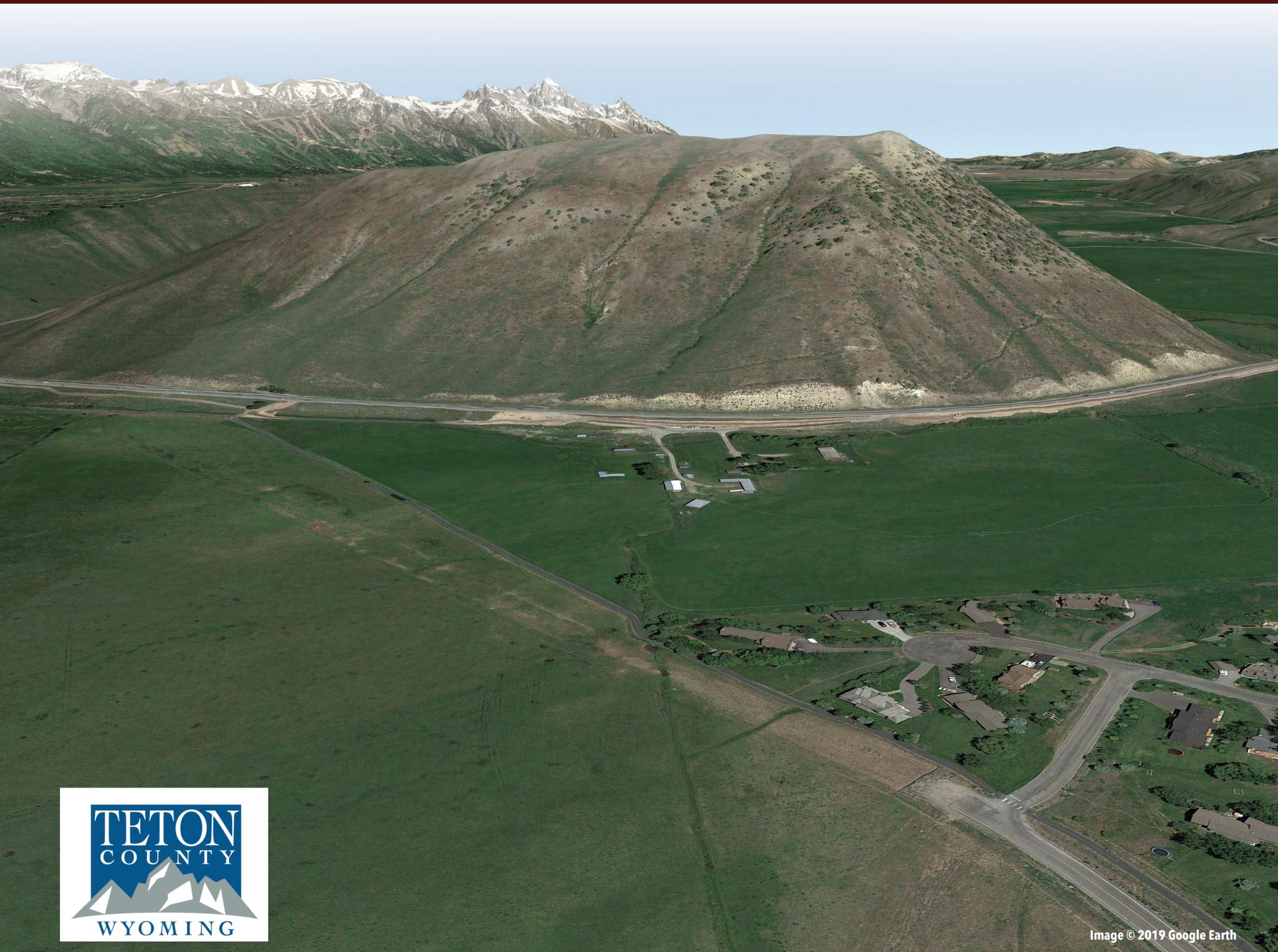




*Welcome*  
to the  
PUBLIC MEETING

**April 27, 2022 • 4:30 p.m. to 6:30 p.m.**



# PURPOSE OF MEETING



The purpose of this public event is to:

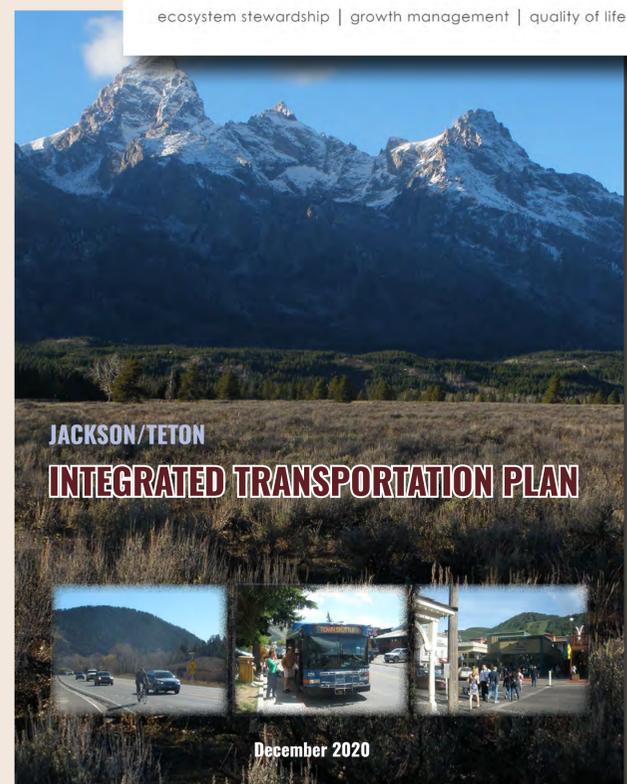
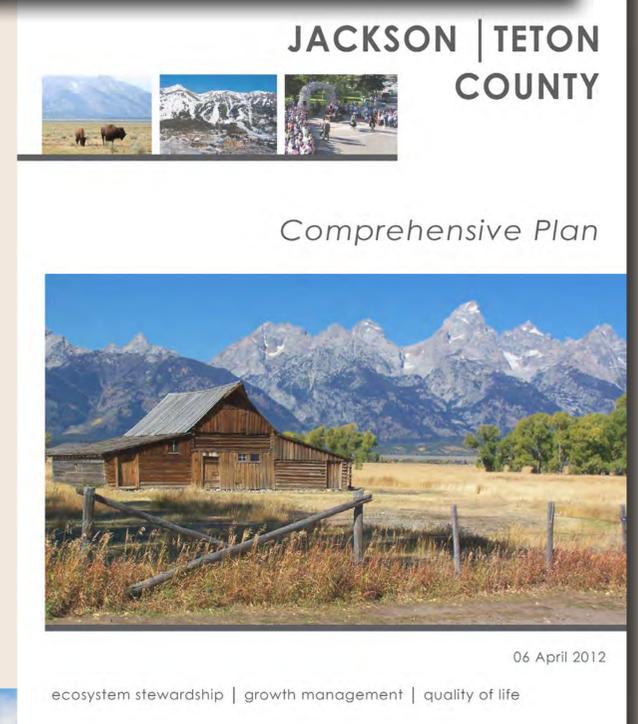
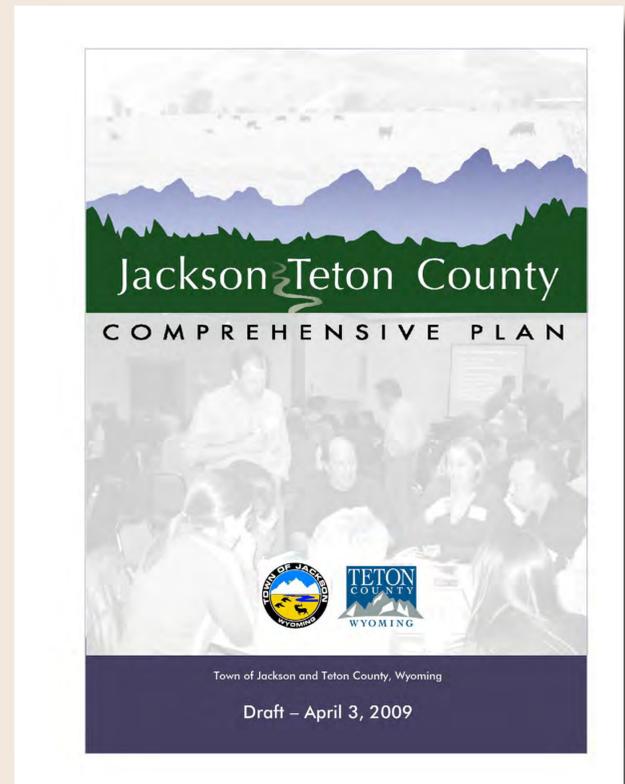
- Present background and history of the study
- Provide study updates
- Present preferred alternatives for Boyle's Hill/South Park Loop Road intersection
- Present revised alternatives for the northern intersection with WY-22
- Present next steps
- Get your input



