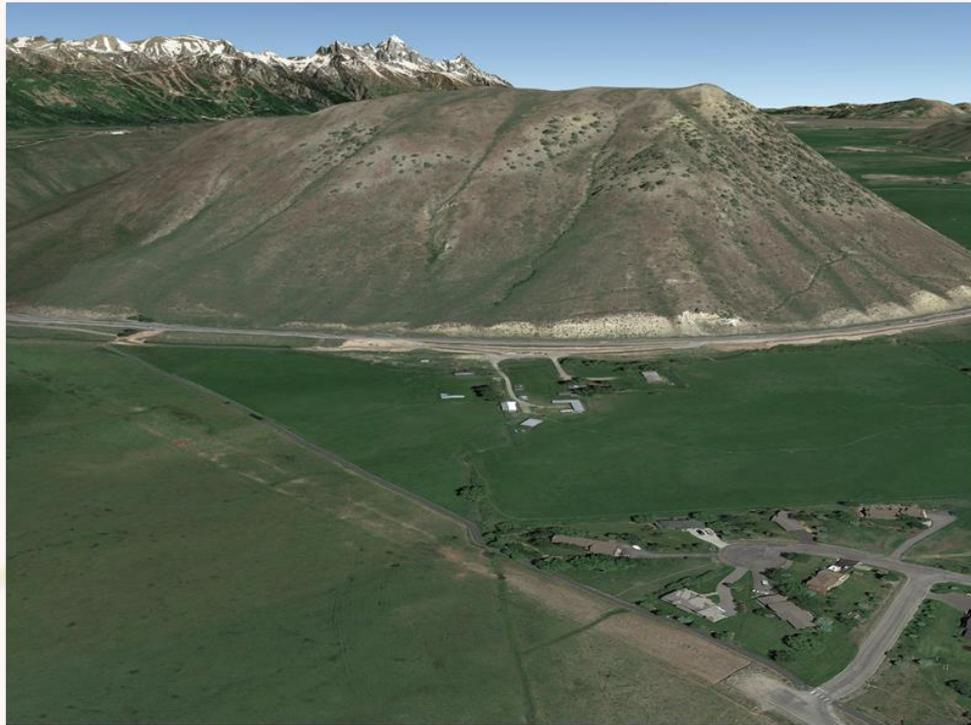


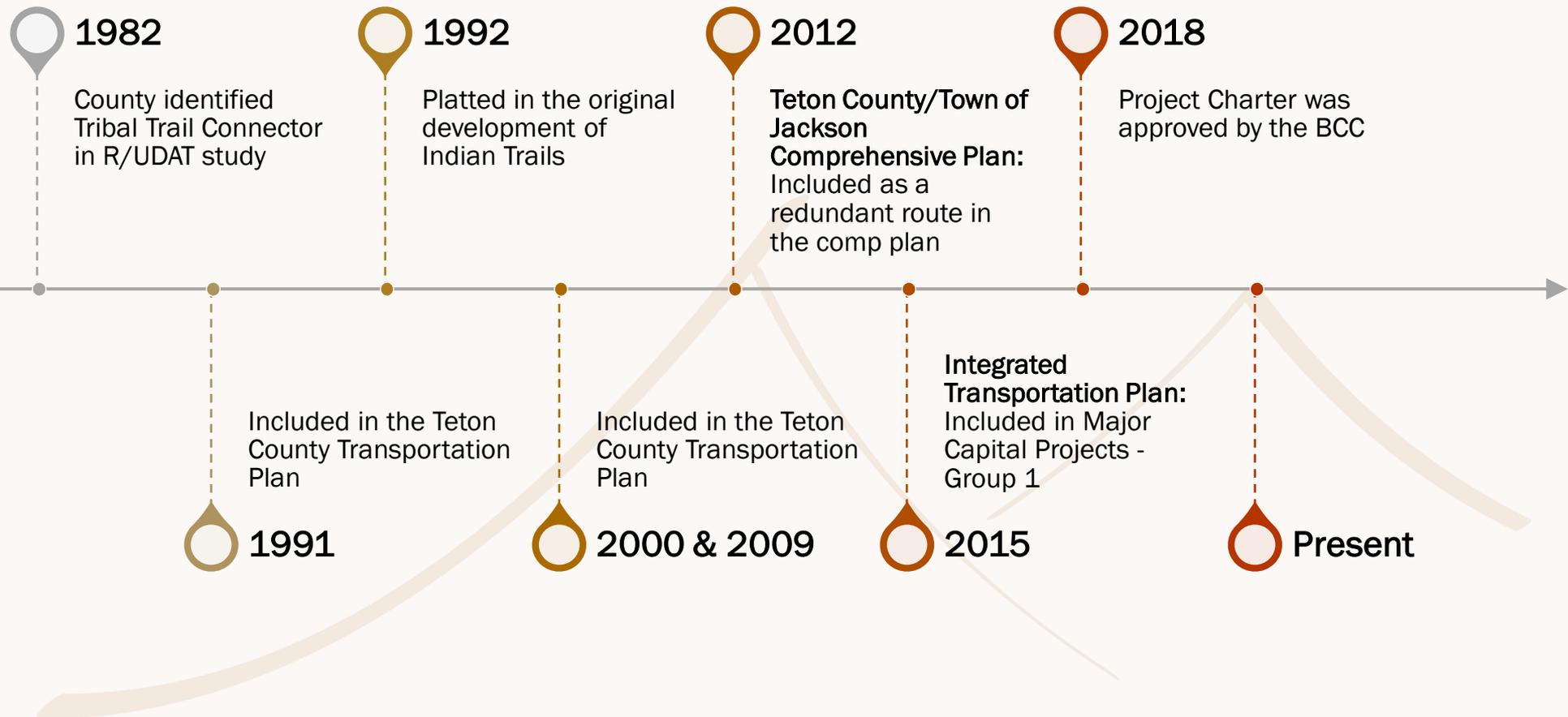


BCC WORKSHOP

May 4, 2020



PROJECT TIMELINE

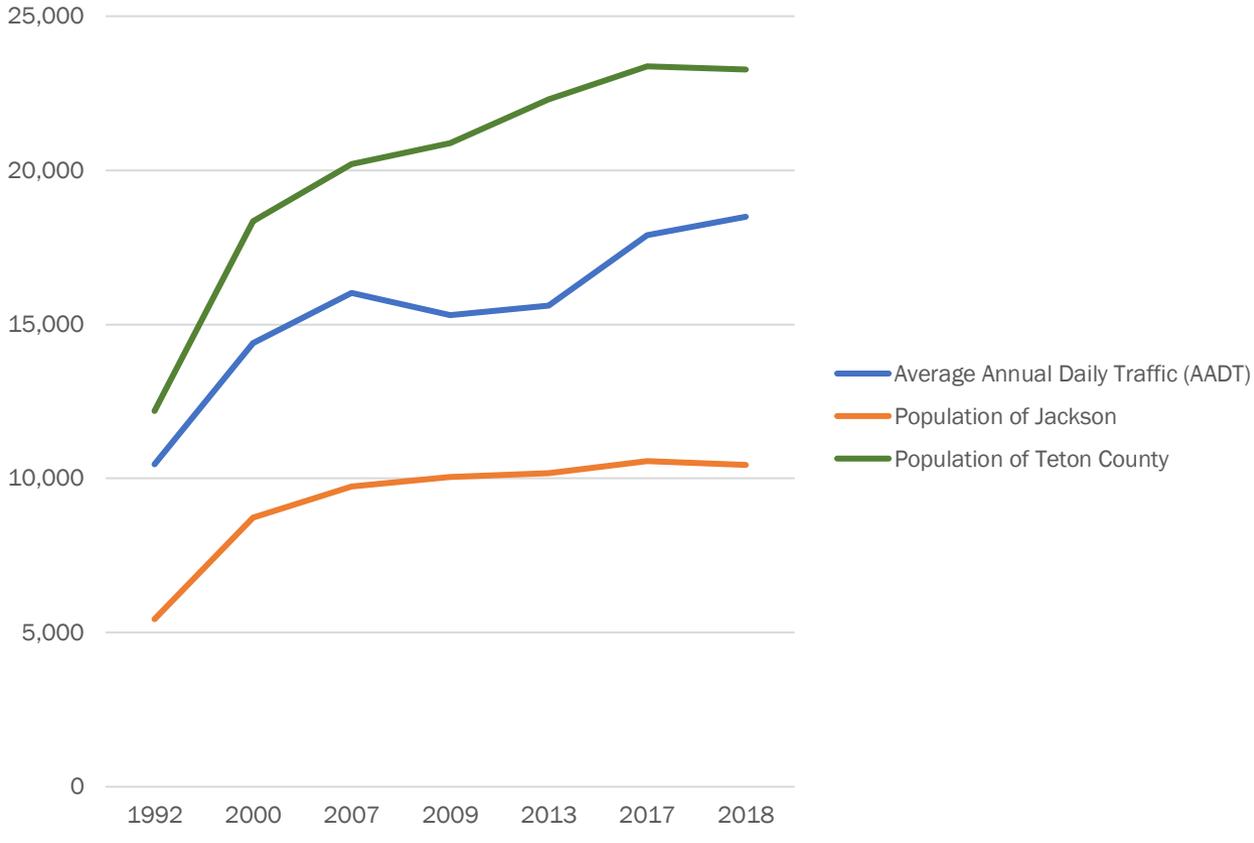


COMMISSIONER APPROVAL OF STUDY



- July 2018 Commissioners voted to have staff commence the Tribal Trail study
- Form a Stakeholder Group with constituency representation that will be impacted by the connector within the study area
