

Regular Joint Meeting

April 7, 2025

1:30 PM

Town Council Chambers

Chair: Arne Jorgensen

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

The Town and County reserve the right to close Public Comment via Zoom at any time. In-person comment will continue to be taken and written comments can always be submitted to Town Council by emailing electedofficials@jacksonwy.gov and to County Commissioners by emailing commissioners@tetoncountywy.gov.

To join, click link or copy it to your browser: <https://us02web.zoom.us/j/87635481570?pwd=GbHLiesiaK01sw7Zl6ljkPnPObjvN.1>

Or join at zoom.com with Webinar ID: **876 3548 1570** and Password: **83001** or by phone: **+1 253 205 0468**

II. CALL TO ORDER, ROLL CALL, AND ANNOUNCEMENTS

III. PUBLIC COMMENT

This section is reserved for comments on items that are not otherwise included in this agenda. Public comment is limited to 3 minutes. As a general practice, the Electeds will not hold discussion or debate these comments. Nor will they make any decisions presented during this time, but rather refer to staff for follow-up. If you would like to communicate with the Electeds during the meeting, please address them during this open public comment, when public comment is called for on a specific agenda item or send an email to council@jacksonwy.gov and commissioners@tetoncountywy.gov.

IV. CONSENT CALENDAR

A. Meeting Minutes

1. March 3, 2025 Regular Joint Meeting

V. DISCUSSION/ACTION ITEMS

- A. Comprehensive Plan Indicator Report (Ryan Hostetter, 120 mins)
- B. Safe Streets for All Safety Action Plan Draft Review (Brian Schilling, 60 mins)

VI. MATTERS FROM COUNCIL, COMMISSIONERS AND STAFF

VII. PROPOSED ITEMS FOR FUTURE JOINT MEETINGS

April 17 - 90 Virginian Ln.

April 28 - Budget

April 29 - Budget

May 5 - Joint Long Range Work Plan

May 5 - Housing Supply Plan & Work Plan

May 5 - Transportation Work Plan

May 5 - Fire/EMS JPA One-Year Extension

May 5 - 90 Virginian Ln. Development Agreement (if needed)

VIII. ADJOURN - COUNTY ONLY

IX. ADJOURN TO EXECUTIVE SESSION - TOWN ONLY

Please note that at any point during the meeting, the Chair or Mayor 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.

Adjourn meeting to executive session to consider matters concerning litigation to which the governing body is a party or proposed litigation to which the governing body may be a party in accordance with Wyoming Statute 16-4-405(a)(iii).

Please note that at any point during the meeting, the Chair or Mayor 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.

JOINT PROCEEDINGS – UNAPPROVED
TOWN COUNCIL AND BOARD OF COUNTY COMMISSIONERS MEETING

MARCH 3, 2025

JACKSON, WYOMING

The Jackson Town Council and the Teton County Board of County Commissioners met in a regular joint meeting (JM) at 1:30 p.m. in the Town Council Chambers located at 150 East Pearl Avenue in Jackson. This meeting was held in-person and through the Zoom platform. Upon roll call the following were found to be present:

TOWN COUNCIL: Mayor Arne Jorgensen, Jonathan Schechter, Devon Viehman, Kevin Regan, and Alyson Sperry.

COUNTY COMMISSIONERS: Chairman Mark Newcomb, Luther Propst, Natalia Macker, and Len Carlman. *Via Zoom:* Wes Gardner.

STAFF: Roxanne Robinson, Lea Colasuonno, Jodie Pond, Johnny Ziem, Paul Anthony, Tanya Anderson, Russ Ruschill, April Norton, Kristi Malone, and Riley Hovorka. *Via Zoom:* Tyler Sinclair, Keith Gingery, Kelly Sluder, Steve Foster, Mo Murphy, Kelly Thompson, Tyler Valentine, Katelyn Page, Floren Poliseo.

Public Comment. There was no public comment.

Consent Calendar. There was no public comment on the consent calendar. On behalf of the Town, a motion was made by Jonathan Schechter and seconded by Alyson Sperry to approve the consent calendar including item A as presented with the following motion. On behalf of the County, a motion was made by Natalia Macker and seconded by Len Carlman to approve the consent calendar including item A as presented with the following motion.

A. **Meeting Minutes.** To approve meeting minutes from the February 3, 2025 Regular Joint Meeting.

On behalf of the Town, Mayor Jorgensen called for the vote. The vote showed all in favor. The motion carried for the Town.

On behalf of the County, Chairman Newcomb called for the vote. The vote showed all in favor. The motion carried for the County.

Community Wildfire Protection Plan. Mike Moyer, Bobbi Clauson, and Raymond Lane made staff comment. Council and Commission held discussion with staff. Leslie Williams Gomez, Bob Wise, and Steve Markerson made public comment. On behalf of the Town, a motion was made by Devon Viehman and seconded by Jonathan Schechter to approve and sign the Teton County Community Wildfire Protection Plan. Mayor Jorgensen called for the vote. The vote showed all in favor. The motion carried for the Town.

On behalf of the County, a motion was made by Luther Propst and seconded by Len Carlman to approve and sign the Teton County Community Wildfire Protection Plan. Chairman Newcomb called for the vote. The vote showed all in favor. The motion carried for the County.

Fire/EMS Joint Power Agreement Process Schedule. Jodie Pond, Tyler Sinclair, and Mike Moyer made staff comment. Council and Commission held discussion with staff. There was no public comment. On behalf of the Town, a motion was made by Jonathan Schechter and seconded by Devon Viehman to direct staff to:

- Work with Emergency Services Consulting International to adjust their scope of work and cost to include analysis and recommendations on funding, level of service, and governance for the Fire & EMS Department by July of 2025.
- Identify alternatives and provide analysis on the three primary issues identified by July of 2025.
- Draft an amendment to the JPA to extend the term of the JPA for one year and present the amendment at the April JM for approval and provide the approved amendment to the Attorney General for review.

Mayor Jorgensen called for the vote. The vote showed all in favor. The motion carried for the Town.

On behalf of the County, a motion was made by Len Carlman and seconded by Luther Propst to direct staff to:

- Work with Emergency Services Consulting International to adjust their scope of work and cost to include analysis and recommendations on funding, level of service, and governance for the Fire & EMS Department by July of 2025.
- Identify alternatives and provide analysis on the three primary issues identified by July of 2025.
- Draft an amendment to the JPA to extend the term of the JPA for one year and present the amendment at the April JM for approval and provide the approved amendment to the Attorney General for review.

Chairman Newcomb called for the vote. The vote showed all in favor. The motion carried for the County.

Council and Commission recessed at 3:13 p.m. and reconvened at 3:23 p.m.

90 Virginian Lane Development Agreement. April Norton, Paul Anthony, Jodie Pond, and Tyler Sinclair made staff comment. Council and Commission held discussion with staff. There was no public comment. No motion was made.

Matters from Council, Commissioners and Staff. There was no discussion.

Adjourn. On behalf of the Town, a motion was made by Jonathan Schechter and seconded by Devon Viehman to adjourn. Mayor Jorgensen called for the vote. The vote showed all in favor. The motion carried for the Town.

On behalf of the County, a motion was made by Natalia Macker and seconded by Len Carlman to adjourn. Chairman Newcomb called for the vote. The vote showed all in favor. The motion carried for the County. The meeting adjourned at 4:24 p.m.

TOWN OF JACKSON

ATTEST:

Arne O. Jorgensen, Mayor

Riley Hovorka, Town Clerk

Minutes: rh. Publish JH News & Guide: January 15, 2025



TOWN COUNCIL



BOARD OF COMMISSIONERS

JOINT MEETING

AGENDA DOCUMENTATION

PREPARATION DATE: March 21, 2024

MEETING DATE: April 7, 2024

SUBJECT: 2025 Joint Comprehensive Plan Indicator Report

SUBMITTING DEPT: Joint Long-Range Planning

DEPT. DIRECTORS: Chris Neubecker & Paul Anthony

PRESENTERS: Ryan Hostetter

STATEMENT/PURPOSE

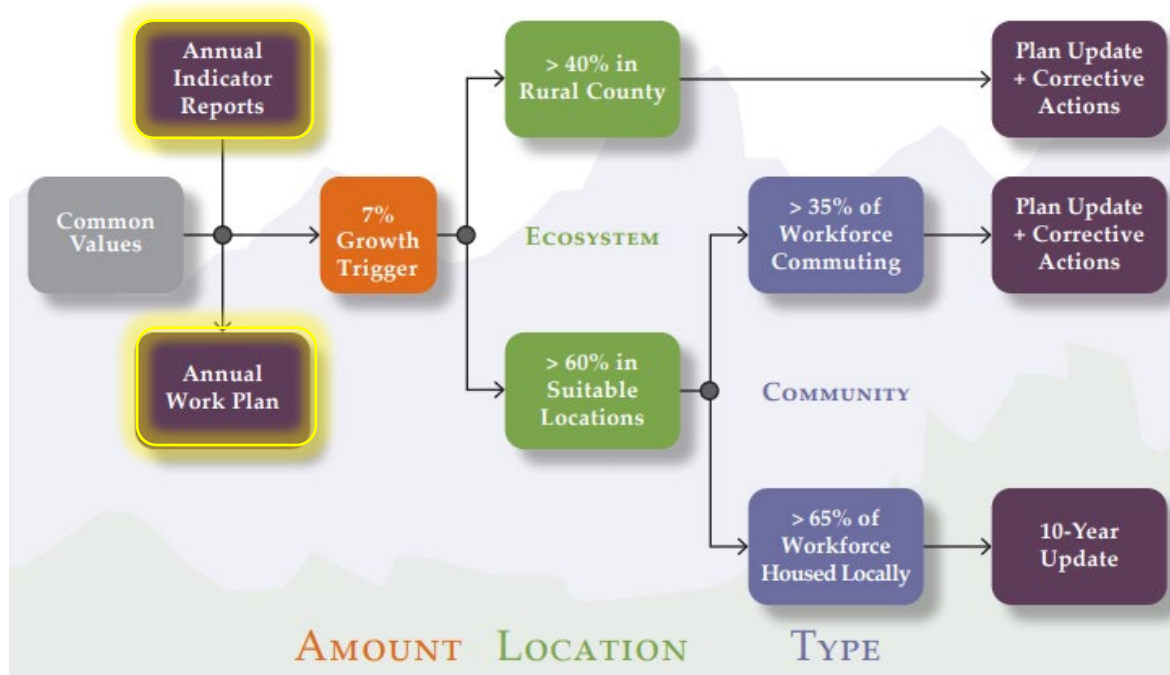
1. Review 2025 Comprehensive Plan Indicator Report.

BACKGROUND/ALTERNATIVES

Each spring, Joint Long Range Planning presents an Annual Indicator Report and an Annual Work Plan related to implementation of the Joint Comprehensive Plan. This year, staff are separating these two items on different meeting agendas, beginning with a presentation of the Annual Indicator Report on April 7, 2025, Joint Meeting, and the Annual Work Plan is scheduled for the May 7, 2025, Joint Meeting. With this, staff will convey the information from the prior year's indicators to set the stage for the upcoming Work Plan discussion. This allows additional time on the agenda to focus on the two topics and for time between meetings to prepare for the Work Plan discussion including any amendments as a result of the April 7th discussion.

The Annual Indicator Report and Work Plan operate in conjunction with the Comprehensive Plan's Adaptive Management Program to implement the Comprehensive Plan. The Annual Indicator Report facilitates evidence-based planning and consistent data tracking as our community works toward achieving its shared vision. It is designed as a check-in on the community's progress related to Joint Comprehensive Plan strategies.

Adaptive Management Program



The figure above is from the Joint Comprehensive Plan and shows where we are in the process of the adaptive management program (yellow highlighted boxes). The annual indicator Report informs whether we are nearing specific growth triggers noted in the percentages above. These triggers tell us when we should be revisiting policies within the Comprehensive Plan for update and review. This program also allows the Town and County to facilitate a formal check-in with the community so that our policy and implementation programs remain relevant to potential changes occurring in community values.

STAFF ANALYSIS

New in 2025, the Annual Indicator Report has been reformatted into a live online dashboard (all previous versions were pdf documents). This was one of the major work programs for Joint Long Range Planning last year (completed in September of 2024) and is already proving to be successful as multiple Town and County departments are beginning to utilize the dashboard to assist with their own department specific recommendations and research (finance, economy, growth, housing, transportation etc.). Accompanying the dashboard, staff has spent considerable time working with the consultant to create a “user manual” or the “cookbook” behind the indicators and dashboard to ensure longevity and continuity of the project moving forward.

The dashboard (link here: <https://jacksontetonplan.com/376/Community-Monitoring>) is oriented to follow the three major common values within the Joint Comprehensive Plan (seen here below). Each of these includes a link to the indicators related to each common value. Staff recommends individuals go into the dashboard to explore the data and look at the long-term trends that have been captured (some of the data dates back to 2002). Staff included a summary of the indicators for 2024, as an attachment to this report for more information on the indicators themselves.

FISCAL IMPACT

The creation of the new dashboard and new user manual project are complete and have been paid within FY 24/25 budgets. The total cost was \$68,983 to LegacyWorks Group (consultant). Moving forward, there is an annual dashboard maintenance cost of \$6000 per year (split between the Town and the County) for the next two years.

STAFF IMPACT

This is an “ongoing” item noted within the Joint Long Range Implementation Work Plan which accounts for all the Joint Long-Range Planning Department’s time for this item. This project requires approximately 200 hours annually for Joint Long Range Planning. It also requires time from Town Planning Staff, County Planning Staff as well as other Town and County Departments.

LEGAL REVIEW

County: K. Gingery

Town: L. Colasuonno

ATTACHMENTS

1. 2025 Indicator Report Staff Summary

RECOMMENDATION

This item is informational, and no recommendation is provided. A recommendation will be included with the upcoming Annual Joint Long Range Planning Work Plan at the May 7, 2025, Joint Meeting.

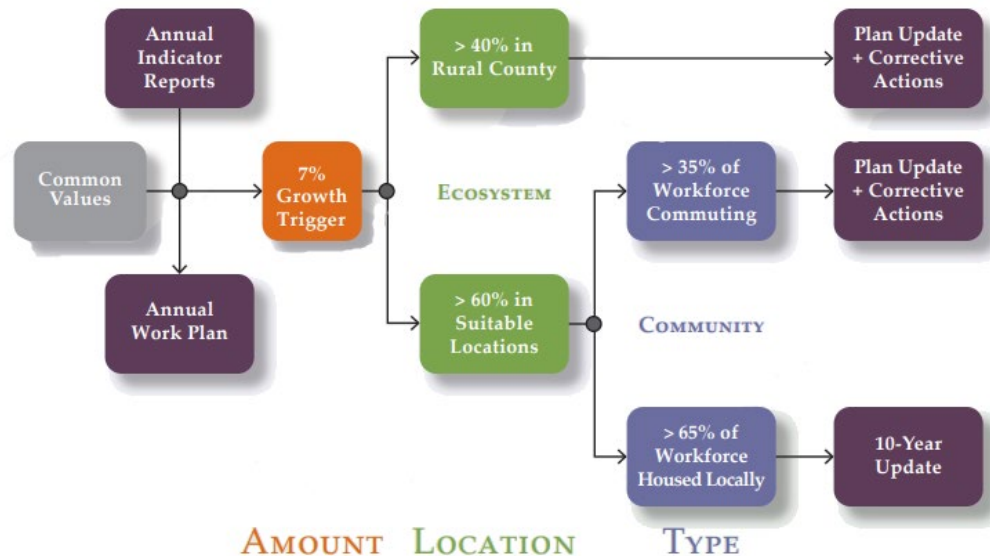
SUGGESTED MOTIONS

This item is informational and no motions are necessary for the Annual Indicator Report.

2025 Annual Indicator Report

March, 2025

Adaptive Management Program



By tracking indicators tied to our Common Values, we can answer the question:

Are we living our values?

See the end of each section below to see the answer for each common value.

For further information and to explore the data and look into questions of your own please see the dashboard located online here: <https://jacksontetonplan.com/376/Community-Monitoring>

The Jackson/Teton County Comprehensive Plan, adopted in 2012 and updated in 2020, sets a community vision based on 3 Common Values of Community Character: Ecosystem Stewardship, Growth Management, and Quality of Life. It also establishes an Adaptive Management Program that tracks a review trigger and key targets to identify when corrective action is needed. While Comprehensive Plan review is only triggered by 7% residential growth, an Indicator Report is produced every year to monitor the community.



Growth in residential units is our trigger for Comprehensive Plan review because residential growth is relatively steady year to year and 7% growth allows for policy changes to be implemented before issues are rediscussed.



Common Value 1: Ecosystem Stewardship



Preserving and protecting the area's ecosystem is the core of our community character and economy. As a result, we must monitor our impacts to ensure our growth does not compromise the health of the ecosystem. Since adoption of the Comprehensive Plan in 2012, we have achieved our location of growth goals, but not our greenhouse gas (GHG) emission goals. We are just now setting our water quality goals and beginning to monitor air quality and health of native species.

Land conservation is how we have historically measured ecosystem stewardship, and where we continue to excel. With future implementation of the Water Quality Management Plan and identification of other ecosystem stewardship indicators we will continue to make progress towards improving ecosystem stewardship in future years.

What did we see in the 2024 data?

- We conserved just over 700 acres of state land this last year through protection of the Kelly parcel.
- GHG emissions continue to rise as we see increases in electric usage, gas usage, and increases in vehicle miles traveled each year.
- The County hired a Travel Demand Management Coordinator to assist the Transportation Manager which may contribute to completion of transportation strategies and lead to future reduction of GHG.
- The Town Ecosystem Stewardship Administrator continues to work on the identification of native species health and air quality indicators.
- The County adopted a major update to the Natural Resources Overlay which will refine how we review physical development and use in the County.

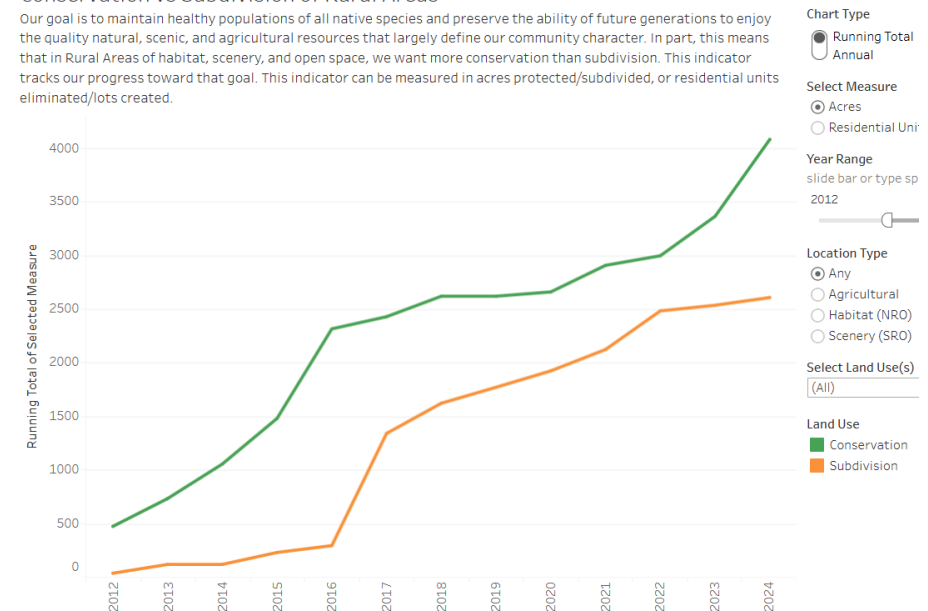
What are we watching?

- Conservation continues to outpace development in rural areas of habitat, scenery, and natural resources.
- Exempt land divisions, especially family divisions, continue to be the primary form of rural subdivision.

- As noted in the Growth Management section, actual and potential development remains concentrated in Complete Neighborhoods, out of habitat and scenery.
- GHG emissions remain well above the Comp Plan goal of 2012 levels, and nowhere near the Town goal of net zero.
- Per capita GHG emissions continue trending up, indicating that the emissions growth is a function of growing consumption, in addition to population growth.
- Wildlife vehicle collisions went up in 2023 (last reported dataset). Implementation of the Wildlife Crossings Master Plan should have a positive impact although that may take some time to reflect in the data.

Conservation vs Subdivision of Rural Areas

Our goal is to maintain healthy populations of all native species and preserve the ability of future generations to enjoy the quality natural, scenic, and agricultural resources that largely define our community character. In part, this means that in Rural Areas of habitat, scenery, and open space, we want more conservation than subdivision. This indicator tracks our progress toward that goal. This indicator can be measured in acres protected/subdivided, or residential units eliminated/lots created.



Are we living our values?

