

Jackson Town Council Workshop

May 17, 2021

3:00 PM

Town Council Chambers

NOTICE: THE VIDEO AND AUDIO FOR THIS MEETING ARE STREAMED TO THE PUBLIC VIA THE INTERNET AND MOBILE DEVICES WITH VIEWS THAT ENCOMPASS ALL AREAS, PARTICIPANTS AND AUDIENCE MEMBERS. **PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING**

I. ZOOM LINK FOR PUBLIC PARTICIPATION

- A. To join, click the link or copy to your browser: <https://us02web.zoom.us/j/87213895248?pwd=a3pTenlObE9Gc1hDT2xsbVUzM1g1QT09>
If the link does not work, join at [zoom.com](https://zoom.us) with Webinar ID **872 1389 5248** Password: **83001**
or join by phone **1.253.215.8782** with Webinar ID **872 1389 5248** and Passcode **83001**

II. CALL TO ORDER AND ROLL CALL

III. WORKSHOP ITEMS

- A. Director Updates (Housing, Finance, Parks & Rec, Community Development, 20 mins)
- B. Rancher Street Complete Street Conceptual Design (Johnny Ziem, 30 mins)
- C. Municipal Code Title 6 Liquor Licensing Updates Related to 2021 Legislation (Lynsey Lenamond, 20 mins)
- D. Municipal Code Title 13 Utilities Update (Lea Colasuonno, 30 mins)

IV. PROPOSED ITEMS FOR FUTURE WORKSHOPS

- A. 5/24 Budget Discussion
- B. 6/7 Budget Discussion
- C. 6/14 Budget Discussion
- D. 6/21 Director Updates (START, Legal, Personnel, Police, 20 mins)
- E. 6/21 Public/Private partnership permit & application fees (April Norton, 30 mins)
- F. 6/21 Water & Sewer Capacity Study (Johnny Ziem, 30 mins)
- G. 6/21 St. John's Health Discussion (Pre-App Meeting, Paul Anthony, 30 mins)
- H. 6/21 Pearl Street Sidewalk Project – Complete Street (Johnny Ziem, 30 mins)
- I. 7/19 Director Updates (Public Works, Planning, IT, Fire/EMS, 20 mins)
- J. 7/19 Public Art Ordinance Discussion
- K. 7/19 Pearl Street Sidewalk Project (Johnny Ziem, 30 mins)
- L. 7/19 Long Term Legislative Agenda (Larry Pardee, Susan Scarlata, 20 min)
- M. 8/16 Director Updates (Housing, Finance, Parks & Rec, Community Development, 20 mins)
- N. 9/20 Director Updates (START, Legal, Personnel, Police, 20 mins)
- O. 9/20 North Cache Streetscape as a Town Gateway (Floren Poliseo, 30 mins)
- P. tbd Work Plan Review from Retreat

V. ADJOURN

Please note that at any point during the meeting, the Mayor and Council may change the order of items listed on this agenda. In order to ensure that you are present at the time your item of interest is discussed, please join the meeting at the beginning to hear any changes to the schedule or agenda.

STAFF REPORT

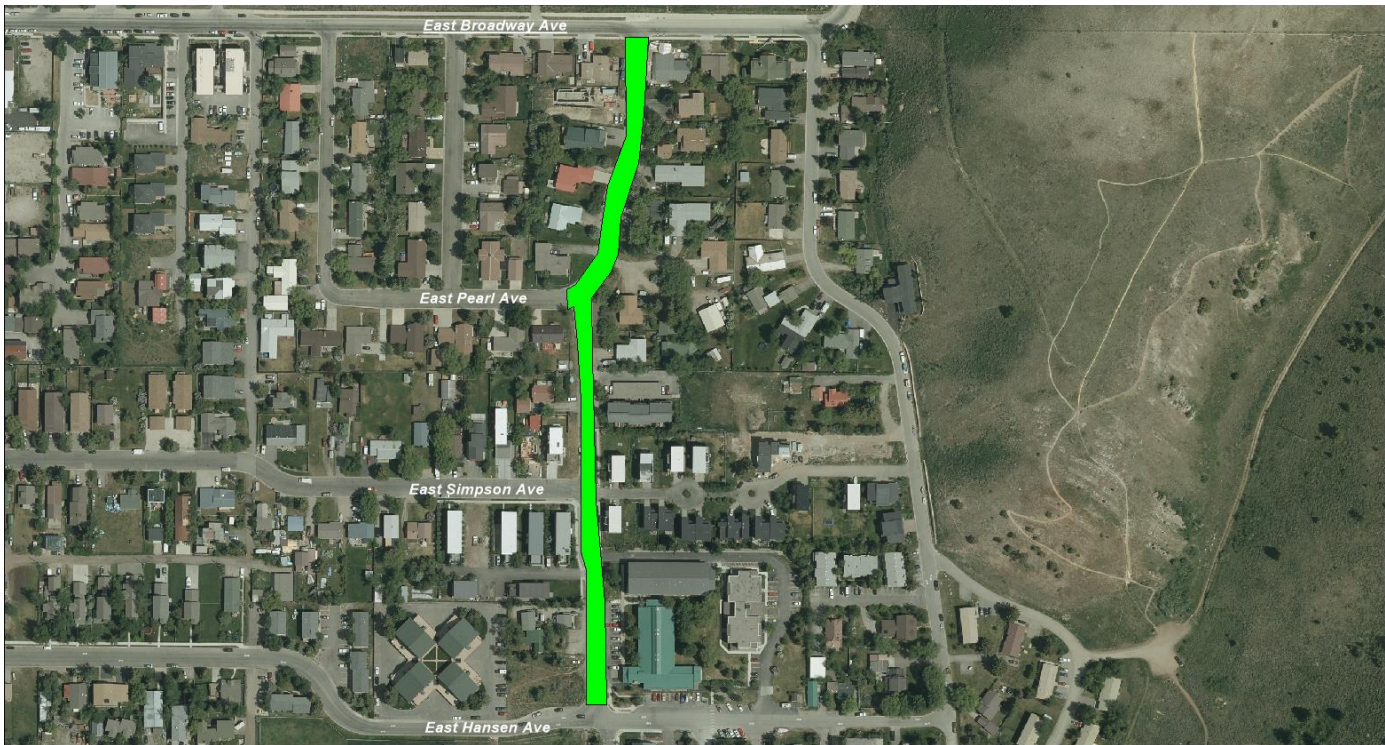


Meeting Date:	April 19, 2021	Meeting Title:	Workshop
Submitting Department:	Public Works	Presenter:	Johnny Ziem
Agenda Item:	Rancher Street Complete Street Conceptual Designs	Public Comment:	Yes

Purpose & Policy Considerations.

The purpose of this item is to seek Council input and direction on a series of complete street conceptual designs related to the Rancher Street Complete Street Project, from East Broadway Ave to Hansen Ave., specifically:

1. Should the final design include a detached sidewalk on both sides of the Rancher St. corridor?
2. Should the furnishing zone (space between the curb and sidewalk) include trees?
3. Should the final design incorporate streetlighting into the corridor?
4. Should the intersection of E. Pearl Ave and Rancher St. incorporate a slight realignment and/or design change?



Requested Action.

The requested action for this item is to seek Council direction on the complete street conceptual designs for the Rancher St. corridor, which may include the following: detached sidewalks, furnishing zones, trees/landscaping, streetlighting, and a realignment at the Pearl/Rancher St. intersection.

Recommendations.

Staff recommends the conceptual design of Alternative #2 for the design of corridor sidewalks/furnishing zones and further recommends Option #2 for the design of the intersection at Pearl Ave and Rancher St. Staff does not recommend the installation of trees within the furnishing zone nor the installation of streetlights within the corridor.

Background.

Streets should be designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Street networks should also be designed for year-round use by all modes and users. Complete street designs also include accommodating both street and sidewalk snow removal requirements and providing space within the right-of-way (ROW) for snow storage. The Rancher St. Complete Project has been discussed for many years and has been included in our 10-year Capital Improvement Plan. Due to unforeseen past projects (ex: Budge Landslide), some projects such as the Rancher St. Complete Street Project had to be pushed into future years for design and construction. This project aims to upgrade existing asset infrastructure and install new infrastructure components that improve the overall function and use of the corridor:

- Replace 1,500 feet of water main and 500 feet of sewer main
- Resurface the entire corridor roadway (new asphalt)
- Installation of new storm inlets
- Installation and redesign of new mobility and accessibility approaches
- Installation of roughly 2,000 linear feet of new sidewalk and furnishing zones, including the possibility of streetscape (trees/grasses) and potentially streetlights.
- A possible realignment of the Pearl and Rancher St. intersection

Analysis.

Analysis for this project contemplates the overall intent of the Town of Jackson Community Streets Plan, the Jackson/Teton Integrated Transportation Plan, and the Comprehensive Plan. Further analysis is provided to give context for the installation of sidewalks/furnishing zones, streetscape (trees/grasses), the possible use of streetlights, and a redesign of the Pearl/Rancher intersection.

Town of Jackson Community Streets Plan

By developing and adopting new street design guidelines, the Town of Jackson intends to encourage every transportation project to make any street network better and safer for all modes (multimodal users), including all accessibility needs. This does not mean that every street corridor will be designed to the same standards. Each project will need to carefully consider the network needs of the various travel modes and the character of the adjacent neighborhoods to determine the most appropriate design elements and maintenance solutions. Rancher Street is designated currently as a Bus/Truck route and is a shared street for all bikeway users.

Rancher Street is composed of two types of Character Districts: Town Residential Core (Hansen to Pearl Ave.) and Town Periphery (Pearl to Broadway Ave.). Rancher Street also has a defined Neighborhood Form of “Village” (Hansen to Pearl) and “Residential” (Pearl to Broadway). This neighborhood form is important because it is representative of a certain character along a rural-to-urban continuum that further identifies the general pattern/intensity of development that is representative of a certain character. The neighborhood form for this corridor calls for a minimum 5 ft. detached sidewalk, 6 ft. minimum landscaped furnishing zone, 7.5 ft. for on-street parking width, 11 ft. travel lanes, continued use of on-street parking, and continued use of a shared street for all bikeway users.

Jackson/Teton Comprehensive Plan and Integrated Transportation Plan (ITP)

The ITP is based on the multimodal transportation vision set forth in the updated 2012 Comprehensive Plan, with a goal to allow residents and visitors to:

“Travel by walk, bike, carpool, or transit will be more convenient than travel by single-occupancy vehicle.”.

A major emphasis of the ITP is to improve the “walkability” of Town and the rural villages and neighborhoods. The ITP places a high priority on upgrading and enhancing the provision of infrastructure needed to support active transportation. The plan further illuminates a direct relationship between walkability and bike-ability of places in terms

of increased public health. Moreover, within the Teton Comprehensive Plan, Principle 7.1 “Meet future transportation demand with walk, bike, carpool, transit, and micromobility infrastructure” further articulates that the transportation network will be an interconnection of walking, biking, carpool, and transit infrastructure that makes the single-occupancy vehicle the least convenient mode of travel.

Additionally, the Teton County School District further implemented a program (2018-2019) that sets walkability standards for students who live within certain distances from their respective schools. By providing sidewalks for safe and efficient travel, students who live on/near the Rancher Street corridor will be required to walk to the Jackson Elementary School, instead of taking a school bus, since this corridor falls within a one-mile radius of the school. This program has been supported by Friends of Pathways and is a hit (anecdotally) with kids, parents, and teachers.

Sidewalk and Furnishing Zones

As stated, the neighborhood form for this corridor calls for a minimum 5 ft. sidewalk and 6 ft. landscaped furnishing zone.

For Council consideration, staff has presented the following conceptual three Alternatives (see attachments) for possible design solutions for sidewalks and furnishing zones within the Rancher Street corridor:

- **Alternative #1:** This conceptual design provides for sidewalks/furnishing zones on both sides of the entire corridor (Broadway to Hansen Ave.), to the outside edge of the Town right-of-way.
- **Alternative #2:** Similar to Alt #1, this conceptual design offers sidewalks/furnishing zones on both sides of the street from Pearl to Hansen Ave only. Between Broadway and Pearl Ave, a sidewalk/furnishing zone was included on one side only and on-street parking was removed (replaced with sidewalk/furnishing zone) to provide for traffic calming.
- **Alternative #3:** Similar to Alt #1, this conceptual design offers sidewalks/furnishing zones on both sides from Pearl to Hansen Ave. Between Broadway and Pearl Ave, a sidewalk/furnishing zone was included on both sides of the street and on-street parking was removed to provide for traffic calming (like Alt. #2).

Staff Recommendation: staff recommends conceptual Alternative design #2.

Staff considered the location of both the Senior Center and Pioneer Homestead on or near this corridor an important factor for determining appropriate design solutions. Having a sidewalk on both sides of the roadway, between Pearl and Hansen Avenues, will assist in lessening the amount of time users will need to cross the street to get to a sidewalk and better respond to the density in this area. Staff also supports the installation of a 6' furnishing zone that will facilitate a separation of all mobility users from vehicles using the corridor and will allow for enough room to store snow.

Staff further considered the adjacent neighborhood character between Pearl and Broadway Ave, which again has a character district of Town Periphery, when deliberating both the network need, specific character, and density. Though a sidewalk of both sides could be beneficial, another option to consider would be to only have a sidewalk one side of the street. This sidewalk/furnishing zone was placed within the area of the on-street parking so as to lessen the width of the roadway and provide for traffic calming. Vehicular speed was a recurring theme in the public feedback received for this project. Seemingly, constructing a sidewalk on one side of the street in this section could provide for a more context sensitive approach.

Trees and Landscaping

Staff further considered the planting of trees (only town-approved species) and native grasses within the furnishing zone. Street trees add to the attractiveness of the corridor, improve the environment, and aid in visually narrowing the roadway width. Trees may help control vehicular speed, provide for additional pedestrian safety, lower urban air temperatures, provide wildlife habitat, and ultimately soften/screen necessary street features. Many residents within

the corridor were not in favor of installing trees (but were in favor of native grasses) due to the fear that the trees, when fully mature, may block views of the surrounding landscapes.

Staff Recommendation: staff recommends installing native grasses only in the furnishing zone.

Streetlights

The Town employs streetlights within our community and within some of our complete street programs. In determining the scale of the number of streetlights, the character district and neighborhood form should be considered. Street lighting provides several important benefits, including safety for drivers, safety for pedestrians, aides in navigation, improves visibility, and illuminates specific components of a complete street (midblock, intersection, and crossings). Here again, most of the feedback received was not in favor of additional streetlights because most residents prefer dark skies at night and less light pollution.

Staff Recommendation: staff recommends not installing streetlights within the Rancher Street corridor.

Options for the Intersection of Pearl Ave. and Rancher Street

Upon further evaluation of the Rancher Street corridor, staff considered possible design solutions and Options (see attachments) for this intersection. Currently, the intersection is not controlled via stop signs on Rancher Street and further includes a yield approach coming east from Pearl Ave. The current intersection layout could be improved to allow for better vehicular movement and offer a more pedestrian friendly crossing. Feedback from residents within the corridor included interest in slowing vehicular speed and increased pedestrian safety. For Council consideration, staff has presented the following four Options for possible design solutions:

- Option 1: Keep the intersection layout as is
- Option 2: Straighten the intersection for improved vehicular traffic with additional crosswalks. This option would include turning the intersection into a three-way stop.
- Option 3: Provide for a small round-a-bout, including bulb-outs within the intersection.
- Option 4: Straighten the intersection and include a small round-a-bout within the intersection without bulb-outs.

Staff Recommendation: staff recommends Option #2

Alternatives (Optional).

Comprehensive Plan & Priority Alignment.

- Common Value 1: Ecosystem Stewardship:
 - Stewardship of Wildlife, Natural Resources and Scenery
 - Climate Sustainability through Energy Conservation
- Common Value 2: Growth Management
 - Responsible Growth Management
 - Town as the Heart of the Region – The Central Complete Neighborhood
- Common Value 3: Quality of Life
 - Multimodal Transportation
 - Quality Community Service Provision

Fiscal Impact.

Fiscal impact for this item includes the current FY21 Budget, which includes funds totaling \$94,400 (split with water, sewer, and 5th cent capital) for the purposes of bringing the concept to final design and readiness to bid. Staff has requested \$1,923,000 for FY22 to complete the construction of this project. Further adjustment to the overall project cost depends ultimately on council direction.

Staff Impact.

Staff impact for this item includes roughly 2 hours per week working with our design consultants. There was also time spent presenting the project to senior staff for review and time for preparing and conducting our public outreach meeting which was held via zoom on March 18, 2021.

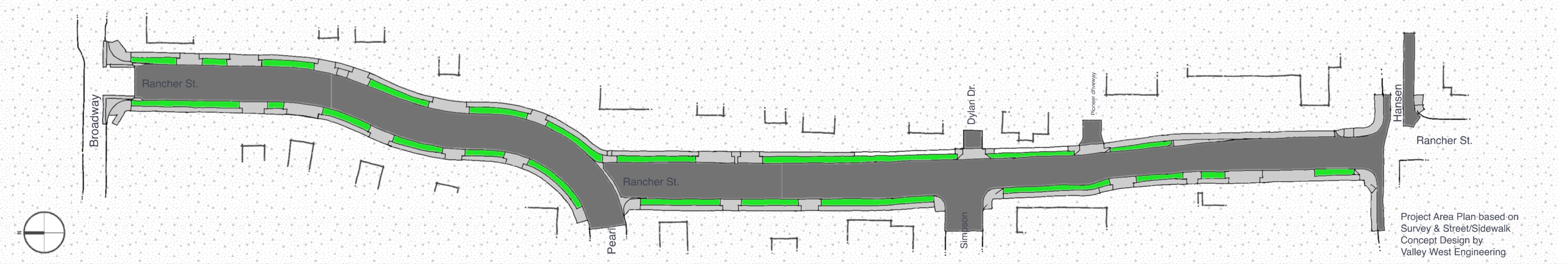
Attachments or Links.

- Rancher Street Complete Street Conceptual Design Alternatives #1 - #3
- Pearl Ave and Rancher Street Intersection Design Options #1 - #4
- [Public Outreach Meeting Link](#) (password h6Zpb@f!)
- Public Comment Received

Suggested Motion. *Council always has the option to adopt, approve with conditions, continue, or deny items.*

I move to approve the conceptual design of the Rancher Complete Street Project, utilizing design Alternative #2 and intersection design alignment Option #2, and direct staff take the concept to final design.

Conceptual Design Alternative #1

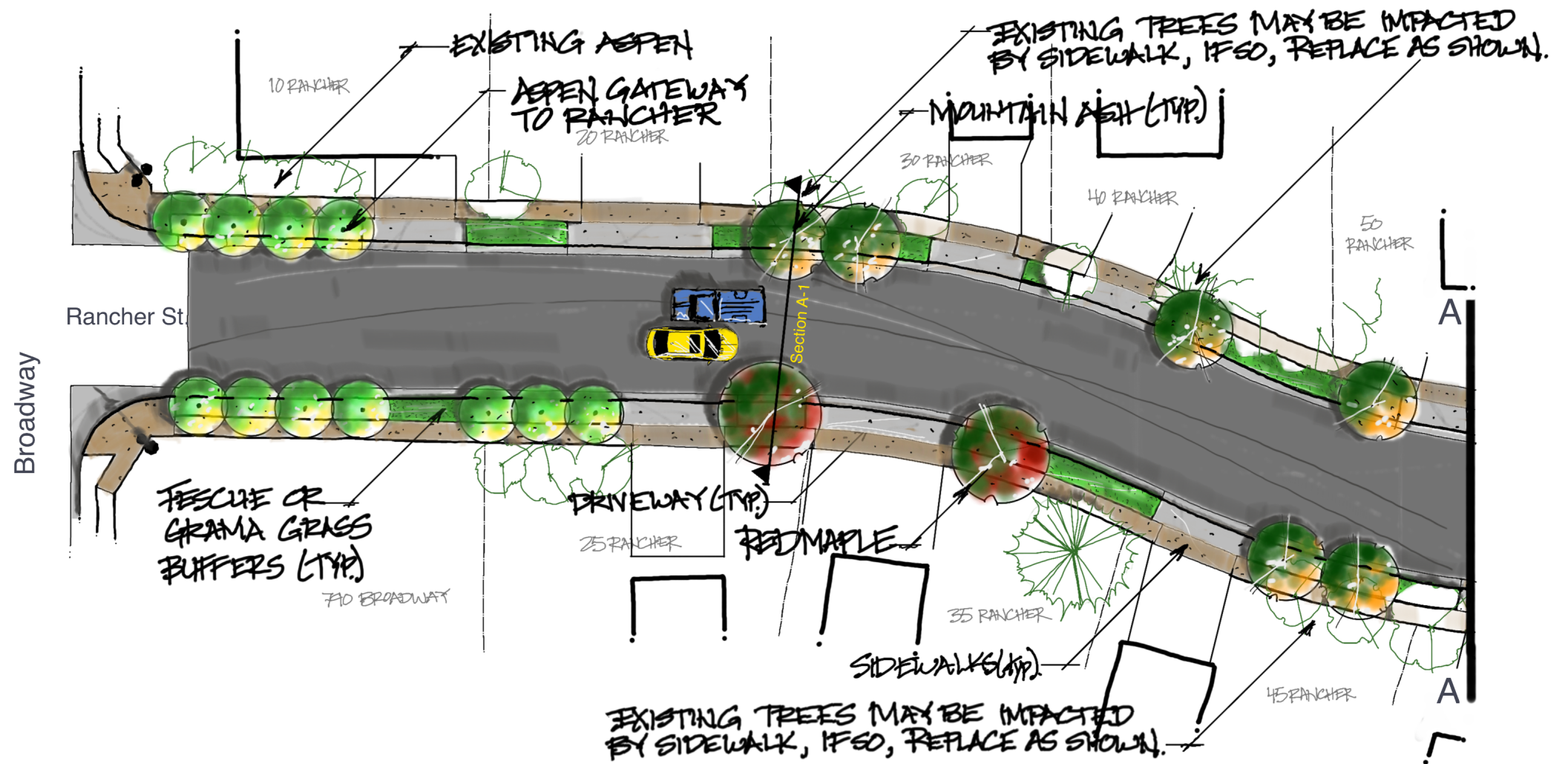


Alt1

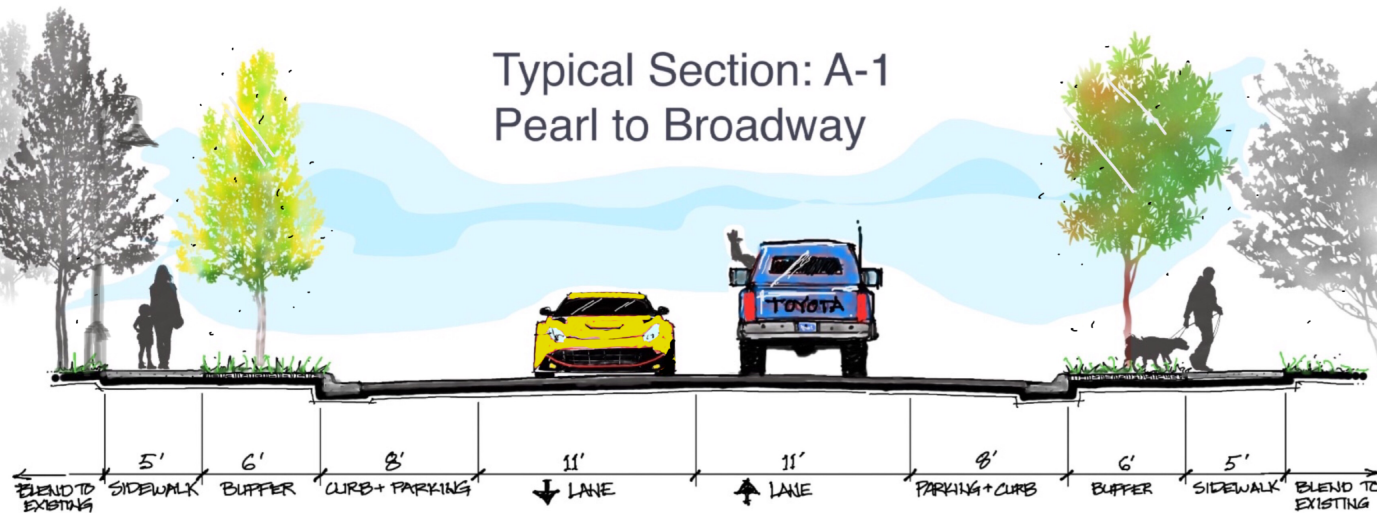
Rancher Street Alternative 1 Project Area Profile

107°West Design, LLC
Apr 13, 2021

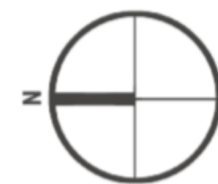




Typical Section: A-1
Pearl to Broadway



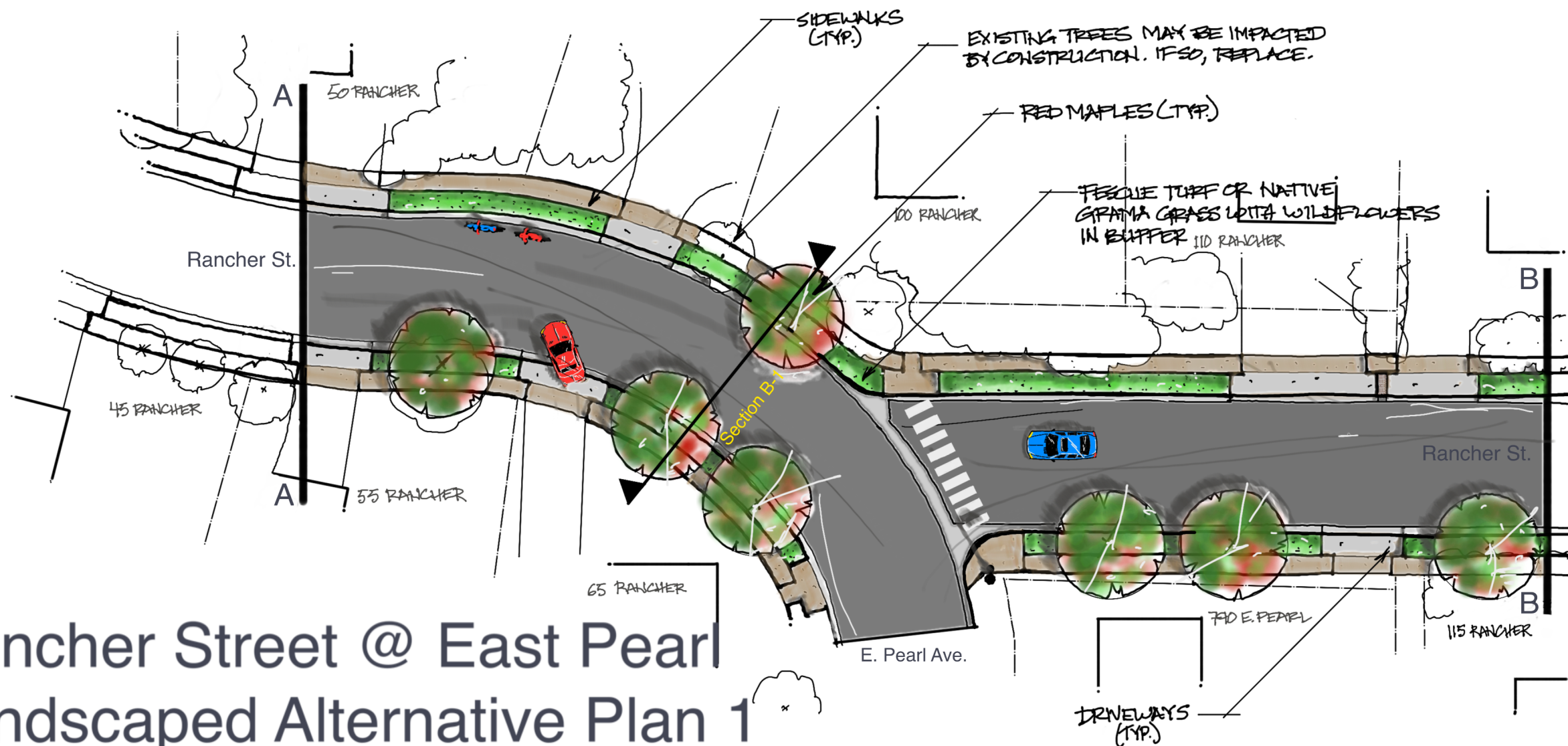
North Rancher Street Landscaped Alternative Plan 1



Plan Scale:

0 15' 30'

