Board of County Commissioners - Staff Report

Meeting Date: June 2, 2020
Submitting Dept: Public Works/Engineering
Presenter: Heather Overholser
Subject: Consideration of Tribal Trail Connector Concept Designs and Approval to Proceed to Next Steps

Statement / Purpose: To consider the continuation of the planning process for the proposed Tribal Trail Connector, including NEPA, design, coordination with WYDOT, etc.

Background / Description (Pros & Cons): Tribal Trail Road, a County Road, is a long-planned, unfinished connection between South Park Loop and WY-22. In March 2018, the Board of County Commissioners (BCC) voted to approve a Cooperative Agreement with Wyoming Department of Transportation (WYDOT). Under the agreement, WYDOT was contracted to manage the design, approval and construction process for the Tribal Trail project. In July 2018, the BCC voted to adopt a charter process for the study. WYDOT then contracted engineering firm Morrison-Maierle and their subconsultant Jacobs Engineering to manage the design, NEPA, stakeholder, and public processes. In January 2020, Teton County hired Flitner Strategies to facilitate the final design alternative evaluation with the public, stakeholders, and project team.

In late summer 2018, the BCC appointed a community stakeholder committee and staff was tasked with engaging the group in the stakeholder process. The stakeholder group consists of representatives from residential areas and entities that would be directly impacted by the completion of the connector road: Indian Trails; Indian Springs Ranch; Dairy Ranches subdivision; South Park Loop residents; Teton Science Schools; Teton County School District; non-motorized; transit; public art; local business; tourism; wildlife; environmental; and, emergency services. Along with the consultants, the project team includes county public works staff, the START director, and WYDOT staff. Five stakeholder meetings were held from May 2019 through February 2020 with the ten stakeholders, although one stakeholder stepped down in December 2019 due to other obligations. As assigned, staff worked with the stakeholders and project team to develop multiple design alternatives and present a recommendation that meets the Project Charter Purpose and Need and has been shown to best address the project objectives. In total, 33 design alternatives were studied and vetted by the stakeholders and the project team. At the May 4, 2020 BCC workshop, staff presented the two final design alternative recommendations and provide information on the overall process.

Tribal Trail Connector was first identified in the 1982 Rural and Urban Design Assistance Team (R/UDAT) study. In 1991 it was included in the Teton County Transportation Plan and was platted in 1992 as part of the development of the Indian Trails and Indian Springs subdivisions. Decisions were made at that time to postpone the connector portion of the road until later. Throughout the last several decades and in all comprehensive planning and transportation documents, the road has been identified as a priority for completion.

From 1992 to 2018, the populations of the Town of Jackson and Teton County nearly doubled (TOJ from 5,438 to 10,532, and TC from 12,198 to 23,464). In the same period, visitation levels roughly doubled, and WY-22 annual average daily trips increased by 77% (10,450 to 18,500). These changes in the valley's population have increased demands on its infrastructure. Local officials expressed concerns about the lack of current roadway network infrastructure in the 2015 Teton County/Town of Jackson Integrated Transportation Plan, in which TTC was identified as a priority project, as well as in the BCC-approved Charter Agreement for the TTC study as the project's Purpose and Need criteria.

Project Purpose and Need

The study criteria were developed using the Project Charter and adopted by the stakeholders and project team as the project Purpose and Need Statements:

Redundancy: A transportation system's ability to provide more than one independent way in or out of an area. Allows the transportation system to accommodate variable and unexpected travel conditions (e.g. emergencies) without failure.

Reduce Vehicle Miles of Travel (VMT): Per the ITP, since year 2000, most County traffic growth is made up of local traffic associated with short trips. To manage traffic growth and reduce VMT, the ITP calls for "more productive use of road and street capacity." Reducing VMT in a community decreases petroleum use, reduces emissions, and saves driver time.

