



Project Advisory Committee

Committee Kick-off, Process Review, Background,
Project Purpose and Need

Meeting #1

Wednesday, July 19, 2023

Agenda

Welcome, Introductions and Housekeeping

- Purpose
- Roles and Responsibilities
- Meeting Ground Rules

Project Overview

- Project Background and History
- Existing and Future Transportation Conditions
- Project Scope, Process, and Schedule

Break

Public Participation

- Overview of Public Outreach and Stakeholder Plan
- June Public Meetings: Results and Summary

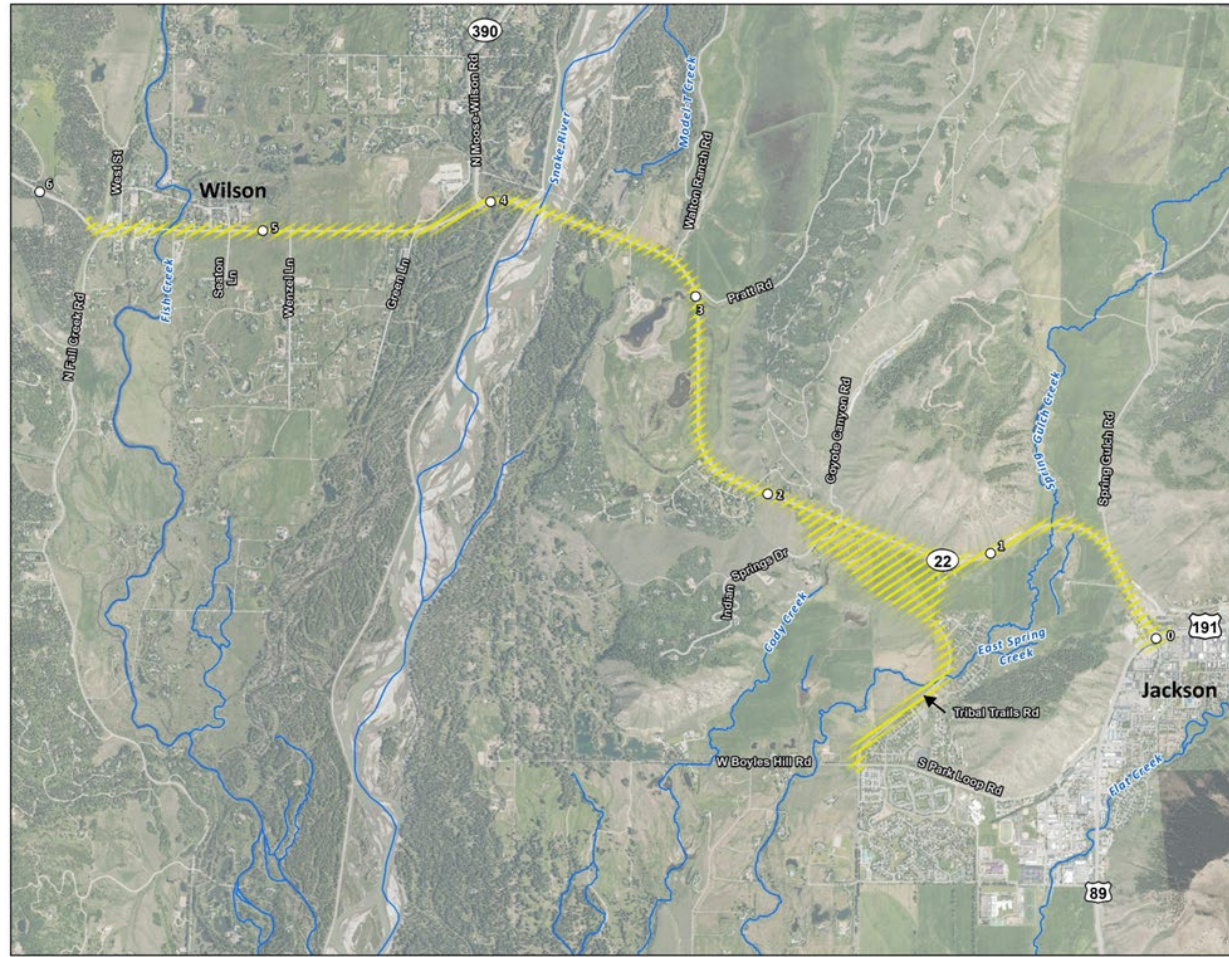
Why is this Project Needed?

