



Welcome to Public Meeting #2

for the

WY 22 CORRIDOR PROJECT

Wednesday, February 21, 2024 – Victor, ID
Thursday, February 22, 2024 – Jackson, WY

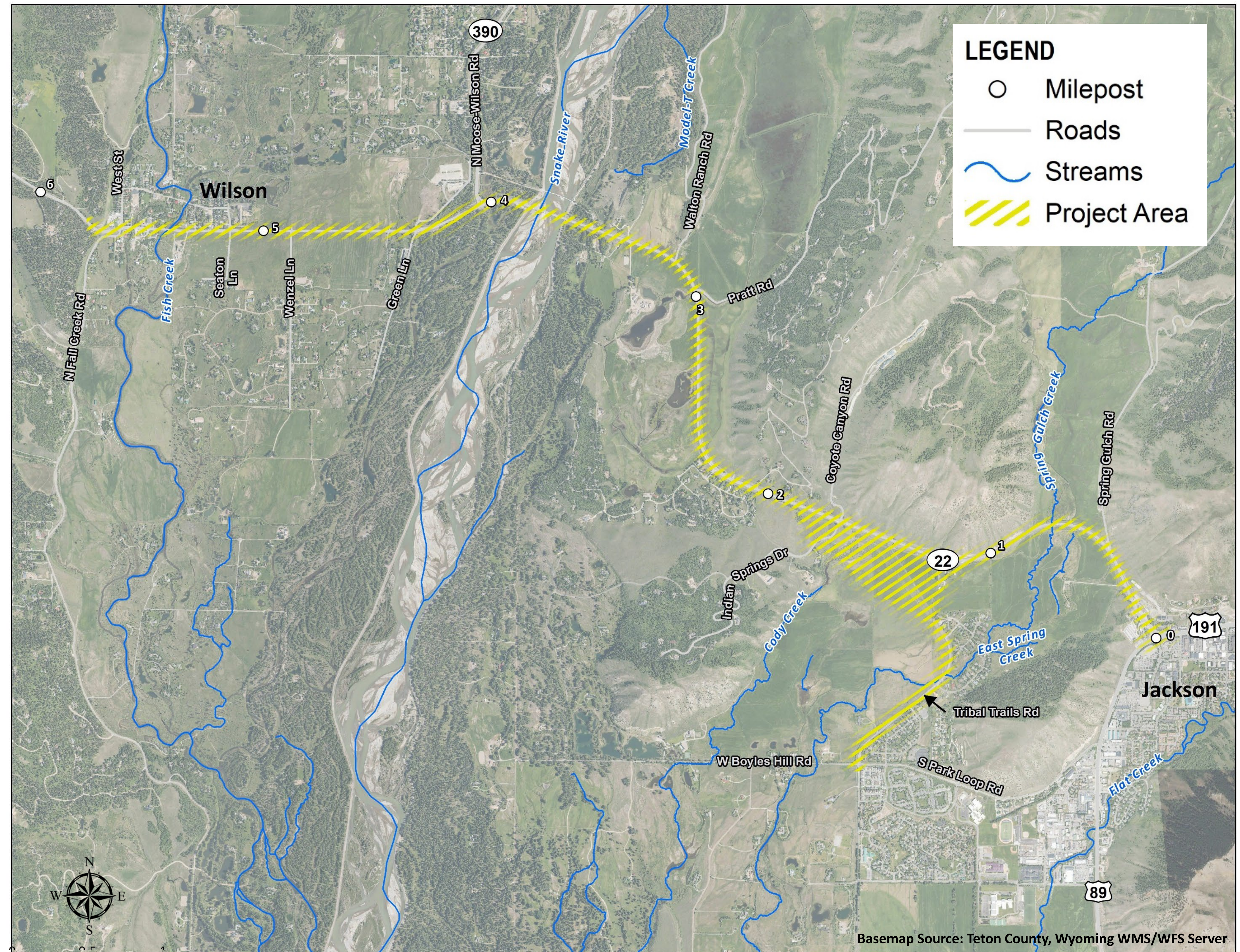


Why am I here?

- To hear about project status and updates
- To learn about the range of alternatives being considered and provide feedback
- To ask questions
- To find out about next steps and project schedule

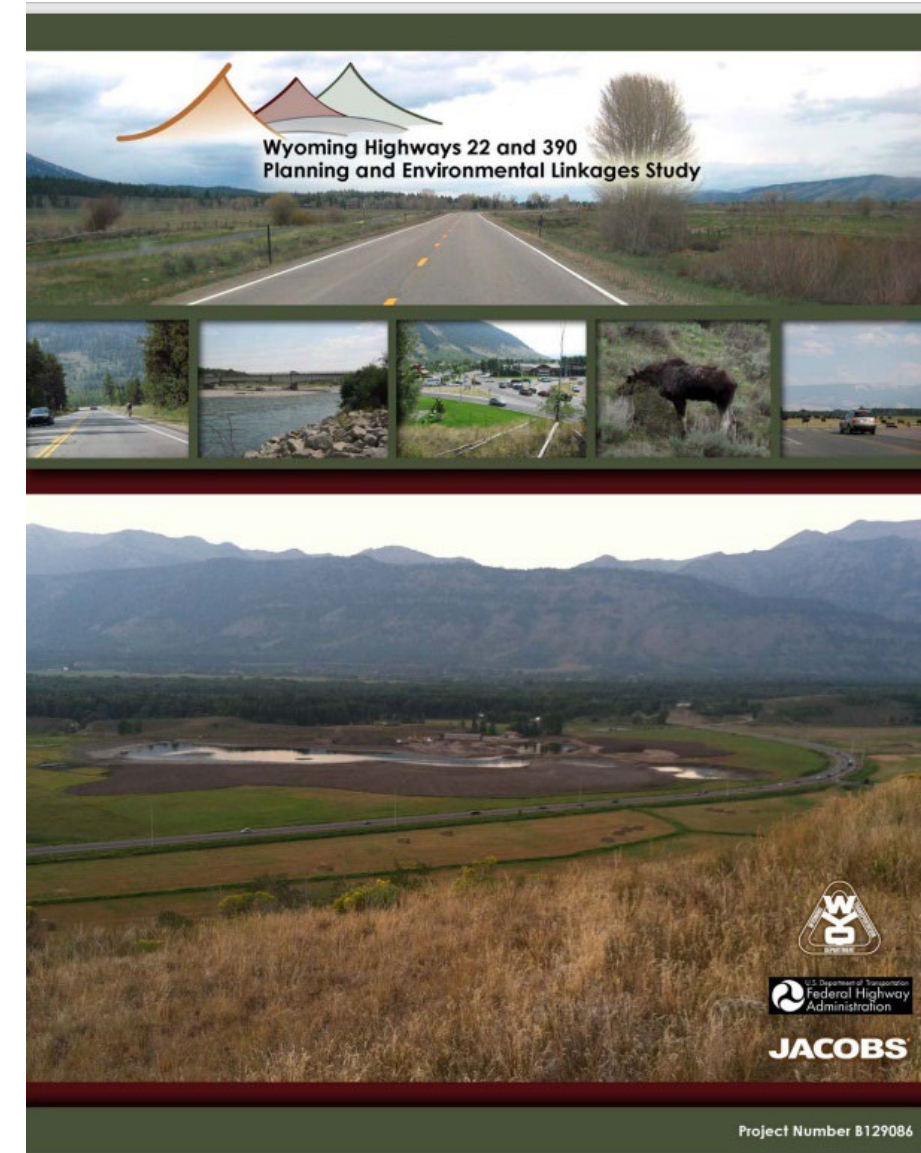
Project Area

- Eastern and western limits: WY 22 intersection with Broadway Avenue (Y intersection) extending west through Wilson
- Southern limit: South Park Loop/Boyles Hill roads extending north to WY 22

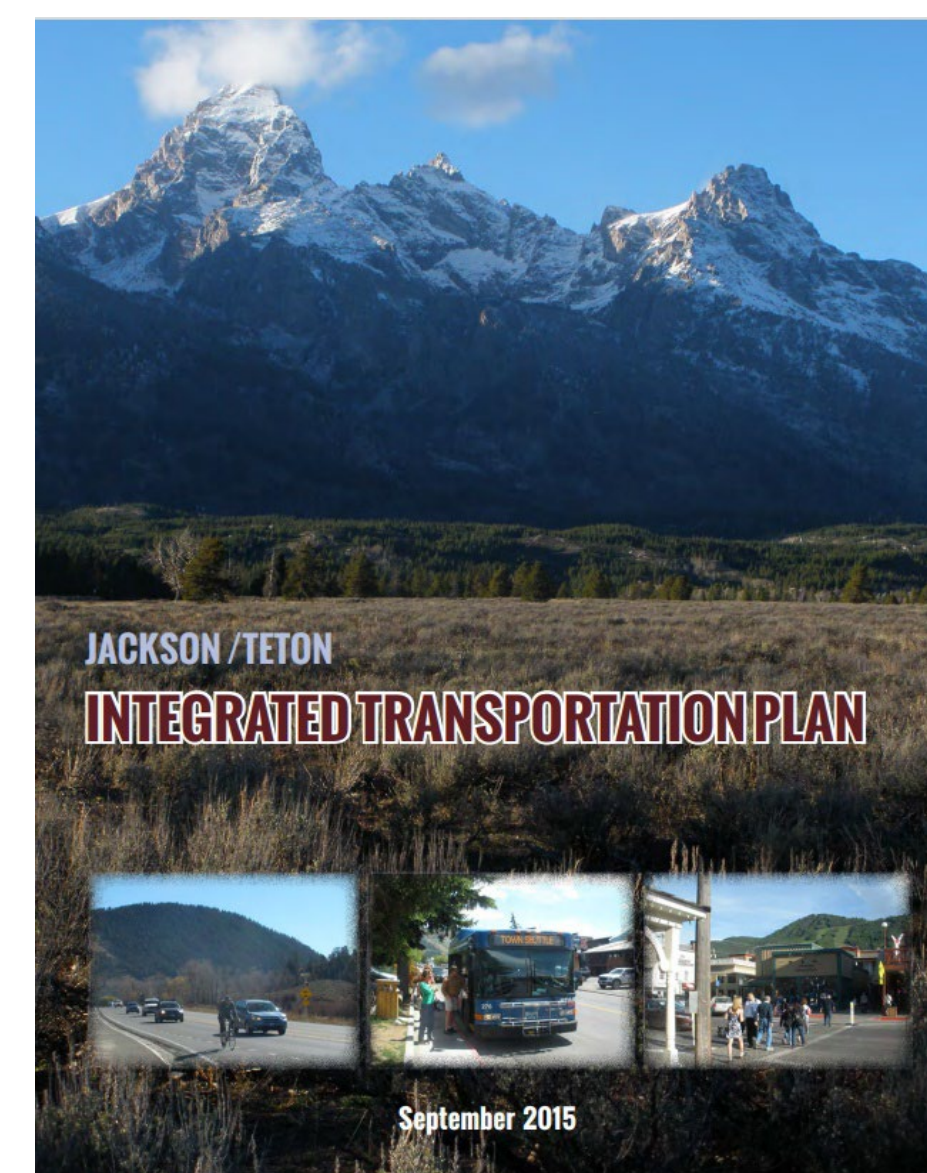


Project History and Timeline

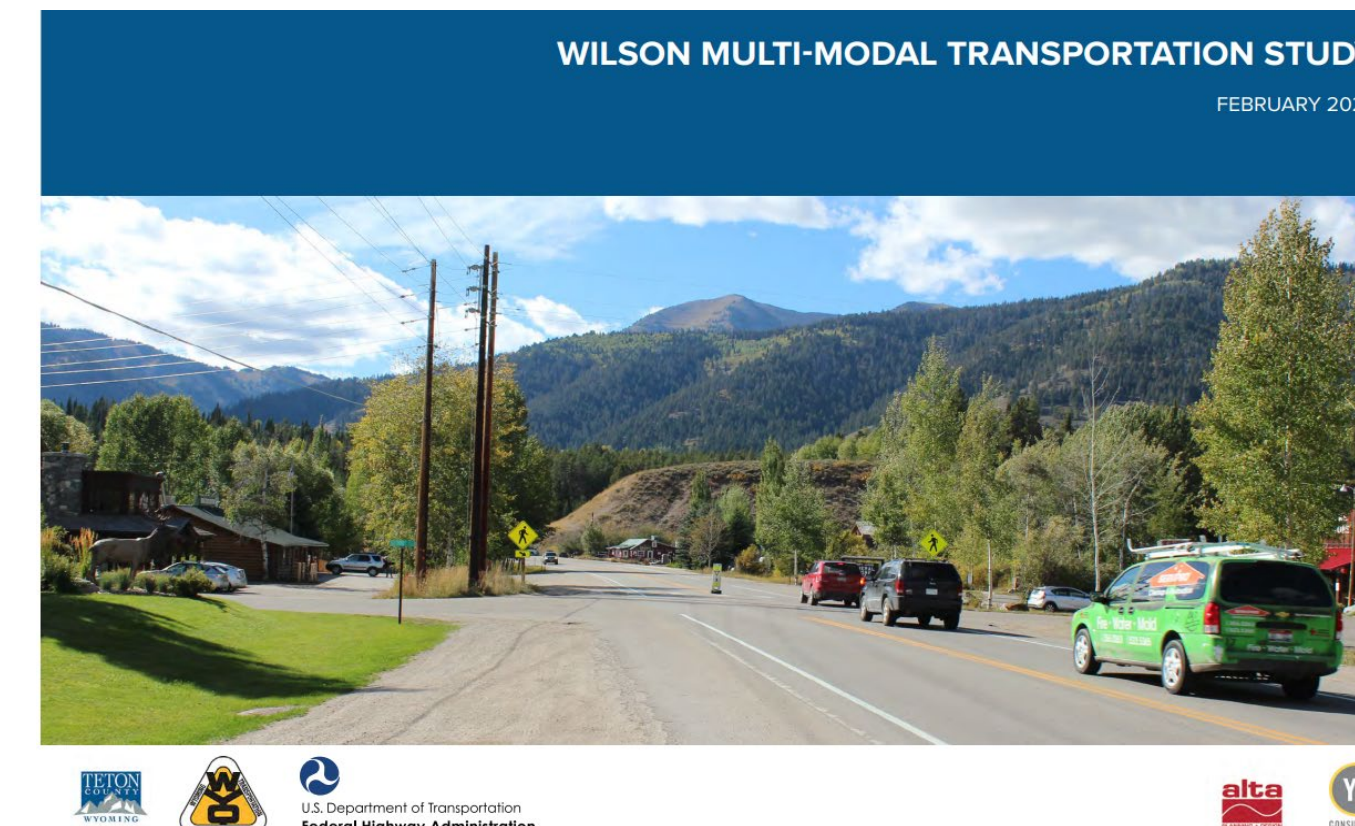
WYDOT finalizes a **Planning and Environmental Linkages Study** for WY 22 in collaboration with Federal Highway Administration (FHWA), Teton County, and the Town of Jackson



