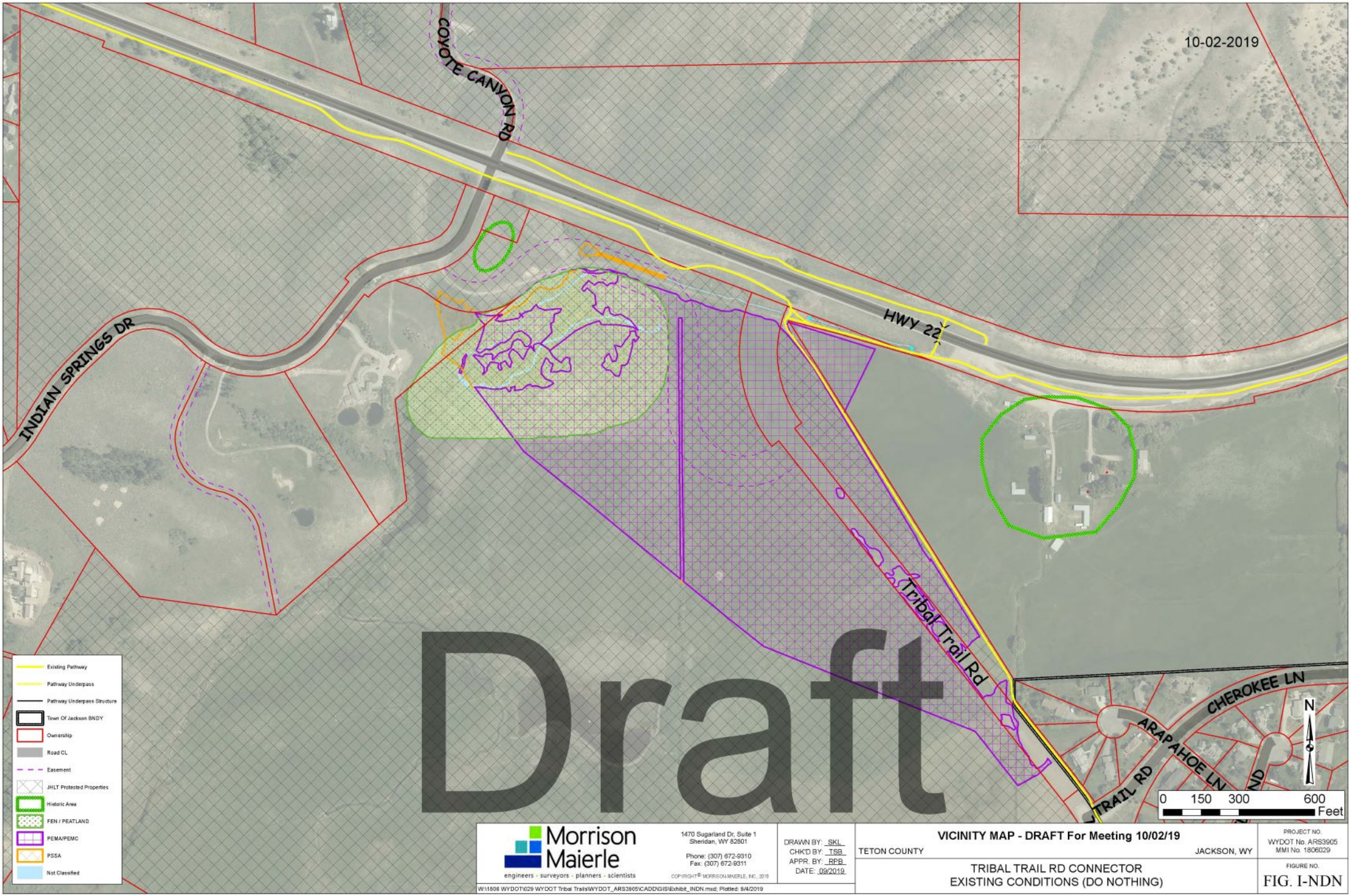
MMI No. 1806029

FIGURE NO.
FIG. I-N13



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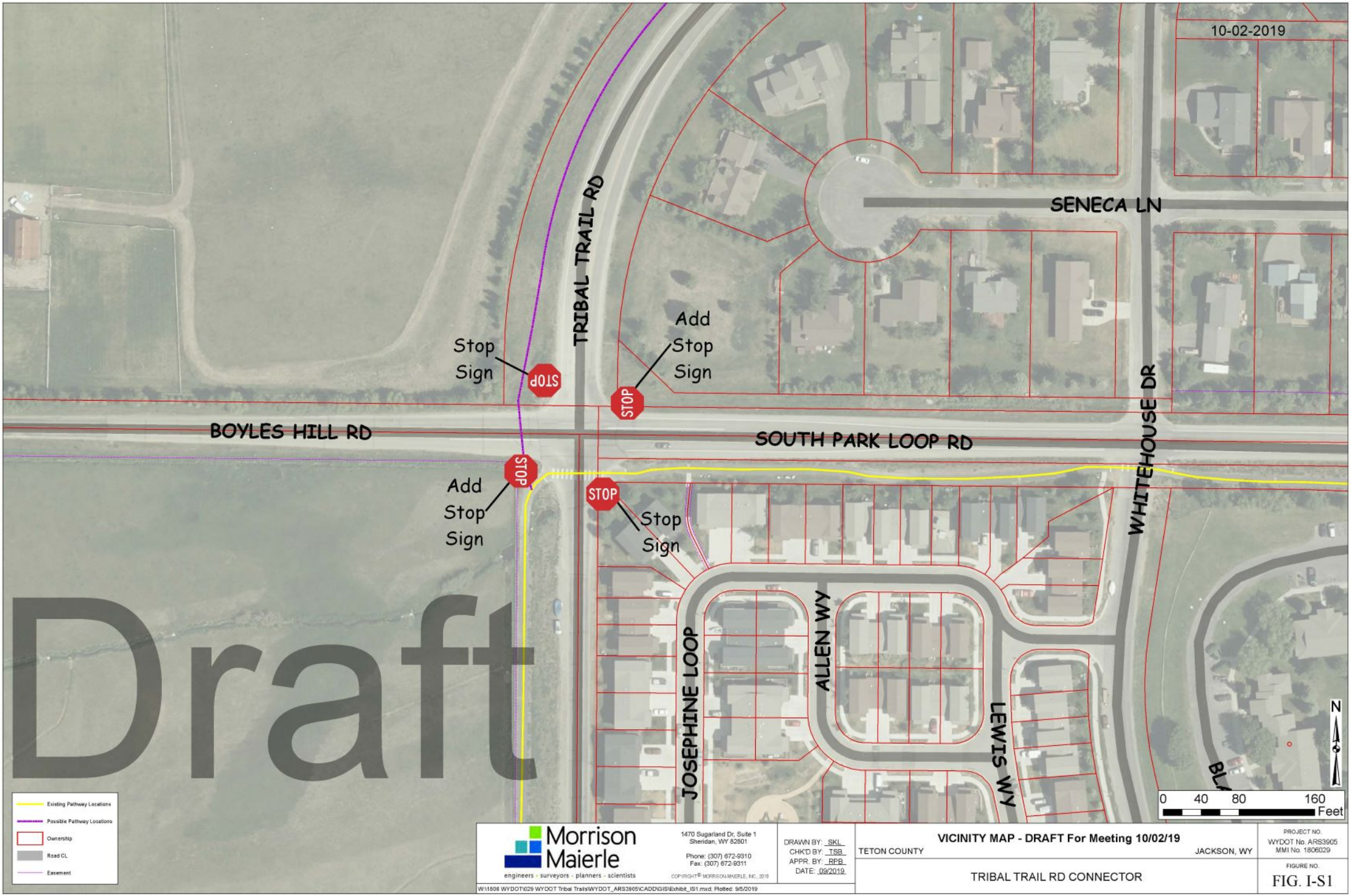
VICINITY MAP - DRAFT For Meeting 10/02/19

