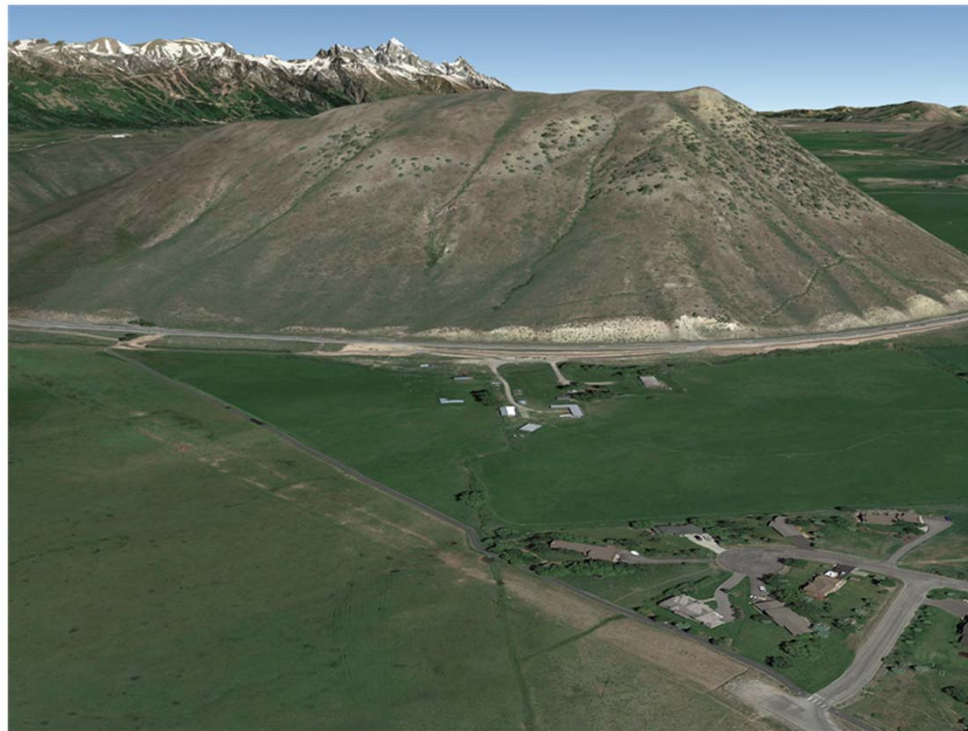




Stakeholder Committee Meeting #1

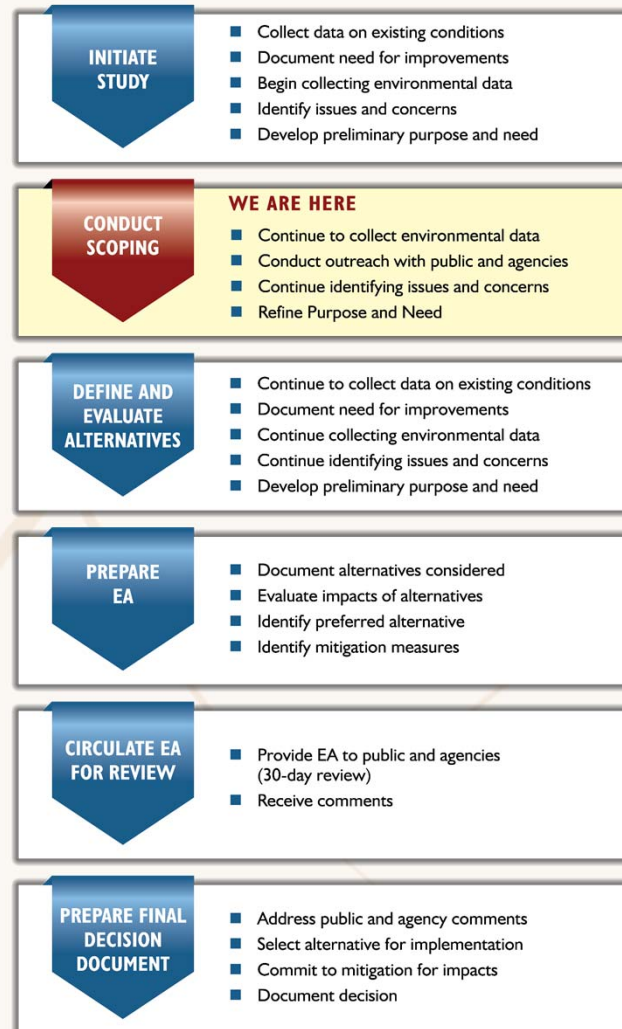
May 16, 2019



Environmental Process



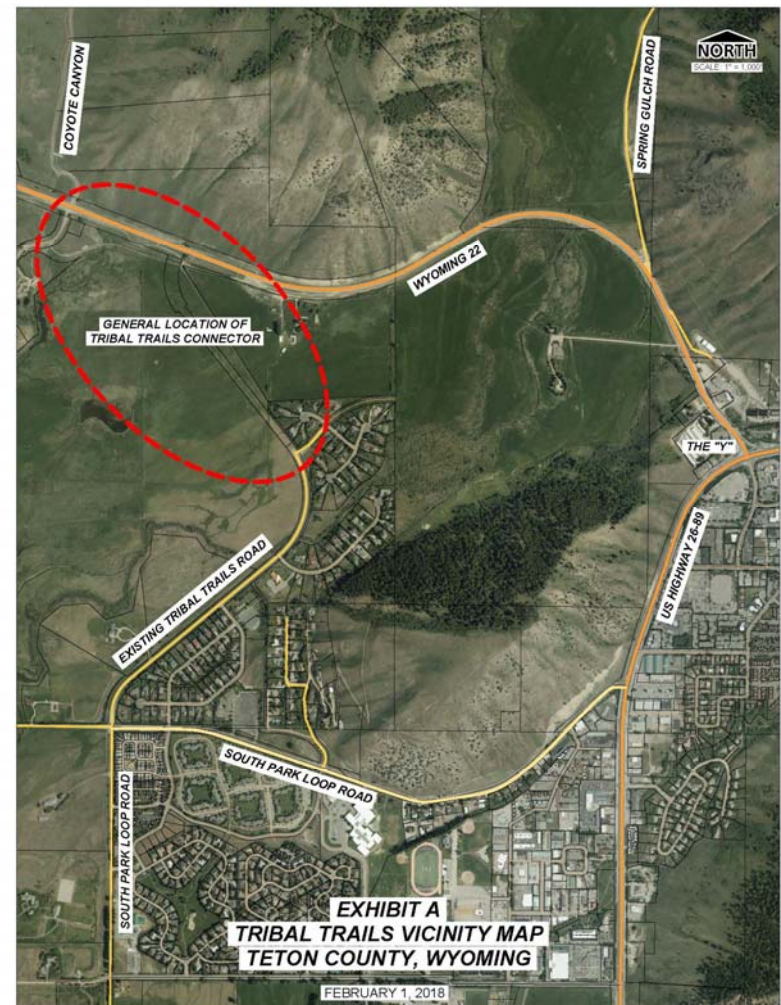
- An Environmental Assessment (EA) will be prepared in accordance with the National Environmental Policy Act (NEPA)



Purpose & Need



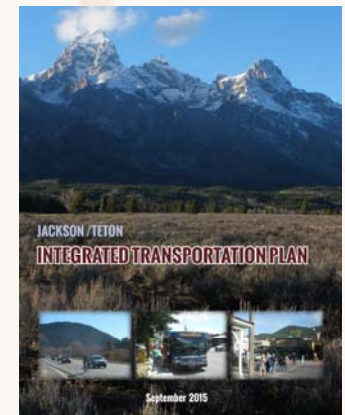
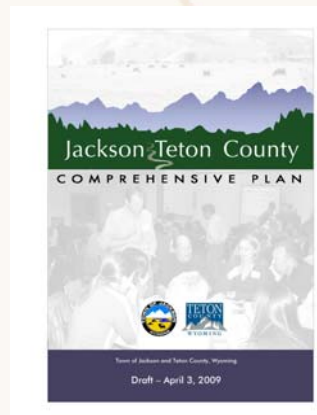
- Foundation of the alternatives process
- Used to develop and evaluate alternatives
- Not mode specific or partial to a specific solution



Planning Context



- County identified TT Connector in 1982 R/UDAT study
- Also included in the following studies:
 - » 1991 Teton County Transportation Plan
 - » 1992 Indian Springs Master Plan
 - » 2000 Teton County Transportation Plan
 - » 2009 Teton County Transportation Plan
 - » 2012 Jackson/Teton County Comprehensive Plan
 - » 2015 Integrated Transportation Plan (ITP)



