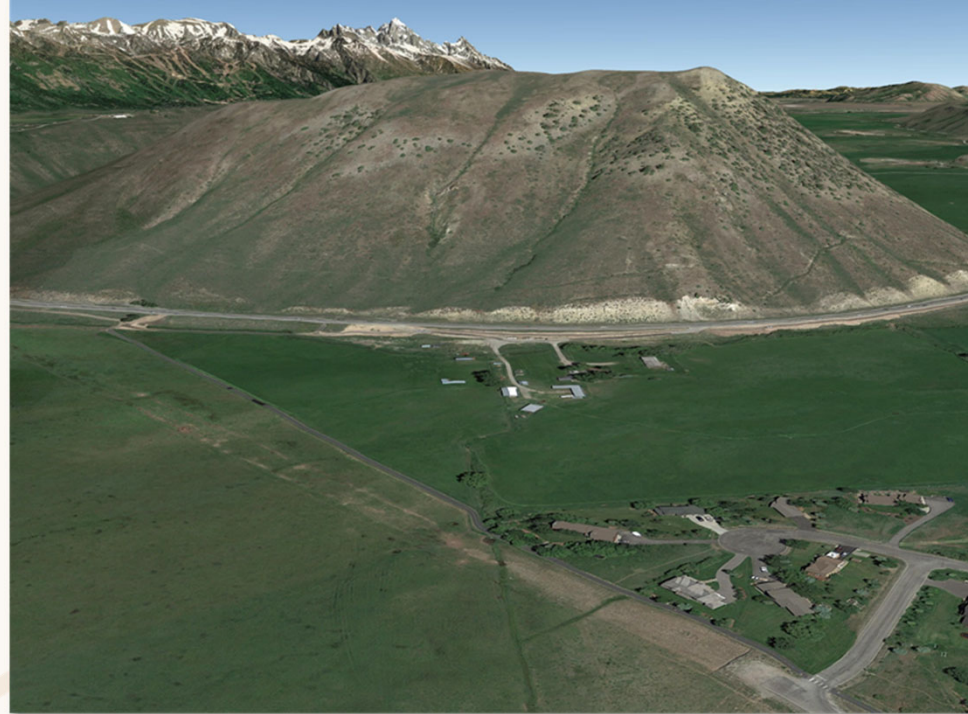




Public Open House: Meeting #2

February 19, 2020

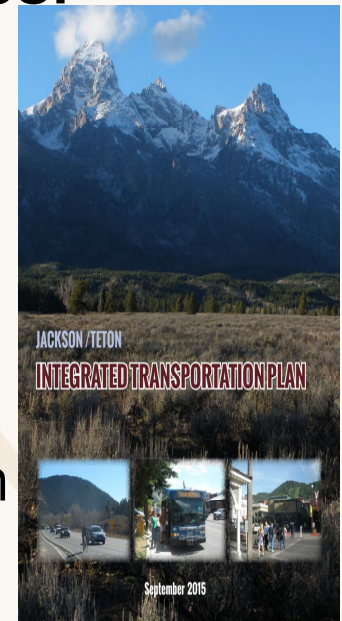


Welcome!

