Appendix A Comments and Coordination Report

Town of Pinedale Transportation Master Plan











Purpose	Involvement		Appendix Location
Initial Community Involvement & Feedback Workshop (included poster display, in person surveys, maps for commenting, and open discussion, post card provided to attendees with link to commenting website)	Community (advertised on Town website, newspaper, KPIN radio, posters)	8/29/2022	Appendix A.1
Initial Community Involvement Workshop at Rendezvous Point (included poster displays, in person surveys, maps for commenting, and open discussion)	Community, Rendezvous Point (advertised with Rendezvous Point)	9/13/2022	
Public Engagement Website and Feedback Period, with use of surveys, comment forum and commenting map	Community (advertised on Town website, newspaper, KPIN radio, posters)	8/29/2022- 9/16/2022	
Review feedback from public workshop and compile any additional concerns/issues from the Streeting Committee	Steering Committee	9/23/2023	
Discuss existing conditions (shared analysis review of the existing traffic conditions on Pine Street)	Steering Committee	12/7/2023	Appendix A.2
Town Council Presentation (shared analysis review of the existing traffic conditions on Pine Street with presentation)	Town Council (newspaper)	12/12/2022	
Discuss alternatives (including Pine Street review and Town network connectors)	Steering Committee	2/24/2023	Appendix A.3
Public Workshop to share alternatives (presentation and poster display, including Pine Street review and Town network connectors, and in person surveys)	Community (advertised on Town website, newspaper, KPIN radio)	3/1/2023	
Display workshop posters at Main Street Pinedale Farmer's Market (only display of posters and postcard with link to website with more information)	Community Main Street Pinedale	3/3/2023	
Posters displayed & survey handouts available to public	Community (Rendezvous Point)	3/7/2023	
Public Workshop to share alternatives (duplicate presentation from 3/1/2023)	Community (advertised on Town website, newspaper, KPIN radio)	3/28/2023	

Public Engagement Website and Feedback period	Community feedback (advertised on Town website, newspaper, KPIN radio)	3/1/2023- 3/31/2023	Appendix A.3
Pine Street Corridor Long Term Plan Discussion		4/10/2023	
Pine Street Corridor Long Term Plan shared at the Sublette County Library (display of the Pine Street corridor long term plan at the library with comment box)	Community (advertised on Town website, newspaper, KPIN radio)	5/15/2023- 6/5/2023	

Appendix A.4

Advertisements Pinedale Roundoup

Appendix A.1 Comments and Coordination Report Public Engagement #1 – Identify Transportation Challenges

Town of Pinedale Transportation Master Plan



















Public Engagement #1 – Identify Transportation Challenges

A public engagement workshop was held on Monday, August 29th. The workshop started with a bike and walk around downtown and a workshop at the Pinedale Library. Participants had the opportunity to complete a survey, identify transportation issues around town via a map and comment boards, and sign up to be on the project email blast.

An engagement website was available to complete the survey, provide comments on a Pinedale map, or provide comments on a general wall board between August 29th and September 16th.

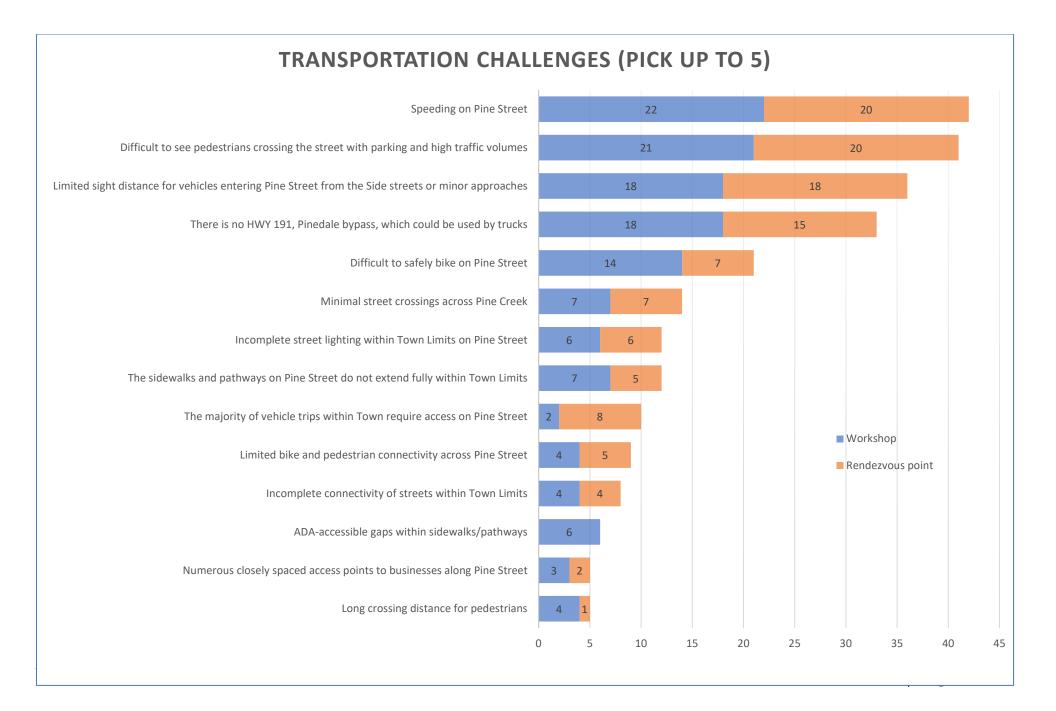
An additional workshop was held at Rendezvous Point on Tuesday, September 16th. This day was selected since it was birthday lunch day and visitors were notified about it with flyers on the lunch tables. Workshop attendees had the opportunity to talk with the project team (Leah and Hayley), complete the survey, and locate transportation issues on the display maps.

The information collected on the website and from the two public workshops were compiled.

A Steering Committee meeting was help on Friday, September 23 to share the public engagement feedback and get any additional feedback from the Committee. Following the Steering Committee meting the information was emailed out to Sublette County staff and key players for a final comment period.

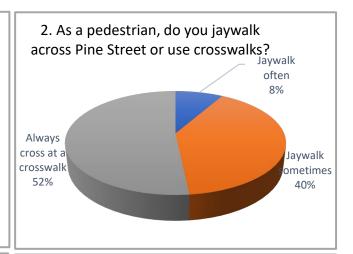
The following pages include:

- Top transportation challenges results (completed with stickers at first workshop and then included in survey)
- Results from the surveys
- Summary of comment wall and from the maps
- Information provided by Sublette County EMS and Sublette County Public Health Response Coordinator
- Map comments (included in separate PDF)



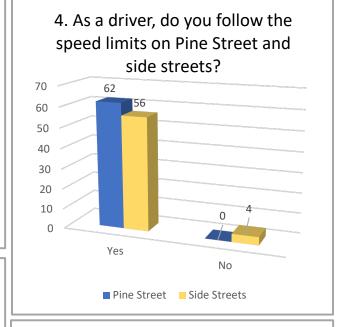
Survey Results (62 total submitted)

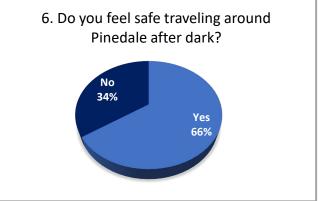


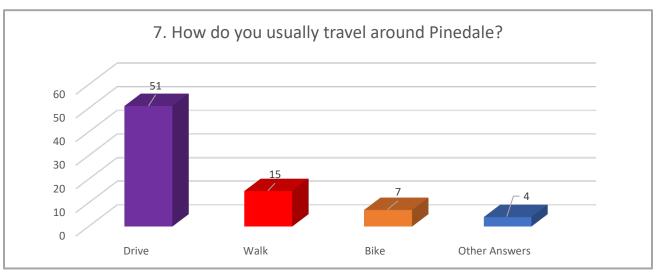


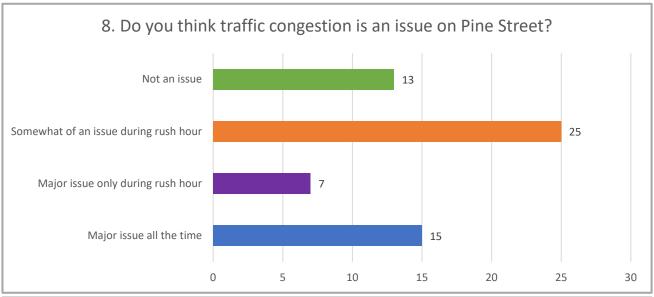


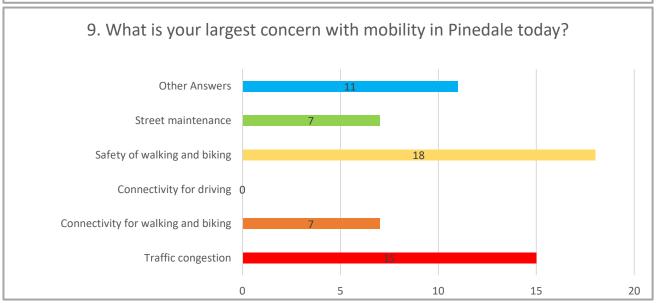












Comments and Opinions gathered from "idea wall" and Survey Open Feedback

Pine Street

- Dedicated bike lanes on Pine Street
- Use pedestrian flags for crossings
- Pedestrian cones within the road to draw more attention to pedestrians.
- More pedestrian crosswalks without lights
- Crosswalk push button signals with flashing LED lights (+1)
- Distracted pedestrians who cross Pine Street without looking at traffic is an issue (such as on cell phones)
- One of the most dangerous obstacles for pedestrians on Pine Street is the vehicle in the outer lane cannot see pedestrians
- Use crossing guards at major student crossings on Pine Street
- My two younger children and I have been almost smooshed on several occasions due to not all lanes stopping for pedestrians/bikers walking bikes in a crosswalk. I'm afraid to let my children cross Pine Street by themselves due to the negligence of drivers. (+1)
- Do not add any traffic signals anywhere in the Town of Pinedale of Sublette County. It is a privilege, honor and something I want to keep forever the fact that there isn't one stop light in the entire county. I don't even think the pedestrian crossing lights are necessary. If people (adults and kids) aren't able to look both ways and wait for traffic before crossing the street, like their mother taught them at a young age, then they should stay at home, because you can't fix STUPID! Adding stop lights means that Pinedale is becoming Californicated, growing too much, and we have lost a gem of a Western town, a tradition that is fast becoming extinct in America. I do not have any concern with mobility in Pinedale. Traffic is heavier in the summer, but not what I call "congested." Drive in any big city (Denver, SLC, etc.) if you want to see congested! Do not, I repeat, do not add any traffic lights/signals. They are not necessary and would ruin the charm and appeal of Pinedale.
- Prefer that my children use the crosswalks with the pedestrian stoplights to cross Pine Street. This requires longer trips to get from A to B.
- Tempted jay walking on west end of Town
- Turning left on Pine Street from 4:45 5:30 PM is impossible. Need some traffic lights. (+3)

Parking

- Large campers/trucks that are parked near corners on Pine Street make turning from side streets onto Pine Street challenging at times.
- Parking on side streets within one block of Pine Street should be angle in parking (+1)
- Off street parking to make pedestrians easier to see.
- Reduce parking near street corners
- Enforce the parallel parking guidelines, a.k.a. can't park too close to corners, obstructing view of crosswalks.
- Do not do away with parallel parking on Pine St. And do not make the parking lane a bike lane. Bicyclists can take side streets--they don't need to be on a busy street like Pine St. in the first place. I have seen this happen in big cities where they take away a parking lane to make it a bike lane. Not necessary here

Traffic / Speeding

- Trucks (and cars) drive too fast thru town, very dangerous for pedestrians, local trucks guilty (6+)
- Traffic this summer has been extraordinarily high. Dynamic speed signs would help the motoring public see that they are speeding.
- Enforce speed limit, maybe even a speed indicator light so more aware of speeds. (3+)
- Multiple stop lights on Pine Street to help the flow of traffic (left turns)
- People speed / lack of enforcement.
- Not enough lighted crosswalks
- It is hard to get onto Pine Street from most side streets, especially if you must cross the lanes.
- Drivers speeding through town; drivers not waiting for pedestrians to cross all four lanes before proceeding.
- Speeding makes it hard to merge and I observe speeders clearly ignoring posted speed limit signs on a daily basis. Slow and easy gets one there safely. Bicyclists need to obey laws as well, numerous times they just jolt out of nowhere. We ALL have a responsibility to access the community in a safe manner.
- Impatient Drivers everywhere. Pull them over and give them tickets. No warnings.
- Sheriffs should be pulling people over in town during peak hours for five over. Instead of pulling over teenagers riding ATVs on the back roads. I'm aware that they're busy but their priorities should be pulling over the impatient people and giving them tickets before they kill someone. And for cell phone use in town.
- Recognizing that Sublette County has limited law enforcement capacity to limit speeding on Pine Street and residential roads, I'd love to see better signage, strategic stop lights with camera traps, speed bumps, or some other interventions to reduce speeds (1 upvote)
- Trying to see down the street when driving slow down the trucks as well as others that aren't following the speed limit.
- The crosswalk lights do not work-people don't stop for a red light (even though a red light means stop in every town/city/state). This includes locals. We need actual stop lights along Pine Street. People do not read the "crosswalk signs" in the middle of the road in the summer...they are on a mission to get where they are going and that means on their terms. I am walking or biking, all summer long, south of town, north of town, along Pine St., inside the city limits. I have seen it all. Locals say the out of towners cause the problems, however, the locals are equally guilty of speeding, not stopping for crosswalks, etc. A bypass for truckers would only give the cars more room to speed through town to their next destination. I really don't know what the answer is to help with transportation, when the drivers won't follow the current laws, except that with traffic lights, they would have to slow down or stop for other traffic and pedestrians.
- Bicycling or walking across the Pine Street highway is stressful and dangerous and my LEAST favorite thing about living in Sublette County for 6 1/4 years. (I grew up in Wyoming since the age of two years old.) (+1)
- On two separate occasions I have witnessed kid on bikes being hit by drivers speeding
- The biggest issue that I see needing addressed is the speeding through town, someone is going to get run over.
- Drivers no following rules- take up incorrect lane from side street, speeding driving offensively

Mobility (pathways/sidewalks)

- Safety for those in wheelchairs and power chairs
- Use and connect Wilson to the bike path
- Signage for walking paths connecting services and businesses in town
- Keep sidewalks to an absolute minimum

- Extend sidewalks on the Pinedale side streets (north and south) where sidewalks are missing. I believe
 extending the sidewalks would create a safer environment for drivers, bikes, and walkers who are traveling
 around take to access Pine, as well as the schools, library, parks, other walkways, the PAC, health offices,
 etc.
- The incorrect use of sidewalks and crosswalks by bikers/e-bikes especially is dangerous and frustrating. (+1)
- People detached from reality in favor of their cell phones and ear buds. Bicycles and e-bikes (motorcycles) on sidewalks and walking paths going too fast. Poor bicycle etiquette when passing pedestrians on paths.

Maintenance

- Crosswalk paint all through town fades, make more visible (+2)
- Would like more and consistent snow plowing of pathways (+4)
- Pave Pine Street
- Plow bike paths in winter, by elementary school, Sublette Center (was done last year) (+2)
- Like Big Piney, the Town of Pinedale should run a 4-wheeler with snowplow down the main street early mornings following a snowfall. Why not be as pedestrian friendly as Big Piney?
- Bike path on Soda Lake Road has dangerous root or frost heaves and my wife hit one while biking and had a bad fall. A high risk for injuries and liability issue for the city.

Features

- Need more trash cans
- We are a rural community. We do not need to be lit up at nights like a metropolitan area of suburb. No additional side of residential streetlights
- Greenery is known for its calming effect on all forms of trucks/cars /bikes and also creates an oasis appeal to visitors (i. e. women). If the planting pockets on Pine St. were properly addressed (horticulturally and design) these would also create more positive and lower tempo, urban spaces. Trees/ shrubs /flowers planted well require minimum maintenance. The water truck could easily manage these plantings (once a week) as opposed to very, very expensive hook-ups to underground water lines. (+1 on adding green)

Ideas / General Thoughts

- "slow your roll" signs along Pine St and in Peoples lawns to draw attention to slow people down.
- During the heavy traffic months, put up signs at more of the crosswalks informing of pedestrian right of way.
- The solution is NOT adding a traffic light, or multiple traffic lights, in Pinedale.
- Speed humps/tables, not bumps, could be very effective in slowing down traffic for the benefit of all. These structures can still be maintained for snow easily and don't break the bank.
- Quit trying to make Pinedale into a big city. What is all this preliminary planning and the actual project going to cost? Where is the money coming from? Taxpayers, I'm sure. The Town of Pinedale has obviously hired an expensive consulting firm to come up with this unnecessary pre-planning, followed by exorbitant infrastructure costs.

Feedback received from participating EMS for the Transportation Study:

- Connect roads to the north, CR 214 across Pine Creek to the West and hook onto Willow Lake Road by subdivision. Continue connection through proposed Motor Coach to Elementary School.
- Safe place for bikes/pedestrian to cross over 191 to new ball fields/soccer fields. Over pass....very expensive, but safest, Ped crossing at the very least with light similar to the ones in town?
- Turning lane in the middle of Pine Street for traffic to turn into and merge over. We like the extra stripe at the base of the hill coming from clinic to separate those turning west from those turning east.
- Mixed discussion on a potential traffic light at the intersection of 191 and Fremont Lake Road. There
 definitely is a bottle neck here in the mornings, with traffic turning to come up the hill and other
 traffic coming north on 191. This group of EMS feels a traffic light would not help with traffic flow as
 we respond to a 911.

#1 The speed at which people are driving thru town.

Suggestion: traffic lights that would help control that.

#2 Pedestrians crossing everywhere.

Suggestion: with the addition of traffic lights, you would have more control over pedestrian crossing.

#3 Two lane merge to one on the west end of town.

Suggestion: That two lane needs continued further west because its location right where people are entering the highway from the Conoco or Country Club Lane is dangerous.

#4 Ehman Lane intersection very busy with school traffic, hard to get on 191. Also very dark at night and hard to see.

Suggestion: not sure a traffic light is the best suggestion but at the very least, it needs some intersection lighting.

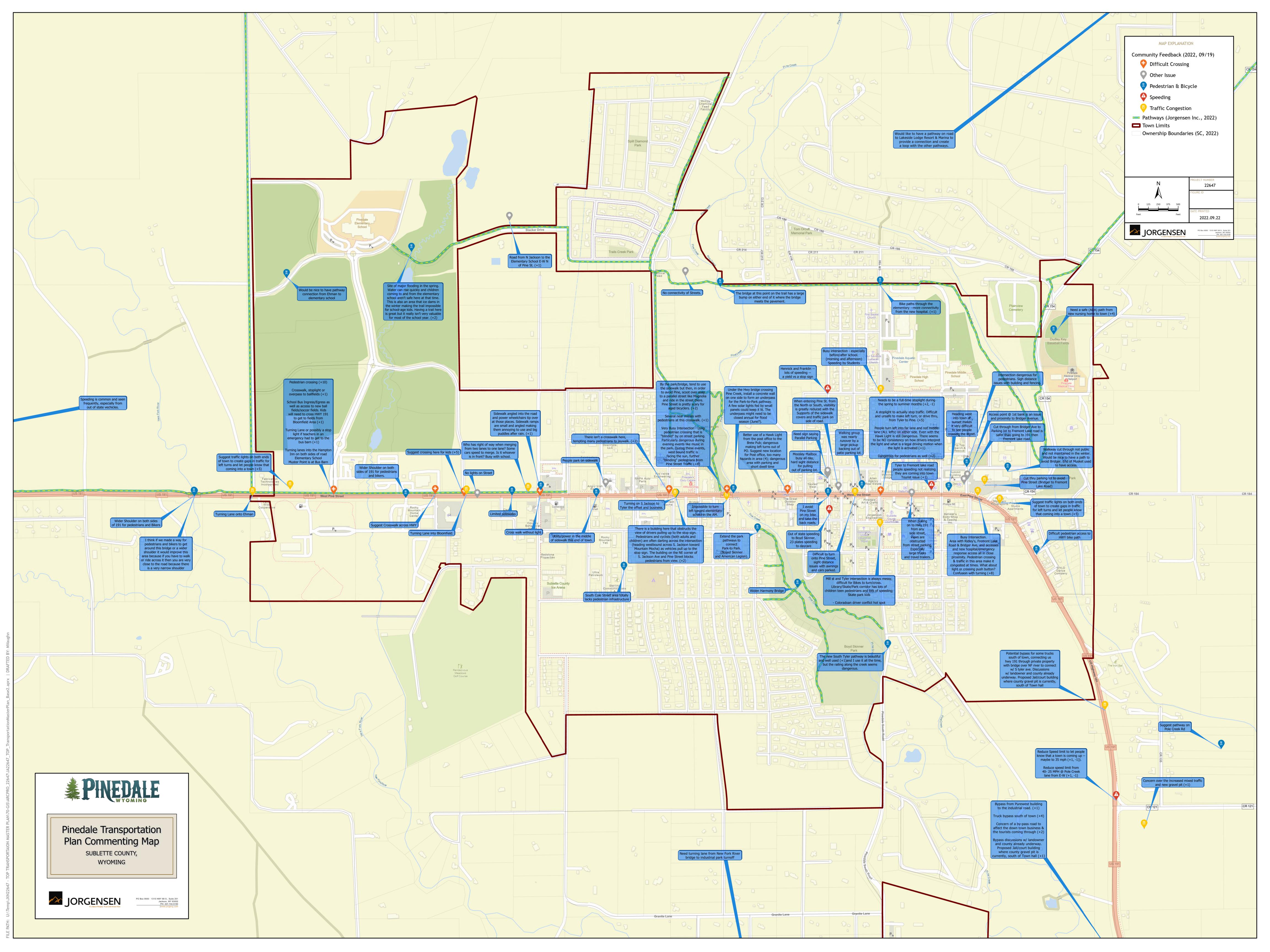
#5 Traffic pulling into the oncoming lane of traffic thinking that it is a turning lane. Suggestion: add turn lanes.

EMS feels that people are pretty good about pulling over for emergency lights in our county. Many visitors from other states are not as good.

Steve Kipp, Public Health Response Coordinator

PHN-PHPR Technical Advisor, Sublette County Public Health

- Bicycles usually are not following traffic laws and are acting as pedestrians while riding.
- I would re-emphasize the difficulty in seeing pedestrians on 191 through town. Being 4 lanes and parking on both sides, it is a wide street with pedestrians behind parked vehicles.
- I'm not sure I have any good solutions for these other than crossings under the roadway, but that is very cost prohibitive and creates its own safety issues. Bike lanes help, but it does not make bicyclists obey the laws and there is limited room on the right-of-way.



Appendix A.2 Comments and Coordination Report

Existing Condition Presentation 12/7/2023

Town of Pinedale Transportation Master Plan











Pinedale Transportation Master Plan

Town Council Update

December 12, 2022

Presented by: Jorgensen and FHU











Goal and Objectives

The Master Plan study will assess mobility needs and identify actionable near-term and long-term solutions for enhancing safety, accessibility, connectivity, resiliency, and livability within our community. The goal of the Transportation Master Plan is to use real data and input from the community and Steering Committee to develop data-driven transportation alternatives and recommendations to improve Pine Street and the local transportation network. These alternatives and recommendations will provide an actionable plan for the community on which to base future transportation decisions.

Public Feedback & Perceived Issues

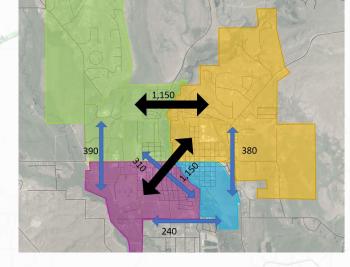
- Left turns on Pine Street
- Trucks and speeding on Pine Street
- Safe sight distances for vehicles turning onto Pine Street
- Pedestrian safety
- Pathway connectivity



- Review available data (WYDOT, Sublette County)
- Bike/Ped Counters
- StreetLight Data (Annual, monthly review)
- Observation
- Workshops

Vehicle Transportation Analysis and Identified Issues

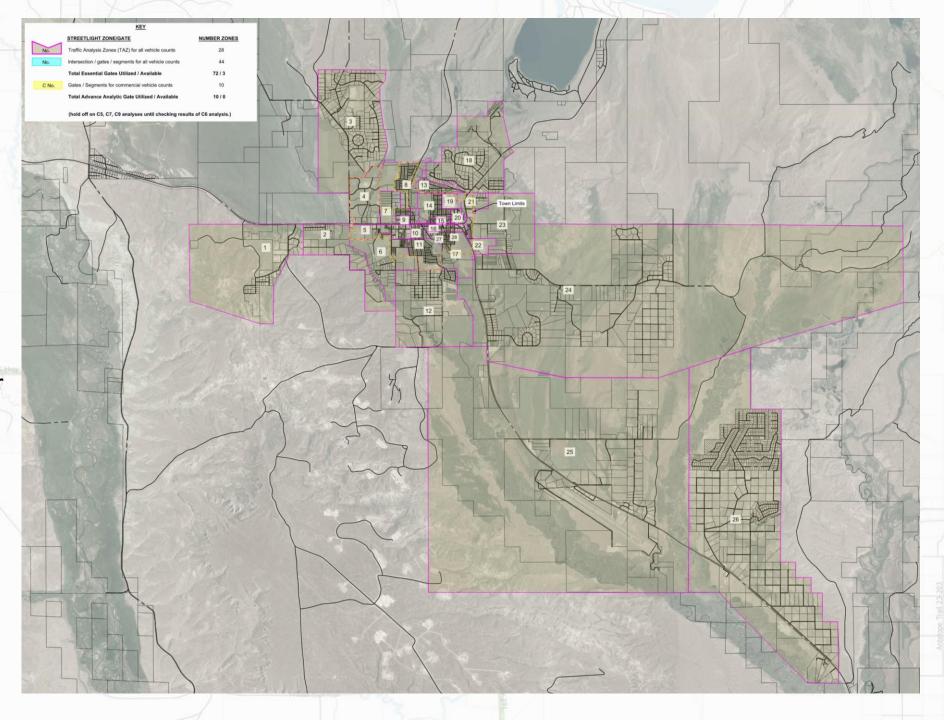
- Local Network connectivity
- Truck traffic
- Pine Street geometry sight distance and safety
- Speed
- Pine Street capacity



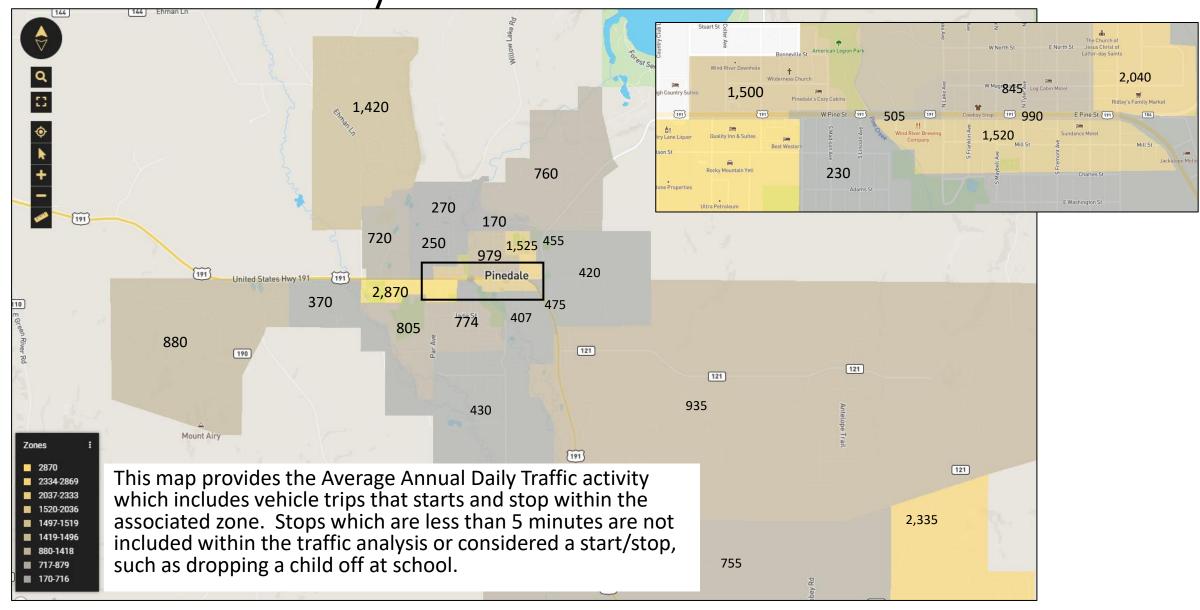


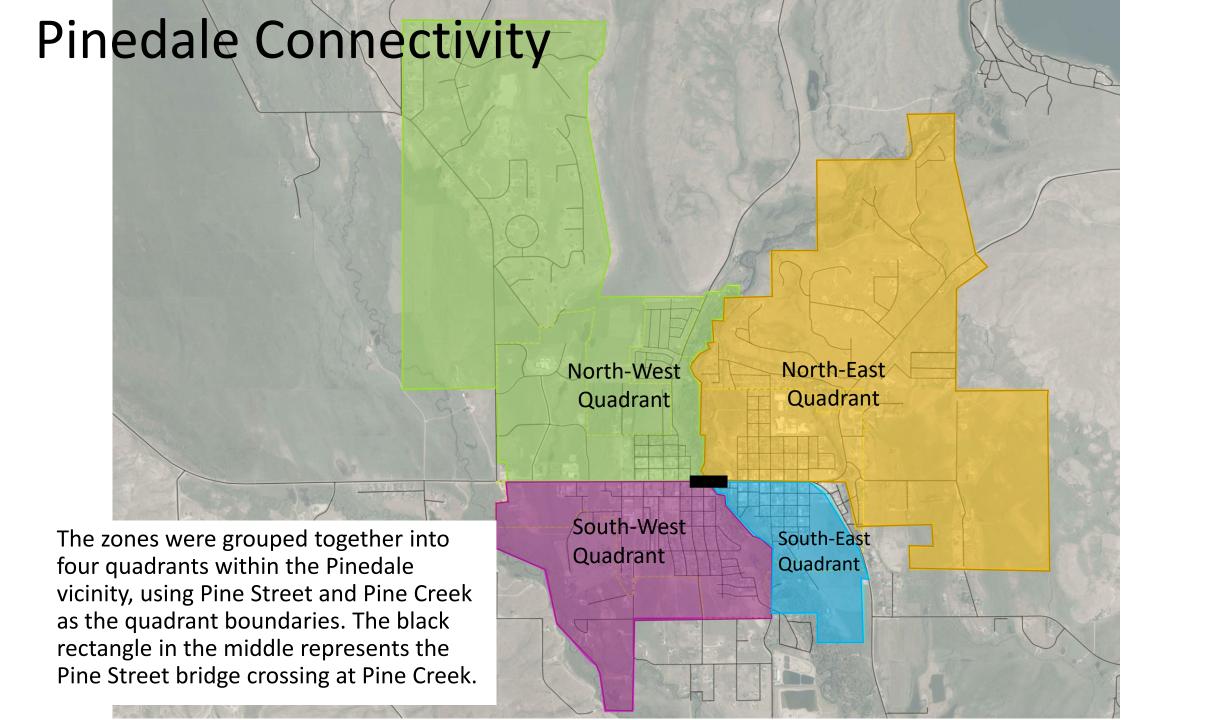
StreetLight Analysis

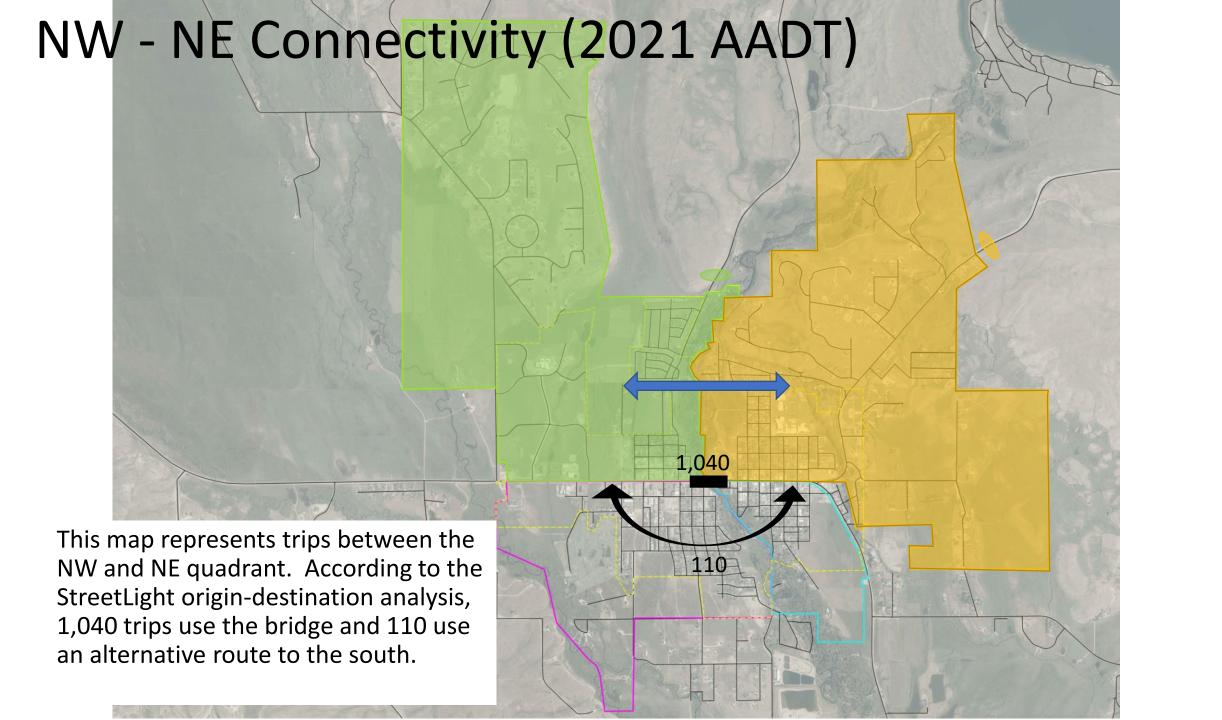
Transportation Analysis
Zones (TAZs) were
developed based on
zoning and roadway
network. These TAZs
are used to "group"
transportation areas for
analysis with the use of
StreetLight Data.