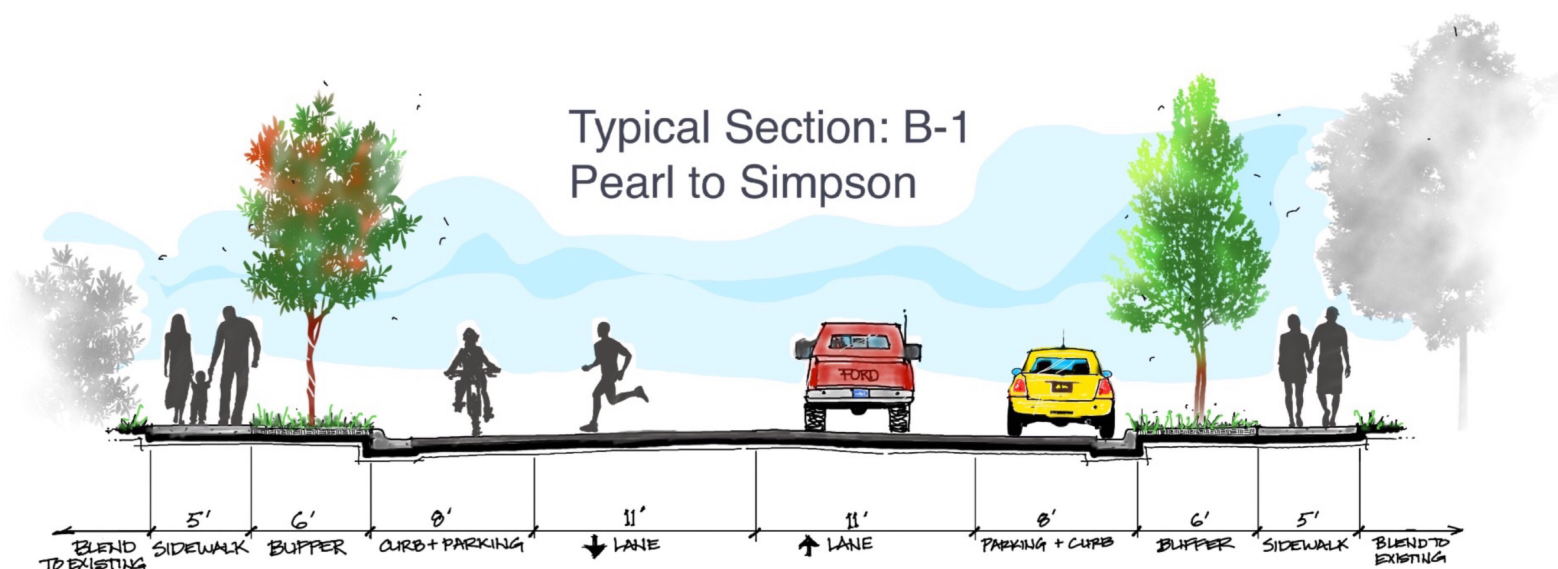
Landscape Plan based on
Survey & Street/Sidewalk
Concept Design by
Valley West Engineering

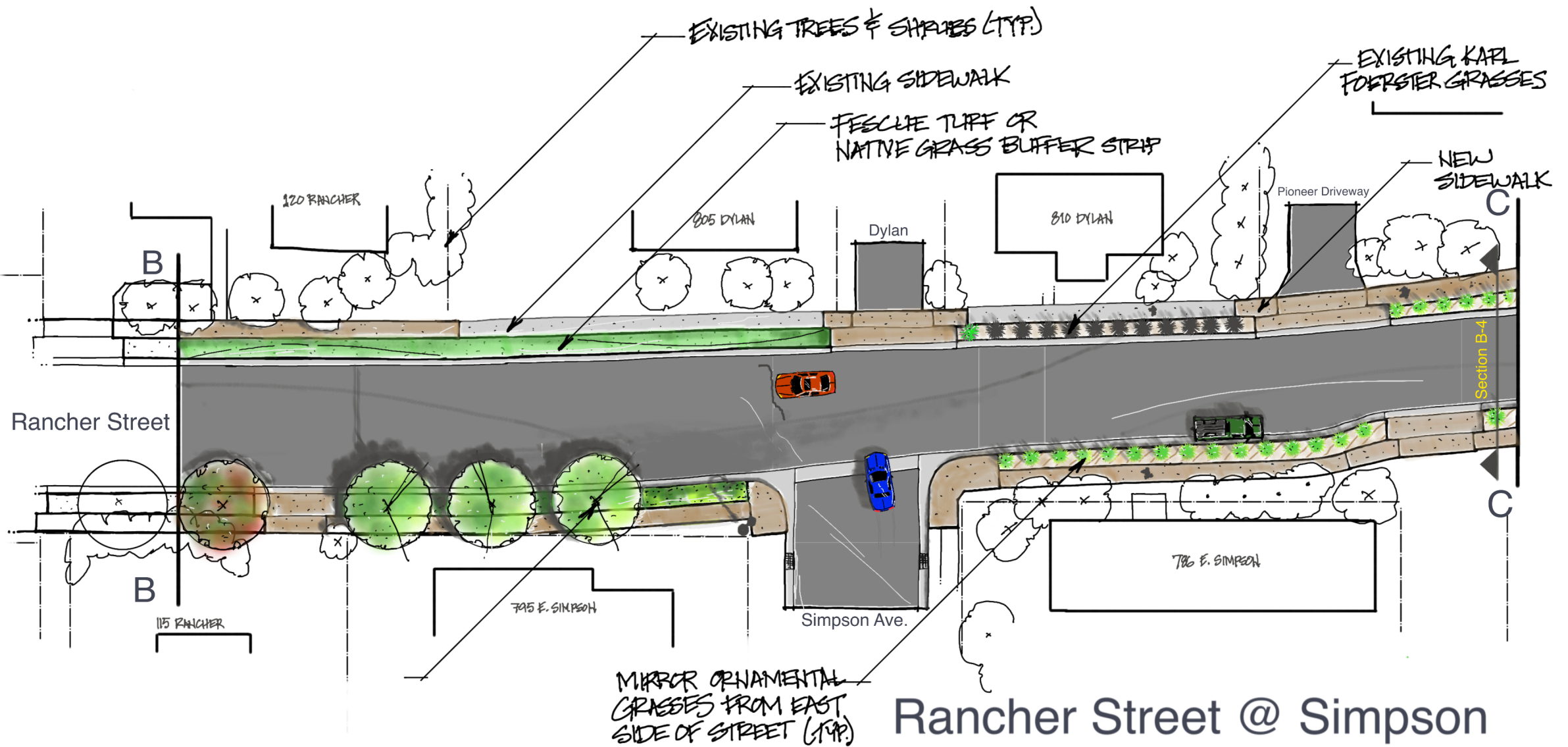


Rancher Street @ East Pearl Landscaped Alternative Plan 1

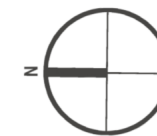
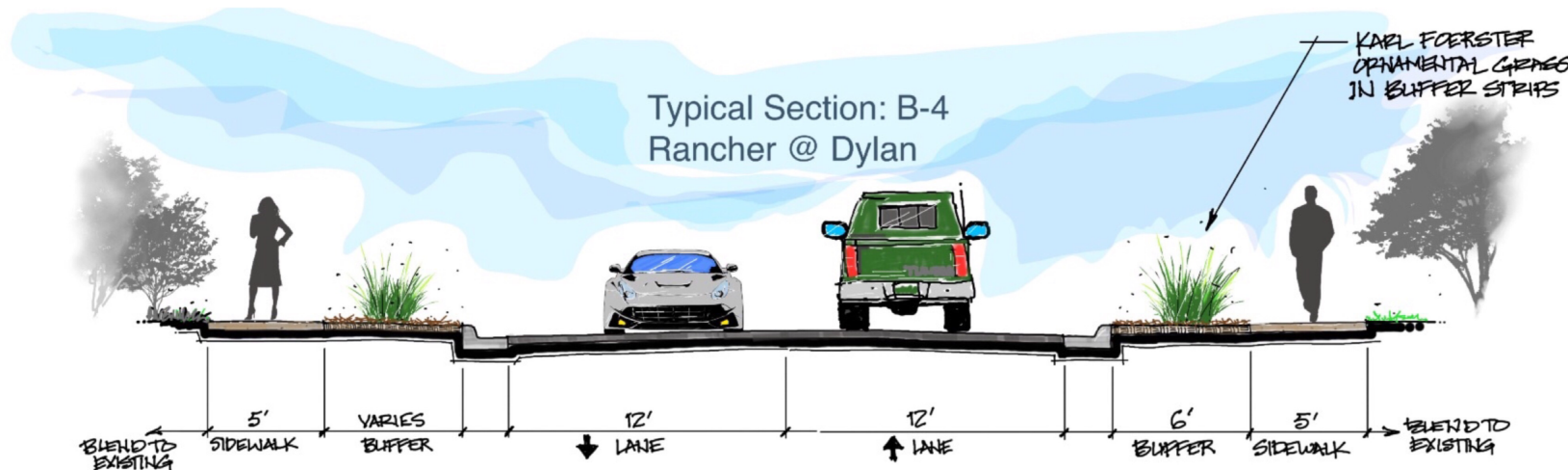


Landscape Plan based on
 Survey & Street/Sidewalk
 Concept Design by
 Valley West Engineering



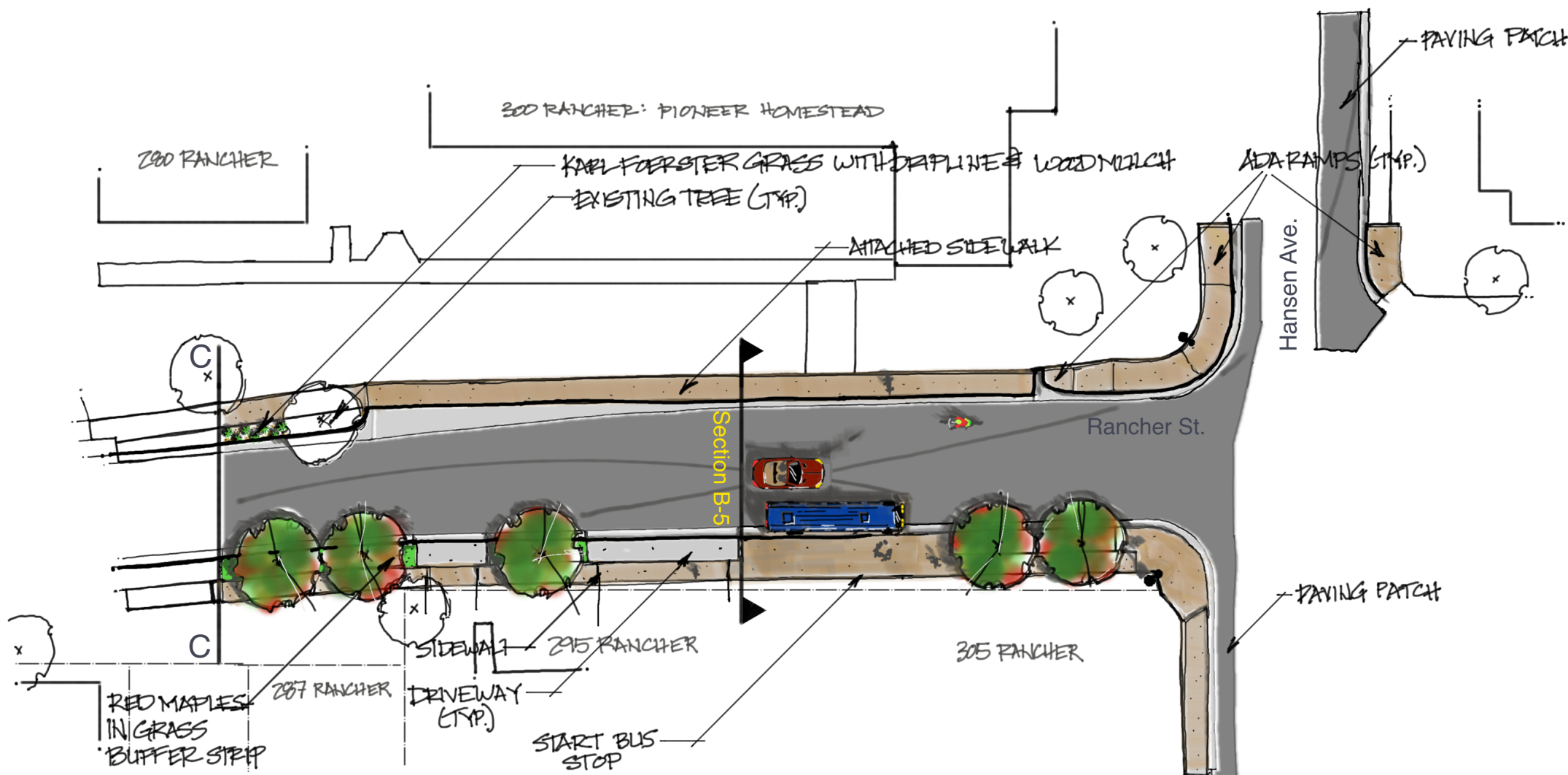


Rancher Street @ Simpson Landscaped Alternative Plan 1

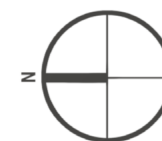
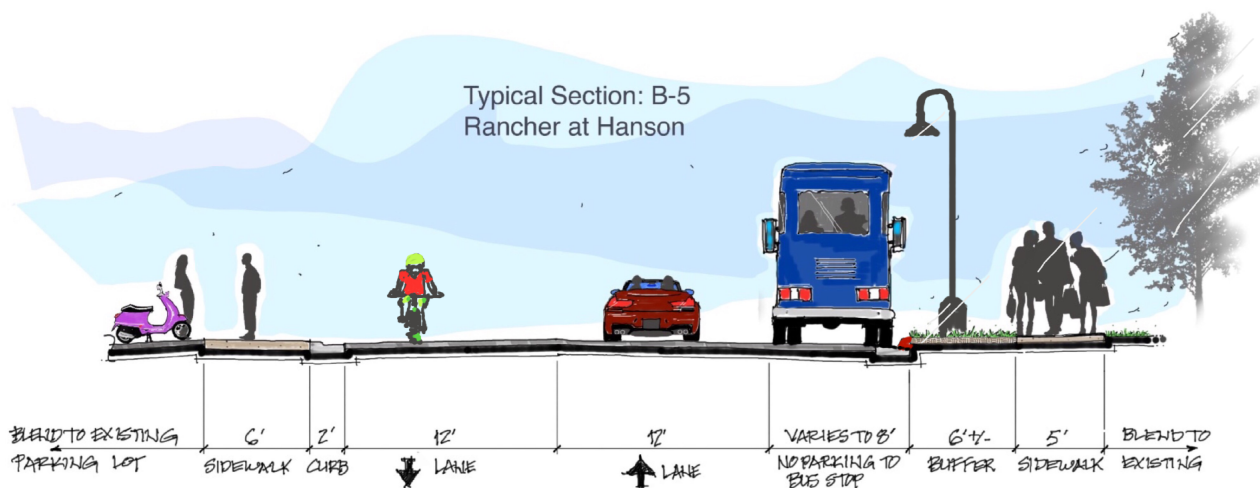


Plan Scale:
0 15' 30'

Landscape Plan based on
Survey & Street/Sidewalk
Concept Design by
Valley West Engineering



Rancher Street @ Hansen Landscaped Alternative Plan 1

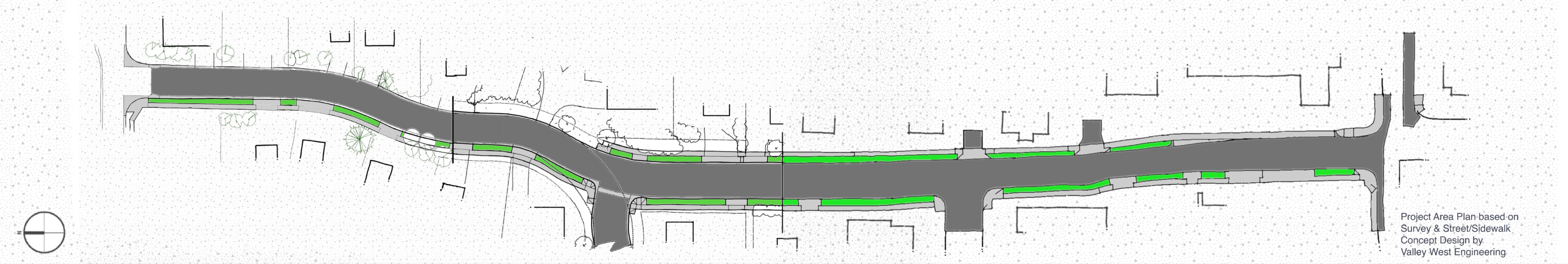


Plan Scale:



Landscape Plan based on
Survey & Street/Sidewalk
Concept Design by
Valley West Engineering

Conceptual Design Alternative #2

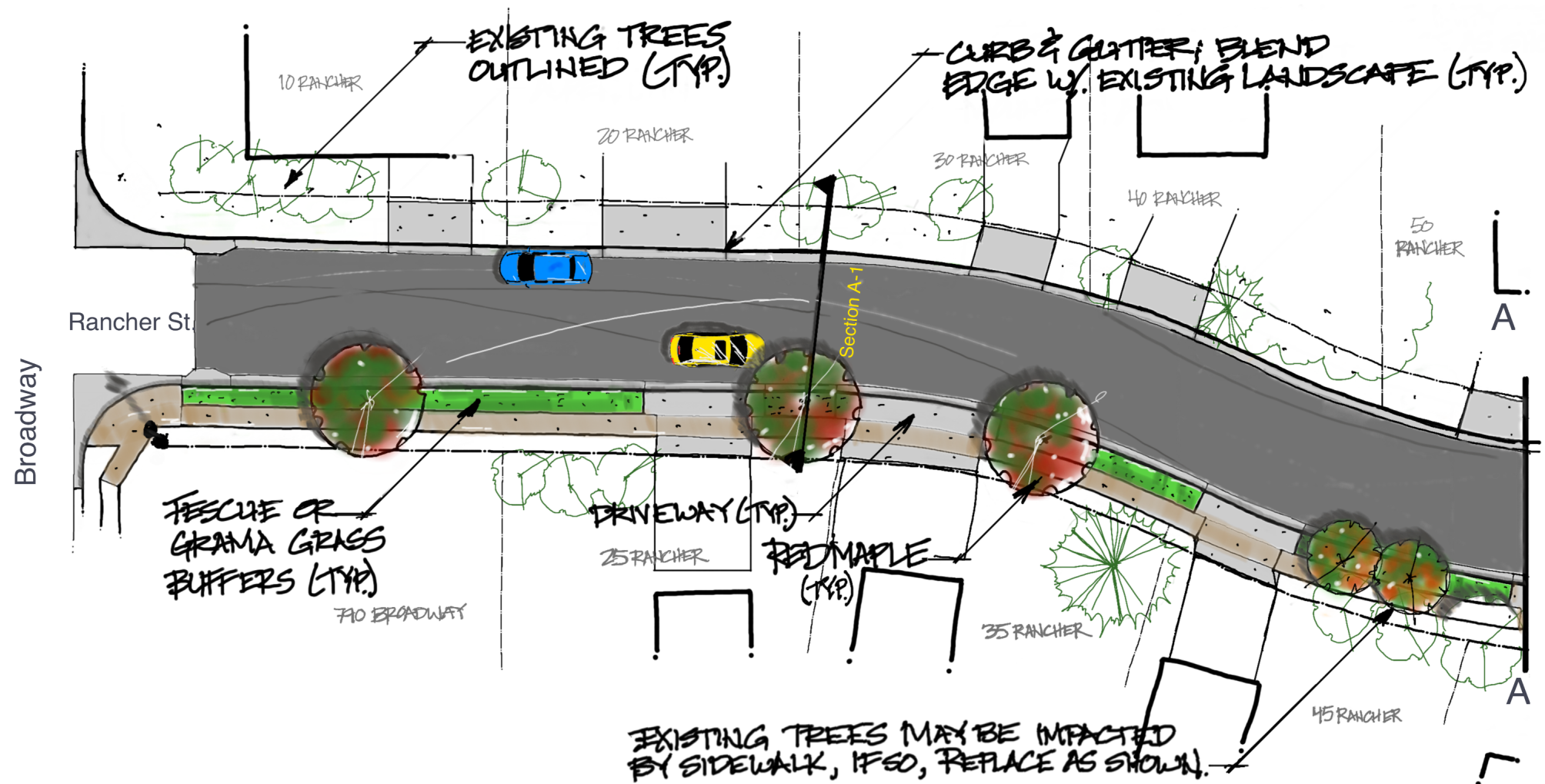


Alt2

Rancher Street Alternative 2 Project Area Profile

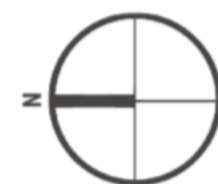
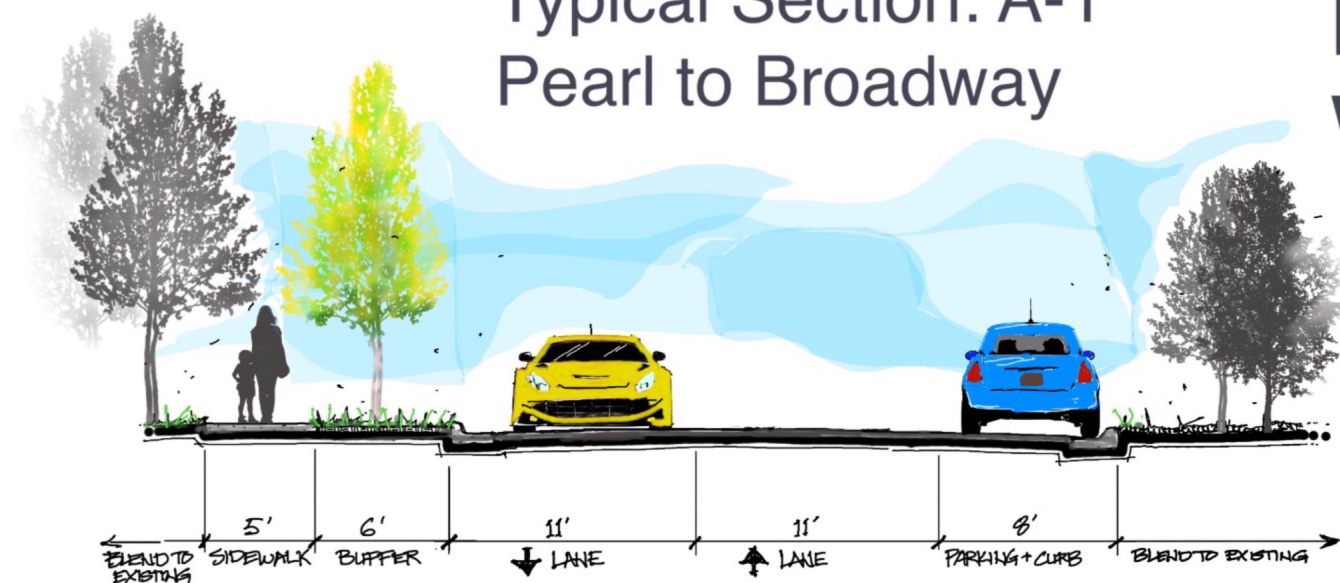
107° West Design, LLC
Apr 13, 2021



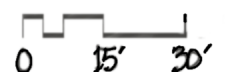


Typical Section: A-1
Pearl to Broadway

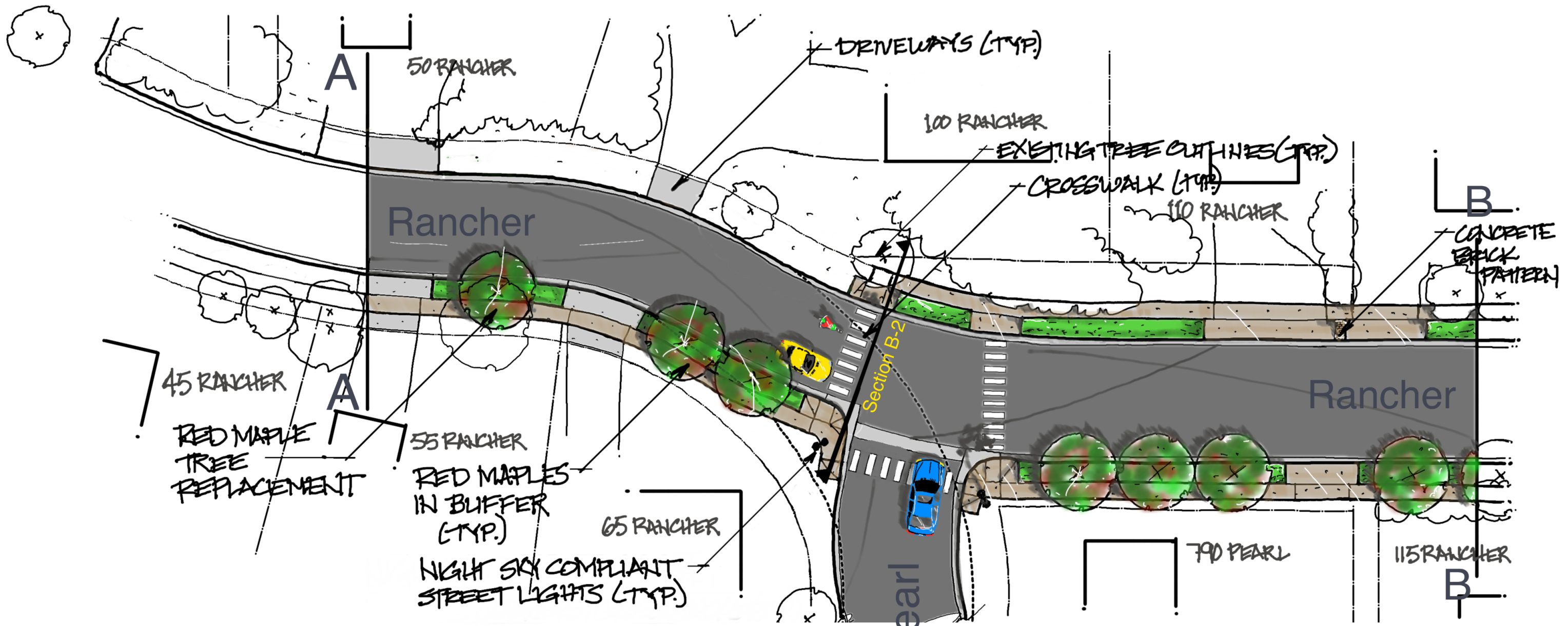
North Rancher Street with Westside Sidewalk & Buffer



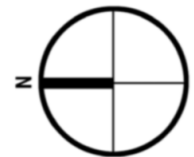
Plan Scale:



Landscape Plan based on
Survey & Street/Sidewalk
Concept Design by
Valley West Engineering

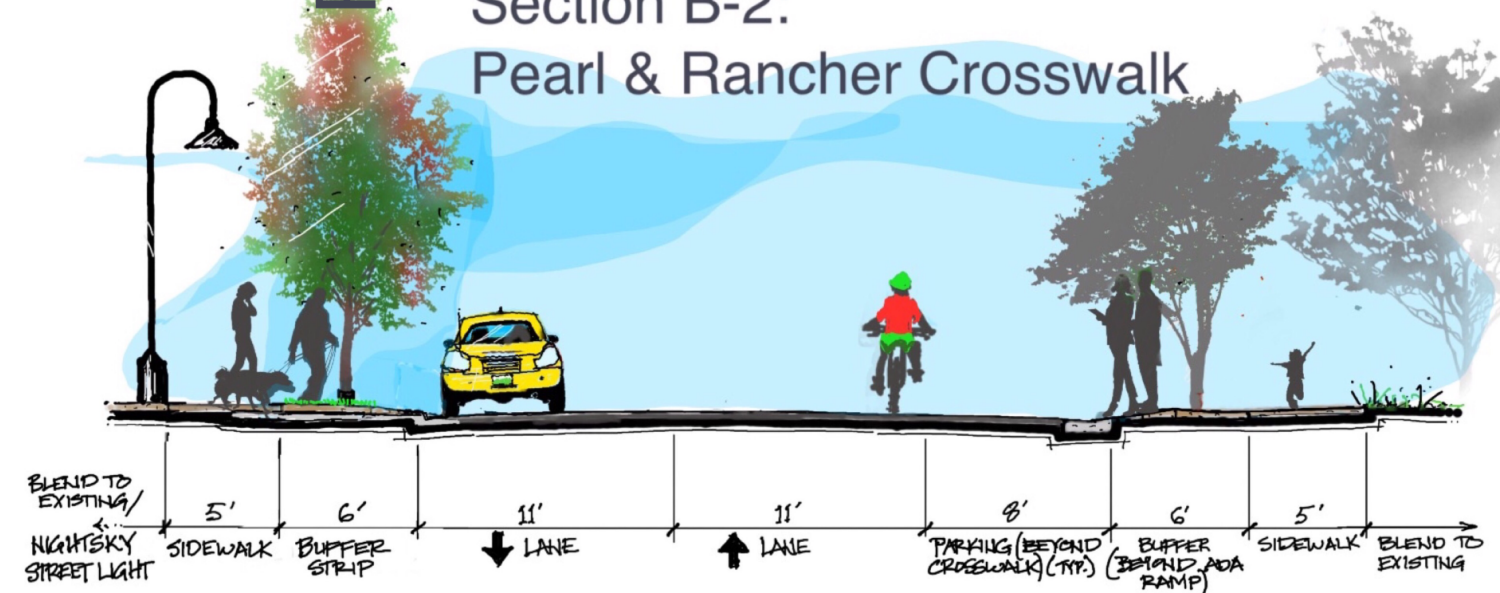


Rancher Street & Redesign East Pearl Intersection with Westside Sidewalk & Buffer

