AGENDA

- **Welcome – Ken Watts**
- **Project Status – Ken Watts**
- **The NEPA Process – Karen Schumacher**
- **ITD Targhee Pass 5 Alternatives – Ken Watts**
- **Advanced Technology – Ken Watts**
- **Big Horn Hills Estates HOA Position – Ralph Kincheloe**
- **Potential Impacts On IP – Ralph Kincheloe**
- **Community Impact Assessment – Ralph Kincheloe**
- **A County Solution – Commissioner Lee Miller/Sheriff Len Humphries**
- **A Model For The West – Leanne Yancey**
- **Meeting Purpose/Discussion – What Action should Be Taken? -All**

PROJECT STATUS

- 3 Public Meetings/Workshops Completed
- 5 Alternatives Identified
- In The Environmental Assessment Phase Now
- Public Meeting/Hearing This Summer
- Alternative To Be Selected Following The Hearing
- 30 to 45 Day Comment Period Following Hearing

THE 5 ALTERNATIVES

From ITD Environmental Assessment

https://iplan.maps.arcgis.com/apps/MapSeries/index.html?appid=58f4d52fd6a54150910544689a2274b4

Alternative 1: No Build

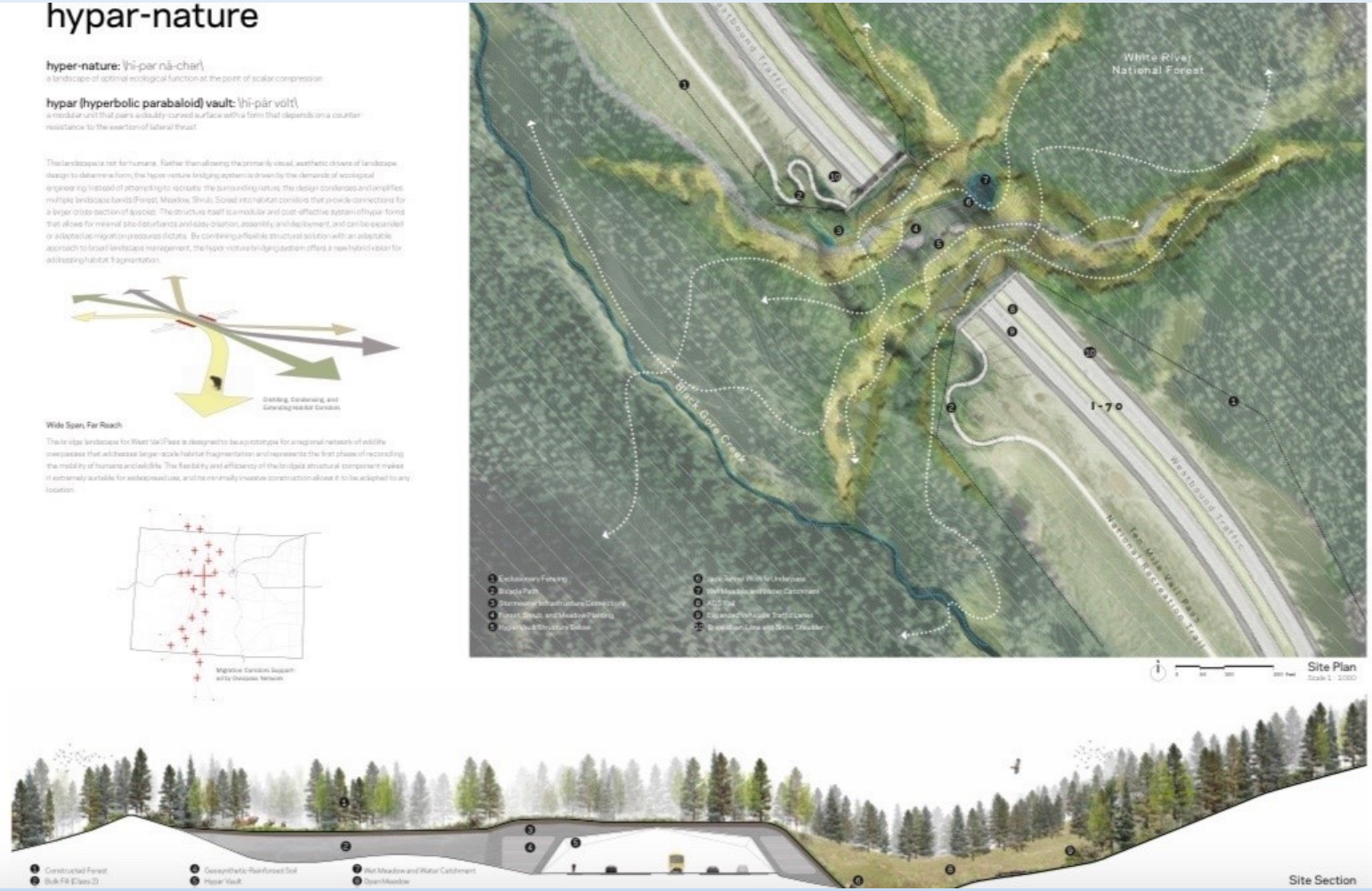
- The only roadway improvement that could be completed under this alternative would be replacement of existing pavement.
- The only actions for reducing wildlife-vehicle collisions (WVC) that could be implemented would be actions that do not require construction ground disturbance. This could include portable variable message signs warning drivers of wildlife.
- Signage could be deployed seasonally or year-round. Messages displayed, the number of signs used, and advisory speeds could be varied in efforts to increase effectiveness.
- As part of the future environmental baseline, in-vehicle collision avoidance technologies may help to reduce the occurrence of WVC. The rate of adoption, eventual extent of adoption, and effectiveness in reducing WVC are not reasonably foreseeable at this time.

