

# Greater Teton Regional Transportation Task Force Needs Findings



Prepared for the Greater Teton Regional Transportation  
Task Force

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# 1. EXECUTIVE SUMMARY

## **Purpose of the Greater Teton Regional Transportation Task Force**

The Greater Teton Regional Transportation Task Force (GTRTTF, <https://www.greatertetonregionaltransportation.org/>) was established to enhance regional coordination across Teton, Lincoln, and Sublette Counties in Wyoming and Teton County in Idaho. These counties face shared transportation, land use, and economic development challenges, particularly in managing growth, multimodal connectivity, and access to federal lands and recreation assets.

Despite their interconnected economies and transportation networks, the counties lack an MPO or formalized regional planning entity. The GTRTTF ('Task Force') was formed to function as a de facto MPO, allowing jurisdictions to leverage collective influence when competing for state and federal funding while aligning transportation investments with long-term regional needs. Currently, staff coordinate informally, and there is no official regional transportation governance among the member governments.

## **The Need for A Regional Approach**

Several factors underscore the need for a coordinated, cross-jurisdictional planning effort:

- **Population Growth & Travel Demand:**
  - The region is experiencing steady population and tourism growth, increasing traffic congestion, commuter pressures, and infrastructure demands.
  - Local roadways are reaching capacity sooner than planned, requiring proactive investment strategies.
- **Cross Boundary Travel Patterns & Shared Infrastructure Needs:**
  - Significant workforce commuting between Teton Valley, Jackson, and resort communities necessitates multimodal improvements and expanded transit options.
  - Traffic bottlenecks and safety concerns along State Highways 33, 22, and 31, as well as at Yellowstone's West Entrance on US-20, impact regional mobility.
- **Lack of a Unified Voice for State & Federal Funding Opportunities:**
  - Without an MPO, regional projects struggle to compete for large-scale transportation grants.
  - The collaborative framework allows jurisdictions to prioritize regional projects together and present a cohesive strategy to state and federal partners.
- **Federal Lands & Recreation Access Challenges:**
  - Public lands managed by the USFS, BLM, NPS, and USFWS generate high seasonal traffic volumes, impacting roadway safety and capacity.
  - Trailhead congestion, inadequate transit links, and FLAP-eligible projects require coordinated investment to maintain recreational access while protecting environmental resources.

## **Phases & Timeline of the GTRTTF Initiative**

The effort could be structured into a multi-phase planning process, leading toward funding alignment, project prioritization, and implementation.

Phase 1: Regional Needs Assessment- May 2024 through January 2025 (COMPLETE)

- Conducted a regional data call to identify transportation-related needs across the four focus counties.
- Facilitated one-on-one meetings with local jurisdictions to refine project scopes.
- Consolidated major regional needs into a cohesive planning framework.

**Phase 2: Stakeholder Coordination and Project Prioritization- February 2025 through June 2025 (IN PROGRESS, THIS REPORT)**

- Finalizing a regional transportation synthesis report integrating all jurisdictional feedback.
- Aligning project priorities with WYDOT, ITD, and federal funding programs (FLAP, RAISE, INFRA, BUILD, etc.).
- Holding regional workshops with stakeholders, agencies, and local leaders to ensure project feasibility.

Phase 3: Funding Strategy and Implementation Planning- July 2025 through June 2026 (NOT YET STARTED)

- Developing grant applications and funding strategies for high-priority projects.
- Engaging state and federal partners to establish multi-agency funding mechanisms.
- Aligning local transportation plans with regional initiatives to ensure implementation readiness.

Phase 4: Project Execution & Monitoring- 2026 and Beyond (NOT YET STARTED)

- Securing funding and initiating design, engineering, and construction phases.
- Establishing a regional performance monitoring framework to track progress and adjust strategies as needed.
- Expanding the GTRC governance structure to sustain long-term collaboration.

### **Conclusion- A Foundation for Sustainable Regional Transportation Planning**

By advancing a unified regional strategy, the Task Force will help jurisdictions:

- Develop a shared transportation vision that aligns with state and federal priorities.
- Increase competitiveness for funding by presenting a coordinated regional approach.
- Ensure transportation investments meet the long-term needs of residents, businesses, and visitors.

This initiative lays the foundation for ongoing collaboration among local jurisdictions, state agencies, and federal partners, ensuring sustainable, efficient, and well-connected transportation solutions for the Greater Teton Region.

\*All four county's (Teton County WY, Teton County ID, Lincoln County WY, and Sublette County WY) 30 regional needs assessment breakdowns, are shown in sections below.

## 2. TETON COUNTY, WY REGIONAL NEEDS ASSESSMENT

### **Regional Need #1: Central/Northern Yellowstone**

#### **Project Description and Termini**

Spanning a vast area of central and northern Yellowstone National Park, the infrastructure involved in these projects stretches from the northern edge of the park in Montana to the Western Montana border and runs throughout the central area of the park, connecting main destinations and high visitation areas. The project area includes the West Entrance, one of the top two routes into Yellowstone; and parking at Grand Prismatic Spring. Grand Loop Road makes a 150-mile figure-eight connecting major visitor destinations. Bridges throughout the park were identified for maintenance/preservation/replacement activities; Madison River Bridge and Gardner River High Bridge were identified specifically.

*Note that some of these locations are outside of Teton County and that Gardner River High Bridge is located just outside the park boundary in Montana.*

#### **Access and Transportation Goals**

- FLMA Access: The subject roadways and bridges provide access to and mobility throughout Yellowstone National Park.
- FLMA Goal Areas: Asset Management (State of good Repair), Econ. Generation, Outdoor Recreation
- WYDOT Goal Areas: (reflecting 2050 LRTP goals and objectives): Preservation, Reliability, Environment

#### **Project Scope & Key Issues**

Needs vary from studies to identify wildlife/safety/congestion management/resilience needs and recommendations to already identified bridge replacement projects:

##### **Asset Management/Preservation**

- Grand Loop Road – Environmental Risk planning: climate change, flooding, fire redundancy, resilience; Reconstruction of roadway between Canyon Village and Fishing Bridge Road.
- Bridge preservation:
  - Madison River Bridge replacement
  - Gardner River High Bridge repair
  - Parkwide road bridge repairs

##### **Congestion/Travel Demand Management**

- West Yellowstone Entrance Rd wildlife and congestion
- Grand Prismatic Parking - Managed Access

1. Asset Management/Preservation: Bridges throughout and just outside the park require maintenance, preservation, and rehabilitation activities. Grand Loop Road is vulnerable to flooding and other risks and requires reconstruction between Canyon Village and Fishing Bridge. Madison River Bridge is deteriorated and will have structure, decking, and abutments replaced.
2. Congestion/Travel Demand Management: High demand at park entrances and popular sites results in congestion, depleting the visitor experience and potentially leading to safety issues. West Entrance in West Yellowstone, ID is one of the top two entrances to the park; wildlife can congregate at entrances, exacerbating congestion. Grand Prismatic Spring Parking experiences high visitor demand at peak periods; managed demand could reduce congestion and associated safety issues.

## **Funding Consideration and Next Steps**

### Potential Funding Sources

1. Asset Management/Preservation:
  - FLAP (Federal Lands Access Program) and Federal Lands Transportation Program (FLTP) – For FLMA-related preservation projects
  - BUILD Grants (USDOT) – Competitively awarded discretionary grants for major infrastructure construction and preservation
  - FHWA Formula Programs: Areas outside of FLMA-owned lands may be eligible for FHWA infrastructure programs, such as Bridge Program, Surface Transportation Block Grant, or National Highway Performance Program funding. These programs are administered by state departments of transportation.
2. Congestion/Travel Demand Management:
  - Federal Lands Transportation Program (FLTP) – For FLMA-related congestion and mobility projects

### Next Steps

1. Prepare grant applications for funding rounds in FY 2025-2026.
2. Coordinate with WYDOT and NPS on potential Planning and Environmental Linkage (PEL) and or congestion mitigation studies through the Federal Lands Transportation Program (FLTP).

## **Regional Need #2: Yellowstone Southern Entrance**

### **Project Description and Termini**

This is a group of projects affecting the southern portion of Yellowstone National Park, involving risk analysis/resilience planning along South Entrance Road and the need to look at fee collection at the southern entrance. The project termini on South Entrance Road extend from the southern border of Yellowstone National Park north to Grant Village. The project includes the south entrance itself, including the possibility of a new south entrance.

## Access and Transportation Goals

- FLMA Access: The roadways and facilities provide access to and mobility within the southern portion of Yellowstone National Park.
- FLMA Goal Areas: Economic Generation, Outdoor Recreation
- WYDOT Goal Areas: Reliability, Economy, Safety

## Project Scope and Key Issues

**1. Risk analysis and planning:** South Entrance Road provides the sole means of vehicular access from the southern border of Yellowstone National Park. The roadway is vulnerable to flooding, fire, and other risks. Evaluating the vulnerabilities and need for redundancy in an emergency – including communications infrastructure – would be the scope of a South Entrance Road Resilience Planning Study.

**2. Access/Congestion:** Evaluation of a new/separate fee collection station southbound to Grand Teton and its impact on access and congestion would be a separate study.

## Funding Considerations & Next Steps

### Potential Funding Sources

1. Corridor Planning, Resilience Planning & Capital investments:
  - FLAP (Federal Lands Access Program) – Planning, design, and capital investment for roadways providing access to federal lands
  - BUILD (Better Utilizing Investments to Leverage Development) & INFRA (Infrastructure for Rebuilding America) Grants – For large-scale infrastructure projects.
  - Land and Water Conservation Fund (LWCF) – Supports public land acquisitions.
  - FHWA Formula Programs: State roadways on the federal-aid system outside of FLMA-owned lands may be eligible for FHWA formula funding programs administered by state departments of transportation and can provide planning, capital, or operations funding for traffic monitoring, management, and control facilities and programs. The Surface Transportation Block Grant (STBG) program can fund corridor planning and capital investment and PROTECT focuses on resilience planning and capital investment.

### Next Steps

1. Develop a planning & resilience study scope of work
2. Prepare grant applications for FLTP, FLAP funding rounds in FY 2025-2026.

## **Regional Need #3: Traveler Information for US26/US191 Parallel Routes**

### **Project Description and Termini**

The project study corridors consist of Spring Gulch Road between US22 (Teton Pass Highway) and Sagebrush Drive; and South Park Loop Road paralleling US 191 from just south of Jackson to just south of Meadowlark Ln in Jackson.

### **FLMA Access & Transportation Goal Areas**

- FLMA Access: These roadways provide access to USFW, USFS, and NPS destinations.
- FLMA Goal Areas: Asset Management (State of good Repair), Economic Generation
- WYDOT Goal Areas: Reliability, Economy, Safety

### **Project Scope & Key Issues**

- Travel Demand Management/Traveler Information
- US 26/191 through this area experiences high volumes of travelers during peak periods, some of whom are simply passing through on their way to national park and forest lands. Parallel routes on Spring Gulch Road and South Park Loop are already being used as bypass routes but are not designed for high volumes of travelers. In addition, while travelers expect that these routes may be less congested, in reality they are neither a faster nor safer alternative to US26/191. While US26/191 is a four-lane highway with speed limits of 55mph, both Spring Gulch Road and South Park Loop Road are two-lane “country roads” with 35mph speed limits.
- The goal of this project is to explore how to provide real-time data on travel conditions and travel duration to provide complete information to travelers who are considering using local roads for long-distance travel. Elements of travel demand management include coordinating with the WYDOT 511 Travel information System, providing data to smart phone travel apps (such as Waze and Google maps) as well as traditional messaging such as variable message signs; and/or promoting travel at alternative times or by alternative modes to avoid congested roadways.

### **Funding Considerations & Next Steps**

#### **Potential Funding Sources**

1. Corridor Planning:
  - FLAP (Federal Lands Access Program: For capital and operations costs for traffic monitoring, management, and control facilities and programs on roadways providing access to federal lands.
  - FHWA Formula Programs: State roadways on the federal-aid system outside of FLMA-owned lands may be eligible for FHWA formula funding programs such as the Surface Transportation Block Grant or National Highway Performance Program funding. These programs are administered by state departments of transportation and can provide planning, capital, or operations funding for traffic monitoring, management, and control facilities and programs.



## Next Steps

- Coordinate with WYDOT's 511 Traveler Information System to understand needs and processes
- Prepare grant applications for funding rounds in FY 2025-2026.

## **Regional Need #4: Circulation and Parking Study**

### **Project Description and Termini**

The Town of Jackson sits at the intersection of several state highways providing access to national and international recreational tourism destinations, from Grand Teton and Yellowstone national parks to world-famous ski resorts and summer recreational opportunities. The Town itself is a major tourism destination. US 26 in Jackson, WY is a state highway providing primary access to Jackson's Historic Core and a gateway to national parks and other federally managed lands. The Town gateways play a special role in setting the community tone and atmosphere for the millions of guests that visit Jackson every year. The primary study area includes Jackson's Historic Core, where parking management and connectivity of walking and bicycling networks would be examined at a granular scale. The study would also include mobility hubs and parking facilities outside of the historic core to link more cost-efficient, outlying sites with regional bicycle and transit connectivity. Outlying sites include airport parking issues and travel to/from recreational facilities in Teton Village and federal lands.

### **FLMA Access & Transportation Goal Areas**

- FLMA Access: US26 provides access to NPS, USFS, and USFWS-managed lands
- FLMA Goal Areas: Economic Generation, Outdoor Recreation
- WYDOT Goal Areas: Reliability, Economy

### **Project Scope & Key Issues**

- Stakeholders have identified a variety of issues in the historic core and neighboring corridors:
  - a. Congestion & need for travel demand management
    - i. High travel volumes during peak periods. Many visitors to the region include historic Jackson as one of their destinations. Through travelers contribute to local bottlenecks and congestion within the core, creating a congestion feedback loop.
    - ii. Managing travel demand through a multi-pronged approach (mode shift, parking management, improved wayfinding and visitor information) could enhance the visitor, resident, and business experiences with seamless transportation network connectivity and more effective allocation of public space
  - b. Parking management:
    - i. The Town of Jackson's 2019 Parking Management Study identified issues and recommendations, but implementation was stalled by COVID-19.