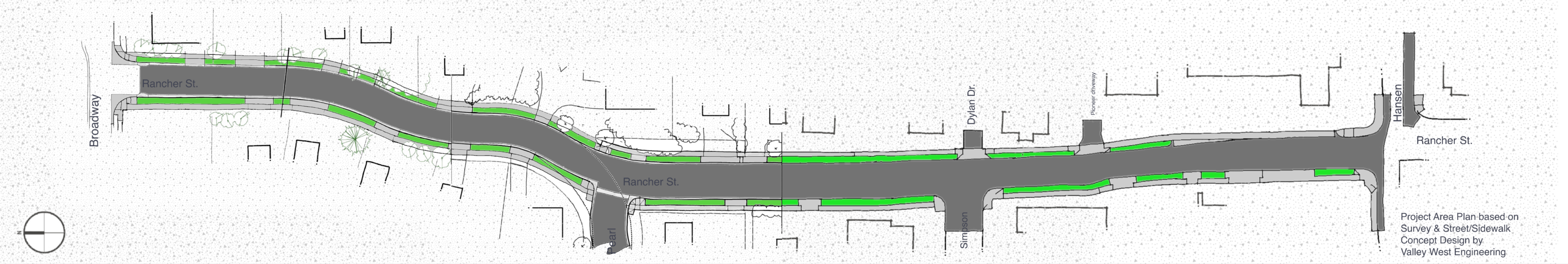


Landscape Plan based on
Survey & Street/Sidewalk
Concept Design by
Valley West Engineering

Section B-2:
Pearl & Rancher Crosswalk



Conceptual Design Alternative #3

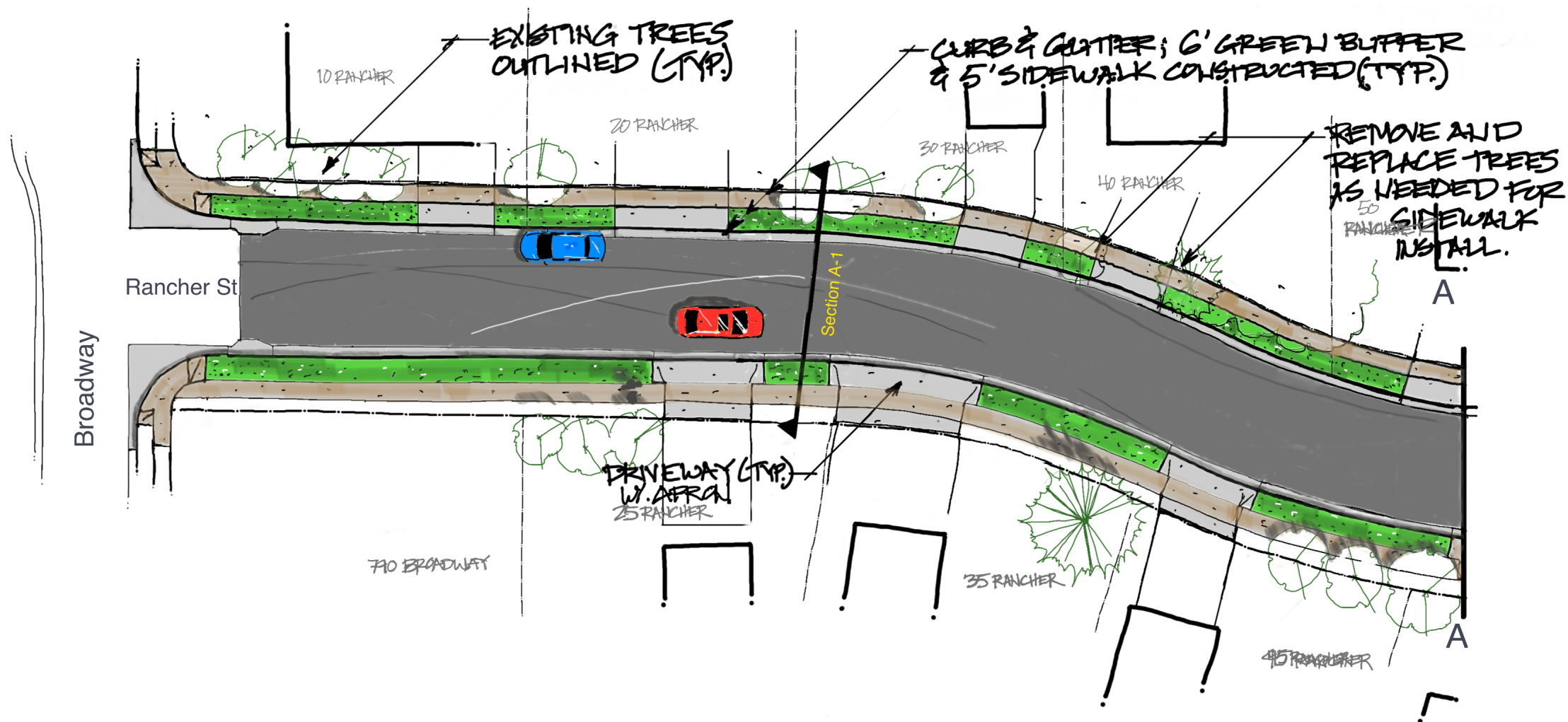


Alt3

Rancher Street Alternative 3 Project Area Profile

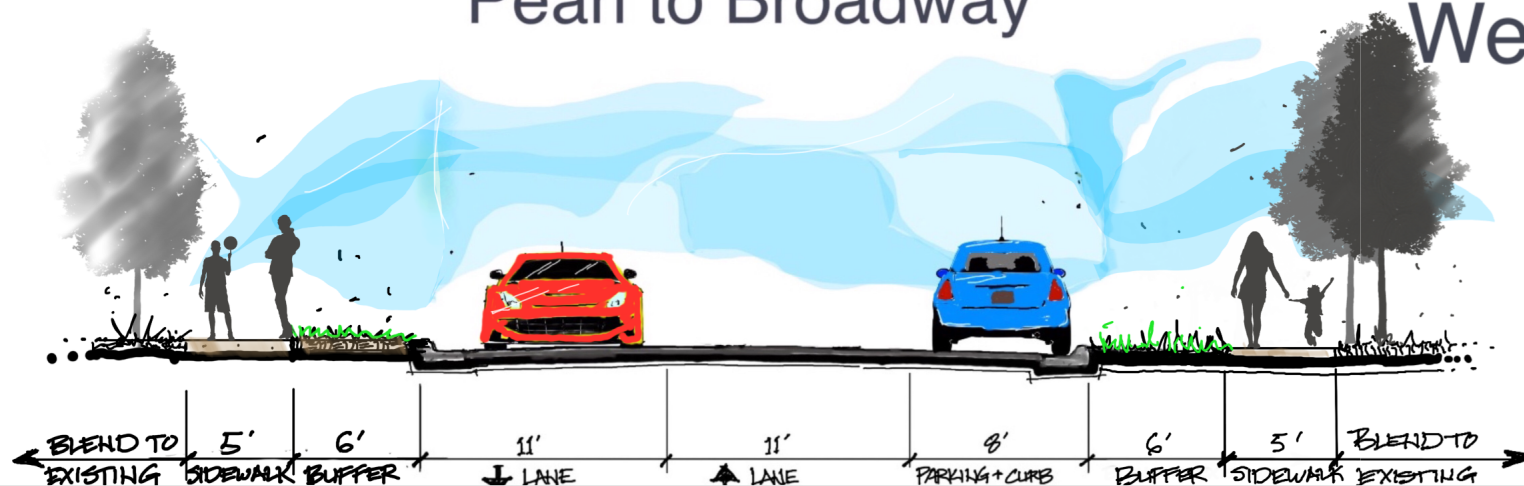
107°West Design, LLC
Apr 13, 2021



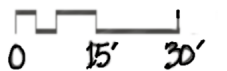


Typical Section: A-1
Pearl to Broadway

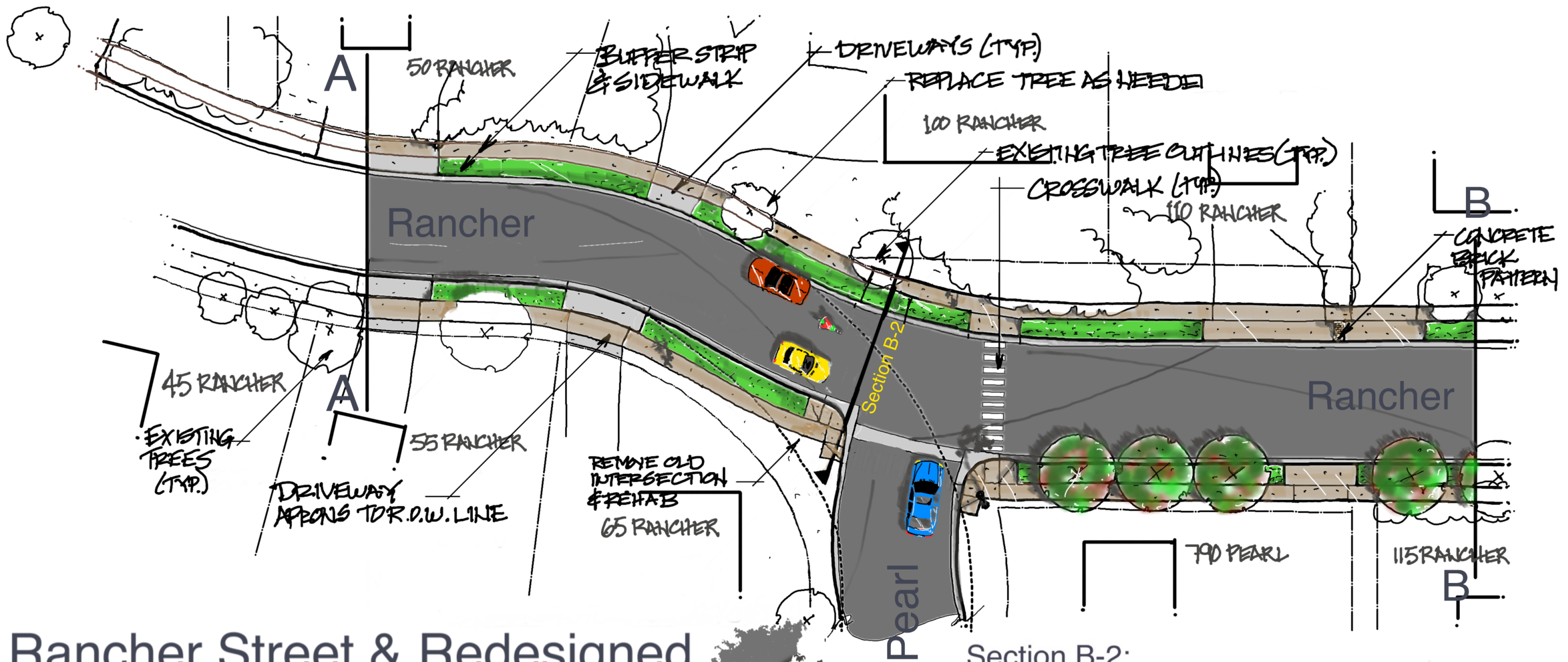
North Rancher Street with
Westside Sidewalk & Buffer



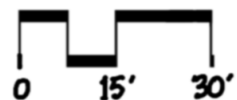
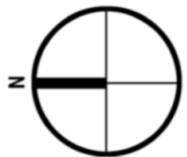
Plan Scale:



Landscape Plan based on
Survey & Street/Sidewalk
Concept Design by
Valley West Engineering

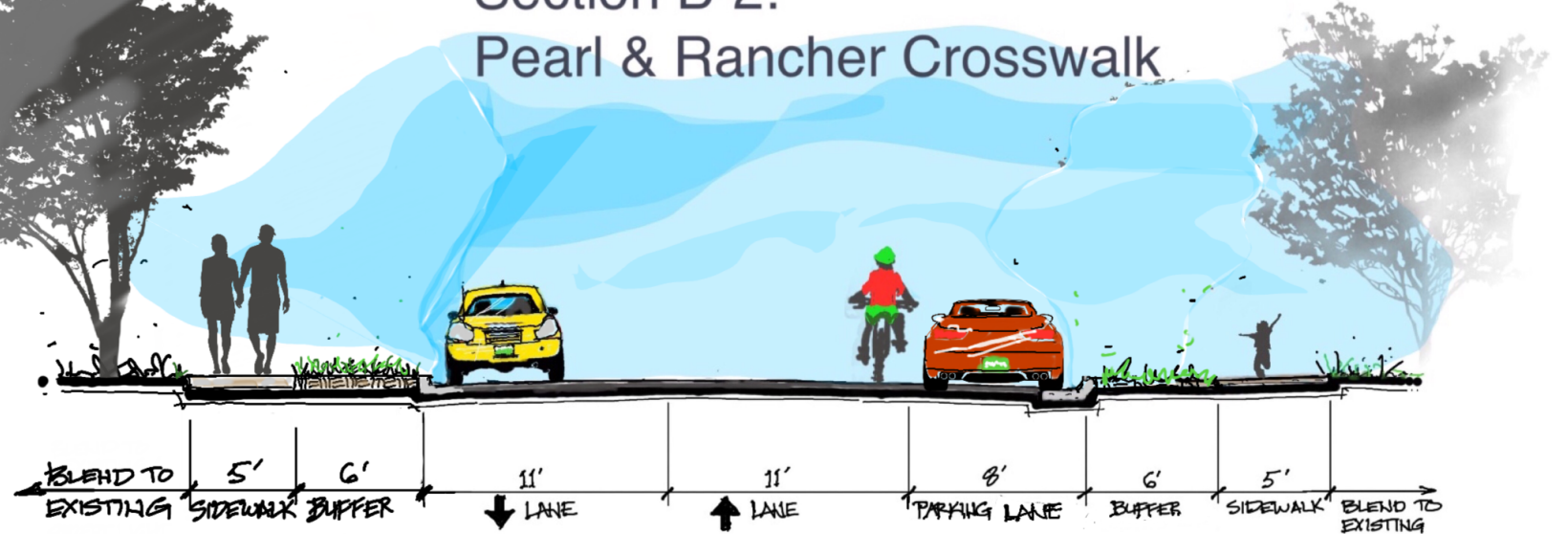


Rancher Street & Redesign East Pearl Intersection with Westside Sidewalk & Buffer

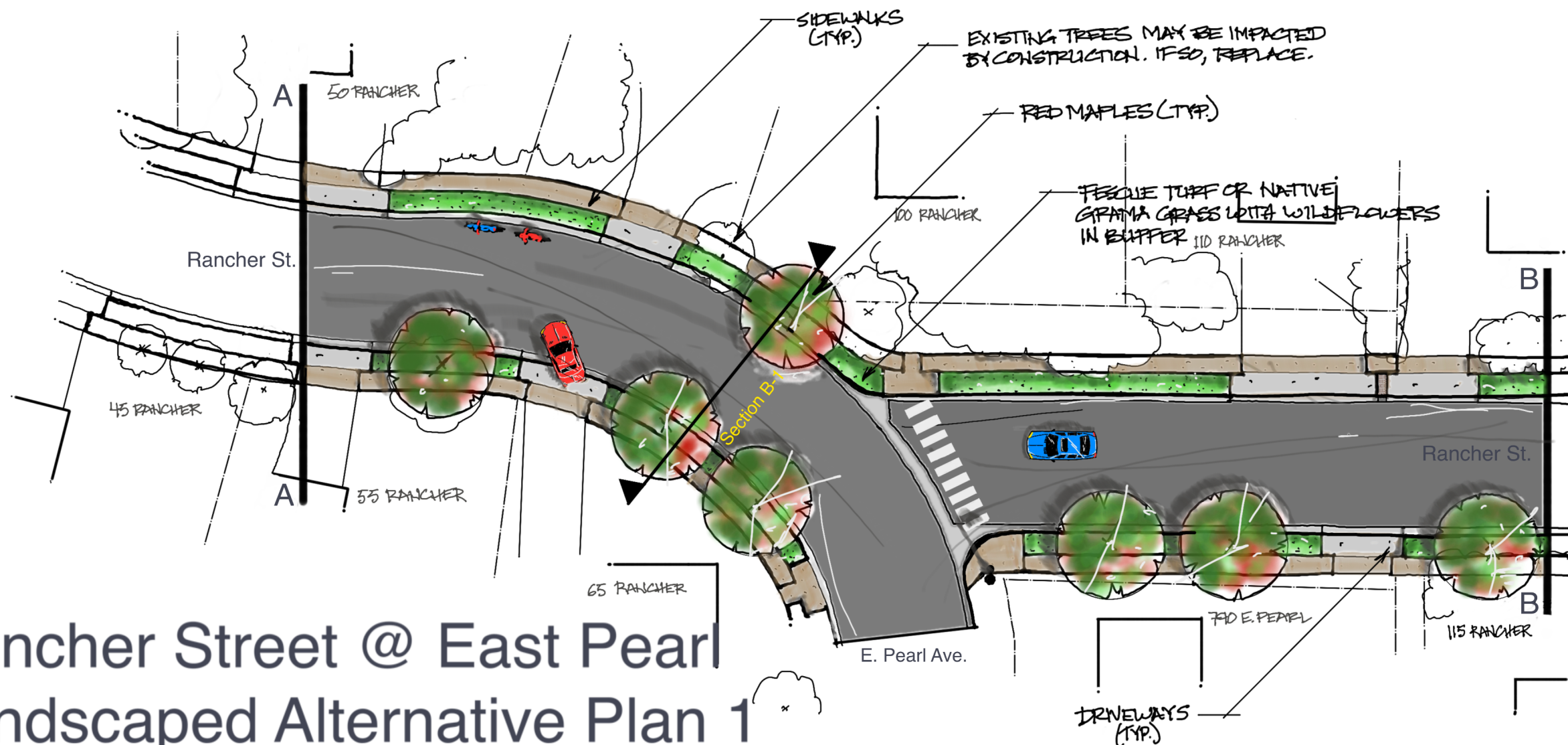


Landscape Plan based on
Survey & Street/Sidewalk
Concept Design by
Valley West Engineering

Section B-2:
Pearl & Rancher Crosswalk



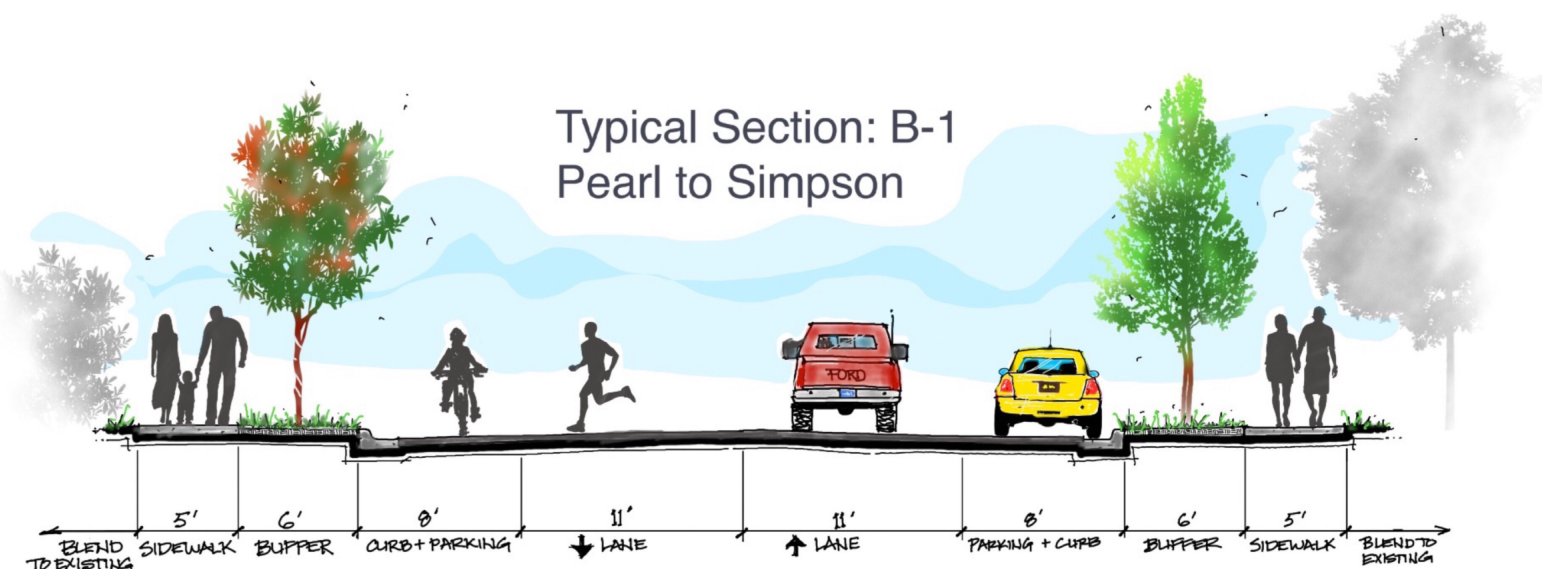
Pearl/Rancher Intersection Option #1



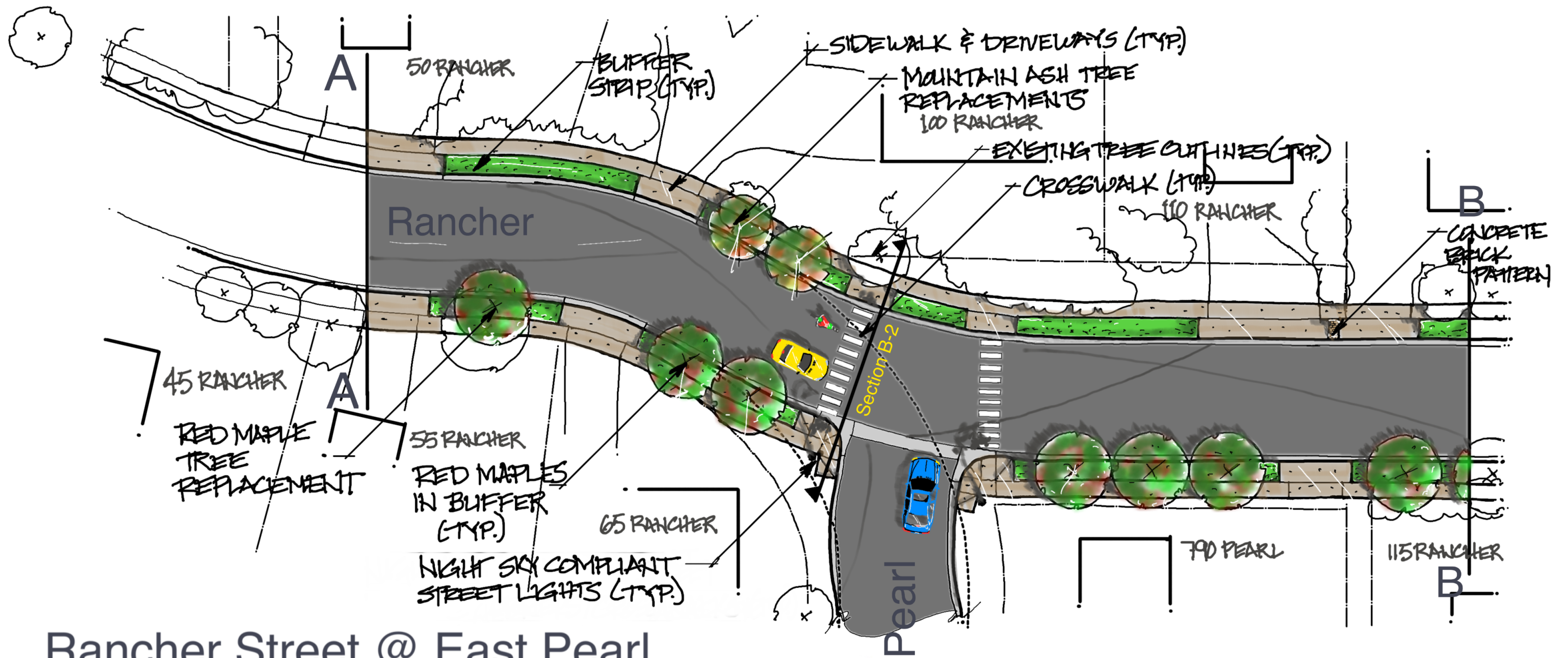
Rancher Street @ East Pearl Landscaped Alternative Plan 1



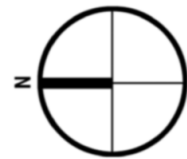
Landscape Plan based on
 Survey & Street/Sidewalk
 Concept Design by
 Valley West Engineering



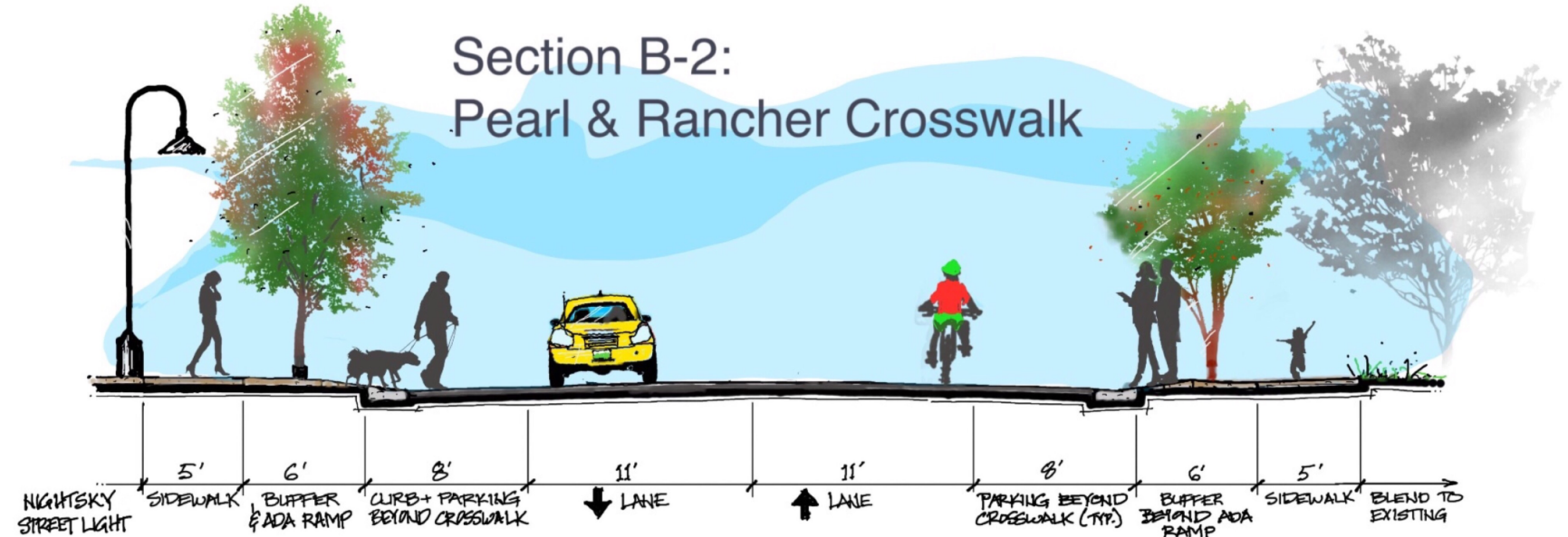
Pearl/Rancher Intersection Option #2



Rancher Street @ East Pearl Landscaped Alternative 1- Plan B



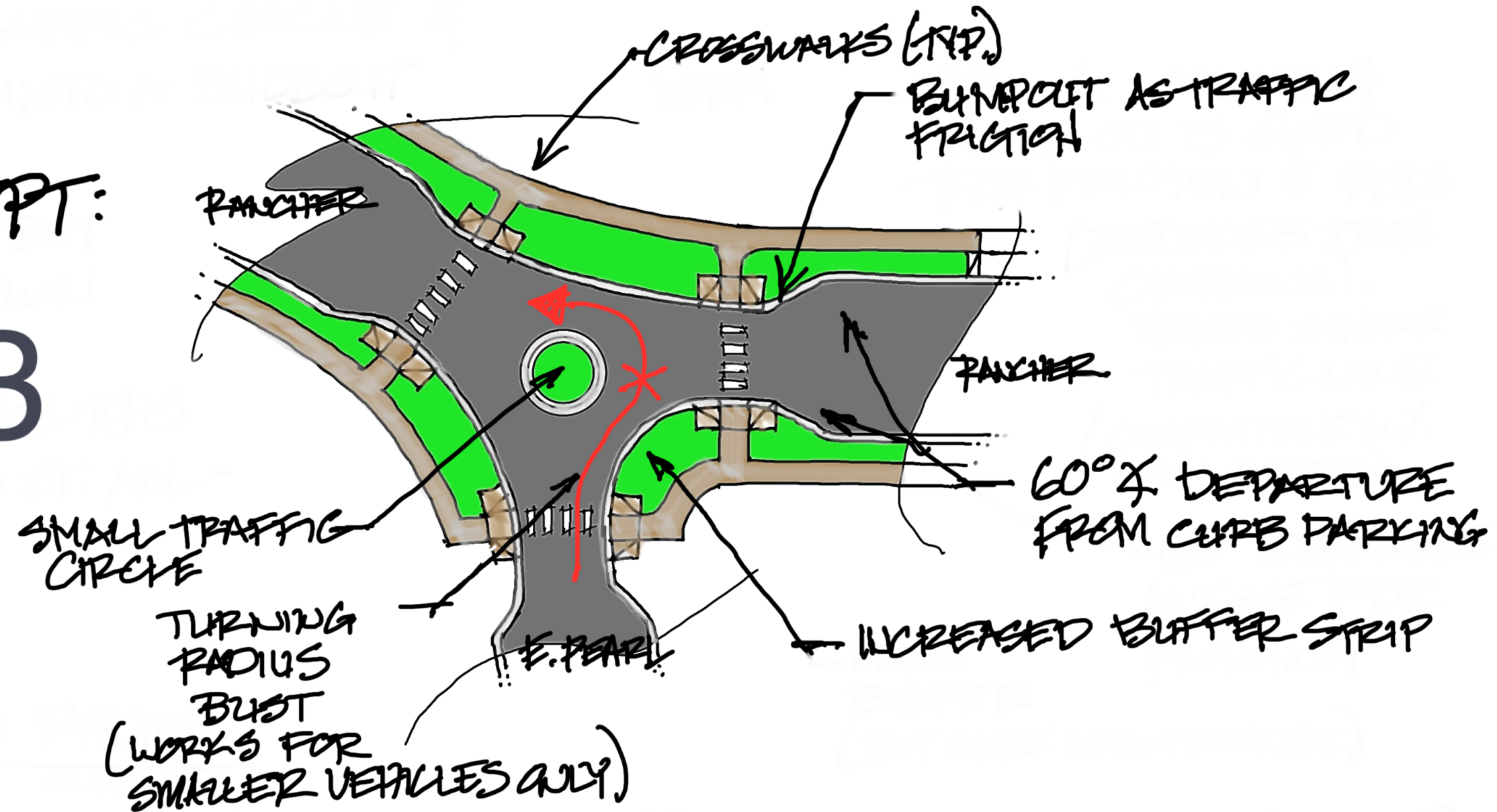
Landscape Plan based on
Survey & Street/Sidewalk
Concept Design by
Valley West Engineering