# 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)
  - » 2020 Jackson/Teton County Comprehensive Plan
  - » 2020 ITP Technical Update
- In 1992, right-of-way for the road was granted to Teton County as part of Indian Springs Ranch plat

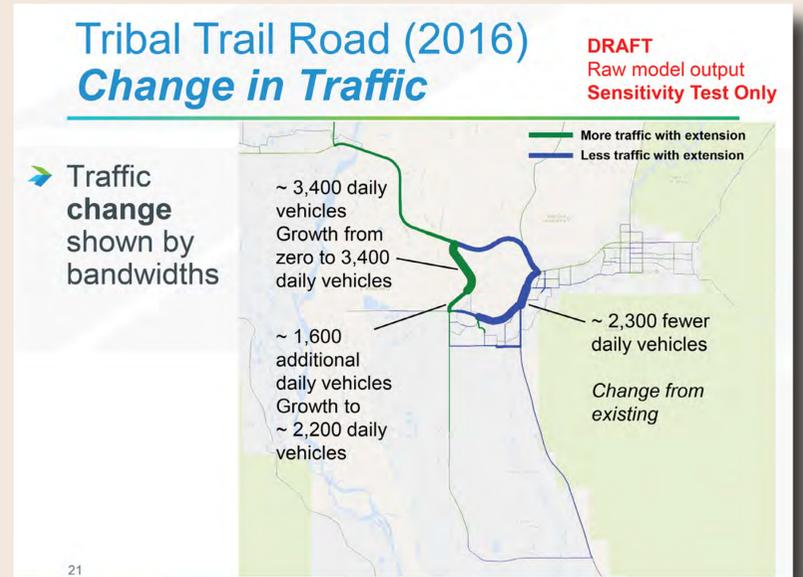


# RELATED STUDIES



## Jackson/Teton County Travel Demand Model

- Jackson/Teton County travel demand model development completed in January 2019.
- Model allows for region wide testing of various current and future year travel scenarios—helps in planning for transportation improvements.
- Model uses planned development and roadway improvements, including North South Park scenarios to estimate future traffic volumes on area roadways.



Excerpt from January 2019 Traffic Model presentation

## Tribal Trail/WY-22 Simulation Model

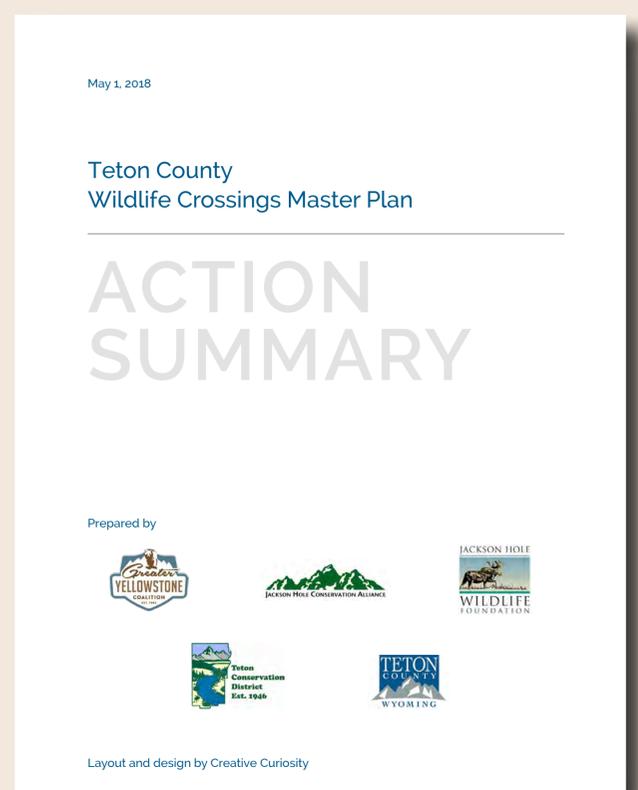
- Model, currently under development, will simulate Tribal Trail connection alternatives and estimate effects to WY-22.
- Builds on the regional travel demand model predictions.
- Assessment will include summer and winter season traffic conditions.

## Wildlife Crossings Master Plan

- In 2018, Teton County and its partners completed the crossings plan.
- Teton County and WYDOT are evaluating a wildlife crossing of WY-22 in between North Bar Y Road and Coyote Canyon Road/Indian Springs Drive

## Jackson to Wilson/WY-22

- In Summer 2022, WYDOT plans to initiate NEPA study for 5.7 miles of WY-22, from Y Intersection through Wilson.



# PROJECT CHARTER AND STAKEHOLDER COMMITTEE



- Tribal Trail Connector Charter, approved by the County Commissioners in Fall 2018, 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
- Stakeholder Committee convened on May 16, 2019. Community needs and project objectives were reviewed and revised based on Committee input.
- The Stakeholder Advisory Committee is comprised of the following 10 community members:
  - » Lisa Carpenter – Non-Motorized Transportation (Pathways), Neighbor
  - » Ralph Haberfeld – Neighbor (Indian Springs)
  - » Tom Holland – Business, Wildlife/Environmental
  - » Lindsay Kissel – Arts
  - » Frank Lane – Emergency Services, Transit, Neighbor (Indian Trails HOA)
  - » Scott Pierson – At-Large Citizen, Wildlife/Environmental
  - » Virginia Powell Symons – Neighbor
  - » David Schuler –Teton Science Schools, Wildlife/Environmental
  - » Colby Stevens – Teton County School District
  - » Deb Wuersch – At-Large Citizen

# HOW HAVE YOUR CONCERNS INFLUENCED THE ALTERNATIVES?



- Based on your comments, the study team advanced the design alternatives having the greatest public support and dismissed alternatives that were not preferred.
- Specific public concerns have been addressed through design refinements including:



## Potential for 'cut-through' traffic and higher speeds



Lowered design speed to 25 mph and identified a menu of traffic calming measures to be added throughout, focusing on Indian Trails neighborhood



## Potential visual and noise impacts to Indian Trails Neighborhood



Shifted the existing Tribal Trail roadway west and further from neighborhood, creating a buffer between roadway and properties



Identified potential landscaping improvements along the existing Tribal Trail roadway



## Potential impacts to nearby wetland fen



Installed groundwater monitoring wells and evaluated groundwater flow. (Based on monitoring results, groundwater flow, and proposed design measures and construction materials, no disruption to the fen groundwater flows are expected).



