

Subject: Stakeholder Advisory Committee Meeting #7

Project Name: Tribal Trail Connector EA

Location: Skype and The Old Library Conference Room located at 320 South King Street, Jackson, WY

Date/Time: November 21, 2019 / 11:00 am – 1:00 pm

Participants:

Dave Schuler – Stakeholder (phone)
Dave Schofield – Stakeholder (phone)
Jeff Daugherty – Stakeholder
Ralph Haberfeld – Stakeholder
Andy Weenig Stakeholder proxy for Lisa Carpenter (phone)
Tom Holland – Stakeholder
Frank Lane – Stakeholder
Michael Halpin – Stakeholder proxy for Alex Muromcew
Scott Pierson – Stakeholder
Darren Brugmann – START Director
Amy Ramage – Teton County
Brian Schilling – Teton County
Heather Overholser – Teton County
Kristen Waters – Teton County (phone)
Jazmine Watson – Teton County
Bob Hammond – WYDOT (phone)
Darin Kaufman – WYDOT (phone)
Ryan Shields – WYDOT
Kevin Stogsdill – WYDOT
Margaret Mordahl - WYDOT
Carolyn Moore – WYDOT
Nick Hines – WYDOT (phone)
Randy Bomar – Morrison Maierle (phone)
Tim Brugger – Morrison Maierle (phone)
Steve Lowman – Morrison Maierle (phone)
Jim Clarke – Jacobs (phone)
Whitney Wimer – Jacobs (phone)

Public:

Cody Cottier – JH News & Guide

Copies to: Ted Wells/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. Copies of all materials presented, and recordings of the meeting can be found on the Stakeholder page of the Tribal Trail website, <http://www.tribaltrailconnector.com>.

Meeting Purpose

Continuation of the November 15 Level 2 Evaluation and pathways update.

Introductions/Review Meeting Purpose

Meeting was arranged due to insufficient time at the stakeholder meeting on Nov. 15th to complete Level 2 screening of design alternatives.

Project Updates

WYDOT Update

The project team is planning to ask WYDOT for a clear direction of which alternatives would need to be eliminated due to the close proximity of the two intersections.

WYDOT requests that the County narrow down the alternatives before presenting them to WYDOT for review. WYDOT will do a preliminary technical review for access, geometric, operational and safety review then provide their opinion on the alternatives submitted.

Teton Science School and Indian Springs HOA Meeting Update

Teton Science School and Indian Springs met with the County to propose moving forward with the underpass and right-on/right-off intersection for Indian Springs Drive and Coyote Canyon Road. This could be a separate project from Tribal Trail Connector (TTC).

How this moves forward will depend on the outcome of WYDOT's review of the alternatives with two access points.

New Alternatives I-N2c

At the end of the November 15, Mike Halpin proposed a hybrid alternative for the study team to review. The alternative, if carried forward into Level 1 screening, would be called I-N2c.

With I-N2c, TTC access to Hwy 22 is via a one-way diagonal underpass. Traffic from Tribal Trail Road is limited to westbound Hwy 22 travel. Coyote Canyon Road and Indian Springs Drive accesses to Hwy 22 are converted to right on/off. Indian Springs Drive and Coyote Canyon Road are connected by an underpass. This alternative is a limited movement option as drivers do not have the ability to turn right onto Hwy 22 and left onto TTC from Hwy 22. Drives could use the right-on right-off and underpass at Indian Springs Drive and Coyote Canyon as a "U-turn" to circumvent the limited movement provided by this alternative.

The majority of the stakeholder group agreed to move the alternative into the Level 1 and 2 screening. Alternative I-N2c will pass the Level 1 screening.

Level 2 Evaluation Matrix

Reviewed the changes made to the Level 2 matrix based on the feedback received at November 15 Stakeholder meeting.

Alignment options: Stakeholders would like to make sure the speed calming options keep TTC as a neighborhood road. There is concern that the reduced radius of the chicanes for snow storage may not provide enough traffic calming to do that.

Tribal Trails will be a public road, which restricts Teton County from excluding different types of transportation from using the road, unless there is a maintenance or safety concern to the road itself. An example of when the County can restrict the movement is weight limits on bridges.

Some stakeholders expressed concern that TTC will be a bypass around town, becoming a primary route for commercial and tourist traffic because of GPS systems and wayfinding apps.

South intersection option: Review of the southern intersection design options and a discussion of some design changes.

- I-S1 is a four way stop. No design changes. **Changes to the matrix include:**

- **Minimize safety change to fair.**
- **Minimize impacts to human environment; change to fair due to additional noise and emissions caused by cars stopping.**
- I-S2 is the roundabout option. The design has been shifted to reduce the impacts to private property. Some ROW would be required. If this alternative is selected the roundabout will be designed to accommodate buses. **Changes to the matrix include:**
 - **Multi-modal can be changed to good.**
 - **Minimize impacts to human environment; change to fair due to additional noise and emissions caused by cars stopping.**
 - **Minimize private property; change to fair.**
 - **Constructability change to good.**
- I-S3 is a two way stop with the center island. **Changes to the matrix include:**
 - **Minimize safety change to fair.**
 - **Minimize impacts to human environment change to fair due to additional noise and emissions caused by cars stopping.**

Pathways Update and Discussion

- Design team has been working with the Brian Schilling, County Pathway Coordinator, on the location of pathway connections.
- East side pathway does provide the neighborhood connectivity; however, no public outreach has been done to see if the residences would like the pathway adjacent to their homes.

Pathway on West Side of Tribal Trail Road:

- Study team recommends using a roundabout at Lakota Lane to cross existing Tribal Trail Road.
- Stakeholders recommend crossing at Seneca Lane
- Stakeholders recommend a short section of pathway from Seneca Lane to the existing pathway. Currently people cut through the church.
- Crossing Boyles Hill Road on west side of Tribal Trail Road, crossing the least amount traffic at the slowest point, to access the existing pathway along South Park Loop Road.

Pathway on East Side of Tribal Trail Road

- Pathway constructed adjacent to people's homes
- Crossing Boyles Hill Road on east side of Tribal Trail Road.
- To head south, pedestrians will need to cross South Park Loop Road to get to the existing pathway
- Both crossings are busier than the west side crossing.

Pathway Issues Task Force.

- Breakout group to weight the pros and cons of crossing locations, east vs west pathway location, Volunteers:
 - Brian Schilling
 - Andy Weenig or Lisa Carpenter
 - Frank Lane

Typical Cross-sections

- Existing typical cross-sections have 12-foot travel lanes.

- New typical cross-sections have 11-foot travel lanes.
- Changes between travel lane width need to be captured in alternatives evaluation; suggest capture in provide more direct and efficient multi-modal routing or minimize safety concerns.
- Concern that the reduced lane and shoulder width will create a safety hazard for people riding their bicycles on the roadway.
- **County to talk internally about the shoulder width.**

Next steps

- Work with WYDOT to get clear direction on which alternatives would need to be eliminated due to the close proximity of the two intersections.
- Revise the matrixes based on the feedback from the last two Stakeholder meetings
- Study team to do more analysis to pare down the alternatives further.
- Stakeholder update on the results of the WYDOT meeting and additional alternative analysis
- Schedule the Public meeting.
 - The public will provide feedback on the alternatives the Stakeholders and study team have vetted.