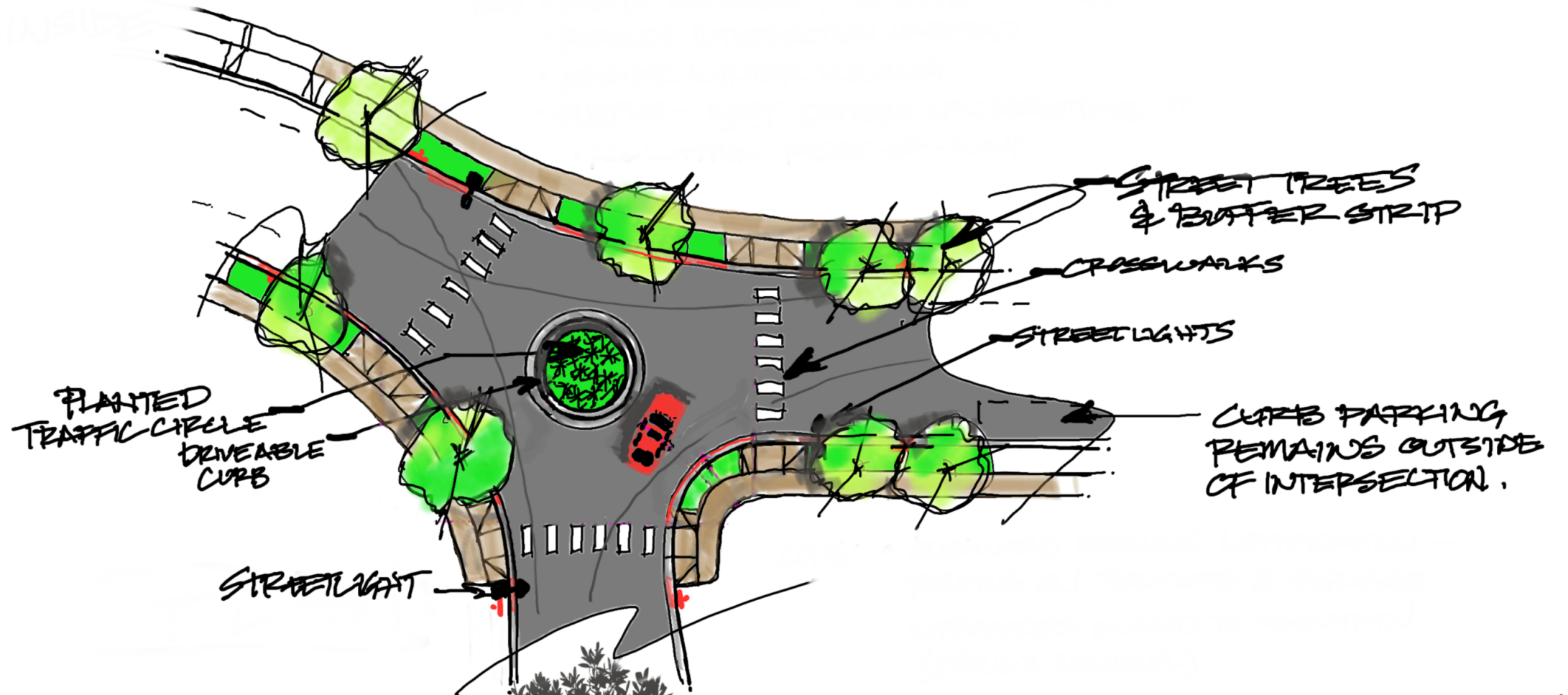
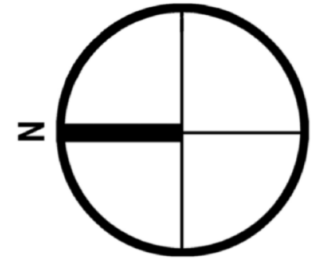
Pearl/Rancher Intersection Option #3

SKETCH CONCEPT:

Option 3

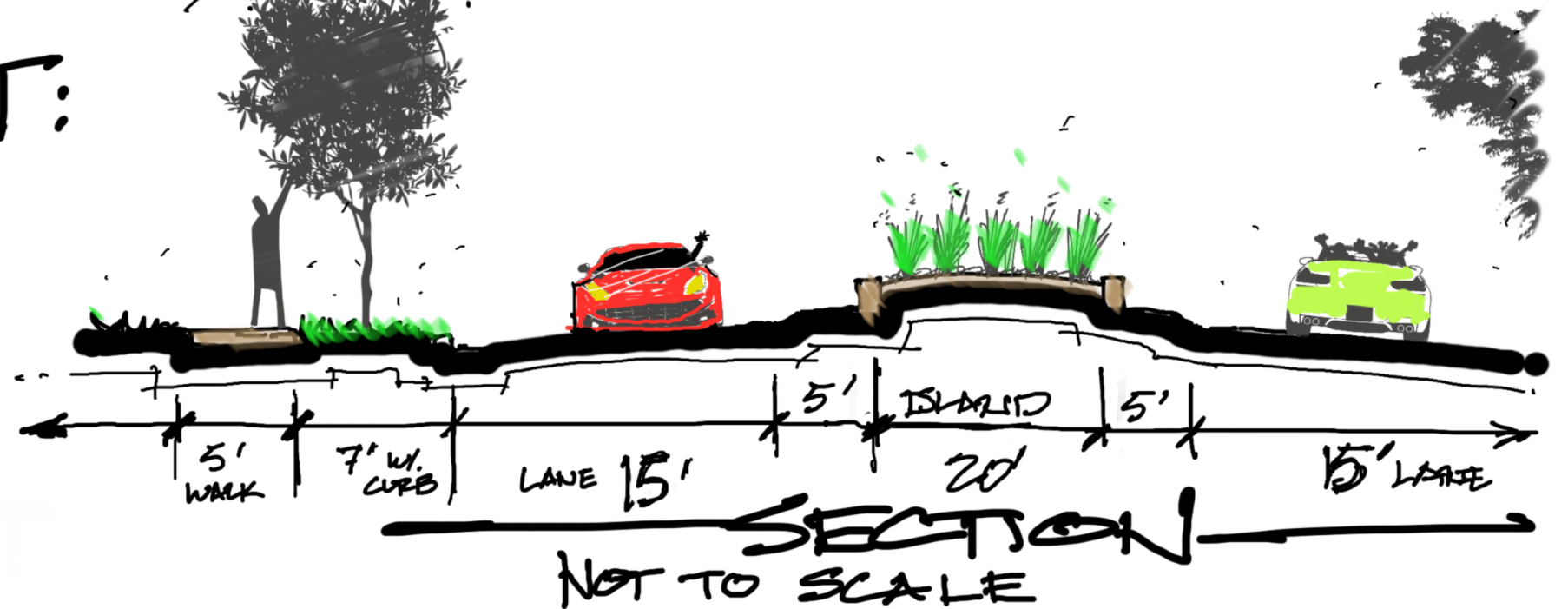


Pearl/Rancher Intersection Option #4



SKETCH CONCEPT:

Option 4



Johnny Ziem

From: Maureen O'Leary <ram2bgrump@gmail.com>
Sent: Wednesday, March 17, 2021 10:34 AM
To: Town Engineering
Subject: Fwd: Proposed Rancher Street Changes

Oops, had wrong email address

----- Forwarded message -----

From: **Maureen O'Leary** <ram2bgrump@gmail.com>
Date: Wed, Mar 17, 2021 at 10:30 AM
Subject: Proposed Rancher Street Changes
To: <townengineering@jackson.gov>, electedofficials@ci.jackson.wy.us <electedofficials@ci.jackson.wy.us>

Dear Town Engineer and Town Council:

I have lived at 790 E. Broadway since 1979. East Jackson is designated Town Periphery, as such it should be addressed differently than the other areas of town.

The changes proposed will seriously affect the character of the neighborhood.

Few people walk down Rancher.

What would make it nicer, safer and quieter for our neighborhood would be to get rid of the 40-50 huge busses that transport less than 40 people a day. These busses are noisy, they cause traffic delays at the intersection to Broadway, as 2 large vehicles can't navigate the corner at the same time. We were told that the town was going to use on call micro busses, which would be much more cost effective, and save wear and tear on the street.

I cannot understand how the town can even contemplate spending money on planning or building such an expensive project, given the current economy. Town Officials cut the budgets on essential items like Fire/EMS and Police last year. The State cut all sorts of budgets also. Why are you going to spend millions on non essential sidewalks and green space, and that does not even consider ongoing maintenance, and extra employees needed for mowing grass, watering snowplowing. When are town officials going to be fiscally responsible

We do not need sidewalks, for the few people that walk on Rancher. If you must add sidewalks, all that is needed is a sidewalk on one side of the street, right next to the road. NO green strip. A few years ago, I went skiing at Sun Valley, they only had sidewalks on one side, right next to the road with a concave curb, that allowed the plow to do both the road and sidewalk, They also did not have sidewalks at all by the many condo complexes. This saves time and money.

From a conservation standpoint, we need water moisture we receive to go back into the aquifer, not down the sewer system. More sidewalks, more water goes into the sewer system.

The town and county want to decrease our carbon footprint, all this construction is counterproductive to that goal.

If you eliminate a sidewalk and green strip on one side, you can make the travel lanes a foot wider, which would make it safer for everyone and for bicycles.

.

Please, absolutely do not plant trees, as they block our views of the scenery that we enjoy in East Jackson. Plus they will interfere with snow removal.

Parking is needed on both sides of the street, parking is already a problem, especially since there is no parking on East Broadway from Pioneer lane to Rancher,

Please take into consideration the neighbors needs and desires, instead of some textbook plan for what a town should look like.

Sincerely,

Maureen O'Leary

Johnny Ziem

From: Johnny Ziem
Sent: Wednesday, March 17, 2021 8:45 PM
To: Johnny Ziem
Subject: Fwd: Rancher Street Public Comment

Sent from my iPhone

Begin forwarded message:

From: Amy Golightly <amycgolightly@gmail.com>
Date: March 17, 2021 at 5:21:54 PM MDT
To: Johnny Ziem <jziem@jacksonwy.gov>
Subject: Rancher Street Public Comment

Hi Johnny,

This project will be a great improvement to Rancher Street and we support it! It seems similar to the new Hansen sidewalk which has been a really great addition to the neighborhood.

A couple of comments:

* A designated crosswalk that goes across Rancher St. from Dylan Drive to Simpson would be a great addition to the project.

* Please consider minimal placement and night sky friendly street lamps.

* The overall speed limit on Rancher should be reduced to match that on Nelson Ave. at 15mph.

Thanks for making our neighborhood safer and more pedestrian/kid/senior friendly!

Amy and Jeff Golightly
885 Wheatleigh Way

Johnny Ziem

From: Judd Grossman <campaign@juddgrossman.com>
Sent: Saturday, March 27, 2021 7:58 PM
To: Town Engineering; Johnny Ziem
Subject: Fwd: Rancher Street - 03192021

This is Mo's (790 East Broadway) response to your suggestion of eliminating on-street parking entirely from the Pearl to Broadway section of Rancher. She said it was ok to forward it to you.

----- Forwarded message -----

From: **Maureen O'Leary** <ram2bgrump@gmail.com>
Date: Sat, Mar 27, 2021 at 10:05 AM
Subject: Re: Rancher Street - 03192021
To: Judd Grossman <jg@juddgrossman.com>

Hi Judd

Thanks for forwarding

I would say NO - Do Not Narrow the road, It does not make it safer, nor does it slow down traffic. I know for a fact, since that is what they did to Broadway in front of my house, Traffic is terrible, nobody slows down, and it is actually more dangerous for bicyclists. Just drive down Redmond and have to follow a bicyclist with a car or truck coming the other direction. The town had to install a Stop Sign on Hansen and Redmond because of the speed problems.

We need parking on both sides of the street, so we can have people visit, work or so one can remove snow from a driveway. In the summer many people have horse trailers or boats that will have no place to park. There is currently a problem with the width of the road now, if a bus, or large vehicle is at the stop sign at Rancher and Broadway, another large vehicle or bus must stop and wait till the vehicle on Rancher pulls out. There is not enough room for both vehicles at the same time.

I would also say NO to sidewalks, we don't need them and they change the character of the neighborhood. They are impassible for half the year, because of the amount of snow we get the town snowplowers have no option but to push snow on them, even with the green space. At that point it is impossible to keep the sidewalk in front open. Also several of the neighbors on Rancher will have no place to park on their property.. It would be nice if big delivery trucks that go to Senior Center and the busses that go to Bar T 5 were routed on a larger street. Those going to Bar T 5 should be routed down Redmond to Cache Creek, not down Rancher.

The town needs to stop spending our tax payer money, on needless expenses, with no thought of ongoing maintenance costs. Police, Fire/EMS are essential items that need to be properly funded. Property taxes keep getting increased, because of all this spending.

Sincerely
Maureen O'Leary

Johnny Ziem

From: Johnny Ziem <johnnyziem@gmail.com>
Sent: Monday, March 15, 2021 4:50 PM
To: Johnny Ziem
Subject: Fwd: Rancher Street Meeting

Sent from my iPhone

Begin forwarded message:

From: Amy Golightly <amycgolightly@gmail.com>
Date: March 15, 2021 at 3:25:36 PM MDT
To: Johnny Ziem <johnnyziem@gmail.com>
Subject: Re: Rancher Street Meeting

Hi Johnny,

This is a fantastic project! Jeff or I will attend or we'll make a comment to support it. You should also reach out to Katherine and/or Sam at Friends of Pathways so they can make a comment in support of it as well - it's right in line with what they are trying to do now with 'Every neighborhood connected'.

katherine@friendsofpathways.org
sam@friendsofpathways.org

Cheers,
Amy

On Sat, Mar 13, 2021 at 11:47 AM Johnny Ziem <johnnyziem@gmail.com> wrote:

Dear Fellow Neighbors,

The Town, i.e. yours truly, will be presenting the below complete street project this Thursday, 6 pm, via zoom. We are looking to construct a new street corridor on Rancher St., from Hansen to Broadway. A major part of this project includes the possible addition of sidewalks on both sides of Rancher, including the possibility of trees and a few streetlights (intersections only) for safety.

I am emailing you all because we all use Rancher St., and if you would like to voice support for sidewalks and the overall improvements being requested to Council, please attend this meeting or send me an email of support (or no support) to jziem@jacksonwy.gov

This will be a great upgrade to Rancher St and provide for safe mobility (sidewalks) for all users! Make your voices heard and lets make Rancher St. safe for our families and friends.

Johnny Ziem
850 Wheatleigh Way
Daisy Bush Hood, East Side

Johnny Ziem

From: Johnny Ziem <johnnyziem@gmail.com>
Sent: Tuesday, March 16, 2021 7:47 PM
To: Johnny Ziem
Subject: Fwd: Rancher Street Meeting

Begin forwarded message:

From: Dave Simpson <davesimpson67@gmail.com>
Subject: Re: Rancher Street Meeting
Date: March 16, 2021 at 10:54:12 AM MDT
To: "Gregory R. Miles" <studio650@gmail.com>, Johnny Ziem <johnnyziem@gmail.com>

Thanks Johnny! Agree generally with Miles' comments, especially that we do not need any street lights. Light pollution is something we don't need in Jackson, and I'm bummed to see the town putting up street lights all around. Sidewalks are most welcome!

On Sat, Mar 13, 2021 at 6:53 PM Gregory R. Miles <studio650@gmail.com> wrote:

Hi Johnny,

Thanks for your hard work. Overall this project looks good to us and will be an improvement to Rancher St.

We have some suggestions and concerns that we would like addressed:

* The overall speed limit on Rancher should be reduced to match that on Nelson. 15 Miles per hour. We see LOTS of cars, trucks and START buses driving way too fast. It's a huge concern with all the little kiddos and the school bus stop right at Rancher/Dylan/Simpson. In fact, right in front of our house, so we watch it daily. We have tried to report it (we were START bus supporters originally in the neighborhood), and it's done very little to slow them down. Our main concern are the littles, but there are also a lot of older folks who walk around the neighborhood from Pioneer.

What does the Town propose to slow vehicles down? We are concerned that improvements will increase vehicle speeds.

* A crosswalk that goes across Rancher St. from Dylan Drive to Simpson on the south side should be incorporated in the project.

* No trees should be added to the landscape strips. Plenty of trees already exist on Rancher Street. Karl Foerster or native grasses would be great.

* No street lights, or minimal placement and true night sky friendly lamps utilized. The night sky is incredible in east Jackson. Let's keep it that way.

Greg Miles and Melinda Binks
and Tasman Malcolm Miles-Binks
810 Dylan Drive
Daisy Bush

Sent from my iPad

On Mar 13, 2021, at 1:47 PM, Johnny Ziem <Johnnyziem@gmail.com> wrote:

Dear Fellow Neighbors,

The Town, i.e. yours truly, will be presenting the below complete street project this Thursday, 6 pm, via zoom. We are looking to construct a new street corridor on Rancher St., from Hansen to Broadway. A major part of this project includes the possible addition of sidewalks on both sides of Rancher, including the possibility of trees and a few streetlights (intersections only) for safety.

I am emailing you all because we all use Rancher St., and if you would like to voice support for sidewalks and the overall improvements being requested to Council, please attend this meeting or send me an email of support (or no support) to jziem@jacksonwy.gov

This will be a great upgrade to Rancher St and provide for safe mobility (sidewalks) for all users! Make your voices heard and lets make Rancher St. safe for our families and friends.

Johnny Ziem
850 Wheatleigh Way
Daisy Bush Hood, East Side

<TOJ_Rancher_OnePager.pdf>

Johnny Ziem

From: Johnny Ziem <johnnyziem@gmail.com>
Sent: Sunday, March 14, 2021 10:00 AM
To: Johnny Ziem
Subject: Fwd: Rancher Street Meeting

Sent from my iPhone

Begin forwarded message:

From: "Gregory R. Miles" <studio650@gmail.com>
Date: March 13, 2021 at 6:53:54 PM MST
To: Johnny Ziem <johnnyziem@gmail.com>
Cc: Dave Simpson <dave@verdepr.com>, alex.alimanestianu@gmail.com, lbjohnson19@hotmail.com, evan.skorpen@gmail.com, rbroganmambo@yahoo.com, wicombs@iupui.edu, mackenziescanlan@gmail.com, kirsten.corbett@gmail.com, robert.savage@pronunciator.com, isabel.hedges@gmail.com, sallymaca@gmail.com, windriverhiker@gmail.com, calvinpschenk@gmail.com, wysking@yahoo.com, billemetzger@gmail.com, jjimenez4550@gmail.com, 4healthyliving365@gmail.com, kathleen.steinberg@gmail.com, melindabinks@gmail.com, amycgolightly@gmail.com, daisybushhoa@gmail.com, sfjewelry@hotmail.com, d.w.halsey@gmail.com, kris@tetonhabitat.org, aminor.cmt@gmail.com, madora.schenk@gmail.com, teverson@matpelbuilders.com, david@davidstubbs.com, jeffgolightly1@gmail.com, alane@tetonhospital.org, misskatiebird@yahoo.com, wendy@tetonhabitat.org, hoytdale@gmail.com, jmojohnson@gmail.com, synthehole@aol.com, pj9brown@yahoo.com, jennifer@housingtrustjh.org, jill.combs@medtronic.com, rskzsaito@yahoo.com, bwarta@kmtechnology.com, smurphy@tetonhospital.org
Subject: Rancher Street Meeting

Hi Johnny,

Thanks for your hard work. Overall this project looks good to us and will be an improvement to Rancher St.

We have some suggestions and concerns that we would like addressed:

* The overall speed limit on Rancher should be reduced to match that on Nelson. 15 Miles per hour. We see LOTS of cars, trucks and START buses driving way too fast. It's a huge concern with all the little kiddos and the school bus stop right at Rancher/Dylan/Simpson. In fact, right in front of our house, so we watch it daily. We have tried to report it (we were START bus supporters originally in the neighborhood), and it's done

very little to slow them down. Our main concern are the littles, but there are also a lot of older folks who walk around the neighborhood from Pioneer.

What does the Town propose to slow vehicles down? We are concerned that improvements will increase vehicle speeds.

- * A crosswalk that goes across Rancher St. from Dylan Drive to Simpson on the south side should be incorporated in the project.

- * No trees should be added to the landscape strips. Plenty of trees already exist on Rancher Street. Karl Foerster or native grasses would be great.

- * No street lights, or minimal placement and true night sky friendly lamps utilized. The night sky is incredible in east Jackson. Let's keep it that way.

Greg Miles and Melinda Binks
and Tasman Malcolm Miles-Binks
810 Dylan Drive
Daisy Bush

Sent from my iPad

On Mar 13, 2021, at 1:47 PM, Johnny Ziem <Johnnyziem@gmail.com> wrote:

Dear Fellow Neighbors,

The Town, i.e. yours truly, will be presenting the below complete street project this Thursday, 6 pm, via zoom. We are looking to construct a new street corridor on Rancher St., from Hansen to Broadway. A major part of this project includes the possible addition of sidewalks on both sides of Rancher, including the possibility of trees and a few streetlights (intersections only) for safety.

I am emailing you all because we all use Rancher St., and if you would like to voice support for sidewalks and the overall improvements being requested to Council, please attend this meeting or send me an email of support (or no support) to jziem@jacksonwy.gov

This will be a great upgrade to Rancher St and provide for safe mobility (sidewalks) for all users! Make your voices heard and lets make Rancher St. safe for our families and friends.

Johnny Ziem
850 Wheatleigh Way
Daisy Bush Hood, East Side

<TOJ_Rancher_OnePager.pdf>

Johnny Ziem

From: Johnny Ziem <johnnyziem@gmail.com>
Sent: Monday, March 15, 2021 4:50 PM
To: Johnny Ziem
Subject: Fwd: Rancher Street Project

Sent from my iPhone

Begin forwarded message:

From: Stephanie Thomas <steph13thomas@gmail.com>
Date: March 15, 2021 at 3:30:52 PM MDT
To: johnnyziem@gmail.com
Subject: Rancher Street Project

I've sent to a few people in the neighborhood as well and will be there thursday. Any chance for a crosswalk at Dylan before this big project or part of it? Will you address the double sided street parking around our driveway (that can cause major view issues for us and those coming down the street?). Anything else we should consider or you want a specific comment on? Looking forward to a NEW rancher street:)

--

Stephanie Thomas
307-413-0604

PO Box 4215
Jackson, WY 83001

Johnny Ziem

From: Conni Bergmann <connibergmann@yahoo.com>
Sent: Monday, March 22, 2021 6:54 PM
To: Scott Mohror
Cc: Judd Grossman
Subject: Rancher project - 45 Rancher

Hi Scott,
my place is on 45 Rancher. Just a thanks for letting us give input on this project and considering alternatives.

I am responding to the possibility of narrowing the road in the Pearl Str. to E. Broadway section to accomodate sidewalk, but eliminating on-street parking. I discussed this with Judd and my view is that no parking on this section is not a good option. Between contractors, yard guys, trailers and visitors this would cause problems.

Perhaps a good compromise worth considering is to narrow the road, leave one side for parking and put a sidewalk + buffer zone on only one side within the confines of present curb or even 3 ft feet beyond? This would also be safe in terms of slowing down traffic.

I am also in favor of stop signs on Pearl Str./Rancher intersection. A stop sign may alleviate having to 'straighten out' Rancher, which would definately be a burden for the owner who would loose his front yard buffer to the street. I realize we all have to give up something, but the question is what would really be gained. Straightening the street will make traffic faster and compromise safety.

As already stated during the meeting, I also want to re-emphasize that we all prefer the neighborhood without Street lights. and if at all possible it would be wonderful if the 2 crabapple trees in my front yard could stay or at least be replaced with something equally fairly low growing, as i get these trees trimmed regularly for the past 10 years and dont think they block any views.

Again, I really appreciate that the thoughts and opinions of the Rancher street residents are taken into consideration, especially as needs really vary in individual street sections.

Best,
Conni Bergmann
45 Rancher Str
Jackson

Connibergmann@yahoo.com

Johnny Ziem

From: Madora Schenk <madora.schenk@gmail.com>
Sent: Monday, March 15, 2021 9:28 AM
To: Johnny Ziem
Subject: Rancher St

Hi Johnny,

Thanks for collecting comments on the Rancher St project. It's hard to see the quaint roads be replaced, but we support projects that are in the best interest of all residents. As such, we do have a few comments:

Vegetation: If trees are to be installed they should not be cottonwoods nor aspens. Cottonwoods are basically weeds and highly susceptible to winds and both trees cause destruction with their runners. Also, tall grasses or bushes at intersections (such as SE corner of Dylan Dr and Rancher St) obstruct views for drivers. Would the town maintain the buffer vegetation or would it be up to the homeowner?

Lighting: We are not in favor of adding lighting as there are too many unshielded lights in Jackson. Sidewalks would facilitate pedestrian safety and thus lighting might not be necessary. If lighting has to be done in accordance with code then it should be a truly shielded light to reduce projection across the snow. Dark skies are important to wildlife, sleep disturbances, and are one of the best things about living in East Jackson and seeing the stars.

Parking/Sidewalks: Parking should be preserved along one side of the street, at minimum, when creating sidewalks. It would appear there is enough space in the right of way for parking on both sides. Also we are not in favor of the bump outs like on Redmond since the Pearl/Rancher intersection is already askew.

Thanks!

Madora Schenk
(307) 690-4291

Johnny Ziem

From: Judd Grossman <jg@juddgrossman.com>
Sent: Monday, March 15, 2021 2:04 AM
To: Town Engineering
Subject: Rancher St.

Will the public have an opportunity to give feedback at Thursday's zoom meeting on Rancher Street?--
Judd Grossman 307-690-4935 Sent from Gmail Mobile

Johnny Ziem

From: Susan Scarlata
Sent: Tuesday, March 16, 2021 1:45 PM
To: Johnny Ziem
Subject: Rancher Comments

Hi Johnny-

I did not turn comments off on the PDF of the plans and people have taken it upon themselves to comment in the document. Live and learn. Below are the comments we have s

My plan for Thursday is similar to the last one we did but when I introduce you, I'll state that comments should be held to the end and that we'll use the raise hand function.

All best,

Susan

Dean Erickson 20 Rancher St. Guest 22 hours ago

I don't see a good reason to have sidewalks and buffer areas on both sides of the street. We don't see that much foot traffic and I am sure this would save a considerable amount of money. Also it appears to me that keeping the buffer areas well watered is a problem.

Judd Grossman Guest 18 hours ago

We love our neighborhood. To me it is the most beautiful place on earth. I would prefer that the Town leave us alone. Just fix the utilities under the street and call it good. If you choose to proceed with above ground "improvements" it's critical that you don't put in any new street lights. We love our dark skies. It's also very important that you don't plant new trees in the Pearl to Broadway section of Rancher. Trees will block the views. Trees are nice but the views are better. Your sidewalk plan will make it difficult for me to park in my driveway. Our house is very close to the street and the only parking for us is between the house and the street. No garage. People have been parking in this manner at this house for over 70 years, long before the subdivision was platted, or the land was acquired to make Rancher a through street. If you must impose a sidewalk on us it should be on one side of the street and replace one lane of parking. This is a reasonable compromise that will allow a pedestrian amenity without destroying our yards. This is the approach you took on Hansen which is a much denser character district. I also feel strongly that if the Town is going to impose a sidewalk on us the Town should commit to clearing the sidewalk of snow. Our lots are irregular and lots like ours have long street frontage. I don't use a plowing service and spend hours shoveling snow off my modest driveway. I can't imagine how much work would be involved in shoveling 100' through deep snow banks to clear the city sidewalk. My final concerns include that you should preserve the large pine tree on the east side of the intersection with Pearl. This tree has survived from the original Charles M Nelson ranch and shouldn't be blithely sacrificed to this project. Also, your plans show a START bus stop in the Rancher/Hansen area. START has repeatedly assured us that they are committed to implementing micro-transit in our neighborhood. They are currently aiming for Fall or Winter 2021. Micro-transit uses small vehicles to pick up riders at their residence on demand. This would make a bus stop unnecessary. Therefore, it should be removed from the rebuild plan. And finally, on Hansen Street you presented 3 alternatives. When will we see alternatives for Rancher Street? What is the timeline for sorting all this out? Judd Grossman - 50 Rancher

Diana Waycott Guest Mar 12

I do hope that there will be no parking along Rancher Street between Simpson and Hansen as appears to be shown. This area is much MUCH too tight for two cars to pass if there is someone parked on even one side. You can imagine how difficult it is if there is a START bus or cars parked on both sides. Thank you for your time!