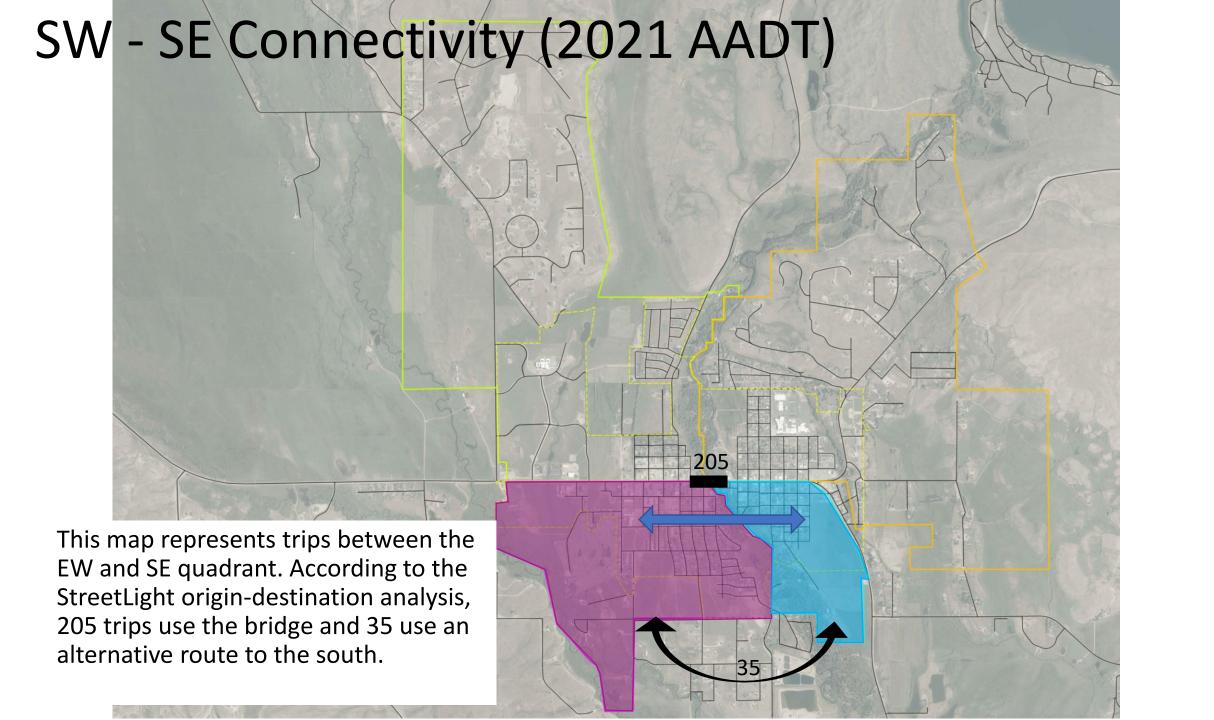


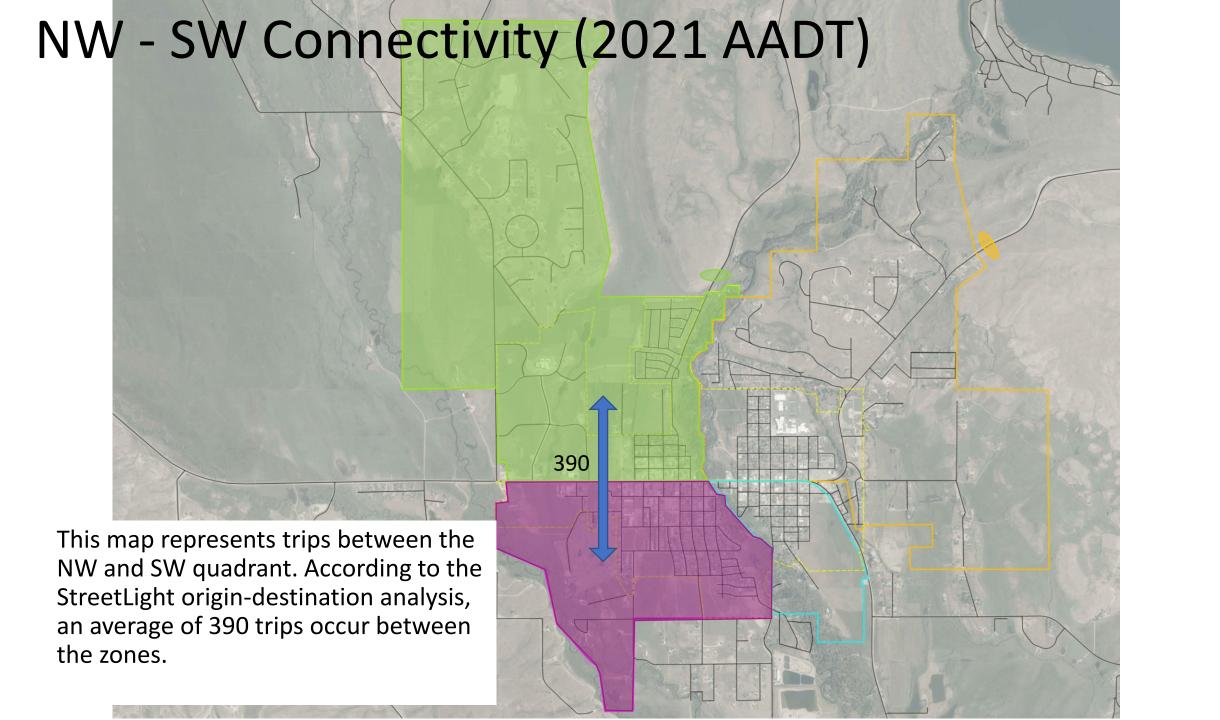
2021 Zone Activity

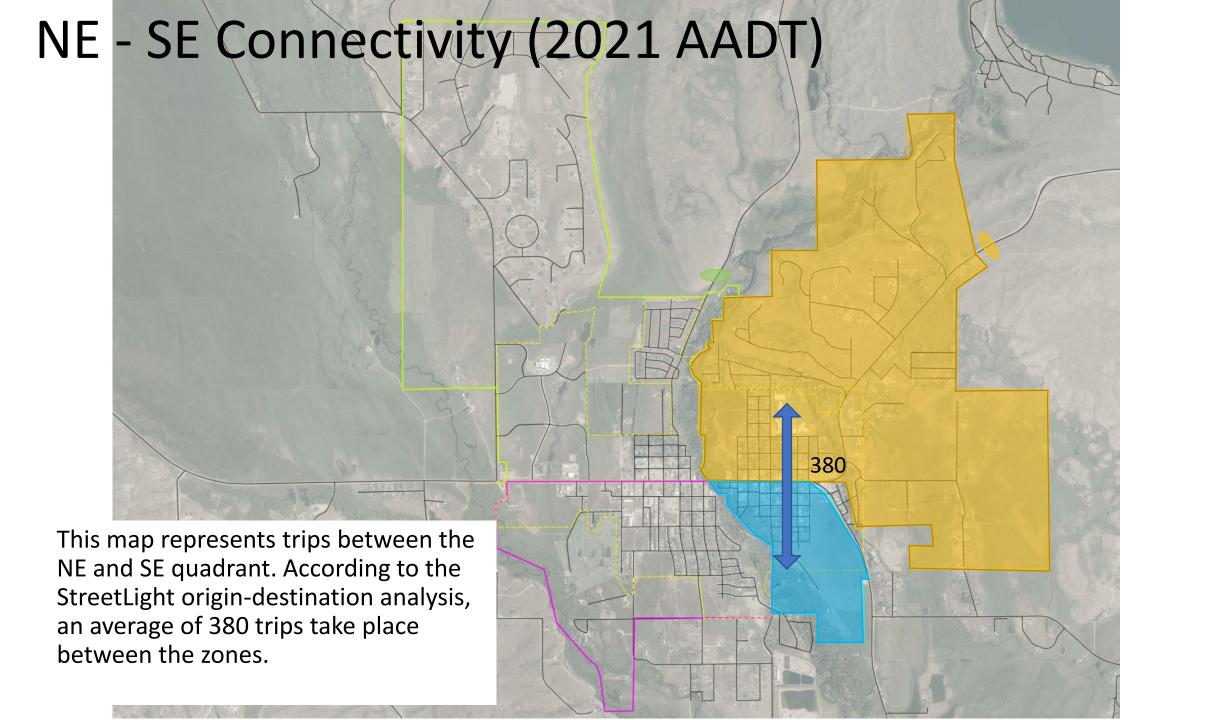


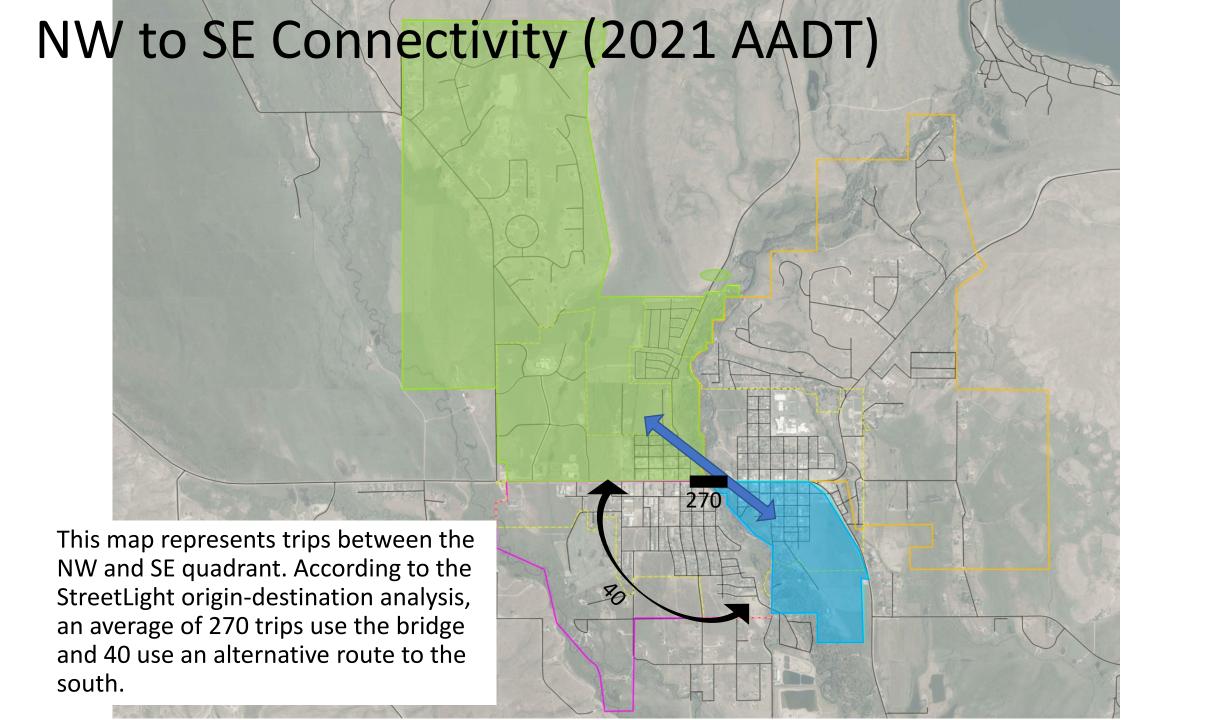


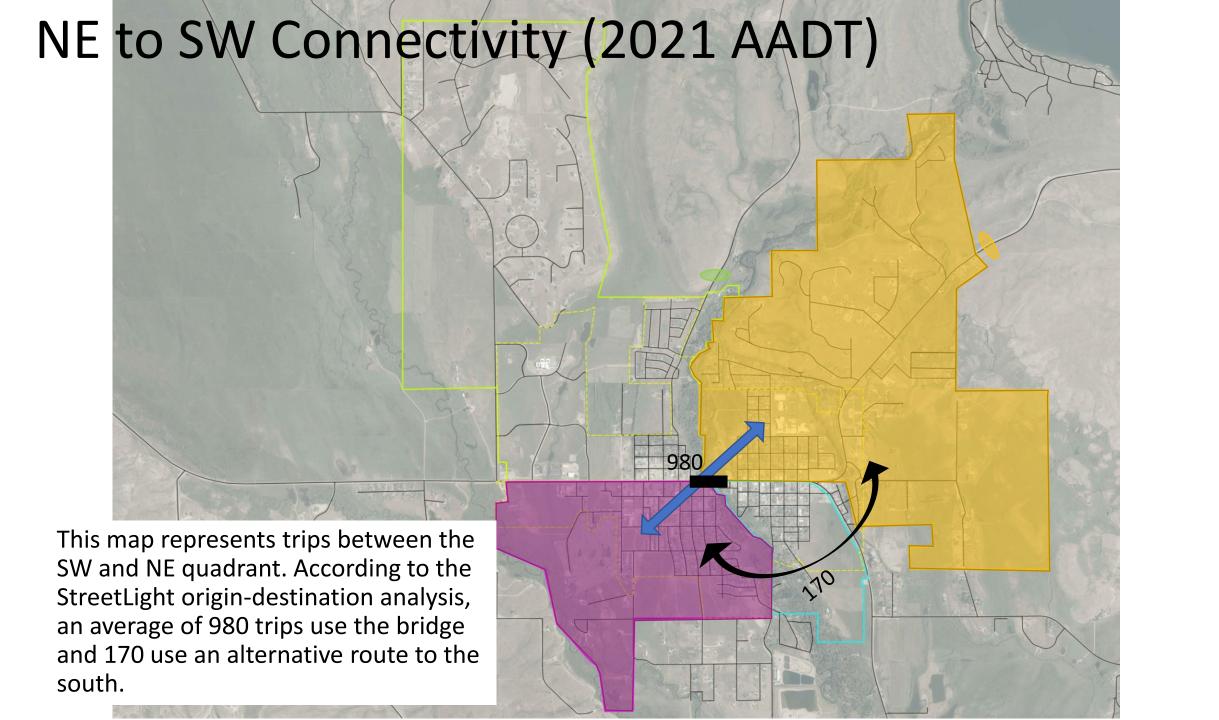


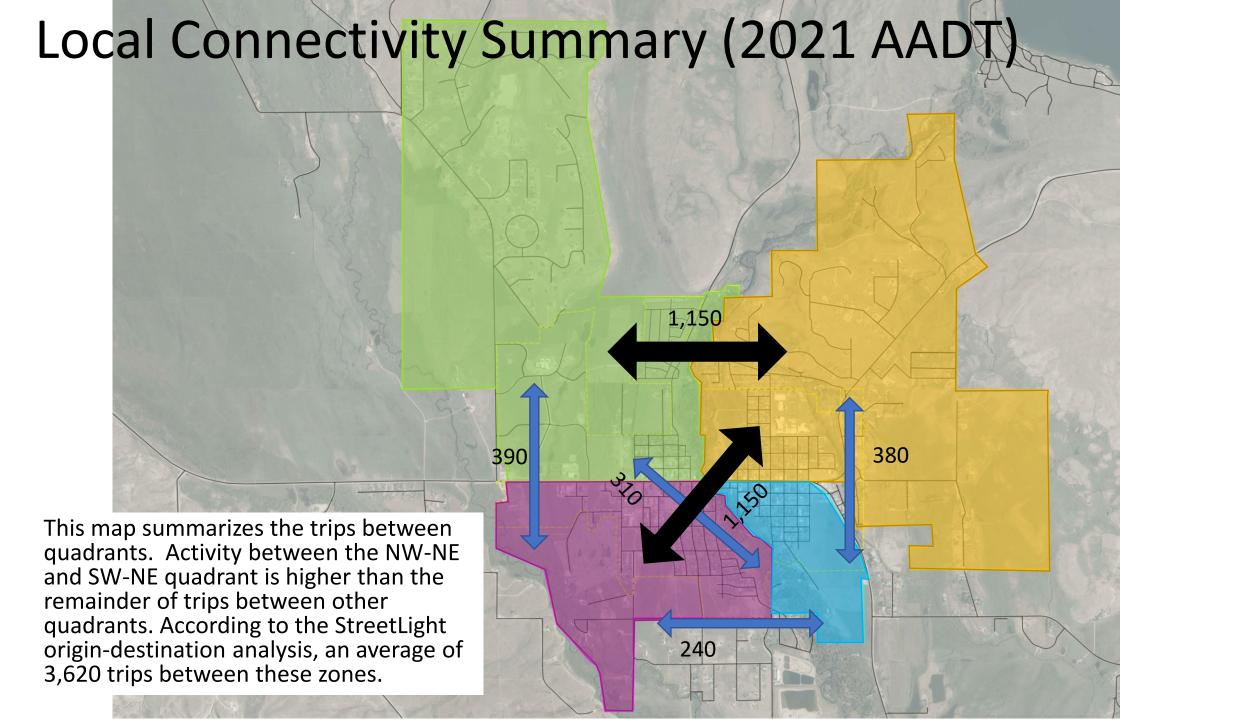












Pine Street Thru Traffic July (2021)



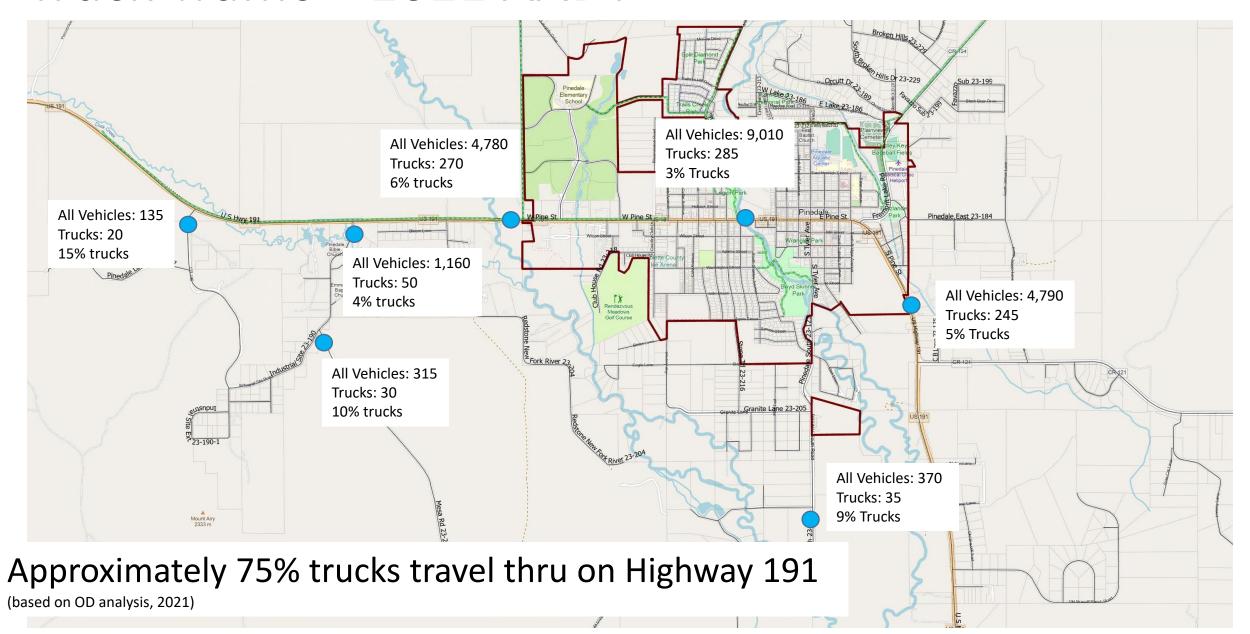
Based on July average daily traffic and the StreetLight analysis, 25% thru traffic (within middle of town)

Pine Street Thru Traffic March (2021)



Based on March average daily traffic and the StreetLight analysis, 10% thru traffic (within middle of town)

Truck Traffic – 2021 AADT



Speed Study (2016)

85TH PERCENTILE SPEED NB/SB (MPH)



Pine Street Capacity (Tyler Intersection)

Two-way-stop-controlled Intersection Level of Service

Control Delay (s/veh)	Level of Service
≤10	Α
>10-15	В
>15-25	С
>25-35	D
>35-50	Е
>50	F

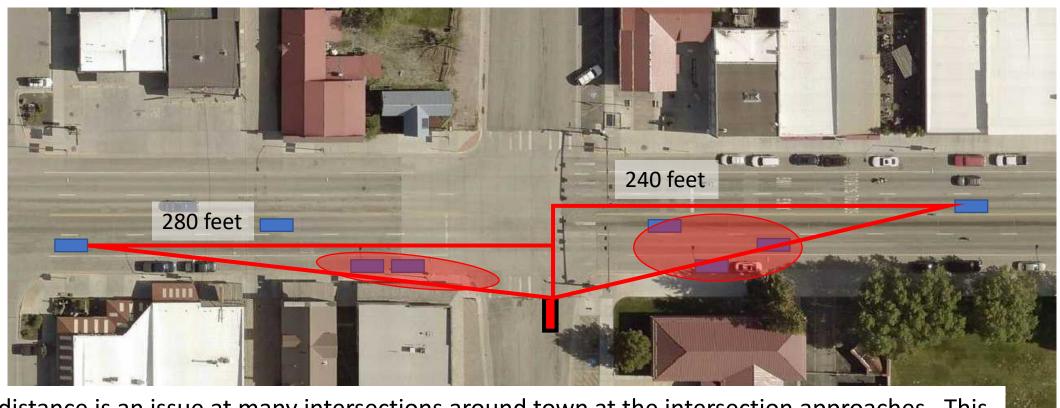
Level of Service is calculated during the peak hour of traffic movements at the intersection.

Pine Street Capacity (Tyler Intersection)

Average % Increase	Traffic Volume (vehicles per day)	Level of Service for Minor Approach Movements
Current	7,000 - 11,000	LOS C – LOS D
33% increase	11,000 - 13,000	LOS E
66% increase	14,000 - 16,000	LOS F

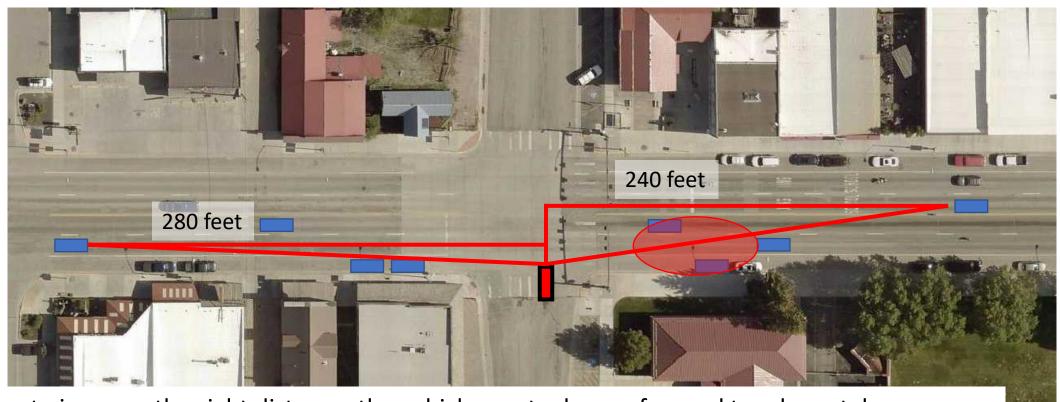
The capacity of the HWY 191 is much more than 16,000 vpd; however as the volume on HWY 191 increases, the level of service for left turns onto the roadway or thru movements across the roadway decreases. With a capacity of 16,000 vpd the level of service for the approaches will operated at an F during the peak hours.

Sight Distance Triangle – Tyler Intersection Example



Sight distance is an issue at many intersections around town at the intersection approaches. This is an example at the intersection of Pine Street and Tyler Avenue. There are obstructions when sitting behind the crosswalk at this intersection. The required site distances, provided above, are based on the AASHTO Policy on Geometric Design of Highways and Streets.

Sight Distance Triangle – Tyler Intersection Example



In order to improve the sight distance, the vehicle must advance forward to adequately see vehicles on Pine Street. For this example, the vehicle is now on the crosswalk, making this unsafe for pedestrians.

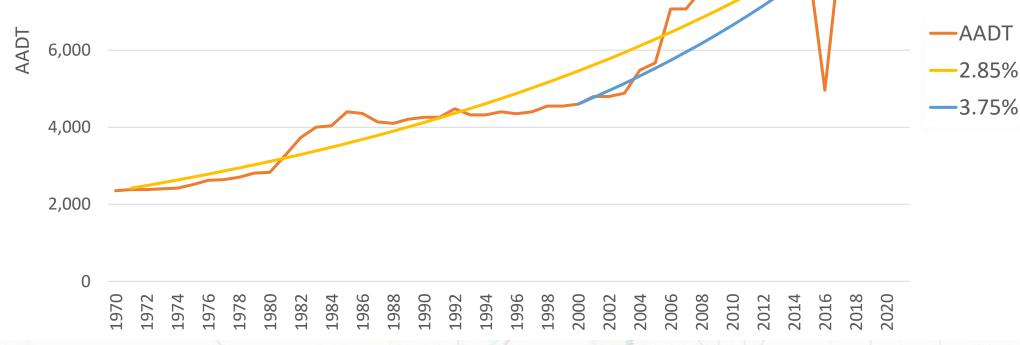


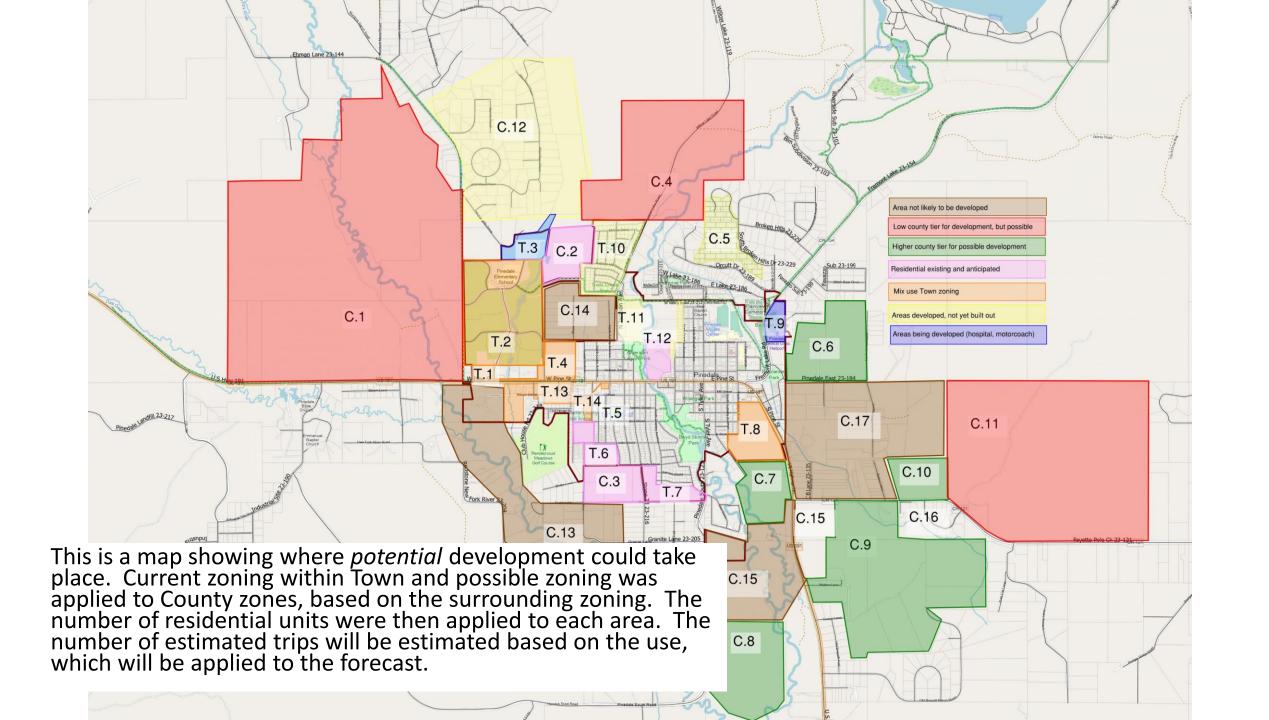
- Long term impacts to transportation network, account for growth over next 20-25 years
- Town & vicinity growth, recreation, regional growth
- HWY 191 growth and sustainability

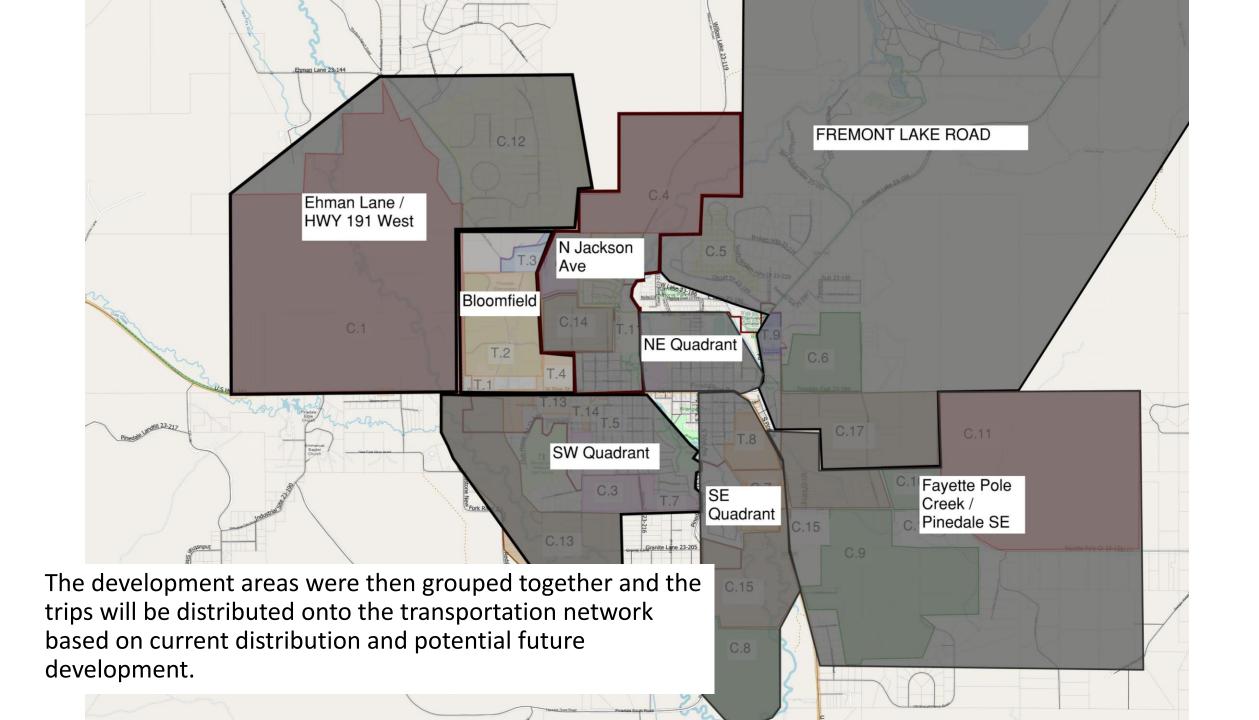
Pine Street Growth (Fremont Lake Road Pinedale Segment)

12,000

Traffic growth has not remained consistent over time on Pine Street. This growth includes regional growth and local growth within Town.







Forecasting

Based on historic trends and team discussions a 2% growth on HWY 191 and collector roads including Ehman Lane, Willow Lake, and Fremont Lake Road will be applied to capture increased trips from the region and for possible growth in recreation. A 1% growth factor across the rest of the transportation network will be applied. We will then apply vehicle trips for development growth within the vicinity to account for the remainder of development and vicinity population growth. Commercial development will be taken into account with some re-distribution factors, but we do not want to double count trips which are already accounted. For example, if a new grocery store were ever constructed on the west end of town this would redistribute some existing trips from the current grocery stores to the new.