- Staff was tasked to produce multiple design alternatives that meet purpose and need, and projects objectives as identified by the BCC and Town Council
- Provide comprehensive analysis and research results to allow BCC to make an informed decision

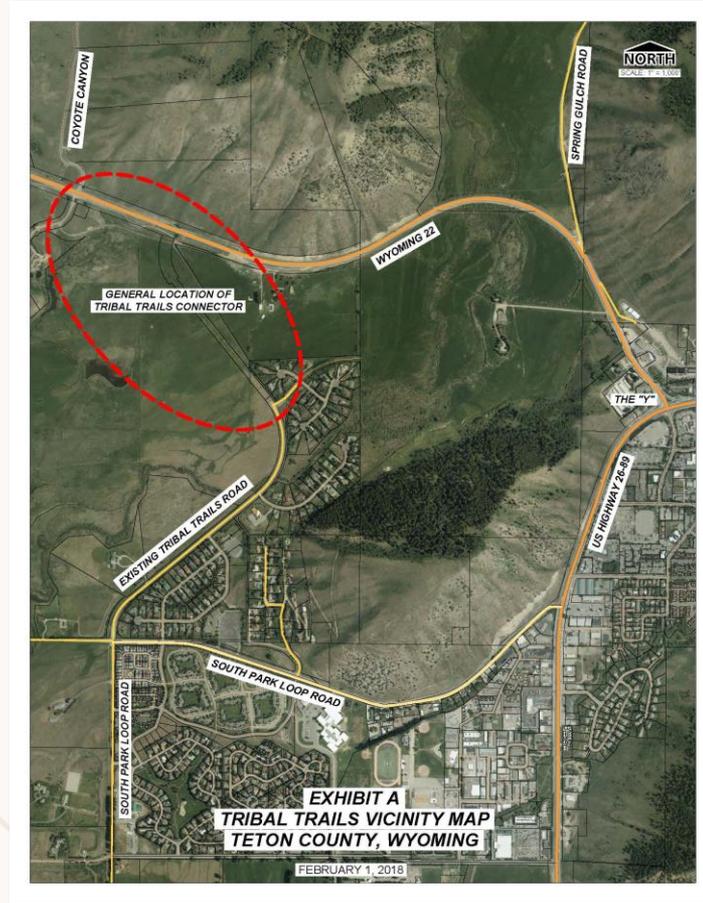
GROWTH TRENDS



PURPOSE AND NEED



- Redundancy
- Reduce Vehicle Miles of Travel (VMT)
- Improve traffic congestion at the Y-intersection
- Improve Emergency Response Time
- Multi-Modal Connections



