

Town of Alpine

SS4A

TRANSPORTATION SAFETY ACTION PLAN & HIGHWAY 89 DEMONSTRATION PROJECT



Fehr & Peers

2180 South 1300 East, Ste 220
Salt Lake City, UT, 84106
Main: (801) 463-7600

Town of Alpine
Office of the Clerk
P.O. Box 307
Alpine, WY 83128



February 3, 2026

Transmittal Letter

Re: Proposal for the Town of Alpine Transportation Safety Action Plan and Highway 89 Demonstration Project

Town of Alpine
Office of the Clerk
P.O. Box 307
Alpine, WY 83128

PRIMARY CONTACT

Dan will manage this project from Fehr & Peers' office in Salt Lake City.

Dan Cawley
Proposed Project Manager
2180 South 1300 East, Ste 220
Salt Lake City, UT, 84106
(385) 282-7269
D.Cawley@fehrandpeers.com

SECONDARY CONTACT

Kathrine Skollingsberg
Senior Transportation Planner
2180 South 1300 East, Ste 220
Salt Lake City, UT, 84106
(385) 282-7056
K.Skoll@fehrandpeers.com

PROJECT TEAM

- Fehr & Peers
- Jorgensen Associates

Dear Selection Committee Members:

Fehr & Peers is pleased to submit our Proposal for the Safe Streets and Roads for All (SS4A) Transportation Safety Action Plan and Highway 89 Demonstration Project for the Town of Alpine, prepared in response to the Town's Request for Proposals and in full accordance with the RFP requirements and the Town's FY23 SS4A Grant Agreement.

We understand that Highway 89 & 26 plays a dual and complex role as both a high-volume regional corridor and Alpine's Main Street. This corridor must safely serve freight, commuters, visitors, and seasonal traffic while also functioning as a walkable community spine that supports local businesses, neighborhoods, and daily life. As Alpine continues to grow within its rural mountain context, the Town faces increasing multimodal safety challenges, including speed differentials, turning conflicts, pedestrian crossings, and limited bicycle facilities. This project presents an important opportunity to address these challenges through a coordinated, data-driven approach that balances regional mobility with local access and safety.

We recognize the critical relationship between the Transportation Safety Action Plan and the Highway 89 Demonstration Project. The Action Plan will establish a long-term, federally compliant framework for identifying safety risks, prioritizing improvements, and positioning the Town for future implementation funding. The Demonstration Project serves as an early, low-cost opportunity to test targeted safety treatments on Highway 89, gather data, and evaluate performance before advancing permanent improvements. Our team is prepared to integrate these efforts so that lessons learned from the demonstration directly inform the Action Plan's recommendations and implementation strategies.

Fehr & Peers brings extensive experience delivering Safety Action Plans, transportation safety studies, and data-driven analyses for rural and small-town communities. Our approach emphasizes practical solutions, clear communication, and meaningful community engagement to ensure recommendations are both technically sound and locally supported. We are joined by Jorgensen Associates, whose deep local knowledge, familiarity with Alpine stakeholders, and current role as the Town's engineer provide invaluable continuity and insight. Jorgensen's strengths in pathway design, construction, NEPA compliance, demonstration projects, and coordination with WYDOT and FHWA will be central to meeting federal requirements and advancing the project efficiently.

Firm Information

Fehr & Peers is an S Corporation established in 1985. Our Utah office, where staff would be based, is located at 2180 South 1300 East, Ste 220, Salt Lake City, Utah, 84106.

Fehr & Peers and Jorgensen jointly confirm our commitment to complete the project within all required federal milestone dates. We confirm the availability of all proposed key personnel for the full duration of the project and commit to maintaining team continuity and availability. We further confirm our agreement to comply with all applicable federal requirements, including completing NEPA and obtaining FHWA written obligation authorization prior to any final design or construction activities for the Demonstration Project.

We also affirm that neither Fehr & Peers nor Jorgensen has any actual or perceived conflicts of interest related to this project.

The attached proposal includes detailed sections addressing our project understanding, proposed approach, relevant experience, key personnel, project schedule, and project costs. We appreciate the opportunity to support the Town of Alpine in advancing safer streets, improved community connectivity, and a clear path toward long-term transportation safety improvements.

Thank you for your consideration. We look forward to the opportunity to work with the Town of Alpine on this important effort.

Sincerely,

Fehr & Peers



Maria Vyas, AICP
Principal, Fehr & Peers
Signatory



Dan Cawley
Project Manager



2025 Client Feedback

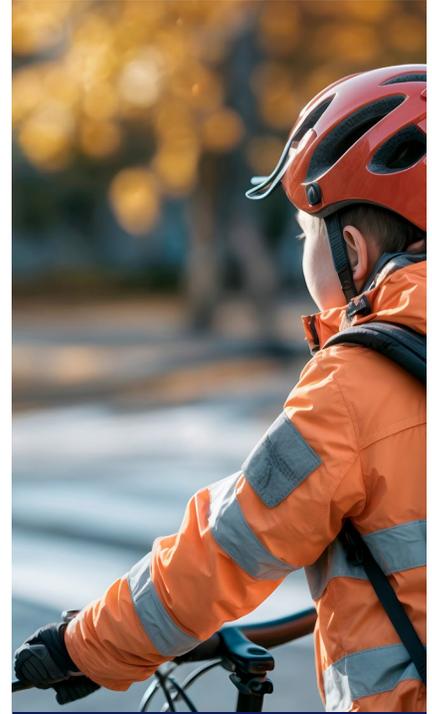
Client survey results show we consistently met or **exceeded expectations:**

99% in quality

98% in value

99% in service

100% say they would use us again



Putting People First in Every Solution

Whether it's people or goods, we work with communities to plan for safe, efficient movement that supports their needs. We strive to be national leaders in planning, engineering, research, and operations, and work to remain at the forefront of transportation technology, policy, and design. Recognizing the diverse needs and different ways our transportation systems work for people, our data-driven strategies help clients confidently reach their goals, creating lasting impact for all members of the communities we serve.



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Project Understanding

Community Context and Safety Challenges

Alpine is a growing and busy gateway community. The traffic flowing through Highways 26 and 89 affects this community on a daily basis. The sheer volume of commuters moving along these two Wyoming State highways from Star Valley and other locations to the greater Jackson area in the mornings and evenings, along with the seasonal tourist traffic, creates safety issues that can be identified.

Transportation challenges are often viewed as issues that occur along a roadway. In Alpine, however, some of the most significant multimodal safety concerns involve crossing the roadway, where the wide sections of Highway 89 can be uncomfortable and, at times, dangerous. There are pedestrian-oriented origins and destinations along both sides of the highway, resulting in jaywalking and subsequent safety issues.

The Highway 89 corridor appears benign but presents complexities that require thoughtful evaluation. For one, it is very much the “Main Street” of Alpine in every sense of the phrase: businesses, food and beverage, lodging, professional services, government, and other uses are clustered along the highway. This mix of uses creates a range of users, and the need to go back and forth across the highway. Adding the variable of seasonal traffic comprised of people who have never been to Alpine before, and are anxious to get to Jackson, and Highway 89 is primed for conflict.

Balancing Mobility, Safety, and Community Character

From a non-technical perspective, a state highway that functions as a Main Street can create conflicts and complexity due to possible conflicting needs: is the highway only for cars and trucks? What about the look and feel? Does the design support businesses that would like to have more users stop for food or lodging? Creating a safer corridor with a mix of uses combined with a state highway agency that may have differing goals can make for a complex study area, but one that our team is well-prepared to execute as we have in so many other communities.

Many of the issues outlined above demonstrate the need for this Action Plan. This once-in-a-generation opportunity will address through a community and data-driven process.

Purpose of the Action Plan and Demonstration Project

The purpose of the Action Plan and demonstration project is to help create a greater sense of place versus a place on the way to somewhere else. Making the highway safer by actions developed through the planning process is one of the clearest purposes. Additionally, this Action Plan can lay the groundwork for additional and other programs, capital projects through subsequent grants through SS4A program. Our team has successfully helped mountain communities prepare and Action Plan that led directly to securing \$15m in federal funding.



Local and Regional Coordination and Awareness

Our team’s awareness of local and regional initiatives is second to none, based on Jorgensen’s daily interaction with town staff and the community at-large. Our work with the regional transportation facilitation process, led by Fehr & Peers, also helped us learn about the desired pedestrian connectivity from the northern area of town along the river to the growing area north of the river and west of 89/26.

Implementing Safety Improvements in a Seasonal, Rural Context

A key factor in the success of a gateway community such as Alpine is to create a balanced, attractive transportation system that is also safe. Safety improvements can be controversial since fixes can require installation of signs, new striping, or other visually impactful measures. Working on these types of projects, such as in Alpine, can be complex due to the high seasonality, the remoteness, and the need to have a positive, solutions-oriented relationship with WYDOT. After all, they will give final approval as the plan’s process develops both the demonstration project as well as concepts for future grants and implementation.

General Information

Firm Information

Fehr & Peers

We are a transportation planning and engineering firm with 24 offices and over 400 staff nationwide. Since 1985, we've partnered with public and private clients to design safer, more effective ways for people and goods to move—creating spaces where everyone can thrive, today and for generations to come.

Bringing together data, technology, and the lived experiences of the communities we serve, we help clients make confident, well-informed decisions. Along the way, we've earned national recognition for raising the bar on how transportation projects are planned, designed, and delivered. Many of our first clients still trust us with their transportation needs after decades of collaboration—a testament to the strong partnerships we build and the innovative mindset we bring to every project.

Proof of Insurance

Fehr & Peers confirms that, if awarded the contract, the firm will maintain insurance coverage meeting or exceeding all required limits for the duration of the agreement. This includes general liability insurance with limits of \$1,000,000 per occurrence and \$2,000,000 aggregate, workers' compensation insurance in full compliance with Wyoming statutory requirements, professional liability or errors and omissions insurance with minimum limits of \$500,000, and automobile liability insurance with minimum limits of \$500,000.

We don't just follow trends—we help clients anticipate what's next. With a blend of multimodal expertise, national perspective, and local insight fueled by our strong and longstanding relationships, we tailor solutions across a wide range of services to meet each community's unique needs.

- Active Transportation
- Advanced Air Mobility
- Climate Resilience & Evacuation
- Community Engagement & Equity
- Complete Streets
- Curbside Management
- Data Science
- Emerging Technologies
- Engineering & Design
- Freight & Goods Movement
- Grant Funding
- Land Use & Transportation
- Multimodal Operations Analysis
- Parking
- Public Lands & Recreation
- Safe Routes to School
- Safe System & Vision Zero
- Sports Venues & Special Events
- Transit Planning
- Transportation Demand Management
- Transportation Economics
- Travel Behavior Forecasting
- Visual Storytelling
- VMT Impacts



Jorgensen Associates

Founded as a civil engineering and surveying firm and growing into the full-service engineering, planning, survey, geotechnical, and construction management firm we are today, our focus has always been on using our skills and talents to serve and improve the communities where we live, work, and play. We take pride in doing the work right, from thoughtful design through construction, with an emphasis on long-term value for the communities we serve. Our goal is to build trusted relationships and provide dependable expertise for projects of any size.

Jorgensen’s civil engineering team provides the services needed to help ensure projects are delivered correctly and on schedule. Our civil department specializes in grading and drainage, water supply and distribution, wastewater collection and treatment, and a wide range of transportation engineering services.

Since 1974, Jorgensen has tailored its services to respect the uniqueness and sensitivity of this special place we are fortunate to call home. For more than 50 years, we have provided comprehensive civil engineering, land surveying, and public land use planning services throughout the region. Today,

Jorgensen employs more than 75 professional, technical, and administrative staff, with offices in Jackson, Pinedale, and Alpine, Wyoming. Our Alpine office strengthens our long-standing presence in western Wyoming, allowing us to work closely with local communities, agencies, and clients while bringing the full resources of the firm to projects in the area.

Our firm offers multi-disciplinary services including project management, planning, water and wastewater, site design, geotechnical engineering, structural engineering, transportation, hydraulics and hydrology, construction administration, construction management, and surveying. Having these capabilities within one firm allows us to support projects from early planning and permitting through design and construction. This depth of experience enables us to tailor our approach to the specific needs of each community and client we serve

Jorgensen supports projects throughout western Wyoming and the surrounding region through additional offices in Alpine and Pinedale. The Pinedale office is located at 58 South Tyler Avenue, while the **Alpine office** is located at 185 Highway 89, Suite F, allowing Jorgensen to maintain a strong local presence and provide responsive, on-the-ground support across Lincoln and Sublette Counties.



Experience

Familiarity with Alpine

Fehr & Peers brings nearly a decade of direct experience working in Star Valley and with communities and stakeholders connected to the Town of Alpine. Since 2017, our team has supported planning and engagement efforts that reflect the region's rural character, growth pressures, and unique transportation challenges. Most notably, Fehr & Peers was part of the multidisciplinary team that developed the first Corridor Management Plan for the Star Valley Scenic Byway. In this role, we led development of the public engagement website, helped articulate the transportation story of the corridor, and provided transportation planning recommendations that balanced safety, mobility, and the scenic and community values that define Star Valley. This work required close coordination with local jurisdictions, agencies, residents, and visitors, and gave our team a strong understanding of how regional travel patterns and seasonal tourism affect Alpine and surrounding communities.

