



*Welcome*  
to the  
PUBLIC MEETING

**February 19, 2020 • 5:00 p.m. to 7:00 p.m.**



# PURPOSE OF MEETING



The purpose of tonight's meeting is to:

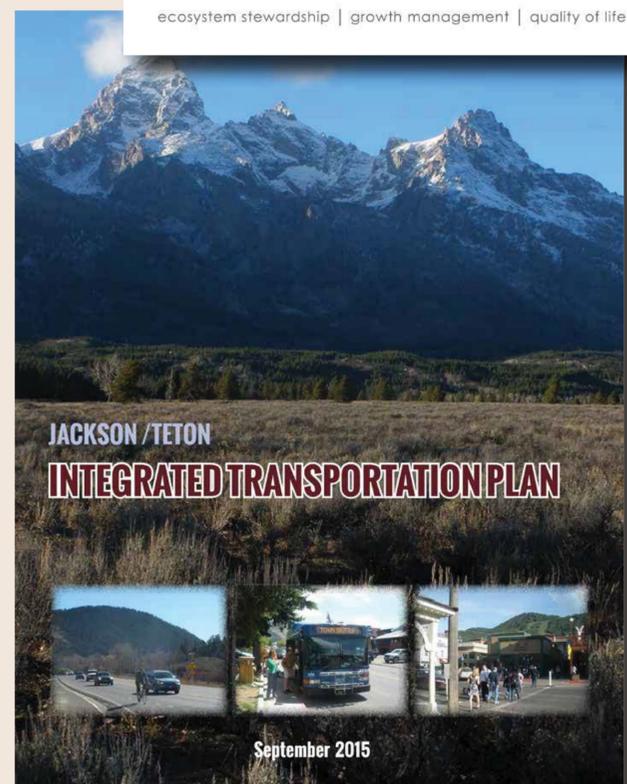
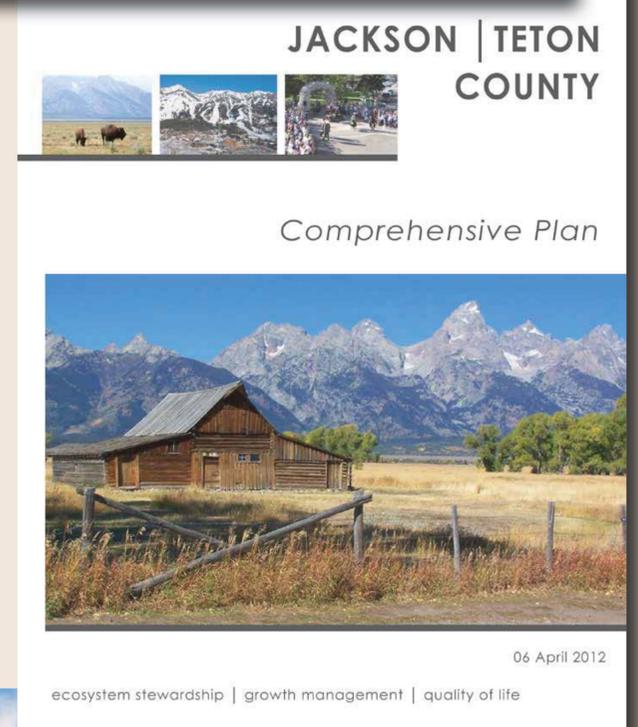
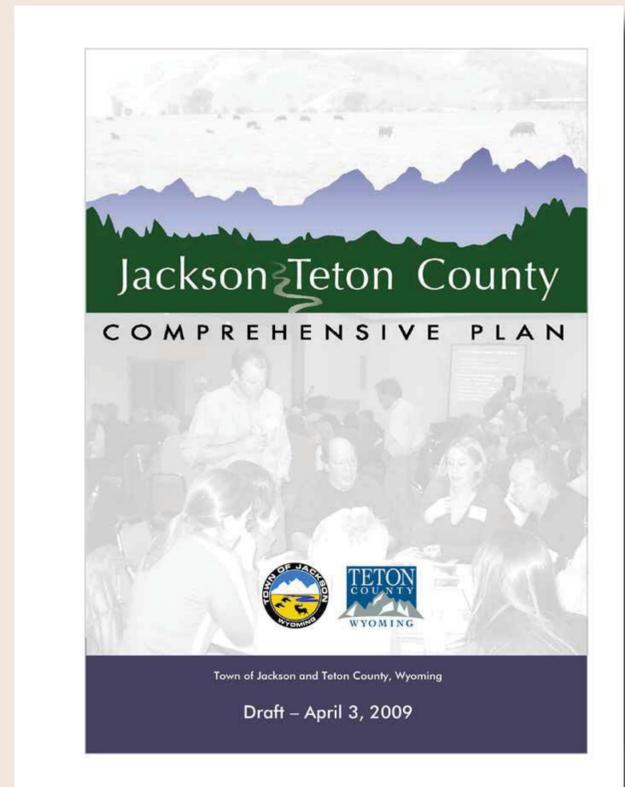
- Present background and history of the study
- Review the project Purpose and Need, and Objectives
- Present design alternatives
- Gather input from the public on the Study, design alternatives, and answer questions
- Present next steps



# PLANNING CONTEXT AND HISTORY



- County identified Tribal Trail Connector in 1982 Rural and Urban Design Assistance Team study
- Since, the project was included in the following studies:
  - » 1991 Teton County Transportation Plan
  - » 2000 Teton County Transportation Plan
  - » 2009 Teton County Transportation Plan
  - » 2012 Jackson/Teton County Comprehensive Plan
  - » 2015 Integrated Transportation Plan (ITP)  
<https://www.tetoncountywy.gov/725/Integrated-Transportation-Plan>
- In 1992, right-of-way for the road was granted to Teton County as part of Indian Springs Ranch Master Plan

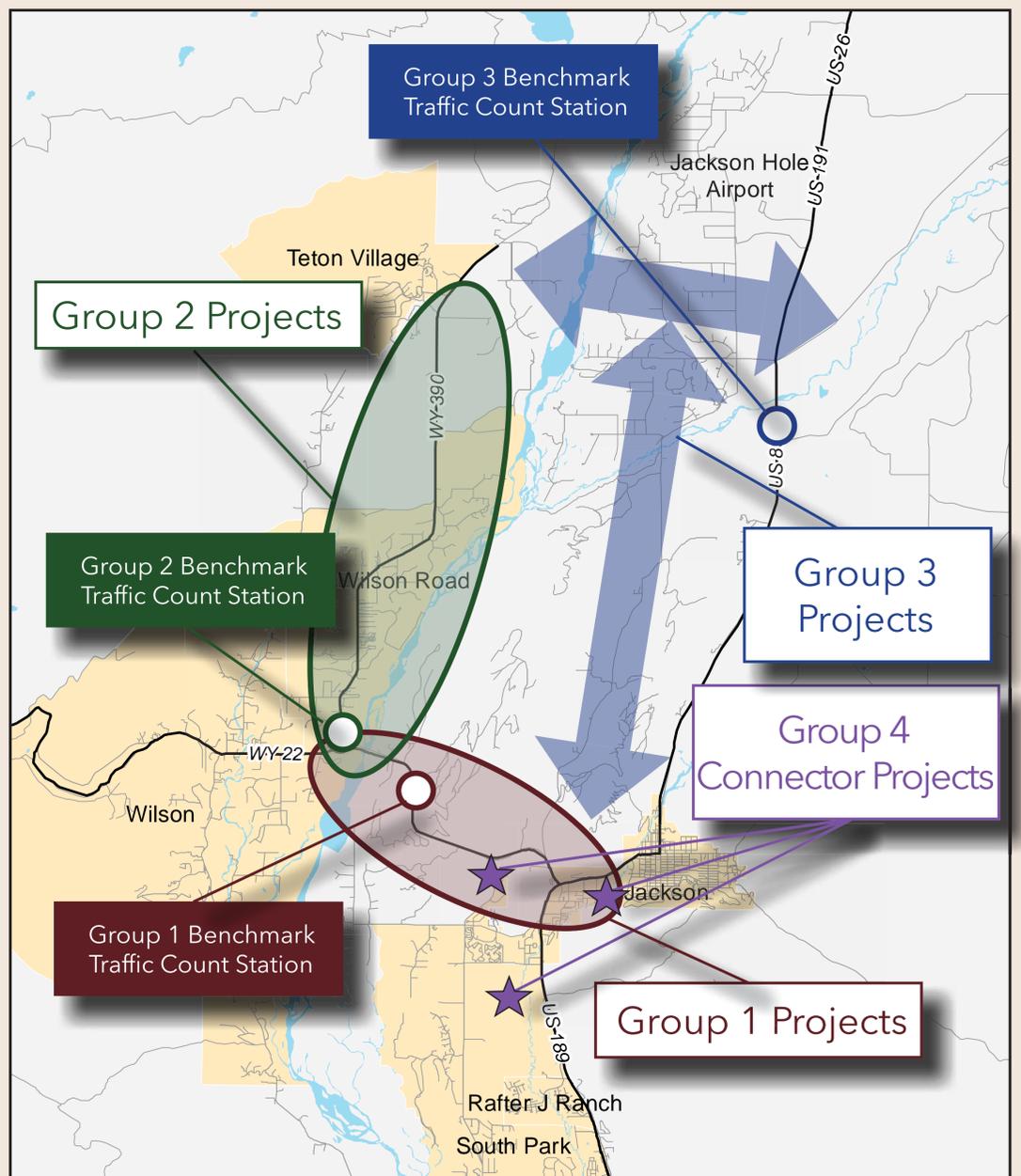


# MAJOR CAPITAL PROJECTS IDENTIFIED BY 2015 ITP



- The Tribal Trail Connector is one aspect of a larger 2015 Integrated Transportation Plan (ITP) to address the region's traffic congestion and multimodal connectivity issues.
- The ITP identified and grouped several major capital projects.
- Groups 1 and 2 includes projects that will jointly address the needs of the respective corridor.
- Group 3 lists several alternatives to be evaluated to address congestion on US-26 north of Jackson.
- Group 4 projects are high priority local connector projects.

**Major Capital Project Group Locations and Benchmark Traffic Count Stations from ITP**



## Major Capital Project Groups from ITP

Group 1 WY-22 (Jackson – WY-390)	Group 2 WY-390	Group 3 Regional Connections	Group 4 Key Local Connections
<ul style="list-style-type: none"> <li>• Multimodal Reconstruction of the “Y” Intersection: (Interim Project Completed)</li> <li>• Tribal Trails Connector</li> <li>• WY-22 Multi-Lane &amp; Multimodal Improvements</li> <li>• WY-22 Pathway (Wilson – Jackson): (Near Completion)</li> <li>• Multimodal Reconstruction of the Intersection of Spring Gulch and WY-22</li> <li>• Wildlife Permeability (from PEL Study): (In Progress)</li> </ul>	<ul style="list-style-type: none"> <li>• WY-390 Multimodal Improvements (WY-22 – Teton Village)</li> <li>• Multimodal Reconstruction of the Intersection of WY-390 and WY-22</li> <li>• Wildlife Permeability (from PEL Study): (In Progress)</li> <li>• Bus Rapid Transit (Jackson - Teton Village)</li> </ul>	<ul style="list-style-type: none"> <li>• Pave and Upgrade Spring Gulch Road</li> <li>• Fixed-Guideway Transit</li> <li>• New North Network Connector</li> </ul>	<ul style="list-style-type: none"> <li>• Tribal Trails Connector (also in Group 1)</li> <li>• East-West Connector</li> <li>• Maple Way - Snow King Corridor</li> </ul>