ALTERNATIVES SCREENING PROCESS

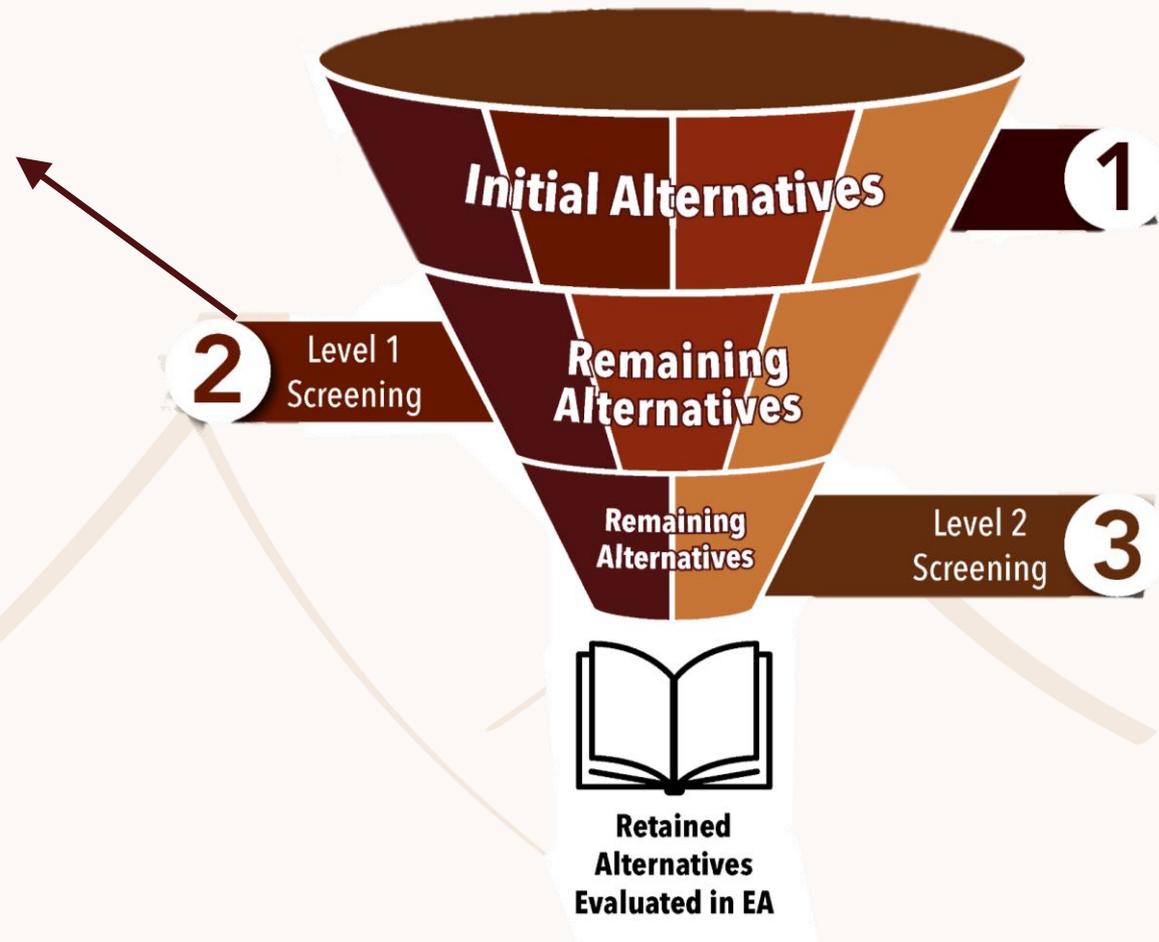


Level 1 Screening

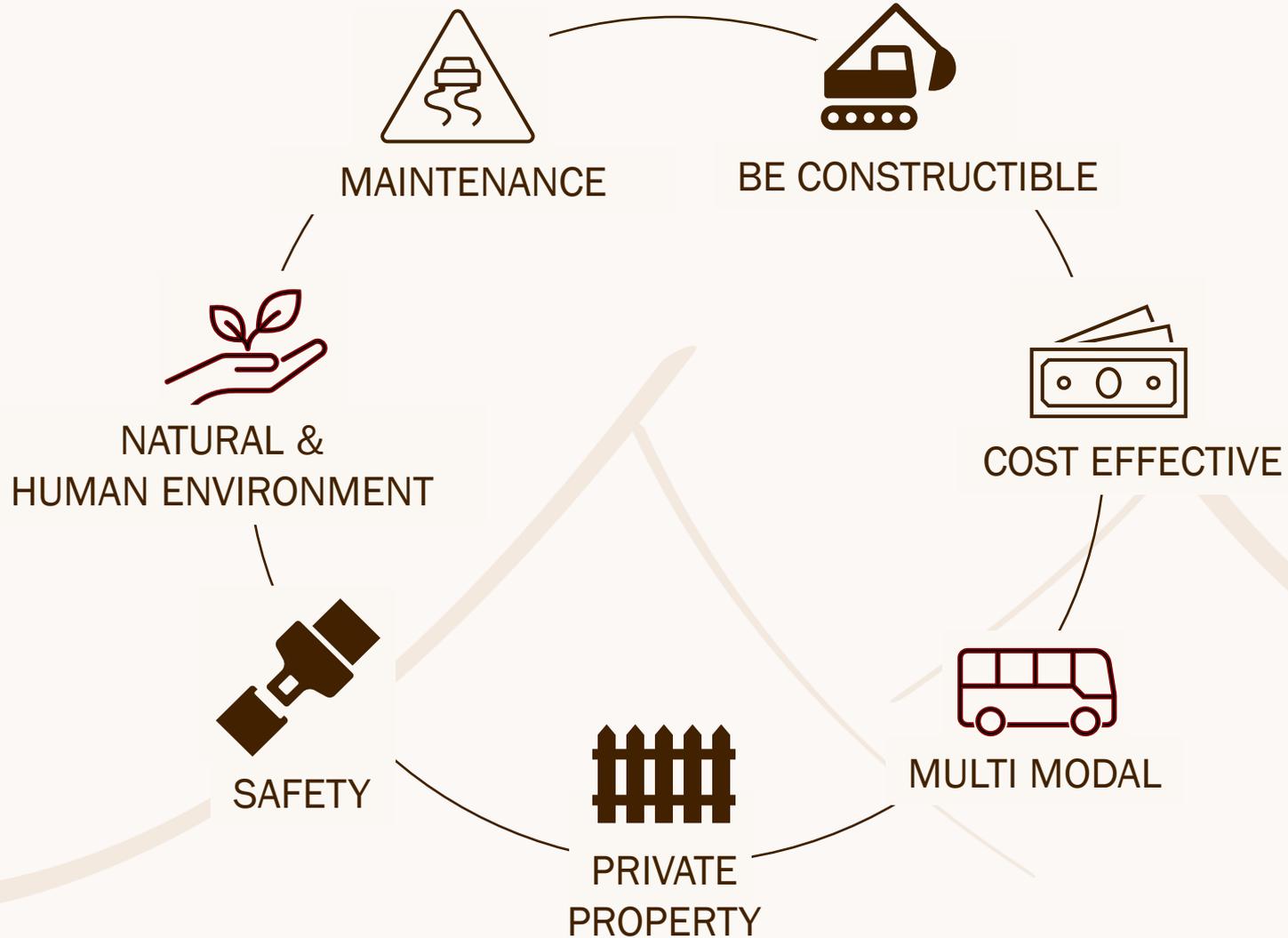
Does the alternatives meet the Purpose & Need?

Does it have any fatal flaws?

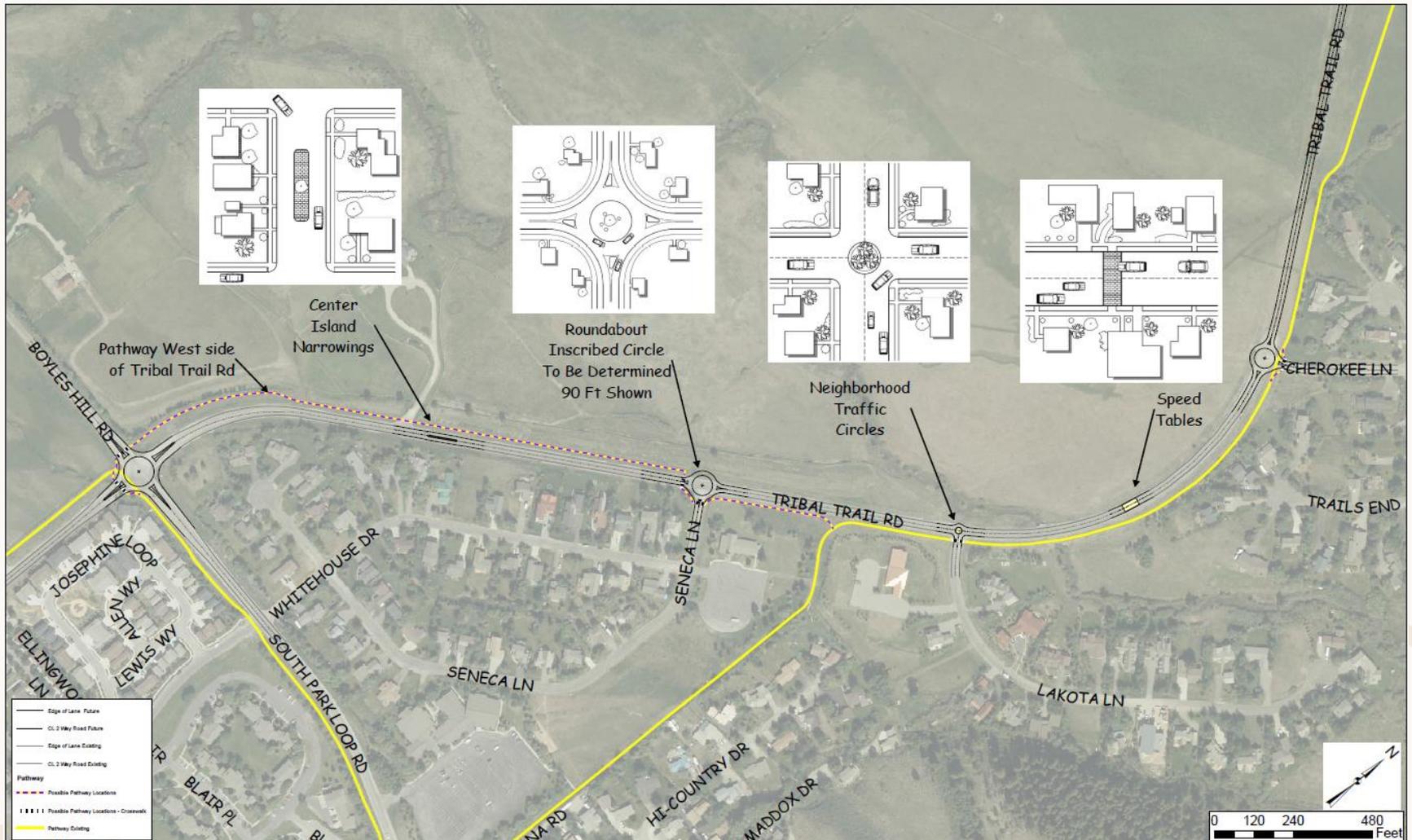
- Does the improvement have irresolvable environmental impacts?
- Is the alternative not constructible due to physical or legal constraints?