Improve traffic congestion at the Y-intersection: Although the WYDOT reconstruction of the Y-intersection has resulted in improved operations, the Y-intersection still experiences congestion and back-ups based on average year-round traffic volumes, and congestion worsens in summer and winter. Mobility through the Y-intersection is also impaired during times of traffic disruptions (i.e. accidents, etc.). There is a community desire and financial incentive to delay the time at which the Y will require additional improvements.

Improve Emergency Response Time: Route redundancy would improve emergency evacuation and emergency service access and response time.

Multi-Modal Connections: Provide Alternate bus route for START, school buses, and van pools to improve travel efficiency. Better and more safely accommodate cyclists and pedestrians by creating additional pathway connections throughout the project area, including at all intersections.

Project Objectives

To further adhere to BCC direction, objectives were developed by the project team and stakeholders to supplement the Purpose and Need criteria in order to help differentiate between design alternatives and to help identify which alternative best meets the community needs. Project Objectives criteria evaluated 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 resulted in limited adverse environmental effects or would have beneficial environmental effects were rated good; effects that could be substantial or require extensive mitigation were 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 on recreational, historic, visual, and air quality resources. Alternatives that resulted in limited adverse environmental effects or would have beneficial environmental effects were rated good; effects that could be substantial or require extensive mitigation were rated poor.

- **Minimize safety concerns:** The alternative's potential effects to improve driver safety and minimize adverse safety impacts to neighborhood residents and wildlife. Scoring was based on a 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 were considered good.

- **Minimize private property impacts:** The alternative's potential ability to avoid or minimize private property acquisition, including conservation easements. Alternatives that resulted in no or very limited parcel or conservation easements acquisitions were rated good while alternatives that require acquisition of more parcels were 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 based on qualitative assessment.

- **Be cost effective, based on reduced travel costs for the community and ability to fit within overall project funding constraints:** Scoring 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.**

As part of the analysis of project Purpose, Need and Objectives, Jim Charlier, as Transportation Planning Consultant and author of the ITP, provided input on the neighborhood connector road. His memo, attached to this report, summarizes his conclusions about this connector as it pertains to BCC and community goals.

Following is an excerpt from his memo:

> "The connector road would shorten average trip lengths and reduce daily miles of travel associated with circuitous trips. This will support other community objectives, including reducing carbon emissions. It is possible the Tribal Trail connector would induce some new driving that would otherwise be discouraged by poor connectivity. However, because the traffic capacity of the connector – if properly designed – would be low, the competition between existing vehicle trips and induced vehicle trips would quickly reach equilibrium and would not be enough to cancel out the VMT benefits."

Review Process

The review process for each alternative utilized two levels of screening. Level 1 screening process assessed whether each alternative met Purpose and Need criteria and whether it had any fatal flaws. The assessment determined whether a design alternative had irresolvable (or "fatal") flaws, such as environmental impacts that could not be mitigated and/or was not constructible. Of the 26 northern intersection designs (WY-22), 16 were eliminated at the Level 1 screening, due to not meeting Purpose and Need criteria and/or one of these fatal flaws.

As an example, a "Stakeholder Alternative" was presented, taken through Level 1 screening and eliminated. This specific alternative included several aesthetic improvements to the existing road without a connection to WY-22, but did not meet any of the Purpose and Need conditions. The same evaluation was utilized with every proposed design alternative in order to maintain adherence to the defined screening methodology.

Level 2 screening evaluated the alternatives that were carried forward from Level 1 against the Project Objectives criteria. Of the designs that remained after Level 1 screening, four of them were eliminated at Level 2 screening, with six alternatives carried forward and presented at the public meeting in February 2020. Stakeholders met in March 2020 and, based on public input, their own input, and the traffic modeling, were able to narrow down the list to two alternatives, plus the "no build" option, to be included in BCC deliberations.

Other Design Elements

In addition to the 26 design alternatives for the north intersection with WY-22, other design alternative elements were taken through Level 1 and Level 2 screening, including the south intersection with Boyles Hill Road and South Park Loop.