Bicycle & Pedestrian Activity

 Daily pathway users (October 2022)

• Harmony Bridge: 150-200

• Tranquility Bridge: 50-80

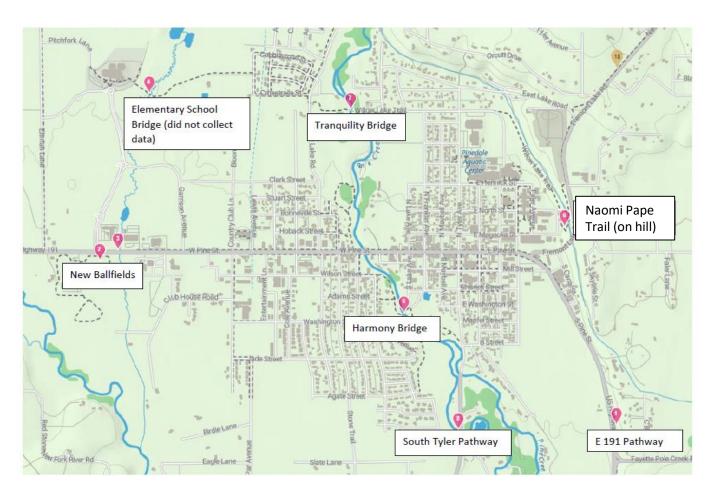
• South Tyler: 30-50

• Naomi Pape Trail: 30-50

• Barber Creek: 10-20

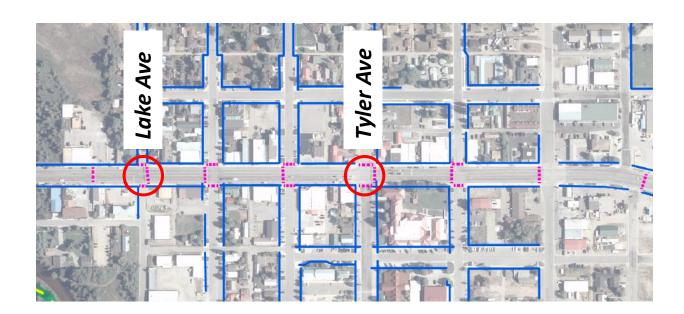
• E 191: 5-10

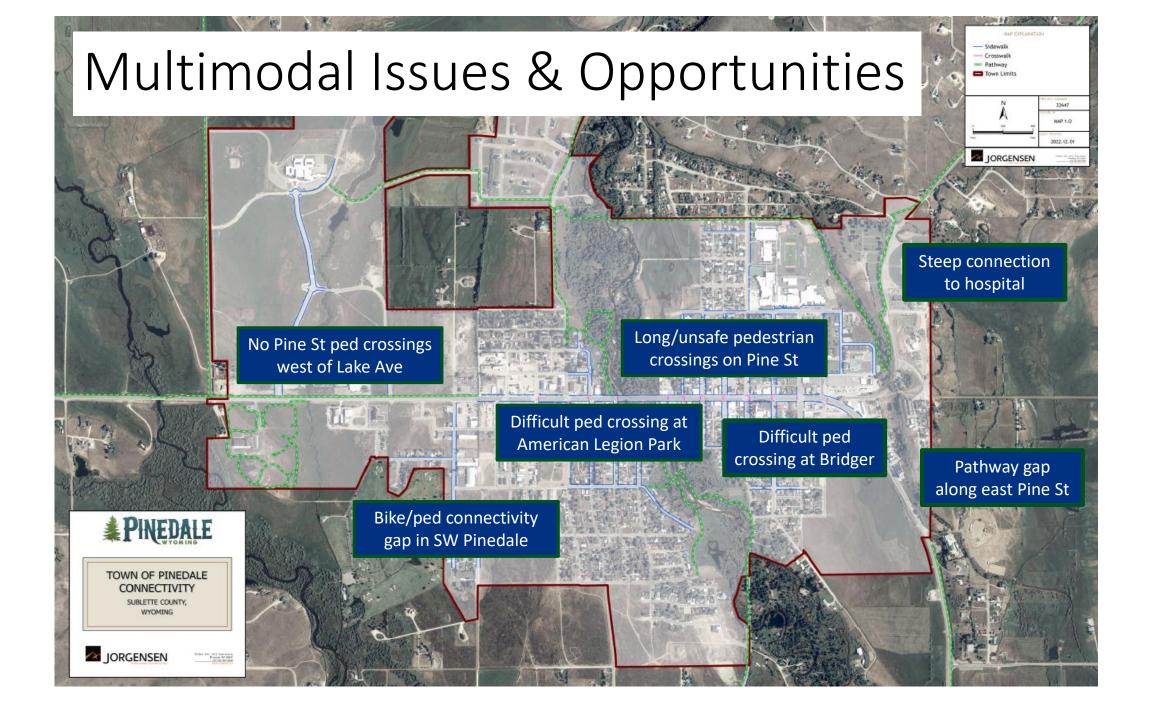
• Ballfields: 0-10



Bicycle & Pedestrian Activity

- HAWK crossing activations
 - Analyzed data from one week in February and one week in July
 - Tyler & Pine: 716 uses in July, 243 in February
 - Lake & Pine: 373 uses in July, 65 in February
 - Majority of activations between 11am and 5pm







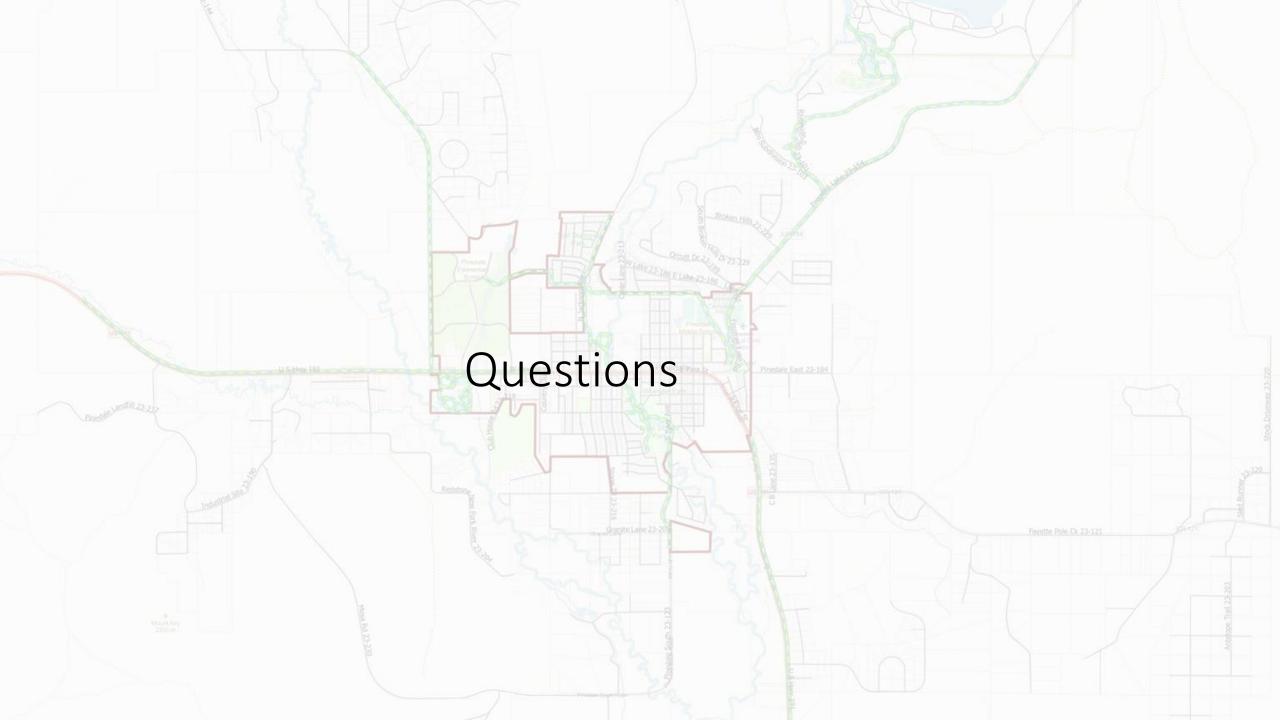
- Winter analysis (March) and summer analysis (July)
- Intersection analysis current and forecast conditions
- Safety analysis (DyExSys)
- Right of Way review, identification and connectivity

Next Steps, recommendations, solutions

- Additional Pine Street analysis and modeling
- Safety audit
- Alternatives development, matrix assessment
- Thresholds and timing for improvements
- Funding opportunities
- Community involvement

Project schedule Overview

Item	Schedule	
Analyses and forecasting	Current – January	
Safety audit	Current – January	
Right-of-way review & identification	January – Febr	uary
Alternatives review & evaluation	January – Early	y Feb
Steering Committee		February
Public Workshop		February
Preferred Alternatives		Late Feb
Town Adoption and Presentation		March



Appendix A.3 Comments and Coordination Report

Alternatives Discussions, Steering Committee Notes, Community Feedback

Town of Pinedale Transportation Master Plan















WELCOME

Thank you for joining us to provide your input about mobility and transportation in Pinedale!

Why develop a Transportation Master Plan and Pedestrian Safety Plan?

The Town of Pinedale recognizes the need to enhance safety,

accessibility connectivity resiliency &

accessibility, connectivity, resiliency, & livability in our community!

Help us assess mobility needs & identify actionable near- and long-term solutions.

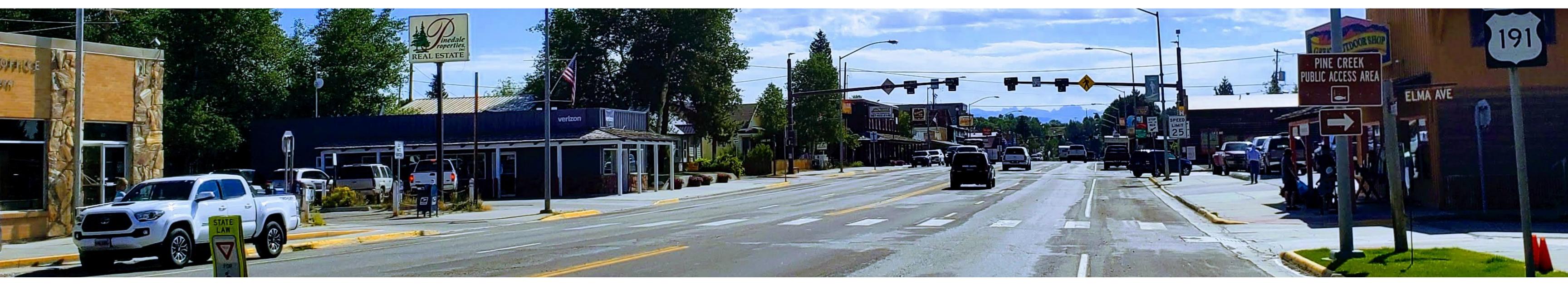
How to get the most out of this workshop

- Take a look at the displays and talk with the project team
- Fill out the project survey when you are here or complete the survey thru Friday, March 9th via the town website

Following the presentation and from review of the displays, share your thoughts with the team about Pinedale's mobility:

- What are your concerns about transportation today and what is projected?
- What are your thoughts about the Pine Street and network alternatives presented?
- Do you have any thoughts about multimodal considerations?

Note: A Transportation Master Plan public workshop was held on March 1, 2023 at the Pinedale Sublette County Library. The information presented here are the posters which were displayed at the workshop.



The Project Team







Community Partners















Project Overview

Purpose of Master Planning

A Master Plan helps communities and stakeholders make educated and data-driven decisions about transportation programs, policies, and projects to fund and advance. This Master Plan will include implementation strategies to improve the transportation system, and enhance safety, accessibility and connectivity while aligning with the community goals and objectives for the short- to long-term. Having this plan in place will give the Town and stakeholders leverage when applying for grants and funding to support local transportation projects in the future and account for transportation with future growth development. This study focuses on motor vehicle, pedestrian, bicycle, and commercial truck travel patterns.



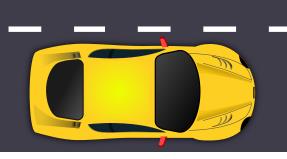
Construction &

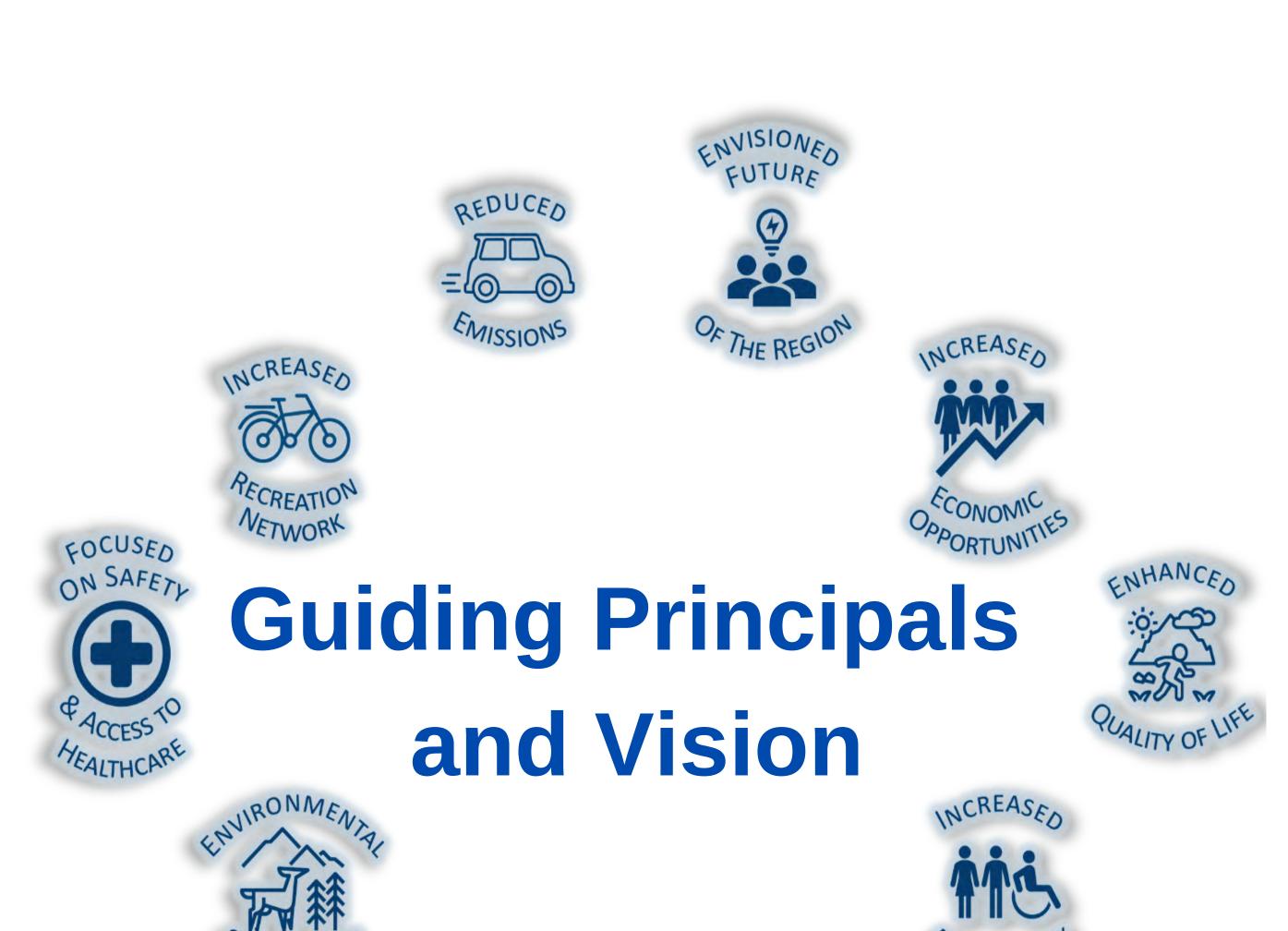
Project

Implementation

Construction

Design





Transportation Master Plan

This study will assess mobility needs and identify actionable near-term and long-term solutions for enhancing safety, accessibility, connectivity, resiliency, and livability within our community. The goal of the Transportation Master Plan is to use real data and input from the community and Steering Committee to develop data-driven transportation alternatives and recommendations to improve Pine Street and the local transportation network. These alternatives and recommendations will provide an actionable plan for the community on which to base future transportation decisions.

Pedestrian Safety Project

Process

Development

Simultaneous to the Master Plan, the Pedestrian Safety Project is ongoing to review, evaluate and develop pedestrian and bicycle improvement alternatives along Pine Street / HWY 191. Construction drawings will be developed this coming winter and spring to address the selected alternatives.

Way Process



Transportation Issues & Challenges

Key Identified Issues

Pine Street

- Capacity & intersection turning movements
- Ped safety/access
- Multimodal
- Existing layout (sight distance, crossing, turn lane)
- Speed
- Trucks
- HAWK Lights
- Excessive accesses

Network Connectivity

- Lack of connectivity
- Pine Creek Crossing
 (this was not highly identified in public workshop)
- By-pass, south regional connection

Intersection

related

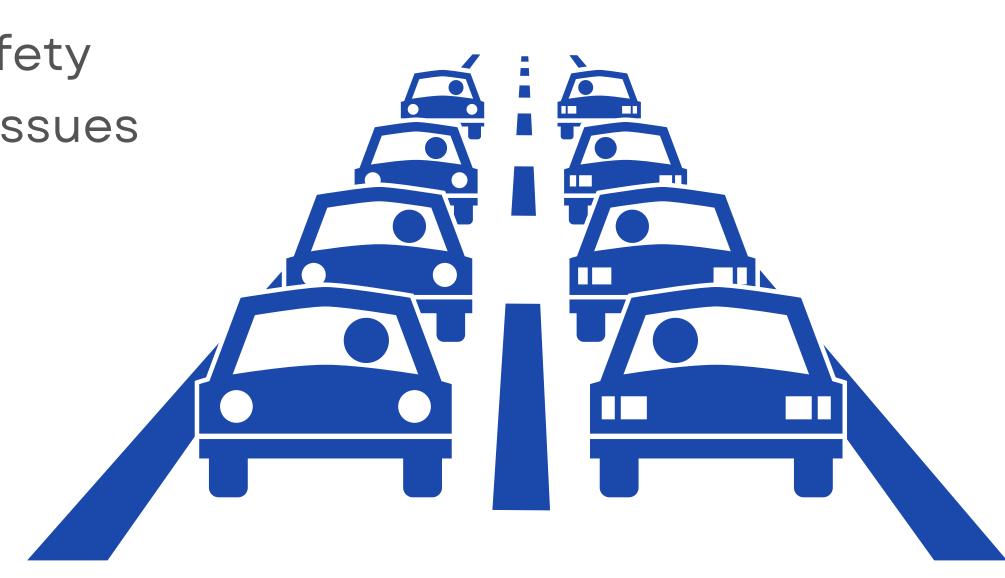
20

intersection

33

Multimodal

- Pedestrian safety
- Connectivity issues



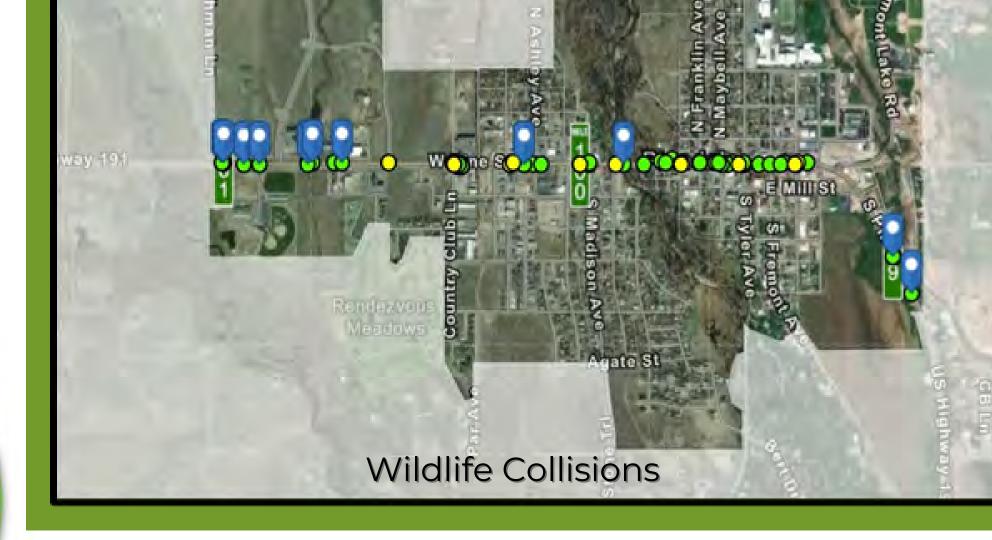
Pine Street Safety Analysis

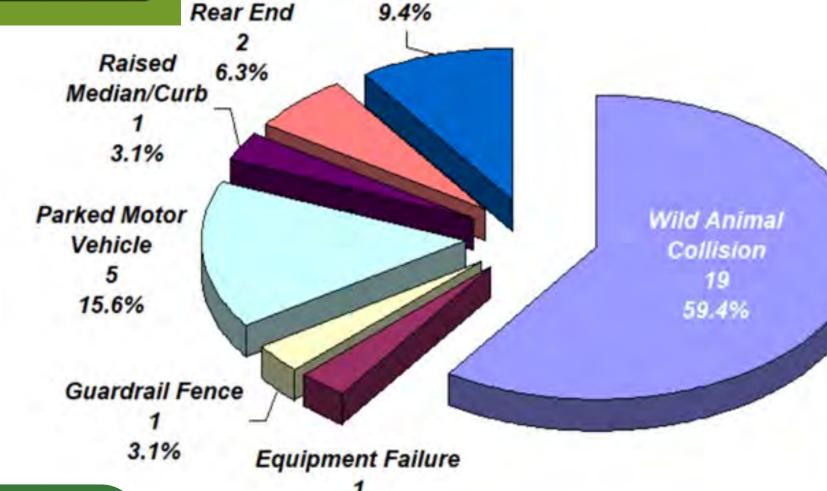
Non-intersection Crashes



Intersection Related

- 12 PDO crashes and 8 Injury crashes with 9 people injured.
- Intersections recording 3 or more crashes:
 - Sublette Avenue,
 - Tyler Avenue
 - Country Club Lane (weather related, lane merge)





3.1%

Sideswipe Same

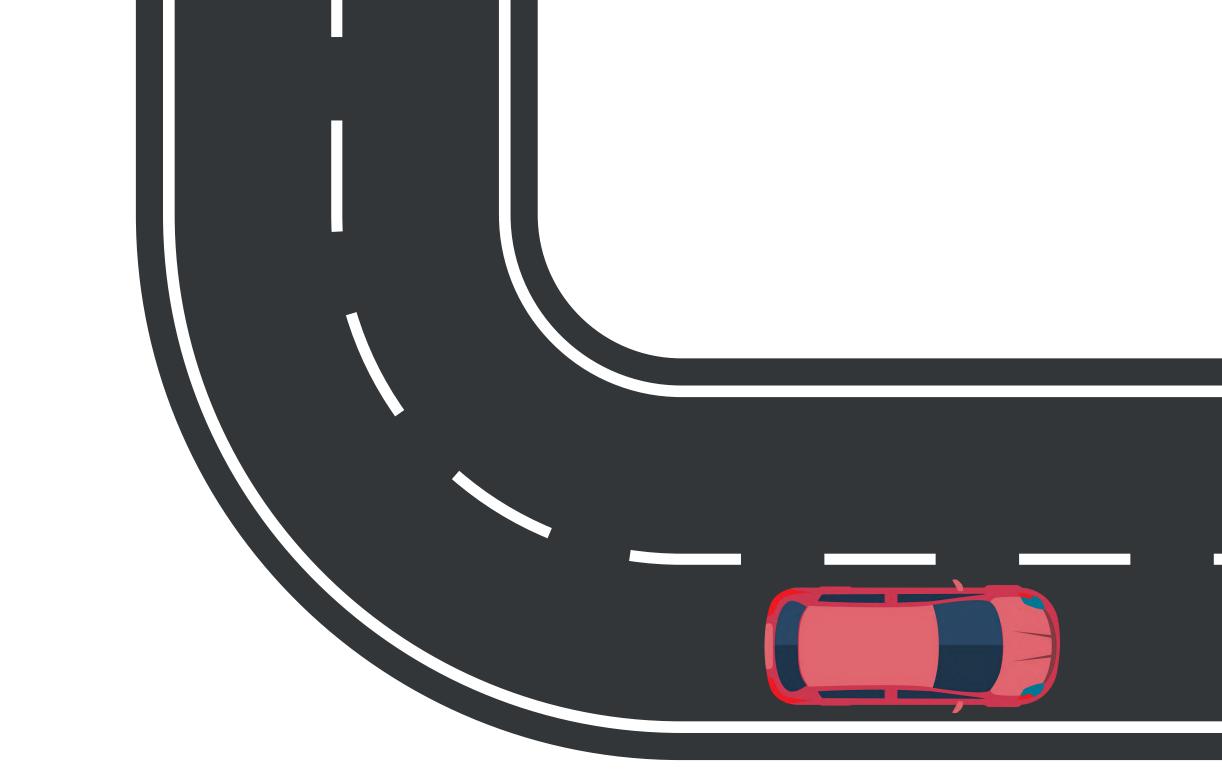
Direction

A total of **64**crashes took place
on Pine Street
between 2016-2021

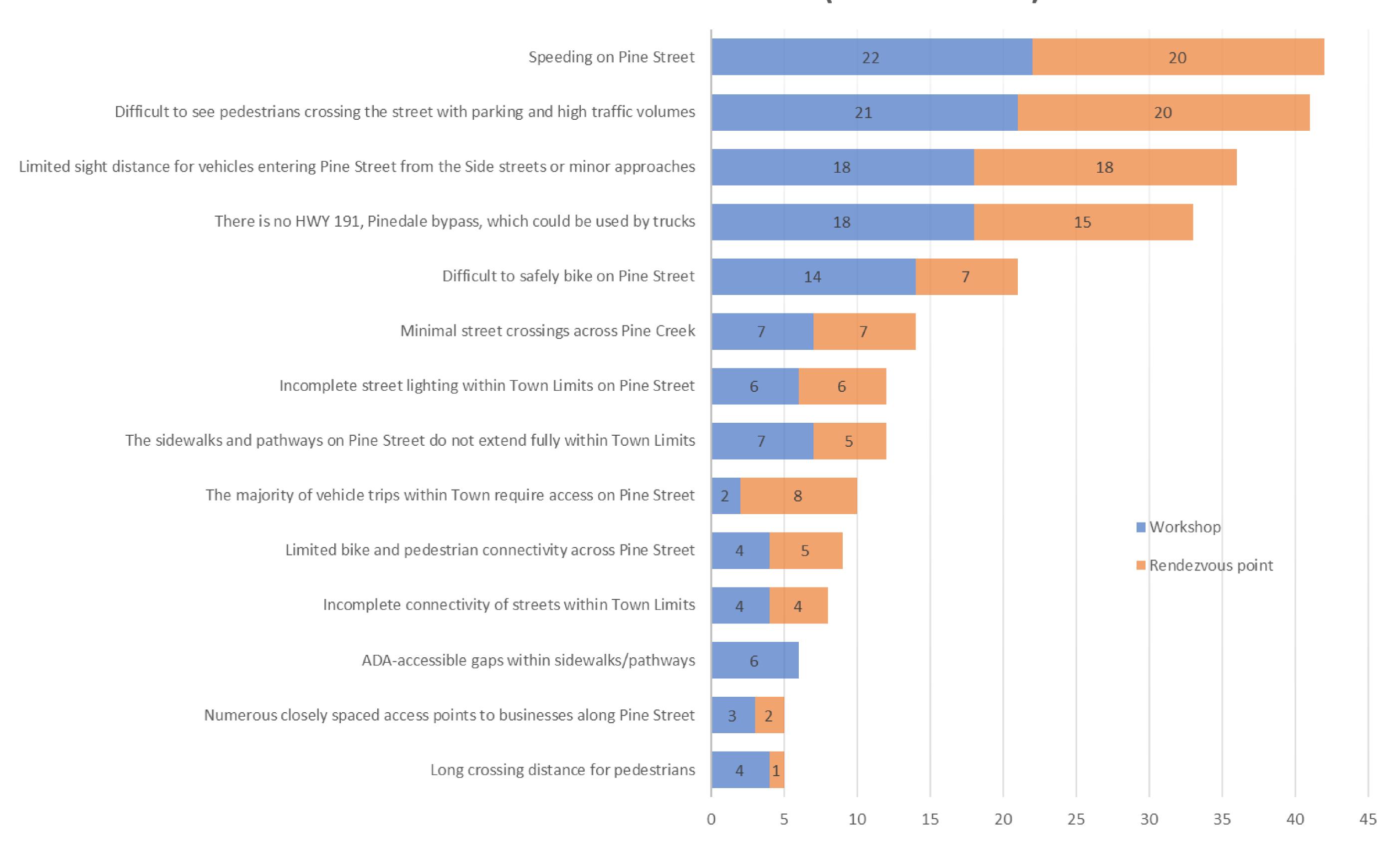
Pine Street
Safety Analysis

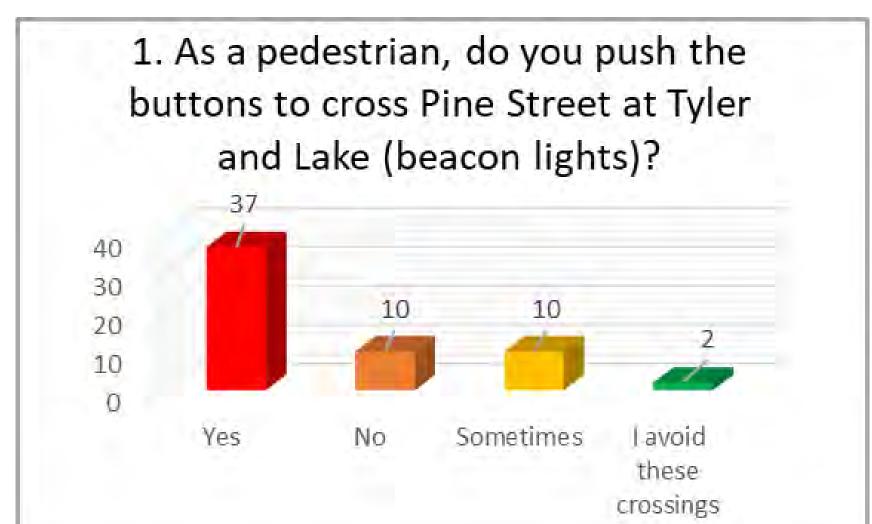
Diexsys
Road Safety Analytics

August Public Workshop Survey Results from Library & Rendezvous Point

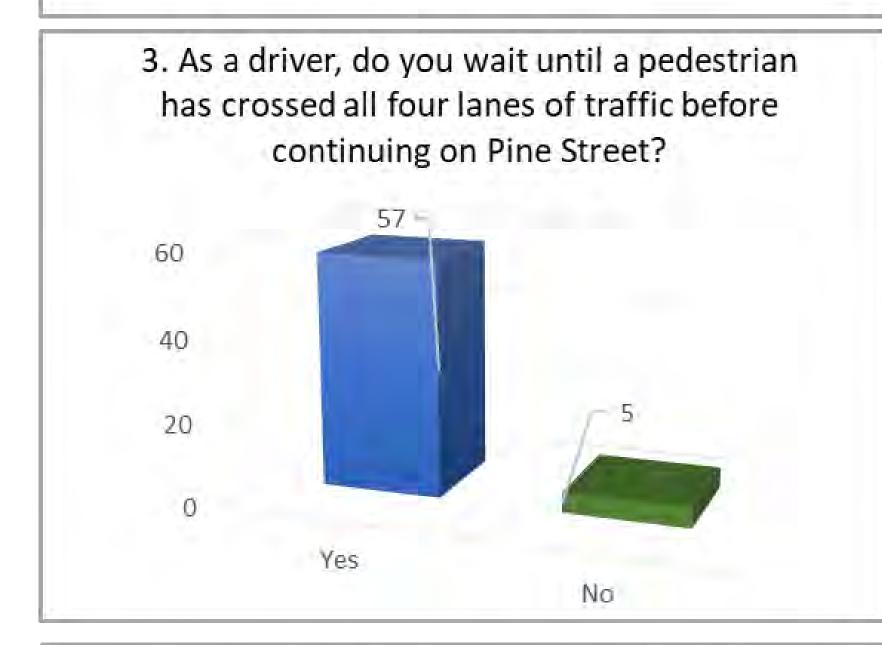


TRANSPORTATION CHALLENGES (PICK UP TO 5)