Eric Ellenbogen 2 hours ago

While the proposed plans are more or less "textbook" standards from US DOT, those are primarily intended for new suburban streets. Rancher has numerous non-conforming lots, some with virtually zero setbacks; the unintended consequences of the proposed plans would bring sidewalks literally to front doors and ELIMINATE off-street parking, both highly undesirable outcomes.

Susan Scarlata, PhD
Community Engagement Specialist
Town of Jackson
307-733-0440 x1110
sscarlata@jacksonwy.gov
www.jacksonwy.gov



Johnny Ziem

From: Dale Hoyt <hoytdale@gmail.com>
Sent: Saturday, March 13, 2021 10:33 PM
To: Johnny Ziem
Subject: Rancher corridor

Johnny,
I am in full support of this rancher safety corridor. In fact i I would recommend a crosswalk or raised pedestrian crossing at the junction of Dylan drive and the end of Simpson on rancher. Downhill traffic from the south, start busses and folks in a rush, seem to pick up speed rather quickly flex that hill.

With the bus stop there for school pickup it seems like an important spot to naturally slow people down a touch. Perhaps a push button illuminated crosswalk could help with neon lights. I'm all for the full recommendations in ur sketch and more. Children's safety in that zone seems so important. Thank you very much.

Dale Hoyt
830 Dylan drive.

Johnny Ziem

From: Alex Alimanestianu <alex.alimanestianu@gmail.com>
Sent: Saturday, March 13, 2021 1:40 PM
To: Johnny Ziem
Cc: Sarah Maca
Subject: Rancher street upgrade project

Dear Johnny - looks great! My wife and I are in total support.

Alex Aimanestianu
Sally Maca
880/870 Wheatleigh Way

Johnny Ziem

From: Judd Grossman <jg@juddgrossman.com>
Sent: Monday, March 15, 2021 7:42 PM
To: Town Engineering
Subject: Rancher Street

Dear Town Engineer,

North Rancher St. has been my home for 35 years. To me it is paradise and refuge from the bustle of downtown. In my mind it's the most beautiful place on earth. Context is important as we plan what happens in our neighborhood. We are designated a Town Periphery neighborhood by the Comprehensive Plan. We are the lowest density and lowest intensity character district in Town where the Town transitions to the wild lands. We are right at the edge of the forest and open spaces with spectacular views of the Elk Refuge and Tetons.

Regarding the proposed changes to Rancher Street, I would prefer that the Town leave us alone. Just fix the utilities under the street and call it good. If you choose to proceed with above ground "improvements" it's critical that you don't put in any new street lights. Our dark skies are precious to us - so unique and beautiful. Dark skies are a quintessential part of the small town /rural character of our neighborhood. It's also very important that you don't plant new trees in the Pearl to Broadway section of Rancher. Trees can be a nice amenity, but for us our views of the Refuge and the Tetons are our prime neighborhood amenity and trees will block the views.

Your sidewalk plan is quite aggressive. I know that you listened to neighborhood concerns and eliminated sidewalks from the Nelson St. rebuild. You should compromise on Rancher St. as well. Many of us don't want sidewalks, some do. I'm particularly concerned that the current sidewalk plan will make it difficult for me to park in my driveway. My house was built in the 30s or 40s long before our subdivision was platted and before the Town acquired the lots that made Rancher a through street. My house is very close to the street and the new sidewalk you are proposing will make parking in my driveway very difficult. Cars have parked in the parking area in front of my house for over 70 years. That's all we've got. No garage, just the space between the house and the street. Your plan doesn't seem to take this into consideration.

I would recommend that if you must have a sidewalk that you do it on one side of the street only. Over the years our neighborhood has been assured by planners that when a sidewalk is imposed on us it would be on one side of the street and would narrow the road rather than destroy our yards. This is a winning compromise. We would lose parking on one side of the street, but gain a pedestrian amenity, and the travel lanes and our yards would be left intact. This was your approach with Hansen Street which is in a more intense character district than ours. It would be a perfectly reasonable approach on Rancher Street.

I also feel strongly that if the Town is going to impose a sidewalk on us the Town should commit to clearing the sidewalk of snow. Our lots are irregular and lots like ours have long street frontage. I don't use a plowing service and spend hours shoveling snow off my modest driveway. I can't imagine how much work would be involved in shoveling 100' through deep snow banks to clear the city sidewalk.

My final concerns include that you should preserve the large pine tree on the east side of the intersection with Pearl. This tree has survived from the original Charles M Nelson ranch and shouldn't be blithely sacrificed to this project. Also, your plans show a START bus stop in the Rancher/Hansen area. START has repeatedly assured us that they are committed to implementing micro-transit in our neighborhood. They are currently aiming for Fall or Winter

2021. Micro-transit uses small vehicles to pick up riders at their residence on demand. This would make a bus stop unnecessary. Therefore, it should be removed from the rebuild plan. And finally, on Hansen Street you presented 3 alternatives. When will we see alternatives for Rancher Street? And what is the timeline for sorting all this out?

Best Regards,
Judd Grossman
50 Rancher St.

Johnny Ziem

From: Judd Grossman <jg@juddgrossman.com>
Sent: Thursday, March 25, 2021 11:04 PM
To: Town Engineering
Subject: Re: Rancher Street - 03192021

Categories: Scott

Sounds good. When will the staff report be available? Thanks!

--

Judd Grossman
cell: [307-690-4935](tel:307-690-4935)
email: jg@juddgrossman.com
mail: P.O. Box 3222, Jackson, WY 83001
ship: 50 Rancher St., Jackson, WY 83001

On Thu, Mar 25, 2021 at 9:03 AM Town Engineering <townengineering@jacksonwy.gov> wrote:

Good Morning Judd,

Your willingness to “jump on the grenade” is greatly appreciated. Thank you for relaying those comments. I did meet with 120 Rancher yesterday on site looking at and discussing the parking issues. I also met with the Pioneer Home Apt while in the neighborhood. We are working on a couple of options to present to the council.

Thanks again,

Scott M

From: Judd Grossman <jg@juddgrossman.com>
Sent: Wednesday, March 24, 2021 11:00 PM
To: Town Engineering <townengineering@jacksonwy.gov>
Cc: Johnny Ziem <jziem@jacksonwy.gov>
Subject: Re: Rancher Street - 03192021

Hi Scott,

The email I sent to neighbors regarding your suggestion of eliminating on-street parking entirely on our stretch of Rancher was met with a lot of silence. I think folks are puzzled as to why I would insert myself as an intermediary between them and the Town. I'm sure folks will respond to you directly if they have something to say. Here's what I did learn:

Armond Acri at 790 East Broadway - "Parking is a problem in Jackson and anything that eliminates parking makes the problem worse."

Carol Spengel at 25 Rancher - Needs parking for friends

Connie Bergman at 45 Rancher - no parking on our block would be "ridiculous" - yard guys, visitors, etc.,

Anonymous Neighbor - expressed concern that lack of parking would be a big problem.

I think eliminating parking entirely on our segment of Rancher would be unworkable. I feel that one lane of parking would be sufficient to handle our incidental street parking needs, and would almost always have some cars in it. That combined with a narrower street with one sidewalk on the opposite side of the parking lane would help calm the traffic. A stop sign at the Pearl and Rancher intersection would really improve safety on our street, especially if you plan to do any straightening of that intersection.

Best Regards,

Judd

--

Judd Grossman

cell: [307-690-4935](tel:307-690-4935)
email: jg@juddgrossman.com
mail: P.O. Box 3222, Jackson, WY 83001
ship: 50 Rancher St., Jackson, WY 83001

On Fri, Mar 19, 2021 at 11:11 AM Town Engineering <townengineering@jacksonwy.gov> wrote:

Mr. Judd,

Thank you for sharing your comments last night and through your emails. The Town needs this type of input.

We had some in-house discussion last night after the meeting and the Town Periphery subject was talked about. To make a long story short, the neighborhood form is the primary factor over the character districts. Rancher Street is a bus route with a design speed greater than 25mph meet the condition for sidewalk on both sides or one side only.

The thing I want you to understand is the “design” speed. That is a completely different animal than “posted” speed. If your posted speed is 25 mph; the street is most likely “designed” at 45 mph or higher.

My understanding of the chain of events is we will take all the comments into consideration and make recommendations to the Council. There is no 2nd public outreach meeting planned.

Hopefully I have answered your questions. I do have a question for you that I hope you would be willing to do to help the recommendation process.

Would you be willing to discuss with your neighbors from Pearl to Broadway of the possibility of the sidewalk(s) being moved in which would narrow the street and eliminate off street parking on that segment of Rancher?

If you could get back to me on this I would greatly appreciate it.

Thanks,

Scott M

From: Judd Grossman <jg@juddgrossman.com>

Sent: Thursday, March 18, 2021 9:48 PM

To: Town Engineering <townengineering@jacksonwy.gov>

Cc: Johnny Ziem <jziem@jacksonwy.gov>

Subject: Re: Rancher Street - 03192021

Hi Scott,

I thought the Zoom meeting went well. Here is my attempt at a recap:

I heard broad consensus for a sidewalk on one side. Also, widespread concern about trees blocking the views, and about street lights being disruptive.

I agree with those who want to calm and slow the traffic. A narrow road would be a plus in my opinion. I also strongly support a stop sign on Rancher at Pearl.

Questions:

I didn't get a response to my question about how neighborhood character was called out in the presentation by referring to the Comp Plan's classifications of Residential Core and Town Periphery, but then that distinction seemed to disappear in the conceptual drawing and its considerations. I only heard about right of way width, non-conforming lots, and the Pearl St. curve. The intensity of the conceptual drawings are appropriate for Residential Core but not Town Periphery. Why wasn't the context of Town Periphery incorporated to adjust the design on the north end?

Are you planning to present us with alternatives to respond to before the Town Council meeting? My impression is that that was part of the process on Hansen.

Thanks!

Judd

--

Judd Grossman

cell: [307-690-4935](tel:307-690-4935)

email: jg@juddgrossman.com

mail: P.O. Box 3222, Jackson, WY 83001

ship: 50 Rancher St., Jackson, WY 83001

On Tue, Mar 16, 2021 at 9:20 AM Town Engineering <townengineering@jacksonwy.gov> wrote:

Dear Mr. Judd,

Thank you for comments on Rancher Street. This input is exactly what the Town is seeking for moving forward with design. All of your concerns along with other comments received will be weighed and used in moving forward with this project.

Thank you for your comments and time.

Scott Mohror, PE

Senior Engineer

From: Judd Grossman <jg@juddgrossman.com>

Sent: Monday, March 15, 2021 7:42 PM

To: Town Engineering <townengineering@jacksonwy.gov>

Subject: Rancher Street

Dear Town Engineer,

North Rancher St. has been my home for 35 years. To me it is paradise and refuge from the bustle of downtown. In my mind it's the most beautiful place on earth. Context is important as we plan what happens in our neighborhood. We are designated a Town Periphery neighborhood by the Comprehensive Plan. We are the lowest density and lowest intensity character district in Town where the Town transitions to the wild lands. We are right at the edge of the forest and open spaces with spectacular views of the Elk Refuge and Tetons.

Regarding the proposed changes to Rancher Street, I would prefer that the Town leave us alone. Just fix the utilities under the street and call it good. If you choose to proceed with above ground "improvements" it's critical that you don't put in any new street lights. Our dark skies are precious to us - so

unique and beautiful. Dark skies are a quintessential part of the small town /rural character of our neighborhood. It's also very important that you don't plant new trees in the Pearl to Broadway section of Rancher. Trees can be a nice amenity, but for us our views of the Refuge and the Tetons are our prime neighborhood amenity and trees will block the views.

Your sidewalk plan is quite aggressive. I know that you listened to neighborhood concerns and eliminated sidewalks from the Nelson St. rebuild. You should compromise on Rancher St. as well. Many of us don't want sidewalks, some do. I'm particularly concerned that the current sidewalk plan will make it difficult for me to park in my driveway. My house was built in the 30s or 40s long before our subdivision was platted and before the Town acquired the lots that made Rancher a through street. My house is very close to the street and the new sidewalk you are proposing will make parking in my driveway very difficult. Cars have parked in the parking area in front of my house for over 70 years. That's all we've got. No garage, just the space between the house and the street. Your plan doesn't seem to take this into consideration.

I would recommend that if you must have a sidewalk that you do it on one side of the street only. Over the years our neighborhood has been assured by planners that when a sidewalk is imposed on us it would be on one side of the street and would narrow the road rather than destroy our yards. This is a winning compromise. We would lose parking on one side of the street, but gain a pedestrian amenity, and the travel lanes and our yards would be left intact. This was your approach with Hansen Street which is in a more intense character district than ours. It would be a perfectly reasonable approach on Rancher Street.

I also feel strongly that if the Town is going to impose a sidewalk on us the Town should commit to clearing the sidewalk of snow. Our lots are irregular and lots like ours have long street frontage. I don't use a plowing service and spend hours shoveling snow off my modest driveway. I can't imagine how much work would be involved in shoveling 100' through deep snow banks to clear the city sidewalk.

My final concerns include that you should preserve the large pine tree on the east side of the intersection with Pearl. This tree has survived from the original Charles M Nelson ranch and shouldn't be blithely sacrificed to this project. Also, your plans show a START bus stop in the Rancher/Hansen area. START has repeatedly assured us that they are committed to implementing micro-transit in our neighborhood. They are currently aiming for Fall or Winter 2021. Micro-transit uses small vehicles to pick up riders at their residence on demand. This would make a bus stop unnecessary. Therefore, it should be removed from the rebuild plan. And finally, on Hansen Street you presented 3 alternatives. When will we see alternatives for Rancher Street? And what is the timeline for sorting all this out?

Best Regards,
Judd Grossman
50 Rancher St.

Johnny Ziem

From: Town Engineering
Sent: Tuesday, March 16, 2021 9:20 AM
To: Judd Grossman
Cc: Johnny Ziem
Subject: RE: Rancher Street

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Best Regards,
Judd Grossman
50 Rancher St.

Johnny Ziem

From: noreply@civicplus.com
Sent: Thursday, March 25, 2021 3:25 PM
To: Town Council
Subject: Rebecca Heisinger Online Form Submittal: Email the Town Council

If you are having problems viewing this HTML email, click to view a [Text version](#).

Email the Town Council

Subject: Rancher/East Jackson Home owner
Email Hello Elected Officials, A recent Rancher Street Zoom meeting held by the town re: Rancher Street upgrades, as well as an article in the JHN&G
Content:* about the quickly changing face of E. Jackson is prompting the writing of this letter. My husband and I are St. John's Health employees. We bought our little house on Rancher St. back in 2011, something that would not be possible today. I echo the concern brought up in the JHN&G article about the rapid pace of change at which East Jackson is undergoing. It is being filled up with gigantic multi-story, multimillion dollar homes. Has anyone on the council thought about how this affects local working East Jacksonites? I am terrified of what is going to happen in our little enclave as we get surround by mega houses, worth \$5-6 million (or more) dollars each. Can someone help me understand how I will be able to afford my property taxes as I am being surrounded by this? I just learned yesterday the little house (~900 sq. ft) next to us is going list for \$1.6 Million dollars! I can just about imagine what will happen on that property; rip down, build up...way up. There has to be some protections for those who actually live and work here. Next, regarding the upgrades for Rancher Street; I am delighted to see the Town of Jackson recognizing the need to improve this major pedestrian, car, bus and bike thoroughfare. My vote is for side walks on both sides of the street as we have many walking children, and elderly, as well as local Jackson folk trying to access Cache and Nelson trailheads using Rancher Street. I know it is upsetting to some people on Rancher that they will lose some parking, but they are currently parking in the public right-of-way! I see a few parking spots being lost as a micro level issues compared to the macro level gain to the entire town with the creation of a safe passage way down Rancher Street. I have not been safe walking on Rancher since we first moved here (2011). I have written to Jim Stanford in the past asking for Rancher St. to be addressed. The other concern is the talk of "narrowing" the street to slow the speed/traffic. From what I see on Hansen, both driving and walking it, the narrowed street is a horrible idea. Most people just speed and drive over the middle line (into the other "bigger" oncoming lane of traffic), there is no shoulder and it feels unsafe. Because there is no shoulder bikers just ride on the one available sidewalk, it seems a mess. I am OK with trees being planted on Rancher street, and I request as few lights as possible be put on the street to keep our night skies open. Thank you for taking my comments into your consideration.

Your Name:* Rebecca Heisinger
Your Company Name:
Your Phone Number: 435-901-9527
Your Email Address:* rebafaye@hotmail.com
Your City: Jackson

Your State: WY
Your Zip 83001
Code:

* indicates required fields.

View any uploaded files by [signing in](#) and then proceeding to the link below:
<http://www.jacksonwy.gov/Admin/FormHistory.aspx?SID=3314>

The following form was submitted via your website: Email the Town Council

Subject:: Rancher/East Jackson Home owner

Email Content:: Hello Elected Officials,

A recent Rancher Street Zoom meeting held by the town re: Rancher Street upgrades, as well as an article in the JHN&G about the quickly changing face of E. Jackson is prompting the writing of this letter.

My husband and I are St. John's Health employees. We bought our little house on Rancher St. back in 2011, something that would not be possible today. I echo the concern brought up in the JHN&G article about the rapid pace of change at which East Jackson is undergoing. It is being filled up with gigantic multi-story, multimillion dollar homes. Has anyone on the council thought about how this affects local working East Jacksonites? I am terrified of what is going to happen in our little enclave as we get surround by mega houses, worth \$5-6 million (or more) dollars each. Can someone help me understand how I will be able to afford my property taxes as I am being surrounded by this? I just learned yesterday the little house (~900 sq. ft) next to us is going list for \$1.6 Million dollars! I can just about imagine what will happen on that property; rip down, build up...way up. There has to be some protections for those who actually live and work here.

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Your Name:: Rebecca Heisinger

Your Company Name::

Your Phone Number:: 435-901-9527

Your Email Address:: rebafaye@hotmail.com

Your City:: Jackson

Your State:: WY

Your Zip Code:: 83001

Additional Information:

Form submitted on: 3/25/2021 3:24:52 PM

Submitted from IP Address: 184.167.31.4

Referrer Page: No Referrer - Direct Link

Form Address: <http://www.jacksonwy.gov/Forms.aspx?FID=190>

Johnny Ziem

From: Scott Mohror <scottmohror@gmail.com>
Sent: Monday, March 15, 2021 3:58 PM
To: Scott Mohror
Subject: Response to Lorna Text

Hello Ms. Lorna,
Thanks for reaching out.

The ROW on Rancher is a meandering conundrum. The width varies from one end to the other adding unique challenges for us. Actually there is a fence that encroaches and that's about it.

We plan to design this year for a 2022 construction season.

Our concept shows parking on both sides but that is open for discussion. We are hoping for public comments to help with that decision.

Enjoy the rest of your day.
Scott Mohror

Johnny Ziem

From: Ann Savage <annsvg@gmail.com>
Sent: Friday, March 19, 2021 8:21 AM
To: Town Engineering
Subject: Updates to Rancher Street

Hi Scott,

Sorry that I missed the Zoom meeting yesterday.

I just want to mention that my household (805 Dylan Drive) is really excited about this new project and is all for it.

Especially, love the idea of lots of native tree plantings. Trees would truly beautify this part of the neighborhood and also provide some much needed shade for all big and small walking/running by:-)

Hope an upgrade like this one will also be in the plans for East Simpson Ave.

Thanks!

Ann Savage

Johnny Ziem

From: David Stubbs <david@davidstubbs.com>
Sent: Sunday, March 14, 2021 9:33 AM
To: Johnny Ziem
Subject: Rancher Street improvements

Hi Johnny,

Thanks for all your work on the Rancher Street project. I fully support the project and am thrilled at the idea of sidewalks. I do think a down directed streetlight or two that perhaps goes off on a timer at 1am or so is a great idea to benefit safety and security, especially as our community continues to grow.

One thing that I disagree with is the planting of fescue grass. I think we have evolved enough to use more drought-resistant, native grass species that do not need constant watering. If such non native grasses are planted, could a drip line be considered to eliminate the inevitable "watering pavement?"

One aspect that I hope is addressed is a legitimate pedestrian crosswalk at Hansen and Rancher that is signed and painted and aligns with the intersection and May Park entrance. Currently, there is not a clear crossing due to the misalignment of the stop sign and park entrance. Due to the school bus stop, a painted crossing from Dylan Drive to Simpson seems like a good safety measure as well.

Finally, we love the added trees replacing any that will be taken out during the sidewalk construction as well. The plan looks great. Thank you!

David Stubbs and Bille Metzger

David Stubbs Photography + Motion
www.davidstubbs.com
307.690.0286
Insta: davidstubbs1

Johnny Ziem

From: Waycott <waycott4@gmail.com>
Sent: Thursday, March 18, 2021 7:30 PM
To: Johnny Ziem
Subject: Rancher Street input

Hello,

My husband and I were on the zoom call for the Rancher Street redevelopment. Thank you for this opportunity to weigh in on our neighborhood.

We live at 525 Rancher St, south of the area in discussion. We are psyched to see the parking removed from the area from Simpson to Hansen. This area has been extremely difficult to maneuver through especially when another vehicle approached or worse, the Start bus.

We appreciate the idea of straightening Rancher at Pearl as this is the greatest flow of traffic and would provide for easier crossing in that intersection for pedestrians.

We completely disagree with the installation of trees and street lights. The dark sky is so important to our community. It also does not seem coherent with the elk refuge mission to have a street light so close to the preserved area. Having a clear view of the surrounding area is why so many people live here and most lots already have their landscaping as is required.

We are very interested in what will happen with Rancher Street north of Hansen Ave. along the May Park. This area has seen such incredible impact with the addition of the public area and we realize there is much to be decided as the development of the park proceeds. Please consider a better parking opportunity along this corridor, even if it is temporary and without curb/gutter for now.

Thank you for listening!! We are very lucky to have you all working so hard for our neighborhoods and community!

Diana & Tim Waycott
525 Rancher St.

Johnny Ziem

From: Lokey Lytjen <wcollins@bresnan.net>
Sent: Thursday, March 11, 2021 5:35 PM
To: Town Engineering
Subject: Rancher Street Plans

Mr. Mohror,

I am writing to say that I like and support the plans for Rancher Street that the town sent to neighbors for review.

Sincerely,

Lokey Lytjen
740 E. Pearl Ave.
Jackson, Wyoming

Johnny Ziem

From: Robert Mann <lawmann1@aol.com>
Sent: Sunday, March 21, 2021 5:05 PM
To: Scott Mohror
Subject: Rancher Street Project Comments

Scott:

I wanted to follow up on my Zoom meeting comments with regard to the proposed Rancher Street improvements. I am a resident of 120 Rancher Street, Unit 1 and am a member of the Rancher Street Townhouse HOA. We are a 6-unit townhouse development, all located at 120 Rancher Street. Each of our units are three stories, containing three bedrooms, 2.5 baths and a one car garage. In addition, each unit has rights to one outside parking place. We also have access to 4 on-street year-round parking places located on Rancher Street. Currently two of the units are occupied by families with teenage drivers who have cars. In addition, one unit is rented to three unrelated adults, each with a car. In essence, the 4 on street parking places are important to the quality of life for our residents in the winter. The alternative is to ferry people and cars to the center of town as to my knowledge, there is no public off street winter parking located in East Jackson.

Accordingly, the installation of a new sidewalk on each side of the street will have a material negative impact upon our property and diminish our quality of life here in East Jackson. In that regard, I do question the need to install a new sidewalk on both sides of the street. Yes, people do enjoy walking down the street and for safety reasons, I do support installing a sidewalk on one side of the street, but this is not an urban area and there is not enough pedestrian traffic to indicate a need for sidewalks on both sides of the street. In addition, the fact that the town is unwilling to commit to removing snow if sidewalks are installed on both sides of the street is a reflection that the town does not see a need to have accessible sidewalks on both sides of the street.

Beyond the loss of parking at 120 Rancher, I am of the impression that other property owners will also be losing winter parking as they too have been enjoying the ability to park within the area that will now be taken up by landscaping and sidewalks. In finalizing its design, I do hope the Town will weigh the perceived benefits of green space and sidewalks on both sides of the street against the aggregate loss of winter parking and the reduction of individual front yard setbacks.

In addition, I do have concern with regard to the planting of trees and the impacts that such trees may now or in the future have upon our views of the Tetons in one direction and Snow King in the other. I am lucky as I have an unobstructed view of the Grand and Snow King. If additional trees are to be planted, I do hope that consideration is given to the impacts that they will have upon each properties' views. In addition, will there be a mechanism whereby trees will be trimmed, if in the future there is a loss of one's views? You indicated that there would be no taking of private property in conjunction with this project and that its not the policy of this town to invoke eminent domain in its public works projects. However, the loss of one's view corridor by the action of local government is akin to a taking. I assume this is not the intent or policy, but clearly the loss or diminution of one's view is a serious concern to be address in your planning.

At this point, your plans are not to the level of detail that people can fully assess the impacts of this project upon their property. Items such as the size and location of curb cuts have yet to be determined and those details will be critically important.

I do think that it would be beneficial if we could meet and walk our property so that we can get a better understanding of the impacts of this project upon our property.

Thank you.

Robert Mann
781-820-7219

Johnny Ziem

From: JAnderson Hall <janethall7865@gmail.com>
Sent: Sunday, March 21, 2021 8:59 PM
To: Scott Mohror; Scott Mohror
Cc: Robert Mann; Drew Hall; todd.hanna@belayonadvisors.com
Subject: Rancher Street Project

Hi Scott,
We are a family of four who own 120 Rancher St, unit 2. We have two school age children and one is going to start driving this year. Currently our home is being rented by three adults who work in Jackson. Their lease will be up in July and we will be back in our home permanently.

We are extremely concerned about the changes being proposed to Rancher St regarding the sidewalks and the addition of trees. The addition of sidewalks will impact our very limited winter parking situation. Our units are large, with three floors and 3 bedrooms. Each townhome has a one car garage and parking for one car, yet we are a small community of families. Many of us have families with children who are of driving age or have parents/children/extended family that visit in the winter months for the holidays and skiing. The 4 additional parking spaces in the green space off the road have been a huge asset and integral to our community. I'm not sure how we would function without it as our parking area is extremely tight and not enough to accommodate our needs at it is.

Furthermore, and even more concerning to me, is the planting of trees that is being proposed for planting along the sidewalks in the area we need and currently use for additional parking. These trees will threaten everything that is amazing about my home and it's location. Words cannot do justice to the disappointment my family and I will incur if we lose our view of Snow King from the back and a Teton from the front. Every 4th of July and New Years, we can sit on our balcony and watch the fireworks and it is absolutely magical. The view from my back windows of the ski hill bring us joy and happiness every day. The trees will become a barrier to the connection we have to Snow King, the mountains and all that we love about our home.

I'm absolutely opposed to these proposed changes, especially the trees, and I really hope the city will take my concerns into serious consideration before moving forward on a project like this, as it will not be beneficial in any way for my family.

Sincerely,
Janet Hall

Johnny Ziem

From: Doug Henderson <pioneerhomesteadapts@outlook.com>
Sent: Tuesday, March 23, 2021 12:48 PM
To: Johnny Ziem; Town Engineering
Cc: Ray Elser; Mike Chevalier
Subject: Rancher Street Update Comments

To:
Johnny Ziem, Assistant Public Works Director
Scott Mohror, Town of Jackson Associate Engineer

From:
Doug Henderson, Resident Manager, Pioneer Homestead Apartments

Re:
Development plan comments regarding Rancher Street updates scheduled for 2022

Gentlemen,

Thank for putting on such a fine presentation last week. I serve as the resident manager for Pioneer Homestead Apartments, so I thought I'd share my observations with you.

Sidewalks: With Rancher Street serving as a major corridor for East Jackson vehicles and pedestrians to access Broadway and the Elk Refuge, the addition of sidewalks will be a major improvement. Due to the narrow corridor, a one-side design might be needed, with the west side seeming like the best option since it runs all the way to Hansen without having to cross our west parking lot, would tie into the westbound streets' sidewalks, and would be illuminated by streetlights on that side.

Street Lights: Because of the volume of pedestrian and vehicular traffic passing through the Rancher corridor daily, street lights are essential to allow for safe passage at night. The statement by one resident that there is adequate ambient light is wrong. It's pitch black through there for pedestrians on dark nights. It would be unsafe to have sidewalks without lighting them. Rancher is different from the streets immediately to the west in that it does serve as a corridor, not just local neighborhoods. So, I emphatically support street lights for Rancher Street, and I think that the four locations you identified on the sketch plans are correct.

START Bus: Many of my resident and others in this area are dependent on the START Bus and use it regularly. I oppose any reduction in service or the ease of access to regularly scheduled circulation. The idea the "nobody uses it" is simply wrong, and those that do are fully dependent on this service.

Please take a good look at the START Bus stop on the northeast corner of Rancher and Hansen. I believe it is on our property. It gets a lot of use but is inaccessible during the winter due to snow removal protocols so folks end up standing in our parking lot. The bus doesn't stop at the bench because it is so close to the corner. Pioneer Homestead will be very happy to work with you to come up with a better solution for this stop.

Drainage: We have drainage issues on the north and west side of our property that we are in the process of analyzing to see if there are any design solutions. The addition of access to the stormwater system might be something we could tie into if the geometry works and the cost is manageable. Please keep that possibility in mind as you develop your drainage plans.