Alternative 2: 3 Overpasses/Fencing

- Roadway improvements described in the Introduction.
- Three wildlife overpass crossing structures.
- Wildlife fencing throughout near right-of-way boundary.
- Vehicle accesses that exclude wildlife (double cattle guards or electric mats).
- Fence-end treatments to exclude wildlife from fenced highway area.
- Jump outs that allow any animals within the fenced area to escape.
- Gates for hiking/fishing/hunting access at various locations.

CONCEPTUAL DRAWINGS

- ARC SOLUTIONS –
  - One example of a winning architectural design for multiple wildlife overpasses



CONSTRUCTION AT BANFF

- Note lack of private lands on either side

Alternative 3: Detection Systems

- Roadway improvements described in the Introduction.
- Install a radar animal detection system throughout the 4-mile corridor. A series of line-of-sight radar systems (as many as 8-12 systems) would be necessary to cover the 4-mile segment.
- Warning signs to drivers are activated when wildlife is detected within the detection zone.
- Other design elements for improved effectiveness (Marcel Huijser pers. comm.) include:
  - First warning sign 500-600 feet before the near end of the detection zone.
  - Warning signs throughout the detection zone, giving consideration to font size and other design characteristics to increase driver awareness.
  - LED warning signs that do not display a message unless wildlife is detected.
  - Accompany signs with advisory or mandatory speed limit reduction.
- Design Variation: Wildlife fencing proposed with Alternative 2 could be installed with gaps at desired locations for at-grade wildlife crossings. With this option, electric mats would be installed to restrict wildlife to crossing the highway within the established crossing zones. Detection systems are deployed for the crossing zones to alert drivers to wildlife presence.

Alternative 4: 1 Overpass/Fencing/Crosswalks

- Design features of this alternative include:
- Roadway improvements described in the Introduction.
- Wildlife fencing throughout the 4-miles.
- Wildlife crossing structure at Mile Post 405 (upper segment of the project area).
- One or more at-grade wildlife crosswalk fence breaks with animal detection and driver warning in the lower segment.
- <u>Design Variation</u>: An animal detection system without fencing (Alternative 3) could be installed in the lower segment.

Alternative 5: Road Upgrade/Signs

- Roadway improvements listed in the introduction.
- Use mobile variable message signs to warn drivers of potential wildlife presence.
- Signage could be deployed seasonally or year-round. Messages displayed, number of signs, and advisory speeds could be varied in efforts to increase effectiveness.
- Design variations/additions: Permanent variable message signs with dedicated power supply could be installed. Additional tree removal could be included to increase visibility.