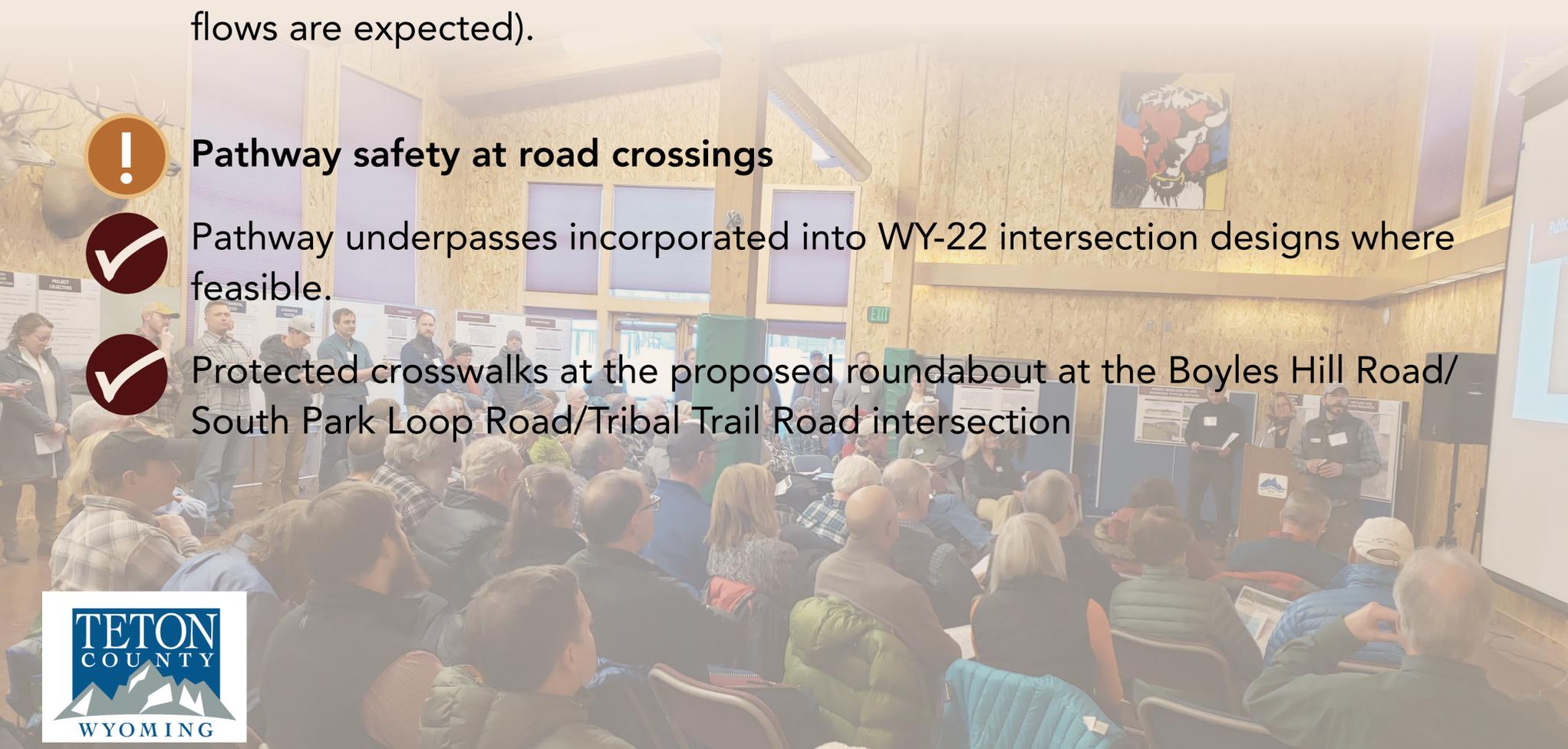
## Pathway safety at road crossings



Pathway underpasses incorporated into WY-22 intersection designs where feasible.



Protected crosswalks at the proposed roundabout at the Boyles Hill Road/South Park Loop Road/Tribal Trail Road intersection



# COMMUNITY NEED: TRAVEL REDUNDANCY



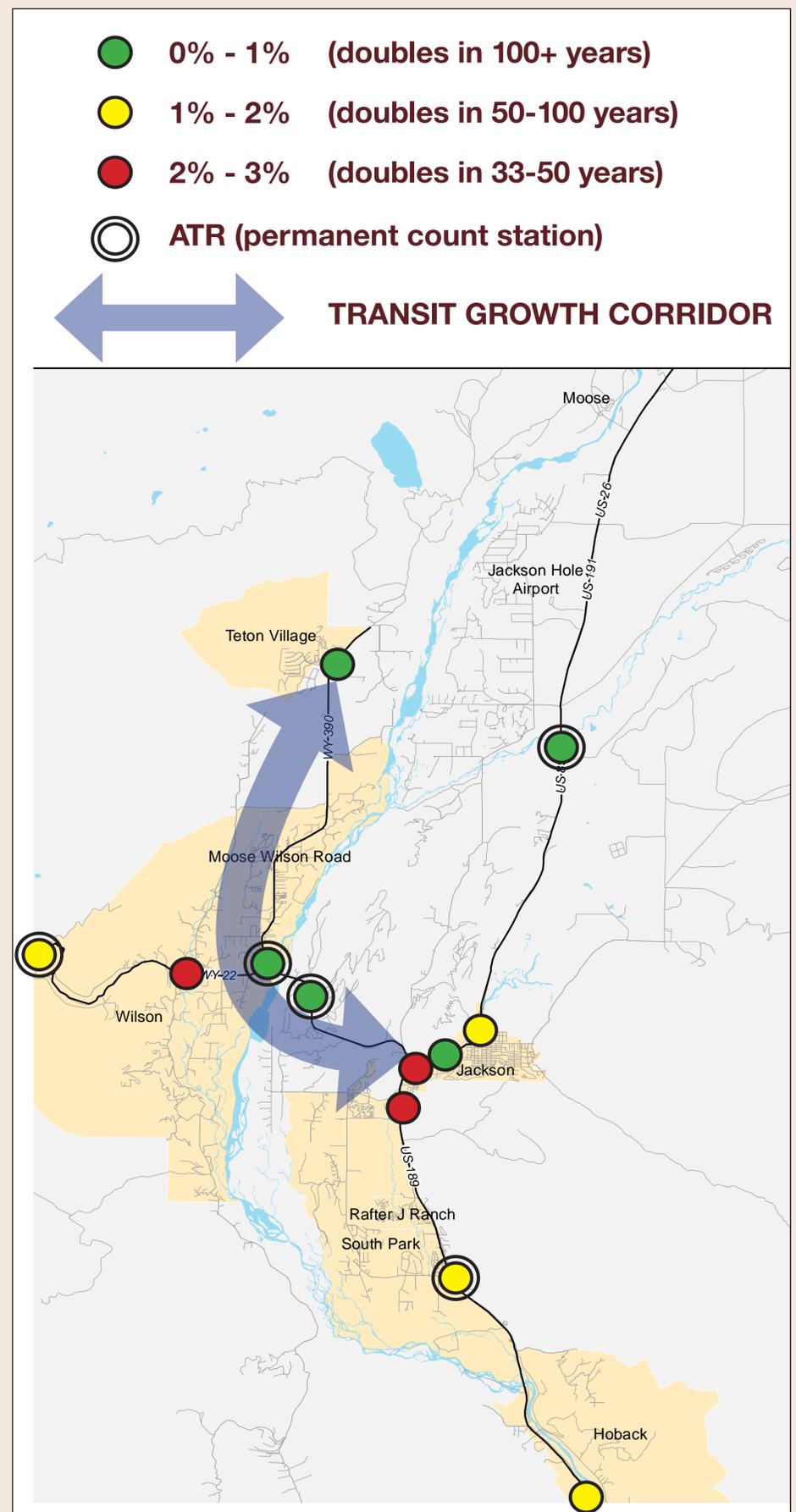
- Travel redundancy refers to ability to provide multiple ways in or out of an area.
- Most of the travel through our community funnels through a single intersection, the "Y." This lack of redundancy results in:
  - » Increased likelihood of catastrophic occurrences due to natural and/or manmade incidents
  - » 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 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 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



\*2020 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 the 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.

\*2020 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



2020 County Comprehensive Plan vision: multimodal transportation is one of the four key aspects to meet community's Quality of Life Value.

- Multimodal transportation principles:
  - » Meet future transportation demand with walk, bike, carpool, transit, and micro-mobility infrastructure (**Principle 7.1**)
  - » Reduce greenhouse gases from vehicles from 2012 levels (**Principle 7.2**)
  - » Coordinate transportation planning regionally (**Principle 7.3**)
- 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

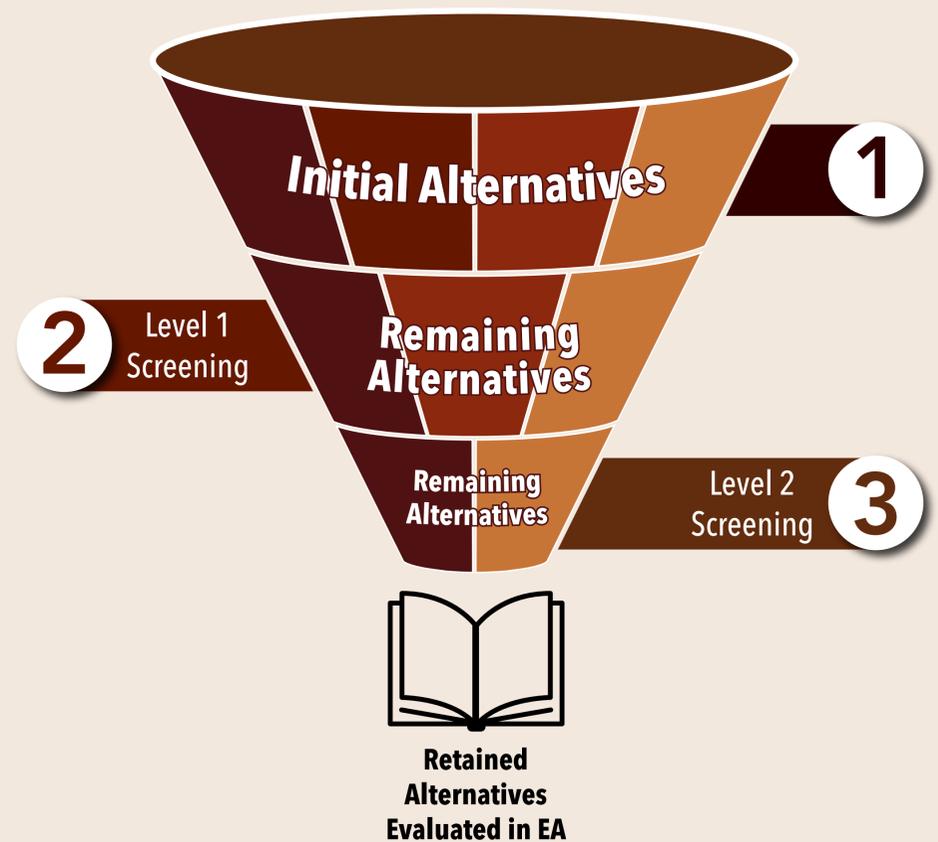


# ALTERNATIVES PROCESS



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).
- 42 initial alternatives evaluated
- 18 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.
- 19 alternatives evaluated; 9 dismissed due to low ratings.
- 12 alternatives were presented for public comment in 2020.
- ★ 4 revised alternatives being presented for public comment in 2022.