- ii. Parking is generally free of charge in the historic core, with parking restrictions enforced by local law enforcement
  - iii. Recent data suggest that parking usage has met the threshold at which management by user fees could be effective
  - iv. Limited parking capacity at Jackson Hole Airport, which is constrained by its lease with the national park, especially during peak seasons
- c. Promote shift to other modes by improving circulation throughout historic core and to/from outlying mobility hubs and park-and-ride sites
  - i. Identify and close gaps in sidewalks and ADA facilities
  - ii. Improve wayfinding and visitor information
  - iii. Identify complete streets/gateway treatments for roadways that provide access to regional destinations (Visitor Center-Hidden Hollow-North Cache Connector, East Broadway)
  - iv. Evaluate opportunities to improve transit service within historic core and to/from outlying sites with service levels, transit signal priority, visitor information
  - v. Include mobility hubs (Downtown-Miller Park and Home Ranch and Buffalo Junction/Alpine Way) in circulation studies

## **Funding Considerations & Next Steps**

### Potential Funding Sources

1. Revenue generated from parking user fees: revenue from parking management fees can be tied to specific improvements related to the area of parking or transportation goals. A Parking Benefit District or Business Improvement District can be established to oversee implementation of user fees and expenditures of fees.
2. FHWA Formula Programs: State roadways outside of FLMA-owned lands may be eligible for FHWA formula funding programs such as the Surface Transportation Block Grant or National Highway Performance Program funding. These programs are administered by state departments of transportation and can provide planning and capital, funding for a variety of roadway projects.
  - TAP (Transportation Alternatives Program) – For pedestrian crossings and multimodal safety projects.
  - Active Transportation Infrastructure Investment Program (ATIIP)
3. Federal Transit Administration (FTA): FTA programs can provide capital and operating funding for fixed-route transit services. FTA programs are administered by state departments of transportation. More information can be found at: [Grant Programs | FTA](#)
  - Capital Investment Grants
  - Formula Grants
  - Accelerating Innovative Mobility Grant
  - All Stations Accessibility Program
  - FTA 5307 Urbanized Area Grants- funding for transit hubs
  - Other potential FTA grants (some may not be applicable):

4. USDOT Pedestrian and Bicycle Funding Opportunities Table (some sources are relevant and some may not be relevant to identified projects): [Pedestrian and Bicycle Funding Opportunities](#)

#### Next Steps

- Revisit the 2019 Parking Management Study to understand any changes in parking utilization and duration
- Monitor and incorporate safety findings from Teton County Safe Streets for All (SS4A) Study
- Monitor and incorporate findings from Transit Signal Priority BUILD grant study
- Coordinate with WYDOT on corridor-wide studies, including: modal studies, feasibility studies, and/or Planning & Environmental Linkages (PEL) studies.
- Pursue funding applications for planning, complete streets, safety, multimodal, capital projects

### **Regional Need #5: Electric Vehicle Fleet Transition and Charging Infrastructure**

#### **Project Description and Study Area**

This project supports the construction of EV charging infrastructure at locations throughout Teton County. Specific locations have been identified for public use: Miller Park, Home Ranch parking lot, Deloney parking lot, Phil Baux Park, and Mike Yokel Park Other locations include Stilson, Library, Teton Village, Airport, Grand Teton, and Yellowstone.

#### **FLMA Access & Transportation Goal Areas**

- FLMA Access: Teton County, WY provides access to NPS, USFS, and USFWS-managed lands
- FLMA Goal Areas: Econ. Generation, Outdoor Recreation
- WYDOT Goal Areas: Reliability

#### **Project Scope, Key Issues**

- Electrification of fueling infrastructure
- The purpose of this project is to install EV charging infrastructure at publicly available sites for residents and visitors as well as limited access sites specifically for agency motor pools and public transportation fleets.
- Teton County agencies recognize a demand for electric vehicle infrastructure driven largely by out of state visitors, particularly those traveling to national parks, which adds pressure to accommodate this need in the region. Town, County, and Airport long-term goals all support the adoption of electric vehicle (EV) charging infrastructure to meet this demand. The Town of Jackson Sustainability Plan includes elements related to electrification, and there is an ecosystem\stewardship administrator responsible for its development and implementation.
- The town is electrifying sections of its fleet and has municipal charging stations that are not necessarily for public use, indicating ongoing efforts to enhance EV infrastructure. Grand Teton National Park has added EV charging for its fleet but has no active plans for public stations.

- State EV infrastructure goals have focused on meeting the requirements of the federal National Electric Vehicle Infrastructure (NEVI) program, which required NEVI funding to be spent on interstate corridors before it could be utilized for other locations. Challenges in providing electric vehicle infrastructure statewide, particularly for long distance travel, may hinder the overall effectiveness of the charging network.

## **Funding Considerations & Next Steps**

### Potential Funding Sources

- **FHWA formula funding programs** (such as the Surface Transportation Block Grant, Carbon Reduction Program, and Congestion Mitigation and Air Quality Program, administered by state departments of transportation) have historically permitted eligibility for alternative fueling infrastructure (including EV-charging). More recently, the NEVI program provided funding specifically for EV-charging infrastructure, but the program is undergoing guidance revisions. Potential reduction in federal funding for EV infrastructure may impact funding and support for local projects.
- Local or regional partnerships and/or sources of funding could be identified.
- FHWA Carbon Reduction Program
- FHWA Charging 7 Fueling Infrastructure Grants: [Alternative Fuels Data Center: Charging and Fueling Infrastructure Grants](#)

### Next Steps

- Monitor funding opportunities at federal level
- Monitor implementation of EV charging infrastructure to understand network completeness and gaps
- Explore potential funding partnerships with the Travel and Tourism Board for EV charging initiatives for Fiscal Year 26 budgeting process

## **Regional Need #6: Moose Wilson Road Corridor Study**

### **Project Description and Termini**

WY-390/Moose-Wilson Road connects the towns of Moose and Wilson, winding through forest and marsh habitats, and is home to various species of wildlife. Between WY-22 and the southern border of Grand Teton National Park, it is a two-lane highway with a 35mph speed limit. Within the park boundary, it is a narrow, mostly paved road (with 1.5 miles unpaved); and closed to RVs and trailers. This study area focuses on the portion outside of the park boundary. (Grand Teton National Park has completed an Environmental Impact Statement (EIS) for the section within the park boundary, making it unnecessary to include in the broader corridor study.)

## **FLMA Access & Transportation Goal Areas**

- FLMA Access: Provides direct access to Grand Teton National Park and indirectly serves USFS lands
- FLMA Goal Areas: Asset Management (State of good Repair), Econ. Generation, Outdoor Recreation
- WYDOT Goal Areas: Reliability, Safety

## **Project Scope & Key Issues**

Several needs were identified for Moose Wilson Road, including understanding travel demand and seasonal congestion, potential for moving larger vehicles (buses), wildlife movement, and bicyclist/pedestrian safety issues.

- Congestion
  - a. Increased travel demand has resulted in congestion on the corridor
    - i. Evaluate sources/types of congestion (seasonal/temporal, recurring/non-recurring)
- Travel demand management
  - a. Promote travel demand management techniques to manage congestion
    - i. Traveler information could promote visiting at alternative times or provide realistic travel time expectations
    - ii. Promote alternatives to single-car travel
      - 1. Evaluate corridor capacity to support larger vehicles (bus transit, shuttle vans)
      - 2. Evaluate opportunities for active transportation modes
- Safety
  - a. Improve safety for people on bicycles and walking
- Wildlife movement
  - a. Understand wildlife issues on the corridor

## **Funding Considerations & Next Steps**

### **Potential Funding Sources**

1. Corridor & Safety Planning:
  - BUILD Grants (USDOT) – For corridor-wide multimodal planning.
  - FLAP (Federal Lands Access Program) – For FLMA-related safety projects.
  - WYDOT State Safety Funds – Roadway safety enhancements.
2. Capital Projects & Alternative Routes:
  - INFRA Grants – Large-scale highway expansion.
  - BUILD (Better Utilizing Investments to Leverage Development) Grants – Focused on economic development.
  - State Rural Transportation Grants – Alternative route feasibility studies.
3. Federal Transit Administration (FTA):

- Capital Investment Grants
  - Formula Grants
  - Accelerating Innovative Mobility Grant
  - All Stations Accessibility Program
  - FTA 5307 Urbanized Area Grants- funding for transit hubs
  - Other potential FTA grants (some may not be applicable):  
[Grant Programs | FTA](#)
4. Active Transportation
- Transportation Alternatives program (WYDOT competitive program)
  - Active Transportation Infrastructure Investment Program (ATIIP)
  - USDOT Pedestrian and Bicycle Funding Opportunities Table- (some sources are relevant and some may not be relevant to identified projects):  
[Pedestrian and Bicycle Funding Opportunities](#)

### **Next Steps**

1. Pursue funding applications for safety, multimodal, capital projects and wildlife risk mitigation.
2. Identify wildlife management locations from 2018 wildlife management plans
3. Clarify, as needed, termini for different corridor studies and coordinate with efforts on related segments:
4. Coordinate with WYDOT and NPS on corridor-wide studies, including: modal studies, feasibility studies, and/or Planning & Environmental Linkages (PEL) studies.
  - Monitor and coordinate with the NEPA process for the WY-22 and Tribal Trail projects (at the southern terminus of the corridor), which are currently in progress but may face funding issues in the future.
  - Monitor and coordinate with activities on Moose-Wilson Road within Grand Teton

## **Regional Need #7: Teton County Regional Transit and Park-and-Ride Studies**

### **Project Description and Termini**

This project proposes a Regional Transit Study to respond to several transit-related needs. As recreational travel demand in the Teton region increases, the need for alternatives modes of transportation also increases, including shared mobility such as bus transit. Understanding the travel patterns of recreational travelers and the commuters who support the recreation economy would identify the needs for service levels and infrastructure. Services to be examined could include commuter shuttles from lower cost-of-living areas, park-and-ride or mobility hub services for both commuters and visitors; fleet needs; staffing needs; and infrastructure needs (storage, fueling, etc.).

### **FLMA Access & Transportation Goal Areas**

- FLMA Access: A variety of destinations managed by NPS, USFS, and USFWS could be served by regional transit service, for both visitors and workers

- FLMA Goal Areas: Economic. Generation, Outdoor Recreation
- WYDOT Goal Areas: Reliability

## **Project Scope & Key Issues, & Notes**

- The Southern Teton Area Rapid Transit (START Bus or START) public transit system has recently initiated its 5-Year Transit Plan update, which is crucial for evaluating the discussion transit needs and projects.
  - a. uncertainty regarding the existing regional transit plan and whether the current projects are coordinated with it, indicating a need for clarity on transit needs.
  - b. Need more discussions on circulation for route planning and regional transit for broader policy and mode shift
- Need demand estimates info for Victor to Stilson recreational shuttle
  - a. A proposed recreational shuttle, part of Teton Pass Corridor Study, is primarily foreseen to reduce parking demand at existing parking areas along Pass, and to reduce congestion along Pass Highway
  - b. Past pilot (weekend and seasonal) shuttles have been implemented and been successful and well received as they freed up parking spaces indicating a positive outcome from such initiatives. Pilots were funded through mix of private funding and fares and organized by the Teton Backcountry Alliance.
- JH Airport:
  - a. airport parking capacity is limited by leasing constraints from Grand Teton National Park, making it difficult to expand.
  - b. Travel and Tourism Board, JH Airport, and the local governments partnered to fund a pilot shuttle to alleviate airport parking congestion in winter 2023-2024 and 2024-2025.
- Park and Ride and Mobility Hub facilities:
  - a. town-identified locations exist but suggested evaluating options outside of town limits
  - b. long-term vehicle storage in the town center is not an ideal use of expensive land; need more land for perimeter parking
  - c. WY22 planning efforts note that current facilities force drivers to travel through the most congested areas before using transit (*i.e.*, travel on US89 and WY22 to Stilson to access transit to continue north on WY390).
- High cost of housing

## **Funding Considerations & Next Steps**

### **Potential Funding Sources**

1. Transit Hub & Infrastructure Investments:
  - FTA 5307 Urbanized Area Grants – Supports capital and operational funding for transit hubs.
  - BUILD (Better Utilizing Investments to Leverage Development) Grants – Funding for transit-related economic infrastructure.

- State Multimodal Grant Programs – Support for transit facilities and connectivity projects.
- 2. Service Expansion & Increased Headways:
  - FTA 5304 Planning Grants – Funding for transit feasibility studies
  - CMAQ (Congestion Mitigation & Air Quality) Grants – Funding for transit projects that reduce vehicle trips.
  - Employer Transit Partnership Grants – Potential collaboration with resorts and large employers.
- 3. Park-and-Ride Development:
  - FLAP (Federal Lands Access Program) – If park-and-ride locations support FLMA travel.
  - State and local matching funds – Coordination with WYDOT and local jurisdictions.

#### Next Steps

- Ensure the START 5-year Transit Plan Update scope contains all relevant needs
- Discuss opportunities for municipal/rural transit planning grants with WYDOT Transit personnel
- Coordinate with transit activities in neighboring counties (including counties in Idaho)

## **Regional Need #8: Implementation of Teton Corridor Plan and Wildlife Crossing Projects**

### **Project Description and Termini**

The Teton Pass corridor, comprising Wyoming State Highway-22 and Idaho State Highway-33, is a critical transportation artery for the residents and visitors of the Teton Valley region. The pass provides access and mobility for people and goods while also functioning as the gateway and portal to varied recreational opportunities. The 2024 Teton Pass Corridor Study focused on five guiding principles: preserving access and quality of recreational experiences; improving safety for all corridor users; mitigating risks to natural resources (including wildlife); reducing congestion & risks of delays; and improving parking safety while minimizing capacity expansion. The study identified a list of feasible operational and capital improvements varying in cost and complexity. (See study at the following link for more information: [https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-03/FINAL\\_TetonPassCorridorStudy\\_2\\_16\\_24.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-03/FINAL_TetonPassCorridorStudy_2_16_24.pdf))

Previously, the 2018 Teton County Wildlife Crossings Master Plan had focused on mitigating wildlife collisions and the impacts on human safety and wildlife conservation and recommended 13 wildlife crossings in the Camp Creek, Mail Cabin, Taylor Mountain, and Teton Pass. All projects have completed 30% design. Information about the wildlife crossings can be found at this link: <https://engagetetoncountywy.com/m6613#tab-37612.>

### **FLMA Access & Transportation Goal Areas**

- **FLMA Access:** Provides access to NPS, USFS, and USFWS-managed lands
- **FLMA Goal Areas:** Economic Generation, Outdoor Recreation
- **WYDOT Goal Areas:** Safety, Environment, Economy



## **Project Scope & Key Issues**

Identifying steps to implementation:

- The projects recommended in both studies range in cost and complexity. There is a need to move projects from concept to engineering studies to secure accurate cost estimates.
- Wildlife projects are typically incorporated into highways projects; Teton County has advanced three priority wildlife crossing segments independently
- Wildlife crossings projects are best implemented/most effective when have been grouped by corridor and completed in full rather than selecting individual segments.
  - However, Coal Creek aquatic passage improvements and Mail Cabin wildlife crossing are potential standalone projects that could move forward independently.

