

# Appendix L. Project Development – Capital Group 1 Jackson/Teton Integrated Transportation Plan

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This Appendix provides specific guidance for the development of Capital Group 1 projects. This guidance is consistent with, but more detailed than, the general provisions of Chapter 5 (Major Capital Projects). Certain key provisions of Chapter 5 are restated here to provide a single-document source of guidance for development of Capital Group 1 projects,.

## **Capital Group 1 Objectives**

Objectives to be used in identification and evaluation of alternative improvements and designs are provided in Chapter 5 and are restated here.

Network Approach – Project development shall use a network approach that addresses not only through traffic movements on state highways but also local circulation and connectivity needs. Network analysis will include modeling or simulation of traffic flows for different alternatives and combinations of alternatives, using current traffic data and forecasts. For example, traffic simulation will compare traffic flows with and without the Tribal Trails Connector and evaluate different “Y” intersection alternatives, including a roundabout.

Multimodal Analysis – Alternatives shall be identified that improve safety and convenience for all modes and do not degrade the function of the network for bicycles, pedestrians or transit to achieve higher traffic level of service. The ability of bicycles and pedestrians to cross the “Y” intersection (all directions) shall not be sacrificed to vehicle flow.

Prioritized Bus Movement – Alternatives shall be considered that would reduce delay for START buses, even at the expense of level of service for other vehicles. The potential for a future BRT (bus rapid transit) route through the corridor shall be explicitly addressed.

Safety – The safety of people traveling by all modes shall be a key consideration in all design. Evaluation of alternatives will take into account rates of personal injury and fatal accidents, rather than prioritizing property damage accident rates. Pedestrian and bicycle safety will be a specific priority.

Delay – Reducing vehicular delay is an objective, but higher traffic speed is not.

## **Capital Group 1 Projects**

Specific projects to be included in the Capital Group 1 analysis are listed below.

- Multimodal reconstruction of the “Y” Intersection.
- Tribal Trails Connector.
- WY-22 Multi-lane and multimodal improvements (from the “Y” to WY-390).
- WY-22 pathway, Wilson to Jackson.
- Multimodal reconstruction of the intersection of Spring Gulch and WY-22.
- Wildlife permeability measures from WYDOT’s PEL study.

This list is not exclusive. Other related capital needs that emerge in the project planning and design process may also be addressed, as needed. For example, additional improvements may include “traffic calming” measures and safety features on other area roadways designed to keep accident rates as low as possible and reduce accident severity.

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Improvements to, or reconstruction of, these intersections may also be considered:

- South Park Loop Road, Boyles Hill Road and Tribal Trails Connector; and,
- South Park Loop Road and High School Road.

### **“Y” Intersection Alternatives**

As provided in Chapter 5, reconstruction design alternatives for the “Y” Intersection shall include specific potential design solutions that have been discussed as part of development of the Integrated Transportation Plan.

Roundabout – One-lane and two-lane roundabouts shall be considered.

At-Grade Revisions – These may include an inverted continuous flow intersection, an inverted continuous flow intersection with an additional lane on Broadway, and a Florida-T signalized merge intersection with an additional lane on Broadway, as well as other feasible at-grade intersection types.

Grade Separations – These may include various combinations of elevated ramps or a full interchange.

Bicycle and Pedestrian Separations – These may include grade separations for bicycles and pedestrians on one or more legs of the intersection.

Buffalo Way – The closure of the Buffalo Way leg of the intersection, or limiting of that leg to right-in and right-out movements may be considered.

Other – Other intersection concepts not previously considered may also be included in the evaluation.

In addition, other potential design solutions that may emerge from the project development process may be considered and selected. The identification of the above possible design approaches is not intended to represent a pre-determination that any of these alternatives would be feasible, and alternatives that are not feasible may be removed from further project development as appropriate.

### **Roadway Function**

The roadway elements and projects in Capital Group 1, including the Tribal Trails Connector and WY-22, shall be planned and designed to reflect their role in the regional roadway network. WY-22 is a state highway that serves regional, statewide and inter-state traffic. Environmental processes utilized by Wyoming DOT must be followed and that process must be reconciled with the project development process established by the Integrated Transportation Plan.

The Tribal Trails Connector will be designed to function as a local street that improves connectivity between South Park neighborhoods and other parts of Jackson Hole. As such, this facility shall be planned and designed to prevent its use as a bypass or shortcut by regional,

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statewide and inter-state traffic that should be utilizing WY-22 and US-26. Design measures that keep traffic speeds low and discourage use by pass-through traffic shall be considered along with operational measures to prevent use by large trucks. Consideration shall be given to prohibiting vehicles with more than two axles from accessing the Connector. The Connector shall be a “complete street” and shall include provision for safe use by pedestrians and bicyclists, and shall be designed to accommodate use by school buses and START buses.

### **Project Development Process**

The project development process, including a project charter, set forth at the end of Chapter 5 shall be followed for development of Capital Group 1 projects and all of the provisions of that section shall apply to Capital Group 1 projects. Because of the need for improvements in the Capital Group 1 network, it is desirable that the project chartering process be initiated as soon as possible following adoption of the Integrated Transportation Plan. However, given the key role that Wyoming DOT will play in this process, coordination between the Town, County and WYDOT shall be allowed to take its course and the process shall be initiated on a schedule that works for all three partners.

As part of the design phase of project development, conceptual drawings and cross-sections depicting Capital Group 1 Projects will be developed and available for review.

The appointment of a Stakeholder Committee to participate in project development shall be consistent with the provisions of Chapter 5. The Stakeholder Committee shall be advisory only and will not be a formal board or permanent committee. Committee members shall not elect officers and shall not vote.

Membership on this Committee shall be appointed by the Town Council and Board of County Commissioners, and shall include representatives of:

- neighborhoods in the immediate vicinity of Capital Group 1 projects;
- Town Council and County Board;
- Town and County Planning Commissions;
- staff of related Town and County departments;
- Wyoming Department of Transportation (to be appointed by the Regional Engineer);
- START;
- Friends of Pathways;
- citizen at large, representing the general public;
- the local business community; and,
- the tourism industry.

The Stakeholder Committee shall meet at four times as follows:

- Once shortly after the project charter has been approved, to discuss project objectives;
- Twice during the Concept Design Phase to discuss alternatives; and
- Once during the Final Design Phase to discuss design plan development.

Once the Concept Design and Final Design Phases have been completed and the Committee has met four times, it shall be disbanded and cease to exist.

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