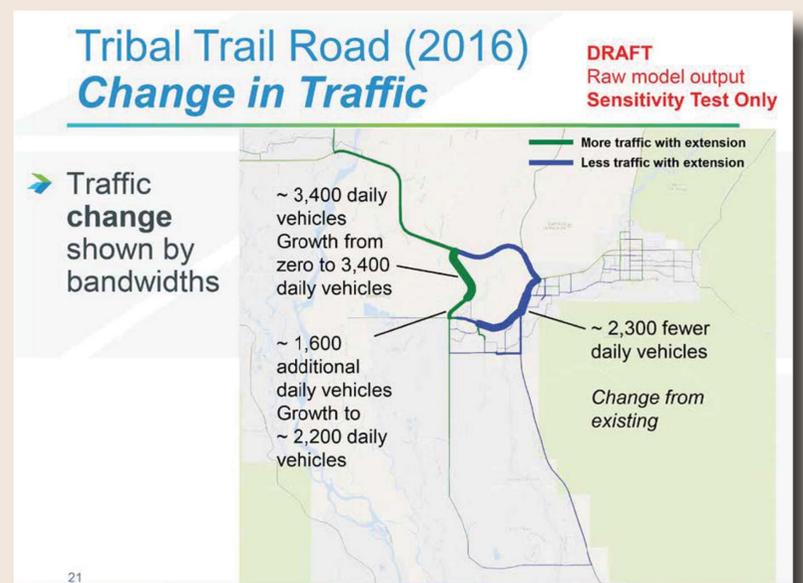


# RELATED STUDIES



## Jackson/Teton County Travel Demand Model (aka Traffic Model)

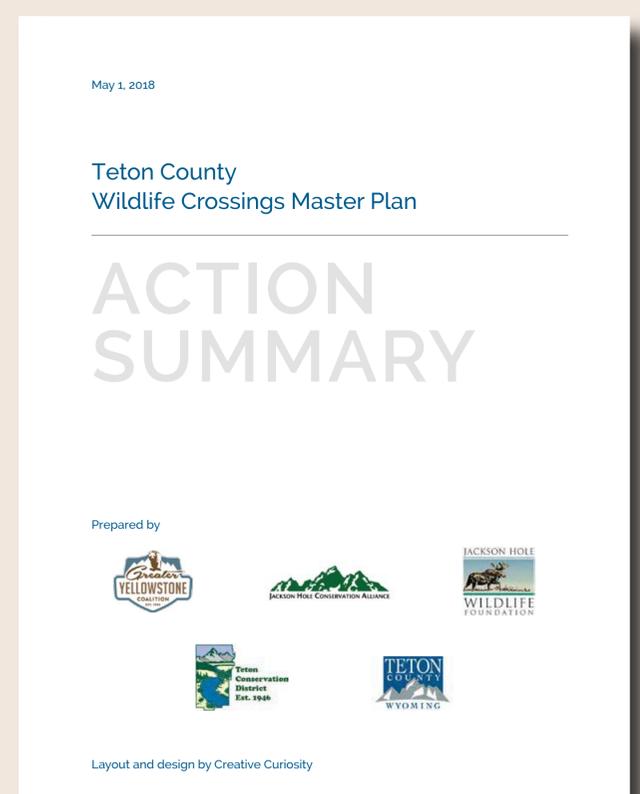
- Travel demand model development completed in January 2019.
- Model allows for testing of various current and future year travel scenarios—helps in planning for transportation improvements.
- Tool will be used significantly in this study.
- Second phase, currently under development, involves developing micro-simulations of intersections throughout the valley based on traffic counts and travel times. This will be used to evaluate intersection options related to this study for both summer and winter season scenarios.



Excerpt from January 2019 Traffic Model presentation

## Wildlife Crossings Master Plan

- In 2018, Teton County and its partners completed the crossings plan. See <http://www.tetonwyo.org/1639/Wildlife-Crossings>
- As follow-up to the recommendations in the plan, Teton County and WYDOT are evaluating a wildlife crossing of WYO 22 in between North Bar Y Road and Coyote Canyon Road/Indian Springs Drive



# PROJECT CHARTER AND STAKEHOLDER COMMITTEE



- Per ITP\*, major capital studys are to be guided by a Project Charter.
- Tribal Trail Connector Charter approved by the County Commissioners in Fall 2018, which directed staff to conduct a public, stakeholder and environmental process to provide the Commissioners, for their consideration, with a design alternative that meets Project Purpose and Need.
- Charter calls for formation of Stakeholder Advisory Committee to:
  - » provide perspective from various constituencies to inform the project development process,
  - » review and comment on pending decisions and actions, and
  - » provide an additional avenue of communication to the community about the study.
- Stakeholder Committee convened on May 16, 2019. Community needs and project objectives reviewed--and revised--based on Committee input.



\*2015 Integrated Transportation Plan

# COMMUNITY NEED: TRAVEL REDUNDANCY



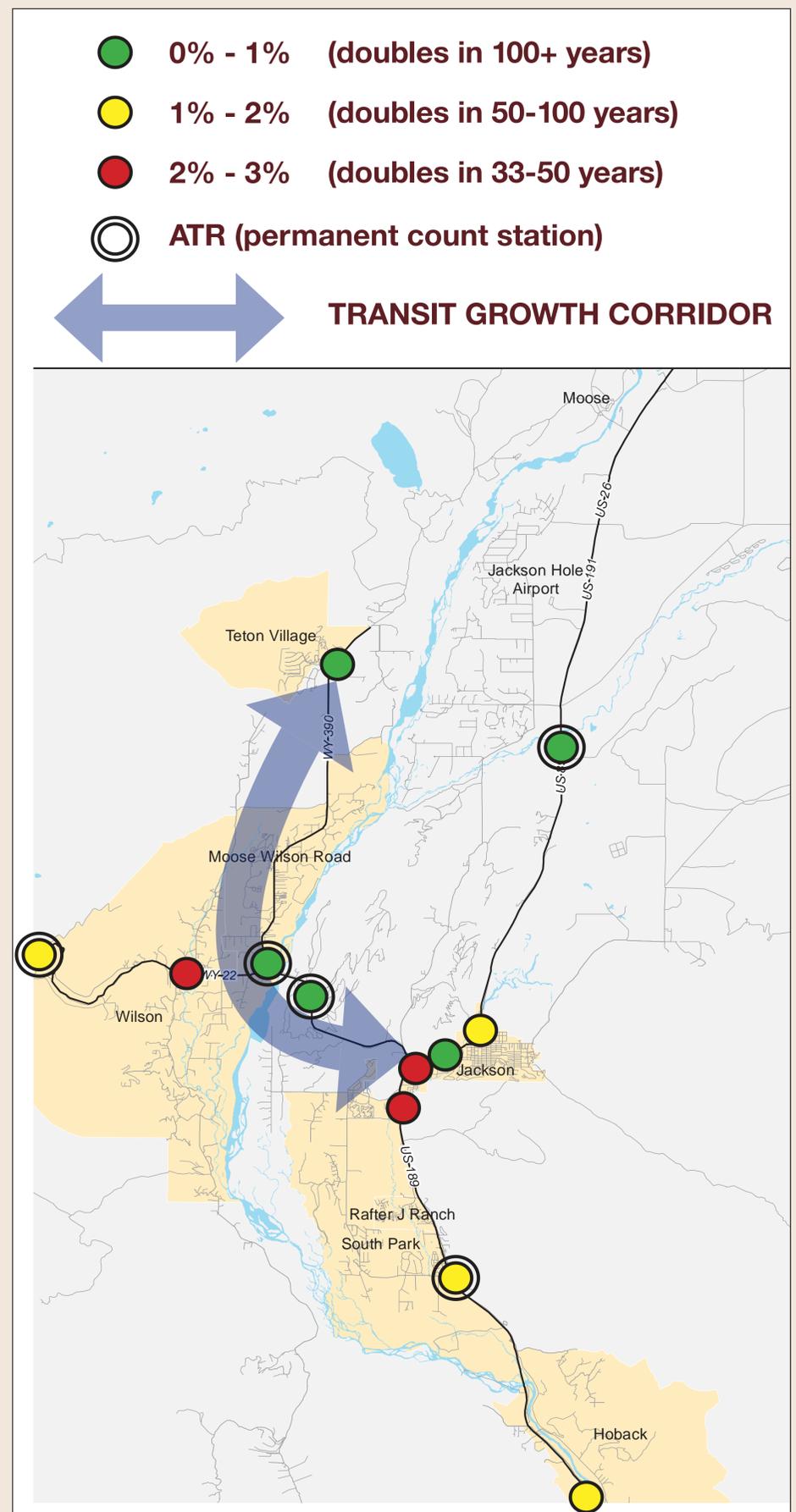
- Travel redundancy refers to ability to provide multiple ways in or out of an area
- Currently, our community is served and divided by a single intersection - the Y. This lack of redundancy results in:
  - » Increased likelihood of catastrophic occurrences due to natural and/or manmade incidents
  - » Longer travel time for motorists, including transit and emergency service providers, between US 26/89, WY-22, and the study area



# COMMUNITY NEED: REDUCE VEHICLE MILES TRAVELLED (VMT)



- Per 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 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.”
- Providing more direct travel routes will reduce circuitous travel for School District and START buses, and for private trips to/from schools and school activities.



Source: WYDOT



\*2015 Integrated Transportation Plan

# COMMUNITY NEED: 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
- ITP\* calls for reducing local trips through intersection by:
  - » using more direct travel routes and
  - » shifting automobile trips to other transportation modes such as transit, bicycle, and walking.

\*2015 Integrated Transportation Plan



# COMMUNITY NEED: IMPROVE EMERGENCY RESPONSE



- Route redundancy would improve emergency evacuation and emergency service access
- Currently, the only route connecting Jackson to Wilson and Teton Village, is through the Y intersection between US 26/89 and WY-22
- A 2019 survey of 11 states, conducted by the Arizona Republic and USA Today, ranked Jackson 1347 of 1350 for evacuation, with only three communities ranking worse

# COMMUNITY NEED: PROVIDE IMPROVED MULTI-MODAL CONNECTIONS



- 2012 Jackson/Teton County Comprehensive 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/vans routed through Y.



# PROJECT OBJECTIVES



The Project Charter identified these Project Objectives to supplement the Study Needs:

- Roadway Network Compatibility
- Multimodal Function
- Safety
- Environmental Protection
- Cost Effectiveness

Stakeholder input was used to refine the Project Objectives into the criteria used for evaluating the alternatives:

- Minimizing environmental impacts (e.g. wetlands, wildlife, visual)
- Minimizing private property impacts
- Constructibility
- Maintenance, particularly for snow removal and storage



# ENVIRONMENTAL PROCESS



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

## INITIATE STUDY

- Collect data on existing conditions
- Document need for improvements
- Begin collecting environmental data
- Identify issues and concerns
- Develop preliminary purpose and need

## CONDUCT SCOPING

- Continue to collect environmental data
- Conduct outreach with public and agencies
- Continue identifying issues and concerns
- Refine Purpose and Need

## DEFINE AND EVALUATE ALTERNATIVES

### **WE ARE HERE**

- Continue to collect data on existing conditions
- Document need for improvements
- Continue collecting environmental data
- Continue identifying issues and concerns

## PREPARE EA

- Document alternatives considered
- Evaluate impacts of alternatives
- Identify preferred alternative
- Identify mitigation measures

## CIRCULATE EA FOR REVIEW

- Provide EA to public and agencies (30-day review)
- Receive comments

## PREPARE FINAL DECISION DOCUMENT

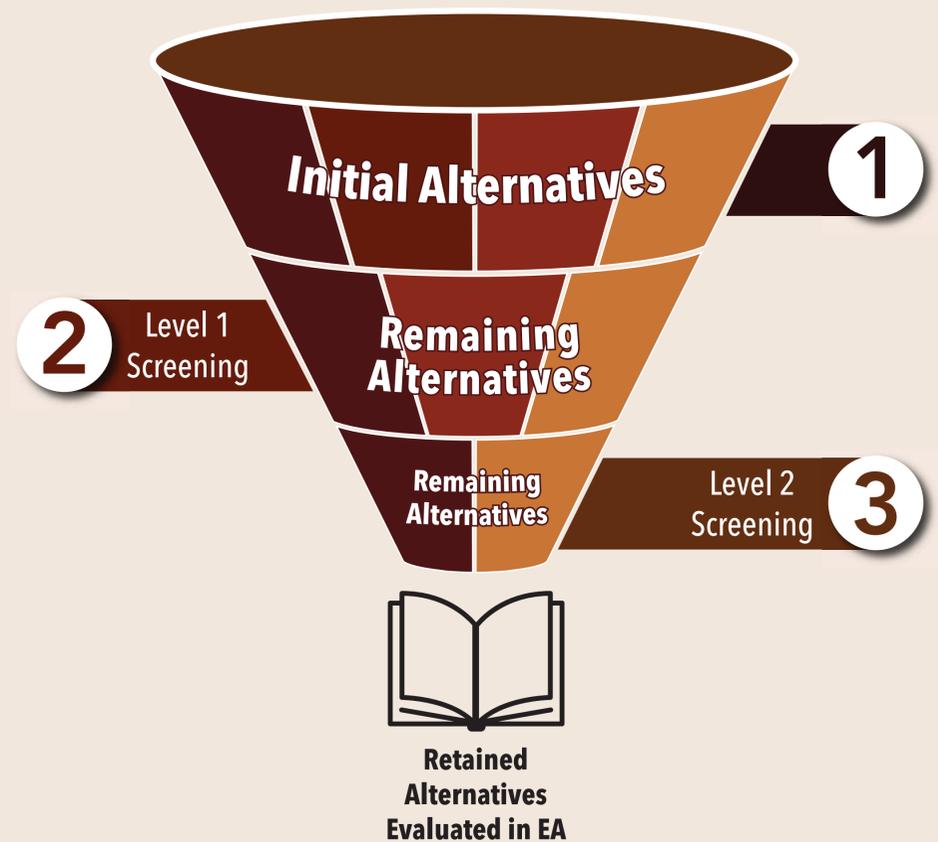
- Address public and agency comments
- Select alternative for implementation
- Commit to mitigation for impacts
- Document decision

# ALTERNATIVES PROCESS



Alternatives evaluation process set up early in coordination with the Stakeholder Advisory Committee.