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



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



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

WYDOT initiates **pre-NEPA study**

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

We are Here

2014

2015

2016

2017

2018

2019

2020

2021

2022

2023

2024

2025

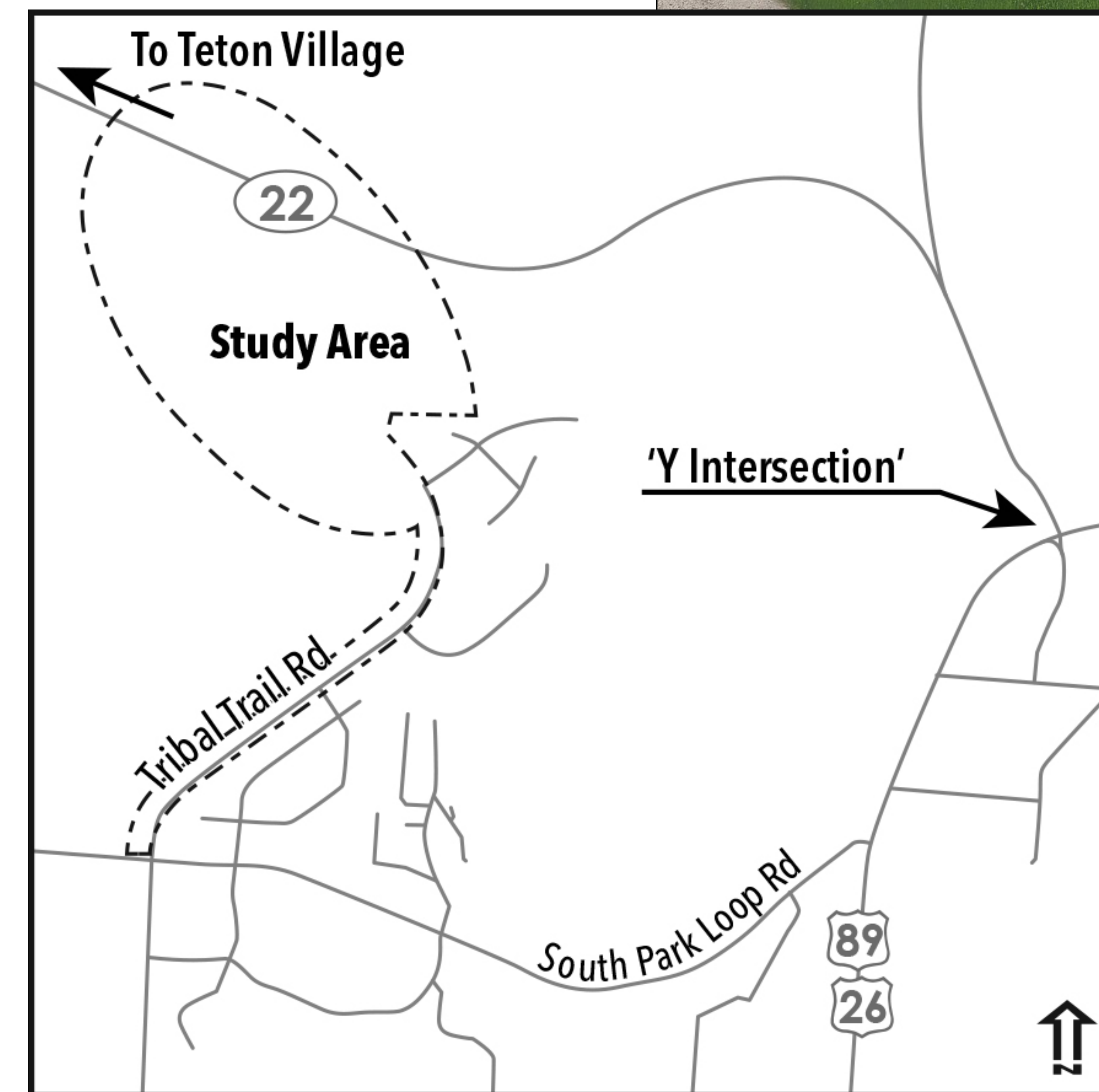


Pre-NEPA Public Meetings

Tribal Trail Connector

- Teton County first identified the need for a transportation corridor connecting South Park Loop Road and WY 22 in the 1982 Rural and Urban Design Assistance Team study. The project has been included in many studies since then including the 2015 Jackson/Teton County Integrated Transportation Plan.
- Teton County initiated study of the project in 2019. In Fall 2022, WYDOT and the county discussed folding the Tribal Trail Connector project into the WY 22 project.
- County Commissioners held a workshop in December 2022 to discuss various scenarios for this merger.
- In March 2023, WYDOT and the county entered into a cooperative agreement to incorporate the planning and design for a Tribal Trail connection into the larger WY 22 project. The commissioners approved the agreement by 4-1 vote.

“Combining the two projects helps respond to comments from some members of the public that the Tribal Trail project should be analyzed along with the WYO 22 project,” Bob Hammond, WYDOT’s Resident Engineer

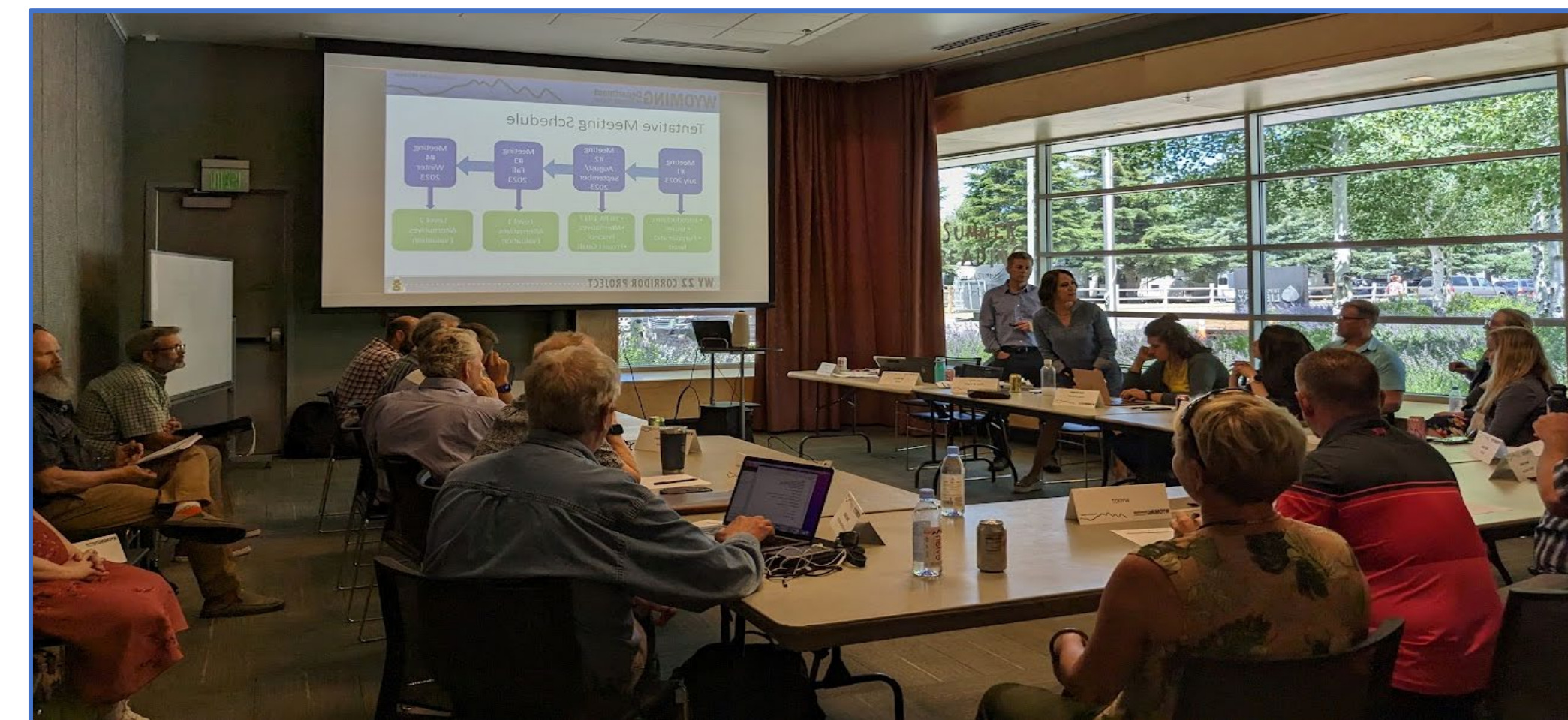


Source: Teton County

Stakeholder Involvement

WYDOT continues to actively engage in a robust public involvement process through several strategies:

- Public Meetings
 - » Public meeting #1, June 2023
 - » Public meeting #2, February 2024
- Project-related teams/committees
 - » Project Advisory Committee (PAC): diverse group representing the general public and local groups (e.g., neighborhood, local government, transit)
 - Kickoff (August 2023)
 - PAC #2 (October 2023)
 - PAC #3 (December 2023)
 - PAC #4 (February 2024)
 - » Technical Team: group consisting of local, state, and agency representatives providing input on technical issues such as traffic, design, and wildlife.
 - Technical Team kickoff in December 2023
- Project updates and comment feature on the project website: <https://wy22corridor.com>



What's the role of the PAC?

- The PAC provides advice and input throughout the project
- Shares project information with constituents
- The PAC does not make decisions or have approval authority



Planning Process and Schedule

Pre-NEPA

NEPA*

PUBLIC AND AGENCY SCOPING -
SPRING/SUMMER 2023

ALTERNATIVES EVALUATION -
SPRING/SUMMER 2024

INITIATE NEPA -
EARLY 2025

COMPLETE NEPA - 2025/2026^

1. Initiate Study/Conduct Scoping

- Collect data on existing conditions
- Document transportation needs
- Convene Project Advisory Committee (PAC)
- Develop purpose and need
- Hold public scoping meeting

WE ARE HERE

2. Define Alternatives / Level 1 Analysis

- PAC meeting
- Create screening criteria
- Technical Team meeting
- PAC meeting
- Hold public meeting to review range of alternatives
- Conduct Level 1 alternatives analysis
- PAC meeting

3. Level 2/3 Analysis

- Perform Level 2 alternatives analysis
- Technical Team meeting
- PAC meeting
- Hold public meeting to present results
- Assemble the Recommended Alternative (Level 3)

4. Prepare NEPA Document

- Determine NEPA class of action with FHWA
- Advance design for alternative(s)
- Conduct detailed impact analysis
- Identify mitigation measures
- PAC meeting

5. Circulate NEPA Document for Review

- Make NEPA document available to public and agencies
- PAC meeting
- Public Hearing/Open House
- Solicit and receive comments

6. Prepare Final Decision Document

- Address public and agency comments
- 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.



Why is WYDOT Evaluating Improvements to WY-22?

The **purpose** of the Project is to improve **safety and mobility** for **all users and modes** of transportation through the approximate 6-mile corridor.



*These **safety and mobility** needs must be **met** for an alternative to be recommended*

Safety Needs

As traffic and congestion have increased over the past decade, crashes have increased.

- Reduce crashes (see Safety and Crash Board)
- Improve multimodal intersection safety and access
- Improve reliable access for emergency response
- Improve resiliency



Mobility Needs

***Mobility** refers to the efficient movement of people through the corridor, reflected by considering **person trips**, not just vehicles.*

- Reduce peak period travel delay
- Accommodate existing and future **person trips**
- Improve multimodal intersection operations
- Support a multimodal transportation corridor
- Improve transportation linkage/network

What other considerations will be made in evaluating transportation improvements?

WYDOT developed three **project goals** to supplement the Purpose and Need:

1. **Environmental Protection** – Preserve the high-value natural and social resources through avoidance and minimization of environmental impacts.
2. **Wildlife Permeability** – Improve and work with others to safeguard wildlife permeability of WY 22 by responsibly placing animal crossing opportunities on protected lands that work in conjunction with other wildlife-related project elements (i.e., fencing, deer-guards, jumpouts).
3. **Maintain the natural setting and character** – Identify and evaluate safety and mobility improvements that maintain the corridor's natural setting and character.