A need for improved coordination:

- While work has progressed on the Wyoming side of the Teton Pass, a greater effort on coordination of wildlife crossings that cross into Idaho would help align priorities and ensure that wildlife crossings are effectively implemented.
- Wildlife crossings require participation from a broad set of stakeholders – local entities, state departments of transportation, and wildlife/resources agencies. However, there may be a misalignment between state/local/resource agency priorities
- Both wildlife and recreational travelers cross state lines; more coordination across state lines is needed

## **Funding Considerations & Next Steps**

Potential Funding Sources

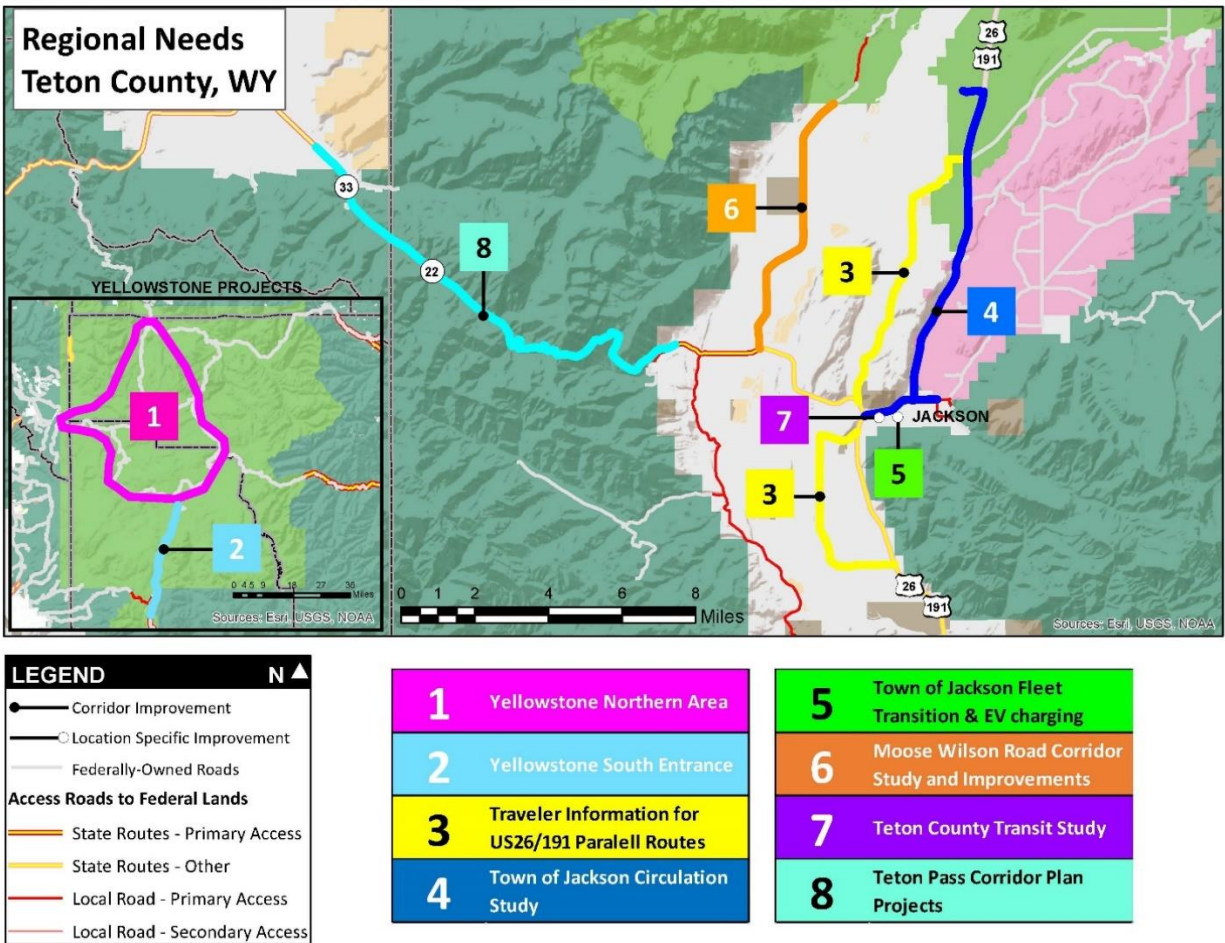
- Capital Projects & Safety Projects:
  - INFRA Grants – Large-scale highway expansion.
  - BUILD (Better Utilizing Investments to Leverage Development) Grants – Focused on economic development.
  - FHWA Formula Programs: Areas outside of FLMA-owned lands may be eligible for FHWA infrastructure programs, such as Bridge Program, Surface Transportation Block Grant, or National Highway Performance Program funding. These programs are administered by state departments of transportation.
  - FLAP (Federal Lands Access Program) – For FLMA-related safety projects.
  - WYDOT & ITD State Safety Funds – Roadway safety enhancements.

Next Steps

- Continued coordination with Teton County, ID, to identify opportunities to incorporate wildlife crossings along the Teton Pass Corridor that cross state boundaries

- Continue to identify and pursue funding sources for priority projects and pursue grants opportunistically with partners
- Evaluate availability of local funds for a higher local match so that projects compete more effectively for grant funding
- Provide updated status on Teton Pass Corridor and Wildlife Crossing Projects to the public via annual reporting

The below map shows the 1-8 numbered consolidated regional projects in Teton County, WY correlating with the regional need descriptions.





### 3. TETON COUNTY, IDAHO REGIONAL NEEDS ASSESSMENT

#### **Regional Need #9: State Highway 33 Corridor Study, Transit Feasibility, and Capital Improvement Prioritization Plan**

##### **Project Description and Termini**

State Highway 33 (SH-33) is a 140-mile east-west highway in Idaho, owned and maintained by the Idaho Transportation Department (ITD). It extends from US-20 and US-26 in Butte County to WYO-22 at the Idaho-Wyoming state line, serving as the primary east-west commuter corridor between Victor, ID, and Jackson, WY. The project area covers SH-33 from the intersection with SH-32 to the Idaho-Wyoming state line, addressing regional congestion, safety, multimodal connectivity, and capital improvements.

##### **Access and Transportation Goals**

- The corridor provides primary and secondary access to USFS and BLM lands.
- FLMA Goal Areas: Economic Development, Outdoor Recreation, Asset Management
- ITD Goal Areas: Safety, Mobility, Economic Opportunity

##### **Project Scope and Key Issues**

###### **1. Safety and Congestion Improvements**

- Stakeholders identified that SH-33 narrows between the towns of Thayne and Afton with concerns of not enough room for additional access and multiuse pathways. WYDOT has completed an EIS on this section.
  - WYDOT has already widened from Alpine to Etna
- Larkspur Intersection: Secondary access into Driggs with hazardous left-turn movements; requires a dedicated turn pocket.
- Other Priority Intersections Needing Safety Enhancements:
  - W 5750 St.
  - W 6000 S
  - 2000 S
  - 4500 S
  - 7000 S
  - Cedron/Aspen Roads
  - Sagebrush Intersection (Valley Lumber area)
  - Hatch's Corner (historically proposed safety improvements)
- Uncontrolled Intersections & Pedestrian Safety:
  - Between Victor and Driggs, the biggest safety concern is uncontrolled intersections, especially those without turn lanes or designated pedestrian crossings.
  - Bike and pedestrian crossings are needed along SH-33, particularly in urban growth areas east of the highway.

###### **2. Congestion and Traffic Management**

- Peak traffic patterns:

- Morning and evening commuter surges from Victor to Jackson cause severe bottlenecks.
  - Tourism extends peak congestion beyond traditional commuting hours.
  - Commercial vehicle traffic and industrial freight further contribute to congestion.
  - Most Congested Segments:
    - Victor to Driggs corridor (funnels most traffic into the Teton Pass corridor).
    - Traffic signals in Victor and Driggs create backups due to limited turn lanes.
    - Alternative truck route feasibility study recommended to assess freight diversion opportunities.
  - Potential Solutions:
    - Western alternative north-south route feasibility study (controversial, but needed).
    - ITD to determine whether to upgrade county roads or expand SH-33 ROW.
    - Better traveler information systems (dynamic signage, real-time alerts).
- 3. Flooding and Resilience Issues
  - Flood-Prone Areas Identified:
    - Fox Creek & Darby Creek—frequent overtopping events disrupt travel.
    - New floodplain maps indicate a larger risk area, potentially unlocking FEMA Emergency Relief (ER) funding.
  - Proposed Solutions:
    - Identify mitigation strategies (culvert expansion, drainage improvements).
    - Incorporate resilience into corridor planning and engineering.
- 4. Multimodal and Transit Expansion
  - Existing Services & Identified Gaps:
    - START Bus System:
      - Jackson Commuter Route connects Victor and Driggs but lacks frequent service.
      - Grand Targhee Shuttle operates seasonally, requiring coordination for year-round service.
    - Teton Backcountry Alliance Pilot Shuttle:
      - Current turnaround at Coal Creek, but demand increasing for ID-side expansion.
    - Stakeholder-Identified Transit Needs:
      - Park-and-Ride facilities at Hatches Corner and 2500 N for regional services.
      - Victor needs a transit hub comparable to Stilson (potential co-location with Ice Rink facility).
      - Additional transit stops between Driggs and Teton.
      - Teton Pass Corridor Study recreational shuttle scenarios
  - Potential Solutions:
    - Expand existing routes and add regional park-and-ride locations.
    - Integrate transit planning into corridor study to leverage funding opportunities.

## 5. Capital Improvements

Prioritized corridor investments include:

- All safety-focused intersection improvements.
- Wildlife crossings at Teton Trail & Leigh Creek.
- Flood mitigation measures.
- Dynamic traveler information systems.
- Alternative North-South Route feasibility study.
- South 5th & Johnson Ave (alternative Grand Targhee access).

## Funding Considerations and Next Steps

Potential Funding Sources:

1. Corridor and Safety Planning:
  - RAISE Grants (USDOT) – For corridor-wide multimodal planning.
  - FLAP (Federal Lands Access Program) – For FLMA-related safety projects.
  - ITD/WYDOT State Safety Funds – Intersection safety enhancements.
2. Transit Expansion:
  - 5307 FTA Urbanized Area Grants – Expanding regional transit capacity.
  - CMAQ (Congestion Mitigation & Air Quality) – Funding park-and-ride investments.
3. Flood and Mitigation Resilience:
  - FEMA Emergency Relief (ER) Funds – Available for chronic flood-prone highway segments.
  - INFRA (Infrastructure for Rebuilding America) – Resilience-focused infrastructure upgrades.
4. Capital Projects and Alternative Routes:
  - INFRA Grants – Large-scale highway expansion.
  - BUILD (Better Utilizing Investments to Leverage Development) Grants – Focused on economic development.
  - State Rural Transportation Grants – Alternative route feasibility studies.

## Next Steps

1. Coordinate with ITD on corridor-wide studies, including: modal studies, feasibility studies, and/or Planning & Environmental Linkages (PEL) studies.
2. Define the scope for a North-South Alternate Route Study to assess feasibility and public support.
3. Identify priority transit investments (transit hub in Victor, START route expansion).
4. Pursue funding applications for safety, multimodal, and capital projects.

## **Regional Need #10: Greater Yellowstone Trail**

### **Project Description and Termini**

The Greater Yellowstone Trail (GYT) is a multi-state, non-motorized transportation and recreation corridor connecting eastern Idaho, western Wyoming, and southern Montana. The Idaho segments traverse Teton, Fremont, and Madison counties, often paralleling or integrating with State Highway 33 (SH-33).

The GYT in Idaho includes a mix of ownership and management responsibilities:

- Idaho Transportation Department (ITD) oversees segments where the trail aligns with SH-33 ROW.
- Local jurisdictions (Teton County, City of Victor, City of Driggs) maintain adjacent pathway segments.
- Idaho Department of Parks and Recreation manages the Ashton-Tetonia Trail.
- USFS, Fremont County, and private landholders hold additional trail segments and easements.

### **Access and Transportation Goals**

- The trail provides primary access to USFS and NPS lands.
- FLMA Goal Areas: Economic Development, Outdoor Recreation
- ITD Goal Areas: Economic Mobility, Innovation
- WYDOT Goal Areas: Multimodal Travel, Resilience, System Preservation.

### **Project Scope and Key Issues**

1. Missing Segments and Network Gaps
  - The largest missing segment is between Driggs and Tetonia.
    - Options include a shared-use road section or a detached trail, with preference for a detached facility for safety and user experience.
    - ROW gap analysis is required to determine ownership and acquisition needs.
  - Planned extensions and land acquisitions:
    - The City of Driggs and Teton County are working on a connection to 2500 N.
    - The Nature Conservancy recently acquired a parcel, providing potential new trail connectivity opportunities.
  - Existing Easements & Trail Development Constraints:
    - Some easements have already been acquired, but a full inventory is needed to identify missing elements.
    - Ownership complexities with private landholders could present barriers to full trail completion.
2. Safety, Multimodal Access & Trail Design Considerations
  - Preferred design standards favor a fully separated, paved trail.
    - However, in areas where ROW constraints exist, a shared-use road option may be considered.
  - Key connections and integration with transit and bicycle networks:
    - Integration with regional bicycle networks and safe crossings at highway intersections is needed.



- The trail must be designed to safely accommodate pedestrians, cyclists, and e-bike users.
- 3. Coordinating and Permitting Challenges
  - Multi-jurisdictional coordination is required across multiple agencies, including:
    - ITD, WYDOT, USFS, Idaho Parks and Recreation, local governments, and private landowners.
  - Environmental and legal barriers:
    - Potential wetland and wildlife habitat impacts will require environmental permitting.
    - Some landowners may resist granting easements, requiring negotiation and compensation strategies.

## **Funding Consideration and Next Steps**

### **Funding Consideration and Next Steps**

1. Trail Planning and ROW Acquisition
  - FLAP (Federal Lands Access Program) – For FLMA-connected segments.
  - Recreational Trails Program (RTP) – For non-motorized trail infrastructure.
  - State Trail Grants (ITD, Idaho Parks and Recreation) – Supporting ROW acquisition and design.
2. Construction and Capital Investments
  - The BUILD (Better Utilizing Investments to Leverage Development) Grants – For large-scale non-motorized infrastructure projects.
  - Transportation Alternatives Program (TAP) – Federal funding for trails and bike/pedestrian projects.
3. Environmental and Land Acquisition Assistance:
  - Land and Water Conservation Fund (LWCF) – Supports public land acquisitions.
  - Private Foundation Grants (Nature Conservancy, Rails-to-Trails Conservancy, etc.) – Potential funding partners for conservation-focused trail segments.

## **Next Steps**

1. Conduct a ROW gap analysis to determine missing easements and required acquisitions.
2. Coordinate with ITD, WYDOT, and local jurisdictions on design standards and permitting requirements.
3. Develop a trail implementation plan, prioritizing missing segments and multimodal connections.
4. Prepare grant applications for funding rounds in FY 2025-2026.

## **Regional Need #11: Horseshoe Creek River Access**

### **Project Description and Termini**

Horseshoe Creek is a 7.7-mile tributary of the Teton River in Teton County, Idaho, providing recreational opportunities such as fishing, hiking, and camping. The area serves as a secondary access route to some adjacent BLM lands and could eventually provide a connection to USFWS-managed lands on the western side of the Teton River. While FLAP eligibility is unlikely, the project aligns with state and local outdoor recreation goals and can be supported through conservation partnerships and state-level transportation funding.

