

# Stakeholder Meeting #7 Minutes

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26 March 2020 / 1 PM - 2:30 PM / Webex

## 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

Meadow Ridley (WYDOT Project Development)  
**Kelly Rounds** (WYDOT Project Development)  
**Keith Compton** (WYDOT D3)  
Ted Wells (WYDOT D3 District Construction Engineer)  
**Stephanie Harsha** (WYDOT D3 Public Relations Specialist)  
**Darin Kaufman** (WYDOT D3 District Traffic Engineer)  
**Marshall Newlin** (WYDOT)  
**Ryan Shields** (WYDOT Traffic)  
**Jeff Mellor** (WYDOT Traffic)  
**Dustin Woods** (FHWA)

## AGENDA

**Opening Remarks** - We are meeting to hear thoughts on the transit sub-group recommendations as the full stakeholder board. The final recommendations to include transit on the WYDOT project have to come from Teton County and/or the START board to WYDOT. Once a recommendation is put forward to WYDOT they will respond to that request. What we want to hear today is what recommendations the County/START should take to their boards for approval. START board is an

advisory committee to the County and the Town. Funding would come from County and Town and final determination.

Jack is wondering about the pathway under the west-side of the Snake River Bridge. Would like a pedestrian facility to get people from the boat ramp to the southwest dike walking path. County staff will bring the pathway in front of the elected officials.

Requests from the County will have to be made in writing to the WYDOT District Engineer. The request is to add the additional work to WYDOT's project at the County's expense.

What are the costs associated with Transit Improvements?

It is not appropriate for WYDOT to calculate all the costs on all of these alternatives, when nothing has been recommended by the County, at this time..

Not all of these have to be implemented during this WYDOT project and could be implemented later.

Traffic study is not ready yet for the Stilson Transit Access changes. WYDOT will have to review these changes against their current access agreement.

**Discussion of the following items (Thanks Jack):**

1. The addition of a westbound queue jump with a receiving lane on 22 at the intersection of 390. A little more asphalt, no impacts to wildlife features. Buses would use shoulders. Cost estimates have not been completed yet. WYDOT needs the request from the County first. Kimley-Horn report only showed 16-18s benefit with this option. Not a huge effect but might help overall bus travel times. Lanes will be marked bus only, but vehicles may still use it. Not as high of priority as some of the other options. Very rough est. \$10k(both queue jumps, not impacting current box locations, traffic design may determine that these would not be long enough, which would decrease wildlife crossing openness and increase cost), does not appear will affect wildlife structures. Will still need review of operation effects. Average queue jump length is 250 feet.
2. The addition of transit signal prioritization at the intersection of 22/390. The group also recommended seeking other intersections where transit prioritization would be beneficial. It was mentioned that if this was implemented then south bound queue jump would not be necessary, but would need to be verified by a consultant. Stakeholders would like the County

to look at areas outside this project where signal prioritization. Stakeholder would like to move forward with this one.

3. The addition of a southbound queue jump on 390. Further consultant study could determine if there is still a benefit to this option. It might not be needed if a signal and prioritization is implemented. Not as high of priority as some of the other options.
4. Construction this summer of a transit-only signal at the intersection of Beckley Parkway Road and 390. Stilson is being looked at how it functions currently. There is immediate benefit if this signal happens sooner than the WYDOT project. Could potentially do a span wire system first and then a full signal when the WYDOT project comes through. Stakeholder would like to move forward with this one.
5. A box culvert near the west abutment of the bridge has been discussed in prior meetings. Current Bridge design does include pedestrian access under the west end of the bridge. There is enough vertical clearance to get pedestrians under the bridge behind the levee. The WYDOT bridge layout and plans will be coming out soon (next few weeks). Jack would like to see ADA surfacing? Proposed improvements are improved width and height but no defined pathway, so no requirement for ADA. Currently the pathway is not included on any pathway system. Future ADA could be added to the pathway. Does the stakeholder group feel having proper access to the Southwest Dike is important? Should we request that the county cover the costs? Are the current dike pathway and boat ramp ADA accessible? Would like to meet current standards. Is it possible to add ADA access to the boat ramp on the north and also put a path to the south side of the bridge that is ADA? The County Parks Department is looking at and working on improvements in the boat ramp area. Parking would be along existing road and not a new parking lot in front of the wildlife underpass. The County is trying to clean up the boat ramp area and make it a more controlled area to improve safety. The current pathway system over Snake River and R park would eventually connect to whatever is under the bridge. There is consensus to keep this pathway open and available to the public. Supportive of access but conscientious of other considerations (wildlife, etc). County will get better information on the boat ramp improvements. Tabled until we can see the Bridge Plans.
6. At the last meeting, there was discussion about the eastern extension to the project and value engineering. Grading plans showed the project roadwork ending at 810+25. New plans show the project roadwork ending at 800+05. The 5-lanes would go to Emily's Pond Road then transition back to 2-lanes by Iron Rock Road. Fence would still go past the pavement work. No change in fence limits. Emily Stevens will still have left and right turn lanes.

#### **Action Items**

- **Get Bridge Plans compete and shared with stakeholders.**
- **Set up meeting to go over bridge plans and west side pedestrian access.**

### **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 **Due to COVID-19, might be postponed**
- ❑ Right-of-way/Engineering Plans - expected July 2020
- ❑ Third Public Meeting - expected early 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