- Project purpose
- Project needs

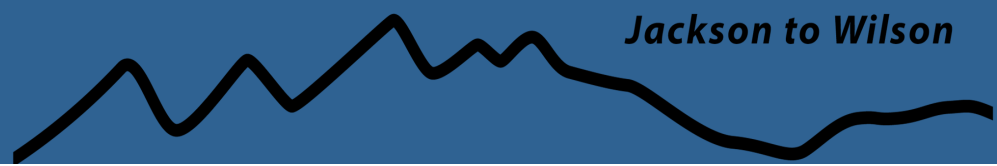
Next Steps/Wrap-Up

- Upcoming meetings and Tentative Schedule
- Agenda Topics

Welcome, Introductions and Housekeeping



WY 22 Corridor Project Study Area



Project Team

- U.S. Department of Transportation Federal Highway Administration (FHWA)
 - Bob Bonds
- WYDOT Team Leads
 - Project Manager – Nick Hines
 - District 3 Construction Engineer - Peter Stinchcomb
 - Resident Engineer – Bob Hammond
 - Public Relations – Stephanie Harsha
 - Town/County Liaison — Jeff Brown
 - Traffic – Darin Kaufman, Billy Roberts
 - Right of Way - Scott Henderson
 - Design –Andrea Allen
- Jacobs Team– Design, Environmental, Public Involvement Consultant
 - Project Manager – Jim Clarke
 - Engineering/Traffic – Aaron Swafford
 - Environmental – George Woolley
 - ROW/Environmental Support – Brenda Younkin
 - Public Engagement – Carla Mykytiuk
 - Meeting Facilitation – Sara Flitner
 - Public Engagement – Ashley Babcock
- PAC Members – **Liaison between WYDOT and the public**

Project Advisory Committee Membership

Commuter

Long Commuter

Non-motorized

Transit

Neighborhood Representatives

Wildlife Advocate

Environmental Advocate

Business

Emergency Services

Local Government

County Engineering

Town Government

Project Advisory Committee (PAC) Purpose and Responsibilities

The role of the committee is to provide a sounding board for the project team by providing advice and input at various milestones in project development, and to disseminate project information with constituents from the interest group they represent.

The Project Advisory Committee (PAC) does not have formal approval authority and does not make decisions by voting.

Committee members shall be appointed to represent the categories of transit, commuter, non-motorized travelers, corridor neighborhoods, business, town and county local government, and at-large.

The PAC will represent local constituencies that live along and/or travel the WY 22 corridor.

Project Advisory Committee Roles and Responsibilities



Commit to attending as many PAC meetings as possible, to negotiating with all stakeholders, and to represent your interest group in good faith



Provide perspective and input on study data, processes, methods, and technical analysis to inform project development process



Identify community, wildlife, environmental, economic, and transportation issues



Share information with constituents from your interest group and encourage broader community input



Provide perspective and concerns from the public and the interest groups you represent to WYDOT and PAC



Serve as a liaison between WYDOT and the public



Review and comment on pending decisions and actions



Notify WY 22 Corridor project team in a timely manner if you are unable or unwilling to continue to serve on the PAC



Project Advisory Committee Governing Parameters and Meeting Ground Rules

- Input on the project from all PAC members is respected and duly considered as foundational to yield the best solutions.
 - Input from all PAC members is valued and considered.
 - All PAC members participate with an open mind, with transparency and respect.
 - PAC works collaboratively and cooperatively to seek a general understanding of agreement.
 - All PAC members in the process must treat each other with respect and dignity. “Assume positive intent.”
 - **FHWA and WYDOT will make all final project decisions.**
-



Project Advisory Committee Governing Parameters and Meeting Ground Rules

A **general understanding of agreement** has been reached when the PAC members agree that their input has been heard and duly considered, and the process as a whole was fair. Minority opinions of PAC members can be included in meeting summaries.

The project will progress at a reasonable pace; all participants must understand that **once a general understanding of agreement is reached** on a topic, the committee will move forward, and not waste time revisiting previous decisions.



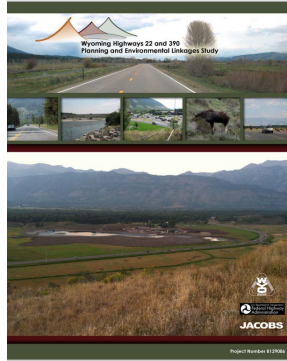
Project Overview

Project Background and History

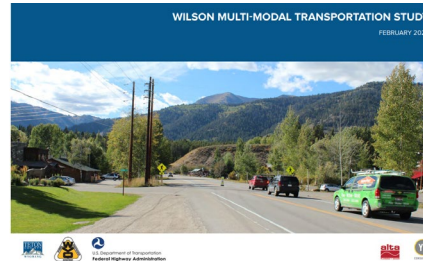
- In 2014, WYDOT completed a Planning and Environmental Linkages (PEL) study for WY 22, which also included a portion of WY 390. The study included robust stakeholder engagement and established a vision for the future of the WY 22 corridor.
- The WY 22 Corridor project is part of WYDOT's larger plan to implement recommendations from the PEL study.
- The highest priority identified in the PEL, the Snake River Bridge replacement, began construction in the spring of 2023.
- Originally planned for 2026, WYDOT advanced the WY 22 Corridor funding to start the project in late 2022.

Project Overview – Project History and Timeline

WYDOT finalizes a **Planning and Environmental Linkages Study** for WY 22 in collaboration with Federal Highway Administration (FHWA), Teton County, and the Town of Jackson



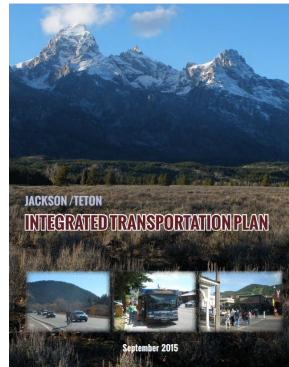
Teton County, in collaboration with WYDOT, completed the **Wilson Multi-Modal Transportation Study** to improve safety on and adjacent to WY 22



WYDOT and Teton County agree to fold the **Tribal Trail Connector** project into WY 22 project.