Pathways - The project team asked the Pathway Taskforce for its input on the preferred location of a new pathway along the existing Tribal Trail Road. The Taskforce did not have a strong opinion but concluded that the pathway be built on the west side of Tribal Trail Road with a pedestrian crossing at Seneca Lane. A new portion of pathway will be needed on the east side of Tribal Trail to connect Seneca Lane and the existing pathway at the church on Lakota Lane.

Speed Calming - Consistently, stakeholders and the public asked for slower speed limits and construction that considers neighborhood character. In response, the project team recommends a narrow cross section with speed calming measures to ensure slow speed travel. Originally, the project team was considering a design speed of 35mph, but, in response to community feedback, proposes to plan for a 25mph residential street.

To be fully effective, improvements on the existing section of Tribal Trail Road would be necessary to provide the neighborhood feel and travel speed that is sought for the entirety of Tribal Trail Road. This road was originally built by the developer to accommodate higher speeds and is signed at 35mph. If budget allows, improvements to the existing segment would be ideal. Some other physical elements of speed calming are also proposed, including neighborhood traffic circles at Seneca, Lakota and Cherokee, and limited use of median islands. Public comment reflects a range of opinions for these project elements, which are worthy of further exploration should the BCC choose to proceed. See attached Public Comment Summary Feb. 2020.

Southern Intersection - The intersection at Boyles Hill Road and South Park Loop is the southern terminus of the project area and is currently a two-way stop for northbound and southbound traffic. After much consideration, research and review of public and stakeholder input, the project team recommends a roundabout for this southern intersection. It will keep traffic moving, as well as reduce noise impact for close neighbors who report that they currently can hear the traffic braking. Keeping traffic moving in this scenario reduces emissions, important for environmental impact priorities. This option does, however, come at increased cost.

Traffic Model

A traffic study was conducted for Teton County by Cambridge Systematics (CS). CS evaluated Teton County's existing traffic and then projected 2030 and 2045 peak time scenarios. CS collected field data in July 2019 and February 2020. For the traffic simulation, they projected jobs and housing growth in the community and assumed a two-lane WY-22 in 2030, and a 4-lane WY-22 for 2045. The model also assumed the intersection at WY-22 and WY-390 will be upgraded to the Florida T design in 2023/2024.

CS's simulation evaluated three different types of intersections at WY-22 and Tribal Trail: a round-about; an interchange; and, a signalized at-grade intersection. CS also looked at the "no build" alternative for 2030 and 2045. The simulations show that most of today's traffic using Tribal Trail Road start and/or end trips within the study area (the greater South Park Loop neighborhoods). The simulations demonstrate low likelihood that the road will be a used as a shortcut, as it shows longer travel times to cut through Tribal Trail Road vs. going through the Y-intersection. This scenario was analyzed using several different ways to confirm the result as the project team received comments that showed skepticism of this result. Additional route choice analyses and iterations using different speeds all showed similar results. This is important when considering that navigation tools typically recommend the quickest route.

Traffic model results show that Tribal Trail would:

- **Have an estimated volume of 3,000 vehicles per day in 2030 and 4,400 vehicles per day in 2045**
  - Similar volumes to west leg of High School Road

- **Mostly be used for local trips**
  - 90+% of trips have origins or destinations in the South Park neighborhoods/schools
  - Not cut-thru traffic with low speed design that increases travel time

- **Reduce traffic at the Y-intersection**
  - Reduce right turn traffic from WY-22 to Broadway by 10-12% in the future AM and PM peak hours
  - Reduce left turn traffic from Broadway to WY-22 by 15-20% in the future AM and PM peak hours
  - Overall reduction of traffic through the intersection by approximately 7% with the TTC built
  - With these reduced volumes at the 'Y', peak hour conditions at the signal improve slightly (however still congested in future year conditions)