LEVEL 2 SCREENING



OTHER PROJECT ELEMENTS

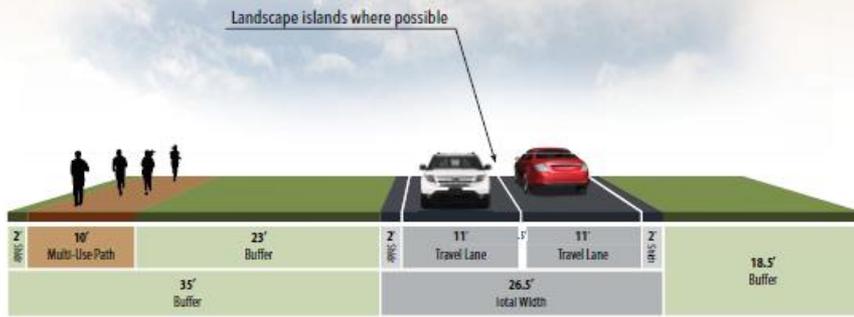


CONCEPTUAL DESIGN



If constructed, travel lanes for Tribal Trail Road would be reduced from 12 to 11 feet in width, posted to 25 mph, and other traffic calming measures considered. These photos and simulations show before and after scenarios.

Typical Cross-section



Tribal Trail Road at Seneca Lane

Existing/No Build



Tribal Trail Connector (Simulation)

Transition from existing Tribal Trail Road to the Connector



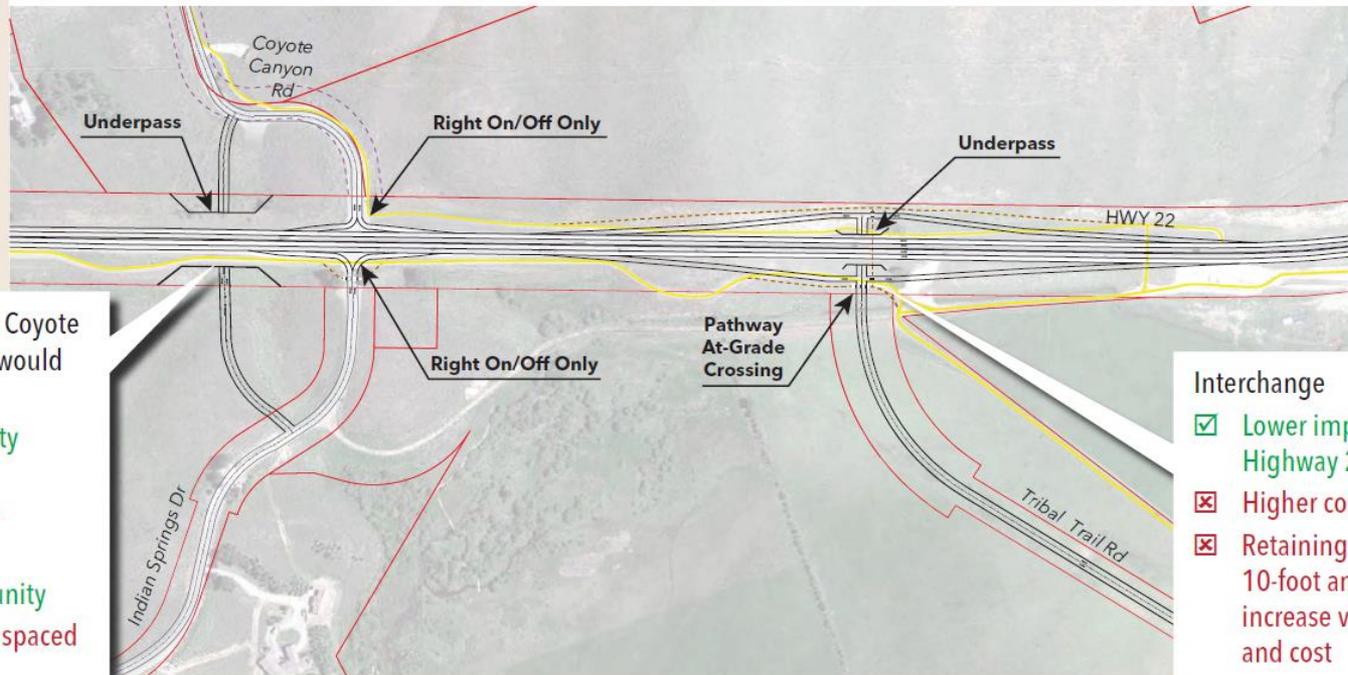
Tribal Trail Road at Seneca Lane (Simulation)

Proposed Improvements



PREFERRED ALTERNATIVES

Interchange with an underpass at Indian Springs Drive and Coyote Canyon Road



Indian Springs Drive and Coyote Canyon Road underpass would provide:

- Improved traffic safety and operations
- Wildlife connectivity potential
- Cost sharing opportunity
- Intersections closely spaced

