



**BOARD OF COUNTY
COMMISSIONERS**



TOWN COUNCIL

JOINT INFORMATION MEETING AGENDA DOCUMENTATION

PREPARATION DATE: January 31, 2013
MEETING DATE: February 4, 2013

SUBMITTING DEPARTMENT: TC Engineering - Pathways
DEPARTMENT DIRECTOR: Sean O'Malley
PRESENTER: Brian Schilling

SUBJECT: WY22 Pathway East Segment – 90% Design Review

STATEMENT/PURPOSE

The purpose is to present the 90% plan set for review and approval to forward to final design and construction documents. Feedback will be sought for a few design alternatives and project phasing.

BACKGROUND/ALTERNATIVES

Process Update

Jorgensen Associates has prepared 90% plans for the WY22 Pathway – East Segment project that will construct a cycle track and sidewalk along West Broadway between Flat Creek Bridge and the “Y” intersection, and a pathway/cycle track combination along WY22 from the “Y” to Spring Gulch. The joint elected boards approved the 50% design in May 2012 and revisited several specific unresolved design issues in September 2012. Since then, Jorgensen and staff have been incorporating the direction of the boards and preparing detailed plans to reach the 90% design. The 90% plans were made available to staff and key stakeholders in late December 2012. Following a two-week review period, the design team met with Town and County staff and other project partners (WYDOT, Friends of Pathways) to review the plans and incorporate final comments into the design. It is felt that the vast majority of staff/stakeholder concerns have been addressed to the satisfaction of all parties. There are a few details still to work through, some of which will require review and/or input from the elected boards, some of which will be resolved at a staff/design team level. The discussion with the elected boards at the February 2013 JIM will review the project design and staff comments on the 90% plans and will seek input on a few remaining design details and options. Pending approval of the elected boards, the plans will be forwarded to final design for preparation of construction documents and project manuals with the goal of having the project ready to bid in spring 2013.

General Project Description

West Broadway—Flat Creek Bridge to Y intersection: The standard cross section is a 6'-wide cycle track (protected bike lane) and an 8'-wide pedestrian sidewalk separated by a 3-5' buffer area [see Attachment 1a – sheet L1.5a Typical Section 8.2 and Attachment 2 – Segment 10 Rendering]. The buffer width varies in numerous locations to accommodate the varying available project space within the right-of-way, but is generally maximized to provide 4' wherever possible. Notable exceptions to the standard cross section include:

Segment 5 – the width of the cycle track and sidewalk are reduced to 5.5’ each to accommodate the existing parking uses in the right of way [see Attachment 1a – sheet L1.5a Typical Section 5.1 and Attachment X – Segment 5 Rendering]; and Segment 6 – the sidewalk width in Segment 6 is reduced to 7’ along the length of the retaining wall near Budge Drive in order to reduce the height of the retaining wall [see Attachment 1b – sheet L1.8a Typical Section 6.2].

WY22—Y intersection to Spring Gulch: The standard cross section is a 6’-wide cycle track on the north (Search and Rescue) side of WY22, and a 10’-wide shared-use pathway on the south (Cutty’s) side of WY22 [see Attachment 1a – sheet L1.0a].

Discussion Items

Numerous items were discussed during the staff/stakeholder 90% plans review period and meeting held in January. Some of these require additional input/direction from the elected boards, while others are included in this discussion below more for general information. All items have been reviewed and approved by town staff and WYDOT unless otherwise noted.

Landscaping: The landscaping details are shown throughout the Landscaping Plans (Attachments 1a and 1b), but the general approach is to include bluegrass sod along West Broadway where the buffer zone will accommodate successful sod growth (generally >2’ width). In areas where the buffer is too narrow or at interfaces with intersections, an embedded cobble treatment will be used [see Attachment 1b – sheet L2.0 for detail and Attachments 2 and 3 for renderings]. Other exceptions include along the hillside in Segment 7, which will be revegetated with a native planting seed mix similar to the existing conditions. On WY22 the disturbed areas will generally be revegetated with a native planting seed mix. Efforts are also being made to improve the landscaping and overall look of the traffic islands at the Y intersection.