That's all I have for now. We look forward to seeing these plans develop, and are available to work with you on anything that impacts our property. Thank you for reviewing these notes, I know you will do what's best for all of the stakeholders involved.

Doug

Doug Henderson, Resident Manager

Pioneer Homestead Apartments

300 Rancher St., PO Box 552

Jackson, WY, 83001

O: 307-733-9787

C: 307-690-3767

F: 307-733-3114

E: pioneerhomesteadapts@outlook.com

Johnny Ziem

From: Scott Mohror <scottmohror@gmail.com>
Sent: Monday, March 15, 2021 3:43 PM
To: Scott Mohror
Subject: Lorna Miller Text

rancher st questions

Hi Scott
It's lorna miller again
I was looking at the street at the weekend
Curious to know: do the residential yards encroach on the ROW right now?
When does Town plan to do the construction?
Will there still be parking on both sides of the street once the project is completed?
Thanks
Lorna

Lorna Miller
Cell: 307.413.8148
Topics: Benches and Trees

Lorna called to discuss adding benches along the Rancher Street route for resting during a walk. She mentioned talking to others about having more benches throughout Town and has had mixed comments. Some say why and some say a great idea. One comment was no we don't need them, and then remembered her husband was to have knee surgery and yes, maybe benches would be a good idea.

Her other comment was placing trees near the benches for shade.

Made no promises but would look into how that could be accomplished.

Scott M

Had a lengthy telephone conversation with 25 Rancher Street (Carol Spengel & Peter Getz)

Carol was apposed to trees and grass in the buffer zone. Maintenance was her primary reason for not in favor of them. She has concerns at her driveway and mentioned several times about the blue flags. Her driveway approach slopes up to prevent runoff from entering her driveway which slopes towards the house. The sidewalk as shown would increase the slope down to the house and she feels it would leave the driveway unusable.

Carol is in favor of narrowing the street to slow traffic down. Her greates complaint was the START buses and the speed they travel. Would be in favor of stop signs at Pearl and Rancher to slow traffic along with narrowing the street.

Carol did mention her yard is irrigated and any improvements would destroy her irrigation.

Johnny Ziem

From: John Schmitt <johnhenryschmitt@gmail.com>
Sent: Monday, April 12, 2021 1:00 PM
To: Scott Mohror
Subject: Re: 100 Rancher - Rancher and Pearl Intersection

Hello Scott,

Thanks for your kind reply...

The tree that I was referring to is the big spruce on the north end of our lot at the edge of the entrance to the cul de sac.

Good luck with everything.

Best,

John Henry Schmitt

Sent from my iPhone

On Apr 9, 2021, at 9:09 AM, Scott Mohror <SMohror@jacksonwy.gov> wrote:

Mr. John,

No need to apologize for your last-minute input. We asked if you could reply by April 9th and that is today for another 15 hours or so. Plenty of time yet for responding.

Your comment on straightening Rancher is spot on. From an engineering standpoint, straightening it makes sense. However, by doing so would most likely speed up traffic rather than slow it down. That concern has been discussed so in brainstorming other options out of the "toolbox", the roundabout options were tossed out there.

The Rancher/Pearl intersection and north is proving to be the most challenging portion of the project. Coming up with a concept that works for both sides while meeting the Residents wishes and the Town goals is difficult at best.

I attached a photo of your lot. Would you be so kind to tell which tree you are most concerned with?

Again, thank you for your comments. They are greatly appreciated!

<image001.png>

Scott Mohror

From: John Schmitt <johnhenryschmitt@gmail.com>
Sent: Thursday, April 8, 2021 10:36 PM
To: Scott Mohror <SMohror@jacksonwy.gov>
Cc: Johnny Ziem <jziem@jacksonwy.gov>
Subject: Re: 100 Rancher - Rancher and Pearl Intersection

Hello Scott,

My name is John Henry and I live at 100 Rancher St. I appreciate you brainstorming these alternatives for the Rancher St. project and wanting to make this project as amenable as possible to the residents of the Rancher corridor. And I apologize for submitting my input at the last minute but I have been mulling the pros and cons heavily as my property sits directly at the intersection of Pearl and Rancher.

One of my takeaways from the zoom meeting a few weeks back was that several of the residents of the corridor spoke up about the importance of calming traffic on the street as echoed in your email above. I believe that straightening the intersection at Pearl and Rancher would have a non-desirous effect, in that it would green light traffic to speed faster down the street with a straighter sightline. I also believe that local traffic currently travels slower along the street knowing that there is frequent pedestrian traffic on the road. We have a small child- and a second on the way- and keeping the traffic slow is a major concern of ours. Especially with the addition of a sidewalk, removing the pedestrian traffic would further enable vehicles to tear down the street.

In reality, I don't mind the current set up at this intersection. Some residents complained that it is confusing for traffic unfamiliar with the street. To me, that confusion is not a bad thing if our concern/ objective is to continue to slow traffic. People slow down when they are confused, therefore the current confusing 'Y' in the road prompts people to slow down. I think leaving it as is and preserving the mystery of the intersection at Pearl and Rancher is the simplest, cost neutral, zero-impact way to continue to calm traffic. My second preference would be the addition of a stop sign as an equally easy and cheap solution. My concern with the round about is that it seems it would significantly widen the intersection and would result in swallowing up more green space around the intersection which some of us will already be sacrificing with the addition of the sidewalk/s. Also, I am concerned when cars swing around the roundabout at night the beams of their headlights will swing wide and through my bedroom window in this scenario. And finally, I wonder about the landscaping of the roundabout and who will maintain it. My worry here is that the solution would be to dump a bunch of gravel in the center, or something equally low maintenance. I work about the aesthetics of something like that.

Overall, I am supportive of a sidewalk but see no reason to have one on both sides of the street. I like having a narrower street as I think that it naturally calms traffic and would love it if we could somehow manage to do this project without widening the existing footprint of the current street. (A suggestion was made to limit parking to one side of the street- and also the addition of a bike lane instead of a second sidewalk- I am

supportive of both these options) I know Rancher is viewed as an east jackson artery but the reality is that we have a relatively low density neighborhood is traffic is also relatively light... (the day before the zoom meeting I stood in my driveway for 5 minutes on a beautiful Sunday afternoon and counted as many cars in that time and one was the bus). One sidewalk would be an amenity to the neighborhood; two would, in my opinion, add more impermeable surfaces unnecessarily, additional cost and time to the project and would be redundant given the amount of pedestrians it would see. I think the bike lane would make more sense.

Finally I want to close with the issue of the lighting. I really see no reason to add lights to this section of town and it seemed as most on the call also share this view. As an astronomy enthusiast I love living in this little dark corner of town.(this week coincidentally happens to be international Dark Skies week)

I know you have been working hard on this project and I know it is hard to make everyone happy with projects like these so I appreciate you taking input and considering the opinions of the residents of the neighborhood. So thank you very much for your hard work and consideration.

Best.

John Henry Schmitt and family

P.S. I also have to comment.... I would also miss the very mature spruce tree that sits on right on the edge of our cul de sac and 1 foot from our lot line. It may not be the prettiest tree on the block, but this is the biggest tree on the corridor and seems a shame if it will have to go, which is evident from the street proposal. It's a great tree and it shades our lot from the hot afternoon sun in the summertime.

On Sun, Mar 28, 2021 at 3:06 PM Scott Mohror <SMohror@jacksonwy.gov> wrote:

All:

We are doing some brain storming on ways to calm traffic. Please take a look at the options provided. The Analysis one is just to give you an idea of what we are brain storming on. The other two pdf's are options we would like your opinion on. For or against we need to hear your thoughts on the options by April 9th.

Thank you,

Scott Mohror, PE

Town of Jackson

|

Johnny Ziem

From: Eric Ellenbogen <eric.ellenbogen@mac.com>
Sent: Sunday, April 4, 2021 4:04 PM
To: Scott Mohror
Cc: DRR Ramos-Ruiz
Subject: Rancher Street

Hi Scott,

Thanks for your email of March 28 and the new design ideas. (Incidentally, one of my neighbors forwarded the email -- for some reason I didn't receive it directly; my best email address is above).

PP3 is definitively the best choice, however, I don't see any further development around what seemed to be virtual unanimity among the participants in the Zoom presentation, i.e., no streetlights and only a single sidewalk (and no trees, or only carefully located ones to protect view corridors).

Also, as I understood from the Zoom call, rather than encroaching on the rights-of-way for a proposed sidewalk, a narrowing of the street with a new sidewalk in the current traffic lanes would contribute to the desired "traffic calming." It would be great to see that approach developed and presented to our neighborhood (and the City Council).

Also, have you connected the dots with the START plans? It would seem to be essential to ANY proposed improvements to know whether or not micro transit is coming.

Thank you for your consideration. Eric

Eric Ellenbogen | Boomerang Holdings, LLC | T: 307.200.9443 | F: 307.209.3631

Johnny Ziem

From: David W. Meyers <dmeyers@wyoming.com>
Sent: Thursday, April 8, 2021 4:16 PM
To: Scott Mohror
Subject: 35 Rancher - Proposed Rancher Street Drawings

Dear Mr. Mohror, My wife and I own a home at 35 Rancher Street. We've been apprised by our neighbors about the Town's plans for sidewalks, roundabouts, street lights, and street trees. We are against sidewalks, street trees, street lights, and roundabouts. From a health and safety standpoint it makes more sense to use a couple of speed bumps and maybe a stop sign or two, That would be a simple solution to slowing the traffic we've seen on the street for the past three years. Also, 51 start bus trips a day is crazy. The START bus traffic needs to be rerouted to Redmond and Simpson streets. If you are concerned about public safety then put a sidewalk on the the east side with parking on the west side so people can park and walk off the road. Otherwise, we don't need any more trees in the neighborhood and we like seeing the stars at night next to the National Elk Refuge, Your new plan damages and changes the current character of the neighborhood which we we do not like. What I have outlined above pays attention to public safety, preserves our Town character while slowing traffic and providing for pedestrians, parking., and saves tax payer dollars. Hopefully, you will take a drawing of our recommendations to the Town Council as an alternative to turning the Rancher Street area into another concrete American subdivision all lit up at night. Please NO Street lights. Dave and Marian Meyers, 35 Rancher Street, Jackson, Wyoming, 83001.

Johnny Ziem

From: Michelle Weber
Sent: Monday, March 29, 2021 12:47 PM
To: Johnny Ziem
Subject: RE: New Rancher Street Intersection Concept

Johnny,
I support the Alt 4 option (assuming it can accommodate large vehicles). With regard to speed, I understand concerns from residents wanting to make it 15 mph, while I will certainly support whatever it is, I just want to say that having different zones all over town, makes it extremely challenging from a law enforcement perspective. Thank you! Michelle

From: Johnny Ziem <jziem@jacksonwy.gov>
Sent: Monday, March 29, 2021 7:02 AM
To: Brady Hansen <bhansen@tetoncountywy.gov>; Michelle Weber <mweber@jacksonwy.gov>; Steve Ashworth <sashworth@tetoncountywy.gov>; Brian Schilling <bschilling@tetoncountywy.gov>; Darren Brugmann <dbrugmann@jacksonwy.gov>
Cc: Larry Pardee <lpardee@jacksonwy.gov>; Scott Mohror <SMohror@jacksonwy.gov>; Floren Poliseo <FPoliseo@jacksonwy.gov>
Subject: New Rancher Street Intersection Concept

Good Morning!

Since meeting with local stakeholders for the Rancher St. Complete Street Project, staff has moved to consider some traffic calming measures at the intersection of Pearl and Broadway. Traffic speed did come up as a major concern for residents of this corridor. The suggestion was to make this corridor 15 mph which staff does not support (thought 20 mph could be). Knowing personally that putting up signs does not necessarily engender lower speeds, staff is considering some additional design elements for presentation to Council. I wanted to touch base with key senior staff to get your response and general thoughts.

- Alternative 3 shows a concept that includes a small round-a-bout AND some bulbout type features. PW staff thinks this option will have issues with larger vehicles and turning radii.
- Alt 4 is supported by PW staff as an option, assuming turning radii supports largest vehicles to be used (ladder truck/possible START bus). The island will have "drive-able" curbs and not major landscaping (i.e. trees). May need drive-able curbs as well where the red curbs exist.

Just looking for your opinion on these concepts. Again, PW staff is just testing out some design concepts before presenting to Council. Keeping our minds open. 😊

THANK YOU!

Johnny Ziem

Assistant Public Works Director

Wastewater Manager

Town of Jackson, WY

(o) 307-733-3079 ext. 1402

(c) 307-413-0591



Johnny Ziem

From: Lea Bonneau <lea.bonneau@gmail.com>
Sent: Monday, March 29, 2021 4:46 PM
To: Scott Mohr
Cc: Johnny Ziem
Subject: Re: 40 Rancher - Rancher and Pearl Intersection

Hi Scott,

Thanks for reaching out. I live at 40 Rancher and my elementary-age kids walk through this intersection daily to the school bus stop at Daisy Bush (corner of Dylan/Rancher). My non-scientific opinion is that there is not really a vehicle traffic problem because the vast majority of traffic is going up and down Rancher. Yeah, it's a little confusing, but hardly anyone comes from Pearl because it is not a through street. So the real conflicts are between vehicles driving up and down Rancher and pedestrians. It's especially scary in the winter when you are walking against traffic and the snow is piled up - you can't see around the curve to see if traffic is coming. I think that once we have a sidewalk (yea!), this problem will be significantly alleviated. It seems like overkill to have a roundabout, but not a bad idea to try to narrow the street a little or otherwise make it a little more obvious who has the right of way. Honestly, I would just put a stop sign for the Pearl St traffic and give the right of way to Rancher, but I'm not sure what other modifications would be needed to the intersection to make that work.

Appreciate you looking for feedback. And I will just take another opportunity to say yes, we (my husband and I) want a sidewalk on at least one side of the street, no, we don't want streetlights, and no, we don't want trees planted that block Teton and Refuge views. Thanks so much for working to make our neighborhood better for residents and other users as well!

Lea Bonneau

On Sun, Mar 28, 2021 at 3:05 PM Scott Mohr <SMohr@jacksonwy.gov> wrote:

All:

We are doing some brain storming on ways to calm traffic. Please take a look at the options provided. The Analysis one is just to give you an idea of what we are brain storming on. The other two pdf's are options we would like your opinion on. For or against we need to hear your thoughts on the options by April 9th.

Thank you,

Scott Mohr, PE

Town of Jackson

--

Lea Bonneau
PO Box 6961
Jackson, WY 83002
307.690.3232
ltb@stanfordalumni.org

Johnny Ziem

From: Conni Bergmann <connibergmann@yahoo.com>
Sent: Sunday, April 11, 2021 6:35 PM
To: Scott Mohror
Subject: Re: 45 Rancher - Rancher and Pearl Intersection

Hi Scott,
I just realized i missed answering by the 9th, apologies.
For whatever its worth, i think the traffic island, even the small version, is totally overambitious and not functional for this small intersection on the edge of town. it will cause more of a safety problem, especially after dark. On the zoom call most if not all neighbors opted out of the street lights, and a traffic island would presumably need one, as the highway/Gros ventre circle made evident.
I think if anything, stop signs are most appropriate for this intersection in this part of town.

thanks again for getting us involved and i hope voices will be heard.

Conni Bergmann
45 Rancher

Connibergmann@yahoo.com
323-376-0393 (or 216-318-7098 work)

On Sunday, March 28, 2021, 5:06:35 PM EDT, Scott Mohror <smohror@jacksonwy.gov> wrote:

All:

We are doing some brain storming on ways to calm traffic. Please take a look at the options provided. The Analysis one is just to give you an idea of what we are brain storming on. The other two pdf's are options we would like your opinion on. For or against we need to hear your thoughts on the options by April 9th.

Thank you,

Scott Mohror, PE

Town of Jackson

Johnny Ziem

From: Judd Grossman <jg@juddgrossman.com>
Sent: Saturday, April 3, 2021 10:34 PM
To: Scott Mohror
Cc: Johnny Ziem
Subject: Re: 50 Rancher - Rancher and Pearl Intersection
Attachments: Rancher at Pearl Analysis.pdf; PP4 Pearl Rancher.pdf; PP3 Pearl Rancher.pdf

Hi Scott,

I appreciate that you are looking at ways to calm traffic on Rancher. I think it would be very helpful for safety. Option PP3 for a traffic circle with bump out is fine, but it would be better to leave things as they are if a traffic circle requires street lights. Street lights would be very disruptive to our neighborhood character.

I'm disappointed that you still haven't developed any drawings that reflect the neighborhood's wish for a sidewalk on only one side and no street lights. It seems like that part of the public comment is falling on deaf ears. I'd hate to think that the public input process is just window dressing for a one size fits all design cram down.

These new drawings have too many sidewalks and crosswalks and street lights. Seems like overkill for our quiet Town Periphery street. Only one sidewalk is necessary. It seems that you are in danger of overdeveloping our Town Periphery neighborhood. We are the transition between the hustle and bustle of Town and the public wildlands that begin where Town ends. Your drawings, so far, make our quiet neighborhood at the edge of a small town in Wyoming look more like some sort of tidy Sacramento suburb. Better to just leave us alone than to put in all these sidewalks, street lights, and new trees. Obviously, we all live in this neighborhood, because we like the way it is. You need to be very careful about damaging the current character.

Nelson is Town Periphery and has no sidewalks. Hansen is Residential Core (a much more dense district) and has one sidewalk. I feel the proper compromise for us, that would actually enhance our neighborhood, is to have a single sidewalk replace the parking lane on the east side of the Pearl to Broadway stretch of Rancher. Have Parks and Rec plow the new sidewalk, so it stays clear and usable. Keep the parking lane on the west side, so that visitors to the neighborhood will be able to park as they arrive. Preserve the large mature pine trees, but don't add any new trees or street lights. This preserves neighborhood character while calming traffic and providing for pedestrians and for parking. I would like to see a drawing of this alternative presented to the Council.

Best Regards,
Judd

--

Judd Grossman
cell: [307-690-4935](tel:307-690-4935)
email: jg@juddgrossman.com

mail: P.O. Box 3222, Jackson, WY 83001
ship: 50 Rancher St., Jackson, WY 83001

On Sun, Mar 28, 2021 at 3:08 PM Scott Mohror <SMohror@jacksonwy.gov> wrote:

All:

We are doing some brain storming on ways to calm traffic. Please take a look at the options provided. The Analysis one is just to give you an idea of what we are brain storming on. The other two pdf's are options we would like your opinion on. For or against we need to hear your thoughts on the options by April 9th.

Thank you,

Scott Mohror, PE

Town of Jackson

Johnny Ziem

From: Floren Poliseo
Sent: Friday, April 9, 2021 12:45 PM
To: Johnny Ziem; Michelle Weber
Cc: Scott Mohror
Subject: RE: Floren - New Rancher Street Intersection Concept

Scott,

Not sure if you all discussed this further, or if circles are still in the conversation, but I'd have concerns with large vehicles essentially driving the wrong way on an intended one-way around the circle.

-Floren

From: Brian Schilling <bschilling@tetoncountywy.gov>
Sent: Monday, March 29, 2021 10:39 AM
To: Johnny Ziem <jziem@jacksonwy.gov>; Brady Hansen <bhansen@tetoncountywy.gov>; Michelle Weber <mweber@jacksonwy.gov>; Steve Ashworth <sashworth@tetoncountywy.gov>; Darren Brugmann <dbrugmann@jacksonwy.gov>
Cc: Larry Pardee <lpardee@jacksonwy.gov>; Scott Mohror <SMohror@jacksonwy.gov>; Floren Poliseo <FPoliseo@jacksonwy.gov>
Subject: RE: New Rancher Street Intersection Concept

Johnny,
At first look I like both options. With regards to large vehicles and left turns, it is acceptable practice to design these neighborhood traffic circles so that large vehicles just go in front of the circle in order to make a left turn. Normal sized vehicles would always go around the circle to the right, but an oversized vehicle like a ladder truck or the very rare semi-truck in the neighborhood could cut the corner and go to the left of the circle in order to make a left turn. This is usually deemed okay if this would be a relatively rare event. The benefit of this is that the dimensions can be sized to keep speeds low (15-20mph entry speed) for the more frequent, smaller vehicles, but still allows the larger, less frequent vehicles to get through the intersection. If the dimension are upsized for the largest vehicle types, then all the traffic calming benefit is lost.
Thanks,
Brian

From: Johnny Ziem [<mailto:jziem@jacksonwy.gov>]
Sent: Monday, March 29, 2021 7:02 AM

To: Brady Hansen <bhansen@tetoncountywy.gov>; Michelle Weber <mweber@jacksonwy.gov>; Steve Ashworth <sashworth@tetoncountywy.gov>; Brian Schilling <bschilling@tetoncountywy.gov>; Darren Brugmann <dbrugmann@jacksonwy.gov>
Cc: Larry Pardee <lpardee@jacksonwy.gov>; Scott Mohror <SMohror@jacksonwy.gov>; Floren Poliseo <fpoliseo@jacksonwy.gov>
Subject: New Rancher Street Intersection Concept

Good Morning!

Since meeting with local stakeholders for the Rancher St. Complete Street Project, staff has moved to consider some traffic calming measures at the intersection of Pearl and Broadway. Traffic speed did come up as a major concern for residents of this corridor. The suggestion was to make this corridor 15 mph which staff does not support (thought 20 mph could be). Knowing personally that putting up signs does not necessarily engender lower speeds, staff is considering some additional design elements for presentation to Council. I wanted to touch base with key senior staff to get your response and general thoughts.

- Alternative 3 shows a concept that includes a small round-a-bout AND some bulbout type features. PW staff thinks this option will have issues with larger vehicles and turning radii.
- Alt 4 is supported by PW staff as an option, assuming turning radii supports largest vehicles to be used (ladder truck/possible START bus). The island will have "drive-able" curbs and not major landscaping (i.e. trees). May need drive-able curbs as well where the red curbs exist.

Just looking for your opinion on these concepts. Again, PW staff is just testing out some design concepts before presenting to Council. Keeping our minds open. 😊

THANK YOU!

Johnny Ziem

Assistant Public Works Director

Wastewater Manager

Town of Jackson, WY

(o) 307-733-3079 ext. 1402

(c) 307-413-0591



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Johnny Ziem

From: Robert Mann <lawmann1@aol.com>
Sent: Monday, March 29, 2021 3:21 PM
To: Scott Mohror
Subject: Re: 120 Rancher - Rancher and Pearl Intersection

Scott:

Thank you for passing along the traffic options for Rancher and Pearl and thank your for the visit last week to walk our property at 120 Rancher.

As for the proposed designs, not a fan. First, traffic circles for the most part are not part of this community, with a few exceptions. The traffic circle at Gros Ventre Junction continues to be driven over at night and is a hazard. As for traffic circles in residential areas, I can't think of any and in general I think it would be a hazard at this intersection.

If you are looking for solutions, I think it would be less objectionable to put a stop sign or a yield sign on Pearl and let Rancher be the dominant street or pinch the width of the streets coming into the intersection to slow the speeds.

Thanks you.

Robert Mann,
781-820-7219

-----Original Message-----

From: Scott Mohror <SMohror@jacksonwy.gov>
To: Johnny Ziem <jziem@jacksonwy.gov>
Sent: Sun, Mar 28, 2021 3:05 pm
Subject: Rancher and Pearl Intersection

All:

We are doing some brain storming on ways to calm traffic. Please take a look at the options provided. The Analysis one is just to give you an idea of what we are brain storming on. The other two pdf's are options we would like your opinion on. For or against we need to hear your thoughts on the options by April 9th.

Thank you,
Scott Mohror, PE
Town of Jackson

Johnny Ziem

From: Maureen O'Leary <ram2bgrump@gmail.com>
Sent: Saturday, April 10, 2021 5:58 PM
To: Judd Grossman
Cc: Scott Mohror; Johnny Ziem
Subject: Re: 790 E Broadway - Rancher and Pearl Intersection

I have reviewed each of these proposals.

None of them should be implemented.

1 A simpler solution would be a 3 way stop sign on that corner.

2. It will be a nightmare for snowplowers to go around bulb outs and a traffic circle, It is hard enough to plow streets when have a straight path. This is not something anyone would expect on a residential neighborhood so is likely to cause accidents. Just look at the number of accidents that have occurred on a big traffic circle round about by the Gros Venture Junction.

3. Bulb outs are more dangerous as it requires swinging out to avoid them and there is increased possibility of going into oncoming traffic.

4. Street lights needed for the traffic circle will be disruptive to neighbors and viewing the night sky. Having it dark at night is why we live here, so we can see and appreciate the night sky.

5. The decrease in bus traffic should greatly improve some of the traffic problems we currently have.

Again we do not need sidewalks, we need places to park .

Thanks for taking the time to listen to what the neighborhood wants.

Sincerely

Maureen O'Leary

I have resided at 790 E. Broadway since August of 1979

On Sat, Apr 3, 2021 at 10:34 PM Judd Grossman <jg@juddgrossman.com> wrote:

Hi Scott,

I appreciate that you are looking at ways to calm traffic on Rancher. I think it would be very helpful for safety. Option PP3 for a traffic circle with bump out is fine, but it would be better to leave things as they are if a traffic circle requires street lights. Street lights would be very disruptive to our neighborhood character.

I'm disappointed that you still haven't developed any drawings that reflect the neighborhood's wish for a sidewalk on only one side and no street lights. It seems like that part of the public comment is falling on deaf ears. I'd hate to think that the public input process is just window dressing for a one size fits all design cram down.

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Best Regards,
Judd

--

Judd Grossman

cell: [307-690-4935](tel:307-690-4935)

email: jg@juddgrossman.com

mail: P.O. Box 3222, Jackson, WY 83001

ship: 50 Rancher St., Jackson, WY 83001

On Sun, Mar 28, 2021 at 3:08 PM Scott Mohror <SMohror@jacksonwy.gov> wrote:

All:

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Thank you,

Scott Mohror, PE

Town of Jackson

Johnny Ziem

From: Seth Fetters <fettters80@yahoo.com>
Sent: Monday, March 29, 2021 8:41 AM
To: Scott Mohror
Subject: Re: 790 E Broadway - Rancher and Pearl Intersection
Attachments: Rancher at Pearl Analysis.pdf; PP3 Pearl Rancher.pdf; PP4 Pearl Rancher.pdf

Hi Scott-
Looking at the intersection this morning we are struggling to see the space available for a round about. The current situation with the yield sign and the natural dip seem to slow traffic. There is very little traffic from Pearl Ave joining the intersection. Additionally, I hope START does transition to micro transit, but currently we have busses running down Rancher. There are also large food trucks that supply the senior center. Would the circle allow for buses and trucks to pass?

I don't believe we need a cross walk on pearl. Plans 3 and 4 have pretty aggressive corners on our property (790 E. Pearl). Could the sidewalk terminate in one spot (at the corner) instead of wrapping onto pearl?

If you do change the intersection I think the bump ins on ALT 3 may be a good solution to pinching traffic and slowing down the flow while also allowing for mature trees on the east side to be kept in tact.

The solution that I would advocate for would be a three way stop. This would certainly slow traffic and solve the question on right of way, as well as potentially be cheaper?

I am sorry I missed your call on Friday. We are here for Mon/Tue this week and then back for Thur/Friday the 8th and 9th if you are onsite and have time to meet.

Thank you,
Seth and Molly Fetters
(307)690-0092

On Sunday, March 28, 2021, 03:07:27 PM MDT, Scott Mohror <smohror@jacksonwy.gov> wrote:

All:

We are doing some brain storming on ways to calm traffic. Please take a look at the options provided. The Analysis one is just to give you an idea of what we are brain storming on. The other two pdf's are options we would like your opinion on. For or against we need to hear your thoughts on the options by April 9th.

Thank you,

Scott Mohror, PE

Town of Jackson

Johnny Ziem

From: greg miles <studio650@gmail.com>
Sent: Sunday, March 28, 2021 4:59 PM
To: Scott Mohror
Cc: Johnny Ziem
Subject: Re: 810 Dylan Dr - Rancher and Pearl Intersection

Hi everyone,

Alternate number 4 makes the most sense to me. It will take a while for people to get used to the “roundabout” luckily we already have a few so it’s not a new concept for most. I like the layout of the sidewalks, crosswalks and the fact that parking is distanced from the roundabout without the use of bump outs. Keeping all streets flowing both ways is a very important and simplifies things. Thanks for the efforts TOJ staff!

Greg Miles
810 Dylan Drive.

Sent from my iPhone

On Mar 28, 2021, at 5:06 PM, Scott Mohror <SMohror@jacksonwy.gov> wrote:

All:

We are doing some brain storming on ways to calm traffic. Please take a look at the options provided. The Analysis one is just to give you an idea of what we are brain storming on. The other two pdf’s are options we would like your opinion on. For or against we need to hear your thoughts on the options by April 9th.

Thank you,
Scott Mohror, PE
Town of Jackson

<Rancher at Pearl Analysis.pdf>
<PP3 Pearl Rancher.pdf>
<PP4 Pearl Rancher.pdf>

Johnny Ziem

From: Becky Zaist <bzaist@seniorcenterjh.org>
Sent: Thursday, April 8, 2021 8:21 AM
To: Scott Mohror; Johnny Ziem
Subject: RE: 830 E Hansen - Rancher and Pearl Intersection

Hi Scott & Johnny,

Thank you for sharing your thoughts on options for the Rancher/Pearl intersection. Of the 2 options, I prefer Alt 4. I think a small roundabout makes sense and would also better define right of way and crosswalks. I am not a fan of the street narrowing & bumpouts of Alt 3.

