

February 3, 2026



Proposal for

Transportation Safety Action Plan and Highway 89 Demonstration Project (Safe Streets for All – SS4A Initiative)

Prepared for

Town of Alpine

Prepared by

Kimley»»Horn

Expect More. Experience Better.



1A. Transmittal Letter

February 3, 2026

Monica Chenault, Town Clerk/Treasurer
Town of Alpine—Office of the Clerk
250 River Circle
Alpine, WY 83128

Kimley-Horn
111 East Broadway, Suite 600
Salt Lake City, UT 84111
www.kimley-horn.com

RE: Proposal for Transportation Safety Action Plan and Highway 89 Demonstration Project

Dear Ms. Chenault and Members of the Selection Committee,

Kimley-Horn is pleased to submit our proposal for the Town of Alpine's (Town's) Transportation Safety Action Plan and Highway 89 Demonstration Project under the Safe Streets and Roads for All (SS4A) Initiative. We appreciate the Town's commitment to improving safety along US Highway 26/89, a corridor that serves not only as Alpine's front door, but also as a vital route for regional tourism and freight. Kimley-Horn is ready to support the Town in delivering a federally compliant Safety Action Plan, providing context-appropriate solutions based on the Town's unique attributes, and implementing a temporary demonstration project to evaluate early, practical safety improvements.

Proven SS4A Experience. As an industry leader in roadway safety planning, Kimley-Horn offers a team with the right combination of SS4A expertise, rural corridor experience, and demonstrated success preparing communities for implementation funding. **Since SS4A began in 2022, Kimley-Horn has prepared more than 250 Action Plans and demonstration projects nationwide.** Team members proposed for this Alpine SS4A have worked together on seven Safety Action Plans across Wyoming, Utah, Idaho, and Washington. Brandon Gonzalez, Active Transportation Specialist, led the recently completed Teton County SS4A while at his previous firm. Our strong experience helps us confirm Alpine's Safety Action Plan meets Federal Highway Administration (FHWA) requirements, is fully compliant with SS4A guidance, and positions the Town for future implementation resources. To strengthen analysis and concept development, we will incorporate a Road Safety Audit (RSA) along Highway 89 into our planning process, validating corridor and intersection strategies and improving countermeasure selection.

Rural Corridor Expertise. We understand the transportation challenges unique to Alpine. The Town sits at the junction of US 26 and US 89, where through-travel, regional commuting, heavy recreation traffic, and local circulation converge. Our team has extensive experience working in similar small-town, gateway, and recreation-oriented contexts, and we will bring those lessons learned to develop feasible, data-driven strategies tailored to Alpine. **Brent Crowther, our proposed project manager, has worked on projects in tourism-focused communities including Jackson, WY; Park City, UT; and Sedona, AZ.**

Implementation-Ready Demonstration Design. A major component of this effort is the Highway 89 Demonstration Project, which will be delivered following NEPA authorization. We understand the importance of preparing constructable, implementation-ready plans that can be efficiently delivered. We will coordinate closely with WYDOT and provide performance documentation in a clear, FHWA-aligned manner. We will develop demonstration concepts, provide practical guidance for installation and operations, and conduct a structured evaluation. **This approach provides Alpine with a feasible, well-supported pathway to implement and assess early safety improvements.**

Kimley-Horn is fully prepared to meet the milestone schedule for the Action Plan and Demonstration Project, structured within the federally permitted flexibility noted by the Town. Our key personnel are available and able to comply with all federal requirements, including NEPA and FHWA authorization steps. Thank you for the opportunity to support the Town on this important project.

Sincerely,

KIMLEY-HORN



Brent C. Crowther, PE, PTOE, RSP₁
Senior Vice President and Authorized Signer
brent.crowther@kimley-horn.com | 385.420.0941

Kimley-Horn's SS4A experience will enable us to complete the Alpine SS4A Initiative without a learning curve. Our robust Quality Control/Quality Assurance (QC/QA) process provides our clients with high-quality work they can rely on to fulfill National Environmental Policy Act (NEPA), FHWA, and other applicable requirements.

1B. Project Understanding

The Town of Alpine’s Transportation Safety Action Plan and Highway 89 Demonstration Project will develop a data-driven and federally compliant SS4A Action Plan and Demonstration Project with the goal of reducing and eliminating fatalities and serious injuries by reducing risk and prioritizing investments.

Complexities of working along US Highway 26/89

The Town of Alpine is situated at the junction of two major highway corridors, Highway 26 and Highway 89, which creates unique opportunities for the town, and also challenges that must be addressed in the development of the Safety Action Plan and Demonstration Project. The study area is illustrated below in **Figure 1**. The corridor provides access to Star Valley communities in northern Lincoln County and southeast Idaho. To the northeast, Highway 26/89 provides access to the Town of Jackson and Yellowstone National Park. Recent WYDOT traffic estimates show an average daily traffic volume of nearly 9,000 vehicles per day through Snake River Canyon (July 2025).

Figure 1: Project Area Map

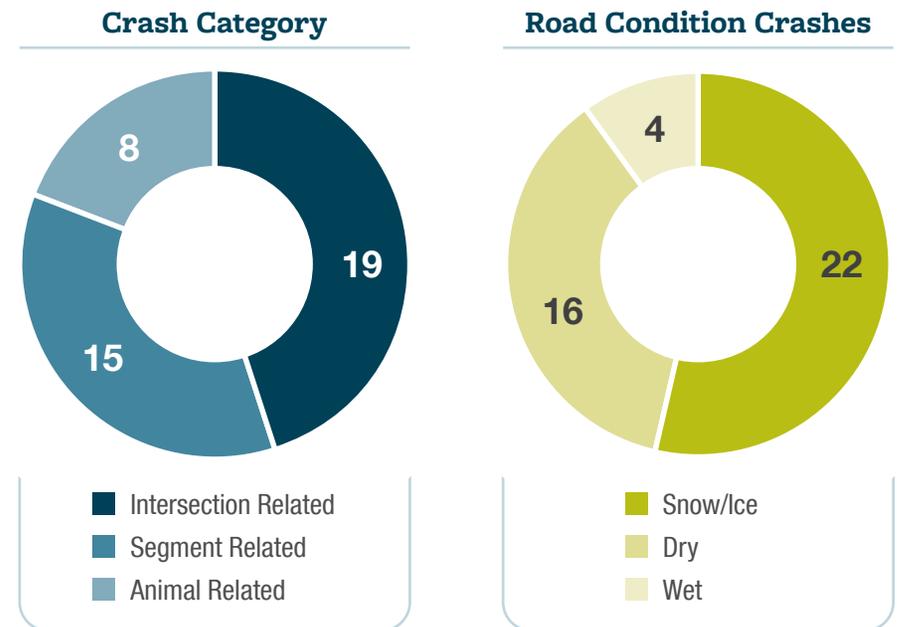


Alpine’s multimodal safety issues

A review of crash data obtained from WYDOT for the years 2020 to 2025 for the Town of Alpine (see **Figure 2**) reveals the following:

- 42 total crashes, including 5 injury crashes and 37 property damage only crashes
- No fatalities occurred within the Town of Alpine within the 5-year period (2020-2025)
- Wildlife is a frequent hazard
- Winter conditions drive many crash events
- Crash hot spots include US 89 at intersections such as Riverview Drive, Center Street, and Greys River Road, as well as at business access entrances
- Rear-ends/angle crashes are mostly low severity crashes

Figure 2: Recent Alpine-Area Crash Data



The crash data reveals challenges including managing vehicle and commercial traffic, balancing regional travel needs with local access, navigating vehicle speed through the downtown area, and accommodating multimodal facilities.

Purpose and importance of the SS4A Action Plan and Demonstration Project

Combined issues of high-speed regional traffic, local access needs, and inconsistent pedestrian infrastructure establish a need to identify strategies to improve safety on the streets and highways in Alpine. Within this context, the Safety Action Plan will help Alpine develop a coordinated, data-driven approach to reduce crash risks, improve multimodal connectivity, and test targeted interventions through the Highway 89 Demonstration Project. **The Safety Action Plan will analyze safety needs, identify high-risk locations, prioritize strategies and solutions, and serve as a guide for future implementation of the safety-focused improvements.**

The Safety Action Plan will include a Demonstration Project along Highway 89. The Demonstration Project will test the appropriateness and effectiveness of low-cost safety improvements before committing to long-term capital improvements. Low-cost improvements may be based on FHWA Proven Safety Countermeasures. **Table 1** on the next page identifies potential safety improvements, with potential demonstration projects indicated with the following icon: 🚧.

The Safety Action Plan will be structured to identify and prioritize safety needs based on jurisdictional responsibility. We will conduct safety analyses and prepare recommendations for the Town of Alpine, Lincoln County, and WYDOT based on their respective responsibility over the transportation network. This approach will position the Town to pursue funding for projects/strategies and implementation not only through the Federal Highway Administration (FHWA) SS4A Program but also through other funding programs such as Highway Safety Improvement Program (HSIP), local Capital Improvement Programs (CIPs), and other federal or state (i.e., WYDOT) grants.

Kimley-Horn’s overall approach to preparing the **Safety Action Plan and Demonstration Project** is shown in **Figure 3** below.

Figure 3: Safety Action Plan and Demonstration Project Development Approach



Our process begins with a kick-off meeting to bring stakeholders together to initiate the Safety Action Plan development. We will hold stakeholder workshops and community open house events to review safety needs and recommended projects. Additional details of our approach to completing the Safety Action Plan are provided in **Section 3** of this proposal.

Awareness of local and regional initiatives

A major factor influencing Alpine’s mobility needs is housing cost pressure in the Jackson Hole region. Workers commute daily using Highway 26/89 from Alpine and surrounding communities. This underscores the need for safe, reliable regional connectivity between Alpine and major employment centers, essential services, and key recreation destinations.

Regionally, WYDOT continues to prioritize efforts to reduce wildlife-vehicle collisions along primary travel corridors. The planned wildlife crossing bridge northeast of Alpine on Highway 26/89 is a clear example of this commitment. Alpine’s Safety Action Plan will be designed to complement this and other ongoing WYDOT safety initiatives.

Locally, the Town of Alpine’s ongoing Master Plan update represents a significant opportunity to guide growth and strengthen multimodal connectivity both within the community and across regional hubs. Our Safety Action Plan and demonstration project will be structured to support and inform that effort, using temporary safety improvements to help visualize how future plan concepts could function in practice and to build community understanding and support.

Because of our commitment to data-driven analysis and experience with similar projects in the region, the Kimley-Horn team knows Alpine—along with all the complexities, issues, initiatives, and growth trends unique to this area.