Fehr & Peers worked directly with the Town of Alpine as a key stakeholder through the Teton County Governance and Planning Facilitation project, which focused on improving regional transportation coordination across western Wyoming and eastern Idaho. Our team led an extensive stakeholder facilitation process and public engagement effort to evaluate governance options and align transportation planning across multiple jurisdictions. Through this work, we developed strong working relationships with Alpine leadership and staff, including the Mayor, and gained valuable insight into Alpine's priorities, concerns, and vision for the future. These relationships, combined with our technical expertise in transportation safety, public engagement, and regional coordination, position Fehr & Peers to work seamlessly with the Town, WYDOT, and community partners to deliver a Transportation Safety Action Plan and Demonstration Project that are locally informed, technically sound, and responsive to Alpine's needs.

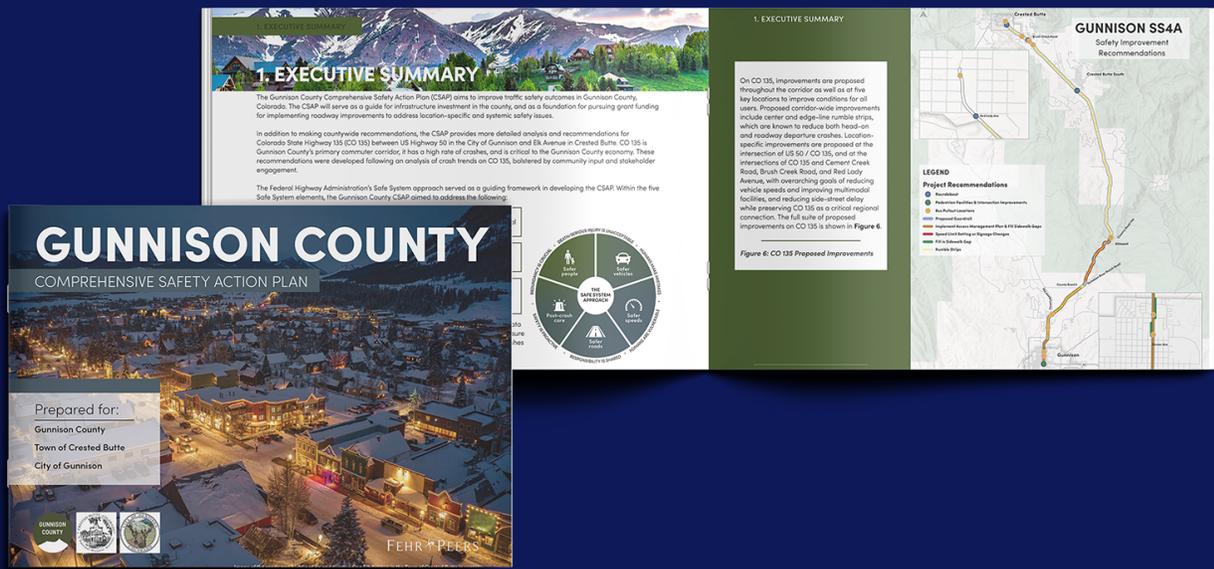
The **Jorgensen** team has over 50 years of experience in western Wyoming, and in and around the Town of Alpine. Jorgensen currently has several employees who live in Alpine, with additional staff living throughout the Valley. The firm has maintained a satellite office in the Town of Alpine for several years as more employees have made the Valley their home. Our employees value the local community and enjoy the recreational and social opportunities Alpine provides. As the Town of Alpine continues to grow, so does Jorgensen's presence in the area.

Jorgensen has been involved in private design and planning projects in the Valley for many years and currently serves as the Town's engineer. In this role, Jorgensen attends Town Council meetings twice a month, gaining deep local knowledge and a strong understanding of the community's needs. Traffic along Highways 26 and 89 has a significant seasonal and daily impact on Alpine. The sheer volume of peak-hour commuters, combined with seasonal tourism, creates safety challenges throughout the community. Addressing these challenges now will improve safety, protect quality of life, and support a stronger, more connected Alpine in the years ahead.

We are committed to excellence and to building lasting client relationships, and to best demonstrate this commitment we have combined our project experience and client references into a single, integrated section, with additional project experience and references available upon request.



SPEED
LIMIT
35



SAFETY ACTION PLAN EXPERIENCE

Relevant Projects

REFERENCE

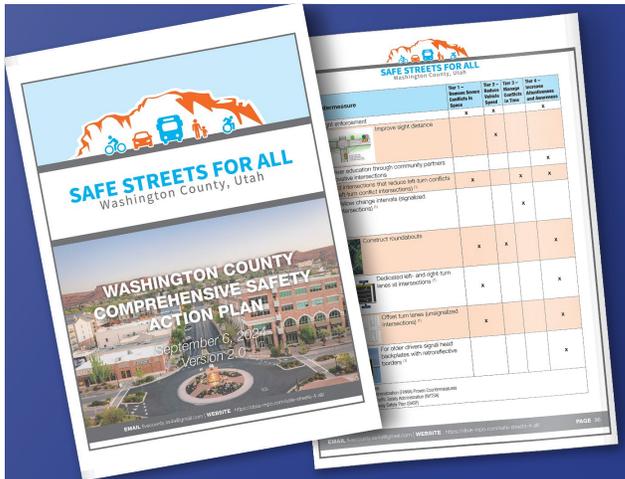
Martin Schmidt,
 Gunnison County,
mschmidt@gunnisoncounty.org,
 (970) 641-0044

Gunnison County Comprehensive Safety Action Plan

GUNNISON COUNTY, CO
LEAD CONSULTANT, 2023-2024

Fehr & Peers managed the development of Gunnison County’s CSAP on an accelerated timeline to apply for implementation funds as part of the 2024 cycle. Despite losing two months of the expected schedule, the team conducted community outreach through focus groups, open houses, and online surveys, performed an in-depth safety analysis of CO-135, identified as a priority corridor for the County, recommended appropriate, proven countermeasures, and delivered the final CSAP before May 1st. The plan involved multiple jurisdictions and stakeholders, including CDOT, and was tailored to address the needs of this rural county with a tourism-centric economy. In May of 2024, Gunnison County submitted an implementation grant application through the SS4A program and was awarded \$15.2 million dollars to implement recommendations developed as part of this plan.

Project Tags:
SS4A & Safety Planning Experience, Agency Coordination, Rural & Small-Town Experience



Five Counties Association of Governments Comprehensive Safety Action Plan

WASHINGTON COUNTY, UT
SUB-CONSULTANT, 2023

For the Five County Association of Governments, the MPO for the St. George, Utah region, Fehr & Peers supported the development of a SS4A-compliant, data-driven safety plan that integrated stakeholder and community engagement into all levels of decision-making for Washington County. Fehr & Peers lead the Safe System Approach integration, target and goal setting, policy development and programming, and development of a regional countermeasures toolbox. Our staff also created content for several of the stakeholder meetings, focusing on how to convey safety information in a way that inspires agencies and creates buy-in for the plan. The plan was adopted in mid-2024 in support of additional funding applications.

Project Tags:

SS4A & Safety Planning Experience, Agency Coordination, Rural & Small-Town Experience

REFERENCE

Myron Lee, Transportation Planning Director, Five Counties Association of Governments, (435) 673-3548 x124, mlee@fivecounty.utah.gov



Cache Metropolitan Planning Organization Comprehensive Safety Action Plan

CACHE COUNTY, UT
SUB-CONSULTANT, 2024

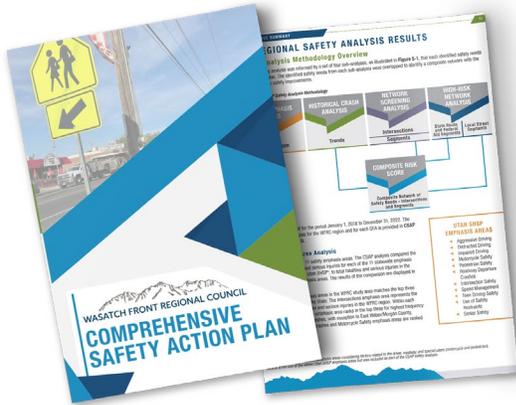
As part of a team, Fehr & Peers helped to develop a comprehensive safety action plan for the ten-city area of the Cache MPO. As part of this project, Fehr & Peers reviewed existing safety-relevant policies, analyzed safety conditions at the county-wide and individual jurisdiction level, prioritized improvements for UDOT, County and City facilities and made recommendations for near- and long-term strategies to enhance systemic safety for the region. This project included robust engagement with key jurisdictional staff from each of the cities to ensure that the recommended strategies were actionable and matched the circumstances observed by staff and community members.

Project Tags:

SS4A & Safety Planning Experience, Agency Coordination, Demonstration Project Delivery, Rural & Small-Town Experience

REFERENCE

Jeff Gilbert, Planner, Cache Metropolitan Planning Organization, (435) 755-1634, jeff.gilbert@cachecounty.org



Wasatch Front Regional Council Comprehensive Safety Action Plan

WASATCH FRONT, UT
SUB-CONSULTANT, 2023-2024

Fehr & Peers led the equity, benchmarking, and monitoring aspects of the Comprehensive Safety Action Plan, in addition to leading the safety analysis of all non-UDOT owned facilities. Our team used our proprietary HINsight and Systemic Safety Processor tools to prioritize corridors throughout the WFRC planning area based on fatal/serious injury and risk factor trends. This analysis directly fed into identification of the priority corridor segments that WFRC is considering for the Roadway Safety Audits. For each of these priority segments, our team identified the key risk factors and recommended an array of countermeasures for the local jurisdictions to consider. Fehr & Peers staff collaborated closely with local community stakeholders throughout the WFRC region to review proposed solutions, refine concepts, and integrate comments from city staff.

Project Tags:
SS4A & Safety Planning Experience, Agency Coordination, Rural & Small-Town Experience

REFERENCE

Kip Billings, Senior Transportation Engineer and Air Quality Analyst, Wasatch Front Regional Council, kip.billings@wfrc.utah.gov, (801) 363-4250



Teton County Governance & Planning Facilitation

TETON COUNTY, WY/ID
LEAD CONSULTANT, 2023-2024

Fehr & Peers led a facilitation process with the purpose of exploring options for greater regional transportation collaborations. It utilized a “process roadmap” where a series of regional transportation leaders came together to learn more about the regional planning process and discuss a range of options moving forward. These included an informal, ongoing working group at one end to a formal organization with dedicated funding and staff support at the other. The range of representatives included federal, state, and local governments, stretching from Targhee County in Idaho to Lincoln and Sublette Counties, to staff from USFS, NPS, FHWA, and WYDOT. It was through this process that we got to know and appreciate the transportation-related concerns and opportunities in Alpine. In fact, it was a result of this collaborative process that Alpine connected with grant opportunities for trail improvements to and along the river area.

Project Tags:
SS4A & Safety Planning Experience, WYDOT & Agency Coordination, Rural & Small-Town Experience

REFERENCE

Charlotte Frei, Teton County, cfrei@tetoncountywy.gov, (307) 732-8498



Grand Teton National Park & Lake Meredith National Recreation Area Roadway Safety Studies

GRAND TETON, WY & FRITCH, TX
LEAD CONSULTANT, 2021-2022

Grand Teton National Park continues to see record-setting visitation, placing significant strain on its transportation system. Heavy use of roadways, parking areas, and adjacent resource areas has led to congestion, safety concerns, and environmental impacts throughout the year, particularly during peak summer and winter seasons. Lake Meredith National Recreation Area experiences lower overall visitation but faces its own safety challenges, with sharp increases in traffic during holidays and weekends that create concentrated periods of congestion and risk. Fehr & Peers conducted detailed roadway safety studies for both parks, including field reviews to observe conditions and document safety issues. Based on these findings, the team developed a comprehensive set of

recommended countermeasures and a phased implementation strategy spanning short-, mid-, and long-term horizons, along with cost estimates for each recommendation. Following completion of the studies, several countermeasures have already been successfully implemented, including improvements to the Gros Ventre roundabout intersection on US-191.

Project Tags:

SS4A & Safety Planning Experience, FHWA NEPA Experience, WYDOT & Agency Coordination, Demonstration Project Delivery, Rural & Small-Town Experience

REFERENCE

BriAnna Weldon, Project Manager / Landscape Architect, National Park Service, Transportation Division, (303) 969-2369, brianna_weldon@nps.gov



Salt Lake City Signal Safety Study

SALT LAKE CITY, UT
LEAD CONSULTANT, 2025

Fehr & Peers assisted UDOT and Salt Lake City in prioritizing safety improvements at signalized intersections throughout the city. This included a detailed safety hotspot analysis for all existing signals based on Rates per Million of Entering Vehicles (RMEV) and Composite Injury Rate. From this hotspot analysis, twelve priority intersections were identified across Salt Lake City, including several in western Salt Lake City approaching the unincorporated county, and appropriate mitigations were selected based on the presence of local risk factors. These mitigations were part of a mitigation toolbox developed specifically for this project.