Trees: The project will include trees in selected areas along West Broadway where the buffer allows a minimum of 4’ between the cycle path and sidewalk. Trees are proposed to be planted in clusters of two to three with 15-20’ between each tree (and significantly more space between each cluster). Bark mulch will be placed around the base of each tree to facilitate maintenance and growth [see Attachment 1b – sheet L2.0 for detail and Attachment 3 for rendering].

Lighting: Streetlights are included on the south side of West Broadway and for a short segment on the north side of West Broadway at a typical spacing of 125’ between units. Conduit will be installed on the Segment 7 hillside to facilitate future installation of wildlife safety lighting (see the section on Wildlife Migration for a more detailed discussion). The new streetlights will complement existing lights at some of the intersections and are intended to provide adequate “pools” of light so pedestrians will be able to comfortably see from one lit area to the next, but are not proposed to provide full illumination of the entire corridor [see Attachment 1b – sheet L2.0 for streetlight detail].

Irrigation: The landscaping and trees will require new irrigation systems (or extensions of existing systems) and it is expected that the construction will impact existing privately-owned irrigation systems. The project will replace and repair any damage or modifications to irrigation systems and will coordinate with individual property owners on the long-term arrangement for management and ownership of irrigation systems and landscaping maintenance. In some cases the town may have to install new irrigation systems that would be owned and operated solely by the Town of Jackson.

Poodle Ranch Driveway: The design team has worked with the Poodle Ranch property owners to address the pathway crossing of the ranch access driveway on the south side of WY22 just east of Spring Gulch. In its current configuration the ranch driveway meets the WY22 shoulder at a steep angle (~12%) and does not have any flat section for vehicle staging for access onto WY22. The ranch owners have expressed concerns about the potential conflicts between ranch traffic and pathway users. From the pathway use perspective, crossing the driveway at its current cross slope would be less than ideal (cross slope is ideally maintained at 2%). Jorgensen

has explored numerous design options to improve the situation for both the ranch and for pathway users. The recommended alternative shown in Attachment 4 – Poodle Ranch Access would regrade the driveway to provide a 10'-wide pathway with a 2% cross slope just off the WY22 shoulder and a 24' long flat (2%) apron for vehicle staging immediately south of the pathway. The driveway would then be regraded an additional 200' onto the private property at a consistent 10% slope and widened slightly to provide a finished surface of a 12' driveway with 2' shoulders and 4:1 side slopes. The grading would stop at a point so as not to impact the existing irrigation ditch and associated wetlands on the ranch property. WYDOT has reviewed the recommended alternative and feels that it is a good solution for both the pathway and the private property owner, and the proposal is supported by the property owner as well. The cost of the driveway regrading and widening is estimated at \$10,000-\$15,000. The alternative would be to keep the grading to a minimum and entirely within the right-of-way, make no improvement to the driveway, and have the pathway cross slope match the existing driveway grade of ~12%.

Wildlife Migration: The hillside north of West Broadway is a mule deer habitat area, and there is considerable community concern about the ongoing challenges faced by migrating/wintering wildlife and the high rates of vehicle-wildlife collisions on the West Broadway corridor. The pathway project has actively sought opportunities to improve the situation for wildlife by identifying ways to reduce vehicle-wildlife collisions while maintaining permeability to Karns Meadow. Retaining walls can pose obstacles to wildlife movement, so the design has modified the pathway cross section to reduce the height and length of retaining walls to the maximum extent possible, and has eliminated them altogether in some instances. Segment 6 requires a 4.5'-tall retaining wall for approximately 400' [see Civil Plans Sheet C6.01-C6.02 and Attachment 1b – sheet L1.8a Typical Section 6.2]. Based on direction from Wyoming Game and Fish, walls over 3.5' high require an 8' high wildlife fence to prevent deer from trying to pass through this area. Jorgensen has explored an alternate design for this section that would split the single wall into two 3.5' high walls with a 6'-wide area at a 2:1 slope between the walls. This would eliminate the need for a wildlife fence and would permit better wildlife permeability, but would also double the cost of the segment and would create a total wall height of approximately 9 feet. This is the only section along the entire project that would restrict deer movement, and it is immediately adjacent to a longer segment (the new Walgreen's site) that is also impermeable to deer movement.