Table 1: Potential Safety Improvements

Proven Safety Countermeasure	Potential Applicable Location	Why?
Systemic Low-Cost Stop Controlled Intersection Upgrades 🚦	Local neighborhood intersections connecting to US 26/89.	Enhanced signage, stop bar markings, and intersection warning devices are effective where local streets connect to high-speed highways.
Crosswalk Visibility Enhancements 🚶	Alpine commercial area core, crossings connecting to trails and pedestrian destinations.	Address sidewalk gaps and inconsistent pedestrian connectivity.
Pedestrian Hybrid Beacons (PHBs)	Major midblock or difficult to cross sections of US 26/89 near shops and restaurants.	Because US 26/89 serves both regional and local access roles with high speeds and high volumes, PHBs can provide safer, controlled pedestrian crossings in lieu of full signals.
Roadway Reconfiguration 🚦	Highway 89 through Alpine’s commercial area.	Conflicts between through traffic and local access. Narrowing travel lanes or creating visual buffers can help to reduce speeds. This can also create space for sidewalks, bike lanes, and improved crossings where commercial activity is growing.
Lighting Improvements	Highway 89 through Alpine’s commercial area.	Limited multimodal infrastructure and activity centers underscores the importance of illumination to reduce nighttime pedestrian and vehicular crashes.



Potential crosswalk visibility enhancement site



Potential lighting improvement site



Potential roadway reconfiguration site

2. General Information

A. Firm Information

Firm Name: Kimley-Horn and Associates, Inc. (Kimley-Horn)
Business Address: 111 East Broadway, Suite 600, Salt Lake City, UT 84111
Primary Contact: Brent Crowther (385.420.0941 | brent.crowther@kimley-horn.com)
Year Established: 1967
Type of Ownership: Employee-owned corporation

B. Experience

Kimley-Horn brings extensive experience delivering SS4A Action Plans, Local Road Safety Plans (LRSPs), Road Safety Audits (RSAs), systemic safety analyses, and other federally aligned safety efforts for communities across the country.

- Our teams have supported numerous **FHWA-funded initiatives (some with a corresponding NEPA component)** and have a strong record of preparing clear, defensible documentation that meets federal expectations.
- We have collaborated successfully with **state transportation agencies, including WYDOT**, on multimodal safety, corridor planning, and operational improvements.
- Depending on the specific requirements of a project, our staff regularly include **demonstration projects** in their safety plans that help jurisdictions test concepts before advancing them to permanent construction.
- With a strong focus on robust public engagement, we frequently work with **rural communities and small towns** on practical, data-driven safety strategies tailored to local needs so that proposed improvements are both feasible and supported by the community.

We've highlighted seven projects that have the most crossover between team members and served communities similar to Alpine. Please see [Table 2: Project Element Matrix](#) to see which of the above elements are represented in each project.



Wilson Bridge Replacement and Highway 22 Traffic Study

Kimley-Horn supported WYDOT during the Wilson Bridge Snake River Bridge replacement project on Highway 22 at the western gateway to Jackson Hole. We helped WYDOT evaluate future traffic operations, long-term travel patterns, corridor safety issues, and multimodal needs, in this area experiencing heavy seasonal tourism. Our analysis helped WYDOT select a bridge configuration that improves mobility, preserves ecological sensitivity near the river, and enhances safety for people walking, biking, and driving. We collaborated with regional partners and community stakeholders to clarify future transportation demands and make sure the project integrated with local land-use constraints, wildlife movement considerations, and recreational access needs.

The project also included reconstruction of the intersection of Highway 390 and Highway 22 to accommodate future traffic volumes and reduce congestion and delay. We evaluated potential transit-focused improvements such as queue jump lanes and relocated bus stops, and also determined the potential bus travel time performance benefit of each improvement.

Together, these efforts positioned WYDOT to move forward with a resilient, long-term solution for one of the region's most critical corridors. **This experience prepares us to take a similar look at Alpine's Highway 89 and Highway 26, another truly significant regional corridor.**





Moab SS4A Safety Plan

Kimley-Horn is leading a comprehensive safety planning effort for the City of Moab and Grand County, supported by a federal SS4A grant. We are conducting detailed crash analysis, multimodal safety audits, and corridor-level concept development to identify effective safety strategies across three priority corridors. **Moab is a rural destination community that experiences significant seasonal tourism fluctuations, which create pressures similar to what Alpine faces.** Our team is pairing technical analysis with public engagement, NEPA cultural resource evaluations, and an equity-focused community assessment to ensure solutions reflect the needs of both residents and visitors. To support long-term implementation, we are developing a Complete Streets Ordinance and performance dashboards that allow the City of Moab to monitor safety progress over time.

Uintah County SS4A Comprehensive Safety Action Plan

Kimley-Horn prepared a Safety Action Plan for Uintah County, Utah, focused on each of the rural jurisdictions within the county. Project goals included analyzing five-year crash data throughout the region, establishing goals and metrics to measure progress toward reducing fatalities, supporting emphasis areas in Uintah County consistent with the Utah Strategic Highway Safety Plan, and recommending strategies to reduce serious crashes. The plan was prepared to be compliant with the SS4A program. **This project addresses safety planning on rural, state-maintained highways with limited alternative routes and mixed local, commuter, and freight traffic. These conditions are similar to those along Highway 26/89.**

Lummi Nation SS4A Safety Action Plan

Kimley-Horn is developing an SS4A-compliant Safety Action Plan for the Lummi Nation that pairs data-driven safety analysis **with on-the-ground demonstration projects to test short-term, low-cost safety improvements.** In parallel with safety analysis and community outreach, the team is identifying and implementing temporary treatments such as traffic calming, signage, delineation, and pedestrian enhancements, and evaluating their before-and-after effectiveness using speed, volume, and crash data. We have prepared design plans, and are currently coordinating with the County for right of way encroachment permits. We are in process of completing a NEPA Categorical-Exclusion for the temporary demonstration projects. The project involves close coordination with Tribal staff and County partners on shared roadways to collaboratively select locations, install demonstration measures, and use performance results to inform long-term, permanent safety investments.



Iron County SS4A Safety Action Plan

Kimley-Horn developed a countywide SS4A Safety Action Plan that provided Iron County and its municipalities with a clear strategy to reduce fatalities and serious injuries on public roadways. We worked with county staff, local jurisdictions, UDOT, law enforcement, Tribal representatives, and community partners to analyze crash patterns, evaluate high-risk corridors, and define safety emphasis areas for each community. **As a rural region that also experiences seasonal tourism and fluctuating traffic volumes, portions of Iron County have traffic situations similar to Alpine,** and our planning process was structured to respond to those variable conditions. We facilitated Geographic Focus Area workshops, public engagement activities, and an equity analysis to confirm that the recommendations reflected the needs of residents, visitors, and underserved communities. The completed action plan delivers prioritized strategies, policy recommendations, and project types that position Iron County for future SS4A implementation grant funding.



Wasatch Front Regional Council SS4A Comprehensive Safety Action Plan (CSAP)

Kimley-Horn developed a regional CSAP for the Wasatch Front Regional Council to reduce serious injuries and fatalities across six counties and eleven geographic focus areas. We worked closely with local jurisdictions, the Utah Department of Transportation (UDOT), Utah Transit Authority (UTA), and community organizations to analyze crash patterns, identify high-risk corridors, evaluate systemic safety needs, and integrate equity considerations through both national and locally tailored tools. Given the region’s rapid growth and multimodal pressures, we guided stakeholders through a structured process that included safety analyses, extensive engagement, disadvantaged-community outreach, and policy and process reviews. Our team facilitated workshops, prepared technical memoranda, and crafted a regional safety commitment resolution to position jurisdictions for future SS4A implementation grant funding. The final CSAP provided prioritized strategies, project types, and performance-tracking tools designed to support long-term safety improvements across the Wasatch Front. **This project shows how regional safety priorities and corridor dynamics can be adapted into actionable strategies.**

Table 2: Project Element Matrix

	SS4A Safety Project (or similar)	NEPA for FHWA Projects	WYDOT-Involved Projects	Included Demonstration Projects	Rural Communities
Wilson Bridge and Highway 22 Study	✓		✓		✓
Moab SS4A	✓	✓	(UDOT)		✓
Uintah County SS4A	✓		(UDOT)		✓
Lummi Nation SS4A	✓	✓	(WSDOT)	✓	✓
Iron County SS4A	✓		(UDOT)		✓
Wasatch Front Regional Council SS4A	✓		(UDOT)		✓
Jackson/Teton County SS4A	✓		✓		✓

Key team member experience from a previous firm:



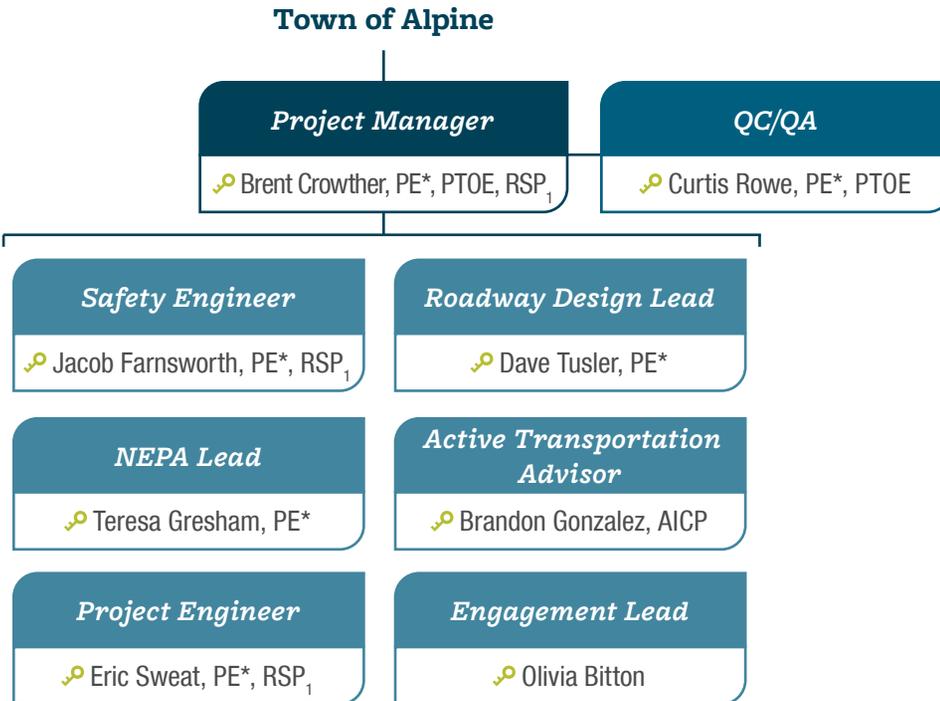
Town of Jackson/Teton County SS4A Action Plan

While at his previous firm, Brandon Gonzales partnered with the Town of Jackson and Teton County to produce their recent SS4A Action Plan. This plan provided a safety framework for Jackson and the surrounding rural communities, as well as clear, actionable recommendations for safety improvements. This plan helped the Town of Jackson and Teton County successfully secure FHWA funding through the SS4A program, and also gave Brandon deep familiarity with the areas right around Alpine. **We are proud to have Brandon on our team as a new Kimley-Horn employee, and his experience will help us deliver the Alpine Transportation Safety Action Plan with a minimal learning curve.**

C. Key Personnel

This Kimley-Horn team has been specially selected due to their areas of expertise and past success working on similar projects. **The key members of this team frequently work together on SS4A projects, and will carry that same familiar continuity and availability into this project as well.** The key team members identified in **Figure 4** will be your dedicated resources throughout the duration of the safety action planning and demonstration project. Following the Organizational Chart is a summary of their roles and qualifications, **including a few example projects each to demonstrate their relevant experience.** Please see **Section 4** for full resumes, including education, licenses and registrations, and detailed experience write-ups.