TETON COUNTY — JACKSON, WY

TRIBAL TRAIL RD CONNECTOR
EXISTING CONDITIONS (DO NOTHING)

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-NDN



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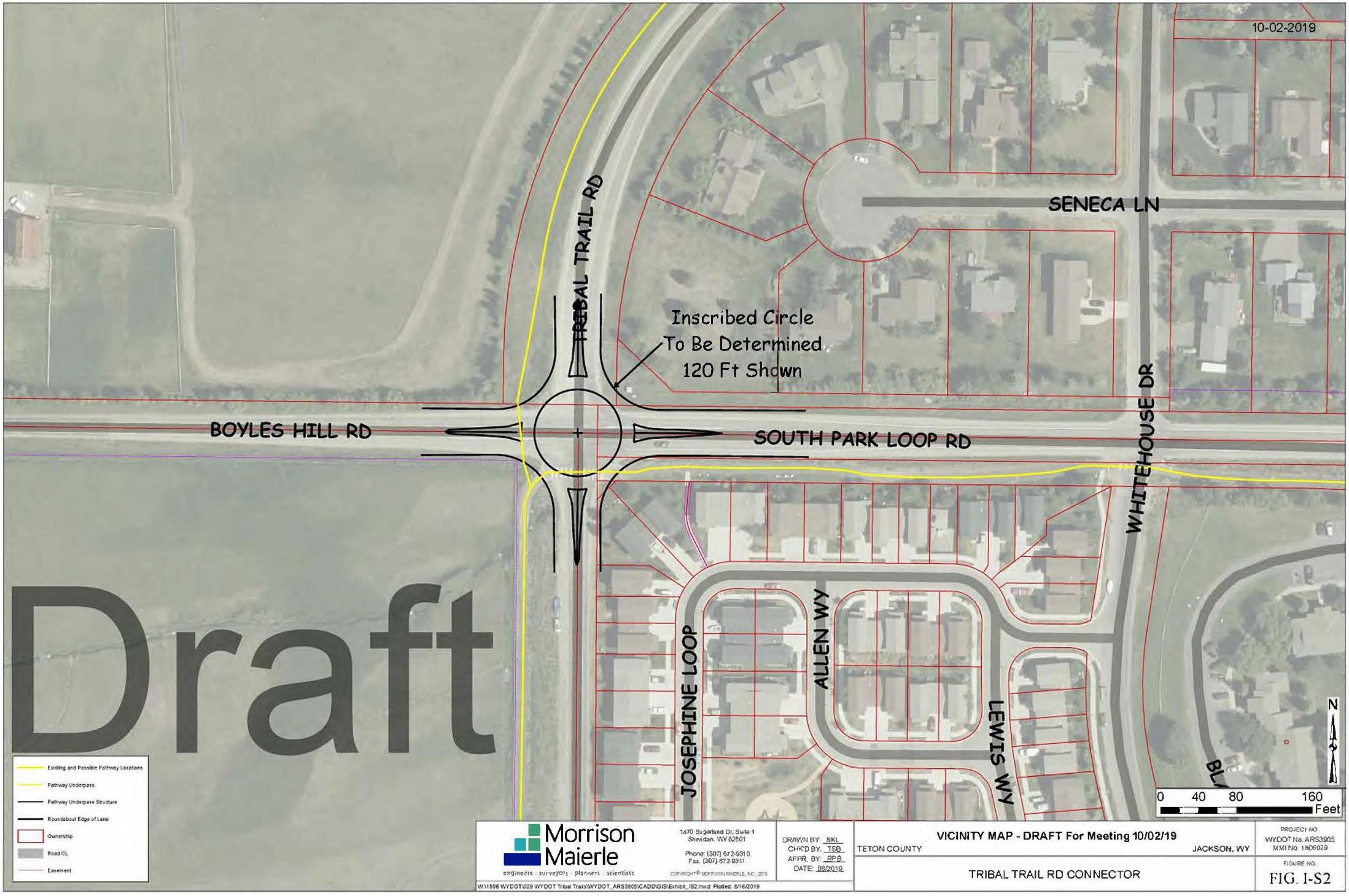
TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. I-S1