- Evaluation consists of two tiers.
- Criteria based on the Study's Purpose and Need, Objectives, and community values (e.g. minimizing impacts).



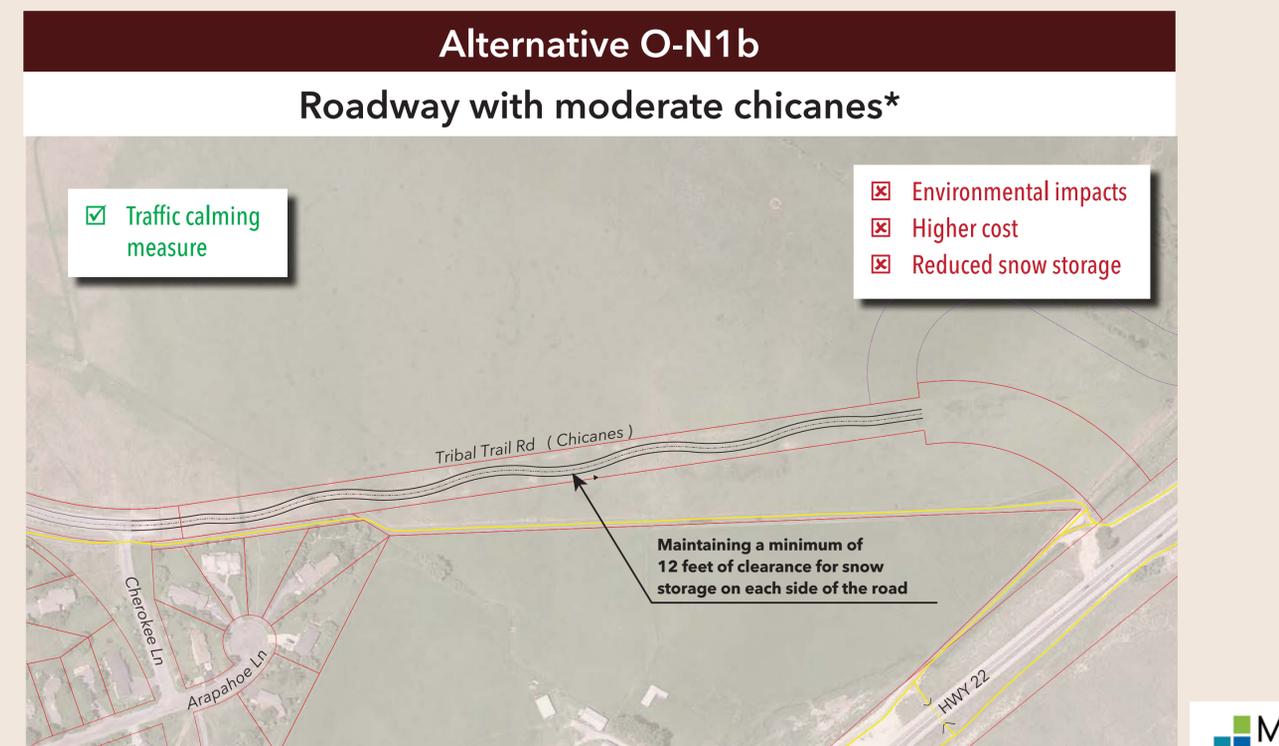
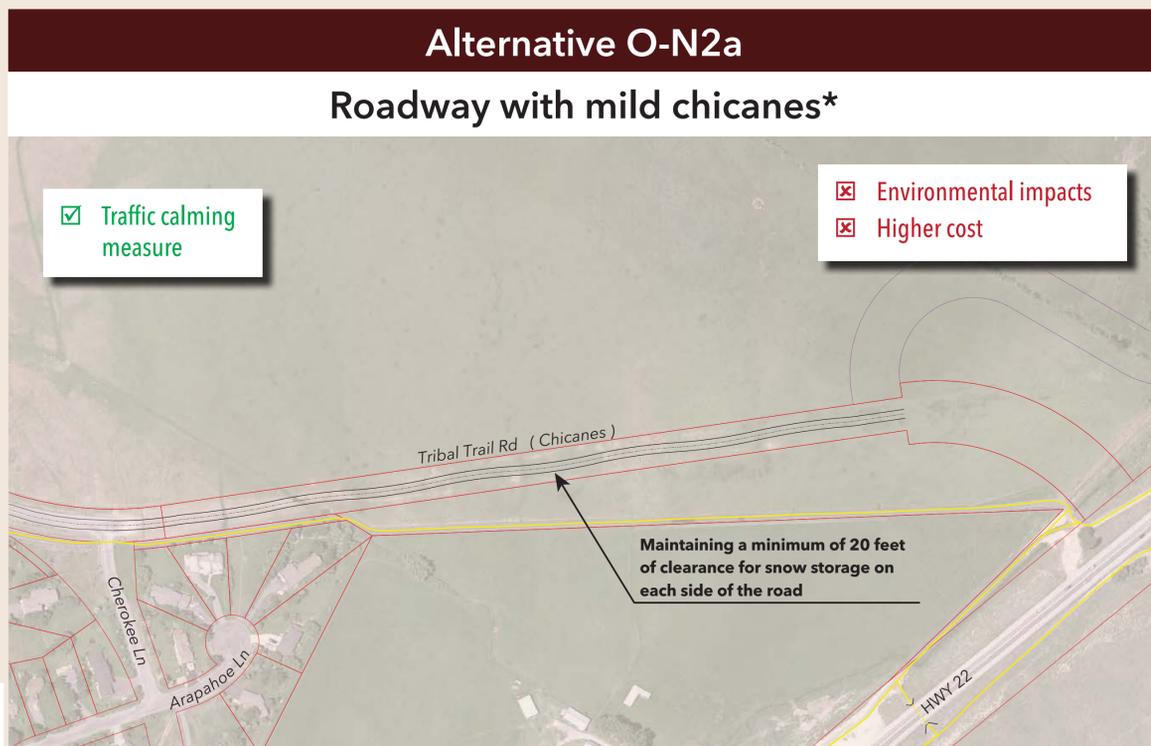
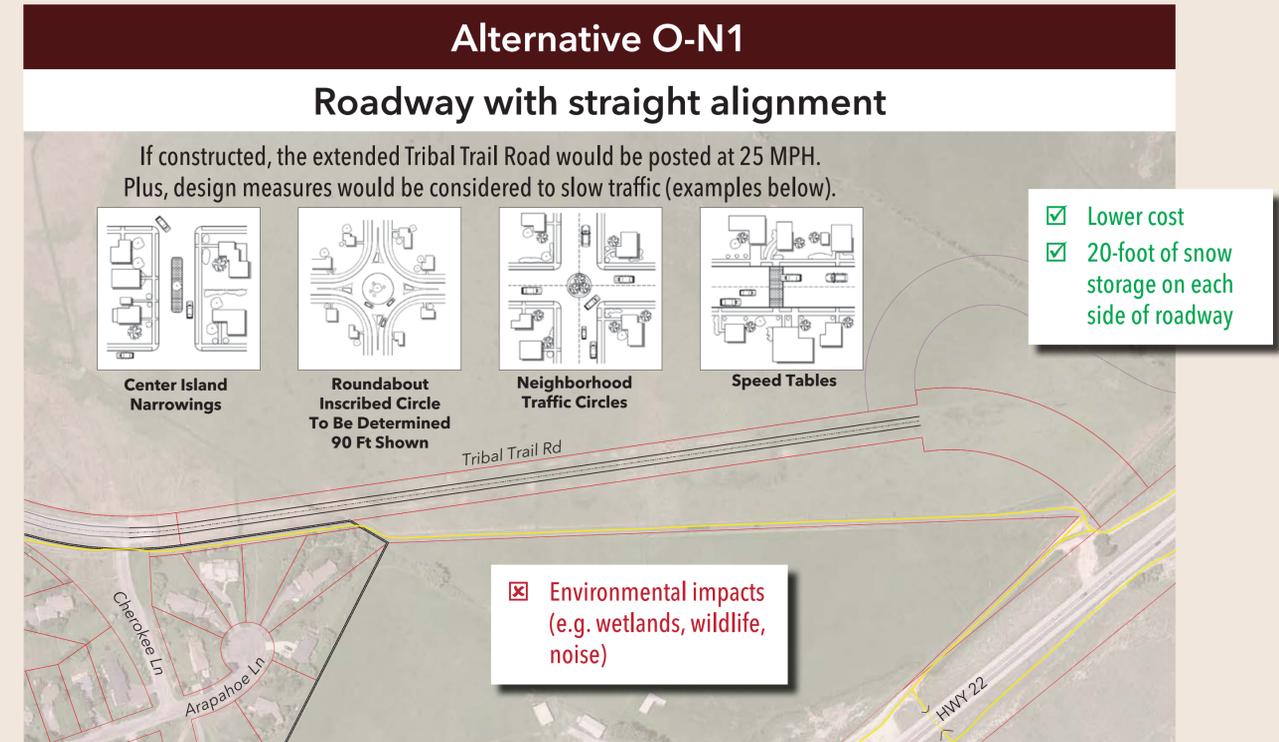
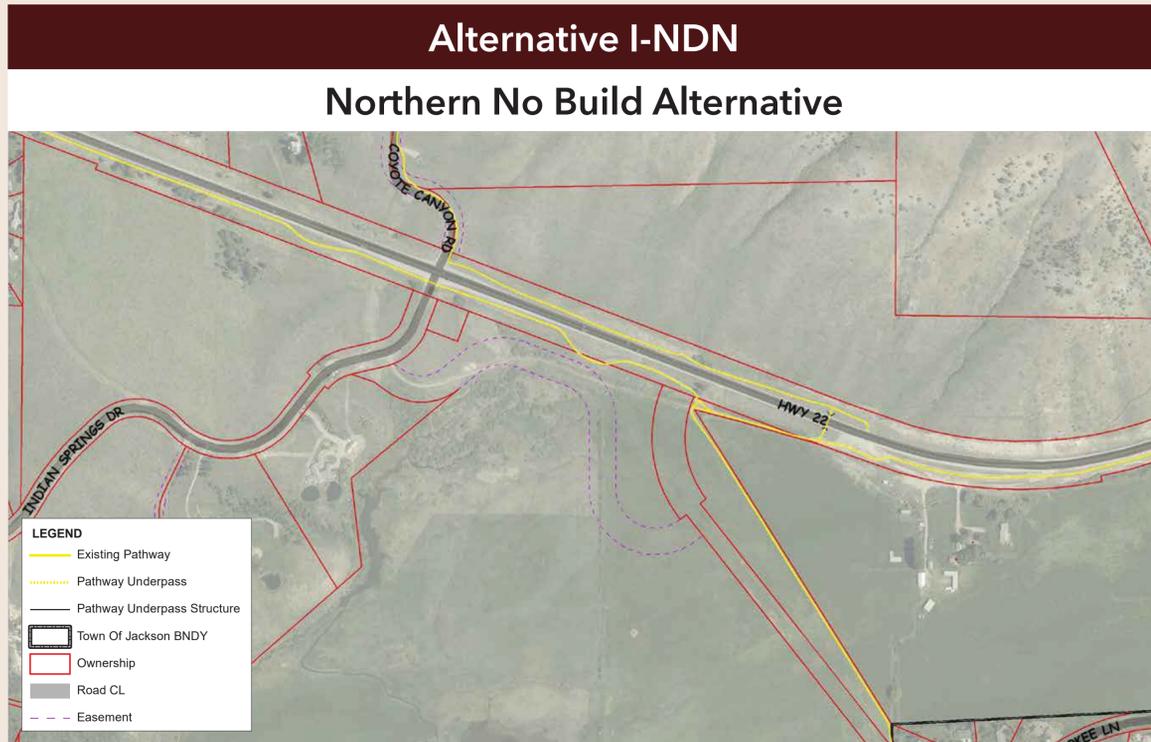
## Level 1 Screening

- Used to evaluate whether alternative meets:
  - » the Purpose and Need; or
  - » has a fatal flaw (e.g. irresolvable environmental impacts, not constructible).
- 32 initial alternatives evaluated
- 15 screened out, mostly due to:
  - » not meeting the Purpose and Need;
  - » potential impacts to highly sensitive (fen) wetland; and
  - » not constructible due to physical and legal constraints.