Figure 4: Organizational Chart



🔑 = Key Personnel

- * Brent Crowther is a licensed PE in AZ, CA, ID, and UT
- Curtis Rowe is a licensed PE in WY (#9655), CO, ID, KS, MT, NE, and UT
- Jacob Farnsworth is a licensed PE in ID, MT, NV, TX, and UT
- Dave Tusler is a licensed PE in CO, NV, and UT
- Teresa Gresham is a licensed PE in ID, NC, SC, UT, and VA
- Eric Sweat is a licensed PE in ID, UT, and WA



Brent Crowther, PE*, PTOE, RSP₁

Project Manager | 25 Years of Experience

Brent specializes in multimodal safety, traffic, and transportation planning and has led a vast array of intersection, corridor, and statewide safety analyses. Brent has personally participated in nearly 30 different comparable safety plans (including SS4A projects) for municipalities all over the country, many of which have been in rural contexts or near tourist destinations. **Known for his consistency and attention to detail, Brent provides the Town with deep experience in planning and implementation.**

- WYDOT, Wilson Bridge Replacement and Highway 22 Traffic Study — Project Manager
- City of Moab, SS4A Safety Plan, Moab, UT — Senior Advisor
- Uintah County, SS4A CSAP—Senior Advisor
- Lummi Nation, SS4A Safety Action Plan, Whatcom County, WA—Project Manager
- Iron County, SS4A SAP, Iron County, UT—Senior Advisor
- Wasatch Front Regional Council, SS4A CSAP, Multiple Locations, UT—Project Manager
- SE Arizona Transportation Safety Strategic Plan, Sierra Vista, AZ—Project Manager
- City of Everett, Vision Zero SS4A Safety Action Plan, Everett, WA—Project Manager
- UDOT, Walk the Road Pedestrian-Focused Roadway Safety Assessment (RSA), Statewide, UT—Project Engineer/Active Transportation Specialist
- FHWA Forest Service Road RSAs, UT, WA, AZ—Project Engineer



Curtis Rowe, PE*, PTOE

QC/QA Manager | 31 Years of Experience

Curtis Rowe, PE, PTOE, is a seasoned traffic engineer with deep expertise in safety studies, multimodal corridor analysis, ITS design, and rural transportation operations. As QC/QA Manager, he will provide technical oversight and confirm all deliverables meet SS4A and FHWA standards. **Curtis is a licensed Professional Engineer in Wyoming and will sign and seal all plans, bringing local regulatory familiarity and proven experience supporting safety projects throughout the region.**

- WYDOT, Wilson Bridge Replacement and Highway 22 Traffic Study, Teton County, WY—Project Manager
- WYDOT, College Drive Planning, Cheyenne, WY—Project Manager
- Cheyenne Metropolitan Planning Organization (MPO) East Dell Range Boulevard/US 30 Corridor Study, Cheyenne, WY—Project Engineer



Brandon Gonzalez, AICP

Active Transportation Advisor | 17 Years of Experience

Brandon is an experienced transportation planner with a passion for vulnerable road user safety and connectivity in rural communities. He has a strong background in multimodal planning, corridor studies, bicycle and pedestrian planning, and safety action plans. He excels in active transportation planning, completing RSAs, and leading collaborative public engagement to deliver context-specific solutions. **Brandon brings recent safety work in neighboring Teton County and a strong understanding of the region's unique needs.**

- Town of Jackson/Teton County SS4A Action Plan, Teton County, WY* — Principal-in-Charge
- Town of Aspen, SS4A Safety Action Plan, Aspen, CO*—Principal-in-Charge
- City of El Paso SS4A Implementation Grant, El Paso, TX*—Principal-in-Charge



Jacob Farnsworth, PE[†], RSP¹

Safety Engineer | 12 Years of Experience

Jacob is a traffic and safety operations engineer who works on a variety of safety-focused projects including traffic analyses, planning studies, corridor safety studies, RSAs, Intersection Control Evaluation (ICE) studies, LSRPs, highway safety training, and traffic operations manual development. **He has also been professionally involved in the development and application of the FHWA's Highway Safety Manual (HSM)—facilitating HSM crash prediction trainings, evaluating the HSM website for future improvements, and more.**

- City of Moab, SS4A Safety Plan, Moab, UT—Project Engineer
- Iron County, SS4A SAP, Iron County, UT—Project Engineer
- Wasatch Front Regional Council, SS4A CSAP, Multiple Locations, UT—Project Engineer
- UDOT, Walk the Road Pedestrian-Focused RSA, Statewide, UT—Project Manager

* Completed prior to joining Kimley-Horn

[†] Jacob Farnsworth is a licensed PE in ID, MT, NV, TX, and UT

Dave Tusler is a licensed PE in CO, NV, and UT

Eric Sweat is a licensed PE in ID, UT, and WA



Eric Sweat, PE[†], RSP¹

Project Engineer | 10 Years of Experience

Eric is a transportation planning and traffic operations engineer with experience preparing and managing safety plans and analysis, transportation master plans, corridor studies, bicycle and pedestrian studies and plans, traffic impact studies, and Intelligent Transportation Systems (ITS) planning. Eric brings expertise in solution identification, prioritization, modeling, and analysis to help develop and show the potential benefit of various types of safety and mobility improvements. **Eric has experience in completing usable safety and transportation plans and studies in locations of all sizes, with an emphasis on rural communities like Alpine.**

- City of Moab, SS4A Safety Plan, Moab, UT — Project Manager
- Iron County, SS4A SAP, Iron County, UT—Project Manager
- Uintah County, SS4A CSAP—Project Manager
- Wasatch Front Regional Council, SS4A CSAP, Multiple Locations, UT—Project Engineer



Dave Tusler, PE[†]

Roadway Design Lead | 20 Years of Experience

Dave brings more than 20 years of experience leading the initiation, planning, scheduling, and quality oversight of civil and transportation engineering projects. He is highly effective at making design and construction activities comply with municipal codes, engineering standards, and current best practices, while maintaining strong coordination and communication with agencies, stakeholders, and project partners. His technical expertise spans roadway design, traffic design including signals, signs, and pavement markings, complete streets and pedestrian-focused improvements. **David's work emphasizes practical, context-sensitive solutions—an approach well-suited to Alpine's safety, multimodal, and corridor-revitalization needs.**

- Cedar City, Kitty Hawk Drive & Airport Road Signal Design, Cedar City, UT — Project Manager
- Ogden City, Valley Drive & 20th Street Safety Improvements, Ogden, UT — Project Manager
- Carson City, Safety Management Plan, Carson City, NV — Project Engineer
- Nevada Department of Transportation (NDOT), Safety Management Plans, Multiple Locations, NV — Project Engineer
- City of Las Vegas, Pedestrian Safety Upgrades, Las Vegas, NV — Project Engineer



Teresa Gresham, PE*

NEPA Lead | 24 Years of Experience

Teresa Gresham leads NEPA documentation and environmental planning for federally funded transportation projects across the country. She has supported numerous FHWA projects, serving as Environmental Lead or Project Manager responsible for preparing NEPA documents, directing public involvement, and completing community impact studies. Teresa is skilled at integrating agency coordination, community and stakeholder input, and data-driven analysis to produce clear, defensible documentation that meets federal requirements. **Her experience spans new roadway alignments, interchange projects, and context-sensitive improvements in rural and small-community settings, making her well suited to support Alpine’s SS4A safety planning effort.**

- Sandy City, 100 East 10600 South Bridge Replacement, Sandy, UT — Environmental Lead
- Park City, Thayne’s Canyon Active Transportation Facility — Environmental Lead
- UDOT, Foothill Boulevard Pedestrian and Landscape Improvements CatEx, Salt Lake City, UT — Environmental Lead
- Park City, Thaynes and Three Kings Trails CatEx, Park City, UT — Environmental Lead



Olivia Bitton

Engagement Lead | 6 Years of Experience

Olivia is a public engagement professional with experience supporting transportation projects throughout the inter-mountain west. She excels at clear communication, relationship building, and collaborative problem solving informed by community input. Olivia's prior work at a public transit agency gives her valuable understanding of government processes and community expectations. **Olivia is particularly experienced providing public engagement services for SS4A projects, and is ready to apply that passion and familiarity to this project.**

- City of Moab, SS4A Safety Plan, Moab, UT — Project Manager
- Iron County, SS4A SAP, Iron County, UT — Public Engagement Lead
- Uintah County, SS4A CSAP, Uintah County, UT — Public Engagement Lead
- Wasatch Front Regional Council, SS4A CSAP, Multiple Locations, UT — Public Engagement Lead

* Teresa Gresham is a licensed PE in ID, NC, SC, UT, and VA

Subconsultants

Kimley-Horn does not anticipate contracting any subconsultants for this project. As a full-service consulting firm, we are equipped to be your one-stop-shop for any needs that may come up during the course of this (or additional) project(s). What’s more is that because of Kimley-Horn’s unique one-profit-center corporate structure, we are able to seamlessly bring in experts from any of our 150 offices as unique needs arise. **When you choose Kimley-Horn, you get the responsiveness and familiarity of a local team, backed by the resources and expertise of a nationwide firm.**

D. Proof of Insurance

Kimley-Horn is prepared to provide insurance according to the amounts below as specified in the Request for Proposal (RFP) issued for this project:

- **General Liability:** \$1,000,000 per occurrence and \$2,000,000 aggregate
- **Professional Liability/Errors and Omissions:** Minimum \$500,000
- **Workers’ Compensation:** Per Wyoming statute
- **Automobile Liability:** Minimum \$500,000

E. Potential or Perceived Conflicts of Interest

Kimley-Horn does not have any potential or perceived conflicts of interest with the Town of Alpine, Wyoming.



3. Project Approach, Schedule, and Presentations

A. Project Approach

The following is a summary of our project approach to complete the Safety Action Plan. Our tasks are organized around the key objectives identified in the RFP, while considering the SS4A Guidance published by FHWA.

Task 1. Project Management

Objective: Provide the oversight required to successfully complete the project within scope, within budget, and according to schedule.