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TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO
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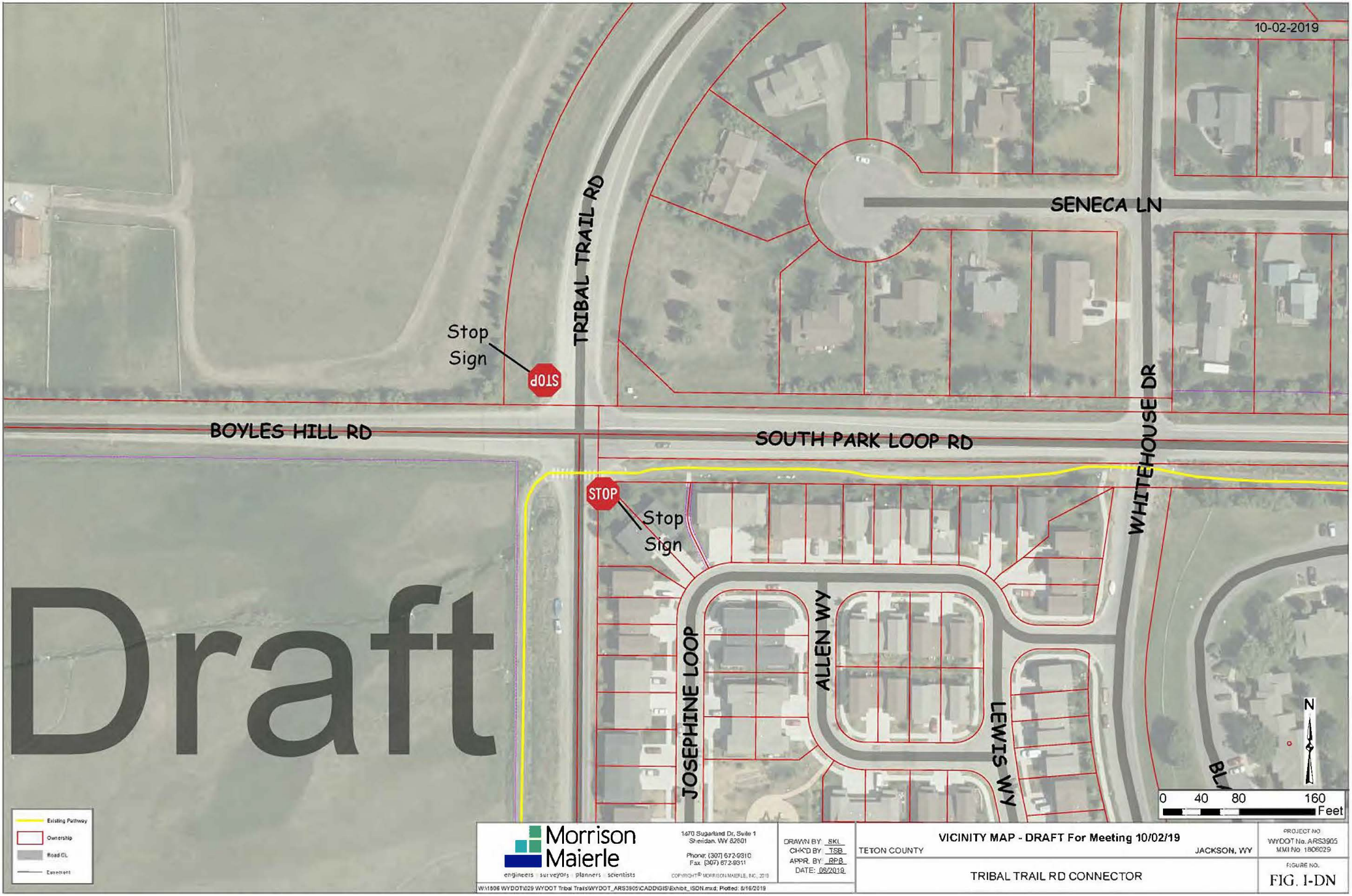
MMI No. 1806029

FIGURE NO.
FIG. I-S2



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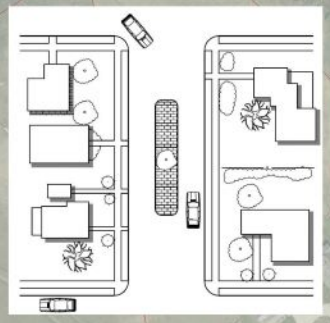
TETON COUNTY JACKSON, WY

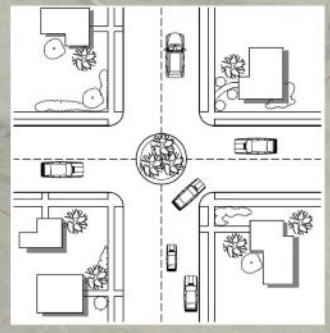
TRIBAL TRAIL RD CONNECTOR

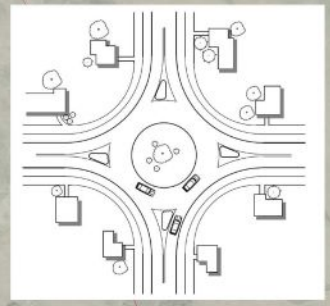
PROJECT NO
WYDOT No. ARS3905
MMI No. 1806029

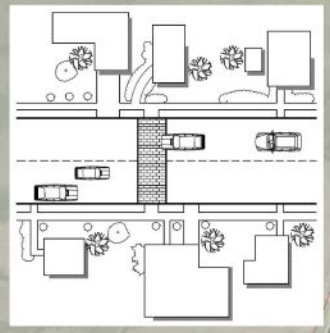
FIGURE NO.
FIG. I-DN

10-02-2019









Center Island Narrowings

Neighborhood Traffic Circles

Roundabout Inscribed Circle To Be Determined 120 Ft Shown

Speed Tables

TRIBAL TRAIL RD

TRAILS

JOSEPHINE LOOP

SOUTH PARK LOOP RD

WHITEHOUSE DR

SENECA LN

BLAIR PL

LAKOTA LN

MADDOX DR

Existing Pathway Locations
Pathway Underpass
Possible Pathway Locations
Pathway Underpass Structure
Ownership
Road CL
Easement

N

0 120 240 480 Feet

Note:
Calming Options and Locations are shown for reference and possibilities only.

