

WY 22 Corridor Project: Technical Team Kickoff Meeting – 12/20/2023



Legend

Italic text is information from previous meeting

BOLD text are action items

Grey highlight are decisions

Yellow highlight at important items

Green text is information after meeting

PREPARED BY: Jim Clarke / Jacobs
PROJECT: Jackson – Wilson/WYO 22
AGREEMENT NO: 7052
PROJECT NUMBER: 2000061 (WyDOT)/D3167655 (Jacobs)
MEETING DATE: 12/20/2023
MEETING TIME: 9:00 AM
LOCATION: Microsoft Teams Meeting
MEETING TITLE: Project Leadership Team

Link to Outlook Item: [click here](#)

Participants

[Clarke, Jim O.](#) (Meeting Organizer) Jacobs PM

[Charlotte Frei](#) (Accepted in Outlook) County Regional Transportation Planning Administer

[Amy Ramage](#) County Engineer

[Brian Schilling](#) County Pathways Coordinator

[Bruce Abel](#) (Declined in Outlook)

cheyenne.stewart@wyo.gov (Accepted in Outlook) Wildlife Management Coordinator

[Gary Fralick](#)

[Nick Hines](#) (Accepted in Outlook) WYDOT Environmental Services Lead

[Mykytiuk, Carla](#) (Accepted in Outlook) Jacobs PI Lead

[Woolley, George](#) (Accepted in Outlook) Jacobs Environmental Services Lead

[Swafford, Aaron](#) (Accepted in Outlook) Jacobs Design Manager

[Bob Hammond](#)

[Stephanie Harsha](#)

[Kelly Cope](#) (Accepted in Outlook) WYDOT Assistant Env Lead

Agenda

Introductions

- Purpose of Technical Team
- Alternatives Process
 - Process memo was provided prior to the meeting.
<<AlternativesAnalysisScreenProcess_2023-10-04_Wy22Corridor_PAC_Meeting_02.pdf>>
 - **Jim will send the Purpose and Need to Charlotte and Brian.**
 - No questions or comments regarding the process.
- **Range of Alternatives**
 - Range of Alternatives memo was sent out prior to the meeting.
<<WY 22_Range of Alternatives Memo_12_18_23.docx>>

WY 22 Corridor Project: Technical Team Kickoff Meeting – 12/20/2023

- WYDOT is taking a conservative approach in identifying a broad range of alternatives for pre-NEPA, considering that WyDOT and FHWA are anticipating an EA.
- Level 1 Alternative
 - Pass/Fail of Core Alternatives.

Alternative Name	Description
WY 22 Mainline Configurations	
Add GP	Add one general purpose (GP) lane in each direction. A general purpose lane is one that is available for use by the general public without any restriction or toll.
Add HOV	Add one High Occupancy Vehicle (HOV)/Bus Only Lane in each direction.
PPS	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.
LB	Low Build (LB). Intersections are improved but no changes to the number of lanes on the mainline.
3-Lane	One general purpose lane in each direction (i.e., same as the existing condition) but a center turn lane is added.
5-Lane	Two general purpose lanes in each direction, and a center turn lane.
No Action	Includes general maintenance activities and programmed and funded transportation projects, including the Teton Mobility Corridor Improvements BUILD Grant Project.

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- High Occupancy Vehicle (HOV) was discussed with the Project Advisory Committee (PAC).
 - Change the sentence to remove the "only" for Bus to avoid confusion that lane would function as bus-only.
 - Decision was made to change alternative to "Managed Lane" with definition and reference to HOV/bus. Different operational strategies will be identified and evaluated in Level 2 screening.
 - Managed Lane is an umbrella term to cover BRT, Bus Only, Tolling, etc.
 - Different impacts would include visual due to infrastructure (e.g., gantries) needed.
 - Trying to keep this high level in Level 1.
- Nick - Add the number of lanes to the alternative.
 - Rename the alternatives to show the number of lanes
- Peak Period Shoulder would require improvements to the shoulder and considerations for clear-zone.
 - PPS was discussed as a potential solution in the Nelson/Nygaard transportation study published by Jackson Hole Conservation Alliance
 - PPS work best in access-controlled facilities and would likely present traffic and safety issues in the corridor, particularly at intersections, because it is not access controlled. However, it will be evaluated as a mainline alternative in Level 1 screening.