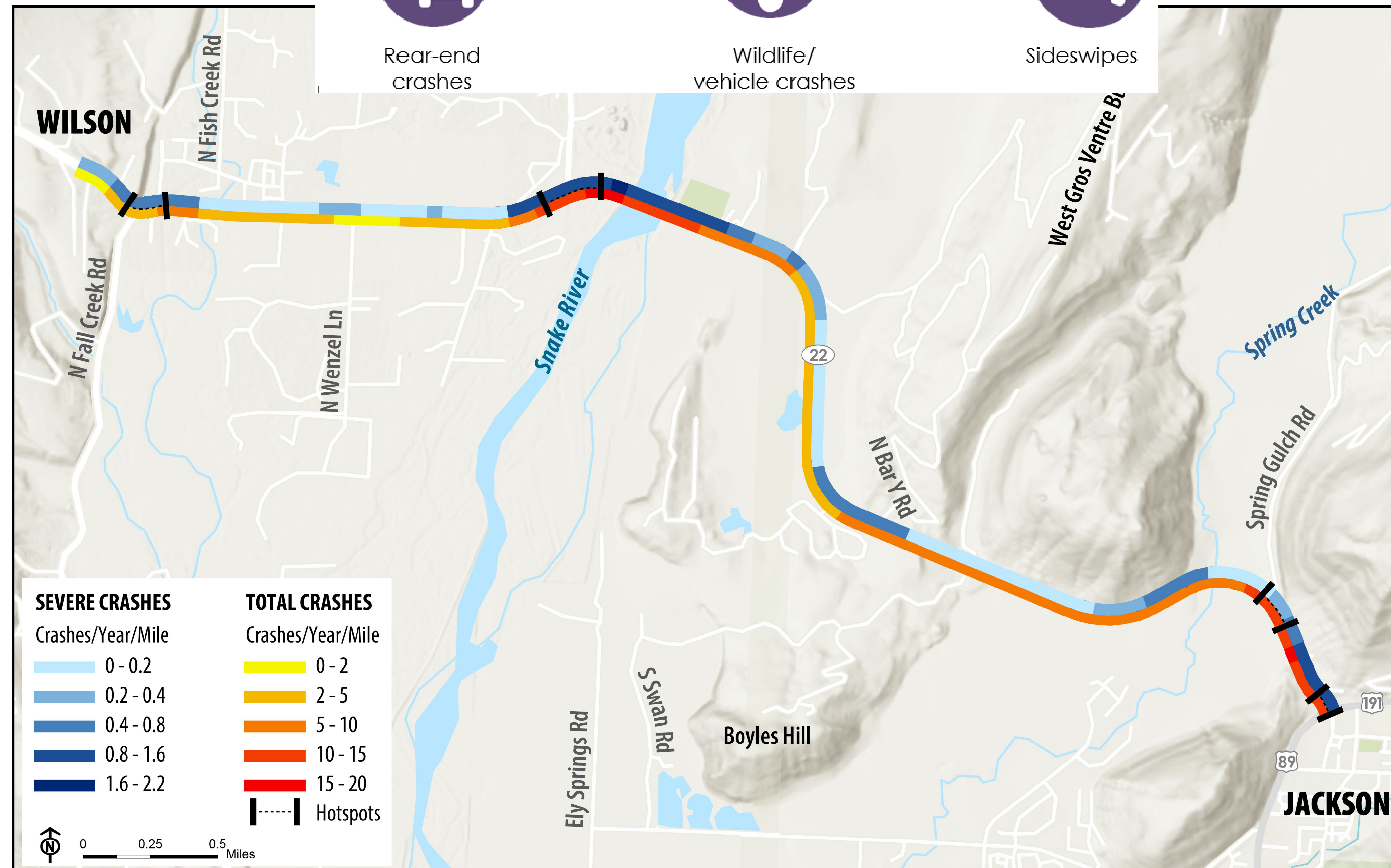
The Project Advisory Committee (PAC) provided feedback on the project goals and criteria.

Using the Purpose and Need and project goals, criteria have been developed to evaluate project improvements (refer to handout). Alternatives must meet the Purpose and Need. Project goals are additional considerations used to help differentiate between alternatives.

Safety and Crash Data

- The WY 22 corridor has a higher frequency of total crashes and severe crashes compared to similar roadways in Wyoming.
- Parts of the corridor are defined as crash hot spots, indicating a high potential for safety improvements.
- Over the past 10 years, there has been an increase in total crashes along the corridor.
- The most frequent crash type is rear end, which is associated with traffic congestion.
- Although the proportion of bicycle and pedestrian crashes is less than other crash types, the safety needs of bicyclists and pedestrians are being considered.

Most Common Vehicular Crash Types

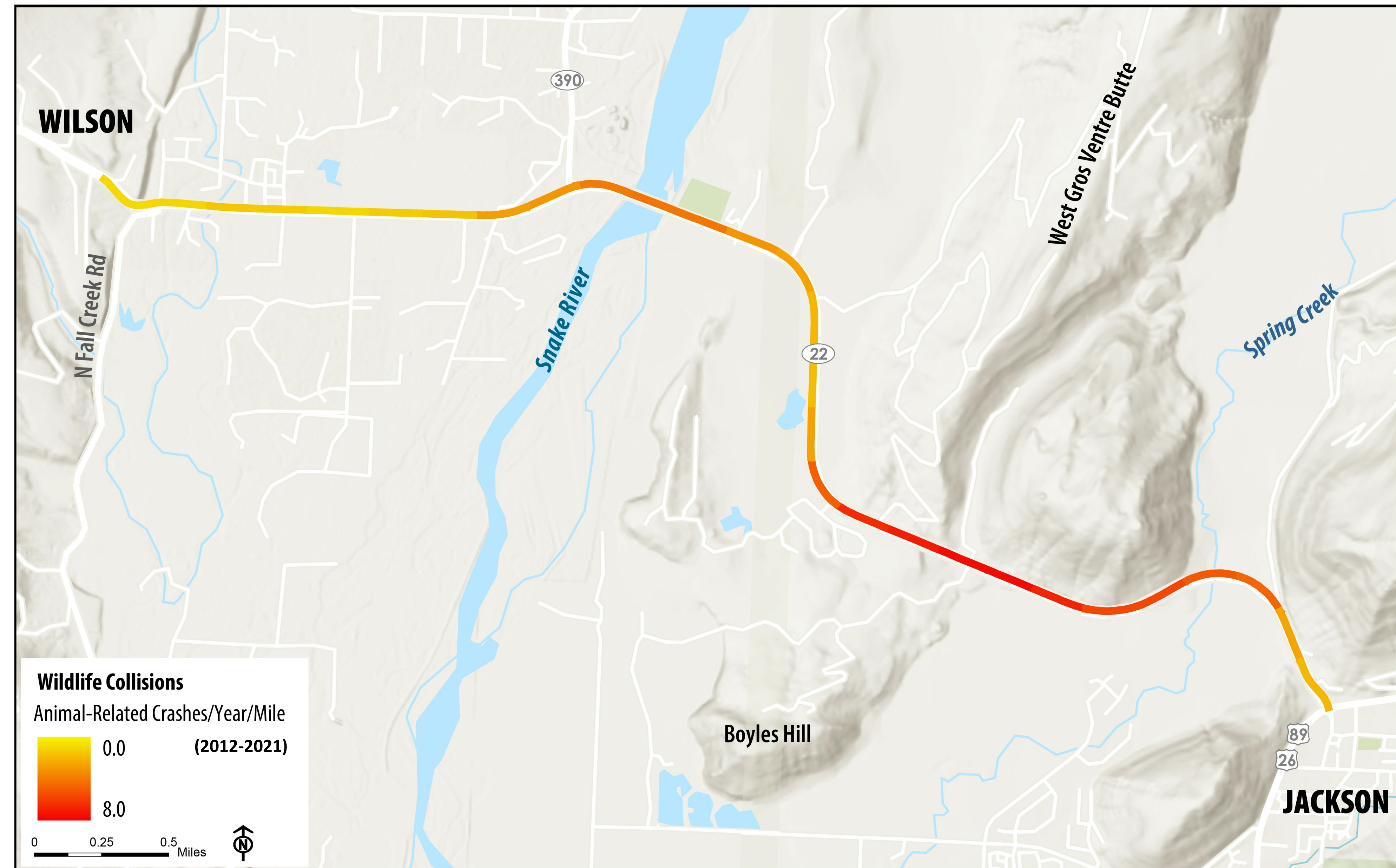


Distribution of Severe (Fatality and Injury) Crashes and Total Crashes

Wildlife Vehicle Collisions

- The valley is within winter range for mule deer, elk, and moose as well as year-round range for mule deer and moose.
- The WY 22 corridor impacts wildlife movement and habitat connectivity. 23% of all reported* crashes in this corridor are wildlife/vehicle collisions.
- Some of the highest rates of wildlife-vehicle collisions in Wyoming occur in the southern half of Teton County.