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TETON COUNTY JACKSON, WY

TRIBAL TRAIL RD CONNECTOR

PROJECT NO.
WYDOT No. ARS3905
MMI No. 1806029

FIGURE NO.
FIG. O-S1

Tribal Trail Rd (Ex)

Point A to Point B

Existing Conditions, S Park Loop Rd to Lutheran Church

Right-of-Way: 80' of 80'

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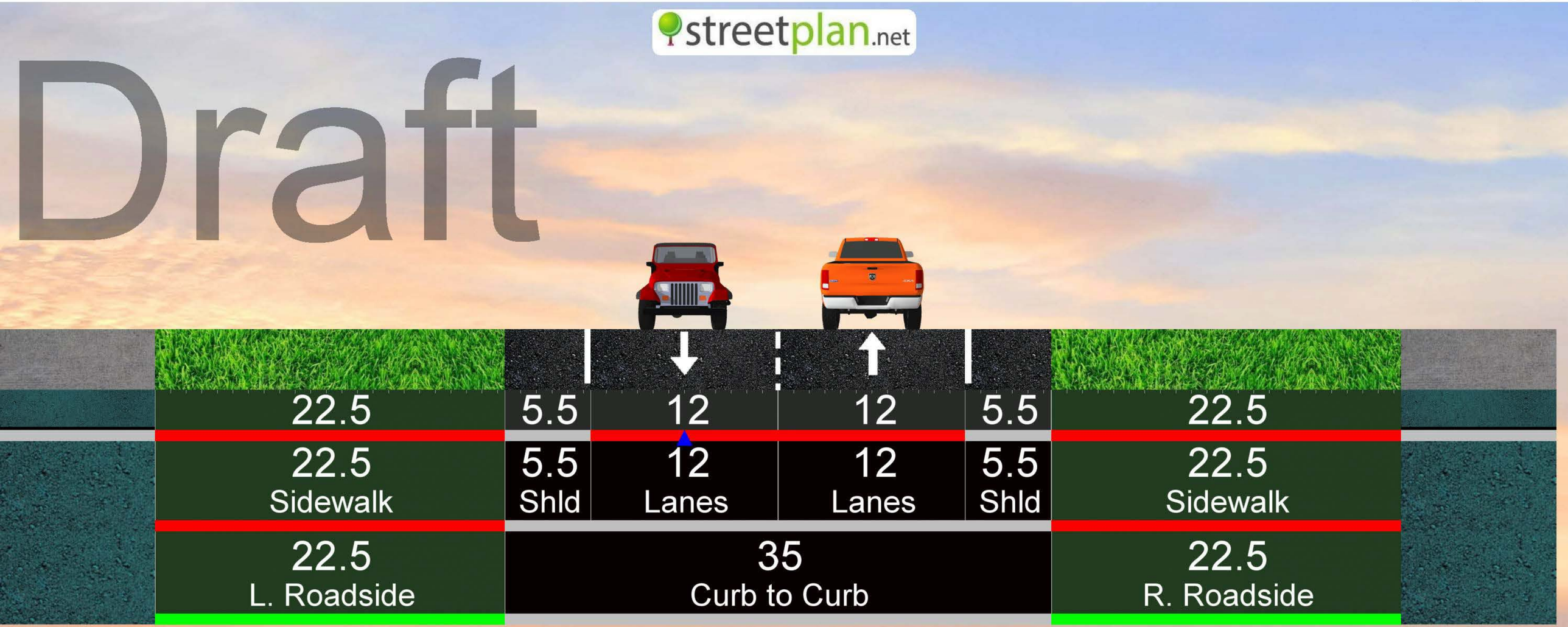
streetplan.net



Tribal Trail Rd (Ex)

Point A to Point B

Existing Conditions, Church of Christ to Cherokee Ln

Right-of-Way: 80' of 80'

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Tribal Trails Rd (1-2)

Point A to Point B

Alternative 1

Right-of-Way: 80' of 80'

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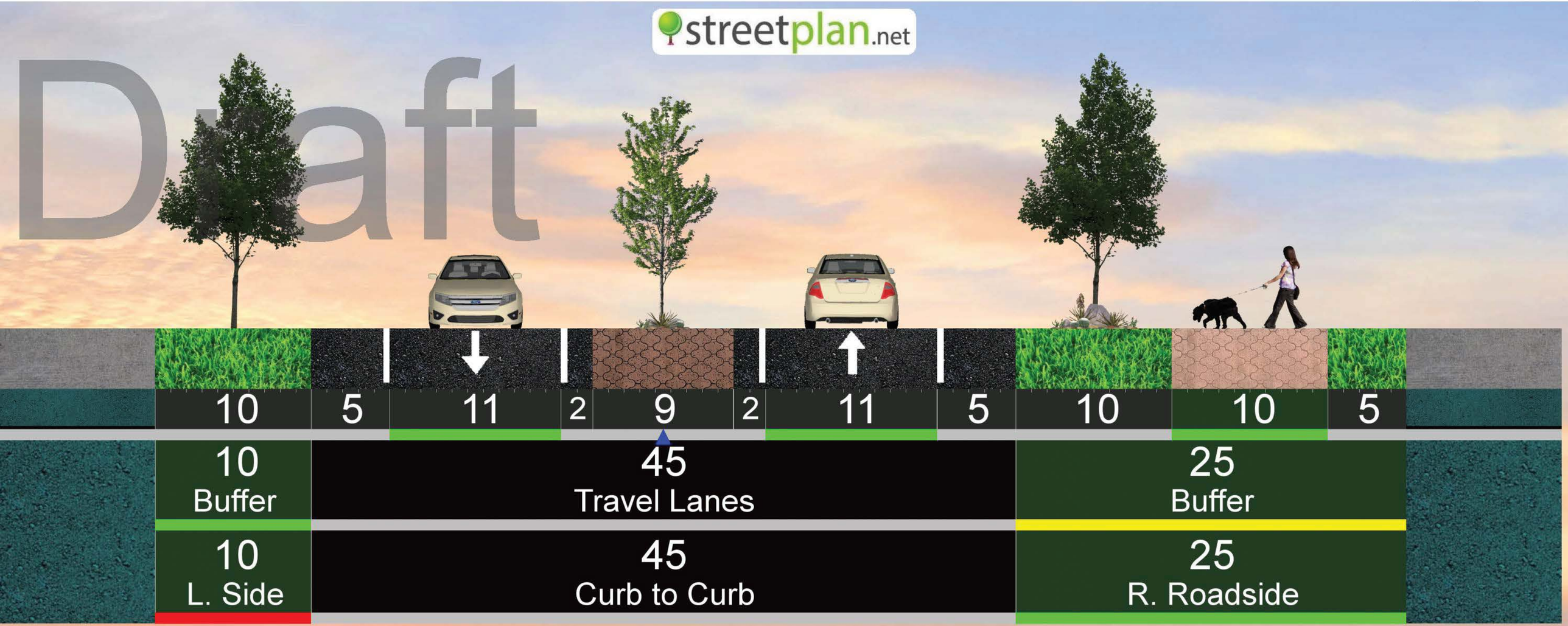