Purpose & Need



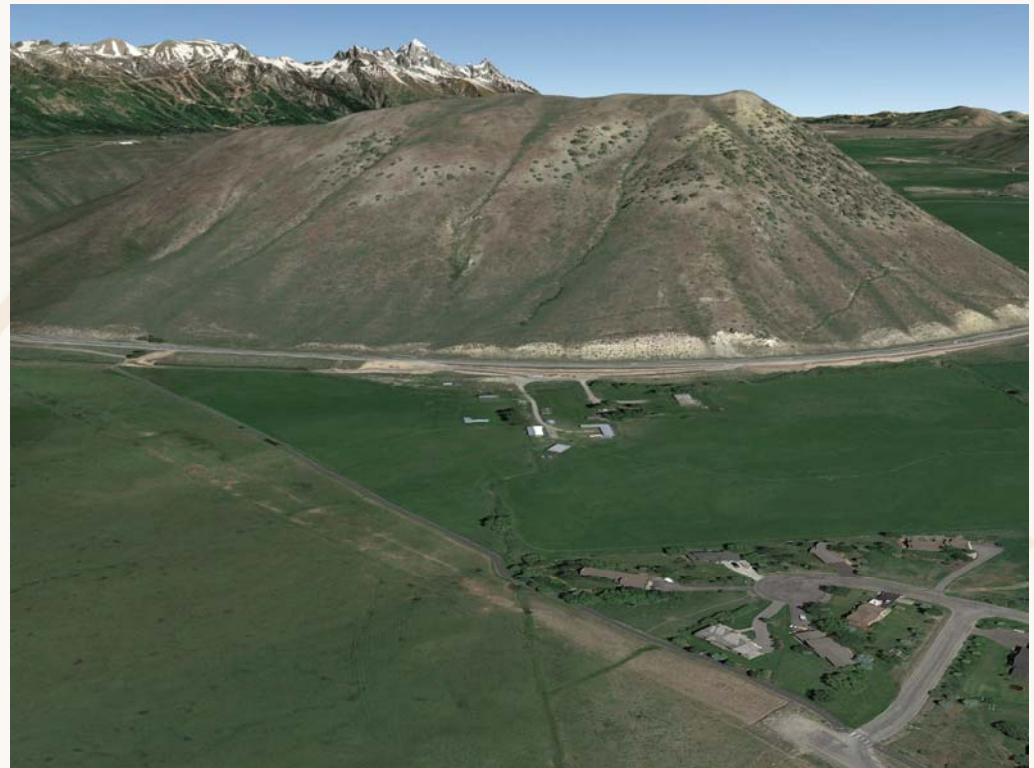
- Transportation improvements are required to address the following needs in the Study Area:
 - » provide travel redundancy
 - » reduce vehicle miles of travel (VMT) associated with circuitous routing of traffic
 - » reduce local trips through the Y intersection
 - » improve emergency response
 - » provide improved transit connections.



Provide Travel Redundancy



- Ability to provide multiple ways in or out of an area
- Accommodate unexpected conditions without failure
- Current network serving West Jackson and parts of Teton County lacks travel redundancy