Ecosystem Stewardship: Partially

- We continue to excel in land conservation. In addition to building new units in the right place, we are conserving more habitat, scenery, and open space than we develop.
- Regarding other aspects of ecosystem stewardship, we have room to improve. Greenhouse gas emissions **continue to rise in total and per capita**, despite aspirations to the contrary. But adopting a plan for improvement and supporting its implementation bodes well for future success as we have seen with our growth management and housing action efforts.
- In addition, Teton County recently approved (February 2025) a major update to the Natural Resources Overlay (NRO) which requires analysis of physical development and uses with respect to natural resources and waterbodies – this is a policy (1.1.b) that is now considered accomplished from the 2012 Comprehensive Plan.



Common Value 2: Growth Management

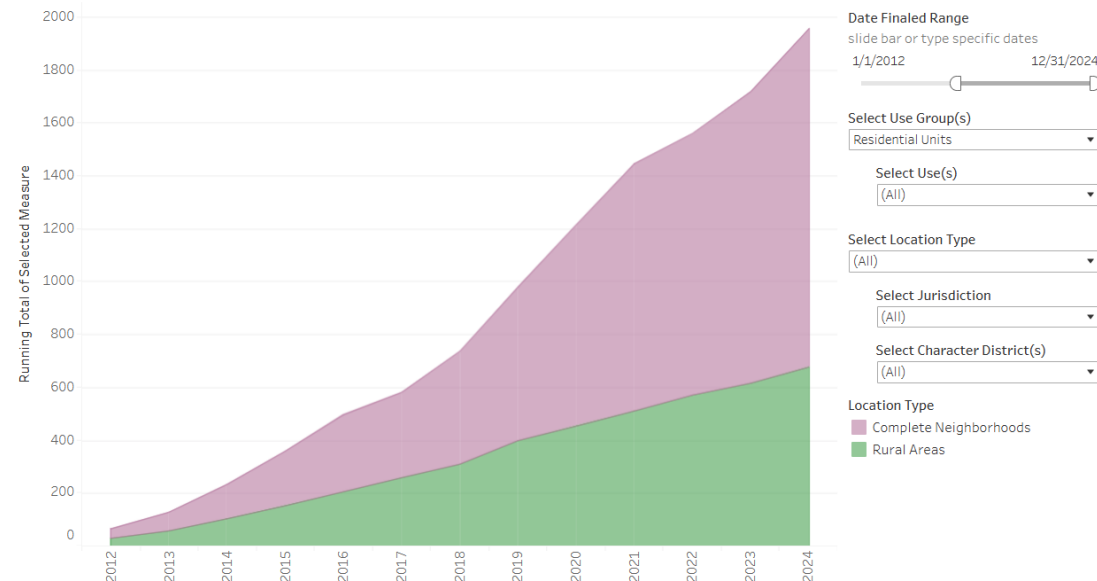


Growth Management
Amount | Rate | Location | Type

Responsible growth management means proactively planning for the community we want – with rural open spaces and high-quality Complete Neighborhoods that enhance walkability and vitality. We monitor the amount, location, and type of growth to ensure we are getting, and will continue to get, what we have planned for. We are achieving our goals for location and type of growth without having to increase the overall amount of growth allowed.

Location of Growth

Our goal is to direct at least 60% of future growth into Complete Neighborhoods to preserve habitat, scenery, and open space and provide workforce housing opportunities. We use residential units to measure the location of development, however other use and location filters are available to explore. Note: If the chart disappears, reset your filters to (All).



Updated: Annually | Source: JTC Planning Dept.



We met our goal of building 60% of new residential units in complete neighborhoods in 2019; and as of 2024, 65% of residential units have been built in the areas identified for growth. Our vision is to shift the location and type of growth without increasing overall growth. To do this, units removed from rural areas were used to fill a workforce housing incentive pool. Tools were created within the Land Development Regulations in both the Town and County to facilitate this shift in growth location which are above and beyond the regular

zoning requirements. Some of these tools dr... pool in Town such as the two for one bonus which will expire when the pool is empty (per Town LDR requirements). Many of the deed restricted projects in Town are currently utilizing this tool. Approximately 291 restricted units in Town have used the two for one tool, 106 of which have been constructed, 85 are in construction and another 100 are in the pipeline.

What did we see in the 2024 data?

- The overall housing pipeline is slightly lower than last year and the year before (by about 50 units per year) About 69% of the pipeline units are deed restricted.
- With the pipeline slowing – this is something to watch as the overall national economy shifts in the coming year and there may be a slowing in construction due to increased materials costs. Changes in cost of materials, lack of materials, lack of construction workforce, and interest rates have very major impacts on the amount of construction each year.

What are we watching?

- 65% of units built since Comp Plan adoption have been in Complete Neighborhoods (55% 2002-2012).
 - 47% of units have been built in Town.
- The annual number of units built in rural areas of habitat, scenery, and open space (72 to 54); coupled with an increase in annual Complete Neighborhood units (91 to 98) continues to follow the location of growth policy in the Comprehensive Plan.
- 59% of development potential is in Complete Neighborhoods.



- The workforce housing bonus pool has 594 units remaining (the Northern South Park project was removed in the 2024 Indicator Report).
 - Current pipeline projects could draw an additional approximately 116 units from the pool if they move forward for approvals.
- Since 2012, allowed nonresidential, nonlodging floor area has increased by 133,340 sf, exceeding our goal not to increase potential by less than 1%.
- Allowed lodging has remained steady at 228 units, meeting our goal of no increase.
- The percentage of jobs, homes, and educational floor area in Town has been flat for several years.

Are we living our values?

Growth Management: Yes

Since the 2012 Comprehensive Plan and adoption of new zoning in both the Town and County we have fulfilled our growth management policies. Since 2012, over 65% of development has been in Complete Neighborhoods – already developed areas with existing infrastructure. This protects habitat, scenery, and natural resources while providing needed housing for our community. Looking forward, 65% of new units with a building permit and 59% of unbuilt potential are in Complete Neighborhoods as well. It took 7 years for policy change to affect physical change, but the location of development has successfully shifted.

In addition to building in the right place, 43% of housing units built since 2012 have been permanently protected for the workforce. This has allowed us to maintain a steady 60% local workforce since 2012 despite job and housing cost growth, but not to climb back to the goal of 65% (2006 level). Since 2016, the Jackson and Teton County Affordable Housing Department has nearly tripled the production of permanently protected units compared to the 7 years prior.

One major takeaway from this year's review of the data is that we are just about at our 7% growth management trigger and, therefore, this item has been added into the Joint Long Range Planning Work Plan for discussion.

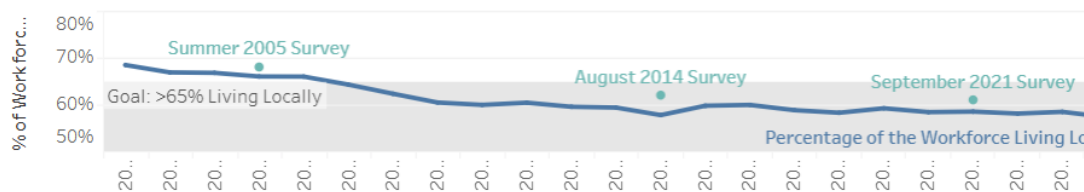
Common Value 3: Quality of Life

(Housing, Economy, Level of Service)

Our third Common Value – Quality of Life – protects our wellbeing. We identify as a diverse community with many different lifestyles and employment opportunities. We value the notion that all residents have access to a spectrum of employment opportunities, affordable housing, and safe, efficient transportation. Through great effort, we have maintained a local workforce in the face of job growth and significantly decreased affordability.

Percentage of the Workforce Living Locally

Our housing goal is to ensure a variety of workforce housing opportunities exist so that at least 65% of those employed locally also live locally. The percentage of the Teton County, WY workforce living in Teton County, WY is calculated from data on a variety of job types and worker origins.



The percentage of the workforce living locally is our indicator of quality of life because it encompasses the jobs housing balance, our ability to overcome decreasing affordability, and our ability to provide a basic need for the economic contributors of the community. We have maintained 60% of the workforce living locally since 2012 but have not recovered from the 2002-2012 decline. This maintenance at 60% is due to efforts to provide significantly more housing opportunities and likely supported by the wage growth of mostly higher paying jobs during the pandemic.

What did we see in the 2024 data?

- The percentage of units occupied by the workforce (market or restricted) stayed fairly steady with a slight dip in 2024 which will be known in more detail with future data.

- Lodging occupancy seems to have returned to 2014-2019 trends after the volatility of the pandemic. Swings in lodging occupancy seems to also follow climatic changes as well – 2024 saw a drop in occupancy in December as an example when there was less snow vs. other years.
- Recreation, accommodations, and service jobs have recovered to pre-pandemic levels.

What are we watching?

- There are fewer units occupied by nonworking households such as retirees, and more units that are second homes – held vacant on purpose. This may just be a refining of the Census Bureau dataset but it is worth watching.
- Relatedly, we have yet to see the increased housing demand from retirement projected in the 2021 housing needs assessment; it would be indicated by growth in vacant units or nonworking households and a corresponding drop in unrestricted working ownership households. It continues to be worth watching.
- Shoulder season lodging occupancy has grown by 11-17 percentage points since adoption of the Comp Plan and creation of the TTB.
- Job growth in the information, finance, insurance, and real estate sectors continues to be strong.





Common Value 3: Quality of Life (Transportation)

The community's goal is that travel by foot, bike, or transit will be more efficient than by single occupancy vehicle. Increasing transit ridership is the primary method identified in the Integrated Transportation Plan (ITP) for reducing vehicle miles traveled in the community. However, the aggressive transit goals in the ITP were severely impacted by the pandemic. As a result, traffic continues to grow at expected, or greater, rates because mode shift has not occurred.

Future reports will look at travel time by mode share as the primary indicator of implementation of our mobility vision to prioritize modes other than the single-occupancy vehicle. For now, we look at START ridership and active transportation to indicate whether we are making alternate mode choices. The ITP also identifies the traffic volumes that represent design and construction benchmarks on our major corridors. Highway 22 remains past due for improvement. Summer weekday traffic is used as the benchmark because it is the peak, but it does not always reflect winter experiences.

What did we see in the 2024 data?

- Per capita START ridership is beginning to bounce back to pre-pandemic levels.

What are we watching?

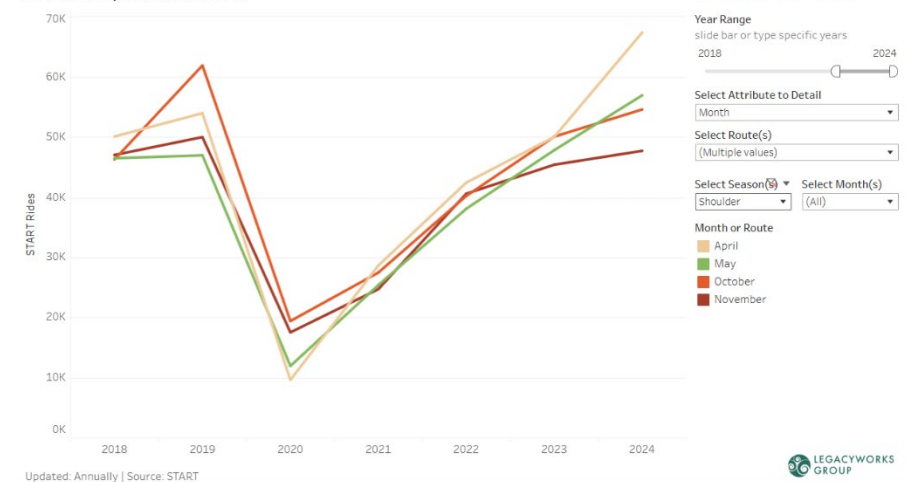
- Walking and biking are trending down from the last year and overall VMT is increasing.
- Wildlife vehicle collisions vary with snowfall but are at about the level they were at 10 years ago; implementation of the Wildlife Crossings Master Plan will hopefully lead to a decline.
- The corridor improvement (highway traffic) benchmark charts show the average summer weekday traffic along with traffic benchmarks for engineering or improvement design (orange) and construction (red). They

also show projected growth with and without implementation of ITP mode shift.

- North Highway 89 traffic continues to grow faster than expected even without mode shift
- Highway 22 traffic is growing faster than was expected even without mode shift.

START Ridership

Our Integrated Transportation Plan goal is 3.5 million annual rides in 2035. START ridership by year, month, and route indicates our progress toward that goal. The chart can be detailed by month or route and filtered by month and route. Annual totals only reflect selected filters.



Common Value 3: Quality of Life

Growth Rate Comparison



Quality of Life

Housing | Transportation | Economy

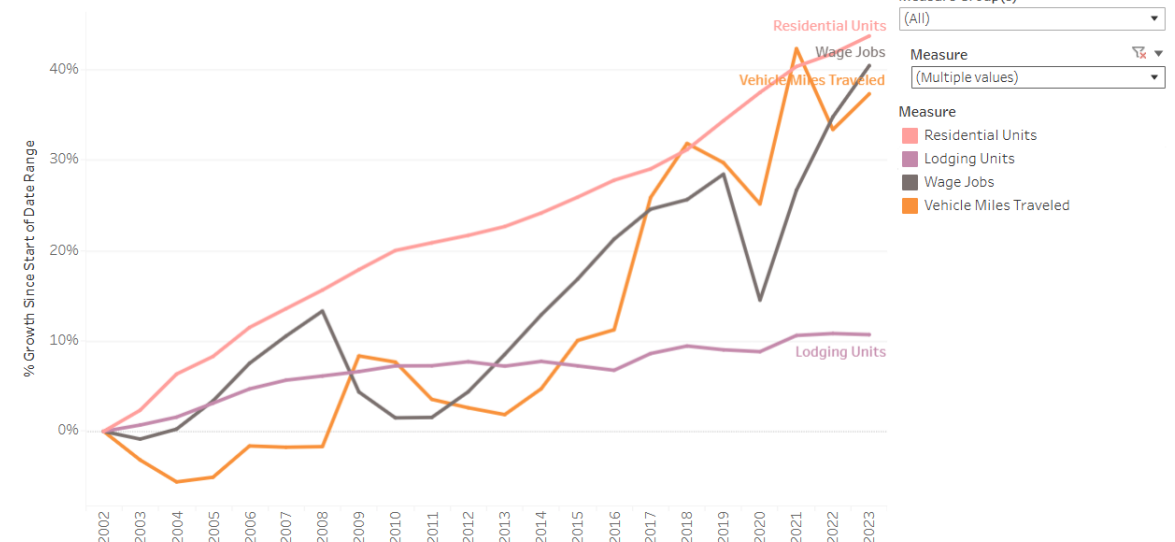
Relative growth is an indicator of how the community is changing. Comparing how aspects of the community change are correlated inspires implementation ideas and questions that help the community progress. Using a 2002 baseline for the primary chart provides visual context for the enormous wealth growth that has occurred in the past 20 years, and a reminder that the wealth growth did not start with the pandemic period, even if it accelerated during the pandemic. Since 2012 the fastest growth has been in home cost, per capita income, GDP, and rent cost. Job and traffic growth have tracked together since 2012 and significantly outpaced physical development and population growth.

What are we watching?

- The cost of rent has grown significantly year to year. Rent is the largest cost of living and rent should continue to be monitored each year moving forward.
- Job and traffic growth continue to outpace residential and nonresidential growth.
- The gap between job/traffic and population growth may be non-overnight tourist activity, which is not included in effective population.
- Employment by industry will show the growth of the real estate, construction, and property management sectors – these are generally serving 2nd homeowners and/or new residents moving into the area who are not living here year-round and employed by local jobs.
- Click on the “Compare Growth Rates” under the “Quality of Life” tab in the dashboard for more information here: <https://jacksontetonplan.com/376/Community-Monitoring>

Growth Rate Comparison

Balance is a goal of the community throughout the Comprehensive Plan. Looking at growth rates across the various aspects of the community is a way to see which parts of community character are changing fast or slower than others. Use the filters to explore time periods and compare various measures. If a measure disappears, there is no data at the beginning of the date range, if it drops to -100% there is no data for the end of the date range; you can fix the chart by adjusting the date range.



Updated: Annually | Source: ACS, JTC Planning Dept., BEA, QCEW, TC Assessor, JTC Housing Dept. WYDOT

LEGACYWORKS GROUP

Are we living our values?

Quality of Life: Partially

- Efforts to provide housing opportunities have successfully maintained a local workforce, slowing the pre-2012 local workforce decline. The Housing Needs Assessment calls for continued production of permanently protected units if we are to meet the demand from job growth and pending retirement. Please see the [Housing Supply Plan \(HSP\)](#) for more detail.
- While we are rising to the challenge of housing production, wealth growth in the community continues to drive up the price of housing and housing stress remains pervasive in studies of community health. Jobs and wages continue to grow, but not enough to make housing (or childcare, see [HSP](#)) affordable to local workers without additional support.
- We continue to work on transportation mode prioritization or mode shift goals identified in the Integrated Transportation Plan. Dedication of resources through the [Regional Transportation Work Plan](#) is a step toward future success. Other service level goals have not been identified for monitoring but due the recently hired Transportation Manager and Travel Demand Management Coordinator we anticipate several changes in the coming years to more accurately track, monitor and improve transportation systems in the Town and County.





JOINT MEETING AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: Pathways

PRESENTER: Brian Schilling

MEETING DATE: April 7, 2024

SUBJECT: Safe Streets for All – Implementation Grant Candidate Project Review

STATEMENT/PURPOSE

Staff will seek feedback from the Boards specifically on candidate projects for submitting a Safe Streets for All Implementation Grant application in June 2025.

BACKGROUND/ALTERNATIVES

In January 2023, Teton County (with the Town of Jackson as a supporting partner) was awarded \$600,000 from the Federal Highway Administration (FHWA) through the Safe Streets and Roads for All (SS4A) program to prepare a Comprehensive Safety Action Plan (SAP). The SAP will identify a comprehensive set of projects and strategies to improve the safety of the community's transportation network, serve as an update to the 2007 Pathways Master Plan, and enable the Town and County to be eligible to apply for Implementation (Capital) grant funds through the SS4A program. In addition to the SAP, the scope of work includes preparation of an updated Community Streets Plan (Town Mobility Overlay) and a Transportation Engineering Design Standards (TEDS) Manual.

See the May 06, 2024 and the December 10, 2024 Monthly Joint Meeting staff reports for more information on the project background and project team members.

Over the past 15 months, the project team has developed the SAP (and other project deliverables) with the goal of having an adopted plan in place in June 2025 so that the Town and County are eligible to submit an Implementation Grant application for the FY25 round of SS4A funding.

Draft Safety Action Plan Review and Adoption

The purpose of the SAP is to identify projects and policies to reduce fatalities and serious injuries and improve the safety of the transportation system for all users. Over the next two months, the Boards and the public will be asked to review the draft SAP and provide input on project and policy recommendations. The projects and policies that will be included in the SAP are based on a combination of factors such as ranking on the High Injury Network, ranking on the Crash Profile Analysis, input from the public and the Project Steering Committee, importance as a strategic flow corridor, and technical analysis by the project team (staff and consultants). The attached document *01 - Corridor and Intersection Safety Analyses* provides a synopsis of many of the project recommendations that will be featured in the SAP.

The federal SS4A program offers the opportunity to apply for Implementation funding for projects identified in an approved Safety Action Plan. The next round of SS4A funding (FY25) is expected to be announced by the end of March with applications due 90 days later (by the end of June 2025). Local agencies must have their SAP adopted at least two weeks prior to the application deadline, so staff will present the SAP for approval at the Monthly Joint Meeting in early June 2025.

SS4A Grant Types

In advance of the expected June application deadline, staff recommends that the Town and County identify projects for one of the three SS4A grant categories: Supplemental Planning, Demonstration, or Implementation.

- Supplemental Planning projects are projects that inform the development of a new or existing Action Plan and include Action Plan updates, road safety audits, follow-up data collection and analysis, progress reporting, and roadway safety planning.
- Demonstration activities are temporary safety improvements that inform Action Plans by testing proposed project and strategy approaches to determine future benefits and future scope. They can include feasibility studies (low-cost, quick-build projects like planters, bollards, striping, removable traffic calming improvements, etc.), MUTCD engineering studies, behavioral or operational pilot programs, and new technology pilot programs.
- Implementation grants provide funds to implement projects and strategies identified in an approved SAP, including low-cost safety treatments, network risk reduction, Complete Streets, pedestrian safety enhancements, bike network development, speed management, Safe Routes to School and Transit, safety technologies and strategies, education initiatives, and intersection improvements. (See the guidance at <https://www.transportation.gov/grants/ss4a/implementation-grants> for a full description).

Implementation grants require an approved SAP, whereas Supplemental Planning and Demonstration grants do not. Implementation grants can also include Supplemental Planning or Demonstration activities, so it is possible to apply for activities in more than one category of funding when submitting an Implementation grant application.

