

Stakeholder Meeting #9 Minutes

14 December 2020 / 1 PM - 5 PM / Google Hangout

<https://meet.google.com/crz-bnyn-exr>

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 D5 District Construction Engineer)
Ted Wells (WYDOT D3 District Engineer)
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)
Jeff Booher (WYDOT Bridge Program)
Jeff Mellor (WYDOT Traffic)
Dustin Woods (FHWA)
Bob Bonds (FHWA)
Renee Seidler (Jackson Hole Wildlife Foundation)
Tim Young (Wyoming Pathways)
Chelsea Carson (Jackson Hole Conservation Alliance)

AGENDA

1. Review updates on the Fence and Pathway crossings

WyDOT has met with Pathways.

South side of hwy: Where fence starts at Wenzel Lane want to address open end (where pathway begins) want to pave in extra area and paint in cattle guard. Stakeholder concerned about the viability of the painted cattle guard working for wildlife. WyDOT will have infrastructure in place for if there is a better solution in the future. Stakeholder would like WyDOT to consider wildlife guards. WyDOT will need to decide if they are ok inside the clear zone. If something can be placed in future there will already be infrastructure.

At Green Ln there will be a safety concern if the pathway is moved farther away from the road. At the fence crossing there will be a latching gate (self closing and ADA accessible) and electrocrete with gate. At Hardeman Ln cattle guard crossing was suggested to be moved farther south behind pathway (by stakeholder). WyDOT is looking at easement options. On Ohnmeis property the county is working with the property owner to get easement for the pathway (to keep pathway straight). Landowner would prefer large jumpout style retaining wall here. At Green Ln: want to move pathway closer to the road in this area. Going to work with stakeholder to keep continuity of pathway. Also move cattle guard farther south to avoid pathway and people stop/starting on cattle guard.

North side of Hwy: will have similar latch gate and electrocrete gate system at west end. Near Emily Stevens pond there will be another latch/electrocrete gate configuration where pathway enters ROW. At the Stilson area it was suggested leaving cattle guard at northern location and that has been adopted.

Gates: Gates will stay open when electrocrete is functioning. Gates will be mostly closed in the winter because the electrocrete does not work well in the cold weather. Want to add some signage/lighting for times when gate is

closed. ADA gate will be self closing. WyDOT would like feedback on apron sides of the gates. Is the gate going to be large enough for bikes with trailers? Stakeholder would like to see a wider center section (at least 6 feet) on either side of gate and reduce taper to keep footprint the same. Where pathway crosses the levy access road the gate will be locked. There will be an improved trail under the west side of the bridge, but it will not be paved. Between Green lane and ped underpass pathway is on WyDOT ROW. Electrocrete will be a county project. WyDOT will build the infrastructure to allow electrocrete or other alternative.

2. Update on G&F Collaring Study

Ongoing since Mar 2019. 13/17 still alive and being tracked. 53% of moose are resident year-round 47% are seasonally migratory. All areas planned for wildlife crossings are being utilized by moose. Resident moose account for the majority of the road crossings. 56% of the moose in the study have crossed the road in the project area at least one time. WGFD is working on further analysis to see what time of day the majority of crossings are happening. WGFD plans to collar additional moose this winter. Little is known about offspring usage of the area. All moose still in the study are female. Some private feeding appears to be drawing moose into the area.

3. Comments on R/W and Utility Plans

West end of the path contains the majority of the plan revisions. ROW acquisitions are being reviewed by ROW. What is shown in these plans should be the final ROW required for the project. This has not changed much from previous plans. Fence plans are less busy and might show ROW limits better than the full set of plans.

4. **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 (Ongoing)
- b. Is WYDOT open to incorporating the transit recommendations? (Short answer is yes - County is working through the BUILD Grant and also working on traffic studies that are needed.)

- c. Want a safe and effective wildlife fence Stakeholders felt that through numerous meetings and discussions with the County, NGOs and landowners that we have reached a safe and effective wildlife fence design that incorporates both wildlife and pedestrians.
- d. County and NGO's to look at doing a study on electromat and animal detection system effectiveness on roads in Teton County. (Study did not get completed. WYDOT is building infrastructure to help the county with any future installations.)
- e. Fence End Treatments (Still not 100% but what was shown in this set of plans seemed acceptable to most. There is also discussion of wildlife guards being a potential option.)
- f. Fence pathways outside of the ROW so the pathways will be on the side with the wildlife where possible. The current set of plans is the result of numerous stakeholder meetings as well as WYDOT and County planning efforts.
- g. Provide Pedestrian crossing on the west side of the bridge. - (WYDOT is creating an improved undercrossing then what is there, additional improvements are up to the County.)
- h. Alter the hydrology away from the culvert connecting the two wetlands to make it flow under the wildlife underpass on Hwy 22. - (Discussed at the 8/20/20 meeting this was recommended not to move forward with this option.)
- 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. (Has been addressed.)

5. Future Stakeholder Meetings - ?

WyDOT would like to stay in contact with the group but not set any additional meetings at this time. It was discussed to have another meeting after the fence post testing is completed next summer, the County gets some of the ROW settled and more progresses on the county transit work. Stakeholders expressed concern about keeping the pathway

open throughout construction. WYDOT will do the best it can to keep them open.

6. **Future Public Meetings** - One more is planned for the summer of 2022? Need to do a meeting sooner than 2022. A meeting should be held after the final plans are delivered and the above concerns are vetted more in 2021.

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
- ✓ Stakeholder Meeting (9) - December 14, 2020
- ❑ Final Plans - expected April 2021
- ❑ Public Meeting - summer of 2021 and potentially one in 2022
- ❑ Project Letting late 2022 or early 2023
- ❑ Construction Spring 2023