## Level 2 Screening

- Compares how well alternatives meet Purpose and Need and Study Objectives while balancing environmental effect.
- Alternatives that perform the best based on the Level 2 screening criteria are fully evaluated in the Environmental Assessment along with the No-Build Alternative.
- 17 alternatives evaluated; 5 dismissed due to low ratings.
- 12 recommended for public comment.

# ALTERNATIVES



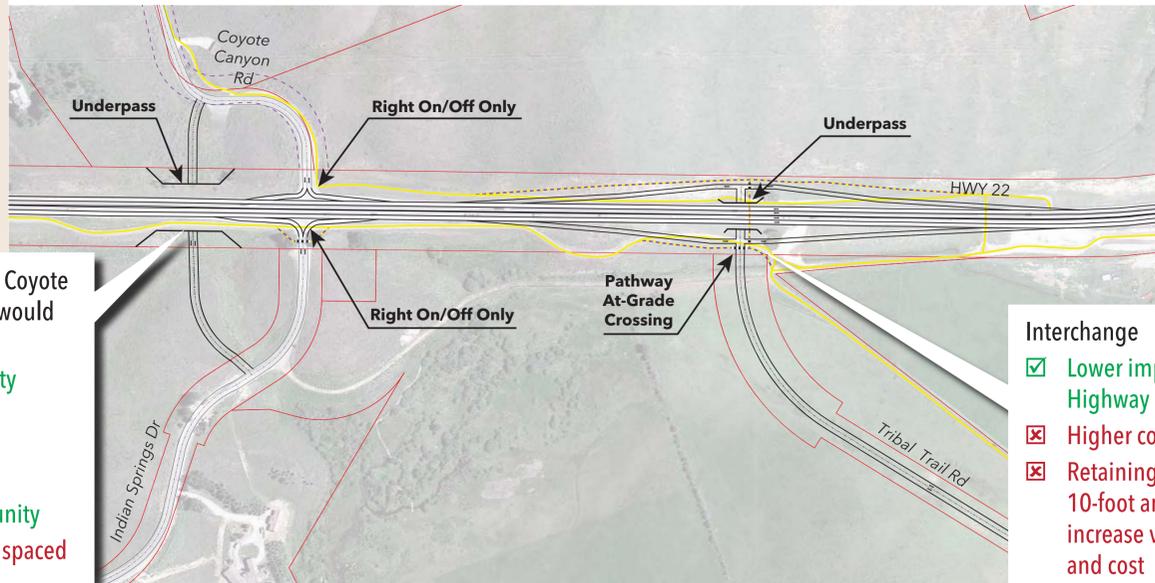
\*A chicane is a series of alternating curves intended to slow travel speeds

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# ALTERNATIVES

## Alternative I-N2a

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

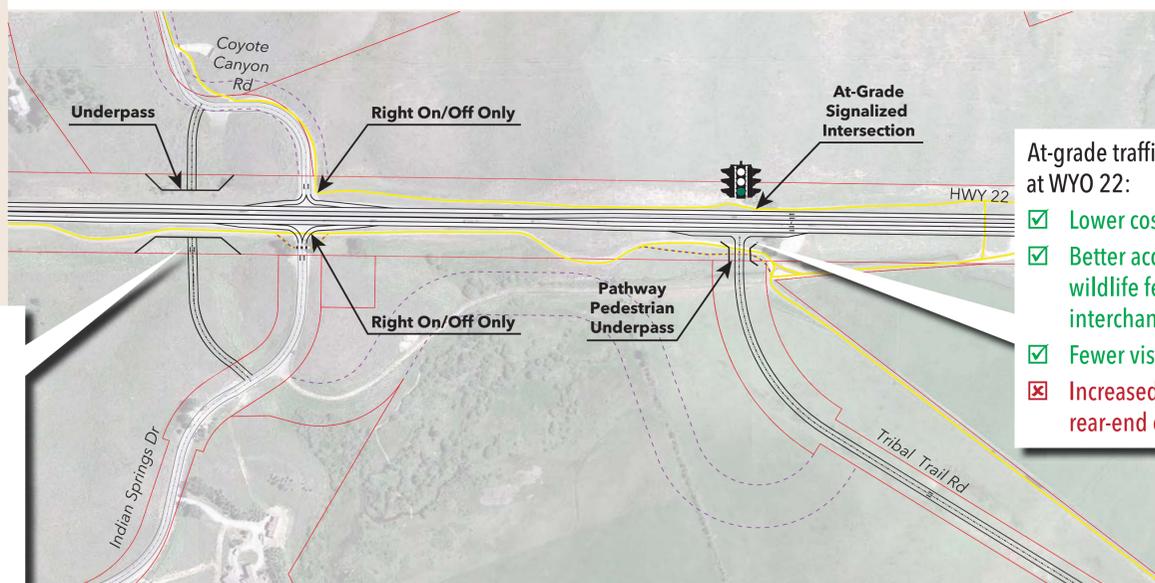


- Indian Springs Drive and Coyote Canyon Road underpass would provide:
- Improved traffic safety and operations
  - Wildlife connectivity potential
  - Cost sharing opportunity
  - Intersections closely spaced

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

## Alternative I-N2b

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

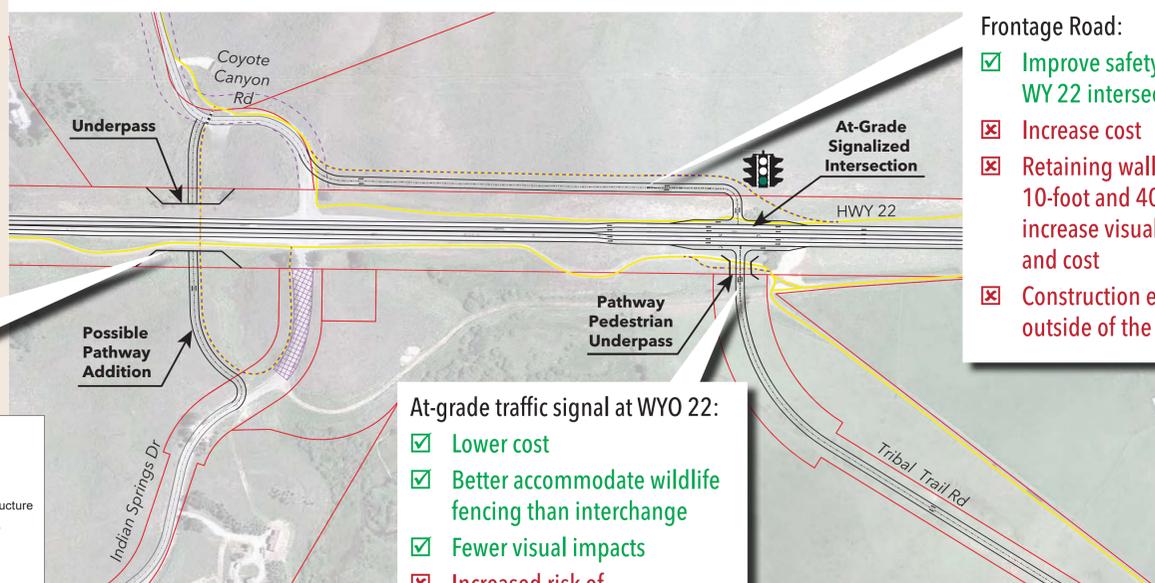


- Indian Springs Drive and Coyote Canyon Road underpass would provide:
- Improved traffic safety and operations
  - Wildlife connectivity potential
  - Cost sharing opportunity
  - Intersections closely spaced

- At-grade traffic signal at WYO 22:
- Lower cost
  - Better accommodate wildlife fencing than interchange
  - Fewer visual impacts
  - Increased risk of rear-end collisions

## Alternative I-N6c

### Intersection with frontage road connecting Tribal Trail Road to Coyote Canyon Road and the underpass



- Indian Springs Drive and Coyote Canyon Road underpass would provide:
- Improved traffic safety and operations
  - Wildlife connectivity potential
  - Cost sharing opportunity

- Frontage Road:
- Improve safety at WY 22 intersections
  - Increase cost
  - Retaining walls (between 10-foot and 40-foot) would increase visual impacts and cost
  - Construction extends outside of the existing ROW

- At-grade traffic signal at WYO 22:
- Lower cost
  - Better accommodate wildlife fencing than interchange
  - Fewer visual impacts
  - Increased risk of rear-end collisions

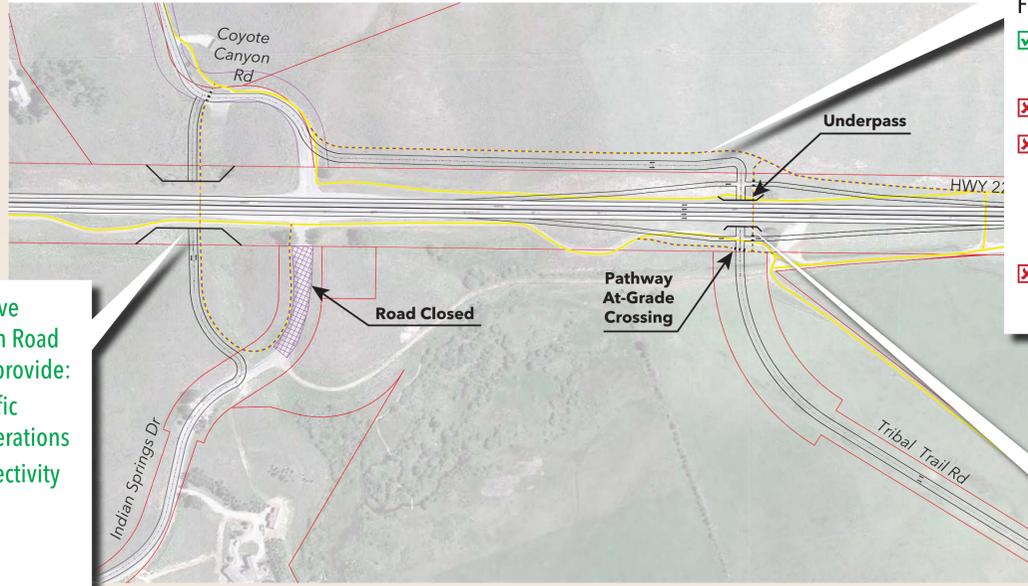
**LEGEND**

- Existing Pathway
- - - Pathway Underpass
- Pathway Underpass Structure
- Town Of Jackson BNDY
- Ownership
- Road CL
- Easement

# ALTERNATIVES

## Alternative I-N9a

### Interchange with frontage road connecting Tribal Trail Road to Coyote Canyon Road



Indian Springs Drive and Coyote Canyon Road underpass would provide:

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

Frontage Road:

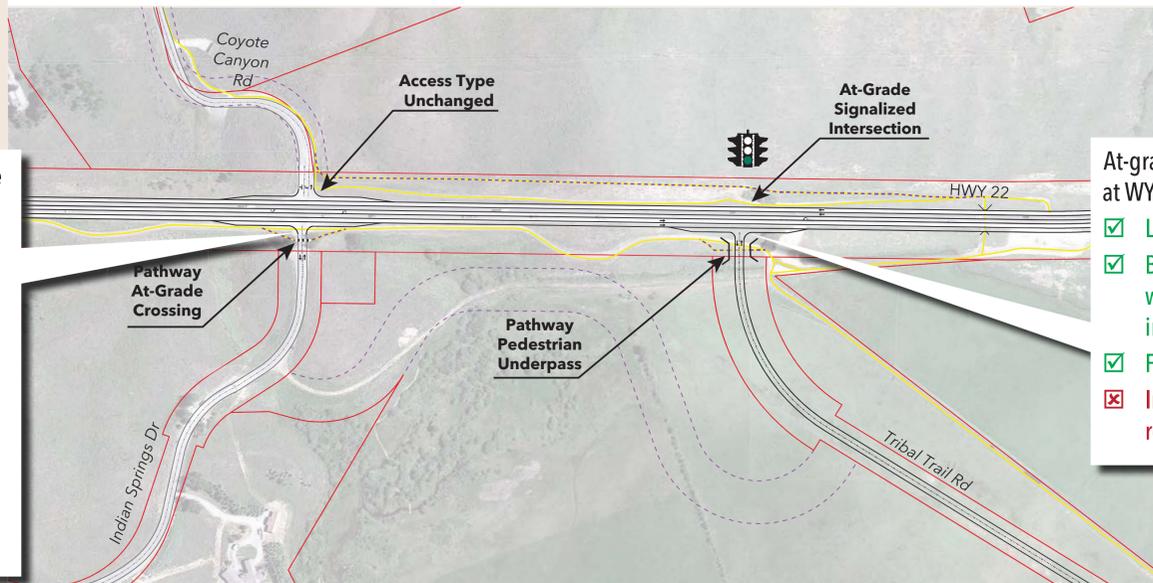
- Improve safety at WY 22 intersections
- Increase cost
- Retaining walls (between 10-foot and 60-foot) would increase visual impacts and cost
- Construction extends outside of the existing ROW