- **Reduce school area traffic**
  - See chart below for changes to surrounding road network

Table 1: Changes to surrounding road network if TTC is built

	Average Weekday Trips		
Road	Change	New Total	% Change
West end of HS Road	-300	4000	**-7%**
East end HS Road	-800	5100	**-14%**
SPLR @ Blair Rd. near Middle School	-2600	5000	**-34%**
S Broadway	-2900	47200	**-6%**
Broadway at South side of Y-intersection	-2200	35300	**-6%**
WY-22 west of Y	-1800	33500	**-5%**
WY-22 west of TTC	1100	34300	**3%**
SPLR south of 3 Creek	100	2100	**5%**

During the recent workshop meeting on May 4, there was a question about the growth rates used within the model. Staff consulted with Cambridge Systematics to get a more detailed answer.

The model uses a linear growth assumption of 144 households per year and 372 employees per year. This equates to a Compound Annual Growth Rate of 1.2% for households and 1.5% for employment from 2016 to 2045. Growth in **traffic** varies greatly by location and cannot be expressed as a simple growth rate.

It should be noted that this is one of the strengths of using a travel demand model for transportation network analysis. It uses community socioeconomic (SED) data such as numbers of households, lodging units, jobs and dynamic route choice to analyze travel rather than using a simple traffic growth rate to estimate future traffic volumes. It also uses TAZs (Traffic Analysis Zones) to properly locate the households and jobs that are dispersed in various areas of the county.

Growth forecasts were prepared by the Town/County planning staff, incorporating policy and planning guidance adopted in the Comprehensive Plan.

Below are some graphics describing the SED data used in the travel demand model for recent analyses of changes to the Y Intersection and the surrounding road network presented above. Please note that this input data can be modified within the model to analyze different development and economic scenarios.

Table 2: Teton County Socioeconomic Data Summary

Yr	HH	EMP	HH GF	EMP GF	HH CAGR	EMP CAGR	HH Slope	EMP Slope
2016	10,352	19,792						
2035	13,087	26,852	1.26	1.36	1.24%	1.62%	144	372
2045	14,533	30,565	1.40	1.54	1.18%	1.51%	144	371
2035 to 2045			1.11	1.14	1.05%	1.30%	145	371

HH= Households
EMP = Employees
GF = Growth Factor (Forecast / Base)
CAGR = Compound Annual Growth Rate (% growth per year)
Slope = Units added per year (linear growth)