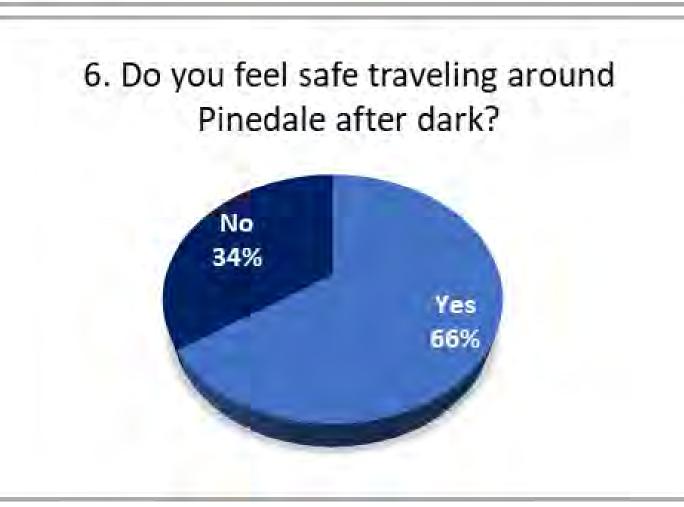


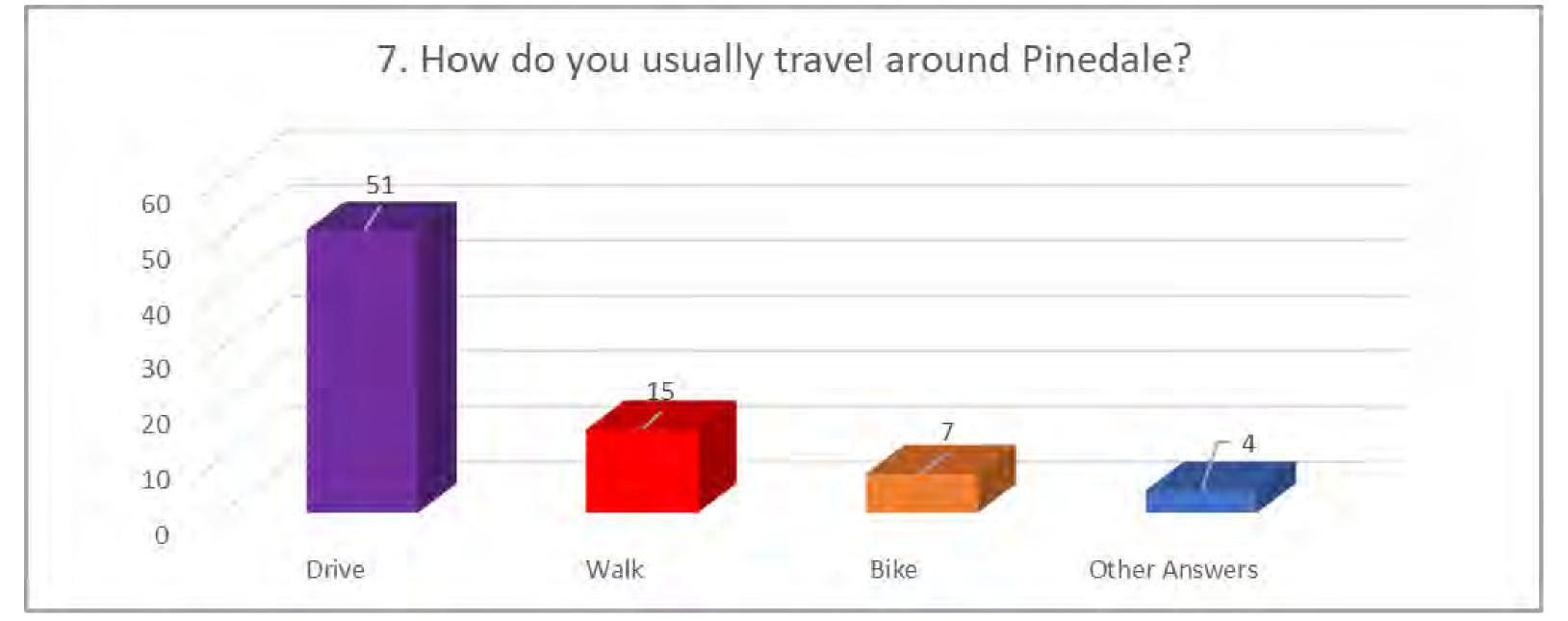


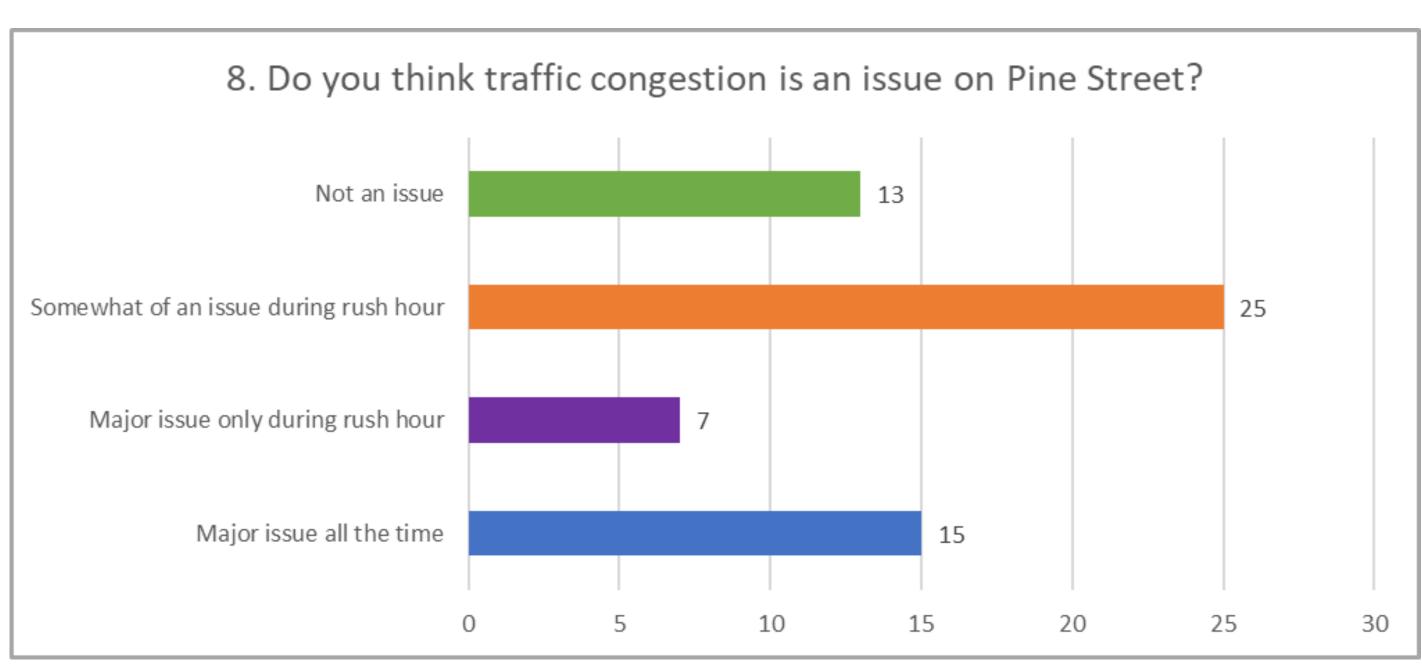


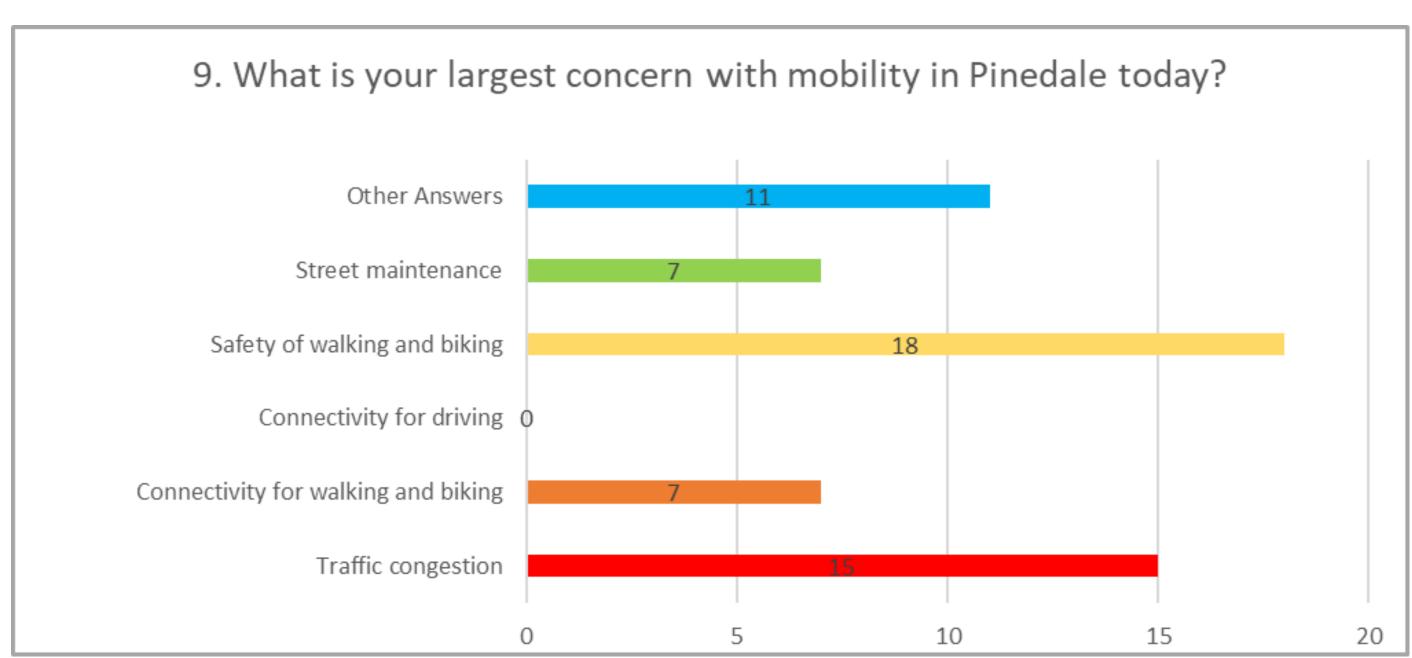






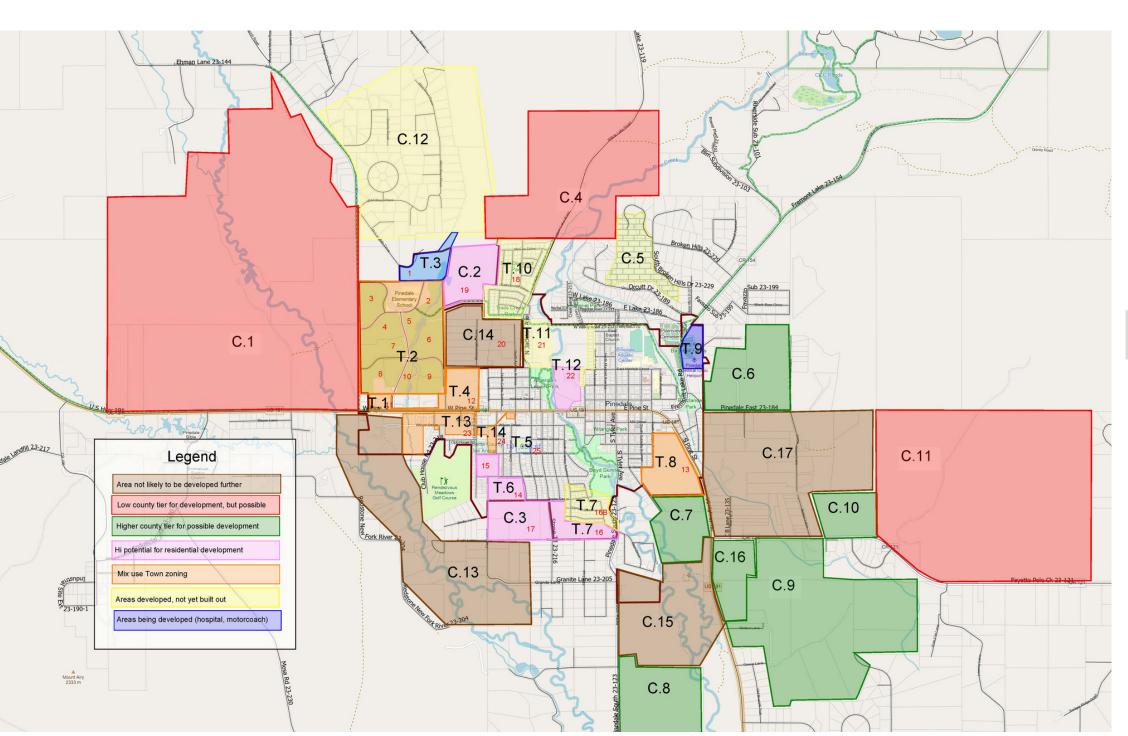






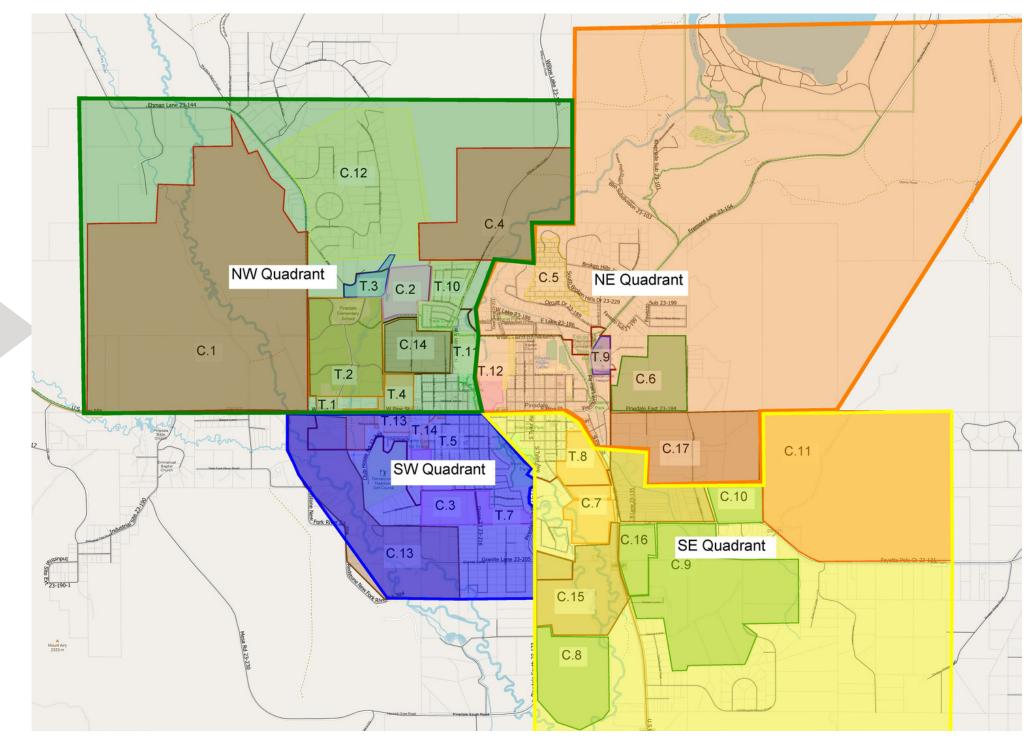
Pinedale Vicinity Growth & Traffic Forecasting

Forecasted long term land use and vicinity growth



Full Summary	Town	County	Total	
Vacant Residential Lots	138	144	282	dwelling units
Potential Residential	1752	737	2489	dwelling units
Total Residential	1890	881	2771	dwelling units
Commercial / Gravel Pit	147	66	213	acres

The growth was grouped into quadrants (using Pine Street and Pine Creek as the boundaries) and estimate trips and distribution based on vicinity development



Vicinity Growth

Regional &

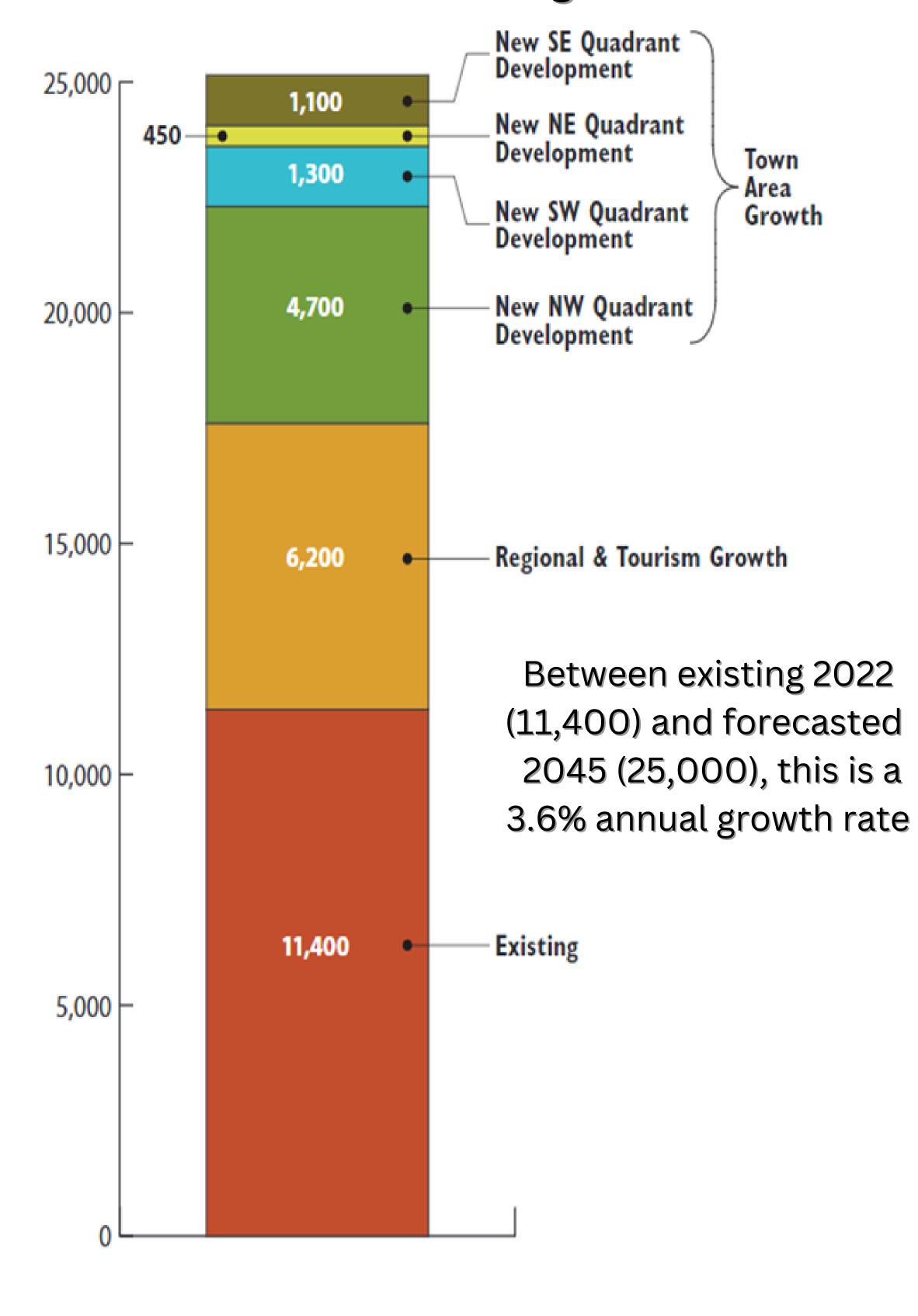
Tourism Growth

Existing Traffic

(July at Bridge)

Residential A	rea % Growth	Commercial/Industrial % Growth		
55%	6%	47%	4%	
18%	21%	14%	36%	

Pine Street July Daily Traffic At Pine Creek Bridge



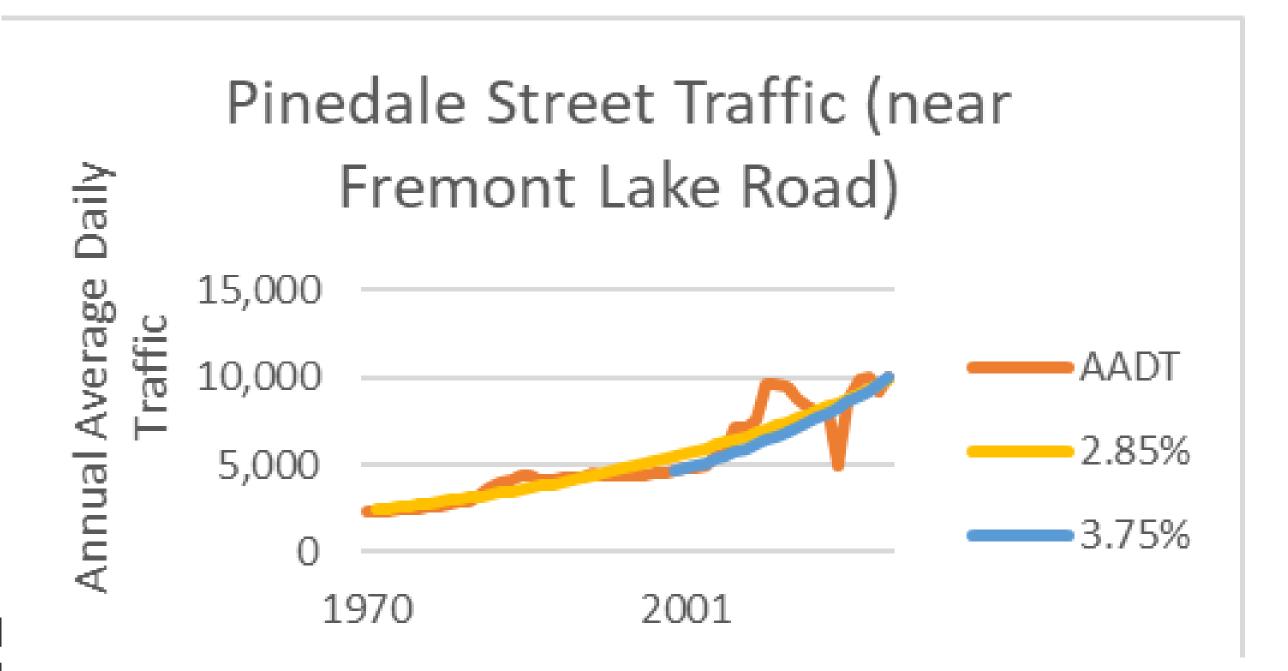
To account for additional regional growth and tourism a 2% annual growth factor was added to background growth was added to Pine Street traffic and collector roads. 1% growth

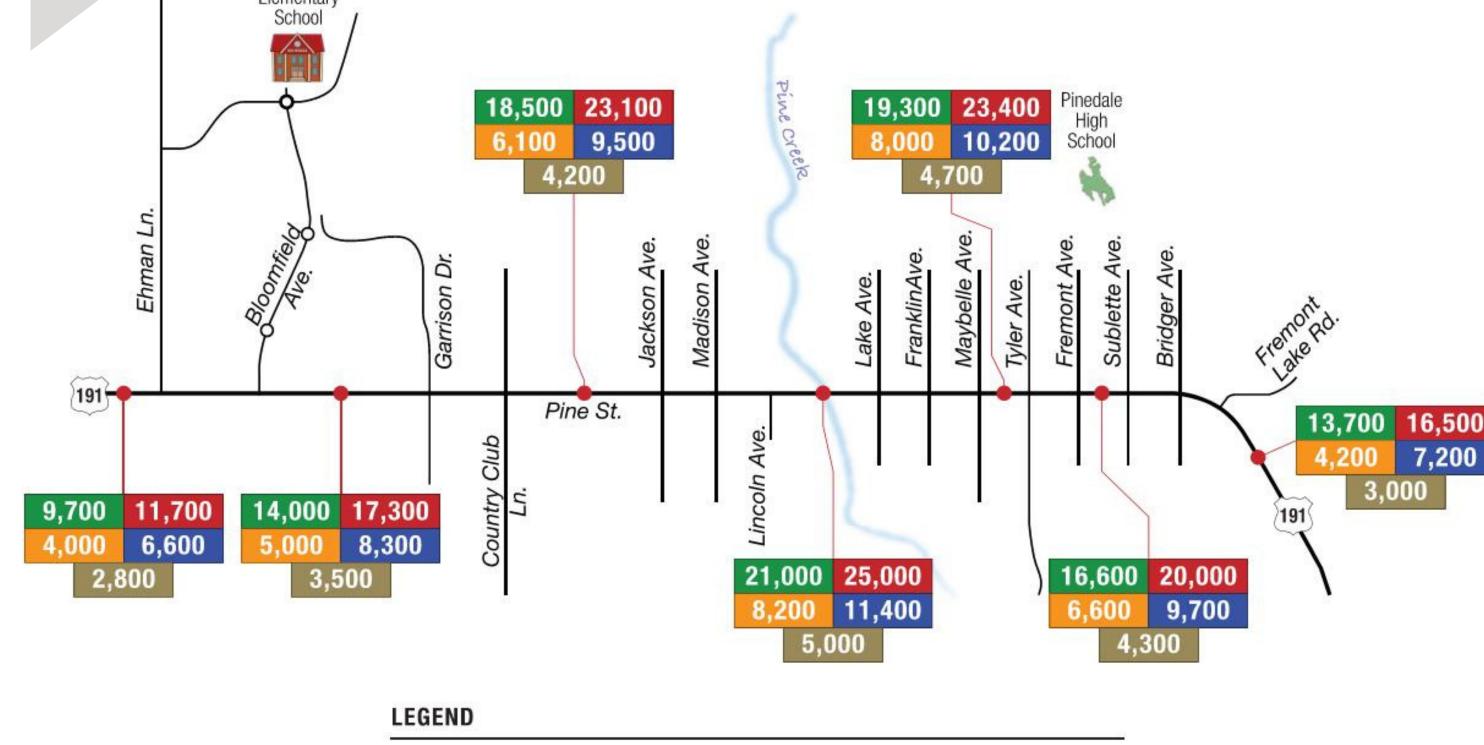
Existing Traffic conditions in Pinedale is based on WYDOT and StreetLight Data. Based on use of StreetLight Data, July and March were selected for the study analysis.

March represents typical school year traffic. July represents peak summer season traffic.

Comparison to historic WYDOT Growth

WYDOT has been counting traffic since the 1970s and have been collecting 24 hr/day traffic data near the Daniel Junction and near the Pinedale Airport. These number in conjunction with other traffic count data are used to estimate traffic in Town. This growth has averaged to 2.85% from the 70's to current, and 3.75% annual growth from 2000 to current.





2045 Projected Daily Traffic Volumes

Estimated Year 2000 Average Annual Daily Traffic Volumes

Existing Daily Traffic Volumes

Impacts to Pine Street (if we don't do anything) Now vs. 2045

Intersection Level of Service

Level of Service (LOS) is defined by the Highway Capacity Manual as a qualitative measure used to relate the quality of traffic service based on roadway capacity and average vehicle delay. Level of Service is described for movements through a designation of A to F where LOS A represents the best operation and LOS F represents congestion/failing traffic conditions.

Control delay was measured for each minor-street movement as well as major-street left turning vehicles. Through vehicles are assumed to experience 'zero' delay. LOS can be approximated or calculated for each minor movement, each minor approach, and left turning major approach vehicles.

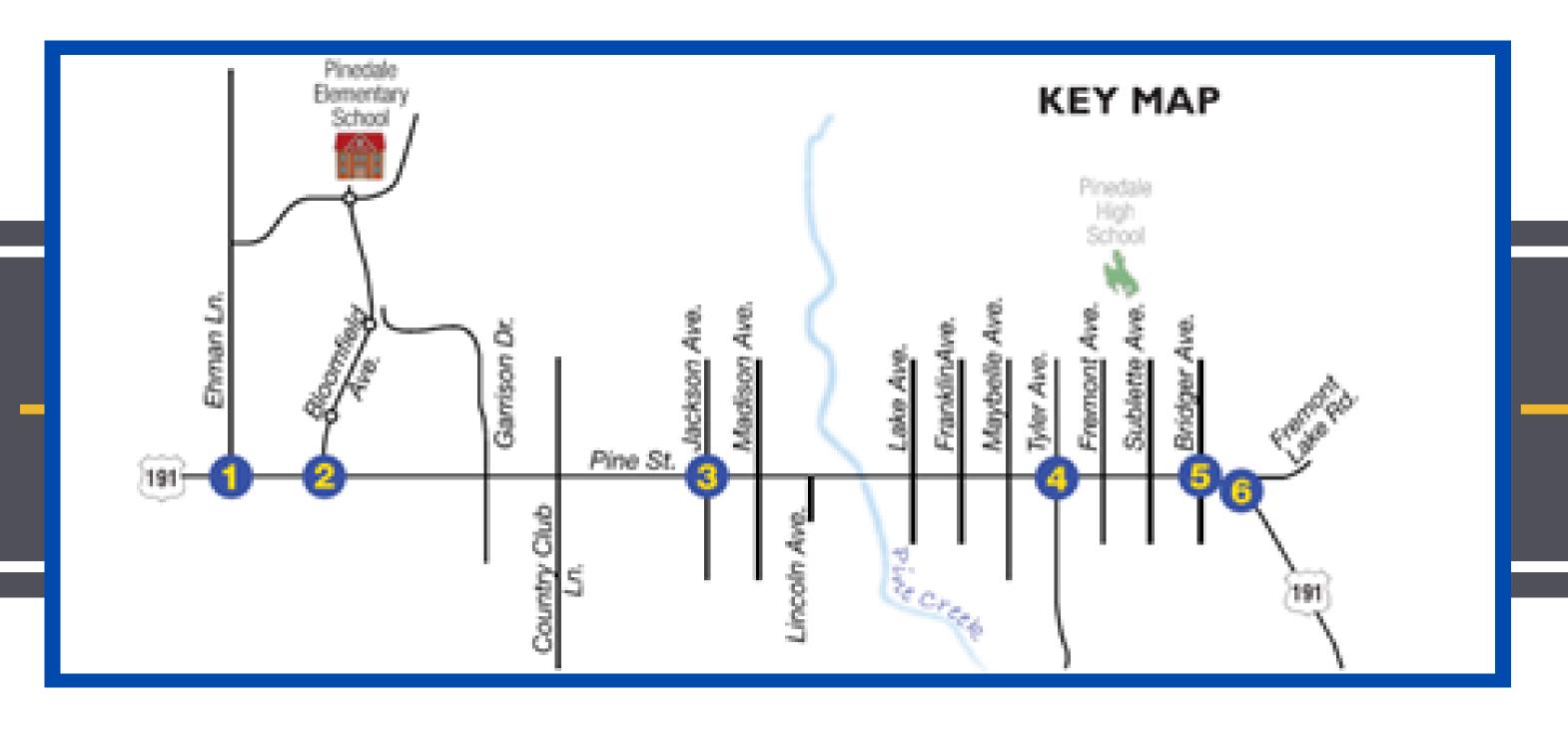
Control Delay (s/veh)	Level of Service
≤10	Α
>10-15	В
>15-25	С
>25-35	D
>35-50	E
>50	F

Analysis Time Period

Peak AM and PM hourly intersection traffic count data was analyzed to calculate the Level of Service. This best represents high travel time periods when LOS is most impacted.

Based on use of StreetLight Data, July and March were selected for the study analysis.

March represents typical school year traffic.



Given current traffic conditions, the turning movements on Pine Street operate between an LOS B and C.

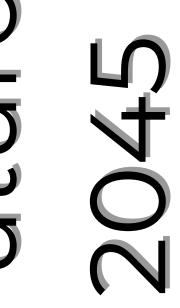
If Pine Street and the community network remains as is, come 2045, turning movements onto Pine Street will fall to an LOS C - F range.



Xisti.





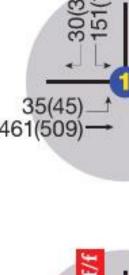


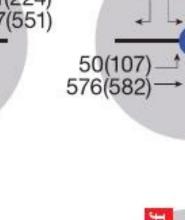


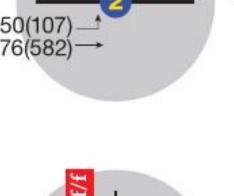


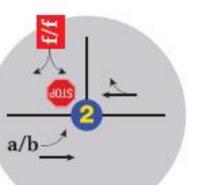


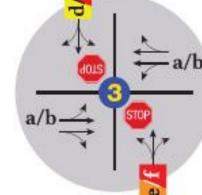


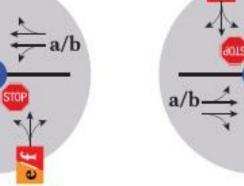


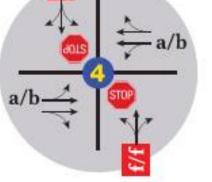


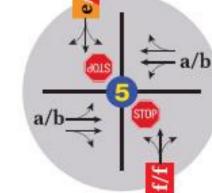


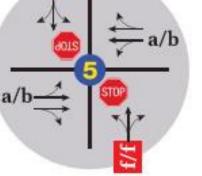


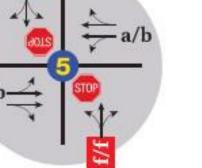


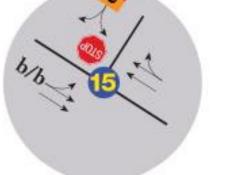


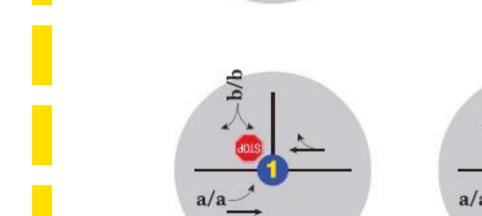


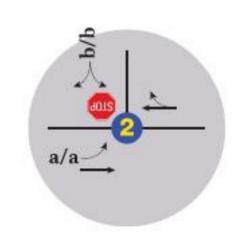


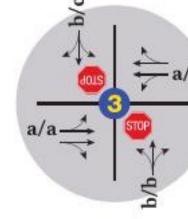


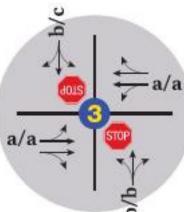


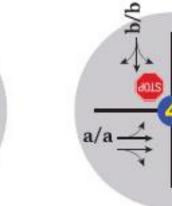


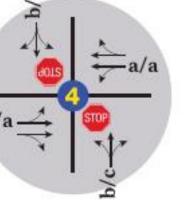




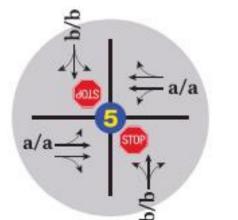


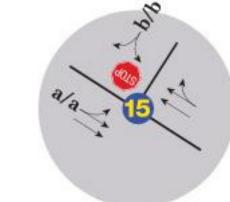






March







LEGEND

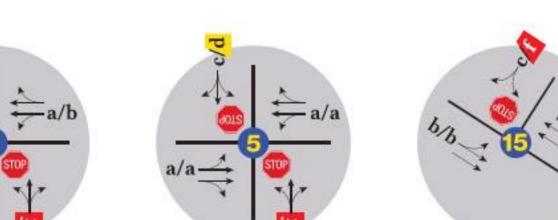
Midday(PM) Peak Hour Traffic Volumes

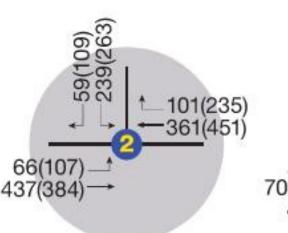
Midday/PM Peak Hour Unsignalized Intersection Level of Service

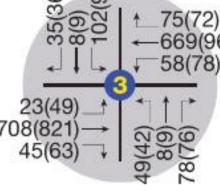
Level of Service D

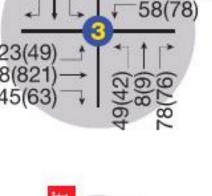
Level of Service E

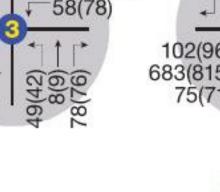
Level of Service F

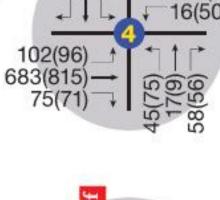


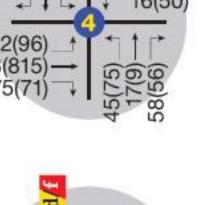


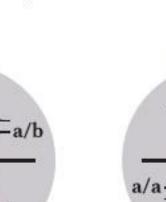


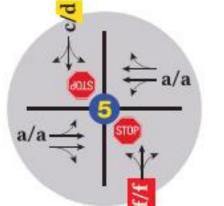


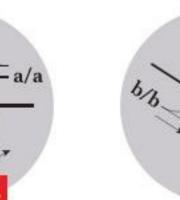






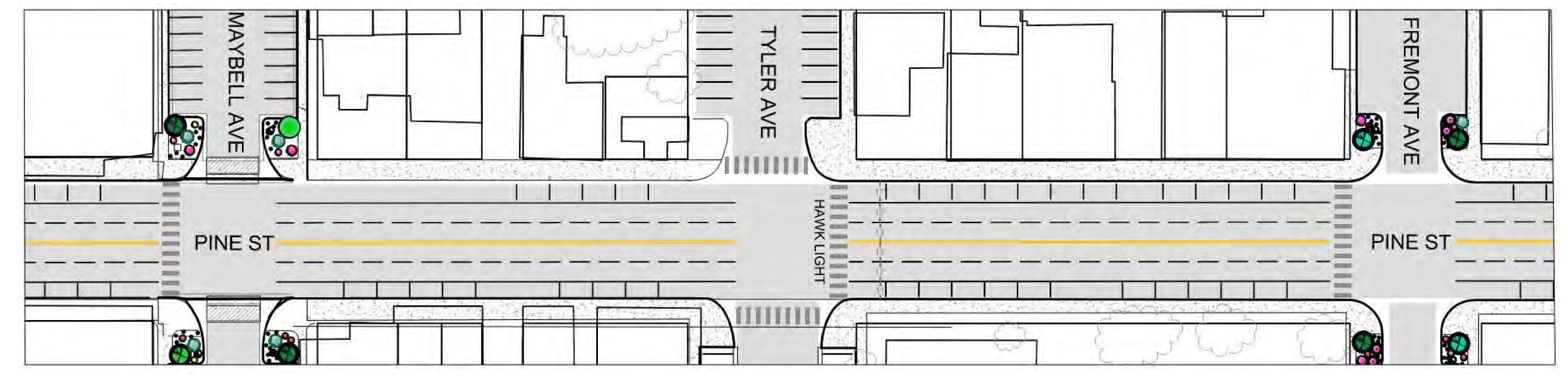






Pine Street Existing Conditions





Pros

- Meets need of current capacity
- Adequate parking
- Wide lanes allow for storage of snow in the median
- Pinedale character with wayfinding signs, gateway signs, benches, trash cans, murals, cabochons, flower barrels, etc.