ADVANCED TECHNOLOGY

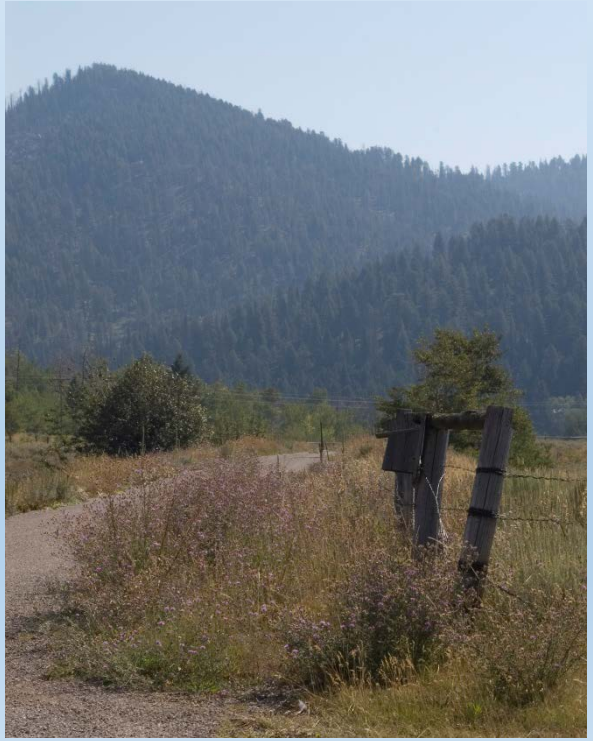
- Collision Avoidance – NHWSA – Consumer Reports
- Auto-pilot - Tesla
- Autonomous Vehicles - Many
- Wildlife Detection Systems
  - LiDAR
  - Radar
  - Buried Cable

BIG HORN HILLS ESTATES

- What is the position of the board?
  - Elected as representative for POA
- What has been done?
  - Letters submitted to ITD
  - One informal meeting with ITD/TLG in February 2018
- BHHE GRIEVANCES TO ITD
  - Effect on property values
  - Access to public lands behind wildlife fencing
  - Detrimental effect Livability, view-scapes, and use of snowmobiles, ATVs and chainsaws within subdivision

POTENTIAL IMPACTS ON BHHE / ISLAND PARK

- Principles of Wildlife Corridor Design
  - By Monica Bond / Center for Biological Diversity / October 2003
  - https://www.biologicaldiversity.org/publications/papers/wild-corridors.pdf
    - Corridor Features
      - Wide as possible (min of 1000’ but larger if possible)
      - Maximize land uses adjacent to reduce human impacts
      - If housing is allowed, place conservation easements to prohibit structures near the corridor
      - Develop strict lighting restrictions
    - Management and Enforcement
      - Require a 30’-60’ buffer between homeowner and corridor
      - No domestic pets allowed in the corridor
      - Educate each landowner of regulations and ask each to be a watchdog for trespass.



POTENTIAL IMPACTS ON BHHE / ISLAND PARK

- Critter Crossings
  - Passages for Large Mammals – Courtesy of Tony Clevenger
  - https://www.fhwa.dot.gov/environment/critter_crossings/lmammals.cfm

*"Despite the successes of the project, Parks Canada admits there's a lot more work to be done. For example, **solutions must be found to preventing black bears and cougars from climbing over the fence**. Parks Canada contractor Tony Clevenger has already begun exploring strategies ranging from eliminating the dandelions (a delicacy for black bears) on the highway side of the fence to placing additional wire mesh at a 90-degree angle on top of the fence. **Parks Canada researchers are also urging stricter limits on human activity near the Banff crossing structures** - a strategy they hope will increase the low numbers of large carnivores (especially wolves and female grizzlies) using the structures and a critical step to take as traffic continues to increase on the Trans-Canada Highway and more and more visitors come to the Park. **'Distance from humans is the most important consideration in designing crossing structures for large carnivores,' says Clevenger. 'The further, the better.'"***

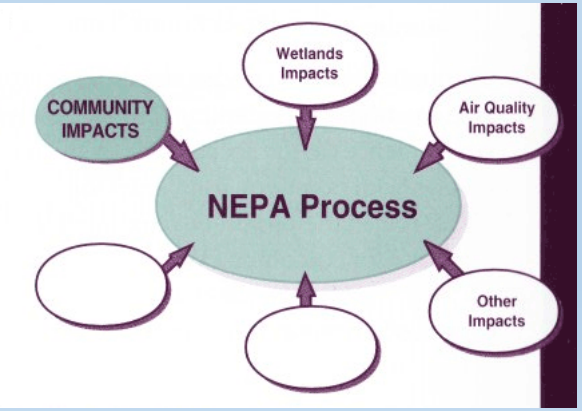
POTENTIAL IMPACTS ON BHHE / ISLAND PARK

- Y2Y admits there are other mitigation options when fencing is not practical
  - https://y2y.net/work/how-protect-connect-inspire/transportation-folder/transportation

"Other measures, such as movable remotely-triggered wildlife signs, are effective at alerting drivers to slow down to the presence of wildlife. This measure is highly effective for roads that are lined with private dwellings and drive-ways, which makes adding fencing and crossing structures impractical. These are just a few examples of many mitigation options."