Candidate Project Selection Factors

There are numerous internal (local) and external (federal program) guidelines and factors that inform selecting a strong candidate for SS4A Implementation funding. Guidance from the SS4A website (as of 3/20/25 – note that SS4A program guidance is subject to change):

Implementation Grant activities must include implementing roadway safety strategies and projects identified in an eligible, complete Action Plan. Projects and strategies must be infrastructural, behavioral, and/or operational activities identified in an Action Plan and must be directly related to addressing the safety problem(s) identified in the Action Plan. Implementation Grants may also include funding requests for supplemental planning and demonstration activities that inform an Action Plan.

Key external factors include:

- Alignment with SS4A Program Criteria
 - This is a moving target. Like many federal funding programs, the SS4A program criteria are being revamped to reflect the current administration's priorities. The revised criteria will not be known for certain until the Notice of Funding Opportunity (NOFO) is released in late March (after this staff report was prepared). However, based on recent notices from USDOT, we can predict that certain criteria that have been prioritized or required in past rounds of funding will not be prioritized or will even be viewed negatively in the upcoming round.
 - Criteria from the FY24 NOFO are listed in the attachment *03 - Candidate Project Selection Comparisons* and can be found here: <https://www.transportation.gov/sites/dot.gov/files/2024-04/SS4A-NOFO-FY24-Amendment1.pdf>
 - Does the project align with executive orders and new USDOT program goals? Does it include keywords or elements that have been flagged for review, such as "equity analysis, green infrastructure, bicycle infrastructure [and] EV and/or EV-charging infrastructure."?
- High Injury Network and Crash Profile Analysis
 - Candidate projects that have scored well on prior rounds of SS4A funding are typically derived directly from recommendations in the SAP safety analyses.
 - Where does the proposed project rank in the High Injury Network and Crash Profile analyses? Is there a history of killed/seriously injured (KSI) crashes in the corridor or intersection?

The project team has also identified several factors to inform project selection, including:

- Prior Local Planning
 - Staff's preference is to not propose entirely new projects but to elevate projects that have been previously discussed by the Town/County or have some level of local momentum behind them.
 - Does the project align with current Town or County priorities? Does it appear in the CIP? Have staff or the elected boards previously discussed the projects or initiated planning?
- State vs. Local network
 - Many of the corridors and intersections identified in the HIN analysis are located on the state (WYDOT) system. For Implementation grants, applicants must have ownership over the roadway network or an agreement with the agency that does have ownership. Because of this, projects on the local (Town or County) systems that do not impact traffic operations on the WYDOT system are strongly preferred. Some of the projects/recommendations involving the state system are likely doable but would be significantly more complicated than projects on the local system.
 - Is the project on the state (WYDOT) system or one of the local (Town/County) systems, or is it a mix? If state-system facilities are involved, will the proposed changes affect traffic operations within the roadway or will they be located outside the existing roadway?
- Existing Programs
 - Projects that expand on existing programs have typically done well in SS4A grant applications. Existing local examples include the bike safety education program and quick build/demonstration projects such as the buffered bike lane projects on Snow King and Willow, street reconfiguration on Center, bike corrals, and temporary curb extensions.

Implementation Grant Project Recommendations

Considering these various factors, the project team has developed a relatively short list of candidate projects derived from the safety countermeasures identified in *01 - Corridor and Intersection Safety Analyses*. The candidate projects are listed in the attached documents *02 - Project Selection Options Memo* and *03 - Candidate Project Selection Comparisons*.

For the grant application, the project team recommends combining two Planning and Demonstration activities with at least one Implementation project as follows:

Planning and Demonstration activities: A2 – Education Program and A5 – Before and After Data Collection (also A3 – Downtown Demonstration Projects could be considered)

Implementation Projects: Any one of B1 – South Park Loop Road (between US89 and Middle School Road), B2 – W. Snow King Avenue, or B5 – Systemic Intersection Improvements (or even a combination of multiple projects)

The project team feels that A2 – Education and A5 – Data Collection will be strong candidates that can accompany any Implementation project application because they are likely to score well under the SS4A program criteria (both the old and new criteria) and they align well with the internal factors. Project A3 – Downtown Demonstration Projects is another very strong candidate per the SS4A criteria. However, the exact activities that would be included are less well defined and the project has not received much prior discussion at the staff or elected board level.

On the Implementation side, the challenge is that there are not many projects identified in the HIN where there is good alignment between the external factors (SS4A criteria) and the internal (local) factors. “Ready” projects—i.e. projects that have been discussed previously and have local momentum (B1 – South Park Loop Road and B2 – W Snow King)—are generally not as likely to score well in the key category of HIN Safety Impact. For example, project B1 – South Park Loop Road is #5 on the local HIN and is far down the list in

terms of KSI crashes. On the flip side, the projects that do well in the key SS4A criteria are generally in very early conceptual planning stages or have not even been discussed prior to the development of the HIN. For example, the corridor that scores highest in Safety benefit and is the leading corridor per the HIN is B4 – West Pearl Ave., but this project has not been on the radar for engineering or planning staff and would represent an entirely “new” project.

Staff will be ready to provide additional guidance and potentially revised recommendations at the public meeting on April 7th based on the new program criteria expected in late March.

COMPREHENSIVE PLAN ALIGNMENT

Many of the goals, strategies, and policies from the Jackson/Teton County Comprehensive Plan transportation section (Chapter 7) are reflected in the Safe Streets and Roads for All program. The SS4A program is almost tailor-made to support the Town and County’s transportation goals.

The following Comprehensive Plan principles and strategies are all specifically discussed in the SS4A program documentation or are identified as required components of a Safety Action Plan:

- Principle 7.1 - Meet future transportation demand with walk, bike, carpool, transit, and micromobility infrastructure.
- Policy 7.1.b: Create a transportation network based on “complete streets” and “context sensitive” solutions.
- Principle 7.3 - Coordinate transportation planning regionally.
- Strategy 7.1.S.2: Consider adopting “complete streets” and/or “context-sensitive” policies and updated road design standards for all roadways. (Safety Action Plan required component).
- Strategy 7.1.S.4 Develop a local Transportation Improvement Program (TIP) for highways, streets (including pedestrian facilities), transit, and pathways. (Safety Action Plan required component).
- Strategy 7.2.S.1: Continue to fund the local match for federal transportation grants and the administration of alternative mode travel programs through the General Fund so additional money can be dedicated to infrastructure.
- Strategy 7.2.S.5: Consider specific provisions for current planning review to require walk, bike, carpool, and transit components in new development. (Safety Action Plan required component).
- Policy 10.1.c: Plan based on community engagement. (Safety Action Plan required component).

STAKEHOLDER ANALYSIS

Robust stakeholder engagement is a key element of the SS4A program and a required component for Safety Action Plans. The project team is conducting ongoing and extensive stakeholder outreach to try to involve as much of the local community as possible. The Project Steering Committee has provided overall project guidance and input on safety analysis and project selection.

The draft Plan will be available for public review in the next few weeks and comments will be accepted on the Engage Teton County platform. The project team will be hosting public workshops to present the draft Plan and will meet with the Project Steering Committee to review the draft Plan and solicit additional comments.

FISCAL IMPACT

There are no new direct costs associated with the Safety Action Plan review or adoption beyond those already budgeted and contracted. Adoption of the Plan does not obligate the Town or the County to implement any of the projects identified in the Plan. However, upon adoption of a qualifying Action Plan, the County and Town would be eligible to apply for Implementation funding through the Safe Streets for All program, which would require matching funds from the Town/County. Implementation grant applications will require separate approval by the Town and/or County prior to submittal.

Preparation of the Implementation grant will likely require professional services from Sustainable Strategies and Alta Planning and Design.

There is not expected to be any direct fiscal cost to the Town of Jackson or Teton County to prepare the SAP. The costs to prepare the SAP and associated materials are covered entirely by the \$480,000 in federal funding

from the SS4A grant and a donation from the Garaman Family Foundation to cover the 20% local match of \$120,000.

STAFF IMPACT

Staff impact may vary greatly based on the direction received on the draft Safety Action Plan. Staff expects that revisions to the Plan will be needed and estimates that the staff time required will range from 30-80 hours for the Pathways Coordinator and 5-15 hours each for other project team staff.

Prior Impacts

Impacts through November 2024 are detailed in the May 6 and December 5 (2024) MJM Staff Reports. Estimates for staff impacts from November 2024 through March 2025 (with cumulative impacts listed in parentheses): Pathways Coordinator, 97 hours (325 hours cumulative); Regional Transportation Planning Administrator, 44 hours (163 hours); Town Public Works Director, 19 hours (51 hrs.); Town Community Engagement Specialist, 3 hours (19 hrs.); Town Public Works staff, 14 hours (32 hrs.); County Public Information Specialist, 5 hours (13 hrs.). Staff can provide a detailed breakdown of hourly impacts if needed.

Final development of the Safety Action Plan and the associated SS4A documents will continue to be one of the primary areas of focus for the Pathways Coordinator and the Transportation Division Manager over the next 6-8 months. The project is expected to require a significant amount of staff time and will also impact staff from other Town and County departments.

LEGAL REVIEW

Gingery and Colasuonno

ATTACHMENTS

1. Corridor and Intersection Safety Analyses
2. Project Selection Options Memo
3. Candidate Project Selection Comparisons

RECOMMENDATION

Staff is requesting feedback from the Boards on the following:

- Discussion on the projects identified in the *01 - Corridor and Intersection Safety Analyses*
- Direction on the recommended projects for Implementation funding

Staff's recommendation for a grant application is to combine two Planning and Demonstration activities with at least one Implementation project as follows:

Planning and Demonstration activities: A2 – Education Program and A5 – Before and After Data Collection (also A3 – Downtown Demonstration Projects could be considered)

Implementation Project: Any one of B1 – South Park Loop Road (between US89 and Middle School Road), B2 – W. Snow King Avenue, or B5 – Systemic Intersection Improvements (or even a combination of multiple projects)

Staff recommends that the Boards direct staff to prepare an application for an SS4A Implementation grant including the recommended projects.

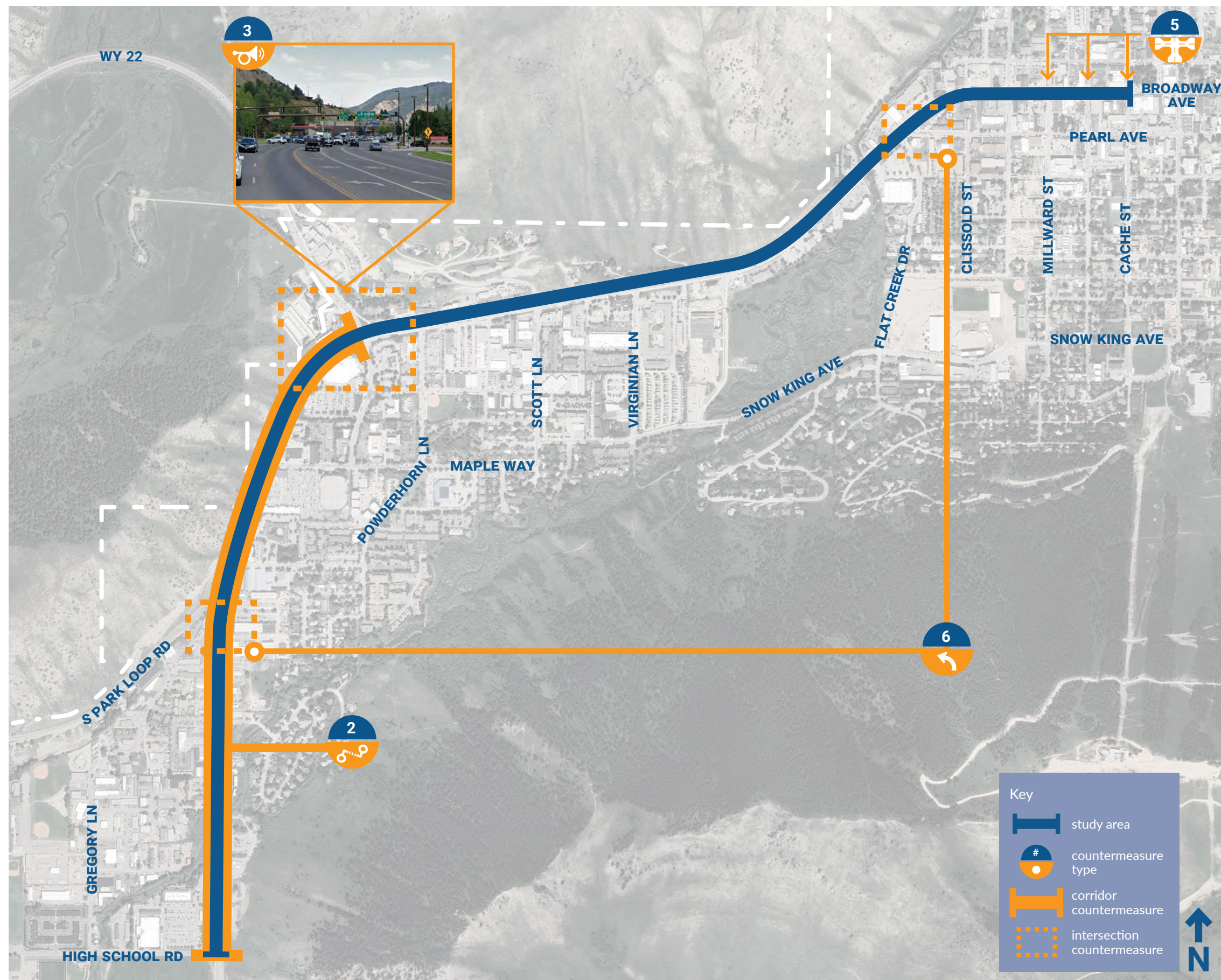
SUGGESTED MOTION

I move to direct staff to proceed with preparing a grant application for Implementation funding including the following projects: [list projects]

Jackson/Teton County Safe Streets for All Comprehensive Safety Action Plan Corridor and Intersection Safety Analyses

March 2025

Corridors



Broadway Avenue / Highway 89 Corridor Length- 2.6 mile | HIN

Crash Profile

- » Rear End
- » Angle
- » Midblock Single Vehicle
- » Pedestrian / Bicycle

Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

- 1**

Faded striping & narrow edge lines make the lanes difficult to see

Stripe wider edge lines & refresh striping on a regular basis
- 2**

Gaps in sidewalks & bicycle lanes pose challenges for users

Fill in sidewalk & bicycle lane gaps to improve pedestrian safety & comfort.

Extend the existing cycle track south of WY 22 to High School Road to expand the cycle track of pathway.
- 3**

Roadway curves can create blind spots near intersections

Install advanced warning signs to warn drivers about approaching intersections
- 4**

Wide roadway with few pedestrian and bike crossings can increase conflicts

Install RRFBs to offer safe crossing opportunities.

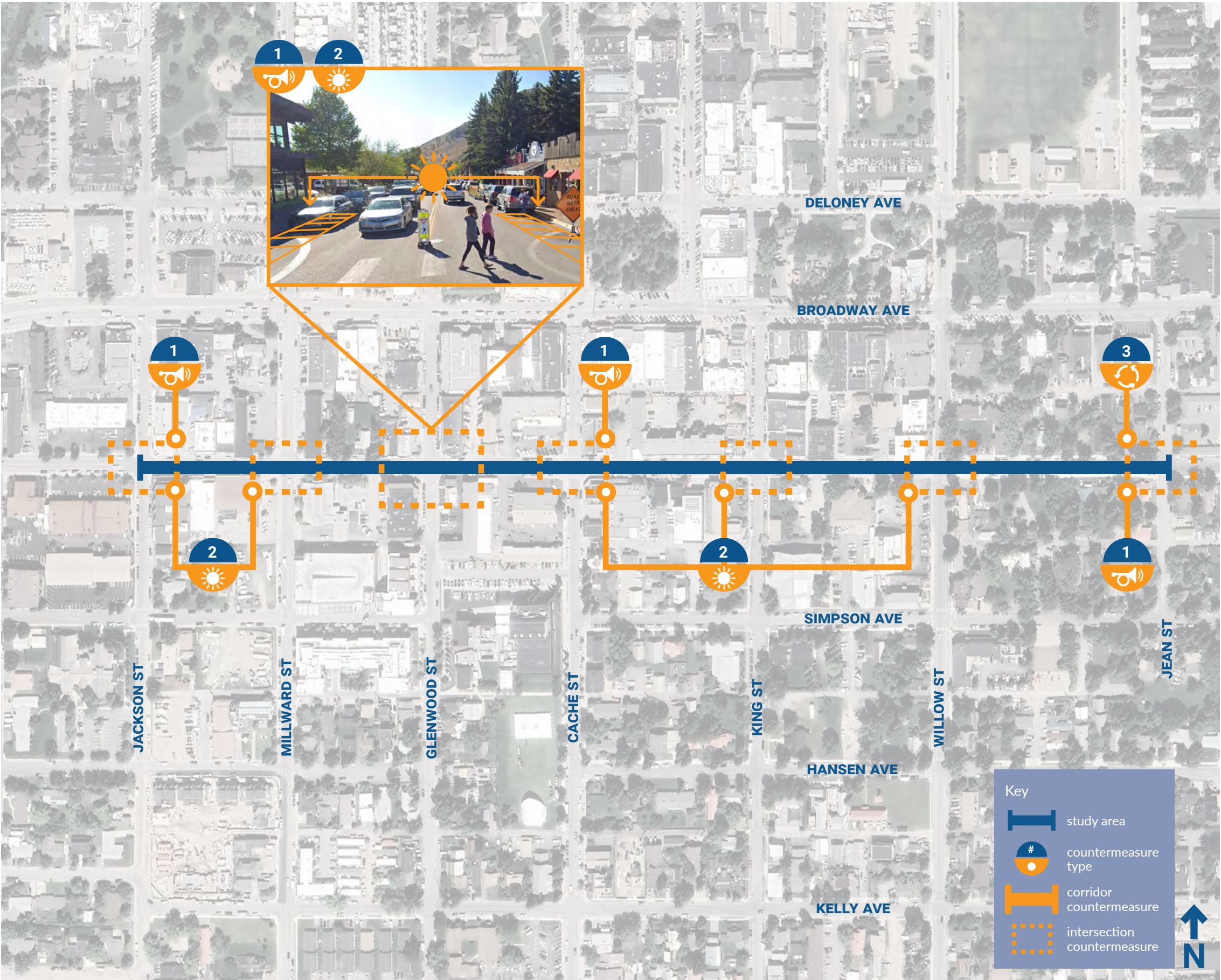
Install continuous and raised side street crossings for bikeway and sidewalk on all uncontrolled side streets and driveways.
- 5**

Wide intersections with on-street parking pose challenges for crossing pedestrians

Add curb extensions to increase pedestrian visibility and shorten crossing distances
- 6**

History of angle crashes along this corridor, paired with permissive left turn signals

Add a protected-only left turn signal or flashing yellow arrow with permissive phase to reduce turning conflicts



Pearl Ave from Jackson to Jean Street Corridor Length- 0.5 mile | HIN

Crash Profile

- » Angle
- » Bicycle
- » Pedestrian

Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

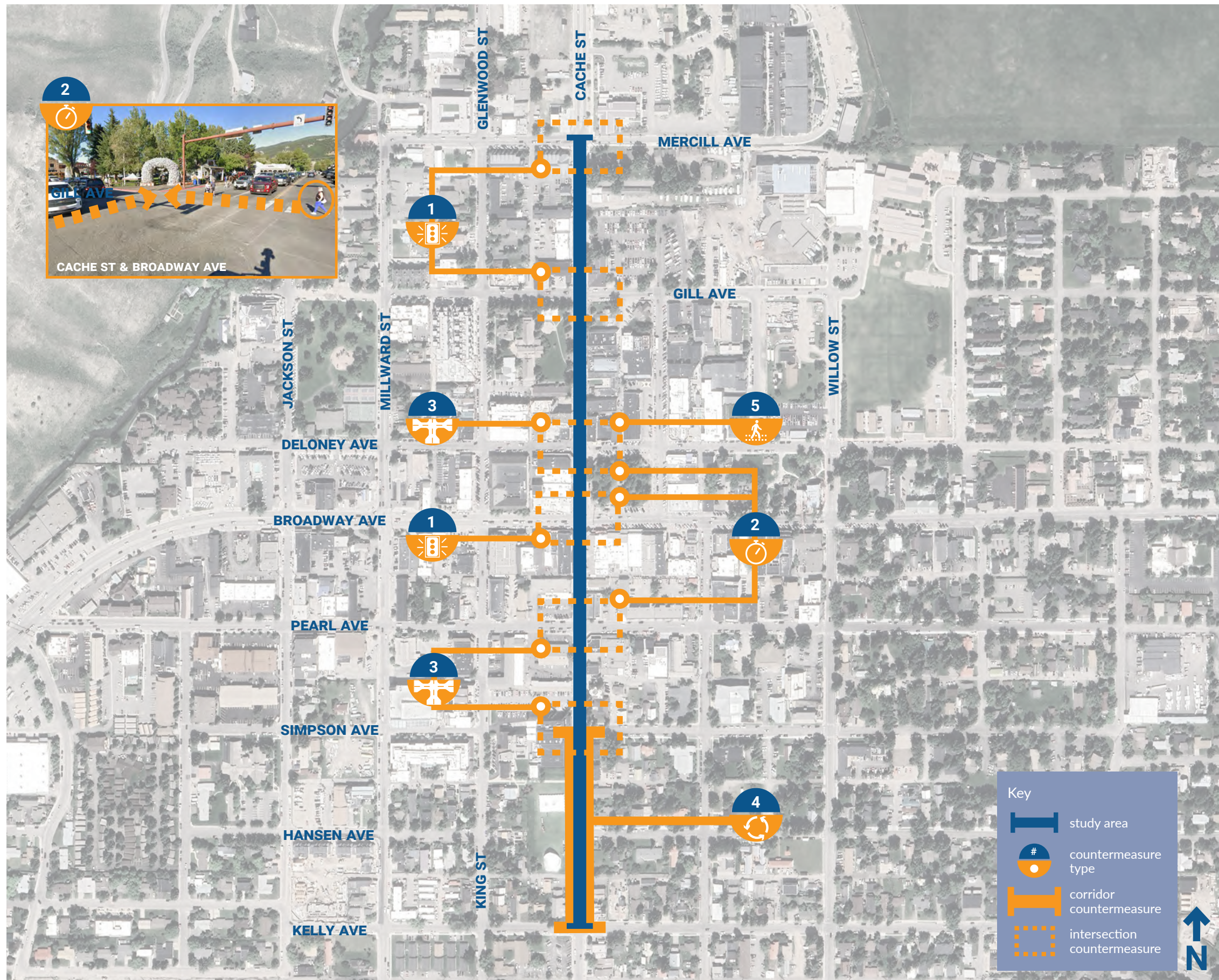
Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

- 1** No signals & alternating stop control increase risk for angle crashes
Convert two-way stops to all-way-stops or add new crosswalk / intersection warnings to slow turning vehicles
- 2** Faded crosswalks and on-street parking reduce visibility of pedestrians crossing the intersection
Daylight intersections for better pedestrian visibility by removing parking and adding curb extensions and lighting.
- 3** Corridor transitions from downtown core to slower, more residential area
Add traffic circles & curb extensions on residential streets to calm traffic & reinforce the residential context

Curb Extension

A curb extension extends the curb into the street to narrow the roadway, shorten crossing distance, increase pedestrian visibility and slow vehicular traffic.



