

Stakeholder Meeting #5 Minutes

24 July 2019 / 9 AM - 4 PM / Teton County Public Library

ATTENDEES

Nick Hines (Facilitator)
Chris Colligan (Greater Yellowstone Coalition)
Jack Koehler (Friends of Pathways)
Heather Overholser (Teton County)
Amy Ramage (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

Hank Doering (WYDOT Project Development)
Keith Compton (WYDOT D3 District Engineer)
Ted Wells (WYDOT D3 District Construction Engineer)
Stephanie Harsha (WYDOT D3 Public Relations Specialist)
Darin Kaufman (WYDOT D3 District Traffic Engineer)
Meg Mordahl (WYDOT NEPA Coordinator)
Marshall Newlin (WYDOT)
Hank Rettinger (FHWA)
Bob Bonds (FHWA)
Dustin Woods (FHWA)

Action Items

- Nick - set up dates for Skype call - Done - Sept 27, 2019 9am
- Nick - set up date for public meeting
- Bob/District Maintenance - Talk to elk feedgrounds about their fence - What is the post spacing, is it as stout as the fence without the stays, etc.
- Bob - Coordinate or meet with all impacted land owners that have not been talked to yet.

- Chris/County - coordinate to determine if a trail electomat can be tested before WYDOT's project.
- County -Share design plans for the pathway underpass near Green Lane/Beckley Parkway

Minutes

Old Business

1. June 12, 2019 Minutes - Corrections/Comments?

Correction on page 8. Goals are to increase safe permeability.

2. Purpose and Need

Purpose and need incorporates information in the Reconnaissance Report and PELS. Broke out purpose and need and PELS goals.

3. Schedule

Nick discussed where we are at in the schedule. Clarified that construction would include both the bridge and intersection even though the main purpose of the project is bridge replacement. When we advertise for public meetings, etc. We can state intersection reconstruction in title to be more transparent to the public. **Per WYDOT, we will move forward with all elements in the current design; however, this may change due to funding.** It is critical that the bridge is replaced by 2023. Group stated that we should be careful to convey to the public that the bridge is still safe, but needs to be replaced due to its difficulty to maintain.

Stakeholder Group Recommendations and Updates:

1. [Create Transit SubGroup \(Amy, Heather, Bob, Darren, Melissa, Jack, Bill, Tyler\)](#) -Ongoing

First Transit meeting was held June 12, 2019. Consultant is working on report. Presentation will be this fall at a stakeholder and public meeting. No additional Transit subgroup meetings are scheduled at this time. More to come as the consultant progresses with their study.

Discussed the next steps with the transit consultant. The group had the following recommendation:

- Would like the report to review for a week
- Consultant Skype call with stakeholders to review - mid to late September - Then go over the WYDOT public presentations.
- Public #2 meeting about a week later -Would present the transit report findings, wildlife crossing updates, and project updates. Late September or early October
- Look at what comes out in January to see if another meeting is necessary.

Stilson Master Plan should be completed in the next two years. This work could potentially be added to this project.

2. **Minimize Island Width on Florida T and Shoulder widths - Completed** - The Florida T was modified to reduce the footprint. Stakeholder Meeting 3 information was provided regarding shoulder widths. The entire group may not have agreed with the decision to go with 8' shoulders but understood the reasoning supporting 8' shoulders.
3. **Update Traffic Volumes - Completed** - Data was provided in the previous meeting minutes and agendas.
4. **Create Wildlife Subgroup (Jack, Aly, Gary, Chris, Bob, Amy, Ross) - Ongoing**

- a. Moose Collaring update (Aly)

Ten cow moose collared in March. Nine are still alive. One died in April due to winter conditions; one migrated up by Phelps Lake; three migrated up on Teton Pass; and remainder have stayed here. Per WGFD, moose tend to be more solitary and are not territorial.

WYDOT suggested taking more frequent readings of one moose (ex: every 10 min, currently every 30 min). WGFD will look into feasibility. More frequent readings will run the battery down more quickly. WGFD will also look at whether moose are being fed and how this dictates their behavior. Group is interested in how moose will react during construction and post construction. Batteries on

the collars are not expected to last during and post construction. New collars would have to be deployed to get this data.

WGFD is recommending jump outs every quarter mile. Group would like to see some distance from fence to pathway (min. of 3 feet). Cattle guards will be used to keep animals off side roads and jump outs allow animal to exit roadway if trapped.

Gates in the fencing are needed for maintenance purposes for the right-of-way fence and structures. WYDOT may have to purchase some right-of-way for jump outs (may be on a conservation easement) or will have to look at alternative ways to get animals out of the ROW. The group stated that jump outs were preferred, but large gates can be used to get animals trapped in the ROW out. This will likely be approved due to positive impacts on animals.

b. Present any new Wildlife group recommendations.

i. Fence Limit Changes -

1. WY 390 - from Raven Rd to Midway between Raven Road and River Springs Drive
2. WY 22 - From Big Boulder to Pratt Road.