Becky

Becky Zaist
Executive Director
Senior Center of Jackson Hole
830 E. Hansen Ave, PO Box 4677
Jackson, WY 83001
(307)733-7300
www.seniorcenterjh.org

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From: Scott Mohror <SMohror@jacksonwy.gov>
Sent: Sunday, March 28, 2021 3:05 PM
To: Johnny Ziem <jziem@jacksonwy.gov>
Subject: Rancher and Pearl Intersection

All:

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Thank you,
Scott Mohror, PE
Town of Jackson

Johnny Ziem

From: Johnny Ziem
Sent: Sunday, March 28, 2021 5:06 PM
To: Scott Mohror; Brian Lenz
Subject: RE: Rancher Options

Scott,

Option 1: yes

Option 2: yes, could be on either side. Perhaps since it is one sidewalk, could it be 8 ft. wide and still have a 6 ft. furnishing zone?

Option 3: sidewalks both sides (pearl to Broadway) with one side not having on-street parking (sidewalk and furnishing zone moved into roadway area like Hansen) and the other side would have same furnishing zone and sidewalk, except it would be in ROW behind curb (we would adjust where there are non-conforming driveways most likely).

Lets discuss tomorrow for a bit.

THANK YOU!

Johnny Ziem

Assistant Public Works Director

Wastewater Manager

Town of Jackson, WY

(o) 307-733-3079 ext. 1402

(c) 307-413-0591



From: Scott Mohror <SMohror@jacksonwy.gov>

Sent: Friday, March 26, 2021 1:43 PM

To: Brian Lenz <btlenz@townofjackson.com>; Johnny Ziem <jziem@jacksonwy.gov>

Subject: Rancher Options

Sorry my hearing doesn't always help out with my memory. This is what I recall what we wanted Darin to work on.

Option 1 is the Rancher Strip used for the Outreach presentation.

Option 2 is a Rancher Strip with sidewalk on one side of Rancher from Broadway to Pearl Show the sidewalk on the west side.

Option 3 is a Rancher Strip with sidewalk on both sides. Eliminate the buffer strip on the east side making it an attached sidewalk and squeeze Rancher to a 30-ft wide street to allow parking on one side. 11' driving lanes and a 8' parking lane.

Johnny Ziem

From: Rebecca Heisinger <rebafaye@hotmail.com>
Sent: Wednesday, April 7, 2021 5:59 PM
To: Scott Mohror
Subject: Re: RHeisinger - Rancher and Pearl Intersection

Hello Scott,

Thanks for the information. I can see value in both plans, however with what has happened with the traffic circle out in the national park, I have great hesitation for traffic circles altogether. Many tourists drive Rancher in the summer, and the unfamiliar road may cause more than one "incident" driving into a traffic circle...I would skip the lights on the side streets and put a light smack in the middle of the circle, if that's the way the plan goes. I would not be in favor of any flashing lights/signs warning drivers of a upcoming traffic circle. If I had to pick one I think perhaps 4 is better than 3? As I am concerned about the bottle necks at going into the circle in 3.

I'm not sure a circle is the right idea, but I am not in favor of the street narrowing idea, as has been done on Hansen. I wrote the town council on my reasons why.

Much thanks,
Rebecca Heisinger

On Mar 28, 2021, at 15:05, Scott Mohror <SMohror@jacksonwy.gov> wrote:

All:

We are doing some brain storming on ways to calm traffic. Please take a look at the options provided. The Analysis one is just to give you an idea of what we are brain storming on. The other two pdf's are options we would like your opinion on. For or against we need to hear your thoughts on the options by April 9th.

Thank you,
Scott Mohror, PE
Town of Jackson

<Rancher at Pearl Analysis.pdf>
<PP3 Pearl Rancher.pdf>
<PP4 Pearl Rancher.pdf>

Johnny Ziem

From: Brian Schilling <bschilling@tetoncountywy.gov>
Sent: Monday, March 29, 2021 10:39 AM
To: Johnny Ziem; Brady Hansen; Michelle Weber; Steve Ashworth; Darren Brugmann
Cc: Larry Pardee; Scott Mohror; Floren Poliseo
Subject: RE: New Rancher Street Intersection Concept

Johnny,
At first look I like both options. With regards to large vehicles and left turns, it is acceptable practice to design these neighborhood traffic circles so that large vehicles just go in front of the circle in order to make a left turn. Normal sized vehicles would always go around the circle to the right, but an oversized vehicle like a ladder truck or the very rare semi-truck in the neighborhood could cut the corner and go to the left of the circle in order to make a left turn. This is usually deemed okay if this would be a relatively rare event. The benefit of this is that the dimensions can be sized to keep speeds low (15-20mph entry speed) for the more frequent, smaller vehicles, but still allows the larger, less frequent vehicles to get through the intersection. If the dimension are upsized for the largest vehicle types, then all the traffic calming benefit is lost.
Thanks,
Brian

From: Johnny Ziem [mailto:jziem@jacksonwy.gov]
Sent: Monday, March 29, 2021 7:02 AM
To: Brady Hansen <bhansen@tetoncountywy.gov>; Michelle Weber <mweber@jacksonwy.gov>; Steve Ashworth <sashworth@tetoncountywy.gov>; Brian Schilling <bschilling@tetoncountywy.gov>; Darren Brugmann <dbrugmann@jacksonwy.gov>
Cc: Larry Pardee <lpardee@jacksonwy.gov>; Scott Mohror <SMohror@jacksonwy.gov>; Floren Poliseo <fpoliseo@jacksonwy.gov>
Subject: New Rancher Street Intersection Concept

Good Morning!

Since meeting with local stakeholders for the Rancher St. Complete Street Project, staff has moved to consider some traffic calming measures at the intersection of Pearl and Broadway. Traffic speed did come up as a major concern for residents of this corridor. The suggestion was to make this corridor 15 mph which staff does not support (thought 20 mph could be). Knowing personally that putting up signs does not necessarily engender lower speeds, staff is considering some additional design elements for presentation to Council. I wanted to touch base with key senior staff to get your response and general thoughts.

- Alternative 3 shows a concept that includes a small round-a-bout AND some bulbout type features. PW staff thinks this option will have issues with larger vehicles and turning radii.
- Alt 4 is supported by PW staff as an option, assuming turning radii supports largest vehicles to be used (ladder truck/possible START bus). The island will have "drive-able" curbs and not major landscaping (i.e. trees). May need drive-able curbs as well where the red curbs exist.

Just looking for your opinion on these concepts. Again, PW staff is just testing out some design concepts before presenting to Council. Keeping our minds open. 😊

THANK YOU!

Johnny Ziem

Assistant Public Works Director

Wastewater Manager

Town of Jackson, WY

(o) 307-733-3079 ext. 1402

(c) 307-413-0591



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Johnny Ziem

From: Clay Preheim <clay.preheim@gmail.com>
Sent: Friday, April 9, 2021 4:18 PM
To: Scott Mohror
Subject: Re: Fwd: 285 Rancher - Rancher and Pearl Intersection

Follow Up Flag: Follow up
Flag Status: Flagged

Sidewalks and crosswalks feel like the big win to me. Indifferent re: traffic circle. Feels like traffic circles can be trickier for pedestrian crossings? Just based on my limited experience. Not sure what the data shows.

Thanks for the info.

Clay Preheim
285 Rancher

On Mar 28, 2021, 1:08 PM -0700, Scott Mohror <SMohror@jacksonwy.gov>, wrote:

All:

We are doing some brain storming on ways to calm traffic. Please take a look at the options provided. The Analysis one is just to give you an idea of what we are brain storming on. The other two pdf's are options we would like your opinion on. For or against we need to hear your thoughts on the options by April 9th.

Thank you,
Scott Mohror, PE
Town of Jackson

Johnny Ziem

From: Brian Schilling <bschilling@tetoncountywy.gov>
Sent: Monday, March 29, 2021 10:39 AM
To: Johnny Ziem; Brady Hansen; Michelle Weber; Steve Ashworth; Darren Brugmann
Cc: Larry Pardee; Scott Mohror; Floren Poliseo
Subject: RE: New Rancher Street Intersection Concept

Johnny,
At first look I like both options. With regards to large vehicles and left turns, it is acceptable practice to design these neighborhood traffic circles so that large vehicles just go in front of the circle in order to make a left turn. Normal sized vehicles would always go around the circle to the right, but an oversized vehicle like a ladder truck or the very rare semi-truck in the neighborhood could cut the corner and go to the left of the circle in order to make a left turn. This is usually deemed okay if this would be a relatively rare event. The benefit of this is that the dimensions can be sized to keep speeds low (15-20mph entry speed) for the more frequent, smaller vehicles, but still allows the larger, less frequent vehicles to get through the intersection. If the dimension are upsized for the largest vehicle types, then all the traffic calming benefit is lost.
Thanks,
Brian

From: Johnny Ziem [mailto:jziem@jacksonwy.gov]
Sent: Monday, March 29, 2021 7:02 AM
To: Brady Hansen <bhansen@tetoncountywy.gov>; Michelle Weber <mweber@jacksonwy.gov>; Steve Ashworth <sashworth@tetoncountywy.gov>; Brian Schilling <bschilling@tetoncountywy.gov>; Darren Brugmann <dbrugmann@jacksonwy.gov>
Cc: Larry Pardee <lpardee@jacksonwy.gov>; Scott Mohror <SMohror@jacksonwy.gov>; Floren Poliseo <fpoliseo@jacksonwy.gov>
Subject: New Rancher Street Intersection Concept

Good Morning!

Since meeting with local stakeholders for the Rancher St. Complete Street Project, staff has moved to consider some traffic calming measures at the intersection of Pearl and Broadway. Traffic speed did come up as a major concern for residents of this corridor. The suggestion was to make this corridor 15 mph which staff does not support (thought 20 mph could be). Knowing personally that putting up signs does not necessarily engender lower speeds, staff is considering some additional design elements for presentation to Council. I wanted to touch base with key senior staff to get your response and general thoughts.

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Just looking for your opinion on these concepts. Again, PW staff is just testing out some design concepts before presenting to Council. Keeping our minds open. 😊

THANK YOU!

Johnny Ziem

Assistant Public Works Director

Wastewater Manager

Town of Jackson, WY

(o) 307-733-3079 ext. 1402

(c) 307-413-0591



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Johnny Ziem

From: Katie Hunter <misskatiebird@yahoo.com>
Sent: Monday, March 29, 2021 12:27 PM
To: Johnny Ziem; Scott Mohror
Subject: Re: Rancher and Pearl Intersection
Attachments: Rancher at Pearl Analysis.pdf; PP3 Pearl Rancher.pdf; PP4 Pearl Rancher.pdf

Hi Scott,

I like Alt 4. I like the island in the middle for ease of crossing if it happened to be a time with higher traffic. I like the crosswalks without the bump out. And most of all I like the sidewalks on both sides.

Thanks,
Katie Ziem

On Sunday, March 28, 2021, 3:06:05 PM MDT, Scott Mohror <smohror@jacksonwy.gov> wrote:

All:

We are doing some brain storming on ways to calm traffic. Please take a look at the options provided. The Analysis one is just to give you an idea of what we are brain storming on. The other two pdf's are options we would like your opinion on. For or against we need to hear your thoughts on the options by April 9th.

Thank you,

Scott Mohror, PE

Town of Jackson

From: [Scott Mohror](#)
To: [Johnny Ziem](#)
Subject: FW: Rancher Street Project
Date: Monday, March 22, 2021 11:29:11 AM

FYI.

Janet Hall also emailed with basically the same comments.

Scott M

From: Robert Mann <lawmann1@aol.com>
Sent: Sunday, March 21, 2021 5:05 PM
To: Scott Mohror <SMohror@jacksonwy.gov>
Subject: Rancher Street Project

Scott:

I wanted to follow up on my Zoom meeting comments with regard to the proposed Rancher Street improvements. I am a resident of 120 Rancher Street, Unit 1 and am a member of the Rancher Street Townhouse HOA. We are a 6-unit townhouse development, all located at 120 Rancher Street. Each of our units are three stories, containing three bedrooms, 2.5 baths and a one car garage. In addition, each unit has rights to one outside parking place. We also have access to 4 on-street year-round parking places located on Rancher Street. Currently two of the units are occupied by families with teenage drivers who have cars. In addition, one unit is rented to three unrelated adults, each with a car. In essence, the 4 on street parking places are important to the quality of life for our residents in the winter. The alternative is to ferry people and cars to the center of town as to my knowledge, there is no public off street winter parking located in East Jackson.

Accordingly, the installation of a new sidewalk on each side of the street will have a material negative impact upon our property and diminish our quality of life here in East Jackson. In that regard, I do question the need to install a new sidewalk on both sides of the street. Yes, people do enjoy walking down the street and for safety reasons, I do support installing a sidewalk on one side of the street, but this is not an urban area and there is not enough pedestrian traffic to indicate a need for sidewalks on both sides of the street. In addition, the fact that the town is unwilling to commit to removing snow if sidewalks are installed on both sides of the street is a reflection that the town does not see a need to have accessible sidewalks on both sides of the street.

Beyond the loss of parking at 120 Rancher, I am of the impression that other property owners will also be losing winter parking as they too have been enjoying the ability to park within the area that will now be taken up by landscaping and sidewalks. In finalizing its design, I do hope the Town will weigh the perceived benefits of green space and sidewalks on both sides of the street against the aggregate loss of winter parking and the reduction of individual front yard setbacks.

In addition, I do have concern with regard to the planting of trees and the impacts that such trees may now or in the future have upon our views of the Tetons in one direction and Snow King in the other. I am lucky as I have an unobstructed view of the Grand and Snow King. If additional trees are to be planted, I do hope that

consideration is given to the impacts that they will have upon each properties' views. In addition, will there be a mechanism whereby trees will be trimmed, if in the future there is a loss of one's views? You indicated that there would be no taking of private property in conjunction with this project and that its not the policy of this town to invoke eminent domain in its public works projects. However, the loss of one's view corridor by the action of local government is akin to a taking. I assume this is not the intent or policy, but clearly the loss or diminution of one's view is a serious concern to be address in your planning.

At this point, your plans are not to the level of detail that people can fully assess the impacts of this project upon their property. Items such as the size and location of curb cuts have yet to be determined and those details will be critically important.

I do think that it would be beneficial if we could meet and walk our property so that we can get a better understanding of the impacts of this project upon our property.

Thank you.

Robert Mann
781-820-7219

Johnny Ziem

From: Judd Grossman <campaign@juddgrossman.com>
Sent: Saturday, March 27, 2021 7:58 PM
To: Town Engineering; Johnny Ziem
Subject: Fwd: 790 E Broadway - Rancher Street - 03192021

Categories: Scott

This is Mo's (790 East Broadway) response to your suggestion of eliminating on-street parking entirely from the Pearl to Broadway section of Rancher. She said it was ok to forward it to you.

----- Forwarded message -----

From: **Maureen O'Leary** <ram2bgrump@gmail.com>
Date: Sat, Mar 27, 2021 at 10:05 AM
Subject: Re: Rancher Street - 03192021
To: Judd Grossman <jg@juddgrossman.com>

Hi Judd

Thanks for forwarding

I would say NO - Do Not Narrow the road, It does not make it safer, nor does it slow down traffic. I know for a fact, since that is what they did to Broadway in front of my house, Traffic is terrible, nobody slows down, and it is actually more dangerous for bicyclists. Just drive down Redmond and have to follow a bicyclist with a car or truck coming the other direction. The town had to install a Stop Sign on Hansen and Redmond because of the speed problems.

We need parking on both sides of the street, so we can have people visit, work or so one can remove snow from a driveway. In the summer many people have horse trailers or boats that will have no place to park. There is currently a problem with the width of the road now, if a bus, or large vehicle is at the stop sign at Rancher and Broadway, another large vehicle or bus must stop and wait till the vehicle on Rancher pulls out. There is not enough room for both vehicles at the same time.

I would also say NO to sidewalks, we don't need them and they change the character of the neighborhood. They are impassible for half the year, because of the amount of snow we get the town snowplowers have no option but to push snow on them, even with the green space. At that point it is impossible to keep the sidewalk in front open. Also several of the neighbors on Rancher will have no place to park on their property..

It would be nice if big delivery trucks that go to Senior Center and the busses that go to Bar T 5 were routed on a larger street. Those going to Bar T 5 should be routed down Redmond to Cache Creek, not down Rancher.

The town needs to stop spending our tax payer money, on needless expenses, with no thought of ongoing maintenance costs. Police, Fire/EMS are essential items that need to be properly funded. Property taxes keep getting increased, because of all this spending.

Sincerely
Maureen O'Leary

STAFF REPORT



Meeting Date:	May 17, 2021	Meeting Title:	Town Council Workshop
Submitting Department:	Town Clerk	Presenter:	Lynsey Lenamond
Agenda Item:	Municipal Code Title 6 Revisions to Mirror to State Liquor Laws effective July 2021	Public Comment:	Yes

Purpose & Policy Considerations.

The purpose of this item is to receive direction from the Jackson Town Council for updates to the Municipal Code that are required to remain contemporary with new state liquor laws becoming effective July 1, 2021.

Requested Action.

To receive direction

Recommendations.

Staff recommends Council direct staff to prepare ordinances amending the Municipal Code as presented to reflect new state liquor law changes.

Background.

This year's legislation made significant changes to the State's liquor laws through HB0013, HB0156, and HB0159. The Town's Municipal Code Title 6 (JMC T6) contains our local liquor laws. The intent of the proposed and attached updates to JMC T6 is to mirror the state's changes.

Analysis.

The JMC T6 updates are:

6.10.010 Definitions. D. Restaurant

The State removed part of this definition which read "The building shall have a dining room or rooms, a kitchen, and the number and kinds of employees necessary for the preparing, cooking, and serving of meals in order to satisfy the licensing authority that the space is intended for use as a full-service restaurant. Full-service restaurant means a restaurant at which waiters and waitresses deliver food and drink offered from a printed food menu to patrons at tables or booths. The service of only fry orders or such food and victuals as sandwiches, hamburgers or salads shall not be deemed a restaurant for the purposes of this section."

The definition will read "Restaurant means space in a building maintained, advertised, and/or held out to the public as a place where individually-priced meals are prepared and served primarily for on-premises consumption and where the primary source of revenue from the operation is from the sale of food and not from the sale of alcoholic or malt beverages."

JMC T6 includes further descriptors that the food menu shall contain a minimum of five (5) qualifying selections and the kitchen shall be an area with cooking appliances required to prepare plated meals.

The new State definition opens the audience for restaurant liquor license applicants to include fast food restaurant.

Policy Question: Does the Town Council wish to keep qualifiers in the restaurant definition to exclude fast food restaurants from applying for a restaurant liquor license?

6.10.010 Definitions. D. Restaurant – Dispensing Room

In Wyo Statute 12-4-410 (f), the State repealed the requirement of a dispensing room “Dispensing Room means an enclosed and partitioned space within a restaurant large enough for a person to enter, but not a cabinet. Wall partitions may contain cut-out windows and doorways, but partitions shall extend from floor to ceiling.”

The State now refers to a dispensing area as approved by the local licensing authority in Wyo Stat 12-4-410 (b).

Staff suggests adding language listed as #5. “Alcohol shall be dispensed and prepared for consumption in the licensed building in areas approved by the local licensing authority.” And a descriptor “A restaurant shall designate areas to contain all open alcohol containers and beer taps and for servers to open, pour, and mix alcohol drinks. Such drinks will be delivered to seated customers and no alcohol may be consumed within these dispensing areas. Alcohol may not be passed over an eating counter or bar from the dispensing area to the customer. Only employees over 18 are permitted in the dispensing areas. Only employees over 21 may dispense and sell alcohol.”

A major problem we see is distinguishing how restaurant and bar & grill license holders operate. While a restaurant can technically have an eating counter, if servers pass drinks over that counter, it is considered a bar operation and not allowed under a restaurant liquor license. The Wyoming Liquor Division holds firm on that interpretation. That is the big difference between those two types of liquor licenses.

6.30.020 Restaurant Liquor Licenses. – operating as a bar and competing with retail licenses

In Wyo Stat 12-4-410 (d) The State revised this sentence to “A Restaurant Liquor Licensee shall not promote or operate the restaurant as a bar or lounge, ~~nor shall the Licensee compete with a Retail Liquor Licensee in activities other than dining functions.~~”

Policy Question: Does the Town Council wish to keep language on what it means to operate as a bar or compete with a retail liquor license holder?

Our current JMC 6.30.020 includes interpretations from 1993 on what it means to operate as a bar or to compete with a retail license as listed below. If Council wishes to keep this language, staff does suggest removing #5, as in this world of COVID and the use of technology, many restaurants have moved away from providing a printed food menu.

“A Restaurant Liquor License does not allow:

1. Providing liquor service at dances, receptions, or other social gatherings.
2. Advertising as a bar or saloon in publications or signage.
3. Having a separate name for any room or area that denotes the availability of alcoholic or malt beverages.
4. Advertising special prices or promotions for sale of alcoholic beverages separate from meals, i.e. a “happy hour,” unless the special price or promotion includes a qualifying restaurant meal.
5. Selling alcoholic or malt beverages to customers seated at a bar or counter unless they have been given a printed food menu.
6. Collecting a “cover charge” that includes the cost of any entertainment, live or television, unless such cover charge is part of and not separated from a package price which includes payment for a qualifying restaurant meal. “

6.40.030 A. Hours of Sale.

The language in A., simply replaces dispensing room with dispensing area to mirror statute.

6.40.040 Place of Sale.

The first sentence in this section reads “The place in which alcoholic and malt beverages are sold under a Retail Liquor License shall be located in the Licensed Building for which the license is approved and issued. Alcoholic beverages may only be served in the Licensed Building and in an immediately adjacent fenced or enclosed area as approved by the Licensing Authority.”

Staff suggests removing the underlined phrase as this paragraph applies to all types of liquor licenses except a resort liquor license. Resorts may serve anywhere on their resort property.

6.40.045 Off-Premises Open Container Sales.

The State will add Wyo Stat 12-5-601, which is a section on Delivery of alcoholic liquors and malt beverages. Their new section includes two methods of sealing which are not in our JMC T6.

Staff suggests adding #4 and #5, listed below, to our code to mirror the State.

“The Licensee shall use any of the following approved methods to seal the container, or in a manner previously approved in writing by the Chief of Police, or designee:

1. A shrinkable band, or shrinkable film, covering the lid and neck of the container; or
2. A “milk” jug or glass jug with a Tamper Evident Seal; or
3. An aluminum can sealed by a seaming machine; or
4. In a plastic bag and heat sealed closed; or
5. In a container that has a breakable seal incorporated in the container cap; or
6. A solid length of a Tamper Evident Seal that is placed over the lid, covering any opening(s) in the lid, and down at least two sides of the container.
 - a. Tamper Evident Seal is defined as a distinct tape or sealing device designed to provide visible evidence if the opening of a container has been interfered with.”

Alternatives (Optional).

Comprehensive Plan & Priority Alignment.

This item relates to the Comprehensive Plan Policy 8.1.a. the delivery of quality levels of service to the community and the decisions related to temporary liquor permits also have a direct correlation to the health, safety, and welfare of the community as discussed in Section 8.

Fiscal Impact.

Fiscal impact includes the cost of publishing an ordinance, estimated to be \$750.00.

Staff Impact.

Staff impact includes time to review and understand statute changes, conversations with the Wyoming Liquor Division, Town Attorney and Assistant Town Manager, time to draft proposed updates to the JMC T6 and to prepare a comprehensive staff report.

Attachments or Links.

Proposed updates reflected in a redline of JMC T6.

Suggested Motion. *Council always has the option to adopt, approve with conditions, continue, or deny items.*

I move to direct staff to bring back a draft ordinance incorporating updates to Jackson Municipal Code Title 6 as discussed today for consideration and first reading at the next available regular Town Council meeting.

Title 6 Liquor Licenses and Permits

Chapters:

- 6.10 DEFINITIONS**
- 6.20 APPLICATION FOR LICENSES AND PERMITS**
- 6.30 ANNUAL LICENSES AND PERMITS**
- 6.40 RESTRICTIONS UPON LICENSE AND PERMIT HOLDERS**
- 6.50 SPECIAL TWENTY-FOUR (24) HOUR PERMITS**
- 6.60 SUSPENSION AND REVOCATION OF LICENSES AND PERMITS**
- 6.70 VIOLATIONS** Repealed. (Ord 1245, 2020)
- 6.90 PENALTY FOR VIOLATIONS**

~~Text in red~~ = has been removed from Wyo.Stat.

red and underline = will be added to Wyo.Stat.

Text in green = is existing Town Code and stricter than State

Chapter 6.10 DEFINITIONS

Sections:

6.10.010 Definitions.

6.10.010 Definitions.

As used in this Title.

- A. **Alcohol Server Staff** means all persons employed at any business operating under a liquor license engaged in the selling or serving of alcoholic liquor and/or malt beverages, or the managers thereof.
- B. **Hotel** means a building kept, used, maintained, advertised, and/or held out to the public to be a place where sleeping accommodations are offered for pay to transient guests. Such sleeping accommodations shall be in the same building and such sleeping accommodations shall be so equipped and serviced that the Town Council shall be satisfied that the chief source of revenue to be derived from the operation of the hotel shall be from sleeping accommodations and not from the sale of alcoholic or malt beverages. No cottage, tourist camp, or rooming house shall be considered a hotel.
- C. **Licensee** means a person holding any permit or license in accordance with this Title or Wyo. Stat. Ann. Title 12.

~~D. **Restaurant** means space in a building maintained, advertised, and/or held out to the public as a place where individually-priced meals are prepared and served primarily for on-premises consumption and where the primary source of revenue from the operation is from the sale of food and not from the sale of alcoholic or malt beverages. The building shall have a dining room or rooms, a kitchen, and the number and kinds of employees necessary for the preparing, cooking, and serving of meals in order to satisfy the licensing authority that the space is intended for use as a full service restaurant.~~

- ~~1. **Full service restaurant** means a restaurant at which waiters and waitresses deliver food and drink offered from a printed food menu to patrons at tables or booths.~~
- ~~2. Food menu shall contain a minimum of five (5) qualifying selections. The service of only fry orders or such food and victuals as sandwiches, hamburgers or salads shall not be deemed a restaurant for the purposes of this section.~~
- ~~3. Kitchen shall be an area with cooking appliances required to prepare plated meals.~~
- ~~4. **Dispensing Room** means an enclosed and partitioned space within a restaurant large enough for a person to enter, but not a cabinet. Wall partitions may contain cut out windows and doorways, but partitions shall extend from floor to ceiling.~~
- ~~5. **Alcohol** shall be dispensed and prepared for consumption in the licensed building in areas approved by the local licensing authority.~~

(Ord. 1245 § 1, 2020; Ord. 1185 § 1, 2017; Ord. 998 § 1, 2011; Ord. 853 § 3, 2007; Ord. 389 § 1, 1989; Ord. 90 § 1, 1965.)

Commented [SB1]: WS 12-1-101 Definitions - (a)(xiv) was revised to remove the red language. If council wants to give liquor license to fast food joint they can under state law. Main State requirement is that meals be prepared and served for on-premise consumption, not to go.

Commented [SB2]: POLICY ? Does Council wish to keep the requirements of a full-service restaurant, kitchen, and qualifying menu? + PRO would be to set an expectation for restaurants interested in applying. If so, clarify definition of restaurant and what a qualifying food item is.

Commented [SB3]: Dispensing Room revised to a Dispensing Area as approved by local authority. See new #5. W.S. 12-4-410 (b)

Commented [SB4]: W.S. 12-4-410 (b) was revised to leave it up to local authority. POLICY ? Council please define dispensing area.

Suggestion: Restaurant shall designate areas to contain all open alcohol containers and beer taps and for servers to open, pour, and mix alcohol drinks. No alcohol may be consumed within these areas and drinks will be delivered to seated customers. Alcohol may not be passed over an eating counter or bar from the dispensing area to the customer. Only employees over 18 are permitted in d-area and only employees over 21 may dispense and sell alcohol. 12-6-101 (c)(vii) > Idea is to keep a restaurant from operating as a bar.

Chapter 6.20
APPLICATION FOR LICENSES AND PERMITS

Sections:

6.20.003 State Laws Applicable.

6.20.006 Application Form and Fees.

6.20.010 Affidavit and of Authorization and Understanding.

6.20.012 Plan of Operations.

6.20.015 Affidavit of Understanding. Repealed. (Ord. 1185 § 1, 2017)

6.20.020 Notice publication--Protests. Repealed. (Ord. 1245 § 1, 2020)

6.30.030 Term - Exception. Repealed. (Ord. 1245 § 1, 2020)

6.20.003 State Laws Applicable.

All licenses issued pursuant to this Title, and all use, possession, sales, and purchases of alcoholic beverages shall be subject to all requirements, regulations, and limitations prescribed by Wyo. Stat. Ann. title 12 and are adopted by reference, except as is otherwise expressly set forth in this Title. If this Title is silent, then state statute is applicable. If there is a conflict between the state statute and this Title, then the stricter will apply.