Planning Context



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



Planning Context

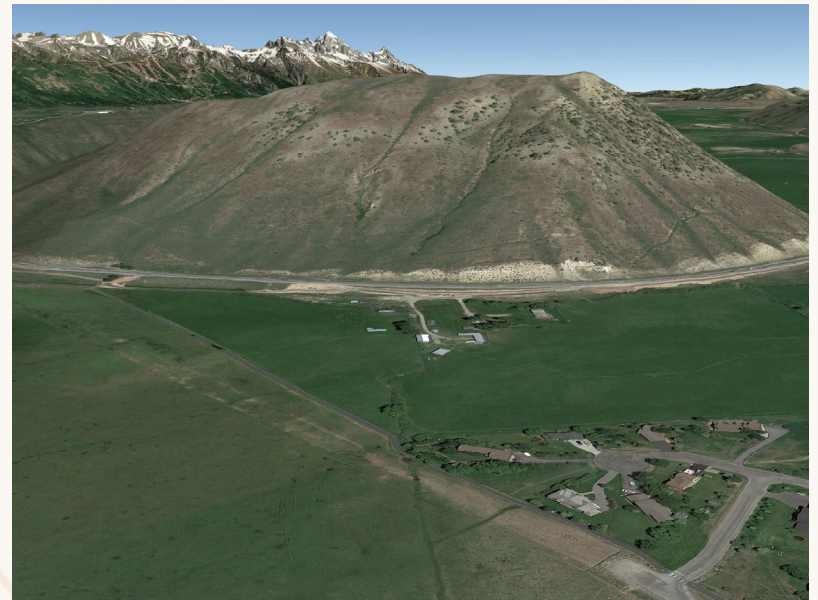


- One of the many capital projects in the 2015 ITP to address traffic congestion, lack of roadway redundancy and expanded multimodal connectivity.
 - » TT Connector study is guided by a Project Charter process
 - » Stakeholders, public comment & several public meetings
 - » In 2018, Commissioners voted to move the study forward
 - Develop and evaluate design alternatives
 - Bring preferred alternative that meets project purpose, need and objectives to the Commissioners so they can determine if they would like to move the project forward

Purpose & Need: Transportation improvements



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



1) Provide Travel Redundancy



- Ability to provide multiple ways in or out of an area
- Currently, our community is served by and dependent on a single intersection - the Y. This lack of redundancy results in:
 - » Increased risk 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