Cache Street from Kelly to Mercill Ave Corridor Length- 0.5 mile | HIN

Crash Profile



- » Rear End
- » Bicycle
- » Pedestrian

Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users



History of rear end collisions highlights a need for more awareness of approaching intersections



Popular pedestrian area with vehicular turning movements have greater conflict potential



On-street parking reduces the visibility of pedestrians crossing the intersection



A mix of commercial and residential creates risk of vehicular / pedestrian conflict



Add traffic circles, curb extensions & speed humps on residential streets to calm traffic & reinforce the residential context

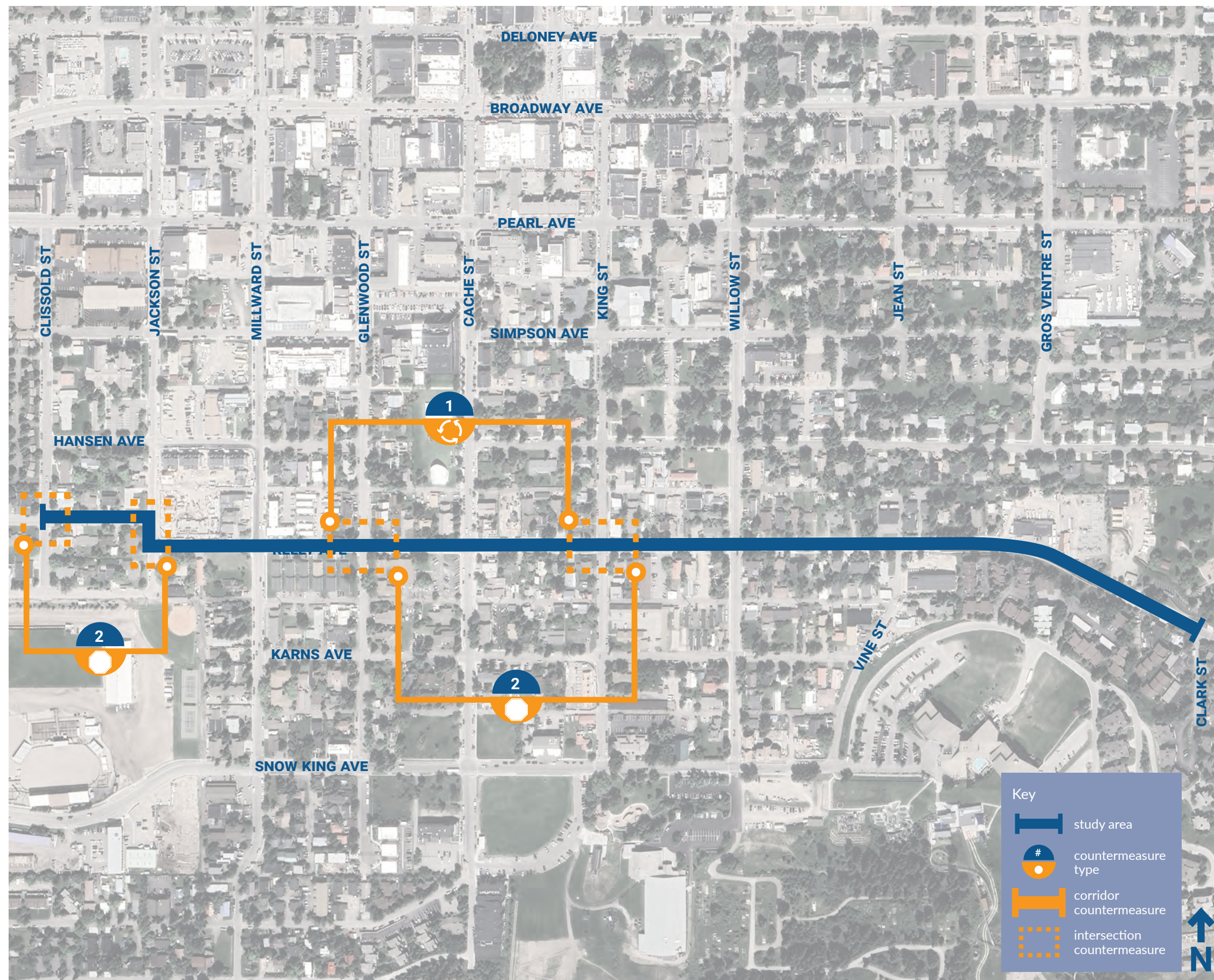
High volume pedestrian crossing may increase risk of conflict

Provide a raised pedestrian crossing on non-highway legs with pavement markings to improve visibility and yielding behavior

1 Retroreflective Back Plate

A retroreflective backplate is a 1 to 3 inch reflective yellow frame that improves visibility of the signal head, especially with lower light levels





Kelly Ave from Clissold to Clark Street Corridor Length- 0.78 mile | HIN

Crash Profile

- » Angle
- » Pedestrian
- » Rear End
- » Bicycle

Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

1

A mix of residential & light industrial creates potential for vehicular / pedestrian conflict

Add traffic circles & curb extensions in residential areas to calm traffic

2

Wide neighborhood roadway with on-street parking reduces intersection visibility

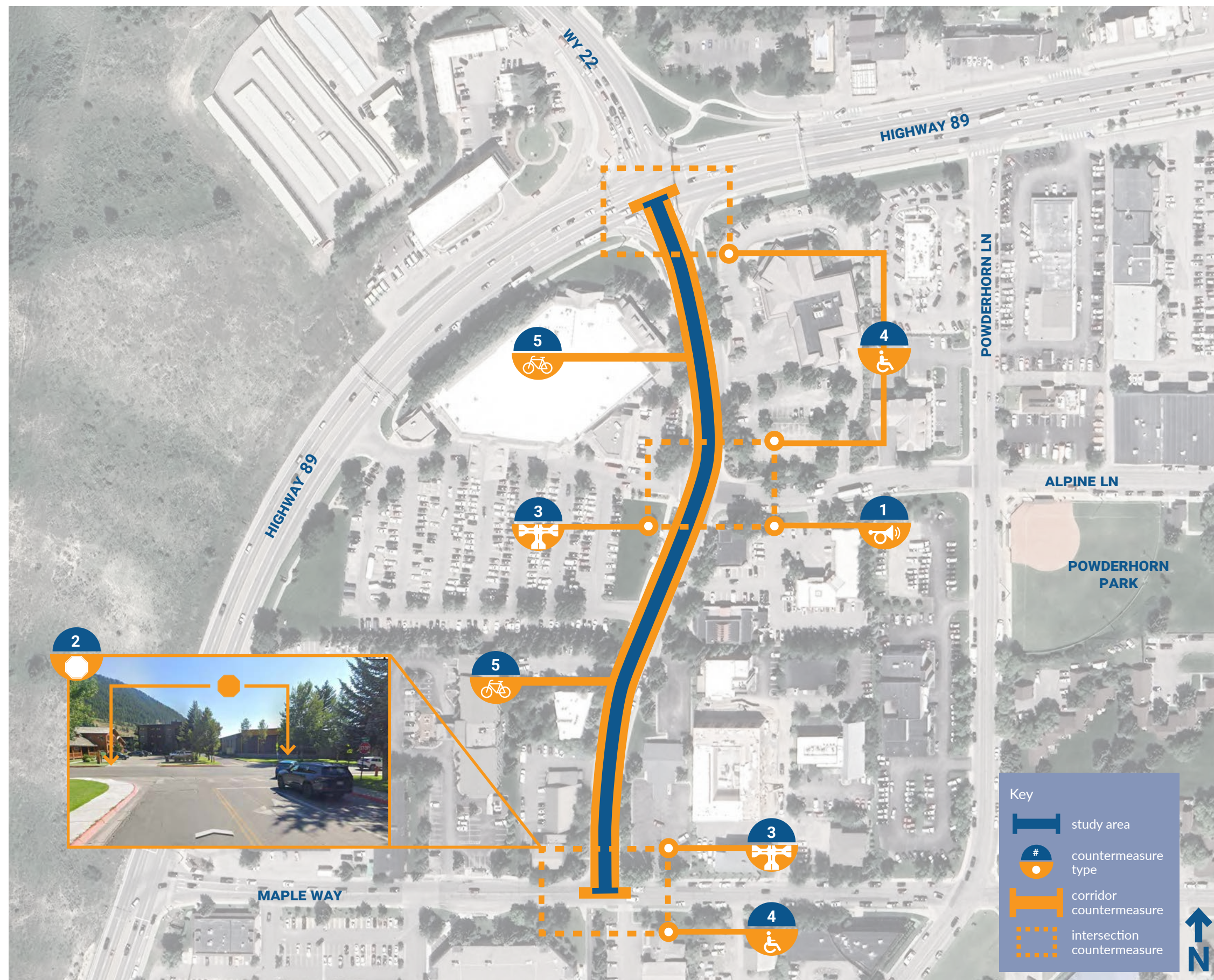
Convert two-way stops to all-way stops to slow turning vehicles and reduce angle crashes

Traffic Circle

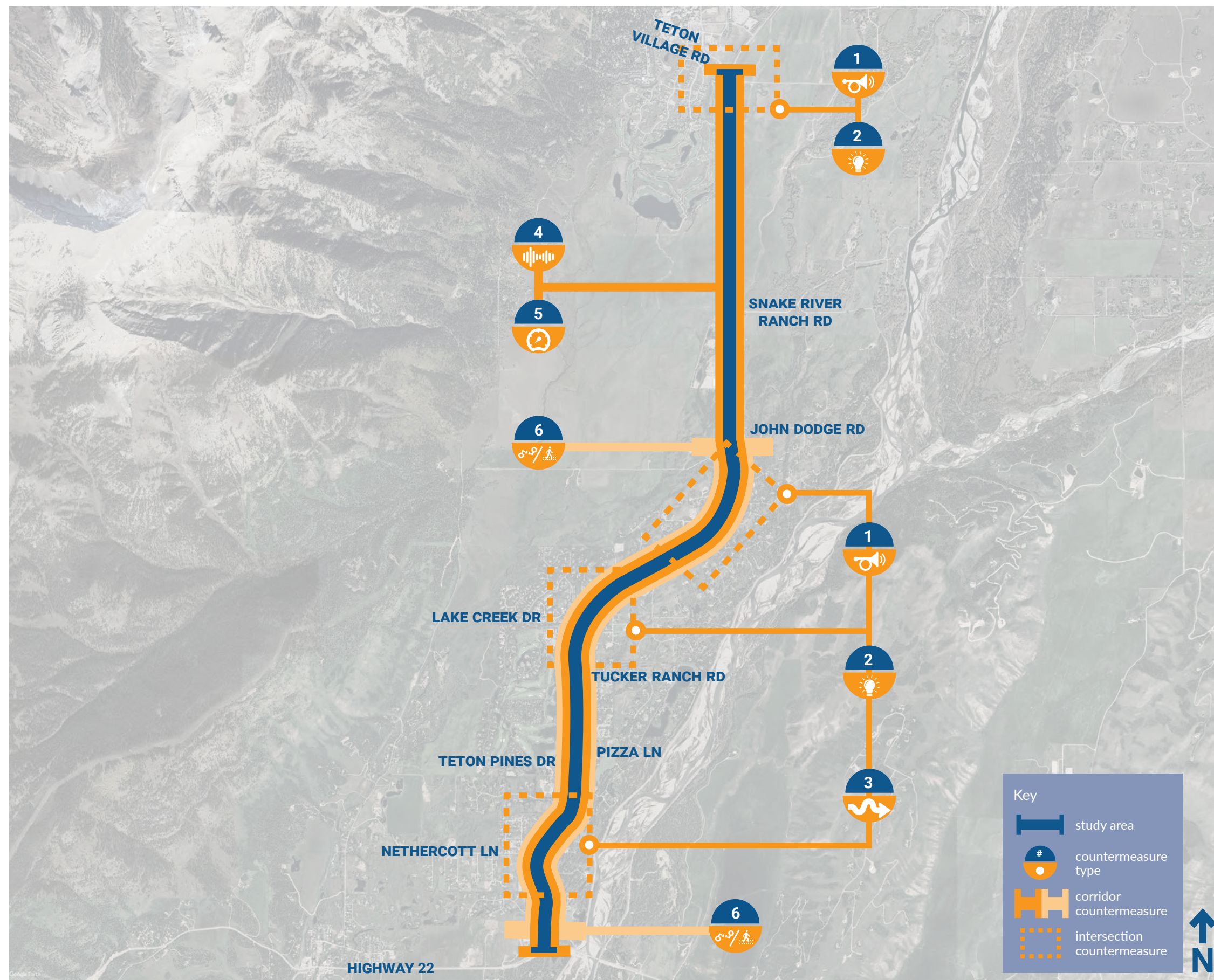
A traffic circle is a circular structure placed at the center of an intersection to lower speeds and calm traffic.

Curb Extension

A curb extension extends the curb into the street to narrow the roadway, shorten crossing distance, increase pedestrian visibility and slow vehicular traffic.



Buffalo Way from Highway 89 to Maple Way Corridor Length- 0.2 mile | HIN



Moose Wilson Rd from Hwy 22 to Teton Village Rd Corridor Length- 6.3 mile | HIN

Crash Profile

- » Rear End
- » Angle
- » High EMS Response Time

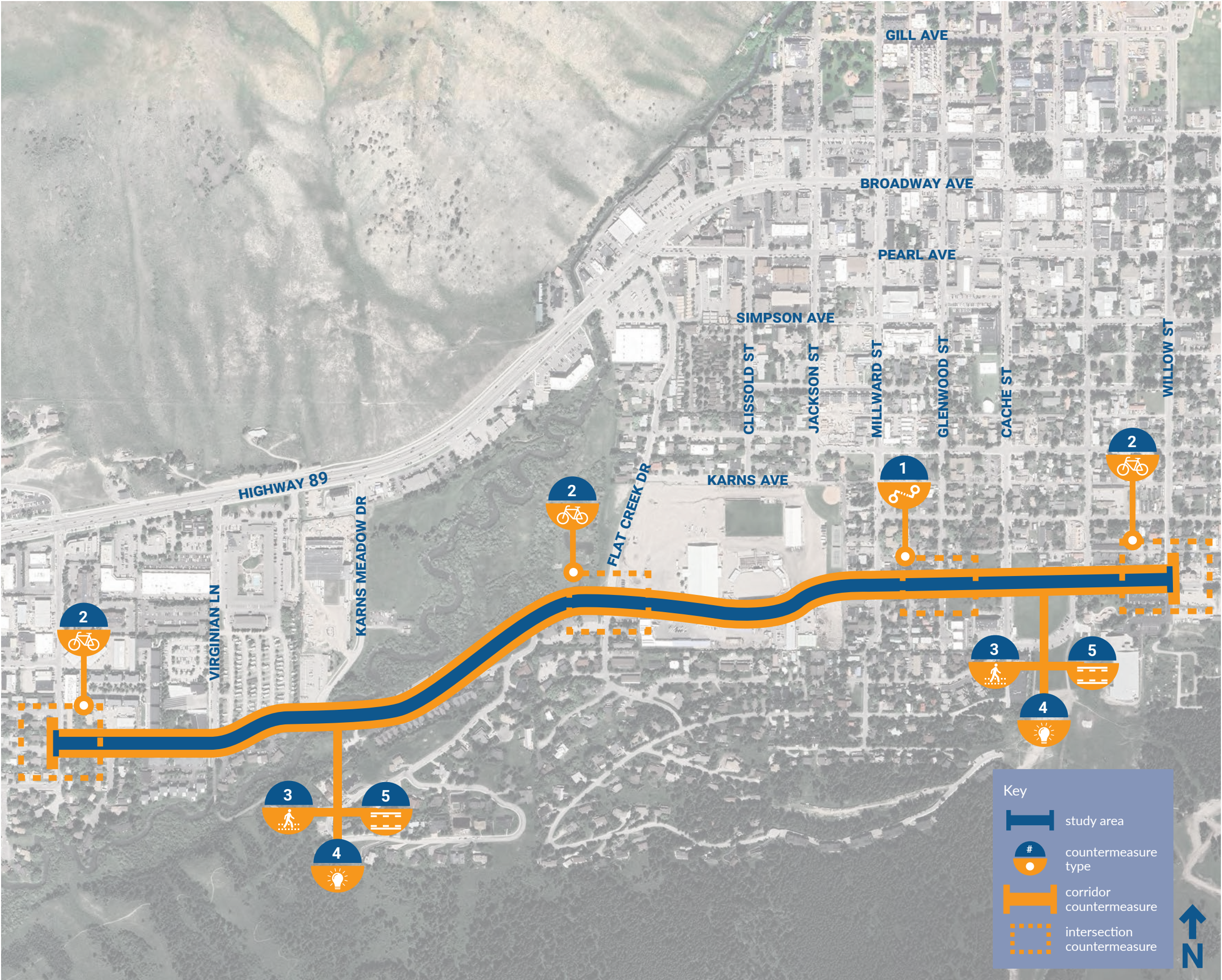
Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

- 1** Uncontrolled and minimally signed minor road intersections increase risk for angle crashes
Install advanced warning signs at intersections to increase visibility and awareness
- 2** Uncontrolled road intersections with poor lighting increase risk for angle crashes
Evaluate and implement lighting at key roadway ingress/egress, with consideration for Dark Sky compatibility
- 3** Horizontal roadway curves without a median or lane barrier increase potential for roadway departures and collisions
Add fluorescent curve warning signs to increase awareness and reduce single roadway vehicle departures
- 4** Lack of rumble strips increase potential for roadway departures and collisions
Install rumble strips at centerline and edge line to reduce single vehicle roadway departures and head on collisions
- 5** Poor weather conditions create challenging roadway conditions
Implement variable speed limit during poor weather conditions to reduce potential for collisions
- 6** Lack of pedestrian & bicycle facilities on both sides of the road poses challenges & increases potential for crossing conflicts
Extend the pathway trail system on the east side of the corridor to fill in gaps. Provide crossing facility at each end to connect to the west side.