Long Term Considerations if Selected

- Alternative Routes will be important
- Will not meet projected capacity needs
- Does not address safety issues

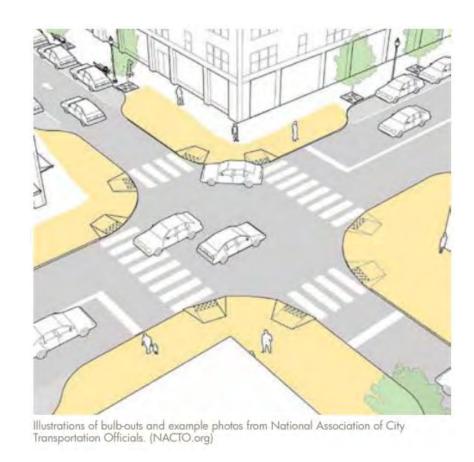
Cons

- Wide travel and parking lanes
- Speeding
- Long length for pedestrian crossings
- Poor sight distance for turning onto Pine Street
- No center left turn lane; rear end crash potential increases as traffic increases
- As traffic volumes increase, the level of service for turning movements will decrease
- Will not be able to maintain growth and future capacity (with intersections and accesses)
- No room for future signal
- ADA ramps not adequate
- Does not accommodate bicycles
- Multiple accesses along roadway, increasing conflict points

Pine Street Physical Characteristic Considerations

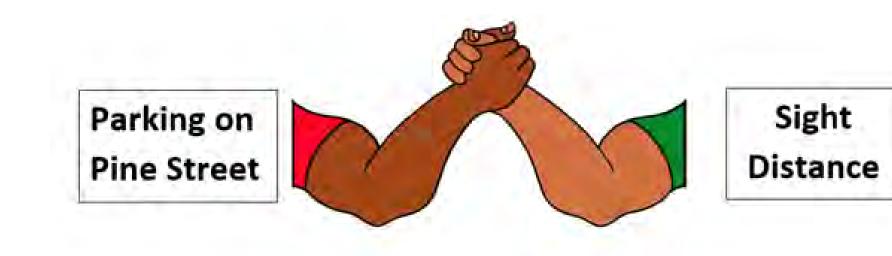
Pedestrian Crossings/Bulbouts

- Bulb-outs extend the curb line out into the parking lane, which reduces the effective street width.
- Reduce pedestrian crossing distance, improve the ability of pedestrians and motorists to see each other, and reduce the time that pedestrians are exposed to traffic.
- Prevent motorists from parking in or to close to a crosswalk and from blocking a curb ramp.
- Motorists are encouraged to travel more slowly at intersections or midblock locations with curb extensions, as the restricted street width sends a visual cue to motorists. Turning speeds at intersections are reduced with curb extensions (curb radii should be as tight as is practicable).
- Curb extensions are only appropriate where there is on-street parking. Curb extensions must not extend into travel lanes, bicycle lanes, or shoulders. The turning needs of larger vehicles such as school buses need to be considered in curb extension design.
- Source: https://safety.fhwa.dot.gov/saferjourney1/Library/countermeasures/23.htm



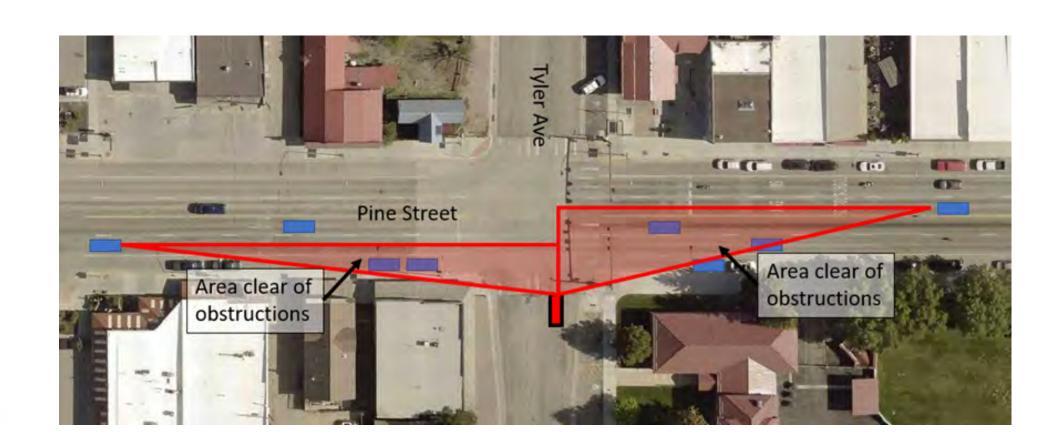
Parking

- Parking is provided on nearly the full length of Pine Street, with the exception to intersections and accesses.
- Parking spaces are not defined with striping
- The parking widths are 11', these can be reduced to 9-10', which would make cars park closer to the curb and improve sight distance
- Most of the parking on Pine Street takes place between American Legion Park and Sublette Avenue
- Because of parking on Pine Street, this can make turning left onto Pine Street difficult at some intersections (such as Franklin, Maybell and Tyler)



Intersection Sight Distance

- In order to safely turn right, turn left or travel thru from a minor street approach from Pine Street, it is important that the driver can see oncoming traffic on the major road.
- The addition of bulbouts at intersections can improve sight distance by limiting parking at intersections and by providing space for motorist to pull forward to the intersection.
- To improve sight distance, some parking spaces may need to be removed



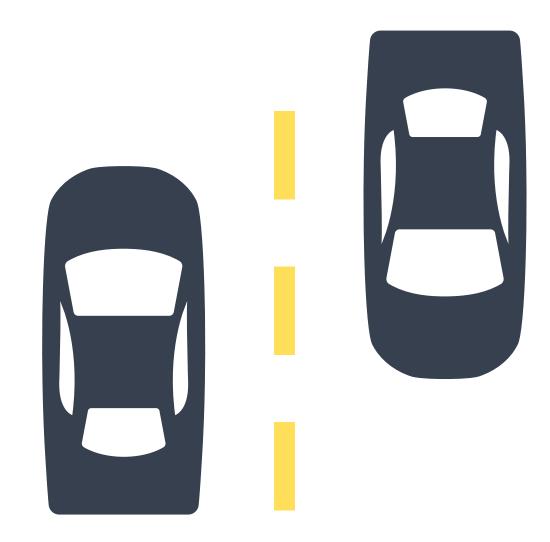
Snow Plowing

- Need to accommodate for snow plowing and storage
- Snow is currently pushed into the middle of the road and may take up approximately 5-8 feet of road width, causing motorists to adjust travel lane use



Lane Widths

- Current lane width varies between 12-ft and 13-ft.
- WYDOT prefers a 12-ft travel lane to safely accommodate trucks, since Pine Street is also a highway.
- If lanes were reduced to 11-ft this may help slow drivers down.



Continuous two-way left turn lanes

- Two-way left turn lanes remove left turning vehicles from the through lanes, which can reduce delay to through vehicles and can lead to a reduction in rear-end and sideswipe collisions.
- TWLTLs provide spatial separation between opposing lanes of traffic, which can lead to a reduction in head-on collisions.
- Two-way left turn lanes can also function as a lane for emergency vehicles



Left turn lane at intersection & Traffic Signal

- The addition of a left turn lane at selected intersections will allow for turning vehicles to queue and not delay through vehicles
- A left turn lane will allow for future installation of a signal. For a signal to be effective a left turn lane will need to be available on Pine Street.

Bike Lanes

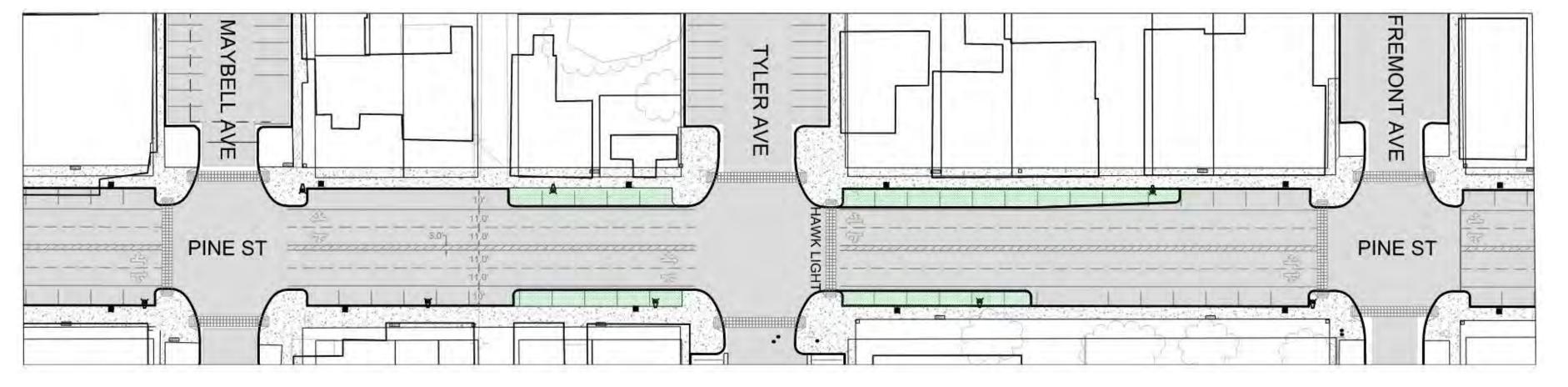
- Should Pine Street be used to accommodate bicyclists or should bike connections be provided on side streets?
- Bike lanes could be accommodated with almost all of the Pine Street options presented
- The bike lane would need to be placed between the travel lane and the parking lane to allow for bulb outs.
 This is a safety concern with vehicle traffic and vehicles crossing the bike lane to park and return to traffic, as well as opening car doors.



Pine Street Alternatives

Maintain 4-lanes with intersection and lane improvements





Pros

- Bulb-outs could be added to improve pedestrian safety
- Bulb outs and narrower lanes can result in traffic calming
- Improved sight distance at intersections
- Larger median (such as 3') could allow for more snow storage

Cons

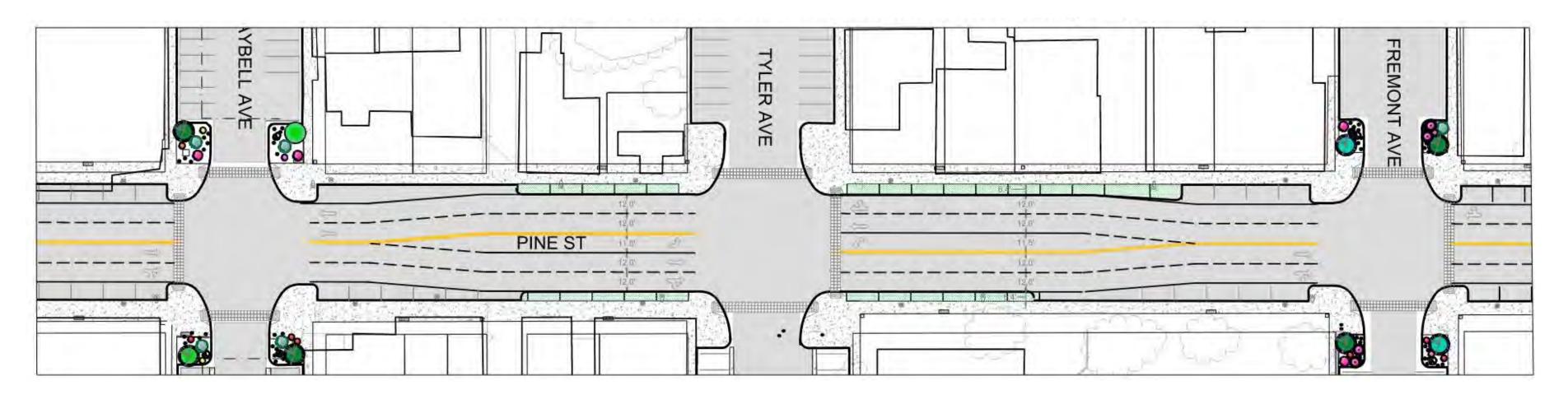
- No center left turn lane; rear end crash potential increases as traffic increases
- As traffic volumes increase, the level of service for turning movements will decrease

Comments

- Alternative Routes will be important
- Will not accommodate future signal

4 and 5 lane hybrid Alternative





Pros

- Provides adequate capacity
- Provides turning lane at key intersections

Cons

- Will likely displace parking (or very narrow parking)
- Increase exposure for crossing pedestrians
- Bulb-out benefit will be minimal
- Minimal opportunities to improve multimodal safety/comfort

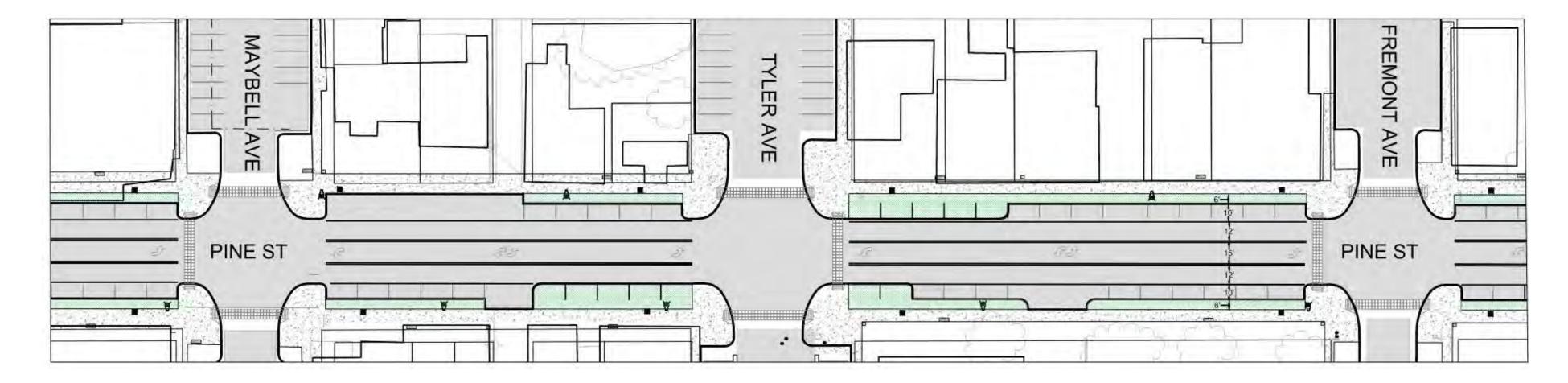
Comments

- Alternative Routes will be important
- Will accommodate future signal

Pine Street Alternatives

3-Lane Alternative





Pros

- Improves safety with addition of center left turn lane
- Reduces crossing exposure for pedestrians
- Bulb-outs could be added to improve pedestrian safety and traffic calming
- Provides additional Pine Street width for other uses, such as multimodal facilities, diagonal parking, landscaping and/or snow storage

Cons

- Reduces capacity of highway
- May result in some congestion during peak times

Comments

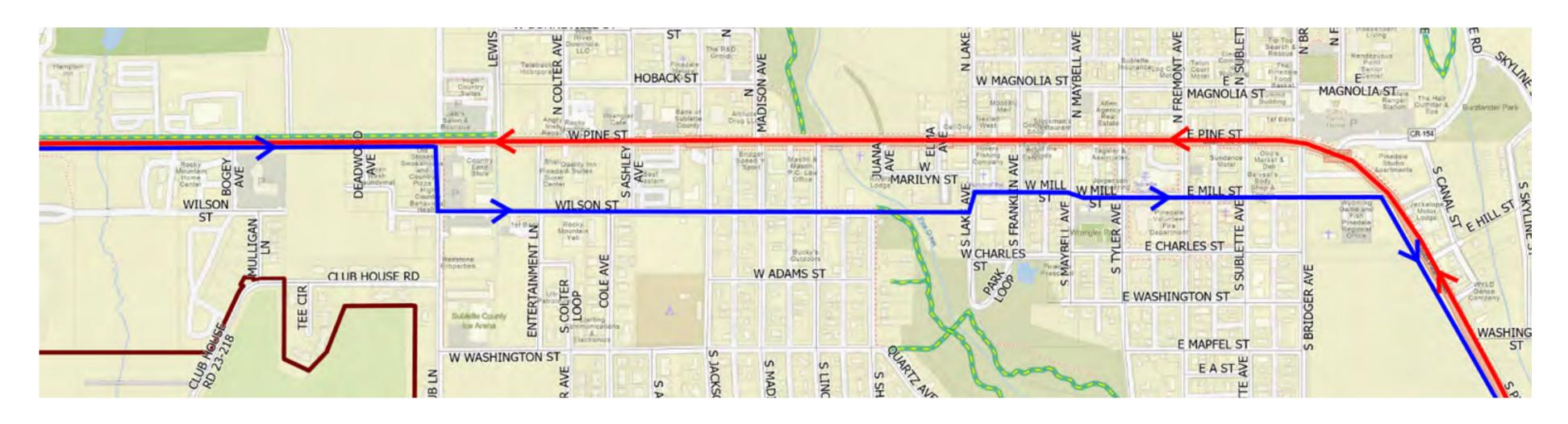
- Alternative routes will be very important, including bypass route
- May not function well when/if a signal is added (back-up along Pine Street)
- Could consider only transitioning to 3 lanes through downtown where multimodal activity is highest



Could also accommodate bike lanes

Pine Street One-way Couplet





Pros

- Provides more than adequate capacity
- One-way streets could be safer, provided speed is controlled
- May open up other properties to commercial development
- Provides additional Pine Street width for other uses, such as multimodal facilities, diagonal parking, and/or snow storage
- Bulb-outs could be added to improve pedestrian safety and traffic calming
- Crossing and turning to/from the highway will be easier

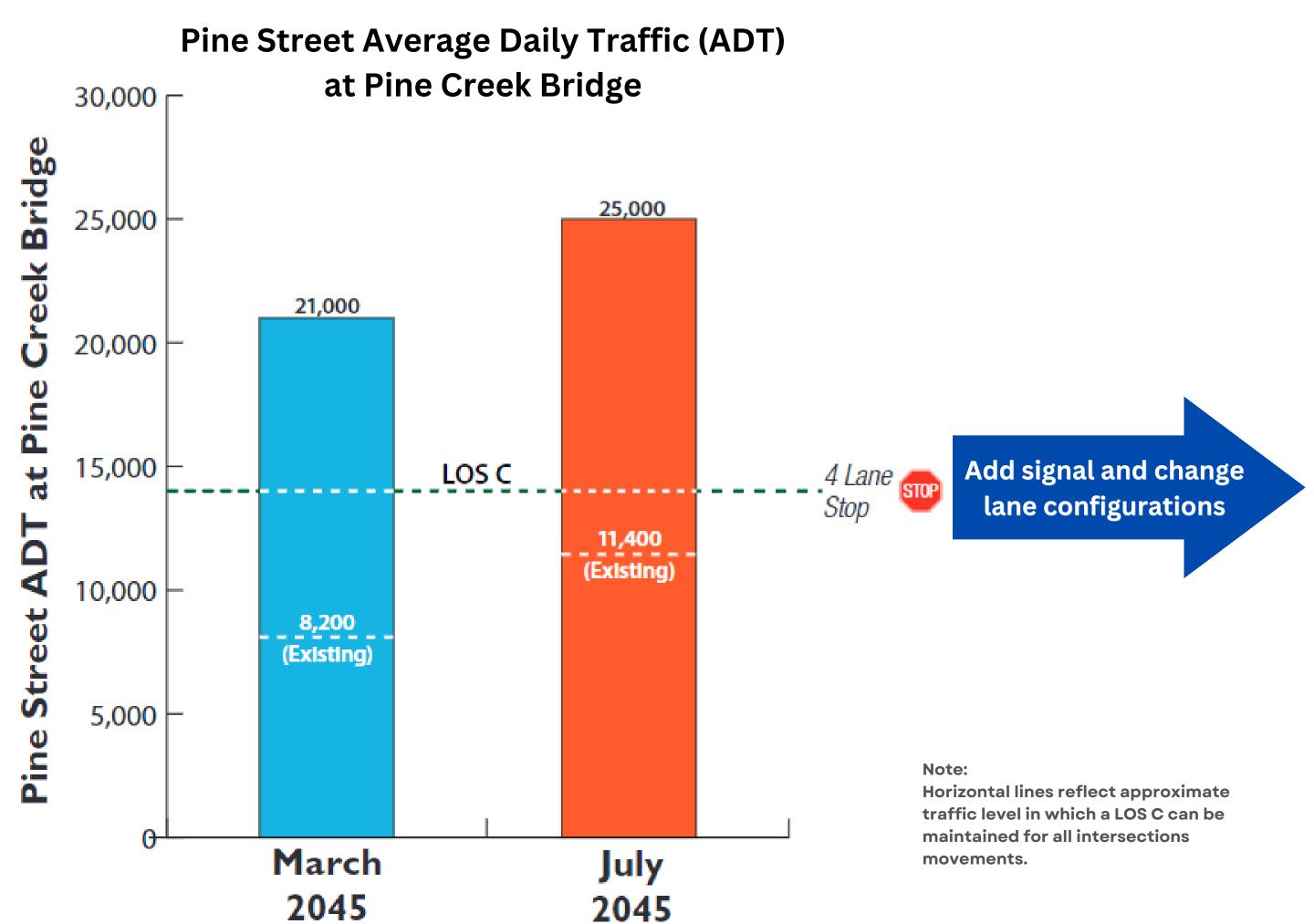
Cons

- Will reduce traffic exposure to current Pine Street businesses
- Other direction of US 191 would require local street improvements (more study is needed)
- More lane-miles for WYDOT
- Will produce some circuitous travel
- Could require some multimodal trips to cross two moderately busy streets

Comments

 Could consider widening a short section along Pine for a featured signal and leave the rest at 4 lanes

Pine Street LOS C Daily Traffic Thresholds



Pine Street and intersections currently operate and an LOS

C or better; however as the traffic increases between now

and 2045, the LOS will start to decrease below and LOS C.

A warrant is a condition that an intersection

must meet to justify the installation of a

Control Devices (MUTCD) specifies eight

"traffic control signal needs studies", known

as warrants. However, "the satisfaction of a

traffic signal warrant or warrants shall not in

Various intersections along Pine Street were

reviewed during peak hour conditions to see

if a warrant is met. Of the intersections

analyzed, a signal is not justified. Come

future development and regional growth,

some intersections may warrant signals.

itself require the installation of a traffic

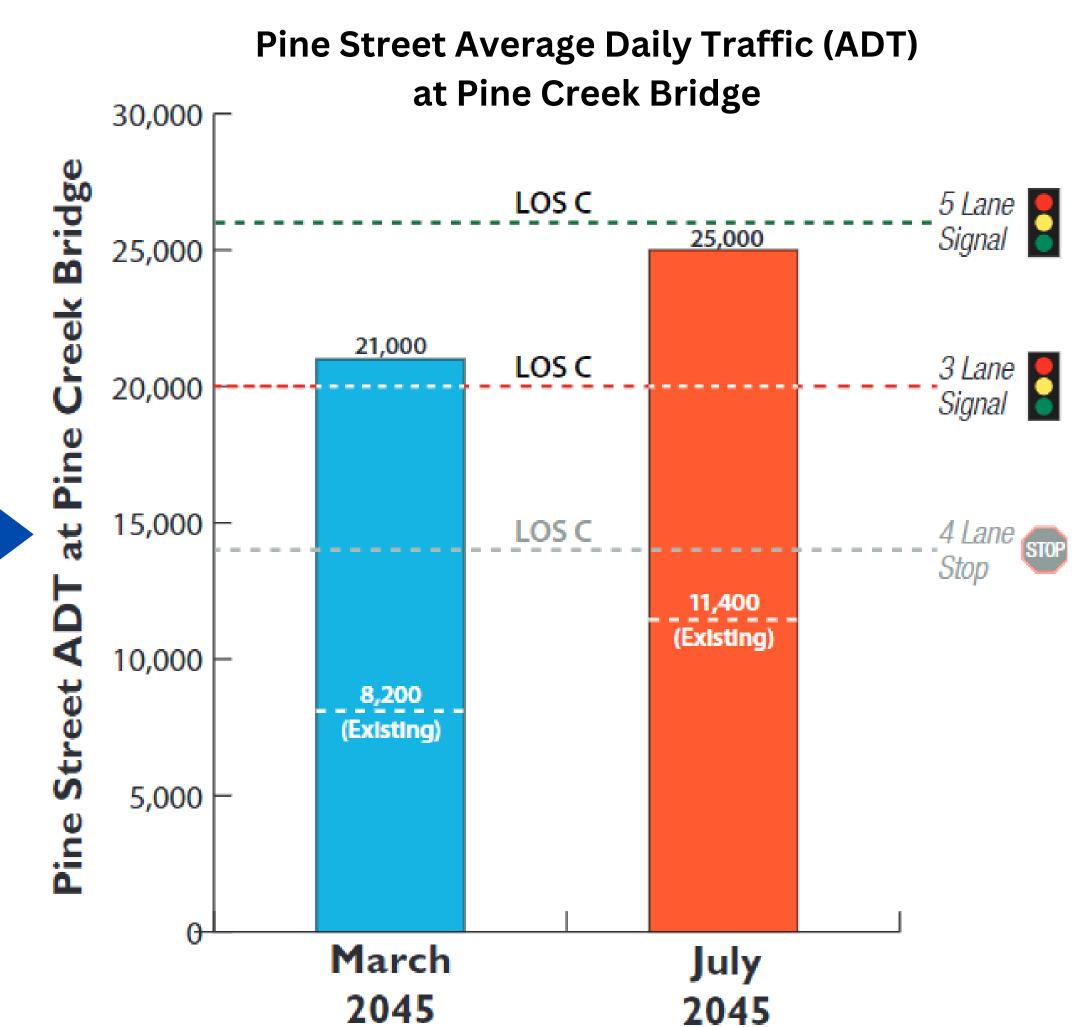
control signal" (MUTCD, 4C.01). Other

alternatives to signals should also be

signal. The Manual on Uniform Traffic

Analysis

considered.



as traffic increases this LOS will fall below a LOS C during the summer peak season.

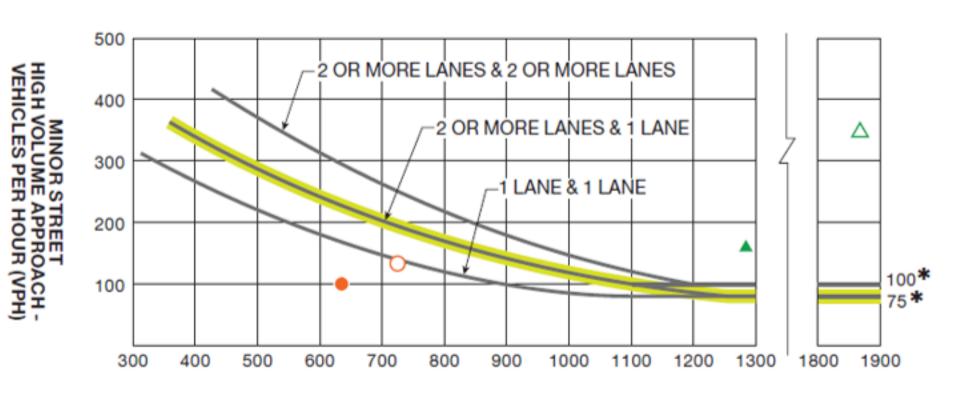
Level of Service

Control Delay (s/veh)	Level of Service
≤10	Α
>10-15	В
>15-25	С
>25-35	D
>35-50	E
>50	F

Traffic Signal Considerations

- 4-lanes does not accommodate a traffic signal, if all lanes are combined movements. If one wants to turn left from Pine Street the vehicles behind this vehicle would be delayed
- 3-lane and 5-lane option at an intersection would accommodate a signal
- Would allow for safe turning movements to/from Pine Street
- Safe pedestrian crossing point
- Safe bicycle crossing point
- Can set with different cycles to accommodate summer vs winter traffic patterns
- Can provide gaps in traffic, to assist with level of service at other intersections

Pine Street and Fremont Lake Rd. Intersection





Intersection Key Information

- Entry point into Town
- Access to Ridleys, hospital, recreation, etc.
- Several accesses near intersection
- Alignment could use improvement
- Operates like a T intersection
- Minimal draw from other Town streets
- Unsafe crossing location



Rather than installing an intersection signal, an alternative option may include a roundabout and/or realigning Freemont Lake Road.

Signal Warrant Pine Street and Bloomfield Ave. Intersection

THIGH WOLLUMM APPROACH 200 MORE LANES & 2 OR MORE LANES & 1 LANE 200 LANE & 1 LANE 100 TO THE TO



LEGEND ■ = Existing July Midday □ = Existing July PM ■ = 2045 July Midday △ = 2045 July PM

If Pine Street is modified to **3-lanes and signal** added, the signal will operate at a LOS C or better, however in the future

If Pine Street is modified to 5-lanes and signalized, the signal is expected to operate at a LOS C or better through 2045.

HWY 191 (4 lanes)

Intersection Key Information

- Does not currently see much July Traffic from Bloomfield, but does see high traffic during school peak hours. Expected to see significant increase in traffic with development in Bloomfield.
- Operates like a T-intersection.
- May benefit from intersection improvements, harbor lane, widening bridge on Highway
- Safe pedestrian crossing needed

Intersection Key Information

- Central location, on east side of Pine Creek
- Tyler is a Town/County collector

Pine Street and Tyler Ave. Intersection

2 OR MORE LANES & 2 OR MORE LANES

−2 OR MORE LANES & 1 LANE

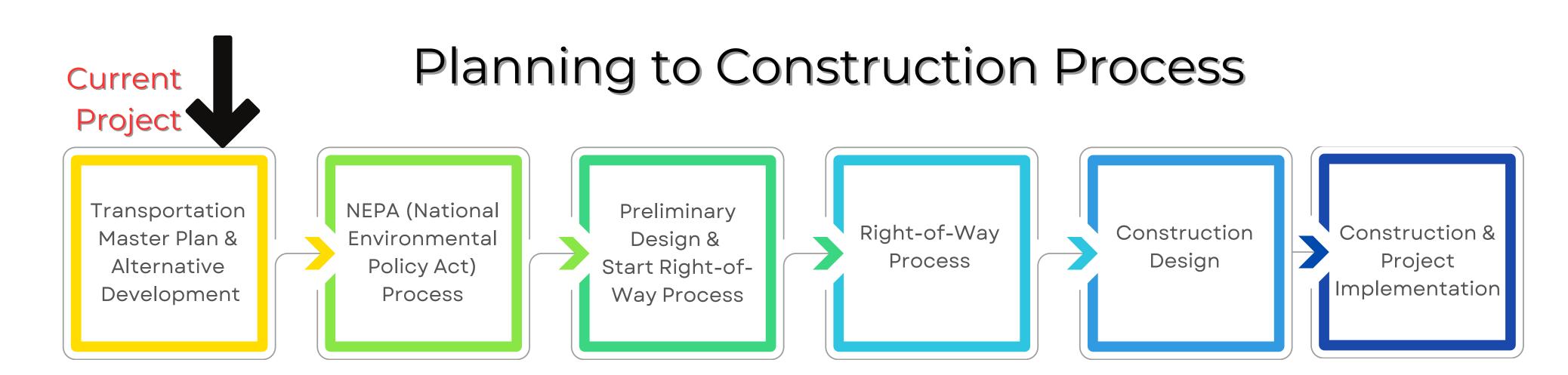
1 LANE & 1 LANE

- Could draw additional traffic from side streets (Franklin, Maybell, Fremont & Sublette)
- Safe Routes to School crossing
- Tyler has turning lane space available

Network Connector Alternatives

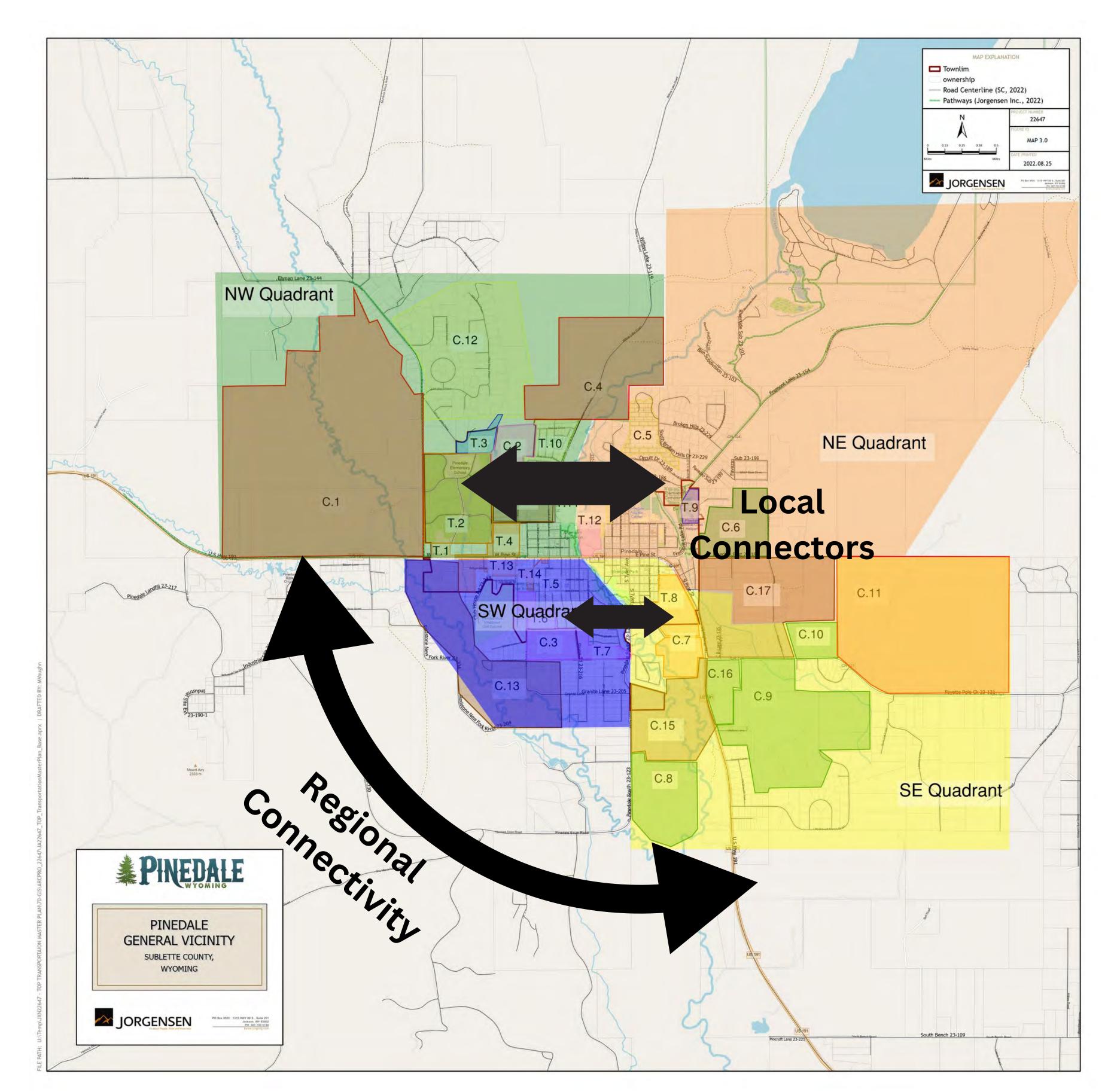
Why?