WY 22 Corridor Project: Technical Team Kickoff Meeting – 12/20/2023

- Charlotte - Seems like this would have to go to Level 2 to distinguish between other alternatives.
- Low Build is in response to the public comments that solutions can be made without adding capacity.
 - Nick - Pratt Road restriping coordination is just intersection improvements.
 - Clarify in memo that intersection improvements for operational benefits is not adding capacity to the mainline such as a GP.
- Nick - Reorder impacts discussion based on anticipated footprint size - to go:
 - No action
 - LB
 - PPS
 - 3 Lane
 - 4 Lane
 - 5 Lane
- Amy - What about Median treatments?
 - Jim - Median treatments would be considered in Level 2.
 - For the public meetings we will have typical section clarifying each alternative.
- Mainline Alternatives not included
 - Reversible Center Lane
 - Major requirement is a 2:1 ratio for directional traffic split.
 - Charlotte - No concerns not including reversable lane in the range of alternatives.
 - 6 Lane Alternative
 - Waiting on model runs to confirm it is not warranted from a traffic perspective.
 - Large amount of ROW, conservation easement, and environmental impact with little additional traffic benefit.
 - Charlotte - No concerns not including 6 lanes in the range of alternatives.
- Nick - Are there any alternatives missing?
 - Charlotte - Not missing anything but the main conversation will be around managed lanes.
 - Technical Team was asked to provide comments if they think of anything we should be including moving forward.

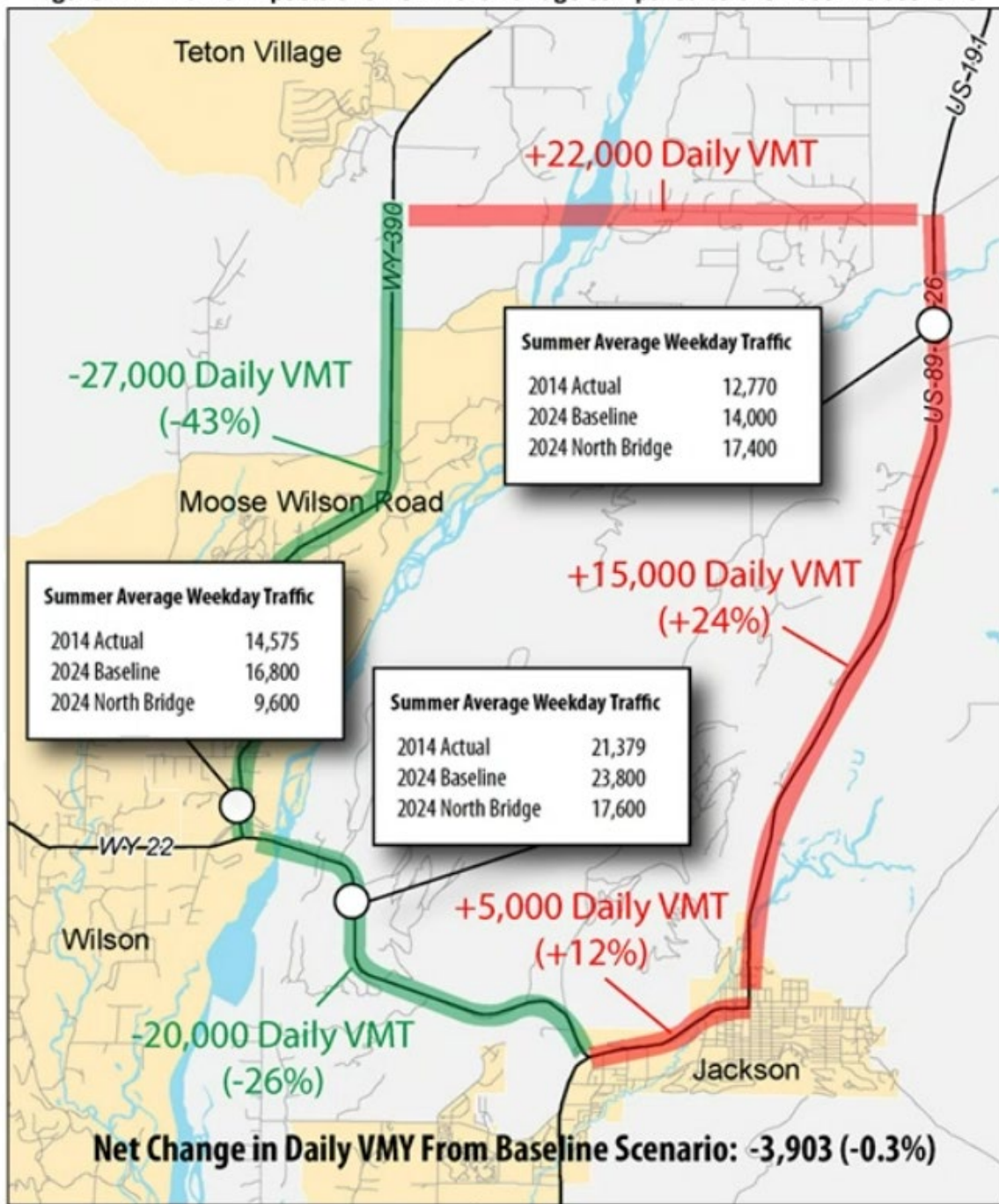
Transportation Linkage	
Tribal Trail Connection	Extend Tribal Trails Road to WY 22
North Crossing	Create new alternate route connecting WY 390 with US 89 north of Jackson
No Action	Includes general maintenance activities and programmed and funded transportation projects, including the Teton Mobility Corridor Improvements BUILD Grant Project

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- Tribal Trails was added and included here
- Although not identified as a recommended improvement in the ITP, the North Crossing analysis is included as an attachment to the ITP and should be looked at as part of this study because of the reduction to WY-22 traffic volumes.