Snow King Ave from Scott Ln to Willow St Corridor Length- 1.2 mile | HIN

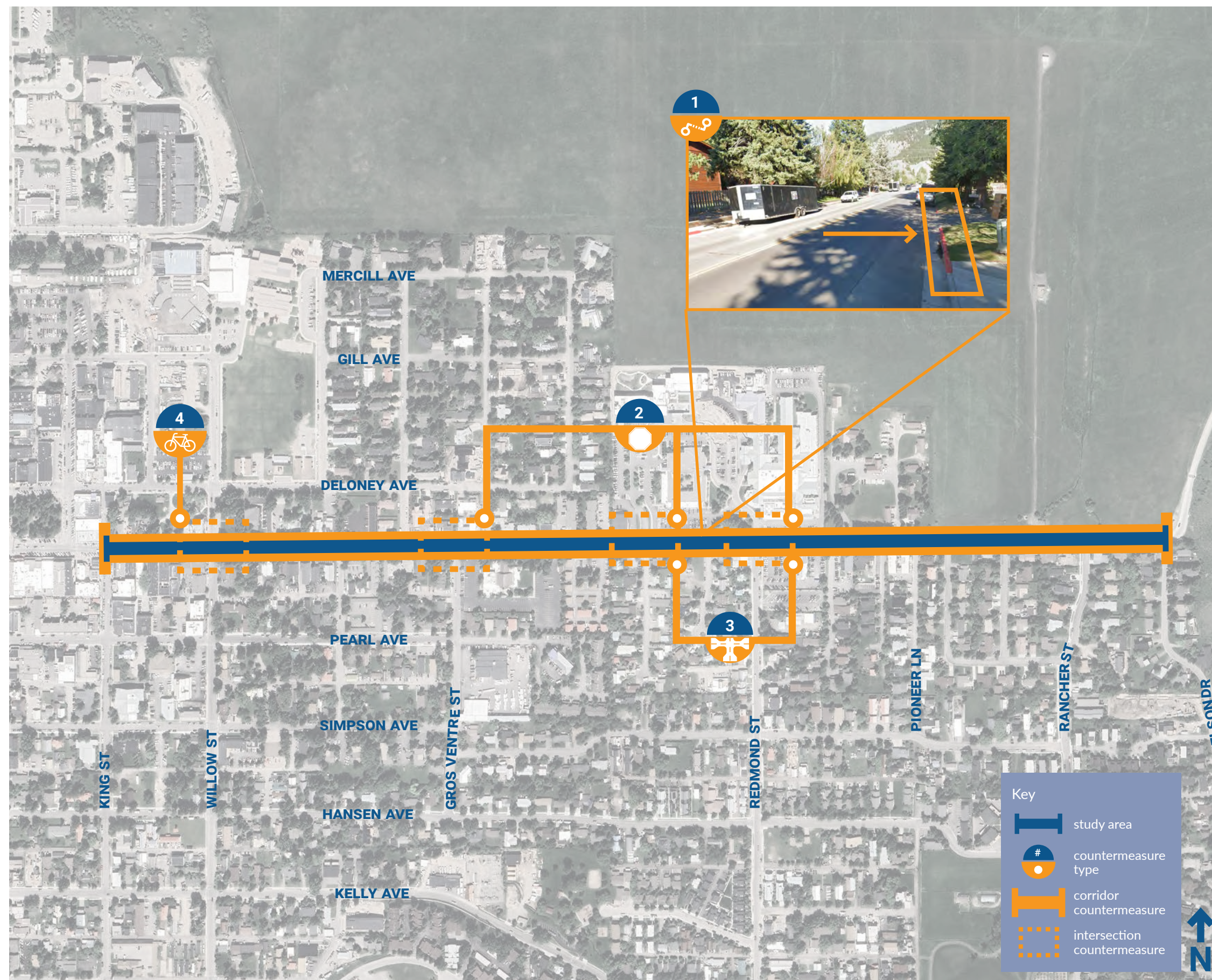
Crash Profile

 » Single Vehicle » Pedestrian
» Angle » Bicycle

Safety Concern
A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure
Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

- 1**  Gaps in bicycle route create discontinuity & challenges for bicyclists
Complete bicycle infrastructure to reduce modal conflicts and improve bicyclist experience
- 2**  Intersections are the primary conflict point between bicyclists and vehicles.
Consider protected intersection/elements where bike routes meet to enhance bicycle protection and safety
- 3**  Few marked crosswalks increase potential for pedestrian/vehicular conflict
Provide additional marked crosswalks & consider RRFBs to enhance pedestrian safety
- 4**  Under lit roadways increase risk for vehicular crashes
Provide more lighting along corridor to increase visibility at night with consideration for Dark Sky compatibility
- 5**  Lack of striping makes the area between the vehicular lane and flex posts difficult to see
Stripe the space along the flex posts to provide a visual buffer between vehicles and flex posts. Consider thermo reflective pavement markings for maintenance and longevity.



Broadway Ave from King St to Nelson Dr Corridor Length- 0.9 mile | HIN

Crash Profile

» Angle
 » Bicycle
 » Pedestrian

Safety Concern
 A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure
 Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

- 1** Gaps in sidewalks & bicycle lanes pose challenges for users

Complete the pedestrian infrastructure to reduce modal conflicts and improve the pedestrian experience.

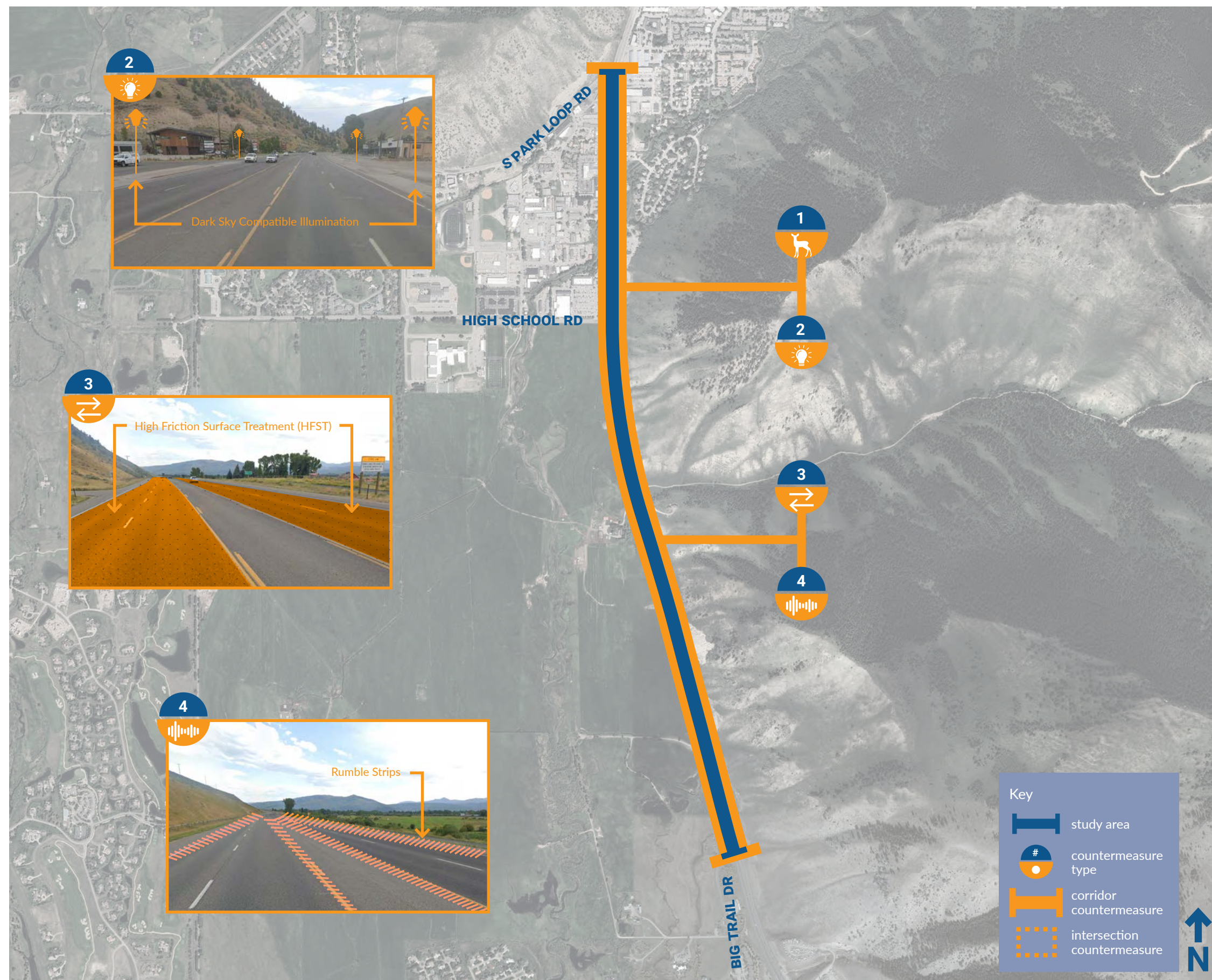
Add protected bike lanes from Willow to Redmond Street.
- 2** Wide roadway with on-street parking reduces intersection visibility

Convert two-way stops to all-way stops to slow turning vehicles and reduce angle crashes
- 3** On-street, angled parking reduces the visibility of pedestrians crossing the intersection

Harden existing curb extensions and install new ones to shorten crossing distance & increase visibility of pedestrians.

If a bicycle facility is added on Broadway, protected intersections in lieu of curb extensions are recommended where feasible.
- 4** Intersections are the primary conflict point between bicyclists and vehicles.

Consider protected intersection to enhance bicycle protection and safety



Hwy 89 from Big Trail Dr to South Park Loop Rd Corridor Length- 1.3 mile

Crash Profile



- » Single Vehicle Overturned
- » Angle
- » High EMS Response time

Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

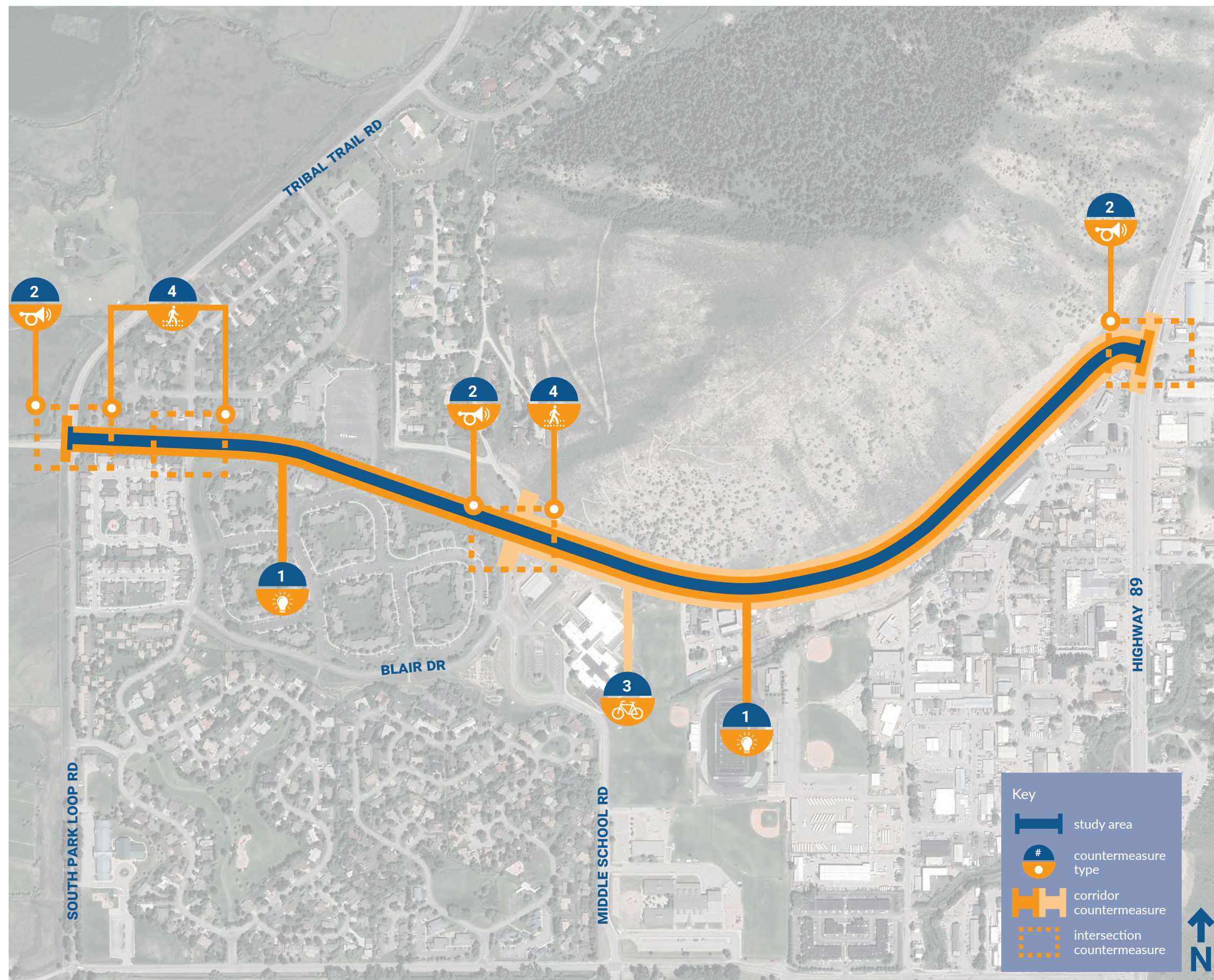
- 1** Frequent wildlife crossings pose safety issue for motorists

Provide a wildlife crossing to allow animals safe passage and reduce collisions
- 2** Under lit roadways increase risk for vehicular crashes

Provide appropriate illumination that enhances safety while preserving dark sky
- 3** Rural highway with two lanes in each direction creates potential for lane departures

Increase roadway friction to reduce single vehicle roadway departures
- 4** Lack of rumble strips increase potential for roadway departures and collisions

Install rumble strips at centerline and edge line to reduce single vehicle roadway departures



South Park Loop Rd from Tribal Trail Rd to Hwy 89 Corridor Length- 1.1 mile | HIN

Crash Profile



» Rear End

» Pedestrian

» Single Vehicle

» Bicycle

Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

- 1



Under lit roadway increases risk for vehicular crashes

Provide more lighting along corridor to increase visibility at night with consideration for Dark Sky compatibility
- 2



Roadway curves can create blind spots near intersections

Install advance intersection warning to increase awareness of upcoming intersections
- 3



Striped, sometimes narrow bike lanes create conflict between bicyclists and motorists

Install a two-way cycle track with a pedestrian walkway on the south side of South Park Loop Road from Middle School Road to Highway 89. Refer to the Town of Jackson for the proposed alignment.
- 4



Unlit, rural roads with sidewalk gaps create unsafe conditions for pedestrians

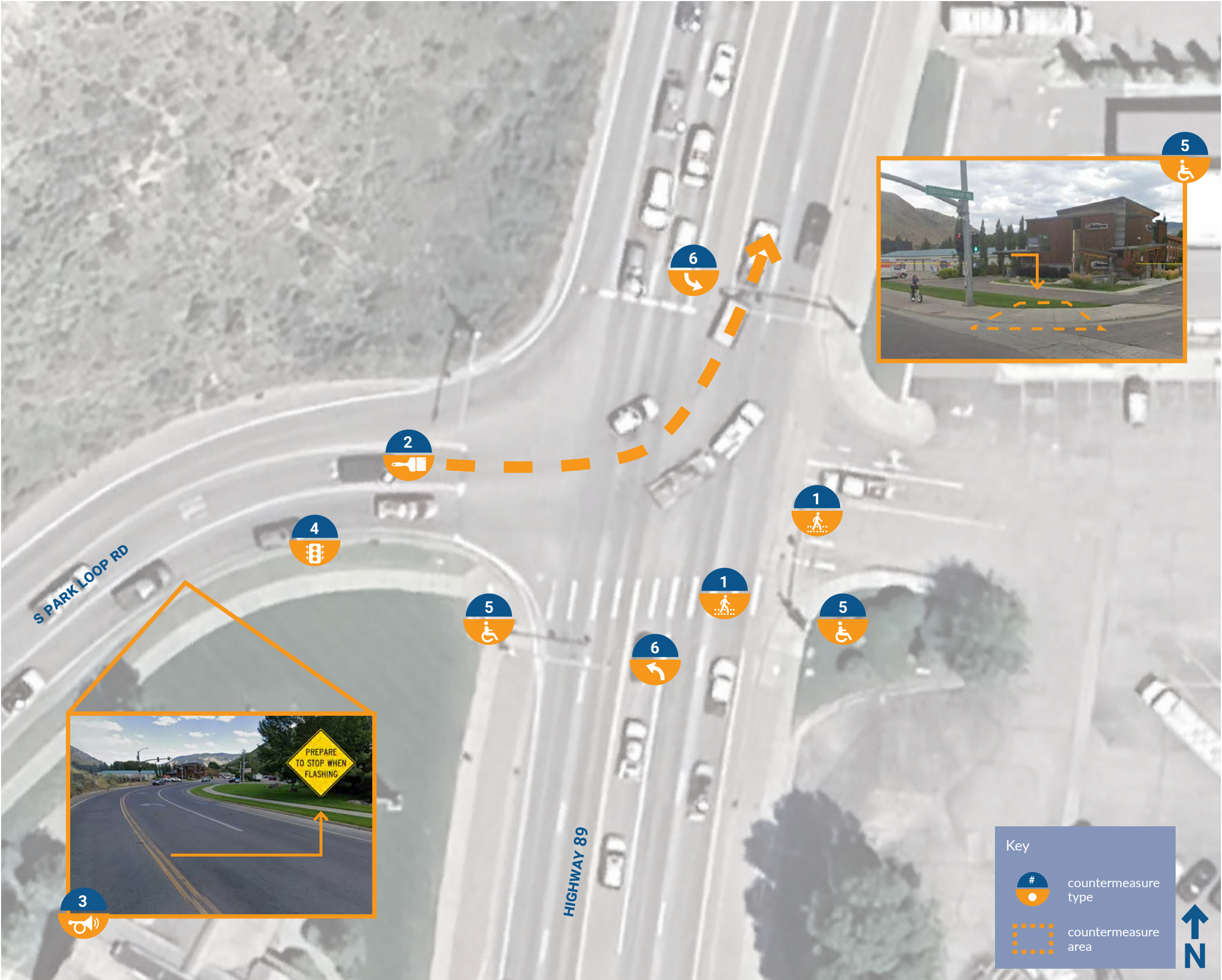
Enhance crossing with an RRFB



Rapid Rectangular Flashing Beacon (RRFB)

A RRFB is a flashing light bar that is activated by pedestrians crossing at a midblock crosswalk or uncontrolled intersection. RRFBs increase awareness of pedestrians and can reduce pedestrian crashes up to 47%

Intersections



Crash Profile



- » Rear End
- » Angle
- » Pedestrian

Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

- 1** Crosswalk & stop bar striping are faded, reducing their visibility

Refresh crosswalk striping & add new stop bars to increase yielding behavior
- 2** Dual left turn lanes through the multi-lane intersection can be a challenge to navigate

