

Stakeholder Meeting #8 Minutes

20 August 2020 / 1 PM - 5 PM / Webex

<https://wydot.webex.com/wydot/j.php?MTID=mef882532128d679688c59b095d5c4c62>

Meeting number (access code): 133 359 4945, Meeting password: GkX6sExUH43

ATTENDEES

Nick Hines (Facilitator)
Chris Colligan (Greater Yellowstone Coalition)
Jack Koehler (Friends of Pathways)
Heather Overholser (Teton County)
Amy Ramage (Teton County)
Heather Overholser (Teton County)
David Hardie (River Hollow HOA)
Ross MacIntyre (River Hollow HOA)
Bill Schreiber (Jackson Hole Mountain Resort)
Melissa Turley (Teton Village Association ISD)
Gary Fralick (Wyoming Game and Fish)
Aly Courtemanch (Wyoming Game and Fish)
Darren Brugmann (Southern Teton Area Rapid Transit)
Lynne Whalen (Community Representative)
Bob Hammond (Wyoming Department of Transportation)
Tyler Sinclair (Town of Jackson)

Additional Attendees

Meadow Ridley (WYDOT Project Development)
Kelly Rounds (WYDOT Project Development)
Randy Merritt (WYDOT D3 District Engineer, interim)
Pete Stinchcomb (WYDOT D3 District Construction Engineer)
Stephanie Harsha (WYDOT D3 Public Relations Specialist)
Darin Kaufman (WYDOT D3 District Traffic Engineer)
Casey Johnson (WYDOT NEPA Coordinator)
Marshall Newlin (WYDOT Bridge Program)
Ryan Shields (WYDOT Traffic)
Jeff Mellor (WYDOT Traffic)
Dustin Woods (FHWA)
Bob Bonds (FHWA)
Renee Seidler (Jackson Hole Wildlife Foundation)
Tim Young (Wyoming Pathways)
Jared Smith
Jared Baeker

*SH = stakeholder

AGENDA

1. Review Plans with added comments I have received.

SH would like a highlight of any major changes. WyDOT- roadway has not changed. There are some changes to deer fencing and cattle guard. The concrete slope into the pathway was changed to a dirt slope for aesthetics (less concrete). Project has been shortened so there will be less guardrail removal (on E end of project). Potential barrow locations: Snake River or Alpine State pit (40 mi away).

Due to the shortening of the project, the right turn lane into Emily's pond has been removed. There will be 2 lanes leading up to the area westbound and 3 lanes eastbound leading up to Emily's pond approach. There have been 2 accidents in the area recently- both making left turns out of Emily's pond. SH would like to see some sort of flashing light to help people get out of Emily's pond. WyDOT: this may be looked at as a part of the larger look at the corridor at a later date. This intersection does not have enough traffic volume to warrant a light. Warning lights are usually put where there are sight distance issues, this area does not have that issue. Those lights can be confusing with high tourist traffic and cause additional issues. These also do not create any gaps in traffic and do not help the people get out. SH would maybe like to see a 2-stage left. WyDOT: this would need to have significant widening. SH would like to have a discussion about the left turn issue. WyDOT: we are adding an east bound left turn only lane which is an improvement over the current setup.

Do not want to do wetland mitigation in the ROW, WyDOT would prefer doing it in R park. SH would like to keep mitigation away from the wildlife underpass to keep it dry. WyDOT: R park is farther away from this underpass and would help keep the underpass dry

Railing

SH: would like to see something besides stock railing. WyDOT: Decorative railing cannot be used on the bridge, that can only be used for pedestrian railing.

Gates

SH would like 1 foot clearance under the pedestrian gates. WYDOT: can accommodate that.

- a. Wildlife Visual Fence Concerns

WyDOT typical wildlife fence will be used. Posts should weather in 2-3 years. If the county would like to stain the fence posts WyDOT will accept that at their own expense. Landscaping would have to be outside of the clear zone, not animal attractant, allow fence maintenance, and at the expense of the county. Landscaping outside the ROW would be better and have less restrictions.

SH: Have metal posts been used before? WyDOT: No, there is a concern that the weight of the snow would be too much for the wire. Wood posts will weather and re-vegetating behind the fence makes it blend in much better. We will keep posts and stays the same height so it looks more uniform.