**Based on WYDOT data. Many crashes, including wildlife crashes, go unreported and might be higher.*

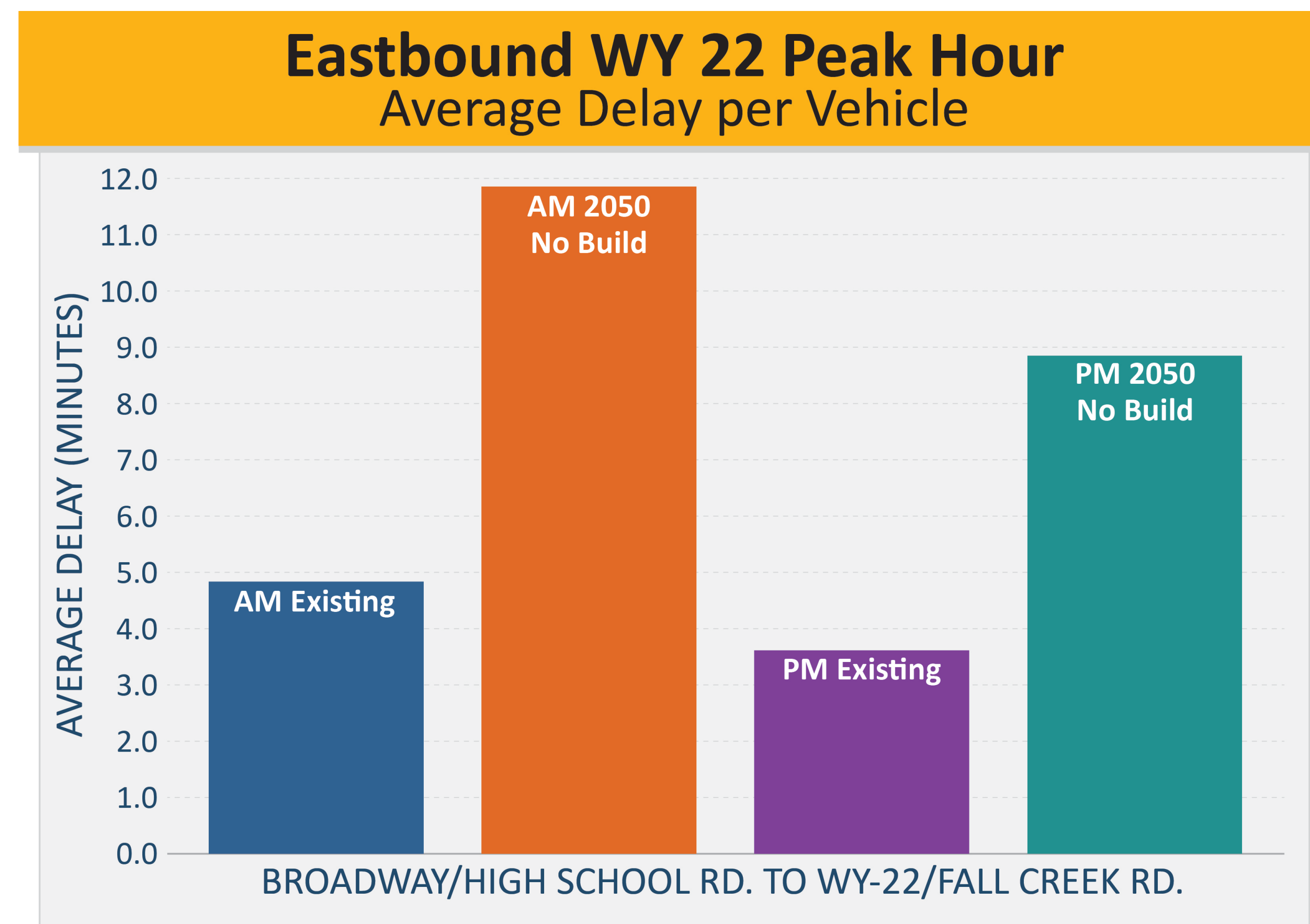


Source: WYDOT and Jackson Hole Wildlife Foundation

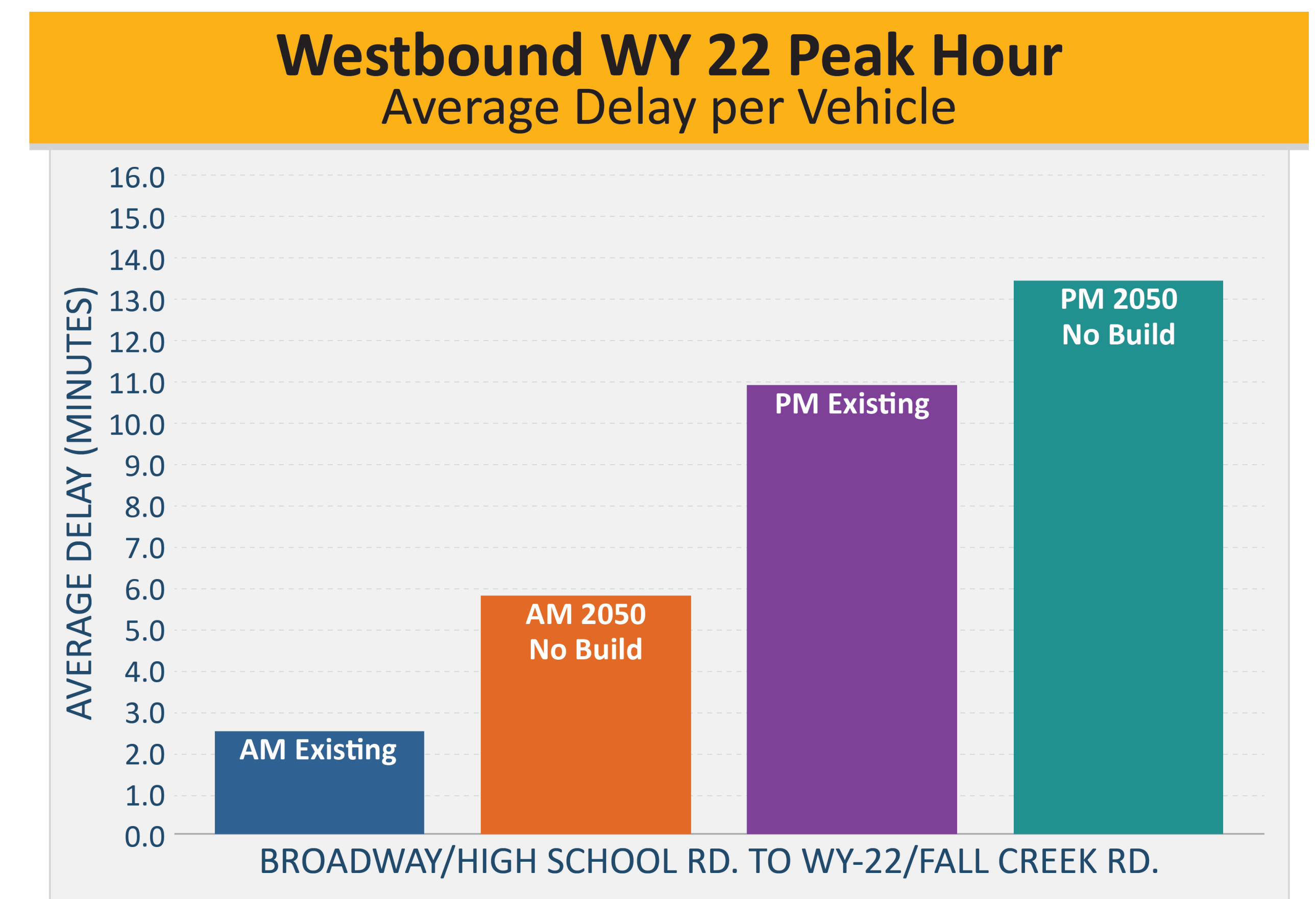
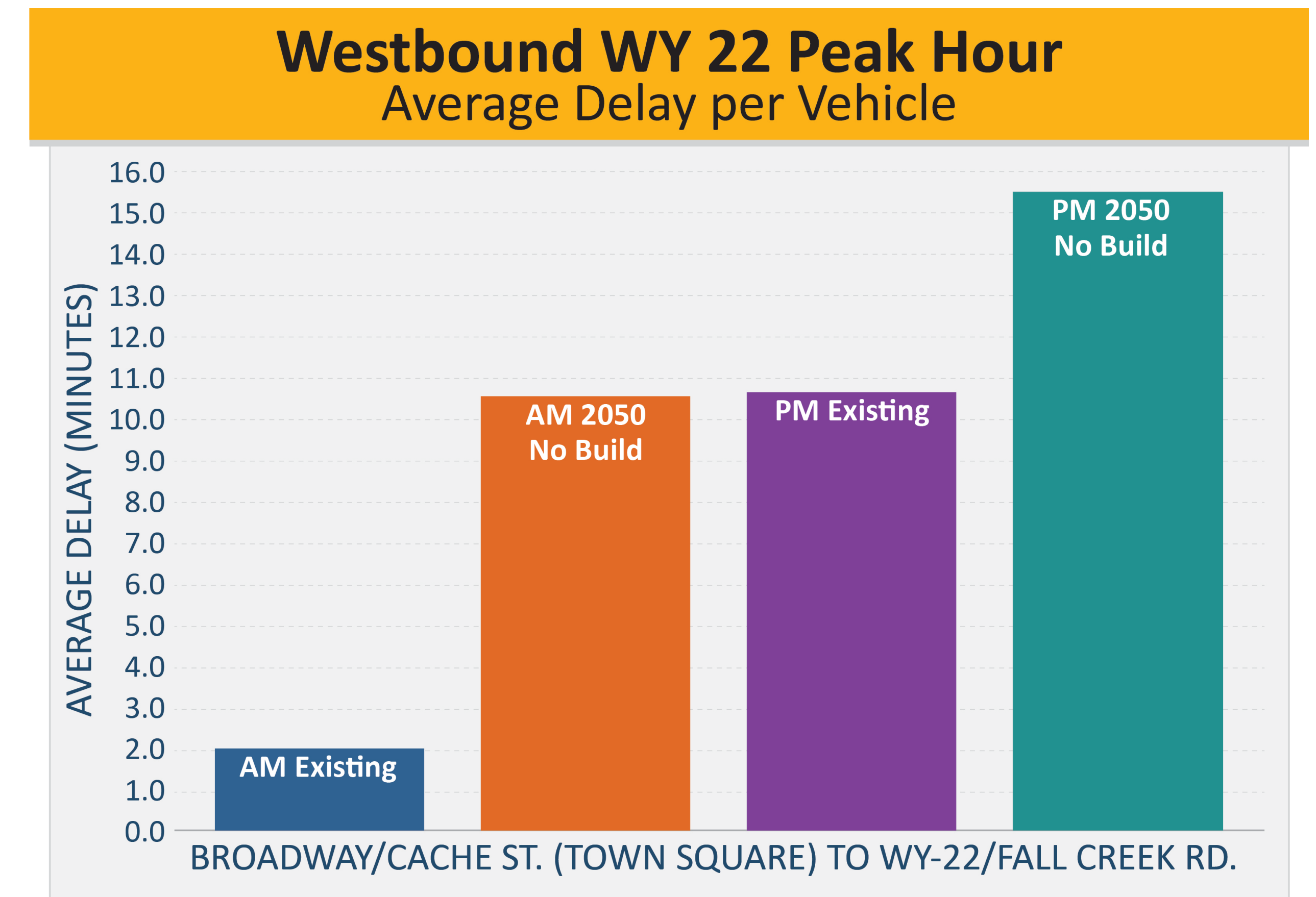
- Wildlife Vehicle Collisions occur most frequently between 5 AM to 8 AM and between 9 PM and 12 PM.
- Wildlife Vehicle Collisions occur most frequently in October and December.

Travel Delays

Without improvements, peak hour* delay in both directions of WY-22 will worsen, particularly in the busiest highway segments.