NEPA process and preliminary design are expected to conclude

Jackson/Teton County **Integrated Transportation Plan** identifies the Tribal Trail Connector as a major capital project



WYDOT adds WY22 project to **State Transportation Improvement Plan (STIP)**

WYDOT initiates **pre-NEPA study**

We are Here
Public and PAC Meetings

2014

2015

2016

2017

2018

2019

2020

2021

2022

2023

2024

2025

WY 22/390 PEL Visioning

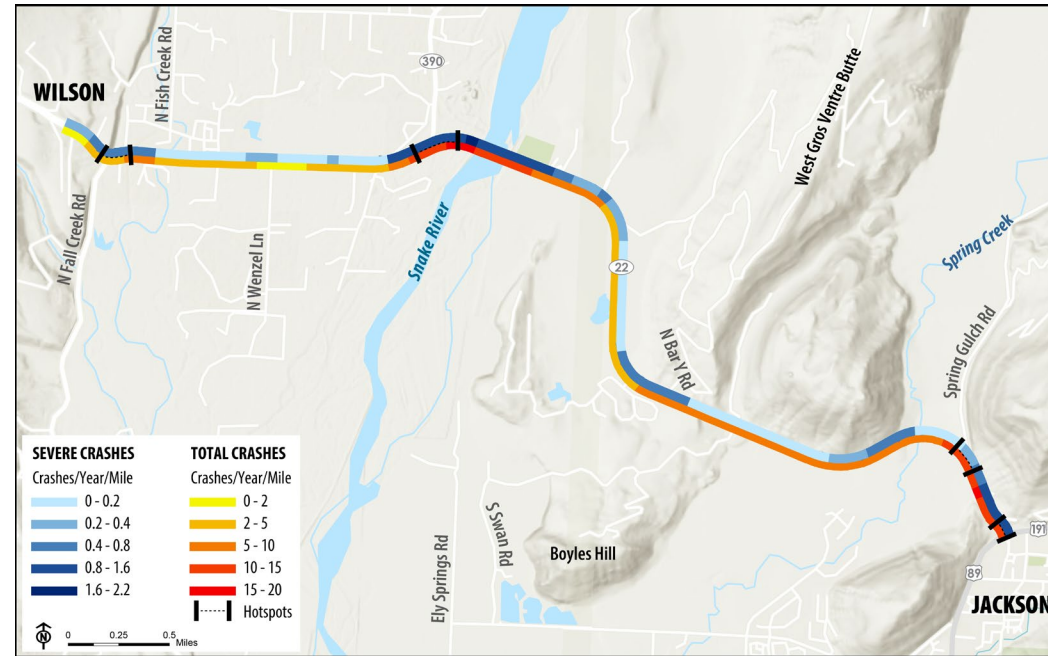
WYO 22 and WYO 390 travel through iconic valleys of scenic beauty, connecting the town of Jackson, Wilson (and on to Idaho), and Teton Village (and on to Grand Teton National Park). The corridors serve both the local and regional economies, providing access for residents, recreationalists, and tourists alike. The corridors' stakeholders envision future transportation improvements that provide a balance of economic needs with efficient multi-modal travel, traveler/wildlife safety, and the experience of viewing scenery and wildlife.

WY 22/390 Corridor Visioning: Needs Summary

- Attendees asked to prioritize transportation needs (listed in prioritized order):
 - Wildlife
 - Improved Transit
 - Mobility
 - Redundancy
 - Improve Access
 - All Modes
 - Speeds
 - Scenic
 - Pedestrian Crossings
 - Aesthetic Design
 - Viewpoints
 - Local Land Use
 - Trucks

