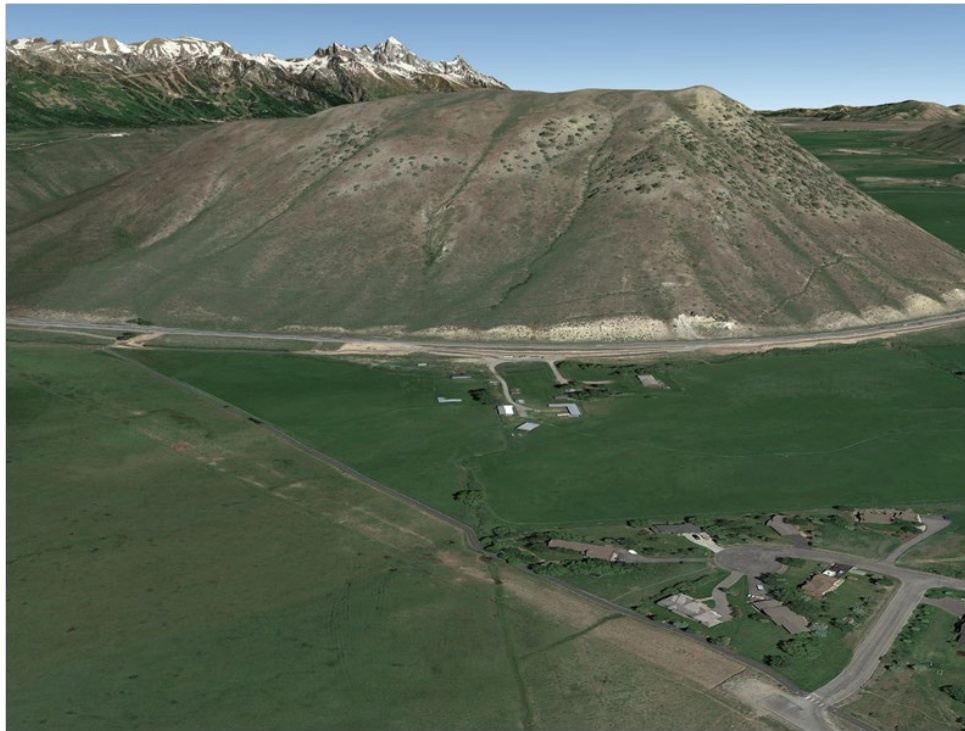




Stakeholder Committee Meeting #12

August 17, 2022



Welcome/Agenda Review



- Introductions
- Overview of March 2022 Meeting
- Review of the Spring 2022 Public Event
- Review of Build alternatives and identification of preferred alternative
- Next Steps

Meeting Goals/Desired Outcomes

- Review the results of the public meeting
- Identify both the Stakeholder preferred alternative and the preferred build alternative



Public Information Session & Open House Participation Summary

Teton County hosted a public information session Wednesday, April 27, 2022 from 4:30 to 6:30 pm at the Teton County Library. An on-line virtual option, which included a [virtual meeting room](#), was made available until May 20, 2022. Both options presented the same content. This event was the third public meeting for the Tribal Trail Connector Study. Comments received by May 20, 2022 are reflected in this summary.

MEETING PURPOSE

The purpose of this meeting was to:

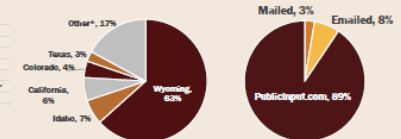
- Present background and history of the study
- Provide study updates
- Present preferred alternatives for the roadway alignment and Boyle's Hill/South Park Loop Road intersection
- Present revised alternatives for the northern intersection with WYO 22 and obtain input and next steps

Individuals could submit comments on the project by filling out a comment sheet at the open house, mailing, emailing or faxing comments and/or by submitting a form online via PublicInput.com.



38% of virtual meeting room participants accessed the room via a mobile device.

PARTICIPATION SUMMARY



60 people

60 people signed in at the in-person open house held at the Teton County Library.

405 web visitors

405 people went to the [virtual public meeting room](#) between April 27, 2022 and May 20, 2022.