### **Access and Transportation Goals**

- The FLMA Access: Provides secondary access to adjacent BLM lands and potential future access to USFWS lands.
- FLMA Goal Areas: Outdoor Recreation.
- ITD Goal Areas: Economic Mobility (recreational access and tourism support).
- WYDOT Goal Areas: System Preservation, Resilience.

### **Project Scope and Key Issues**

#### **1. Trailhead & Parking Access Enhancements**

Improvements are planned at the following three primary access locations:

- The W 4000 N Trailhead – Currently informal, potential for managed parking and wayfinding signage.
- W 2000 N Trailhead – Needs formalized access and erosion control measures.
- Bates Road Trailhead – Being improved in partnership with conservation groups to manage visitor impacts rather than expand capacity.

#### **2. Visitor Experience & Conservation Priorities**

- Stakeholder input suggests a preference for conservation-focused management rather than expansion:
  - Protecting resource integrity and mitigating visitor impacts is a higher priority than increasing capacity.
  - Conservation groups and local agencies are already working on site management strategies.
- Potential Future Access to USFWS Lands:
  - Eventual expansion could provide access to USFWS-managed conservation lands on the western side of the Teton River.

#### **3. Need for Additional Study or Design Work**

Trailhead and parking improvements are not yet fully designed but could move toward implementation quickly.

- Next steps include site-specific design work to balance visitor needs with conservation priorities.
- A recreation access plan may be required to define appropriate levels of use and infrastructure improvements.

## **Funding Considerations and Next Steps**

### **Potential Funding Sources**

1. Trailhead & Parking Enhancements:
  - Recreational Trails Program (RTP) – Supports trailhead and non-motorized infrastructure improvements.
  - State Parks and Recreation Grants (Idaho Parks & Rec) – Potential state funding source for trail-related capital improvements.
  - Conservation-Focused Grants (Land & Water Conservation Fund, Trust for Public Land, etc.) – May support efforts to balance recreation and environmental preservation.
2. Signage, Wayfinding & Management Strategies:
  - BLM Recreation & Public Access Grants – Potentially applicable for public access management strategies.
  - Local Conservation Partnerships – Funding from private conservation organizations involved in land stewardship efforts.
3. Long-Term Access & USFWS Coordination:
  - USFWS Public Lands Grants – Could support eventual trail connections and access improvements on western lands.

### **Next Steps**

1. Coordinate with conservation groups to finalize site management strategies.
2. Develop a site-specific recreation access plan to determine trailhead capacity, parking needs, and signage improvements.
3. Secure funding through RTP and state grants for capital improvements.
4. Continue discussions with USFWS regarding potential future access on the western side of the Teton River.

## **Regional Need #12: Driggs/Alta Multimodal Planning & Congestion Relief**

### **Project Description and Termini**

The Driggs and Alta region faces urban-level congestion due to its proximity to Teton Pass, Jackson, WY, and Grand Targhee Resort, combined with cross-border commuter travel, recreation-driven demand, and school-related trips. Key regional mobility challenges include:

- Limited roadway expansion options due to geographic and community constraints.
- Lack of multimodal infrastructure, creating an over-reliance on personal vehicles.
- Seasonal peaks in congestion caused by tourism and resort traffic.
- Cross-state transportation demand for workers, students, and recreational visitors.

### **Access & Transportation Goal Areas**

- FLMA Access: Provides primary access to USFS lands and supports recreational travel.
- FLMA Goal Areas: Outdoor Recreation.
- ITD Goal Areas: Economic Mobility, Innovation, Safety.
- WYDOT Goal Areas: Multimodal Travel, System Resilience.

## Project Scope & Key Issues

### 1. Traffic Congestion Along E 2500 N (Driggs Main Corridor)

- E 2500 N experiences severe congestion during peak hours due to:
  - Commuters from Idaho traveling into Jackson, WY.
  - Grand Targhee Resort traffic, especially during ski season and summer tourism months.
  - Students crossing state lines for school, with many coming from Alta, WY.
- Lack of alternative routes or bypasses worsens congestion.
- Traffic signal timing and turn lane enhancements may be required to improve vehicle flow.

### 2. Cross-State Bicycle & Pedestrian Connectivity (Alta, WY & Driggs, ID)

- There is demand for safe non-motorized travel between Alta and Driggs, but:
  - Existing facilities are limited or disconnected.
  - Safety concerns exist for cyclists and pedestrians crossing into Idaho.
  - Recreational demand is increasing, particularly for trail connectivity.
- Potential solutions:
  - Identify priority bike/ped routes for cross-state travel.
  - Develop multiuse paths parallel to key corridors (e.g., SH-33, Ski Hill Rd).
  - Improve pedestrian crossings at key intersections.

### 3. Alta Transit Feasibility Study

- Current Situation:
  - No fixed-route transit service exists in Alta.
  - Grand Targhee Resort operates a shuttle, but service is limited.
- Potential Options for Transit Expansion:
  - Local shuttle loops serving Alta and Driggs.
  - Micro-mobility solutions (e.g., e-bike stations, shared-use scooters).
  - Integration with existing START Bus services.
- Key Questions for Study:
  - What is the exact origin-destination demand?
  - Would demand support a seasonal or year-round service?
  - Can existing resort or private transit options be expanded?

### 4. Alternative Route from LeGrand Pierre / Shoshoni Plains to Ski Hill Rd

- Objective:
  - Reduce congestion by creating an alternate access route that diverts traffic off E 2500 N and Ski Hill Road.
- Key Considerations:
  - Would this be a new roadway or a multiuse path?
  - ROW acquisition may be required.
  - Environmental and community impact studies needed.

- Potential Design Solutions:
  - Parallel bike/pedestrian path to provide an alternative to Ski Hill Rd.
  - Low-impact roadway expansion to accommodate peak-hour demand.

#### 5. Johnson & 5th Street Connector (Driggs Bypass Alternative)

- This project has already been designed and included in grant applications.
- Would provide a much-needed bypass around downtown Driggs.
- Should be integrated into regional traffic and multimodal planning efforts.

## Funding Considerations and Next Steps

### Potential Funding Sources

1. Traffic & Intersection Improvements:
  - ITD/WYDOT State Highway Safety Funds – Supports congestion relief and traffic signal optimization.
  - CMAQ (Congestion Mitigation and Air Quality) Funds – Applicable for projects that reduce vehicle emissions.
2. Bicycle & Pedestrian Infrastructure:
  - TAP (Transportation Alternatives Program) – Federal funding for non-motorized infrastructure.
  - FLAP (Federal Lands Access Program) – If the project can demonstrate FLMA access benefits.
  - RTP (Recreational Trails Program) – Funding for multiuse trails.
3. Transit & Micro-Mobility Feasibility Studies:
  - FTA 5304 Planning Grants – Supports transit study efforts.
  - Local partnerships with Grand Targhee Resort and private operators.
4. Alternative Route Development & ROW Acquisition:
  - INFRA (Infrastructure for Rebuilding America) Grants – Funding for large-scale infrastructure projects.
  - BUILD Grants – Federal grants supporting economic and mobility investments.

### Next Steps

1. Conduct a regional transit feasibility study for Alta, integrating local and resort-based transit options.
2. Identify ROW constraints and community acceptance for the alternative route.
3. Expand non-motorized connectivity planning efforts to support cross-state bicycle and pedestrian travel.
4. Align the Johnson & 5th Street project with long-term regional mobility plans.
5. Apply for state and federal funding for implementation.

## **Regional Need #13: Transit in Victor/Driggs**

### **Project Description and Termini**

The Victor/Driggs corridor serves as a key regional transit link due to its proximity to Teton Pass, Jackson, WY, and Grand Targhee Resort, generating high demand for commuter, recreational, and school transit services.

### **Key Transit Challenges:**

- Congestion along SH-33 impacts daily commuters, tourists, and local travel.
- Limited existing transit options reduce mobility choices for non-drivers.
- Seasonal demand fluctuations create challenges for consistent service levels.
- Lack of a regional transit hub limits transfer and park-and-ride facilities.

### **FLMA Access & Transportation Goal Areas**

- FLMA Access: Provides secondary access to USFS recreation areas.
- FLMA Goal Areas: Outdoor Recreation, Economic Generation.
- ITD Goal Areas: Economic Mobility, Innovation.
- WYDOT Goal Areas: Multimodal Travel, Resilience.

### **Project Scope and Key Issues**

1. Feasibility of Transit in Victor
  - A transit hub in Victor has been identified as a high-priority project.
  - Stakeholders envision a facility similar to the Stilson Transit Hub in Jackson that would:
    - Serve as a regional transfer point for commuter routes, resort shuttles, and local services.
    - Integrate with park-and-ride facilities to reduce SH-33 congestion.
    - Include bike parking and potential micromobility options.
  - Key Questions:
    - Has a feasibility study been conducted?
    - Are there viable locations for the hub?
2. Increasing Victor/Driggs Transit Headway Frequency
  - Current Situation:
    - START Bus operates a commuter route between Victor and Jackson, but service is limited.
    - The Grand Targhee Shuttle operates seasonally, primarily for resort access.
  - Identified Needs:
    - More frequent service, particularly during peak commuting hours.
    - Potential expansion of service times to accommodate evening and weekend trips.
    - Integration of employer-supported transit programs.

3. Park and Ride System Development
  - Need for well-placed park-and-ride locations to reduce single-occupancy vehicle travel into Jackson.
  - Identified Potential Locations:
    - Hatches Corner and 2500 N for regional service connections.
    - Victor Transit Hub (if developed).
  - Key Considerations:
    - Park-and-ride locations should align with transit hub planning.
    - Infrastructure must support multimodal users (bike parking, carpool coordination).
4. Expanded Transit in Driggs
  - Current Situation:
    - No dedicated local transit within Driggs beyond START and Grand Targhee services.
  - Proposed Expansions:
    - Circulator shuttle within Driggs to serve local residents and businesses.
    - Extended shuttle service to surrounding communities.
    - Exploration of microtransit and on-demand service models.

### **Next Steps**

1. Feasibility of Transit in Victor Conduct a transit hub feasibility study for Victor to determine viable locations, operational models, and funding sources.
2. Expand regional transit planning efforts to address service gaps and peak-hour congestion.
3. Identify and secure funding for increased headway frequencies and park-and-ride facilities.
4. Engage with local employers, resorts, and agencies to explore public-private partnerships for funding transit expansion.

## **Regional Need #14: Trailhead Improvements Along Teton Pass Corridor**

### **Project Description and Termini**

The Teton Pass Corridor (Idaho SH-33 and Wyoming SH-22) is one of the most heavily used transportation routes in the region, serving as:

- A major commuter corridor between Idaho and Wyoming, particularly for workers traveling to Jackson.
- A high-demand recreation access point for trails, backcountry skiing, and summer hiking on USFS lands.

### **Key Challenges:**

- Urban-level congestion along SH-33 and SH-22 due to commuter traffic and high-volume trailhead use.
- Trailhead parking and access issues causing safety concerns, particularly where vehicles cross oncoming traffic without turn lanes.
- Pedestrian safety issues at roadside trailheads with limited dedicated crossings.
- Community concerns about unmanaged recreation impacts—preference for better management strategies over expanded access.

### **FLMA Access and Transportation Goal Areas**

- FLMA Access: Provides secondary access to recreation on USFS lands.
- FLMA Goal Areas: Outdoor Recreation, Economic Generation.
- ITD Goal Areas: Economic Mobility, Safety.
- WYDOT Goal Areas: Multimodal Travel, System Preservation.

### **Project Scope and Key Issues**

#### **1. Mike Harris Trailhead – Congestion & Safety Improvements**

- A double-lane bridge was recently installed, but additional improvements are needed:
  - Deceleration lanes and a dedicated turn pocket to improve traffic flow.
  - Pedestrian crossing enhancements to reduce safety risks.
  - Better signage and wayfinding to manage parking overflow.

#### **2. General Trailhead Issues Along Teton Pass Corridor**

- High trailhead demand leads to unmanaged parking, traffic backups, and safety concerns.
- Vehicles frequently stop in travel lanes or attempt U-turns to access limited parking.
- Lack of designated pedestrian crossings at trailheads.
- Roadside parking spills onto shoulders, causing hazards for cyclists and drivers.

#### **3. FLAP Destination Access Needs**

- Trailheads along the corridor provide key FLMA recreation access, but funding mechanisms for improvements are unclear.
- FLAP eligibility may be possible for sites that directly support USFS access and require roadway modifications.
- Potential for structured visitor management strategies (reservation system, fee-based permits).

#### **4. Community Sentiment & Trailhead Management Strategies**

- Strong local preference for better management of trailheads rather than expanded access.
- Concerns that unmanaged visitor growth could negatively impact the environment and quality of life.
- Potential for a transit-based solution or a user fee system to regulate demand.



## **Funding Considerations and Next Steps**

### **Potential Funding Sources**

1. Trailhead & Parking Safety Improvements:
  - FLAP (Federal Lands Access Program) – For projects improving federal lands access.
  - State Highway Safety Funds (ITD/WYDOT) – Supports traffic calming and intersection safety upgrades.
  - BLM & USFS Recreation Grants – May assist with non-motorized access improvements.
2. Pedestrian & Bicycle Safety Enhancements:
  - TAP (Transportation Alternatives Program) – For pedestrian crossings and multimodal safety projects.
  - CMAQ (Congestion Mitigation & Air Quality) Grants – If a transit-based or carpooling solution is pursued.
3. Visitor Management & Transit Feasibility Study:
  - Recreational Trails Program (RTP) – Supports trailhead planning and access improvements.
  - Public-Private Partnerships (Resort Operators, Local Tourism Funds) – Potential for shuttle or visitor permit system.

### **Next Steps**

1. Develop a detailed corridor-wide trailhead management plan, identifying priority locations for improvements.
2. Coordinate with ITD and WYDOT on safety upgrades at key trailheads, including Mike Harris.
3. Explore FLAP and state-level funding opportunities for road safety and access projects.
4. Assess feasibility of a user fee system or transit-based access control strategy.

## **Regional Need #15: Improve Collaboration Between Resorts & County**

### **Project Description and Termini**

Ski areas in Teton County, ID, and adjacent areas are major economic drivers, but they also contribute to transportation congestion, infrastructure wear, and seasonal travel demand fluctuations.

### **Key Challenges:**

- Lack of formalized coordination between the County and ski resorts, leading to misalignment in planning and capital investments.
- Seasonal congestion peaks on SH-33, SH-31, and resort access roads due to visitor traffic.
- Limited alignment between public and private transit systems, resulting in gaps in service coverage and efficiency.
- Unclear long-term infrastructure planning strategy between public and private stakeholders.

## **FLMA Access & Transportation Goal Areas**

- FLMA Access: Ski areas operate on USFS Special Use Permits.
- FLMA Goal Areas: Outdoor Recreation, Economic Generation, Asset Management.
- ITD Goal Areas: Economic Mobility, Safety, Innovation.
- WYDOT Goal Areas: System Preservation, Multimodal Travel, Resilience.