- Provide alternative routes which do not include Pine Street
- Allow for redundancy of transportation network and Pine Creek crossings
- Reduce truck traffic on Pine Street (with south regional connector)
- Maintain capacity and improve safety on Pine Street
- Improve the LOS on Pine Street
- Improves overall grid network
- Account for future vicinity growth and development



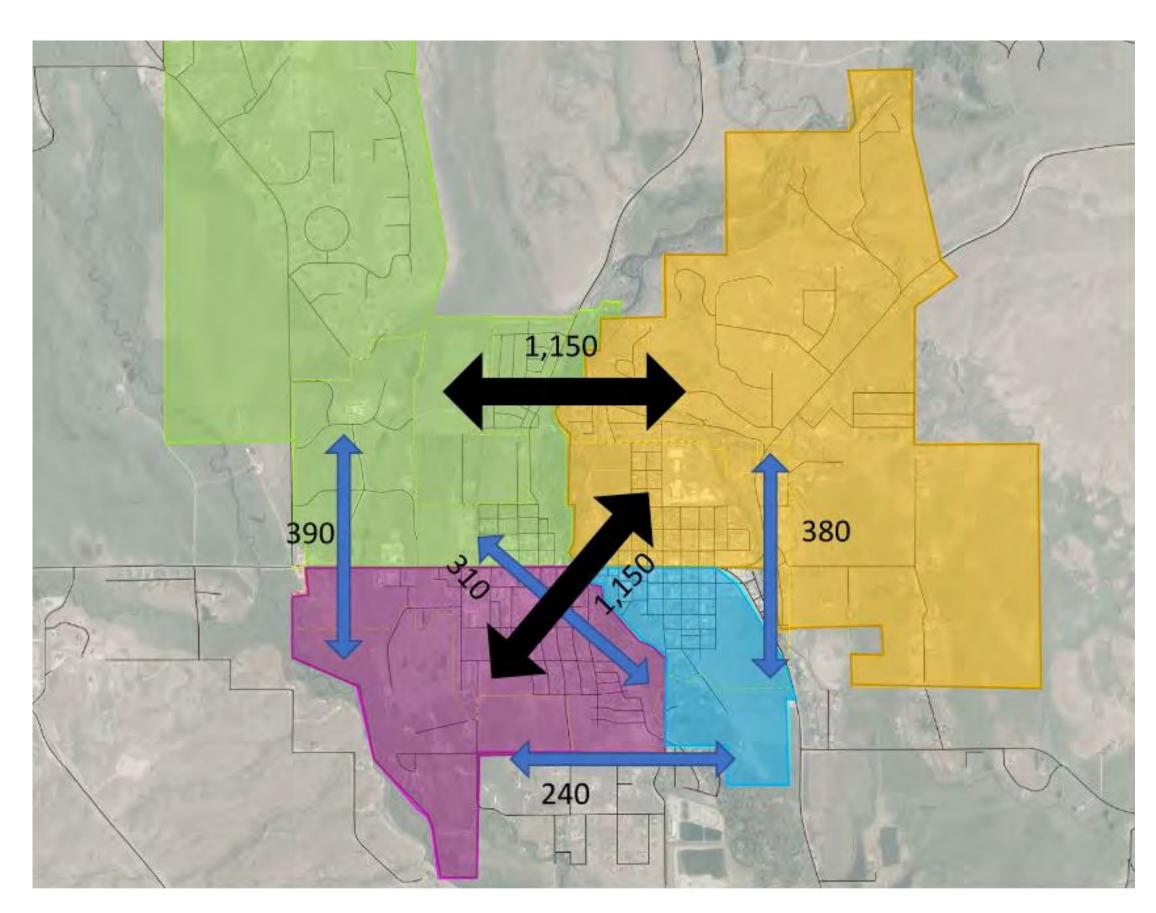
NEPA (Condensed)

- Public Involvement
- Interagency Coordination
 - OUSFS, USACE, Wyoming Game and Fish, US Fish and Wildlife, BLM, DEQ
- Purpose and Need
- Evaluation of alternatives
- Impacts
 - Social impacts, community cohesion, relocation potential, churches and schools, controversy potential, energy, utilities, environmental justice, transportation, permitting
 - Archaeological and historic impacts
 - Natural resources: wetlands, waters of the US, water quality, wild and scenic rivers, floodplains, farmland, wildlife and habitat, threatened and endangered species, vegetation, ecosystem
 - Physical impacts: noise, air quality, hazardous waste sites and contamination, visual, temporary impacts
- Mitigation of environmental impacts



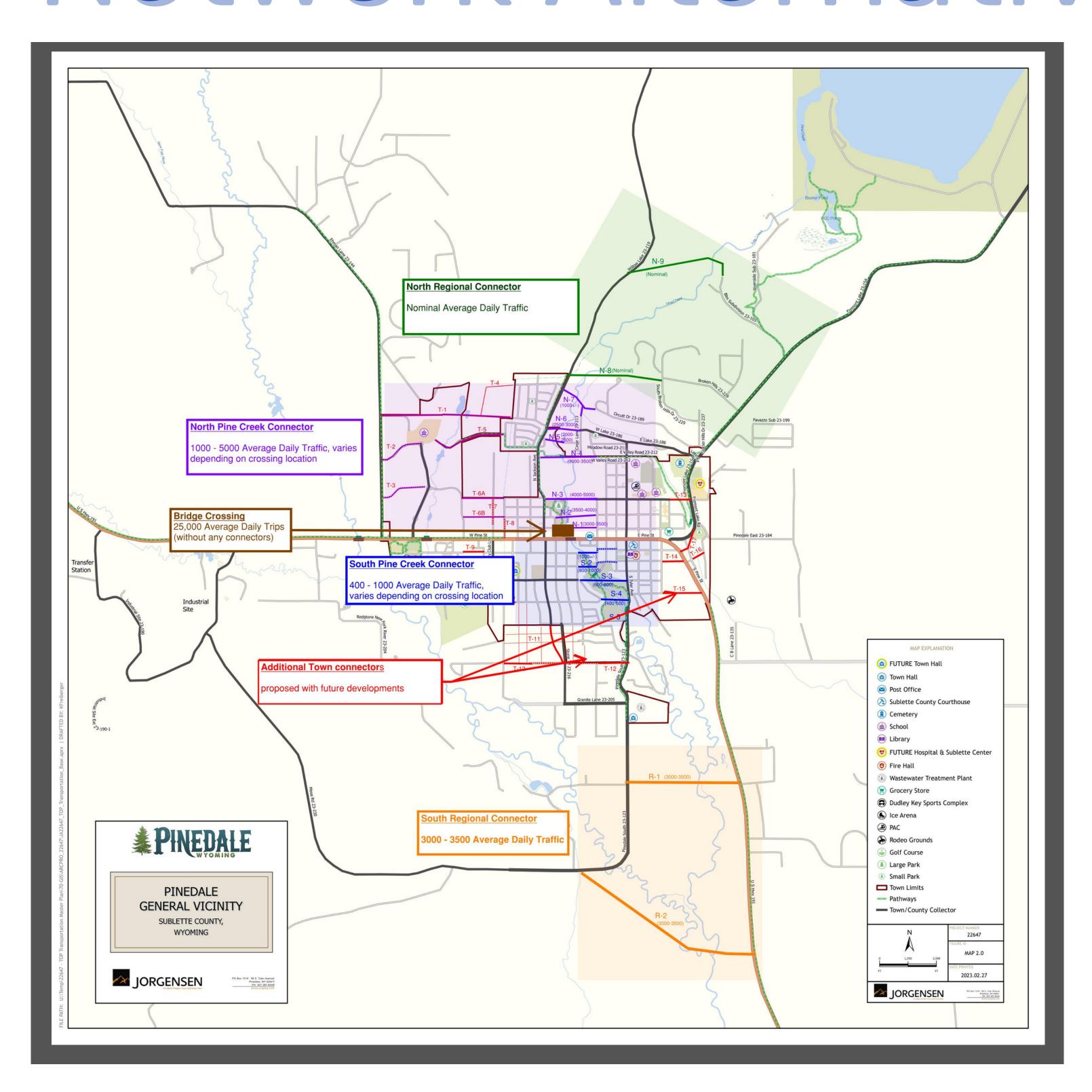
Connector between quadrants and a regional connector will benefit projected development and regional/tourism growth as well as remove truck traffic from Pine Street

Local Vicinty Trips



The Town of Pinedale is naturally divided into 4 quadrants with Pine Creek and Pine Street as the main boundaries. Using StreetLight Data and the incorporation of quadrants, Origin-Destination data was reviewed to understand where trips start and stop within the Town vicinity. Note that this does not include external trips, such as those driving to Town from Big Piney. This also does not include those who travel through town.

Network Alternatives

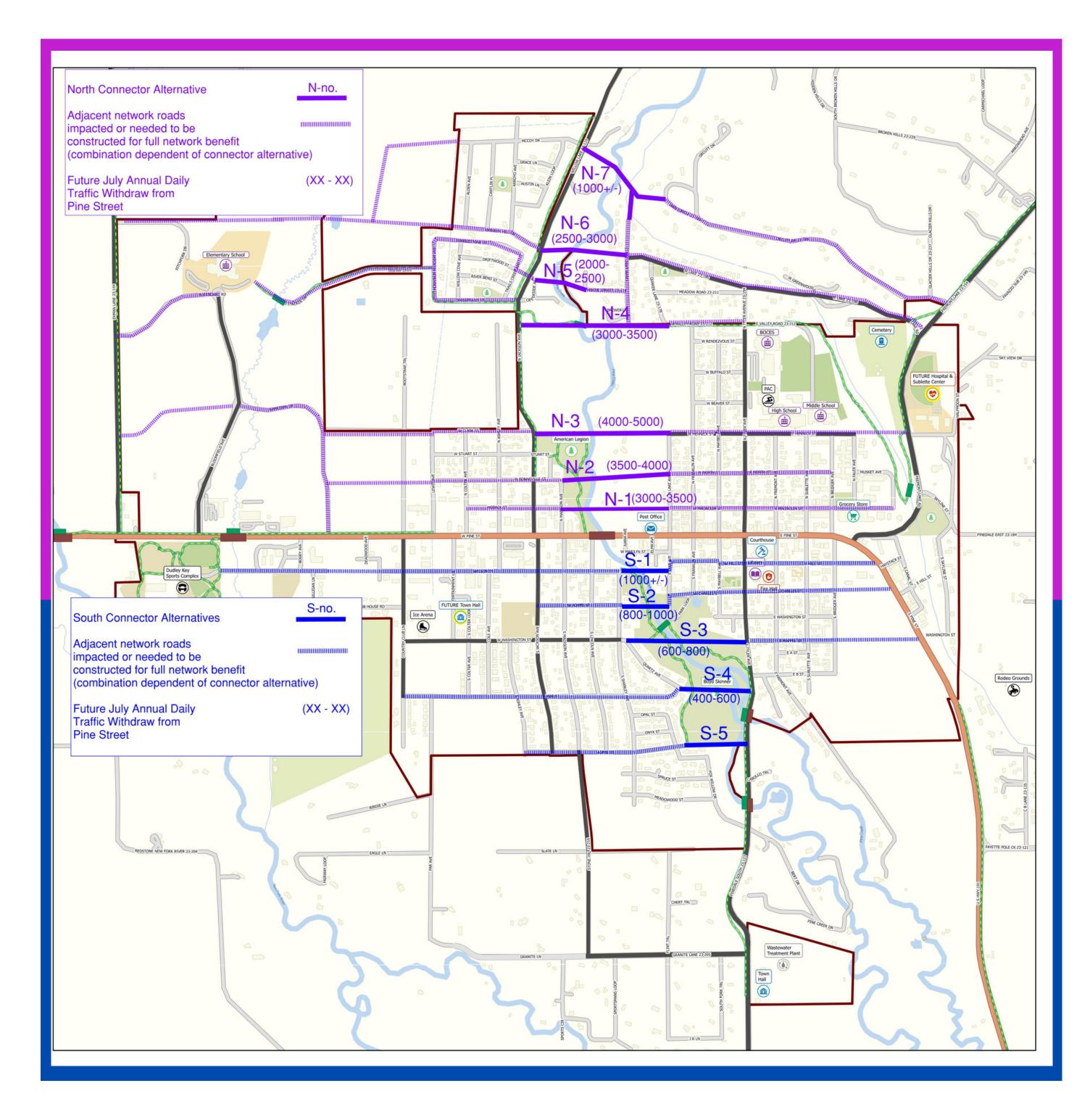


North Pine Creek Connector

- Will be able to reduce traffic from Pine Street by 1000 5000 ATD in July (future, 2045), depending on selected alternative
- This will be most beneficial if the road network could be expanded further to the west and connect to Ehman Lane
- This will provide redundancy across Pine Creek

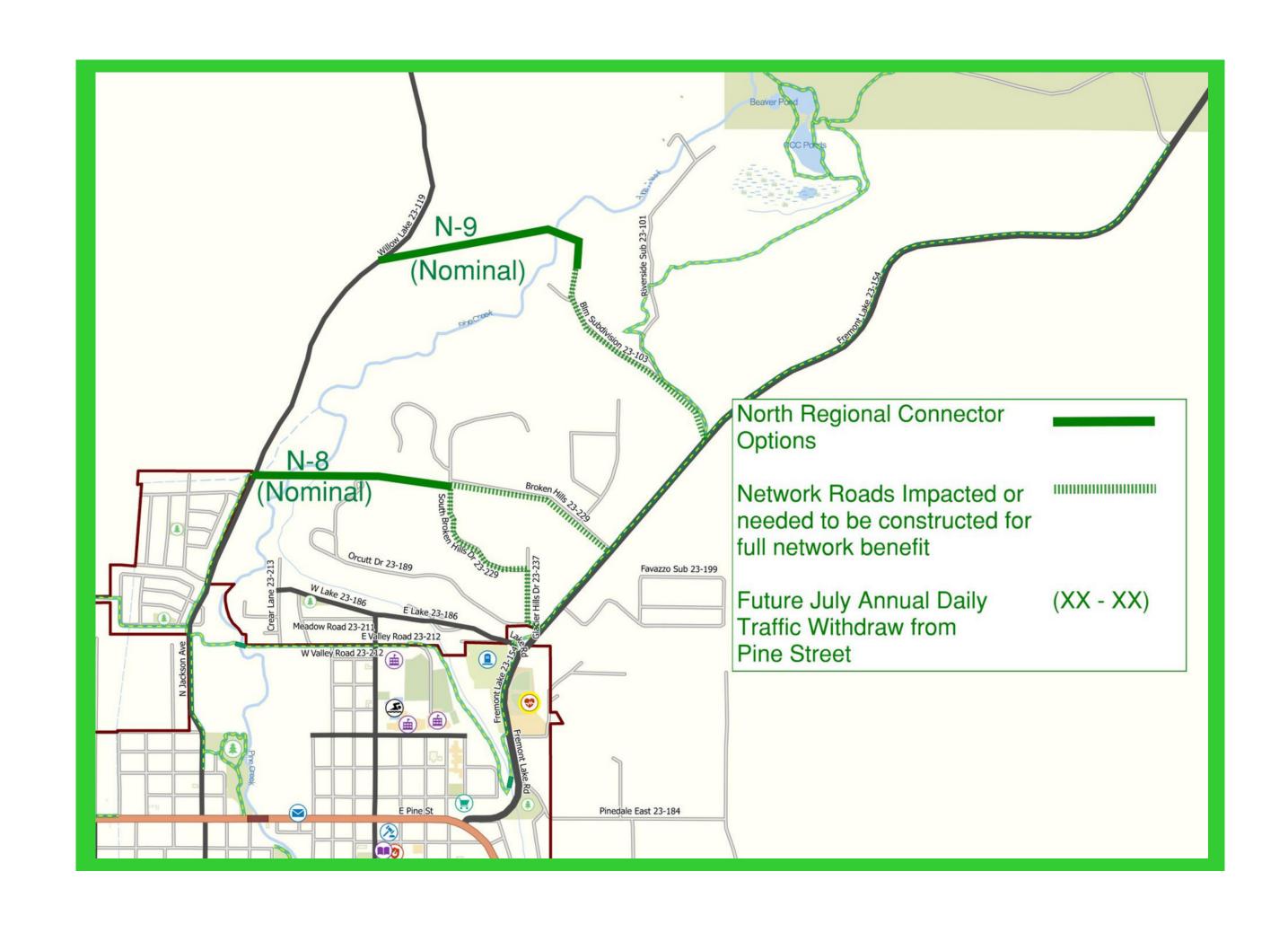
South Pine Creek Connector

- Fox Willow is connection across Pine Creek on south side of Pine Street
- Additional network connections can add to the overall transportation network



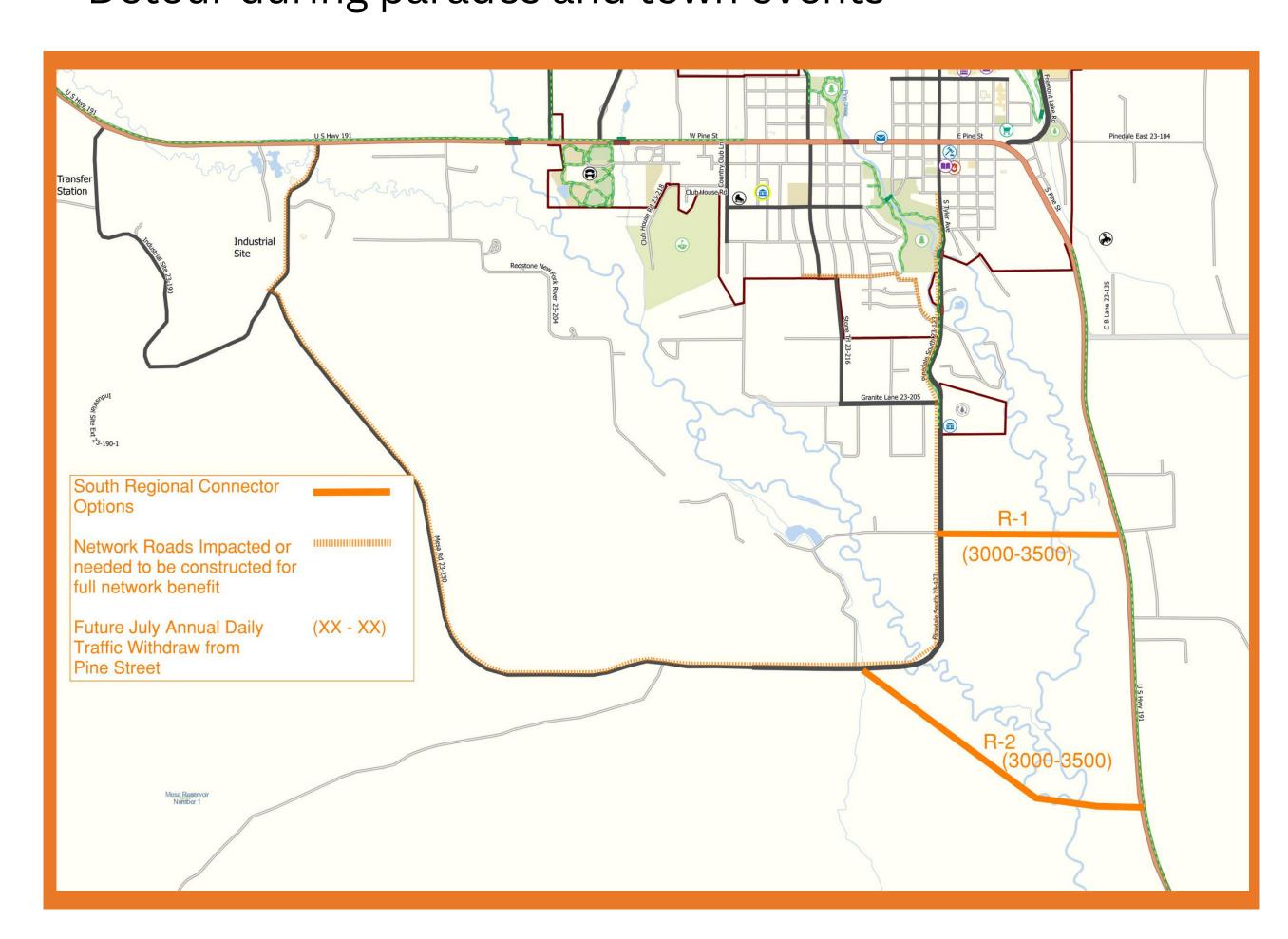
North County Connector

- Provide connection between Fremont Lake Road and Willow Lake Road
- Does not directly connect to Town transportation network
- Could provide redundancy for northern connection



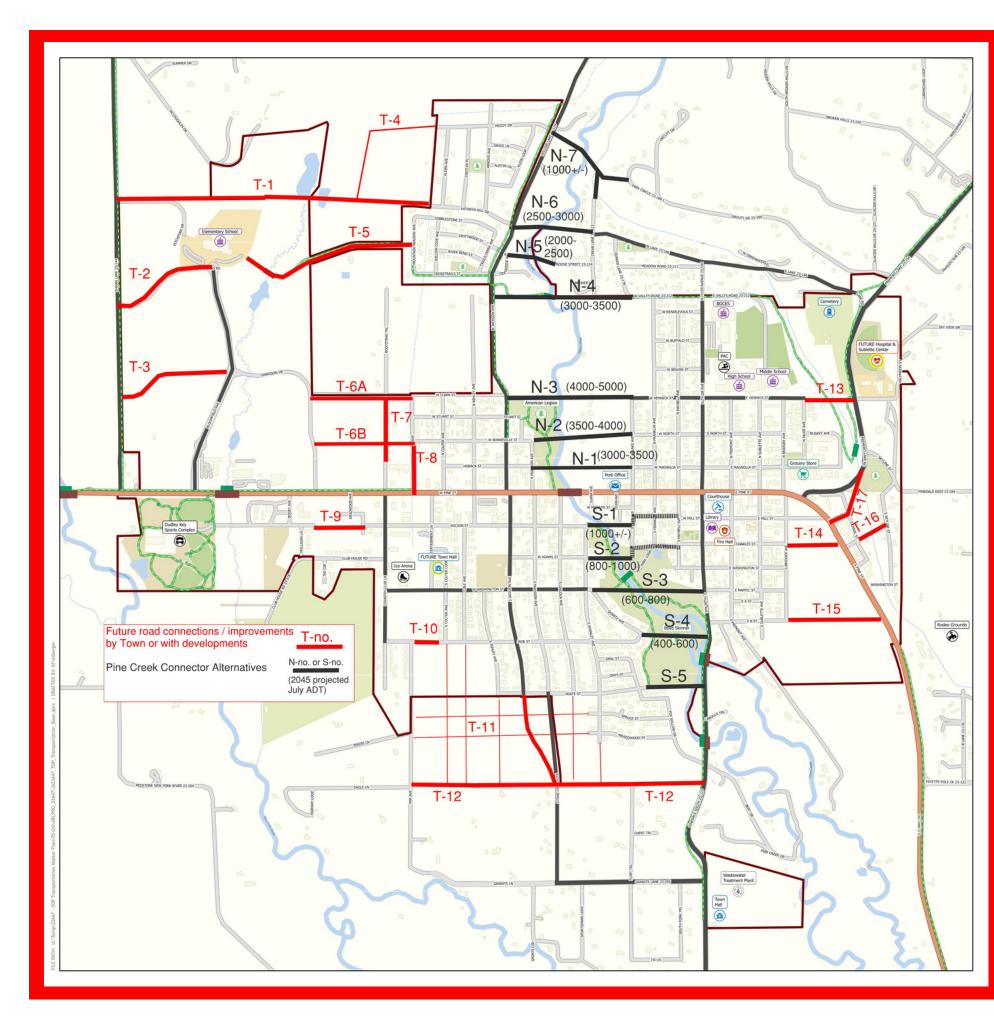
South Regional Connector

- Connect Pinedale South Mesa Road (connects to South Tyler) to S HWY 191
- Residents who live in the Southwest quadrant of town to get onto S HWY 191 without accessing Pine Street in Town
- Allow trucks to bypass town, with use of the Mesa Road and Industrial Site Road
- Detour during parades and town events

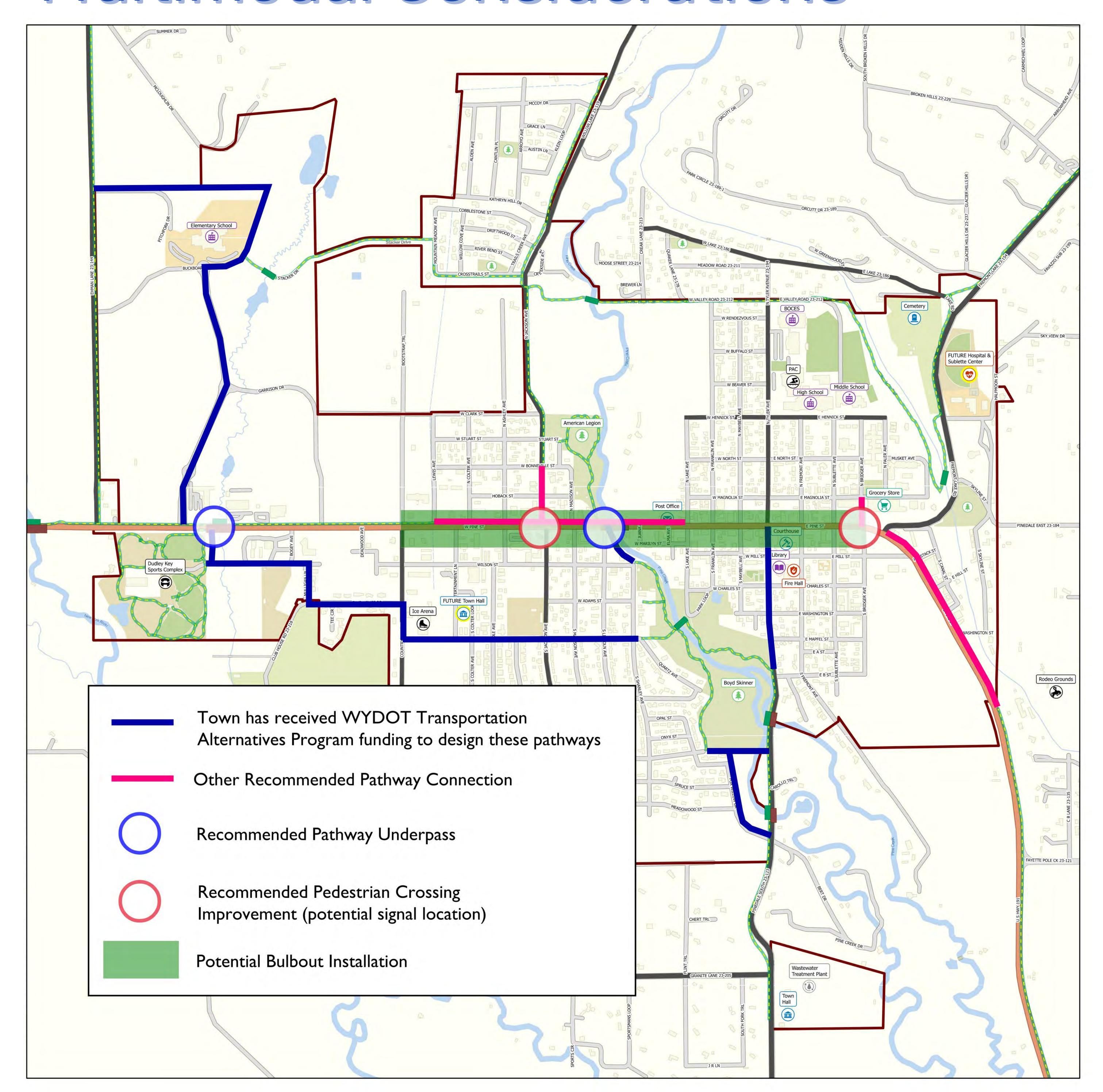


Other/Development Connectors

- When development occurs, additional connectors should be included within the development to ensure connectivity to the existing network
- Improvements to incomplete right of way may require a developer to complete since the road will be utilized by the development



Multimodal Considerations



Pathway Considerations

- The Town has received funding to design several additional pathways and create a more connected network
- New road network connections could provide additional opportunities for pathways
- Pine Creek and Barber Creek provide great opportunities for constructing pathway underpasses of Pine Street

Pine Street Considerations

- Pine Street is a major barrier for north-south bicycle and pedestrian travel - bulbouts and/or other crossing improvements like signals would be beneficial
- Bike lanes on Pine Street may not be comfortable for an average bicyclist given the traffic volumes and presence of on-street parking
- A town-wide pathway along one or both sides of Pine Street would make main town destinations much more accessible by active modes











Pinedale Transportation Master Plan Steering Committee Notes

Jorgensen office / Team Tuesday, February 14, 2023 1:00 - 3:00 PM

> Attendance: Town of Pinedale - Mayor Matt Murdock, Councilwoman Judi Boyce, Abram Pearce, Kevin Mitchell, Chad Mitchell

> > WYDOT- Darin Kaufman, Peter Stinchcomb, Juli Monahan Additional Steering Committee - KC Lehr, Lisa Ruckman, Jim Mitchell Jorgensen/FHU - Hayley Ruland, Brian Gray, Bill Jones, Chris Fasching, Matthew Downey

- 1. Review of project purpose and goals. Discussion of challenges and issues, DiExSys review
- 2. Pine Street and intersection traffic analysis discussion (Chris FHU)
 - o Review of forecasting. 3.6% growth rate includes projected development on table, clarify the distinction from the 2% growth
 - o Where did the intersection counts come from? Much of it from Street Light, but Jorgensen did some field verification for the March data - consultant team feels comfortable about the data
 - Delay is greater the farther back you are in the queue Highway Capacity Software does attempt to capture that phenomena
 - Pine Street left-turn level of service does not consider potential delay to through traffic
 - Synchro is the tool used for the analysis (based off HCM methodology); may be worthwhile providing a demo of the animation
 - Planned future development was factored into the turning movement changes
 - o Presentation includes July traffic data, March data is currently being analyzed and will be available for the public workshop.
 - Signal warrants aren't based off of LOS, and aren't mandates
 - None of the presented intersections obviously meet signal warrants, but some are close
 - Split phasing is a consideration at Jackson, but it has less efficiency than traditional
 - Signalizing an intersection would likely cause it to draw traffic away from adjacent intersections
 - o Potential roundabout at Mill & Pine hasn't been fully evaluated yet but could be an option; shifting the intersection without the roundabout should also be considered
 - An elongated multi-intersection roundabout could be an option too
 - O Why does Jackson make more sense for signalization than Madison or Lincoln?