*AM peak hours : 8:30am-9:30am
PM peak hours: 5pm-6pm

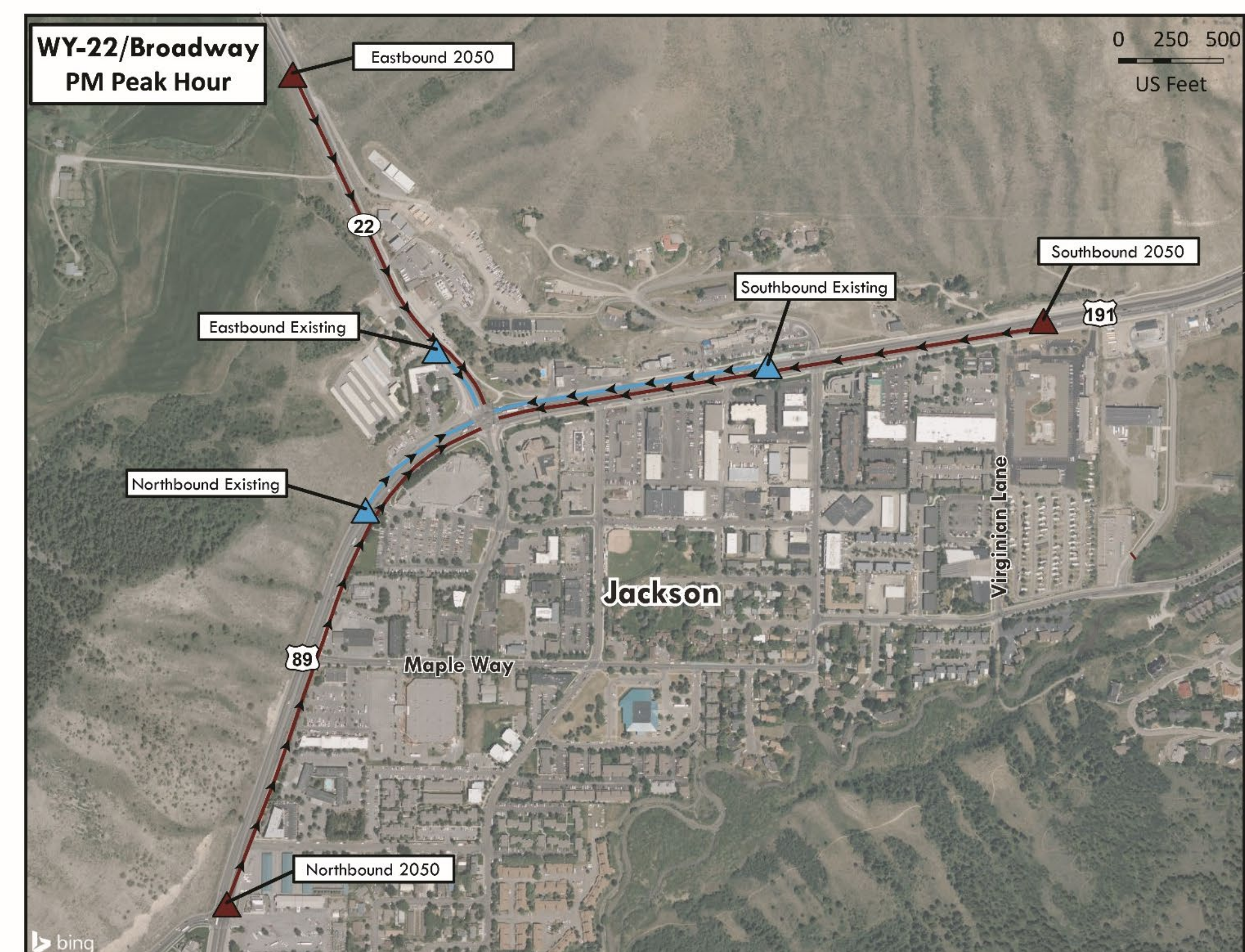
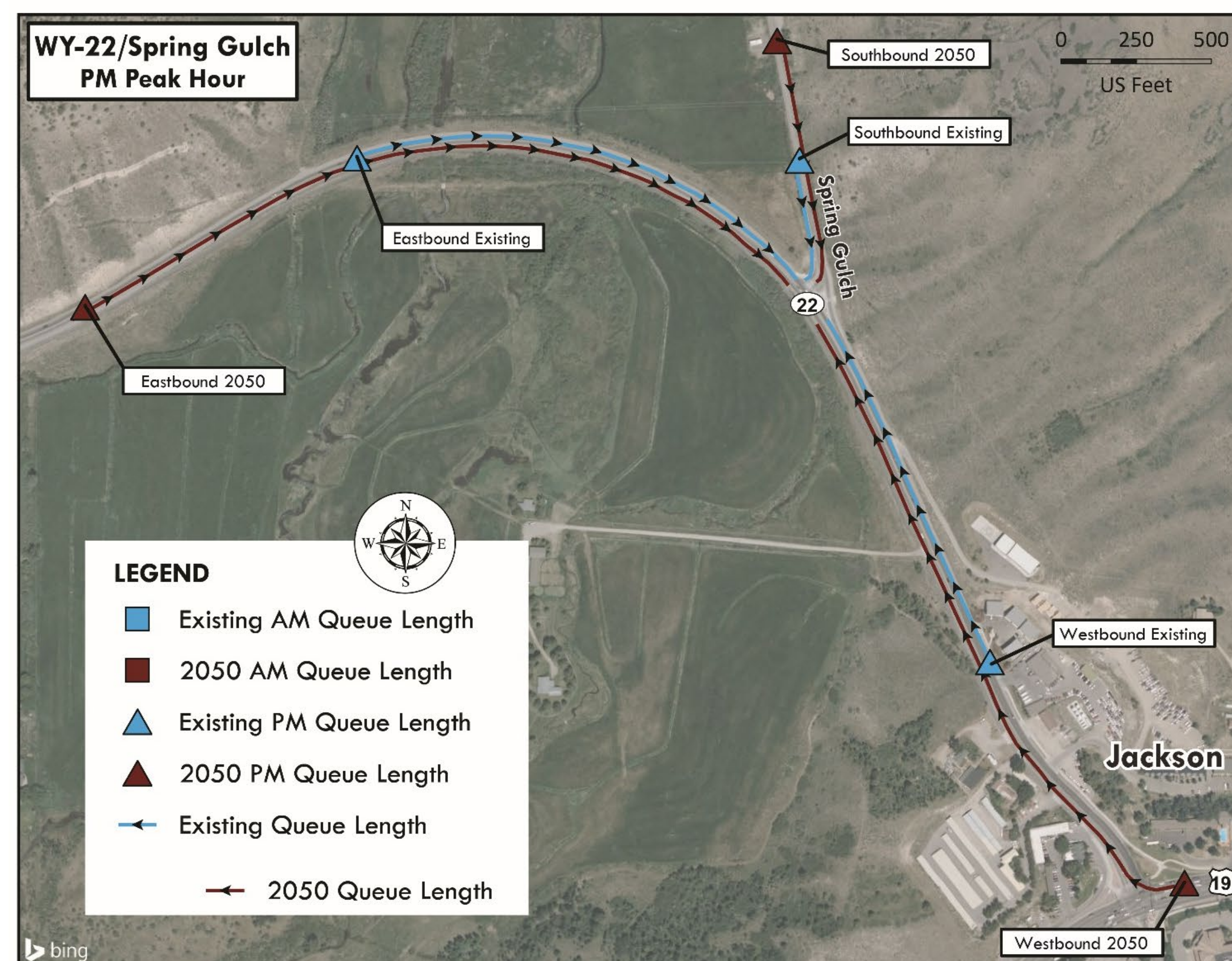
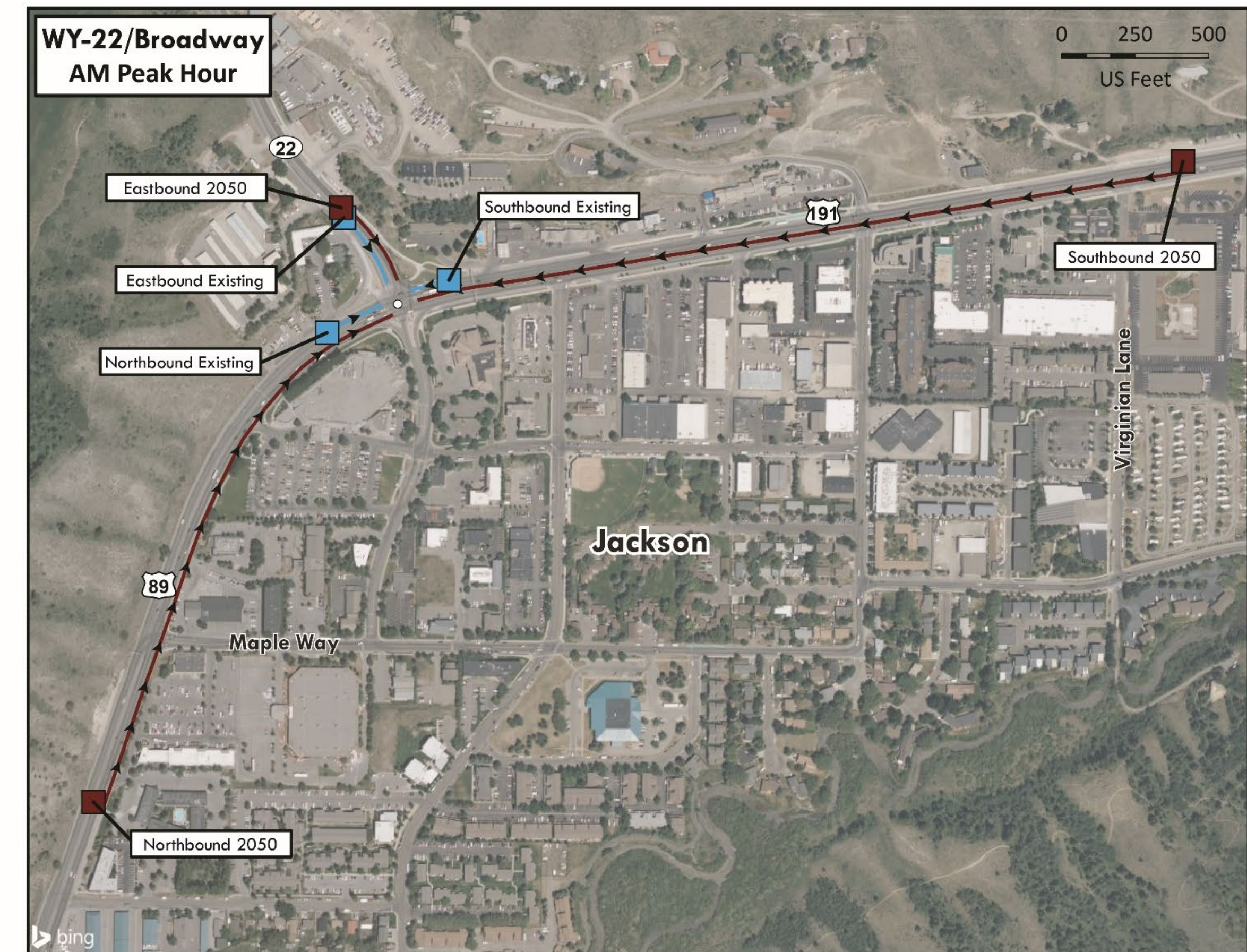
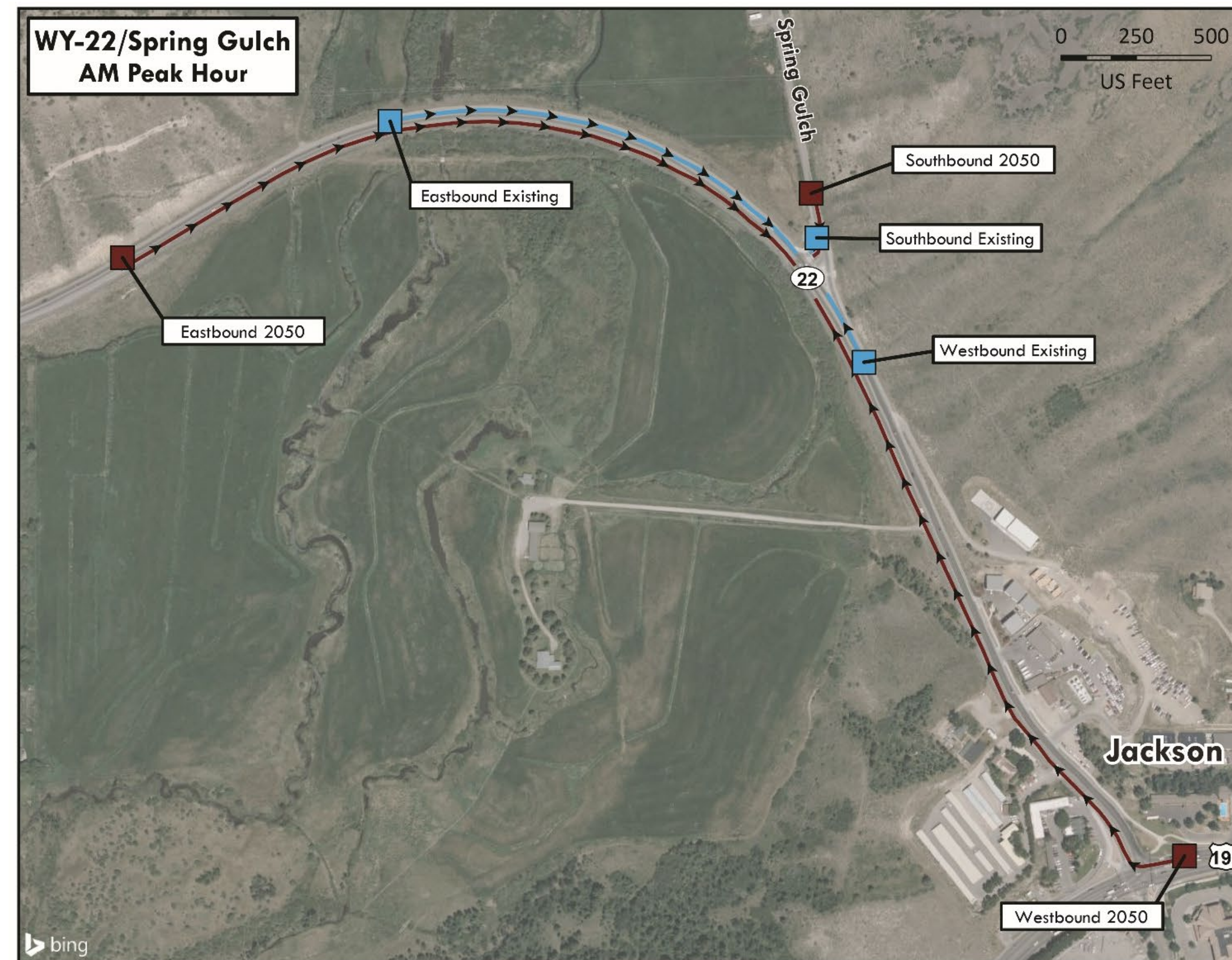


Queue Lengths

What is a traffic queue length?... the distance between the stop line of an intersection and end of the last vehicle

Traffic queues at the Spring Gulch and Y intersections will lengthen in coming years, increasing the time needed to move through the WY 22 and US 26/89 (Broadway) corridors.

*AM peak hours : 8:30am-9:30am
PM peak hours: 5pm-6pm



Current and Future Intersection Operations

Intersection		Traffic Control	2022 Existing Conditions Scenario				2050 No Build Scenario			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay (seconds per vehicle)	LOS	Delay (seconds per vehicle)	LOS	Delay (seconds per vehicle)	LOS	Delay (seconds per vehicle)	LOS
1	Broadway and WY 22 (Y intersection)	Signal	25	C	44	D	82	F	158	F
2	WY 22 and Spring Gulch Road	Signal	36	D	101	F	115	F	166	F
3	WY 22 and Indian Springs Drive-Coyote Canyon Road	Stop Sign	49	E	40	E	234	F	224	F
4	WY 22 and Pratt Road	Stop Sign	12	B	112	F	66	F	37	E
5	WY 22 and WY 390	Signal	80	F	87	F	44	D	11	B
6	WY 22 and Fall Creek Road – Wilson Square Road	Stop Sign	29	D	18	C	166	F	27	D
7	Tribal Trail Road/Boyles Hill Road and South Park Loop Road	Stop Sign	11	B	12	B	160	F	361	F

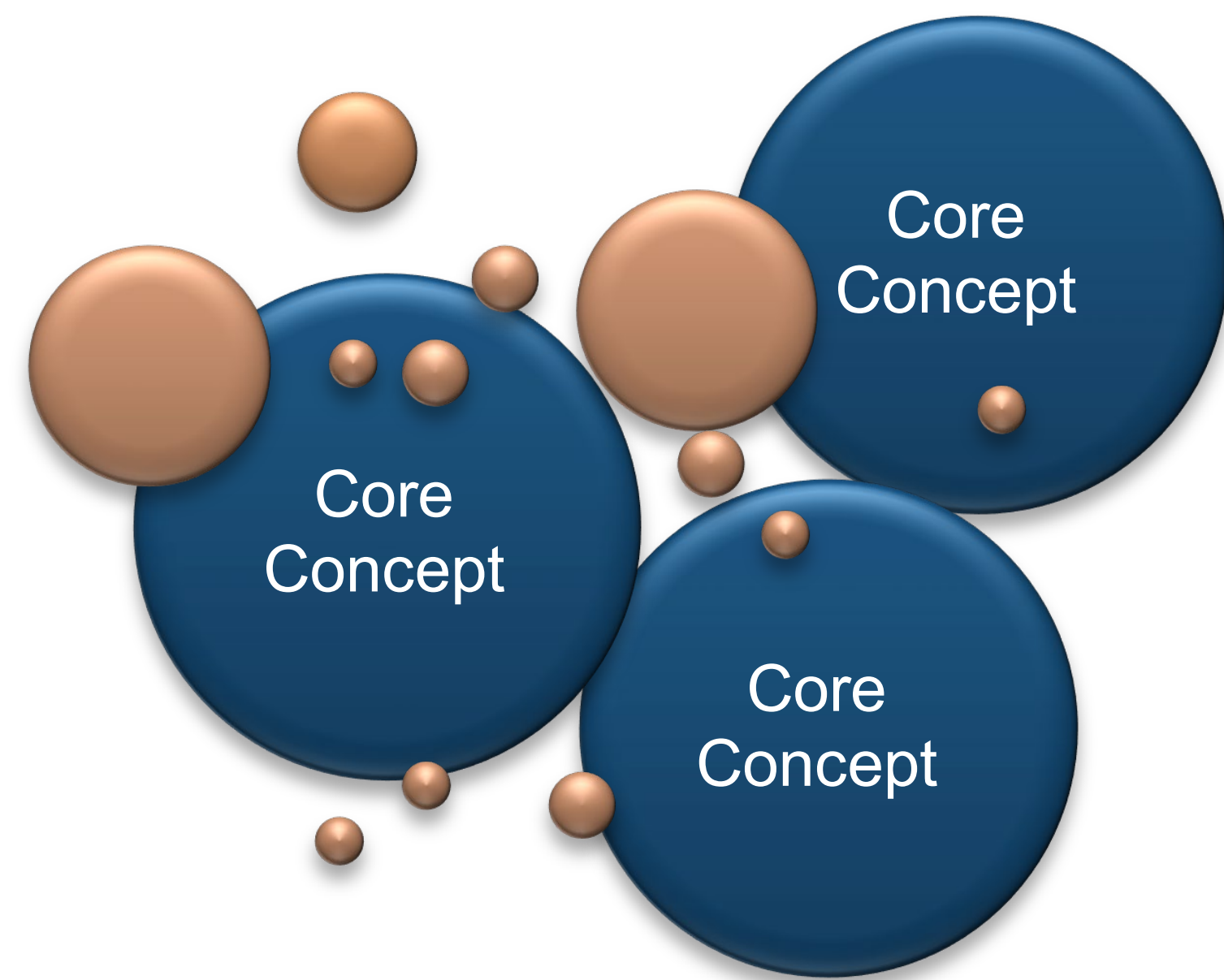
Operating below urban or rural target LOS