## **Project Scope & Key Issues**

### **1. Establishing a Collaborative Forum for Resort-County Coordination**

- No formalized advisory group currently exists to facilitate ongoing transportation discussions between:
  - Ski resorts (Grand Targhee, Jackson Hole, Snow King, etc.).
  - County transportation and planning agencies.
  - State DOTs (ITD, WYDOT).
  - Transit agencies (START Bus, Grand Targhee Shuttles).
- Recommendation:
  - Create a working group or advisory committee to align planning efforts, transit operations, and capital projects.

### **2. Transportation System Integration & Transit Coordination**

- Current Situation:
  - Grand Targhee Resort operates its own shuttle service but with limited public integration.
  - START Bus provides regional service, but gaps remain in connectivity and scheduling coordination.
- Potential Solutions:
  - Better alignment of public bus and private shuttle services to reduce congestion.
  - Integrated fare or scheduling systems to improve efficiency.
  - Expansion of resort transit services beyond peak seasons.

### **3. Aligning Capital & Planning Projects Between County & Resorts**

- Capital Infrastructure Needs:
  - Ski resorts generate significant wear and tear on county roads, requiring better alignment between resort expansion and infrastructure funding.
  - Potential shared funding mechanisms for road improvements directly serving resort traffic.
- Planning Coordination:
  - Resort master plans should be integrated into county transportation planning efforts.
  - Potential for joint applications for state or federal funding to support shared goals.

## **Funding Considerations & Next Steps**

### **Potential Funding Sources**

1. Transit Coordination & Expansion:
  - FTA 5307 (Urbanized Area Formula Grants) – Supports regional transit integration efforts.
  - Public-Private Partnerships with Resorts – Potential for shared operating costs.
2. Roadway & Capital Project Alignment:
  - INFRA (Infrastructure for Rebuilding America) Grants – Large-scale projects impacting regional economic corridors.
  - State Multimodal & Transportation Innovation Grants – For integrating tourism and local mobility investments.
3. Collaborative Planning & Management Efforts:
  - Recreational Trails Program (RTP) or State Tourism Grants – If transit supports non-motorized access and recreation.
  - Congestion Mitigation and Air Quality (CMAQ) Grants – If the program reduces vehicle travel demand.

### **Next Steps**

1. Facilitate an initial Resort-County Transportation Forum to assess shared goals and establish a collaborative framework.
2. Conduct a transit integration study to evaluate opportunities for synchronizing public and private resort transit services.
3. Identify priority capital improvements that benefit both resort operations and local transportation networks.
4. Explore joint grant applications to secure funding for integrated planning and infrastructure investments.

## **Regional Need #16: Driggs West Bypass**

### **Project Description and Termini**

The Driggs West Bypass is an early-stage concept of a potential new roadway alignment that has been discussed as a solution to reduce congestion in downtown Driggs and improve regional mobility. Currently, all traffic moving north-south through Driggs is funneled through the city center, causing delays, conflicts with local traffic, and impacts to pedestrian and bicycle safety. The bypass concept would provide an alternative route west of Driggs, alleviating pressure on SH-33 and enhancing overall traffic circulation.

### **Key Challenges:**

- Limited information available on past planning efforts or formal studies.
- Potential ROW acquisition concerns, particularly if private land is required.

- Unclear project scope (Is this a full bypass for through traffic, or a local circulation route?).

## **FLMA Access & Transportation Goal Areas**

- FLMA Access: Provides secondary access to recreation on USFS lands.
- FLMA Goal Areas: Outdoor Recreation, Economic Generation.
- ITD Goal Areas: Economic Mobility.
- WYDOT Goal Areas: System Resilience, Safety.

## **Project Scope & Key Issues**

### **1. Purpose & Justification of the Bypass**

- Driggs experiences significant congestion along SH-33, particularly during:
  - Peak commuter times (northbound AM, southbound PM).
  - Tourism peaks due to Grand Targhee Resort and seasonal visitors.
- A west bypass would provide:
  - An alternative route for through traffic, reducing conflicts in downtown Driggs.
  - Improved freight mobility, particularly for trucks traveling north-south.
  - Potential safety benefits by diverting high-speed traffic away from pedestrian-heavy areas.

### **2. Potential Bypass Alignments**

- No official alignment has been established.
- Key factors influencing alignment:
  - Existing county roads that could be upgraded.
  - Land use compatibility (residential, commercial, agricultural impacts).
  - Environmental considerations (wetlands, wildlife corridors, scenic areas).
- Integration with other planned projects:
  - Could align with the Johnson & 5th Street connector to form part of a regional traffic circulation system.

### **3. Planning Status & Next Steps**

- No formal studies or designs have been identified yet.
- A Planning & Environmental Linkages (PEL) study may be needed to define feasibility and preferred alternatives.
- Potential barriers include:
  - ROW acquisition if private lands are impacted.
  - Cost concerns and project justification.

## **Funding Considerations & Next Steps**

### **Potential Funding Sources**

1. Corridor Planning & Feasibility Studies:
  - RAISE Grants (USDOT) – Supports planning for significant regional mobility projects.
  - INFRA Grants (USDOT) – For large-scale freight and economic corridor improvements.
  - State Highway Safety Improvement Funds – If the project addresses safety concerns.
2. ROW Acquisition & Engineering:
  - State and Local Transportation Funds – For property acquisition and preliminary engineering.
  - BUILD Grants – For projects that enhance local economic mobility.
3. Construction & Implementation:
  - FLAP (Federal Lands Access Program) – If the project supports FLMA access.
  - Public-Private Partnerships – If local businesses or developers benefit from enhanced circulation.

### **Next Steps**

1. Determine the level of local support and need for a west bypass through stakeholder engagement.
2. Conduct a feasibility study to define potential alignments and ROW needs.
3. Coordinate with ITD and Teton County to determine funding opportunities.
4. Explore integration with existing traffic circulation plans (e.g., Johnson & 5th Street project).

## **Regional Need #17: Congestion on US-20**

### **Project Description and Termini**

U.S. Highway 20 (US-20) serves as a critical corridor connecting eastern Idaho to the western entrance of Yellowstone National Park. In recent years, this route has experienced increasing vehicular traffic, leading to congestion, particularly during peak tourist seasons. The segment between Ashton and the SH-87 junction is notably affected, serving as a primary access point for visitors traveling to Yellowstone's west entrance.

[y2y.net+5itdprojects.sfo3.digitaloceanspaces.com+5us20ashtonto87.com+5](https://y2y.net+5itdprojects.sfo3.digitaloceanspaces.com+5us20ashtonto87.com+5)

## Key Challenges:

- **Traffic Growth:** Annual increases in visitation to Yellowstone have led to higher traffic volumes on US-20, exacerbating congestion issues.
- **Safety Concerns:** The rise in traffic has been associated with an increase in vehicular accidents, highlighting the need for safety improvements.
- **Infrastructure Limitations:** The existing two-lane configuration struggles to accommodate the growing demand, resulting in delays and reduced level of service. [itdprojects.org](https://itdprojects.org)

## FLMA Access & Transportation Goal Areas

- **FLMA Access:** US-20 provides access to Yellowstone National Park (NPS).
- **FLMA Goal Areas:** Outdoor Recreation, Economic Generation, Asset Management.
- **ITD Goal Areas:** Economic Mobility, Safety.

## Project Scope & Key Issues

### 1. Existing Studies and Planning Efforts

- **Chester to Ashton Environmental Assessment (EA):** The Idaho Transportation Department (ITD) and the Federal Highway Administration (FHWA) are conducting an EA to evaluate roadway improvements for US-20 between Chester and Ashton. The recommended alternative proposes replacing the existing two-lane roadway with a four-lane divided highway, including interchanges and local roadway adjustments to enhance safety and traffic flow. [us20ashtonto87.com+2itdprojects.org+2permits.performance.gov+2](https://us20ashtonto87.com+2itdprojects.org+2permits.performance.gov+2)
- **Ashton to SH-87 Junction Planning and Environmental Linkages (PEL) Study:** ITD has initiated a PEL study to analyze the US-20 corridor between Ashton and the SH-87 junction. The study aims to identify strategies to improve safety, reduce congestion, and enhance mobility. Public input is being solicited to inform potential alternatives, which include various four-lane configurations. [itdprojects.idaho.gov+6us20ashtonto87.com+6itdprojects.sfo3.digitaloceanspaces.com+6](https://itdprojects.idaho.gov+6us20ashtonto87.com+6itdprojects.sfo3.digitaloceanspaces.com+6)

### 2. Coordination with National Park Service (NPS)

- **Yellowstone National Park Traffic Management:** The NPS has acknowledged increasing traffic congestion at park entrances, particularly the West Entrance accessed via US-20. While various strategies, such as shuttle systems and reservation systems, have been considered, no definitive measures have been implemented to date. [cntraveler.com](https://cntraveler.com)

## Funding Considerations & Next Steps

### Potential Funding Sources

1. **Federal Grants:**
  - **Infrastructure for Rebuilding America (INFRA) Grants:** Supports projects that address critical issues facing highways and bridges, including congestion and freight mobility.
  - **Nationally Significant Freight and Highway Projects (NSFHP):** Provides funding for highway and freight projects of national or regional significance.
2. **State Funding:**
  - **Idaho Transportation Department (ITD) Programs:** State-level funding allocated for highway safety improvements and capacity enhancements.
3. **Public-Private Partnerships:**
  - **Collaborations with Tourism Industry Stakeholders:** Engaging businesses that benefit from tourism to contribute to infrastructure improvements.

### Next Steps

1. **Complete Ongoing Studies:** Finalize the EA and PEL studies to identify preferred alternatives and environmental considerations.
2. **Public Engagement:** Continue to involve local communities, stakeholders, and the public in the planning process to gather input and build consensus.
3. **Secure Funding:** Pursue identified funding opportunities to support the design and implementation of recommended improvements. [itdprojects.org](https://itdprojects.org)
4. **Implement Phased Improvements:** Based on study outcomes and available funding, initiate phased construction to address congestion and safety concerns on US-20.

## **Regional Need #18: Idaho Route 31 – Alternative Route & Long-Term Growth Strategy**

### Project Description and Termini

Idaho State Highway 31 (ID-31) is a critical east-west route connecting Swan Valley and Victor, serving as:

- A secondary access corridor for traffic when SH-33 or Teton Pass (WY-22) experiences weather-related closures.
- A key transportation link for freight, trailers, and recreational traffic, especially as regional population growth increases travel demand.
- A corridor with challenging roadway conditions, including poor sightlines, high truck/trailer traffic, and frequent wildlife interactions.

While ID-31 is not currently a major congestion point, stakeholders anticipate future pressure as Teton Valley continues to grow and travel patterns shift.

### **Key Challenges:**

- Poor visibility and sightlines along curved sections, particularly hazardous in winter conditions.
- High frequency of wildlife interactions, increasing risk of collisions.
- Rising traffic volumes due to regional growth, leading to potential long-term congestion and safety concerns.
- Lack of alternative routes, making ID-31 a critical redundancy for regional mobility when Teton Pass (WY-22) is closed or congested.

### **FLMA Access & Transportation Goal Areas**

- FLMA Access: ID-31 provides secondary access to Caribou-Targhee National Forest and serves as an alternative corridor for travelers accessing Grand Teton and Yellowstone National Parks.
- FLMA Goal Areas: Outdoor Recreation, Asset Management, Economic Generation.
- ITD Goal Areas: Economic Mobility, Safety, Resilience.
- WYDOT Goal Areas: Multimodal Travel, System Resilience, Safety.

### **Project Scope & Key Issues**

#### **1. Safety & Visibility Enhancements**

- Sightline issues contribute to vehicle crashes, particularly for trucks and trailers navigating steep sections.
- Recommendations:
  - Evaluate realignment options at high-risk curves.
  - Improve signage and lighting in reduced-visibility areas.
  - Consider lowering speed limits or adding passing zones in hazardous sections.

#### **2. Wildlife Interaction Mitigation**

- Frequent wildlife crossings increase crash risk, particularly during dusk and dawn hours.
- Recommendations:
  - Assess wildlife crossing infrastructure feasibility, such as:
    - Underpasses or overpasses in high-collision areas.
    - Enhanced fencing and wildlife detection systems.
  - Explore seasonal speed limit adjustments in high-risk areas.



### 3. Long-Term Capacity Planning for Regional Growth

- Stakeholders anticipate future congestion pressures as population and tourism increase.
- Considerations for long-term improvements:
  - Widening select sections to enhance passing opportunities.
  - Evaluating the need for additional pullouts for freight and trailer vehicles.
  - Corridor planning study to assess projected traffic impacts over the next 20 years.

### 4. Role of ID-31 as a Regional Alternative Route

- When WY-22 (Teton Pass) is closed, ID-31 becomes a vital alternative route connecting Idaho to Jackson.
- Improving reliability of ID-31 supports system redundancy, making regional travel less vulnerable to weather-related disruptions.

## Funding Considerations & Next Steps

### Potential Funding Sources

1. Safety & Visibility Improvements:
  - FLAP (Federal Lands Access Program) – Supports highway projects that improve access to public lands.
  - ITD Highway Safety Improvement Program (HSIP) – Funding for road safety enhancements.
  - CMAQ (Congestion Mitigation and Air Quality) Grants – If solutions reduce congestion and vehicle emissions.
2. Wildlife Interaction Mitigation:
  - Federal Wildlife Crossing Pilot Program – Supports wildlife-friendly infrastructure on highways.
  - State Conservation Funds – If wildlife-related infrastructure aligns with ecosystem management goals.
3. Capacity & Alternative Route Planning:
  - RAISE Grants (USDOT) – Funding for corridor planning and infrastructure investments.
  - INFRA (Infrastructure for Rebuilding America) Grants – Supports major freight and economic corridor improvements.

### Next Steps

1. Conduct a corridor study for ID-31, evaluating:
  - Sightline and safety concerns.
  - Wildlife interaction mitigation strategies.
  - Long-term capacity needs based on regional growth.
2. Engage ITD and local stakeholders to define improvement priorities and project phasing.

