

Key Points:**(1) Not a Capacity Project**

The ITP mentions that the Tribal Trails Connector would reduce traffic through the “Y” intersection and described that as a benefit. However, that was not given as a primary reason the Connector is needed or as a desired outcome.

(2) Route Redundancy

The Tribal Trails Connector is needed to 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. This is important for emergency service response time and reliability.

(3) VMT Reduction

Another goal of the Connector is to shorten average trip lengths and reduce daily miles of travel associated with circuitous trips. This will support other community objectives, including reducing carbon emissions. It is possible the Tribal Trails Connector would induce some new driving that would otherwise be discouraged by poor connectivity. However, because the traffic capacity of the Connector – if properly designed – would be low, the competition between existing vehicle trips and induced vehicle trips would quickly reach equilibrium and would not be enough to cancel out the VMT benefits.

(4) Neighborhood Connectivity

The Connector would benefit both South Park neighborhoods and neighborhoods west of Town by providing a route that does not pass through the “Y.” Such a connection would be used for school trips, commute trips and other household travel. It would not be intended for use by highway traffic diverted off of the state routes.

(5) Bus Transit Connectivity

One of the objectives of the ITP (described in Transit, Chapter 3) is to make transit service to South Park neighborhoods more feasible – that is, more direct and less expensive. A number of potential bus routes could be designed using the Connector. This would benefit neighborhoods along High School Road and South Park Loop Road, and potentially neighborhoods farther south, depending on route details.

(6) Design and Cut-Through Traffic

The Connector’s design features should be those of a low-volume neighborhood street to discourage cut-through traffic from using this route as a shortcut between WY-22 and US-26 by way of either South Park Loop Road or High School Road. The street should have a low-speed cross section and horizontal geometry. Traffic calming measures should be used to further discourage cut-through traffic and keep speeds low. The Town and County have authority to prohibit or limit trucks in this corridor.



Appendix: What the ITP says

The text below is taken from the 2015 Integrated Transportation Plan.

Tribal Trails Connector, New Roadway (Capital Group 1) p. 30

This is a new multimodal local network link (about 1/2 mile in length) that will create significant benefits for local and regional circulation. Analysis as part of 2008 modeling indicated this project would provide considerable relief for the Y Intersection, but would not completely eliminate the need for its reconstruction and expansion. Additional benefits will include shorter average countywide vehicular trip lengths, route redundancy for the US-26 to WY-22 connection, and future use by START bus routes connecting South Park neighborhoods to the West Bank, Teton Village and the Town of Jackson. The County and WYDOT own most or all of the right of way necessary to build this link. This project was identified as a high priority project in the Comprehensive Plan.

Tribal Trails Connector (Capital Group 4) pp. 35 -36

This project is also included in the Group 1 project list because of its interrelationships with WY-22 and traffic volumes through the “Y” Intersection. The Connector will provide a direct route for motor vehicles, including transit buses, between South Park and parts of the region accessed via WY-22, including Wilson, Teton Village, other West Bank neighborhoods and Eastern Idaho.

Today, motor vehicles making one of these connections must travel around through the “Y” Intersection, adding to the congestion at that major crossroads. This poor connectivity also discourages provision of better transit services to affected neighborhoods – West Jackson, Cottonwood, Tribal Trails, and the High School Road commercial and educational land uses.

The corridor will extend north and west from its current terminus at Cherokee Lane, intersecting with WY-22 west of Jackson. The right of way required for the Connector has been established by Teton County for this long-planned use. Project benefits will be significant and will include:

- Reduced vehicle miles of travel (VMT) associated with circuitous routing of traffic;
- Reduced traffic through the “Y” Intersection;
- Improved emergency vehicle access and route redundancy in and around West Jackson and South Park;
- Roadway network redundancy for the “Y” Intersection, occasional closure of which (traffic crashes, etc.) can isolate the Town from Teton Village, Wilson and other West Bank neighborhoods and Eastern Idaho; and,
- Direct routing for START transit services between and among South Park, West Jackson, Teton Village, Wilson and West Bank neighborhoods.



This project will require close coordination among the transportation partners (Town of Jackson, Teton County and Wyoming DOT). A number of specific issues will be evaluated during the planning and design process, including:

- The location and design of the intersection with WY-22, taking into account the potential for a grade separation serving the northbound-to-westbound traffic flow;
- The potential of using berms and other landscaping barriers to reduce visual and noise impacts on existing neighborhoods;
- Roadway design features that discourage or prevent cut-through traffic from using this route as a shortcut to US-26 south of Jackson by way of either South Park Loop Road or High School Road; and,
- Roadway design features that slow traffic to safe speeds through the corridor.