WY web visitors

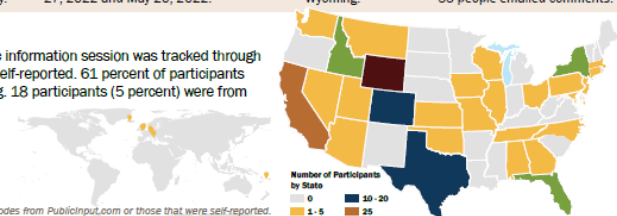
63% of visitors to the virtual public meeting room were from Wyoming.

389 commenters

346 commenters submitted via PublicInput.com, 10 mailed, and 33 people emailed comments.

PARTICIPATION

Participation in the public information session was tracked through PublicInput.com and/or self-reported. 61 percent of participants (239) were from Wyoming. 18 participants (5 percent) were from outside of the country.



Based on ZIP codes from PublicInput.com or those that were self-reported. Location information was available for 367 participants.

For more information, visit: www.tribaltrailconnector.com

Roles/Responsibilities



- *Direction from County Commissioners is for Staff to provide a recommendation on a build alternative.*

Stakeholder Roles

- Provide perspective to inform the project development process.
- Serve as an avenue of communication to the community concerning the project.
- The Stakeholder Committee will not have formal approval authority and will attempt to reach consensus on issues where possible. The Project Team will distill the Stakeholder Committee comments when consensus cannot be reached.

March Meeting Overview



- Geotech, Groundwater, and Traffic Updates
- Stakeholder Coordination Updates
- Alternatives Screening

2030 AM Peak Hour – Stop Control Option



Public Meeting Summary



- April 27, 2022
- In person and [virtual](#) meeting options
- Public comment period April 27 – May 20, 2022
- Notices ran April 21, May 13, and May 19
- 60 people signed in at the in-person meeting
- 405 people visited the virtual public meeting room
- 389 public comments were received
 - » 346 from PublicInput.com
 - » 10 hard copy forms
 - » 33 emails sent via the Tribal Trail or Teton County email addresses

Public Meeting Summary



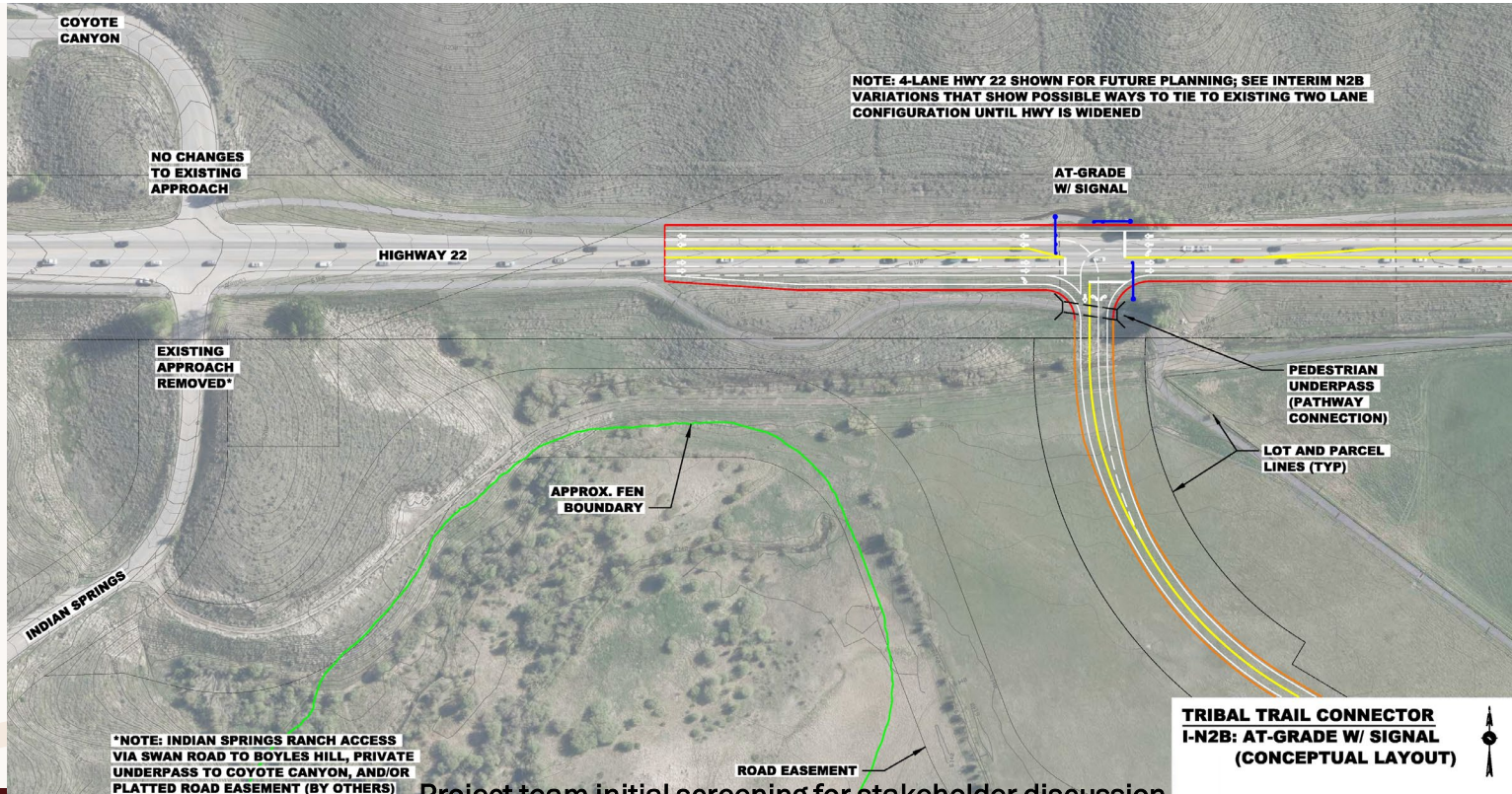
- Public comment form had four questions:
 1. If constructed, the existing Tribal Trail Road would be extended to connect with WY 22. Of the five alternatives being considered, rank the following 5 options from 1 (most preferred) to 5 (least preferred). If you prefer not to provide rankings, please note your most and least preferred alternatives.
 2. How would this project most affect you? What other comments or concerns do you have?
 3. What local neighborhood do you live in?
 4. How did you hear about this meeting? (email, website, newspaper, etc.)