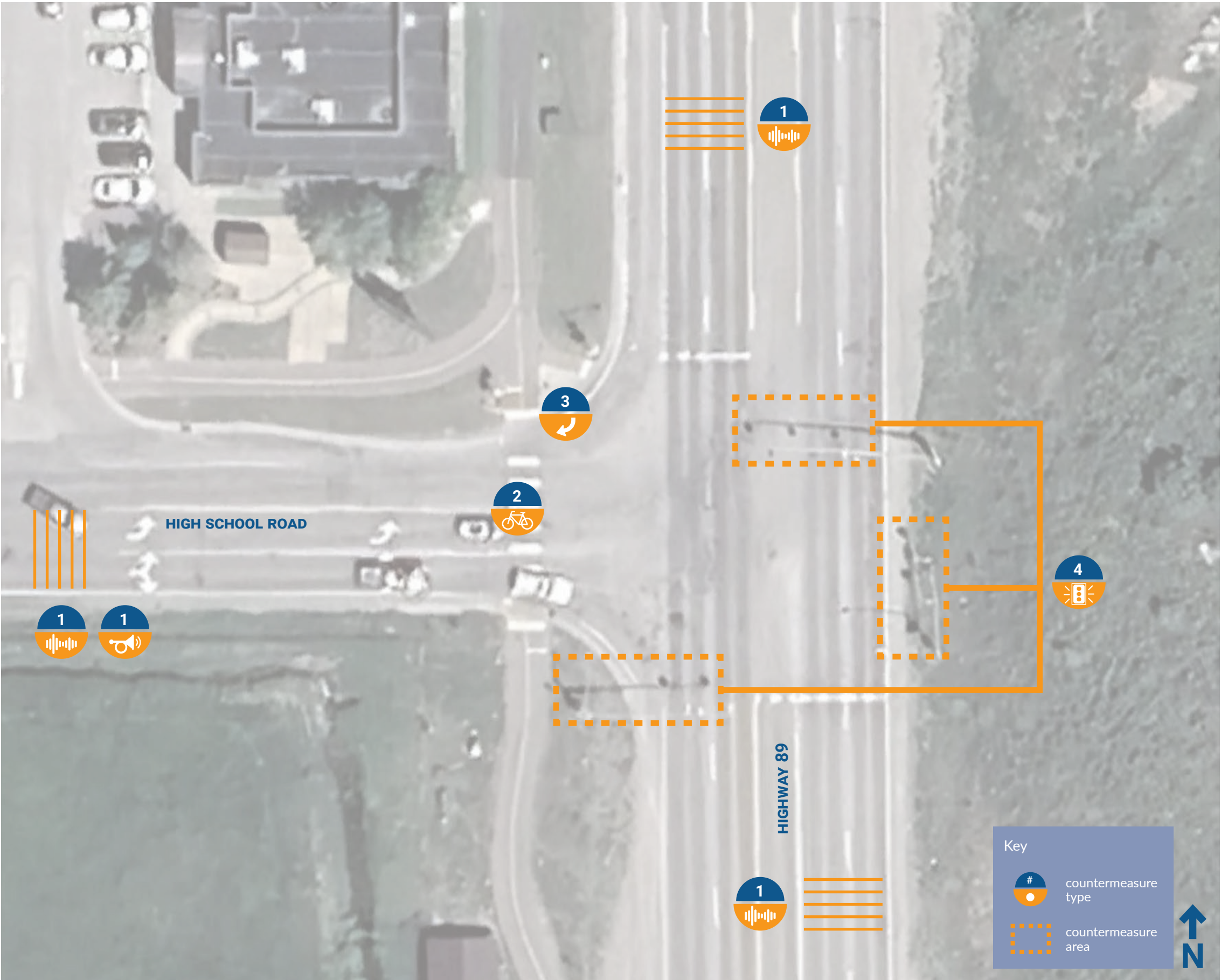
Add dotted line extensions to help guide vehicles through the intersection
- 3** Roadway curves can create blind spots near intersections

Install advanced warning signs to warn drivers about approaching intersections
- 4** Roadway curve limits sight distance to intersection and signal head

Install near-side signal head for eastbound motorists on South Park Loop Road
- 5** Curb ramps do not meet ADA design standards

Upgrade ADA ramps to include tactile warning pavers
- 6** Left turn signal has permissive phase only, increasing potential for turning conflicts

Implement a protected-only left turn phase and a flashing yellow turning permissive phase to reduce conflicts



Highway 89 / High School Road Intersection HIN

Crash Profile



- » Rear End
- » Bicycle
- » Pedestrian

Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

- History of rear end crashes highlight need for a safety countermeasure

Install advanced warning sign on High School Road to warn drivers about approaching intersection

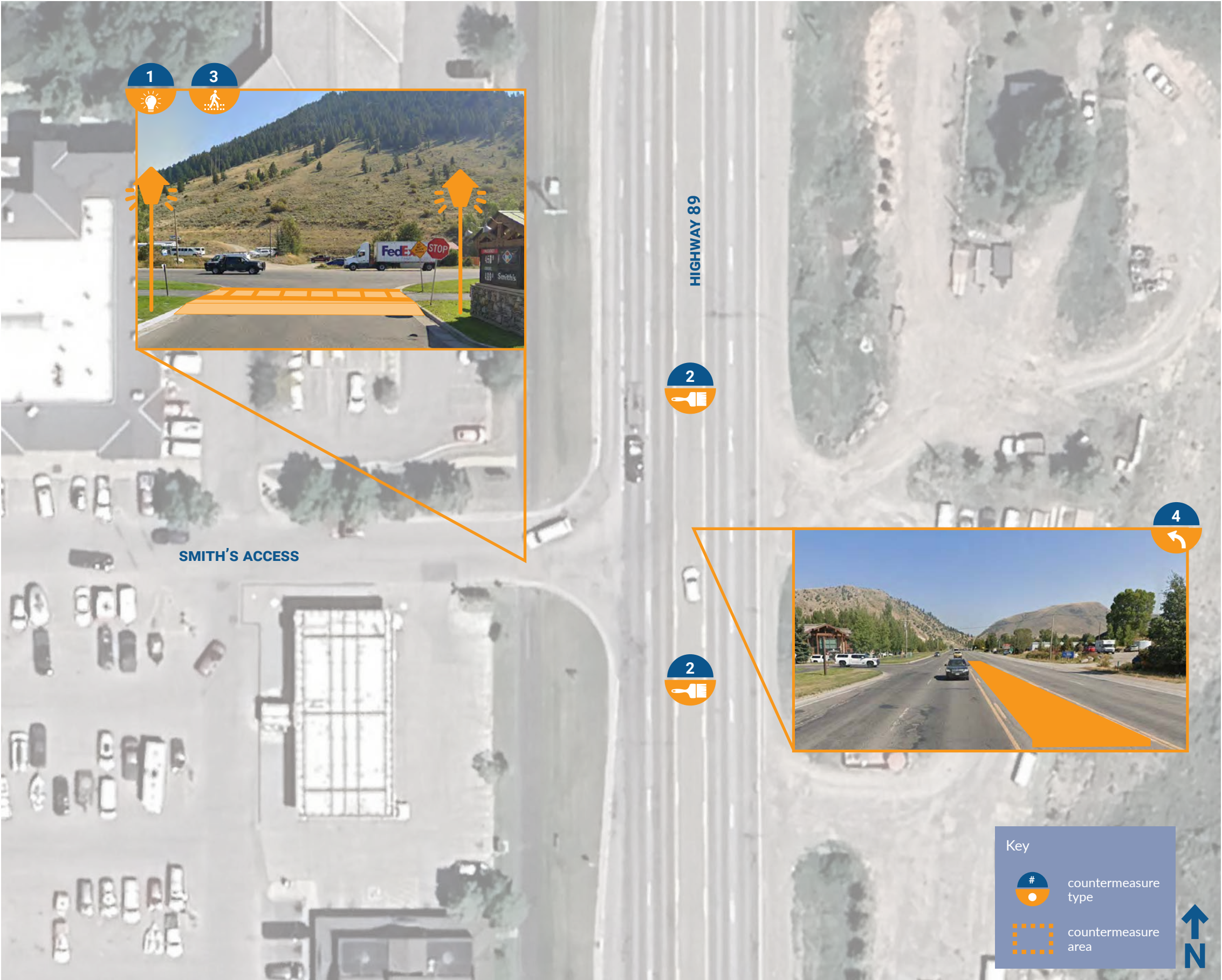
or

Install transverse rumble strips to warn drivers about approaching intersection
- The pathway crossing at this intersection introduces vulnerability for crossing pedestrians and bicyclists.

Evaluate ROW for feasibility of extending path on south side of road to connect to the High School.
- Faded striping and large curb radii accommodate high turning speeds and reduce visibility of nonmotorized users

Reduce curb radii on west leg to slow vehicles and increase visibility of pedestrians and bicyclists on the corner and restripe crosswalks
- Nonreflective backplates on signal heads reduce their visibility and create potential for rear end crashes

Install a retroreflective backplate on the traffic signals to improve visibility of signal head & reduce rear end crashes, especially on High School Road



Highway 89 / Smith's Access Intersection HIN

Crash Profile

 » Angle

Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

1

Driveway access without lighting reduces visibility for turning vehicles

Install lighting at the driveway to increase visibility

2

The left turn from the driveway access point crosses three lanes of traffic, increasing the risk of angle crashes

Add signage & striping on Highway 89 to signal that vehicles may be approaching from a high-volume access point

3

Limited signage and pavement markings at pedestrian crossing can lead to conflict

Provide a raised pedestrian crossing with pavement markings or a splitter island to improve visibility and yielding behavior.

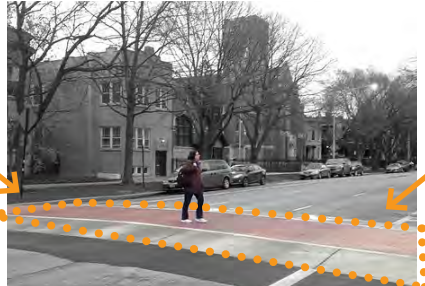
4

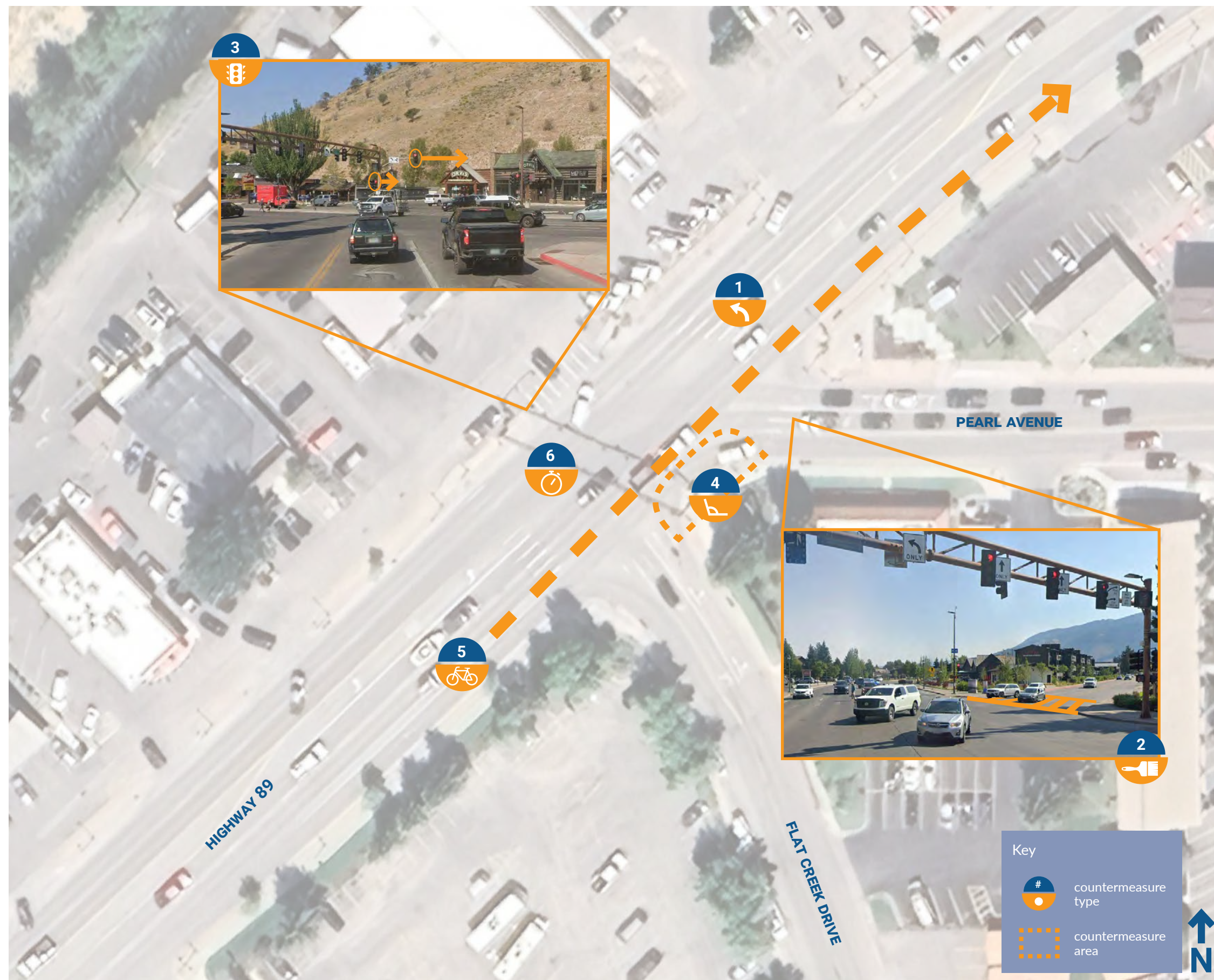
The left turn from the driveway access point crosses three lanes of traffic, increasing the risk of angle crashes

Install a traffic median to restrict left turns and reduce risk of angle crashes

Raised Crosswalk

A raised crosswalk is a traffic calming device that elevates the crosswalk to sidewalk level. This centers the pedestrian and slows traffic. Raised crosswalks can reduce pedestrian crashes by 45%.





Crash Profile

» Rear End » Angle

Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

1

Left turn signal has permissive phase only, increasing potential for turning conflicts

Implement a protected-only left turn phase and a flashing yellow turning permissive phase to reduce conflicts

2

Faded crosswalk markings and line extensions reduce visibility of crosswalk

Refresh crosswalk striping to increase yielding behavior

3

Flat Creek Road's curved geometry limits sight distance and view of the signal heads

Align signal heads with the traffic lanes to improve signal head visibility

4

Intersection geometry creates wide area of open space that can be problematic for turning vehicles

Utilize pavement markings to visually tighten intersection radii while allowing for all turning-movements.

5

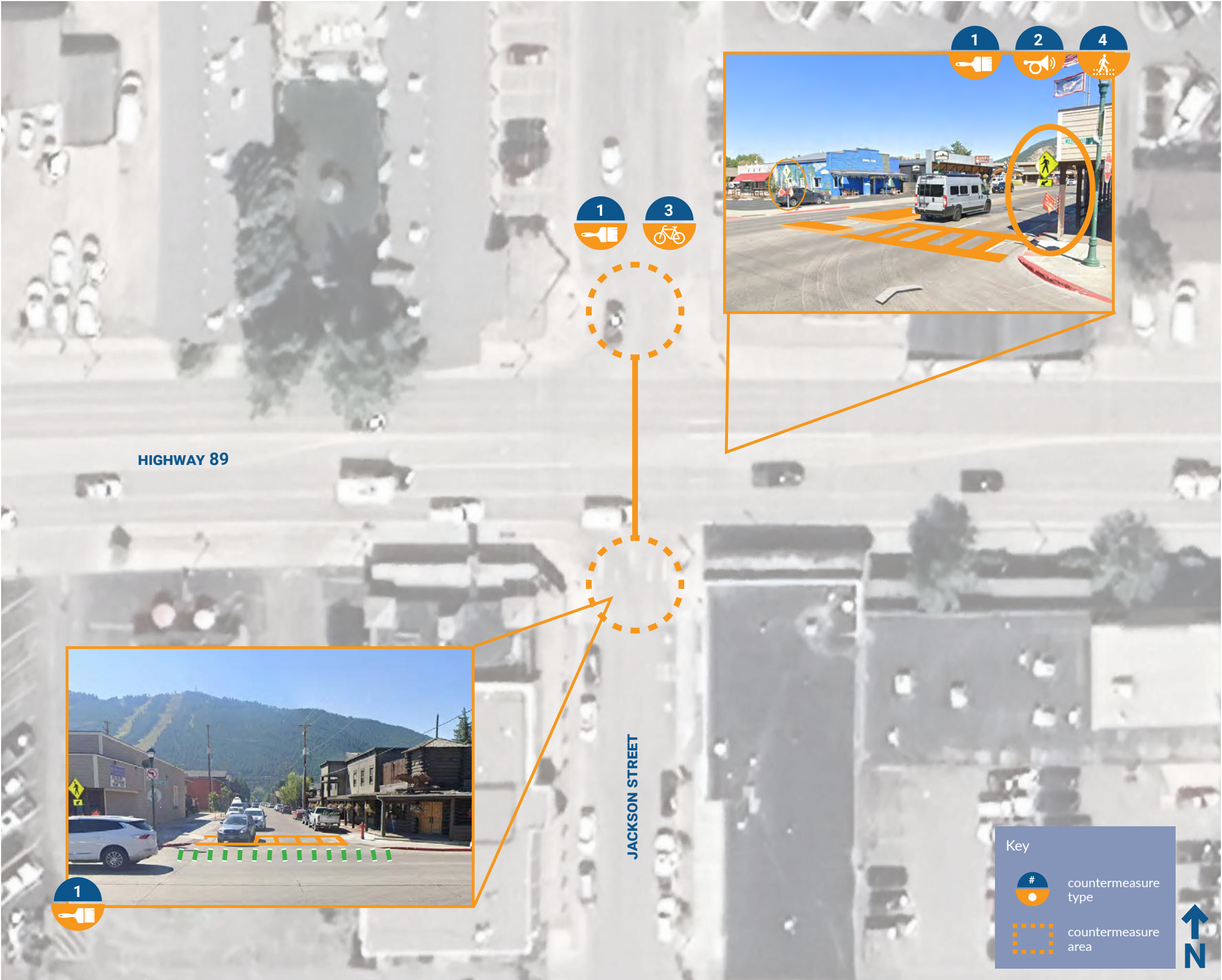
Lack of bicycle markings through the intersection limits awareness of bicycle users

Consider crossbikes and other markings through the intersection to increase awareness and identify potential conflict areas.

6

Difficult intersection for pedestrians to navigate

Implement a leading pedestrian interval to the traffic signal to give pedestrians more time to enter the crosswalk and reduce turning movement conflicts



Highway 89 / Jackson Street Intersection HIN

Crash Profile



» Rear End » Angle

Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

- 1



Faded crosswalks reduce visibility

Refresh crosswalk striping to increase visibility and reduce sudden braking & rear ends
- 2



Existing pedestrian warnings signs and flags may not provide enough advanced warning and are less visible at night

Upgrade to an RRFB to increase pedestrian visibility and reduce sudden braking & rear end crashes
- 3



Lack of bicycle markings through the intersection limits awareness of bicycle users

Consider crossbikes and other markings through the intersection to increase awareness and identify potential conflict areas
- 4



Wide roadway width can be challenge for pedestrians crossing the intersection

Install a median refuge island to shorten the crossing distance and protect pedestrians

Crossbike

A crossbike functions like a pedestrian crosswalk. It consists of green and white roadway markings that delineate where bicyclists should cross the street. Crossbikes also help raise awareness of the bicycle facility.





Highway 89 / Millward Street Intersection HIN

Crash Profile

» Rear End
 » Bicycle
 » Pedestrian

Safety Concern
 A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure
 Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

#

1 History of heavy pedestrian and traffic use increases conflict potential
 Add curb extensions to shorten crossing distance and increase pedestrian visibility. For the NW corner, consider painted curb extensions or dual radii corners to accommodate freight traffic.