Operating at urban target LOS D

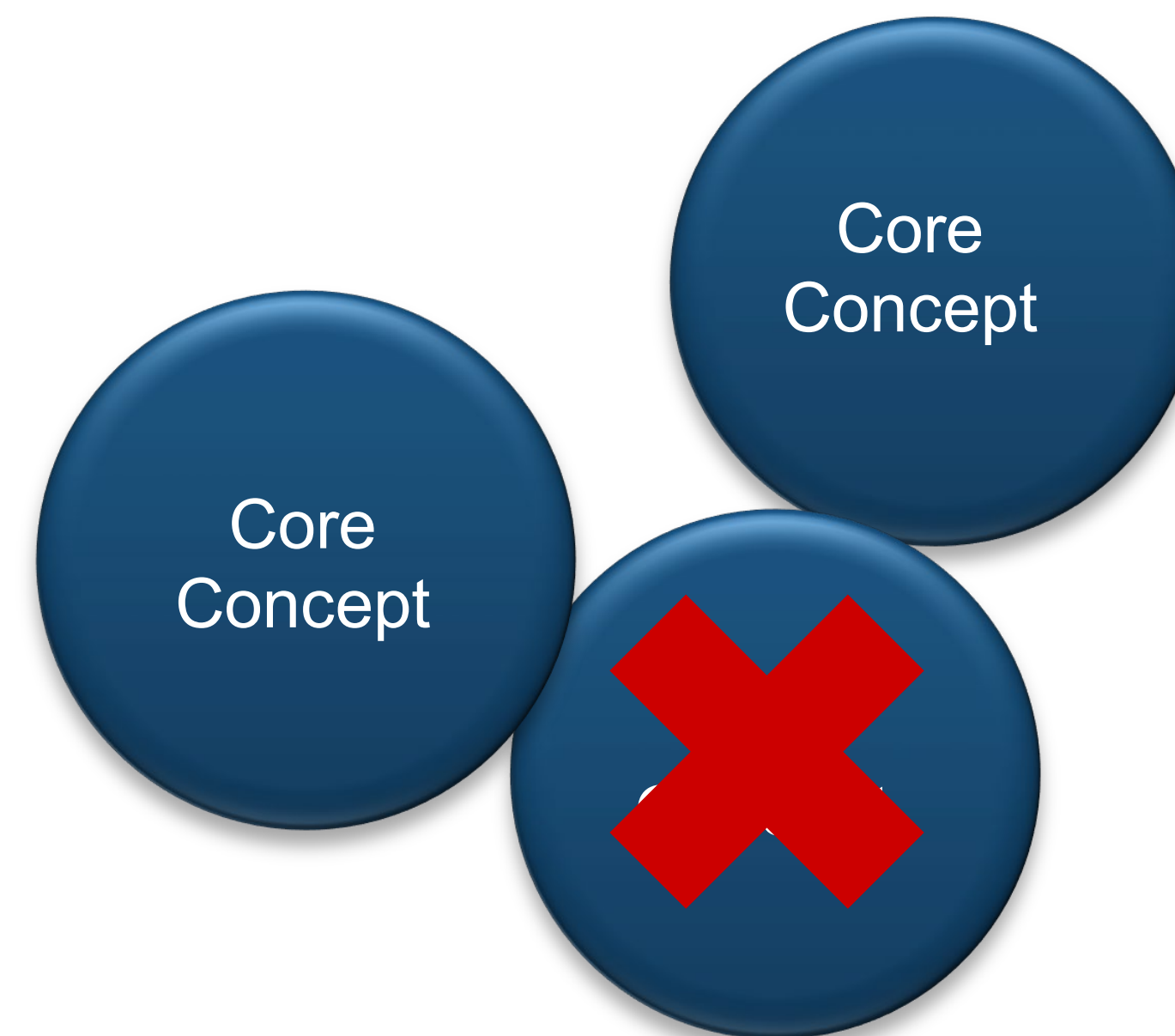
Operating at rural target LOS C

- What is Level of Service (LOS)?... it's a measure of how well an intersection is operating. *See meeting handout for more detail.*
- A strong theme in public comment is the difficulty making left turns onto WY-22, especially during peak travel hours
- Left turns will become more difficult without improvements

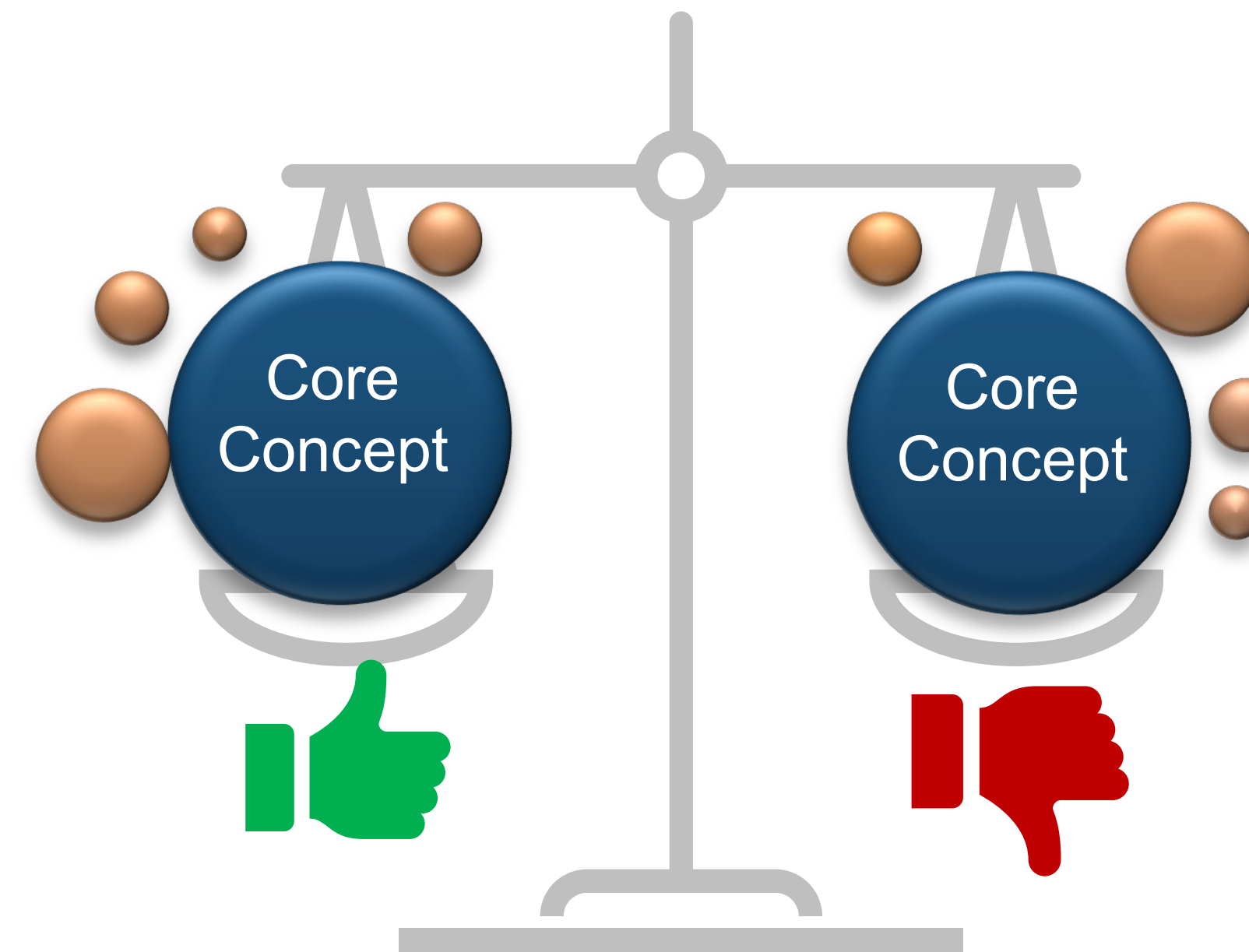
Alternatives Evaluation Process



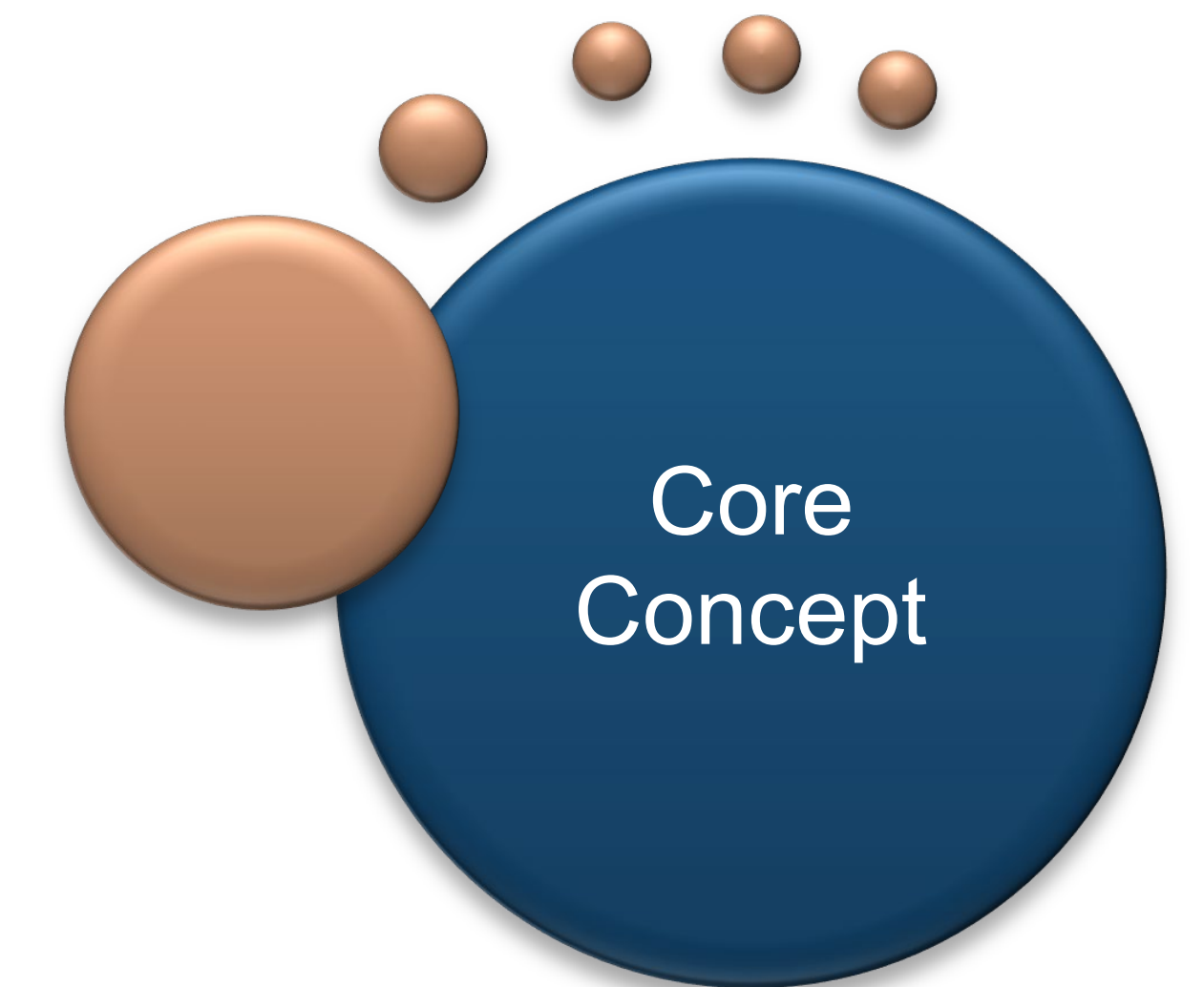
Develop Core Concepts and Supplemental Elements



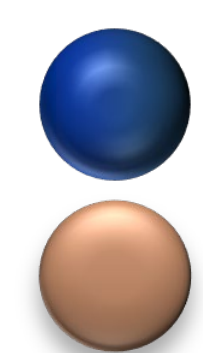
Level 1: Purpose and Need Evaluation of Core Concepts



Level 2: Comparative Evaluation of Core Concepts and Supplemental Elements



Level 3: Assembled Recommended Alternative



Core Concept: a WY 22 mainline configuration or transportation linkage alternative

Supplemental Element: are defined as intersections and other physical and operational improvements that do not meet the Purpose and Need individually but improve or supplement the core concepts in meeting the project needs

WYDOT will complete a three-level alternatives evaluation process to identify the best combination of safety and mobility improvements:

Level 1: Evaluation of alternative based on meeting the purpose and need

Level 2: Qualitative and quantitative comparison of alternatives using screening criteria and project goals