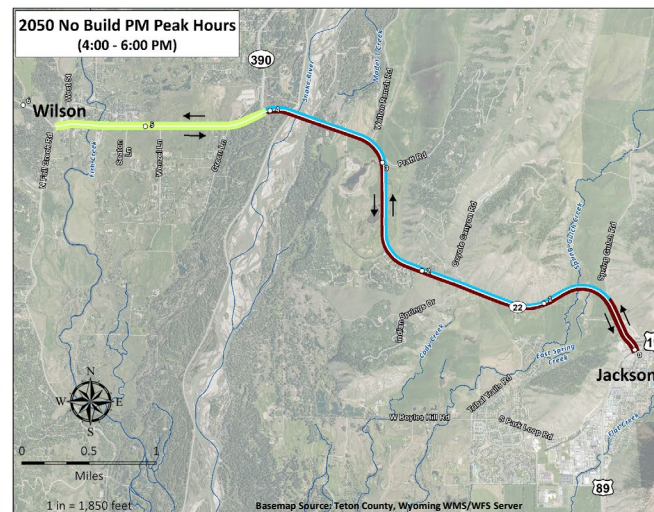
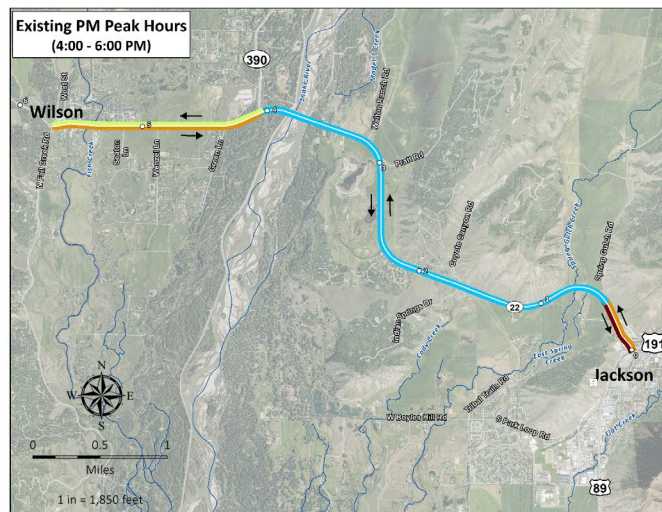
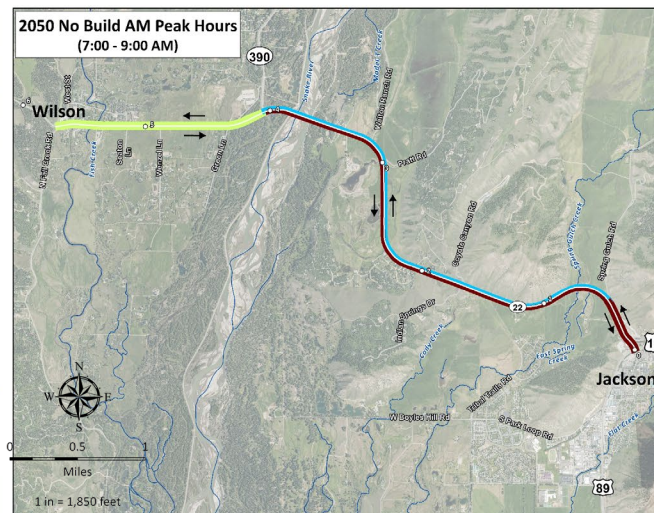
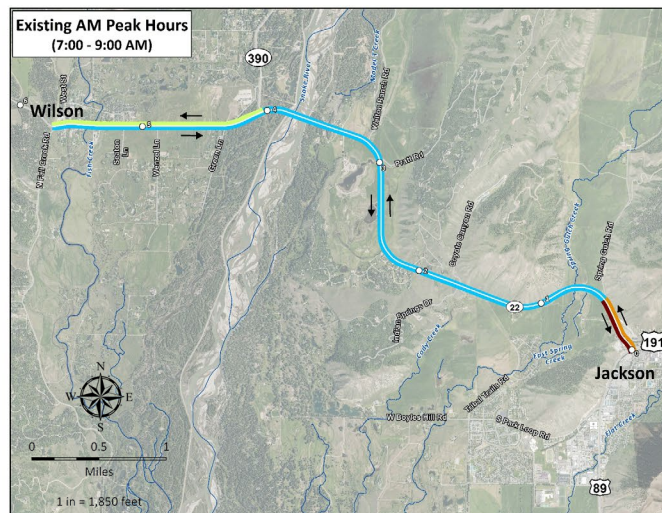
Corridor Conditions: Safety and Crash Rate

- The WY 22 corridor has a higher-than-average Expected Critical Crash Equivalence compared to similar roadways in Wyoming.
- Crash hot spots are shown, indicating a high potential for safety improvements.
- Increase in total crashes has occurred over the past 10 years.
- Rear end is the most frequent crash type, which is associated with traffic congestion.
- Safety needs of bicyclists and pedestrians will be considered, although the proportion of bicycle and pedestrian crashes is less than other crash types.



Distribution of Severe (Fatality and Injury) Crashes and Total Crashes

Corridor Conditions: Current and Future Traffic Speeds



LEGEND

- Milepost
- Roads
- ~ Streams

Average Travel Speeds

Jackson to WY 390

- Free Flow (50 mph+)
- Slightly Congested (35 - 50 mph)
- Congested (25 - 35 mph)
- Extremely Congested (0 - 25 mph)

