

Stakeholder Meeting #3

24 April 2019 / 8 AM - 4 PM / Teton County Public Library

ATTENDEES

Nick Hines (Facilitator)
Chris Colligan (Greater Yellowstone Coalition)
Jack Koehler (Friends of Pathways)
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)
Doug McWhirter for ~~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)
Lee Potter (FHWA)

AGENDA

Open Discussion -

1. Opportunity for each member to voice any concerns about the group, process, responsibilities, WYDOT, etc.

Outside meetings informing public are important. This helps eliminate misperceptions. Want more focus on Transit. More clarity on timeframes/processes and needs to be provided to the public. WYDOT's obligation as an agency is to address safety of the transportation system. The stakeholder group is concerned that WYDOT is not being open minded enough. Forming a subgroup for

transit was recommended by the stakeholders. Stakeholders would like more clarity on how they can be more effective (i.e. what can be influenced, etc.). Overall the current process seems to be working and there are about the correct number of Stakeholder meetings. More meetings for the wildlife subgroup would be helpful.

Old Business

1. Update on proposed school at Stilson.

The school is not likely to be built in this location.

2. Update on proposed Stilson Transit Area.

Jackson Hole Mountain Resort owns that corner of property and initially designed the lot. The parking area currently operates as a transit center and has correct access points. There may be an opportunity for Teton County to have WYDOT make improvements through an ARS. Consider using parking lot as an overflow for boat ramp parking and putting in underpass to parking on the other side of WY 390 (multi-use: vehicles, pedestrians, bicyclists, wildlife). Estimated that this would require a 7-foot grade raise to accommodate 16.5-foot high structure, which would impact a good portion of the current project and extend the limits of the project limits on WY 390. More investigation would be required to evaluate wetland impacts, cost, land acquisition, and extending the project (outside of project limits and scope). Feasibility of installing the structure needs to be evaluated further. **WYDOT will investigate feasibility from a design standpoint (dimensions: 14 feet high by 20 feet wide box culvert).**

3. December 12, 2018 Meeting Minutes - Corrections/Comments?

No comments.

Stakeholder Group Recommendations and Updates:

1. [Transit Review for 22/390](#)

- a. WYDOT still working on getting a consultant on board. Initial costs for the study were over double what WYDOT was expecting.

WYDOT has selected a consultant and is working on obtaining a signed contract.

b. Proposed scope of work

Important to stress and market any potential additional lanes as a Bus Rapid Transit (BRT)/HOV lane. Signal modifications for transit are addressed in the scope of work and will be reviewed. It is important to make sure the Stilson Transit area is considered in this review. It appeared to be covered in the scope of work, however if not WYDOT will make sure it is reviewed as the consultant progresses.

Once the consultant has a signed contract there will be a kick off meeting with WYDOT and key entities. Discussed as a group and recommended that these should include WYDOT, START, Town of Jackson, Teton County, and Teton Village.

2. Minimize Island Width on Florida T and Shoulder widths

a. Update from WYDOT.

“Policy on Geometric Design of Highways and Streets” manual - commonly referred to as the “Green Book” states that if AADT is greater than 2,000 vehicles (this section is ~17,000 vehicles), shoulders should be 8 feet wide. The Green Book establishes nationally adopted standards for DOTs to follow in their design process. Crashes on Hwy 22 (RM 0 - 5) from 2014 to 2018 include 173 property damage, 34 minor, and 3 critical (210 total). These statistics are used to compute a Safety Index Rating. The Safety Index Rating for this roadway section is currently 4, meaning the segment has more crashes and/or more severe crashes than average for the same type of road. There is an approximate 7 percent decrease in accidents on multilane highways when the shoulder width increases from 6 to 8 feet. Additionally, wider shoulders are important from an operational standpoint. They are needed for emergency vehicles/first responders to navigate to accidents, shoulders operate as a de-facto right turn lane for approaches, and storage for maintenance operations such as snow removal. Stakeholder group posed the question,