# WHAT'S BEEN HAPPENING?

(LAST PUBLIC MEETING WAS IN FEBRUARY 2020)



In June 2020, County Commissioner's reviewed the alternatives presented and directed staff to continue the study of the interchange (I-N2a) and signalized (I-N2b) alternatives.

More detailed design showed that the interchange alternative I-N2a would result in unacceptable costs, environmental, and property impacts; therefore the alternative was dismissed.

WYDOT reaffirmed their original position - no net increase in access points along WY-22.

**Tribal Trail Connector (Simulation)**  
Tribal Trail Interchange (I-N2a) at WY-22



County Commissioners' direction – County staff work to identify an alternative to connect Tribal Trail and Coyote Canyon/Indian Springs intersections.

Team developed new alternatives and conducted additional technical analyses for wetlands, geohazards, and traffic. No fen impacts anticipated with alternatives.

**Tribal Trail Connector (Simulation)**  
Tribal Trail Signalized Intersection (I-N2b) at WY-22



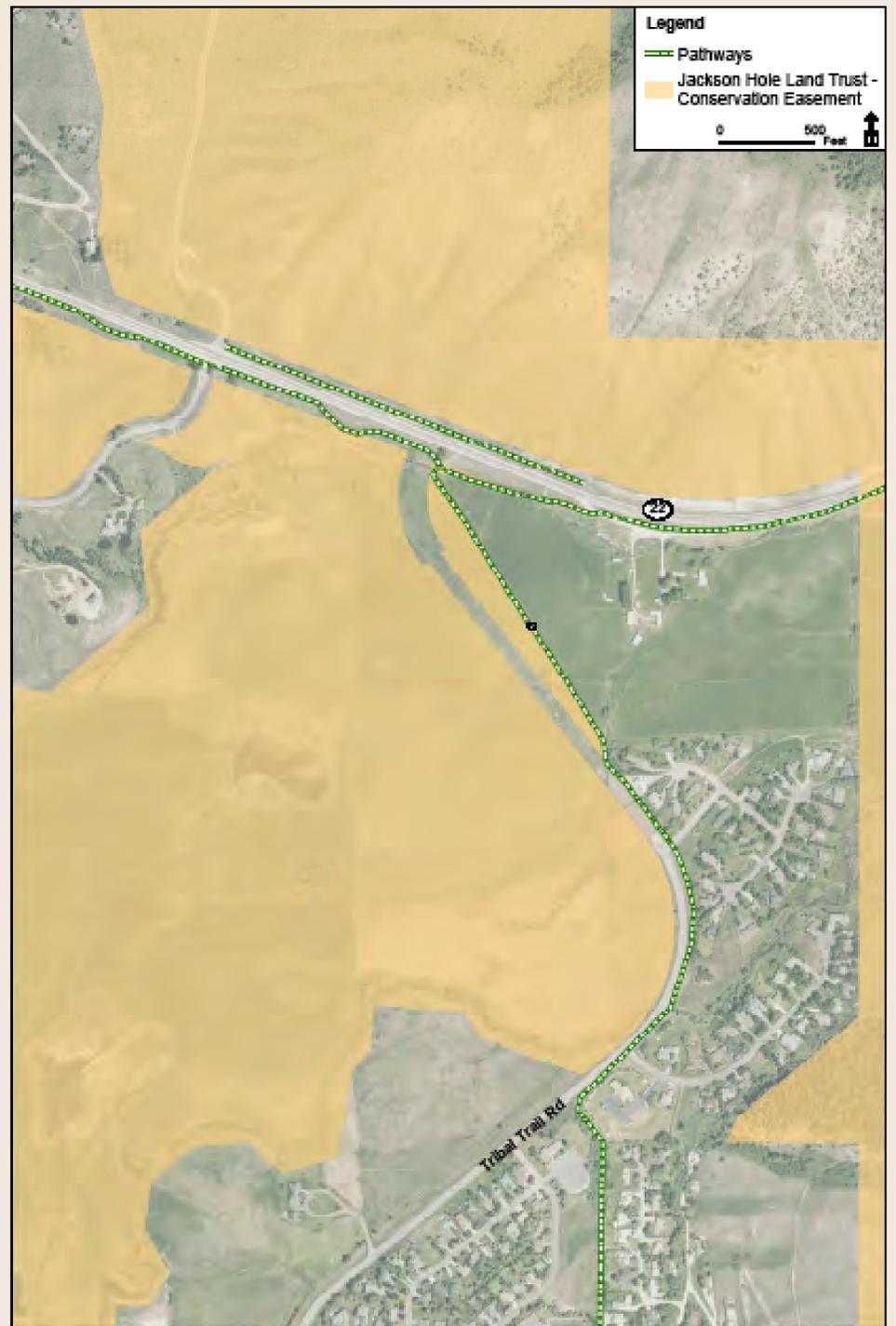
After a two-step screening process, build alternatives were narrowed down to four, including the original I-N2b, which are being presented today.



# CONSERVATION EASEMENTS



- The project spans two conservation easements:
  - » North of WY-22, Jackson Hole Land Trust and Teton Science Schools hold the easement in trust.
  - » South of WY-22, Indian Springs Ranch HOA is also part of the conservation easement.
- The County has met with all groups to understand their positions and the process involved in amending an easement, should one of the alternatives crossing the easements(s) becomes the preferred alternative.
  - » Jackson Hole Land Trust can not consider changing the easement without demonstration of no net loss of conservation values.
  - » Teton Science Schools will consider the change.
  - » Indian Springs Ranch HOA does not support a change to the easement.



# PREFERRED ALTERNATIVES IDENTIFIED AFTER 2020 PUBLIC MEETING

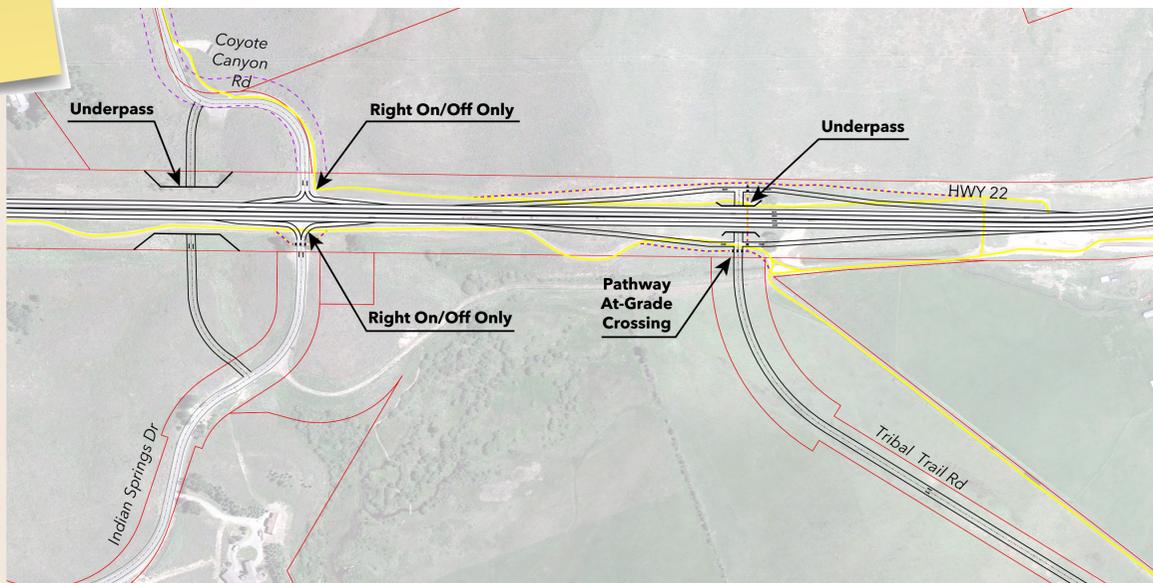
(See following boards for latest alternatives)



Alternative later dismissed based on further analysis.