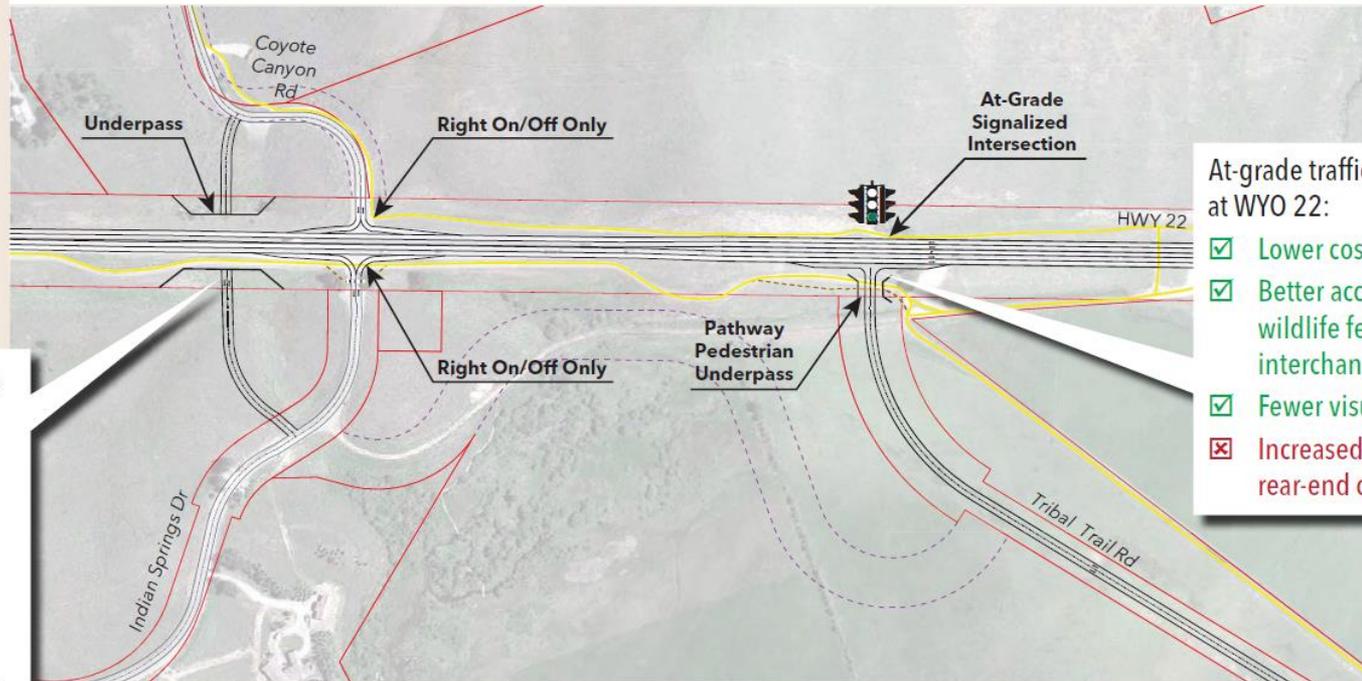
Interchange

- Lower impact to Highway 22 capacity
- Higher cost
- Retaining walls (between 10-foot and 60-foot) would increase visual impacts and cost

PREFERRED ALTERNATIVES



Intersection with an underpass at Indian Springs Drive and Coyote Canyon Road



At-grade traffic signal at WYO 22:

- Lower cost
- Better accommodate wildlife fencing than interchange
- Fewer visual impacts
- Increased risk of rear-end collisions

Indian Springs Drive and Coyote Canyon Road underpass would provide:

- Improved traffic safety and operations
- Wildlife connectivity potential
- Cost sharing opportunity
- Intersections closely spaced

INTERCHANGE



Proposed Tribal Trail Connector with an Interchange at WYO 22



AT-GRADE SIGNALIZED



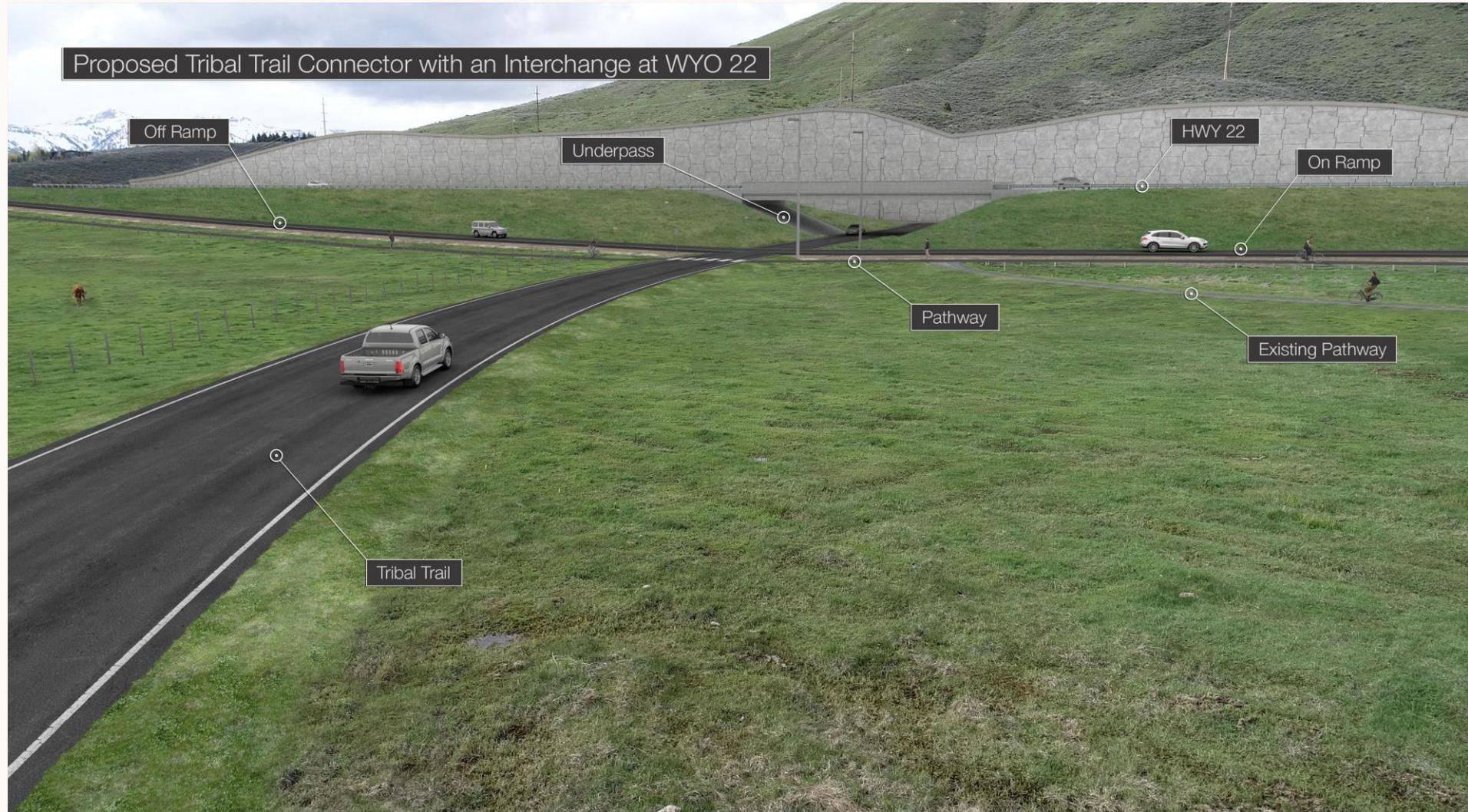
Proposed Tribal Trail Connector with an At-grade Signalized Intersection at WYO 22



INTERCHANGE



Proposed Tribal Trail Connector with an Interchange at WYO 22



AT-GRADE SIGNALIZED



Proposed Tribal Trail Connector with an At-grade Signalized Intersection at WYO 22



WHAT DOES THIS DO TO SURROUNDING ROADS?

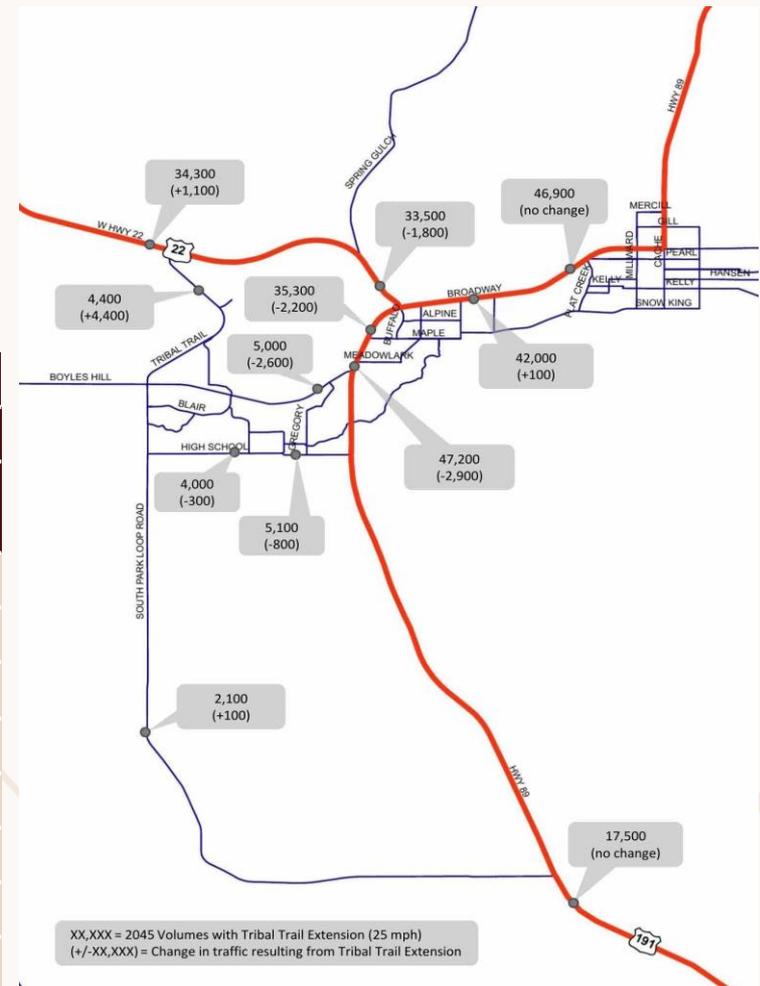


Results show that Tribal Trail Connector would:

- Mostly be used for local trips
 - » 90+% of trips have origins or destinations in the South Park neighborhoods (not cut-thru traffic) with low speed design
- Have a volume of approx. 3,000 - 4,400 vehicles per day

Changes to Surrounding Road Network

Road	Average Weekday Trips		
	Change	New Total	% Change
High School Rd. west end	-300	4,000	-7%
High School Rd. near Gregory	-800	5,100	-14%
SPLR near Middle School	-2,600	5,000	-34%
S Broadway at Car Corner	-2,900	47,200	-6%
Broadway just South of Y	-2,200	35,300	-6%
Hwy 22 west of Y	-1,800	33,500	-5%
Hwy 22 west of TTC	1,100	34,300	3%
SPLR near 3 Creek	100	2,100	5%



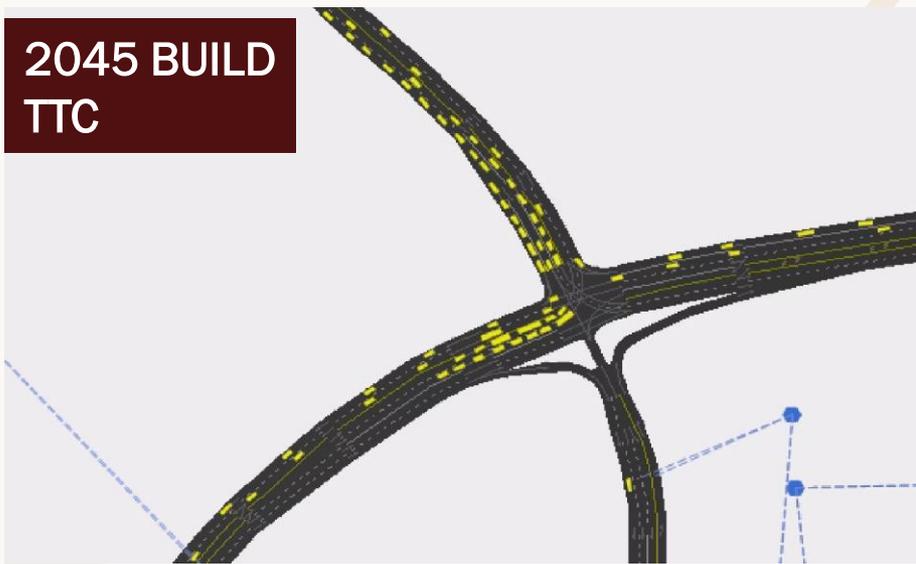
2045 Traffic Volumes with Tribal Trail Extension (25mph)

WHAT DOES THIS DO AT THE Y-INTERSECTION?

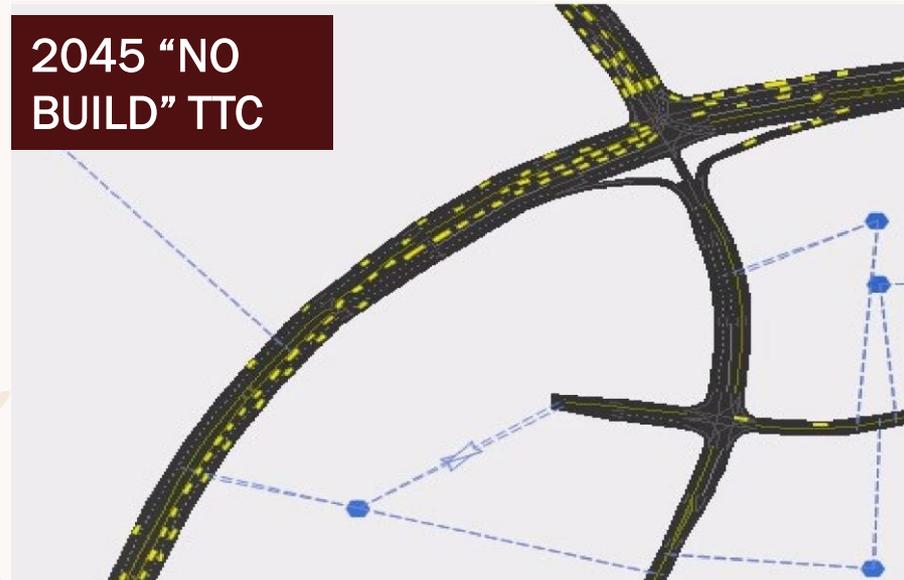


- Reduce right turn traffic from Hwy 22 to Broadway by 10-12% in the future AM and PM peak hours
- Reduce left turn traffic from Broadway to Hwy 22 by 15-20% in the future AM and PM peak hours