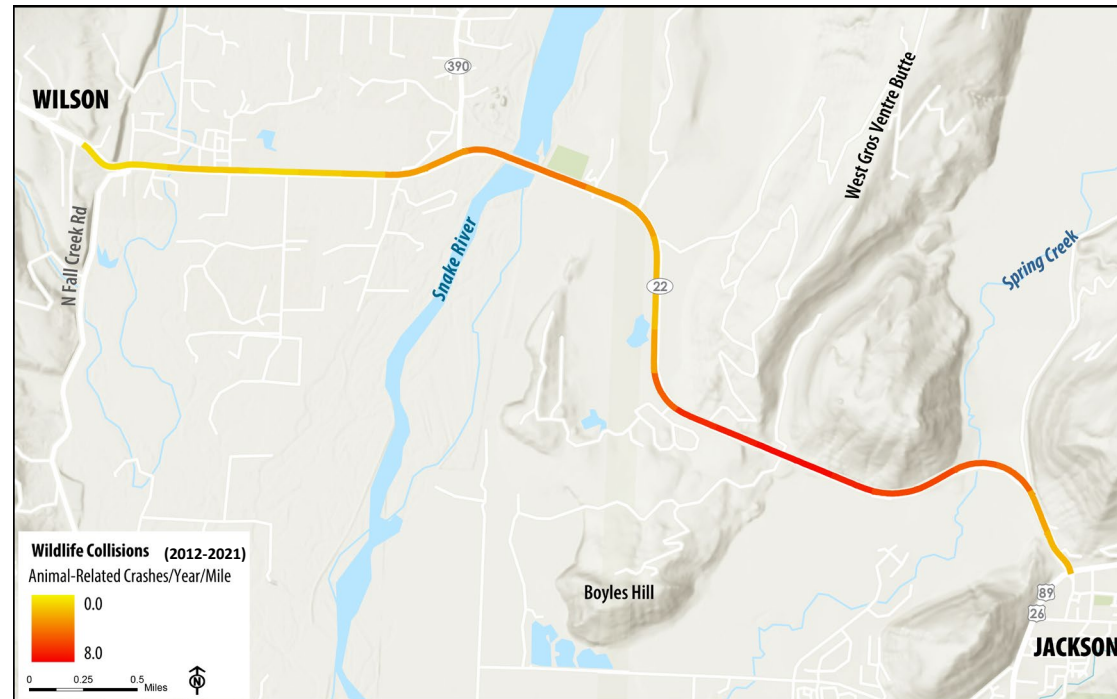
WY 390 to Wilson Square

- Free Flow (35 mph+)
- Slightly Congested (20 - 35 mph)
- Congested (10 - 20 mph)
- Extremely Congested (0 - 10 mph)

- Future forecasts were based on Teton County's travel demand model.
- The county's model accounts for planned development and population/employment forecasts.

Corridor Conditions: Wildlife Vehicle Collisions

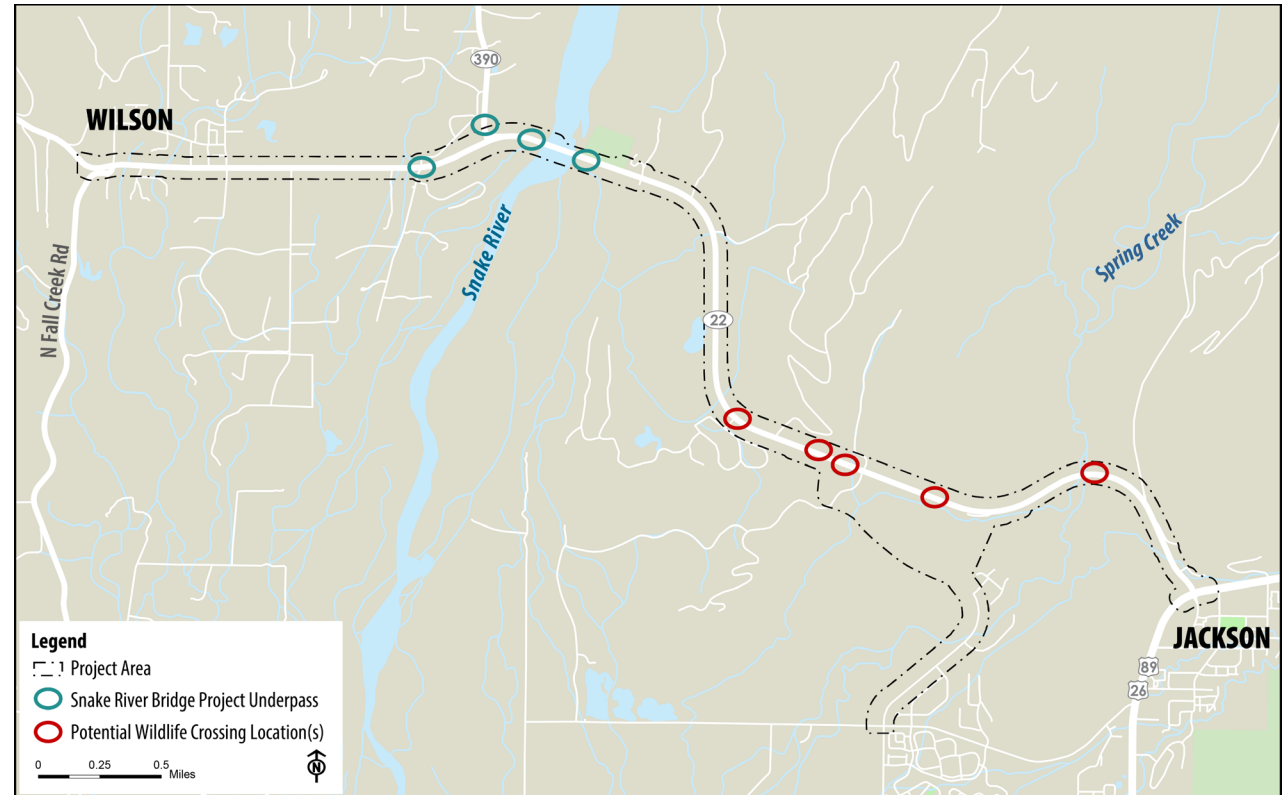
- The valley serves as winter range for migratory elk, moose, and year-round range for mule deer.
- WY 22 corridor is a barrier to wildlife movement and habitat connectivity.
- Some of the highest rates of deer-vehicle collisions in Wyoming occur in the southern half of Teton County.
- 23% of all reported accidents in this corridor are wildlife vehicle collisions.