SH: can stays be replaced with posts and space out the posts more for visual reasons? WyDOT: we would need twice as many posts and double the cost of the fence. Additional strength for the wire is needed if the stays are removed. SH: do we need to worry about the longevity of the post because of the water content in the ground? WyDOT: we are using treated posts. They will have to be replaced eventually, but they will provide the best value.

b. Pathway and Fence Crossings

Current plan is a cattle guard across the pathway with an ADA accessible spring gate next to it. Cattle guard with spring gate is proposed at all road crossings also. SH: there can be no cattle guard in the pathway, there needs to be an alternative. WyDOT: prefers to limit the number of gaps in the wildlife fence. SH: pathway could be re-routed onto Emily Stevens Park Rd. It would eliminate this issue. Fence crossing would be closer to the road in this location. Electromat may be a viable solution in this area. More research needs to be done to see if electromat works. WyDOT: There is no research to see if electromat works or not in this area for this purpose, we want to go with something we know works. We would be open to trying electromat if the county and NGOs would do a test project and if the county is willing to pay for it

c. Side Roads and Fence Crossings

Culvert ends: County/G&F would like to see if we can flare out concrete wing walls at the crossings. WyDOT: this should be doable, still looking into it. There will be motion activated lights in the county pathway tunnel. Pathway has shifted a little to the east near the pathway tunnel. The headwall needs to be outside the clear zone. County going to revisit adding a curve to the tunnel to keep out wildlife.

Wildlife jump outs: WyDOT will work with WGFD during construction for final locations of wildlife jump outs or gates. Gates not acceptable to WGFD, need jump outs. Need a jump out between Wenzel and Hardeman. Green Lane needs a jump out. Jump outs will not fit in all locations, gates may be used if necessary. SH: jump outs preferred, may need to work with landowners. Wildlife will be stuck on the road until someone can go open the gate. WyDOT: We have discussed approaching the landowner to try to acquire some ROW. WyDOT would also rather have jumpouts, but it depends on the landowner. G&F,

NGOs and WYDOT need to reach out to landowners to see if they would consider allowing easements on their land for jump outs in the areas where the ROW is tight.

Road to the Levee: The road will be gated to the levee. It is getting moved a little more to the east. No parking signs will be put up to keep people from parking in the ROW. Gate will only be open for passing quarry trucks through, not left open. Do not want to put in a cattle guard here- someone would have to stand on the guard to open the gate and would create a safety concern..

End section where wildlife fence begins near Wenzel Lane. Want to bring the fence towards the end of the clear zone. We could add a rock field at the end of the wildlife fence, guard rail would be needed if this was used. WyDOT still needs more conversation about if this will be allowed. SH would like to also see rip rap at the fence ends and interactive signage with a future wildlife detection system, and a utility box at the end of the wildlife fence. WyDOT: we are willing to look at the rip wrap. We will not be paying for the wildlife detection system. SH: Might do detection system as a future research option. Flashing signs to alert people are needed regardless. A painted on cattle guard may work. WyDOT: rip rap and other deterrent systems only have seasonal effectiveness. Rock fields are dangerous for motorists leaving the roadway. SH: what about the electromat? WyDOT: there was supposed to be a test of the electromat, it did not happen, we do not have enough evidence to say they are effective. SH: the county will do more work on this. Doing more research may be needed, wildlife subgroup could work on this. WyDOT: Any additional research needs to be done before Nov 1. SH: utility box and fence ends are the most important for future projects. WyDOT: we do not do utilities, the utility box would have to be installed later on and will not be part of this project. On the south side of the road there is a lot of area inside the fence between the road and animals might get inside the fence here. SH: we need to look into how to keep animals out and how to get them out. Could bend the pathway into the clear zone to narrow this area. A painted cattle guard could also be added here. SH: there might also be the option to add an electromat here. WYDOT will look into this further and provide a new set of pathway/fence plans to the SH.

d. Pathway under West side of Bridge

Will have 8' bottom with 8' clearance. SH: would like to see the trail paved. WyDOT: The trail will not be paved, it will be similar to what is there now. The county can pay for a better trail, or it can be done later under a separate project.

e. Pathway on Southside of Hwy 22

County would like 5' between pathway and parallel cattle guards. There is a 2' min at all locations. We will try to get more distance here if possible. On the south side of the road the SH would like to see the cattle guard farther south so the pathway is north of it. County is going to try to get more ROW. Why is the pathway inside the fence in the 750-740 location? WyDOT: the county easement for the pathway has

already been acquired. Cattle guard needs to have some distance from the road. SH: Why not move the pathway outside the fence? WyDOT: the previous concern was having a fence on both sides of the pathway. We can look at the cattle guard/pathway/intersection interactions SH: would like to see this presented on a klm in the style of a striping plan. WYDOT will look into this further and provide a new set of pathway/fence plans to the SH.

Pathway underpass section: Animals can get in the ROW in this location if they go in the north side of the tunnel. We are leaning towards a cattle guard with a gate at this location. Could possibly put a curve in the tunnel to deter animals getting in. SH: if we put the pathway outside of the ROW (fence) it would avoid many of these issues. WyDOT: There is a deer ramp on the south side, but no reason for animals to use it. WYDOT will look into this further and provide a new set of pathway.fence plans to the SH.

f. Parking on South Side and new lot on North side of 22

Current parking is an impromptu encroachment within the hwy ROW. Parking will be added on the north side. This road is for O&M for levee. SH: Public needs this parking, the parking on the north side of the hwy should be built simultaneously or before this project. Wilson boat project should have been done years ago, this will have to be closed when that project is done. The County is responsible for the Wilson Boat Ramp improvements and will account for the loss of parking on the south side, when they do their project.