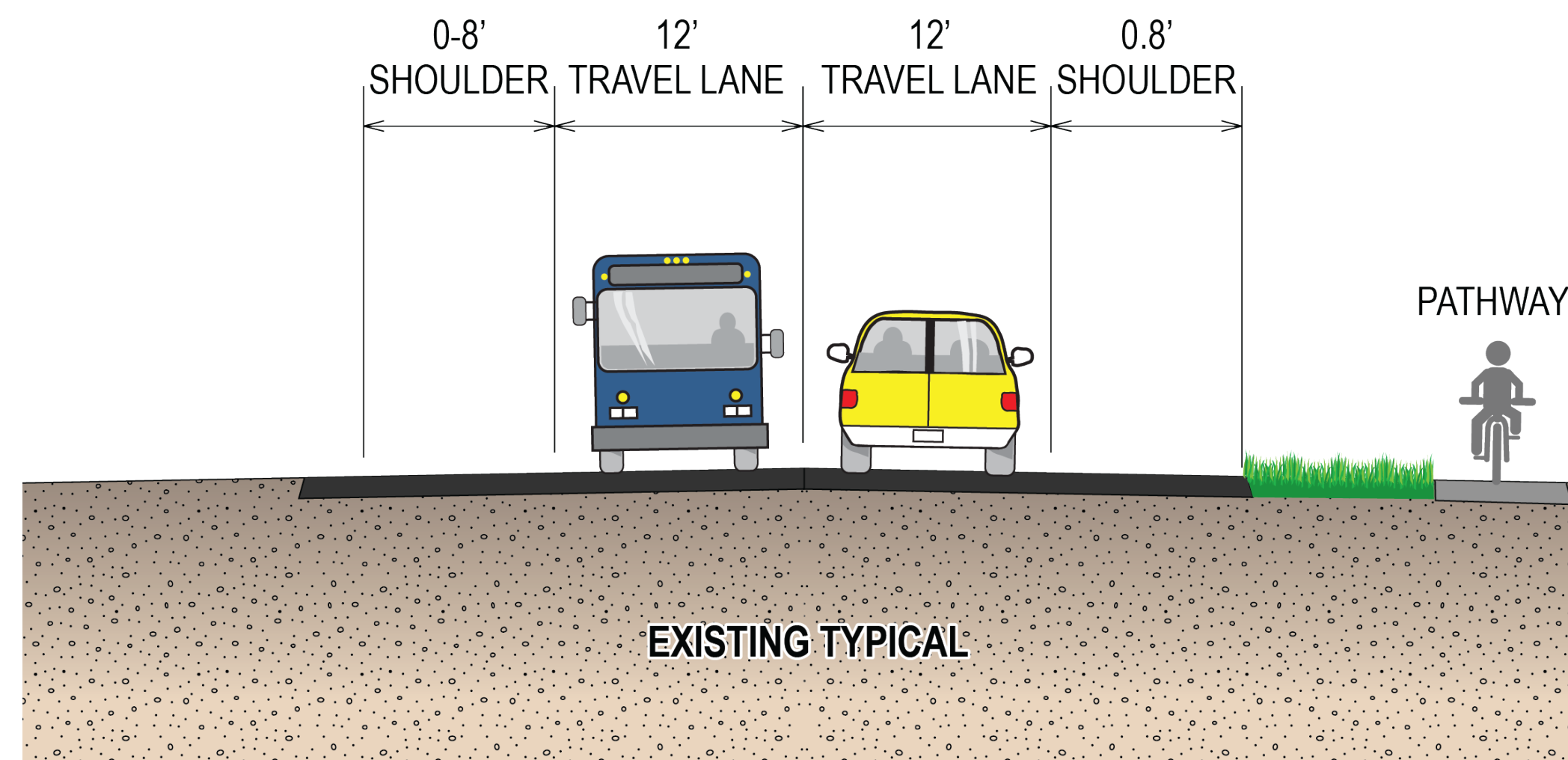
Level 3: Assemble the Recommended Alternative of the best combination of improvements to advance to NEPA



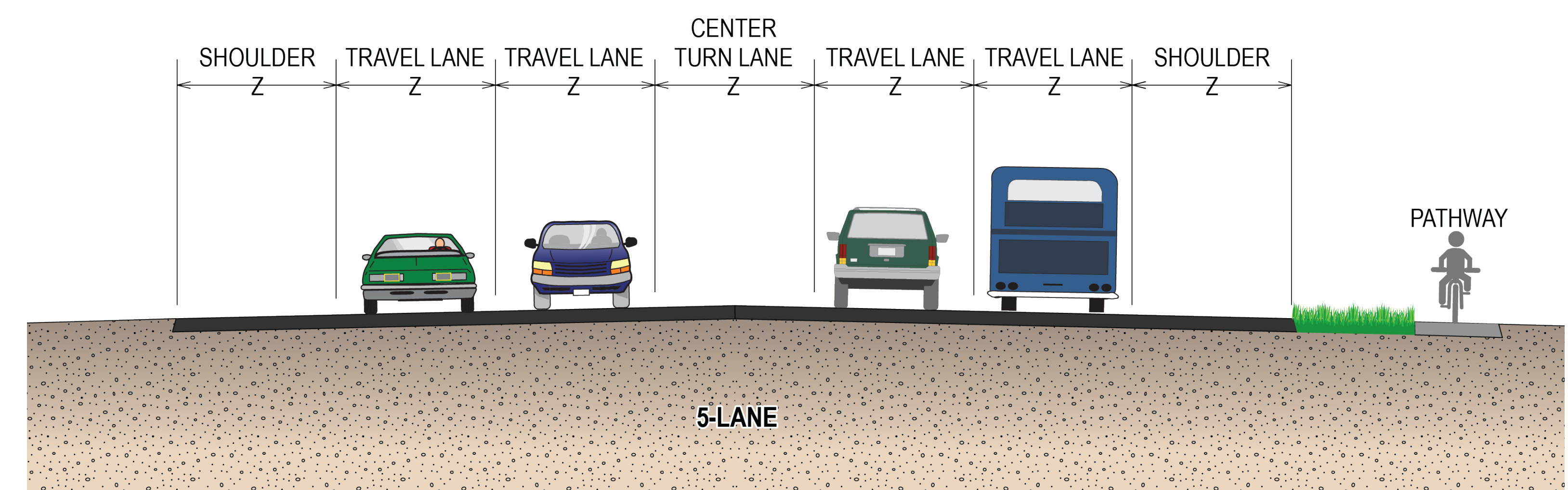
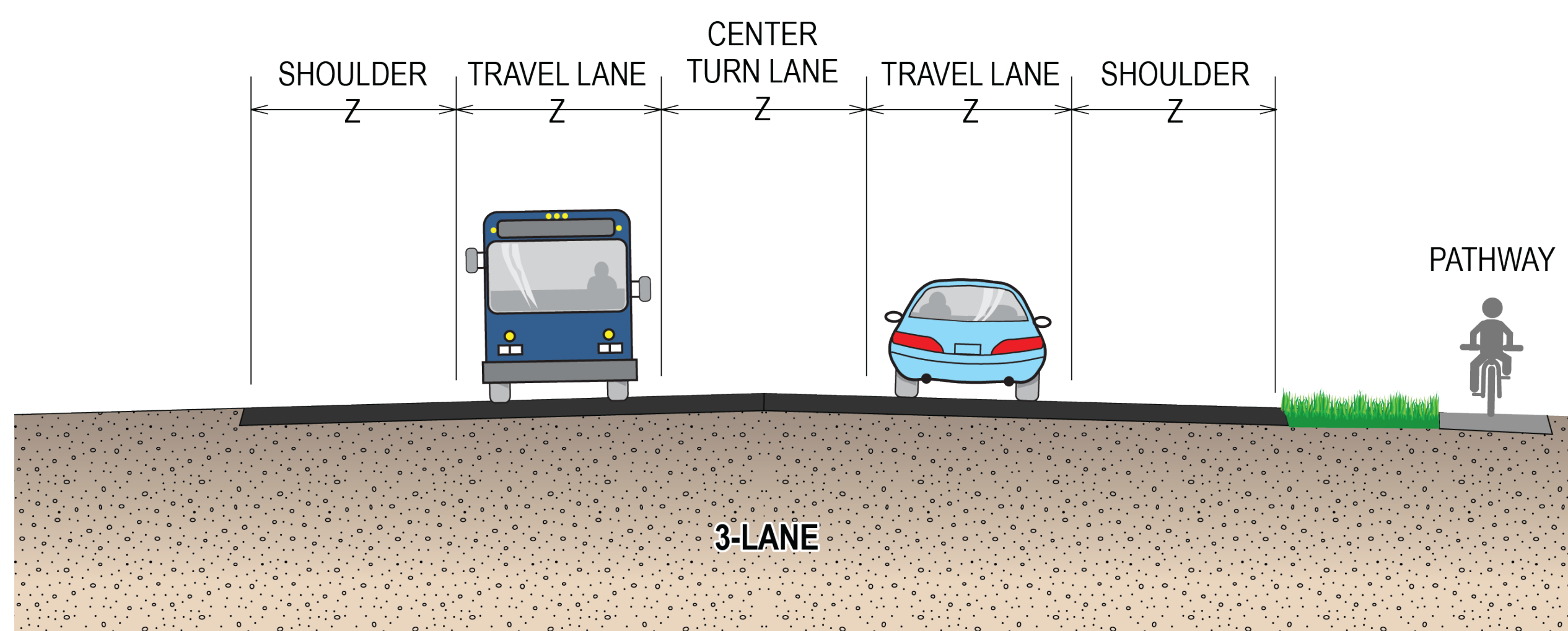
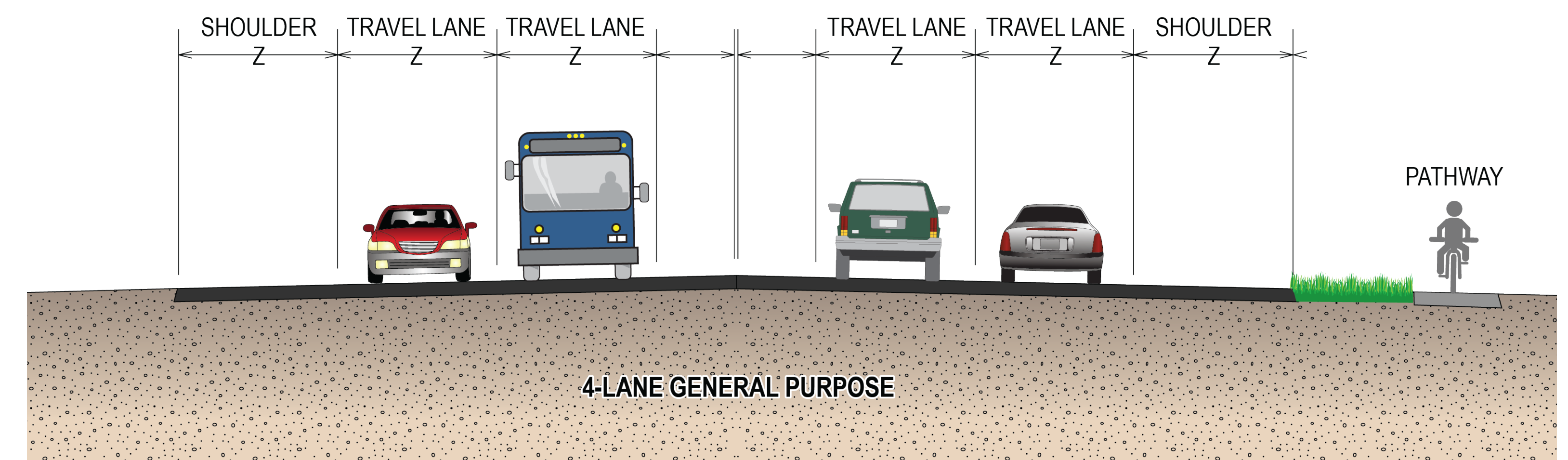
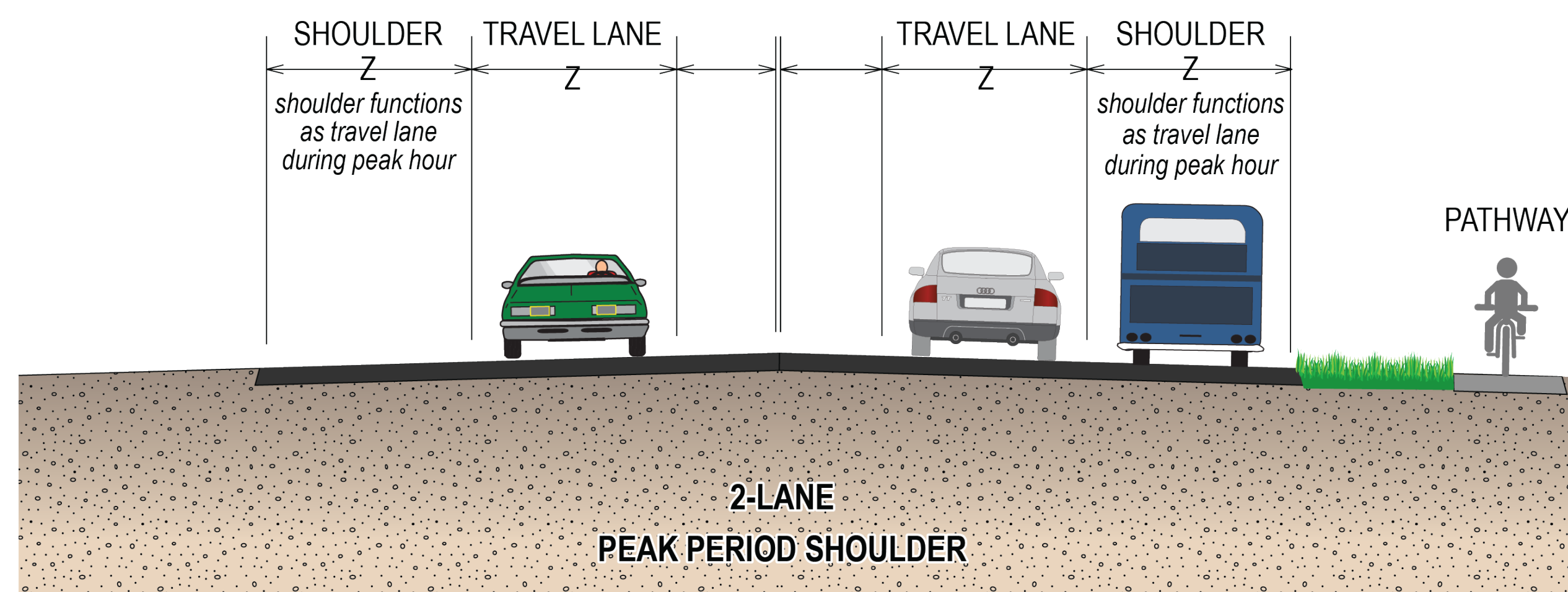
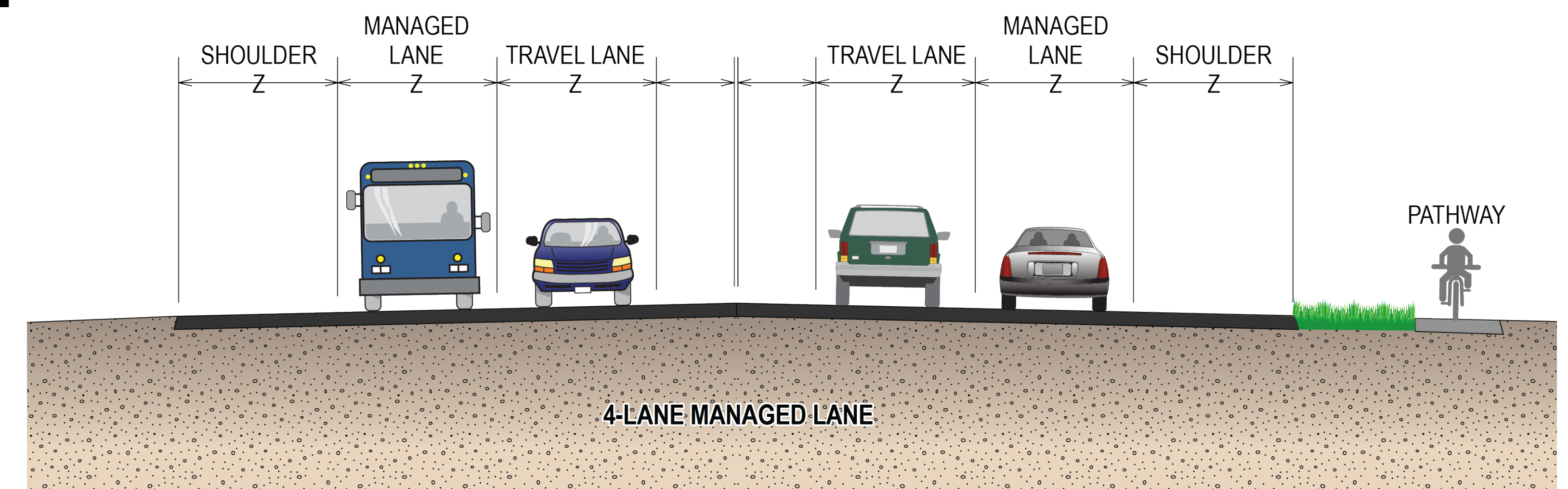
Level 1 Core Concept Alternatives to be Considered