Interchange

- Higher cost
- Retaining walls (between 10-foot and 60-foot) would increase visual impacts and cost

## Alternative I-N11

### Signalized intersection No change to Coyote Canyon Road and Indian Springs Drive



Note: Alternative does not include underpass at Indian Springs Drive and Coyote Canyon Road

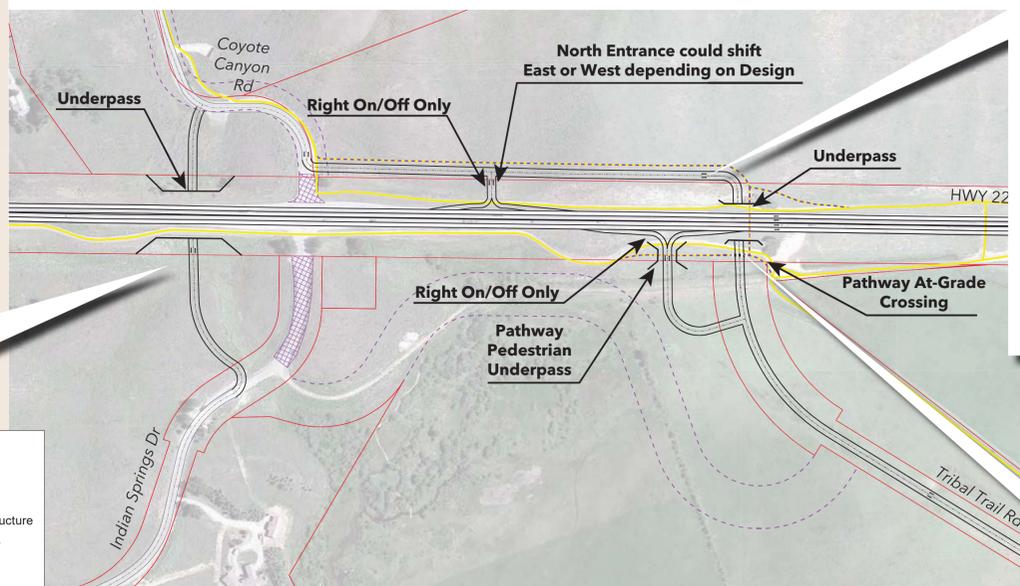
- Lower cost
- Does not address safety concerns at Indian Springs Drive and Coyote Canyon Road intersections
- Pedestrians would have to use the existing pedestrian underpass to cross WYO 22
- Intersections closely spaced

At-grade traffic signal at WYO 22:

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

## Alternative I-N17

### Right-on, right-off access to WYO 22 underpass Underpass with frontage road connecting Tribal Trail Road to Coyote Canyon Road and the underpass



Indian Springs Drive and Coyote Canyon Road underpass would provide:

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

Frontage Road:

- Improve safety at WY 22 intersections
- Increase cost
- Retaining walls (between 10-foot and 60-foot) would increase visual impacts and cost
- Construction extends outside of the existing ROW

Interchange

- Higher cost
- Retaining walls (between 10-foot and 60-foot) would increase visual impacts and cost

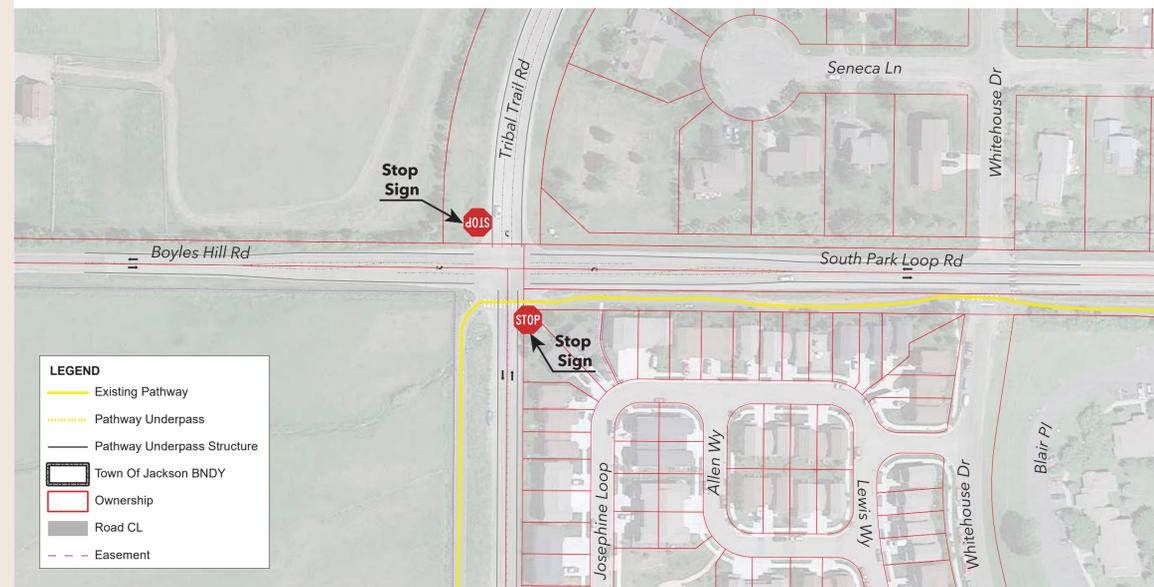
**LEGEND**

- Existing Pathway
- - - Pathway Underpass
- Pathway Underpass Structure
- Town Of Jackson BNDY
- Ownership
- Road CL
- Easement