Once mitigations were identified and confirmed with UDOT and the City, Fehr & Peers confirmed the operational impacts of these safety measures on the intersections by performing detailed operational analysis at each high priority location and making adjustments to recommendations as needed. The final outcome of this project was an implementation plan at each of the twelve priority locations, including detailed cost estimates and design concepts incorporating the final recommended mitigations.

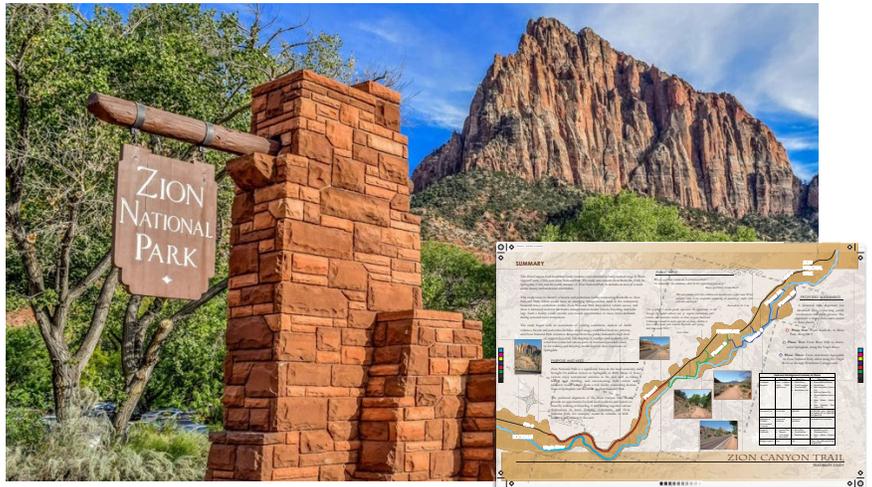
Project Tags:
Safety Planning Experience, Demonstration Project Delivery, Agency Coordination, Traffic Engineering

REFERENCE

Adam Lough: UDOT Traffic & Safety Design Engineer, alough@utah.gov, (801) 718-4326



Division Ave & Highway 2 Intersection



Division Street Roadway Safety Audit

SANDPOINT, ID

LEAD CONSULTANT, 2020-2021

Fehr & Peers was selected to perform an FHWA Roadway Safety Audit for Division Avenue from Michigan Street to Cedar Street in Sandpoint, ID. The roadway safety audit consisted of selecting a multidisciplinary audit team, gathering and analyzing data, conducting a two day field review with the audit team, preparing safety recommendations, presenting the findings to the city, and preparing a highly graphical report. The recommendations from the RSA were approved by the city council and added to the multimodal transportation plan. The RSA report included near-term, mid-term, and long-term recommendations – the city has already implemented many of the near-term recommendations.

Project Tags:

SS4A & Safety Planning Experience, FHWA NEPA Experience, Agency Coordination, Demonstration Project Delivery, Rural & Small-Town Experience

Zion National Park Trail Study

SPRINGDALE, UT

LEAD CONSULTANT, 2019

Fehr & Peers led the feasibility study for connecting Hurricane and Springdale by trail. Connecting these two popular destinations has long been a goal of both communities due to the incredible scenery and year-round climate supportive of active transportation. We had numerous difficulties with a 100% off-road alignment, at least in the short term, and the project team believed it was better to get an AT corridor established as best as possible as soon as possible. To accomplish this, we looked at a wide variety of alignments across BLM land (including riparian habitat), private land, and along public rights-of-way. Through a series of on-site visits and workshops, the team decided that the recommended alignment should be a hybrid along SR-9 and BLM lands. This plan has received some of the highest ratings for funding support from UDOT. Fehr & Peers was successful with the project in large part due to our previous trail planning work connecting Springdale to Zion National Park in 2008. For that study, our track record of thorough technical work and stakeholder engagement made our involvement with the SR-9 project an easy decision.

Project Tags:

SS4A & Safety Planning Experience, FHWA NEPA Experience, Agency Coordination, Demonstration Project Delivery, Rural & Small-Town Experience

REFERENCE

Amanda Wilson (formerly Sandpoint), City of Gunnison, CO, (970) 325-3611; awilson@gunnisonco.gov

REFERENCE

Tom Dansie, Springdale, Utah, tdansie@springdaletown.com, (435) 772-3434 x 306



BUILD Teton County Mobility Improvements (TCMI)

WILSON, WY & TETON, WY

Wilson, Wyoming is a growing community bisected by WY 22, a Minor Collector carrying approximately 16,000 vehicles per day and serving as a key regional corridor west of Jackson. Prior to this project, the corridor lacked continuous pedestrian and bicycle facilities beyond roadway shoulders. The Downtown Wilson Active Transportation Improvements Project was developed to provide safe, comfortable, all ages and abilities multimodal connectivity through the community. Jorgensen has supported transportation planning and study efforts along the WY 22 corridor since 2000. In 2021, Jorgensen was awarded the USDOT BUILD Grant for the Teton County Mobility Improvements project, which includes the Wilson Active Transportation Improvements. The work advances the corridor master plan from concept through final design and construction. Improvements include bi directional multi use pathways on both sides of WY 22, a continuous center left turn

lane, two formalized at grade crossings with ADA compliant features and an RRFB, bus and delivery pull outs, a pedestrian and bicycle bridge over Fish Creek, curb and gutter, drainage and stormwater treatment, grade modifications, signage, landscaping, and gateway features. The project has involved extensive public outreach and close coordination with WYDOT and is scheduled for construction in 2026.

The project has included extensive public outreach and communication with the public and coordination and approval from WYDOT. The project is presently scheduled to be bid and constructed in 2026.

Project Tags:

SS4A & Safety Planning Experience, FHWA NEPA Experience, WYDOT & Agency Coordination, Demonstration Project Delivery, Rural & Small-Town Experience

REFERENCE

Heather Overholser, Director of Public Works, Teton County, (307) 732-8580, ext. 8580, hoverholser@tetoncountywy.gov



Town of Pinedale Transportation Master Plan

LEAD CONSULTANT (2023–2024)
PINEDALE, WY

Jorgensen served as the lead civil engineering and planning consultant for the Town of Pinedale’s comprehensive Transportation Master Plan, delivering a future-focused, multimodal strategy for one of western Wyoming’s most vital corridors—Pine Street (US-191). The plan addressed transportation safety, pedestrian access, utility coordination, and corridor resilience through a phased implementation strategy grounded in detailed crash data analysis, public engagement, and agency collaboration.

Our team conducted a full traffic operations assessment and LOS/LOSS analysis along Pine Street, identifying high-risk segments and pedestrian conflict zones. Using FHWA and WYDOT safety frameworks, Jorgensen’s team recommended improvements such as bulb-outs, ADA-compliant crossings, drainage enhancements,

and a grade-separated pedestrian underpass at Barber Creek. These projects were paired with critical water and sewer utility upgrades to reduce lifecycle costs and avoid future disruptions. Full cost estimates, GIS mapping, and prioritization matrices were provided to guide Town and WYDOT capital planning.

The plan was specifically developed to support federal funding pursuits, including the U.S. DOT’s Safe Streets and Roads for All (SS4A) Implementation Grant. Jorgensen also authored an addendum to align the plan with SS4A’s Safe System Approach, equity considerations, and performance tracking requirements.

The effort resulted in a fully coordinated infrastructure roadmap with WYDOT, aligning with their upcoming \$4.6 million full-depth reconstruction of Pine Street and positioning the Town to secure \$3.3 million in implementation funding.

Project Tags:
SS4A & Safety Planning Experience, FHWA NEPA Experience, WYDOT & Agency Coordination, Demonstration Project Delivery, Rural & Small-Town Experience

REFERENCE

Abram Pearce, Director of Public Works, (307) 367-4136, abrampearce@townofpinedale.us



Key Personnel

Organizational Chart



Dan Cawley
PROJECT MANAGER



Maria Vyas
PRINCIPAL-IN-CHARGE

OUTREACH &
ENGAGEMENT

ANALYSIS & SAFETY

ENGINEERING & DESIGN



Kathrine Skollingsberg AICP
COMMUNICATIONS



Michael Adamson, PE, RSP1
TRAFFIC ENGINEER



Alyssa Booth, PE
MANAGER



Reed Armijo, PE
ENGINEERING QC



Brian Gray, PE
PRINCIPAL ENGINEER



Shelbi Paulson,
DESIGN ENGINEER



This organizational chart identifies the key personnel responsible for project leadership and delivery. A broader team will support these efforts, with dedicated staff contributing to outreach, engagement, and analysis as needed. We welcome any questions and are happy to provide additional information about our team upon request.



Maria Vyas

PRINCIPAL-IN-CHARGE | FEHR & PEERS

Maria Vyas, AICP, is a Principal in Fehr & Peers’ Salt Lake City office with 27 years of experience in transportation safety, land use, and multimodal planning across the Intermountain West. She brings extensive expertise in guiding federally funded projects from safety analysis and public engagement through NEPA coordination and implementation-focused action planning.

Maria served as Fehr & Peers’ Project Manager for the Wasatch Front Regional Council Comprehensive Safety Action Plan, leading SS4A-compliant safety analysis, stakeholder coordination, and development of actionable strategies to reduce fatal and serious injury crashes. That experience directly informs her oversight of Alpine’s Transportation Safety Action Plan and Highway 89 Demonstration Project, particularly in meeting FHWA requirements and federal milestones.

She also has deep experience working in small and rural mountain communities where state highways function as main streets and regional corridors. Maria led the Summit County Active Transportation Plan Update, serving a largely rural area with seasonal tourism, high-speed roadways, and challenging winter conditions, as well as the Park City Rail Trail Master Plan. As Principal-in-Charge, she will provide strategic oversight and quality assurance to ensure the project remains grounded in Alpine’s rural context and safety priorities.

Relevant Experience

- Wasatch Front Regional Council Comprehensive Safety Action Plan
- Zion National Park Trail Study
- Summit County Active Transportation Plan Update
- Park City (UT) Rail Trail Master Plan



Dan Cawley

PROJECT MANAGER | FEHR & PEERS

Dan Cawley is a transportation planner at Fehr & Peers with a decade of experience working on transportation safety planning efforts at the local and regional level. In addition to serving as Operations Manager of our Salt Lake City office, Dan brings a depth of experience engaging with community members and stakeholders on complex planning projects – he has an innate ability to develop rapport with all involved in his work. Given the range of his safety experience, having overseen projects in both urban and rural settings, Dan excels at developing context-appropriate solutions to address safety challenges and accommodate local needs. Prior to joining Fehr & Peers, Dan was a project manager overseeing street and intersection safety improvements using quick-build design solutions for the New York City Department of Transportation’s Department of Research, Implementation, and Safety under the City’s Vision Zero program.

As Project Manager, Dan will lead day-to-day project delivery, coordination, and communication, ensuring the technical work, public engagement, and demonstration project implementation are responsive to Alpine’s rural context, community priorities, and SS4A requirements.

Relevant Experience

- Gunnison County Comprehensive Safety Action Plan
- Five Counties Association of Governments Comprehensive Safety Action Plan
- Salt Lake City Livable Streets Program
- Durango Junction Street Traffic Calming Study
- Ouray, Colorado Citywide Parking Study
- Salt Lake City Vision Zero Action Plan
- Senter Road Vision Zero Safety Study



Michael Adamson, PE, RSP,

PROJECT SAFETY LEAD ENGINEER | FEHR & PEERS

Michael is a senior transportation engineer with extensive experience in a variety of transportation projects, emphasizing in safety planning and analysis. He has detailed expertise in geospatial safety analysis, risk factor and trends analysis, countermeasure identification and prioritization, and HSM/IHSDM safety modelling. Michael recently managed UDOT’s Salt Lake City Signal Safety Study, which prioritized signalized locations citywide based on safety trends, identified key countermeasures to address issues at these locations, and developed concepts and cost estimates for near-term implementation. Michael also played key advisory roles in several comprehensive safety action plans across Utah. In addition to this CSAP experience, Michael brings years of safety planning and engineering experience from his time in Washington State, having led several jurisdiction-wide safety analyses for multiple entities throughout Thurston, Pierce and King Counties, assisting multiple communities in receiving millions of dollars in HSIP funding for a variety of safety project types.