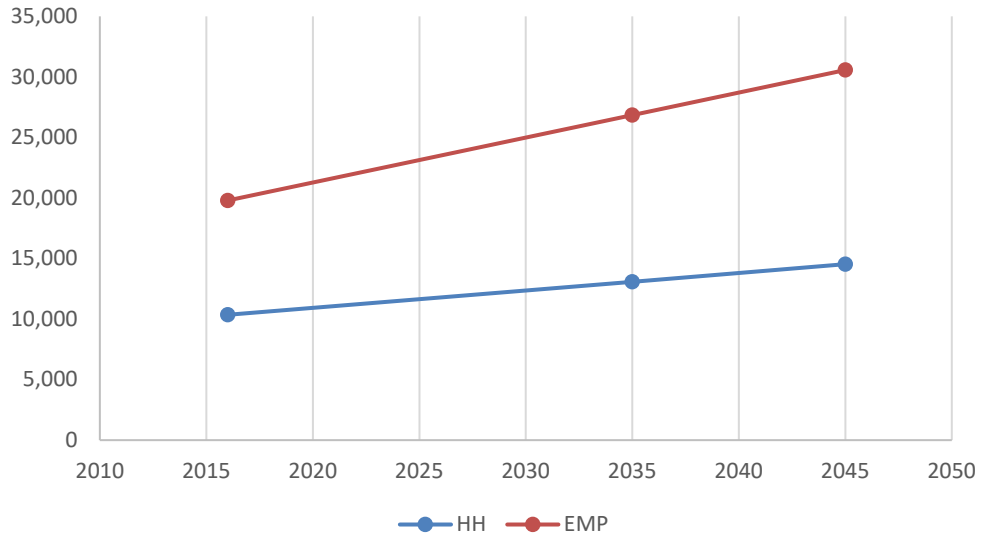

Figure 1: SED Growth Chart

Public Outreach and Stakeholder Involvement

This study, including the accompanying public process, is the most extensive the County has ever conducted for a single road project. It continues to be a priority for staff to provide an inclusive and transparent process. Staff conducted individual, group and public meetings, as well as hosted informational neighborhood meetings within the study area. Staff answered questions, accepted many personal meeting requests, listened to concerns and ideas and took them into consideration when determining the best possible design alternatives. From July 2018 to present, County staff has held multiple meetings per week on this study with constituents and project team experts for an estimate of approximately 500 meeting hours. Stakeholders have spent an estimated 25 hours each in stakeholder meetings, for an approximate total of 250 meeting hours. Public and stakeholder input and BCC direction have been crucial, along with technical expertise and input from the project team. The table below, in brief, shows concerns that were heard and how they were addressed.

Table 3: Concerns & Actions

Concern	Actions
Fast cut-through road	Narrow design with traffic calming measures, 25 mph
Wetland Impact	Indian Springs connector road eliminated to preserve wetlands
Wildlife	25 mph (vs. higher speed) reduces wildlife-vehicle collisions Wildlife crossing on WY-22 near the project location is being planned
Why is an EIS not being conducted?	An EA is being conducted now. In accordance with NEPA, an EA will tell us if an EIS is subsequently required.
Would add more traffic to High School Rd & South Park Loop	Due to slower design speed, traffic model shows a DECREASE on High School Road and northern South Park Loop Road near the Middle School and a small percentage (5%) increase on the southern leg of South Park Loop Road.
Safety for the children	Vehicle speeds will be decreased on existing Tribal Trail Road, a new a separated pathway improves bike/ped connectivity, resulting decrease in traffic on High School Road and South Park Loop Road near schools.
This is already a done deal	Thousands of hours have been spent to ensure a very thorough process to make a data driven decision on what is best for the community.

Since May 2019, data show a shift in public opinion. As public meeting attendance grew by almost 40%, project favorability increased as noted in the table below. While attendance grew, the number of written comments remained nearly the same. It is important to note that the total number of comments and public attendance at the meetings represent only a fraction of the overall community.

Table 4: Responses from the public

May 2019

80 public meeting attendees

Written comments		
Supports Project	11	17%
Does Not Support Project	25	39%
Unclear	28	44%
Total Unique Responses	64	

February 2020

110 public meeting attendees

Written comments		
Supports Project	36	57%
Does Not Support Project	25	40%
Unclear	2	3%
Total Unique Responses	63	

Preferred Alternatives

The recommended two northern intersection design alternatives have been vetted with the stakeholders and public input has been received. Alternative IN2A, is an interchange at the intersection of Tribal Trail Road and WY-22. Alternative IN2B is an at-grade signalized intersection.

Table 5: Pros & Cons

	PROS	***CONS***
Interchange with Underpass (IN2A)	• Lower impact to WY-22 capacity • Better operational functionality WY-22 • Limited delay at intersection	• Higher cost • Retaining wall/visual impact • WYDOT funding uncertain for work within ROW • More land disturbance
At-Grade Signalized Intersection (IN2B)	• Lower cost • Easier to accommodate wildlife fencing • Improve traffic safety and operations • Fewer visual impacts • Less land disturbance	• More impact on WY-22 operational functionality • More delay at intersection • Increased risk of rear-end collision

When the interchange and at-grade intersection alternatives were presented at the public meeting, public preference was evenly split between the two alternatives. Although some of the stakeholders preferred the "no build" option, there was general consensus among the group that, if the project is approved to move forward by the BCC, these two alternatives are the preferred and staff should continue their evaluation and consultation with WYDOT to determine which will best meet the project goals and objectives, as well as WYDOT's regulations and requirements for the intersection with WY-22. Refer to attachments for design figures.