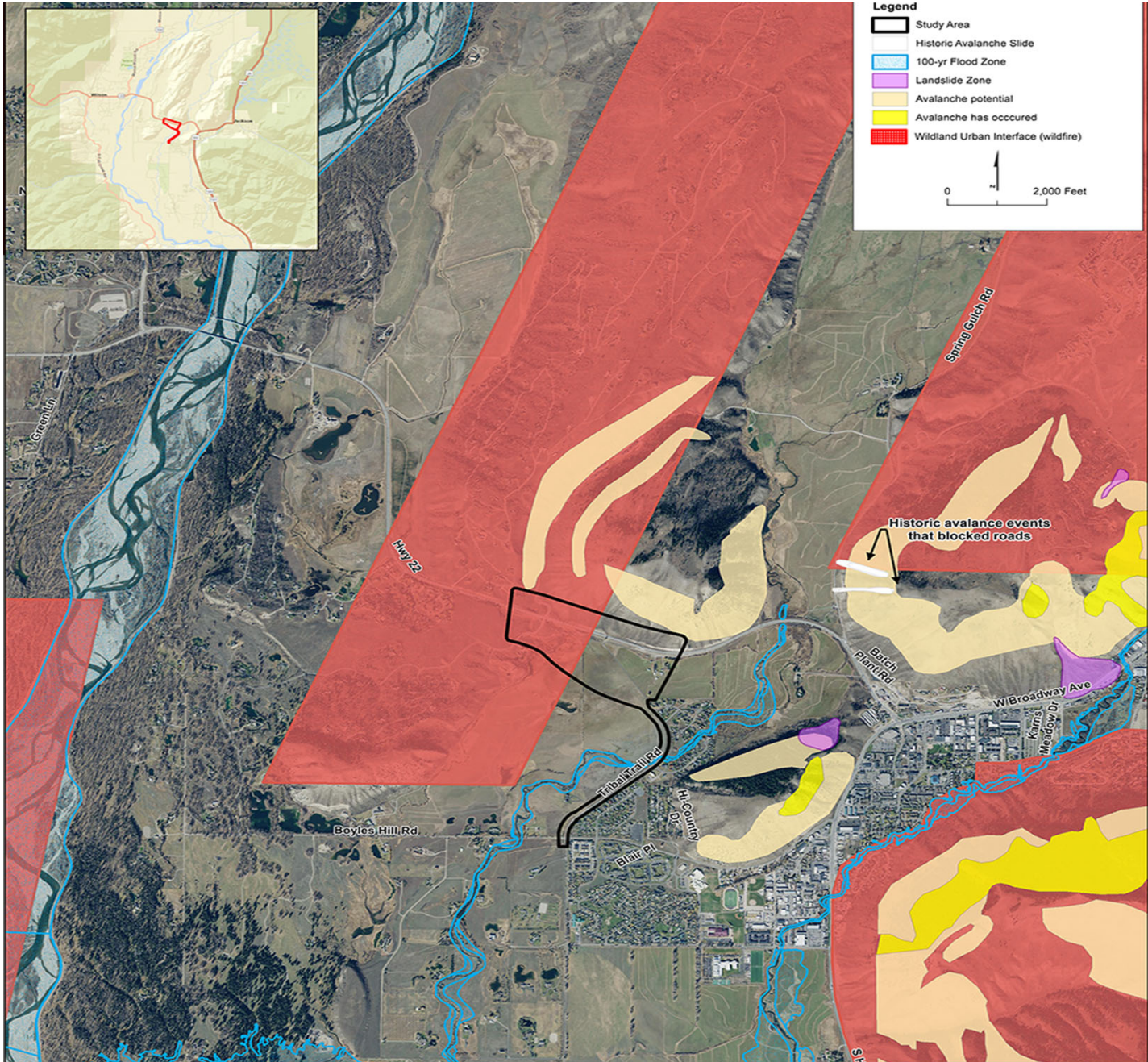


2) Improve Emergency Response



- Route redundancy would improve emergency evacuation and emergency service access
- Currently, the only practical route connecting South Jackson to Wilson, other West Bank communities and Idaho is through the Y intersection





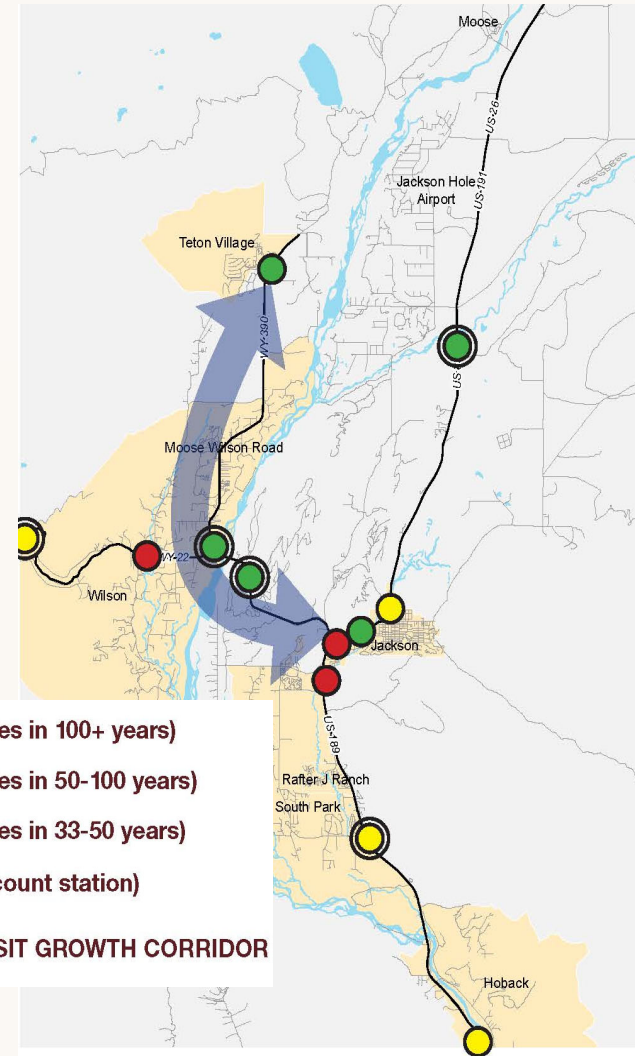
Tribal Trail CONNECTOR

Natural Hazards Map

3) Reduce VMT



- Since 2000, most county traffic growth is by locals making 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



SOURCE: WYDOT

4) Reduce Local Trips Through Y Intersection



- Only one route (WY-22) connects the communities of Wilson, Teton Village, and eastern Idaho to US-26/89; “Y” intersection is where these highways meet
- Per ITP - reduce local trips through the Y intersection by using less circuitous travel routing
- TT Connector intended for local trips and not for use by highway traffic diverted off the state route (25MPH design speed and traffic calming measures)