6.20.006 Application Form and Fees.

- A. A person desiring any liquor license under this Title shall apply to the Town Clerk on forms prepared by the Attorney General of the State of Wyoming, as and in accordance with the statute of the State of Wyoming.
- B. The Town, upon application, state certification, and public hearing, may issue a liquor license or permit pursuant to this Title and Wyo. Stat. Ann. title 12.
- C. The fee paid annually for each license is as follows, which fees may be amended by ordinance of the Town Council; however, in no case shall the sum be greater than the amount authorized by applicable Wyoming Statutes. No application will be processed, nor any licenses issued, until payment in full has been made.
 1. Retail Liquor License: \$1,500.00
 2. Limited Retail (Club) Liquor License: \$500.00
 3. Resort Liquor License: \$3,000.00
 4. Restaurant Liquor License: \$1,500.00
 5. Bar and Grill Liquor License: \$1,500.00
 6. Microbrewery Permit: \$500.00
 7. Winery Permit: \$500.00
 8. Satellite Winery Permit: \$100.00
- D. The fee to be paid for each twenty-four (24) hour permit is as follows, which fees may be amended by ordinance of the Town Council; however, in no case shall the sum be greater than the amount authorized by applicable Wyoming Statutes. No permit will be issued until payment in full has been made.
 1. Catering Permit: \$20.00

2. Malt Beverage Permit: \$50.00
3. Manufacturer's Off-Premises Permit: \$50.00

6.20.010 Affidavit of Authorization and Understanding.

- A. All persons filing applications for new licenses and permits, renewals for the same, or for transfer of ownership or location, unless otherwise noted in this Title, shall submit a signed Affidavit of Authorization and Understanding form as provided by the Town Clerk.
- B. The applicant understands that it shall be the duty of the applicant to seek any additional required reviews, authorizations, permits, and approvals from any Town or County department or elected bodies.
- C. Each application submitted is affirmed as being true and correct to the best of the applicant's knowledge. The applicant understands that information provided in the application packet may be investigated for accuracy.
- D. Procedures for reviewing applications will be established by the Town Clerk, Chief of Police and Risk Manager.

6.20.012 Plan of Operations.

- A. All new and transfer applications must include a written Plan of Operations, which at a minimum sets forth:
 1. The nature of the business and how the premises will be operated.
 2. The type(s) of alcoholic beverages available to customers.
 3. The process customers will follow to order alcohol and how employees will pour and deliver alcoholic and malt beverages to customers.
 4. The plan for outdoor service of food and/or alcoholic and malt beverages, if applicable.
- B. Licensees must provide the Town Clerk a revised Plan of Operations anytime a Licensee changes the Plan of Operation.

(Ord. 1245 § 1, 2020; Ord. 1185 § 1, 2017; Ord. 969 § 1, 2010; Ord. 853 § 4, 2007.)

6.20.015 Affidavit of Understanding. Repealed.

(Ord. 1185 § 1, 2017; Ord. 969 § 1, 2010.)

6.20.020 Notice publication--Protests. Repealed.

6.20.030 Term - Exception. Repealed.

(Ord. 1245 § 1, 2020; Ord. 1185 § 1, 2017; Ord. 1076 § 1, 2014; Ord. 853 § 4, 2007; Ord. 90 § 6, 1965.)

Chapter 6.30
ANNUAL LICENSES AND PERMITS

Sections:

6.30.010 Retail Liquor Licenses.

6.30.020 Restaurant Liquor Licenses.

6.30.030 Bar & Grill Liquor Licenses. Repealed. (Ord. 1245 § 1, 2020)

6.30.040 Microbrewery Permits, Authorization, and Application. Repealed. (Ord. 1245 § 1, 2020)

6.30.050 Satellite Winery Permits, Application. Repealed. (Ord. 1245 § 1, 2020)

6.30.060 Satellite Manufacturer's Permits, Authorization, and Application. Repealed. (Ord. 1245 § 1, 2020)

6.30.010 Retail Liquor Licenses.

Establishments holding a Retail Liquor License which operate primarily for sales for off-premise consumption (i.e. a grocery store) shall maintain a separate area for alcoholic or malt beverages that shall restrict entry to persons over the age of twenty-one (21) years of age.

6.30.020 Restaurant Liquor Licenses.

A Restaurant Liquor Licensee shall not promote or operate the restaurant as a bar or lounge, ~~nor shall the Licensee compete with a Retail Liquor Licensee in activities other than dining functions.~~

Commented [SB5]: W.S. 12-4-410(d) revised to add "or operate" and to remove language in strikeout.

A Restaurant Liquor License does not allow:

Commented [SB6]: POLICY ?

1. Providing liquor service at ~~dances, receptions, or other social gatherings.~~
2. Advertising as a bar or saloon in publications or signage.
3. Having a separate name for any room or area that denotes the availability of alcoholic or malt beverages.
4. Advertising special prices or promotions for sale of alcoholic beverages separate from meals, i.e. a "happy hour," unless the special price or promotion includes a qualifying restaurant meal.
5. Selling alcoholic or malt beverages to customers seated at a bar or counter unless they have been given a printed food menu.
6. Collecting a "cover charge" that includes the cost of any entertainment, live or television, unless such cover charge is part of and not separated from a package price which includes payment for a qualifying restaurant meal.

Does Council wish to keep these interpretations from 1993 on what it means to operate as a bar or to compete with a retail license?

Commented [SB7]: Staff suggests removing #5. In the world of COVID and use of technology, many are not using printed food menus any longer.

(Ord. 1245 § 1, 2020; Ord. 569 § 1, 1996; Ord. 605 § 1, 1997; Ord. 504 § 7, 1995; Ord. 503 § 3, 1995; Ord. 388 § 1, 1989; Ord. 90A § 2, 1973; Ord. 90 § 3, 1965.)

6.30.030 Bar & Grill Liquor Licenses. Repealed.

6.30.040 Microbrewery Permits, Authorization and Application. Repealed.

6.30.050 Satellite Winery Permits, Application. Repealed.

6.30.060 Satellite Manufacturer's Permits, Authorization and Application. Repealed.

(Ord. 1245 § 1, 2020; Ord. 1185 § 1, 2017; Ord. 1069 § 1, 2014; Ord. 853 § 5, 2007; Ord. 828 § 1, 2006; Ord. 723 § 1, 2003; Ord. 456 § 1, 1993.)

Chapter 6.40

RESTRICTIONS UPON LICENSE AND PERMIT HOLDERS

Sections:

- 6.40.010 License: Transfer, Renewal.** Repealed. (Ord. 1245 § 1, 2020)
- 6.40.020 License: Contents, Signing, Attestation, and Display.** Repealed. (Ord. 1245 § 1, 2020)
- 6.40.030 Hours of Sale: Unlawful Acts Designated.**
- 6.40.040 Place of Sale: Location, Regulation, and Restrictions.**
- 6.40.045 Off-Premises Open Container Sales.**
- 6.40.050 Places for Consumption or Possession in Open Containers Prohibited.**
- 6.40.055 Alcohol Server Staff Training Required.**
- 6.40.060 Minor, Habitual, and Common Drunkards and Incompetent: Restrictions.**

6.40.010 License: Transfer, Renewal. Repealed.

6.40.020 License: Contents, Signing, Attestation, and Display. Repealed.

(Ord. 1245 § 1, 2020; Ord. 1185 § 1, 2017; Ord. 960 § 1, 2010; Ord. 853 § 6, 2007; Ord. 90 § 12, 1965.)

6.40.030 Hours of Sale: Unlawful Acts Designated.

- A. All persons licensed under this Title shall close the dispensing area room and cease the sale of both alcoholic and malt liquors promptly at the hour of two (2) a.m. each day and keep the same closed until six (6) a.m. the same day.
- B. The Town Council may designate the dates during any city or county fairs, rodeos, pageants, jubilees or similar public gatherings when all Licensees may operate without restriction as to closing hours. Such unrestricted operation shall not exceed a total of four (4) full days in any one (1) calendar year.
- C. It is unlawful for any owner, manager or employee of any business licensed under this Title, except clubs holding a Limited Retail License, to allow anyone other than an employee of the licensed business or organization to be or remain in the licensed room, or building, from and after thirty minutes (30) after the time designated by statute or ordinance for closing of the dispensing room and ceasing the sale of both alcoholic and malt liquors; provided, that in cases of food service operations for which an additional dispensing room license has been obtained pursuant to this Title, the food service facilities may remain open to the public, but it shall be unlawful to allow the consumption of alcoholic beverages therein from and after thirty (30) minutes after the time established by statute or ordinance for the closing of the dispensing room and the ceasing of sale of alcoholic and malt liquors.

Commented [SB8]: State changed room to area WS 12-410(b)

- D. It is unlawful for any Licensee or servant, agent, or employee thereof to permit any person under the age of twenty-one (21) years to enter or remain in a licensed building, or an establishment that is primarily for off-premise sales of alcoholic liquor or malt beverages unless subject to an exemption under W.S. § 12-6-101 *et. seq.*, as amended.

6.40.040 Place of Sale: Location, Regulation, and Restrictions.

The place in which alcoholic and malt beverages are sold ~~under a Retail Liquor License~~ shall be located in the Licensed Building for which the license is approved and issued. Alcoholic beverages may only be served in the Licensed Building and in an immediately adjacent fenced or enclosed area as approved by the Licensing Authority. The adjacent area shall not be located in another building. The Licensing Authority which issued the license shall as often as may be deemed necessary inspect the Licensed Building and adjoining areas where alcoholic beverages are served to determine compliance with sanitation, fire hazard, local permitting, and other applicable laws.

Commented [SB9]:

Paragraph applies to all license types (except resort who can do this already).

6.40.045 Off-Premises Open Container Sales.

- A. Retail Liquor and Microbrewery Licensees selling alcoholic beverages that are not in the original package or are in reused original packages for off-premise consumption (sloshies, growlers and the like), shall seal the container in a fashion so that it is obvious when the seal is broken, and so that it is not possible to consume any of the beverage as long as the seal is in place.

The Licensee shall use any of the following approved methods to seal the container, or in a manner previously approved in writing by the Chief of Police, or designee:

1. A shrinkable band, or shrinkable film, covering the lid and neck of the container; or
2. A “milk” jug or glass jug with a Tamper Evident Seal; or
3. An aluminum can sealed by a seaming machine; or
4. In a plastic bag and heat sealed closed; or
5. In a container that has a breakable seal incorporated in the container cap; or
6. A solid length of a Tamper Evident Seal that is placed over the lid, covering any opening(s) in the lid, and down at least two sides of the container.
 - a. Tamper Evident Seal is defined as a distinct tape or sealing device designed to provide visible evidence if the opening of a container has been interfered with.

- B. Every Licensee selling alcoholic beverages as identified in subsection A above shall post a sign visible to patrons stating “State Law Prohibits Open Alcoholic Containers in Motor Vehicles W.S. § 31-5-235.”

Commented [SB10]:

The State added WS 12-5-601 which is a section on Delivery of alcoholic liquors and malt beverages, which includes methods of sealing.

#4 and #5 were added here to mirror State.

6.40.050 Places for Consumption; Places Open Containers are Prohibited.

- A. No alcoholic or malt beverage shall be consumed or carried by any person in open containers of any type on any street, sidewalk or curb or any other public property whatsoever within the Town of Jackson, except in Town of Jackson parks maintained by Jackson/Teton County Parks & Recreation, athletic fields, and the rodeo grounds.
- B. No alcoholic or malt beverages shall be consumed or carried by any person in open containers of any type within:
1. The grandstands, or adjacent to, or on any baseball field during any game sanctioned by Little League Baseball Incorporated; or

2. The Town Square which is bounded by East Broadway Street, North Cache Street, East Deloney Street, and North Center Street.

6.40.055 Alcohol Server Staff Training Required.

- A. Alcohol Server Staff as defined in § 6.10.010, shall successfully complete an alcohol server education course compliant with Wyo. Stat. Ann. title 12-2-402 within forty-five (45) days of their date of hire, or the effective date of this rule, whichever is later.
- B. The alcohol server education course must be one of the courses approved by the Wyoming Liquor Division or Jackson Police Department. The Alcohol Server Training Certification shall be valid for three (3) years and recertification must occur prior to expiration. Each Alcohol Server Staff's certificate must be on file with their employer.
- C. Every Licensee shall maintain a training record for their Alcohol Server Staff. The record shall include their date of hire and proof of current Alcohol Server Training Certification as required by this Section. Training records for current Alcohol Server Staff will be made available for inspection by law enforcement officers or officials of the Town of Jackson at any time that the licensed establishment is open, or by appointment.
- D. The Licensee and/or manager of the establishment may be cited for a violation of this Section and the citation may be in addition to other penalties set forth in Wyo. Stat. Ann. title 12 or the Jackson Municipal Code.

6.40.060 Overserving of Alcoholic Beverages, Minors: Restrictions.

- A. It is a violation of the liquor license issued under this Title for a licensee and/or any agent or employee thereof, to sell, furnish, give, or deliver, or cause to be sold, furnished, given, or delivered alcoholic or malt beverages to any excessively intoxicated person. This violation is in addition to and not in lieu of any other criminal penalties under the Jackson Municipal Code and Wyoming State Statutes that may accrue for unlawful alcohol service.
For purposes of this section, "excessively intoxicated" means intoxicated to the extent that a person's mental and/or physical faculties are severely impaired; the impairment(s) would be obvious to a reasonable person, and the impairment is shown by any or all of the following: severe uncoordinated physical action, or severe diminished mental capacity, or severe physical or mental dysfunction.
- B. It is unlawful for any person under the age of twenty-one (21) years to be in, or attempt to be in, or remain in any place where intoxicating or malt liquors are sold or dispensed, or for any person to falsify any identification or use any false identification in order to be or remain in such place of business or to obtain intoxicating liquor or malt beverages unless an exemption stated under Wyo. Stat. Ann. title 12-6-101 is applicable.

(Ord. 1245 § 1, 2020; Ord. 1185 § 1, 2017; Ord. 1072 § 1, 2014; Ord. 1063 § 1, 2014; Ord. 987 § 1, 2011; Ord. 853 § 6, 2007; Ord. 577 § 1, 1997; Ord. 544 § 1, 1996; Ord. 516 § 1, 1995; Ord. 375 § 1, 1988; Ord. 227 § 1-2, 1977; Ord. 172 § 1, 1974; Ord. 90A § 1, § 3, 1973; Ord. 90 § 8, § 9, § 13, 1965.)

Chapter 6.50
SPECIAL TWENTY-FOUR (24) HOUR PERMITS

Sections:

6.50.010 Catering Permits.

6.50.020 Malt Beverage Permits.

6.50.010 Catering Permits.

It is the duty and obligation of the Resort or Retail Liquor Licensee under which the Catering Permittee is acting to ensure compliance with all State and Town alcohol laws and regulations. Any violations thereof shall be attributed to the Resort or Retail Liquor Licensee.

(Ord. 1245 § 1, 2020; Ord. 1185 § 1, 2017; Ord. 853 § 7, 2007; Ord. 823 §1, 2006; Ord. 714 § 1, 2002.)

6.50.020 Malt Beverage Permits.

Applicants for Malt Beverage Permits will have successfully completed an alcohol server education course approved by the Wyoming Liquor Division or the Jackson Police Department. Proof of current Alcohol Server Training Certification will be required as part of the malt beverage permit application.

(Ord. 1245 § 1, 2020; Ord. 1185 § 1, 2017; Ord. 969 § 2, 2010; Ord. 853 § 7, 2007; Ord. 697 § 1, 2002; Ord. 90 § 4, 1965.)

Chapter 6.60
NONRENEWAL, SUSPENSION, AND REVOCATION
OF LICENSES AND PERMITS

Sections:

6.60.010 Grounds for Denying Renewal of License or Permit.

6.60.020 Grounds for Suspension and/or Revocation.

6.60.010 Grounds for Denying Renewal of License or Permit.

- A. A license or permit shall not be renewed or transferred if such renewal or transfer violates Wyo. Stat. Ann. title 12 or the Jackson Municipal Code.
- B. The following, whether one (1) or more, may constitute a basis for nonrenewal of a license or permit:
 - 1. Failure of the Licensee to comply with any provision of state liquor law or this Title;
 - 2. Failure of the Licensee to comply with building occupancy limits after being advised of excess occupancy by a law enforcement or any code compliance officer;
 - 3. A pattern of failing to report incidents of illegal acts upon the Licensee's premises which results in injury to persons or property and which the Licensee knew, or should have known about. A "pattern" for purposes of this section is defined as three (3) or more incidents in any twelve (12) month period;
 - 4. Failure of the Licensee to comply with Section 6.40.055 Alcohol Server Staff Training Required;
 - 5. Failure of initial, consecutive, and/or cumulative compliance checks conducted pursuant to Wyo. Stat. Ann. title 12-6-103.
 - 6. Failure to comply with the Plan of Operations set forth in the license application, or as amended.

6.60.020 Grounds for Suspension and/or Revocation.

- A. The following actions will result in the Town Council suspending a liquor license. These actions may also result in the Town Council initiating revocation proceedings. Revocation proceedings will be in accordance with Wyo. Stat. Ann. title 12-7-201.
 - 1. Failure by a Licensee, or an agent or employee thereof, of three (3) compliance checks conducted pursuant to Wyo. Stat. Ann. title 12-6-103 within a twelve (12) month period. The suspension will be carried out within the current liquor license year and be for ten (10) consecutive calendar days, and/or the Town Council may initiate revocation proceedings.
 - 2. Failure by a Licensee, or an agent or employee thereof, of five (5) compliance checks conducted pursuant to Wyo. Stat. Ann. title 12-6-103 within a twenty-four (24) month period. The suspension will be carried out within the current liquor license year and be for thirty (30) consecutive calendar days, and/or the Town Council may initiate revocation proceedings.

- B. The following actions are grounds for the Town Council to consider suspending a liquor license and/or for the Town Council to initiate revocation proceedings. Revocation proceedings will be in accordance with Wyo. Stat. Ann. title 12-7-201.
1. Making materially false statements on or the submission of materially false documents within the State of Wyoming liquor license application and/or the Town of Jackson liquor license application packet. The suspension will be carried out within the current liquor license year and be for thirty (30) consecutive calendar days, and/or the Town Council may initiate revocation proceedings.
 2. A pattern of failing to report incidents of excessive drinking and/or disorderly conduct on the licensed premises. The suspension will be carried out within the current liquor license year and be for five (5) consecutive calendar days, and/or the Town Council may initiate revocation proceedings. A “pattern” for purposes of this section is defined as three (3) or more accounts of failing to report incidents in any twelve (12) month period.
 3. Three (3) or more substantiated violations of any other provision of Wyo. Stat. Ann. title 12 or the Jackson Municipal Code not identified in this section in any twelve (12) month period. The suspension will be carried out within the current liquor license year and be up to thirty (30) consecutive calendar days, and/or the Town Council may initiate revocation proceedings.
- C. In the event a suspension occurs:
1. The Town Clerk shall send a suspension notice to the Licensee by electronic-mail (delivery receipt) and certified postal mail to the address on file, with copy to the Wyoming Liquor Division and Chief of Police.
 2. The Licensee shall either remove all of the alcoholic liquor and malt beverages from the licensed premises or secure the alcoholic liquor or malt beverages in a manner approved in writing by the Chief of Police or designee. The method of securing this inventory shall be approved at least 72-hours before the suspension begins, when a suspension is set to begin on a certain date in the future.
 3. The Town Clerk shall post one (1) suspension notice at the licensed premises on or about the first day of the suspension period. The sale, offering to sell, distribution, or traffic of alcoholic liquor or malt beverages is unlawful during the suspension.

(Ord. 1245 § 1, 2020; Ord. 1185 § 1, 2017; Ord. 1173 § 1, 2017; Ord. 853 § 8, 2007.)

Chapter 6.70

VIOLATIONS

Sections:

6.70.010 Violations. Repealed. (Ord. 1245 § 1, 2020)

6.70.010 Violations. Repealed.

(Ord. 1245 § 1, 2020; Ord. 853 § 9, 2007.)

Chapter 6.90
PENALTY FOR VIOLATIONS

Sections:

6.90.010 General Penalty for Violations. Repealed. (Ord. 1245 § 1, 2020)

6.90.020 Compliance Check Failures.

6.90.010 General Penalty for Violations. Repealed.
(Ord. 1245 § 1, 2020)

6.90.020 Compliance Check Failures.

- A. On the first compliance check failure, the inhouse manager and the employee who failed the compliance check is required to attend an in-person Training for Intervention Procedures (TIPS) training session conducted by the Jackson Police Department within thirty (30) days of the failed check.

A representative of the Jackson Police Department will contact the management at the establishment that failed the compliance check to advise them of this requirement as soon as practical after the violation occurred.

- B. On the second consecutive compliance check failure, or a second compliance check failure within a twelve (12) month period, a member of the Licensee, or an officer or director thereof who is listed on the liquor license application and the employee who failed the compliance check is required to attend an in-person Training for Intervention Procedures (TIPS) training session conducted by the Jackson Police Department within forty-five (45) days of the failed check.

A representative of the Jackson Police Department will contact the management at the establishment that failed the compliance check to advise them of this requirement as soon as practical after the violation occurred.

(Ord. 1245 § 1, 2020; Ord. 853 § 10, 2007; Ord. 90 § 14, 1965.)

STAFF REPORT



Meeting Date:	May 17, 2021	Meeting Title:	Workshop
Submitting Department:	Legal & Public Works	Presenter:	Lea Colasuonno Floren Poliseo
Agenda Item:	Review of Title 13: Utilities (Water & Sewer)	Public Comment:	Yes

Purpose & Policy Considerations.

The purpose of this item is to present to Council and discuss key policy changes to Title 13 of the Jackson Municipal Code.

Requested Action.

Staff requests Council review the key policy changes presented and provide direction on each.

Recommendations.

Recommendations are provided for each item below.

Background.

The Town periodically updates the Municipal Code to ensure its applicability and content match the community's and municipality's needs and are relevant to current times. The Town Legal Department is currently reviewing one title at a time with the relevant departments and staff.

Analysis.

Key Policy Questions:

1. Should the Town require every building on a lot to have their own meter and shut off?
 - a. **Current Policy:** Currently, every building, except it be a private garage in connection with the dwelling house, shall have a separate service pipe. In the case of Accessory Residential Units if a main house exists and an ARU is being added, staff does not require a separate service line and shutoff be provided from the property line to the ARU (i.e. the ARU can be metered through the main house meter); but if the lot is undergoing new development, a separate service line and shutoff be provided from the property line. In the case of motel cabins and some commercial properties there is a master meter for the property and buildings within the property are not individually metered.
 - b. **Policy Decision Considerations:** The advantages of requiring each building to have a separate service line and shutoff include **i)** enabling the Town to meter and shut off each building in the Town, **ii)** doing so provides accurate information about detached habitable residential units and other buildings in the Town, and **iii)** it provides the Town with accurate information about where water is being used. The disadvantages of requiring this include **i)** adding costs to development/construction of ARUs (the cost of installing the additional service line to the ARU, additional capacity fees, additional monthly base fees), **ii)** adding staff time for development application and permit review, **iii)** adding more accounts and water meters, and **iv)** treats detached ARUs different than attached ARUs.
 - c. **Staff Recommendation:** Revise the code to allow for a policy that provides for metering based on ownership rather than just by the property (i.e. townhouses vs. condos or commercial properties) and allow for separate metering with separate shutoff and service lines.
2. Should the Town continue to shut off water for unpaid bills?
 - a. **Current Policy:** Currently, the Town Code provides that water service may be shut off when a water bill is delinquent and unpaid for 45 days. Additionally, the disconnection (\$150.00) and reconnection (\$150.00) fees

apply when water is shut off for failure to pay (as they do for disconnection and reconnection for water service disconnection resulting from rule/regulation violations).

- b. **Policy Decision Considerations:** The arguments for allowing shutoff to occur for unpaid bills include **i)** equity since all system costs are paid by existing customers, some customers not paying means other customers are paying more; **ii)** shutoff serves as a tool to ensure financial health of the system; **iii)** leverage that ensures payment; **iv)** shutoff is part of a process (delinquency for 45 days; a physical notice is placed at the address, multiple times if the person does not contact the Town after initial notice; Town staff works with all persons that contact the Town to set up a payment plan; there is the option for a 50% reduction for income, elderly, disabled, medical reasons, etc.; then shutoff, which occurs rarely.)
 - c. **Staff Recommendation:** Staff recommends retaining the Town's authority to shutoff water for failure to pay.
3. What, if any, of the water and sewer rate adjustments should the Town retain?
- a. **Current Policy:** Currently the Town provides the following adjustments (JMC 13.06 and 13.13).
 - i. A 50% base charge and usage rate reduction for residents that are: **a)** over 65, the primary resident of the residence, a full-time resident, and whose annual income does not exceed 150% of the Teton County poverty level; or **b)** permanently disabled residents, the primary resident of the residence, are a full-time resident, and whose annual income does not exceed 150% of the Teton County poverty level.
 - **Policy Decision Considerations:** This adjustment provides financial support to low-income, disabled, and elderly community members. However, it also provides inverse water use incentives for those benefiting from it and requires other rate payers at large to subsidize the adjustments.
 - **Staff Recommendation:** Staff recommends amending the provision so it is an objective criteria, specifically so it is available to low-income community members.
 - ii. No base charge or a usage charge is applied to the first 5000 gallons of water or sewer per month for Town employees, Town elected officials, and Town Planning Commission members.
 - **Policy Decision Considerations:** This adjustment provides a taxable employment benefit to employees as part of an overall incentive package for recruitment. However, it also provides inverse water use incentives for those benefiting from it, requires other rate payers at large to subsidize the adjustments, raises ethical concerns as applied to elected officials, and raises equity concerns as applied to only one volunteer board.
 - **Staff Recommendation:** Staff recommends repealing this provision.
 - iii. A 25% base charge and usage rate reduction for eight specific social service organizations (Community Entry Services; Teton Community Health Center; Community Children's Project; VanVleck House; The Learning Center; Pioneer Senior Citizens Center; Teton County Task Force; and Good Samaritan Mission) for both sewer and water.
 - **Policy Decision Considerations:** This adjustment provides financial support to certain non-profits in the community. However, it also provides inverse water use incentives for those benefiting from it, requires other rate payers at large to subsidize the adjustments, raises concerns about the Town granting money in violation of state law, and is inexplicably available for only a few organizations, raising concerns about discrimination among groups; and is difficult to administer (especially if it were expanded).
 - **Staff Recommendation:** Staff recommends eliminating this adjustment.
 - iv. A 50% base charge and usage rate reduction (for both sewer and water) if an undetected water leak occurred for a quarter and has been repaired and, in extreme cases, this same reduction for longer than a quarter.
 - **Policy Decision Considerations:** This adjustment provides an incentive to fix water leaks, ultimately benefiting (financially and in terms of water resource conservation) all users of the

system and has a definite and finite timeline associated with it. It does, in the short term, require other rate payers at large to subsidize the adjustments.

- **Staff Recommendation:** Staff recommends keeping this rate adjustment in place to protect Town water resources and the water system.
 - v. The provision of 5000 gallons at no charge to prevent pipe freezing (both water and sewer).
 - **Policy Decision Considerations:** This adjustment provides an incentive to prevent freezing, ultimately benefiting (financially and in terms of water resource conservation) all users of the system, and protects the Town's water mains, as well as individual's lines. It does require other rate payers at large to subsidize the adjustments.
 - **Staff Recommendation:** Staff recommends keeping this rate adjustment in place to protect the water system.
 - vi. The waiver of all water and sewer fees in cases where life sustaining medical treatment, or treatment that will improve the quality of life of a chronically or terminally ill person and involves the use of unusually large amounts of water at the patient's residence.
 - **Policy Decision Considerations:** This adjustment provides support to those in extreme medical scenarios in the community. It does require other rate payers at large to subsidize the adjustments, lacks objective criteria, and raises concerns about the Town granting money in violation of state law.
 - **Staff Recommendation:** Staff recommends eliminating this adjustment.
4. Should the Town require irrigation metering for lots over a set size or irrigable area?
- a. **Current Policy:** Currently all water users – whether within or without the Town corporate limits – must install a domestic meter and may include an irrigation meter, with the exception of users who are only irrigating (i.e., Parks and Rec).
 - b. **Policy Decision Considerations:** The advantages of making this change include that **i)** users pay for the water based on end use), **ii)** it provides the Town with accurate information about what water is being used for and, thus, the ability to target the right areas for education, incentives, increased rates, etc. to achieve reductions if needed/desired in the future, and **iii)** it is necessary to implement this code change prior to or in conjunction with implementing a tiered irrigation rate system, which Council indicated a desire to do in the future. The disadvantage is that the Town will need to manage more water accounts and more water meters; implement a program to retrofit existing developments with meters; and users will pay an additional capacity fee and monthly base fee.
 - c. **Staff Recommendation:** In conjunction with future rate updates, study the costs and benefits of a tiered rate structure for irrigation and present those to council

Alternatives (Optional).

Comprehensive Plan & Priority Alignment.

Section 8.1 and 8.2: Timely, efficiently and safely deliver quality services and facilities in a fiscally responsible and coordinated manner.

Fiscal Impact.

Revenue: None. Rate and fee changes in Title 13 were approved in January 2021 and will be effective July 1, 2021.

Expense: Minimal. The Town hired a consultant to review the entire Code, Title 13 included, for \$5,000.

Staff Impact.

The staff impact of updating the Municipal Code is significant. Reviewing and editing Title 13 has required 50 hours of time from the Legal and Public Works Departments to date.

Attachments or Links.

None.

Suggested Motion. *Council always has the option to adopt, approve with conditions, continue, or deny items.*

I move to direct staff to revise Title 13 of the Jackson Municipal Code 1) with the policy changes as presented in this staff report and with any changes thereto discussed today, 2) with a full update to the Title for technical matters as identified by staff, and 3) bring back a full revised draft of Title 13 to Council at a future meeting.