Relevant Experience

- Salt Lake City Signal Safety Study
- Cache Metropolitan Planning Organization Comprehensive Safety Action Plan
- Wasatch Front Regional Council Comprehensive Safety Action Plan



Kathrine Skollingsberg, AICP, MCIP-I

ENGAGEMENT LEAD | FEHR & PEERS

Kathrine is a senior transportation planner, graphics designer, and engagement strategist who is passionate about creating resilient, safe, and community-beloved public streets and transportation experiences. With seven years of transportation planning experience across the Rocky Mountains, and 15 years of experience in community outreach and engagement, she leads public processes that weave together technical expertise, storytelling, and meaningful community input to create plans that reflect shared values and inspire implementation. Kathrine specializes in managing multi-disciplinary transportation planning efforts that connect design, policy, and community buy-in. She grounds her approach in partnership, building trust through transparent communication and authentic engagement with a multitude of different community and agency partners, including many community-based organizations throughout the west. Kathrine is skilled at translating technical data into narratives that resonate with community members, city staff, and elected officials alike. Her roots in the Rockies and her work in Kemmerer County allow her to take a high-level approach that considers regional context, as well as a detailed approach that reflects the unique aspects of each project and community, developing robust, community-centered plans.

Relevant Experience

- Teton County Governance & Planning Facilitation
- Wasatch Front Regional Council Comprehensive Safety Action Plan
- Cache Metropolitan Planning Organization Comprehensive Safety Action Plan
- Grand Teton National Park and Lake Meredith National Recreation Area Roadway Safety Studies
- Spanish Valley Transportation Master Plan
- Zion National Park Trail Feasibility Study
- Big Spring Scenic Backway Plan (*with another firm*)



Alyssa Booth, PE

PROJECT ENGINEER / MANAGER | JORGENSEN ENGINEERING

Alyssa is a Project Engineer with more than 10 years of industry experience in municipal and private infrastructure design and construction, project permitting, preparing bid and construction documentation, materials testing and evaluation, construction field observation, and construction contract coordination. More specifically Mrs. Booth has experience with

- Plan and Specification Review
- Wyoming SEO, WYDOT, ACOE, and WYDEQ Permit Applications
- Preparation of Bidding and Construction Plans and Specifications
- Site and Grading Design
- Utility Design – Water and Sewer
- Materials Testing of Soils, Aggregates, and Concrete
- Soil Evaluation
- AutoCAD Civil3D Drafting
- Certified Payroll and Wage Rate Review and oversight

Relevant Experience

- Sublette County School District No. 1 Safe Routes to School Plan – Pinedale, WY
- Pinedale Elementary School Pathway – Pinedale, WY
- Town of Pinedale Pedestrian Safety Project – Pinedale, WY
- Sublette County School District No. 1 Career Technology Education Center – Pinedale, WY



Brian Gray, PE

ENGINEERING QC | JORGENSEN ENGINEERING

Brian is a Principal Engineer based out of our Pinedale office, with more than 26 years of experience in civil engineering, bringing extensive expertise in the planning, design, and construction of building sites, infrastructure systems, and multi-phase development projects. Over the course of his career, he has led a wide range of projects that span educational facilities, recreational complexes, and municipal infrastructure improvements. Notably, he served as the lead civil engineer for the design-build Pinedale Elementary School, where he directed grading, drainage, utility design, and site improvements under an accelerated schedule to meet the client’s critical timeline. He also managed the Pinedale Ballfields complex, a project that required coordinating geotechnical investigations, wetlands planning, parking, and roadway design to create a functional and community-focused facility. In addition, Mr. Gray has overseen numerous municipal water and sewer rehabilitation efforts across western Wyoming, successfully guiding phased construction, utility upgrades, and the often complex regulatory approval process. Throughout his career, he has built a reputation for effectively managing collaboration among clients, contractors, funding agencies, and regulatory officials, ensuring projects are delivered efficiently and with long-term value. With a combination of practical judgment, technical expertise, and proven leadership, Mr. Gray consistently guides complex building and site expansion projects from initial concept through successful completion.

Relevant Experience

- Town of Pinedale Transportation Master Plan – Pinedale, WY
- Town of Pinedale Pedestrian Safety Project – Pinedale, WY
- Afton Readiness Center Site Plan – Afton, WY
- Kemmerer Alternative High School – Kemmerer, WY



Reed Armijo, PE

ENGINEERING QC | JORGENSEN ENGINEERING

Reed has 36 years of experience in civil engineering with an emphasis in transportation related projects. 25 of those years have been spent in Teton County, Wyoming where he has been involved with a variety of public and private projects involving transportation related services including transportation planning, traffic impact studies, transit facility planning and design, complete street design, and multimodal pathways. During his tenure with Jorgensen he has developed strong relationships with Teton County (Wyoming and Idaho), START Bus, Jackson Hole Community Pathways, WYDOT, and the community as a whole. He has a comprehensive knowledge of project scope and delivery, from preliminary studies, planning and entitlements, to final construction. Mr. Armijo has extensive experience in shepherding projects through the public processes targeted at building consensus. He is experienced in working with large multidisciplinary teams in collaborative and successful projects.

Relevant Experience

- Town of Jackson/Teton County Fleet Storage (START Bus) and Vehicle Maintenance (Core) Facility – Jackson, WY
- Jackson Hole Community Pathways – North HWY 89 – Jackson, WY
- Wilson to Snake River Pathway, Jackson, WY
- Pearl Avenue Reconstruction Project – Jackson, WY



Shelbi Paulson

DESIGN ENGINEER | JORGENSEN ENGINEERING

Shelbi is a Design Engineer with over 2 years of civil engineering experience with Jorgensen. Ms. Paulson has been involved with the design and construction of a variety of projects including site design, multimodal pathways, and traffic impact studies throughout Wyoming and parts of Idaho. She is a WYDOT-certified Local Public Agency (LPA) professional and is well versed in the Americans with Disabilities Act accessibility guidelines and standards, the Manual on Uniform Traffic Control Devices, and the Wyoming Department of Transportation Standards for Road and Bridge Construction.

Relevant Experience

- Town of Pinedale Pedestrian Safety – Pinedale, WY
- Grand Targhee Resort – 5th Street Housing – Driggs, ID
- Snake River Sporting Club Improvements Service District – Jackson, WY
- WYDOT Natrium and TFF Entrance Traffic Impact Study and Intersection Improvements – Kemmerer, WY
- High Meadow Ranch Water District – Pinedale, WY



Project Approach

Guiding our approach to developing Alpine's Safety Action Plan are three principles:

- **Action-Oriented:** We understand that a key goal of this project is to develop a set of implementable actions with an engineering focus on transportation safety. This project needs to result in meaningful outcomes that lead to on-the-ground projects that ultimately save lives and improve community connectivity. Our proposed approach is centered on achieving this goal, and in particular, providing Alpine clear direction on the following items:
 - Defining a prioritized set of actions Alpine and project partners can take to improve traffic safety in the Town.
 - Providing a set of engineering-based recommendations that will be competitive at receiving grant funding.
- **Data-Driven:** At Fehr & Peers, we pride ourselves in making recommendations rooted in sound data analysis. For this project, we propose a data-driven process for identifying crash trends, crash types, risk factors, defining land use contexts, recommended countermeasures, and prioritizing projects.
- **Community Informed:** The most successful projects have the backing and support of the community, with recommendations that are consistent with the values of the community. We place a high value on reaching a broad cross-section of the community, building consensus, and framing engagement activities in a way that allows the community to provide meaningful input to inform project recommendations. However, we also recognize the significant community engagement that project partners have already performed and wish to avoid engagement fatigue. For this reason, our proposed approach includes strategic community engagement. We will take a leading role in outreach and propose a variety of engagement strategies to be inclusive and comprehensive.

Ultimately, we want to make this process as easy for the Town as possible while addressing local needs and shared goals. Our detailed approach describes how we will succeed in that challenge.

TASK 1. Project Management

Our project management team, led by Dan Cawley and supported by Maria Vyas, has a collective 30+ years of experience bringing disparate stakeholders, staff, and community leaders together to define goals and objectives that integrate their varied priorities and needs. As part of a centralized scoping meeting, we will work with Town staff to develop an effective communication plan, committee structure, and decision-making process that will inform the pacing of both the demonstration project and the overall Transportation Safety Action Plan.

We stand behind the quality and reliability of our work. Our layered quality checks, risk management practices, and cost control systems provide a strong foundation for successful project delivery. We approach every project with the goal of delivering on-time, dependable results that reflect the trust our clients place in us and meet their varied needs.

TASK 1 DELIVERABLES:

- Project Management and Communication Plan



TASK 2. Safety Assessment

We bring years of local and national experience performing local and regional safety and risk factor analyses and understand how to translate complex data into clear, decision-ready products. Consistent with SS4A guidelines, we will first focus our analysis on fatal and serious injury crashes to identify risk factors contributing to safety trends across the Town, documenting these findings in a comprehensive Safety Assessment Report supported by a detailed Crash Trend Analysis. Our analysis will examine the traits of the parties involved, crash types (e.g., rear-end, broadside), preceding movements, unsafe behaviors, and contributing factors such as time of day, weather, distraction, or alcohol or drug influence.

We will also evaluate trends in contextual variables using the geospatial data compiled in Task 7, including roadway speeds, ADT (where available), functional classification, number of travel lanes, intersection controls, pedestrian and bicycle facilities, and adjacent land uses. These data will be synthesized into a Risk Factor Map that visually highlights where underlying safety risks are concentrated, with particular attention to pedestrian and bicycle safety. Given Alpine's size and crash history, this risk-based approach allows us to surface priority locations beyond those identified through crash density mapping alone, which is especially important in small and rural communities where severe crashes may be infrequent but risk factors are present and increasing.

Based on this Town-wide safety analysis, we will identify key risk factors and review them with Town staff to ensure community concerns are fully captured. Consistent with FHWA's Safe System Approach, locations with a high concentration of risk factors, along with areas with a history of fatal or serious injury crashes, will be carried forward into the project identification and prioritization process described in Task 7.

TASK 2 DELIVERABLES:

- Safety Assessment Report
- Crash Trend Analysis
- Risk Factor Map

TASK 3. Existing & Future Conditions

To supplement the safety analysis, we will leverage our nationwide experience performing detailed traffic operations analysis across a wide range of rural contexts, including communities constrained by high-volume state facilities. We will begin by working with Town staff to perform an inventory of roadway capacity using aerial imagery and on-the-ground field reviews. This effort will document existing conditions and establish future baseline assumptions along US 26/89 and key local roadways, with a focus on operational performance and multimodal constraints.

The findings will be summarized in concise Existing Conditions and Future Conditions Reports that clearly describe current operations, anticipated growth-related impacts, and system constraints affecting all users. Building on these reports, our team will work closely with the Town to identify key operational choke points to carry forward into detailed traffic operations analysis under both existing and future conditions. We will integrate this analysis with the findings from Task 2 to right-size safety recommendations against operational realities and to identify priority multimodal connectivity, operational, and safety investments for inclusion in the Transportation Safety Action Plan.

TASK 3 DELIVERABLES:

- Existing and Future Conditions Reports



We partner closely with the Town of Alpine through frequent, open coordination and inclusive public engagement.

TASK 4. Public Engagement

We will work closely with the Town of Alpine to deliver a collaborative, inclusive, and highly effective public engagement and stakeholder coordination program that supports both the Transportation Safety Action Plan and the Highway 89 Demonstration Project. A primary deliverable of this task will be the Stakeholder and Public Involvement Plan, developed early in the project in coordination with Town staff. This plan will define engagement goals, key stakeholder groups, outreach methods, meeting formats, schedules, and documentation protocols, and will serve as the roadmap for all engagement activities throughout the project.

Guided by the Stakeholder and Public Involvement Plan, we will conduct multiple public engagement activities, including at least two interactive public workshops or open houses at key project milestones. These events will present safety findings, proposed concepts, and demonstration alternatives using accessible visuals and plain language to encourage meaningful participation. In addition, we will convene targeted stakeholder focus groups with representatives from emergency services, schools, local businesses, freight and delivery interests, and other key partners to gather detailed, context-specific input that may not surface in larger public forums.

We will actively participate in Town Council and Planning and Zoning meetings at key milestones or upon request, providing clear presentations and materials to support informed discussion and decision-making. All public and stakeholder input will be systematically documented, summarized, and synthesized consistent with the Stakeholder and Public Involvement Plan, then directly incorporated into technical analysis, concept development, design refinement, and Action Plan recommendations.

In parallel, we will coordinate closely with WYDOT, Lincoln County, and other partner agencies to align technical requirements, NEPA compliance, traffic control planning, and permitting for work on the state highway system. For the Highway 89 Demonstration Project, we will work alongside Town staff to engage adjacent businesses and residents early, clearly communicate anticipated impacts and installation



We regularly plan and lead public open houses, facilitator-led workshops, and other inclusive engagement efforts.

schedules, and provide hands-on support during installation and data collection. Evaluation findings will be developed collaboratively with Alpine and shared through concise, accessible summaries that reinforce transparency and ensure lessons learned directly inform long-term, implementable safety improvements for Alpine.