WYDOT Review

When the Tribal Trail connector was originally platted, it included the requirement for the Indian Springs access to WY-22 be abandoned when TTC is built. To accommodate this, the plat included an easement for Indian Springs to connect to Tribal Trail Road. The reasoning behind this was to consolidate the access points onto WY-22 per WYDOT's regulations. The Coyote Canyon access point does not have this stipulation attached to it. The project team conducted a wetland delineation and ultimately determined that the Indian Springs connector road should not be built at the proposed easement location shown on the plat due to its close proximity to a fen (a marshy flooded area of land) that cannot be mitigated. Because the Indian Springs access point cannot be moved as platted and in compliance with WYDOTs requirements, the recommended alternatives must be reviewed and approved by the WYDOT access committee. If this project is approved to move forward by the BCC, staff anticipates this could happen in June or July 2020. In the interim, the project team requested WYDOT to conduct a preliminary review of all the design alternatives that showed access spacing that does not meet WYDOT regulations. WYDOT regulations state that all highway accesses must be no less than 2,640 feet apart for this type of roadway. Although not yet fully vetted and approved by WYDOT, some WYDOT staff members have reviewed and been involved in the design process for the preferred alternatives.

Coyote Canyon/Indian Springs intersection

Due to the plat requirement to abandon the Indian Springs access to WY-22, the Indian Springs/Coyote Canyon intersection was included in the study area. In order to improve safety and adhere to WYDOT spacing requirements, preliminary design work was completed to determine the best way to consolidate the Coyote Canyon and Tribal Trail intersections. As mentioned above, the plat includes an easement for Indian Springs Drive to connect with TTC to still allow an access to WY-22. So as not to cause impacts to the fen that was discovered during the wetland delineation for the project, the planned use of the easement was eliminated from consideration.

The study then looked at several option for a frontage road on the north and south sides of WY-22. All the frontage road alternatives were ultimately eliminated from consideration due to the fen wetland on the south side and the need for severe hillside cuts and large retaining walls on the north side. The preferred alternatives include an underpass at Coyote Canyon and Indian Springs to allow for all turning movements using right on/right off access only to improve safety at this intersection. As these are private roads, an agreement on implementing this project, including project funding, must be negotiated between private landowners and WYDOT. The preliminary design must also be approved through WYDOT's access permitting process if the private landowners choose to pursue this option. Because the Indian Springs/Coyote Canyon and TTC intersections would be in close proximity, and maximizing wildlife crossing connectivity is important, coordination between the county, WYDOT and the private landowners will be critical throughout the permitting, design and construction process. However, it is important to point out that because the two intersections will not be connecting, Teton County will not be responsible for the planning, design, financing, or construction of the Coyote Canyon/Indian Springs Intersection.