if we lower the speed limit, would this impact safety? Per WYDOT, it may improve safety; however, it would not change the shoulder width (width of shoulder is a function of AADT) and lowering speed would likely increase congestion or Level of Service (LOS). A 6-foot shoulder as opposed to an 8-foot shoulder does not increase “road friction” (i.e. slowing down for hazards). Stakeholder group asked whether we could design an urban road. Per WYDOT, this would include curb and gutter, etc. and would heighten maintenance costs. Additionally, speed and road classification do not warrant an urban road configuration. **Consensus: WYDOT has justified the need for 8-foot shoulders and group understands reasoning. Safety is paramount.** The stakeholder group thinks the community will respond negatively due to current situation of people pulling over to view wildlife. The stakeholder group feels we may be ignoring other issues. There’s a difference between encouraging and inviting. The group supports a speed of 45 mph (existing speed limit), which fits within our design guide. There was also discussion on how the speed in this section of road is controlled by the curves and the intersection. Traffic calming options were discussed. WYDOT does not design for peak season - design for 100th (traffic volume numbers are similar and number of recommended lanes remain the same). WYDOT designs for 20-year projections and LOS C (LOS D may be acceptable for intersection). There was a discussion on what Level of Service means and how it impacts roadway design.

3. Update Traffic Volumes - Completed

a. The following was provided in an email to the group

Segment	2011 July Weekday Avg (PEL)	2017 July Weekday Avg (most recent counts)	2035 July Weekday Avg (PEL)
Segment 1	23,000	28,000	35,000
Segment 2	13,000	16,600	23,000
Segment 3	11,000	13,400	18,000

Segment 4	6,500	8,800	10,000
Segment 5	16,000	16,700	23,000
Segment 6	9,000	9,400	15,000

4. Create Wildlife Subgroup (Jack, Aly, Gary, Chris, Bob, Amy, Ross)

a. Moose Collaring update (Gary, Aly)

The WGFDD appreciates funding. This study should show how moose move in an urban environment. Group was surprised how infrequently the moose crossed the road. This could be due to the recent amount of snow cover, high traffic, residential wildlife feeding or other unknown factors etc. It was also mentioned that current moose crossing locations do not necessarily indicate where wildlife crossing should be placed. It was also mentioned that the collars send data every 30 minutes so the lines on the map do not indicate exact crossing locations.

b. Stakeholder Group wildlife recommendations due by Sept. 1, 2019.

5. Have Presentation at Public Meeting and provide dry run - Completed

New Business

1. Review Comments received since the public meeting.

WYDOT will post comments on internet. WYDOT will keep pathway open if possible. General consensus was that some pathway disruption is ok, but want to keep the public informed of any pathways impacts. WYDOT is required to maintain access to properties and business. WYDOT will work with the contractor and have weekly meetings. Sheet 14 of draft Grading Plans shows areas where the pathway alignment may move slightly to allow traffic detour through construction project. The stakeholder group appreciates WYDOT's responses on social media. WYDOT encouraged the stakeholder group to reach out with questions.




Public meeting, hosted by the Stakeholders, was held on 4/23/2019 in Wilson. Displays of different roads (with varying features such








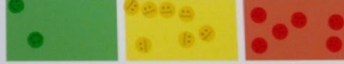



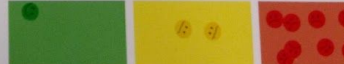
as greenery, medians, guardrail, etc.) were on-hand and public rated based on feeling (comfortable, indifferent, uneasy).

Displays shown below:

How do different streets make you feel?
Please consider each image below and tell us your impression about the street or facility featured. There are no right or wrong answers, we just want to get your QUICK impression of different environments. Don't over think this.

Place a sticker under each based on:

 I feel comfortable	 I feel indifferent	 I feel uneasy
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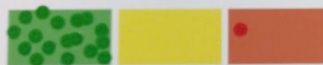
 	 
 	 
 	 

Photos courtesy of google maps

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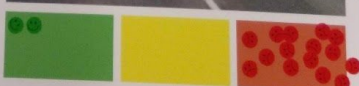
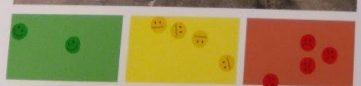
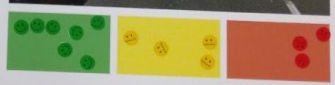
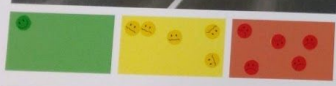
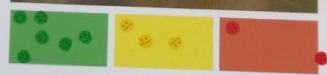
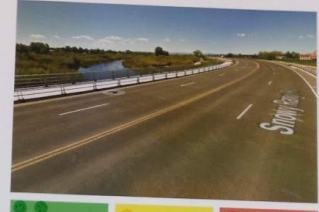
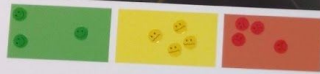
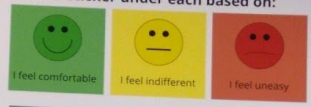