Review North Alternative Level 2 Screening Results



Level 2 Alternative Evaluation Screening Matrix

		Purpose and Need Screening					Project Objective Screening							
		Provide travel redundancy?	Reduce VMT associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Minimize impacts to natural resources	Minimize impacts to the human environment	Minimize safety concerns	Minimize private property impacts.	Provide more direct and efficient multi-modal routing	Be cost effective	Constructability	Maintenance
North	Inter I-N2b	●	●	●	●	●	●	●	●	●	●	●	●	●



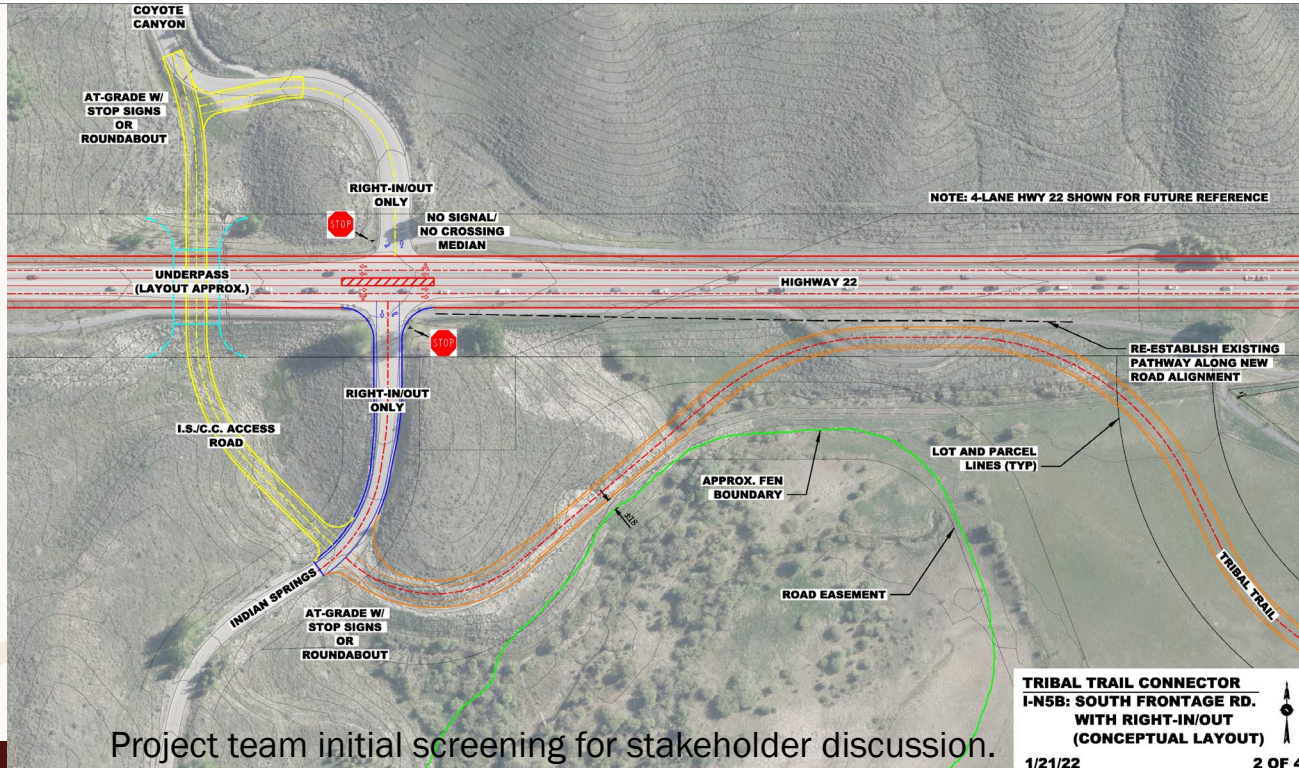
Project team initial screening for stakeholder discussion.

Review North Alternative Level 2 Screening Results