Tribal Trails Rd (1-2)

Point A to Point B

Alternative 2

Right-of-Way: 80' of 80'

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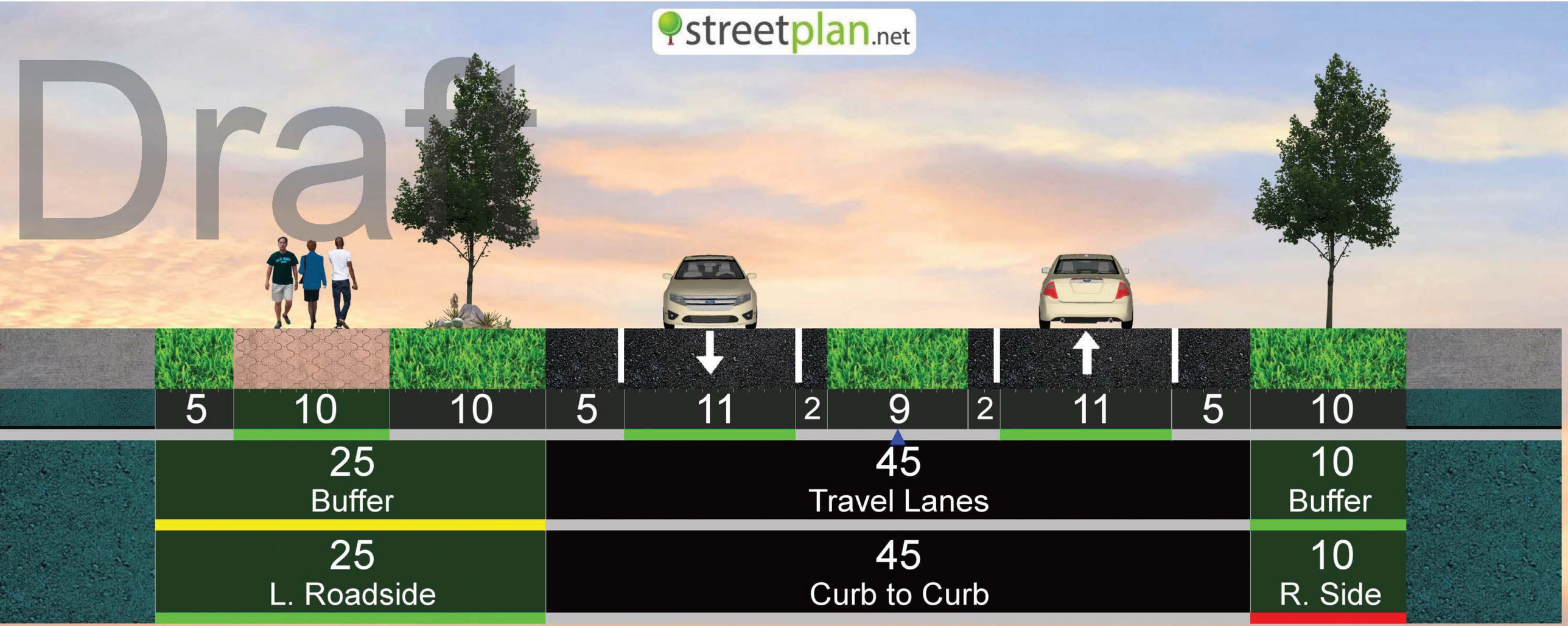

Tribal Trails Rd (3-4)

Point A to Point B

Alternative 3

Right-of-Way: 80' of 80'