Project Schedule

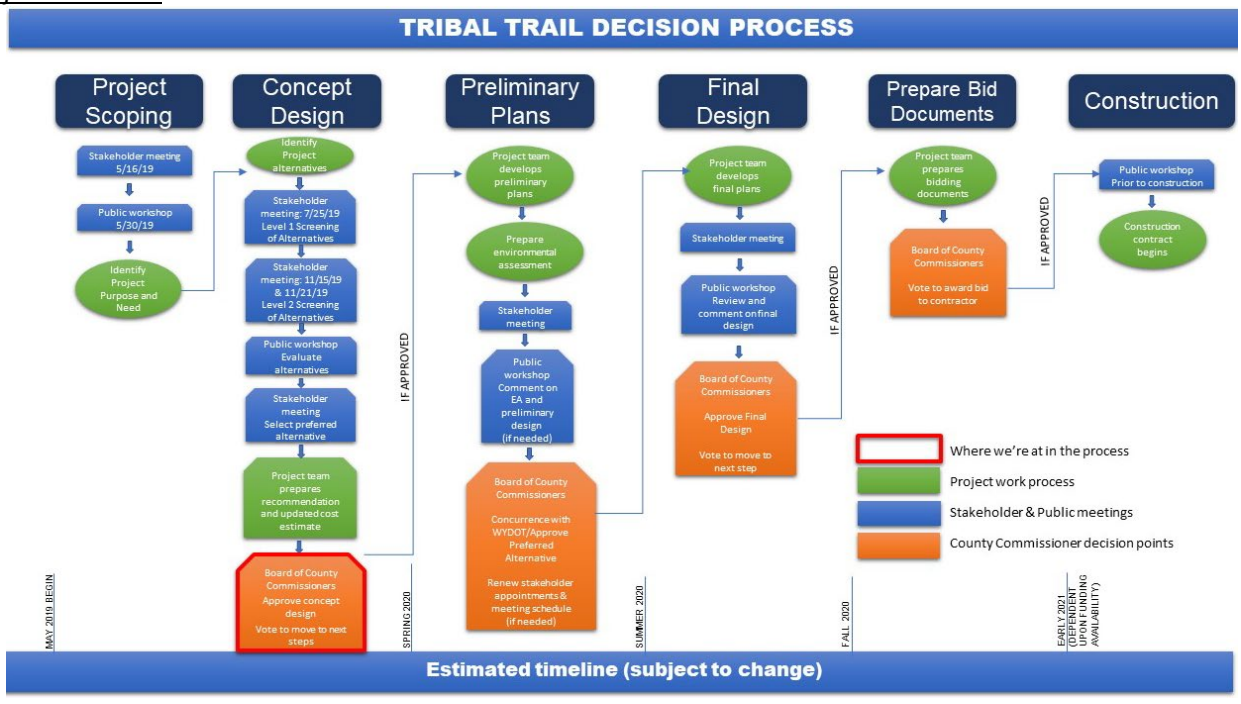

Figure 2: Study Decision Process

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Stakeholder Analysis and Involvement: Please see above Background/Description (Pros/Cons) section for information on Stakeholder involvement. Project stakeholders have each dedicated several days of their time to this project to get this point in the process, which is a significant volunteer time commitment.

Fiscal Impact: To date, $183,000 has been expended by Teton County to conduct the study; however, this does not include work completed from January 2020 to date and the County is awaiting invoices from WYDOT. Because the consultant team is contracted through WYDOT, all billing goes through WYDOT and the County is then invoiced. Total billing to date on the project is estimated at $635,000 through April 2020. $750,000 was budgeted in FY20.

Staff proposed the inclusion of $1,000,000 in the FY21 budget to complete preliminary design, Environmental Assessment and NEPA work (including additional public hearings) and a large portion of the final design of the project. This is an estimate based upon the current contract with WYDOT and the project schedule, which plans for final design to be completed in Fall 2021 as shown in the project schedule above. WYDOT is not a contributor to the planning and design phase, but WYDOT staff has confirmed that $1.5 million is included in their STIP for WY-22/TTC intersection construction.

Below is the preliminary construction cost estimate for the construction of Tribal Trail Road and intersections with WY-22 and Boyles Hill Road. The estimate is based on conceptual designs. If the project is approved to move forward, further design and environmental work need to be completed to refine and gain more confidence the numbers. One thing is certain at this point and that is that the estimate will change due to being in the early stage of this process. The figures below include a 25% contingency. It is uncertain how much of the construction cost within the ROW, specifically with the interchange alternative, WYDOT would be agreeable to funding. As indicated above, WYDOT recently informed TC staff that $1.5 million is included in the WYDOT STIP for construction within the ROW. WYDOT indicated that this amount may be able to be adjusted based on the final design and the engineer's cost estimate if the BCC decides to move forward with the project.