Provide Travel Redundancy



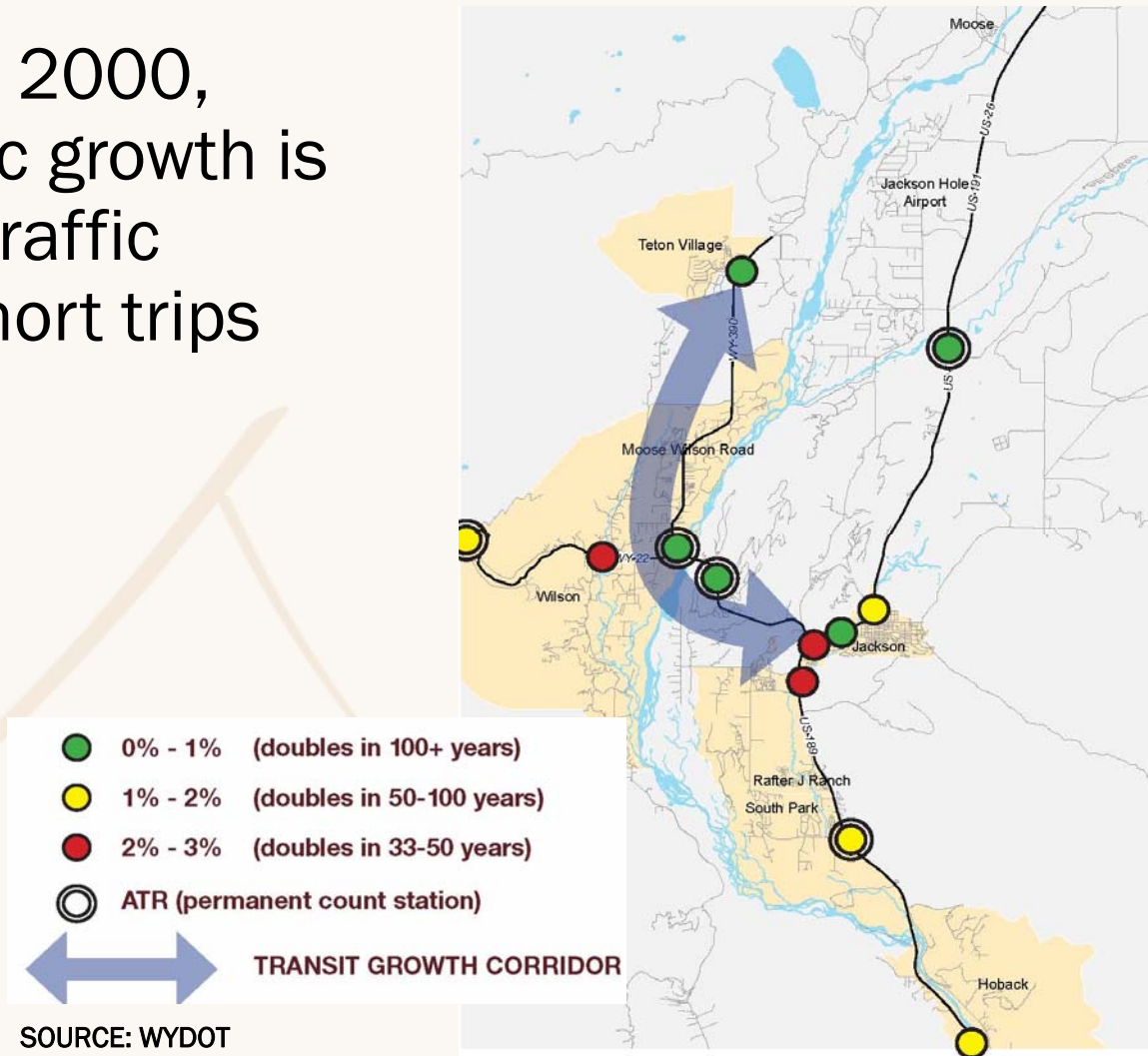
- The lack of redundancy may result in
 - » Longer travel time for motorists, including transit and emergency service providers, between US 26/89, WY-22, and the study area
 - » Lack of access increases likelihood of catastrophic occurrences due to natural and/or manmade incidents



Reduce VMT



- Per ITP, since year 2000, most County traffic growth is made up of local traffic associated with short trips



SOURCE: WYDOT

Reduce VMT Due to Indirect Routing of Traffic



- To manage traffic growth and reduce VMT, the ITP calls for:
 - » “more productive road and street capacity”
 - » “reducing the need to expand traffic capacity in the region’s most congested areas, including West Broadway and the “Y” Intersection.”



Reduce Local Trips Through Y Intersection



- Currently, only one route (WY-22) connects the communities of Wilson, Teton Village, and eastern Idaho to US-26/89
- The highways meet at a Y intersection
- US 89, as part of the National Highway System (NHS), is designated as important to the nation's economy, defense, and mobility
- Per ITP: reduce local trips through intersection by:
 - » using more direct travel routes and
 - » shifting automobile trips to other transportation modes such as transit, bicycle, and walking.

Improve Emergency Response



- Route redundancy would improve emergency evacuation and emergency service access
- Currently, the only route connecting Jackson to Wilson and other West Bank communities is through the Y intersection between US 26/89 and WY-22



Provide Improved Transit Connections



- **Comp Plan Principle 7.2:** “Create a safe, efficient, interconnected, multimodal transportation network.”
- **ITP desired policy scenario:** over five percent of daily trips made in Teton County (including Jackson) in 2013 will shift from single-occupant vehicle trips to walking, bicycling, and transit trips by 2035.
- Currently, START and school buses routed through Y.