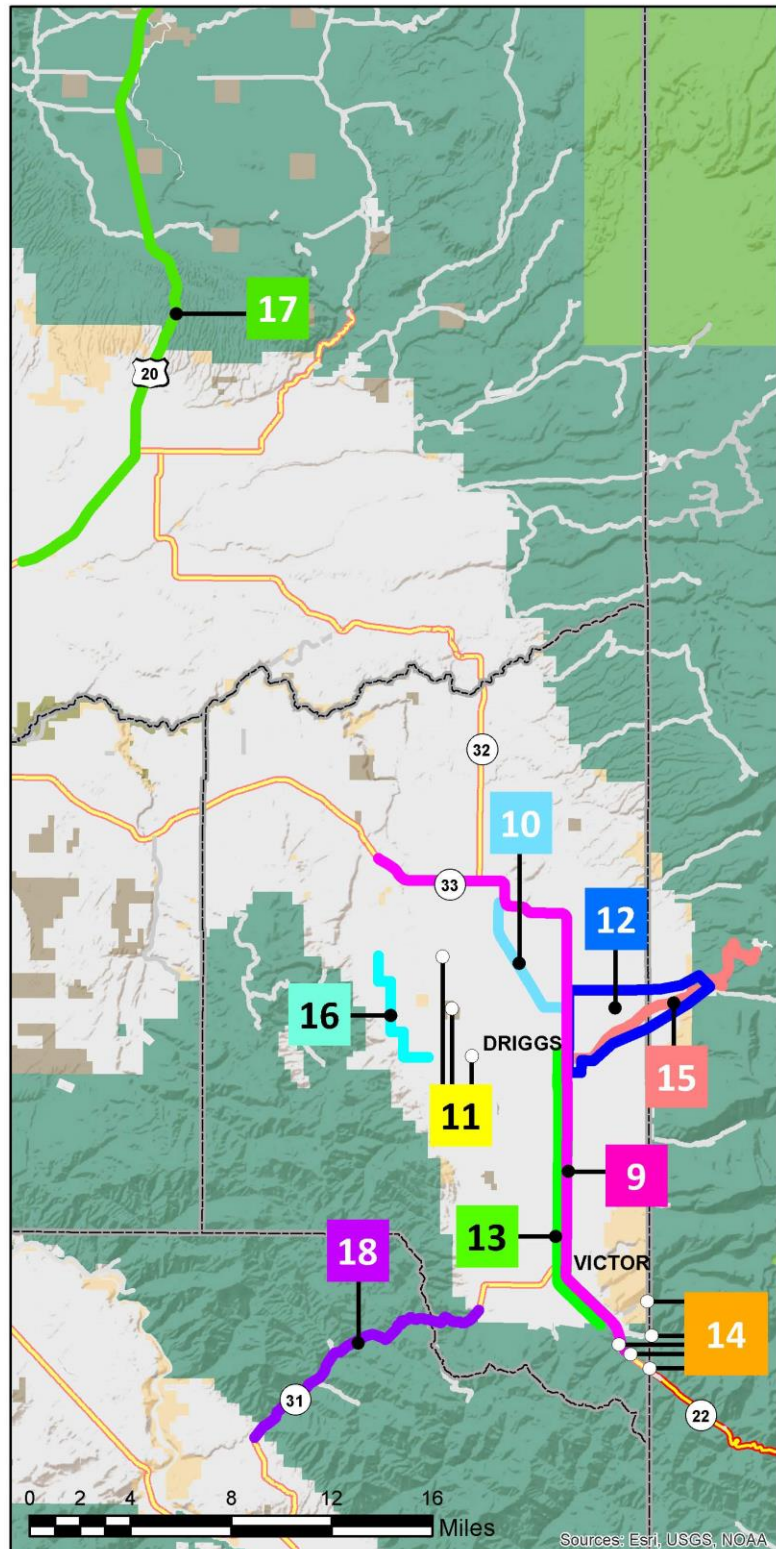
- 3.** Secure funding for near-term safety enhancements and long-term infrastructure planning.
- 4.** Integrate ID-31 improvements into regional transportation resilience planning to enhance system redundancy.

The below map shows the 9-18 numbered consolidated regional projects in Teton County, ID correlating with the regional need descriptions.

## Regional Needs Teton County, ID

9	State Highway 33 Corridor Study
10	Greater Yellowstone Trail
11	Horseshoe Creek River Access
12	Driggs/Alta Multimodal Planning and Congestion
13	Transit in Victor/Driggs
14	Trailhead Improvements Along Teton Pass Corridor
15	Improve Collaboration between Resorts & County
16	Driggs West Bypass
17	Congestion on US 20
18	Highway 31 - Alternative Route and Long Term Growth

LEGEND		N ▲
●	Corridor Improvement	
○	Location Specific Improvement	
—	Federally-Owned Roads	
Access Roads to Federal Lands		
—	State Routes - Primary Access	
—	State Routes - Other	
—	Local Road - Primary Access	
—	Local Road - Secondary Access	



## 4. LINCOLN COUNTY, WY REGIONAL NEEDS ASSESSMENT

### **Regional Need #19: U.S. 89 Corridor Improvement Plan**

#### **Project Description and Termini**

U.S. Highway 89 (US-89) is a north-south road and is also known as the 'National Park Highway' connecting several national parks in the West and runs for 848 miles from Flagstaff, AZ to the entrance of Yellowstone National Park. The road also accesses Grand Teton national Park just south of Yellowstone. The roadway almost follows the north-south length of Lincoln County, jumping into Idaho out of Lincoln County twice.

The projects identified covers the US-89 corridor starting just south of the town of Alpine, WY to Smoot, WY, addressing regional congestion, safety, multimodal connectivity, active transportation, and capital improvements.

#### **FLMA Access & Transportation Goal Areas**

- FLMA Access: The corridor provides primary access mostly to USFS lands as well as small tracts of BLM lands. Adjacent to and northwest of the town of Alpine, there is also BOR land.
- FLMA Goal Areas: Outdoor Recreation, Asset Management
- WYOT Goal Areas (reflecting 2050 LRTP goals and objectives): Safety, Reliability, Economy

#### **Project Scope & Key Issues**

##### 1. Safety, Access and Congestion Improvements

- Stakeholders identified that SH-33 narrows between the towns of Thayne and Afton with concerns of not enough room for additional access and multiuse pathways. WYDOT has completed an EIS on this section for future widening.
  - WYDOT has already widened from Alpine to Etna
  - Five lanes from Alpine to Afton is the goal
- WYDOT stakeholder states HWY 89 is a priority for access management and safety
- Grover Park Rd. out of the town of Grover is a priority for improvement because it is a destination road through USFS
- As a whole, improvements in access to all collector roads off of Hwy should be studied and find out which should be prioritized

##### 2. Avalanche Issues

- Avalanche risk mitigation needs to be addressed in between Auburn and Thayne along Highway
- Grover Park Rd improvement is a priority because this is an alternate route when avalanche occurs on US 89 at likely location
- Potential short-term solution include better traveler information systems (dynamic signage, real-time alerts).

### 3. Active Transportation

- Corridor wide active transportation improvements are needed
- The county plans to update its active transportation plan, which has not been revised since 2005, indicating a need for current data and strategies to enhance regional connectivity.

## Funding Considerations & Next Steps

### Potential Funding Sources

1. Corridor & Safety Planning:
  - RAISE Grants (USDOT) – For corridor-wide multimodal planning.
  - FLAP (Federal Lands Access Program) – For FLMA-related safety projects.
  - WYDOT State Safety Funds – Roadway safety enhancements.
2. Avalanche Mitigation & Resilience:
  - FEMA provides funding for avalanche mitigation through its Hazard Mitigation Assistance (HMA) programs, including the Hazard Mitigation Grant Program (HMGP) and the Pre-Disaster Mitigation (PDM) grant program, to help communities reduce future disaster losses.
  - Natural Disaster Mitigation Enterprise (NDME) and Pre-Disaster Mitigation Grant programs
3. Capital Projects & Alternative Routes:
  - INFRA Grants – Large-scale highway expansion.
  - BUILD (Better Utilizing Investments to Leverage Development) Grants – Focused on economic development.
  - State Rural Transportation Grants – Alternative route feasibility studies.
4. Active Transportation
  - Active Transportation Infrastructure Investment Program (ATIIP)
  - FHWA Pedestrian and Bicycle Funding Opportunities Table- (some sources are relevant and some may not be relevant to identified projects):

[Pedestrian and Bicycle Funding Opportunities](#)

### Next Steps

1. Coordinate with WYDOT on corridor-wide studies, including: modal studies, feasibility studies, and/or Planning & Environmental Linkages (PEL) studies.
2. Pursue funding applications for safety, multimodal, capital projects and natural hazard mitigation.

## **Regional Need #20: Lincoln County (& vicinity) Transit & Mobility Hubs**

### **Project Description and Termini**

A 'Transit Hub' can be defined as a use of property for a transit station or stop and the potential interchange of multiple modes of transportation. Three transit hub improvements/developments were identified for Lincoln County in the towns of Alpine, Afton and Thayne along the Highway 89 corridor. There is also a need to expand the transit stop at Hoback Junction in Teton County just across county line into a transit/mobility hub.

This corridor experiences congestion during the peak National Park visiting season and could be a key transportation route for custodial workers (and others) to commute to/from Jackson- adding transit hubs could help in this regard.

### **FLMA Access & Transportation Goal Areas**

- FLMA Access: Potentially gives visitors and residents alternative transportation choices to access adjacent federal lands. Transit Hubs could be for custodial, etc. workers to get to/from Jackson area and Teton Village, as cost of living is high in Jackson. Although season national park workers could live in these small towns and take START combined with 'Alltrans' shuttle service to national parks.
- FLMA Goal Areas: Economic Generation, Outdoor Recreation.
- WYDOT Goal Areas (reflecting 2050 LRTP goals and objectives): Economy, Reliability, Delivery
- There is strong support for applying for and obtaining transit-oriented development related grants that could facilitate the construction of housing near transit hubs, thereby supporting workforce housing initiatives.

### **Project Scope & Key Issues**

#### **1. Potentially Missing Transit Hubs and Other Notes**

- Kemmerer should have a transit hub especially with growing industry in south part of county (Steve Allen- Lincoln County)
- Lincoln County is assessing need and clarifying if more hubs are needed in transportation master plan (Mary Crosby- Lincoln County)
- START is conducting a 5-year plan which will include looking at market assessments for potential future transit hubs
- how many trips are happening to justify future hubs?
- Afton, Thayne, and La Barge are other potential locations
- Transit hubs could include intermodal cargo/freight hub

#### **2. Transit Hubs for Recreation Access**

- Great opportunities to use transit hubs for recreation access, i.e., to nearby/adjacent trails
- Gives visitors variations in recreation access other than further congesting Yellowstone and Grand Teton

- There is need to manage transportation to recreational areas more effectively, including the potential for accommodating ORVs at transit hubs, and increasing access on county roads leading to public lands

### **3. Expanded Transit (or Mobility) Hub in Hoback (in Teton County)**

- There is already a park and ride present but site is constrained and there is property ownership conflict
  - Other sites and collaborations for expanded hub should be explored
  - Current site is just a park and ride; need more room for a more functional transit/mobility hub
- The Paul Merritt Pathway Trail connects Hoback to Jackson and the Jackson Pathway system adjacent to US 89. At a potential Hoback mobility hub- bike lockers and micromobility options should be considered
  - There is need to explore bike lockers at the park and ride to improve mobility options for cyclists using the new Paul Merritt Pathway

## **Funding Considerations & Next Steps**

### Potential Funding Sources

- Stakeholders have expressed the need to verify current funding sources for transit hubs including the potential for federal funds to be passed through to the state level.
- **Federal Transit Administration (FTA):**
  - Capital Investment Grants
  - Formula Grants
  - Accelerating Innovative Mobility Grant
  - All Stations Accessibility Program
  - FTA 5307 Urbanized Area Grants- funding for transit hubs
  - Other potential FTA grants (some may not be applicable):  
[Grant Programs | FTA](#)

### Next Steps

1. Work with START on potentially extending service into southern Lincoln County and provide transit hubs
2. Include mentioned (and potentially other) transit hubs in current Lincoln County Transportation Master Plan
3. Prepare grant applications for funding rounds in FY 2025-2026.

## **Regional Need #21: Greys River Road Corridor Improvements**

### **Project Description and Termini**

Greys River Road (FR 10138) is one of the most popular forest roads on the Bridger-Teton National Forest, running for almost 60 miles from Alpine south to Tri Basin Divide. The road offers access opportunities for fishing, kayaking, camping, hiking, OHV riding and horseback riding.

### **FLMA Access & Transportation Goal Areas**

- FLMA Access: road is within and provides direct access to USFS lands
- FLMA Goal Areas: Outdoor Recreation, Asset Management
- WYDOT Goal Areas (reflecting 2050 LRTP goals and objectives): none as this is a USFS road

### **Project Scope & Key Issues**

#### **1. Access and Maintenance**

- There are plans to gather more information on traffic counts on the road to better understand the usage and justify funding needs for better access and future maintenance.
- Traffic counters will also be implemented to clarify forest access vs. business access in Alpine.
- There were counts of 2,500 people using road recently on July 4. This road is the busiest access to Bridger Teton NF.
- The road is very important to the adjacent Town of Alpine, as improvements could mean more economic benefits as it's a gateway town for the road. (town of Alpine submitted a FLAP application but wasn't successful because they needed another funding source).
- The mix of OHV and regular traffic is a safety problem along road and should be separated in areas, if applicable.
- There is a lack of signage with regards to education on usage of the road.
- The road needs more gravel in areas because of increased heavy usage.
- There are around 10 trailheads along the road with a variety of use and recreation access opportunities, and a variety of maintenance needs. No specific trailhead needs higher attention.

### **Funding Considerations & Next Steps**

#### **Potential Funding Sources.**

- USFS Public Lands Grants – Could support eventual trail connections and access improvements on western lands including educational signage
- Federal Land Access Program (FLAP) grant
- WYDOT State Safety Funds- to improve safety adjacent to town of Alpine entering USFS land
- State Rural Transportation Grants
- Recreational Trails Program (RTP)- supports trailhead improvements



## Next Steps

1. For City of Alpine- submit another FLAP grant and find another funding source for match and support
2. Develop a site-specific recreation access plan to determine needs along roadway corridor
3. Increase communication with USFWS and Town of Alpine regarding improving access to the roadway corridor and potential trailhead improvements.

## **Regional Need #22: Cross Jurisdictional US 26/US 89 Natural Hazard Mitigation and Reroute Assessment**

### **Project Description and Termini**

US Highway 89, aka “The National Park Highway” can be a congested roadway connecting the town of Alpine, WY north to Jackson, and Grand Teton and Yellowstone National Parks. The 24-mile stretch between Alpine and Hoback, WY crosses into Teton County and along a constrained area of the Snake River Canyon. This area of roadway is susceptible to avalanches, landslides and flooding and is the only direct route into the Jackson area. There are also opportunities to improve trailheads along this corridor that accesses USFS land.

### **Key regional mobility challenges include:**

- Natural disaster risks along constrained part of highway
- Roadway constrained which limits expansion
- Lack of multimodal options through corridor
- Seasonal peaks in congestion caused by tourism and resort traffic.
- Lack of informational signage warning of environmental dangers susceptible or present

### **FLMA Access & Transportation Goal Areas**

- FLMA Access: Provides primary access to USFS lands and supports recreational travel.
- FLMA Goal Areas: Outdoor Recreation, Asset Management
- WYDOT Goal Areas: Safety, Preservation, Economy

### **Project Scope & Key Issues**

1. Environmental Dangers
  - Snake River Canyon through this corridor has frequent mudslides and avalanches.
    - This area is a main focus for WYDOT and there is construction ongoing currently.
2. Lack of Communication Through Hazard Prone Canyon
  - Lost cellular communication through canyon so this needs to be improved.