TASK 4 DELIVERABLES:

- Stakeholder and Public Involvement Plan
- Two public workshop/open houses and presentation materials
- Stakeholder focus groups and summaries
- Town Council, Planning, Zoning meetings with presentation materials
- Documentation and synthesis of all community and stakeholder input
- Demonstration Project engagement materials for businesses and residents



TASK 5. Community Connectivity

Alpine’s main street is also a state highway, providing a gateway to some of Wyoming’s many recreational attractions while functioning as the center of Alpine’s unique community. This dual role results in high seasonal travel through the Town’s core, creating a barrier for residents walking, biking, and driving within Alpine itself. Fehr & Peers brings extensive experience identifying transportation choke points, barriers to access, and missing connections for users of all ages and abilities. We combine data driven analysis with on the ground observations and community input to understand where and how the transportation system falls short for people walking, biking, and driving. Building on the safety and operational analyses completed in Tasks 2 and 3, and informed by close coordination with community members, our team will identify key barriers and critical connections across the Town, with particular focus on crossings and movements along and across US 26 and 89. This work will result in a Barriers and Connections Memorandum that documents existing challenges and opportunities, supported by Community Supported Priority Locations mapping developed in GIS to clearly illustrate priority areas for improvement. Together, these deliverables will establish a clear, spatially grounded foundation for improving connectivity across WYDOT facilities and advancing subsequent planning and implementation efforts.

TASK 5 DELIVERABLES:

- Barriers and Connections Memorandum
- Community-Supported Priority Locations (GIS)

TASK 6. Transportation Inventory, Asset Management, and Project Priority List

6.1 Inventory Development

Our team has decades of experience developing and refining asset inventories for a wide range of transportation facility types. We will work closely with the Town of Alpine to develop a comprehensive inventory of transportation facilities across the community, establishing a clear baseline for future investment decisions and asset management. This inventory will include:

- **Vehicle facilities, including:**
 - Functional classification
 - Speed
 - Travel lanes and cross section
 - Traffic controls at intersections
- **Pedestrian and bicycle facilities, including:**
 - Sidewalks
 - Bicycle lanes
 - ADA ramps
 - Pedestrian crossings and signage
 - Trails
- **Lighting**
- **Wayfinding signage**

This inventory will be GIS-based and structured to support ongoing asset management, safety analysis, and future project development.

6.2 Identifying Priority Areas

Using the inventory, the safety analysis from Task 2, and the existing and future conditions analysis from Task 3, we will work with the Town to develop a set of prioritization metrics to narrow high-risk locations to a focused list of priority investment areas. These metrics will balance needs identified through the connectivity analysis in Task 5, feedback received through public engagement in Task 4, and key operational chokepoints identified in Task 3.

Priority locations will emphasize low-cost, quick-fix projects that can be implemented rapidly to address documented safety concerns, while also identifying

larger-scale projects for locations where more substantial investment is required to meaningfully reduce crash risk.

6.3 Developing Countermeasures for Priority Projects

Our team has developed an extensive database of effective safety countermeasures, strategies, and practices to reduce the number and severity of roadway collisions for all modes. Our database is built on best practices, literature reviews, and local and National countermeasure toolboxes.

Building on the identified priority locations, our team will apply an extensive database of proven safety countermeasures, strategies, and practices designed to reduce the frequency and severity of roadway collisions for all modes. This database is grounded in national best practices, FHWA guidance, literature reviews, and state and local countermeasure toolkits.

Recognizing that appropriate solutions vary by context, we will tailor countermeasure recommendations to specific facility types and settings. For example, pedestrian crossing treatments appropriate for US 26/89 differ substantially from those suitable for Grey's River Road or local neighborhood streets.

As a key Task 6 deliverable, we will develop a Recommended Proven Countermeasures Toolbox for the Town of Alpine. This toolbox will catalogue context-sensitive engineering safety countermeasures, identify where each is most applicable, and summarize relative cost, implementation complexity, and potential funding eligibility. Countermeasures will be directly linked to the priority locations identified through the prioritization process.

We will work collaboratively with Town staff to refine and right-size recommended countermeasures, emphasizing options that are lower cost, scalable, and well-positioned for future grant funding. The resulting toolbox will serve not only as support for near-term implementation, but also as a long-term resource the Town can use to evaluate safety improvements as conditions change or new opportunities arise.

TASK 6 DELIVERABLES:

- Recommended proven countermeasures toolbox

POTENTIAL CONCEPTS

The examples below reflect potential graphical and technical actions informed by feedback received to date.

TASK 7. Demonstration Project

Our team will deliver an FHWA compliant SS4A demonstration project focused on improving pedestrian crossings and comfort along US 26/89 at key crossing locations. This task will include development of a Demonstration Project Design Package, NEPA documentation support, installation support, and a formal Demonstration Evaluation Report. Our approach will align with FHWA SS4A guidance, eligible activity requirements, and reporting expectations, ensuring the demonstration advances priority strategies, emphasis areas, and countermeasures identified in the SS4A grant application and the Safety Action Plan.

The demonstration will focus on quick build, temporary, and context sensitive treatments appropriate for a rural highway environment to enhance pedestrian visibility, comfort, and safety at two to three key crossing locations along US 26/89. The Demonstration Project Design Package will define preferred concepts, layouts, temporary materials, traffic control elements, and cost estimates, and will be developed in close coordination with Town staff and WYDOT. Potential treatments may include temporary bulb outs using bollards, striping, signage, and mobile dynamic speed feedback signage.

Our team will support NEPA documentation and agency coordination to enable FHWA approval prior to installation, and will assist the Town during demonstration installation to ensure treatments are implemented safely and as intended. Following installation, we will conduct before and after assessments of pedestrian crossing conditions, combining on the ground observational analysis of pedestrian behavior and driver yielding with surrogate safety measures such as AI enabled near miss data. Findings will be documented in a Demonstration Evaluation Report that summarizes performance, public feedback, and recommendations for refining or scaling treatments as part of the Town's long term Safe System approach.



TASK 7 DELIVERABLES:

- Demonstration Project Design Package
- NEPA Documentation Support
- Demonstration Project Installation Support
- Demonstration Evaluation Report



TASK 8. Action Plan Development

The culmination of this work will be a federally compliant Transportation Safety Action Plan that serves as both a clear policy document and a practical implementation roadmap for the Town of Alpine. The structure, format, and readability of the plan are critical to ensuring community members, decision makers, and funding agencies can readily understand the safety needs, recommended strategies, and next steps. We specialize in developing plans that are technically rigorous while remaining accessible and actionable for a wide range of audiences.

Task 8 includes preparation of all required SS4A deliverables, including NEPA Documentation Support, a Draft Transportation Safety Action Plan, a Final

Transportation Safety Action Plan, Final Plan Adoption Support, and the Final SS4A Report. The Action Plan will be clear, concise, and implementation focused, with key components including:

- **Graphics Heavy Documentation:** Visually engaging and diverse graphics that summarize the plan’s objectives, key findings as well as recommended engineering and non-engineering strategies.
- **Concepts of Key Strategies:** A set of maps showing the spread and type of strategies being implemented, in addition to conceptual designs of several of these key strategies.
- **Implementation and Funding:** Cost estimates, phasing, and detailed discussion on funding strategies and feasibility to assist the Town of Alpine as they move forward with implementation. The plan will provide robust

recommendations that staff can use to support future grant opportunities or other funding mechanisms.

The Draft Action Plan will be refined based on agency and public input and finalized for Town Council consideration. We will support the Town through final adoption and prepare a polished Final Transportation Safety Action Plan and Final SS4A Report in publication-ready PDF format, suitable for federal reporting, public distribution, and long-term use by Town staff.

TASK 8 DELIVERABLES:

- NEPA Documentation Support
- Draft Transportation Safety Action Plan
- Final Transportation Safety Action Plan
- Final Plan Adoption Support
- Final SS4A Report

Presentation Ability

Fehr & Peers places a high value on the ability to communicate complex technical information clearly, concisely, and accurately to a wide range of audiences. Effective presentation and communication skills are not optional at our firm. They are a core professional competency and a key factor in career advancement. Our staff are expected to be equally comfortable presenting technical findings to agency staff as they are facilitating conversations with elected officials, community members, and other non-technical stakeholders.

As a firm regularly involved in high-profile and sometimes controversial transportation projects, we have extensive experience presenting to Town Councils, Planning Commissions, advisory boards, and the public. Our team has also presented to the Utah State Legislature and other formal decision-making bodies, where clarity, credibility, and responsiveness are essential. This experience has reinforced our ability to anticipate questions, explain trade-offs, and present recommendations in a way that supports informed decision-making. In addition, Kathrine's experience translating complex technical analysis for elected officials, staff, and community members provides valuable insight into both the public and decision-maker perspectives, strengthening our approach to public-facing communication.

Beyond formal presentations, Fehr & Peers has led the strategy, facilitation, and execution of numerous community-based open houses, workshops, and other engagement formats in rural, suburban, and urban settings. We have extensive experience with in-person, hybrid, and virtual meetings, and we tailor materials and formats to the audience and project phase. Our approach emphasizes clear objectives, purposeful agendas, and well-designed graphics that make technical information accessible. We focus on meetings that move projects forward, ensuring each engagement has a clear purpose, produces actionable feedback, and contributes meaningfully to project outcomes rather than holding meetings for their own sake.



Similar to the level of effort we put into presentation and community engagement, we put enormous effort into graphics and deliverables. We have a visual communications team, Creative Studio, that provides top-notch support across all offices and disciplines. We know that in today's world of information overload, communicating complex, sometimes controversial data and analysis often requires innovative and eye-catching approaches.

Our Creative Studio is a company-wide resource and a key differentiator for Fehr & Peers, allowing us to consistently translate complex technical analysis into clear, engaging, and actionable materials. This multi-disciplinary team blends innovative graphic design, data visualization, cartography, 3D and future-conditions graphics, multimedia, and strategic communications to ensure project findings are accessible to decision-makers and the public alike. What truly sets our Creative Studio apart is that many of our visual communicators are also transportation planners, uniquely equipped to distill nuanced safety and mobility concepts into intuitive visuals without losing technical accuracy, ADA accessibility, or cultural sensitivity. Working hand in hand with our community engagement specialists, this team helps Alpine move from analysis to understanding, building trust, supporting informed decision-making, and ensuring that safety strategies along Highway 89 are clearly communicated and broadly supported by the community.



We deliver creative presentations through collaborative, traditional, and interactive formats.



This team-based approach is further strengthened by Jorgensen Associates' demonstrated ability to present and facilitate complex safety planning efforts in small-town and rural contexts. Through the Town of Pinedale Transportation Master Plan and concurrent Safety Plan, Jorgensen regularly presented safety analysis findings, corridor needs, and recommended strategies to Town staff, Town Council, Planning and Zoning, and a multi-agency Steering Committee at key decision points. These presentations were carefully structured to clearly explain crash trends, multimodal safety issues, and tradeoffs between alternatives, supporting informed policy direction and plan adoption. Jorgensen also planned and led multiple public workshops and open houses using a combination of formal presentations and interactive formats to gather feedback on safety priorities, corridor concerns, and proposed improvements. To support these discussions, the team developed clear, easy-to-understand graphics, maps, safety diagrams, and concise technical summaries that translated technical data and engineering analysis into materials appropriate for public meetings, committee review, and online distribution. Together, Fehr & Peers and Jorgensen bring a complementary and proven ability to clearly communicate SS4A safety findings, demonstration concepts, and implementation strategies to decision-makers, stakeholders, and the Alpine community, ensuring technical rigor is matched with clarity, transparency, and public trust.

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Project Schedule

	2026				
Tasks	FEB	MAR	APR	MAY	JUN
PROJECT MANAGEMENT					
Kickoff (In-person)	█				
Bi-weekly Check-ins with Town Staff		█	█	█	█
Project Management & Communications Plan	█				
SAFETY ASSESSMENT					
Safety Assessment		█	█	█	
Crash Data & Trends Analysis		█	█	█	
EXISTING & FUTURE CONDITIONS					
Existing Conditions Analysis		█	█	█	
Future Conditions Analysis		█	█	█	█
PUBLIC ENGAGEMENT					
Stakeholder and Public Involvement Plan	█				
Stakeholder Engagement #1 (in-person)				█	
Stakeholder Focus Groups		█	█	█	█
Open House #1 (In-person)				█	
Town Council and other meeting support		█	█	█	█
Stakeholder Engagement #2 (in-person)					
Open House #2 (In-person)					
COMMUNITY CONNECTIVITY					
Barriers and Connections Memorandum					
Community-Supportive Priority Locations					
TRANSPORTATION INVENTORY/ASSET, PROJECT PRIORITY LIST					
Inventory Development					
Identifying Priority Areas					
Developing Countermeasures for Priority Projects					
DEMONSTRATION PROJECT					
Demonstration Project Design Package		█	█	█	
NEPA Documentation Support	█	█			
Demonstration Project Installation Support					
Construction Starts					
Evaluation Period					
Demonstration Evaluation Report					
ACTION PLAN DEVELOPMENT					
NEPA Completion		█			
Draft Transportation Safety Action Plan					
Final Transportation Safety Action Plan					
Plan Adoption					
Final SS4A Report					

Proposed Project Costs

These proposed project costs are signed by Maria Vyas, who is an authorized representative, and will remain valid for at least 90 days from the date of submission.