Level 2 Alternative Evaluation Screening Matrix

North Intersection Options	Purpose and Need Screening					Project Objective Screening							
	Provide travel redundancy?	Reduce VMT associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Minimize impacts to natural resources	Minimize impacts to the human environment	Minimize safety concerns	Minimize private property impacts.	Provide more direct and efficient multi-modal routing	Be cost effective	Constructability	Maintenance
I-N5B	●	◐	●	●	●	○	◐	●	○	◐	○	○	●



Project team initial screening for stakeholder discussion.

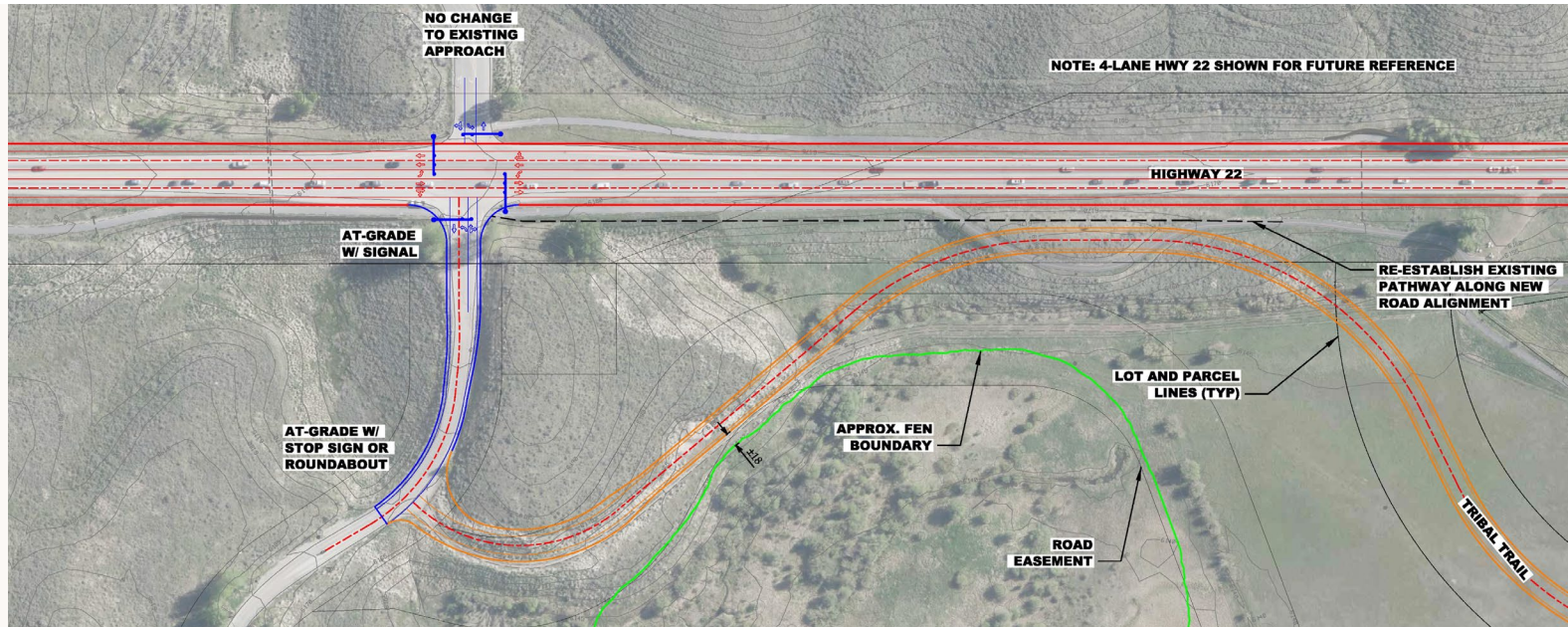
Review North Alternative Level 2 Screening Results