- Message warning boards needed at opposite ends of canyon.
  - Cross county partnership opportunities for displaying message warning boards entering canyon for potential landslide and other threats are considered.

### 3. Alternative Route

- Fall Creek Rd. is only viable alternative route to get around canyon if US 89 is closed to a hazard. Improving Fall Creek Rd. for emergencies should be considered, particularly for Winter time.

## Funding Considerations & Next Steps

### Potential Funding Sources

- WYDOT State Highway Safety Funds – Supports congestion relief and traffic signal optimization.
- CMAQ (Congestion Mitigation and Air Quality) Funds – Applicable for projects that reduce vehicle emissions.
- FLAP (Federal Lands Access Program) – If the project can demonstrate FLMA access benefits.
- INFRA (Infrastructure for Rebuilding America) Grants – Funding for large-scale infrastructure projects.
- BUILD Grants – Federal grants supporting economic and mobility investments.
- FEMA provides funding for avalanche mitigation through its Hazard Mitigation Assistance (HMA) programs, including the Hazard Mitigation Grant Program (HMGP) and the Pre-Disaster Mitigation (PDM) grant program, to help communities reduce future disaster losses.
- Natural Disaster Mitigation Enterprise (NDME) and Pre-Disaster Mitigation Grant programs

### Next Steps

1. Increase communication and county to county collaboration for implementing message display boards on both sides of canyon.
2. Further study alternative route for constraints and community acceptance.
3. Apply for state and federal funding for studies and implementation.

## **Regional Need #23: Southern Lincoln County USFS Connectivity Improvements**

### **Project Description**

Southern Lincoln County has opportunities to improve recreation access to USFS and BLM lands by improving the roads: Big Spring Scenic Backway, Coal Creek Rd. and Pine Creek Rd. Big Spring Scenic Backway, USFS owned, is a 68-mile primitive and rugged road with plentiful historic sites along the route as it was part of the Oregon Trail, as well as high use recreational opportunities.

### **FLMA Access & Transportation Goal Areas**

- FLMA Access: Provides direct access to USFS recreation areas and some BLM
- FLMA Goal Areas: Outdoor Recreation, Economic Generation.
- WYDOT Goal Areas: Safety, Reliability, Preservation

### **Key Issues & Notes**

- Pine Creek and Coal Creek Roads do get graded, Big Springs does not get graded as much (every 2 years)
- Goal for Big Springs Backway, a state owned Scenic Byway, may be to keep it rugged and preferably accessed by 4X4s
- Big Spring Scenic Backway encompasses the 'Coal Creek Rd. Rehab' project and the overlapping needs are the same
- Because Big Springs Backway is a hidden gem of recreational opportunity for visitors, there could be justification to direct visitors here through more signage, etc.
  - But there is concern that this road is too rough and visitors may not be prepared for it both physically and do not have right kind of vehicle or navigation skills.
  - Summer increased access would be OK, but increased access in Winter for unprepared visitors is too dangerous
    - GPS tells drivers this is an alternate route but many people end up getting stuck when taking this route
  - USFS have submitted for grants to make the Backway safer
- Coal Creek Rd improvement is a collaboration between USFS and BLM
  - Road is used a lot for timber sales movement, but connects to Backway

### **Identified Projects**

1. Rehabilitation of Pine Creek Rd. from SR 22 to comfort station
2. Rehabilitation of Coal Creek Rd. (need to confirm exact project extents)
3. Improve Big Springs Backway to current road standards
  - According to the WYDOT Scenic Byways and Backways Program Safety Standards:  
Type II – Roads that require high clearance type vehicles such as trucks or four-wheel

drives. These roads are usually not paved but may have some type of surfacing. Grades,

curves and road surface are such that they can be negotiated with a two-wheel drive high

clearance vehicle without undue difficulty. No other minimum design and safety standards are specified for a scenic backway.

## **Funding Considerations & Next Steps**

### **Potential Funding Sources**

- FLAP (Federal Lands Access Program) – For FLMA-related safety projects
- WYDOT State Safety Funds – Roadway safety enhancements.
- USFS Public Lands Grants
- State Rural Transportation Grants
- FHWA Rural Surface Transportation Grants
- USDOT National Scenic Byways Program
  - All national, state, and tribal scenic byways and All-American Roads are eligible for National Scenic Byways Program discretionary grants.

### **Next Steps**

1. Confirm project extents for identified projects.
2. Identify and secure funding for rural road rehabilitation and improvements.

## **Regional Need #24: Active Transportation Connectivity Improvements in Town of Alpine and Vicinity**

### **Project Description**

Alpine, WY sits at the southern end of the Snake River Canyon and at the intersections of Hwy 89 and Hwy 26. The town has direct access to USFS and BOR recreation lands. Two of the town's 2023 Master Plan objectives specifically state:

"As part of Town-wide parks and open space planning, identify recreational opportunities (trails, picnic areas etc.) and programs (winter sports activities, nature hikes etc.) that enhance use of public lands."

And,

"Incorporate non-motorized options for connections in the communities, including bicycle, snowmachine and pedestrian facilities, as part of roadway maintenance projects, development applications and capital projects whenever opportunities arise and are feasible."

### **FLMA Access & Transportation Goal Areas**

- FLMA Access: Provides direct access to recreation on USFS and BOR lands.
- FLMA Goal Areas: Outdoor Recreation, Economic Generation.

- WYDOT Goal Areas: Multimodal Travel, Safety, Environment

### **Key Issues and Notes:**

- There is need to have better trail/bike/ped access to BOR Palisades Reservoir.
- Emphasis on better bike/ped access should be to Greys River Rd.
- Separate bike/ped bridge over Snake River is desired and could be used as emergency access
- Separated bike path is desired from Alpine to Swan Valley, Idaho along US 26, but ITD needs to be on board and likely isn't
- Separated bike path is desired through Snake River Canyon US 89 to Hoback and would be more likely than a path to Swan Valley
- Better bike/ped connections are a priority for locals

### **Project Scopes & Key Issues**

#### **1. Alpine River Walk**

- Construct River Walk along Snake River and lake through town of Alpine. Possible addition of path on north side.
  - Would need USFS and BOR Coordination
  - FLAP eligibility may be possible for sites that directly support BOR and USFS access

#### **2. Comprehensive Safety Action Plan and Safe Streets For All for Town of Alpine**

- Potential for enhanced and/or additional trailhead connections to Federal lands via biking/walking.
- The county is currently engaged in a transportation master plan that addresses local trails and beginning to update its active transportation plans, starting from the Smoot area and moving toward Alpine.
- There is economic incentive to increase tourism for Alpine to connect better with Federal Lands that are within walking and biking distance

#### **3. Separate Pedestrian Bridge Over Snake River**

- Strong need for further evaluation of pedestrian bridge proposal, particularly in light of safety concerns related to existing bridge and access routes lacking

#### **4. US 26 and/or US 89 Separate Pathway**

- Need support from ITD for path west to Swan Valley
- Potentially better support and more likelihood of path along US 89 east of Alpine, through Snake River Canyon and to Hoback
  - This path would link up to existing paths in Hoback creating an expanded network

## **Funding Considerations & Next Steps**

### **Potential Funding Sources**

- TAP (Transportation Alternatives Program) – For pedestrian crossings and multimodal safety projects.
- CMAQ (Congestion Mitigation & Air Quality) Grants
- Recreational Trails Program (RTP) – Supports trailhead planning and access improvements.
- Active Transportation Infrastructure Investment Program (ATIIP)
- FHWA Pedestrian and Bicycle Funding Opportunities Table- (some sources are relevant and some may not be relevant to identified projects):  
[Pedestrian and Bicycle Funding Opportunities](#)

### **Next Steps**

1. Follow through with Town of Alpine's Master Plan that identify recreational opportunities and programs that enhance use of adjacent public lands.  
and,  
Incorporate non-motorized options for connections in the communities, including bicycle, snowmachine and pedestrian facilities, as part of roadway maintenance projects, development applications and capital projects whenever opportunities arise and are feasible.
2. Coordinate with ITD and WYDOT on collaboration of potential separated path from Alpine to Swan Valley, ID adjacent to Hwy 26
3. Explore FLAP and state-level funding opportunities for road safety and access projects.

## **Regional Need #25: Camp Creek Wildlife Underpass/Overpass Infrastructure**

### **Project Description and Termini**

Just east of Hoback Junction along the Hoback River there are four spots in the Camp Creek area of the Bridger Teton National Forest that need underpass and overpass wildlife crossing structures.

### **FLMA Access & Transportation Goal Areas**

- FLMA Access: USFS Bridger Teton
- FLMA Goal Areas: Outdoor Recreation, Asset Management, Economic Generation.
- WYDOT Goal Areas: Safety, Environment

## Key Notes:

- Wildlife crossing systems can reduce collisions by 80-90% while providing wildlife with safe passages under/over highway to access habitat and resources on either side
- Animals involved in collisions at the below locations include Bighorn Sheep, Moose, Mountain Lion, Elk, Mule Deer
- Average cost at these collisions is over \$900K every year.
- On average, there were 2.8 wildlife vehicle collisions per mile per year in this segment, including both crashes reported to law enforcement and carcass reports.
- The average annual monetary cost of wildlife-vehicle collisions in the Camp Creek priority area is \$735,000, or \$131,000 per mile per year

## Identified Projects

Locations below are along US 189/191 just east of Hoback from MP 157.8 to MP 163.5

For more information and concept planning for below structures, visit:

[TWC CampCreekVideo 4K FinalRev](#)

1. Camp Creek Underpass at Hoback Bench
2. Camp Creek Underpass-Arch Culvert at Hoback West
3. Camp Creek Overpass at Bryan Flats East
4. Camp Creek Underpass at Poison Creek

## Funding Considerations & Next Steps

### Potential Funding Sources

- Federal Wildlife Crossing Pilot Program
- State Conservation Funds – If wildlife-related infrastructure aligns with ecosystem management goals.

### Next Steps

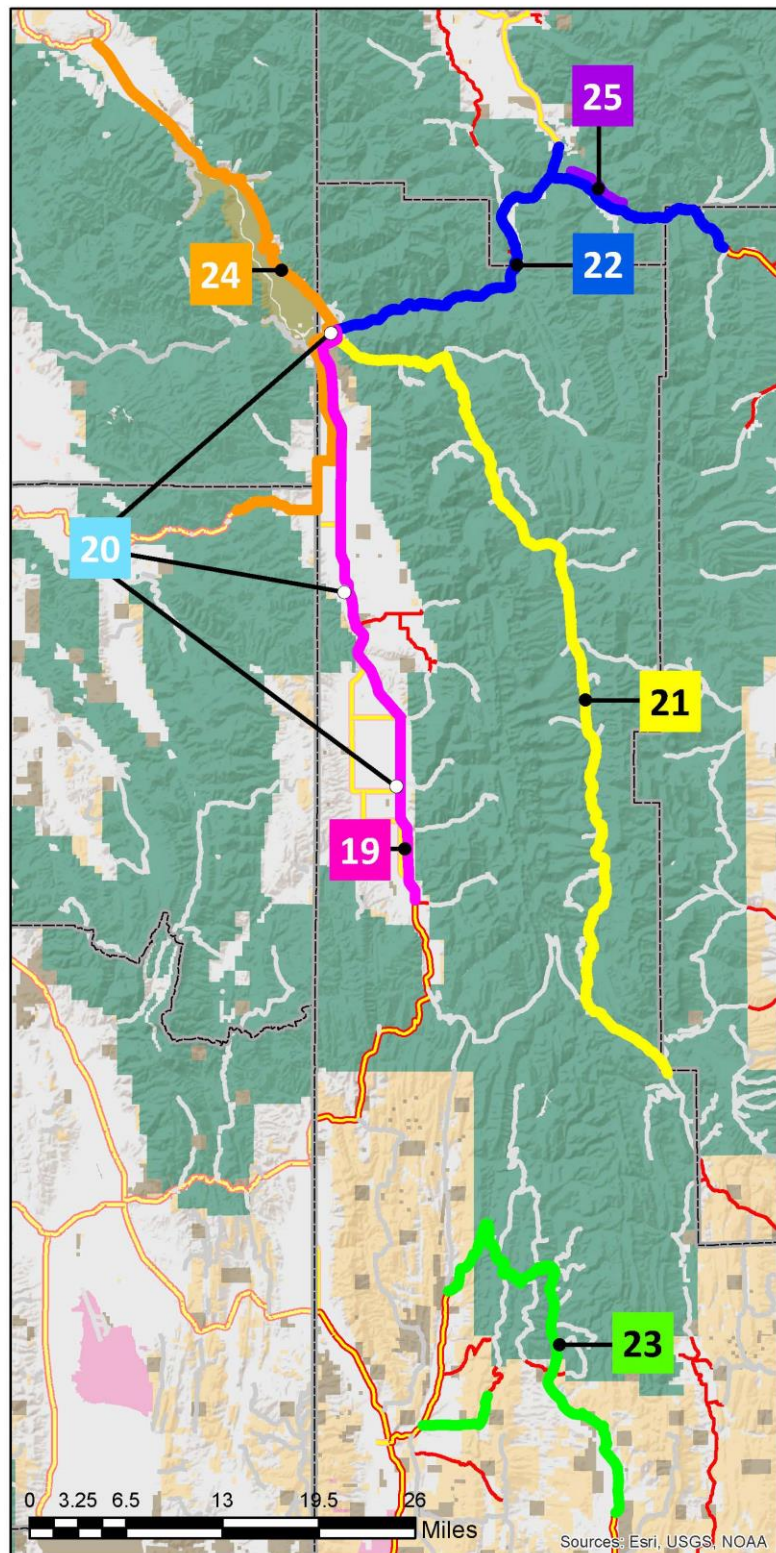
1. Secure funding that supports Wildlife Crossing Infrastructure
2. Confirm identified wildlife crossing needs are identified in Teton County's 30% plan at Camp Creek here: [Teton County Wildlife Crossings - PublicInput](#)
3. Coordinate with USFS Bridger Teton

The below map shows the 19-25 numbered consolidated regional projects in Lincoln County, WY correlating with the regional need descriptions.

## Regional Needs Lincoln County

<b>19</b>	US 89 Corridor Improvement Plan
<b>20</b>	Lincoln County Transit and Mobility Hubs
<b>21</b>	Greys River Road Corridor Improvements
<b>22</b>	26/189 Natural Hazard Mitigation and Reroute
<b>23</b>	S Lincoln USFS Connectivity Improvements
<b>24</b>	Alpine and Vicinity Connectivity Improvements
<b>25</b>	Camp Creek Wildlife Over /Underpass Infrastructure

LEGEND		N ▲
●	Corridor Improvement	
○	Location Specific Improvement	
—	Federally-Owned Roads	
Access Roads to Federal Lands		
—	State Routes - Primary Access	
—	State Routes - Other	
—	Local Road - Primary Access	
—	Local Road - Secondary Access	





## 5. SUBLETTE COUNTY, WY REGIONAL NEEDS ASSESSMENT

### **Regional Need #26: U.S. 191 & 189 Corridor Study and Rehabilitation Program**

#### **Project Description and Termini**

U.S. Highway 191 (US 191) and Highway 189 (US 189) are two highways that traverse Sublette County, owned and maintained by the Wyoming Department of Transportation (WYDOT). There may be a regional need to study the two corridors for rehabilitation in anticipation of population and AADT growth for these two corridors.