Please note that this estimate does not include the intersection reconstruction at Indian Springs and Coyote Canyon.

Table 6: Preliminary Cost Estimate - Tribal Trail Connector Conceptual Design (4/20/2020)

POSSIBLE FUNDING SOURCE	PROJECT SEGMENT	WY-22 ALTERNATIVES: INTERCHANGE W/UNDERPASS	WY-22 ALTERNATIVES: AT-GRADE SIGNALIZED
WYDOT	INSIDE WY-22 ROW	$ 11,332,980.00	$ 1,704,780.00
COUNTY	NEW SEGMENT TRIBAL TRAIL	$ 1,133,325.00	$ 1,924,155.00
COUNTY	EXISTING TRIBAL TRAIL IMPROV.	$ 1,289,045.00	$ 1,289,045.00
	TOTALS	$ 13,755,350.00	$ 4,917,980.00
	COUNTY ROAD PORTION	**$ 2,422,370.00**	**$ 3,213,200.00**

NOTE:
- 25% contingency included
- WYDOT has not approved or committed to this funding within the ROW
- These estimates are based upon conceptual design and will change as the design is further refined
- The Indian Springs/Coyote Canyon intersection cost estimate is not included here; please refer to the workshop staff report from May 4, 2020 for that cost estimate.

Over the past year, the Project Team has made considerable progress identifying issues and concerns, articulating the purpose and need for the project, and conducting environmental resource evaluations. Working with the Stakeholder Committee and public, the team implemented an alternatives evaluation process culminating in preferred design solutions for the southern project terminus, Tribal Trail alignment and design speed, and two remaining alternatives for the WYO 22 intersection. If the BCC approves moving forward with the project but, due to budgetary constraints in FY2021, elects to pause the project until revenues become more stable, staff recommends that the project team develop a plan to identify the most beneficial point at which to pause the project. Otherwise, the county risks having to backtrack on progress made to date, notably having to redo the alternatives evaluation. This would cause significant additional expense in the future.

To avoid or minimize this risk, and funding permitted, consideration could be given to continued work with WYDOT to identify the preferred alternative at WY-22, which would serve as a key milestone. Additionally, a preferred pause point would be once NEPA clearance is gained based on preliminary design. Once environmental approval is obtained, the project could be picked up in future with relatively simple NEPA reevaluations.

Another consideration, if the project is approved to move forward by the BCC, is that NEPA clearance for the project would allow for possible participation in various federal transportation funding opportunities in upcoming years. Projects that have NEPA clearances in place generally fare better when competing for federal funding.

Staff Impact: If the project is approved to move forward into the next phase of further design, staff will continue to work closely with the consultants and WYDOT on design, NEPA, WYDOT access review, and travel studies, as well as work and coordinate with the Jackson Hole Land Trust, Teton Science Schools and Indian Springs for work on the adjacent lands with a conservation easement easements and coordination on possible future intersection improvements at Indian Springs and Coyote Canyon. In further vetting the two design alternatives for the north intersection with WY-22 with WYDOT and the project team, as well as doing more detailed design work on all other aspects of the project, staff will be able to provide further information and a final design recommendation to the BCC.

Legal Review: Gingery

Staff Input / Recommendation: Staff seeks approval from the BCC on conceptual designs and direction on the continuation of Tribal Trail Connector planning to next steps per the WYDOT agreement. Please see Study Decision Process flowchart on page 10 of this report, which shows an outline of the project process and schedule.

Attachments:
Design Alternatives IN2A & IN2B
Other Design Elements
Jim Charlier's memo dated November 14, 2019
Level 1 and Level 2 Evaluation Matrices for North Intersection
Public Comment Summary February 2020

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Suggested Motion: I move to approve the Tribal Trail Connector concept designs, and further move to approve the continuation of Tribal Trail Connector planning to the next steps per the WYDOT agreement.