

Subject: Traffic Operations Discussion

Project Name: Tribal Trail Connector EA

Location: MS Teams Meeting

Date/Time: May 14, 2020, 2:30 – 3:30 PM.

Participants:

Heather Overholser – Teton County
Amy Ramage – Teton County
Jazmine Watson – Teton County
Darin Kaufman – WYDOT
Bob Hammond – WYDOT
Nick Hines – WYDOT
Jeff Mellor – WYDOT
Matt Oolman – WYDOT
Ryan Shields – WYDOT
Kevin Stogsdill – WYDOT
Keir Opie – Cambridge Systematics
Randy Bomar – Morrison Maierle
Tom Eastwood – Morrison Maierle
Tim Brugger – Morrison Maierle
Steve Lowman – Morrison Maierle
Jim Clarke – Jacobs
Whitney Wimer – Jacobs

Copies to: Randy Merritt and Joel Meena - WYDOT

Meeting Summary Notes:

Action Items found in these notes are **underlined in bold**. Group decisions are **highlighted**. The notes presented below are summary notes.

Meeting Purpose and Goal: Review and provide preliminary comments on the Cambridge Solutions Draft Traffic Analysis.

Summary

Review commissioner meeting. Questions from the Commissioners that need to be answered:

- How does Tribal Trail impact the Y?
- Does the Tribal Trail affect the timeline for additional improvements at the Y?

Keir summarized the high points of the draft traffic operations report, listed below:

- The report focuses on the no build and future build scenarios in 2030 and 2045
- Report, being reviewed, is only for summer conditions, but winter conditions will be added soon
- Key difference between the two build years:
 - 2030 WYO 22 is shown as 2-lanes
 - 2045 WYO 22 is shown as 4-lanes
 - 2045 has more projected growth

- 2030 and 2045 assumes completion of the 390/WYO 22 intersection improvement
- Report does not offer any recommendations but provides operational considerations for each option.
- Looked at three build conditions of Tribal Trail:
 - At grade signal with frontage road to Coyote Canyon,
 - Diamond interchange, and
 - Roundabout with a frontage road to Coyote Canyon
- All build conditions assumed Indian Springs Drive would be closed; all traffic would go south to West Boyles Hill Road. Coyote Canyon Road would be redirected/connected at the Tribal Trail intersection

Question: Do we still need to look at the roundabout option since this alternative was screened out?

Answer: Roundabout is still included in the report because the work was already done. The report does not offer a recommendation but does support why the roundabout was not selected.

Overall all three options show some relief at the Y with Tribal Trail being built. Main improvements are the left turn from Broadway and right turn onto Broadway. The microsimulations reinforced previous assumptions that Tribal Trail connector would server mostly local traffic.

Question: Is this traffic report part of a larger report that Morrison Maierle is working on? Report seems to only have a portion of what is needed for Tribal Trail.

Answer: Yes, the report is not exclusive to Tribal Trail; it does not contain all the information necessary for the access permit. The report is part of the larger micro sim project for the Jackson area. Tribal Trail is the first application of the model.

Answer: Morrison Maierle will be completing the TIS Report.

WYDOT to provide comments on the report. Main concern is the report is not specific to Tribal Trail. The report contains good information, but it is lacking the details on Tribal Trail that WYDOT will need to make a determination on the access.

Question: Will the assumptions, that are no longer valid, be updated in the final TIS report?

Answer: Yes, this will be updated. Cambridge had to make those assumptions to move forward. The information in the report is more conservative.

The final selected alternative, including Coyote Canyon underpass will be added into the model.

The model shows Spring Gulch left turn on to Hwy 22 becomes a failure point in 2030. Tribal Trail helps to improve the operations of Spring Gulch.

WYDOT indicated it is unlikely that Spring Gulch will be updated by 2030.

Question: Are the volumes included in the report?

Answer: No, but the volumes can be included.

Ryan is specifically looking for Spring Gulch to compare to some things WYDOTs done in the past.

Amy indicated that the report shows more improvements besides building Tribal Trail are required to improve the overall WYO 22 system. This is starting to get into the bigger picture aspect of these improvements. Maybe an incremental improvement between Spring Gulch and the Y on WYO 22. Amy reiterated that WYDOT/County need to be looking at it as a group.

The STIP shows the NEPA process scheduled for 2026.

Nick indicated that if WYO 22 is widened, between Spring Gulch and the Y, there will be issues with ROW acquisition due to the historic Brown Ranch.

Jim indicated that the historic boundaries could possibly be pulled in depending on if it's the structures or land that meet the historic criteria.

Darrin pointed out the close proximity to the Brown Ranch access. Amy thought that perhaps the west access could be closed. Darrin thinks the access is permitted as one-way so it could be hard to close one off. Amy said the access isn't used as one-way. **Darrin will check into how the access are permitted.**

For the access permit the team will need to explain how we got to the decision of the two alternatives. We will be submitting on one access, but with two different types of alternatives. The comparison matrix will help determine which of the two alternatives is best. Darrin clarified that he will be looking at the operational side, but others will review the report and matrix from other perspectives.

The comparison matrix should include:

- Safety
- Operations
- LOS
- Crash Reductions
- Cost
- Community character
- Maintenance
- Environmental factors

Jacobs and Morrison Maierle will develop matrix. WYDOT will assist with filling in information.

Next Steps

- BCC meets on Tuesday, June 2 to vote on the continuation of the project.
- **After vote County will schedule follow-up meeting with WYDOT to discuss next steps.**