2

2 Faded crosswalk markings and line extensions reduce visibility of crosswalk
 Refresh crosswalk striping to increase yielding behavior

3

3 Wide streets with multiple traffic lanes create challenges for crossing pedestrians
 Add a leading pedestrian interval to the traffic signal to give pedestrians more time to enter crosswalk and reduce turning movement conflicts

4

4 Curb ramps do not meet ADA design standards
 Upgrade ramps to current ADA standards

5

5 Multiple access points near intersection increase conflict potential
 Consolidate driveways on northwest corner to reduce conflict points

6

6 High pedestrian and vehicular traffic create potential for conflict
 Prohibit right on red to reduce right turning conflicts with crossing pedestrians

7

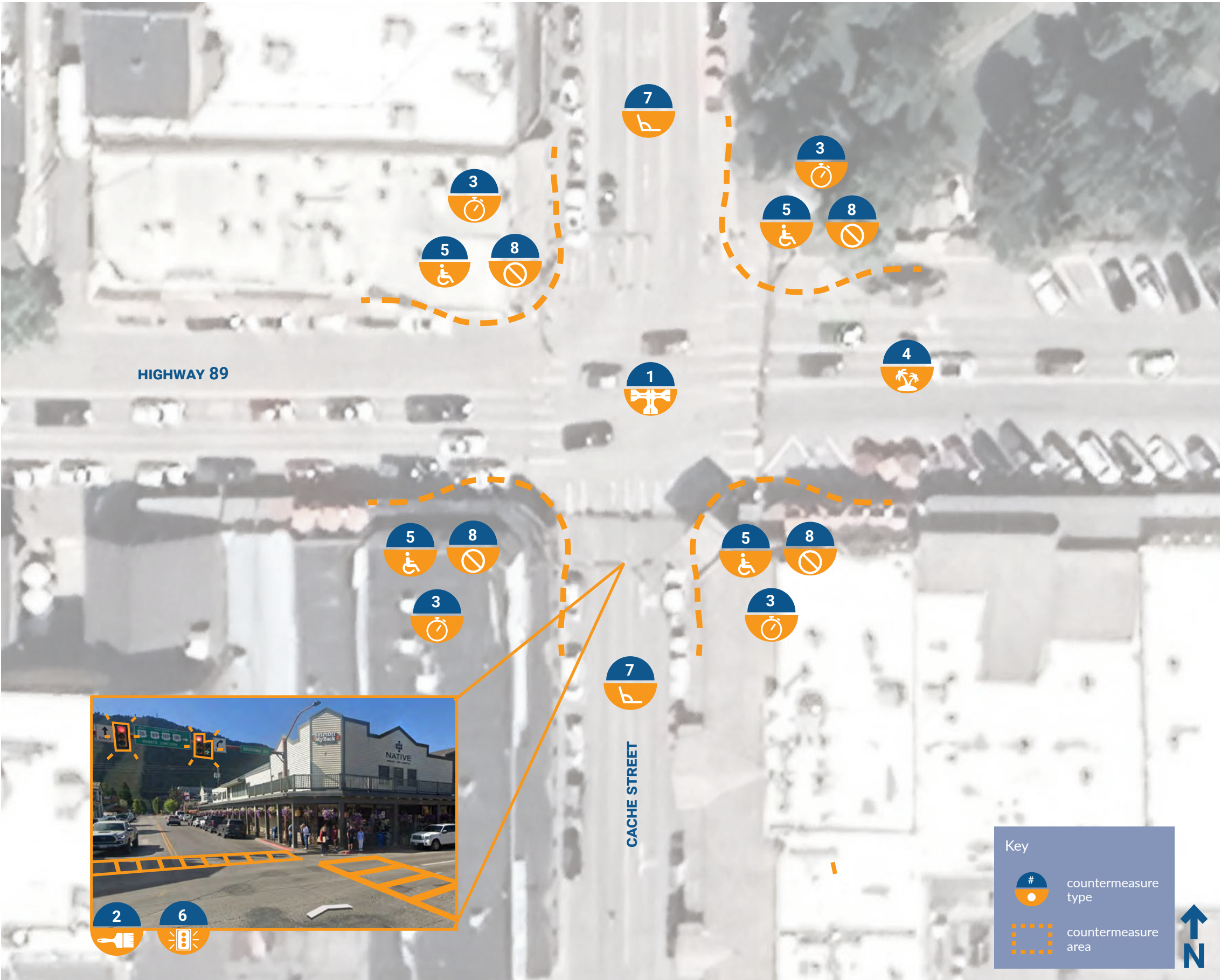
7 High traffic speeds and unguided turns can increase conflict for crossing pedestrians
 Harden the centerline to encourage slow left turnings speeds and wider turning angles

Key

#

countermeasure type

countermeasure area



Highway 89 / Cache Street Intersection

Crash Profile



» Bicycle
» Pedestrian

» Rear End

Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

1



History of heavy pedestrian and traffic use increases conflict potential

Add curb extensions to shorten crossing distance and increase pedestrian visibility

2



Faded crosswalk striping reduces awareness of crosswalk

Refresh crosswalk striping and add stop bars to increase pedestrian visibility and improve yielding behavior

3



Wide streets with multiple traffic lanes create challenges for crossing pedestrians

Add a leading pedestrian interval to the traffic signal to give pedestrians more time to enter the crosswalk and reduce turning movement conflicts

4



Wide streets with multiple traffic lanes create challenges for crossing pedestrians

Remove a vehicle lane and install a pedestrian refuge island to slow vehicle and protect crossing pedestrians

5



Curb ramps do not meet ADA design standards

Upgrade ramps to current ADA standards

6



Skewed intersection can reduce visibility for motorists

Install a retroreflective backplate on the traffic signals to improve visibility of signal head

7



High traffic speeds and unguided turns increase conflict for crossing pedestrians

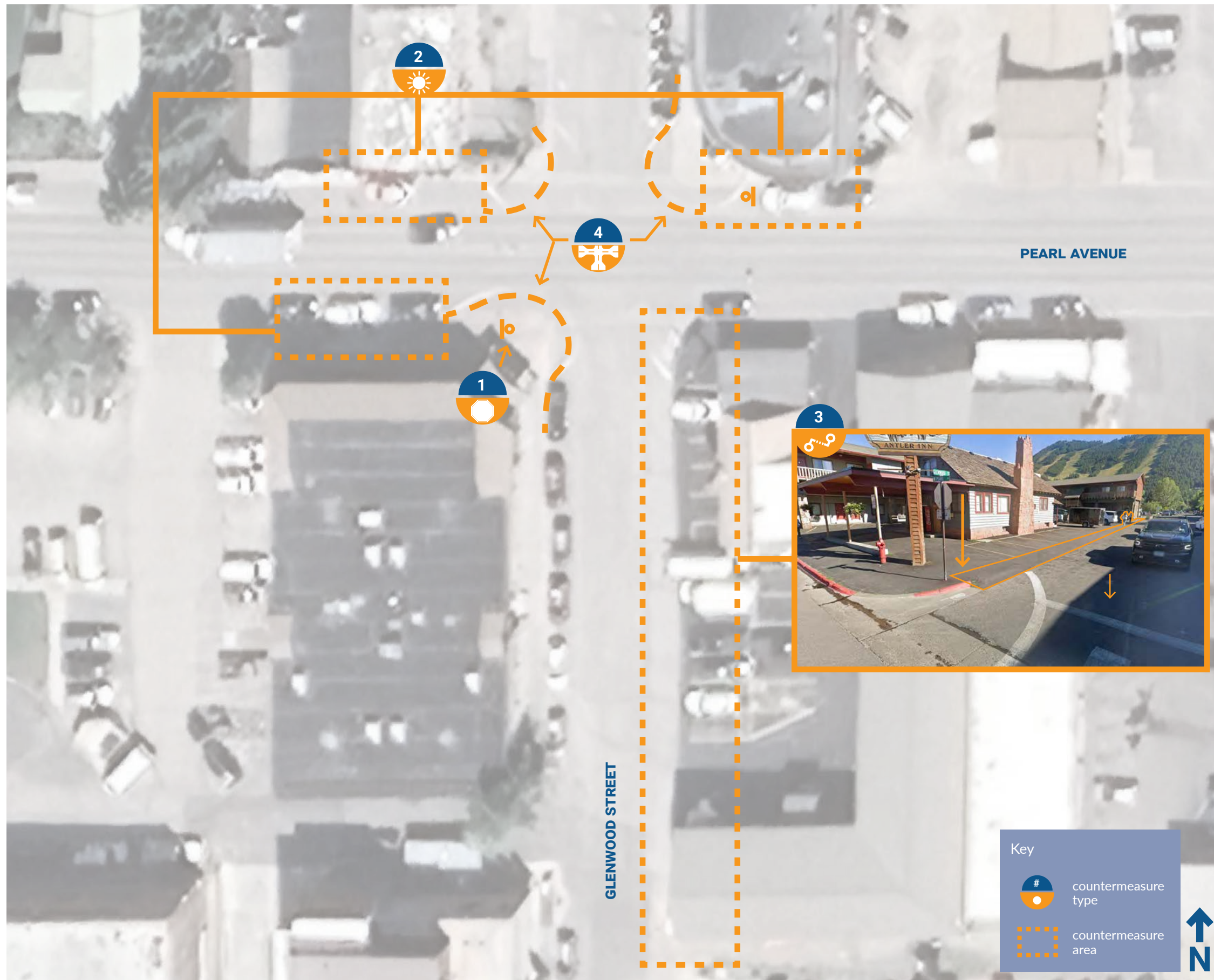
Harden centerline to encourage slow left turn speeds and tighter turning movements

8



Heavy pedestrian and vehicular traffic create potential for conflict

Prohibit right on red to reduce right turning conflicts with crossing pedestrians



Pearl Avenue / Glenwood Street Intersection

Crash Profile



- » Angle
- » Bicycle
- » Pedestrian

Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

1

Wide roadway and on-street parking reduce intersection visibility

Convert two-way stops to all-way stops to slow vehicles as they enter the intersection.

Yield markings placed before the crosswalks on the non-stop controlled legs is an alternative to an all-way stop.

2

On-street parking reduces the visibility of pedestrians crossing the intersection

Daylight intersections for better pedestrian visibility by removing on-street parking near intersections

3

A sidewalk gap on the east side of the south leg creates discontinuity for pedestrians

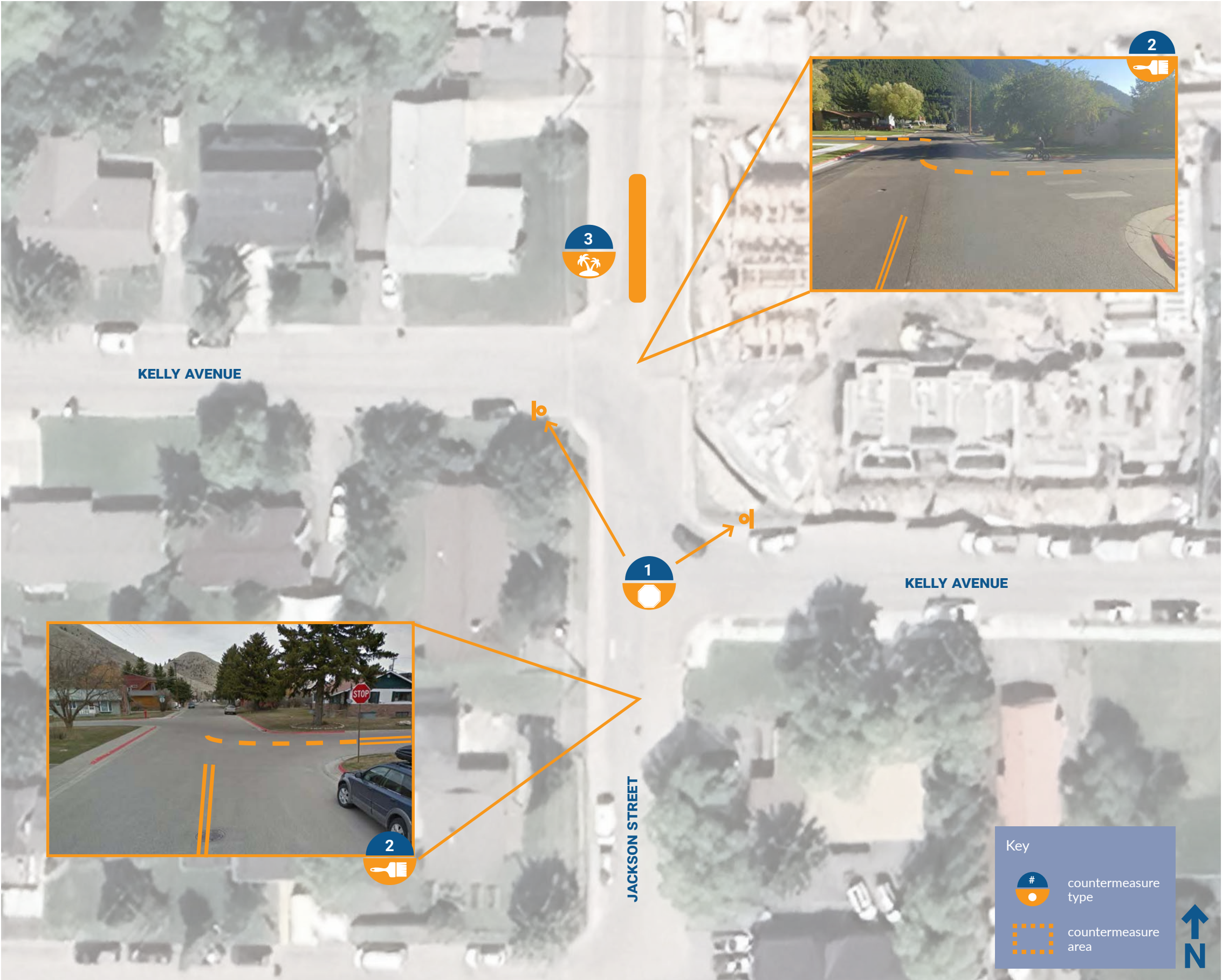
Extend the sidewalk along the existing road-bed to reduce modal conflicts and improve the pedestrian experience.

If there is an existing legacy right for the head in parking, the sidewalk could function as a single curb cut for the short to medium term.

4

History of heavy pedestrian and traffic use increases conflict potential

Install permanent curb extensions to shorten crossing distance, increase pedestrian visibility and serve as a transit stop for a high quality transit experience



Kelly Avenue / Jackson Street Intersection

Crash Profile



» There were no Common Crash Profiles identified for this intersection

Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

1



Wide roadway and on-street parking reduce intersection visibility

2



Convert two-way stops to all-way stops to slow vehicles as they enter the intersection.

3



Kelly Avenue jogs at this location, leaving a 4-way skewed intersection

2



Install additional signage and striping to provide guidance through the intersection

3

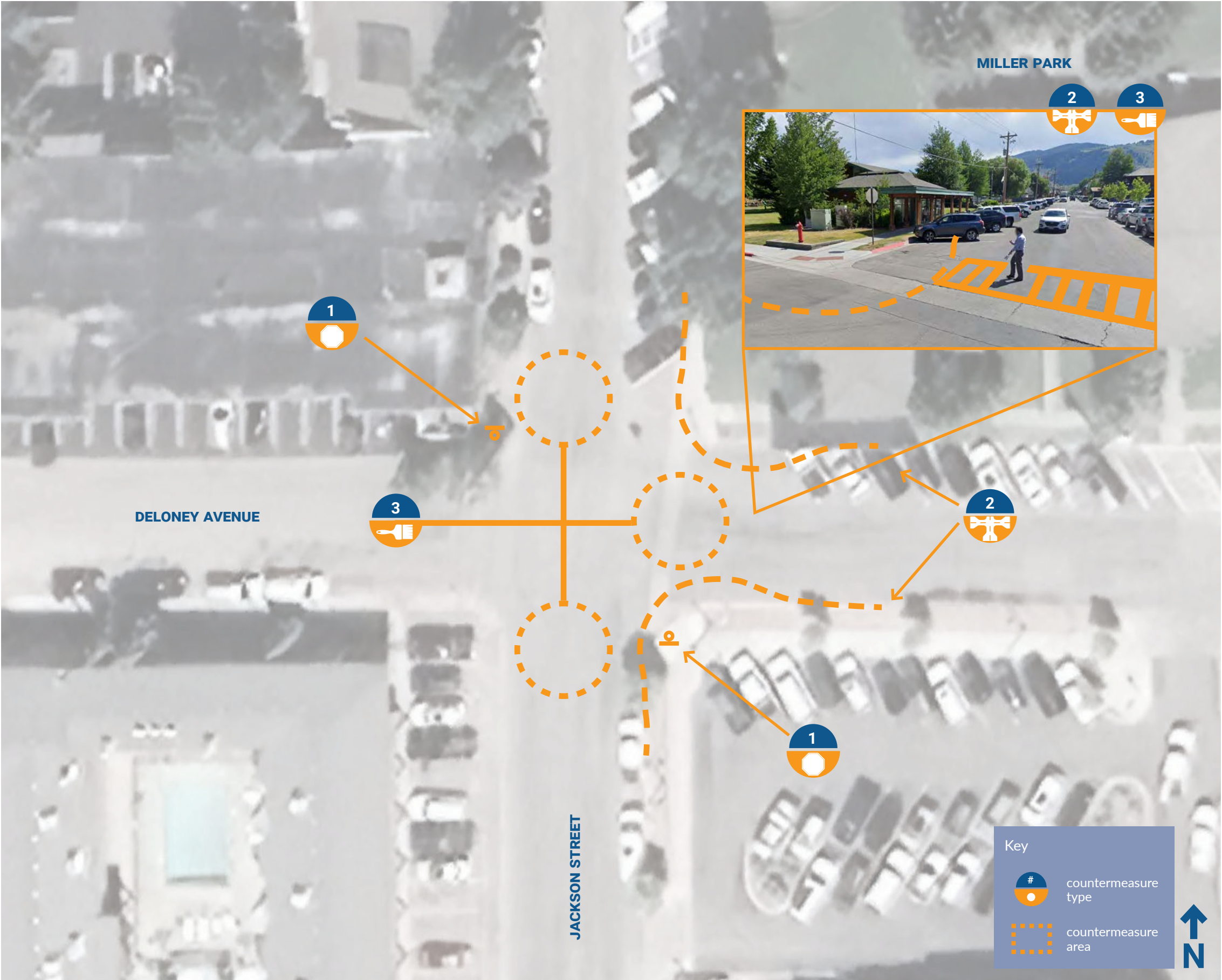


Wide intersection with excess space may confuse motorists navigating the intersection

3



A narrow median island along Jackson Street will delineate and separate the intersection and clarify where turning movements should occur



Deloney Avenue / Jackson Street Intersection HIN

Crash Profile



» There were no Common Crash Profiles identified for this intersection

Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

- 1



Wide intersection with large radiused corners encourages high driving and turning speeds

Convert two-way stop to all-way stop to slow vehicles at intersection
- 2



History of heavy pedestrian and traffic use increases conflict potential

Add curb extensions to shorten crossing distance and increase pedestrian visibility
- 3

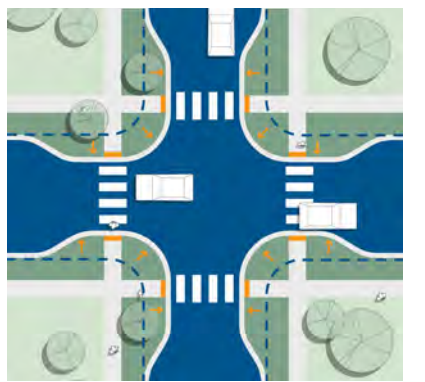


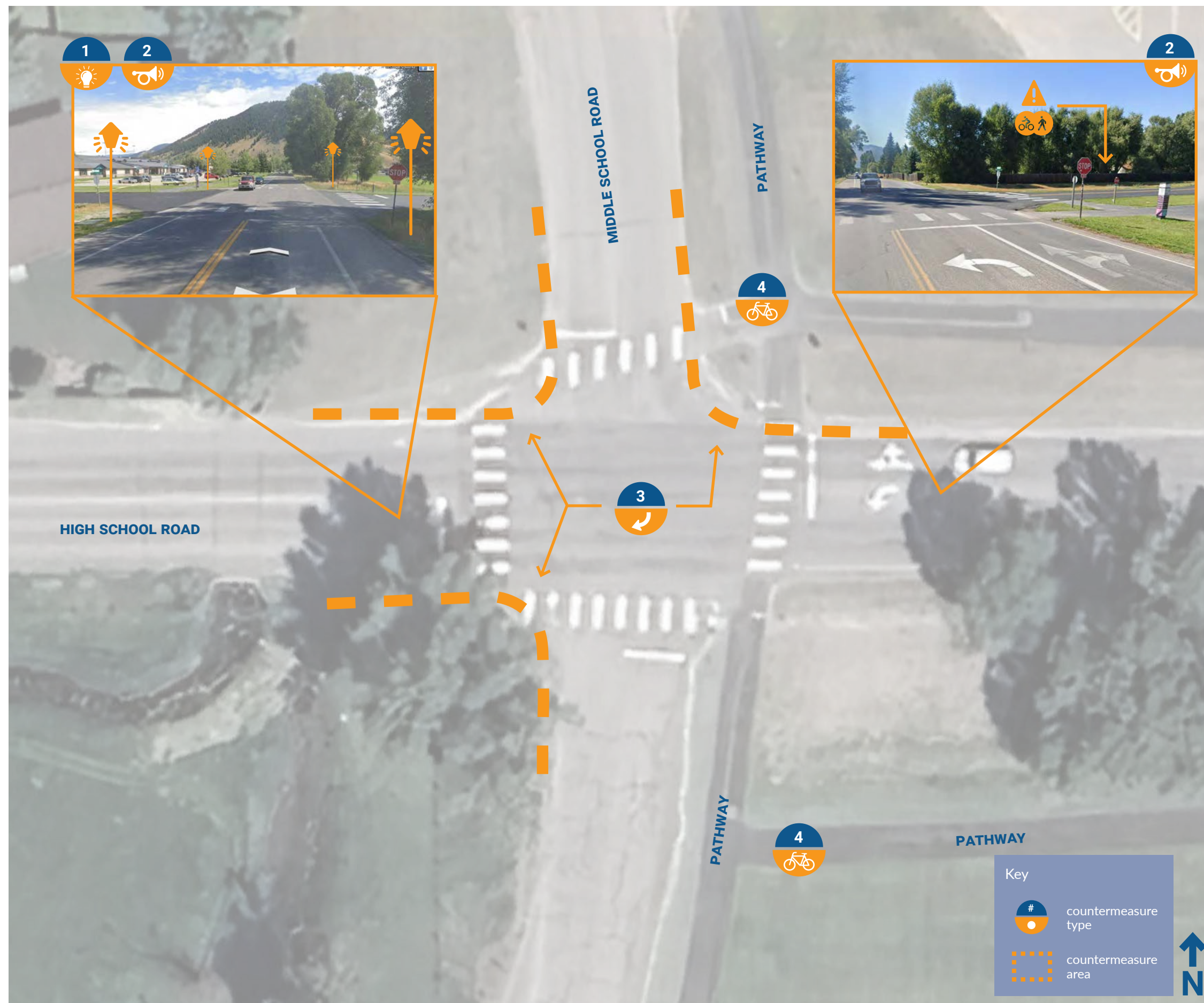
Lack of striped crosswalks at intersection reduces awareness of crossing pedestrians