3. Pine Street alternatives

- o Increasing capacity on Pine Street does not solve the greater network connectivity/side street traffic issue (Abe)
- Safety is the primary issue on Pine Street (Abe)
- One-way couplet is not popular, but still worth presenting at workshop to show creative thinking with solutions







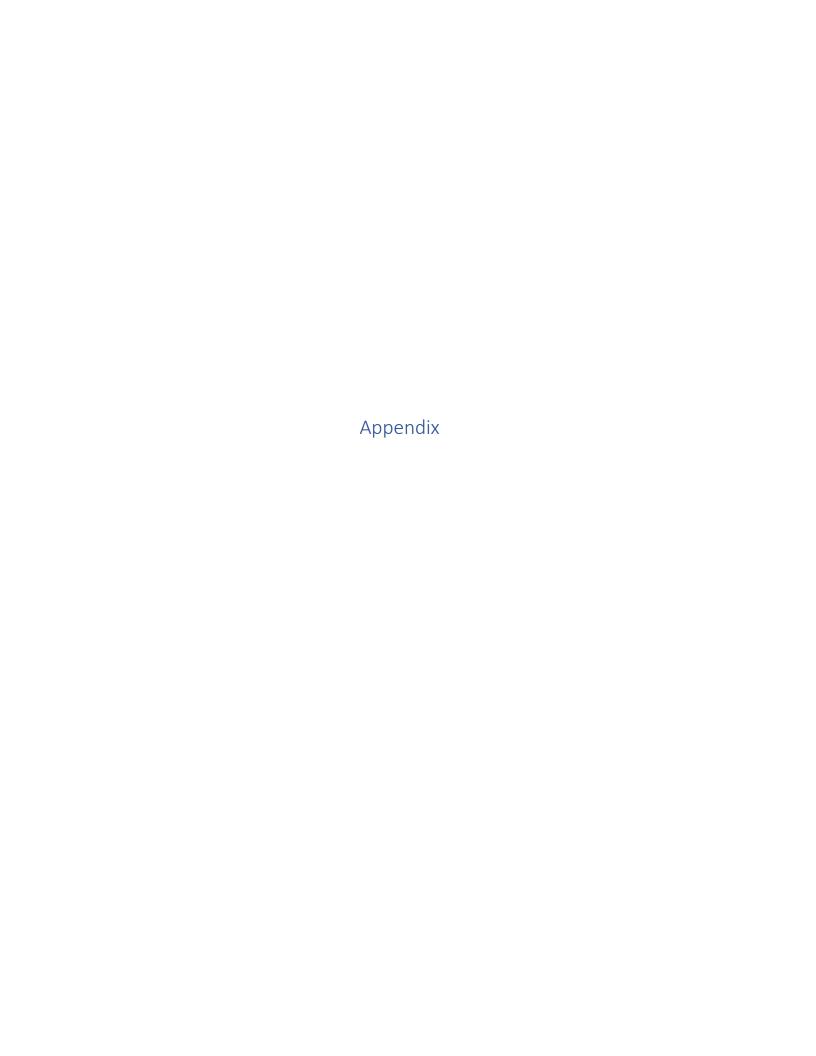


4. Network Alternatives

- Numbers in parentheses show potential withdrawal from Pine Street (not all of them would have an impact on Pine Street); these are partially based on Street Light data and judgement based on connection locations
- N4 makes the most sense; provides the best connectivity; would be beneficial for school access (County, school)
- N3 has massive environmental impacts, as well as N1 and N2
- Steering Committee agreed that connections N-3, N-4, N-5 and N-6 would be considered preferred options.
- Would like to have key locations in town added to the network map. Future hospital traffic is a key consideration
- o Would be good to rank the alternatives for environmental impact, ROW, etc.
- o Future gravel pit south of town is a consideration for a route south of town
- Steering committee agreed northern connector and southern regional connectors are priority

5. Next steps

- Public workshop scheduled for Wednesday, March 1st
- Will have another Steering Committee meeting to discuss multimodal options











Public Engagement #2 – Alternatives

A public engagement workshop was held on Wednesday, March 1st and Tuesday, March 28th. These workshops were advertised on Pinedale.com, the Pinedale Round Up and facebook. Notices were sent to property owners who may be impacted by a north or south connector, prior to the workshop on March 28th. The survey results and emails are included within this document.

Below summarized the survey public feedback:

- Strong support for south regional connection (for local traffic use);
- Little support for Pine Creek connectors,
- Split support on north regional connector
- Strong support for left-turn lanes
- Strong support for 4 lanes with intersection improvements
- Little support for one lane in each direction
- Strong support for repurposing parking
- Strong support for enhanced bike facilities (but not for bike lanes on Pine Street)
- Moderate support for traffic signals
- Evenly split on roundabouts
- Lots of concerns about costs (Pine Street and connectors) in the comments
- Comments about uncertainty of traffic forecasting, unknowns with developments and land uses and impact to traffic patterns
- Lots of comments about traffic not really being a thing worth worrying about Pinedale
- Lots of interest in pedestrian safety improvements

Emails were also received and comments included:

- Concerns of alternatives impacts to parks, wildlife and property value (Boyd Skinner Park)
- Alternatives for parking on Pine Street, impact to Pine Street businesses needs considered
- Support for Pine Street safety, lane widths, painted bulbouts to assist with snow plowing

Survey Questions and Results A survey was available online with the following questions:

1. Would you support additional connections? (Please circle yes or no)

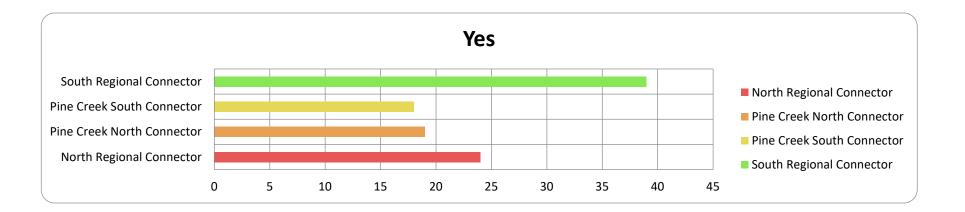
Pine Creek North Regional Connector	Yes	No
Pine Creek North Connector	Yes	No
Pine Creek South Connector	Yes	No
South Regional Connector	Yes	No

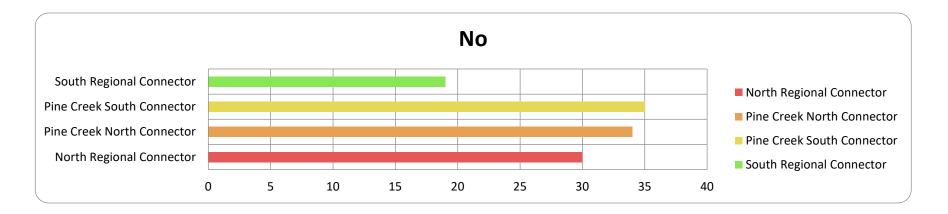
- 2. Do you have any concerns or comments about the proposed connectors?
- 3. Are you in favor of adding left turn lanes on Pine Street? (Please circle yes or no) Yes No
- 4. Which Pine Street Alternatives would you support? (Please circle yes or no)

2 travel lanes in each direction with some intersection improvements.	Yes	No
Maintain 4 lanes of travel and at key intersections add a 5 th lane for left turns.	Yes	No
One travel lane for each direction and a left turn lane along all of Pine Street.	Yes	No
One-Way Couplet Pair	Yes	No

- 5. Would you find it acceptable to repurpose some parking spots on Pine Street for safety improvements, such as bulb outs at intersection corners? (Please circle yes or no). Yes No
- 6. Would you find it acceptable to repurpose some parking spots on Pine Street for capacity improvements, such as the addition of center turn lanes? (Please circle yes or no) Yes No
- 7. If traffic could be accommodated most of the year, would you be in favor of narrowing Pine Street to one thru lane in each direction? This may result in some congestion during the peak Summer months. (Please circle yes or no) Yes No
- 8. Do you have any concerns or comments about the proposed Pine Street alternatives?
- 9. Are you in favor of enhanced bicycle facilities in town? Yes No
- 10. Should Pine Street play a major role in accommodating bicycles with bike lanes? Yes No, why or why not?
- 11. Are you in favor of installing signal(s) on Pine Street? Yes No, And why or why not?
- 12. Are there any other alternatives which you think need consideration?
- 13. With what was presented today, what should be the priority for improving Pinedale mobility?
- 14. Are you supportive of roundabouts?

Would you support additional connections?



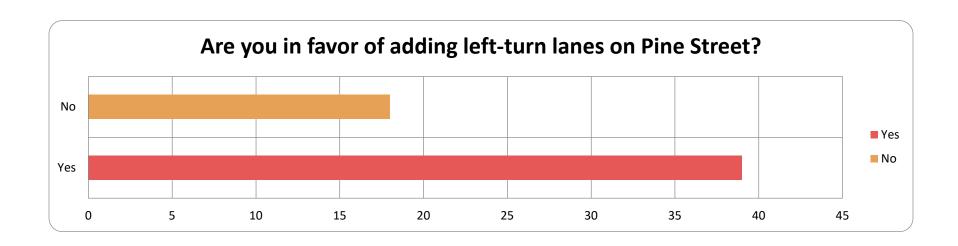


Do you have any concerns or comments about the proposed connectors?

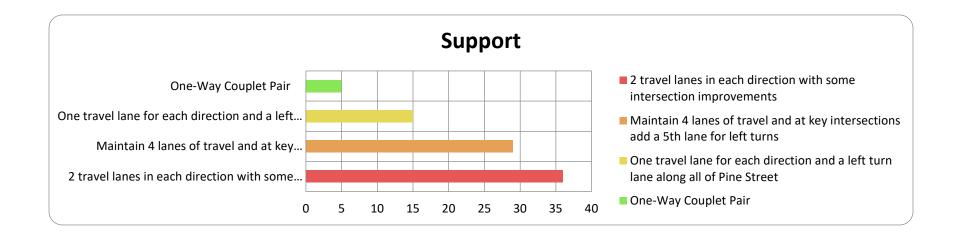
- Any new connectors should include a pathway.
- I understand thinking ahead, but these seem to be very, very difficult solutions to problems we don't yet have. The two proposed creek connectors would just route traffic through residential areas. The problems identified in the survey are not really directly addressed by redundant Pine creek crossings. The south regional connector could make sense as a truck route.
- Keep the traffic on pine street. Side streets have limited sidewalks. It seems like a couple of wellplaced traffic lights with sensors could alleviate any concerns. However, I have never had to wait
 more than a minute or two to turn left in the many years I have lived here.
- The residential roads wouldn't be great as is for a bunch of traffic. Would they just be used as a way to get on Pine St. at a slightly different location?
- Having a south road connection allowing the traffic that is just passing through Pinedale would be avoid the business traffic in town. Would give an opportunity somewhere on that road for a rest area, parking maybe in the future a gas station.
- It is difficult to predict traffic patterns 25 years in the future. A new grocery store on the west side, a new middle school, guessing development patterns is very difficult.
- Vehicular movement in Pinedale should be congested enough for local drivers to be REMINDED that legs/feet were not created for regular use on the accelerator or brake pedal of a DIESEL or gas motor vehicle. Move THROUGH traffic around Pinedale with a So Regional Connector. Crossing the Pine Street highway, WALKING or BICYCLING is a dreaded onslaught.
- As a property owner directly adjacent of some of the North Connectors it is very concerning to see
 the Town of Pinedale drawing roads through my property and asking other community members
 what they think of it. This is a highly inappropriate method for leading a conversation about public
 works.
- Only option for north would be W Lake.
- Have notified homeowners before putting this out in the public? Seems very backward to have community input before asking actual property owners, right? Have you invited the homeowners affected by this to these meetings?
- So we currently don't have enough traffic on Pine St to warrant a traffic light, but we do to build a very expensive and marginally helpful Pine creek crossing? Because maybe in 25 years Pine St will be a little crowded? Doesn't make sense to me.
- Maybe a truck route/bypass could make sense to the south depending on cost and other details. The others seem unnecessary and ill-advised.
- What information has the state of Wyoming provided for main street? Two large congestion areas are the school intersection and post office. If trucks and cars passing through Pinedale were alleviated by a road thru BLM South of town by the state, that could lessen congestion.
- Getting trucks and through traffic around to the south could be nice. Other connectors are not needed.

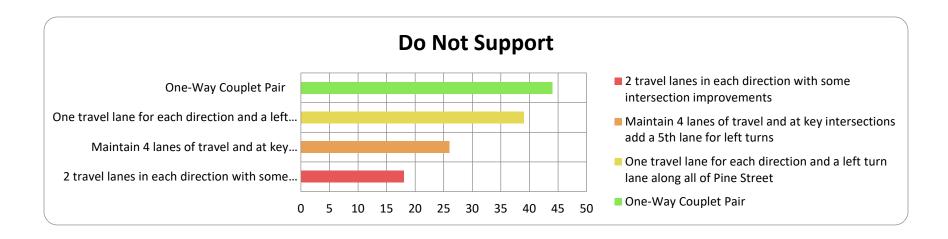
- Keeping traffic on Pine Street where there are sidewalks, and it is non-residential is best. Making decisions based on current traffic for projected traffic in 20+ years seems a bit absurd. The location of grocery stores, office buildings, schools, can change in 20 years, therefore the traffic distribution could change. It seems easy solutions are not being surveyed or considered such as no parking signs near intersections, traffic lights, and lowering the speed limit on Pine Street. Large expansive bulb outs are not necessary.
- Leave pine creek alone. The north connector makes no sense.
- All but the south regional connectors would have major negatives with little benefit. Though businesses may not like traffic not going down Pine St.
- We need an alternative to Pine Street.
- Crossing Pine Street is a major safety concern for children and families.
- We currently reside at 127 Fox Willow Drive and have received the information pertaining to the potential road expansion in our area. We respect the vision for future growth in Pinedale, but would like to express our concerns for the expansion of the South Pine Creek Connector alternative. Mule Deer, Moose, and Canadian Geese utilize the Boyd Skinner Park as an area of respite and reproduction. An increase in traffic flow through this area will greatly impact on the habitat and safety of our wonderful wildlife. Please consider the natural beauty and enjoyment experienced by the people of Pinedale as they utilize the pathways through the park. Disrupting this area will be detrimental to those who enjoy dog walking and children playing safely away from the traffic. We have witnessed many who have redirected their walk due to a moose, rather than a speeding car. We will remain cognizant of the progress of this plan and continue to express our concerns. Sincerely, Bob and Karen Hollar
- Adding traffic control to Pine Street is a far less expensive and intrusive option.
- Expense
- None of this information about the proposed ideas seems available on this site. So, it's hard to answer some of these questions.
- not at all in favor of additional roads in my neighborhood of Fox Willow. Please leave the park alone.
- There is a lot of speeding and running stop signs on N Franklin and Tyler and certain other main arteries. I recommend the "wide style speed bumps" to slow people down. Consider these if appropriate on certain proposed connectors.
- Businesses might not like it, but a southern bypass could be reasonable. All the others are terrible ideas.
- South Regional only logical connector that makes sense.
- They won't be used and would cause more problems than they would solve.
- Not needed -- biased choices
- I do not agree with proposed connectors that impact neighborhoods, as there are many drivers that do not adhere to speed limits and this will be a safety concern for people living there and will negatively affect quality of life.
- They are not necessary.
- We think they will all help to improve traffic conditions and are glad to see them.
- The South Regional Connector is the only one that is logical and sensible

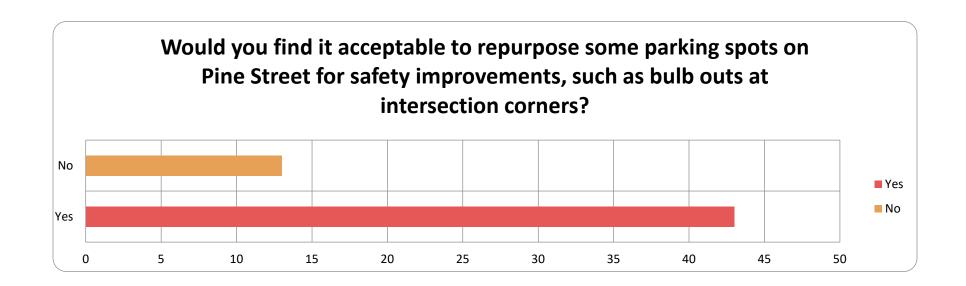
- I think having a truck route to South of town would eliminate a lot of the problems with traffic on Pine street, thus making a lot of changes on Pine street unnecessary wit the exception of stop lights
- Pathway connectors are Ok. Totally against eminent domain to quire right of way
- Two lane each direction, parallel parking in front of businesses, stop lights for each lane, Hawk lights are not safe

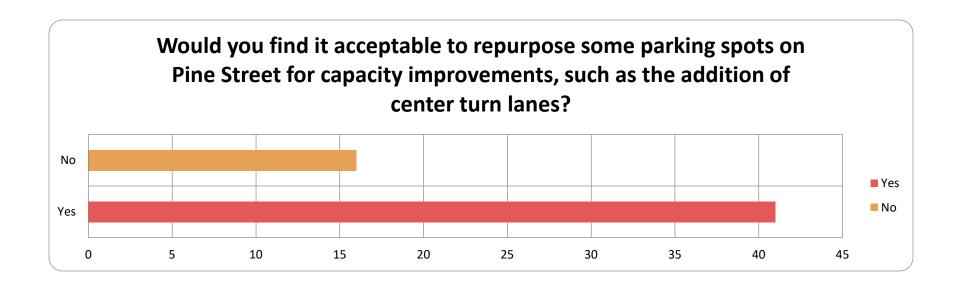


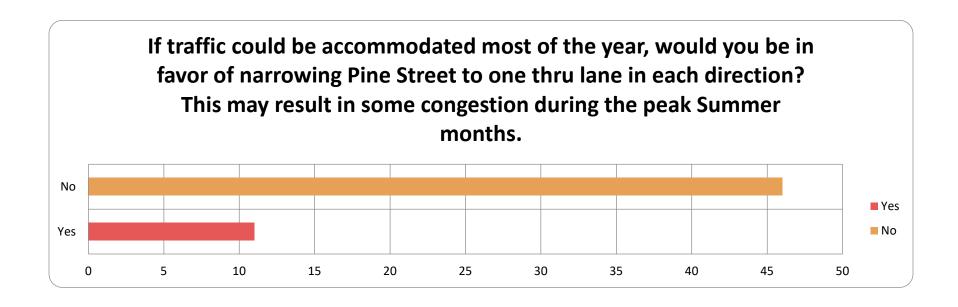
Which Pine Street alternatives do you support? (keep in mind tradeoffs)







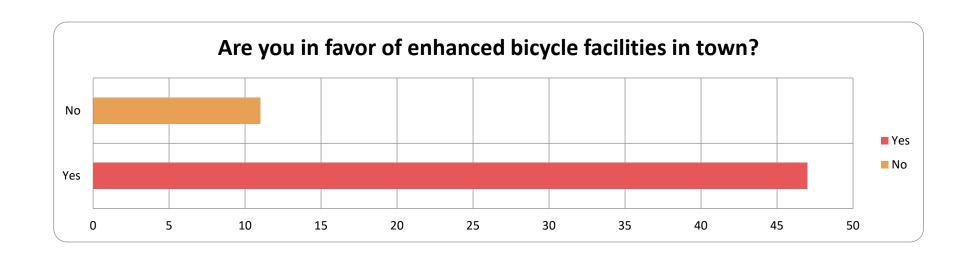


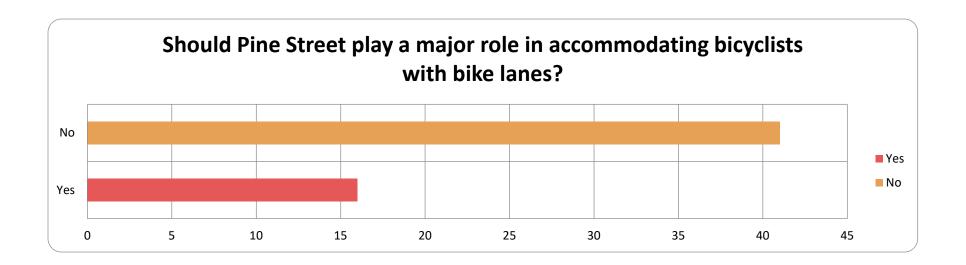


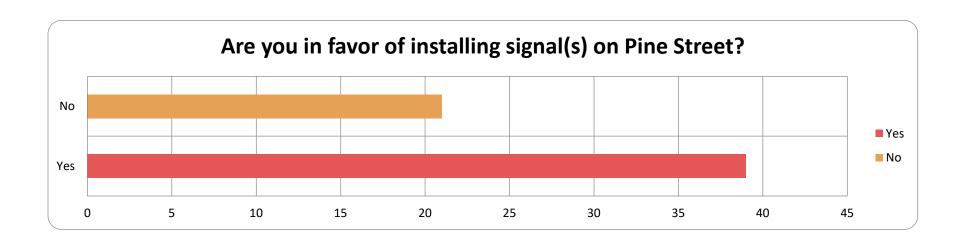
Do you have any concerns or comments about the Pine Street alternatives?

- It is difficult to answer yes or no to these proposals. There is no discussion of things like cost, impact during construction, etc.
- Not necessary
- There is plenty of side street parking, so losing Pine St parking isn't a big deal. One lane on Pine St will just amplify the problems of there not being gaps in traffic.
- There is plenty of side street parking, so losing Pine St parking isn't a big deal. One lane on Pine St will just amplify the problems of there not being gaps in traffic.
- KEEP YOUR BIKE LANE FASCISM OUT OF WYOMING
- Parking is a big concern. With removing some of the parking on Pine Street will make it difficult to find a parking spot. There is not a lot of places to park as is. We need to keep in mind that we need to have accessible parking for the disabled, older people.
- I don't think we need to anything. Probably are not too bad and all of these options are expensive.
- Make it more, NOT less, difficult to navigate Pinedale in a motor vehicle. Get out of your motor vehicles people. The streets of Pinedale should be busy with LOTS of walkers and bicyclists ALL around town. (We can do MUCH better than Jackson locals have NOT done.)
- Yes, I do not see them as necessary at this point or anytime in the near future.
- There is a lot of street parking on side streets. People here like to complain about parking.
- Yes, with improvements people would just go faster through town. The 25 mile an hour speed limit through town isn't observed now!
- I am very much in favor of the bulb outs to improve visibility. Making a left turn onto Pine Street can currently be very challenging and unsafe at some intersections. I could be in favor of the one through lane if I better understood the benefits and drawbacks. I am initially envisioning congestion like downtown Jackson which I am not in favor of.
- Right now 2 lanes on Pine street each direction is the only way of making left turns off of Pine onto side streets reasonably safe. I think some consideration to restricting access both onto Pine, left or right turns only to access Pine a way to ease frustrations at the more frequently used intersections (this would necessitate at least one block of one-way traffic on those side streets). In that vein access onto side streets from Pine could be dealt with by allowing exit from Pine a right turn only onto side streets which allow only rights onto Pine, and lefts only onto streets allowing only lefts onto Pine.
- Reducing parking to improve visibility could make sense.
- I am all for taking parking off the main street and relocating on side streets, but where? It must be convenient for people to reach businesses.
- Traffic is only a minor inconvenience occasionally. Safety improvements to visibility, pedestrians, etc. could be helpful.
- If it's not broke, don't fix it. The studies say it is fine. If it might not be in 25 years, let's revisit in 10 years.
- Seems like visibility is the biggest current concern. Just eliminate and little parking and be done with it. And use crosswalk paint that lasts longer than a hot minute.

- I would like to see some safety improvements for pedestrians and bicyclists on Pine Street.
- I would also be in favor of "islands" in the center of Main Street with landscaping to define the median
- We currently reside at 127 Fox Willow Drive and have received the information pertaining to the potential road expansion in our area. We respect the vision for future growth in Pinedale, but would like to express our concerns for the expansion of the South Pine Creek Connector alternative. Mule Deer, Moose, and Canadian Geese utilize the Boyd Skinner park as an area of respite and reproduction. An increase in traffic flow through this area will greatly impact the habitat and safety of our wonderful wildlife. Please consider the natural beauty and enjoyment experienced by the people of Pinedale as they utilize the pathways through the park. Disrupting this area will be detrimental to those who enjoy dog walking and children playing safely away from the traffic. We have witnessed many who have redirected their walk due to a moose, rather than a speeding car. We will remain cognizant of progress of this plan and continue to express our concerns. Sincerely, Bob and Karen Hollar
- A stoplight solves a lot of problems and provides a cost effective solution for future growth.
- use traffic lights
- The easiest solution is convert to three lanes all the way through town with the center lane being the left turn lane all the way through town. This idea eliminates drivers constantly changing lanes to avoid turn lanes. If we add traffic circles at the west and south ends of town this will make it easier to reduce traffic to one lane in each direction. This recommendation allows us to keep Pine Street parking and modify intersections for bulb-outs. The south of town connector for trucks who just want to pass through without stopping is a great idea to help relieve congestion and won't negatively affect businesses because they would not have stopped anyway. Drivers need a choice.
- Based on the presentation, and personal experience the bulb outs seem as though they are a necessity going forward.
- How much control does WYDOT have over what is done to Pine St?
- I support the 191 truck bypass. If the community elects one lane in each direction on Pine St. the bypass will be critical for truck traffic. I support all measures to slow traffic on Pine St., to increase safety and to increase business in Pine St. shops. I do not have enough info on the connectors to answer the connector questions. As a bike commuter I support all bike pathways and bike traffic on side streets where possible.
- Drivers need to pay attention more, in any situation.
- A variable speed limit would solve a lot of the traffic issues with proper enforcement.
- Not really needed
- Please address the deer crossing pine street near American legion park. It is very dangerous for the deer and for drivers. Every day around 6pm the deer are dodging vehicles. Perhaps and underpass along pine creek could help them.
- We support all improvements. However, after consideration, we do not think that the one way/couplet alternative provides enough benefits at this time.
- Too many crappy drivers today. I do think the bulb outs would help.
- To me, this is a solution looking for a problem. The town council is becoming famous for this reaction.
- Do five lanes (WYDOT can do it when they repave), develop



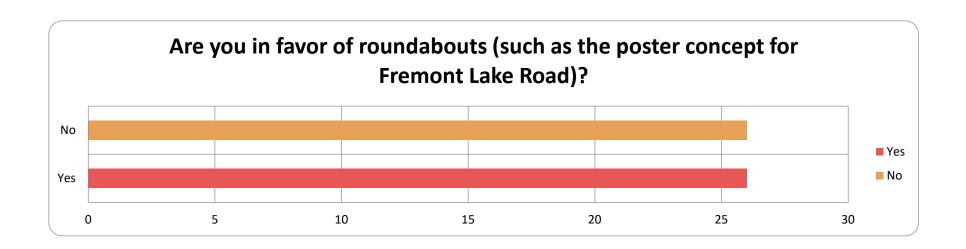




Why or why not?

- better for side streets and pedestrians
- Traffic lights seems to be the easiest way to break up the flow of traffic on Pine St and allow for easier turning and crossing.
- If there are sensors and it's flashing during non-peak hours perhaps an option.
- Doesn't seem necessary now, but could be an easier solution in the future than other options.
- Yes, if they are timed during the day i.e. 7:30am 8:30am and 4:30pm 5:30 pm and seasonally to run more during the summer months when the road is more congested.
- I do believe there should be a traffic light on Fremont Lake Road and Pine Street. As well as one on Tyler and pine street. But places would allow the better control for the flow of traffic for the hospital and police and schools.
- Maybe in the future, but for now Pine street is fine.
- Would make it safer for pedestrians.
- When, as a REGULAR (weekly +) walker or bicyclist crossing Pine Street, I'M not forcing the drivers of big, loud, vehicles to pause by using the pedestrian stop signal, THEN there may be less LOUD, maybe less irritated, behavior happening.
- They would further back up Pine Street traffic. Similar to what occurs with the pedestrian light.
- Yes it gets busy in the summer months, but patience, waiting an extra minute to pull out of an intersection won't kill you.
- Not sure that I'm in favor exactly, but it seems like the most economical and sensible solution.
- During the slow times of the year, you would be sitting at a traffic light just waiting on it to change colors when it is obviously safe for you to proceed on your way. There has been traffic lights installed before and then removed because of this issue.
- If the data supports that traffic signals would be helpful for traffic flow and pedestrians, I would be in favor.
- With the volume of traffic continuing to increase thru town there needs to be a way to break up the flow to allow egress and exits onto and off of Pine, as well to slow speeding down. It seems that speeders will only respond and/or respect speed limits if those limits are enforced somehow.
- Slow the big rigs down.
- Right now I don't believe they are needed. I would contend we should wait and see how these projections pan out. Maybe the town needs them in 5 years, or maybe not for 50 years.
- For school bus traffic it maybe worth considering just for busy times.
- Concerned about traffic being backed up
- Could help break up the flow of traffic.
- Currently it takes hardly any time to turn left onto Pine Street or turn left when on Pine Street. If it is warranted in the years to come it seems like a well-timed traffic light(s) is a reasonable solution.
- Maybe in the future. Study says they are not justified now.
- Traffic study data says they are not needed.
- If it helps things, yes.
- makes for more safe crossings

- There may be a need for an additional pedestrian crossing and signal in front of Ridleys to Daves Last Stand to enable people who are walking the town to cross safely.
- Most cost effective solution for improving safety of Pine Street and accommodating increased traffic.
- There might be limited times when the traffic volume justifies this and still may not be warranted by Wydot. Roundabouts would require larger intersections. Ultimately the state will dictate what happens with Pine St.
- they seem useful
- Stop lights interfere with the flow of traffic for a state highway. I would like to see a flashing red light at key intersections Bridger, Tyler, and Lake to make a vehicle stop but be allowed to proceed if cross traffic is clear. I like traffic circles to be installed at the west end of Pine and south end to slow traffic down as they enter both ends of town. I think the truck bypass south of town is a great idea to reduce congestion and allow drivers who don't want to shop to pass by easily.
- There needs to be something that interrupts the flow of traffic for those turning onto Pine St.
- The traffic study says they are not warranted.
- Unsure
- It would slow traffic down, making it a bit safer
- Present alternative routes through better signage
- Depends on where.
- Currently there are signals which pedestrians can use to safely cross Pine St. Otherwise, I do not think signals are necessary. Enhanced traffic control to slow down speeding cars would be helpful in slowing down traffic without having to resort to traffic signals.
- Currently there is no need for a traffic light. If there is a need in the future then that may be appropriate.
- We are in favor of installing signals on Pine to improve safety and usability. It is easy to get stuck trying to turn out on to Pine during busy hours and this worsens with increased traffic.
- We could definitely use stop lights to control traffic & pedestrians
- Let's keep Sublette County traffic light free
- When appropriate, but not before.
- Use side streets



Are there any other alternatives you think need consideration?

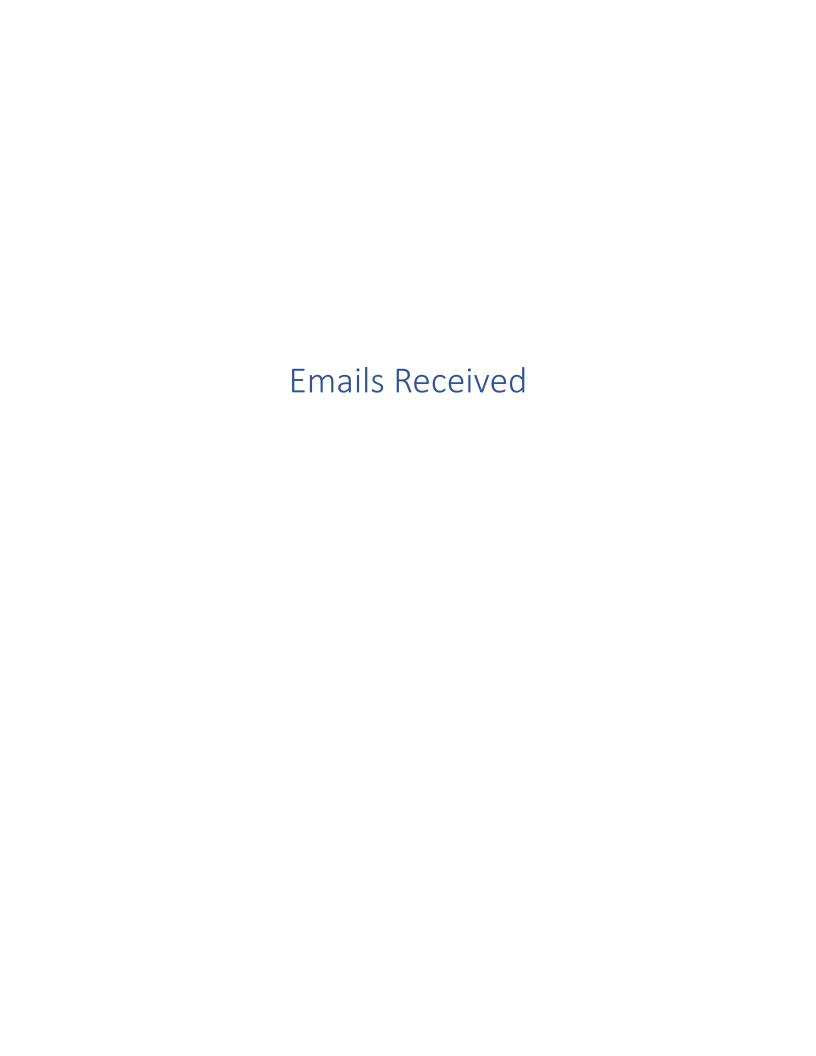
- Doing nothing.
- The underpasses seem like they would flood. The town needs to have the bike path near the school operational year round instead of having a poorly engineered path that is a safety hazard and floods.
- Cost is not considered in this survey. I don't think bikes should be a priority on Pine St. Locals usually use side streets as it is a more pleasant ride.
- Keeping the town with the same special feeling we all love. But still allowing growth to
 accommodate the future. That is why I strongly agree there needs to be an alternative around
 Pinedale (south connecter MESA road) that does not go through where a lot of housing is already
 developed.
- I don't think there are any really pressing issues, just a wish list of "nice to haves".
- You should have had a 'MAYBE IF' option available on most of your questions.
- Find something better to do with public money or do nothing at all. But I'm sure the local engineers and builders are chomping at the bit for some boondoggle.
- I am on the fence about the roundabout for the concept at Fremont lake road. I believe that the roundabout takes up a lot more space and/or property in that area but would be curious to see the data and modeling for a roundabout vs an intersection.
- I am in favor of an additional roundabout at the west end of town.
- Stop spending money on traffic studies. Go to LA if you want to see traffic problems. Having to wait 50 seconds is not a traffic problem. Improving safety could be a worthwhile effort.
- Wait and see how the town grows and where.
- Keep pedestrians and bike paths away from traffic. The bike path behind the PAC/high school, over the creek near Shelter Park, to the elementary school, and near the ball fields, are very nice without cars nearby. This is safe for children and a great place to spot wildlife.
- Keep pedestrians and bike paths away from traffic. The bike path behind the PAC/high school, over the creek near Shelter Park, to the elementary school, and near the ball fields, are very nice without cars nearby. This is safe for children and a great place to spot wildlife.
- Just wait and see. Maybe the elementary school in Bloomfield will make sense in another 10 years, but for the last decade it's been inconvenient and in the middle of nowhere. Decision makers were convinced Pinedale was blowing up and had all these projections that were wrong. Let's not do anything drastic based on projections.
- Predicting growth and traffic patterns that far into the future is difficult. Doing something major could prove foolish. Maybe Redstone and Bloomfield really blow up and traffic patterns shift.
- More public art along Pine Street.
- Repaint all pedestrian crossings and enhance signage. The little cone in the middle of the road is
 insufficient. Also, where are the electronic speed signs and the deputy on duty to write tickets for
 speeding.
- Roundabout would be a good solution for Fremont Lake Road but doesn't solve turning problems in town
- We need to get people, especially out of town folks to slow down and pay attention going through town. Multiple Permanent radar speed signs would probably help greatly. Pine Street itself is probably way overdue for new pavement and is an obstacle course currently with potholes.