2. Outstanding Commitments

- a. Coordinate with landowners on wildlife crossings as well as the fence installations to ensure that landowners will accommodate easements/construction permit areas (Bob Hammond Update)

SH: Do we have any update on landowners who have not wanted to grant easements? WyDOT: there is no update at this time

- b. Is WYDOT open to incorporating the transit recommendations? (Short answer is yes - Need update on ARS from Darren or County Staff)

County applied for a build grant and we may not know until Nov. A traffic impact study (eventually becomes part of ARS) is needed here- have to figure out how to pay for it. Should be part of the build grant. SH: Nov 1 will be difficult for this WyDOT: We can extend the ARS deadline a little for the transit work. SH: Part of the build grant was the Stilson intersection which may impact pathway/cattle guard alignment- this will have to be coordinated. County sent BUILD grant conceptual design to WyDOT (Conceptual plans received after meeting and attached to these minutes)

- c. Want a safe and effective wildlife fence (Is an Agenda item above)

- d. County and NGO's to look at doing a study on electromat and animal detection system effectiveness on roads in Teton County. This did not get completed.
- e. Fence End Treatments - Ongoing - Wildlife sub group is meeting again on this.
- f. Fence pathways outside of the ROW so the pathways will be on the side with the wildlife where possible. Seems to go back and forth. WYDOT will produce pathway/fence plans and try and resolve this concern.
- g. Provide Pedestrian crossing on the west side of the bridge. - WYDOT is creating an improved undercrossing then what is there. Additional work needs an ARS
- h. Alter the hydrology away from the culvert connecting the two wetlands to make it flow under the wildlife underpass on Hwy 22.
 - This could present both pros and cons, there is not much known about the area. Needs to be investigated better for more accurate inventory of spp in the area. This probably is not the right project to do this under. SH: Now that the wildlife crossing is further east this isn't as necessary. What size culvert for Spring Creek 2 would be used? If it allows fish passage it is not a concern. WyDOT: We are extending the existing culvert. 42-in pipe
- i. Pull-in the east end of road project closer to Emily's pond, 2-lanes east of Emily's pond and 4-lanes west. (is addressed in new plan set)

3. Wyoming Pathways Letter

Covered above or in previous meetings

4. Additional ARS Deadline - Nov 1, 2020

5. Future Stakeholder Meetings - Upcoming Pathway/fence meeting.

6. Future Public Meetings - Summer 2022?

Will have another meeting to address pathway plans, and then there will be no additional meetings. SH: concerned about level of public involvement during the rest of the project. Would

like to see the website for the project brought up to date for public use. WyDOT: We are getting the website up to date. There will be one more public meeting (summer 2022) after the plans are developed to present what is going to happen, but there will be no more decision making at that point. SH: would like to see a public meeting sooner than 2022. There is a lot of public interest. WyDOT: we will try to make that happen, more of the plans need to be hammered out before that. SH: The wildlife group should be convened to discuss the fence end treatments in more detail.

7. Other

Project Milestones:

- ✓ Preliminary Plans issued - October 3, 2018
- ✓ Stakeholder Meeting (#1) - December 18, 2018
- ✓ Wildlife Subgroup Meeting (#1) - January 16, 2019
- ✓ Stakeholder Meeting (#2) - January 29, 2019
- ✓ First Public Meeting - February 21, 2019
- ✓ Stakeholder Meeting (#3) - April 24, 2019
- ✓ Wildlife Subgroup Meeting (#2)- April 25, 2019
- ✓ Wildlife Subgroup Meeting (#3) June 11, 2019
- ✓ Stakeholder Meeting (#4) - June 12, 2019
- ✓ Transit Subgroup Meeting (#1) - June 12, 2019
- ✓ Wildlife Subgroup Meeting (#4) - July 16, 2019
- ✓ Stakeholder Group Meeting (#5) - July 24, 2019.
- ✓ Need all Snake River Bridge recommendations by July 1, 2019
- ✓ Need all Wildlife recommendations by September 1, 2019
- ✓ Second Public Meeting (Transit) - October 17, 2019
- ✓ Grading Plans - November 4, 2019
- ✓ Stakeholder Meeting - November 19, 2019
- Public Meeting #3 - Cancelled due to COVID-19
- ✓ Right-of-way/Engineering Plans - June 29, 2020
- ✓ Stakeholder Meeting (8) - August 20, 2020
- ❑ R/W & Utility Plans - expected October 2020
- ❑ Final Plans - expected April 2021
- ❑ Public Meeting - Late summer or early Fall 2022
- ❑ Project Letting late 2022 or early 2023
- ❑ Construction Spring 2023