## Alternative I-N2a

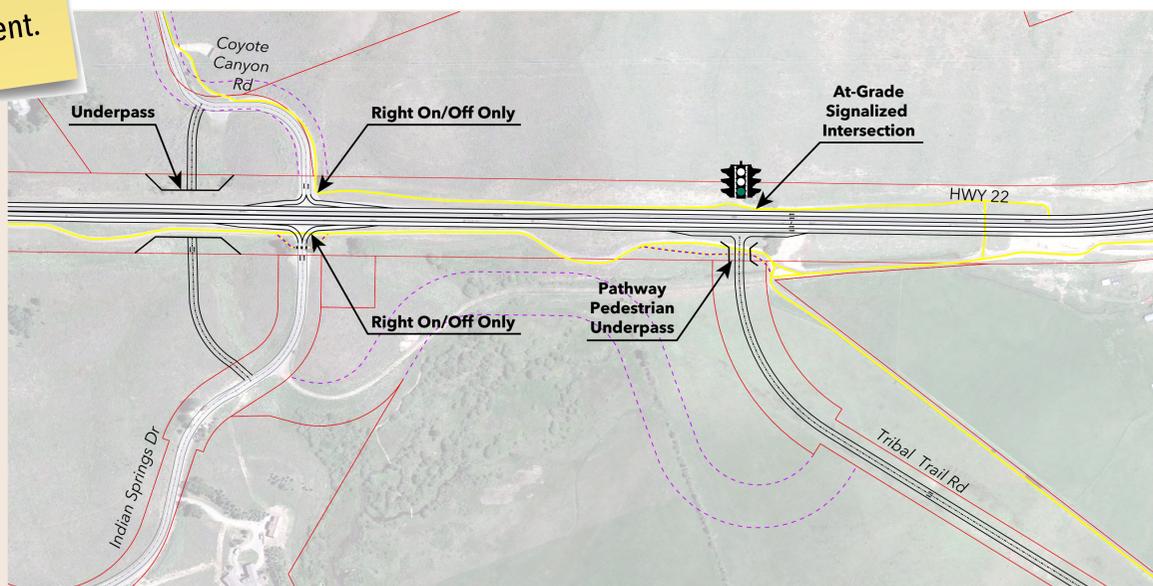
### Interchange with an underpass at Indian Springs Drive and Coyote Canyon Road



Preferred Alternative, based on 2020 stakeholder and public comment.

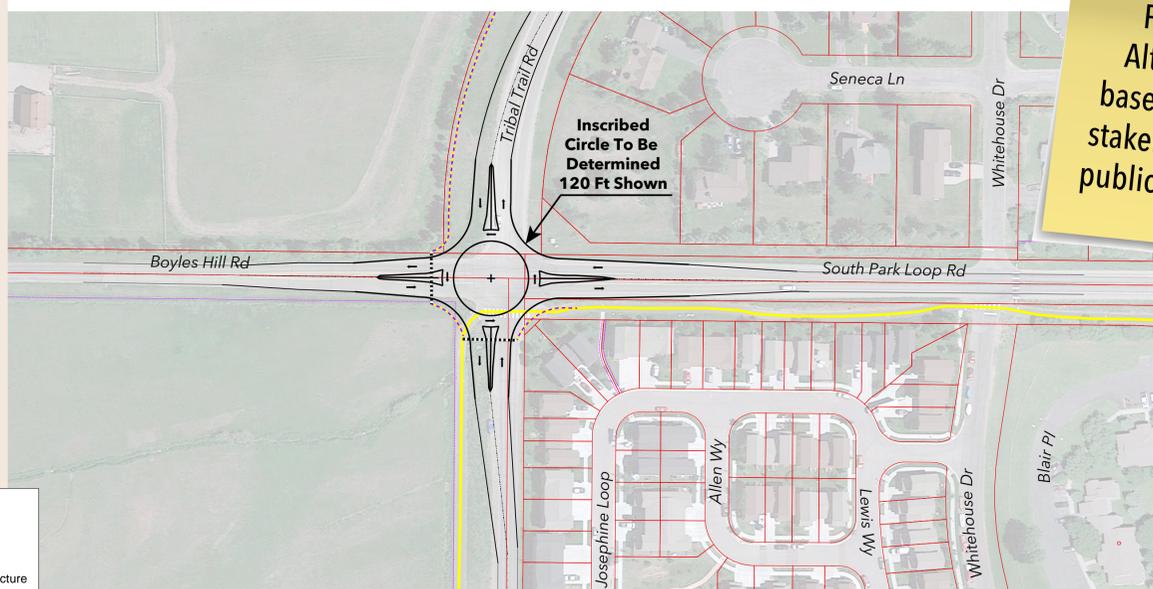
## Alternative I-N2b

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



## Alternative I-S2

### Roundabout at Tribal Trail Road and South Park Loop Road



Preferred Alternative, based on 2020 stakeholder and public comment.

**LEGEND**

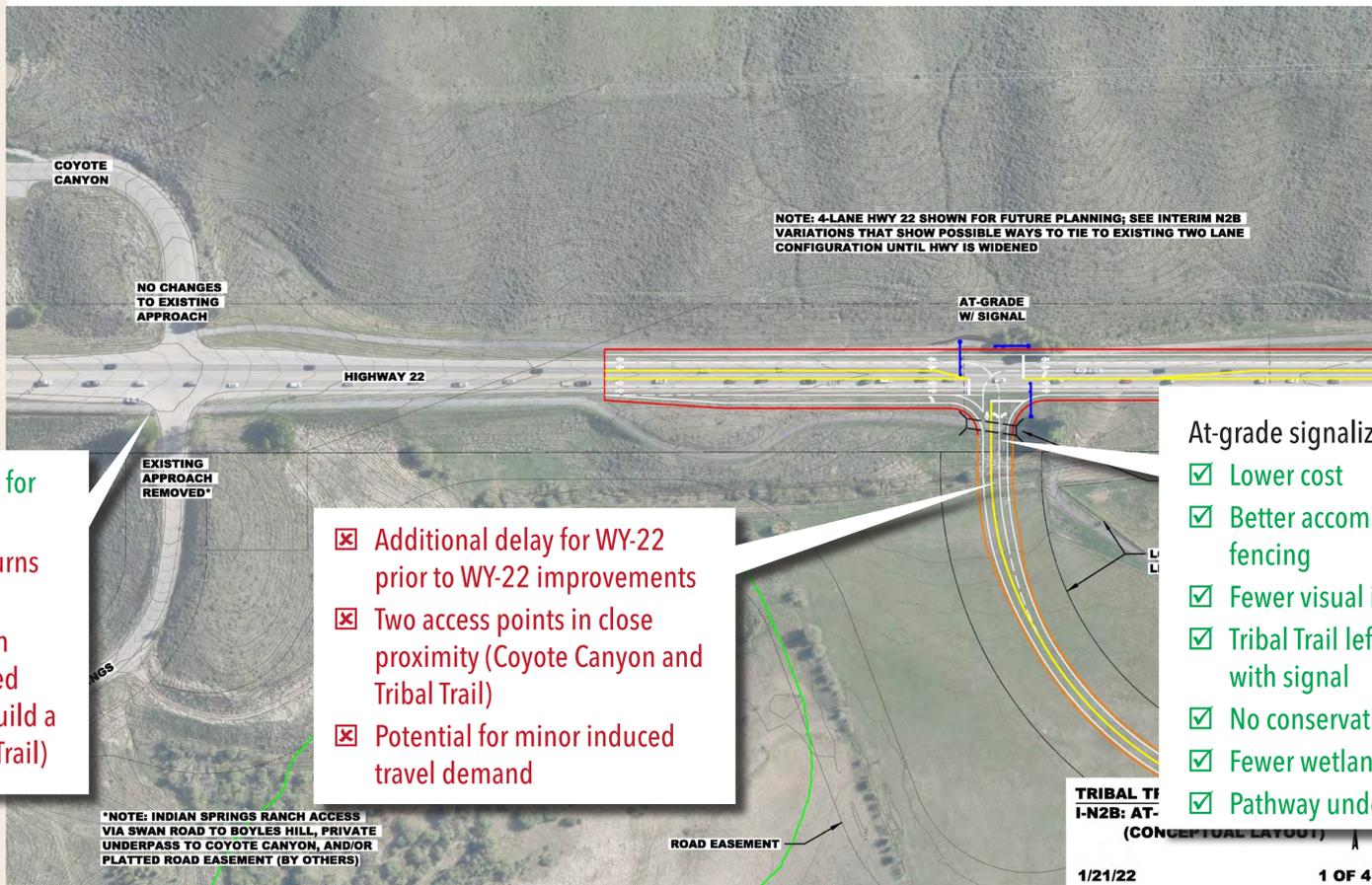
- Existing Pathway
- - - Pathway Underpass
- Pathway Underpass Structure
- Town Of Jackson BNDY
- Ownership
- Road CL
- Easement



# 2022 ALTERNATIVES

## Alternative I-N2b

At-grade intersection with signal prior to WY-22 improvements



- ☑ Signal provides gaps for Coyote Canyon
- ☒ Coyote Canyon left turns are not protected
- ☒ Indian Springs Ranch WY-22 access is closed (option for HOA to build a connection to Tribal Trail)