2045 BUILD TTC

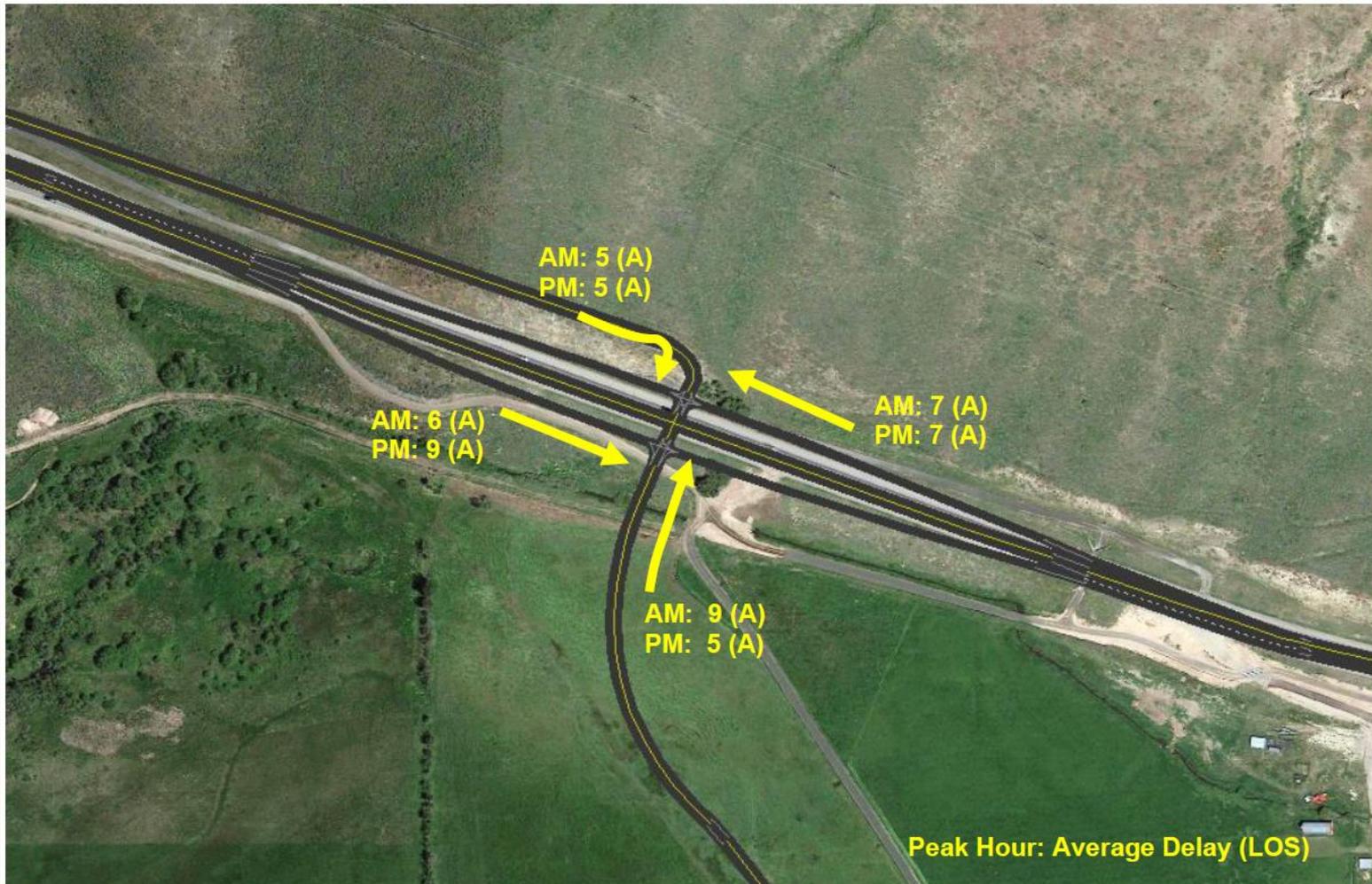


2045 "NO BUILD" TTC

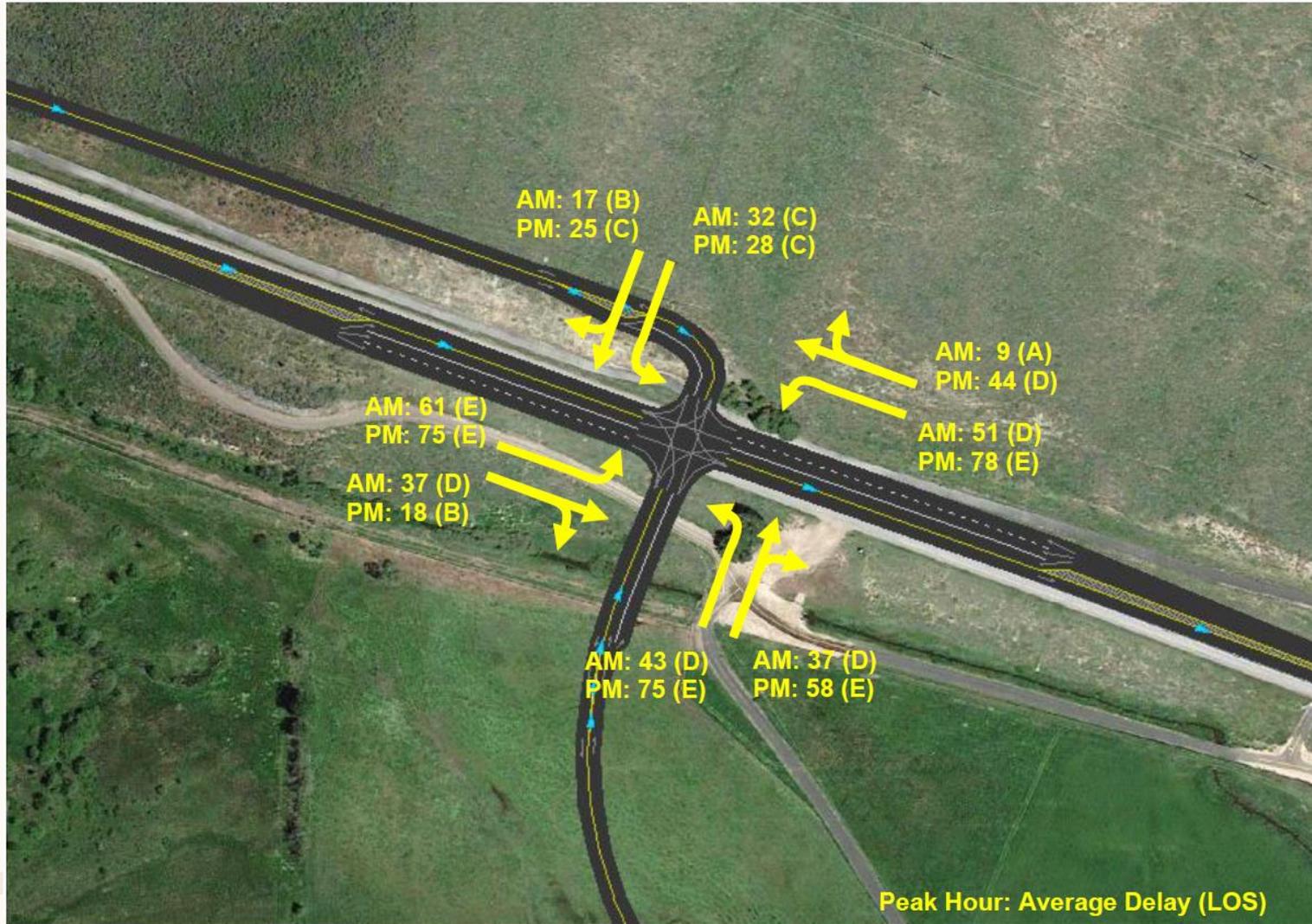


- Overall reduction of traffic through the intersection by approximately 6% with the Tribal Trail connector built
- While improvements in operations from the addition of Tribal Trail are notably better than the No Build conditions, the intersection is still expected to be congested.