- Wildlife Vehicle Collisions (WVC) occur most frequently between 5 AM to 8 AM and between 9 PM and Midnight.
- WVC occur most frequently in October and December.

Corridor Conditions: Wildlife Crossings

- Four wildlife crossing structures, fencing, and jump outs are currently being constructed as part of bridge project.
- Wildlife Crossings Master Plan and PEL identified several wildlife crossing locations.
- June 2023—Wildlife Site Visit



Project Scope, Process, and Schedule

Pre-NEPA*

PUBLIC AND AGENCY SCOPING -
SPRING/SUMMER 2023

ALTERNATIVES
EVALUATION - SUMMER
2023-SPRING 2024

NEPA

INITIATE NEPA -
SUMMER 2024

COMPLETE NEPA - 2025/2026^

1. Initiate Study	2. Conduct Scoping We are Here	3. Define and Evaluate Alternatives	4. Prepare NEPA Document	5. Circulate NEPA Document for Review	6. Prepare Final Decision Document
<ul style="list-style-type: none"> Collect data on existing conditions Document transportation needs Identify preliminary issues and concerns Develop preliminary purpose and need 	<ul style="list-style-type: none"> Hold public scoping meeting Convene advisory group Continue identifying issues and concerns Refine purpose and need 	<ul style="list-style-type: none"> Conceptual design and evaluation of alternatives (including No Build alternative) Advisory group meeting(s) Hold public meeting to review alternatives Identify preferred alternative 	<ul style="list-style-type: none"> Determine NEPA class of action with FHWA Advance design for alternatives Conduct detailed impact analysis Identify mitigation measures Advisory group meeting 	<ul style="list-style-type: none"> Make NEPA document available to public and agencies Advisory group meeting Public Hearing/Open House Solicit and receive comments 	<ul style="list-style-type: none"> Address public and agency comments Select alternative Commit to mitigation for impacts Document decision

*The National Environmental Policy Act (NEPA) of 1969 established a policy and framework for environmental planning and decision-making by Federal agencies.

Learn more here.



^Duration depends on NEPA class of action.



Public Participation



Overview of the Public Involvement Plan

- Purpose
 - Identifies roles and responsibilities of project participants
 - Establishes timing of stakeholder activities
 - Provides guidance and methods/tools for participation and outreach
- Living document updated to reflect newly identified information

Goals and Objectives of Public Involvement

1. Inform, educate, and actively involve stakeholders and the public throughout the project.
2. Create opportunities for early and continuous community and agency participation.
3. Maintain the accountability, credibility, and responsibility of the WYDOT team.
4. Assure inclusion of any traditionally underserved or under-represented groups, which includes low-income, minority, and non- English-speaking households, who may face challenges accessing employment and other services.
5. Strive for consensus among potential competing interests.

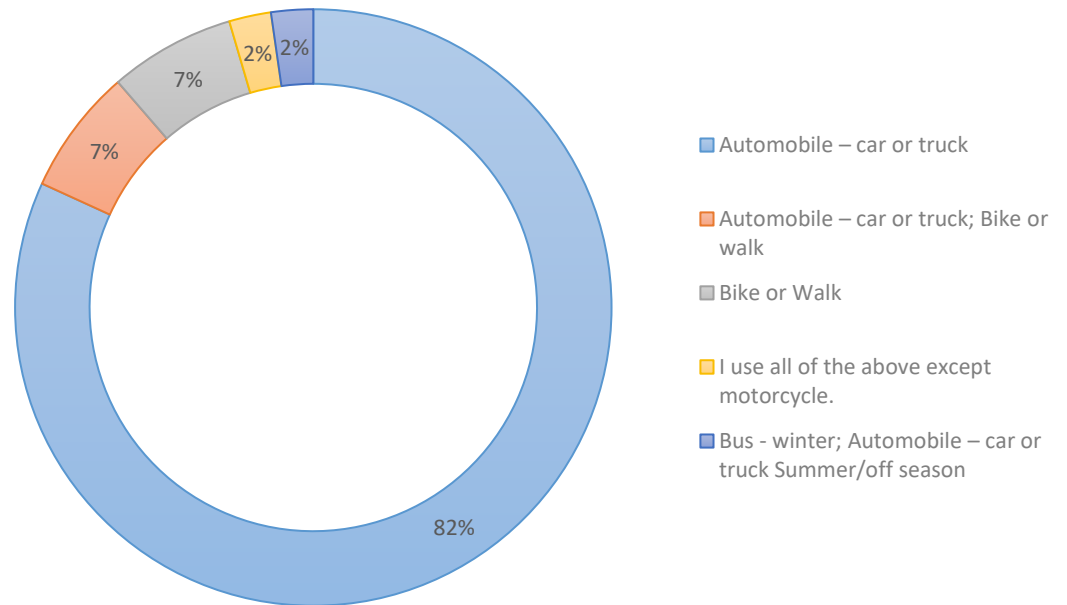


June Public Meetings – Results and Summary

- Purpose
 - Share information on the project background and history, purpose and need, objectives, issues, and next steps
 - Collect stakeholder input; issues and concerns
- Dates and Locations
 - Wednesday, June 14, at Victor Elementary School – 7 attended
 - Thursday June 15, at The Virginian in Jackson – 52 attended
 - Virtual Meeting ongoing; June 14 to present – approximately 140 have attended (viewed the site) to date