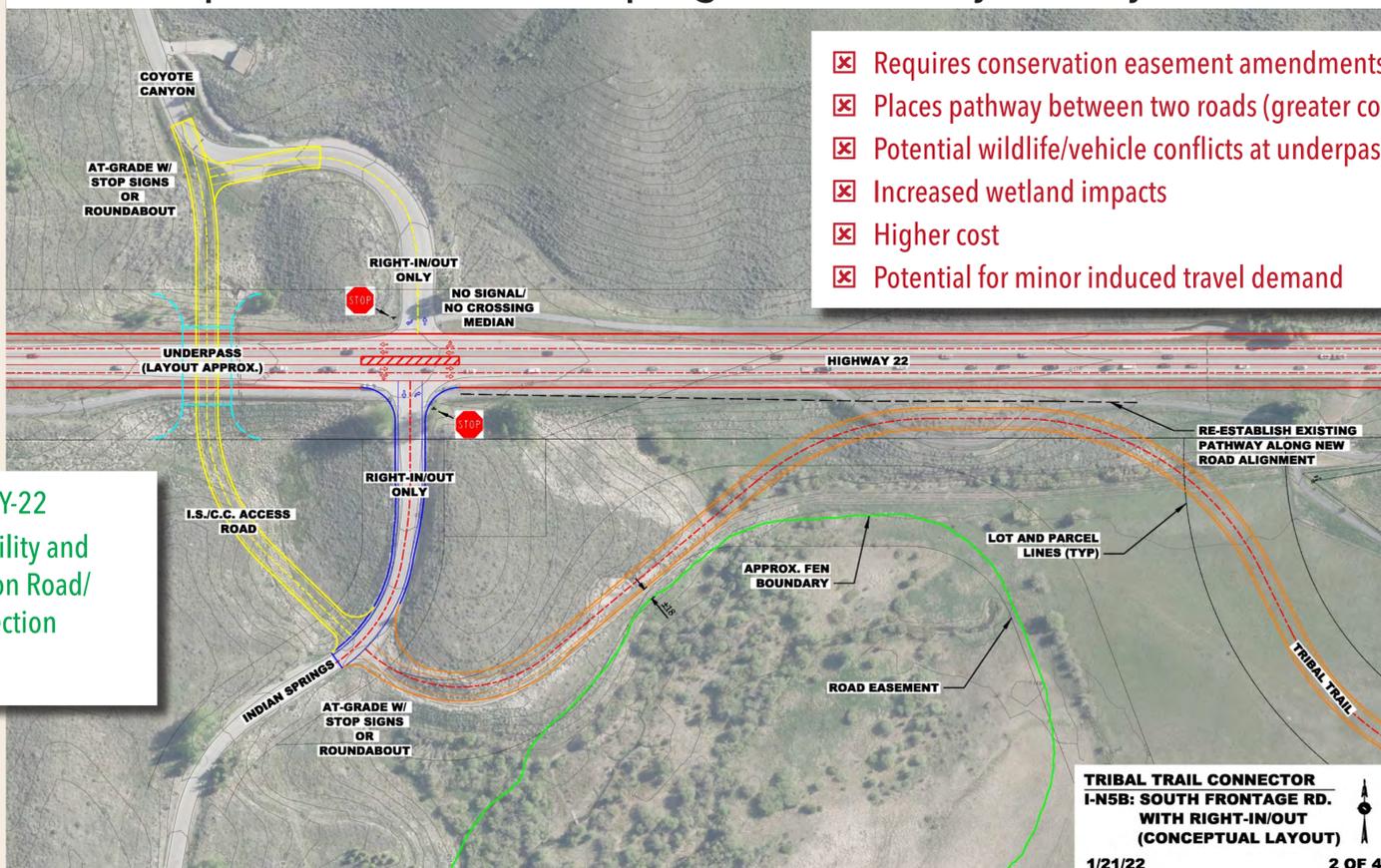
- ☒ Additional delay for WY-22 prior to WY-22 improvements
- ☒ Two access points in close proximity (Coyote Canyon and Tribal Trail)
- ☒ Potential for minor induced travel demand

- At-grade signalized intersection:
- ☑ Lower cost
  - ☑ Better accommodate future wildlife fencing
  - ☑ Fewer visual impacts
  - ☑ Tribal Trail left turns are protected with signal
  - ☑ No conservation easement impacts
  - ☑ Fewer wetland impacts
  - ☑ Pathway underpass

TRIBAL TRAIL CONNECTOR I-N2B: AT-GRADE (CONCEPTUAL LAYOUT) 1/21/22 1 OF 4

## Alternative I-N5b

Tribal Trail connects to Indian Springs Drive. Intersection converted to right-in/right-out. Underpass to connect Indian Springs Drive and Coyote Canyon Road.



- ☑ One access point to WY-22
- ☑ Improved WY-22 mobility and safety at Coyote Canyon Road/Indian Springs intersection
- ☑ Fewer visual impacts

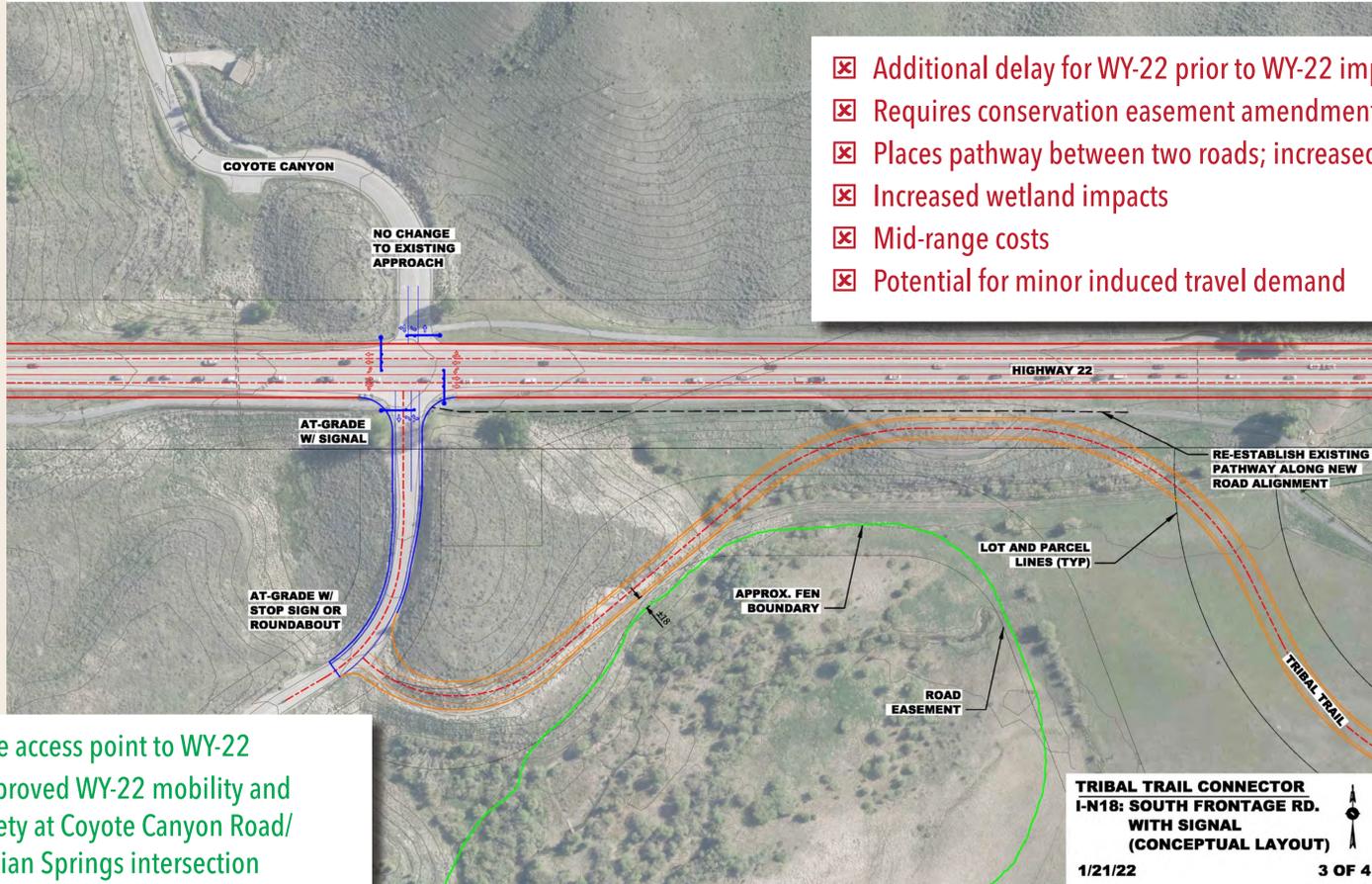
- ☒ Requires conservation easement amendments
- ☒ Places pathway between two roads (greater conflict for users)
- ☒ Potential wildlife/vehicle conflicts at underpass prior to wildlife fencing
- ☒ Increased wetland impacts
- ☒ Higher cost
- ☒ Potential for minor induced travel demand

TRIBAL TRAIL CONNECTOR I-N5B: SOUTH FRONTAGE RD. WITH RIGHT-IN/OUT (CONCEPTUAL LAYOUT) 1/21/22 2 OF 4

# 2022 ALTERNATIVES

## Alternative I-N18

Tribal Trail connects to Indian Springs Drive. Intersection is signalized.