This task includes overall project administration, internal team coordination, coordination with the Town of Alpine and other stakeholders, supervision and quality control. Biweekly conference calls will be held with the Town’s Project Manager. A Communications Plan will be submitted for review, outlining all communication strategies related to schedule management, agency coordination, meetings and meeting materials, and other relevant items.

Ongoing study coordination will be conducted through a monthly Safety Action Plan Team meeting (virtual) to oversee the project. We will work with Town of Alpine staff to determine who will serve on the Safety Action Plan Team. Ideally, the Action Plan Team will include Town of Alpine and WYDOT. Lincoln County may also be invited to participate.

Deliverables: Meeting Materials/Agendas, Meeting Summaries, Invoices, Communications Plan, Monthly Safety Action Plan Team Meetings

Task 2: Stakeholder and Public Engagement

Objective: This task fulfills “Leadership Commitment and Goal Setting” and “Engagement and Collaboration” activities as described in FHWA SS4A guidance. We will engage stakeholders, including elected officials, engineering and planning staff, safety interest groups, and underserved populations to provide input on Action Plan development.

Kimley-Horn has found success engaging stakeholders and the public to contribute to the Safety Action Plan through the following efforts:

PUBLIC INVOLVEMENT PLAN. Our team will prepare a Public Involvement Plan (PIP) that establishes a clear and comprehensive framework for engaging stakeholders and the public throughout the development of the Safety Action Plan. The PIP will outline engagement objectives, communication methods, project branding, meeting formats, and a schedule for outreach activities. It will detail strategies for engaging elected officials, community organizations, safety interest groups, and underserved populations, ensuring



This pavilion, located at the Alpine Civic Center, is ideal for public engagement events.

meaningful participation. The plan will describe the coordination process for stakeholder workshops, community open house events, online engagement tools, and communication materials. The PIP will also identify techniques for gathering input—such as surveys, interactive maps, and virtual engagement methods—and will document how feedback will be tracked, summarized, and incorporated into the Action Plan.

SAFETY ACTION PLAN KICK-OFF WORKSHOP. Early on in the project, we will plan and conduct a Safety Action Plan Kick-Off workshop to bring together elected officials and staff to introduce the project and its desired outcomes. The Safety Action Plan Kick-Off workshop will help stakeholders to prepare for subsequent study participation, including the Safety Commitment Resolution. This workshop will also include discussion of the Safe Systems Approach and its six key principles geared towards reducing all traffic-related fatalities and serious injuries. This workshop will also discuss the Town's goals to eliminate or significantly reduce fatalities and serious injuries. We will then prepare a resolution for the Town of Alpine to consider adopting. To meet SS4A grant guidelines, the goal will include a timeline for eliminating roadway fatalities and serious injuries. Adoption of the resolution by the Town of Alpine will satisfy FHWA SS4A requirements.

PROJECT WORKSHOPS. At key project milestones, as shown in our project schedule, we will conduct workshops with Town of Alpine staff and other stakeholders. Attendees may include representatives from Lincoln County, WYDOT, law enforcement, schools, local

business owners, and residents. The workshops will engage leadership, elected officials, and participants from the 4 Es of traffic safety (Enforcement, Education, Emergency Response, and Engineering). At Workshop #1, we will discuss challenges, issues, and opportunities such as the FHWA Proven Safety Countermeasures, the region's intent to commit to a goal to reduce or eliminate fatalities and serious injuries, and the results of our safety analysis which identifies high-crash and high-risk locations. At Workshop #2, we will discuss specific strategies and projects to address the needs.

COMMUNITY OPEN HOUSE EVENTS. Safety analysis is a data-driven process; however, ensuring that we consider the voices and perspectives of the community is critical as we identify and prioritize implementation strategies and potential projects. We will provide opportunities to engage with the communities to hear their concerns, perspectives, and ideas to improve safety. This will occur at three open house events as outlined in our process chart (Figure 3) and on our project schedule (Figure 5) where we will present to the community similar information to what was presented at the project workshops. We will also prepare an online map using Pubic Coordinate, so that residents and community members can continue to provide comments and suggestions about safety needs and potential projects.

TOWN COUNCIL AND PLANNING MEETINGS. Kimley-Horn will prepare for and attend Town Council and Planning & Zoning meetings at key project milestones to share the plan and receive feedback and direction.

Deliverables: Public Involvement Plan, Safety Kick-Off Workshop, Workshops, Safety Commitment Resolutions, Community Open-House Events, Interactive Online Map

Task 3: Existing and Future Conditions, Safety Assessment, Community Connectivity

Objective: Analyze existing data and trends on all public roadways to identify safety needs and emphasis areas, safety risk factors, high-crash and high-risk locations, and systemic improvements that will reduce fatalities and serious injuries on roadways.

Kimley-Horn has found success in similar safety plans, conducting our analysis in the following manner:

A. Safety Assessment

Our safety assessment will consist of the following elements:

- **HISTORICAL BASELINE CRASH ANALYSIS.** We will acquire crash data from the most recent five years. We will obtain available data in geographic information systems (GIS) format for crashes, roadway functional classification, speed limits, and average daily traffic (ADT) volumes. The historical baseline crash analysis reveals key safety targets

and risk factors within each jurisdiction, allowing for more meaningful safety planning efforts. We will summarize historical crash analysis results for the following areas:

- Roadway Ownership (State/Local Federal Aid/Local Non-Federal Aid)
 - Crash Type (active transportation [pedestrians and bicyclists], roadway departure, speed involved, teen drivers, etc.)
 - Severity
 - Year
 - Manner of Collision
 - Intersection Related
 - Functional Class
- **NETWORK SCREENING.** Our network screening will use Highway Safety Manual (HSM) 2010 methods to identify a High-Crash Network with priority locations for additional review. Network screening will identify:
- Locations with higher-than-expected crash frequencies, based on comparison with similar facilities
 - Locations with the greatest potential for safety improvement (decreased crashes)

The network screening analysis will be displayed geospatially showing priority locations. Corresponding tables will show severity, crash type, and contributing factors. This analysis, which establishes our High-Crash Network, will provide a tailored summary of the targeted crash types and locations. The High-Crash Network will identify locations where specific crash types are over-represented. This helps diagnose safety issues that are leading to an elevated number of crashes.

CONTRIBUTING FACTORS. We will overlay our High-Crash Network with existing roadway conditions geospatial data from WYDOT and other sources. This analysis will identify prevalent contributing roadway factors. These may include high vehicle speeds, narrow shoulders, sharp curves, lack of lighting, few controlled pedestrian crossings, or missing sidewalks. These results, coupled with the historical baseline data, will be used to inform and prepare local leaders and others who participate in public outreach efforts.

PROVEN SAFETY COUNTERMEASURES. We will present the High-Crash Network at our Workshop #1. At Workshop #1 we will provide a list of proven safety countermeasures (PSCs) for the most at-risk crashes location. Stakeholders will provide input on PSCs to select safety improvements that fit the needs of the community. These countermeasures will be used to recommend specific projects during Task 5.

B. Existing and Future Conditions

We will prepare an existing and future conditions analysis and community connectivity analysis. These analyses will include:

- Operational analysis of key intersections, including collection and evaluation of traffic volume data to understand current and future operational performance.



Kimley-Horn team members coordinate with local stakeholders to conduct an RSA for Moab City.

- Transportation and asset inventory, documenting existing facilities, roadway cross-sections, right-of-way conditions, access patterns, and turning movements.
- Review of previous plans, projects, and documents to identify previous issues and recommendations to further consider.
- A Roadway Safety Assessment (RSA) along Highway 89 to identify safety issues, contributing factors, and potential improvements to inform both the Safety Assessment and the Demonstration Project (**Task 4**). The RSA will also review roadway characteristics, including pedestrian and bicycle infrastructure, ADA deficiencies, and other safety-related infrastructure gaps. The RSA will include an assessment of multimodal conflicts and constraints, such as areas where pedestrian, bicycle, and vehicle movements intersect or compete. The RSA will identify priority safety and connectivity needs, and prepare potential concepts for enhanced crossings, traffic calming, and multimodal improvements.

C. Community Connectivity.

We will assess town-wide pedestrian and bicycle conditions, including an inventory of existing sidewalks, pathways, crossings, and other multimodal facilities. The analysis will evaluate how well residential neighborhoods, commercial areas, schools, parks, and community amenities are connected, and will identify priority corridors and missing

A Road Safety Audit (RSA) is the formal safety performance examination of an existing road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.

links in the active transportation network. Opportunities to enhance safety, comfort, and accessibility for people walking and bicycling will be documented, forming the basis for recommended improvements within the SS4A Plan.

The RFQ identifies Activity D, Transportation Inventory, Asset Management, and Priority Project List. These activities are addressed in our **Task 5**.

Deliverables: Existing and Future Conditions Report, RSA Summary, Safety Assessment Report (Including Crash Data and Trend Analysis), Community Connectivity Assessment, and GIS Inventory databases

Task 4: Highway 89 Temporary Demonstration Project (RFQ Activity E)

Objective: Based on findings from the previous tasks, identify and deliver a set of demonstration projects along Highway 89 that will serve as early low-cost safety improvements to test the effectiveness of temporary treatments prior to the installation of long-term improvements

Based on the analysis and the outcomes of Task 3, our team will develop a set of Demonstration Project alternatives to present during Workshop #2 and the accompanying Open House. Using the Action Plan findings, RSA results, and public input, we will prepare a design package for the preferred alternative. This package will include recommendations for temporary materials, traffic control plans, layout exhibits, cost estimates, and all required NEPA, FHWA, and WYDOT documentation and reviews. The Town of Alpine will be able to implement the demonstration project using this package, with support from our team as described in the RFP.

Upon completion of the Demonstration Project, an evaluation report will be prepared to provide an overview of the project's impacts and to summarize public feedback. This evaluation report will be included as a supplement to the final Safety Action Plan.

NEPA Activities

Based on our experience planning and designing SS4A temporary demonstration activities in other states, **we expect that a Categorical Exclusion will satisfy NEPA requirements.** A Categorical Exclusion is adequate for “activities that do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed; and Federal-aid system revisions that establish classes of highways on the Federal-aid highway system.” We will coordinate with the FHWA Wyoming Division office as we prepare the FHWA CE Checklist.

Teresa Gresham, our proposed NEPA lead, has led more than 100 NEPA documents for FHWA projects, including two recent projects with WYDOT:

- WYDOT, Bridge Formula Program Facility Condition Index (FCI), Douglas, WY
- WYDOT, Little Goose Creek Bridge CatEx, Sheridan, WY

Deliverables: Design Package, Project Installation Support, Demonstration Evaluation Report, NEPA Documentation Support

Task 5. Action Plan Development (RFQ Activity F)

Objective: Select strategies and projects, develop expected cost ranges, prioritize strategies and projects, prepare draft and final Safety Action Plan Report.

The purpose of Task 5 is to identify specific strategies and projects that can be considered for implementation to improve safety in the Town of Alpine, and to document in a Safety Action Plan Report. The Report will also summarize results from the Temporary Demonstration Projects, which will inform the final recommendations.