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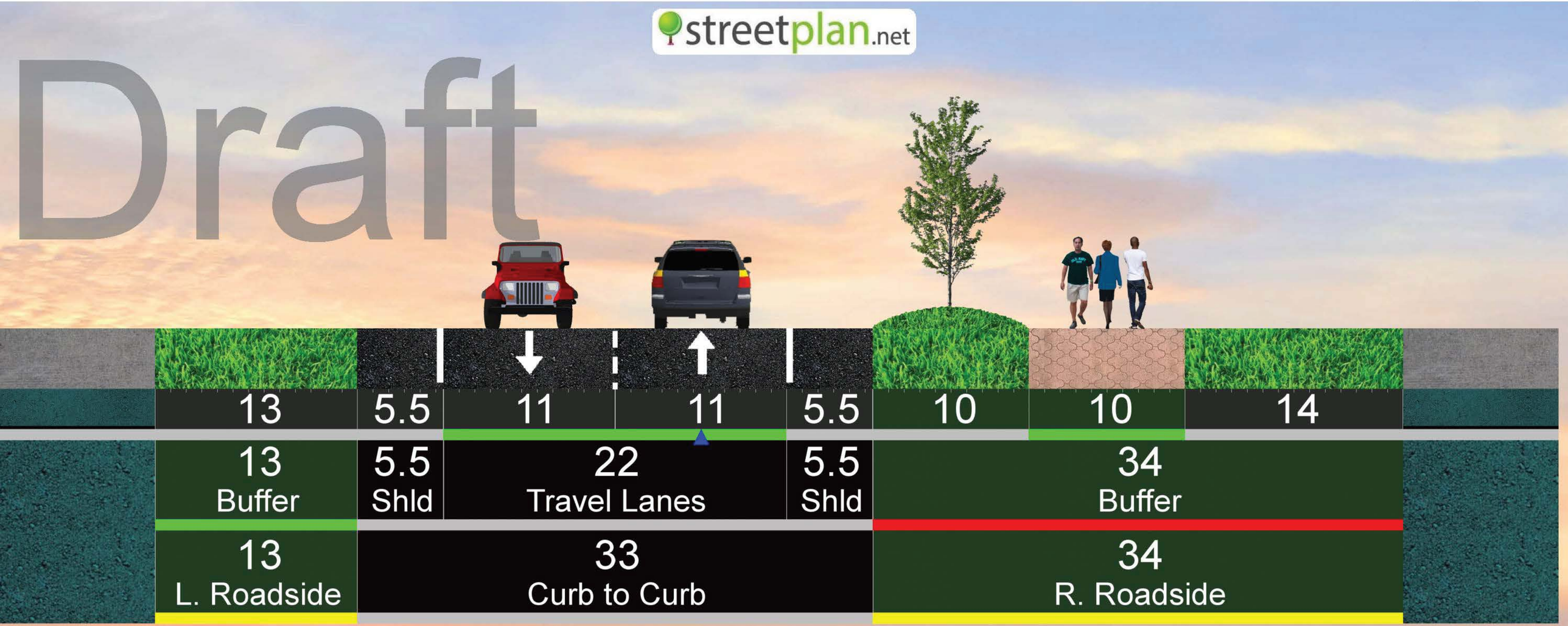

Tribal Trails Rd (3-4) Point A to Point B **Alternative 4** Right-of-Way: 80' of 80'

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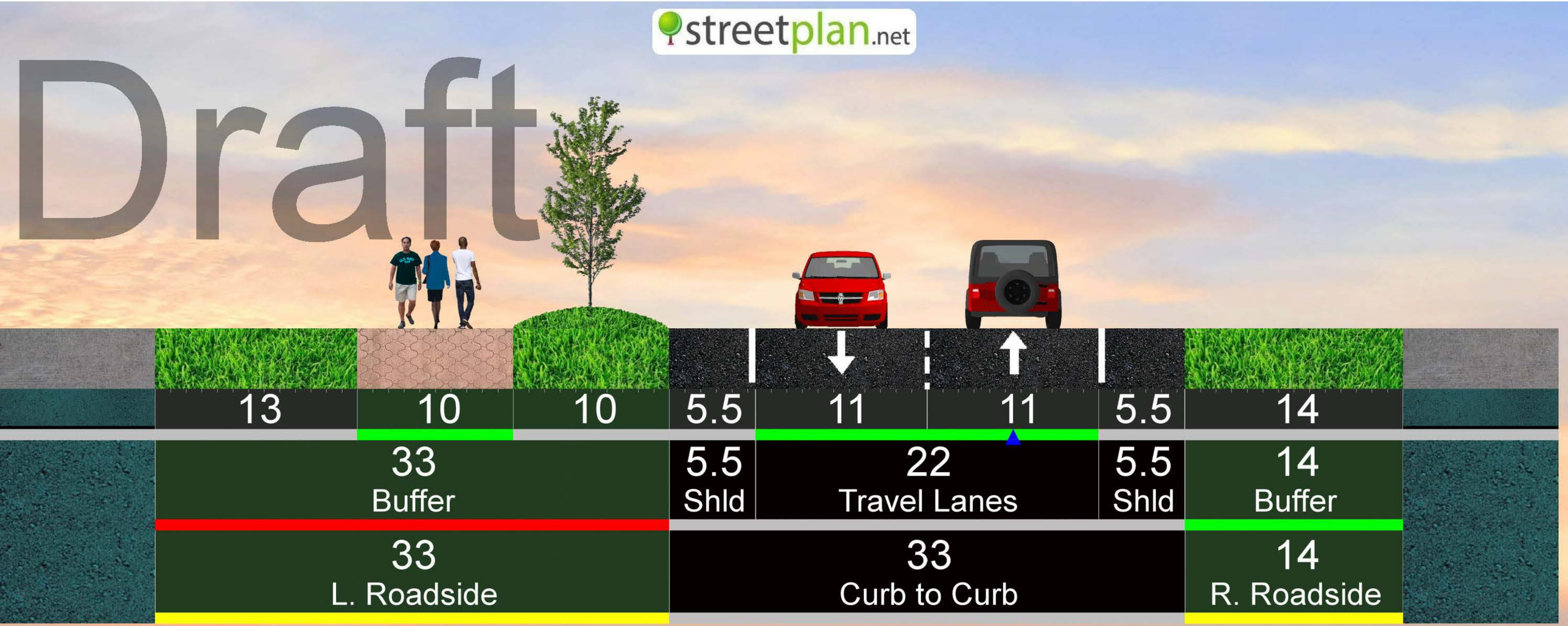
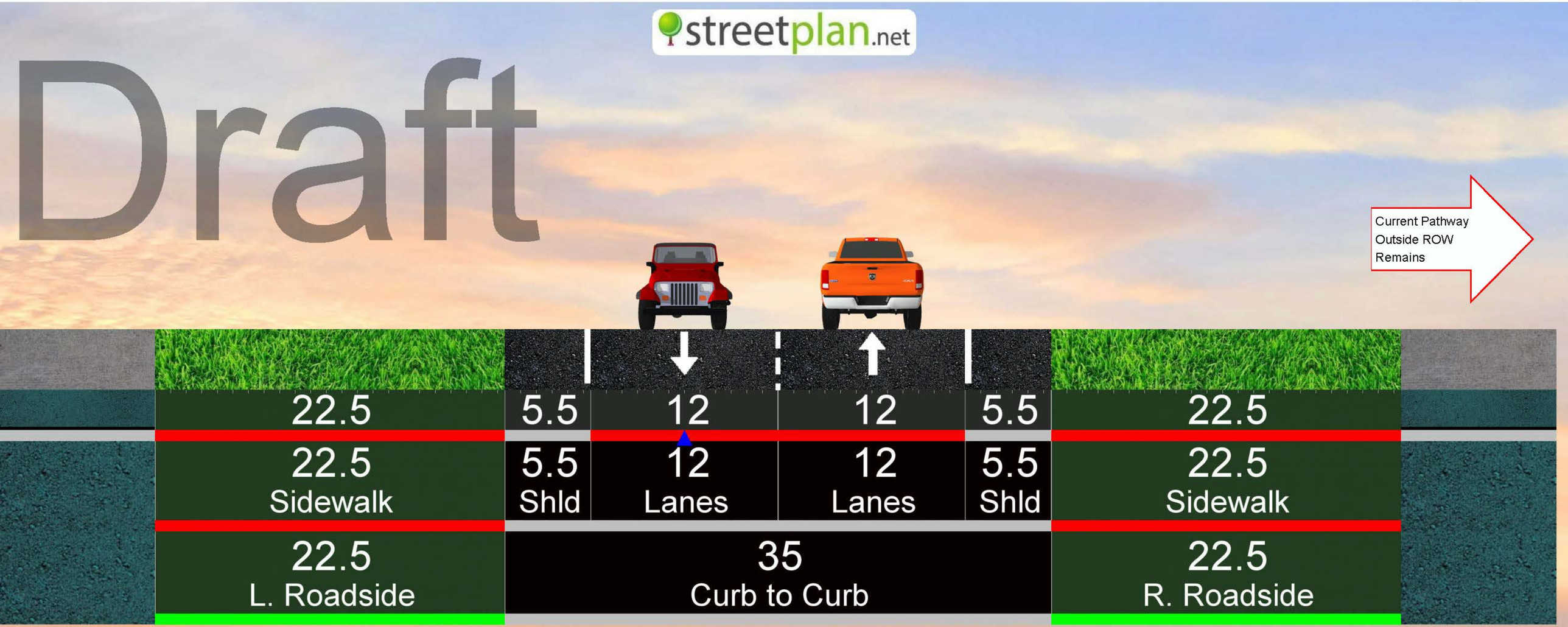