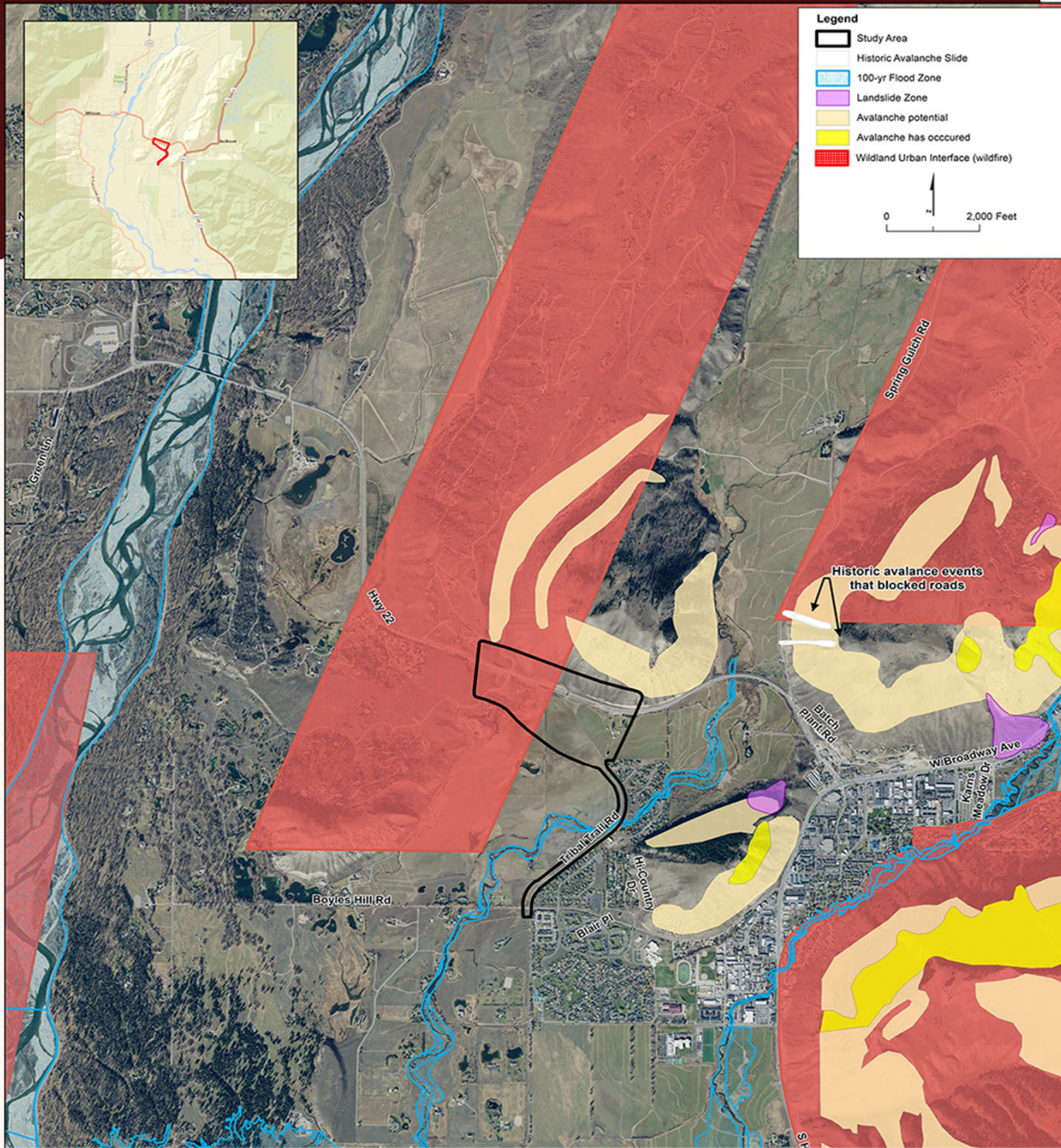
5) Provide Expanded Multimodal Connections



- Provide START and school buses with a more efficient, more direct and less expensive connection to schools
- **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



Natural Hazards Map



Project Objectives



- The Project Charter identifies the Project Objectives:

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

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

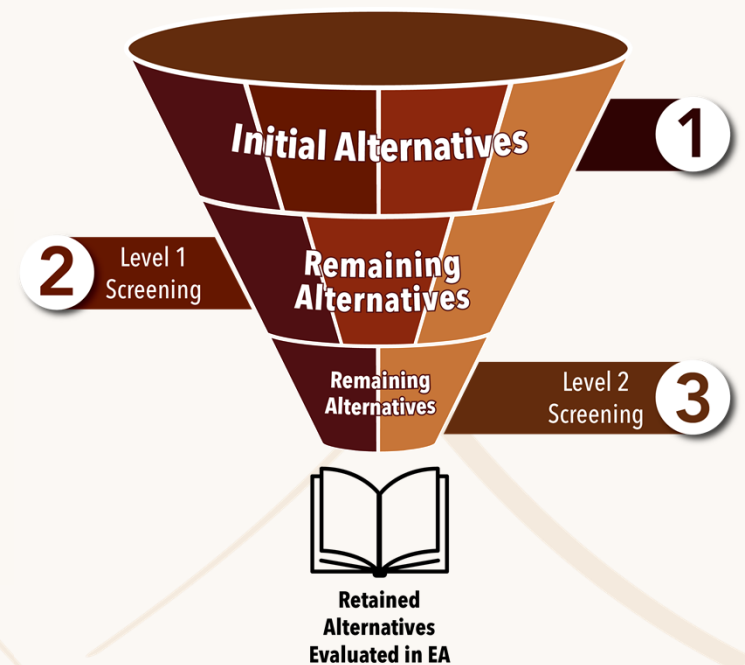
- » Minimizing environmental impacts (e.g. wetlands, wildlife, visual)
- » Minimizing private property impacts
- » Constructability
- » Maintenance, particularly for snow removal and storage



Evaluation Process



- The process to evaluate the alternatives was set up in coordination with the Stakeholder Advisory Committee and based on NEPA requirements
- Level 1 and Level 2 screening evaluation criteria based on purpose and need criteria, objectives & community values



Alternatives Process: Level 1 Screening



- Used to evaluate whether alternatives meet:
 - » the Purpose and Need; or
 - » have a fatal flaw (e.g. irresolvable environmental impacts, not constructible)
- 32 initial alternatives evaluated
- 15 screened out

Level 1 Alternative Evaluation Screening Matrix

		Description of Alternative	Purpose and Need Screening					Do h
			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 multi-modal connections?	
Roadway Alternatives	No Build	Existing conditions	No	No	No	No	No	
	O-N1	Roadway centered within right-of-way.	Yes	Yes	Yes	Yes	Yes	
	O-N2a	Roadway with chicanes maintaining a minimum of 20 feet of snow storage on each side of the road.	Yes	Yes	Yes	Yes	Yes	
	O-N2b	Roadway with chicanes maintaining a minimum of 12 feet of snow storage on each side of the road.	Yes	Yes	Yes	Yes	Yes	
	i-N1a	Tribal Trail Road, access to Hwy 22, is via an interchange. The connector road follows the planned easement. Indian Springs Drive access to Hwy 22 is closed. Coyote Canyon Road, access to Hwy 22, is converted to right on/off. Eastbound traffic from Coyote Canyon Road uses the connector road via an	Yes	Yes	Yes	Yes	Yes (Conditional)	

Alternatives Process: Level 2



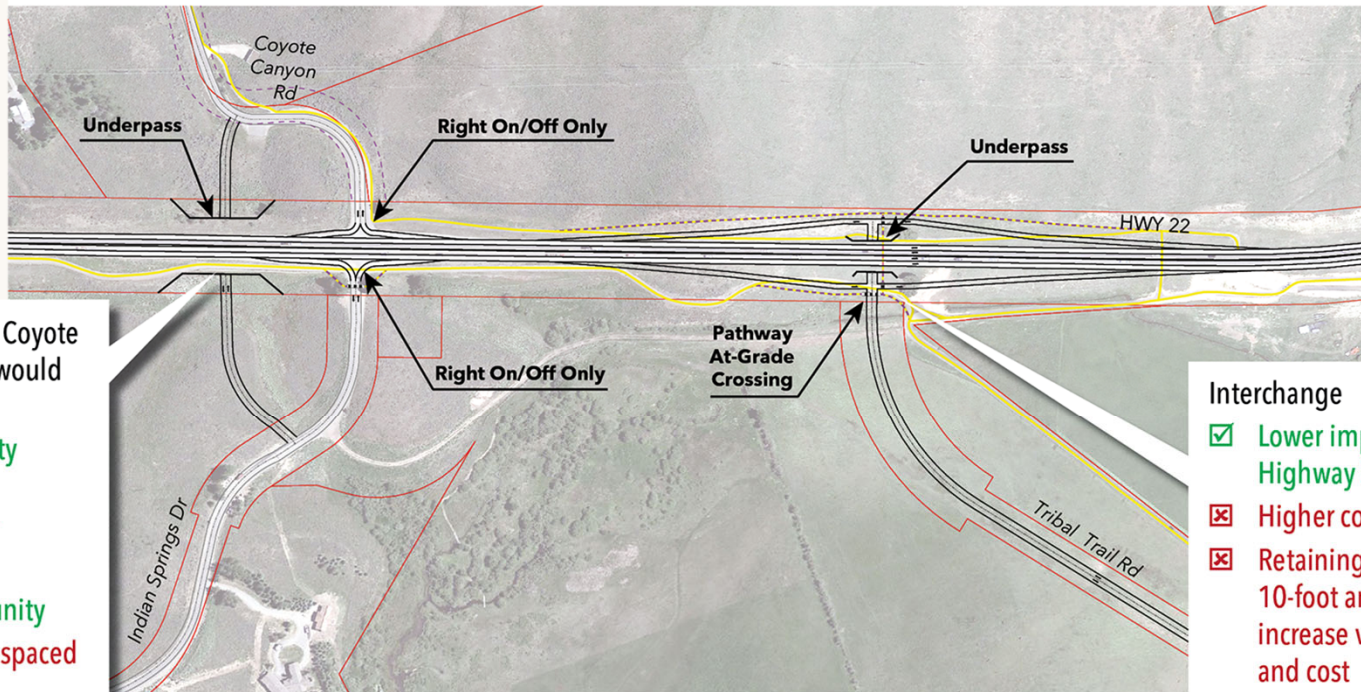
- Compares how well alternatives meet Purpose and Need and Study Objectives while balancing environmental effect.
- Alternatives that perform the best based on the Level 2 screening criteria are fully evaluated in the Environmental Assessment along with the No- Build Alternative.
 - » 17 alternatives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