Feasible strategies may range from physical design treatments to policy, education, enforcement, and technology options. We propose to focus on the FHWA Proven Safety Countermeasures, and National Highway Traffic Safety Administration’s (NHTSA’s) Countermeasures That Work. These include, but are not limited to:

- Intersection treatments (bulbouts, pavement markings, signage)
- Design Improvements at Curves
- Wider Edge Lines
- Enhanced Delineation
- Safety Edge
- Rumble Strips Safety Edge

PROJECT RECOMMENDATIONS. We will prepare project scope summaries for high-priority projects. Recommendations will be divided into short-, mid-, and long-term improvements with associated planning level cost estimates, phasing recommendations, and implementation strategies. The Action Plan Final Report will recommend feasible and applicable projects and

solutions that can be pursued for funding programs such as Highway Safety Improvement Program (HSIP) and other federal or state grant programs.

POLICY RECOMMENDATIONS: The Safety Action Plan Report will identify policy and process changes that should be considered to reduce fatalities and serious injuries. These may include changes related to engineering standards, enforcement, education and outreach efforts, emergency response, and process improvements. These recommendations will conform to guidelines of the Safe System Approach adopted as part of USDOT’s National Roadway Safety Strategy. This task may also include interagency discussion and communication of safety needs identified on state highways.

DRAFT AND FINAL ACTION REPORT. Kimley-Horn will develop a draft and final Safety Action Plan that summarizes analysis findings and recommendations. The Action Plan will include goals and objectives, summarize crash history and safety analysis, and present proposed projects and prioritization. The Report will also identify key performance metrics that will help to inform stakeholders, elected officials, and the public of the Town’s progress toward improving safety. The draft Action Plan will be presented to Town of Alpine and to the Action Plan Team for review and comment. We will then prepare a final Action Plan for presentation and adoption by the Town of Alpine.

Deliverables: Draft and Final Action Report, Presentation Materials



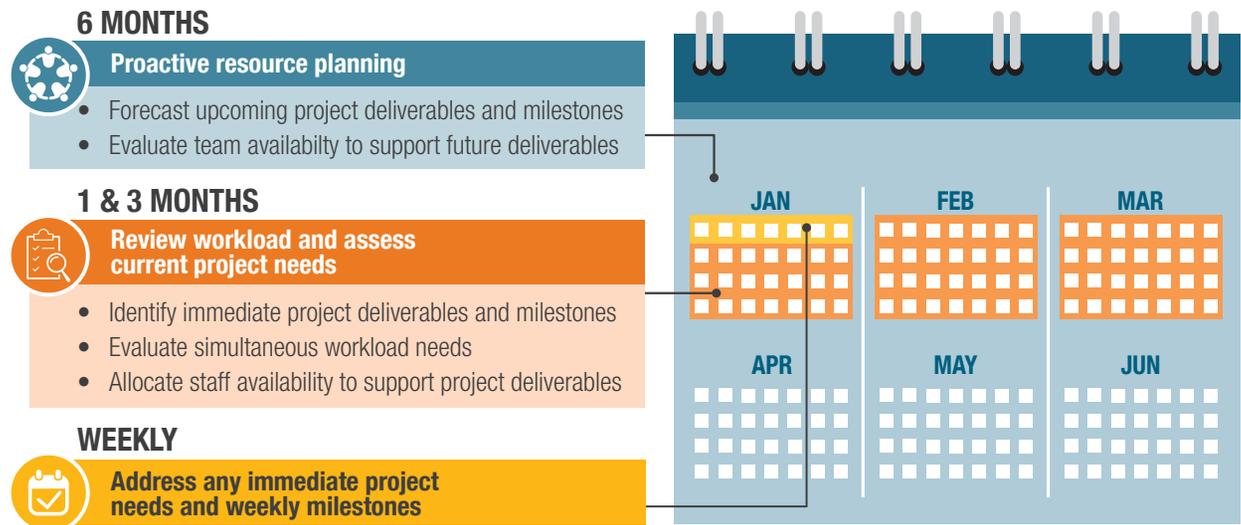
B. Project Schedule

Our project schedule (**Figure 5**, next page) for this Action Plan and Demonstration Project is found on the following page. Frequent communication and a clear definition of the responsibilities of team members are critical elements in maintaining a schedule for a project like this. With that in mind, our schedule identifies critical project milestones and deliverable dates. We then will actively manage our team resources to meet the agreed-upon schedules to keep the project on track.

Our team will be led by Brent Crowther, who will serve as project manager. Brent has experience managing safety and transportation projects for state and local governments across the country. His safety planning experience includes the Wasatch Front Regional Council Comprehensive Safety Action Plan (an SS4A-funded project); transportation master plans in Moab City, Grand County, and Cache County, Utah; and Roadway Safety Assessments with Utah Department of Transportation.

Brent will be the primary point of contact for the Safety Action Plan. He will conduct a monthly project call with the Safety Action Plan Team. He will also communicate with the Town Project Manager bi-weekly through a conference call to discuss progress, upcoming activities, and project schedule. With previous and ongoing SS4A Safety Plan efforts, we have found that having a set meeting time facilitates decision-making and keeps the project on schedule. Brent will coordinate with the Kimley-Horn team on upcoming analysis, deadlines, milestones, and public and stakeholder engagement and outreach.

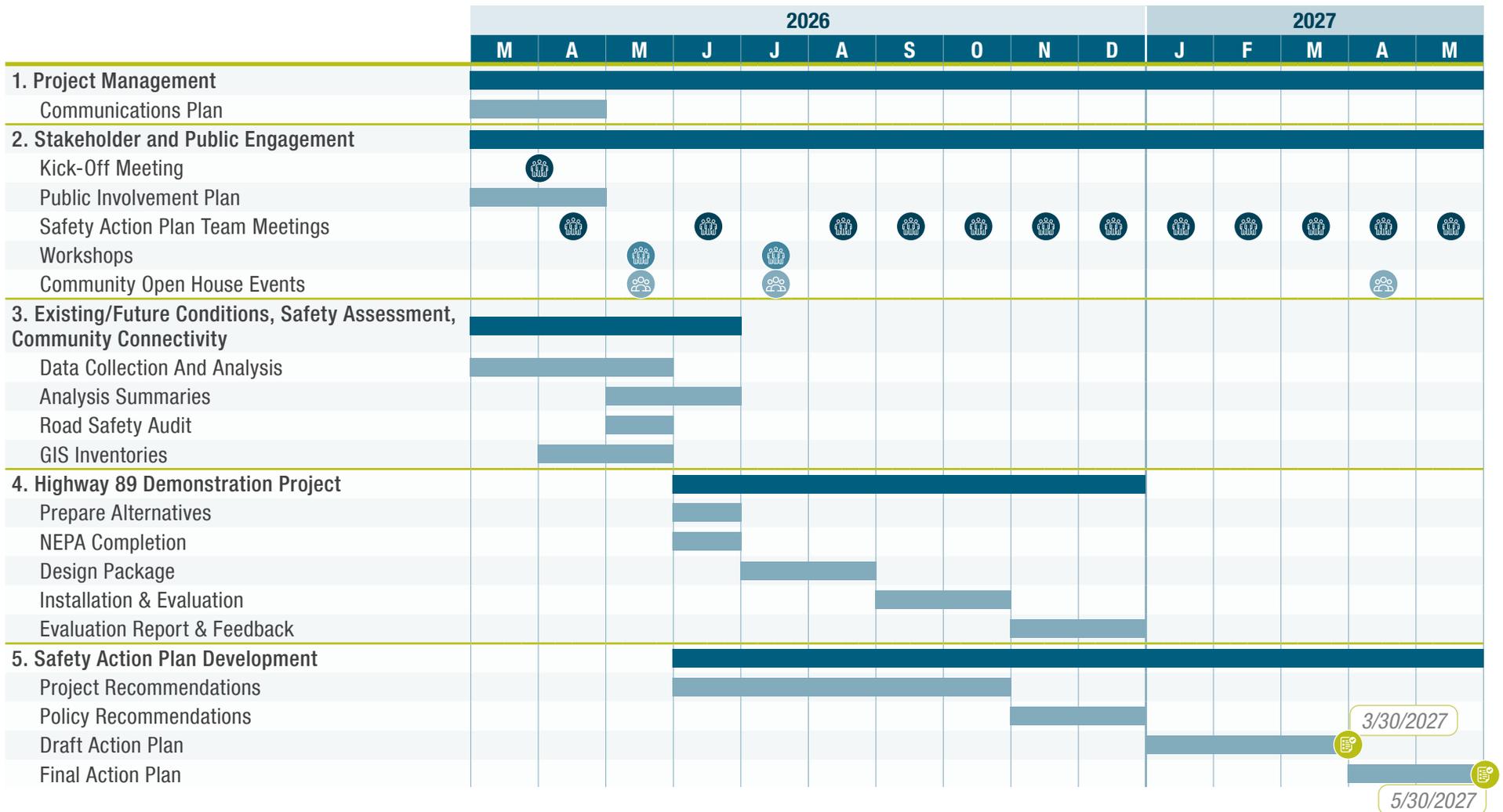
Figure 4: Castaheads



Kimley-Horn is able to maintain our excellent reputation for on-time delivery through a proprietary workload management system called "castaheads." Through this process (outlined in **Figure 4** above), tasks are able to be efficiently distributed and planned for in advance. We truly care about your deadlines and will proactively do everything we can to meet your project goals.



Figure 4: Project Schedule



3/30/2027

5/30/2027

Kimley-Horn is fully prepared to meet the milestone schedule for the Action Plan and Demonstration Project, structured within the federally permitted flexibility noted by the Town. Our team's significant SS4A experience has given us a keen familiarity with FHWA and SS4A standards and processes, which is what allows us to be very confident in our ability to maintain this schedule.

We will be available after the Final Action Plan for as-needed support leading up to the SS4A Final Report scheduled for October 31, 2027.

-  = Meetings
-  = Workshops
-  = Open Houses
-  = Deliverables

C. Presentation Ability

Kimley-Horn has extensive experience working with communities and towns similar to Alpine, where transportation decisions must balance local needs, through traffic, and seasonal tourism. Our team regularly presents findings to town staff, elected officials, and planning and zoning commissions, emphasizing clear explanations that connect safety recommendations to the community’s lived experience. We understand the realities of public engagement in a community where residents are deeply invested in how changes affect access, businesses, and daily travel. Our team has facilitated workshops, open houses, and small-group conversations in places with similar dynamics, using practical, hands-on tools that help participants understand safety challenges, evaluate trade-offs, and build consensus around feasible improvements.

Our team regularly produces graphics and visualizations that resonate with rural and recreation-oriented audiences. These may include charts and maps to show crash patterns, seasonal traffic variations, conceptual improvements, and easy-to-share summaries that support both in-person and online outreach.