Project Objectives



- Alternatives must meet the Purpose and Need
- Project objectives supplement the Purpose and Need and the alternatives screening process by helping to differentiate between alternatives.
- Project objectives are used to further identify
 - » which alternative best meet the needs,
 - » avoids and minimizes environmental impacts, and
 - » could realistically be implemented given constructability and funding constraints.



Project Objectives



- **Roadway Network Compatibility** – To provide network redundancy to reduce local trips through the Y intersection, and to minimize delays caused by maintenance operations and crashes on US-26/89 and WY-22. These events can isolate the Town from Teton Village, Wilson, and other West Bank areas.
- **Multimodal Function** – To provide more direct routing for START transit services and Teton County School District buses between South Park and the West Bank.

Project Objectives (cont.)



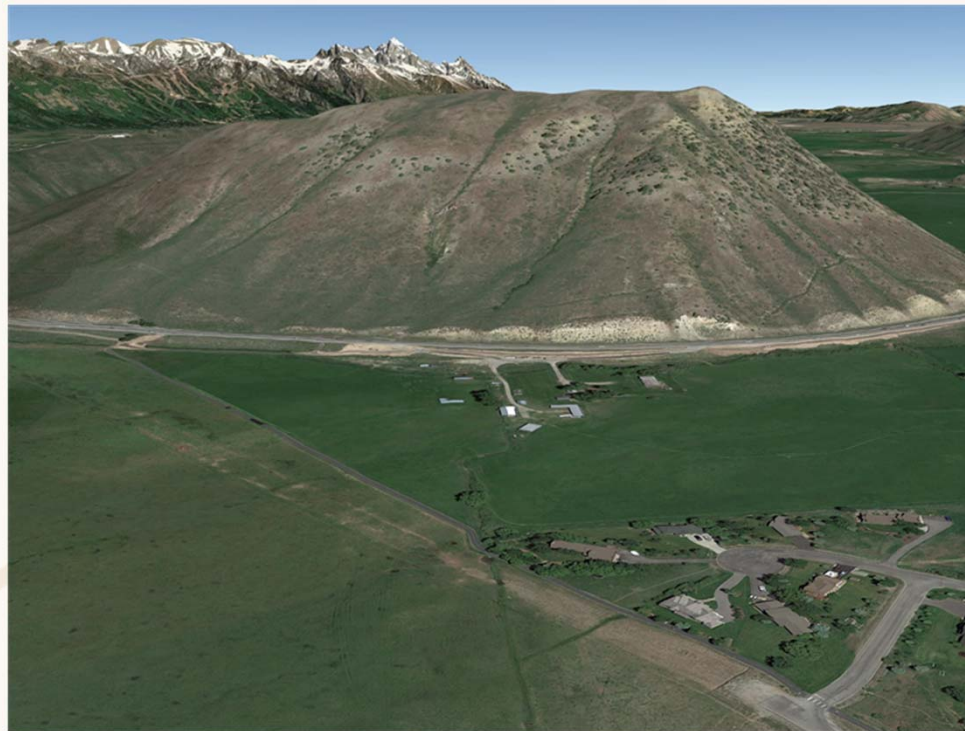
- **Safety** – To improve emergency vehicle access and provide route redundancy in and around West Jackson and South Park.
- **Environmental Protection** – To reduce VMT and vehicle emissions; avoid and minimize impacts to other environmental resources.
- **Cost Effectiveness** – To reduce vehicle miles travelled and thus reduce travel and costs for the community.

Tribal
Trail
CONNECTOR

Tribal
Trail
CONNECTOR

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Level 1 Screening



Purpose and Need Criteria

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 transit connections?

Level 1 Screening



Fatal Flaws

- Does the improvement have irresolvable environmental impacts?
- Does the improvement have exorbitant costs?
- Is the improvement constructible?
- Is the improvement part of the No Action Alternative?

Level 2 Screening



Purpose and Need Criteria

Relative ability of the alternative to:

- 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 transit connections
- Reduce local trips through the Y intersection

Level 2 Screening



Project Objectives Criteria

Relative ability of the alternative to:

- Minimize impacts to natural resources (e.g., wildlife, wetlands, scenic resources, water quality)
- Minimize impacts to the human environment (e.g., relocations, traffic noise, recreation, historic, air quality)
- Minimize private property impacts
- Provide more direct bus transit routing (for START and school district buses between South Park and the West Bank)
- Be cost effective, based on reduced travel costs for the community and ability to fit within funding constraints
- Be constructed, based on constructability constraints