- The south bypass is a great suggestion, but I recommend it being more streamlined. As few turns as possible.
- decrease/eliminate alley accesses on and off Pine St to improve traffic flow and parking
- Going forward, cycling infrastructure is going to be important as there are more people using bicycles as a mode of transportation especially with the growth of e-bikes. Currently cycling on Pine St. is harrowing experience and completely impossible with younger cyclists. This necessitates that if you are cycling with kids and need to cross Pine Creek you have to go out of your way to get across the creek. Once there are some better alternatives to crossing Pine Creek, those alternatives should have dedicated and separated bike/pedestrian lanes/paths.
- Extreme changes maybe resulting in marginal improvements based on predicted long-term traffic
 increases, is a very bad idea. Maybe the town should have spent some of the \$200K on clearing
 roads this summer. I would avoid some intersections as I don't have a tank to get through. And
 other roads were like an amusement park where you just got your wheels in the grooves and
 couldn't get out.
- Truck bypass is important.
- Limiting high profile vehicle parking
- Not adopting this plan no financial solid -- economic or environmental considerations given. Who pays?
- As a resident of Tyler Avenue, I think that a stop sign at Tyler and North would help slow down the traffic on Tyler. As it currently is, there are too many drivers (young and old alike) who drive too fast. Many children from school and the PAC use Tyler to get to their homes. In addition, there are many children who live on Tyler as well.
- I didn't see anything about the intersection of Lake and Fremont Lake, just above the cemetery. There needs to be pedestrian/bike signal there or light. Coming home from the lakes in the evening, I have had a number of pedestrians and cyclists with headphones coming across Lake Rd unaware of oncoming traffic. At least a signal, perhaps activated by movement, would alert a driver. Also, a pedestrian underpass or overpass on Tyler could potentially work wonders for foot and cycle traffic over Pine to the parks and bike paths.
- Angle-in parking on the first blocks north and south of Pine Street
- angle-in parking
- 5 lanes

Based on the workshop materials and analysis results, what should be the priority for improving Pinedale mobility?

- improving pedestrian safety and connectivity
- Street and path plowing.
- Many of the survey results can be boiled down to their not being enough traffic gaps on Pine St and visibility issues. Though I don't see any real problems at the moment. Go to NYC or LA and see actual traffic problems, not because someone had to wait 40 seconds to turn left at 5 PM. That is not a reason to spend tens of millions of dollars. How much has already been spent?
- Truck route to bypass Pine Street
- Having a better flow of traffic in town and keeping the extra traffic that just needs to drive through a
 way to do so.
- Add some more dog poop stations on bike paths
- Walking and bicycling errands and socializing good, driving a motor vehicle as a FIRST OPTION bad.
- Southern bypass.
- Notifying the Public, especially homeowners. Disgraceful
- Maintaining what we have. We generally have good roads and paths, let's take care of them and maybe make minor improvements (more sidewalks, crosswalk paint that doesn't come off in 3 weeks, etc.)
- Nothing, it has been fine for over 32 years and before. In fact the side streets were dirt 32 years ago and people did just fine. We just need to have patience and common courtesy. Haste makes waste.
- Pine Street bulb outs and lane reconfiguration
- Enhanced alternative mobility projects, roundabouts at both the east and west end of town and Highway 191 access to the Mesa Road going out of town.
- Considering additional routes across Pine Creek was a low priority, roughly equal with completing streetlights on Pine St., we should definitely not be putting bridges across Pine St because maybe in 25 years traffic could be not ideal.
- I applaud the efforts the town is taking moving this forward, however, I would like to understand more on what the state is willing to concede as well before moving forward. thank you.
- Pedestrian safety when crossing Pine Street. Reducing speed for tourists through town. I don't really
 like the idea of stoplights, but if they are the best way to slow tourist traffic through town, I
 understand.
- Safety for pedestrians and motorists. Improving LOS at intersections
- Safety
- Visibility in turning left onto Pine Street.
- Improved Connectivity. Improved Geometric Design. Consistent street sections for future improvements. Fix pedestrian connectivity, street lighting, and pedestrian safety issues along Pine Street
- safety and maintenance
- Visibility on Pine Street
- Safety on Pine Street it is our community down town.

- making sure walkability to business is safe and also making the enhancements/changes not an
 eyesore.
- Improve line of sight at intersections on to Pine Street.
- Much of Pinedale's appeal is the ability to walk the downtown area. First and foremost, the need to
 well mark pedestrian crossings and signage is imperative. This will help serve our downtown
 community, without distracting from any visual appeal.
- 5 lanes at key intersections with at least one traffic light.
- Safety
- The information was not readily available to answer these questions. This website needs improvement to make it easier to understand.
- traffic lights
- Keep traffic moving. Safety for pedestrians. Love the underpass pedestrian idea at key areas such as Bridger and Tyler and Lincoln. Alternately, a light that turns red at these locations only when a walker pushes the button. A downtown bicycle route should be 1 block off Pine Street. Pine street is not wide enough to accommodate the bicycles in addition to traffic, turn lanes and parking. Parking on Pine Street must remain available for our local businesses. Change the parking on N Franklin between Pine Street and Magnolia to angular. This helps keep cars backing out on their own side of the road. Reduce the speed limit within that block to 5mph and add a "reduced speed ahead" warning at the southwest corner of North street and Franklin.
- Alternative routes for crossing Pine Creek other than Pine St., Fox Willow, and the north bike path.
- The community surveys say the citizens want improved visibility and safety on pine street. We don't have traffic problems caused by too much traffic.
- I think it is important to plan future connections and roads that can be thoughtfully arranged and required to be built when future development happens.
- Snow plowing 1st Pine st, 2nd sidewalks (this is not the residents responsibility) 3rd north south streets, 4th east west with snow plowed to center and removed.
- Absolutely no "Pine creek north" crossing. the plan lacks dept of analysis of ecologies demographic, historical or archaeological concepts.
- Have signs for no parking near intersections on pine street and have a way for animals to safely go
 from north to south on pine street. Maintain the roads we have and get the bike path near the
 elementary school usable in the winter!! The town spent money for that path and it was designed
 poorly and floods. It is used by kids to go to school frequently in the fall and the end of the school
 year. It would be used much more if this problem was fixed.
- Traffic flow of all types. The alt routes and connectors look very promising for easing congestion and speeding drivers (often long-distance trucks trying to get through town) on Pine. Done in tandem with added signals and pedestrian improvements on Pine should get this off to a good next decade.
- Stop lights & Truck route bypass to South
- South Connection route between 191 South and 191 West
- Update crosswalks and cubs with new paint, display pedestrian crosswalk signs prominently. Are you
 trying to make us another Jackson?! Have you already made up your minds?! This is a cow town, not
 a bike town?!



We are very concerned. A road adjacent to our property would severely depreciate the value. We have recently invested most of our retirement in upgrading a previously neglected old homestead.

Everett and Susan Diehl

515 Brewer Lane.

From: **Bob Hollar** < bkhollar32@gmail.com >

Date: Tue, Mar 28, 2023 at 2:36 PM

Subject: Town of Pinedale Transportation Master Plan

To: abrampearce@townofpinedale.us <abrampearce@townofpinedale.us>

Dear Abram Pearce:

We currently reside at 127 Fox Willow Drive and have received the information pertaining to the potential road expansion in our area. We respect the vision for future growth in Pinedale, but would like to express our concerns for the expansion of the South Pine Creek Connector alternative.

Mule Deer, Moose, and Canadian Geese utilize the Boyd Skinner park as an area of respite and reproduction. An increase in traffic flow through this area will greatly impact the habitat and safety of our wonderful wildlife.

Please consider the natural beauty and enjoyment experienced by the people of Pinedale as they utilize the pathways through the park. Disrupting this area will be detrimental to those who enjoy dog walking and children playing safely, away from the traffic. We have witnessed many who have redirected their walk due to a moose, rather than a speeding car.

We will remain cognizant of progress of this plan and continue to express our concerns.

Sincerely,

Bob and Karen Hollar

From: Deborah <deborahlee823@yahoo.com> Sent: Wednesday, March 29, 2023 11:33 AM To: Hayley Ruland, PE <hruland@jorgeng.com>

Subject: Connectivity in Town - per the meeting presentation you gave

You don't often get email from deborahlee823@yahoo.com. Learn why this is important

Hayley

Following are my thoughts for best suggestions. The survey I submitted aligns with the following.

Suggest: Pine Street to be 3 lanes all the way through town. Center lane to be the turn lane.

Reason: It would reduce the traffic flow to have turn lanes only at certain intersections with drivers needing to change lanes to avoid it.

Suggest: Traffic circles installed at the west end of Pine (Jackson Ave) and south of town (near Hill Street)

Reason: This is a smooth way to reduce traffic from 2 lanes to 1 lane as they enter downtown.

Suggest: A continuously flashing 4-way red light at Tyler and Lake. A pedestrian underpass at Lincoln and Bridger.

Reason: It slows speeders down. It allows traffic to proceed if there is no cross traffic. It's cheaper than a full service stop light which holds traffic up when

no one else is at the intersection.

Suggest: The south of town bypass creation

Reason: Certain drivers just want to get to their destination without stopping. This bypass allows for that and reduces congestion in town. It will not

affect businesses because the driver would not stop anyway. People who want coffee, food, gas or merchandise will choose the business route.

Suggest: The south town bypass being a state highway vs a county road.

Reason: I noticed the map had many turns. Since the traffic is mainly from 191 it should continue to be a state highway 191 alternate route, not become a county road bypass

encumbered by excessive turning.

Suggest: N Franklin avenue between Pine and Magnolia to become a 5mph zone and place a "reduced speed ahead" sign 1 block north of it at N Franklin Ave (southbound) and North Street.

Change parking between Pine and Magnolia to be angled. This idea might be appropriate at other areas within 1 block of Pine Street.

Reason: Angled parking will help keep drivers backing out on their own side of the road. Currently they take the whole road to back out. Angular parking will

improve site distance. Drivers passing by can more easily see brake lights with angular parked cars. Right now cars on both sides are blocking traffic in both

directions when backing out.

Thank you!

Deborah

From: Grover Laseke <glaseke@yahoo.com>

Date: Fri, Mar 31, 2023 at 10:19 AM

Subject: Transportation Master Plan Comments

To: Abram Pearce <abrampearce@townofpinedale.us>

Abe-

Below are my thoughts on the Transportation Master Plan.

- 1. Pine Street should remain two lanes in each direction. If left turn lanes can be incorporated into the currently available space then I'm all for it. During the winter months, when traffic is lighter, the left turn lane can revert to a snow storage area.
- 2. If we need to lose some parking space on Pine Street we can make up for the loss on the side streets. It would be better to have angled parking spaces as the are easier to get into, easier to see when backing up and the tail lights on the parked car can be seen by traffic on the right of way. Eliminating parking spaces near the cross street corners, would allow for bulb outs, would improve visibility especially in the winter when people park further from the curb on Pine Street.
- 3. I like the bulb outs but on Pine Street make them with street paint so that the plow trucks can operate more effectively in the winter. Put temporary delineators at the bulb outs in the summer much like we do with the pedestrian signs on the centerline.
- 4. We do need a Pine Creek Connector and I would be in favor of doing the north side first. There is already a way to get around on the south side so a connector up at Hennick St. or further north makes the most sense. This connector would help cut down on local trips on Pine Street too. Make sure to consider devices to keep speeds down as these areas are residential.
- 5. I am opposed to a bicycle lane on Pine Street. It would take away road width on Pine Street which is much too valuable especially considering a bike lane would be used only about 1/3 of the year due to winter weather. A route parallel to Pine St on the side streets would be a better alternative. Seasoned rider make it through downtown without a problem now. It's the sidewalk riders who need education (enforcement).
- 6. Narrowing Pine Street lanes of travel would help to facilitate slowing traffic and give more room for a left turn lane. More speed enforcement would be a good idea too.
- 7. A truck route around the downtown area would be good and could be used for those occasions when there is a parade or some other reason that downtown Pine Street needs to be closed.
- 8. Crosswalks on Pine Street should be painted using a more durable material that doesn't disappear in the winter. It might be good to put a flashing light and sign suspended over key crossings but don't overdo it as motorists will be overwhelmed by too much traffic control.

- 9. Traffic signals may be necessary as time goes on but should be avoided as long as possible. Signals should only operate during the times of day they are needed and revert to flashing yellow at other times.
- 10. I like the use of roundabouts where appropriate because they keep traffic moving. Residents not familiar with them may have differing opinions but I have seen them in use and like what I see. Roundabout intersections should be identified early as they take up a lot of space and could impact downtown businesses.
- 11. Speaking of downtown businesses there should be a priority given to limiting changes that would impact our downtown business community.

My thoughts for what they are worth.

Grover Laseke

412 N. Franklin Av.

360-772-0371

From: **Ken Hartwig** < kenthartwig@gmail.com>

Date: Tue, Mar 28, 2023 at 7:39 AM

Subject: Proposed Pathway

To: Abram Pearce abrampearce@townofpinedale.us>

Morning Abe, I noticed on the town's transportation master plan that there is a "pathway" proposed across the south end of Boyd Skinner Park that appears to directly border my property on the north and east side. Is the proposed pathway a bike path, walking path or a street that cars will be using? I see a construction date of 2045. Is this how far out the pathway is scheduled to begin construction if it does come to fruition?

I'm not opposed to an extension of a walking path but a street on the north and east side of my house would drastically affect the value of my property if I choose to sell. Is the town prepared to buy my home at a fair market price? Even if the pathway isn't scheduled in the near future I still have to disclose it if I sell and that will directly have an impact on our property value as well as a negative impact on the integrity of the park.

Thanks in advance for your consideration.

Ken and Laurie Hartwig

From: meg davis < megjdavis@msn.com > Date: Tue, Mar 28, 2023 at 12:23 PM

Subject: Town of Pinedale Transportation Master Plan

To: abrampearce@townofpinedale.us <abrampearce@townofpinedale.us>

Dear Abram:

Thank you for returning my call this morning. I want to express in writing to you as well as the Town Council members that my husband and I are very much opposed to the South Pine Creek Connector alternative on your website.

Although we can appreciate the need for a traffic study spelling out developing growth projections to plan for the increased traffic on Pine Street, we are opposed to trying to solve this by increasing traffic flow in our quiet neighborhood of Fox Willow.

Pedestrian pathways add to the charm of the adjacent park and we, along with the rest of the town, appreciate the use of them. However, the possibility of adding a roadway directly behind our house in order to facilitate more expedient travel to and from Pine St. would detract from the esthetics of the park, interfere with the natural wildlife habitat, and decrease the property values of the residences impacted by the roadway. Perhaps when the time comes, a more southern street expansion would make more sense.

Per your wise advice, we will remain engaged in the progress of this plan and continue to make our feelings known along the way. Thank you for your information.

Sincerely,

Mike and Meg Alley

Hayley Ruland, PE

From: Dave <david.pawlowski@gmail.com> Sent: Tuesday, June 6, 2023 2:53 PM

To: Hayley Ruland, PE Cc: info@townofpinedale.us

Re: Town of Pinedale Corridor Plan Subject:

Thanks Hayley,

Sorry I didn't hit yesterday's date but still wanted to provide comments.

Generally I think this makes a lot of sense and should set up the town well for the future. I think the tradeoff of less parking on Pine street for better visibility and a turning lane is a good one. The pedestrian underpass to the new ball fields is a major safety improvement as is extending the bike path east/south of town. Markings for left and right turns on side streets will be nice so people are less likely to hug the right side of the road and then turn left.

The one potential negative I could see is prohibiting left turn from certain side streets. At first I thought it was because the streets were too narrow for separate right and left turn lanes, but they look the same width as Franklin Ave. So I'm not certain of the underlying logic. Particularly for out of town folks, it will probably result in a number of U-turn on Pine street. This is also something that is easily changed one way or another as it doesn't require anything more than signage changes.

I think most of the additional Pine creek crossing proposals in the traffic study are fraught with issues and creating as many or more problems as they solve. It seems like the suggested improvements to Pine Street are much more sensible and much better address community feedback on initial surveys.

Thank you, Dave Pawlowski

From: "Hayley Ruland, PE" <hruland@jorgeng.com>

Date: Monday, June 5, 2023 at 10:36 AM

To: Dave Pawlowski <david.pawlowski@gmail.com>

Subject: Town of Pinedale Corridor Plan

Hi Dave,

Please see attached for the Pine Street Long Term corridor plan, as referenced on the Town website. If you have any questions, please let me know. Please provide your comments via email to info@townofpinedale.us and me by end of today, preferably.

Thanks. Hayley



Hayley Ruland, PE Project Manager · Transportation Lead

58 S. Tyler Ave. | PO Box 1519 | Pinedale, WY 82941

Jackson, WY • Pinedale, WY M: 740.215.1762 www.jorgeng.com

hruland@jorgeng.com

Appendix A.4 Comments and Coordination Report

News Paper Information

Town of Pinedale Transportation Master Plan



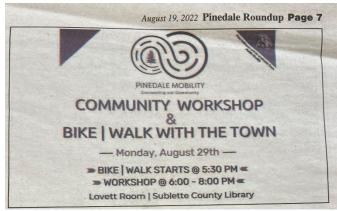




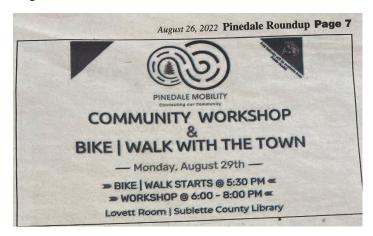




August 19th, 2022



August 26th, 2022



August 26th, 2022



September 9, 2022 Pinedale Roundup Page 7

OF PINEDALE

The Town of Pinedale recognizes the need to enhance safety, accessibility, connectivity, resiliency, & livability in our community and is developing a Transportation Master Plan and Pedestrian Safety Plan and would like your thoughts and input on overall mobility in Pinedale.

Help us assess mobility needs & identify actionable near- and long-term solutions. Provide your comments about Pinedale's transportation and complete a short survey through

Friday, September 16th.

Available at: www.townofpinedale.us/pinedalemobility

Box 709 - 69 S. County Rd 123. (take South Tyler)
Pinedale, Wyoming 82941 -307-367-4136 · 307-367-2578 Fax



THE TOWN OF PINEDALE NEEDS YOUR INPUT

enhance safety, accessibility, connectivity, resiliency, & livability in our community and is developing a Transportation Master Plan and

FRIDAY, SEPTEMBER 16TH

Learn more about the project and provide your feed back at: www.townofpinedale.us/pinedalemobility









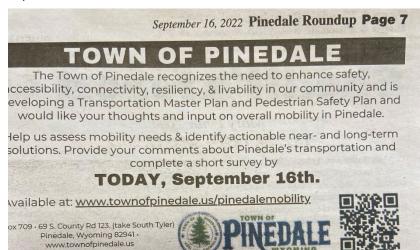






PINEDALE MOBILITY

Connecting our Community



September 16th, 2022

307-367-4136 · 307-367-2578 Fax



December 2, 2022 Pinedale Roundup Page 7

TOWN OF PINEDALE

Mark your calendars for December 12th! Transportation is a large part of our everyday lives from commuting to work and school & walking around downtown to biking on our scenic pathways. The Town of Pinedale has been working on developing a Transportation Master Plan and HWY 191 pedestrian safety plan to assess the mobility needs and identify actionable near-term and long-term solutions for enhancing transportation safety and connectivity in our community. Earlier this fall we received feedback and comments from the community about transportation via surveys and our public workshop. Join us at to learn about the existing traffic conditions and the long-term projected traffic within Pinedale on Monday, December 12th at 5 PM in the Lovatt Room of the Sublette County Library. The project team will present traffic data, findings, and the next steps of the Pinedale Transportation Master Plan. Visit www.townofpinedale.us/pinedalemobility for additional information about the project. Following the meeting, the website will be updated to include information shared at the presentation.

Box 709 • 69 S. County Rd 123. (take South Tyler)
Pinedale, Wyoming 82941 • www.townofpinedale.us
307-367-4136 • 307-367-2578 Fax



December 9th, 2022

December 9, 2022 Pinedale Roundup Page 7

TOWN OF PINEDALE

Mark your calendars for December 12th! Transportation is a large part of our everyday lives from commuting to work and school & walking around downtown to biking on our scenic pathways. The Town of Pinedale has been working on developing a Transportation Master Plan and HWY 191 pedestrian safety plan to assess the mobility needs and identify actionable near-term and long-term solutions for enhancing transportation safety and connectivity in our community. Earlier this fall we received feedback and comments from the community about transportation via surveys and our public workshop. Join us at to learn about the existing traffic conditions and the long-term projected traffic within Pinedale on Monday, December 12th at 5 PM in the Lovatt Room of the Sublette County Library. The project team will present traffic data, findings, and the next steps of the Pinedale Transportation Master Plan. Visit www.townofpinedale.us/pinedalemobility for additional information about the project. Following the meeting, the website will be updated to include information shared at the presentation.

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Pinedale, Wyoming 82941 • www.townofpinedale.us
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Transportation Master Plan details released

By Robert Galbreath

rgalbreath@pinedaleroundup.com

PINEDALE - Pine Street has served as Pinedale's central artery for more than a century. Many community businesses and services still reside along the thoroughfare.

Over the decades, Pine Street developed from a humble dirt street into a four-lane portion of Highway 191 linking the busy Interstate 80 corridor to world-famous tourist destinations like the Tetons and Yellowstone.

Pine Street's dual purpose as the major national highway and focal point for businesses and residents poses a challenge for town planners.

The Town of Pinedale launched a Transportation Master Plan to study traffic conditions across the community and use data to identify projects that will improve connectivity, safety and mobility.

The first phase in the Transportation Master Plan involved collecting and analyzing data. Engineers from Jorgensen & Associates in Pinedale and Felsburg, Holt and Ullevig presented these findings to the town council at its Dec. 12 meeting.

Jorgensen conducted traffic studies and gathered input from public workshops it hosted with the town in August. The firm also relied on statistics from the Wyoming Department of Transportation (WYDOT) and a private transportation research company

called StreetLight Data.

Hayley Ruland, a project engineer at Jorgensen, outlined several areas of concern - connectivity, speeding, making left turns on Pine Street, pedestrian safety and pathway connectivity.

Connectivity

Engineers divided Pinedale into four geographic quadrants separated by Pine Creek (north to south) and Pine Street (east

Using information from StreetLight Data, Jorgensen analyzed the number of trips made between each quadrant to explore connectivity in the community, Ruland explained.

Figures showed most traffic flowing from the quadrants south of Pine Street to the northeast quadrant, where many businesses and services are located, Ruland said. Traffic was equally heavy from the northwest quadrant to the northeast quadrant.

WYDOT tallied a daily average of between 3,000 and 5,000 vehicles on Pine Street at the western town limit of Pinedale. The figure rose to approximately 10,000 vehicles traversing Pine Street inside city limits.

The study demonstrated "more movement" in Pinedale's "downtown core" and indicated that a significant portion of traffic on Pine Street consists of residents entering the

See 'TRANSPORTATION' on page A4

TRANSPORTATION

nonresidents passing through town, Ruland

According to StreetLight's analysis in 2021, only 25 percent of average daily traffic on Pine Street in July was through traffic. The number dropped to 10 percent in March.

Speeding Based on data, Ruland emphasized that speeding cannot be entirely attributed to

speeding calmid to entirely attributed to tourists and truck drivers.

Engineers relied on a speed study conducted by WYDOT in 2016. WYDOT tracked vehicle speeds at Pinedale town limits and in the downtown core area.

WYDOT observed 15 percent of vehicles traveling above 35 mph along Pine Street in the downtown core area. The study also showed 15 percent of drivers entering town limits on the west end of Pine Street moving faster than 45 miles per hour and 15 percent exiting town to the east pushing 49 mph.

Turning left onto Pine Street from a side street can be an exercise in patience,

especially during summer months

The portion of Highway 191 that becomes Pine Street inside town limits is not a "free flow" highway, Ruland explained. Pine Street is bisected by 27 intersections, or 'points of conflict" for traffic, she added.

Engineers rated certain intersections on Pine Street with letter grades assigned from an "A" (passing) to "F" (failing).

The intersection at Tyler Avenue and Pine Street received a "C" and "D" during peak hours of traffic, meaning drivers waited between 15 to 35 seconds to make the left turn into Pine Street.

Several intersections along Pine Street were close to receiving a "failing" grade with wait times approaching or exceeding 50 seconds, Ruland said.

In addition to traffic, sight distance plays a role in making some intersections difficult to navigate. Obstructions like parked cars and buildings along Pine Street can force drivers to inch forward in order to see oncoming traffic, Ruland remarked. The drivers then

block crosswalks, making side streets less

safe for pedestrians, she said.

Pedestrians and bicycles
Matthew Downey, an engineer at
Felsburg, Holt and Ullevig, discussed
pedestrian and bicycle use in town limits

Downey and his colleagues counted the number of daily pathway users at different locations in Pinedale during the month of October. Harmony Bridge and Tranquility Bridge received the highest traffic from cyclists and pedestrians, with the pathway running south of town along Highway 191 and the ballfields getting the least amount

Engineers analyzed the pedestrian crossings of Pine Street at Tyler Avenue and Lake Avenue. The crossing at Tyler Avenue experienced significantly higher volumes than the crossing at Lake Avenue, Downey said. The numbers fluctuated by season, he

According to the study, 716 people crossed Tyler and Pine over one week

in July. The figure decreased to 243 in February. At Lake Avenue, 373 people used the crossing in July and 65 in February. Downey stressed that the study only counted instances where people activated the street-crossing lights. The actual number the street-crossing lights. The actual number of pedestrians using the crossings may be as

high as "the thousands," he said.

Other Pine Street crosswalks of concern were at the American Legion Park and between Ridley's and Bridger Street, Downey added.

The next step in the Transportation Master Plan is to develop transportation alternatives, recommendations and solutions based on the data, Ruland told the board. Public input is crucial in developing plans to improve transportation and safety, Ruland

A copy of the Transportation Master Plan powerpoint presented by Ruland and Downey to the town council is posted on the Town of Pinedale's website at townofpinedale.us/pinedalemobility.

February 24, 2023 Pinedale Roundup Page 7

TOWN OF PINEDALE

The Town of Pinedale is hosting a Transportation Master Plan public workshop in the Lovatt Room of the Sublette County Library on Wednesday, March 1, 2023, from 5 - 7 p.m. See what Pine Street traffic and growth is projected to look like over the course of the next 20 years and how it will impact our community. The Jorgensen team will be sharing multiple alternatives, including Pine Street modifications and additional streets in the Pinedale vicinity to improve connectivity. Please join us to learn and share your thoughts about transportation in Pinedale. For additional project information, go to https://www.townofpinedale.us/pinedalemobility.

Box 709 • 69 S. County Rd 123. (take South Tyler)
Pinedale, Wyoming 82941 • www.townofpinedale.us
307-367-4136 • 307-367-2578 Fax



March 3rd, 2023

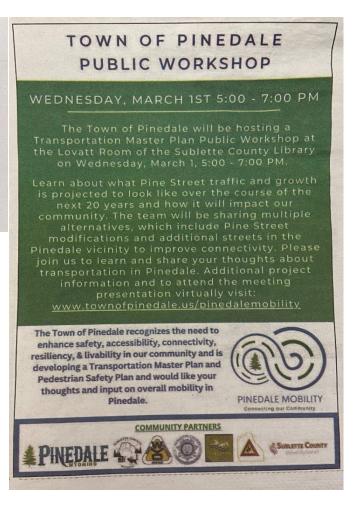
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PINEDA

Transportation Master Plan Community Workshop - Tuesday, March 28 Join us in the Lovatt Room of the Sublette County Library from 5:30-7 p.m. to learn more about Pinedale's new Transportation Master Plan & Proposed Alternatives. The Town of Pinedale will be accepting public feedback about the Transportation Master Plan through Friday, March 31. Information from previous Transportation Community Workshops are available on the Town's website, at https://www.townofpinedale.us/ pinedalemobility, you can learn what Pine Street traffic and vicinity growth is projected to look like over the course of the next 20 years and how it will impact our community, as well as transportation alternatives, which include Pine Street modifications and additional streets in the Pinedale vicinity to improve connectivity.

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April 7th, 2023

Pinedale hosts second Transportation **Master Plan workshop**

By Robert Galbreath rgalbreath@pinedaleroundup.com

PINEDALE - More than a dozen Pinedale residents attended a workshop regarding the Town of Pinedale's Transportation Master Plan at the Pinedale Library on Tuesday, March 28, hosted by the municipality and Jorgensen Associates.

Community members were able to submit comments and complete surveys on the Transportation Master Plan via the town's website through Friday, March 31. Sixty people submitted online surveys by the deadline, said engineer Hayley Ruland, project manager and transportation lead at

Jorgensen.
Coupled with 21 attendees at the public workshops on March 1 and 28, 81 people took the opportunity to provide input on the Transportation Master Plan.

A master plan is a comprehensive document identifying problems in the town's infrastructure and outlining the "best solutions" to solve each problem while pinpointing future sources of funding at the local, state and federal levels, explained Abram Pearce, director of public works. A sound master plan includes "actionable" solutions to maintain and improve the community's infrastructure, Pearce added.

The goal of the Transportation Master Plan is to determine "potential solutions" to "better improve transportation" for cars, pedestrians and cyclists "now and in the future," Pearce said on March 28.

The Transportation Master Plan also projected future impacts on the community's transportation system if the town chose to "do nothing" and maintained the existing status quo on all streets, pedestrian crossings and pathways, Pearce remarked. The projections are based on estimated growth rates for the community, Pearce added.

The Transportation Master Plan does not commit the town to any of the recommended projects in the document, Pearce emphasized.

Pinedale is in the preliminary stage of the master plan

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PLAN

Continued from Al

process, said Pearce, the phase where experts gather data and discuss potential solutions to enhance transportation while

enhance transportation with receiving public input.

The town is required to go through the proper planning, zoning and financial processes before embarking on any capital

construction process.

A steering committee was formed to guide the Transportation Master Plan, said Pearce. The committee

resentatives from the Town underly Sheriff's Office, Sublette County gency Management, Sublette County Hospital District, Sublette County School District No. 1 and Wyoming Department of Transportation (WYDOT). Consultants included Jorgensen and the firm Felsburg, Holt and Ullevig. On March 28, Ruland gave a detailed

presentation on the Transportation Master Plan before providing time for the public to ask questions and examine posters supplied by

The Transportation Master Plan's objective The Iransportation Master Plan's objective is to "assess, mobility needs" in Pinedale and identify short- and long-term solutions to "improve local transportation networks" across town and along Pine Street, Ruland said. The report contains an "actionable" plan for Pinedale to help officials make decisions that the first page of the property in the control of the property in the prop about the future of transportation in the community, she added.

Primary transportation issues raised at workshops and online encompassed Pine Street capacity, difficulty turning onto Pine Street during peak hours, limited sight distances on streets, trucks in town, speeding, connectivity across town and pedestrian safety, said Ruland.

The Transportation Master Plan steering

committee, town staff and engineers at Jorgensen forecast an annual growth rate in Pinedale of 3.6 percent, Ruland explained. The estimates are largely based on WYDOT data indicating an average annual growth rate of 3.75 percent for Pinedale since 2002, Ruland added.

Last July, 11,400 vehicles per day crossed the Pine Street bridge over Pine Creek, Ruland stated. Based on growth projections, traffic on the Pine Creek bridge is expected to increase to 25,000 daily vehicles by 2045, Ruland

The Transportation Master Plan team also analyzed what Ruland called the "level of service" at six principal intersections along Pine Street. The level of service measures approximate wait times to turn onto busy thoroughfares.

Under typical traffic conditions, the six ntersections received a grade of "B" or "C," indicating a 10- to 15-second or 15-to 25-second delay, respectively, Ruland



Members of the public discuss Pinedale's Transportation Master Plan with town staff and engineers from Jorgensen and Associates at the March 28 workshop.

Jorgensen looked at the advantages and disadvantages to different lane configurations along Pine Street, ranging from three lanes with a turn lane, to five lanes with a turn lane, Ruland continued. The turn lane could be

continuous or only present at intersections.

Jorgensen also considered improvements to intersections like adding bulb-outs, or curb extensions, to decrease the length of

pedestrian crossings, Ruland said.

Ruland discussed traffic signal options that could improve the level of service at intersections. The existing crossing beacons at Tyler Street and Lake Avenue are intended for pedestrian safety and do not improve wait times to turn, Ruland clarified.

A signal warrant analysis is required at each intersection before a traffic signal is installed, Ruland explained. Certain traffic criteria at peak hours must be met to justify a

traffic signal, she added.
Engineers explored "network alternatives" to improve connectivity across the community, said Ruland. Ideas included expanding existing streets with bridges across Pine Creek, potentially removing some of the traffic pressure from Pine Street, Ruland outlined.

The town and county could also consider developing connector roads between Willow Lake and Fremont Lake roads north of Pinedale and Mesa Road to Highway 191 south of town.

Ruland emphasized that the connector roads would not be highway bypasses, but rather local county connectors.

The Transportation Master Plan addressed

"multimodal" transportation, including gaps in existing pedestrian and bicycle pathways and safer alternatives for pedestrian crossings. On Monday, April 10, Jorgensen will

present its "preferred" plan for Pine Street to the Pinedale Town Council, Ruland told the Roundup. The recommendations will include "a combination of lane configurations" (3, and 5 lanes) on Pine Street, Ruland said, along with discussions on potential traffic signals, parking, multimodal transportation and "property access management.

The Transportation Master Plan steering committee is scheduled to meet on April 10. noted. If the town decides not to make Jorgensen is assembling survey results and any improvements on Pine Street and the public comments from the workshops and