- North Crossing
 - Would require condemnation of private property
 - Follows the south boundary of the NP.
 - Amy - Likes that this is in the alternatives because of the reduction of traffic.
 - Change North Crossing to North Bridge because that is what is in the ITP and common usage.

Figure H-1. Traffic Impacts of a new north bridge compared to the Baseline Scenario



WY 22 Corridor Project: Technical Team Kickoff Meeting – 12/20/2023

- Linkage alternatives not included in the range of alternatives.
 - East-West Connector
 - Red Tail Butte and Coyote Canyon Roads
 - Amy - Add language that this use of private roads needed for this project.
 - Others?
 - Amy - Fall Creek Road Connection
 - Detours around Jackson.
 - Just starting discussions.
 - Long connection in the southwest segment.
 - Wilson to Hoback Junction
 - Includes Forest Service Road
 - Does not meet Purpose and Need
 - Public will not bring it up and may cause more problems.
 - Do NOT include in the alternatives range.
- Level 2 Alternative
 - Physical Elements
 - Reconfigure and Optimize Intersections
 - Per TT discussion, added "including for Bicycle and Pedestrian Movements"
 - Add Queue Jumps
 - Add Wildlife Crossings / Fencing/ Jumpouts
 - Add U-Turn Locations
 - Add Emergency Parking
 - Median Treatments
 - Drainage Features/Curb & Gutter
 - Center refuge lanes
 - Amy - Where are pathways?
 - Will not be added as an alternative because they are through the corridor.
 - Text added to memo that clarified pathways will be maintained with all alternatives.
 - Supplemental Elements
 - Concerned that many of these are in WyDOT purview and the lead paragraph is confusing.
 - Moved paragraph regarding purview at the end of the list to clarify
 - Charlotte - In response to memo, noted that WyDOT purview includes many things per FHWA's Complete Streets policy.
 - Group agreed that not all improvements qualify, such as Expand START Bus Services.
 - Team is focusing on items that will affect our decision making for Preferred Alternative identification vs. those that be confirmed later (e.g., during final design).
 - Do any of these need to be pulled up to Physical and Operational Elements?
 - On street bikeways.
 - Brian will think about this and get back.
 - Want to push for improvements at intersections due to safety need for ped/bike.
 - Jim - it is in our Purpose and Need and will be looked at.
 - Moved Pathways and Pathway Crossing up to Physical Elements

WY 22 Corridor Project: Technical Team Kickoff Meeting – 12/20/2023

- ROW needs to get larger for this and needs to be included.
 - Park n Ride can be paid by FHWA money, but Nick noted that WyDOT is unlikely to want to use funds for this.
 - Some of these items can be included in the recommended alternative but paid for by others
 - What needs to be evaluated/modelled?
 - Charlotte - If you include Carpool and Park-n-Ride in the model you will get other answers.
 - A lot of traffic analyses can be conducted but we are trying to focus on the critical items.
 - Cheyenne - What is the project's appropriate Scale and Scope?
 - Charlotte - Process should involve identifying best alternatives and then figure out who pays for it.
 - It does not mean WyDOT pays.
 - Cost sharing.
 - We need to get START more involved in the process.
 - The project team has made several attempts to engage START in the project without a response.
 - The County will help get them more involved.
 - Need to include clarify and be explicit about what is appropriate to be included in the Recommended Alternative and eligible for federal funding.
 - Cheyenne--what about Spring Creek culvert improvements?
 - Fish passage will be considered.
 - Added Hydrology (aquatic and fish passage) to Physical Elements
 - We have 3 segments so will the screening be applied overall or by segment?
 - This needs to be confirmed
 - Initial thought is to conduct Level 1 on overall corridor and then break out at level 2; the project team will circle back on this.
 - Goal is to have preferred alternatives after Level 2 per Segment.
- Anything on the list that should be removed?
 - Add Wildlife Detection and Alert System
 - Is this still something they want to do?
 - Nick - Not included in the Snake River Bridge Project.
 - Cheyenne - Need to consider more.
 - Adding Fence Ends is valuable.
 - Will leave in.
 - Special Event Traffic Control can be removed.
 - Handled through permits.
 - Automated Speed Enforcement
 - Nick - Legislation does not allow.
 - Will keep in to not preclude it.
- Park-N-Ride Lots
 - How will Stilson redevelopment impact alternatives? **Jim will confirm.**
- **Charlotte will review the improvements list and recommend any that needs to be moved up.**
- **Jim will talk to Project Team Traffic staff regarding some modelling questions (e.g., Stilson).**

WY 22 Corridor Project: Technical Team Kickoff Meeting – 12/20/2023

- **Charlotte will contact START on their involvement.**
- Next Steps/General Schedule
 - Will offer to convene a PAC meeting to go over the alternatives after the New Year.
 - A public meeting to communicate alternatives is anticipated in January/February of 2024