FEHR & PEERS

				
DAN CAWLEY	MARIA VYAS	MICHAEL ADAMSON	KATHRINE SKOLLINGSBERG	RYAN HUNTER

Tasks

		<i>Role:</i>				
0	PROJECT MANAGEMENT	PM	40	12		
A	SAFETY ASSESSMENT	Principal-in-Charge	40	12	60	60
B	EXISTING & FUTURE CONDITIONS	Traffic Engineer	12	12	32	65
C	COMMUNITY CONNECTIVITY	Communications	44	24	24	40
D	TRANSPORTATION INVENTORY/ASSET, PROJECT PRIORITY LIST	Planning	24	12	60	80
E	DEMONSTRATION PROJECT		8	8	12	
F	ACTION PLAN DEVELOPMENT		40	12	70	90
	Total Hours		208	92	258	228
	Rate		\$245	\$320	\$205	\$185
	Labor Costs		\$50,960	\$29,440	\$52,890	\$42,180
	Direct Costs (travel, copies, etc)					
	Materials for Demonstration Project (draft)					
	TOTAL ESTIMATE					

JORGENSEN									
 JEN NIELSON	 ALLYSA BOOTH	 REED ARMIJO	 BRIAN GRAY	 SHELBI PAULSON	TOTAL HOURS BY TASK	FEHR & PEERS SUBTOTAL	JORGENSEN SUBTOTAL	TOTAL COST BY TASK	PERCENT OF BUDGET
Accounting	Jorgensen Manager	Engineering QC	Principal Engineer	Design Engineer					
24	12				88	\$17,805	\$2,400	\$19,520	7%
					204	\$42,182		\$40,560	14%
				24	177	\$29,832	\$3,120	\$31,805	11%
	12	24			228	\$41,891	\$8,760	\$49,040	17%
			2	16	226	\$41,122	\$2,610	\$42,150	14%
	50	4	12	60	166	\$9,568	\$22,040	\$31,240	11%
		4	6		282	\$54,226	\$2,650	\$54,790	19%
24	74	32	20	100	1371				
\$145	\$200	\$265	\$265	\$130					
\$3,480	\$14,800	\$8,480	\$5,300	\$13,000		\$236,626	\$41,580	\$269,105	
								\$8,000	3%
								\$15,000	5%
								\$292,150	

RESUMES

A photograph of a street scene with a speed limit sign. The image is overlaid with a blue tint. In the foreground, a white pickup truck is driving away on a paved road. To the right, a speed limit sign on a wooden post reads "SPEED LIMIT 35". The background features a line of trees and a hillside under a clear blue sky.

SPEED
LIMIT
35



Maria Vyas, AICP

Principal

About

Maria Vyas, AICP, is a Principal in the Salt Lake City office of Fehr & Peers, with 27 years of experience in transportation and land use planning. She thrives on projects that require creative, inter-disciplinary methods of evaluating complex issues, and has experience in the full spectrum of project development: planning, feasibility, design, environmental, outreach, and construction support. She is known throughout the West for tackling challenging multi-modal transportation problems and developing integrated solutions with buy-in from diverse stakeholders.

Relevant Project Experience

Utah Transit Authority Program Management, Wasatch Front, Utah

Maria is the planning lead for the Program Management team serving the Utah Transit Authority on a multi-year contract. Maria's expertise has been put to use in numerous planning, capital development, and community outreach capacities, including preparation of FTA Small Starts grant applications; multiple small-area transit studies, working with communities to refine needs and align expectations around the transit network; developing an active-transportation-to-transit strategy for internal policy and infrastructure decisions; project management (lead and support) for internal capital development projects; creation of a 10-Year Capital Plan; internal staff coaching and mentoring; and overseeing technical support on tasks such as traffic operations analysis and travel demand modeling, among other assignments.

Transit Innovations Grant Program Development, Utah

Maria led this effort for the Utah Department of Transportation to develop a new transit grant program in response to Utah House Bill 430. She oversaw the development of program goals, project evaluation criteria and weighting, and application materials for communities to apply for transit funding. She worked closely with the UDOT Transit Division to create a program that met legislative intent, and helped the Division explore risks and implications associated with program implementation and eligibility requirements.

Countywide Transportation Plan, Contra Costa County, California

Maria served as a strategic advisor in the development of this Plan for the Contra Costa Transportation Authority. She provided guidance in the development of goals and objectives, and advised the team on methods for condensing thousands of solicited projects into packages and categories that could be more readily grasped. She has also provided feedback and advice on communicating concepts to Board members, focusing messages on key questions and desired meeting outcomes.

Wasatch Front Central Corridor Study, Wasatch Front, Utah

Maria led this effort for the Utah Department of Transportation in partnership with the local transit agency and MPO's. The project developed multi-modal transportation solutions for the I-15/FrontRunner corridor for 2050; it included a detailed economic impact analysis and benefit cost analysis, sensitivity testing of disruptive trends, and extensive application of multi-modal performance metrics

Education

B.S. Urban Planning, University of Utah, 1999

Registrations

American Institute of Certified Planners, American Planning Association, No. 018987

Presentations

Utah Chapter of the American Planning Association, Outstanding Achievement Award, 2011; and Institute of Transportation Engineers Pedestrian and Bicycle Council, National Best Project Award, 2012 (for the Utah Department of Health Bicycle and Pedestrian Design Guide)
 Transportation Research Board Tools of the Trade, 2008
 UDOT Engineering Conference, 2008, 2009, 2011, 2012, 2014, 2015, and 2016
 APA Utah Chapter Conference, 2009, 2010, 2011, 2020
 CNU 21, 2013
 Pro-Walk/Pro-Bike, 2014
 Transportation Research Board Annual Meeting, 2018
 Application of Innovative Performance Metrics, Transportation Research Record, Journal of the Transportation Research Board, 2018
 National Planning Conference, APA, 2018
 National Planning Conference, APA, 2023
 Innovative Transportation Solution Award, Northern Utah Chapter of the Women in Transportation Seminar, 2018

across multiple long-term investment scenarios. The study's recommendations were incorporated fully in the Regional Transportation Plan.

I-15 Statewide Study, State of Utah

Maria led a statewide evaluation of the I-15 corridor in the State of Utah, working with four UDOT regions and central planning to identify critical current and projected performance issues on the corridor as well as procedural challenges. The study developed an ESRI StoryMap-based web tool and data dashboard for internal and external audiences, providing critical information on performance metrics and needs, asset inventory, planned projects, and policy procedures.

I-580 Transit and Multimodal Strategy, East Bay Area, California

Maria is the Principal-in-Charge providing oversight and strategic guidance for this multimodal corridor study in Oakland, California. This study is developing a mid-term strategy to promote equity, safety and sustainability through transportation investments, policies and management approaches. The focus of the study is to develop a highway pricing and managed lane plan for the corridor inclusive of express transit services, multimodal improvements on a MacArthur Boulevard, a parallel arterial, and policies to support equitable use of the investments in the corridor. Maria has been guiding the project team on the alignment of evaluation metrics with critical goals for the corridor, building investment scenarios that are geared towards meeting multi-modal needs, and developing a framework for assessing those scenarios based on the selected metrics.

Rail Trail Master Plan, Park City, Utah

Maria led this effort to create a master plan for the Rail Trail, a beloved community fixture in Park City. The project included recommendations for improvements included widening the trail footprint to accommodate a broad range of users (including pedestrians, cyclists, e-bikes, and cross-country skiers); trailhead amenities to include at minor and major nodes, such as benches, lighting, wayfinding, restrooms, shelters, and picnic areas; creating a dog-off-leash area; street crossing improvements; and wildlife viewing areas, among other recommendations. Maria oversaw an extensive outreach process to develop the recommendations, including intercept surveys conducted along the trail; public open houses; stakeholder meetings and walking audits; online surveys; and website FAQ's and comments. The Plan was unanimously adopted by the Park City Council.

Statewide Long Range Transportation Plan, 2019-2050 and 2023-2050, State of Utah

Maria has been a key contributor to the development of Utah's last two statewide long range transportation plans, on behalf of UDOT. For the 2019-2050 Plan, she led the process of gathering UDOT feedback on transportation needs and opportunities statewide; updating the socioeconomic inputs that serve as the basis for the Utah Statewide Travel Model, in cooperation with planning organizations around the State; development of an updated multi-modal transportation project list for 2050 and interim horizon years; and stakeholder engagement with critical groups such as Bike Utah, Utahns for Better Transportation, and the Utah Office of Tourism. For the 2023-2050 plan, she oversaw the assessment of travel needs based on critical performance measures, and guided the evaluation of disruptive trends at a statewide level, analyzing how factors such as telecommuting, E-

commerce, and connected and autonomous vehicles may shape the future of travel in Utah.

Montgomery County Complete Streets Corridor Studies, Silver Springs, Maryland

Maria evaluated the feasibility of retrofitting two Maryland State Highway corridors in the suburbs around Washington D.C. to accommodate Complete Streets components. This included assessments of underlying modal and Complete Streets planning recommendations from Montgomery County, review of existing roadway and right-of-way footprints and cross-sections, and development of proposed typologies and cross sections for multiple miles along each corridor. Maria also created a compendium of multiple best practice recommendation documents, such as the Global Street Design Guide, Portland's Livable Streets Design Guide, ITE's Implementing Context Sensitive Design, NACTO's Don't Give Up at the Intersection Guide, and other national and international resources, in a Best Practices Toolbox to reflect the full range of Complete Streets improvements that could be applied in each typology.

Bonanza Park/Snow Creek Small Area Plan, Park City, Utah

Maria led the assessment of transportation conditions for the potential redevelopment of a major retail district within Park City. She oversaw analysis of shared parking opportunities and traffic impacts, identified needs for ADA and walkability recommendations, and worked closely with the project team and City staff to communicate the implications of land use decision on transportation networks. Maria facilitated difficult conversations with stakeholders, advisory groups, and the public around the tradeoffs and tensions inherent between supporting walkability and tolerating traffic congestion. Her work led community partners to a more nuanced understanding of transportation choices and a different approach to level of service analysis within the City.

Main Street Bikeway Study, Salt Lake City and South Salt Lake City, Utah

Maria led a multi-disciplinary team to analyze multiple City corridors and determine the best possible configuration of bicycle facilities on each of the parallel routes. This included evaluating the feasibility of implementing lane reductions, advising on design concepts generated by Salt Lake City, and developing conceptual designs on 300 East, West Temple, and Main Street. She oversaw the incorporation of Dutch design concepts to maximize safety, placement of flex posts in buffer zones and around driveways, and addressing conflicts of bike lanes and turning movements at intersections. Maria also facilitated stakeholder involvement during pandemic times, using online workshops to gather public feedback and in-person bike tours to understand corridor conditions on-site.

Caltrain Business Plan, San Francisco Bay Area, California

Maria supported the Caltrain Business Plan through the development of the Community Corridor Interface, which analyzed the connection points between each of the communities along the Caltrain corridor and the rail facilities themselves. This included evaluating land use policies and ordinances, transportation conditions, needs for connectivity and crossings, and the benefits and impacts of increasing service along the corridor.

First/Last Mile Strategies Study, Wasatch Front, Utah

Maria led the region's first in-depth exploration of first/last mile strategies to connect riders to transit stations across the Wasatch Front. Her work led to detailed schematic plans for first/last mile improvements across the region, which became the basis of a successful 2016 TIGER grant. Many of the projects proposed during this planning study are now being implemented to improve access to transit throughout UTA's system.

State Street Transit Alternatives Analysis, Boise, Idaho

Maria led an alternatives analysis for Valley Regional Transit in the Boise metropolitan area, evaluating a range of transit alternatives based on factors such as ridership, accessibility, service to future growth areas, traffic conditions on corridors and at intersections, conceptual cost estimates, and constructability. The alternatives analysis is the latest step in a decade-long evaluation of transit in the region, and will result in a Locally Preferred Alternative for the corridor. Maria has led facilitation of a multi-agency stakeholder group, the State Street Technical Team, which includes the local highway district, the state DOT, the City of Boise, Ada County, and local redevelopment officials; their engagement through every step of the process has resulted in a high level of buy-in on the results of the analysis, even on controversial topics.

Future of Light Rail and Future of FrontRunner, Wasatch Front, Utah

Maria was involved in both of these efforts for UTA, most recently in the assessment of ridership patterns on the light rail system as part of the Future of Light Rail study. Her work on that project revealed the likely reasons for an ongoing decline in ridership and the disconnect between TOD and station-level ridership, leading to strategies that may help overcome these trends. She provided oversight on the Future of FrontRunner study, helping technical analysts translate highly detailed and data-oriented materials for a lay audience in order to better communicate key issues.