The study US 191 corridor runs from the northwest county line to the southern county line. The US 189 corridor runs from US 191 to the southern county line. One section of US 189, from its connection to US 191 to Rifle Range Road, is noted to be in substantial disrepair and is in need of expedited rehabilitation.

#### **FLMA Access & Transportation Goal Areas**

- FLMA Access: The route provides primary and secondary access to recreation on USFS and BLM lands
- FLMA Goal Areas: Economic Development, Outdoor Recreation, Asset Management
- WYOT Goal Areas (reflecting 2050 LRTP goals and objectives): Safety, Preservation, Reliability, and Economy

#### **Project Scope & Key Issues**

1. Current roadway condition requiring rehabilitation
  - a. The state of Wyoming's Statewide Transportation Improvement Plan (STIP) incorporates two projects along US 189 to address failing pavement conditions. Planned pavement rehabilitation projects include milling, leveling, overlaying and chip sealing the existing roadway.
  - b. Approximately 22 miles of pavement rehabilitation along US 189 is planned for the following segments at the specified years:
    - i. Milepost 97.35 to 102.90 programmed for FY29 (STP Project P114042) – This segment was of particular concern to local stakeholders as having poor pavement conditions
    - ii. Milepost 102.90 to 113 programmed for FY 29 (STP Project P114040)
    - iii. Milepost 113 to 119.5 programmed for FY27 (STP Project P114041)

#### **Funding Considerations & Next Steps**

##### **Potential Funding Sources**

1. Corridor & Safety Planning:
  - RAISE Grants (USDOT) – For corridor-wide multimodal planning.

- FLAP (Federal Lands Access Program) – For FLMA-related safety projects.
- WYDOT State Safety Funds – Roadway safety enhancements.
- 2. Capital Projects & Alternative Routes:
  - INFRA Grants – Large-scale highway expansion.
  - BUILD (Better Utilizing Investments to Leverage Development) Grants – Focused on economic development.
  - State Rural Transportation Grants – Alternative route feasibility studies.

#### Next Steps

1. Continue to pursue funding for remaining segments of US 189 in need of pavement rehabilitation.
2. Pursue funding applications for corridor-wide planning to best leverage resources for implementation, and to incorporate safety and mobility improvements to meet the growing demand in the region.

### **Regional Need #27: Pinedale US Highway 191 Community Connection Project**

#### **Project Description and Termini**

The Pinedale US Highway 191 (US 191) Community Connection Project would look to implement strategies studied in the Town of Pinedale Transportation Master Plan to improve US 191, owned and maintained by the Wyoming Department of Transportation (WYDOT), directly within Town of Pinedale limits. US 191, which is also referred to Pine Street, runs through Pinedale Downtown which currently limits downtown connectivity, multimodal safety, as well as local and regional mobility. Multiple proposed connectors and other vehicular roadway projects on US 191 may be warranted to reduce negative effects to the Pinedale Downtown, reduce regional traffic delay, and enhance multimodal safety. Scheduled rehabilitation on US 191 in Pinedale is currently programmed in the WYDOT STIP for FY25 (see STP Project No. W352009).

The extent of the project is on US 191 from Ehman Lane to Fayette Pole Creek Road, in Pinedale, WY.

#### **FLMA Access & Transportation Goal Areas**

- FLMA Access: No direct FLMA access, though US 191 provides secondary access to land owned by the US Forest Service as well as the Bureau of Land Management.
- FLMA Goal Areas: Economic Generation, Outdoor Recreation, and Asset Management
- WYDOT Goal Areas (reflecting 2050 LRTP goals and objectives): Safety, Preservation, Delivery, Reliability and Economy

## Project Scope & Key Issues

1. Implementation of the Pine Street Long-Term Corridor Plan
  - Adopted in September 2024, the Town of Pinedale's Master Transportation Plan provides a robust analysis of existing conditions for US 191, also known as Pine Street, which traverses east-west through the town. The development of this plan allowed for critical stakeholders participating on the project's Steering Committee to endorse desired outcomes for this complex segment of US 191.
  - The Pine Street Long-Term Corridor Plan is recommended within the Master Plan as the alternative to "No Action". This Corridor Plan incorporates needed mobility, access and safety features for all modes includes the following:
    1. Installing strategically located pedestrian crossings;
    2. Incorporating narrower lanes to discourage excessive speed and reduce exposure to crossing pedestrians;
    3. Maintaining some on-street parking near the downtown core where feasible;
    4. Incorporating one-way alleys carrying traffic away from Pine Street for safety reasons;
    5. Adding other auxiliary turn lanes at select intersections; and
    6. Consideration of a roundabout at the east end for Fremont Lake Road.
2. Leverage planned improvements identified in WYDOT's STIP
  - STP Project No. CD22308 identifies preliminary engineering work scheduled in FY25 in partnership with the Town of Pinedale for safety improvements along US 191 from Milepost 98.8 to Milepost 101.
  - STP Project No. N132113 identifies a full pavement rehabilitation project programmed for FY28 from Milepost 98.93 to Milepost 100.29 that also incorporates Americans with Disability Act (ADA) improvements, sidewalk improvements, and curb and gutter improvements.
3. The Town of Pinedale does not have taxing authority, requiring the Town to rely upon partnerships with the State and others to secure infrastructure funding.

## Funding Considerations & Next Steps

### Potential Funding Sources

- FLAP (Federal Lands Access Program) – For capital and operations costs for traffic monitoring, management, and control facilities and programs on roadways providing access to federal lands.
- FHWA Formula Programs: State roadways outside of FLMA-owned lands may be eligible for FHWA formula funding programs such as the Surface Transportation Block Grant or National Highway Performance Program funding. These programs are administered by state departments of transportation and can provide planning/capital, or operations funding for traffic monitoring, management, and control facilities and programs. These programs are administered by WYDOT.
- Transportation Alternatives Program (TAP), is a federal funding program administered by WYDOT, that is able to fund community-based projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure.

- BUILD Grant Program is a discretionary grant program from the US Department of Transportation that is able to fund a variety of road, rail, transit and port projects that would provide significant local and regional transportation outcomes.
- Safe Streets and Roads for All (SS4A) is a discretionary grant program from the US Department of Transportation that funds regional, local and Tribal initiatives to prevent roadway deaths and serious injuries.

#### Next Steps

1. Continue coordination efforts with stakeholders involved with the Town of Pinedale's Transportation Master Plan's Steering Committee to best leverage opportunities and resources to implement the recommended Pine Street Long-Term Corridor Plan.

## **Regional Need #28: US Highway 191 South Regional Connector Project**

### **Project Description and Termini**

The US Highway 191 (US 191) South Regional Connector project would provide new connectivity between Pinedale South Road and US 191. The new connector would be located within unincorporated Sublette County, and is supported within the Town of Pinedale's Transportation Master Plan (adopted September 2024). The intent of the South Regional Connector is to improve safety through downtown Pinedale by diverting truck traffic away from US 191 / Pine Street which functions as a main street corridor for the Town of Pinedale where increased multimodal travel is expected. The Connector would improve the Town's connectivity, and thus improve resiliency and redundancy in the transportation network.

### **FLMA Access & Transportation Goal Areas**

- **FLMA Access:** No direct FLMA access
- **FLMA Goal Areas:** Outdoor Recreation, Economic Development
- **WYDOT Goal Areas (reflecting 2050 LRTP goals and objectives):** Safety, Reliability, and Economy

### **Project Scope & Key Issues**

#### **1. Obtain funding for preliminary engineering and design**

- The Town of Pinedale's Transportation Master Plan recommends dive community connectors, with the South Regional Connector being identified as a high priority by stakeholders participating in the Steering Committee.
- The Master Plan's Implementation Strategy identifies the South Regional Connector as a near-term priority (0-5 years from date of plan adoption), and is bundled together with

US 191 / Pine Street improvements targeted for Safe Streets For All (SS4A) or BUILD discretionary grant programs.

- The Town of Pinedale does not have taxing authority, requiring the Town to rely upon partnerships with the State and others to secure infrastructure funding.

## **Funding Considerations & Next Steps**

### **Potential Funding Sources**

- FLAP (Federal Lands Access Program): For capital and operations costs for traffic monitoring, management, and control facilities and programs on roadways providing access to federal lands.
- FHWA Formula Programs: State roadways outside of FLMA-owned lands may be eligible for FHWA formula funding programs such as the Surface Transportation Block Grant or National Highway Performance Program funding. These programs are administered by state departments of transportation and can provide planning/capital, or operations funding for traffic monitoring, management, and control facilities and programs. These programs are administered by WYDOT.
- INFRA Grant Program: Also known as the Nationally Significant Multimodal Freight & Highway Projects program) awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.
- Safe Streets and Roads for All (SS4A) is a discretionary grant program from the US Department of Transportation that funds regional, local and Tribal initiatives to prevent roadway deaths and serious injuries.

### **Next Steps**

1. Formalize conversations with Sublette County, the Town of Pinedale, and WYDOT to advance the conceptual-level analysis of the South Regional Connector to project development phase.
2. Initiate funding conversations amongst stakeholders to develop a strategy to secure funds for new construction, and incorporate the project into the Statewide Transportation Improvement Program.

## **Regional Need #29: Willow Lake Road Multi-Use Path**

### **Project Description and Termini**

Willow Lake Road, Sublette County Road 23-110, originates at US 191 / Pine Street at the south end, in the town of Pinedale. The road extends north approximately 9.5 miles to where it intersects with Spring Creek Park. The road provides direct access to Bureau of Land Management, Soda Lake Wildlife Habitat Management Area (owned and operated by the state of Wyoming), and Willow Lake Campground in the

Bridger-Teton National Forest. The proposed project would construct a paved multi-use path roughly adjacent to the existing roadway.

### **FLMA Access & Transportation Goal Areas**

- FLMA Access: Willow Lake Road provides primary access to Bureau of Land Management and the US Forest Service
- FLMA Goal Areas: Outdoor Recreation, Economic Development
- WYDOT Goal Areas: Safety, Preservation, Economy

### **Project Scope & Key Issues**

1. Complex land and easement ownership
  - An existing narrow shared-use path along the west side of Willow Lake Road terminates at Kathryn HI Drive. Sublette County staff has identified complex landownership of Willow Lake Road in this area where a relatively recent subdivision has been constructed. Without existing publicly dedicated right of way, transportation projects may necessitate easements to be obtained.
  - Sublette County staff note that the Board of County Commissioners will review potential further actions and funding considerations regarding Willow Lake Road's need for easements or other means of public access.

### **Funding Considerations & Next Steps**

#### **Potential Funding Sources**

- FLAP (Federal Lands Access Program) – For capital and operations costs for traffic monitoring, management, and control facilities and programs on roadways providing access to federal lands.
- FHWA Formula Programs: State roadways outside of FLMA-owned lands may be eligible for FHWA formula funding programs such as the Surface Transportation Block Grant or National Highway Performance Program funding. These programs are administered by state departments of transportation and can provide planning/capital, or operations funding for traffic monitoring, management, and control facilities and programs. These programs are administered by WYDOT.
- Transportation Alternatives Program (TAP), is a federal funding program administered by WYDOT, that is able to fund community-based projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure.

#### **Next Steps**

1. Initiate a planning and feasibility study to extend the shared use path along Willow Lake Road, including a high level analysis of the lack of publicly dedicated right of way adjacent to the subdivision near Kathryn HI Drive.

2. Continue coordination with the nearby Town of Pinedale as well as WYDOT to ensure that recommendations from the planning and feasibility study are appropriated incorporated into Statewide Transportation Improvement Program (STIP) if federal funding may be used.

## **Regional Need #30: Sublette County Priority Trailhead Improvements**

### **Project Description**

Sublette County is home to a substantial amount of recreation facilities located within the Bridger-Teton National Forest. A total of fourteen (14) trailhead improvement projects have been identified by Sublette County staff and its partners, in large part due to increasing recreational demand causing degrading of trailhead facilities and causing safety concerns with overflow vehicles parking along narrow, winding rural roads. In particular, two projects are highlighted here as priority projects: the Big Sandy Trailhead and Elkhart Trailhead.

### **FLMA Access & Transportation Goal Areas**

- FLMA Access: Provides direct access to USFS recreation areas
- FLMA Goal Areas: Outdoor Recreation, Economic Generation, Asset Management
- WYDOT Goal Areas: Safety, Preservation

### **Project Scope & Key Issues**

- The Big Sandy Trailhead
  - County staff observe upwards of 100 cars per day parked along Forest Road 850, a very narrow and unimproved local access road. The parking lot has insufficient capacity and could benefit from improvements.
- Elkhart Trailhead
  - Similar to Big Sandy Trailhead, Elkhart Park Trailhead is a very popular recreation destination with known safety and access concerns.
    - US Forest Service staff have completed a preliminary design to rehabilitate the parking lot at Elkhart Park though the agreement is still pending with the Sublette Board of County Commissioners as March 2025.

### **Funding Considerations & Next Steps**

#### **Potential Funding Sources**

- FLAP (Federal Lands Access Program) – For capital and operations costs for traffic monitoring, management, and control facilities and programs on roadways providing access to federal lands. Funds can also be used for trailhead amenities including parking lots.
- WYDOT State Safety Funds – Roadway safety enhancements.
- USFS Public Lands Grants

- Recreational Trails Program (RTP)- A federal funding source that supports trailhead improvements.

#### Next Steps

- Collaborate with the Bridger-Teton National Forest staff to complete feasibility studies for trailhead parking improvements for Big Sandy Trailhead.
- Support Sublette County Board of Commissioners approval of the US Forest Service's design for the Elkhart Park Trailhead improvements.
- Consider initiating a forest-wide trailhead facility assessment. Bundling comparable projects such as trailhead improvements within a geographic area (such as a single national forest) could be an effective as a strategy when seeking funding sources.

The below map shows the 26-30 numbered consolidated regional projects in Sublette, County WY correlating with the regional need descriptions.



## Regional Needs Sublette County

<b>26</b>	US 191/189 Corridor Study and Rehabilitation
<b>27</b>	Pinedale US 191 Community Connection Project
<b>28</b>	US 191 South Regional Connector Project
<b>29</b>	Willow Lake Road Multi-Use Path
<b>30</b>	Sublette County Priority Trailhead Improvements

LEGEND		N ▲
●	Corridor Improvement	
○	Location Specific Improvement	
—	Federally-Owned Roads	
<b>Access Roads to Federal Lands</b>		
—	State Routes - Primary Access	
—	State Routes - Other	
—	Local Road - Primary Access	
—	Local Road - Secondary Access	