Alternatives



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

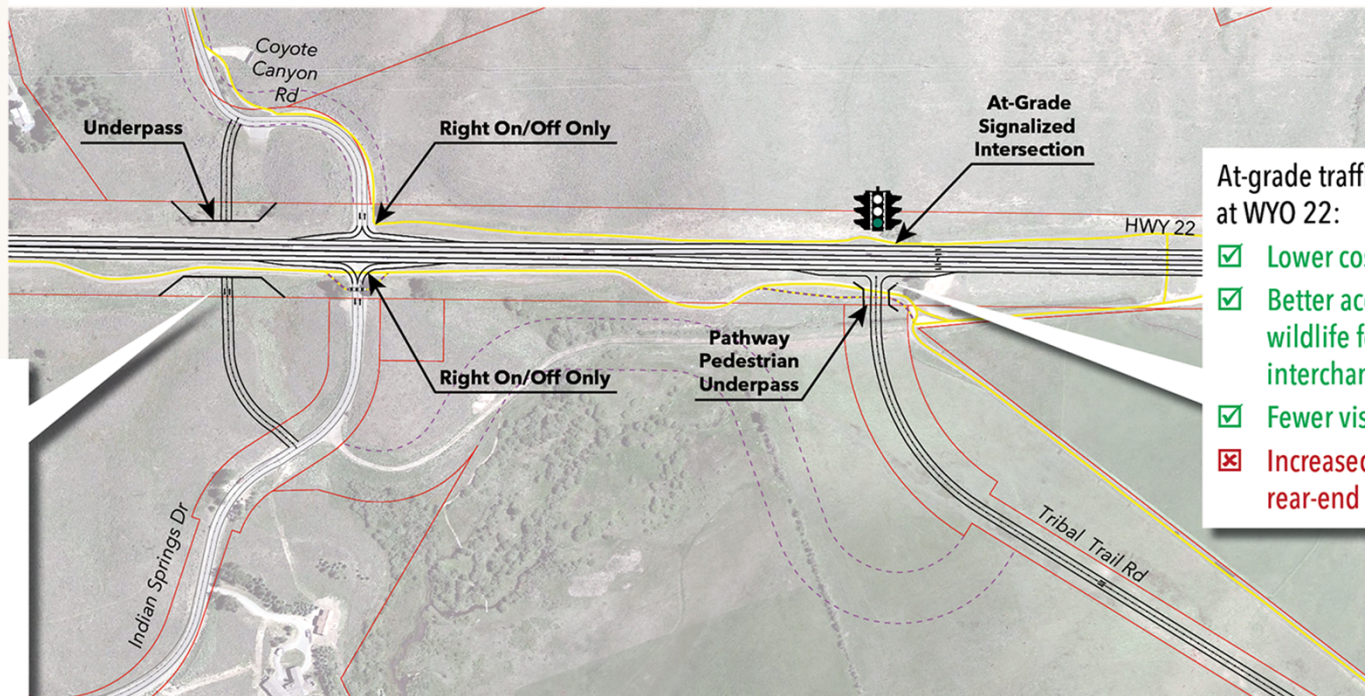
- ☑ Lower impact to Highway 22 capacity
- ☒ Higher cost
- ☒ Retaining walls (between 10-foot and 60-foot) would increase visual impacts and cost