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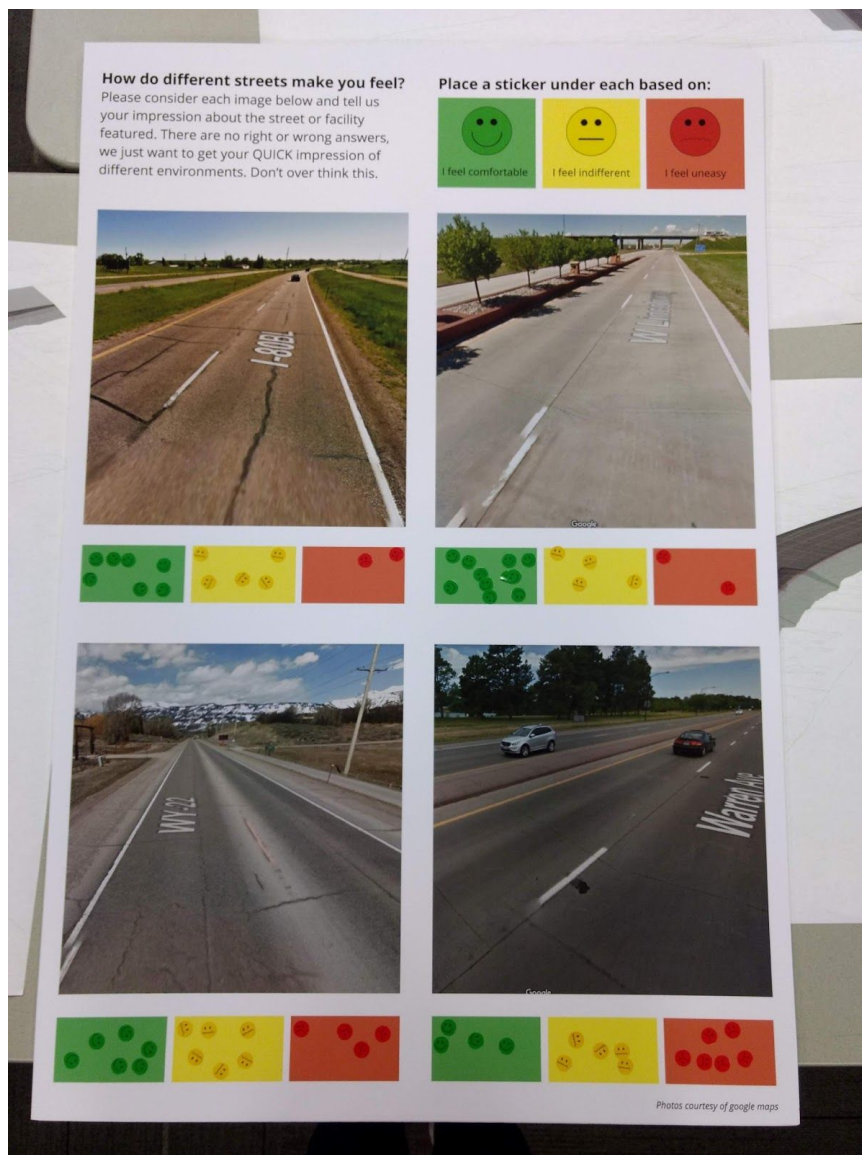
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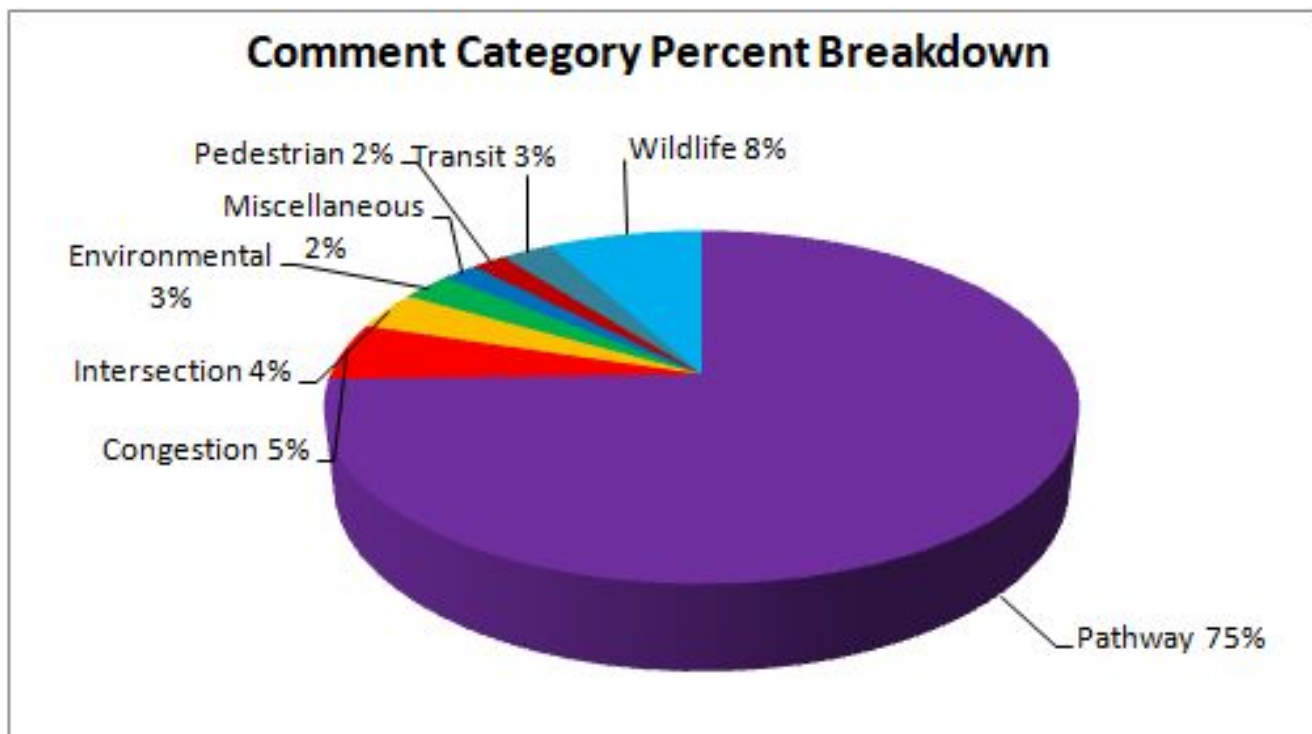