RTP Scenario Development, Treasure Valley, Idaho

Maria assisted COMPASS, the Boise-area MPO, in developing land use and transportation scenarios for their 2020 Regional Transportation Plan that reflected feedback received in values surveys from area residents, and also explored a range of futures for the communities to consider given extensive projected growth. The scenarios provided a range of density, housing type, multi-modal accommodation and investment, and integration of disruptive trends; the team named each scenario after popular Beatles songs to capture the public's attention and engage them in considering their future. The preferred scenario was then taken forward as the future land use and transportation vision for the region in 2050.

Salt Lake City Street and Intersection Typology Guide

Maria led the development of a comprehensive design reboot for all Salt Lake City streets. Fehr & Peers was retained to help Salt Lake City repurpose its infamously-wide public right-of-ways to better accommodate all transportation users. The project took a pioneering approach to the allocation of right-of-way, prioritizing space for uses such as greening, personal mobility, curbside access, vehicle mobility, and placemaking. The project team then developed over fifteen individual street typologies that prioritized different uses depending on the land use context. Maria also facilitated citywide discussions around the City's current Complete Streets policy to help highlight issues with the currently-adopted policy, explore

best practice samples from around the County, integrate advice from the National Complete Streets Coalition, and develop recommendations for enhancing their current policy.

Ogden Transportation Master Plan, Ogden City, Utah

Maria led the Transportation Master Plan for Ogden, Utah, at the northern tip of the Salt Lake City metropolitan area. As part of this exploration, Fehr & Peers led a Disruptive Trends workshop with city, regional, and state DOT staff to outline potential disruptive changes in demographics, economics, and technology. This included testing the regional travel demand model for sensitivity to disruptive variables representing transportation networking companies and connected and autonomous vehicles, such as household access to vehicles, freeway capacity, value of time, and other variables. The purpose of this exercise was to see how resilient future transportation projects might be if transportation trends change significantly, and identify which transit or roadway projects might be more or less relevant as a result.

SH-119 First/Last Mile Solutions, Boulder, Colorado

Maria advised the project team in the development of active transportation first/last mile connections to proposed bus rapid transit station locations. She oversaw the assessment of connectivity and walkshed analysis around over 15 stations, and the creation of detailed first/last mile recommendations that encompass bicycle corridor projects, safety improvements, crossing treatments, end-of-trip facilities, traffic calming, wayfinding, and other strategies.

OGX BRT TOD Implementation Plan, Ogden City, Utah

Maria supported the development of station-area land use and transportation recommendations for the OGX bus rapid transit project in Ogden. As part of this work, Maria collaborated with stakeholders and the team to identify high-priority improvements, catalogue active transportation needs and barriers to connectivity, recommend walking and bicycling improvements, and integrate all modes of transportation with the future transit network.



Dan Cawley

Senior Associate | Utah Operations Manager

About

Dan Cawley is a transportation planner at Fehr & Peers with a decade experience working on transportation safety planning efforts at the local and regional level. In addition to serving as Operations Manager of our Salt Lake City office, Dan brings a depth of experience engaging with community members and stakeholders on complex planning projects – he brings an innate ability to develop a rapport with all involved to his work. Given the range of his safety experience, having overseen projects in urban and rural settings alike, Dan excels at developing context-appropriate solutions, addressing safety challenges and accommodating local needs. Prior to joining Fehr & Peers, Dan was a project manager overseeing street and intersection safety improvements for the New York City Department of Transportation’s department of Research, Implementation, and Safety under the City’s Vision Zero program.

Relevant Project Experience

Gunnison County CSAP | Project Manager (Gunnison County, CO)

Dan managed Gunnison County’s CSAP on an accelerated timeline to apply for implementation funds as part of the 2024 cycle. Despite losing two months of expected schedule, Dan oversaw community outreach through focus groups, open houses, and online surveys, conducted an in-depth safety analysis of CO-135 which emerged as a priority corridor for the County, identified appropriate, proven countermeasures and assembled a final CSAP. Gunnison County applied for implementation funds to construct recommended improvements on the corridor identified as part of the plan and were awarded \$15.2 for construction.

Washington County CSAP | Project Manager (Washington County, UT)

Dan managed Fehr & Peers’ efforts in support of developing Washington County’s SAP. Dan led development of plan and policy change initiatives to be codified as part of the plan, led development of a set of targeted, proven countermeasures based on frequent crash types, and project prioritization through a detailed benefit-cost analysis.

Junction Street Corridor Study (Durango, CO)

Junction Street connects downtown Durango to regional recreation destinations, residential neighborhoods, and a local middle school. These factors, combined with a history of vehicular speeding and ongoing community requests for traffic calming and improved multimodal facilities led the City to undergo a corridor traffic calming study with consultant support. Dan served as lead planner and Fehr & Peers’ project manager in evaluating existing conditions, facilitating public involvement, identification of preferred countermeasures, and collaboration on initial concept design. The concepts were advanced to final design by PST Engineering and should be released for bid in 2026.

Education

Master of Business Administration, University of Utah, 2024

Master of Urban Planning, New York University, 2014

Bachelor of Arts – Russian, University of Vermont, 2011



Michael Adamson, PE, RSP

Senior Transportation Engineer

About

Michael is a senior transportation engineer with extensive experience in safety planning and operations analysis. He has completed detailed safety assessments for both WSDOT at both the spot-level and corridor-level, in addition to playing key roles in both citywide and region-wide safety analyses. These have included leading multiple local road safety plans and region-wide safety plans for communities in Washington and Utah, including leading a citywide safety study for Salt Lake City, UT, that integrated safety analysis with detailed existing and future operations analysis to prioritize key locations for safety investment across the city. In addition to these safety roles, Michael has led multiple traffic analyses in Wyoming, including traffic calming and travel demand management planning efforts within Teton County for the county itself and more rural communities within its boundaries.

Key Project Experience

Salt Lake City Signal Safety Study, UDOT (2025)

Michael led a citywide safety study focused on city- and UDOT-owned signalized intersections. As part of this study, Michael led an analysis of trends and risk factors citywide, then identified key intersection hotspots where countermeasures could be considered. In coordination with UDOT and City staff, Michael led site visits at 12 intersection locations and identified a robust set of countermeasures that balanced safety risk factors with the operational realities of each location. For each of these locations, detailed project costs and concepts were developed and carried quickly to implementation.

Wasatch Front Regional Council Comprehensive Safety Action Plan, Salt Lake City, UT (2023–2024)

Michael served as safety and equity advisor in the development of a comprehensive safety action plan for all jurisdictions within the Wasatch Front Regional Council boundary. As part of the WFRC CSAP, Michael led the development of the safety analysis and equity frameworks for local roads, in addition to providing detailed countermeasure identification for over three dozen priority safety investment locations along locally owned corridors across the Wasatch Front; the analysis performed for these locations directly feeds into the identification of corridors for the RSA's WFRC is endeavoring to perform.

Other Relevant Project Experience

- Comprehensive Safety Action Plan (Cache County, UT)
- South Pierce Multimodal Corridors Study (WSDOT)
- Local Road Safety Plan (Auburn, WA)
- Countywide Intersection Safety Analysis (Thurston County, WA)
- Local Road Safety Plan (DuPont, WA)
- Traffic Calming and TDM Support (Rafter J Ranch, WY)
- Resort Demand Management Support (Teton County, WY)

Education

M.S., Civil Engineering, Brigham Young University

B.S., Civil Engineering, Brigham Young University

Registrations

Licensed Civil Engineer:

Wyoming (#21034)

Utah (#13889539)

Washington (#22022929)

Idaho (#23398)

Road Safety Professional I (#1392)

Expertise

- Traffic Engineering
- Traffic Impact Studies
- Operational Analysis
- Multimodal Long Range Planning
- Safety Analysis

Publications

Study Area Trip Distribution Method for Traffic Analysis, ITE Journal, October 2021

Developing Decision Boundaries for Left-Turn Treatments, Transportation Research Board, April 2020

An Analysis of Decision Boundaries for Left-Turn Treatments, Utah
Department of Transportation Report UT-19.05, April 2019



Kathrine Skollingsberg, AICP, MCIP-I

Senior Transportation Planner & Graphic Designer

About

Kathrine is a senior transportation planner, graphics designer, and engagement strategist who is passionate about creating resilient, safe, and community-beloved public streets and transportation experiences. With seven years of transportation planning experience and 15 years of experience in community outreach and engagement, she leads public processes that weave together technical expertise, storytelling, and meaningful community input to create plans that reflect shared values and inspire implementation. Kathrine specializes in managing multi-disciplinary transportation planning efforts that connect design, policy, and community buy-in. She grounds her approach in partnership, building trust through transparent communication and authentic engagement with a diverse array of community and agency partners, including many community-based organizations throughout the West. Kathrine is skilled at translating technical data into narratives that resonate with community members, city staff, and elected officials alike. Her roots in the Rockies and her work in Kemmerer County allow her to take a high-level approach that considers regional context, as well as a detailed approach that reflects the unique aspects of each project and community, developing robust, community-centered plans.

Highlighted Relevant Project Experience

Teton County Governance & Planning Facilitation (Teton County, ID and WY)

Fehr & Peers led a multi-jurisdictional planning effort to explore governance options to improve regional transportation coordination across the complex Teton region. Kathrine led stakeholder outreach and engagement, organizing and facilitating a regional open house and coordinating a multi-agency task force that included local governments, two state DOTs, national parks, federal land agencies, and community representatives. She also led visual communications and graphic design, producing web-based materials, GIS mapping, and clear decision-support graphics used by technical staff and elected officials. Kathrine translated complex governance and policy concepts into accessible visuals and plain-language materials, helping align diverse partners, support informed decision-making, and build consensus. The effort resulted in the creation of a permanent regional transportation task force spanning two states and multiple agencies.

Mountainland Association of Governments (MAG) Active Transportation Full Build-out Scenario (Utah County, UT)

Kathrine served as Project Manager and led the development of a countywide active transportation full build-out scenario for MAG, guiding a complex regional planning process spanning 25 municipalities with diverse priorities, development patterns, and political contexts. She led all stakeholder and public engagement efforts, designing and facilitating targeted workshops, coordination meetings, and consensus-building discussions with municipal staff, elected officials, regional partners, and advocacy groups. Through clear facilitation and thoughtful communication, Kathrine helped participants understand tradeoffs, align local goals with regional objectives, and build shared ownership of the resulting network vision.

In parallel, Kathrine oversaw the development of a data-driven active transportation framework grounded in safety analysis, network connectivity, and equitable access. She coordinated technical inputs and prioritization methods to ensure consistency across jurisdictions while allowing flexibility to reflect local context and community values. By pairing strong facilitation with clear visual and written materials, Kathrine translated complex technical analysis into accessible information that supported informed decision-making. Her leadership resulted in a broadly supported implementation-ready regional active transportation strategy that balanced technical rigor with local vision and positioned MAG and its member communities to advance coordinated funding and delivery.

Education

Master of City & Metropolitan Planning, with certificates in Ecological Planning, Smart Growth & Transportation, University of Utah

B.S. Urban Ecology & Planning, University of Utah

Registrations

- AICP (37083)
- MCIP-I (46905)

Affiliations

American Planning Association (APA)

Women in Transportation Seminar (WTS)

Institute of Transportation Engineers (ITE)

International Association for Public Participation (IAP2)

American Institute of Graphic Design (AIGD)

Presentations

Caregiving, Accessibility, and Community Planning – Heart of Care, University of Utah (2025)

Relevant Experience at Other Firms

Big Spring Scenic Backway Plan

Fossil Basin Area Trail Plan

ALLYSA BOOTH | P.E.

CIVIL PROJECT ENGINEER

Mrs. Booth is a Project Engineer with more than 10 years of industry experience in municipal and private infrastructure design and construction, project permitting, preparing bid and construction documentation, materials testing and evaluation, construction field observation, and construction contract coordination. More specifically Mrs. Booth has experience with:

- Plan and Specification Review
- Wyoming SEO, WYDOT, ACOE, and WYDEQ Permit Applications
- Preparation of Bidding and Construction Plans and Specifications
- Site and Grading Design
- Utility Design- Water and Sewer
- Materials Testing of Soils, Aggregates, and Concrete
- Soil Evaluation
- AutoCAD Civil3D Drafting
- Certified Payroll and Wage Rate Review and oversight

PROJECT EXPERIENCE

SUBLETTE COUNTY SCHOOL DISTRICT NO. 1 SAFE ROUTES TO SCHOOL PLAN - PINEDALE, WY

Collaborated with Sublette County School District No. 1, the Recreation Board, Town of Pinedale, WYDOT, and the Sheriff's Department to develop a Safe Routes to School Plan addressing student transportation and safety. Prepared overview maps of transportation routes, signage, and striping; evaluated existing route conditions; identified transportation deficiencies; and proposed practical solutions to improve connectivity and safety.