Tribal Trail Rd (Ex) Point A to Point B **Alternative 5, Extended Current Road to Hwy 22, Pathway Remains** Right-of-Way: 80' of 80' 10/02/2019 Morrison Maierle engineers · surveyors · planners · scientists

streetplan.net



Attachment C
Alternatives Evaluation Process Memo

Tribal Trail CONNECTOR

DRAFT MEMO

TO:	Stakeholder Advisory Committee	**DATE:**	October 1, 2019
FROM:	Project Team		
SUBJECT:	Updated Alternatives Evaluation Process		
COPIES:	Project File		

Alternatives Screening

Introduction

The purpose of this memorandum is to summarize the alternatives screening process for the Tribal Trail Connector Environmental Assessment (EA). The alternatives evaluation process is established to objectively and comparatively assess potential alternatives. In this process, alternatives are developed then screened against increasing levels of analysis and evaluation, as described below. Evaluation criteria are based on the Project Purpose and Need and Objectives, as well as other considerations and community values. The Purpose and Need and Objectives were first outlined in the Project Charter but were refined based on Stakeholder Advisory Committee review and public scoping comments.

Level 1 Screening

The Level 1 screening process is used to evaluate whether a proposed alternative, including the No Build Alternative, meets the Purpose and Need identified for the Project or if it has a fatal flaw. The No Build Alternative includes improvements that are already planned and included in the fiscally constrained *2035 Long Range Transportation Plan* and current STIP, as well as routine maintenance.

The Purpose and Need screening criteria for Level 1 were developed using the need categories. Alternatives will be evaluated by answering "yes" or "no" to the following questions to determine whether the project meets the Project Purpose and Need.

Does the alternative (yes/no):

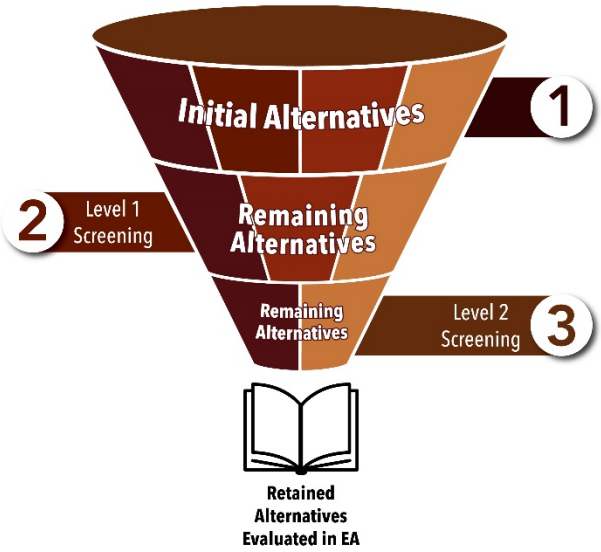
- Provide travel redundancy (more than one independent way in or out of an area)?
- Reduce vehicle miles of travel (VMT) associated with circuitous routing of traffic?
- Reduce local trips through the Y intersection
- Improve emergency response?
- Provide improved multi-modal connections?

If an alternative receives as a single "no" to any of the Purpose and Need criteria, the alternative is eliminated from further evaluation.