Alternatives



Alternative I-N2b

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



Indian Springs Drive and Coyote Canyon Road underpass would include:

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

At-grade traffic signal at WYO 22:

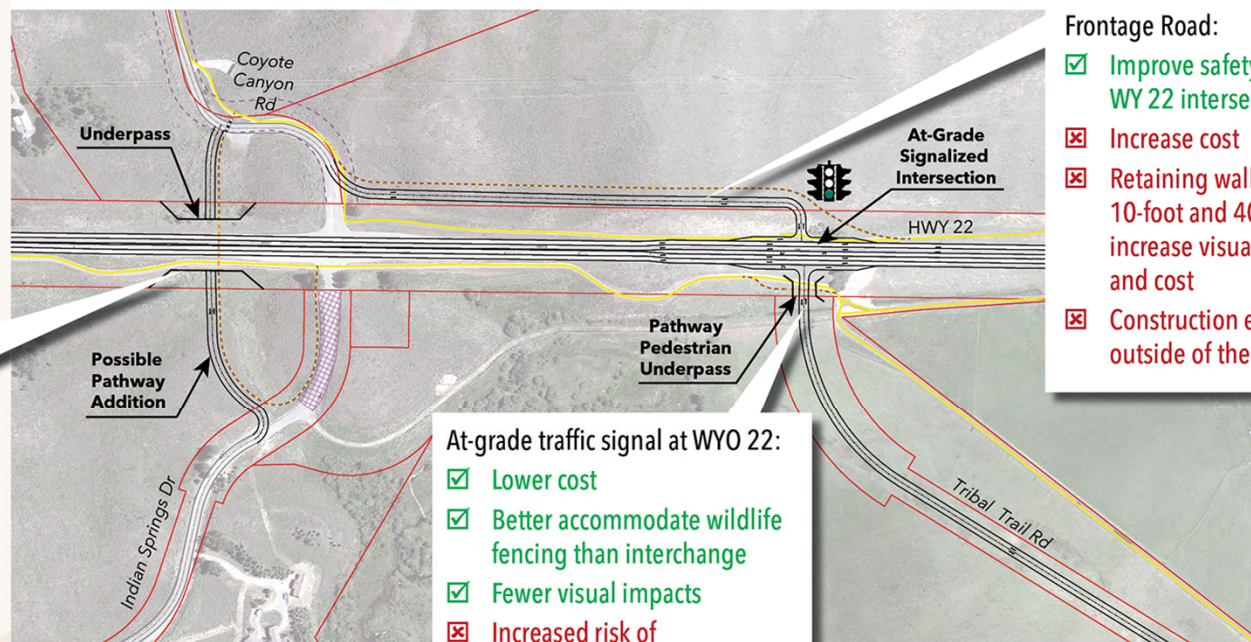
- ✓ Lower cost
- ✓ Better accommodate wildlife fencing than interchange
- ✓ Fewer visual impacts
- ✗ Increased risk of rear-end collisions

Alternatives



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

At-grade traffic signal at WYO 22:

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

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

Alternatives



Alternative I-SDN

Southern No Build Alternative

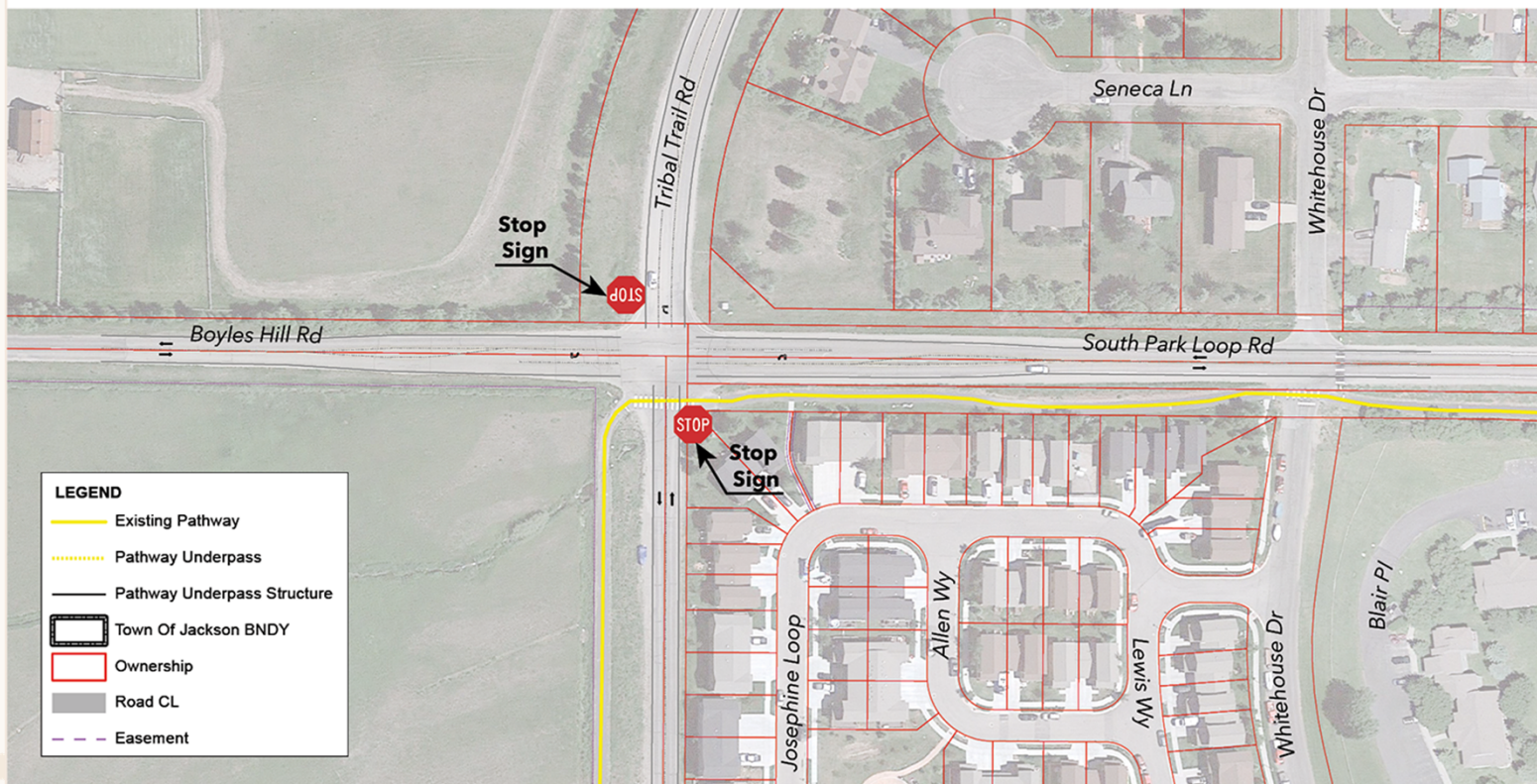


PHOTO SIMULATIONS



35' Existing Width

Existing and Proposed Tribal Trail Road near Seneca



26-29' Proposed Width

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

Alternatives



Proposed Tribal Trail Connector near Cherokee



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

Environmental Process



- An Environmental Assessment (EA) will be prepared in accordance with the National Environmental Policy Act (NEPA) and County land development requirements.



EA Resources



- EA would review existing, future, impacts to, and mitigation for the following resources:
 - » Land Use and Zoning
 - » Social Resources
 - » Economic Resources
 - » Transportation and Traffic
 - » Right-of-Way
 - » Farmlands
 - » Air Quality
 - » Noise
 - » Water Resources and Water Quality
 - » Floodplains

EA Resources cont.



- EA would review existing, future, impacts to, and mitigation for the following resources:
 - » Vegetation and Noxious Weeds
 - » Wildlife and Fisheries
 - » Wetlands and Waters of the U.S.
 - » Threatened and Endangered Species
 - » Visual Resources
 - » Cultural Resources
 - » Hazardous Materials
 - » Wild and Scenic Rivers
 - » Parks and Recreation Facilities
 - » Construction Impacts and Mitigation

■ Questions?