Mainline Configuration Alternative	Description
No Action	Includes general maintenance activities and programmed and funded projects
2-Lane Low Build (LB)	Intersections are improved but no changes to the number of lanes on the mainline
2-Lane Peak Period Shoulder (PPS)	A full shoulder is created along the length of the project to serve as a travel lane during the peak period
3-Lane	One general purpose lane in each direction (i.e., same as the existing condition) but a center turn lane is added.
4-Lane Add general purpose (GP)	Add one GP lane in each direction
4-Lane Add managed lane (ML)	Add one ML in each direction. How the managed lane would operate (e.g., HOV, HOV/bus, etc.) will be determined during Level 2 screening
5-Lane	Add one GP lane in each direction, and a center turn lane.
Transportation Linkage Alternative	Description
No Action	Includes general maintenance activities and funded projects
Tribal Trail Connection	Extend Tribal Trails Road to WY 22

Mainline Alternatives Typical Sections



Note: the Existing Typical also represents the mainline configuration for the 2-lane Low Build Alternative and the No Action Alternative



Widths and median treatments will be determined during Level 2 screening

Environmental Resource Considerations

The pre-NEPA analysis is considering potential impacts to key environmental resources including:

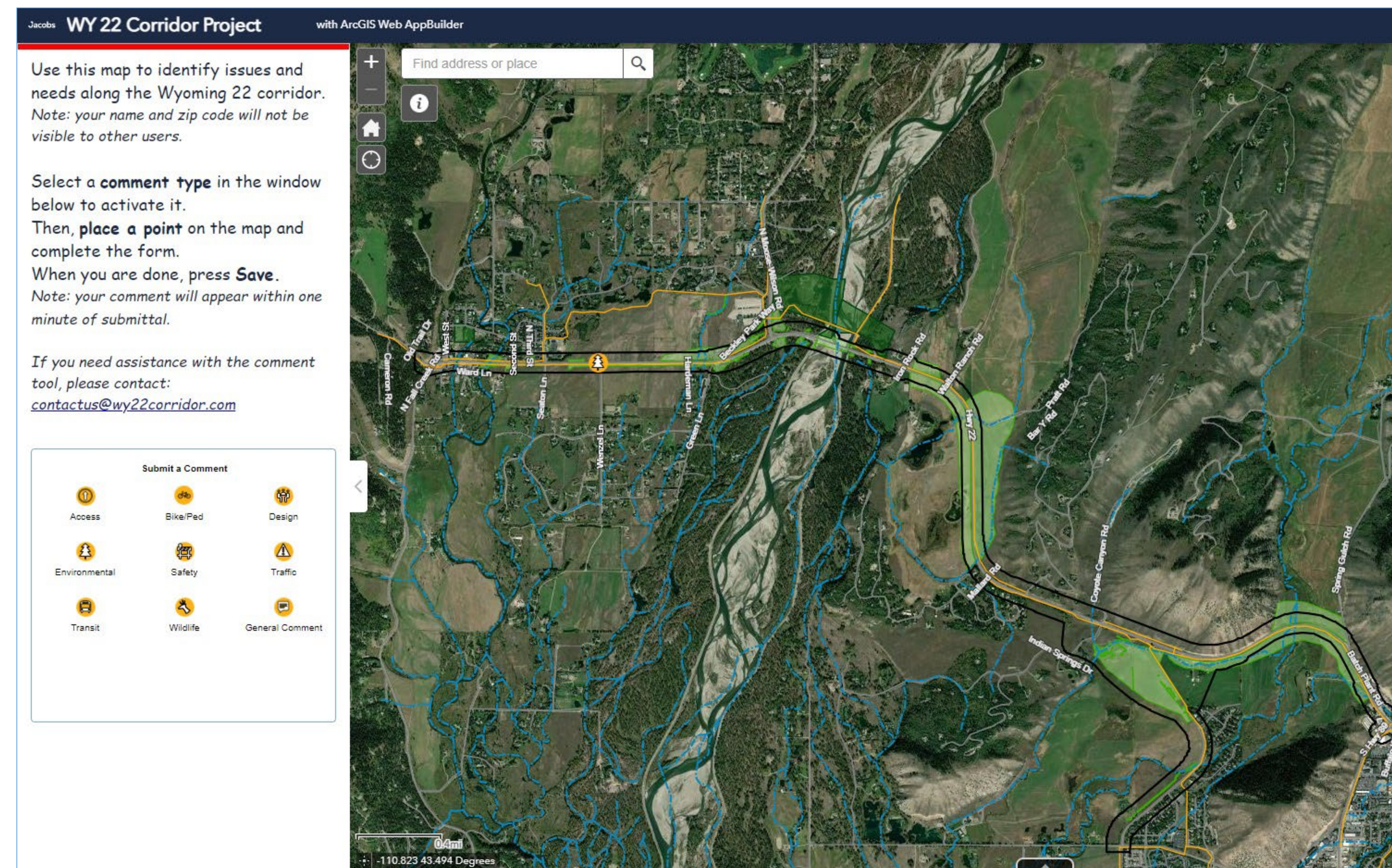
Resource	Considerations
Wetlands and Waters*	A wetland delineation was conducted in September 2023 and will be used to assess potential project impacts. WYDOT will work to avoid and minimize impacts and mitigate for unavoidable ones, in compliance with the Army Corps of Engineers regulations.
Conservation Easements	Conservation easements and land trusts exist along the project area. WYDOT acknowledges their importance in protecting natural resources, visual quality, and rural character, and will consider them during project planning.
Visual Resources	Recognizing the scenic value of the corridor, WYDOT will evaluate how any potential project alternative might affect visual resources and explore ways to minimize visual impact.
Noise	Responding to public input, WYDOT has incorporated potential future noise impacts into the pre-NEPA phase. A high-level noise model will help in assessing potential alternative impacts on adjacent properties. A comprehensive noise analysis will be conducted during the NEPA phase, adhering to FHWA and WYDOT policy.
Cultural/ Historic*	In fall 2023, historic property and archaeological surveys were conducted. Several historic properties exist near WY-22; no archaeological resources were found. WYDOT will consider historic properties during the alternatives evaluation and, during NEPA, will formally consult with the Wyoming Historic Preservation Office.
Wildlife	In summer 2023, WYDOT conducted a wildlife crossing site visit with wildlife agencies and nonprofit organizations. This group will continue meeting throughout the pre-NEPA process to advise on wildlife crossing prioritization and recommendations.

* Additional investigation may be required in areas where WYDOT was unable to obtain property owner permission to enter

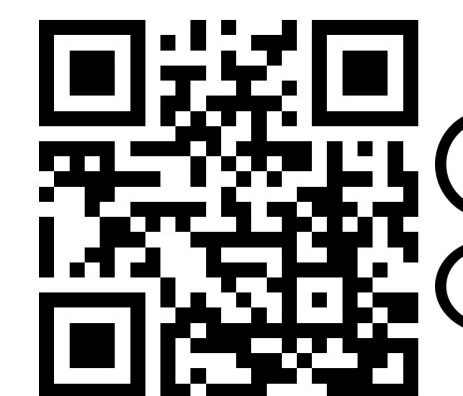


WYDOT Continues to Seek Public Comment

- To date, WYDOT has received approximately 200 comments through the project website, comment forms and email. Comment themes include:
 - » Acknowledgement of the need for safety and congestion improvements
 - » Need for improved intersection operations for all travel modes, including bicycle and pedestrians
 - » Difficulty making left hand turns onto WY-22, particularly during the peak hour
 - » Concern over potential noise, visual, community character, and other environmental impacts of widening
 - » Support for wildlife crossings
 - » Support for and against the Tribal Trail Connector
- **Comment forms are available today and you can provide comments on the project website.**
 - » **Are there other alternatives WYDOT should be considering that were not presented?**
- What's next....
 - » Consider public comment
 - » Evaluate alternatives
 - » Additional PAC/TT/public meetings
 - » Identification of Recommended Alternative

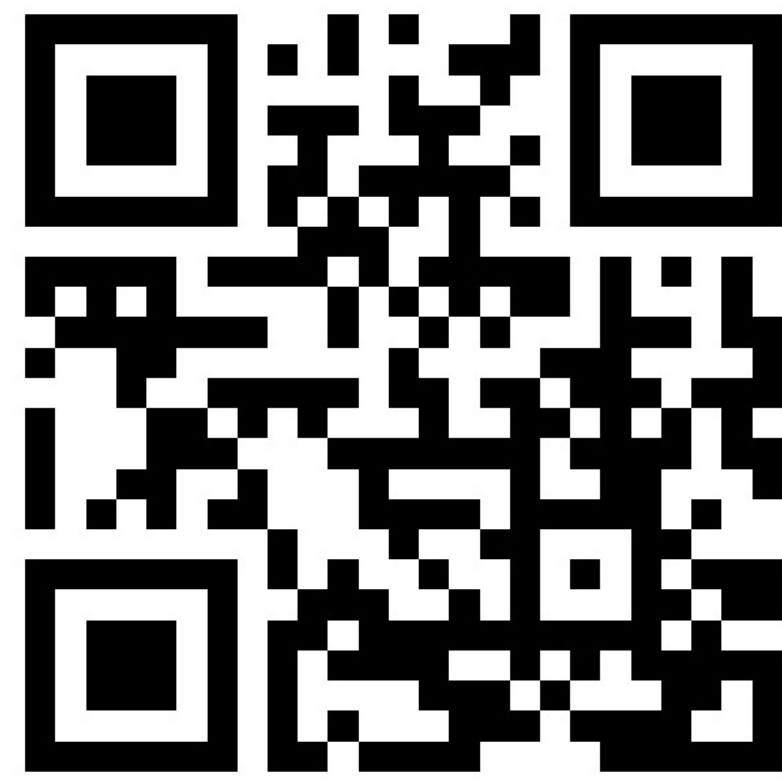


www.wy22corridor.com/



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Thank you for your interest in the WY 22 Corridor Project.



Get more information and sign up
for email updates at the project
website <https://wy22corridor.com/>



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