INTERCHANGE 2030 LEVEL OF SERVICE



SIGNALIZED 2030 LEVEL OF SERVICE



FISCAL IMPACT

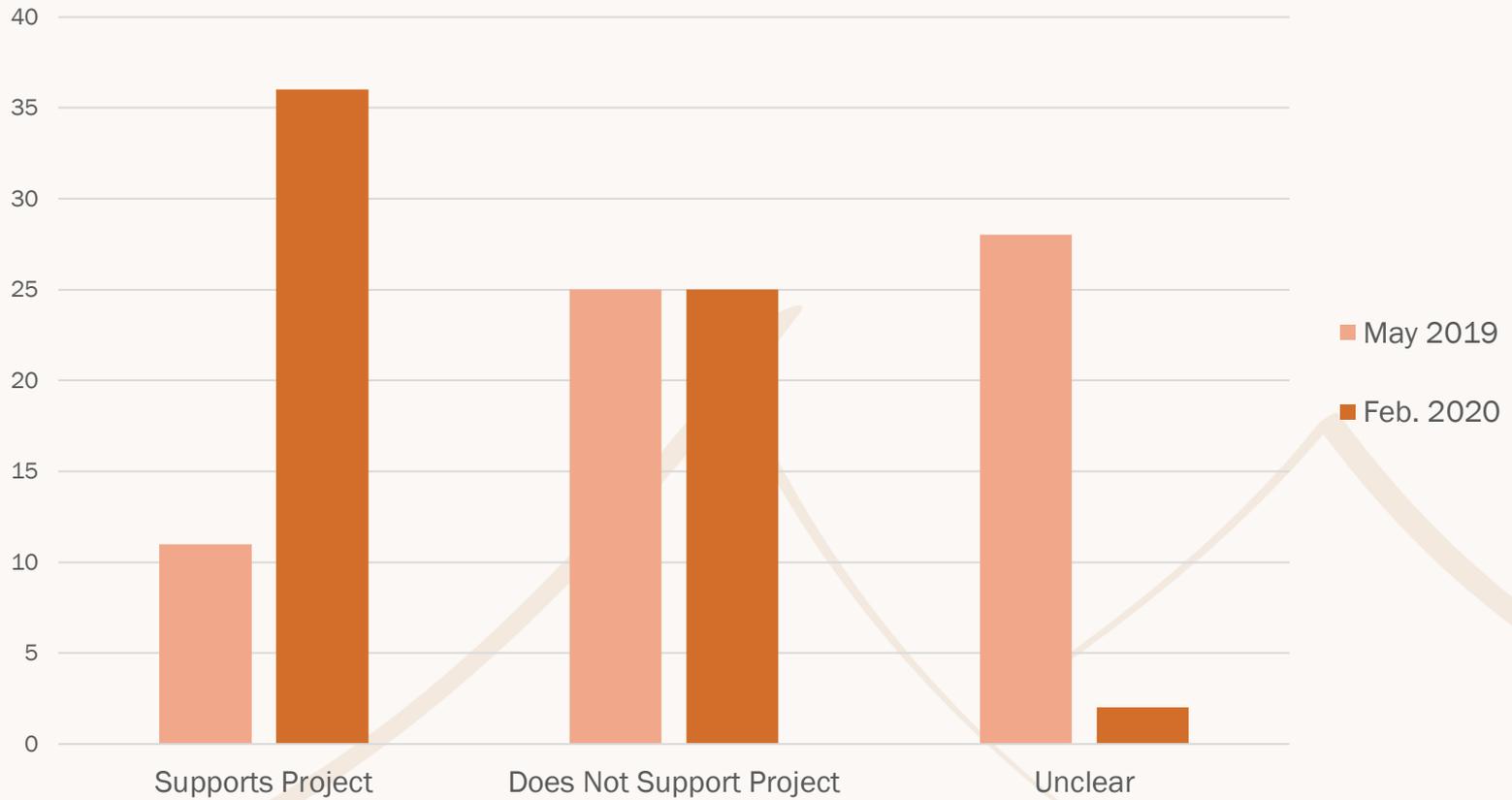


POSSIBLE FUNDING SOURCE	PROJECT SEGMENT	WY-22 ALTERNATIVES	
		INTERCHANGE W/UNDERPASS	SIGNAL
WYDOT	INSIDE WY-22	\$11,332,980	\$1,704,780
PRIVATE	INDIAN SPRINGS/COYOTE CANYON	\$3,655,800	\$3,570,750
COUNTY	NEW SEGMENT TRIBAL TRAIL	\$1,133,325	\$1,924,155
COUNTY	EXISTING TRIBAL TRAIL IMPROVEMENTS	\$1,289,045	\$1,289,045
	TOTALS	\$17,411,150	\$8,488,730
	COUNTY ROAD PORTION	\$2,422,370	\$3,213,200

25% contingency included

NOTE: 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

PUBLIC OUTREACH



CONCERNS & ACTIONS



Fast cut-through road

- Narrow design with traffic calming measures, 25 mph

Wetland Impact

- Indian Springs connector road eliminated to preserve wetlands
- Dismissed larger footprint boulevard style road for the new segment

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

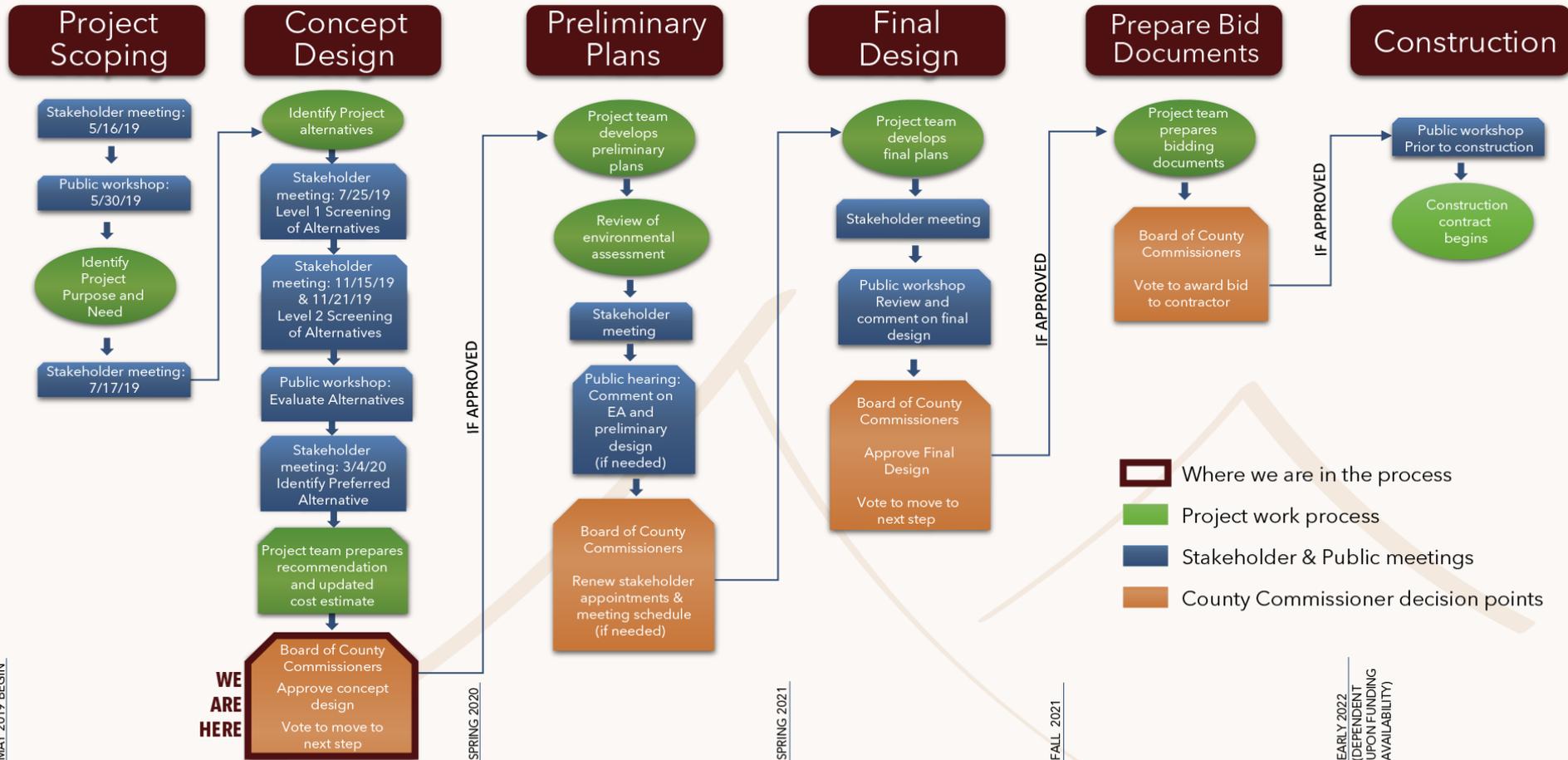
Safety for the children

- 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

WHERE ARE WE?



Estimated timeline (subject to change)

NEXT STEPS



- Commission meeting on May 19th or June 2nd to consider the continuation of this project
- If approved, next steps:
 - » Access review committee
 - » Continuation of NEPA
 - » Further evaluation of work
 - » Coordination on Indian Springs Ranch & Coyote Canyon Road intersection