WGFD explained justification (ditch at Pratt Road which will be a natural obstruction). WYDOT Maintenance stated that fencing at this location may contribute to snow drifting. Vegetation (willows) currently creates snow drifting. Group recommends that WYDOT look into whether fencing will cause more drifting. If fencing will cause hazards to the road, the group stated the fence could be shortened back to its previous recommended location.

3. Cost estimate for fence

Chris discussed different types of fencing (electrobraid moose fencing, 7 feet high - may require more maintenance). Per WYDOT maintenance, this design does incur more maintenance. Wildlife subgroup is fine with current fence design. Group asked if we could

omit stays to improve aesthetics. WYDOT district was to look into how the elk refuge fence is holding up. Once concern is WYDOT fence is closer to the road and has snow plows, pushing snow onto them. The current fence estimate using typical wooden posts and 8' woven wire is \$800,000 for this project.

ii. Priority 3 and 4 Locations

1. Wildlife group concurred on the location

WYDOT determined location that optimizes openness (Priority 3 - west of intersection on WY 22). Chris spoke to importance of maintaining permeability and connectivity per the Comprehensive Plan. Hope to fund Priorities 3 and 4 through SPET funding. Cost of Priority 3: \$1,448,349 and 4: \$1,314,214.

2. Wildlife group wants to build all 4 crossing structures. WYDOT to fund priority 1 and 2 and County to potentially fund priority 3 and 4.

County would have to initiate an ARS for WYDOT to perform work on Priorities 3 and 4. Per WYDOT, would like to have the agreement in place by the end of 2019.

Recommendation - Coordinate with landowners on wildlife crossings as well as the fence installations. Ensure that landowners will accommodate easements/construction permit areas.

WYDOT will offer fair market value for property. River Hollow would like mitigation for the trees that will be removed as part of the access ramp. R/W will not be involved until R/W & Utility Plans (after NEPA is complete). However, we need to know that R/W can be secured prior to this point otherwise the structure cannot be replaced as currently designed.

- iii. Fence Types recommended previously was the WYDOT typical 8' woven wire. Wildlife group wanted to share other options.

End treatments - Chris discussed moving fence closer to highway at endpoint and put in rock areas to restrict wildlife. Additionally, animal detection systems to be placed at same location. Electromats and signage were discussed. Electromats are being used in AK, where there is heavy snow, with success. Currently, there are no electromats in WY. Chris recommends local testing be conducted to determine efficiency prior to project letting in 2023. WGFD agrees.

Recommendation - Want a safe and effective fence - WYDOT visit with Refuge regarding their fence and if we can build a fence without stays and ways to minimize visual impacts of the fence.

Recommendation - County and NGO's to look at doing a study on electromat and animal detection system effectiveness on roads in Teton County.

Recommendation - Fence end treatments - WYDOT to figure out how to alert motorists and keep wildlife from coming back in to the roadway at the end of the fence. Suggestions could be electromats, detection systems, signage, etc. Not supportive of overhead lighting at the end of the fence.

- 5. Have Presentation at Public Meeting and provide dry run - Ongoing - stakeholder comments incorporated into presentation.

Recommendation - dry run of public meeting materials for public meeting #2. Transit (Skpye) Wildlife updates, fence, fence endings, update on timeline/schedule, purpose and need, things we have considered (how we arrived at conclusions, previous public comment), define project (includes the intersection). Be clear on what WYDOT is asking the public for input on and what the public can influence, include a Q&A, overview map and cross sections of the design, who else we are coordinating with (i.e. stilson, pathways).

6. Investigate the feasibility from a design standpoint if it is possible to install a multi-use structure for the boat ramp road. - Completed - Due to cost and safety concerns, decided not feasible.
7. Stakeholder Group recommended that we move forward with Wildlife priority location 1 (Simple span bridge between Snake River Bridge and WY 22/390 intersection) to be funded by WYDOT. - Completed
8. Stakeholder Group recommended that we move forward with Wildlife priority location 2 (Extension of Snake River Bridge on the east bank to allow better wildlife movement under bridge) to be funded by WYDOT. - Completed

New Business

1. Public Meeting late september -
2. Anything New -
 - a. Stilson - Planning should be done in 2 years. It is still very conceptual and follows the master plan. Nick showed conceptual map showing 1,350 spaces, bus depot, daycare, and recycling. The Mountain Resort is not supporting all of those amenities.
 - b. Proposed Pathway around Green lane - Currently some drainage issues they are working on. The pathway tunnel is now skewed to the roadway and might interfere with the western end of the project. County needs to share plans with WYDOT. Design will be done by the end of 2019. Construction spring 2020.
3. Next Meeting -

Next meetings will be the transit Skype call and the public meeting. Anticipate a Grading plans meeting in early 2020.

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
- ❑ Grading Plans - expected Nov 2019
- ❑ Stakeholder Meeting - expected Nov/Dec 2019
- ❑ Right-of-way/Engineering Plans - expected July 2020
- ❑ Stakeholder Meeting - expected July/August 2020
- ❑ Right-of-way/Utility - expected Oct 2020
- ❑ Final Plans - expected April 2021
- ❑ Project Letting late 2022 or early 2023
- ❑ Construction Spring 2023