The Level 1 screening also will evaluate whether alternatives will have a fatal flaw using the following criteria:

- Does the alternative have irresolvable environmental impacts?
    - Defined as impacts that are considered significant under the terms of NEPA and cannot be avoided, minimized or mitigated, or those for which an environmental permit could not be obtained from regulatory agencies.
- Is the alternative not constructible due to physical or legal constraints?
    - Refers to whether it can be built using conventional, industry-accepted methods, in compliance with applicable design standards and legal requirements.

Responses are "yes" or "no". If an alternative receives a single "yes" to any of the above criteria, the alternative, has a fatal flaw. Any alternative with a fatal flaw is screened out and does not continue in the screening process, refer to Figure 1.



Alternatives that received all "yes" to the Purpose and Need and all "no" to the fatal flaw criteria will be carried forward as alternatives to be evaluated in Level 2. Alternatives that do not meet the Purpose and Need or have a fatal flaw will be eliminated from further consideration in the EA. Regardless of the evaluation results, the No Build Alternative is carried forward as a baseline for comparison to the alternatives evaluated during the EA.

Alternatives carried forward from Level 1 screening will be refined to include items such as profiles, cross-sections, pathway tie-ins, and environmental boundaries. While designs will still be considered conceptual, the additional design elements are needed to complete the Level 2 screening.

Level 2 Screening

The Level 2 screening compares how well alternatives perform to meet the project Purpose and Need and Project Objectives while balancing environmental effect. The alternative(s) that perform the best based on the Level 2 screening criteria is fully evaluated in the NEPA study, along with the No-Build Alternative. Scoring of each criterion will be developed once data collection and traffic modeling is complete. Proposed alternatives will be rated on a scale of good, fair, poor.

Alternatives are assessed based on a review of available information. Each Level 2 Build Alternative is assumed to be designed to a 35 mile per hour design speed. The evaluation would consider the alternatives' ability to incorporate traffic calming elements.

Purpose and Need Criteria evaluate an alternative's relative ability to:

- Provide travel redundancy (more than one independent way in or out of an area)
    - Scoring is based on a qualitative assessment of an alternative's ability to provide travel redundancy. Good indicates the alternative provides travel redundancy while poor indicates the alternative does not provide any improved travel redundancy over No-Build conditions.
- Reduce VMT associated with circuitous routing of traffic
    - Scoring is based on a reduction of out of direction travel over existing conditions (Good) or an increase in out of direction travel over existing conditions (Poor). No change in out of direction travel would be scored as fair. Data from the travel model will be used; alternatives may be grouped for modelling purposes where VMT differences would be minor or negligible. Scoring could be adjusted after modelling to denote notable differences in alternatives.
- Reduce local trips through the Y intersection
    - Scoring is based on a reduction of local trips through the intersection, with local trips defined as trips between South Park neighborhoods and areas accessed by Wyoming Highway (WYO) 22, including Wilson, Teton Village, and other West Bank neighborhoods. Data from the travel model will be used; alternatives may be grouped for modelling purposes where differences in trip reduction would be minor or negligible. Scoring could be adjusted after modelling to denote notable differences in alternatives.
- Improve emergency response vehicle access and mobility in and around West Jackson and South Park
    - Scoring is based on a qualitative assessment supplemented with travel time calculations from the travel demand model. Representative travel times between emergency providers (e.g. Wilson Fire Station) and destinations such as subdivisions and the High School will be calculated. Similar to above, similar alternatives could be grouped.
- Provide improved multi-modal connections
    - Scoring is based on a qualitative assessment on an alternative's potential to create additional pathway connections, accommodate cyclists and pedestrians throughout the project area including at the intersections, improve the opportunity for active transportation as a mode choice, and shift Single Occupant Vehicle trips to alternate modes including transit. Scoring is informed by input from transit coordinators, bike/ped designers, etc.

Project Objectives Criteria evaluate an alternative's relative ability to:

- Minimize impacts to natural resources (e.g., wildlife, wetlands, scenic resources, water quality)
    - The alternative's potential effects to wildlife connectivity, wetlands, and scenic resources. Scoring is based on the level of environmental impacts. Alternatives that result in limited adverse environmental effects or would have beneficial environmental effects are rated good while or environmental effects that could be substantial or require extensive mitigation are rated poor.

- Minimize impacts to the human environment (e.g., relocations, traffic noise, recreation, historic, air quality)
    - Identification of the alternative's potential effects to neighborhoods, residents, and the travelling public due to relocations, traffic noise increases, and/or effects to recreational, historic, visual, and air quality resources. Alternatives that result in limited adverse environmental effects or would have beneficial environmental effects are rated good while or environmental effects that could be substantial or require extensive mitigation are rated poor.
- Minimize safety concerns
    - The alternative's potential effects to improve driver safety and minimize adverse safety effects to neighborhood residents and wildlife. Scoring is based on qualitative assessment informed by traffic analysis for driver safety. The alternative's ability to include design elements that would minimize vehicle conflicts with pedestrians, cyclists, and wildlife will be considered.
- Minimize private property impacts.
    - The alternative's potential ability to avoid or minimize private property acquisition, including conservation easements. Alternatives that result in no or very limited parcel or conservation easements acquisitions are rated good while alternatives that require acquisition from more parcels are rated poor.
- Provide more direct, safe, aesthetically pleasing, and efficient multi-modal routing (for START and school buses/vans, cyclists, and pedestrians) between South Park and the West.
    - Scoring is based on qualitative assessment.
- Be cost effective, based on reduced travel costs for the community and ability to fit within funding constraints
    - Scoring is based on order of magnitude alternative costs.
- Be constructed, based on constructability issues and constraints
    - Ability of an alternative to be constructed using traditional and accepted construction practices, availability of materials, in compliance with applicable design standards and legal requirements. This considers potential issues with right-of-way acquisition as well as temporary construction effects to the travelling public.
- Be maintained, particularly for snow removal and storage.

Conclusion

The results of the Level 2 screening will provide the basis for identifying the preferred alternative.