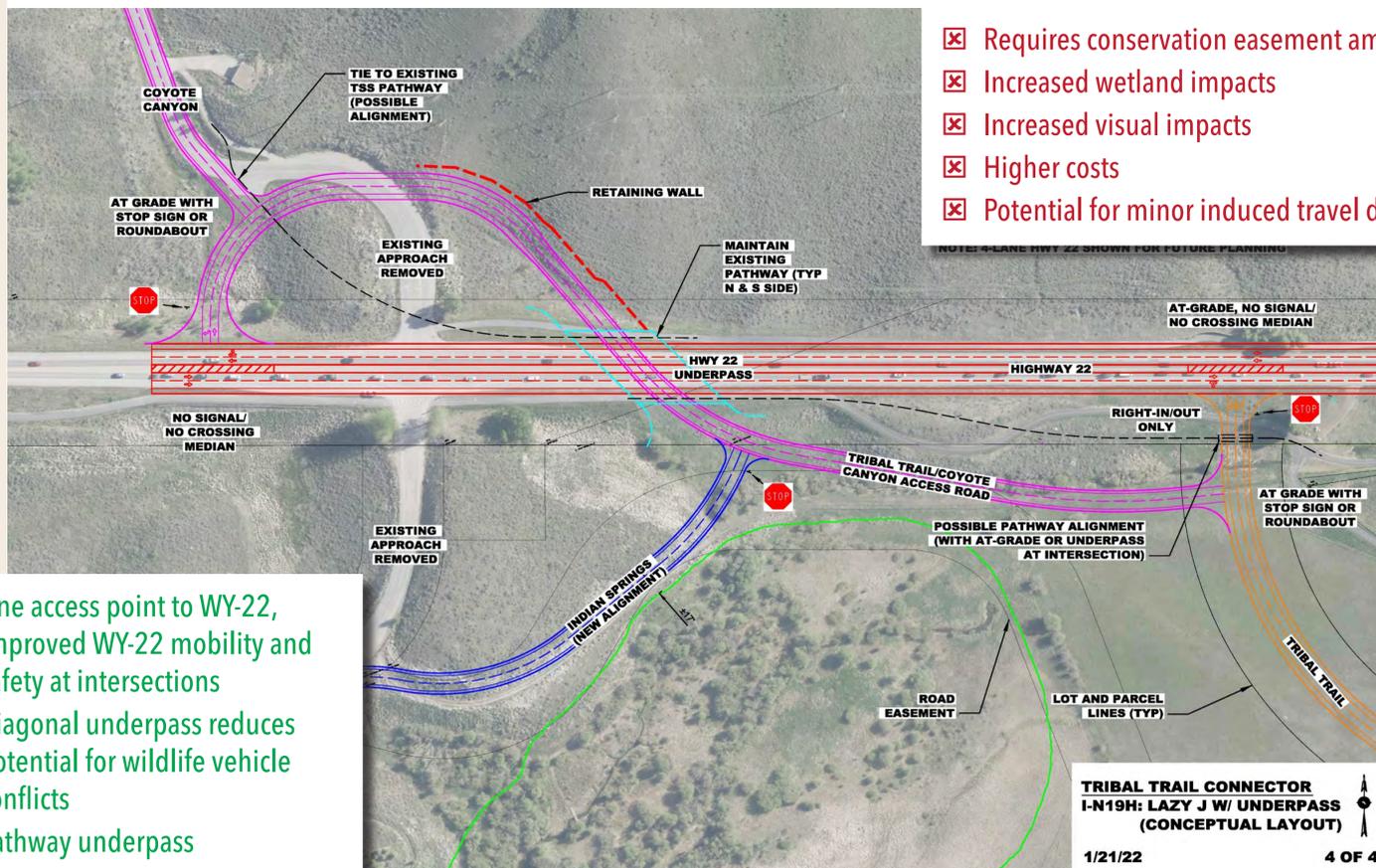
- ⊗ Additional delay for WY-22 prior to WY-22 improvements
- ⊗ Requires conservation easement amendment
- ⊗ Places pathway between two roads; increased conflicts
- ⊗ Increased wetland impacts
- ⊗ Mid-range costs
- ⊗ Potential for minor induced travel demand

- ☑ One access point to WY-22
- ☑ Improved WY-22 mobility and safety at Coyote Canyon Road/ Indian Springs intersection

TRIBAL TRAIL CONNECTOR  
I-N18: SOUTH FRONTAGE RD.  
WITH SIGNAL  
(CONCEPTUAL LAYOUT)  
1/21/22 3 OF 4

## Alternative I-N19

Tribal Trail would be right-in/right-out at WY-22. Spur connects to Coyote Canyon Road via an underpass.

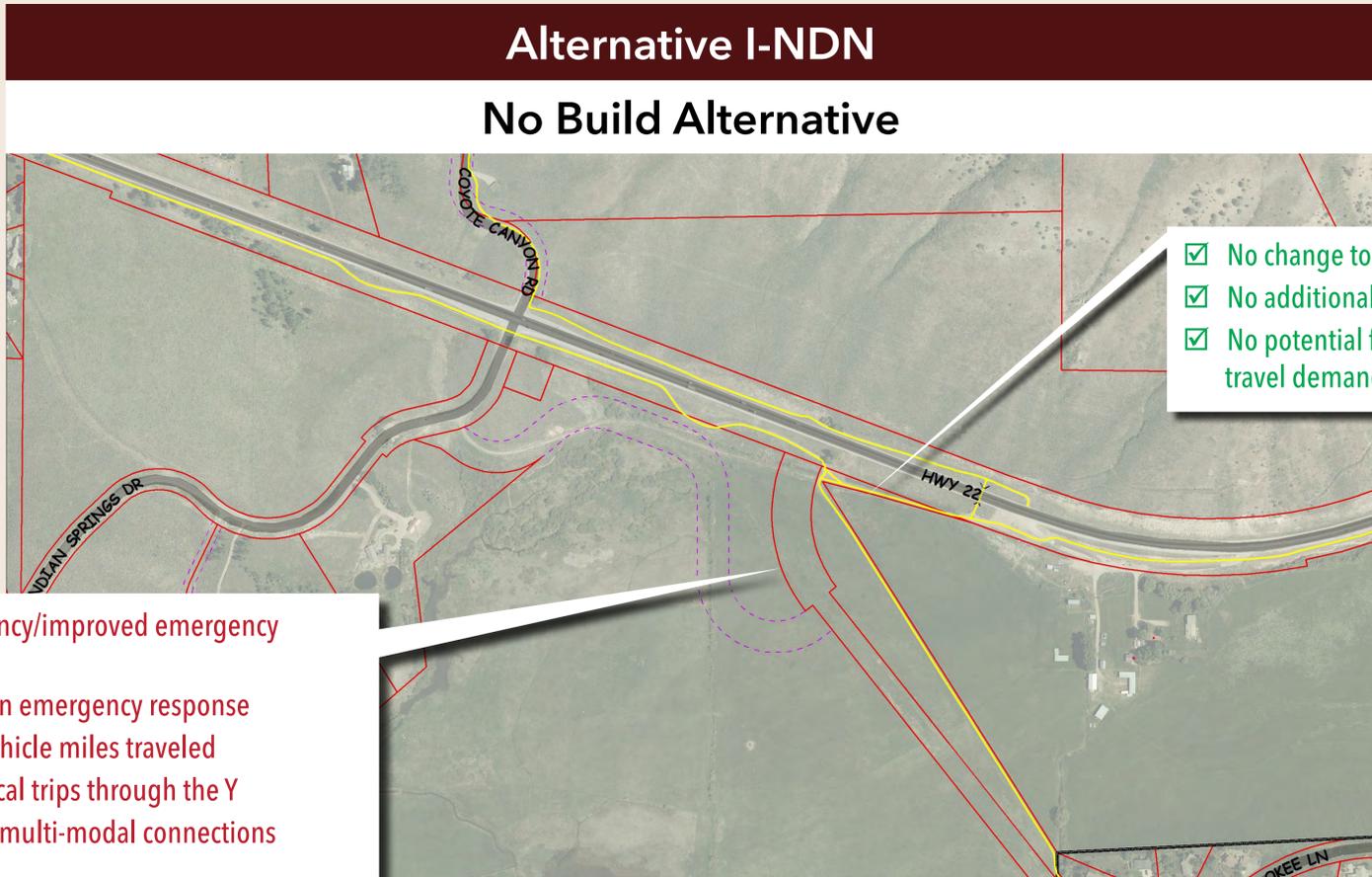


- ⊗ Requires conservation easement amendments
- ⊗ Increased wetland impacts
- ⊗ Increased visual impacts
- ⊗ Higher costs
- ⊗ Potential for minor induced travel demand