Provide high visibility crosswalk striping to increase yielding behavior and awareness of crossing pedestrians

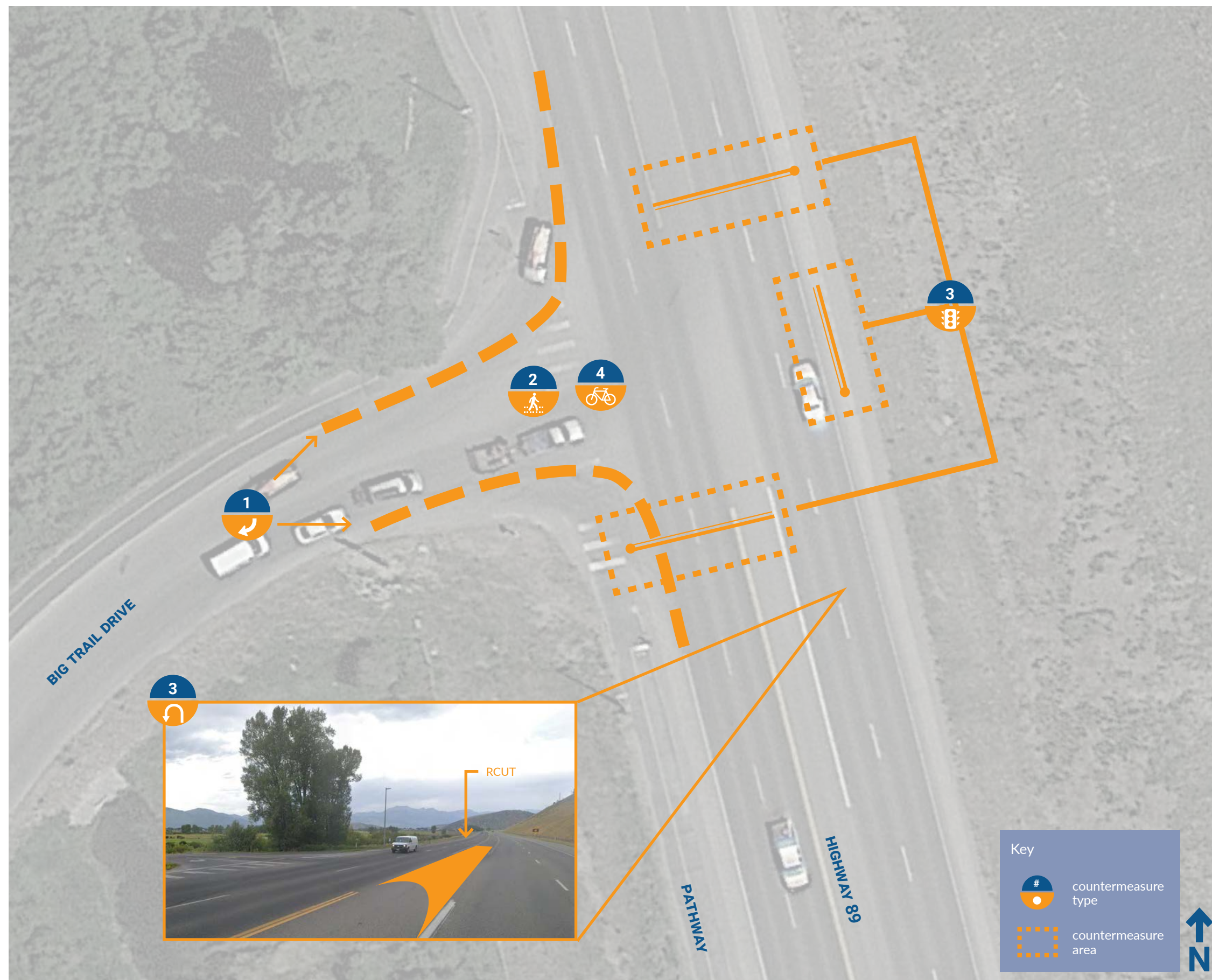
Curb Extension

A curb extension extends the curb into the street to narrow the roadway, shorten crossing distance, increase pedestrian visibility and slow vehicular traffic.





High School Road / Middle School Road Intersection



Highway 89 / Big Trail Drive Intersection

Crash Profile

 » Angle

Safety Concern

A safety concern is an observed roadway feature that may lead to safety problems for motorized & nonmotorized users

Safety Countermeasure

Countermeasures are safety improvements designed to reduce injury and improve safety & comfort for users

1

Large corner radii and no right turn pocket increase speeds at which turns are taken and decreases likelihood of vehicles yielding to pathway users

2

Reduce corner radii to slow vehicles as they turn and cross the shared use path in addition construct a south-bound right turn lane.

2

Wide roadway width can be challenge for pathway users crossing the intersection

2

Install a median refuge island to shorten the crossing distance and protect users

3

An uncontrolled intersection with turning traffic introduces conflicts

3

Install a traffic signal if warranted to reduce angle crashes; a signal would require sufficient advanced warning to slow approaching traffic

3

or

3

Consider a restricted crossing u-turn (RCUT) to reduce angle crashes

4

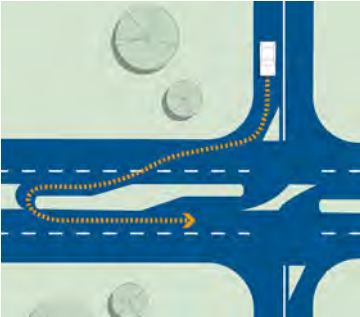
Pathway crossing poses conflicts with vehicles

4

Add trail crossing warning signs and turning vehicles yield to pedestrians signs

RCUT

An RCUT reroutes left turn and through vehicles from the side road at a four-lane divided highway. Motorists are required to turn right and then make a U-turn at a designated median opening. An FHWA study shows that RCUT intersections can reduce right angle crashes by up to 75%.





To: Teton County

From: Alta Planning + Design

Date: March 14, 2025

Re: SS4A Project Selection Options

SS4A Project Selection Options

Purpose

This memo describes several options available to Teton County as it pursues Planning & Demonstration Grant and/or Implementation Grant funding through the SS4A program to implement priorities that have emerged through the Safety Action Plan process.

The options described in this memo are informally assessed against relevant evaluation criteria 2024 NOFO, citing factors from the Safety Action Plan and related efforts that may influence each option's funding competitiveness. It is important to note that the criteria may change in the upcoming 2025 NOFO, with criteria relating to equity, bicycle facilities, and economic development expected to have the most potential for change. Specifically, economic development considerations may increase while bicycle facility and equity considerations could be removed or de-emphasized.

Planning & Demonstration Grant

Option A1: South Park Loop Road + W Snow King Avenue Demonstration Projects

This approach could be used to secure funding for temporary improvements on South Park Loop Road and W Snow King Avenue. These improvements would target two corridors that are on the County's HIN, contain crash profile clusters, were noted in community and stakeholder engagement, and are important connections noted on the SS4A-funded Updated Community Streets Plan.

In addition, these projects could provide a demonstration of how safety improvements could be implemented on corridors that provide connections to schools, transit, and public facilities (libraries and post offices) between the Town of Jackson core and adjacent growing neighborhoods. They would also build on existing programmed funding for South Park Loop Road and existing seasonal quick build bike facilities on W Snow King Avenue.

Selection Criterion #1: Safety Impact

- HIN status
 - South Park Loop Road: Part of the corridor is on the local road HIN (#5 on the top 10).
 - W Snow King Avenue: Part of the corridor is in the top 50th percentile of the local road HIN.

- One serious injury crash near intersection with US-89.
- Crash Profile cluster at South Park Loop Road & Gregory Lane (bike/ped at intersection).
- Can incorporate low-cost safety countermeasures through the Countermeasures Memo and Corridors & Intersections Safety Analysis to address safety issues on multiple corridors.

Selection Criterion #2: Equity

- Neither corridor is in an Underserved Community Census Tract (this is the only metric cited under this criterion).

Selection Criterion #3: Additional Safety Context

- Before and after data collection can measure the effectiveness of improvements.

Option A2: Education Program Supplementing Implementation Grant Activities

This option would use the grant funding to complement the Implementation Grant project that is selected for implementation. It could likely expand on the existing e-bike safety program to include a driver awareness campaign, bike shop education, Safe Routes to School tie-ins, etc.

Selection Criterion #1: Safety Impact

- Supplemental to funded Implementation Grant activities to improve their effectiveness.

Selection Criterion #2: Equity

- Does not involve an Underserved Community Census Tract (this is the only metric cited under this criterion).

Selection Criterion #3: Additional Safety Context

- Quantification of engagement

Option A3: Downtown Demonstration Projects

Quick build demonstration projects at various intersections and segments in downtown Jackson. This could include curb extensions, crossing improvements, striping, centerline hardening, and other improvements noted in the Countermeasures toolbox. Target areas could include Pearl, Kelly, Cache, Jackson, Deloney, Glenwood, and others.

Selection Criterion #1: Safety Impact

- Many downtown Jackson streets are on the local roads HIN, both in the top 50% and top 10 overall.
- Numerous serious and injury crashes for multiple modes throughout downtown Jackson
 - Especially: Pearl Ave, Cache St, Broadway Ave
- Numerous crash profile clusters on downtown corridors.
- Encompasses multiple “Strategic Flow Corridor” of high multimodal conflicts and needs according to parallel SS4A-funded Updated Community Streets Plan.

- Can incorporate low-cost safety countermeasures through the Countermeasures Memo and Corridors & Intersections Safety Analysis to address safety issues on multiple corridors.

Selection Criterion #2: Equity

- None of these corridors are in an Underserved Community Census Tract (this is the only metric cited under this criterion).

Selection Criterion #3: Additional Safety Context

- High visibility, low cost safety improvements would affect a large number of residents and visitors.

Option A4: Snow King Avenue Master Plan

Grant would be used to fund a master plan for Snow King Avenue from Scott Lane to Willow/Vine/Snow King Resort to expand on the Safety Action Plan. This could also include demonstration project activities. Improvements could include Countermeasure toolbox facilities such as protected bike lanes and intersection improvements.

Selection Criterion #1: Safety Impact

- Part of the corridor is in the top 50th percentile of the local road HIN.
- Can incorporate proven safety countermeasures through the Countermeasures Memo and Corridors & Intersections Safety Analysis.

Selection Criterion #2: Equity

- Not in an Underserved Community Census Tract (this is the only metric cited under this criterion).

Selection Criterion #3: Additional Safety Context

- Planning for improvements that target a HIN corridor.

Option A5: Before and After Data Collection

Grant would be used to collect before and after speed, crash, near-miss, and related data to consider and document effectiveness of Implementation grant improvements.

Selection Criterion #1: Safety Impact

- Provide actionable safety information that could be applied to other projects in the Town and County.

Selection Criterion #2: Equity

- Not in an Underserved Community Census Tract (this is the only metric cited under this criterion).

Selection Criterion #3: Additional Safety Context

- Builds evidence for safety improvements to influence future projects.

- Disseminate information to the community and stakeholder groups to improve understanding of safety projects and build support for effective interventions.

Implementation Grant

These options include targeted permanent infrastructure recommendations that could advance a range of priorities, including facilitating safe connections to schools and public facilities between the Town of Jackson's core and developing areas, improving safety and business access in downtown Jackson, and addressing prominent crash profiles by enhancing safety at high-risk intersections.

Option B1: South Park Loop Road Improvements

This option would design and implement permanent safety improvements on South Park Loop Road between US-89 and Middle School Road. This could involve multimodal improvements such as sidewalk and cycle track on south side, crossing and driveway improvements, signal upgrades, and queuing area improvements at US-89. May also improve connection across US-89 to Meadowlark Lane. Could also look at other suggested improvements in the Safety Analysis. This option is also planned to include supplemental planning activities noted in Criterion #5 below.

Selection Criterion #1: Safety Impact

- Part of the corridor is on the local road HIN (#5 on the top 10).
- One serious injury crash near intersection with US-89.
- Crash Profile cluster at South Park Loop Road & Gregory Lane (bike/ped at intersection).
- Can incorporate proven safety countermeasures through the Countermeasures Memo and Corridors & Intersections Safety Analysis.

Selection Criterion #2: Equity, Engagement, and Collaboration

- Medium density of comments in Phase 1 feedback map.
- Identified by project Steering Committee.
- Intersection of South Park Loop Road & US-89 was top intersection option identified for improvements in Phase 2 engagement.
- "High need" according to project equity analysis but not identified in USDOT equity metrics.

Selection Criterion #3: Effective Practices and Strategies

- "Strategic Flow Corridor" of high multimodal conflicts and needs according to parallel SS4A-funded Updated Community Streets Plan.
- Improve safe access to two schools (Colter Elementary School and Jackson Hole Middle School).
- This corridor is planned for growth and will be developed in the near future, increasing demand and multimodal conflicts.
- Proposed countermeasures would span multiple Safe System components.
- Improvements would promote safety for all modes.

Selection Criterion #4: Other DOT Strategic Goals (Climate & Sustainability, Economic Competitiveness, Workforce)

- Integrate multimodal improvements with land use considerations.
- Improve access to bus stops along the corridor.
- Provide safer multimodal connections between this area and other parts of the County to a US-89, a critical business corridor.
- Provide safer multimodal connections between this area and other parts of the County to the Town of Jackson core, the economic center of the region.

Selection Criterion #5: Supplemental Planning and Demonstration Activities

- Combined with Option A2 above to improve effectiveness.
- Opportunity to pair before and after data collection (Option A5 above).

Consideration: Project Readiness

- Project already has some funding programmed/planned.

Option B2: W Snow King Avenue Corridor Improvements

This option would design and implement permanent safety improvements on W Snow King Avenue between Scott Lane and Virginian Lane (or as far east as Willow), and would also include multimodal improvements on Scott Lane, and Maple Way. Improvements could consist of protected intersections, protected bike lanes, sidewalks, ADA upgrades, and crossing improvements. This could also be expanded to include the Virginian Lane roundabout. This option is also planned to include supplemental planning activities noted in Criterion #5 below.

Selection Criterion #1: Safety Impact

- Part of the corridor is in the top 50th percentile of the local road HIN.
- Can incorporate proven safety countermeasures through the Countermeasures Memo and Corridors & Intersections Safety Analysis.

Selection Criterion #2: Equity, Engagement, and Collaboration

- High density of comments in Phase 1 feedback map.
- Second most identified corridor for improvements in Phase 2 engagement.
- “High need” according to project equity analysis but not identified in USDOT equity metrics.

Selection Criterion #3: Effective Practices and Strategies

- “Strategic Flow Corridor” of high multimodal conflicts and needs according to parallel SS4A-funded Updated Community Streets Plan.
- Proposed countermeasures would span multiple Safe System components.
- Improvements would promote safety for all modes.
- Snow King corridor is emerging as a high priority project.

- Recent development projects and Karns Meadow connection.

Selection Criterion #4: Other DOT Strategic Goals (Climate & Sustainability, Economic Competitiveness, Workforce)

- Integrate multimodal improvements with land use considerations (e.g., Karns Meadow development).
- Improve access to bus stops along the corridor.
- Provide safer multimodal connections between a developing neighborhood and the Town of Jackson core, the economic center of the region.

Selection Criterion #5: Supplemental Planning and Demonstration Activities

- Combined with Option A2 above to improve effectiveness.
- Opportunity to pair before and after data collection (Option A5 above).

Consideration: Project Readiness

- Have a design pretty much ready for construction with significant Town of Jackson momentum.
- Prior and potential future TAP funding.
- Would build on recent efforts such as the existing seasonal bike lanes.

Option B3: South Park Loop Road + W Snow King Avenue Quick Build Demonstration

This option would combine Options B1 and B2 using quick build materials instead of permanent improvements for a lower project cost and a shorter-term safety impact for more people.

Criteria

See B1 and B2.

Option B4: W Pearl Avenue Improvements

Focus on permanent safety improvements to W Pearl Avenue in downtown Jackson (from US-89 to Jean St) to address documented safety risks, including serious injury crashes and crash profile clusters. This option is also planned to include supplemental planning activities noted in Criterion #5 below.

Selection Criterion #1: Safety Impact

- Corridor is the top-scoring HIN corridor for local roads.
- Four serious injury crashes on the corridor.
- Notable cluster of five crash profile crashes at W Pearl and Glenwood (combination of angle crashes and bike/ped at intersection).

Selection Criterion #2: Equity, Engagement, and Collaboration

- Medium density of comments in Phase 1 feedback map (high in some specific locations).
- One of the top intersections (Pearl & Broadway Ave) noted in Phase 2 engagement survey.

- “High need” according to project equity analysis but not identified in USDOT equity metrics.

Selection Criterion #3: Effective Practices and Strategies

- “Strategic Flow Corridor” of high multimodal conflicts and needs according to parallel SS4A-funded Updated Community Streets Plan.
- Proposed countermeasures would span multiple Safe System components.
- Improvements would promote safety for all modes.

Selection Criterion #4: Other DOT Strategic Goals (Climate & Sustainability, Economic Competitiveness, Workforce)

- Integrate multimodal improvements with downtown development.
- Improve access to bus stops along part of the corridor.
- Provide safer multimodal connections and access to businesses in downtown Jackson, the economic center of the region.

Selection Criterion #5: Supplemental Planning and Demonstration Activities

- Combined with Option A2 above to improve effectiveness.
- Opportunity to pair before and after data collection (Option A5 above).

Consideration: Project Readiness

- Not nearly ready to implement. This is a new project and would require extensive planning.

Option B5: Systemic Intersection Improvements

This option would make permanent safety improvements to intersections throughout the Town and County that score high on the HIN or have notable crash profile clusters. Improvements would refer to the Safety Action Plan to help determine and address the root causes of issues leading to crashes at these locations. This option is also planned to include supplemental planning activities noted in Criterion #5 below.

Selection Criterion #1: Safety Impact

- Potential to focus on the highest-scoring HIN segments in both the Town of Jackson and the rest of Teton County.
- Focus on crash profile clusters that enables a more effective treatment of the root cause of crashes at different locations.
- Potential to address locations with multiple serious injuries or fatalities.

Selection Criterion #2: Equity, Engagement, and Collaboration

- Can draw on stakeholder and community input to identify locations that crash data points to and are areas of particular concern noted in Safety Action Plan engagement.

Selection Criterion #3: Effective Practices and Strategies

- Potential to focus on intersections near high-growth areas or locations of high multimodal need and conflict, as identified through “Strategic Flow Corridors” in the Updated Community Streets Plan.

Selection Criterion #4: Other DOT Strategic Goals (Climate & Sustainability, Economic Competitiveness, Workforce)

- Potential to improve the safety of intersections that would make it easier for people to commute to and from the Town of Jackson using multiple modes for work, shopping, school, accessing essential services, etc.

Selection Criterion #5: Supplemental Planning and Demonstration Activities

- Combined with Option A2 above to improve effectiveness.
- Opportunity to pair before and after data collection (Option A5 above).
- Supplemental near miss data collection effort can be paired with this project to help identify the most at-risk corridors through proactive analysis.

Consideration: Project Readiness

- Not nearly ready to implement. This is a new project and would require extensive planning. But, some of this work could be a candidate for demonstration/quick-build options.

Candidate Implementation Project Comparisons

Project ID	Planning & Demonstration Grant Project	SS4A 2024 NOFO Criteria ¹		
		HIN Safety Impact	Equity	Additional Safety Context
A1	South Park Loop Road (Demonstration)	2	1	2
A2	Education Program Supplementing Implementation Grant Activities	3	1	2
A3	Downtown Demonstration Projects	3	1	3
A4	Snow King Avenue Master Plan	2	1	1
A5	Before and After Data Collection	3	1	3

Project ID	Implementation Grant Project	SS4A 2024 NOFO Criteria ¹					
		HIN Safety Impact	Equity, Engagement, and Collaboration	Effective Practices and Strategies	Other DOT Strategic Goals	Supplemental Planning and Demonstration Activities	Project Readiness
B1 (+ A2, A5)	South Park Loop Road Improvements	1	2	3	3	2	2
B2 (+ A2, A5)	W Snow King Avenue Corridor Improvements	1	3	2	1	2	3
B3 (+ A2, A5)	South Park Loop Road + W Snow King Avenue Quick Build	2	3	3	2	2	2
B4 (+ A2, A5)	W Pearl Avenue Improvements	3	2	3	3	2	1
B5 (+ A2, A5)	Systemic Intersection Improvements	3	3	3	2	2	1

¹Note: The project rankings use the criteria from the 2024 NOFO. It is expected that there will be significant changes to the criteria for the 2025 NOFO and that the project rankings may change as well

Source: <https://www.transportation.gov/sites/dot.gov/files/2024-04/SS4A-NOFO-FY24-Amendment1.pdf>