COMMUNITY IMPACT ASSESMENT

- FWHA -> LIVABILITY -> CIA -> Quick Reference
  - https://www.fhwa.dot.gov/livability/cia/quick_reference
- 1) Introduction
  - Importance – Why assess community impacts?
- "Transportation investments have major influences on society, with significant economic and social consequences. However, in many instances in the past, impacts on people have not received the attention they deserve. The community impact assessment process alerts affected communities and residents, as well as transportation planners and decision makers, to the likely consequences of a project, and ensures that human values and concerns receive proper attention during project development. Specifically, community impact assessment is important for:
  - Quality of Life
  - Responsive Decision-making
  - Coordination
  - Nondiscrimination



COMMUNITY IMPACT ASSESSMENT

- **5) Analyzing Community Impacts**
  - Guidelines—What should be considered when analyzing community impacts?
  - After the transportation alternatives and a preliminary community profile have been defined, the analyst examines the relationship between the proposed transportation action and community life. This task involves both the identification and investigation of impacts. Analysts examine the anticipated future with the transportation action in comparison to the anticipated future without the transportation action (a no-build alternative or baseline). When analyzing impacts, it is important to keep in mind the following guidelines:
  - Be cognizant of both positive and negative impacts.
  - Consider both temporary and long-term impacts as well as secondary and cumulative effects.
  - Keep community goals in mind when identifying impacts.
  - Recognize the public's perception of impacts. If the public identifies issues, then review and research these particular issues.
  - Focus on the magnitude of an issue or controversy, as it determines the level of specificity the analyst must adopt.

COMMUNITY IMPACT ASSESMENT

- What questions help identify community impacts?

Social and Psychological Aspects	Physical Aspects	Visual Environment
Changes in Population Will the project cause redistribution of the populations or an influx or loss of population? **Community Cohesion and Interaction** How will the project affect interaction among persons and groups? How will it change social relationships and patterns? **Isolation** Will certain people be separated or set apart from others? **Social Values** Will the project cause a change in social values? **Quality of Life** What is the perceived impact on quality of life?	**Barrier Effect** Is a wall or barrier effect created (such as from noise walls or fencing)? **Sounds** Will noise or vibration increase? **Other Physical Intrusions** Will dust or odor increase? Will there be a shadowing effect on property?	**Aesthetics** Will the community's aesthetic character be changed? **Compatibility with Goals** Is the design of the project compatible with community goals? Has aesthetics surfaced as a community conc
Land Use	**Economic Conditions**	**Mobility and Access**
Land-Use Patterns Will there be loss of farmland? Does it open new areas for development? Will it induce changes in land use and density? What changes might be expect? **Compatibility with Plans** Is the project consistent with local land-use plans and zoning?	**Business and Employment Impacts** Will the proposed action encourage businesses to move to the area, relocate to other locations within the area, close, or move outside the area? What is the impact on both the region and individual communities? **Short-term Impacts** How is the local economy affected by construction activities? Are there both positive (jobs generated) and negative (detours and loss of access) impacts? **Business Visibility** Will the proposed action alter business visibility to traffic-based businesses? How will visibility and access changes alter business activity? **Tax Base** What is the effect on the tax base (from taxable property removed from base, changes in property values, changes in business activity)? **Property Values** What is the likely effect on property values caused by relocations or change in land use?	**Pedestrian and Bicycle Access** How does the project affect non-motorist access to businesses, public services, schools, and other facilities? Does the project impede or enhance access between residences and community facilities and businesses? Does it shift traffic? **Public Transportation** How does the project affect access to public transportation? **Vehicular Access** How does the project affect short- and long-term vehicular access to businesses, public services, and other facilities? Does it affect parking availability?

COMMUNITY IMPACT ASSESSMENT

- 7) Identifying Solutions

Avoidance
Alter the project so an impact does not occur.

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Minimization
Modify the project to reduce the severity of an impact.

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Mitigation
Undertake an action to alleviate or offset an impact or to replace an appropriated resource.

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Enhancement
Add a desirable or attractive feature to the project to make it fit more harmoniously into the community. (Not designed to replace lost resources or alleviate impacts caused by the project.)

Commissioners, Sherriff, Mayor’s Proposal

- Reduce speed to 45 mph
- Signage from alternative 5
- Roadway improvements listed in the introduction.

MEETING PURPOSE

- A Community Discussion
- Share Information – Sign up for USA@IP
- Solicit Ideas
- Consider A Path Forward
- Consolidate Financial Support
- Complete comment cards for ITD/Brackett

COMMENT CARDS

- Must include Date, Name, Address and Signature.
- Be respectful
- Cards will be submitted to ITD and may be published which could include your information

THANK YOU FOR YOUR PARTICIPATION!