- ⊗ One access point to WY-22, Improved WY-22 mobility and safety at intersections
- ⊗ Diagonal underpass reduces potential for wildlife vehicle conflicts
- ⊗ Pathway underpass

TRIBAL TRAIL CONNECTOR  
I-N19H: LAZY J W/ UNDERPASS  
(CONCEPTUAL LAYOUT)  
1/21/22 4 OF 4

# NO BUILD ALTERNATIVE

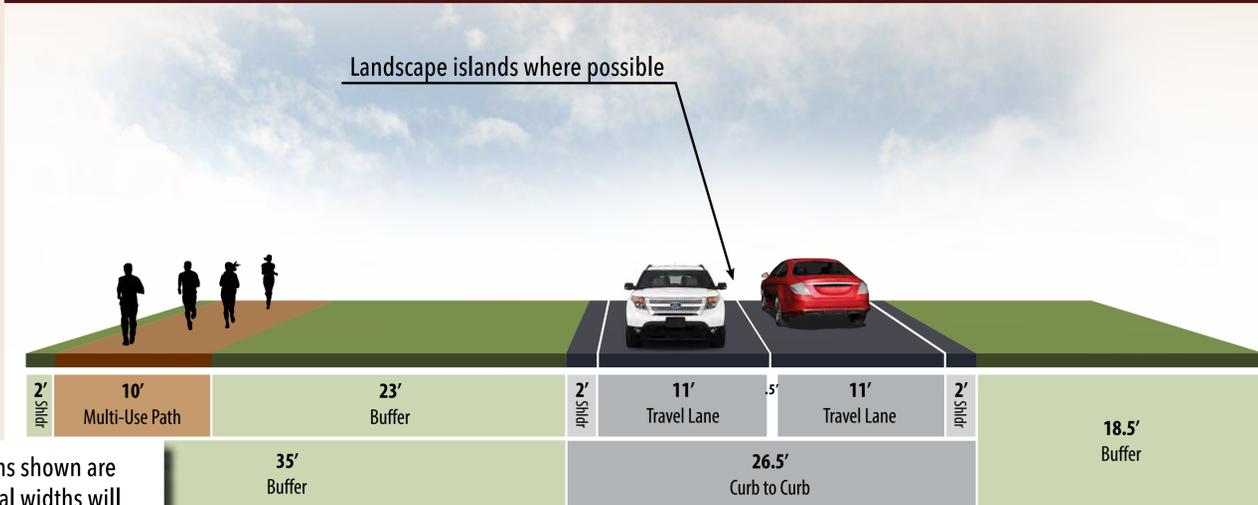


# PHOTO SIMULATIONS AND PROPOSED TYPICAL SECTION



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



Note: The widths shown are conceptual. Final widths will be determined during design.

Tribal Trail Road at Seneca Lane

Existing/No Build



Note: Much wider than proposed new build segment.

Tribal Trail Connector (Simulation)

Transition from existing Tribal Trail Road to the Connector



Note: Traffic calming measures shown are illustrative; specific measures would be determined based on public input and design considerations.

Tribal Trail Road at Seneca Lane (Simulation)

Proposed Improvements



# INTERIM (YEAR 2030) TRAFFIC ANALYSIS



- High level assessment of traffic impacts to 2-lane WY-22, if adding Tribal Trail intersection
- Year 2030 model incorporates and assumes:
  - » Current 2-lane WY-22 configuration at Tribal Trail
  - » WY-22/390 and Snake River Bridge improvements
  - » Northern South Park growth
  - » Indian Springs approach closed
  - » Summer traffic volumes (highest volumes of year)
- Results presented at Stakeholder Advisory Committee March 2022 meeting
- General observations
  - » Congestion on WY-22 will continue to increase without major roadway improvements or mode shifts to reduce passenger car trips
  - » Signal increases delay for WY-22
  - » Signal lengthens existing eastbound peak hour queues
  - » Signal provides gaps and protects turns from Tribal Trail; also provides gaps for Coyote Canyon traffic accessing WY-22



VISSIM Traffic Model Summer PM Peak Hour 2030

# WE WANT YOUR INPUT!

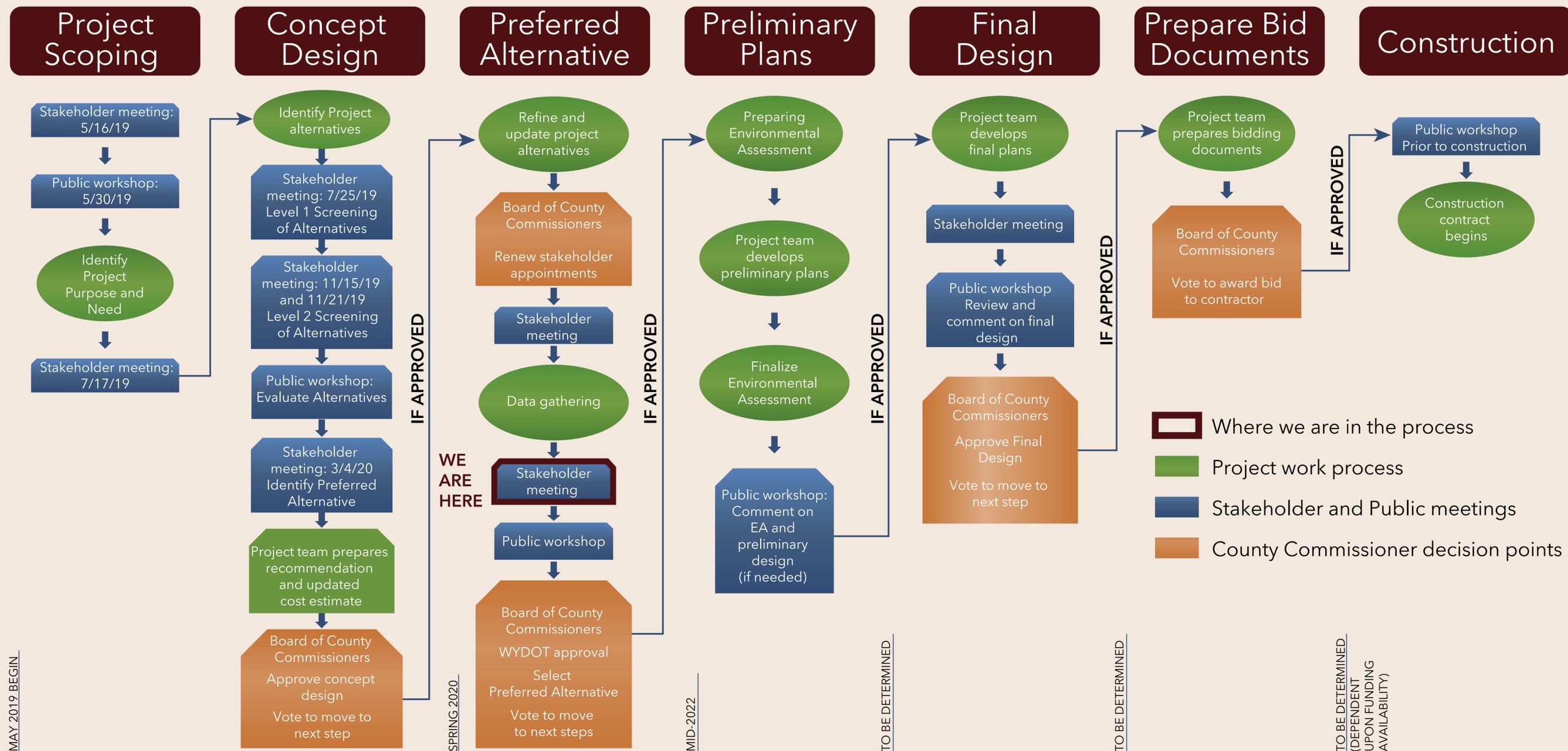


Please provide your thoughts about the study to help us understand what issues are important to you. You can provide your comments and input in the following ways:

- **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



Estimated timeline (subject to change)

MAY 2019 BEGIN

SPRING 2020

MID-2022

TO BE DETERMINED

TO BE DETERMINED

TO BE DETERMINED (DEPENDENT UPON FUNDING AVAILABILITY)



# NEXT STEPS



## Next Steps

- The Commission directed County staff to provide a preferred design alternative for their consideration.
- Public input will be compiled and shared with the Stakeholders Advisory Committee.
- Based on public and stakeholder comment and alternatives evaluation results, County staff will recommend a preferred design alternative for the Commission's consideration.
- The Commissioners will vote on the preferred alternative or the no build alternative.





*Thank You*

for attending the  
open house for the  
Tribal Trail Connector Study