In short, Kimley-Horn will help Alpine residents, employees, elected officials, and other stakeholders understand the proposed safety strategies and demonstration concepts in a transparent, accessible, and actionable way.

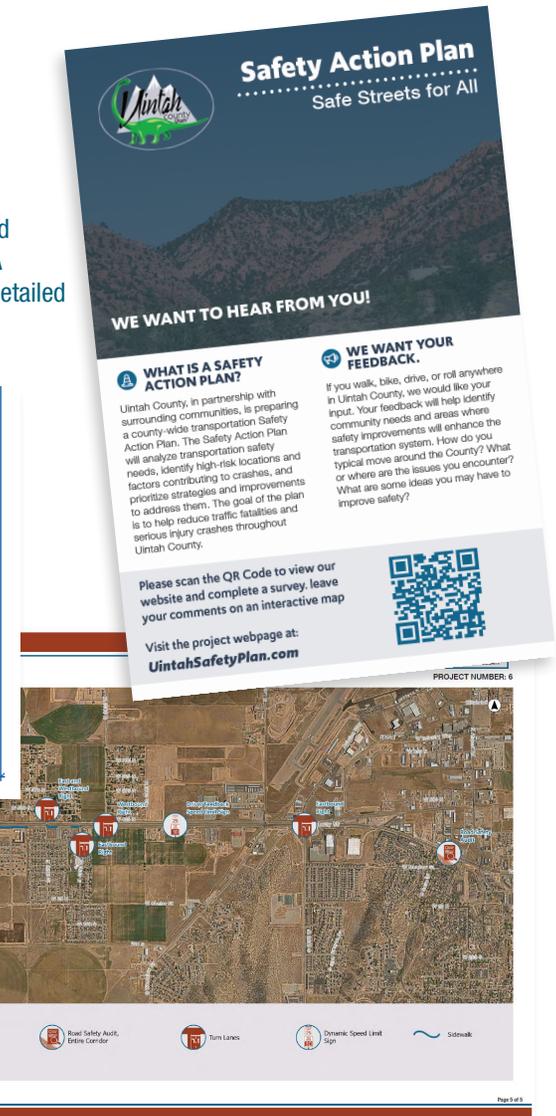
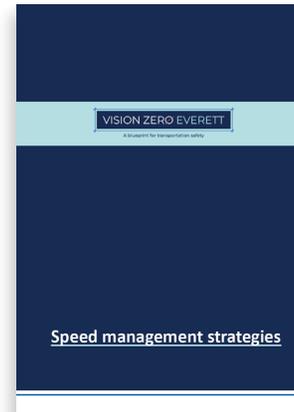


Brent presents team findings at a stakeholder workshop in Tooele, UT

D. Deliverables

Kimley-Horn is well qualified and prepared to complete all deliverables required in Section VI of the RFP, including the safety assessment, crash analysis, demonstration design and NEPA documentation, draft and final action plans, demonstration evaluation, and final SS4A report.

Our proposed project team has completed hundreds of deliverables for similar SS4A projects, ranging from corridor maps to detailed reports and posters.



4. Resumes



Brent Crowther, PE, PTOE, RSP₁

Project Manager • 25 Years of Experience

Education

- BS, Civil Engineering, Brigham Young University
- MS, Civil Engineering, Virginia Polytechnic Institute and State University

Licenses and Certifications

- Professional Engineer in CA, AZ, ID, and UT
- Professional Traffic Operations Engineer (#4166)
- Road Safety Professional 1 (#326)

Affiliations

- Member, Association of Pedestrian and Bicycle Professionals
- Member, Institute of Transportation Engineers

Introduction

Brent specializes in multimodal safety, traffic engineering, and transportation planning, with extensive experience leading intersection, corridor, and statewide safety analyses. He has contributed to nearly 30 safety plans across the country, including multiple SS4A projects for small towns, rural counties, and tourism-oriented communities. Brent brings a strong technical foundation in crash analysis, multimodal planning, and Safety Action Plan development, along with hands-on RSA experience in urban and rural settings. He has worked closely with state DOTs, MPOs, and federal partners on safety-focused planning efforts, giving him a clear understanding of agency expectations and approval processes. **Brent's consistency, clear communication, and attention to detail will help the Town develop a data-driven, federally compliant action plan and a temporary demonstration project to evaluate early safety improvements along US Highway 26/89.**

Project Experience

- **WYDOT, Wilson Bridge Replacement and Highway 22 Traffic Study, Teton County, WY — Project Manager**
As project manager, Brent coordinated closely with WYDOT during the replacement of Wilson Bridge, which is where Wyoming Highway 22 crosses the Snake River just outside of Jackson. Brent directed the evaluation of multimodal and transit strategies needed to address congestion, seasonal travel demand, and safety challenges at this key gateway to a major tourism hub. He also led the development and simulation testing of feasible concepts, providing WYDOT with clear recommendations to incorporate into the bridge and intersection design.
- **City of Moab, SS4A Safety Plan, Moab, UT — Senior Advisor**
As senior advisor, Brent supports Moab's SS4A Supplemental Planning effort by providing guidance on safety analysis, multimodal concepts, and policy development in a community shaped by heavy seasonal tourism, recreation traffic, and rural operating constraints. He offers strategic input on coordination with city and county staff, UDOT, and FHWA partners to advance feasible, community-supported safety strategies.
- **Iron County, SS4A SAP, Iron County, UT — Senior Advisor**
As senior advisor, Brent supported Iron County's SS4A Action Plan by providing guidance on county-wide safety analysis, multimodal strategy development, and Safe System-aligned recommendations. He advised the project team on collaborating with rural communities, seasonal travel patterns, and multiple jurisdictions, helping shape strategies that reflect the needs of small towns facing growth and tourism pressures similar to Alpine.
- **Uintah County, SS4A CSAP — Senior Advisor**
- **Wasatch Front Regional Council, SS4A CSAP, Multiple Locations, UT — Project Manager**
- **Lummi Nation, SS4A Safety Action Plan — Project Manager**
- **City of Everett, Vision Zero Safety Action Plan, Everett, WA — Project Manager**
- **City of Anacortes, SS4A CSAP, Anacortes, WA — Senior Advisor**
- **UDOT, US-6 Corridor Safety Improvements and Access Management, Helper, UT — Project Manager**
- **Salt River Pima-Maricopa Indian Community, Tribal Transportation Safety Plan, Scottsdale, AZ — Project Manager**



Curtis Rowe, PE, PTOE

QC/QA Manager • 31 Years of Experience

Education

- MS, Civil and Environmental Engineering, University of Nevada, Las Vegas
- BS, Civil Engineering, University of Nebraska, Lincoln

Licenses and Certifications

- Professional Engineer in WY (#955), CO, ID, KS, MT, NE, and UT
- Professional Traffic Operations Engineer (#555)

Affiliations

- Member, Institute of Transportation Engineers

Introduction

Curtis Rowe, PE, PTOE, is a seasoned traffic engineer with deep expertise in safety studies, multimodal corridor analysis, ITS design, and rural transportation operations. As QC/QA Manager, he will provide technical oversight and confirm all deliverables meet SS4A, WYDOT, and FHWA standards.

Curtis is a licensed Professional Engineer in Wyoming and will sign and seal all plans, bringing local regulatory familiarity and proven experience supporting safety projects throughout the region.

Project Experience

- **WYDOT, Wilson Bridge Replacement and Highway 22 Traffic Study, Teton County, WY — Project Manager**
As QC/QA manager, Curtis oversaw technical review for Kimley-Horn's role in the bridge replacement and the adjoining intersection improvements. He reviewed safety analyses, operational evaluations, and multimodal concepts to confirm alignment with WYDOT standards and project goals. Curtis also coordinated directly with WYDOT staff to provide clear, reliable feedback that informed key design decisions.
- **WYDOT, College Drive Planning, Cheyenne, WY — Project Manager**
As project manager, Curtis oversaw a planning and traffic study for the College Drive corridor between I-25 and I-80 in southeast Cheyenne. The team produced an existing conditions report evaluating intersection operations, access, sight distance, utility and topographic constraints, pedestrian and bicycle needs, and transit connections. We also prepared a transportation and mobility study for 10- and 20-year horizons to identify future roadway and intersection needs, developed a benefit-cost approach to prioritize WYDOT investments, and provided access-control recommendations. The project also included stakeholder engagement and a final public meeting to review outcomes.
- **Cheyenne Metropolitan Planning Organization (MPO), East Dell Range Boulevard/US 30 Corridor Study, Cheyenne, WY — Project Engineer**
Kimley-Horn worked with the Cheyenne MPO and many stakeholder groups to complete a corridor study for the East Dell Range and US 30 corridors on the eastern edge of Cheyenne. The corridor plan engaged the public to determine a contextually appropriate design for these two roadways to address speed, safety, and the urbanizing area; developed a 30% design for both roadways east of College Drive to the Union Pacific Railroad Overpass; and included planning-level design for roadway network improvements in the area.
- **WYDOT, Interstate 80, Utah State Line to Rawlins ITS Deployment Design — Project Manager**
- **WYDOT, Interstate 80, Laramie to Cheyenne ITS Deployment Design — Project Manager**
- **WYDOT, Interstate 25, Colorado State Line to Cheyenne ITS Deployment Design — Project Manager**
- **FHWA, NPS USFS Safety Studies, Multiple Locations, MT and CO — Project Engineer**
- **City of Lamar, Traffic and Safety Study, Lamar, CO — Principal-in-Charge**
- **Elbert County, Safety Studies, Multiple Locations, CO — Project Manager**
- **Colorado State University, Campus Transportation and Safety Study, Fort Collins, CO — Project Manager**
- **Buckley Air Force Base, Comprehensive Transportation and Safety Study, Aurora, CO — Project Manager**
- **Fort Carson, Comprehensive Transportation Study Update, Fort Carson, CO — Project Engineer**



Brandon Gonzalez, AICP

Active Transportation Advisor • 17 Years of Experience

Education

- MS, City and Regional Planning, University of Texas at Arlington
- BA, Political Science, Texas Tech University

Licenses and Certifications

- American Institute of Certified Planners (#231075)

Introduction

Brandon is an experienced transportation planner with a passion for vulnerable road user safety and connectivity in rural communities. He has a strong background in multimodal planning, corridor studies, bicycle and pedestrian planning, and safety action plans. He excels in active transportation planning, completing RSAs, and leading collaborative public engagement to deliver context-specific solutions. **Brandon brings recent safety work in neighboring Teton County and a strong understanding of the region's unique needs.**