# ALTERNATIVES

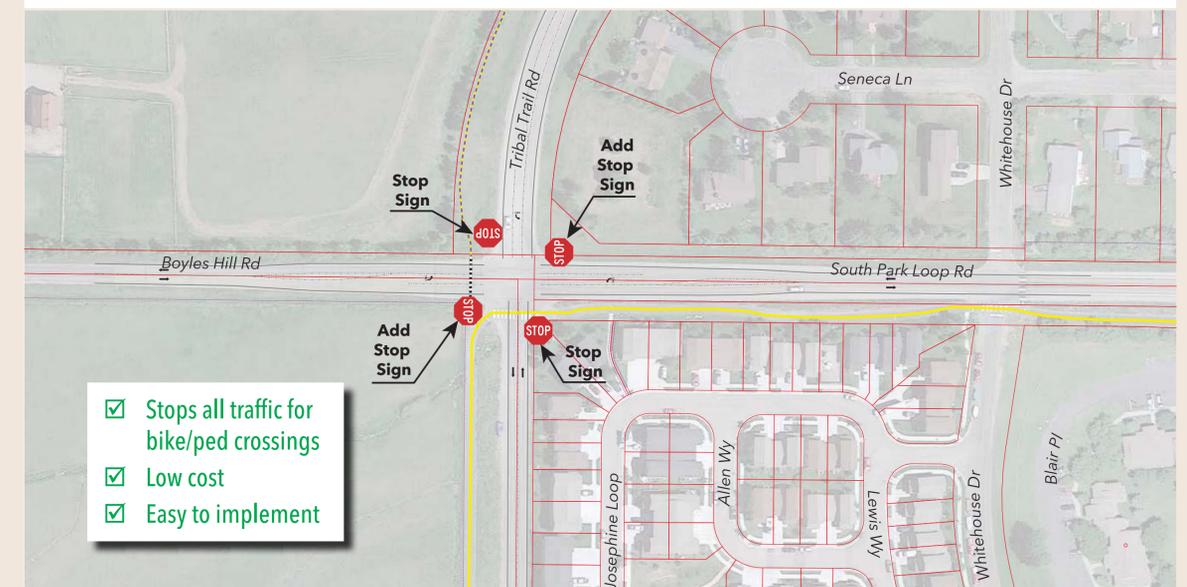
## Alternative I-SDN

### Southern No Build Alternative



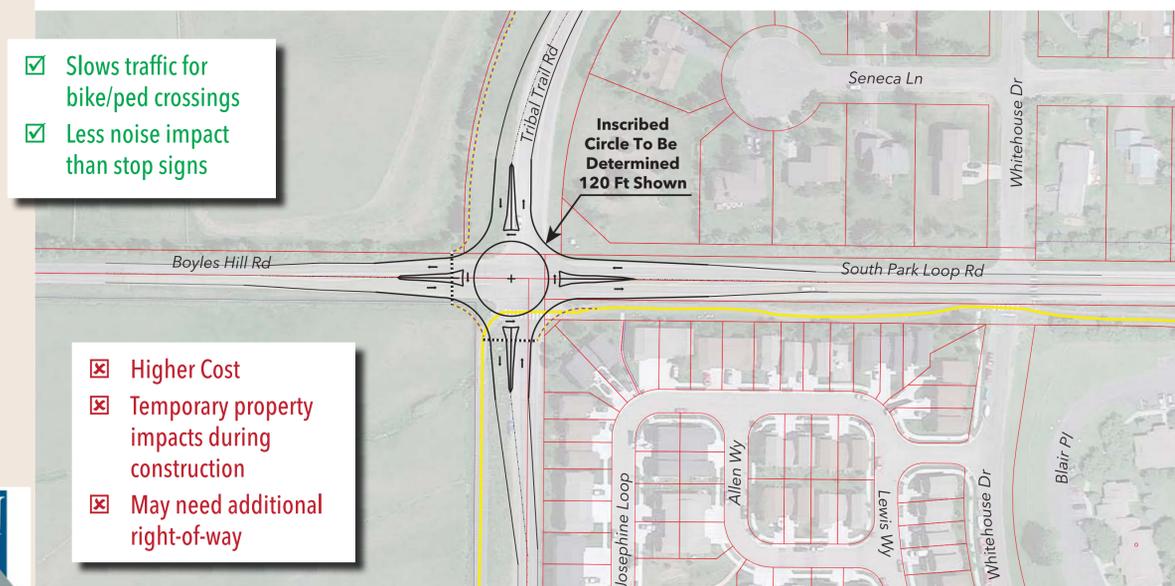
## Alternative I-S1

### Four way stop signs



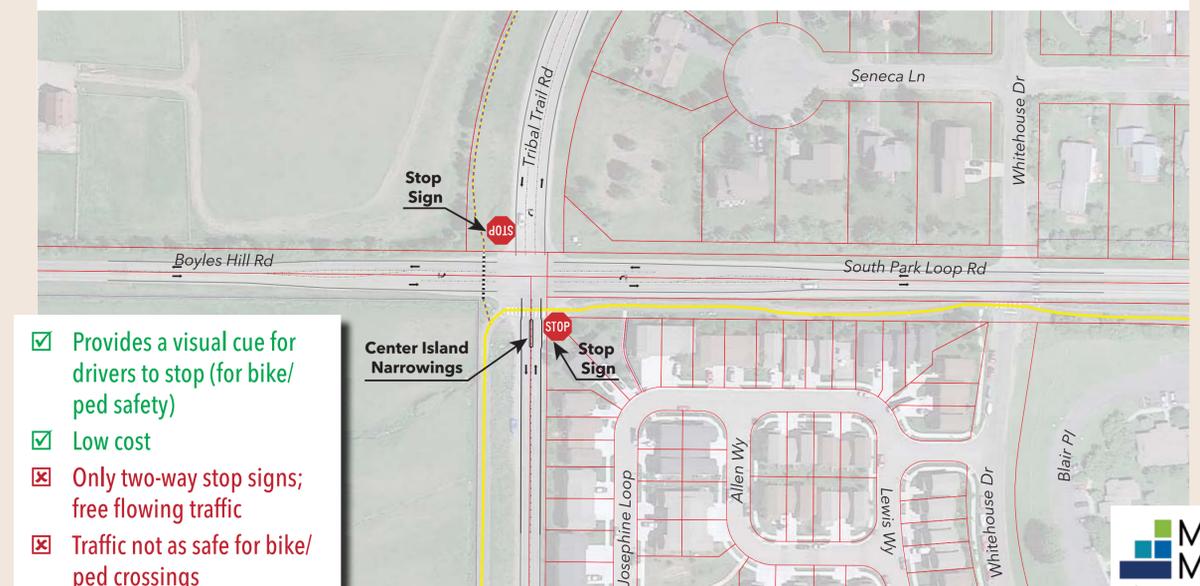
## Alternative I-S2

### Roundabout



## Alternative I-S3

### Roadway alignment of Boyles Hill Road is shifted, as a visual cue that a stop sign is ahead

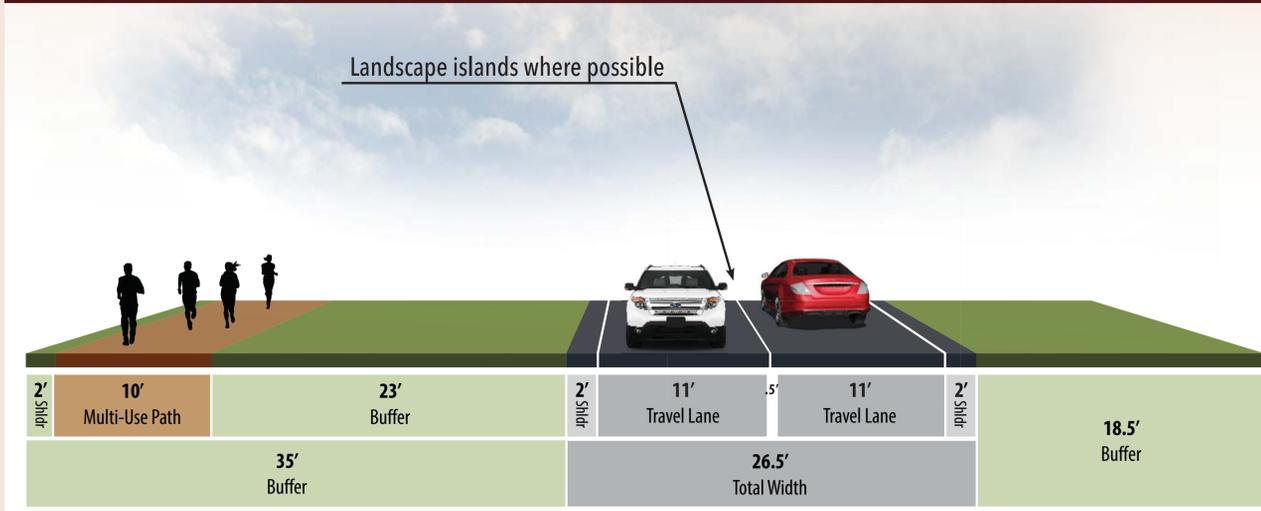


# PHOTO SIMULATIONS AND PROPOSED TYPICAL SECTION



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

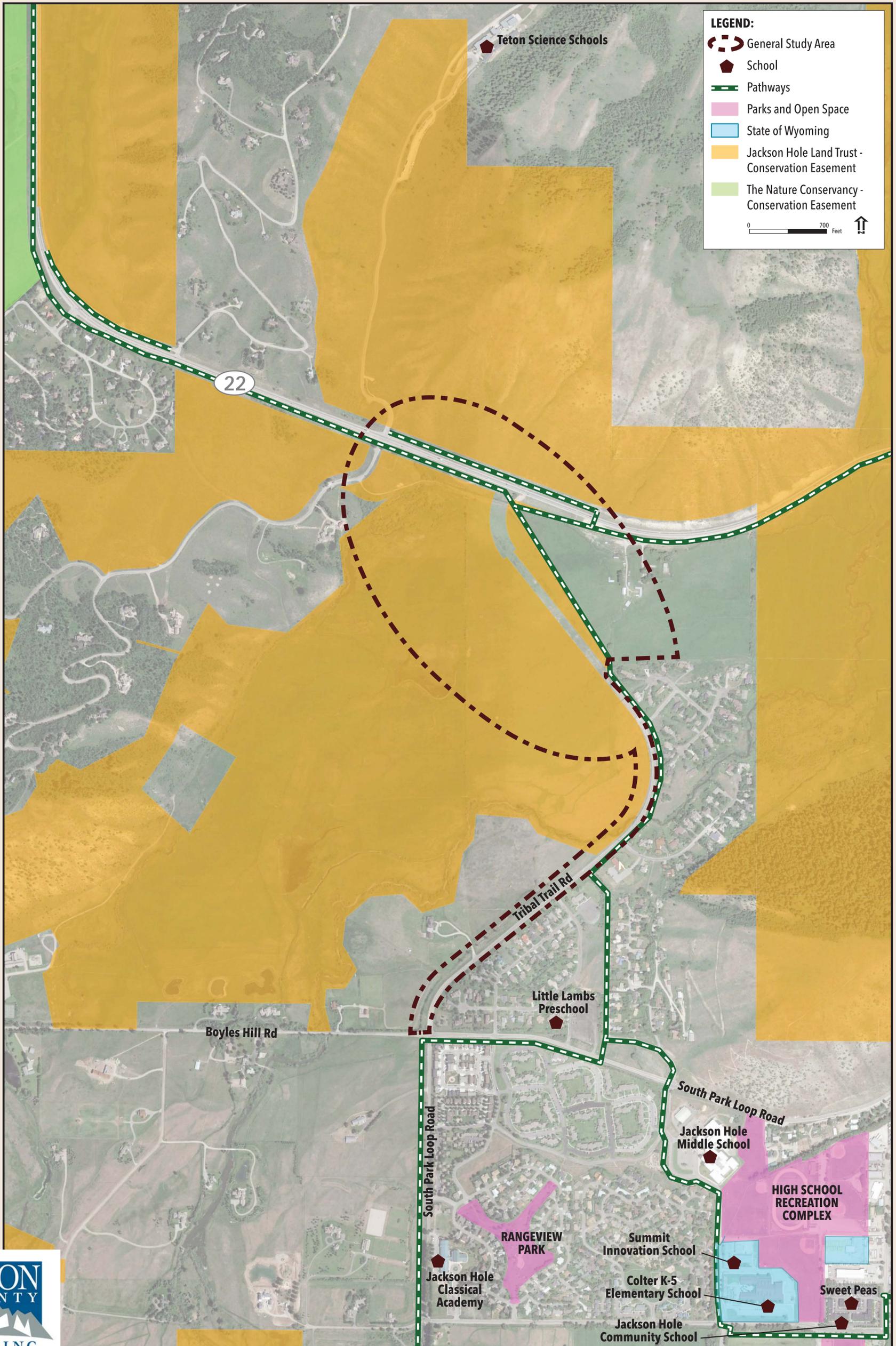


Tribal Trail Road at Seneca Lane (Simulation)