PINEDALE ELEMENTARY SCHOOL PATHWAY - PINEDALE, WY

Collaborated with WYDOT, the Town of Pinedale, and permitting agencies to deliver a project providing a safe multi-use path and emergency access route to Pinedale Elementary School. Reviewed design plans and aided in preparing specifications for approximately 0.92 miles of pathway, including a bridge crossing over Barber Creek. Coordinated with agencies to ensure environmental compliance and met criteria for federal funding.

TOWN OF PINEDALE PEDESTRIAN SAFETY PROJECT - PINEDALE, WY

Coordinated with the Town of Pinedale and WYDOT to advance a pedestrian safety project aimed at improving connectivity and ADA accessibility on the urban fringes of town. Oversaw the project team and subconsultants, reviewed and contributed to design deliverables, and prepared Categorical Exclusion documents for environmental clearance. Assisted with agency approvals and stakeholder communication to support improvements including multi-use pathways, ADA-compliant sidewalks, lighting enhancements, and a below-grade crossing at Barber Creek.

SUBLETTE COUNTY SCHOOL DISTRICT NO. 1 CAREER TECHNOLOGY EDUCATION CENTER - PINEDALE, WY

Managed civil site design for a new 22,531-square-foot Career Technology Education Center for Sublette County School District #1. Collaborated with the school district to meet site requirements and coordinated with the project architect to ensure design integration. Oversaw design and preparation of construction documents, utility extensions for water, sewer, and fire suppression, and site layout for parking and vehicle turning movements. Directed stormwater drainage analysis, geotechnical evaluation, and DEQ permitting for water and sewer services while supporting the Town of Pinedale building permit process.



EDUCATION

B.S. in Civil Engineering
University of Wyoming

PROFESSIONAL REGISTRATION

Professional Engineer
No. 15929 - Wyoming



JORGENSEN

BRIAN GRAY | P.E.

PRINCIPAL IN CHARGE

Mr. Gray is a Principal Engineer based out of our Pinedale office, with more than 26 years of experience in civil engineering, bringing extensive expertise in the planning, design, and construction of building sites, infrastructure systems, and multi-phase development projects. Over the course of his career, he has led a wide range of projects that span educational facilities, recreational complexes, and municipal infrastructure improvements. Notably, he served as the lead civil engineer for the design-build Pinedale Elementary School, where he directed grading, drainage, utility design, and site improvements under an accelerated schedule to meet the client's critical timeline. He also managed the Pinedale Ballfields complex, a project that required coordinating geotechnical investigations, wetlands planning, parking, and roadway design to create a functional and community-focused facility. In addition, Mr. Gray has overseen numerous municipal water and sewer rehabilitation efforts across western Wyoming, successfully guiding phased construction, utility upgrades, and the often complex regulatory approval process. Throughout his career, he has built a reputation for effectively managing collaboration among clients, contractors, funding agencies, and regulatory officials, ensuring projects are delivered efficiently and with long-term value. With a combination of practical judgment, technical expertise, and proven leadership, Mr. Gray consistently guides complex building and site expansion projects from initial concept through successful completion.

PROJECT EXPERIENCE

TOWN OF PINEDALE TRANSPORTATION MASTER PLAN - PINEDALE, WY

Jorgensen served as the lead civil engineering and planning consultant for the Town of Pinedale's comprehensive Transportation Master Plan, delivering a future-focused, multimodal strategy for one of western Wyoming's most vital corridors—Pine Street (US-191). The plan addressed transportation safety, pedestrian access, utility coordination, and corridor resilience through a phased implementation strategy grounded in detailed crash data analysis, public engagement, and agency collaboration. Mr. Gray led the development of the Town of Pinedale's Transportation Master Plan, including multimodal safety analysis, future growth modeling, and public infrastructure prioritization. Coordinated closely with WYDOT and local stakeholders to align the plan with state and federal funding programs, including SS4A. Delivered cost estimates, crash data evaluation, ADA compliance strategies, and water/sewer utility integration. Final deliverables supported capital planning, grant applications, and full-depth corridor reconstruction.

TOWN OF PINEDALE PEDESTRIAN SAFETY PROJECT - PINEDALE, WY

Mr. Gray coordinated with the Town of Pinedale and WYDOT to advance a pedestrian safety project aimed at improving connectivity and ADA accessibility on the urban fringes of town. Oversaw the project team and subconsultants, reviewed and contributed to design deliverables, and prepared Categorical Exclusion documents for environmental clearance. Assisted with agency approvals and stakeholder communication to support improvements including multi-use pathways, ADA-compliant sidewalks, lighting enhancements, and a below-grade crossing at Barber Creek.

AFTON READINESS CENTER SITE PLAN - AFTON, WY

Mr. Gray served as the Project Manager (part time) on the project. This project incorporated the construction of a Wyoming National Guard Readiness Center and the surrounding site improvements. The site plan included the design of entrance roadways and parking lots, subgrade considerations, mass grading, waterlines, sewer lines, and storm drainage infrastructure. This project design was developed to adhere to the Army National Guard Facilities Allowances 415-12. There was a significant amount of coordination that took place between different design entities including civil engineers, mechanical engineers, architects, and contracting companies. Mr. Gray's management ensured that site infrastructure was delivered to strict military standards while maintaining clear communication among all disciplines involved.

KEMMERER ALTERNATIVE HIGH SCHOOL - KEMMERER, WY

Senior Project Manager for the design of a high school in Wyoming. Project included design services from grading, drainage, utilities (water/sewer/power/phone), to parking lots and roadway. Construction services included construction observation, materials testing, and construction surveying. Project challenges included demolition of an existing building on site as well as asbestos remediation. Mr. Gray's oversight ensured safe demolition, coordinated utility integration, and a well-prepared site for new



EDUCATION

M.S. in Civil Engineering
University of Wyoming

B.S. in Architectural
Engineering
University of Wyoming

PROFESSIONAL REGISTRATION

Professional Engineer
No. 9931 - Wyoming

Professional Engineer
No. 7576458-2202 -
Utah



JORGENSEN

REED ARMIJO | P.E.

TRANSPORTATION ENGINEER

Mr. Armijo has 36 years of experience in civil engineering with an emphasis in transportation related projects. 25 of those years have been spent in Teton County, Wyoming where he has been involved with a variety of public and private projects involving transportation related services including transportation planning, traffic impact studies, transit facility planning and design, complete street design, and multimodal pathways. During his tenure with Jorgensen he has developed strong relationships with Teton County (Wyoming and Idaho), START Bus, Jackson Hole Community Pathways, WYDOT, and the community as a whole. He has a comprehensive knowledge of project scope and delivery, from preliminary studies, planning and entitlements, to final construction. Mr. Armijo has extensive experience in shepherding projects through the public processes targeted at building consensus. He is experienced in working with large multi-disciplinary teams in collaborative and successful projects.

PROJECT EXPERIENCE

TOWN OF JACKSON/TETON COUNTY FLEET STORAGE (START BUS) AND VEHICLE MAINTENANCE (CORE) FACILITY - JACKSON, WY

Mr. Armijo served as the Project Manager, responsible for leading a multi-disciplinary team in the planning, design and construction of a transit and maintenance facility. Project elements include site analysis, recommendation, and selection; programming for needs out to a 20-year horizon to ensure the facility meets the future growth of the system; and planning, design, and construction administration. Phase 1 construction (\$14M) was completed in 2015 and Phase 2 is currently under construction. The project received a USDOT/FTA TIGER 5 Grant of \$8M which Mr. Armijo assisted the Town in administering.

JACKSON HOLE COMMUNITY PATHWAYS – NORTH HWY 89- JACKSON, WY

Principal-in-Charge responsible for project coordination, planning, design, permitting, and construction of an approximately 6.25 miles pathway and associated structures. Project elements include finalizing horizontal and vertical alignments; tunnel and retaining wall design; bridge planning, permitting, and design; hydraulic and hydrogeological modeling; and route selection. Additionally multi-agency coordination and review were required and included Teton County, WYDOT, US Fish and Wildlife, National Elk Refuge, WF HA, National Museum of Wildlife Art, and the National Park Service.

WILSON TO SNAKE RIVER PATHWAY, JACKSON, WY

Mr. Armijo is the Principal-in-Charge for the Wilson to Snake River pathway project. This project includes the design of a new pathway along WY 22 from Wilson to the Snake River. An exciting feature of this project is a new bicycle/pedestrian bridge across Fish Creek. A detailed hydraulic model is being developed to analyze the effects of piers on Fish Creek hydraulics to ensure a no-rise of the base flood elevation occurs. Bridge spans and pier placement will be guided by this study. The analysis will also be used for scour analysis of the new bridge. Aesthetics are also being taken into consideration. The project also includes property owner and stakeholder meetings soliciting input on the project, as well as a public open house meeting at the Old Wilson School House.

PEARL AVENUE RECONSTRUCTION PROJECT- JACKSON, WY

This project involved a multi-disciplinary team of planners and designers responsible for developing and implementing a fast track process of obtaining public input through an intensive charrette process, developing a conceptual design, developing construction documents, and administering construction. The project considered the reconstruction of this important Jackson street and underground utilities from building face to building face. Consideration of the needs of transit, pedestrians, bicycles, and vehicles were all carefully evaluated in developing a balanced plan for the corridor. Sr. Project Manager responsible for design and construction of a major street and underground utilities project for the Town of Jackson.



EDUCATION

B.S. in Civil Engineering,
Gonzaga University

PROFESSIONAL REGISTRATION

Professional Engineer
No. 8309 - Wyoming

Professional Engineer
No. 6870 - Idaho



JORGENSEN

SHELBI PAULSON |

CIVIL DESIGN ENGINEER

Ms. Paulson is a Design Engineer with over 2 years of civil engineering experience with Jorgensen. Ms. Paulson has been involved with the design and construction of a variety of projects including site design, multimodal pathways, and traffic impact studies throughout Wyoming and parts of Idaho. She is well versed in the Americans with Disability Act accessibility guidelines and standards, the Manual on Uniform Traffic Control Devices and the Wyoming Department of Transportation (WYDOT) Standards for Road and Bridge Construction.

PROJECT EXPERIENCE

TOWN OF PINEDALE PEDESTRIAN SAFETY - PINEDALE, WY

For the Town of Pinedale Pedestrian Safety Project, Shelbi served as a critical design team member. Shelbi was responsible for a large portion of the project design and drafting including pathway, sidewalk, crosswalk, highway culvert, underpass, signage and Americans with Disabilities Act (ADA) curb ramps along Pine Street. She was also responsible for preparing the project specifications and preparing quantities for the multi phased construction project. The focus of this project was creating a safe, accessible and efficient pedestrian network that meets the highest standards of safety and inclusivity along the Town of Pinedale's main street corridor.

GRAND TARGHEE RESORT – 5TH STREET HOUSING - DRIGGS, ID

As the lead designer, Shelbi was responsible for evaluating site stormwater and designing grading for the 5th Street housing project. The project consisted of two residential apartment buildings for Grand Targhee Resort staff housing with onsite parking lot and drainage features within Driggs, Idaho. Shelbi was also responsible for evaluating utility service connections for the complex and evaluating Teton County, Idaho Standards.

SNAKE RIVER SPORTING CLUB IMPROVEMENTS SERVICE DISTRICT - JACKSON, WY

As a member of the project team, Shelbi was responsible for gathering traffic counts and data and analyzing the data for the intersection of the highway and the turn to the Snake River Sporting Club. She was also heavily involved in preparing the annual traffic report for the Sporting Club in order to maintain compliance with Teton County traffic regulations. The annual report summarizes the always improving Sporting Club activities through traffic volumes, turning movements and traffic analysis.

WYDOT NATRIUM AND TFF ENTRANCE TRAFFIC IMPACT STUDY AND INTERSECTION IMPROVEMENTS - KEMMERER, WY

As a design engineer, Shelbi played a valuable role in the design of the Natrium Intersection Improvement Project. For this project Shelbi was responsible for designing the traffic control plans including flagging, striping and signage for both temporary construction phase intersection and permanent intersection to the Natrium site off US Highway 189. The intersection design included the incorporation of a new left-turn lane, a right- turn lane and a four- lane exit from the site, optimizing traffic flow and safety. Shelbi was responsible for utilizing the AASHTO Manual and ensuring that design plans met all relevant federal and state design standards.

HIGH MEADOW RANCH WATER DISTRICT - PINEDALE, WY

As a project engineer, Shelbi was responsible for preparing monthly Wyoming State Lands and Investments (SLIB) Grant draft requests and Wyoming State Revolving Fund Loan requests for the High Meadow Ranch Water District Phase 3 Water System Improvements Project. Shelbi was responsible for going through the contractor's construction pay application as well as Jorgensen construction management invoices in order to prepare supporting documentation required by SLIB for monthly account withdrawals. High Meadow Ranch Water District Phase 3 Water System Improvements Project is the last phase of a 3 phase project identified by the High Meadow Ranch Water District's Wyoming Water Development Commission's Level 2 Study.



EDUCATION

B.S. in Civil Engineering,
Minor in Geology,
University of Wyoming



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