The retaining walls in Segment 7 have been eliminated except for approximately 200' of short (<4') retaining wall at the east end of the project, which will not restrict deer movement [see Civil Plans Sheet C7.04 and C7.05]. Additionally, the Segment 7 hillside has been identified as having potential for other improvements to heighten visibility of migrating wildlife. Consultation with wildlife biologists and advocates is ongoing, and one recommendation has been to phase improvements in order to evaluate the efficacy of each (do the grading first, evaluate for 2-4 years, then install lighting and evaluate any change in collision rates). The current plan is to install conduit in phase 1 to allow for future lighting should the hillside grading alone not improve the vehicle-wildlife collision situation. The design team is scheduled to meet with wildlife advocacy groups one more time prior to the February JIM discussion, and any recommendations coming out of that meeting will be presented at the JIM.

Phasing and Construction Timing: The design team is recommending a phased approach to the project to do construction over a period of 2-3 seasons. Phase I is recommended to include Segments 1, 2, 5, 6, and 7 (the north sides of WY22 and West Broadway). Phase II is recommended to include Segments 3, 4, 8, 9, and 10 (the south sides of WY22 and West Broadway). Construction timing will be affected by utility work on the south side of West Broadway and other planned construction projects in the vicinity. Both the WYDOT 5-Way project and the Karns Meadow Transit Facility are proposed to start construction in 2013, so it will be important to consider the benefits and drawbacks of staging the West Broadway work concurrently or separately. The design team is working with WYDOT to determine traffic control impacts on West Broadway of a concurrent construction process, and input from the elected boards will be sought as well.

The phasing and construction timing do not have to be decided immediately, but discussion of these items is encouraged in order to provide initial guidance and daylight any concerns that should be considered in the project process.

ATTACHMENTS

1. Landscape Plans (in two parts for pdf files, 1a and 1b)
2. Segment 5 Rendering
3. Segment 10 Rendering
4. Poodle Ranch Access Detail
5. 90% Civil Design Plans - pdf only: <http://tetonwyo.org/pathwy/topics/wy22-east-segment/252075/>
 - a. Note that the Civil Plans do not show changes as recommended by staff from the January review

FISCAL IMPACT

Fiscal impacts of any design options will be covered in detail at the meeting. The Segment 6 alternate retaining wall option would double the cost of that segment, adding approximately \$50,000-65,000. The Poodle Ranch Driveway recommended option is estimated to cost an extra \$10,000-15,000.

STAFF IMPACT

This project will continue to require significant staff time. Brian Schilling (Pathways Coordinator for JHCP), will provide the majority of the staff involvement in managing the process. Town staff will review and approve the consultant-generated design material, review and approve payment applications, participate in the design process, and interact with consultant team members to provide direction and feedback as required. As the project moves into the final design stage and construction bidding, the amount of staff involvement will increase substantially. The Pathways Coordinator will continue to be the main project contact. Additional staff time may be required from any of the following: Town Public Works, Town Attorney, County Attorney, County Planning, Town Planning, County Administrator, or Town Administrator.

LEGAL REVIEW

N/A

RECOMMENDATION

Staff recommends that the boards approve the 90% plans and direct the design team to prepare final construction documents. The boards should provide any specific feedback or direction for the design team to incorporate into the plans.

SUGGESTED MOTION

I move to approve the 90% plans for the WY22 Pathway East Segment with the following considerations: [insert any comments or direction here]; and direct staff to proceed with preparation of final plans, specifications, and project construction documents.