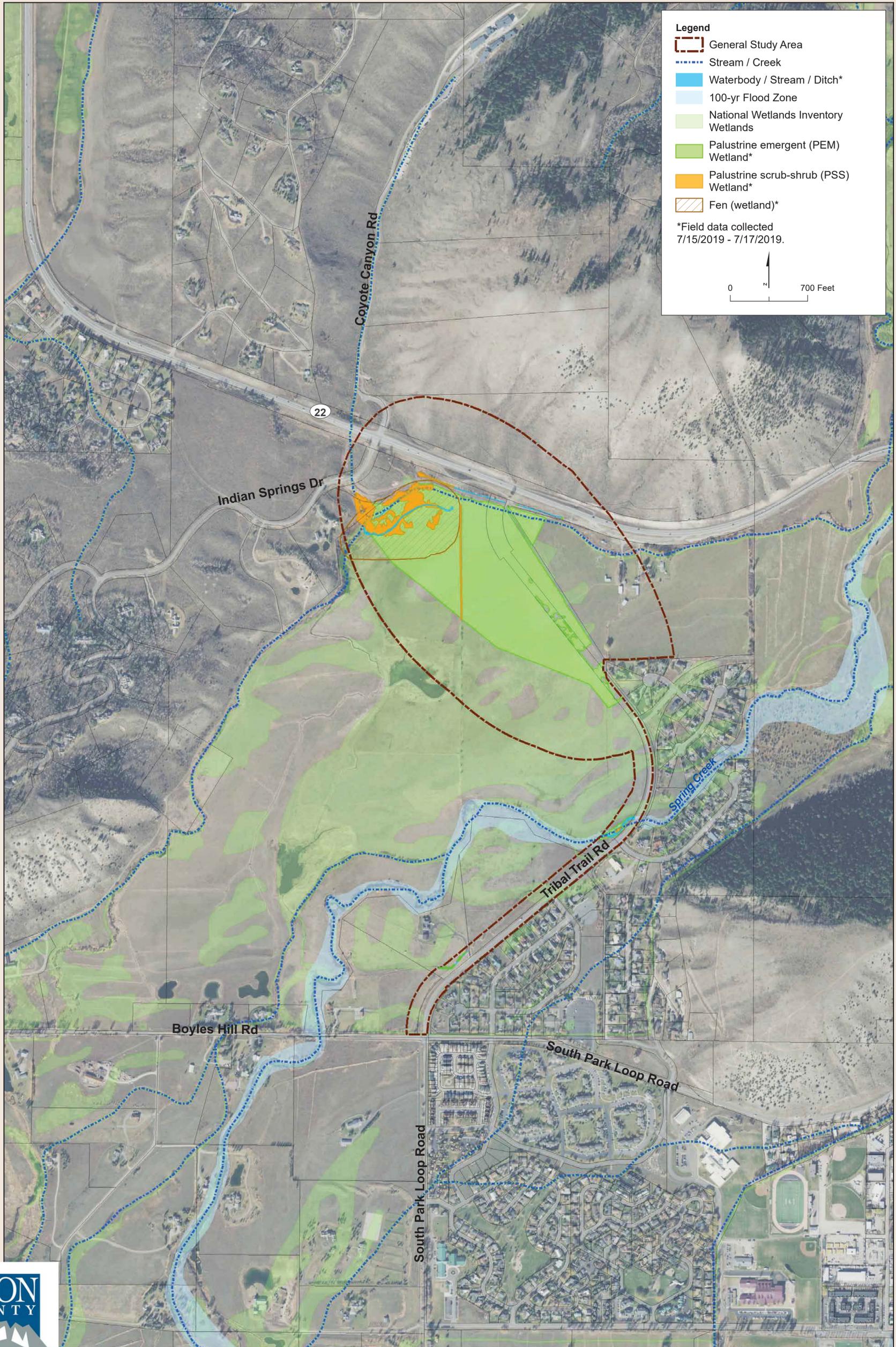
Proposed Improvements



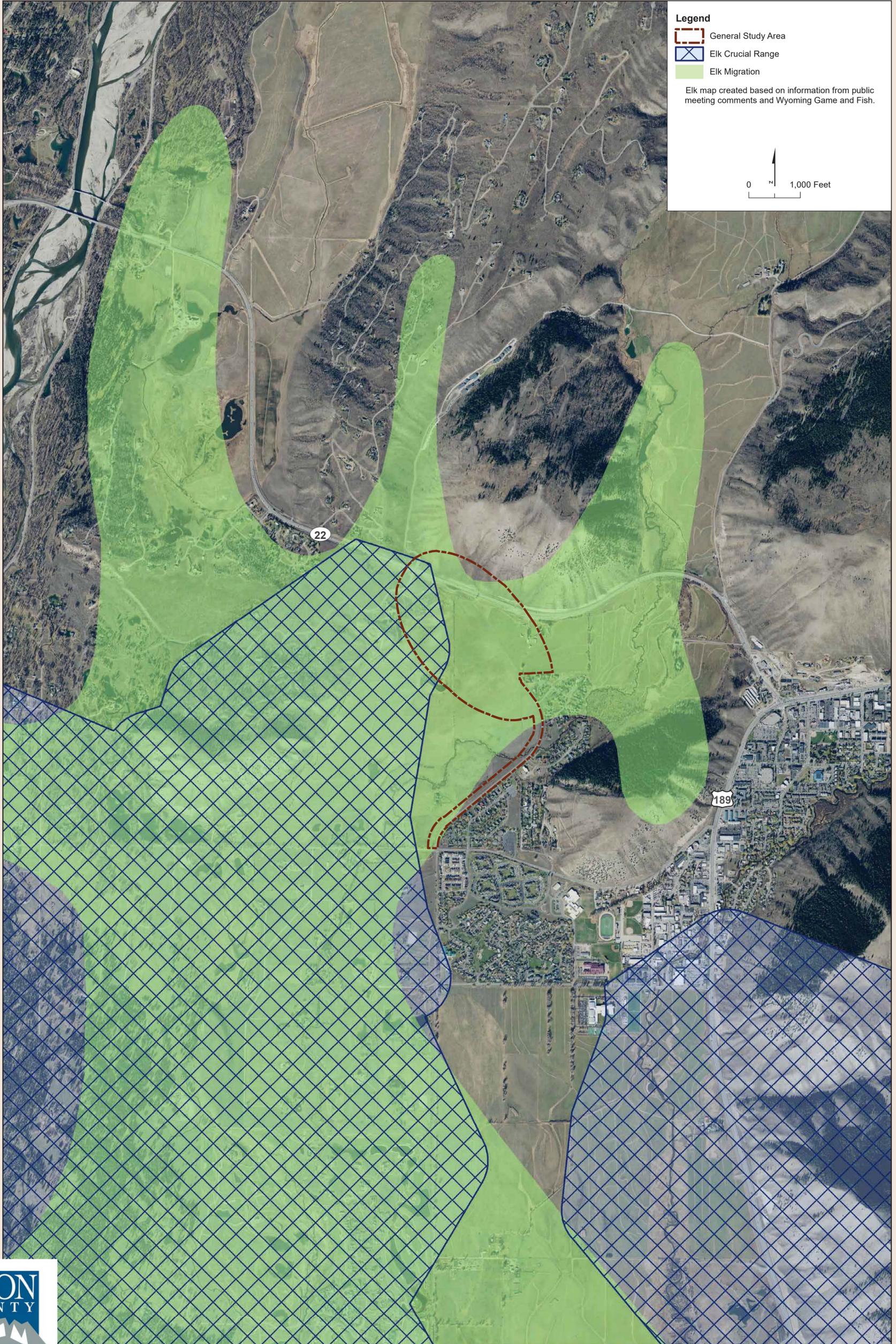
# CONSERVATION EASEMENTS AND LAND USES



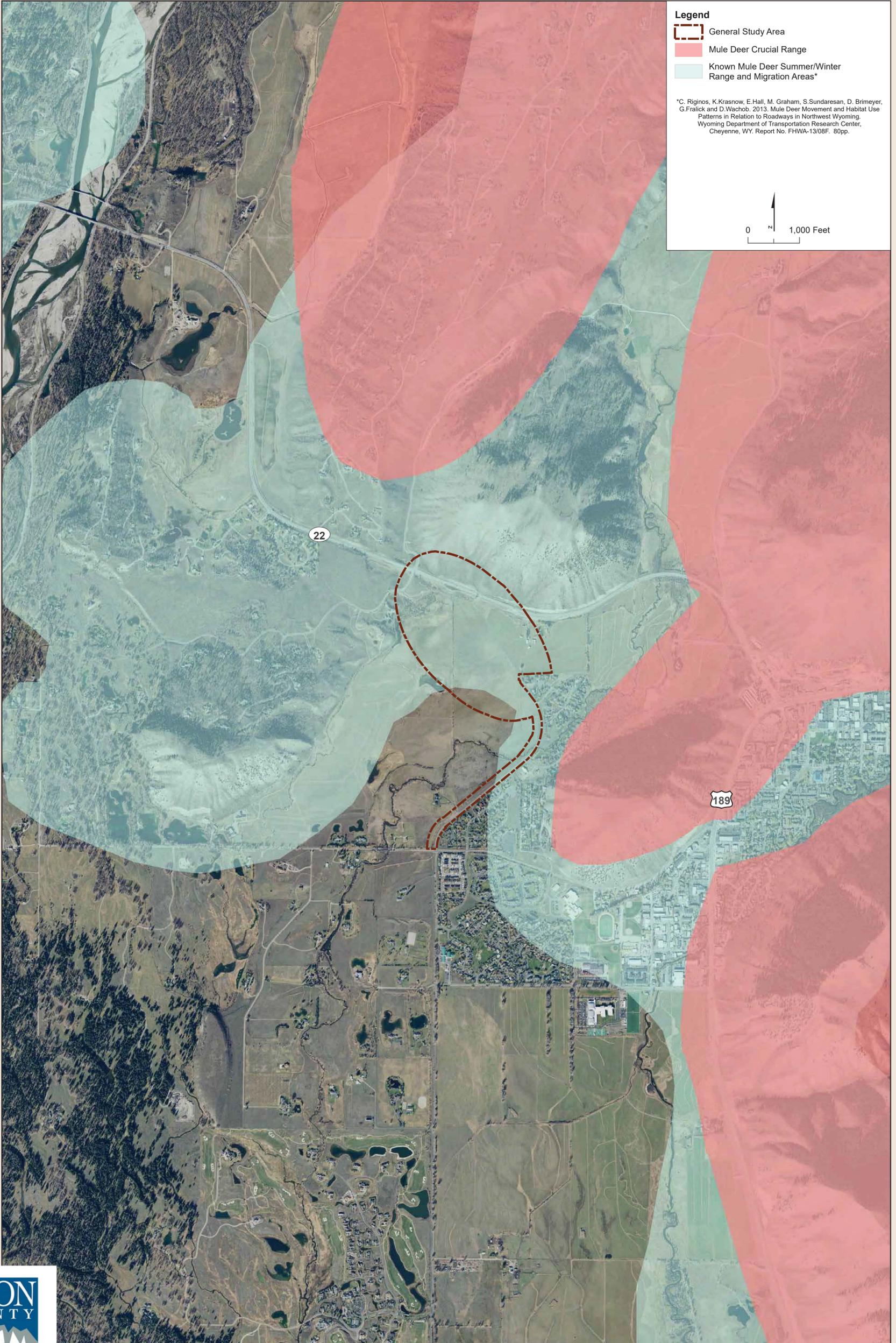
# WETLAND AND WATER RESOURCES



# WILDLIFE ELK



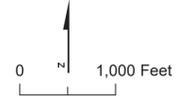
# WILDLIFE MULE DEER



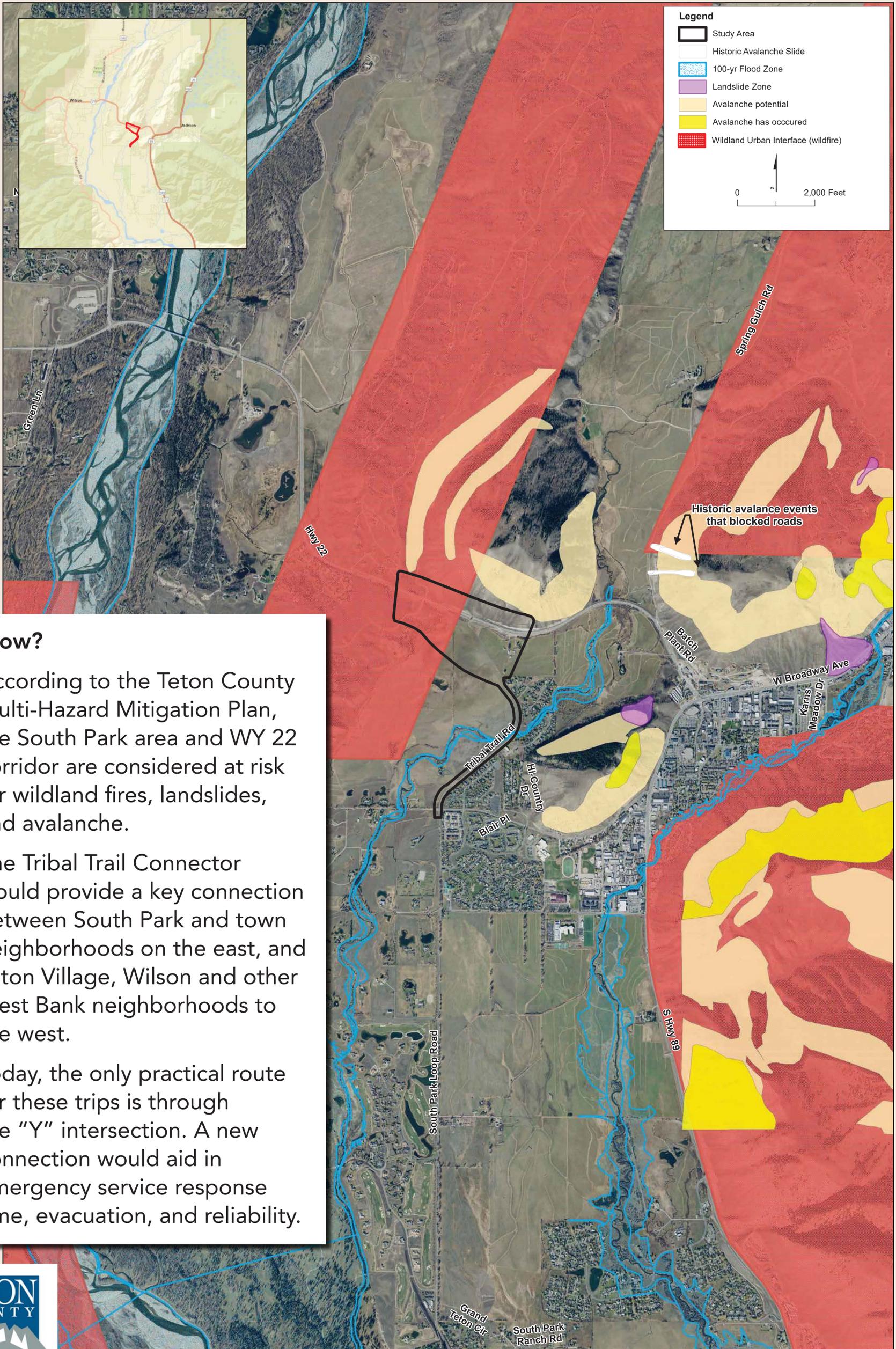
**Legend**

- General Study Area
- Mule Deer Crucial Range
- Known Mule Deer Summer/Winter Range and Migration Areas\*

\*C. Riggins, K. Krasnow, E. Hall, M. Graham, S. Sundaresan, D. Brimeyer, G. Fralick and D. Wachob. 2013. Mule Deer Movement and Habitat Use Patterns in Relation to Roadways in Northwest Wyoming. Wyoming Department of Transportation Research Center, Cheyenne, WY. Report No. FHWA-13/08F. 80pp.



# NATURAL HAZARDS IN VICINITY OF TRIBAL TRAIL STUDY AREA



## Why now?

- According to the Teton County Multi-Hazard Mitigation Plan, the South Park area and WY 22 corridor are considered at risk for wildland fires, landslides, and avalanche.
- The Tribal Trail Connector would provide a key connection between South Park and town neighborhoods on the east, and Teton Village, Wilson and other West Bank neighborhoods to the west.
- Today, the only practical route for these trips is through the "Y" intersection. A new connection would aid in emergency service response time, evacuation, and reliability.