Project Experience

- **Town of Jackson/Teton County, SS4A Action Plan, Teton County, WY* — Principal-in-Charge**
As Principal-in-Charge, Brandon provided oversight for the SS4A Action Plan serving rural communities throughout Teton County. He guided the team in developing a county-wide safety vision, multimodal strategies, and data-driven recommendations that address the region's significant seasonal tourism pressures, wildlife-related safety needs, and rural roadway constraints. Brandon supported coordination with municipal staff, county leadership, WYDOT, and federal partners to advance a comprehensive, implementable safety roadmap for Jackson and the surrounding valley.
- **Town of Aspen, SS4A Safety Action Plan, Aspen, CO* — Principal-in-Charge**
As Principal-in-Charge, Brandon oversaw both a spatial analysis of safety data along with a manual assessment of detailed crash reports to identify safety trends and patterns. Numerous walk audits were conducted, particularly in the downtown core, to receive direct input on safety observations and concerns from local residents and business owners. Given Aspen's range of land use patterns and tourism dynamics, a typology approach for recommendations was used allowing the team to identify context-specific countermeasures for different sections of the town.
- **City of El Paso, Vision Zero SS4A Action Plan, El Paso, TX* — Project Manager**
As project manager, Brandon led an extensive safety analysis, identification of both vehicular and vulnerable road user high injury networks, development of policy and infrastructure recommendations, creation of a countermeasure and quick build toolkit, and included extensive community outreach and engagement. Strategies focused on addressing the City's high pedestrian fatality rate and high-speed crashes through design standard changes and using quick-build techniques for rapid implementation. Following adoption, the City was awarded \$12M in SS4A Implementation Funding.
- **City of Mill Creek, SS4A Action Plan, Mill Creek, WA* — Principal-in-Charge**
- **City of El Paso, SS4A Implementation Grant, El Paso, TX* — Project Manager**
- **City of Richland, Richland Junction Bicycle and Pedestrian Bridge Study, Richland, WA* — Project Manager**
- **Casa Grande, Safe Routes to School Study, Casa Grande, AZ* — Principal-in-Charge**
- **Denver Regional Council of Governments, Active Transportation Plan, Multiple Locations, CO* — Project Manager (sub)**
- **Pima Association of Governments, Active Transportation Plan, Pima County, AZ* — Project Manager (sub)**
- **Maricopa Association of Governments, Active Transportation Plan, Maricopa County, AZ* — Project Manager**
- **City of Buckeye, Safety Plan, Buckeye, AZ — Project Planner**
- **Arizona Department of Transportation (ADOT), SR 264 Safety Study, Moenkopi, AZ — Project Planner**

*Project completed prior to joining Kimley-Horn



Jacob Farnsworth, PE, RSP₁

Safety Engineer • 12 Years of Experience

Education

- BS, Civil Engineering, University of Texas, San Antonio

Licenses and Certifications

- Professional Engineer in MT and UT
- Road Safety Professional 1 (#19)

Affiliations

- Member, Institute of Transportation Engineers

Introduction

Jacob works on a variety of projects including highway safety, bicycle and pedestrian, traffic analysis, planning studies, corridor safety studies, RSA, ICE studies, LRSPs, highway safety training, and traffic operations and safety analysis manual development. His expertise includes crash data analysis, Interactive Highway Safety Design Model (IHSDM) modeling, HSM crash prediction and application, crash reduction analysis, existing conditions analysis, alternative analysis, benefit-cost analysis, and GIS mapping. Jacob has been an integral team member supporting or leading a variety of safety-related planning and design projects throughout Utah, Arizona, California, Iowa, Nevada, Texas, and Virginia. He is currently involved in efforts to expand safety-related research and implementation through his efforts with the TRB Highway Safety Performance Committee, including the application of the HSM. These efforts include the facilitation of HSM crash prediction trainings, evaluating the HSM website for future improvement, updating the HSM frequently asked questions document, and identifying gaps in the current HSM crash prediction spreadsheet tools. **This integral familiarity with FHWA standards enables Jacob to guide engineering decisions for optimal success of the Town's transportation safety action plan and demonstration project.**

Project Experience

- **City of Moab, SS4A Safety Plan, Moab, UT — Project Engineer**
As project engineer, Jacob supported safety analysis, multimodal concept development, and GIS-based evaluation in a community shaped by heavy seasonal tourism and recreation demand. He contributed to technical memoranda, RSA activities, and early concept refinement. Jacob also coordinated with City staff, Grand County, UDOT, and FHWA partners to develop practical, data-driven safety strategies.
- **Iron County, SS4A SAP, Iron County, UT — Project Engineer**
As project engineer, Jacob contributed to county-wide safety analysis, equity-focused mapping, and development of recommended strategies. He helped prepare technical deliverables and supported Geographic Focus Area workshops involving small towns, Tribal communities, and regional partners. His work aided a practical, multimodal safety framework for one of Utah's largest rural counties.
- **Wasatch Front Regional Council, SS4A CSAP, Multiple Locations, UT — Project Engineer**
As project engineer, Jacob supported regional safety analysis, GIS-based mapping, and identification of high-risk locations across multiple counties in the Wasatch Front. He contributed to technical memoranda, workshop preparation, and evaluation of systemic and location-specific strategies. Jacob also coordinated with WFRC staff, local jurisdictions, and transportation agencies to help shape a comprehensive, multimodal safety framework.
- **Town of Prescott Valley, SS4A SAP, Prescott Valley, AZ — Project Engineer**
- **UDOT, Pedestrian RSA, Taylorsville, UT — Project Manager**
- **Tulalip Tribe, Transportation Safety Plan, Tulalip, WA — Project Engineer**
- **Grand County/City of Moab, Transportation Master Plan, Grand County, UT — Project Engineer**
- **City of Anacortes, SS4A CSAP, Anacortes, WA — Project Engineer**



Eric Sweat, PE, RSP₁

Project Engineer • 10 Years of Experience

Education

- MS, Civil and Environmental Engineering, Brigham Young University
- BS, Civil and Environmental Engineering, Brigham Young University

Licenses and Certifications

- Professional Engineer in ID, UT, and WA
- Road Safety Professional 1 (#1813)

Affiliations

- Member, Institute of Transportation Engineers

Introduction

Eric is a transportation planning and traffic operations engineer with significant experience preparing safety plans and analyses, transportation master plans, corridor studies, bicycle and pedestrian studies and plans, traffic impact studies, and ITS planning. He has also participated in ICE and RSA studies with state agencies and local jurisdictions to improve safety for all modes: vehicles, pedestrians, and bicyclists. Eric brings expertise in solution identification and prioritization and a variety of transportation modeling and analysis to help develop and show the potential benefit of unique safety and mobility improvements for communities like Alpine. He has experience in completing usable safety and transportation plans and studies in locations of all sizes, many of them in small urban and rural areas. **Eric has a proven track record of quality, commitment to detail, and developing innovative safety solutions.**

Project Experience

- **City of Moab, SS4A Safety Plan, Moab, UT — Project Manager**

As project manager, Eric leads Moab's SS4A Supplemental Planning effort, coordinating City staff, Grand County, UDOT, FHWA, and community partners. He directs safety analysis, RSAs, multimodal concept development, and policy tasks in a community heavily shaped by seasonal tourism and recreation travel. Eric's leadership supports a practical, data-driven safety framework that helps small communities advance ready-to-implement improvements.

- **Iron County, SS4A SAP, Iron County, UT — Project Manager**

As project manager, Eric led the development of Iron County's SS4A Action Plan, coordinating county staff, small-town partners, UDOT Region 4, and public safety agencies across a large rural region. He directed safety analysis, multimodal strategy development, and geographic focus area workshops to identify practical, high-impact countermeasures. Eric's leadership helped produce a clear, implementable framework tailored to communities experiencing growth, long-distance travel needs, and seasonal tourism pressures.

- **Uintah County, SS4A Comprehensive Safety Action Plan (CSAP), Uintah County, UT — Project Manager**

As project manager, Eric led the Uintah County SS4A Action Plan, coordinating County staff, small-town jurisdictions, UDOT partners, Tribal representatives, and safety stakeholders across a large rural region. He directed safety analysis, RSAs, multimodal strategy development, and preparation of policy recommendations and the Safety Commitment Resolution. Eric's leadership supported a practical, data-driven framework tailored to communities experiencing long-distance travel needs, dispersed development, and seasonal recreation traffic.

- **Wasatch Front Regional Council, SS4A CSAP, Multiple Locations, UT — Project Engineer**

- **Lewis-Clark Valley Metro Planning Organization (LCVMPO), Roadway Safety Action Plan, Lewiston, ID — Project Engineer**

- **UDOT, US-6 Corridor Safety Improvements and Access Management, Helper, UT — Project Engineer**

- **UDOT, "Walk the Road" Bicycle- and Pedestrian-Focused RSAs, Statewide, UT — Project Engineer**

- **UDOT, ICE Studies, Salt Lake City, UT — Project Engineer**

- **FHWA, Tribal Pedestrian Study, Multiple Locations, UT — Project Engineer**



Dave Tusler, PE

Roadway Design Lead • 20 Years of Experience

Education

- MBA, University of Colorado, Colorado Springs
- BS, Civil Engineering, Brigham Young University

Licenses and Certifications

- Professional Engineer in CO, NV, and UT

Affiliations

- Member, American Society of Civil Engineers

Introduction

David has nearly two decades of experience initiating, planning, scheduling, and providing oversight and quality assurance for engineering projects. He is successful at monitoring work for compliance to applicable municipal codes, current best engineering practices, and standards while facilitating effective communication and coordination with all project stakeholders and participants. **David's primary areas of expertise include roadway geometric design (horizontal and vertical), compliance review and design, cost estimation, and complete street and pedestrian facility implementation and design.** David's project experience includes several projects where he used his knowledge in the Americans with Disabilities Act (ADA) and Public Rights-of-Way Accessibility Guidelines (PROWAG) design. He has also received formal training in the new PROWAG regulations and their application through the FHWA.