Level 2 Alternative Evaluation Screening Matrix



	Purpose and Need Screening					Project Objective Screening							
	Provide travel redundancy?	Reduce VMT associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Minimize impacts to natural resources	Minimize impacts to the human environment	Minimize safety concerns	Minimize private property impacts.	Provide more direct and efficient multi-modal routing	Be cost effective	Constructability	Maintenance
North Intersection Options I-N18	●	◐	●	●	●	○	◐	◐	○	◐	◐	○	●



Project team initial screening for stakeholder discussion.

**TRIBAL TRAIL CONNECTOR
I-N18: SOUTH FRONTAGE RD.
WITH SIGNAL
(CONCEPTUAL LAYOUT)**

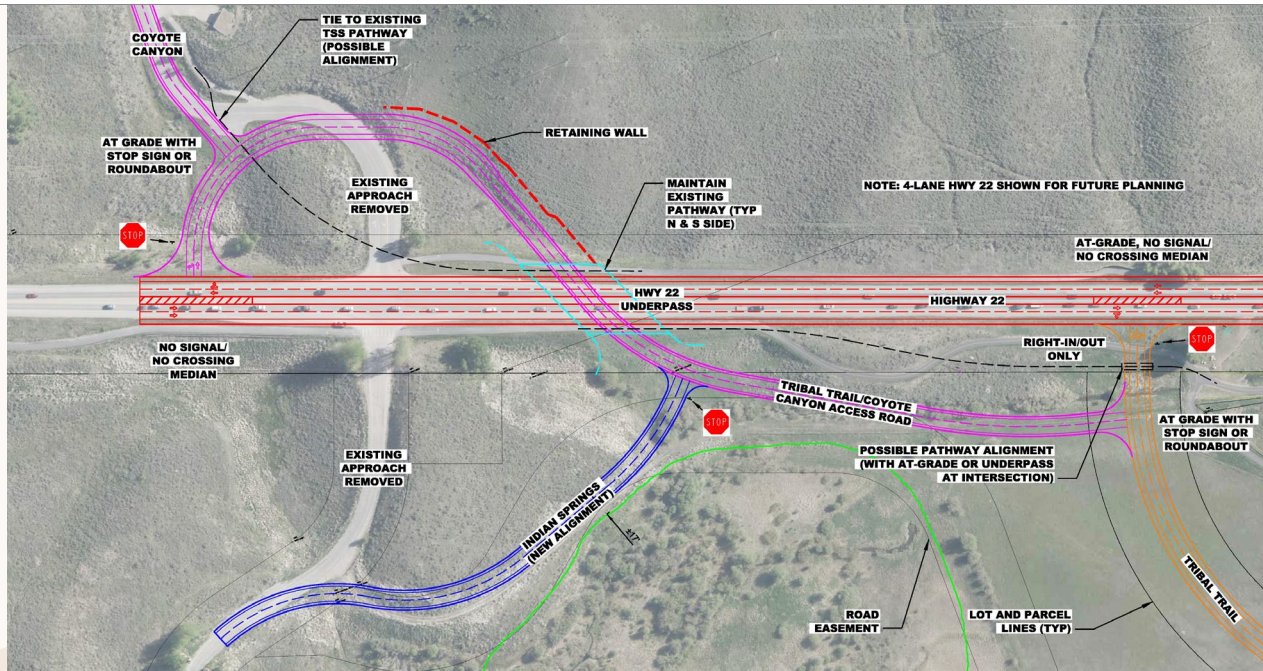
1/21/22 3 OF 4

Review North Alternative Level 2 Screening Results



Level 2 Alternative Evaluation Screening Matrix

North Intersection Options	Purpose and Need Screening					Project Objective Screening							
	Provide travel redundancy?	Reduce VMT associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Minimize impacts to natural resources	Minimize impacts to the human environment	Minimize safety concerns	Minimize private property impacts.	Provide more direct and efficient multi-modal routing	Be cost effective	Constructability	Maintenance
I-N19 option h	●	●	●	●	●	○	●	●	○	●	○	○	●



Project team initial screening for stakeholder discussion.

TRIBAL TRAIL CONNECTOR
I-N19H: LAZY J W/ UNDERPASS
(CONCEPTUAL LAYOUT)

Review North Alternative Level 2 Screening Results



Level 2 Alternative Evaluation Screening Matrix

	Description of Alternative	Purpose and Need Screening					Project Objective Screening							
		Provide travel redundancy?	Reduce VMT associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Minimize impacts to natural resources	Minimize impacts to the human environment	Minimize safety concerns	Minimize private property impacts.	Provide more direct and efficient multi-modal routing	Be cost effective	Constructability	Maintenance
No Build	Existing conditions	○	○	○	○	○	●	●	●	●	○	●	●	●
I-N2b	Tribal Trail Road has a signalized at-grade crossing on Hwy 22. All other design elements are the same as I-N2a.	●	●	●	●	●	●	●	●	●	●	●	●	●