# TRAFFIC MODEL RESULTS

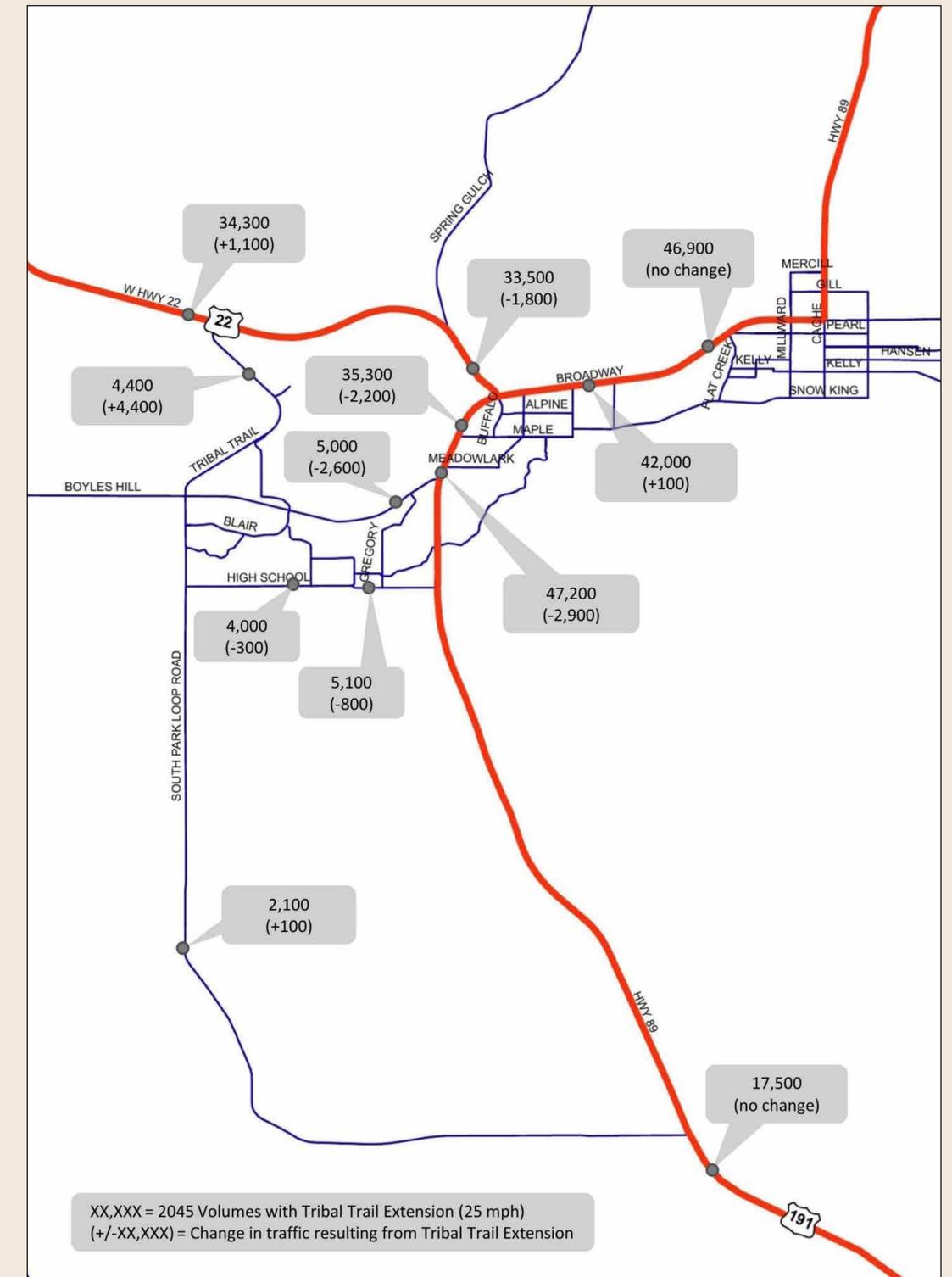


Results show that Tribal Trail Connector would:

- 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
  - » Similar volumes to west leg of High School Road
- Reduce traffic on High School Road
- Reduce traffic on South Park Loop @ Middle School Road
- Reduce traffic at the 'Y'

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 @ North Middle School Rd.	-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%

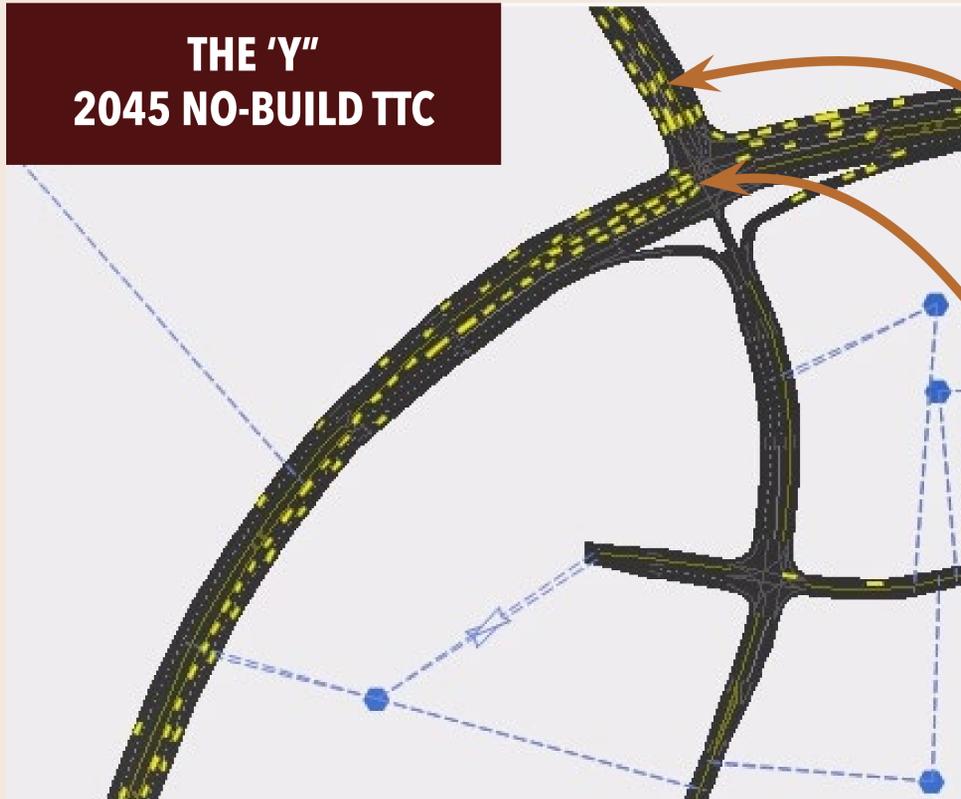
2045 Traffic Volumes with Tribal Trail Extension (25 mph)



# TRAFFIC MODEL RESULTS AT THE 'Y' INTERSECTION



THE 'Y'  
2045 NO-BUILD TTC

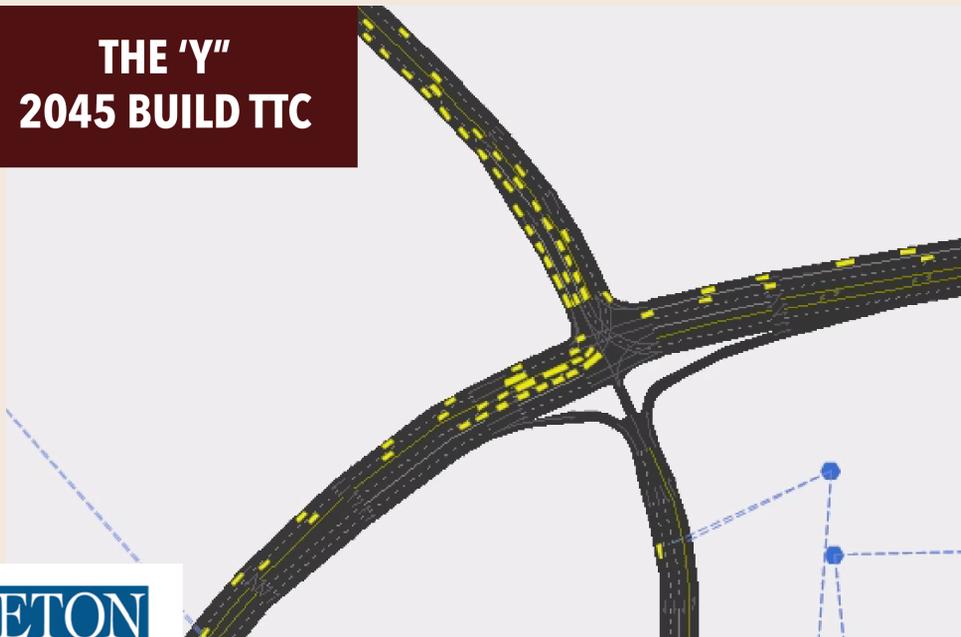


Tribal Trail Connector would reduce turning traffic at the Y intersection:

- 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
- Overall reduction of traffic through the intersection by approximately 6% with the Tribal Trail connector built
- With these reduced volumes at the 'Y', peak hour conditions at the signal improve slightly (however still congested in 2045 conditions)

*These results are preliminary and continue to be evaluated by the study team.*

THE 'Y'  
2045 BUILD TTC



# WE WANT YOUR INPUT!

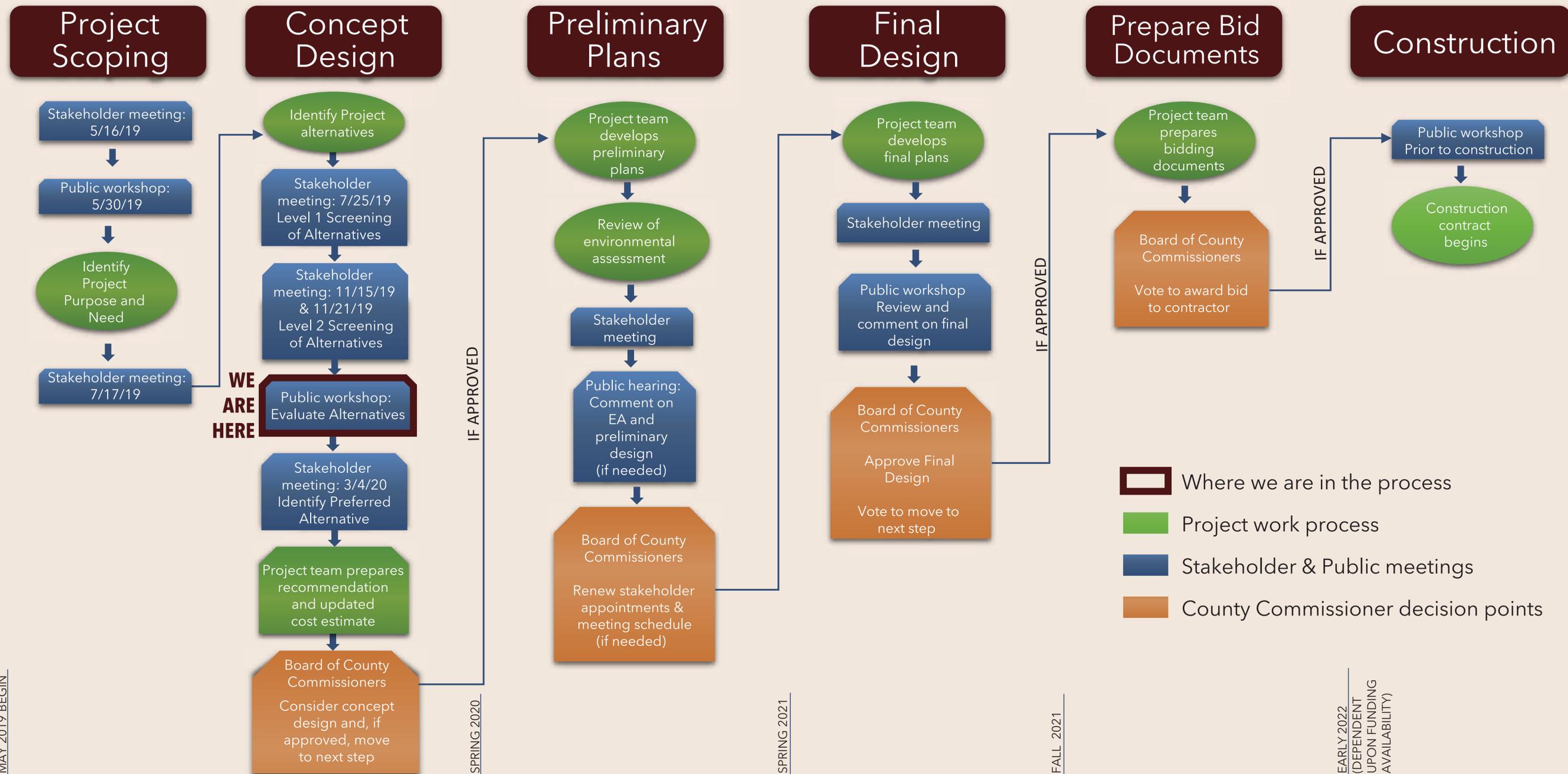


Please provide your thoughts about the study to help us understand what issues are important to you and your community. You can provide your comments and input in the following ways:

- **In Person:** Talk to a Study Team member during this meeting.
- **Comment sheet:** Fill out a comment sheet and submit at this meeting or mail in later to the address on the back of the comment form.
- **Online:** [www.tribaltrailconnector.com](http://www.tribaltrailconnector.com)
- **Email:**  
[TribalTrailConnector@gmail.com](mailto:TribalTrailConnector@gmail.com)  
[commissioners@tetoncountywy.gov](mailto:commissioners@tetoncountywy.gov)
- **Mail:**  
Teton County Public Works Dept.  
Attn: Heather Overholser  
Director of Public Works  
PO BOX 3594  
Jackson, WY 83001
- **Fax:** Fax your comments to Teton County at 307-734-3864



# STUDY DECISION PROCESS



- Where we are in the process
- Project work process
- Stakeholder & Public meetings
- County Commissioner decision points

Estimated timeline (subject to change)





*Thank You*

for Attending the  
Public Meeting for the  
Tribal Trail Connector Study