Project Experience

- **City of Las Vegas, Package 1A Pedestrian Safety Upgrades, Las Vegas, NV — Project Engineer**
The Kimley-Horn team prepared final plans, specifications, and cost estimates for pedestrian-activated flashers at five intersection locations throughout Las Vegas. The project included installing 1A poles with solar-powered, pedestrian-activated rectangular rapid flashing beacons (RRFB); reconstruction of curb ramps; and installation of crosswalk markings. Kimley-Horn also evaluated alternative concepts to implement a high-intensity activated crosswalk (HAWK), Pelican Crossing, or traditional signal at one intersection location. The design at all intersections met PROWAG standards.
- **Ogden City, 20th–Harrison Intersection Improvements, Ogden, UT — Project Engineer**
Kimley-Horn is supporting Ogden City to develop the design and a construction bid package for the widening of 20th Street from Quincy Avenue to Harrison Boulevard, including what has been termed "the most dangerous intersection in Ogden." Our team developed a concept to reconfigure the intersection at Harrison Boulevard to improve safety at a five-leg frontage road connection. In addition to mitigating dangerous vehicle movements, the concept also included routing a new shared-use path through the intersection to connect to bicycle lanes and a future canyon trail.
- **Carson City, Safety Management Plan, Carson City, NV — Project Engineer**
- **Nevada Department of Transportation (NDOT), Safety Management Plans, Multiple Locations, NV — Project Engineer**
- **Salt Lake City, Kensington Neighborhood Byway, Salt Lake City, UT — Project Manager**
- **Salt Lake City, Civil Engineering Projects, Overlay, Local Street Reconstruction, and General Survey Services, Salt Lake City, UT — Project Manager**
- **Salt Lake County, Traffic Studies, Modeling, and Signals On-Call, Salt Lake County, UT — Project Manager**
NDOT, Traffic Safety Engineering Design Services (TSEDS), Statewide, NV — Project Manager



Teresa Gresham

NEPA Lead • 24 Years of Experience

Education

- MS, Civil Engineering, University of Texas, Austin
- BS, Civil Engineering, Michigan Technological University

Licenses and Certifications

- Professional Engineer in ID, NC, SC, UT, and VA

Affiliations

- Member, Institute of Transportation Engineers
- Member, Society of American Military Engineers
- Member, Women's Transportation Seminar

Introduction

Teresa Gresham leads NEPA documentation and environmental planning for federally funded transportation projects across the country, including over 100 NEPA documents for FHWA. On these projects, she has served as Environmental Lead or Project Manager responsible for preparing NEPA documents, directed public involvement, and completed community impact studies. Teresa is skilled at integrating agency coordination, community and stakeholder input, and data-driven analysis to produce clear, defensible documentation that meets federal requirements. **Her experience spans new roadway alignments, interchange projects, and context-sensitive improvements in rural and small-community settings, making her well suited to support Alpine's SS4A safety planning effort.**

Project Experience

- **WYDOT, Bridge Formula Program (BFP) Facility Condition Index (FCI), Douglas, WY — Environmental Lead**
As Environmental Lead, Teresa provided NEPA leadership with an emphasis on integrating environmental analysis into parallel design decisions. She led agency scoping, oversaw technical resource evaluations, and prepared a Categorical Exclusion in accordance with WYDOT processes and federal requirements.
- **WYDOT, Little Goose Creek Bridge CatEx, Sheridan, WY — Environmental Lead**
Teresa led environmental compliance for the Bridge EAY replacement, guiding the project's NEPA process from early scoping through delivery of a Categorical Exclusion. Her role focused on identifying purpose and need, evaluating environmental and cultural resources, and coordinating Section 106 and Section 4(f) considerations to support timely WYDOT and FHWA approval.
- **Park City, Thayne's Canyon Active Transportation Facility, Park City, UT — Environmental Lead**
Kimley-Horn is working with Park City to develop concept plans for specific segments of Thayne's Canyon Drive and Snow Creek Drive to enhance bicyclist and pedestrian access and safety while preserving existing parking and landscaping. The scope of this study includes evaluating alignment alternatives, identifying a preferred alignment, and preparing planning-level cost estimates. Teresa led the CatEx process for this project as well.
- **Sandy City, 100 East 10600 South Bridge Replacement, Sandy, UT — Environmental Lead**
- **UDOT, Foothill Boulevard Pedestrian and Landscape Improvements CatEx, Salt Lake City, UT — Environmental Lead**
- **Park City, Thaynes and Three Kings Trails CatEx, Park City, UT — Environmental Lead**
- **City of Layton, Pedestrian Bridge CatEx, Layton, UT — Environmental Lead**
- **City of Millcreek, 900 East Improvements CatEx, Millcreek, UT — Environmental Lead**



Olivia Bitton

Engagement Lead • 6 Years of Experience

Education

- MS, City Planning, University of Glasgow
- BA, Political Science, Westminster College

Introduction

Olivia is a public engagement professional with experience supporting transportation projects throughout the inter-mountain west. She excels at clear communication, relationship building, and collaborative problem solving informed by community input. Olivia's prior work at a public transit agency gives her valuable understanding of government processes and community expectations. **Olivia is particularly experienced providing public engagement services for SS4A projects, and is ready to apply that passion and familiarity to this project.**

Project Experience

- **Iron County, SS4A SAP, Iron County, UT — Public Engagement Lead**
As public engagement lead, Olivia guided a countywide outreach program involving small towns, Tribal partners, law enforcement, schools, and community-based organizations to support the development of Iron County's Safety Action Plan. She coordinated pop-up events, stakeholder meetings, and Geographic Focus Area workshops to gather input on local safety concerns, equity considerations, and priority corridors. Olivia synthesized community feedback into actionable insights that shaped the Plan's recommended strategies and helped increase its relevance to Iron County's rural communities.
- **Uintah County, SS4A CSAP, Uintah County, UT — Public Engagement Lead**
As public engagement lead, Olivia led stakeholder outreach for the Uintah County Safety Action Plan, engaging Vernal, Naples, Ballard, county partners, UDOT, and the Ute Indian Tribe to understand safety issues across this geographically dispersed region. She managed community meetings, online engagement tools, and comment summaries that informed the Plan's crash analysis, equity findings, and recommended strategies. Her work helped ground the project in local perspectives and ensured the resulting safety recommendations were community supported and practical for rural implementation.
- **City of Moab, SS4A Safety Plan, Moab, UT — Public Engagement Support**
- **Wasatch Front Regional Council, SS4A CSAP, Multiple Locations, UT — Public Engagement Support**
- **LCVMPO, SS4A Regional SAP, Lewiston, ID — Public Engagement Support**
- **SEAGO/SVMPO, Southern Arizona Transportation Safety Plan, Sierra Vista, AZ — Public Engagement Support**
- **City of Everett, Vision Zero SAP, Everett, WA — Public Engagement Support**

5. References

Below are references for similar projects we have completed in the last five years. Project summaries for most of these projects can be found in **Section 2B: Experience**.

Town of Jackson/Teton County SS4A Action Plan

Name: Brian Schilling

Title: Teton County Pathways Coordinator

Phone: 307.732.8573

Email: bschilling@tetoncountywy.gov

Project Description: At his previous firm, Brandon Gonzalez led the development of an SS4A Action Plan for the Town of Jackson and Teton County, focusing on data-driven safety analysis, robust public engagement, and implementation-ready strategies for a high-growth community experiencing intense tourism, commuter, and multimodal travel pressures.

Consultant's Role: Prime

Wasatch Front Regional Council SS4A CSAP

Name: Wayne Bennion

Title: Director of Short Range Planning

Phone: 801.363.4250 x1112

Email: wayne@wfrc.com

Project Description: Kimley-Horn led a regional SS4A Comprehensive Safety Action Plan, integrating corridor-level safety analysis, equity considerations, and multi-agency coordination to produce scalable strategies for rapidly growing communities.

Consultant's Role: Prime

Iron County SS4A SAP

Name: Rich Wilson

Title: County Chief Engineer

Phone: 435.865.5370

Email: rwilson@ironcountyut.gov

Project Description: Kimley-Horn developed a countywide SS4A Safety Action Plan that analyzed rural crash patterns, engaged small communities through Geographic Focus Areas, and delivered prioritized strategies tailored to seasonal traffic fluctuations and limited roadway redundancy.

Consultant's Role: Prime

Everett, WA SS4A SAP

Name: Corey Hert

Title: City Traffic Engineer

Phone: 425.257.8887

Email: chert@everettwa.gov

Project Description: Kimley-Horn developed the City of Everett's SS4A-compliant Safety Action Plan, combining data-driven safety analysis, robust community engagement, and equity-focused evaluation to deliver concept designs, cost estimates, and implementation-ready strategies for high-priority corridors.

Consultant's Role: Prime

“Brent Crowther has provided high quality analysis and **assembled a diverse team to ensure the plan is informed by multiple perspectives and aligned with our goals and values**. I have found them to be highly capable partners in our safety study. Brent is ready to lead and keep tasks on point and on time with our aggressive schedule, and at the same time he is willing to take direction from our management team when requested. **As a result, we are getting a product that suits our specific needs without compromising the experience and expertise that Brent and his team bring to the project.**”

- Kip Billings

Project Manager and Transportation Engineer (retired)
Wasatch Front Regional Council

6. Project Costs

	Project Manager	QC/QA Manager	Safety Engineer	Design Analyst	Roadway Design Lead	NEPA Lead	NEPA Analyst	Active Transportation Lead	Project Engineer	Engagement Lead	Transportation Analyst	Accounting Support	Total	
Rate	\$350.00	\$350.00	\$250.00	\$150.00	\$290.00	\$350.00	\$150.00	\$290.00	\$250.00	\$150.00	\$150.00	\$135.00		
Task 1: Project Administration													\$24,525	
Monthly Project Management Team Meetings	15		15							9	15		\$12,600	
Kick-Off Meeting	3		5							2	3		\$3,050	
Bi-Weekly Touch Base	10												\$3,500	
Communications Plan	1		1							5			\$1,350	
Project Accounting			8									15	\$4,025	
Task 2: Stakeholder and Public Engagement													\$57,190	
Public Involvement Plan	2									8			\$1,900	
Workshops #1, #2, and #3	30	1	32		5			1	2	32			\$25,890	
Community Open House Events	30		30							55			\$26,250	
Town Council and Planning Commission Meetings	9												\$3,150	
Task 3: Existing/Future Conditions, Safety Assessment, Community Connectivity													\$58,600	
Data Collection	1		5								20		\$4,600	
Safety Assessment	2		25						20		50		\$19,450	
Existing and Future Conditions	2								10		20		\$6,200	
Community Connectivity	2							10			12		\$5,400	
Road Safety Audit	9		18						5		28		\$13,100	
Analysis Summaries	2	4	5						5		35		\$9,850	
Task 4: Highway 89 Demonstration Project													\$42,970	
Prepare Alternatives	4		3	20	5			2	3		3		\$8,380	
NEPA Categorical Exclusion						8	32						\$7,600	
Design Package	2		4	40	10								\$10,600	
Installation Support			15		15			4					\$9,260	
Evaluation, Feedback, and Report	2	1	4					2		6	24		\$7,130	
Task 5: Safety Action Plan Development													\$68,910	
GIS Inventory			2								24		\$4,100	
Project Recommendations	6	3	12	10	6			8	25		48		\$25,160	
Policy Recommendations	3		5						10		10		\$6,300	
Draft Safety Action Plan	12	3	16						20		45		\$21,000	
Final Safety Action Plan	8	3	10						12		20		\$12,350	
Subtotal	\$54,250	\$5,250	\$53,750	\$10,500	\$11,890	\$2,800	\$4,800	\$7,830	\$28,000	\$17,550	\$53,550	\$2,025	\$252,195	
													Traffic Data Collection	\$3,000
													Expenses (Travel, Materials/Boards, PublicCoordinate Map)	\$4,800
													Total	\$259,995

*This fee proposal does not reflect the materials/installation cost for the Highway 89 demonstration project (\$40,000)

This fee proposal is valid for 90 days from the date of receipt.



Brent C. Crowther
Project Manager and Authorized Signer