Automobile – car or truck accounts for the majority of 'When you travel on WY22, what primary transportation mode are you using?'.
Feedback Received

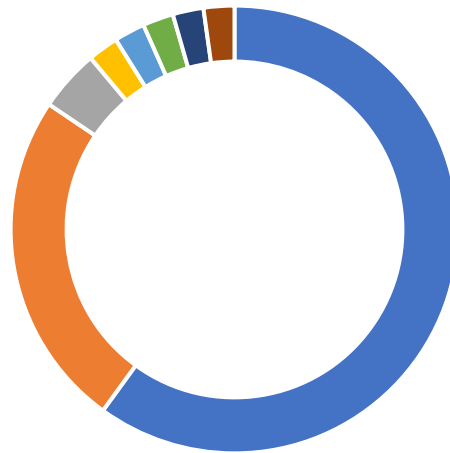
Primary Mode of Transportation



Feedback Received

- Comments received – **74** total (69 unique responders)
 - 24 comment forms submitted at meeting or via email
 - 21 comment forms submitted via the virtual meeting (20 unique responders)
 - 31 emailed comments (27 unique responders)

83001 accounts for the majority of 'Zipcode'.

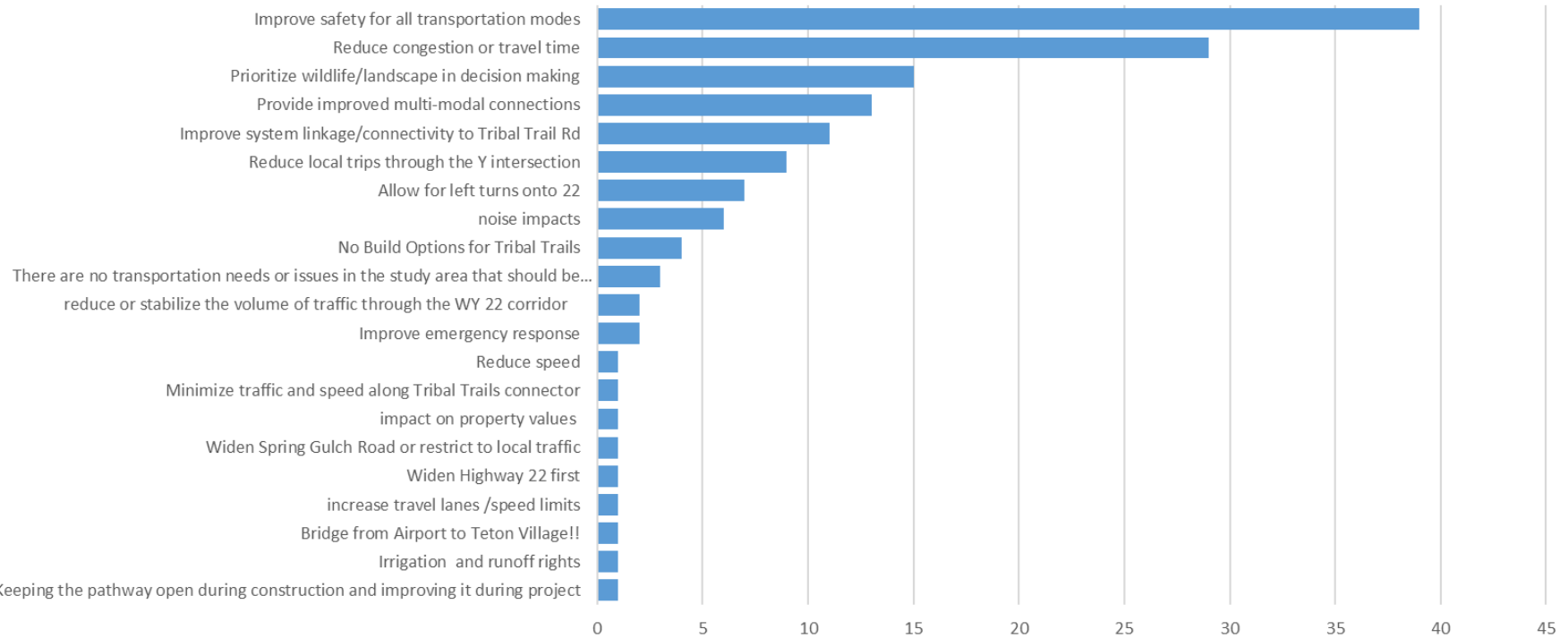


- 83001 : Jackson, Wyoming
- 83014 : Wilson, Wyoming
- 83455 : Victor, Idaho
- 83025 : Teton Village, Wyoming
- 83422 : Driggs, Idaho
- 83002 : Jackson, Wyoming
- 30144 : Kennesaw, Georgia
- 83012 : Jackson, Wyoming

Feedback Received - Priorities

'What are your top 3 transportation needs and/or concerns in the study area?': **Improve safety for all transportation modes** and **Reduce congestion or travel time** appear most often.