I-N5B	Tribal Trail Road connects directly existing Indian Springs Drive. The existing intersection would be converted to right-in right-out for both Indian Springs drive and Coyote Canyon Road. An underpass, west of the existing intersection, would allow traffic to access both side of Hwy 22.	●	●	●	●	●	○	●	●	○	●	○	○	●
I-N18	Southern frontage road is shifted north into WYDOT right-of-way (outside of platted TT right-of-way). Tribal Trail traffic is directed to existing at-grade Indian Springs Drive access point. The Coyote Canyon Road Indian Springs Drive intersection with Hwy 22 is signalized.	●	●	●	●	●	○	●	●	○	●	○	○	●
I-N19 option h	Lazy J underpass is shifted west. Tribal Trail has a right-on/right-off connection to Hwy 22 and connects to Coyote Canyon Road via an underpass. Coyote Canyon would be a right-on/right-off connection to Hwy 22. Existing Indian Springs Drive access is closed. Indian Springs HOA can build a road to access Tribal Trail that follows the existing two-track east of the existing Hwy 22 access.	●	●	●	●	●	○	●	●	○	●	○	○	●

Legend	
Good	●
Fair	●
Poor	○

Blue highlighting indicates a change from what was presented at Stakeholder Meeting #9 on March 4, 2020.

Project team initial screening for stakeholder discussion.

Preferred Alternative Vote



- Stakeholders preferred alternative
 - » Build vs No Build Alternatives

- Stakeholder preferred build alternative
 - » **N2b** - Signal within platted right-of-way
 - » **N5b** – Southern frontage road with WY 22 underpass and converting Indian Springs Drive and Coyote Canyon Road to right-in, right-out
 - » **N18** – Southern frontage road with signal at Indian Springs Drive and Coyote Canyon Road
 - » **N19h** – Lazy J frontage roads with WY 22 underpass. Relocating Coyote Canyon Road access to WY 22 and closing Indian Springs Drive access to WY 22

Next Steps



- Cost/Benefit assessment
- Board of County Commissioners workshop
 - » Scheduled for September 12, 2022
- Board of County Commissioners vote on Tribal Trail Connector future
- If project approved, WYDOT Access Permit application process
 - » WYDOT Access Review Committee