Questions were posed pertaining to timeline, process, balancing of interests, wildlife underpass funding, NEPA process, transit, etc.

The stakeholder group elaborated on the public's concern with NEPA. The public feels WYDOT is relying on the PELS as the NEPA document. The public feels the project should be an Environmental Assessment. Per FHWA, concerns are being addressed as they arise to ensure impacts are not significant. So far, impacts are not significant. At this time, the project qualifies for a Categorical Exclusion (CE), and WYDOT/FHWA will rely on the PELS to assist in completing the NEPA document. The stakeholder group would like to see a scoping document where purpose and need are identified. The

Reconnaissance Report identified purpose and need. We can discuss this further with the stakeholder group at the next meeting. The group feels there needs to be more transparency on WYDOT's internal process.

- a. Elevated or grade separated roadway was dismissed in the PEL (pg 25). No further discussion was needed.
- b. Received a total of 98 comments to date
- c. WYDOT plans on creating a project website to help post FAQs and other information about the project.
- d. Review Comments



2. Update on Wildlife Review

- a. Consultant pulled out shortly after making contact with area representatives.
- b. WYDOT's intent was to have them review the locations, compile and summarize previous studies in a pro and con format to help support and justify the crossing recommendations. They were also tasked to review broader environmental impacts - like habitat, wetland impacts, cultural concerns, etc. The intent was to help reduce the workload of the stakeholder group and to assist in justifying the crossings to FHWA.

WYDOT discussed what surveys have been completed (wetlands and cultural), and the general NEPA process. FHWA discussed the application and premise (substantive vs. procedural) of Section 4(f) of the DOT Act. Due to Emily's Pond being a public park, it is designated as a 4(f) site. The park will need to be avoided.

The stakeholder group recommended formation of a transit subgroup. The group recommendation was to have it consist of Teton Village, Teton County, START and Town of Jackson.

Stephanie showed the group the website and solicited comments. There were no comments. The stakeholder group would like to review minutes prior to being placed on the website.

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
- ❑ Stakeholder Meeting (#4) - scheduled June 12, 2019
- ❑ Wildlife Subgroup Meeting (#3) - scheduled for June 11, 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/Engineering Plans - expected Oct 2020
- ❑ Final Plans - expected April 2021
- ❑ Project Letting late 2022 or early 2023
- ❑ Construction Spring 2023