What are your top 3 transportation needs and/or concerns in the study area?



What are your top 3 transportation needs and/or concerns in the study area?

Feedback Received - Priorities

What are your top 3 transportation needs and/or concerns in the study area?	Count of What are your top 3 transportation needs and/or concerns in the study area?	Count of What are your top 3 transportation needs and/or concerns in the study area?
Improve safety for all transportation modes	39	26.17%
Reduce congestion or travel time	29	19.46%
Prioritize wildlife/landscape in decision making	15	10.07%
Provide improved multi-modal connections	13	8.72%
Improve system linkage/connectivity to Tribal Trail Rd	11	7.38%
Reduce local trips through the Y intersection	9	6.04%
Allow for left turns onto 22	7	4.70%
noise impacts	6	4.03%
No Build Options for Tribal Trails	4	2.68%
There are no transportation needs or issues in the study area that should be addressed	3	2.01%
reduce or stabilize the volume of traffic through the WY 22 corridor	2	1.34%
Improve emergency response	2	1.34%
Reduce speed	1	0.67%
Minimize traffic and speed along Tribal Trails connector	1	0.67%
impact on property values	1	0.67%
Widen Spring Gulch Road or restrict to local traffic	1	0.67%
Widen Highway 22 first	1	0.67%
increase travel lanes /speed limits	1	0.67%
Bridge from Airport to Teton Village!!	1	0.67%
Irrigation and runoff rights	1	0.67%
Keeping the pathway open during construction and improving it during project	1	0.67%
Grand Total	149	100.00%

Themes from Comments

- Differing opinions on the necessity and impact of the project
 - Opposition to road expansion and alternative solutions
 - Opposition to widening Highway 22
 - No build alternative for Tribal Trails
 - Alternative solutions to address traffic issues, such as improved traffic light synchronization, enhanced public transportation, pathway connectivity, and roundabouts
 - Support
 - Traffic/congestion concerns
 - Need to accommodate population growth
- Traffic congestion and management
 - Roundabouts, turning lanes, and alternative transportation options
- Safety concerns
 - Safe access and crossing for pedestrians, cyclists, and wildlife
 - Wildlife crossings, fencing, and speed limit reductions
 - Left turning lanes
- Wildlife and environmental considerations
 - Preservation of wildlife habitats, migration corridors, wetlands, and scenic resources
- Noise reduction
 - Road noise and its impact on residents and wildlife
 - Suggestions for noise reduction engineering and the use of noise-reducing road surfaces
 - Make Jake Brakes illegal in Wilson and Teton County

Themes from Comments continued...

- Community character and preservation
 - Desire to maintain the small-town character and scenic beauty of Wilson and the surrounding areas
 - Potential impact of road expansion on the community's character, property values, and quality of life
- Public involvement and community input
 - Importance of involving the local community in decision-making processes, ensuring public input, and considering the needs and concerns of residents, property owners, and businesses affected by the road project
- Transit and transportation alternatives
 - Transit options, HOV lanes, improved bus services, and infrastructure for pedestrians and cyclists suggested as alternatives to single-occupancy vehicles
- Truck and RV traffic
 - Impact of heavy truck and RV traffic, particularly on Teton Pass and in residential areas
 - Some suggest restricting or regulating truck traffic to alleviate congestion and safety issues
- Road construction and project planning
 - Night-time construction to minimize disruption
 - Coordination with other ongoing development projects in the area
 - Consider the impacts of growth and induced demand



BREAK

Project Purpose and Need

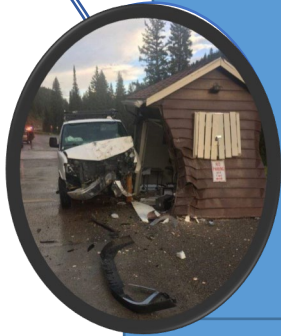
- Foundational to the project and process
- Describes the intention and states the problems the Project will address.
- Sets the stage for developing and evaluating possible improvement alternatives
- Not mode-specific or biased toward a particular solution.

Purpose Statement

The purpose of the WY-22 Corridor Project is to improve safety and mobility for all users and modes of transportation through the approximate 6-mile segment of WY-22 corridor between Jackson and Wilson in Teton County, Wyoming.



Project Needs



Safety

- Reduce crashes
- Decrease emergency response time
- Improve resiliency
- Improve intersection safety
- Improve safe access onto WY 22*



Mobility

- Reduce peak period travel time
- Accommodate existing and future person trips
- Improve system linkage to Tribal Trail Road
- Promote multimodal travel options
- Improve intersection operations

*added based on public comments.

Next Steps/Wrap Up

- Upcoming Meetings and Tentative Schedule
- Agenda Topics

Tentative Meeting Schedule



Ways to Stay Involved in the WY 22 Corridor Project

- Project Advisory Committee
- Public Meetings
- Small Group Meetings
- Project Website
 - <https://wy22corridor.com/>



Thank you for your participation on the WY 22 Corridor Project Advisory Committee!



If you have questions or concerns,
you can email the project team at
contactus@wy22corridor.com



Why is this Project Needed?